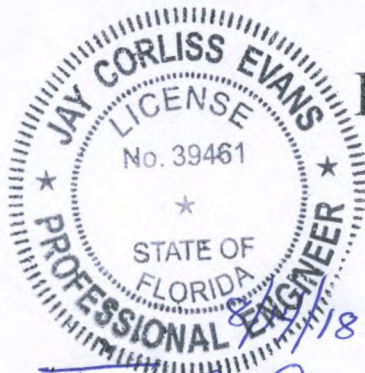


OAKLAND PARK MULTI-FAMILY

*N.W. corner of NE 58th Street and N. Dixie Highway
Oakland Park, Florida 33334*

Traffic Impact Study



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NORTH

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Introduction

Oakland Park Multi-family is proposed to be a new, 108-unit, multi-family residential development in the City of Oakland Park, Florida. The proposed project is located on the north side of NE 58th Street immediately west of Dixie Highway. The proposed project is expected to be built out in 2019. This report is a revised version of an earlier study with 111 units of multi-family residential development.

Access to the project will be via a driveway connection to NE 58th Street. The new driveway connection will form a “T” intersection with NE 58th Street from the north. A combination emergency vehicle access and exit driveway is also proposed along NE 9th Avenue north of NE 58th Street.

The purpose of this study is to analyze the impacts of trips generated by the proposed new development on the adjacent roadway network. The study area was defined in a November 7, 2016 telephone conversation with Mr. Richard Buckeye, City of Oakland Park Planner. The study area includes the following signalized intersections:

- Dixie Highway at Commercial Boulevard,
- Dixie Highway at 56th Street,
- Dixie Highway at Cypress Creek Road,
- 6th Avenue at 56th Street and
- Andrews Avenue at 56th Street.

The study area would also include the unsignalized intersections of:

- 58th Street at 9th Avenue and
- 56th Street at 9th Avenue
- 58th Street at the Project Entrance

Subsequent to this conversation, an additional intersection Dixie Highway at NE 58th Street was added to the study area. A copy of the project site plan may be found in **Appendix F – Site Plan**.

Route 50 of the Broward County Transit network runs along Dixie Highway directly in front of the proposed Oakland Park Multi-family development. Although the proposed site is well served by this local transit route, as well as other multi-modal bicycle and pedestrian transportation options, as a conservative measure, all traffic oriented to/from the proposed development is assumed to be personal passenger vehicles.

Figure 1 – Site Location, shows the location of the proposed development.

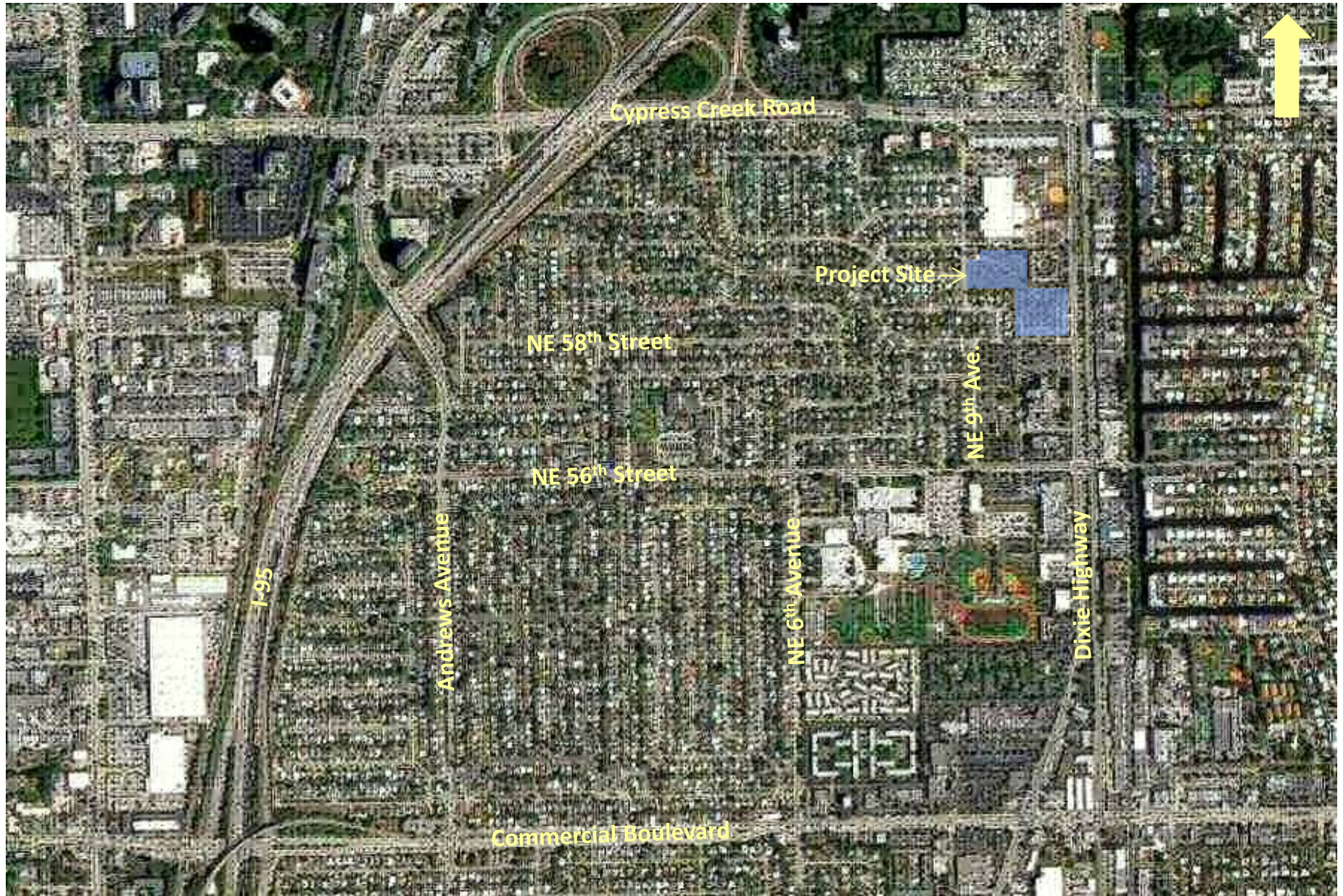


Figure 1 – Site Location

Oakland Park Multi-Family
City of Oakland Park, Florida

Thomas A. Hall, Inc.

Data Collection

Four-hour (7:00-9:00 a.m. and 4:00-6:00 p.m.), turning-movement counts were collected in July and August 2017 at the study area intersections of:

- Dixie Highway at Commercial Boulevard,
- Dixie Highway at 56th Street,
- Dixie Highway at Cypress Creek Road,
- 6th Avenue at 56th Street,
- Andrews Avenue at 56th Street,
- 58th Street at 9th Avenue,
- 56th Street at 9th Avenue,
- 58th Street at the Project Entrance and
- Dixie Highway at 58th Street.

Copies of the traffic counts may be found in **Appendix A – Traffic Counts**. The turning-movement counts were collected to provide a baseline of existing traffic operational conditions at the significant intersections within the study area.

A preliminary field review was conducted July 27, 2017 to obtain pertinent roadway geometry, pavement markings, signing, etc. In addition to the field review, aerial maps were consulted to verify intersection spacing, storage lane lengths and lane assignments. Existing traffic signal timing for the signalized intersections was obtained from Broward County Traffic Engineering Division.

A description of the studied roadways follows:

Commercial Boulevard (SR 870) is a six-lane, median-divided, east-west major arterial highway. It has a posted speed limit of 35 mph in the study area.

Dixie Highway (SR 811) is a four-lane, north-south minor arterial highway with a two-way left-turn lane in the middle. The posted speed limit is 40 mph.

Andrews Avenue is a six-lane, median-divided, north-south minor arterial highway north of the I-95 overpass and is a four-lane, median-divided, north-south minor arterial highway south of the overpass. The posted speed limit is 35 mph.

Cypress Creek Road is a six-lane, median-divided, east-west major arterial highway west of Dixie Highway. East of Dixie Highway it is a three-lane (one eastbound through lane and two westbound through lanes), median-divided minor arterial highway.

NE 56th Street is a two-lane, median-divided (west of NE 3rd Avenue), east-west collector roadway that widens to include auxiliary left- and right-turn lanes at several intersections. It has a posted speed limit of 25 mph.

NE 6th Avenue is a north-south, four-lane, undivided local roadway with a posted speed limit of 25 mph south of NE 56th Street. It is a two-lane, median-divided local roadway with a posted speed limit of 25 mph north of NE 56th Street.

NE 58th Street is a two-lane, undivided, east-west local street that runs between Dixie Highway and north Andrews Avenue. It has a posted speed limit of 25 mph.

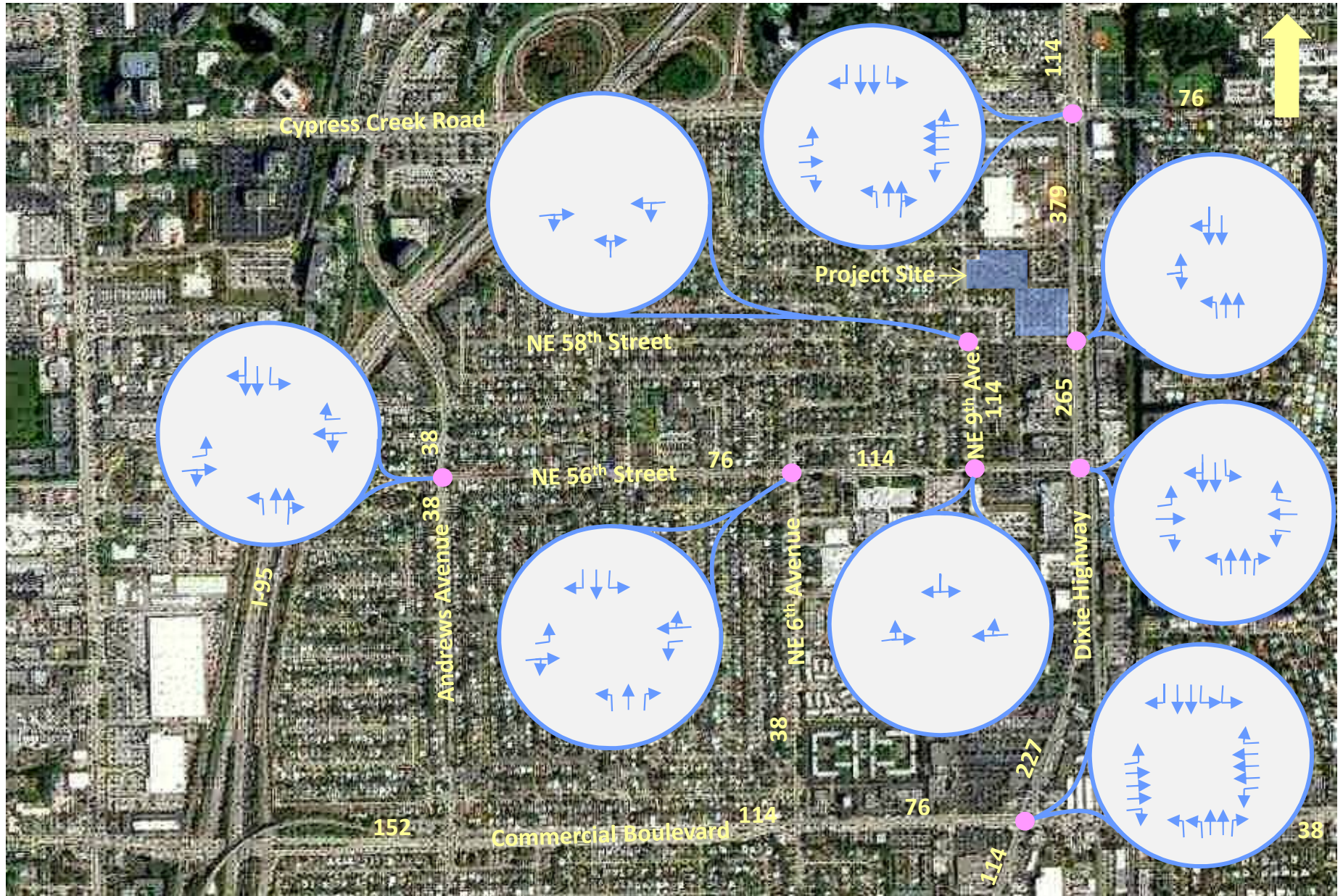


Figure 2 – Permitted Intersection Movements

Oakland Park Multi-Family
City of Oakland Park, Florida

Thomas A. Hall, Inc.

Analyses

Adjustment Factors

The July and August 2017 turning-movement counts were adjusted to peak season by the application of a Peak Season Conversion Factor (1.04, 1.08 or 1.11, depending on the count date) obtained from the Florida Department of Transportation's (FDOT) *2017 Peak Season Factor Category Report*. **Table 1 – AM Peak-hour Turning-movement Counts** and **Table 2 – PM Peak-hour Turning-movement Counts** show the peak season, peak-hour morning and afternoon peak-hour traffic volumes within the study area.

An Annual Growth Factor was derived from historic Annual Average Daily Traffic (AADT) reports obtained from FDOT's *2017 Florida Online Traffic Information* for nearby count stations. A five-year growth analysis was conducted for the five nearby count stations. A review of the count data, and a comparison of 2012 volumes to 2017 volumes, revealed that there was a 2.57 percent annual growth in traffic volumes in the study area. Copies of the annual growth rate worksheet and seasonal adjustment factors are provided in **Appendix B – Adjustment Factors**.

Table 1
A.M. Peak Hour Turning-Movement Counts
Oakland Park Multi-Family

Intersection	Adjustment	Uturn	From West			Uturn	From East			Uturn	From South			Uturn	From North			Total
			Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
Cypress Creek Road at Dixie Highway (Signalized)	Raw Count	22	190	602	417	1	34	778	73	0	216	277	54	1	137	434	207	3,443
	Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	2017 Peak Season Traffic	23	198	626	434	1	35	809	76	0	225	288	56	1	142	451	215	3,581
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%
	2019 Background Traffic	24	208	659	456	1	37	851	80	0	236	303	59	1	150	475	226	3,767
	Project Traffic	3			2		1				6	6	4			2		24
	2019 Total Traffic	27	208	659	458	1	38	851	80	0	242	309	63	1	150	477	226	3,791
Commercial Boulevard at Dixie Highway (Signalized)	Raw Count	10	171	1388	261	15	172	1019	108	6	223	538	248	6	231	518	119	5,033
	Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	2017 Peak Season Traffic	10	178	1,444	271	16	179	1,060	112	6	232	560	258	6	240	539	124	5,234
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%
	2019 Background Traffic	11	187	1,519	286	16	188	1,115	118	7	244	589	271	7	253	567	130	5,507
	Project Traffic		1								3				2	6	4	16
	2019 Total Traffic	11	188	1,519	286	16	188	1,115	118	7	244	592	271	7	255	573	134	5,523
Dixie Highway at NE 58th Street (Signalized)	Raw Count	0	34	80	75	0	109	93	73	0	39	464	99	0	180	729	52	2,027
	Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	2017 Peak Season Traffic	0	35	83	78	0	113	97	76	0	41	483	103	0	187	758	54	2,108
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%
	2019 Background Traffic	0	37	88	82	0	119	102	80	0	43	508	108	0	197	798	57	2,218
	Project Traffic										4				2	12		18
	2019 Total Traffic	0	37	88	82	0	119	102	80	0	43	512	108	0	199	810	57	2,236
Andrews Avenue at N 58th Street (Signalized)	Raw Count	0	19	5	7	1	83	2	96	0	1	713	45	0	47	417	5	1,441
	Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	2017 Peak Season Traffic	0	20	5	7	1	86	2	100	0	1	742	47	0	49	434	5	1,499
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%
	2019 Background Traffic	0	21	5	8	1	91	2	105	0	1	780	49	0	51	456	5	1,577
	Project Traffic						2		2		1		1					5
	2019 Total Traffic	0	21	5	8	1	93	2	107	0	1	780	50	0	51	456	5	1,582
Dixie Highway at NE 58th Street (Unsignalized)	Raw Count	0	5	0	26	0	0	0	0	0	34	448	0	0	0	644	16	1,173
	Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	2017 Peak Season Traffic	0	5	0	27	0	0	0	0	0	35	466	0	0	0	670	17	1,220
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%
	2019 Background Traffic	0	5	0	28	0	0	0	0	0	37	490	0	0	0	705	18	1,283
	Project Traffic		16		14						4						5	39
	2019 Total Traffic	0	21	0	42	0	0	0	0	0	41	490	0	0	0	705	23	1,322
NE 56th Street at NE 6th Avenue (Signalized)	Raw Count	0	7	187	44	0	91	104	31	2	98	134	207	0	45	125	71	1,146
	Peak Season Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
	2017 Peak Season Traffic	0	8	208	49	0	101	115	34	2	109	149	230	0	50	139	79	1,272
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%
	2019 Background Traffic	0	8	218	51	0	106	121	36	2	114	156	242	0	53	146	83	1,338
	Project Traffic			1			2	4					1					8
	2019 Total Traffic	0	8	219	51	0	108	125	36	2	114	156	243	0	53	146	83	1,346
NE 58th Street at NE 9th Avenue (Unsignalized)	Raw Count	0	0	40	16	0	59	34	0	0	4	0	34	0	0	0	0	187
	Peak Season Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2017 Peak Season Traffic	0	0	43	17	0	64	37	0	0	4	0	37	0	0	0	0	202
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%
	2019 Background Traffic	0	0	45	18	0	67	39	0	0	5	0	39	0	0	0	0	212
	Project Traffic						6						2					8
	2019 Total Traffic	0	0	45	18	0	73	39	0	0	5	0	41	0	0	0	0	220
NE 56th Street at NE 9th Avenue (Unsignalized)	Raw Count	0	16	288	0	0	0	175	12	0	0	0	0	0	28	0	36	555
	Peak Season Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2017 Peak Season Traffic	0	17	311	0	0	0	189	13	0	0	0	0	0	30	0	39	599
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%
	2019 Background Traffic	0	18	327	0	0	0	199	14	0	0	0	0	0	32	0	41	631
	Project Traffic		2														6	8
	2019 Total Traffic	0	20	327	0	0	0	199	14	0	0	0	0	0	32	0	47	639
NE 58th Street at Project Entrance (Unsignalized)	Raw Count	0	0	31	0	0	0	50	0	0	0	0	0	0	0	0	0	81
	Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	2017 Peak Season Traffic	0	0	32	0	0	0	52	0	0	0	0	0	0	0	0	0	84
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%
	2019 Background Traffic	0	0	34	0	0	0	55	0	0	0	0	0	0	0	0	0	89
	Project Traffic		3						9						30		6	48
	2019 Total Traffic	0	3	34	0	0	0	55	9	0	0	0	0	0	30	0	6	137

Table 2
P.M. Peak Hour Turning-Movement Counts
Oakland Park Multi-Family

Intersection	Adjustment	Uturn	From West				Uturn	From East				Uturn	From South				Uturn	From North				Total
			Left	Thru	Right	Uturn		Left	Thru	Right	Uturn		Left	Thru	Right	Uturn		Left	Thru	Right		
Cypress Creek Road at Dixie Highway (Signalized)	Raw Count	25	336	706	430	1	87	791	102	1	274	514	50	1	165	653	235	4,371				
	Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
	2017 Peak Season Traffic	26	349	734	447	1	90	823	106	1	285	535	52	1	172	679	244	4,546				
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%				
	2019 Background Traffic	27	368	772	470	1	95	865	112	1	300	562	55	1	181	714	257	4,782				
	Project Traffic	2			6		4				4	4	2			6		28				
	2019 Total Traffic	29	368	772	476	1	99	865	112	1	304	566	57	1	181	720	257	4,810				
Commercial Boulevard at Dixie Highway (Signalized)	Raw Count	27	198	1160	210	18	287	1794	117	4	454	694	154	11	457	783	122	6,490				
	Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
	2017 Peak Season Traffic	28	206	1,206	218	19	298	1,866	122	4	472	722	160	11	475	814	127	6,750				
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%				
	2019 Background Traffic	30	217	1,269	230	20	314	1,963	128	4	497	759	168	12	500	857	133	7,101				
	Project Traffic		4						2			6			1	4	3	20				
	2019 Total Traffic	30	221	1,269	230	20	314	1,963	130	4	497	765	168	12	501	861	136	7,121				
Dixie Highway at NE 58th Street (Signalized)	Raw Count	1	50	137	95	0	133	209	116	1	79	675	118	0	196	1017	40	2,867				
	Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
	2017 Peak Season Traffic	1	52	142	99	0	138	217	121	1	82	702	123	0	204	1,058	42	2,982				
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%				
	2019 Background Traffic	1	55	150	104	0	146	229	127	1	86	739	129	0	214	1,113	44	3,137				
	Project Traffic								2			12				8		22				
	2019 Total Traffic	1	55	150	104	0	146	229	129	1	86	751	129	0	214	1,121	44	3,159				
Andrews Avenue at NE 58th Street (Signalized)	Raw Count	0	22	11	11	4	226	13	127	3	29	478	88	2	88	641	31	1,774				
	Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
	2017 Peak Season Traffic	0	23	11	11	4	235	14	132	3	30	497	92	2	92	667	32	1,845				
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%				
	2019 Background Traffic	0	24	12	12	4	247	14	139	3	32	523	96	2	96	701	34	1,941				
	Project Traffic						1		2			2			2			7				
	2019 Total Traffic	0	24	12	12	4	248	14	141	3	32	523	98	2	98	701	34	1,948				
Dixie Highway at NE 58th Street (Unsignalized)	Raw Count	0	14	0	49	0	0	0	0	0	27	738	0	0	0	1072	18	1,921				
	Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
	2017 Peak Season Traffic	0	15	0	51	0	0	0	0	0	28	768	0	0	0	1,115	19	1,998				
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%				
	2019 Background Traffic	0	15	0	54	0	0	0	0	0	30	807	0	0	0	1,173	20	2,102				
	Project Traffic		9		8						14						16	47				
	2019 Total Traffic	0	24	0	62	0	0	0	0	0	44	807	0	0	0	1,173	36	2,149				
NE 56th Street at NE 6th Avenue (Signalized)	Raw Count	1	14	126	58	1	94	211	32	0	89	145	120	0	20	125	35	1,071				
	Peak Season Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11				
	2017 Peak Season Traffic	1	16	140	64	1	104	234	36	0	99	161	133	0	22	139	39	1,189				
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%				
	2019 Background Traffic	1	16	147	68	1	110	246	37	0	104	169	140	0	23	146	41	1,251				
	Project Traffic			4			1	3				2						10				
	2019 Total Traffic	1	16	151	68	1	111	249	37	0	104	169	142	0	23	146	41	1,261				
NE 58th Street at NE 9th Avenue (Unsignalized)	Raw Count	0	0	13	2	0	57	33	0	0	6	0	26	0	0	0	0	137				
	Peak Season Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
	2017 Peak Season Traffic	0	0	14	2	0	62	36	0	0	6	0	28	0	0	0	0	148				
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%				
	2019 Background Traffic	0	0	15	2	0	65	37	0	0	7	0	30	0	0	0	0	156				
	Project Traffic						4					6						10				
	2019 Total Traffic	0	0	15	2	0	69	37	0	0	7	0	36	0	0	0	0	166				
NE 56th Street at NE 9th Avenue (Unsignalized)	Raw Count	0	8	220	0	0	0	324	18	0	0	0	0	2	7	0	31	610				
	Peak Season Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
	2017 Peak Season Traffic	0	9	238	0	0	0	350	19	0	0	0	0	2	8	0	33	659				
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%				
	2019 Background Traffic	0	9	250	0	0	0	368	20	0	0	0	0	2	8	0	35	693				
	Project Traffic		6														4	10				
	2019 Total Traffic	0	15	250	0	0	0	368	20	0	0	0	0	2	8	0	39	703				
NE 58th Street at Project Entrance (Unsignalized)	Raw Count	0	0	63	0	0	0	45	0	0	0	0	0	0	0	0	0	108				
	Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
	2017 Peak Season Traffic	0	0	66	0	0	0	47	0	0	0	0	0	0	0	0	0	112				
	Annual Compound Growth	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%	2.570%				
	2019 Background Traffic	0	0	69	0	0	0	49	0	0	0	0	0	0	0	0	0	118				
	Project Traffic		10						30						17		4	61				
	2019 Total Traffic	0	10	69	0	0	0	49	30	0	0	0	0	0	17	0	4	179				

Existing Conditions

Synchro intersection operations analysis software was used to construct a model of the existing roadway network in the study area. The model relied upon the peak-season, peak-hour, turning-movement counts shown in Tables 1 and 2 and the geometric, pavement marking and signing information obtained from field reviews. In addition, traffic signal timing and phasing information was obtained from Broward County Traffic Engineering Division. Copies of the Synchro reports for existing weekday peak-hour, peak-season conditions may be found in **Appendix C – Existing Conditions Analyses**.

Table 3 – AM Peak-hour Queue Length, Level of Service and Delay Findings and **Table 4 – PM Peak-hour Queue Length, Level of Service and Delay Findings**, summarize the critical elements of the analyses. As Tables 3 and 4 show, the existing signalized intersection of Commercial Boulevard at Dixie Highway currently operates at Level of Service (LOS) E in the morning peak hour and at LOS F during the afternoon peak hour while the intersection of Cypress Creek Drive at Dixie Highway operates at LOS E in the afternoon peak hour.

Note that the intersections of Cypress Creek Road at Dixie Highway and Commercial Boulevard at Dixie Highway both have queue storage requirements for left- and right-turn lanes on several approaches that exceed the available queue storage lengths.

The intersection of Dixie Highway at NE 56th Street's westbound left-turn lane storage length is exceeded in both the morning and afternoon peak hour. During the afternoon peak hour, the westbound right-turn lane length is also exceeded.

The unsignalized intersections operate very well during both the morning and afternoon peak hours.

Table 3
AM Peak Hour Queue Length, Level of Service and Delay Summary
Oakland Park Multi-Family

Intersection	Turn Lane Length	Turn Lane (Vehicles)	Existing Conditions				Background Traffic Conditions				Total Traffic Conditions			
			Movement	LOS	Delay	Queue Length	Movement	LOS	Delay	Queue Length	Movement	LOS	Delay	Queue Length
Cypress Creek Road at Dixie Highway (Signalized)	N/A	N/A	Overall	C	32.6	N/A	Overall	D	35.8	N/A	Overall	D	36.2	N/A
	300	12	EBL	C	21.6	6.4	EBL	C	23.4	7.4	EBL	C	23.7	7.6
	N/A	N/A	EBT	C	34.1	22.6	EBT	D	39.6	26.7	EBT	D	40.1	27.0
	300	12	EBR	C	27.7	14.7	EBR	C	29.3	16.7	EBR	C	29.8	16.9
	135	5.4	WBL	C	26.6	1.2	WBL	C	28.9	1.4	WBL	C	29.3	1.4
	N/A	N/A	WBTR	C	30.1	11.6	WBTR	C	32.1	13.1	WBTR	C	32.5	13.2
	255	10.2	NBL	C	30.4	8.3	NBL	C	33.7	9.4	NBL	C	34.4	9.7
	N/A	N/A	NBTR	D	35.3	7.3	NBTR	D	38.6	8.3	NBTR	D	38.8	8.6
	200	8	SBL	C	30.4	5.4	SBL	C	33.1	6.4	SBL	C	33.4	6.5
	N/A	N/A	SBT	D	41.3	9.8	SBT	D	45.3	11.1	SBT	D	45.8	11.3
Commercial Blvd. at Dixie Highway (Signalized)	200	8	SBR	D	44.4	9.8	SBR	D	48.7	11.1	SBR	D	49.2	11.2
	N/A	N/A	Overall	E	64.6	N/A	Overall	E	68.0	N/A	Overall	E	68.2	N/A
	285	11.4	EBL	F	104.8	16.1	EBL	F	106.6	16.9	EBL	F	106.8	17.0
	N/A	N/A	EBT	D	40.7	25.1	EBT	D	44.2	27.5	EBT	D	44.4	27.6
	80	3.2	EBR	A	0.0	0.0	EBR	A	0.0	0.0	EBR	A	0.0	0.0
	390	15.6	WBL	F	105.2	16.6	WBL	F	106.8	17.4	WBL	F	106.8	17.4
	N/A	N/A	WBTR	D	35.1	17.3	WBTR	D	37.5	18.7	WBTR	D	37.8	18.8
	80	3.2	WBR	A	0.0	0.0	WBR	A	0.0	0.0	WBR	A	0.0	0.0
	330	13.2	NBL	F	101.1	10.7	NBL	F	102.8	11.3	NBL	F	102.8	11.3
	N/A	N/A	NBT	F	88.5	21.1	NBT	F	94.6	22.7	NBT	F	94.6	22.8
Dixie Highway at NE 56th Street (Signalized)	160	6.4	NBR	F	109.7	21.7	NBR	F	118.1	23.4	NBR	F	116.7	23.3
	300	12	SBL	F	91.1	10.8	SBL	F	92.4	11.4	SBL	F	92.6	11.5
	N/A	N/A	SBT	F	81.5	20.5	SBT	F	85.1	21.9	SBT	F	85.7	22.2
	275	11	SBR	E	64.6	9.4	SBR	E	64.3	9.8	SBR	E	64.3	10.0
	N/A	N/A	Overall	C	26.0	N/A	Overall	C	26.6	N/A	Overall	C	26.5	N/A
	125	5	EBL	E	65.8	2.9	EBL	E	65.2	3.1	EBL	E	65.2	3.1
	N/A	N/A	EBT	E	77.6	7.6	EBT	E	77.4	8.0	EBT	E	77.4	8.0
	125	5	EBR	F	82.0	7.4	EBR	F	81.7	7.7	EBR	F	81.7	7.7
	90	3.6	WBL	E	61.3	8.3	WBL	E	60.7	8.6	WBL	E	60.7	8.1
	N/A	N/A	WBT	E	66.3	7.6	WBT	E	65.8	7.9	WBT	E	65.8	7.9
Andrews Avenue at NE 56th Street (Signalized)	90	3.6	WBR	E	65.9	5.9	WBR	E	65.4	6.3	WBR	E	65.4	6.3
	200	8	NBL	B	10.3	1.0	NBL	B	10.9	1.1	NBL	B	11.0	1.1
	N/A	N/A	NBT	B	12.7	6.4	NBT	B	13.5	6.8	NBT	B	13.5	6.9
	165	6.6	NBR	B	11.6	2.9	NBR	B	12.3	3.1	NBR	B	12.3	3.1
	240	9.6	SBL	A	9.1	4.5	SBL	A	9.6	4.8	SBL	A	9.6	4.9
	N/A	N/A	SBTR	B	12.8	11.9	SBTR	B	13.6	12.8	SBTR	B	13.7	13.0
	N/A	N/A	Overall	A	9.2	N/A	Overall	A	9.4	N/A	Overall	A	9.5	N/A
	175	7	EBL	D	37.3	1.1	EBL	D	37.3	1.1	EBL	D	37.2	1.1
	N/A	N/A	EBTR	C	30.8	0.6	EBTR	C	30.5	0.6	EBTR	C	30.3	0.6
	N/A	N/A	WBLT	C	33.8	3.3	WBLT	C	33.6	3.5	WBLT	C	33.6	3.6
Dixie Highway NE 58th Street (Unsignalized)	200	8	WBR	C	33.7	3.7	WBR	C	33.4	3.9	WBR	C	33.3	4.0
	155	6.2	NBL	A	4.2	0.0	NBL	A	4.4	0.0	NBL	A	4.5	0.0
	N/A	N/A	NBTR	A	5.0	3.9	NBTR	A	5.3	4.3	NBTR	A	5.4	4.4
	72	2.9	SBL	A	6.5	0.7	SBL	A	7.1	0.7	SBL	A	7.2	0.7
	N/A	N/A	SBTR	A	3.9	1.8	SBTR	A	4.1	2.0	SBTR	A	4.2	2.0
	N/A	N/A	Overall	N/A	0.7	N/A	Overall	N/A	0.8	N/A	Overall	N/A	1.4	N/A
	N/A	N/A	EBLR	B	13.2	0.3	EBLR	B	13.6	0.3	EBLR	C	18.4	1.0
	190	7.6	NBL	A	9.3	0.1	NBL	A	9.5	0.1	NBL	A	9.5	0.2
	N/A	N/A	NBT	A	0.0	0.0	NBT	A	0.0	0.0	NBT	A	0.0	0.0
	N/A	N/A	SBTR	A	0.0	0.0	SBTR	A	0.0	0.0	SBTR	A	0.0	0.0
NE 56th Street at NE 6th Avenue (Signalized)	N/A	N/A	Overall	B	12.5	N/A	Overall	B	13.0	N/A	Overall	B	13.1	N/A
	170	6.8	EBL	B	11.0	0.1	EBL	B	12.0	0.1	EBL	B	12.0	0.1
	N/A	N/A	EBTR	B	14.2	3.9	EBTR	B	16.1	4.8	EBTR	B	16.2	4.9
	145	5.8	WBL	A	9.2	1.0	WBL	A	10.1	1.3	WBL	B	10.2	1.3
	N/A	N/A	WBTR	A	6.8	1.3	WBTR	A	7.5	1.6	WBTR	A	7.5	1.7
	90	3.6	NBL	B	15.7	2.0	NBL	B	16.2	2.3	NBL	B	16.2	2.3
	N/A	N/A	NBT	B	12.1	2.1	NBT	B	12.1	2.4	NBT	B	12.1	2.5
	215	8.6	NBR	B	14.3	3.8	NBR	B	14.4	4.4	NBR	B	14.4	4.4
	135	5.4	SBL	B	14.5	0.9	SBL	B	14.8	1.1	SBL	B	14.8	1.1
	N/A	N/A	SBT	B	12.2	2.2	SBT	B	12.1	2.5	SBT	B	12.2	2.5
NE 58th Street at NE 9th Avenue (Unsignalized)	115	4.6	SBR	B	11.6	1.2	SBR	B	11.5	1.4	SBR	B	11.5	1.4
	N/A	N/A	Overall	N/A	4.3	N/A	Overall	N/A	4.3	N/A	Overall	N/A	4.4	N/A
	N/A	N/A	EBTR	A	0.0	0.0	EBTR	A	0.0	0.0	EBTR	A	0.0	0.0
	N/A	N/A	WBLT	A	7.5	0.2	WBLT	A	7.6	0.2	WBLT	A	7.6	0.2
	N/A	N/A	NBLR	A	9.1	0.2	SBLTR	A	9.2	0.2	SBLTR	A	9.2	0.2
	N/A	N/A	Overall	N/A	2.2	N/A	Overall	N/A	2.3	N/A	Overall	N/A	2.5	N/A
	N/A	N/A	EBLT	A	7.9	0.1	EBLT	A	7.9	0.1	EBLT	A	7.9	0.1
	N/A	N/A	WBLT	A	0.0	0.0	WBLT	A	0.0	0.0	WBLT	A	0.0	0.0
	N/A	N/A	SBLR	B	13.9	0.9	SBLR	B	14.6	1.0	SBLR	B	14.4	1.1
	N/A	N/A	Overall	N/A	N/A	N/A	Overall	N/A	N/A	N/A	Overall	N/A	2.6	N/A
NE 58th Street at Project Entrance (Unsignalized)	N/A	N/A	EBLT	N/A	N/A	N/A	EBLT	N/A	N/A	N/A	EBLT	A	7.4	0.0
	N/A	N/A	WBTR	N/A	N/A	N/A	WBTR	N/A	N/A	N/A	WBTR	A	0.0	0.0
	N/A	N/A	SBLR	N/A	N/A	N/A	SBLR	N/A	N/A	N/A	SBLR	A	9.1	0.1

Table 4
PM Peak Hour Queue Length, Level of Service and Delay Summary
Oakland Park Multi-Family

Intersection	Turn Lane (Feet)	Turn Lane (Vehicles)	Existing Conditions				Background Traffic Conditions				Total Traffic Conditions			
			Movement	LOS	Delay	Queue Length	Movement	LOS	Delay	Queue Length	Movement	LOS	Delay	Queue Length
Cypress Creek Road at Dixie Highway (Signalized)	N/A	N/A	Overall	E	66.1	N/A	Overall	E	75.7	N/A	Overall	E	77.0	N/A
	300	12	EBL	F	85.9	16.2	EBL	F	117.9	27.5	EBL	F	120.8	27.9
	N/A	N/A	EBT	F	91.1	39.9	EBT	F	115.9	59.9	EBT	F	117.8	60.4
	300	12	EBR	D	46.0	17.4	EBR	D	50.8	26.8	EBR	D	52.2	27.5
	135	5.4	WBL	D	47.6	2.9	WBL	D	50.8	5.7	WBL	D	53.2	6.1
	N/A	N/A	WBTR	D	49.6	12.5	WBTR	D	52.7	19.7	WBTR	D	52.8	19.7
	255	10.2	NBL	F	50.4	14.1	NBL	F	113.7	26.7	NBL	F	119.7	27.5
	N/A	N/A	NBTR	D	90.5	11.6	NBTR	D	50.5	18.2	NBTR	D	50.8	18.4
	200	8	SBL	D	50.0	1.5	SBL	D	54.0	4.2	SBL	D	54.5	4.3
	N/A	N/A	SBT	E	51.1	16.5	SBT	E	76.8	24.9	SBT	E	77.5	25.2
Commercial Blvd. at Dixie Highway (Signalized)	200	8	SBR	E	74.3	10.9	SBR	E	66.1	17.4	SBR	E	66.1	17.4
	N/A	N/A	Overall	F	140.7	N/A	Overall	F	157.7	N/A	Overall	F	159.3	N/A
	285	11.4	EBL	F	333.8	30.5	EBL	F	369.5	33.1	EBL	F	379.8	33.9
	N/A	N/A	EBT	D	43.4	21.9	EBT	D	44.4	23.3	EBT	D	44.4	23.3
	80	3.2	EBR	A	0.0	0.0	EBR	A	0.0	0.0	EBR	A	0.0	0.0
	390	15.6	WBL	F	411.7	44.9	WBL	F	451.7	48.6	WBL	F	451.7	48.6
	N/A	N/A	WBTR	E	60.1	41.2	WBTR	F	70.8	46.3	WBTR	F	70.8	46.3
	80	3.2	WBR	A	0.0	0.0	WBR	A	0.0	0.0	WBR	A	0.0	0.0
	330	13.2	NBL	F	205.8	27.9	NBL	F	232.5	30.6	NBL	F	232.5	30.6
	N/A	N/A	NBT	F	273.6	45.8	NBT	F	305.8	50.2	NBT	F	311.0	50.8
Dixie Highway at NE 56th Street (Signalized)	160	6.4	NBR	E	77.2	13.5	NBR	F	80.2	14.4	NBR	F	80.2	14.4
	300	12	SBL	F	98.2	18.2	SBL	F	110.1	19.8	SBL	F	110.4	19.8
	N/A	N/A	SBT	F	191.4	37.9	SBT	F	219.6	41.9	SBT	F	222.1	42.3
	275	11	SBR	E	64.1	8.5	SBR	E	64.4	8.8	SBR	E	64.5	8.9
	N/A	N/A	Overall	C	31.8	N/A	Overall	C	33.1	N/A	Overall	C	33.2	N/A
	125	5	EBL	E	61.9	4.0	EBL	E	61.1	4.2	EBL	E	61.1	4.2
	N/A	N/A	EBT	E	78.2	11.2	EBT	E	77.7	11.7	EBT	E	77.7	11.7
	125	5	EBR	E	73.2	8.2	EBR	E	72.6	8.5	EBR	E	72.6	8.5
	90	3.6	WBL	E	57.5	9.5	WBL	E	57.0	9.9	WBL	E	57.0	9.9
	N/A	N/A	WBT	E	72.1	15.5	WBT	E	71.6	16.2	WBT	E	71.6	16.2
Andrews Avenue at NE 56th Street (Signalized)	90	3.6	WBR	E	64.2	9.0	WBR	E	63.5	9.4	WBR	E	63.6	9.5
	200	8	NBL	B	16.3	1.9	NBL	B	18.2	2.1	NBL	B	18.3	2.1
	N/A	N/A	NBT	B	18.2	9.0	NBT	B	19.7	9.9	NBT	B	19.8	10.1
	165	6.6	NBR	B	15.6	3.0	NBR	B	16.7	3.3	NBR	B	16.7	3.3
	240	9.6	SBL	B	13.2	6.4	SBL	B	14.4	6.9	SBL	B	14.6	6.9
	N/A	N/A	SBTR	C	21.4	22.4	SBTR	C	23.6	24.8	SBTR	C	23.8	25.1
	N/A	N/A	Overall	B	15.7	N/A	Overall	B	16.4	N/A	Overall	B	16.4	N/A
	175	7	EBL	D	37.2	1.3	EBL	D	37.1	1.4	EBL	D	37.1	1.4
	N/A	N/A	EBTR	C	20.5	0.9	EBTR	B	19.8	0.9	EBTR	B	19.7	0.9
	N/A	N/A	WBLT	C	29.8	9.7	WBLT	C	29.8	10.1	WBLT	C	29.8	10.2
Dixie Highway NE 58th Street (Unsignalized)	200	8	WBR	C	22.6	4.4	WBR	C	21.9	4.5	WBR	C	21.9	4.6
	155	6.2	NBL	B	15.1	0.8	NBL	B	16.8	0.9	NBL	B	16.8	0.9
	N/A	N/A	NBTR	B	10.5	5.0	NBTR	B	11.3	5.6	NBTR	B	11.4	5.6
	72	2.9	SBL	B	14.8	2.5	SBL	B	16.3	2.8	SBL	B	16.5	2.8
	N/A	N/A	SBTR	B	11.9	7.8	SBTR	B	13.1	8.5	SBTR	B	13.1	8.6
	N/A	N/A	Overall	N/A	1.8	N/A	Overall	N/A	2.0	N/A	Overall	N/A	3.4	N/A
	N/A	N/A	EBLR	E	37.1	2.3	EBLR	E	43.4	2.7	EBLR	F	59.8	4.2
	190	7.6	NBL	B	11.8	0.2	NBL	B	12.3	0.2	NBL	B	12.6	0.3
	N/A	N/A	NBT	A	0.0	0.0	NBT	A	0.0	0.0	NBT	A	0.0	0.0
	N/A	N/A	SBTR	A	0.0	0.0	SBTR	A	0.0	0.0	SBTR	A	0.0	0.0
NE 56th Street at NE 6th Avenue (Signalized)	N/A	N/A	Overall	B	10.9	N/A	Overall	B	11.2	N/A	Overall	B	11.2	N/A
	170	6.8	EBL	B	10.0	0.2	EBL	B	10.4	0.2	EBL	B	10.4	0.2
	N/A	N/A	EBTR	B	12.0	2.7	EBTR	B	12.6	3.0	EBTR	B	12.7	3.0
	145	5.8	WBL	A	7.8	1.0	WBL	A	8.1	1.0	WBL	A	8.2	1.1
	N/A	N/A	WBTR	A	6.4	2.2	WBTR	A	6.7	2.5	WBTR	A	6.8	2.5
	90	3.6	NBL	B	15.6	1.5	NBL	B	15.8	1.6	NBL	B	15.9	1.6
	N/A	N/A	NBT	B	13.0	2.1	NBT	B	13.0	2.2	NBT	B	13.0	2.2
	215	8.6	NBR	B	13.0	1.7	NBR	B	13.0	1.8	NBR	B	13.0	1.9
	135	5.4	SBL	B	14.4	0.3	SBL	B	14.5	0.4	SBL	B	14.5	0.4
	N/A	N/A	SBT	B	12.9	2.0	SBT	B	12.9	2.1	SBT	B	12.9	2.1
NE 58th Street at NE 9th Avenue (Unsignalized)	115	4.6	SBR	B	11.8	0.5	SBR	B	11.7	0.6	SBR	B	11.7	0.6
	N/A	N/A	Overall	N/A	5.5	N/A	Overall	N/A	5.6	N/A	Overall	N/A	5.8	N/A
	N/A	N/A	EBTR	A	0.0	0.0	EBTR	A	0.0	0.0	EBTR	A	0.0	0.0
	N/A	N/A	WBLT	A	7.4	0.2	WBLT	A	7.4	0.2	WBLT	A	7.4	0.2
NE 56th Street at NE 9th Avenue (Unsignalized)	N/A	N/A	NBLR	A	9.1	0.2	SBLTR	A	9.2	0.3	SBLTR	A	9.2	0.3
	N/A	N/A	Overall	N/A	1.1	N/A	Overall	N/A	1.1	N/A	Overall	N/A	1.2	N/A
	N/A	N/A	EBLT	A	8.3	0.0	EBLT	A	8.3	0.0	EBLT	A	8.3	0.1
	N/A	N/A	WBLT	A	0.0	0.0	WBLT	A	0.0	0.0	WBLT	A	0.0	0.0
NE 58th Street at Project Entrance (Unsignalized)	N/A	N/A	SBLR	B	12.6	0.4	SBLR	B	12.8	0.4	SBLR	B	12.9	0.5
	N/A	N/A	Overall	N/A	N/A	N/A	Overall	N/A	N/A	N/A	Overall	N/A	1.5	N/A
	N/A	N/A	EBLT	N/A	N/A	N/A	EBLT	N/A	N/A	N/A	EBLT	A	7.4	0.0
	N/A	N/A	WBTR	N/A	N/A	N/A	WBTR	N/A	N/A	N/A	WBTR	A	0.0	0.0
	N/A	N/A	SBLR	N/A	N/A	N/A	SBLR	N/A	N/A	N/A	SBLR	A	9.3	0.1

Background Traffic Conditions

Future 2019 build-out year (background) traffic volumes without the project were derived by applying the 2.57 percent annual growth rate to the existing peak-season, turning-movement counts. Tables 1 and 2 show the peak-season background traffic volumes expected during the future build-out year of 2019.

Appendix D – Background Traffic Conditions Analyses contains copies of the Synchro reports for the studied intersections. In addition to reporting existing intersection operating conditions, Tables 3 and 4 also provide a summary of the critical elements of the background conditions analyses and demonstrate that intersection operations are expected to remain similar to those found for the existing conditions analysis with one exception, the intersection of Cypress Creek Drive at Dixie Highway falls from LOS C to LOS D in the morning peak hour.

Note that intersection levels of service remain the same while queued vehicles continue to exceed the available queue storage length in the same manner as in the existing conditions analysis.

Project Trip Generation

Table 5 – Daily Trip Generation, Table 6 – AM Peak-hour Trip Generation and Table 7 – PM Peak-hour Trip Generation depict the trip generation for the project site. Trip generation characteristics were obtained from the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 10th Edition. As the tables show, the proposed Oakland Park Multi-family development is anticipated to generate 776 net new daily trips, 51 net new a.m. peak-hour trips and 63 net new p.m. peak-hour trips.

Project Distribution and Assignment

Cardinal distribution information was based on a review of existing traffic volumes in the study area and knowledge of the local roadway network. **Figure 3 – Project Traffic Distribution** shows the traffic distribution on study area roadways. Note that only ten percent of project traffic was assumed to use NE 9th Avenue between NE 58th Street and Cypress Creek Road. The reasons for this are twofold: first, because the intersection of NE 9th Avenue at Cypress Creek Road is a right-in/right-out intersection, there is little advantage for most outbound traffic to use this route as it merely delays their entry onto Dixie Highway or Cypress Creek Road; second, Rickards Middle School lies along this portion of NE 9th Avenue resulting in a lengthy 15 mph school zone that operates between the hours of 8:00 a.m. to 9:15 a.m. and 3:45 p.m. to 4:30 p.m.

Figures 4a and 4b – Project Trip Assignment shows the entering peak-hour project trips assigned to the study area roadway network in accordance with the trip distribution and the permitted intersection movements shown in Figure 2.

Table 5
Daily Trip Generation
Oakland Park Multi-Family

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips				External Trips			Pass-by Trip		New Trips		
					In	Out	Total	In	Out	Total	%	In	Out	Total	Reduction ⁽²⁾		In	Out	Total
Proposed Use																			
Multi-Family Housing (Low Rise)	220	108	DU	T=7.56(X)-40.86 (50/50)	388	388	776	0	0	0	0.00%	388	388	776	0	0.00%	388	388	776
Total					388	388	776	0	0	0	0	388	388	776	0	0.0%	388	388	776

⁽¹⁾ Trip generation data obtained from the Institute of Transportation Engineers' *Trip Generation* manual, 10th Edition.

Table 6
AM Peak Hour Trip Generation
Oakland Park Multi-Family

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips				External Trips			Pass-by Trip Reduction ⁽²⁾		New Trips		
					In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Proposed Use																			
Multi-Family Housing (Low Rise)	220	108	DU	Ln(T)=0.95Ln(X)-0.51 (23/77)	12	39	51	0	0	0	0.00%	12	39	51	0	0.00%	12	39	51
Total					12	39	51	0	0	0	0	12	39	51	0	0.0%	12	39	51

⁽¹⁾ Trip generation data obtained from the Institute of Transportation Engineers' *Trip Generation* manual, 10th Edition.

Table 7
PM Peak Hour Trip Generation
Oakland Park Multi-Family

Land Use	ITE Code	Intensity		Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips				External Trips			Pass-by Trip Reduction ⁽²⁾		New Trips		
					In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Proposed Use																			
Multi-Family Housing (Low Rise)	220	108	DU	Ln(T)=0.89Ln(X)-0.02 (63/37)	40	23	63	0	0	0	0.00%	40	23	63	0	0.00%	40	23	63
Total					40	23	63	0	0	0	0	40	23	63	0	0.0%	40	23	63

⁽¹⁾ Trip generation data obtained from the Institute of Transportation Engineers' *Trip Generation* manual, 10th Edition.

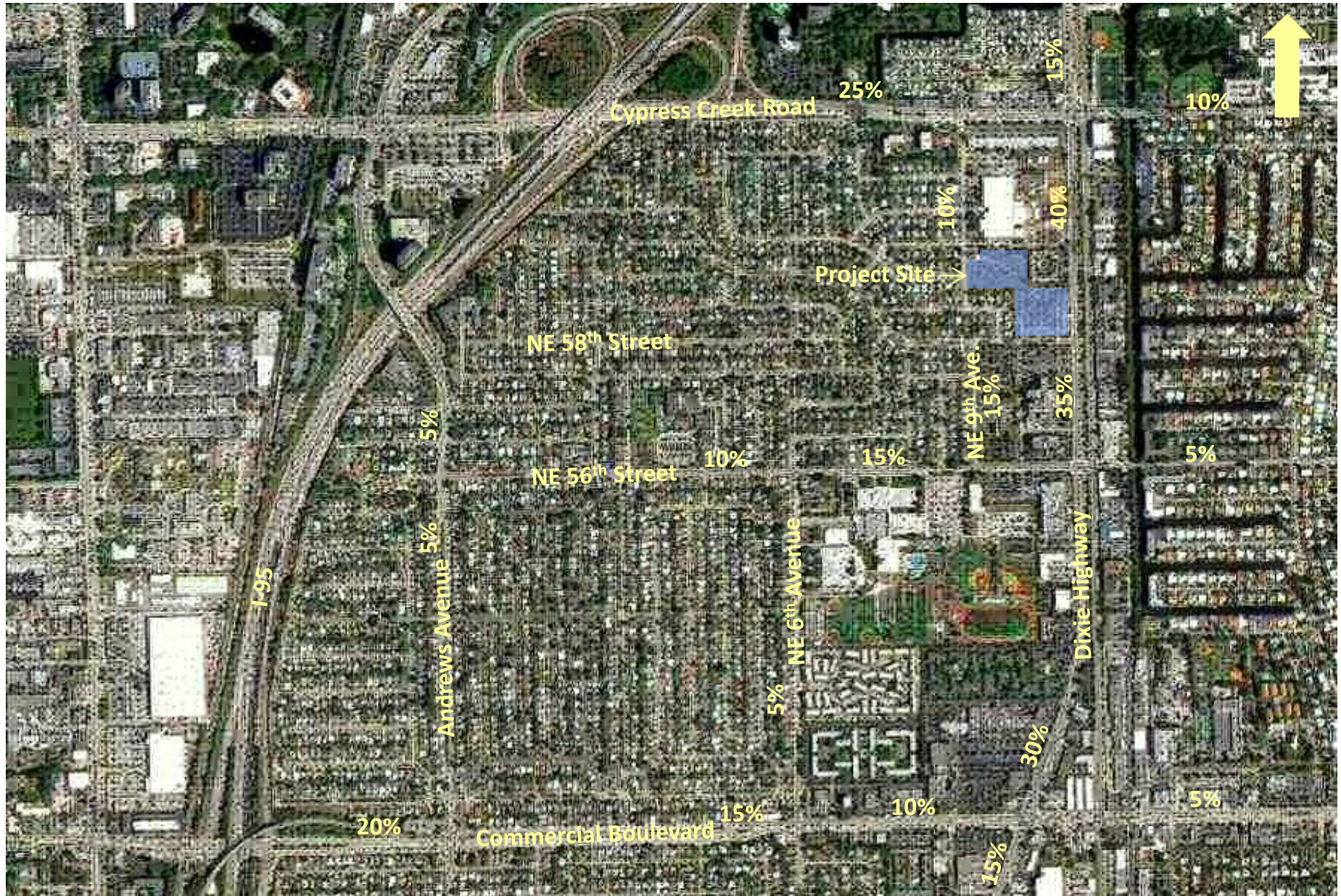


Figure 3 – Project Trip Distribution

Oakland Park Multi-Family
City of Oakland Park, Florida

Thomas A. Hall, Inc.

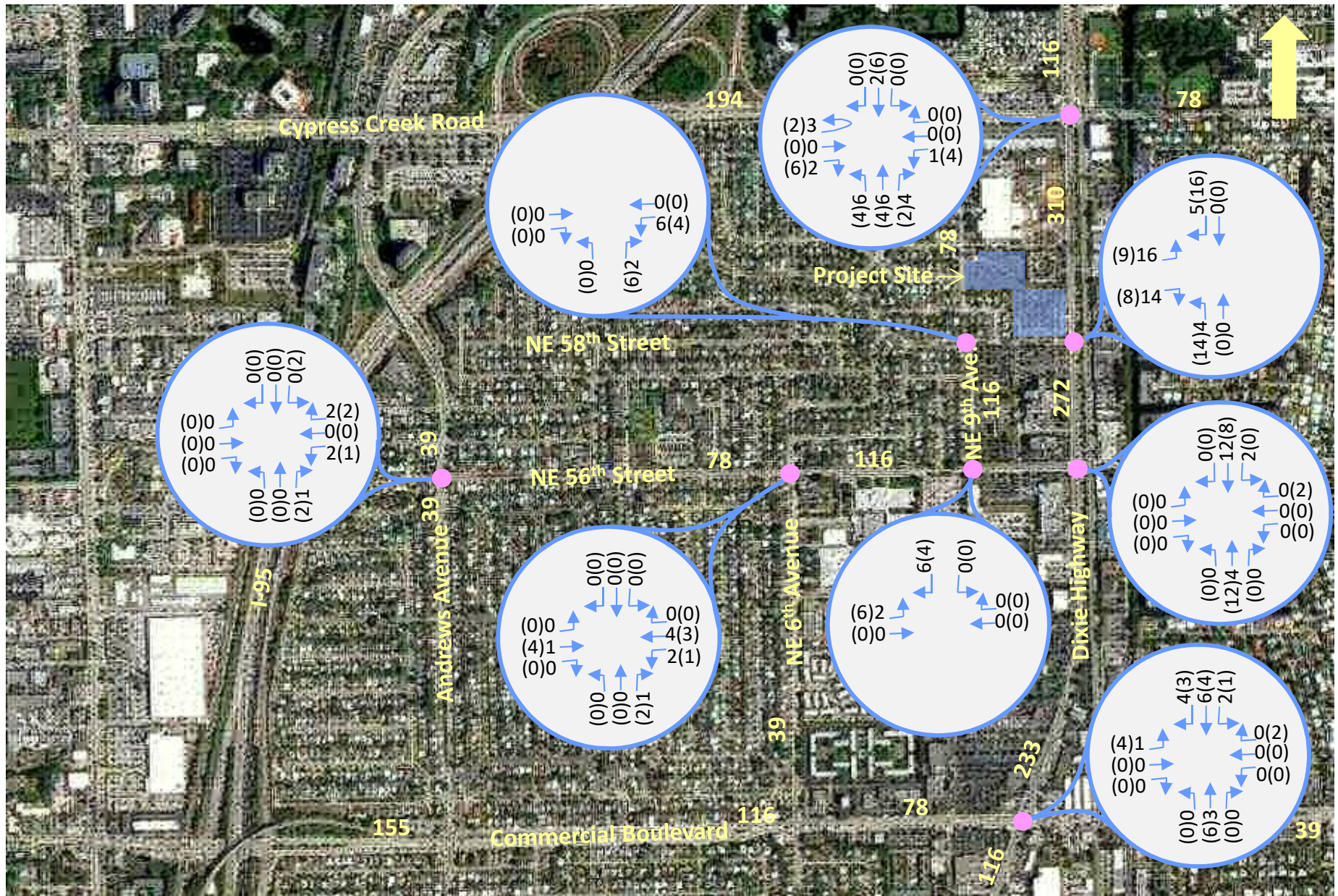


Figure 4a – Project Trip Assignment

Oakland Park Multi-Family
City of Oakland Park, Florida

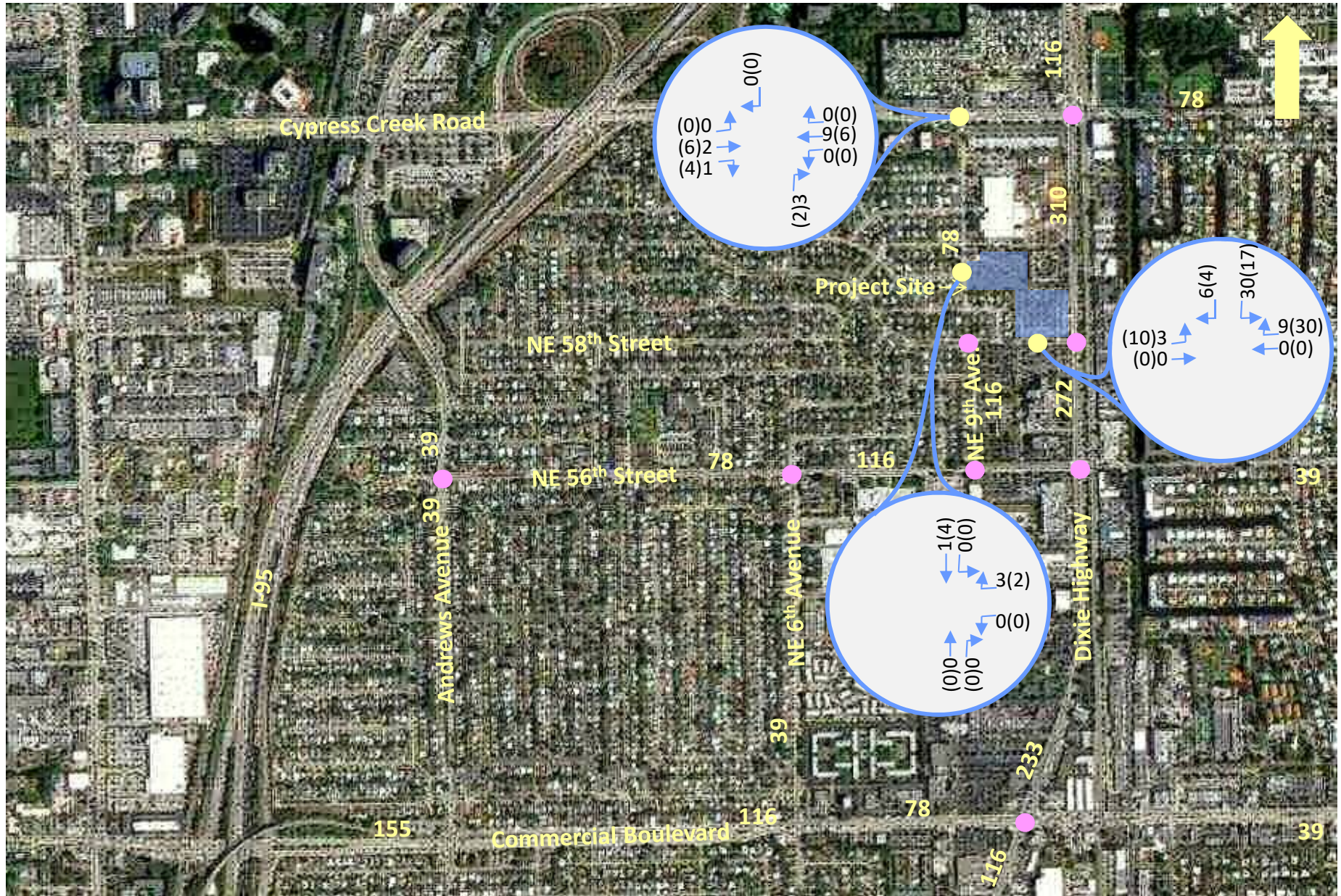


Figure 4b – Project Trip Assignment
 Oakland Park Multi-Family
 City of Oakland Park, Florida

Thomas A. Hall, Inc.

Total Traffic Conditions

Future total traffic volumes including project traffic were obtained by adding the 2019 background traffic volumes to the project traffic volumes shown in Figure 4. The resulting future total traffic volumes are also shown in **Table 1 – AM Peak-hour Turning-movement Counts** and **Table 2 – PM Peak-hour Turning-movement Counts**.

Appendix E – Total Traffic Conditions Analyses contains copies of the Synchro reports for this third analysis condition. Tables 3 and 4 provide a summary of the critical elements of these analyses and demonstrate that the studied intersections remained at the same level of service as in the Background Conditions. Queue storage requirements increased by less than one car length at all but one intersection. The intersection of Dixie Highway at NE 58th Street, which is the closest intersection to the project entrance, saw a two car length increase in vehicles waiting in the eastbound travel lane. With this minor exception, all intersections are expected to continue to operate in the same manner and at the same level of service as under 2019 Background Conditions.

Link Capacity Analysis

Table 8 – Daily Roadway Capacity Analysis provides a comparison of the expected daily traffic volumes in the 2019 build-out year for the study area roadway links. As the table shows, all of the studied roadways are expected to be well under the required Level of Service D capacity for collector and arterial roadways, as per the City of Oakland Park's Transportation Element with one exception. Commercial Boulevard, which is shown as overcapacity, was already overcapacity under 2017 conditions, as determined by Broward County's Municipal Planning Organization (MPO). This, of course, was well before the addition of this project's trips. In fact, this project's trips on Commercial Boulevard represent a mere one quarter of one percent of the LOS D maximum service volume.

Table 8
Daily Two-Way Roadway Capacity Analysis
Oakland Park Multi-Family

Roadway	2017 AADT	Annual Growth Factor	2019 AADT	Daily Project Traffic	2019 Total Daily Volume	LOS D Max Service Volume ⁽¹⁾	Over Capacity? Y/N
Cypress Creek Road W. of Dixie Hwy.	35,000	2.57%	36,822	194	37,016	56,905	N
Commercial Blvd. W. of Dixie Hwy.	61,500	2.57%	64,702	155	64,857	59,900	Y
Andrews Ave. N. of Commercial Blvd.	18,500	2.57%	19,463	39	19,502	29,160	N
Dixie Hwy. N. of Commercial Blvd.	22,500	2.57%	23,671	310	23,981	39,800	N

⁽¹⁾LOS D maximum service volume obtained from Broward County MPO report Roadway Capacity and Level of Service for 2017 and 2040.

Site Circulation

A review of the proposed project site plan, included in **Appendix F – Site Plan**, revealed that traffic accessing the Oakland Park Multi-family development will have excellent access from the local roadway network.

The entire project site is surrounded by an eight-foot-tall masonry wall. Five-foot-wide sidewalks will be on the east side of the property along Dixie Highway, on the south side along NE 58th Street, and on the west side along NE 9th Avenue. Four-foot-wide sidewalks continue through the interior of the site providing good pedestrian access to all dwelling units.

Twenty-four-foot-wide access roads are proposed throughout the site with the exception of a twenty-foot-wide driveway along the south edge of the development.

Corner turning radii within the site is more than adequate for passenger vehicles. The driveway connection to NE 58th Street also has a 30-foot corner turning radius for exiting traffic. Entering traffic, however, has a corner radius of 25 feet. The entering traffic also has a right-turn deceleration lane so the combination of the turn lane and the 25-foot radius provides excellent access to the site. Note that the existing median on NE 58th Street is to be modified to permit an eastbound-to-northbound left turn into the site.

The west side driveway is designed to accommodate exiting traffic from the site and also to function as an emergency vehicle access driveway. Thirty-foot-wide corner turning radii are on both sides of the driveway connection to NE 9th Avenue.

Sight lines appear to be adequate within the project site and at the project entrance/exit on NE 58th Street and the project exit on NE 9th Avenue.

Oakland Park Multi-family has proposed gates approximately 150 feet inside the property. Two entering lanes are provided at the gates. One lane will be for residents and the other will be for residents and visitors. With an afternoon peak-hour volume of only 46 entering vehicles (the highest entering volume of the day), the 150 feet of driveway depth before the gates is expected to easily accommodate all project traffic within the site.

A total of 253 parking spaces are proposed within the project site. This includes two parking spaces for each dwelling unit (216 spaces) plus 37 additional parking spaces.

Conclusions

Based on the results of this analysis, it is concluded that the proposed Oakland Park Multi-family development will not have a significant impact on the adjacent roadway network. As this report demonstrates, intersection and roadway link levels of service are expected to be the same in 2019 with and without the proposed development's traffic. In addition, the project is well laid out for both vehicular and pedestrian access.

Appendix A – Traffic Counts

CYPRESS CREEK RD AT DIXIE HWY
BROWARD COUNTY, FLORIDA
COUNTED BY:
SIGNALIZED

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 7/27/2017
File I.D.: OAKLAND PA
Page: 1

ALL VEHICLES																		
CYPRESS CREEK RD From West					CYPRESS CREEK RD From East				DIXIE HWY From South				DIXIE HWY From North					
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total	
Date	7/27/2017																	
7:00	4	47	106	55	0	1	157	14	0	40	46	2	0	14	69	56	611	
7:15	3	57	131	53	0	7	175	12	0	59	56	7	0	17	61	62	700	
7:30	4	44	130	94	0	6	172	14	0	59	64	4	0	32	95	71	789	
7:45	2	58	137	103	0	4	216	17	0	54	68	11	0	26	79	68	843	
Hr Total	13	206	504	305	0	18	720	57	0	212	234	24	0	89	304	257	2943	
8:00	7	56	115	103	0	9	180	18	0	60	72	14	1	29	129	48	841	
8:15	6	39	158	98	1	7	225	17	0	59	70	11	0	39	100	64	894	
8:30	4	44	172	108	0	8	187	17	0	52	67	20	0	34	92	48	853	
8:45	5	51	157	108	0	10	186	21	0	45	68	9	0	35	113	47	855	
Hr Total	22	190	602	417	1	34	778	73	0	216	277	54	1	137	434	207	3443	
* BREAK *																		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
* BREAK *																		
16:00	11	79	159	79	0	6	180	23	0	64	85	11	1	20	96	54	868	
16:15	1	63	132	71	0	1	182	24	0	85	133	8	0	37	139	51	927	
16:30	4	61	129	69	0	10	179	27	0	66	141	5	0	26	126	75	918	
16:45	9	76	192	108	0	6	222	33	0	69	126	11	0	42	150	55	1099	
Hr Total	25	279	612	327	0	23	763	107	0	284	485	35	1	125	511	235	3812	
17:00	5	80	190	117	0	13	217	21	0	71	131	10	1	33	172	68	1129	
17:15	4	85	174	129	1	16	211	26	0	78	135	13	0	42	174	67	1155	
17:30	7	95	150	76	0	52	141	22	1	56	122	16	0	48	157	45	988	
17:45	3	90	131	57	0	41	137	17	0	67	125	11	0	42	141	35	897	
Hr Total	19	350	645	379	1	122	706	86	1	272	513	50	1	165	644	215	4169	
TOTAL	79	1025	2363	1428	2	197	2967	323	1	984	1509	163	3	516	1893	914	14367	

CYPRESS CREEK RD AT DIXIE HWY
BROWARD COUNTY, FLORIDA
COUNTED BY:
SIGNALIZED

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 7/27/17
File I.D.: OAKLAND PA
Page: 2

ALL VEHICLES

CYPRESS CREEK RD From West					CYPRESS CREEK RD From East				DIXIE HWY From South				DIXIE HWY From North						
Uturn	Left	Thru	Right		Uturn	Left	Thru	Right		Uturn	Left	Thru	Right		Uturn	Left	Thru	Right	Total
Date 7/27/2017																			

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 7/27/2017

Peak start	08:00				08:00				08:00				08:00							
Volume	22	190	602	417	1	34	778	73	0	216	277	54	1	137	434	207	3443			
Percent	2%	15%	49%	34%	0%	4%	88%	8%	0%	39%	51%	10%	0%	18%	56%	27%				
Pk total	1231					886					547					779				
Highest	8:30					8:15					8:00					8:00				
Volume	4	44	172	108	1	7	225	17	0	60	72	14	1	29	129	48				
Hi total	328					250					146					207				
PHF	0.94					0.89					0.94					0.94				

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 7/27/2017

Peak start	12:00				12:00					12:00					12:00					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
Pk total	0				0					0					0					
Highest	12:15				12:45					12:15					12:30					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0					0					0					
PHF	####				####					####					####					

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 7/27/2017

Peak start	16:45					16:45					16:45					16:45				
Volume	25	336	706	430	1	87	791	102	1	274	514	50	1	165	653	235	4371			
Percent	2%	22%	47%	29%	0%	9%	81%	10%	0%	33%	61%	6%	0%	16%	62%	22%				
Pk total	1497					981					839					1054				
Highest	17:15					16:45					17:15					17:15				
Volume	4	85	174	129	0	6	222	33	0	78	135	13	0	42	174	67				
Hi total	392					261					226					283				
PHF	0.95					0.94					0.93					0.93				

COMMERCIAL BLVD AT DIXIE HWY
BROWARD COUNTY,FLORIDA
COUNTED BY:
SIGNALIZED

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 8/1/2017
File I.D.: OAKLAND PA
Page: 3

ALL VEHICLES																		
COMMERCIAL BLVD From West					COMMERCIAL BVLD From East				DIXIE HWY From South				DIXIE HWY From North					
	Utturn	Left	Thru	Right	Utturn	Left	Thru	Right	Utturn	Left	Thru	Right	Utturn	Left	Thru	Right	Total	
Date	8/1/2017																	
7:00	0	19	289	48	1	29	275	18	0	53	96	31	2	47	105	26	1039	
7:15	3	24	305	50	3	33	293	22	0	60	108	26	1	69	119	23	1139	
7:30	1	23	302	64	2	25	249	25	0	57	100	53	0	52	103	31	1087	
7:45	3	47	316	56	3	40	276	23	0	54	121	29	1	32	128	35	1164	
Hr Total	7	113	1212	218	9	127	1093	88	0	224	425	139	4	200	455	115	4429	
8:00	4	29	335	66	1	28	269	27	1	60	146	47	1	52	137	32	1235	
8:15	2	43	347	68	4	47	249	26	5	63	143	56	0	42	123	29	1247	
8:30	3	43	345	63	5	37	253	24	0	51	137	66	1	57	134	21	1240	
8:45	1	56	361	64	5	60	248	31	0	49	112	79	4	80	124	37	1311	
Hr Total	10	171	1388	261	15	172	1019	108	6	223	538	248	6	231	518	119	5033	
* BREAK *																		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
* BREAK *																		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
* BREAK *																		
16:00	6	27	203	29	4	48	281	18	0	56	81	30	0	39	83	28	933	
16:15	6	44	211	39	3	50	316	26	1	92	84	35	0	57	101	27	1092	
16:30	6	53	217	31	6	63	348	30	0	42	99	47	1	68	142	35	1188	
16:45	3	49	258	32	8	69	377	29	0	64	120	57	1	79	173	42	1361	
Hr Total	21	173	889	131	21	230	1322	103	1	254	384	169	2	243	499	132	4574	
17:00	5	38	284	39	2	68	407	31	0	84	171	31	4	106	180	39	1489	
17:15	4	54	323	45	8	77	508	21	1	159	178	46	0	123	195	35	1777	
17:30	9	53	264	54	3	73	444	32	0	104	168	44	1	107	207	28	1591	
17:45	9	53	289	72	5	69	435	33	3	107	177	33	6	121	201	20	1633	
Hr Total	27	198	1160	210	18	287	1794	117	4	454	694	154	11	457	783	122	6490	
TOTAL	65	655	4649	820	63	816	5228	416	11	1155	2041	710	23	1131	2255	488	20526	

COMMERCIAL BLVD AT DIXIE HWY
BROWARD COUNTY,FLORIDA
COUNTED BY:
SIGNALIZED

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 8/1/17
File I.D.: OAKLAND PA
Page: 4

ALL VEHICLES

COMMERCIAL BLVD From West					COMMERCIAL BVLD From East					DIXIE HWY From South					DIXIE HWY From North					Total
Uturn	Left	Thru	Right		Uturn	Left	Thru	Right		Uturn	Left	Thru	Right		Uturn	Left	Thru	Right		
Date 8/1/2017																				

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 8/1/2017

Peak start	8:00				8:00				8:00				8:00				
Volume	10	171	1388	261	15	172	1019	108	6	223	538	248	6	231	518	119	5033
Percent	1%	9%	76%	14%	1%	13%	78%	8%	1%	22%	53%	24%	1%	26%	59%	14%	
Pk total	1830				1314				1015				874				
Highest	8:45				8:45				8:15				8:45				
Volume	1	56	361	64	5	60	248	31	5	63	143	56	4	80	124	37	
Hi total	482				344				267				245				
PHF	0.95				0.95				0.95				0.89				

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 8/1/2017

Peak start	12:00				12:00				12:00				12:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
Pk total	0				0				0				0				
Highest	12:00				12:00				12:30				12:30				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0				0				0				
PHF	####				####				####				####				

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 8/1/2017

Peak start	17:00				17:00				17:00				17:00				
Volume	27	198	1160	210	18	287	1794	117	4	454	694	154	11	457	783	122	6490
Percent	2%	12%	73%	13%	1%	13%	81%	5%	0%	35%	53%	12%	1%	33%	57%	9%	
Pk total	1595				2216				1306				1373				
Highest	17:15				17:15				17:15				17:15				
Volume	4	54	323	45	8	77	508	21	1	159	178	46	0	123	195	35	
Hi total	426				614				384				353				
PHF	0.94				0.90				0.85				0.97				

56TH STREET AT DIXIE HWY
BROWARD COUNTY, FLORIDA
COUNTED BY:
SIGNALIZED

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 8/3/2017
File I.D.: OAKLAND PA
Page: 5

ALL VEHICLES																		
NE 56TH STREET From West					NE 56TH STREET From East				DIXIE HWY From South				DIXIE HWY From North					
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total	
Date 8/3/2017																		
7:00	0	4	5	5	0	13	5	8	0	4	58	14	0	14	71	6	207	
7:15	0	4	7	6	0	19	11	18	0	3	97	18	0	31	106	10	330	
7:30	0	8	16	12	0	22	22	25	0	7	107	8	0	35	181	9	452	
7:45	0	6	14	13	0	20	22	16	0	13	139	22	0	23	177	13	478	
Hr Total	0	22	42	36	0	74	60	67	0	27	401	62	0	103	535	38	1467	
8:00	0	8	17	12	0	29	19	16	0	14	115	23	0	54	193	15	515	
8:15	0	10	26	21	0	23	19	21	0	7	109	29	0	42	150	14	471	
8:30	0	9	12	22	0	32	21	18	0	6	119	20	0	43	182	14	498	
8:45	0	7	25	20	0	25	34	18	0	12	121	27	0	41	204	9	543	
Hr Total	0	34	80	75	0	109	93	73	0	39	464	99	0	180	729	52	2027	
* BREAK *																		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
* BREAK *																		
16:00	0	14	35	13	2	24	50	16	2	15	70	9	0	16	61	3	330	
16:15	0	10	55	14	0	24	54	21	0	21	121	13	1	25	129	8	496	
16:30	0	12	15	15	0	11	26	13	0	14	111	14	0	45	177	12	465	
16:45	0	12	42	26	0	35	60	34	0	18	174	42	0	38	223	5	709	
Hr Total	0	48	147	68	2	94	190	84	2	68	476	78	1	124	590	28	2000	
17:00	0	10	28	17	0	37	50	30	1	24	142	30	0	45	256	10	680	
17:15	1	15	33	22	0	26	45	33	0	14	197	20	0	59	303	13	781	
17:30	0	13	34	30	0	35	54	19	0	23	162	26	0	54	235	12	697	
17:45	0	10	25	6	0	14	28	25	0	11	167	37	1	46	275	9	654	
Hr Total	1	48	120	75	0	112	177	107	1	72	668	113	1	204	1069	44	2812	
TOTAL	1	152	389	254	2	389	520	331	3	206	2009	352	2	611	2923	162	8306	

56TH STREET AT DIXIE HWY
BROWARD COUNTY, FLORIDA
COUNTED BY:
SIGNALIZED

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 8/3/17
File I.D.: OAKLAND PA
Page: 6

ALL VEHICLES

NE 56TH STREET From West					NE 56TH STREET From East				DIXIE HWY From South				DIXIE HWY From North				Total			
Uturn	Left	Thru	Right		Uturn	Left	Thru	Right		Uturn	Left	Thru	Right		Uturn	Left		Thru	Right	
Date 8/3/2017																				

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 8/3/2017

Peak start	8:00				8:00				8:00				8:00				
Volume	0	34	80	75	0	109	93	73	0	39	464	99	0	180	729	52	2027
Percent	0%	18%	42%	40%	0%	40%	34%	27%	0%	6%	77%	16%	0%	19%	76%	5%	
Pk total	189				275				602				961				
Highest	8:15				8:45				8:45				8:00				
Volume	0	10	26	21	0	25	34	18	0	12	121	27	0	54	193	15	
Hi total	57				77				160				262				
PHF	0.83				0.89				0.94				0.92				

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 8/3/2017

Peak start	12:00				12:00				12:00				12:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
Pk total	0				0				0				0				
Highest	12:30				12:30				12:30				12:30				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0				0				0				
PHF	####				####				####				####				

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 8/3/2017

Peak start	16:45				16:45				16:45				16:45				
Volume	1	50	137	95	0	133	209	116	1	79	675	118	0	196	1017	40	2867
Percent	0%	18%	48%	34%	0%	29%	46%	25%	0%	9%	77%	14%	0%	16%	81%	3%	
Pk total	283				458				873				1253				
Highest	16:45				16:45				16:45				17:15				
Volume	0	12	42	26	0	35	60	34	0	18	174	42	0	59	303	13	
Hi total	80				129				234				375				
PHF	0.88				0.89				0.93				0.84				

56TH STREET AT ANDREWS AVE
BROWARD COUNTY, FLORIDA
COUNTED BY:
SIGNALIZED

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 8/8/2017
File I.D.: OAKLAND PA
Page: 7

ALL VEHICLES																		
NE 56TH ST From West					NE 56TH ST From East				ANDREWS AVE From South				ANDREWS AVE From North					
Uturn Left Thru Right					Uturn Left Thru Right				Uturn Left Thru Right				Uturn Left Thru Right				Total	
Date	8/8/2017																	
7:00	1	4	0	1	0	12	0	9	0	0	107	3	0	6	69	0	212	
7:15	0	5	3	1	0	14	0	15	0	0	99	9	0	2	65	1	214	
7:30	0	6	0	1	0	22	0	20	0	0	144	11	0	5	105	0	314	
7:45	1	5	0	0	0	16	0	16	0	0	179	16	0	8	95	1	337	
Hr Total	2	20	3	3	0	64	0	60	0	0	529	39	0	21	334	2	1077	
8:00	0	4	2	1	0	26	0	19	0	1	150	8	0	13	116	2	342	
8:15	0	8	2	2	0	24	0	24	0	0	177	13	0	13	94	0	357	
8:30	0	6	0	2	0	12	2	24	0	0	180	15	0	10	115	2	368	
8:45	0	1	1	2	1	21	0	29	0	0	206	9	0	11	92	1	374	
Hr Total	0	19	5	7	1	83	2	96	0	1	713	45	0	47	417	5	1441	
* BREAK *																		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
* BREAK *																		
16:00	0	2	1	1	0	28	1	20	0	0	73	12	0	22	92	2	254	
16:15	0	10	1	2	0	36	0	16	0	8	92	18	2	26	105	3	319	
16:30	0	9	1	1	0	46	4	30	1	1	116	19	0	19	128	1	376	
16:45	0	5	1	0	0	34	5	35	0	4	136	21	1	28	166	3	439	
Hr Total	0	26	4	4	0	0	10	101	1	13	417	70	3	95	491	9	1388	
17:00	0	4	0	3	0	47	3	32	0	4	131	22	1	26	201	9	483	
17:15	0	7	3	8	2	74	0	40	3	5	124	25	0	11	140	6	448	
17:30	0	6	7	0	2	71	5	20	0	16	87	20	0	23	134	13	404	
17:45	0	10	5	4	0	42	7	31	0	0	97	20	1	12	143	12	384	
Hr Total	0	27	15	15	4	234	15	123	3	25	439	87	2	72	618	40	1719	
TOTAL	2	92	27	29	5	381	27	380	4	39	2098	241	5	235	1860	56	5625	

56TH STREET AT ANDREWS AVE
BROWARD COUNTY, FLORIDA
COUNTED BY:
SIGNALIZED

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 8/8/17
File I.D.: OAKLAND PA
Page: 8

ALL VEHICLES

NE 56TH ST					NE 56TH ST				ANDREWS AVE				ANDREWS AVE				Total
From West					From East				From South				From North				
Uturn Left Thru Right					Uturn Left Thru Right				Uturn Left Thru Right				Uturn Left Thru Right				
Date 8/8/2017																	

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 8/8/2017

Peak start	8:00				8:00				8:00				8:00				
Volume	0	19	5	7	1	83	2	96	0	1	713	45	0	47	417	5	1441
Percent	0%	61%	16%	23%	1%	46%	1%	53%	0%	0%	94%	6%	0%	10%	89%	1%	
Pk total	31				182				759				469				
Highest	8:15				8:45				8:45				8:00				
Volume	0	8	2	2	1	21	0	29	0	0	206	9	0	13	116	2	
Hi total	12				51				215				131				
PHF	0.65				0.89				0.88				0.90				

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 8/8/2017

Peak start	12:00				12:00				12:00				12:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
Pk total	0				0				0				0				
Highest	12:30				12:30				12:30				12:30				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0				0				0				
PHF	####				####				####				####				

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 8/8/2017

Peak start	16:45				16:45				16:45				16:45				
Volume	0	22	11	11	4	226	13	127	3	29	478	88	2	88	641	31	1774
Percent	0%	50%	25%	25%	1%	61%	4%	34%	1%	5%	80%	15%	0%	12%	84%	4%	
Pk total	44				370				598				762				
Highest	17:15				17:15				17:00				17:00				
Volume	0	7	3	8	2	74	0	40	0	4	131	22	1	26	201	9	
Hi total	18				116				157				237				
PHF	0.61				0.80				0.95				0.80				

DIXIE HWY AND NE 58TH STREET
BROWARD COUNTY, FLORIDA
COUNTED BY:
UNSIGNALIZED

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 8/15/2017
File I.D.: OAKLAND PARK
Page: 9

ALL VEHICLES																		
NE 58TH STREET From West					N/A From East				DIXIE HWY From South				DIXIE HWY From North					
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total	
Date	8/15/2017																	
7:00	0	3	0	4	0	0	0	0	0	2	64	0	0	0	111	5	189	
7:15	0	0	0	5	0	0	0	0	0	3	119	0	0	0	156	1	284	
7:30	0	1	0	5	0	0	0	0	0	11	115	0	0	0	162	0	294	
7:45	0	2	0	7	0	0	0	0	0	11	111	0	0	1	157	7	296	
Hr Total	0	6	0	21	0	0	0	0	0	27	409	0	0	1	586	13	1063	
8:00	0	2	0	9	0	0	0	0	0	9	103	0	0	3	165	8	299	
8:15	1	1	0	8	0	0	0	0	1	6	89	0	0	0	159	6	271	
8:30	0	0	0	4	0	0	0	0	0	13	87	0	0	0	171	7	282	
8:45	0	0	0	7	0	0	0	0	0	12	57	0	0	0	143	6	225	
Hr Total	1	3	0	28	0	0	0	0	1	40	336	0	0	3	638	27	1077	
* BREAK *																		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
* BREAK *																		
16:00	0	2	0	5	0	0	0	0	1	6	205	0	0	0	176	0	395	
16:15	0	0	0	6	0	0	0	0	0	3	207	0	0	0	174	5	395	
16:30	0	0	0	3	0	0	0	0	3	3	195	0	0	0	183	1	388	
16:45	0	0	0	18	0	0	0	0	1	6	201	1	0	3	194	2	426	
Hr Total	0	2	0	32	0	0	0	0	5	18	808	1	0	3	727	8	1604	
17:00	0	0	0	10	0	0	0	0	0	7	213	0	0	0	243	5	478	
17:15	0	8	0	10	0	0	0	0	0	9	173	0	0	0	294	4	498	
17:30	0	4	0	19	0	0	0	0	0	4	194	0	0	0	275	5	501	
17:45	0	2	0	10	0	0	0	0	0	7	158	1	2	0	260	4	444	
Hr Total	0	14	0	49	0	0	0	0	0	27	738	1	2	0	1072	18	1921	
TOTAL	1	25	0	130	0	0	0	0	6	112	2291	2	2	7	3023	66	5665	

DIXIE HWY AND NE 58TH STREET
BROWARD COUNTY, FLORIDA
COUNTED BY:
UNSIGNALIZED

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 8/15/17
File I.D.: OAKLAND PA
Page: 10

ALL VEHICLES

NE 58TH STREET From West				N/A From East				DIXIE HWY From South				DIXIE HWY From North				Total
Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	
Date 8/15/2017																

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 8/15/2017

Peak start	7:15					8:00					8:00					
Volume	0	5	0	26	0	0	0	0	0	34	448	0	0	4	640	16
Percent	0%	16%	0%	84%	#####	#####	#####	#####	0%	7%	93%	0%	0%	1%	97%	2%
Pk total	31					0					482					
Highest	8:00					8:00					7:30					
Volume	0	2	0	9	0	0	0	0	0	11	115	0	0	3	165	8
Hi total	11					0					126					
PHF	0.70					#####					0.96					

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 8/15/2017

Peak start	12:00					12:00					12:00					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Pk total	0					0					0					
Highest	12:30					12:30					12:30					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0					0					0					
PHF	#####					#####					#####					

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 8/15/2017

Peak start	17:00					17:00					17:00					
Volume	0	14	0	49	0	0	0	0	0	27	738	1	2	0	1072	18
Percent	0%	22%	0%	78%	#####	#####	#####	#####	0%	4%	96%	0%	0%	0%	98%	2%
Pk total	63					0					766					
Highest	17:30					17:45					17:00					
Volume	0	4	0	19	0	0	0	0	0	7	213	0	0	0	294	4
Hi total	23					0					220					
PHF	0.68					#####					0.87					

NE 56TH STREET AND NE 6TH AVE
BROWARD COUNTY, FLORIDA
COUNTED BY:
SIGNALIZED

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 8/24/20017
File I.D.: OAKLAND PARK
Page: 11

ALL VEHICLES																		
NE 56TH STREET From West					NE 56TH STREET From East				NE 6TH AVE From South				NE 6TH AVE From North					
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total	
Date	8/24/20017																	
7:00	0	1	28	6	0	20	9	2	0	4	14	15	0	8	9	1	117	
7:15	0	1	56	10	0	28	26	3	0	15	29	62	0	11	19	14	274	
7:30	0	2	56	12	0	22	35	13	1	31	49	66	0	21	53	15	376	
7:45	0	2	54	12	0	22	27	6	1	26	27	48	0	5	31	14	275	
Hr Total	0	6	194	40	0	92	97	24	2	76	119	191	0	45	112	44	1042	
8:00	0	2	21	10	0	19	16	9	0	26	29	31	0	8	22	28	221	
8:15	0	8	20	8	0	33	23	5	0	8	43	36	0	4	33	17	238	
8:30	0	11	20	6	0	15	5	0	0	10	40	34	0	4	50	11	206	
8:45	0	8	29	10	1	16	13	2	0	8	48	26	0	3	48	4	216	
Hr Total	0	29	90	34	1	83	57	16	0	52	160	127	0	19	153	60	881	
* BREAK *																		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
* BREAK *																		
16:00	0	6	20	7	0	30	28	5	0	13	23	19	0	3	61	12	227	
16:15	0	2	17	9	0	10	34	8	0	12	37	23	0	3	32	11	198	
16:30	0	6	25	8	4	22	51	5	0	10	27	8	0	6	31	3	206	
16:45	0	4	17	8	1	13	41	7	0	10	34	20	2	2	29	6	194	
Hr Total	0	18	79	32	5	75	154	25	0	45	121	70	2	14	153	32	825	
17:00	0	1	30	16	1	25	71	7	0	25	39	26	0	6	27	3	277	
17:15	0	2	29	14	0	30	46	7	0	22	25	16	0	8	26	12	237	
17:30	1	7	32	10	0	23	50	12	0	20	43	37	0	3	42	12	292	
17:45	0	4	35	18	0	16	44	6	0	22	38	41	0	3	30	8	265	
Hr Total	1	14	126	58	1	94	211	32	0	89	145	120	0	20	125	35	1071	
TOTAL	1	67	489	164	7	344	519	97	2	262	545	508	2	98	543	171	3819	

NE 56TH STREET AND NE 6TH AVE
BROWARD COUNTY, FLORIDA
COUNTED BY:
SIGNALIZED

THOMAS A. HALL, INC.
1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 8/24/20017
File I.D.: OAKLAND PA
Page: 12

ALL VEHICLES

NE 56TH STREET From West					NE 56TH STREET From East				NE 6TH AVE From South				NE 6TH AVE From North				Total
Uturn	Left	Thru	Right		Uturn	Left	Thru	Right		Uturn	Left	Thru	Right				
Date 8/24/20017																	

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 8/24/20017

Peak start	7:15					7:15					7:15					7:15	
Volume	0	7	187	44	0	91	104	31	2	98	134	207	0	45	125	71	1146
Percent	0%	3%	79%	18%	0%	40%	46%	14%	0%	22%	30%	47%	0%	19%	52%	29%	
Pk total	238					226					441					241	
Highest	7:30					7:30					7:30					7:30	
Volume	0	2	56	12	0	22	35	13	1	31	49	66	0	21	53	15	
Hi total	70					70					147					89	
PHF	0.85					0.81					0.75					0.68	

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 8/24/20017

Peak start	12:00					12:00					12:00					12:00	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	####	
Pk total	0					0					0					0	
Highest	12:30					12:30					12:30					12:30	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0					0					0					0	
PHF	####					####					####					####	

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 8/24/20017

Peak start	17:00					17:00					17:00					17:00	
Volume	1	14	126	58	1	94	211	32	0	89	145	120	0	20	125	35	1071
Percent	1%	7%	63%	29%	0%	28%	62%	9%	0%	25%	41%	34%	0%	11%	69%	19%	
Pk total	199					338					354					180	
Highest	17:45					17:00					17:45					17:30	
Volume	0	4	35	18	1	25	71	7	0	20	43	37	0	3	42	12	
Hi total	57					104					100					57	
PHF	0.87					0.81					0.89					0.79	

NE 58TH STREET AND NE 9TH AVE
 MIAMI-DADE COUNTY, FLORIDA
 COUNTED BY:
 UNSIGNALIZED

THOMAS A. HALL, INC.
 1355 ADAMS STREET
 HOLLYWOOD, FL 33019
 954-288-4447

Site Code: 10031
 Start Date: 8/29/2017
 File I.D.: OAKLAND PA
 Page: 13

ALL VEHICLES																		
NE 58TH ST From West					NE 58TH ST From East				NE 9TH AVE From South				N/A From North					
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total	
Date	8/29/2017																	
7:00	0	0	9	6	0	6	6	0	0	0	0	2	0	0	0	0	29	
7:15	0	0	9	2	0	26	8	0	0	0	0	11	0	0	0	0	56	
7:30	0	0	12	7	0	21	12	0	0	0	0	13	0	0	0	0	65	
7:45	0	0	12	4	0	3	6	0	0	3	0	4	0	0	0	0	32	
Hr Total	0	0	42	19	0	56	32	0	0	3	0	30	0	0	0	0	182	
8:00	0	0	7	3	0	9	8	0	0	1	0	6	0	0	0	0	34	
8:15	0	0	5	1	0	8	0	0	0	1	0	12	0	0	0	0	27	
8:30	0	0	6	1	0	9	4	0	0	0	0	19	0	0	0	0	39	
8:45	0	0	8	5	0	11	3	0	0	1	0	19	0	0	0	0	47	
Hr Total	0	0	26	10	0	37	15	0	0	3	0	56	0	0	0	0	147	
* BREAK *																		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
* BREAK *																		
16:00	0	0	4	2	0	6	6	0	0	1	0	5	0	0	0	0	24	
16:15	0	0	5	4	0	8	6	0	0	1	0	4	0	0	0	0	28	
16:30	0	0	3	3	0	3	6	0	0	1	0	2	0	0	0	0	18	
16:45	0	0	2	1	0	6	4	0	0	0	0	4	0	0	0	0	17	
Hr Total	0	0	14	10	0	23	22	0	0	3	0	15	0	0	0	0	87	
17:00	0	0	3	0	0	5	8	0	0	1	0	1	0	0	0	0	18	
17:15	0	0	1	1	0	21	13	0	0	2	0	15	0	0	0	0	53	
17:30	0	0	6	0	0	21	5	0	0	1	0	5	0	0	0	0	38	
17:45	0	0	3	1	0	10	7	0	0	2	0	5	0	0	0	0	28	
Hr Total	0	0	13	2	0	57	33	0	0	6	0	26	0	0	0	0	137	
TOTAL	0	0	95	41	0	173	102	0	0	15	0	127	0	0	0	0	553	

NE 58TH STREET AND NE 9TH AVE
 MIAMI-DADE COUNTY, FLORIDA
 COUNTED BY:
 UNSIGNALIZED

THOMAS A. HALL, INC.
 1355 ADAMS STREET
 HOLLYWOOD, FL 33019
 954-288-4447

Site Code: 10031
 Start Date: 8/29/17
 File I.D.: OAKLAND PA
 Page: 14

ALL VEHICLES

NE 58TH ST					NE 58TH ST				NE 9TH AVE				N/A				Total
From West					From East				From South				From North				
Uturn Left Thru Right					Uturn Left Thru Right				Uturn Left Thru Right				Uturn Left Thru Right				
Date 8/29/2017																	

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 8/29/2017																	
Peak start	7:15				7:15				7:15				7:15				
Volume	0	0	40	16	0	59	34	0	0	4	0	34	0	0	0	0	187
Percent	0%	0%	71%	29%	0%	63%	37%	0%	0%	11%	0%	89%	#####	#####	#####	#####	
Pk total	56				93				38				0				
Highest	7:30				7:15				7:30				8:45				
Volume	0	0	12	7	0	26	8	0	0	0	0	13	0	0	0	0	
Hi total	19				34				13				0				
PHF	0.74				0.68				0.73				#####				

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 8/29/2017																	
Peak start	12:00				12:00				12:00				12:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Pk total	0				0				0				0				
Highest	12:30				12:30				12:30				12:30				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0				0				0				
PHF	#####				#####				#####				#####				

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 8/29/2017																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	13	2	0	57	33	0	0	6	0	26	0	0	0	0	137
Percent	0%	0%	87%	13%	0%	63%	37%	0%	0%	19%	0%	81%	#####	#####	#####	#####	
Pk total	15				90				32				0				
Highest	17:30				17:15				17:15				17:15				
Volume	0	0	6	0	0	21	13	0	0	2	0	15	0	0	0	0	
Hi total	6				34				17				0				
PHF	0.63				0.66				0.47				#####				

NE 56TH STREET AND NE 9TH AVE
 MIAMI-DADE COUNTY, FLORIDA
 COUNTED BY:
 UNSIGNALIZED

THOMAS A. HALL, INC.
 1355 ADAMS STREET
 HOLLYWOOD, FL 33019
 954-288-4447

Site Code: 10031
 Start Date: 8/31/2017
 File I.D.: OAKLAND PA
 Page: 15

ALL VEHICLES																		
NE 56TH ST From West					NE 56TH ST From East				N/A From South				NE 9TH AVE From North					
	Utturn	Left	Thru	Right	Utturn	Left	Thru	Right	Utturn	Left	Thru	Right	Utturn	Left	Thru	Right	Total	
Date	8/31/2017																	
7:00	0	3	48	0	0	0	28	0	0	0	0	0	1	5	0	3	88	
7:15	0	5	94	0	0	0	46	6	0	0	0	0	0	8	0	20	179	
7:30	0	7	93	0	0	0	64	4	0	0	0	0	0	9	1	10	188	
7:45	0	1	53	0	0	0	37	2	0	0	0	0	0	4	0	3	100	
Hr Total	0	16	288	0	0	0	175	12	0	0	0	0	1	26	1	36	555	
8:00	0	3	36	0	0	0	33	1	0	0	0	0	3	1	0	5	82	
8:15	0	5	35	0	0	0	11	1	0	0	0	0	0	1	0	0	53	
8:30	0	11	46	0	0	0	13	1	0	0	0	0	1	7	0	6	85	
8:45	0	11	41	0	0	0	14	3	0	0	0	0	0	0	0	3	72	
Hr Total	0	30	158	0	0	0	71	6	0	0	0	0	4	9	0	14	292	
* BREAK *																		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
* BREAK *																		
16:00	0	4	32	0	0	0	54	3	0	0	0	0	0	0	0	3	96	
16:15	0	5	49	0	0	0	63	5	0	0	0	0	1	1	0	6	130	
16:30	1	3	43	0	0	0	86	1	0	0	0	0	1	0	0	3	138	
16:45	0	2	46	0	0	0	65	2	0	0	0	0	1	2	0	2	120	
Hr Total	1	14	170	0	0	0	268	11	0	0	0	0	3	3	0	14	484	
17:00	0	1	40	0	0	0	69	9	0	0	0	0	0	3	0	5	127	
17:15	0	3	48	0	0	0	96	6	0	0	0	0	2	0	0	12	167	
17:30	0	2	71	0	0	0	76	2	0	0	0	0	0	1	0	8	160	
17:45	0	2	61	0	0	0	83	1	0	0	0	0	0	3	0	6	156	
Hr Total	0	8	220	0	0	0	324	18	0	0	0	0	2	7	0	31	610	
TOTAL	1	68	836	0	0	0	838	47	0	0	0	0	10	45	1	95	1941	

NE 56TH STREET AND NE 9TH AVE
 MIAMI-DADE COUNTY, FLORIDA
 COUNTED BY:
 UNSIGNALIZED

THOMAS A. HALL, INC.
 1355 ADAMS STREET
 HOLLYWOOD, FL 33019
 954-288-4447

Site Code: 10031
 Start Date: 8/29/17
 File I.D.: OAKLAND PA
 Page: 16

ALL VEHICLES

NE 56TH ST					NE 56TH ST					N/A					NE 9TH AVE					Total
From West					From East					From South					From North					
Uturn Left Thru Right					Uturn Left Thru Right					Uturn Left Thru Right					Uturn Left Thru Right					
Date 8/29/2017																				

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 8/29/2017

Peak start	7:00				7:00				7:00				7:00								
Volume	0	16	288	0	0	0	175	12	0	0	0	0	0	1	26	1	36				555
Percent	0%	5%	95%	0%	0%	0%	94%	6%	#####	#####	#####	#####	#####	2%	41%	2%	56%				
Pk total	304				187				0					64							
Highest	7:30				7:30				7:30					7:15							
Volume	0	7	93	0	0	0	64	4	0	0	0	0	0	0	8	0	20				
Hi total	100				68				0					28							
PHF	0.76				0.69				#####					0.57							

Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 8/29/2017

Peak start	12:00				12:00				12:00				12:00								
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0
Percent	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####				
Pk total	0				0				0				0								
Highest	12:30				12:30				12:30				12:30								
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Hi total	0				0				0				0								
PHF	#####				#####				#####				#####								

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 8/29/2017

Peak start	17:00				17:00				17:00				17:00								
Volume	0	8	220	0	0	0	324	18	0	0	0	0	0	2	7	0	31				610
Percent	0%	4%	96%	0%	0%	0%	95%	5%	#####	#####	#####	#####	#####	5%	18%	0%	78%				
Pk total	228				342				0				40								
Highest	17:30				17:15				17:30				17:15								
Volume	0	2	71	0	0	0	96	6	0	0	0	0	0	2	0	0	12				
Hi total	73				102				0				14								
PHF	0.78				0.84				#####				0.71								

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	oakland 2017			1146	
	Location			% Bank 1	% Bank 2
	6th 56th am, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Thursday, August 24, 2017			26	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
7:15 AM	0	1	56	10	0	0	67	0	28	26	3	0	0	57	0	15	29	62	2	0	106	0	11	19	14	1	0	44	274	3
7:30 AM	0	2	56	12	0	1	70	0	22	35	13	0	0	70	1	31	49	66	3	1	147	0	21	53	15	0	0	89	376	5
7:45 AM	0	2	54	12	0	1	68	0	22	27	6	1	3	55	1	26	27	48	6	0	102	0	5	31	14	0	2	50	275	13
8:00 AM	0	2	21	10	0	0	33	0	19	16	9	1	0	44	0	26	29	31	0	3	86	0	8	22	28	1	0	58	221	5

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	7	187	44	0	2	238	0	91	104	31	2	3	226	2	98	134	207	11	4	441	0	45	125	71	2	2	241	1146	26
PHF	-	0.88	0.83	0.92	-	0.50	0.85	-	0.81	0.74	0.60	0.50	0.25	0.81	0.50	0.79	0.68	0.78	0.46	0.33	0.75	-	0.54	0.59	0.63	0.50	0.25	0.68	0.76	0.50
% Bank 1	0.0%	100.0%	100.0%	100.0%				0.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				0.0%	100.0%	100.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	oakland 2017 pm			1071	
	Location			% Bank 1	% Bank 2
	6th 56th pm, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Thursday, August 24, 2017			17	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
5:00 PM	0	1	30	16	0	0	47	1	25	71	7	0	1	104	0	25	39	26	0	0	90	0	6	27	3	0	1	36	277	2
5:15 PM	0	2	29	14	0	0	45	0	30	46	7	0	0	83	0	22	25	16	0	0	63	0	8	26	12	7	1	46	237	8
5:30 PM	1	7	32	10	0	1	50	0	23	50	12	0	0	85	0	20	43	37	0	0	100	0	3	42	12	0	1	57	292	2
5:45 PM	0	4	35	18	0	2	57	0	16	44	6	0	0	66	0	22	38	41	1	2	101	0	3	30	8	0	0	41	265	5

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	1	14	126	58	0	3	199	1	94	211	32	0	1	338	0	89	145	120	1	2	354	0	20	125	35	7	3	180	1071	17
PHF	0.25	0.50	0.90	0.81	-	0.38	0.87	0.25	0.78	0.74	0.67	-	0.25	0.81	-	0.89	0.84	0.73	0.25	0.25	0.88	-	0.63	0.74	0.73	0.25	0.75	0.79	0.92	0.53
% Bank 1	100.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				0.0%	100.0%	100.0%	100.0%				0.0%	100.0%	100.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	Unknown			555	
	Location			% Bank 1	% Bank 2
	Unknown, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Friday, September 1, 2017			38	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
7:00 AM	0	3	48	0	1	0	51	0	0	28	0	1	0	28	0	0	0	0	0	4	0	1	5	0	3	3	2	9	88	11
7:15 AM	0	5	94	0	0	0	99	0	0	46	6	0	2	52	0	0	0	0	0	4	0	0	8	0	20	9	0	28	179	15
7:30 AM	0	7	93	0	0	0	100	0	0	64	4	0	0	68	0	0	0	0	0	2	0	0	9	1	10	3	1	20	188	6
7:45 AM	0	1	53	0	0	0	54	0	0	37	2	0	1	39	0	0	0	0	0	3	0	0	4	0	3	2	0	7	100	6

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	16	288	0	1	0	304	0	0	175	12	1	3	187	0	0	0	0	0	13	0	1	26	1	36	17	3	64	555	38
PHF	-	0.57	0.77	-	0.25	-	0.76	-	-	0.68	0.50	0.25	0.38	0.69	-	-	-	-	-	0.81	-	0.25	0.72	0.25	0.45	0.47	0.38	0.57	0.74	0.63
% Bank 1	0.0%	100.0%	100.0%	0.0%				0.0%	0.0%	100.0%	100.0%				0.0%	0.0%	0.0%	0.0%				100.0%	100.0%	100.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	Unknown			611	
	Location			% Bank 1	% Bank 2
	Unknown, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Thursday, August 31, 2017			13	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh			
5:00 PM	0	1	40	0	0	0	41	0	0	69	9	0	0	78	0	0	0	0	1	0	0	0	0	3	0	5	0	0	8	127	1
5:15 PM	0	3	48	0	0	0	51	0	0	96	6	0	0	102	1	0	0	0	2	1	1	2	0	0	12	1	1	14	168	5	
5:30 PM	0	2	71	0	0	1	73	0	0	76	2	0	0	78	0	0	0	0	5	0	0	0	0	1	0	8	0	1	9	160	7
5:45 PM	0	2	61	0	0	0	63	0	0	83	1	0	0	84	0	0	0	0	0	0	0	0	3	0	6	0	0	9	156	0	

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	8	220	0	0	1	228	0	0	324	18	0	0	342	1	0	0	0	8	1	1	2	7	0	31	1	2	40	611	13
PHF	-	0.67	0.77	-	-	0.25	0.78	-	-	0.84	0.50	-	-	0.84	0.25	-	-	-	0.40	0.25	0.25	0.25	0.58	-	0.65	0.25	0.50	0.71	0.91	0.46
% Bank 1	0.0%	100.0%	100.0%	0.0%				0.0%	0.0%	100.0%	100.0%				100.0%	0.0%	0.0%	0.0%				100.0%	100.0%	0.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	oakland park 2017 am			187	
	Location			% Bank 1	% Bank 2
	ne 9th ave ne 58th st, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Tuesday, August 29, 2017			22	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
7:15 AM	0	0	9	2	1	0	11	0	26	8	0	0	0	34	0	0	0	11	1	2	11	0	0	0	0	1	0	0	56	5
7:30 AM	0	0	12	7	4	0	19	0	21	12	0	0	0	33	0	0	0	13	2	0	13	0	0	0	0	0	1	0	65	7
7:45 AM	0	0	12	4	0	2	16	0	3	6	0	0	0	9	0	3	0	4	0	3	7	0	0	0	0	1	0	0	32	6
8:00 AM	0	0	7	3	0	0	10	0	9	8	0	2	0	17	0	1	0	6	0	0	7	0	0	0	0	0	2	0	34	4

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	0	40	16	5	2	56	0	59	34	0	2	0	93	0	4	0	34	3	5	38	0	0	0	0	2	3	0	187	22
PHF	-	-	0.83	0.57	0.31	0.25	0.74	-	0.57	0.71	-	0.25	-	0.68	-	0.33	-	0.65	0.38	0.42	0.73	-	-	-	-	0.50	0.38	-	0.72	0.79
% Bank 1	0.0%	0.0%	100.0%	100.0%				0.0%	100.0%	100.0%	0.0%				0.0%	100.0%	0.0%	100.0%				0.0%	0.0%	0.0%	0.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	oakland park 2017 pm			139	
	Location			% Bank 1	% Bank 2
	9th and 58th, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Tuesday, August 29, 2017			3	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
5:00 PM	0	0	3	0	0	0	3	0	5	8	0	0	0	13	0	1	0	1	0	0	2	0	0	0	0	0	0	0	18	0
5:15 PM	0	0	1	1	0	0	2	2	21	13	0	0	0	36	0	2	0	15	0	0	17	0	0	0	0	0	0	0	55	0
5:30 PM	0	0	6	0	0	0	6	0	21	5	0	0	1	26	0	1	0	5	0	1	6	0	0	0	0	0	0	0	38	2
5:45 PM	0	0	3	1	0	0	4	0	10	7	0	0	1	17	0	2	0	5	0	0	7	0	0	0	0	0	0	0	28	1

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	0	13	2	0	0	15	2	57	33	0	0	2	92	0	6	0	26	0	1	32	0	0	0	0	0	0	0	139	3
PHF	-	-	0.54	0.50	-	-	0.63	0.25	0.68	0.63	-	-	0.50	0.64	-	0.75	-	0.43	-	0.25	0.47	-	-	-	-	-	-	-	0.63	0.38
% Bank 1	0.0%	0.0%	100.0%	100.0%				100.0%	100.0%	100.0%	0.0%				0.0%	100.0%	0.0%	100.0%				0.0%	0.0%	0.0%	0.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

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Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	oakland park 2017			5033	
	Location			% Bank 1	% Bank 2
	commercial dixie, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Tuesday, August 1, 2017			16	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
8:00 AM	4	29	335	66	0	1	434	1	28	269	27	3	0	325	1	60	146	47	0	0	254	1	52	137	32	2	0	222	1235	6
8:15 AM	2	43	347	68	0	2	460	4	47	249	26	0	0	326	5	63	143	56	0	1	267	0	42	123	29	0	0	194	1247	3
8:30 AM	3	43	345	63	2	0	454	5	37	253	24	0	0	319	0	51	137	66	3	0	254	1	57	134	21	0	0	213	1240	5
8:45 AM	1	56	361	64	0	2	482	5	60	248	31	0	0	344	0	49	112	79	0	0	240	4	80	124	37	0	0	245	1311	2

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	10	171	1388	261	2	5	1830	15	172	1019	108	3	0	1314	6	223	538	248	3	1	1015	6	231	518	119	2	0	874	5033	16
PHF	0.63	0.76	0.96	0.96	0.25	0.63	0.95	0.75	0.72	0.95	0.87	0.25	-	0.95	0.30	0.88	0.92	0.78	0.25	0.25	0.95	0.38	0.72	0.95	0.80	0.25	-	0.89	0.96	0.67
% Bank 1	100.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	Unknown			6490	
	Location			% Bank 1	% Bank 2
	Unknown, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Tuesday, August 1, 2017			32	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
5:00 PM	5	38	284	39	3	1	366	2	68	407	31	1	0	508	0	84	171	31	1	0	286	4	106	180	39	2	0	329	1489	8
5:15 PM	4	54	323	45	1	2	426	8	77	508	21	0	5	614	1	159	178	46	0	1	384	0	123	195	35	2	1	353	1777	12
5:30 PM	9	53	264	54	1	1	380	3	73	444	32	3	0	552	0	104	168	44	0	0	316	1	107	207	28	1	0	343	1591	6
5:45 PM	9	53	289	72	2	0	423	5	69	435	33	1	0	542	3	107	177	33	1	1	320	6	121	201	20	0	1	348	1633	6

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	27	198	1160	210	7	4	1595	18	287	1794	117	5	5	2216	4	454	694	154	2	2	1306	11	457	783	122	5	2	1373	6490	32
PHF	0.75	0.92	0.90	0.73	0.58	0.50	0.94	0.56	0.93	0.88	0.89	0.42	0.25	0.90	0.33	0.71	0.97	0.84	0.50	0.50	0.85	0.46	0.93	0.95	0.78	0.63	0.50	0.97	0.91	0.67
% Bank 1	100.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	oakland park 2017 am			1441	
	Location			% Bank 1	% Bank 2
	andrews 56th, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Tuesday, August 8, 2017			11	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
8:00 AM	0	4	2	1	0	0	7	0	26	0	19	0	0	45	0	1	150	8	0	0	159	0	13	116	2	0	0	131	342	0
8:15 AM	0	8	2	2	0	0	12	0	24	0	24	1	0	48	0	0	177	13	1	0	190	0	13	94	0	0	1	107	357	3
8:30 AM	0	6	0	2	0	0	8	0	12	2	24	0	0	38	0	0	180	15	0	0	195	0	10	115	2	0	0	127	368	0
8:45 AM	0	1	1	2	2	0	4	1	21	0	29	2	0	51	0	0	206	9	0	0	215	0	11	92	1	4	0	104	374	8

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	19	5	7	2	0	31	1	83	2	96	3	0	182	0	1	713	45	1	0	759	0	47	417	5	4	1	469	1441	11
PHF	-	0.59	0.63	0.88	0.25	-	0.65	0.25	0.80	0.25	0.83	0.38	-	0.89	-	0.25	0.87	0.75	0.25	-	0.88	-	0.90	0.90	0.63	0.25	0.25	0.90	0.96	0.34
% Bank 1	0.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				0.0%	100.0%	100.0%	100.0%				0.0%	100.0%	100.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

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Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	pm8			1774	
	Location			% Bank 1	% Bank 2
	andrews 56th, Not Available			99.9%	0.1%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Tuesday, August 8, 2017			18	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
4:45 PM	0	5	1	0	2	0	6	0	34	5	35	1	1	74	0	4	136	21	0	0	161	1	28	166	3	0	0	198	439	4
5:00 PM	0	4	0	3	0	2	7	0	47	3	32	4	1	82	0	4	131	22	0	0	157	1	26	201	9	0	0	237	483	7
5:15 PM	0	7	3	8	1	0	18	2	74	0	40	0	0	116	3	5	124	25	0	1	157	0	11	140	6	0	1	157	448	3
5:30 PM	0	6	7	0	0	0	13	2	71	5	20	0	1	98	0	16	87	20	0	0	123	0	23	134	13	2	1	170	404	4

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	22	11	11	3	2	44	4	226	13	127	5	3	370	3	29	478	88	0	1	598	2	88	641	31	2	2	762	1774	18
PHF	-	0.79	0.39	0.34	0.38	0.25	0.61	0.50	0.76	0.65	0.79	0.31	0.75	0.80	0.25	0.45	0.88	0.88	-	0.25	0.93	0.50	0.79	0.80	0.60	0.25	0.50	0.80	0.92	0.64
% Bank 1	0.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	96.8%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	3.2%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

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Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	oakland park 2017 am			3435	
	Location			% Bank 1	% Bank 2
	cypress dixie, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Thursday, July 27, 2017			14	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
8:00 AM	7	56	115	103	0	0	281	0	9	180	18	0	0	207	0	60	72	14	0	0	146	1	29	129	48	0	0	207	841	0
8:15 AM	6	39	158	98	2	2	301	1	7	225	17	0	0	250	0	59	70	11	0	1	140	0	39	100	64	0	0	203	894	5
8:30 AM	4	44	172	108	0	0	328	0	8	187	17	2	0	212	0	52	67	20	0	0	139	0	34	92	48	1	0	174	853	3
8:45 AM	5	51	157	108	2	1	321	0	10	186	21	0	1	217	0	45	68	1	1	0	114	0	35	113	47	0	1	195	847	6

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	22	190	602	417	4	3	1231	1	34	778	73	2	1	886	0	216	277	46	1	1	539	1	137	434	207	1	1	779	3435	14
PHF	0.79	0.85	0.88	0.97	0.50	0.38	0.94	0.25	0.85	0.86	0.87	0.25	0.25	0.89	-	0.90	0.96	0.58	0.25	0.25	0.92	0.25	0.88	0.84	0.81	0.25	0.25	0.94	0.96	0.58
% Bank 1	100.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				0.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	oakland park 17 pm			4383	
	Location			% Bank 1	% Bank 2
	cypress dixie, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Thursday, July 27, 2017			23	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
4:45 PM	9	76	192	108	1	1	385	0	6	222	33	1	0	261	0	69	126	11	0	0	206	0	42	150	55	1	0	247	1099	4
5:00 PM	5	80	190	117	3	0	392	0	13	217	21	0	0	251	0	71	131	10	2	4	212	1	33	172	68	0	1	274	1129	10
5:15 PM	4	85	174	129	2	0	392	1	16	211	26	0	0	254	0	78	135	13	0	0	226	0	42	174	67	0	0	283	1155	2
5:30 PM	7	95	150	76	4	1	328	6	52	141	22	1	0	221	7	56	122	16	0	1	201	0	48	157	45	0	0	250	1000	7

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	25	336	706	430	10	2	1497	7	87	791	102	2	0	987	7	274	514	50	2	5	845	1	165	653	235	1	1	1054	4383	23
PHF	0.69	0.88	0.92	0.83	0.63	0.50	0.95	0.29	0.42	0.89	0.77	0.50	-	0.95	0.25	0.88	0.95	0.78	0.25	0.31	0.93	0.25	0.86	0.94	0.86	0.25	0.25	0.93	0.95	0.58
% Bank 1	100.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				100.0%	99.6%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 3	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%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

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Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	oakland 2017 am			2027	
	Location			% Bank 1	% Bank 2
	dixie 56th, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Thursday, August 3, 2017			15	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
8:00 AM	0	8	17	12	0	0	37	0	29	19	16	0	1	64	0	14	115	23	0	0	152	0	54	193	15	1	0	262	515	2
8:15 AM	0	10	26	21	1	1	57	0	23	19	21	0	0	63	0	7	109	29	2	0	145	0	42	150	14	0	0	206	471	4
8:30 AM	0	9	12	22	2	0	43	0	32	21	18	0	0	71	0	6	119	20	2	1	145	0	43	182	14	0	0	239	498	5
8:45 AM	0	7	25	20	0	0	52	0	25	34	18	0	0	77	0	12	121	27	3	0	160	0	41	204	9	0	1	254	543	4

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	34	80	75	3	1	189	0	109	93	73	0	1	275	0	39	464	99	7	1	602	0	180	729	52	1	1	961	2027	15
PHF	-	0.85	0.77	0.85	0.38	0.25	0.83	-	0.85	0.68	0.87	-	0.25	0.89	-	0.70	0.96	0.85	0.58	0.25	0.94	-	0.83	0.89	0.87	0.25	0.25	0.92	0.93	0.75
% Bank 1	0.0%	100.0%	100.0%	100.0%				0.0%	100.0%	100.0%	100.0%				0.0%	100.0%	100.0%	100.0%				0.0%	100.0%	100.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

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Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	Unknown			2867	
	Location			% Bank 1	% Bank 2
	Unknown, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Thursday, August 3, 2017			13	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
4:45 PM	0	12	42	26	1	0	80	0	35	60	34	0	0	129	0	18	174	42	0	0	234	0	38	223	5	0	1	266	709	2
5:00 PM	0	10	28	17	1	1	55	0	37	50	30	1	0	117	1	24	142	30	1	0	197	0	45	256	10	0	0	311	680	4
5:15 PM	1	15	33	22	2	0	71	0	26	45	33	0	0	104	0	14	197	20	2	0	231	0	59	303	13	1	0	375	781	5
5:30 PM	0	13	34	30	0	0	77	0	35	54	19	1	0	108	0	23	162	26	0	0	211	0	54	235	12	1	0	301	697	2

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	1	50	137	95	4	1	283	0	133	209	116	2	0	458	1	79	675	118	3	0	873	0	196	1017	40	2	1	1253	2867	13
PHF	0.25	0.83	0.82	0.79	0.50	0.25	0.88	-	0.90	0.87	0.85	0.50	-	0.89	0.25	0.82	0.86	0.70	0.38	-	0.93	-	0.83	0.84	0.77	0.50	0.25	0.84	0.92	0.65
% Bank 1	100.0%	100.0%	100.0%	100.0%				0.0%	100.0%	100.0%	100.0%				100.0%	100.0%	100.0%	100.0%				0.0%	100.0%	100.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	oakland 2017 am			1107	
	Location			% Bank 1	% Bank 2
	dixie 58th, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Thursday, August 17, 2017			4	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
7:15 AM	0	0	0	5	3	0	5	0	0	0	0	0	0	0	0	3	119	0	0	0	122	0	0	156	1	0	0	157	284	3
7:30 AM	0	1	0	5	0	1	6	0	0	0	0	0	0	0	0	11	115	0	0	0	126	0	0	162	0	0	0	162	294	1
7:45 AM	0	2	0	7	0	0	9	0	0	0	0	0	0	0	0	11	111	0	0	0	122	0	1	157	7	0	0	165	296	0
8:00 AM	0	2	0	9	0	0	11	0	0	0	0	0	0	0	0	9	103	0	0	0	112	0	3	99	8	0	0	110	233	0

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	5	0	26	3	1	31	0	0	0	0	0	0	0	0	34	448	0	0	0	482	0	4	574	16	0	0	594	1107	4
PHF	-	0.63	-	0.72	0.25	0.25	0.70	-	-	-	-	-	-	-	-	0.77	0.94	-	-	-	0.96	-	0.33	0.89	0.50	-	-	0.90	0.93	0.33
% Bank 1	0.0%	100.0%	0.0%	100.0%				0.0%	0.0%	0.0%	0.0%				0.0%	100.0%	100.0%	0.0%				0.0%	100.0%	100.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	oakland 2017 pm			1921	
	Location			% Bank 1	% Bank 2
	dixie and 58th, Not Available			100.0%	0.0%
	Performed By			% Bank 3	% Bank 4
	Unknown			0.0%	0.0%
	Date			Pedestrians Volume	
	Tuesday, August 15, 2017			12	

Peak Hour Data

Time Period	West Approach							East Approach							South Approach							North Approach							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
5:00 PM	0	0	0	10	2	1	10	0	0	0	0	0	0	0	0	7	213	0	0	0	220	0	0	243	5	0	0	248	478	3
5:15 PM	0	8	0	10	1	0	18	0	0	0	0	0	0	0	0	9	173	0	0	0	182	0	0	294	4	0	0	298	498	1
5:30 PM	0	4	0	19	3	3	23	0	0	0	0	0	0	0	0	4	194	0	0	0	198	0	0	275	5	0	0	280	501	6
5:45 PM	0	2	0	10	0	1	12	0	0	0	0	1	0	0	0	7	158	1	0	0	166	2	0	260	4	0	0	266	444	2

Vehicle Movement Summary

Movement / Details																													Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	14	0	49	6	5	63	0	0	0	0	1	0	0	0	27	738	1	0	0	766	2	0	1072	18	0	0	1092	1921	12
PHF	-	0.44	-	0.64	0.50	0.42	0.68	-	-	-	-	0.25	-	-	-	0.75	0.87	0.25	-	-	0.87	0.25	-	0.91	0.90	-	-	0.92	0.96	0.50
% Bank 1	0.0%	100.0%	0.0%	100.0%				0.0%	0.0%	0.0%	0.0%				0.0%	100.0%	100.0%	100.0%				100.0%	0.0%	100.0%	100.0%				Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					
% Bank 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%	0.0%	0.0%	0.0%					

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9411 - NE 6 AVENUE, N OF NE 56 STREET

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2017	4200 S	N	2000	S	2200	9.00	51.90	6.20
2016	4200 F	N	2000	S	2200	9.00	54.10	2.90
2015	4200 C	N	2000	S	2200	9.00	54.00	3.40
2014	3600 X					9.00	54.20	7.40
2013	3600 X		0		0	9.00	53.60	7.60
2012	3600 T		0		0	9.00	52.20	5.90
2011	3600 S		0		0	9.00	52.50	6.30
2010	3600 F	N	2000	S	1600	8.35	52.69	9.30
2009	3600 C	N	2000	S	1600	8.53	53.89	5.30
2008	3800 C	N	1700	S	2100	8.81	54.16	6.50
2007	4200 C	N	0	S	0	11.68	57.46	4.80
2006	3900 C	N	0	S	0		2.90	

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9261 - NE 6 AVE N OF COMMERCIAL BLVD

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2017	16600 F	N	7900	S 8700	9.00	51.90	6.20
2016	16600 C	N	7900	S 8700	9.00	54.10	2.90
2015	11000 V		0	0	9.00	54.00	3.40
2014	11000 R				9.00	54.20	7.40
2013	11000 T		0	0	9.00	53.60	7.60
2012	11000 S		0	0	9.00	52.20	5.90
2011	11000 F		0	0	9.00	52.50	6.30
2010	11000 C	N	0	S 0	8.35	52.69	9.30
2009	7100 F	N	3300	S 3800	8.53	53.89	5.30
2008	7300 C	N	3400	S 3900	8.81	54.16	6.50
2007	7300 C	N	4000	S 3300	8.63	55.75	4.80
2006	8800 C	N	4900	S 3900	8.40	55.34	2.90

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7040 - NE 56 ST, E OF DIXIE HWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	9000 F	E 4900	W 4100	9.00	51.90	6.20
2016	9000 C	E 4900	W 4100	9.00	54.10	2.90
2015	9000 V	0	0	9.00	54.00	3.40
2014	8800 R			9.00	54.20	7.40
2013	8700 T	0	0	9.00	53.60	7.60
2012	8700 S	0	0	9.00	52.20	5.90
2011	8700 F	0	0	9.00	52.50	6.30
2010	8700 C	E 0	W 0	8.35	52.69	9.30
2009	8500 C	E 0	W 0	8.53	53.89	5.30
2008	11500 C	E 0	W 0	8.81	54.16	6.50
2007	9800 C	E 0	W 0	8.63	55.75	4.80
2006	12100 C	E 5900	W 6200	8.40	55.34	2.90
2005	10000 C	E	W	8.20	51.70	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9570 - NE 56TH STREET, W OF NE 6 AVENUE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2017	6400 S	E	3100	W	3300	9.00	51.90	6.20
2016	6400 F	E	3100	W	3300	9.00	54.10	2.90
2015	6400 C	E	3100	W	3300	9.00	54.00	3.40
2014	4500 X					9.00	54.20	7.40
2013	4500 X		0		0	9.00	53.60	7.60
2012	4500 T		0		0	9.00	52.20	5.90
2011	4500 S		0		0	9.00	52.50	6.30
2010	4500 F		0		0	8.35	52.69	9.30
2009	4500 C	E	0	W	0	8.53	53.89	5.30
2008	5400 C	E	0	W	0	8.81	54.16	6.50
2007	6300 C	E	0	W	0	11.68	57.46	4.80
2006	5600 C	E	0	W	0		2.90	

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7041 - NE 56 ST, W OF DIXIE HWY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
----	-----	-----		-----		-----	-----	-----
2017	6900 F	E	3600	W	3300	9.00	51.90	6.20
2016	6900 C	E	3600	W	3300	9.00	54.10	2.90
2015	5200 V		0		0	9.00	54.00	3.40
2014	5100 R					9.00	54.20	7.40
2013	5100 T		0		0	9.00	53.60	7.60
2012	5100 S		0		0	9.00	52.20	5.90
2011	5100 F		0		0	9.00	52.50	6.30
2010	5100 C	E	0	W	0	8.35	52.69	9.30
2009	5300 F		0		0	8.53	53.89	5.30
2008	5400 C	E	0	W	0	8.81	54.16	6.50
2007	5700 C	E	0	W	0	11.68	57.46	4.80
2006	7200 C	E	0	W	0		2.90	

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0134 - SR 870 / COMMERCIAL BLVD - E OF SR 811

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	57000 C	E 28500	W 28500	9.00	51.90	4.50
2016	57500 C	E 29500	W 28000	9.00	54.10	4.50
2015	53000 C	E 27500	W 25500	9.00	54.00	4.50
2014	53500 C	E 28500	W 25000	9.00	54.20	4.40
2013	57500 C	E 29500	W 28000	9.00	53.60	4.60
2012	53500 C	E 27000	W 26500	9.00	52.20	4.40
2011	55500 C	E 28000	W 27500	9.00	52.50	4.40
2010	55000 C	E 28500	W 26500	8.35	52.69	4.40
2009	48000 C	E 24500	W 23500	8.53	53.89	4.20
2008	53000 C	E 27000	W 26000	8.81	54.16	4.20
2007	56500 C	E 28500	W 28000	8.63	55.75	1.80
2006	56000 C	E 27500	W 28500	8.40	55.34	3.30
2005	55000 C	E 28000	W 27000	8.20	51.70	4.60
2004	56500 C	E 28500	W 28000	9.10	55.30	4.60
2003	53000 C	E 27000	W 26000	8.60	57.50	4.60
2002	58500 C	E 28500	W 30000	8.70	56.40	2.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0017 - SR 870 / COMMERCIAL BLVD - W OF ANDREWS AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	61500 C	E 31500	W 30000	9.00	51.90	7.30
2016	63000 C	E 32000	W 31000	9.00	54.10	4.50
2015	63500 C	E 31500	W 32000	9.00	54.00	4.50
2014	61500 C	E 30500	W 31000	9.00	54.20	3.70
2013	62000 C	E 31000	W 31000	9.00	53.60	3.90
2012	64000 C	E 31500	W 32500	9.00	52.20	3.90
2011	55000 C	E 26500	W 28500	9.00	52.50	2.30
2010	52500 C	E 26500	W 26000	8.35	52.69	2.30
2009	63000 C	E 31500	W 31500	8.53	53.89	2.30
2008	60500 C	E 30000	W 30500	8.81	54.16	2.80
2007	65000 C	E 32000	W 33000	8.63	55.75	2.80
2006	62000 C	E 30500	W 31500	8.40	55.34	2.70
2005	59500 C	E 28500	W 31000	8.20	51.70	2.70
2004	61000 C	E 31500	W 29500	9.10	55.30	2.70
2003	60500 C	E 30000	W 30500	8.60	57.50	3.50
2002	66500 C	E 32000	W 34500	8.70	56.40	2.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7079 - ANDREWS AVE, N OF COMMERCIAL BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2017	18500 S	N	8500	S	10000	9.00	51.90	6.20
2016	18500 F	N	8500	S	10000	9.00	54.10	2.90
2015	18400 C	N	8400	S	10000	9.00	54.00	3.40
2014	13000 X					9.00	54.20	7.40
2013	13000 X		0		0	9.00	53.60	7.60
2012	13000 T		0		0	9.00	52.20	5.90
2011	12800 S		0		0	9.00	52.50	6.30
2010	12800 F	N	6300	S	6500	8.35	52.69	9.30
2009	12800 C	N	6300	S	6500	8.53	53.89	5.30
2008	15100 F	N	7700	S	7400	8.81	54.16	6.50
2007	15500 C	N	7900	S	7600	8.63	55.75	4.80
2006	18600 C	N	9100	S	9500	8.40	55.34	2.90
2005	14200 C	N	7300	S	6900	8.20	51.70	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9079 - NE 62 STREET, E OF DIXIE HIGHWAY

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2017	25500 S		E 12000	W 13500	9.00	51.90	6.20
2016	25500 F		E 12000	W 13500	9.00	54.10	2.90
2015	25500 C		E 12000	W 13500	9.00	54.00	3.40
2014	23000 X				9.00	54.20	7.40
2013	23000 X		0	0	9.00	53.60	7.60
2012	23000 T		0	0	9.00	52.20	5.90
2011	23000 S		0	0	9.00	52.50	6.30
2010	23000 F	E	11000	W 12000	8.35	52.69	9.30
2009	23000 C	E	11000	W 12000	8.53	53.89	5.30
2008	21000 C	E	10500	W 10500	8.81	54.16	6.50
2007	24500 C	E	12000	W 12500	8.63	55.75	4.80
2006	25500 C	E	12000	W 13500	8.40	55.34	2.90
2005	28500 C	E	14500	W 14000	8.20	51.70	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0301 - CYPRESS CREEK RD - 0.5 MI E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	35000 C	E 18000	W 17000	9.00	51.90	6.60
2016	39500 C	E 19500	W 20000	9.00	54.10	6.30
2015	35000 C	E 18500	W 16500	9.00	54.00	6.30
2014	43000 C	E 22000	W 21000	9.00	54.20	6.30
2013	38000 C	E 19000	W 19000	9.00	53.60	6.60
2012	38000 C	E 19500	W 18500	9.00	52.20	6.80
2011	35000 C	E 18000	W 17000	9.00	52.50	6.80
2010	34000 C	E 17000	W 17000	8.35	52.69	6.80
2009	36000 C	E 18000	W 18000	8.53	53.89	3.90
2008	41000 C	E 20500	W 20500	8.81	54.16	3.90
2007	39000 C	E 19000	W 20000	8.63	55.75	2.40
2006	38000 C	E 19000	W 19000	8.40	55.34	3.30
2005	39500 C	E 19000	W 20500	8.20	51.70	6.10
2004	37500 C	E 19000	W 18500	9.10	55.30	6.10
2003	37500 C	E 19000	W 18500	8.60	57.50	6.10
2002	37500 C	E 19000	W 18500	8.70	56.40	2.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0501 - SR 811/DIXIE HWY - N OF NW 62 ST/CYPRESS CR RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	22500 C	N 11500	S 11000	9.00	51.90	4.90
2016	23000 C	N 11000	S 12000	9.00	54.10	5.10
2015	20500 C	N 10000	S 10500	9.00	54.00	5.10
2014	20500 C	N 9500	S 11000	9.00	54.20	5.10
2013	19300 C	N 9300	S 10000	9.00	53.60	5.10
2012	19900 C	N 9900	S 10000	9.00	52.20	4.90
2011	18500 C	N 9000	S 9500	9.00	52.50	4.90
2010	19000 C	N 9100	S 9900	8.35	52.69	4.90
2009	19400 C	N 9400	S 10000	8.53	53.89	4.30
2008	23500 C	N 11500	S 12000	8.81	54.16	4.30
2007	21500 C	N 10500	S 11000	8.63	55.75	4.70
2006	22500 C	N 11000	S 11500	8.40	55.34	4.40
2005	22500 C	N 11000	S 11500	8.20	51.70	4.90
2004	21500 C	N 10500	S 11000	9.10	55.30	4.90
2003	21000 C	N 10500	S 10500	8.60	57.50	4.90
2002	22000 C	N 11000	S 11000	8.70	56.40	4.50

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

Appendix B – Adjustment Factors

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

FILESCRT: 0001 GEN: WSP CBI TO SR:

MOCF: 0.97

WEEK	DATES		SF	PSCF
1	01/01/2017	- 01/07/2017	0.96	0.99
2	01/08/2017	- 01/14/2017	0.98	1.01
3	01/15/2017	- 01/21/2017	0.99	1.02
4	01/22/2017	- 01/28/2017	0.99	1.02
* 5	01/29/2017	- 02/04/2017	0.98	1.01
* 6	02/05/2017	- 02/11/2017	0.98	1.01
* 7	02/12/2017	- 02/18/2017	0.97	1.00
* 8	02/19/2017	- 02/25/2017	0.97	1.00
* 9	02/26/2017	- 03/04/2017	0.96	0.99
*10	03/05/2017	- 03/11/2017	0.96	0.99
*11	03/12/2017	- 03/18/2017	0.96	0.99
*12	03/19/2017	- 03/25/2017	0.96	0.99
*13	03/26/2017	- 04/01/2017	0.97	1.00
*14	04/02/2017	- 04/08/2017	0.97	1.00
*15	04/09/2017	- 04/15/2017	0.98	1.01
*16	04/16/2017	- 04/22/2017	0.98	1.01
*17	04/23/2017	- 04/29/2017	0.99	1.02
18	04/30/2017	- 05/06/2017	0.99	1.02
19	05/07/2017	- 05/13/2017	0.99	1.02
20	05/14/2017	- 05/20/2017	1.00	1.03
21	05/21/2017	- 05/27/2017	1.00	1.03
22	05/28/2017	- 06/03/2017	1.00	1.03
23	06/04/2017	- 06/10/2017	1.01	1.04
24	06/11/2017	- 06/17/2017	1.01	1.04
25	06/18/2017	- 06/24/2017	1.01	1.04
26	06/25/2017	- 07/01/2017	1.01	1.04
27	07/02/2017	- 07/08/2017	1.01	1.04
28	07/09/2017	- 07/15/2017	1.02	1.05
29	07/16/2017	- 07/22/2017	1.01	1.04
30	07/23/2017	- 07/29/2017	1.01	1.04
31	07/30/2017	- 08/05/2017	1.01	1.04
32	08/06/2017	- 08/12/2017	1.01	1.04
33	08/13/2017	- 08/19/2017	1.01	1.04
34	08/20/2017	- 08/26/2017	1.05	1.08
35	08/27/2017	- 09/02/2017	1.08	1.11
36	09/03/2017	- 09/09/2017	1.12	1.15
37	09/10/2017	- 09/16/2017	1.16	1.20
38	09/17/2017	- 09/23/2017	1.13	1.16
39	09/24/2017	- 09/30/2017	1.10	1.13
40	10/01/2017	- 10/07/2017	1.08	1.11
41	10/08/2017	- 10/14/2017	1.05	1.08
42	10/15/2017	- 10/21/2017	1.03	1.06
43	10/22/2017	- 10/28/2017	1.02	1.05
44	10/29/2017	- 11/04/2017	1.01	1.04
45	11/05/2017	- 11/11/2017	1.00	1.03
46	11/12/2017	- 11/18/2017	0.99	1.02
47	11/19/2017	- 11/25/2017	0.98	1.01
48	11/26/2017	- 12/02/2017	0.98	1.01
49	12/03/2017	- 12/09/2017	0.97	1.00
50	12/10/2017	- 12/16/2017	0.96	0.99
51	12/17/2017	- 12/23/2017	0.97	1.00
52	12/24/2017	- 12/30/2017	0.98	1.01
53	12/31/2017	- 12/31/2017	0.99	1.02

* PEAK SEASON

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**Annual Growth Factor Worksheet
Oakland Park Multi-Family**

Count Station	2012 AADT	2017 AADT	Annual Compound Growth	Adjusted Annual Compound Growth
Site 867079 - Andrews Ave. N of Commercial Blvd.	13000	18500	7.31%	7.31%
Site 860501 - Dixie N of Cypress Creek	19900	22500	2.49%	2.49%
Site 869411 - NE 6th Ave. N of 56th St.	3600	4200	3.13%	3.13%
Site 869261 - NE 6th Ave. N of SR 870	11000	16600	8.58%	8.58%
Site 869079 - Cypress Creek E of Dixie Hwy.	23000	25500	2.08%	2.08%
Site 860301 - Cypress Creek E of I-95	38000	35000	-1.63%	-1.63%
Site 867040 - 56th St. E of Dixie	8700	9000	0.68%	0.68%
Site 860017 - SR 870 W of Andrews Ave.	64000	61500	-0.79%	-0.79%
Site 860134 - SR 870 E of Dixie	53500	57000	1.28%	1.28%
Assumed Annual Compound Growth Rate				2.57%

Appendix C – Existing Conditions Analyses

HCM 6th Signalized Intersection Summary

18: Andrews Ave. & NE 56th St.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	5	7	87	2	100	1	742	47	49	434	5
Future Volume (veh/h)	20	5	7	87	2	100	1	742	47	49	434	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	31	8	11	98	2	112	1	843	53	54	482	6
Peak Hour Factor	0.65	0.65	0.65	0.89	0.89	0.89	0.88	0.88	0.88	0.90	0.90	0.90
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	152	89	122	247	4	197	726	2372	149	516	2511	31
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1258	691	950	1229	32	1535	941	3288	207	681	3481	43
Grp Volume(v), veh/h	31	0	19	100	0	112	1	441	455	54	238	250
Grp Sat Flow(s),veh/h/ln	1258	0	1640	1261	0	1535	941	1721	1774	681	1721	1803
Q Serve(g_s), s	1.9	0.0	0.8	5.5	0.0	5.5	0.0	7.7	7.7	2.6	3.6	3.6
Cycle Q Clear(g_c), s	8.2	0.0	0.8	6.3	0.0	5.5	3.6	7.7	7.7	10.3	3.6	3.6
Prop In Lane	1.00		0.58	0.98		1.00	1.00		0.12	1.00		0.02
Lane Grp Cap(c), veh/h	152	0	211	251	0	197	726	1241	1280	516	1241	1301
V/C Ratio(X)	0.20	0.00	0.09	0.40	0.00	0.57	0.00	0.36	0.36	0.10	0.19	0.19
Avail Cap(c_a), veh/h	399	0	533	518	0	499	726	1241	1280	516	1241	1301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.96	0.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	30.7	33.5	0.0	32.8	4.2	4.2	4.2	6.1	3.6	3.6
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.4	0.0	0.9	0.0	0.8	0.8	0.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.0	0.6	3.3	0.0	3.7	0.0	3.8	3.9	0.7	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	0.0	30.8	33.8	0.0	33.7	4.2	5.0	5.0	6.5	3.9	3.9
LnGrp LOS	D	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h	50			212			897			542		
Approach Delay, s/veh	34.8			33.8			5.0			4.2		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	63.7			16.3			63.7			16.3		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	42.0			26.0			42.0			26.0		
Max Q Clear Time (g_c+I1), s	9.7			10.2			12.3			8.3		
Green Ext Time (p_c), s	2.5			0.1			1.6			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	9.2											
HCM 6th LOS	A											

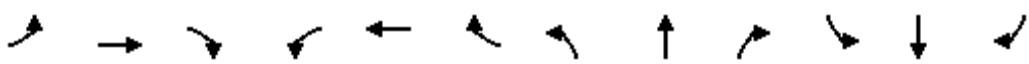
Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	5	7	87	2	100	1	742	47	49	434	5
Future Volume (vph)	20	5	7	87	2	100	1	742	47	49	434	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	0		200	72		0	155		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.913				0.850		0.991			0.998	
Flt Protected	0.950				0.953		0.950			0.950		
Satd. Flow (prot)	1703	1637	0	0	1708	1524	1703	3375	0	1703	3399	0
Flt Permitted	0.692				0.717		0.474			0.302		
Satd. Flow (perm)	1240	1637	0	0	1285	1524	850	3375	0	541	3399	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				112		12			2	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		600			2683			1296			1220	
Travel Time (s)		16.4			73.2			25.2			23.8	
Peak Hour Factor	0.65	0.65	0.65	0.89	0.89	0.89	0.88	0.88	0.88	0.90	0.90	0.90
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	31	8	11	98	2	112	1	843	53	54	482	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	19	0	0	100	112	1	896	0	54	488	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	40	40		20	40	40	40	40		40	40	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40		20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	32.0	32.0		32.0	32.0	32.0	30.0	30.0		30.0	30.0	

Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	32.0	32.0		32.0	32.0	32.0	48.0	48.0		48.0	48.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	40.0%	60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0	26.0	42.0	42.0		42.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.5	2.5		2.5	2.5	
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0	19.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	5	5		1	1	1	3	3		2	2	
Act Effct Green (s)	12.8	12.8			12.8	12.8	55.2	55.2		55.2	55.2	
Actuated g/C Ratio	0.16	0.16			0.16	0.16	0.69	0.69		0.69	0.69	
v/c Ratio	0.16	0.07			0.49	0.33	0.00	0.38		0.14	0.21	
Control Delay	26.9	15.9			36.4	7.7	7.0	6.9		7.9	5.9	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.9	15.9			36.4	7.7	7.0	6.9		7.9	5.9	
LOS	C	B			D	A	A	A		A	A	
Approach Delay		22.8			21.3			6.9			6.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	12	3			42	0	0	64		6	30	
Queue Length 95th (ft)	19	10			64	29	2	161		31	84	
Internal Link Dist (ft)		520			2603			1216			1140	
Turn Bay Length (ft)	175					200	72			155		
Base Capacity (vph)	403	539			417	570	586	2334		373	2347	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.04			0.24	0.20	0.00	0.38		0.14	0.21	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 67 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 8.9

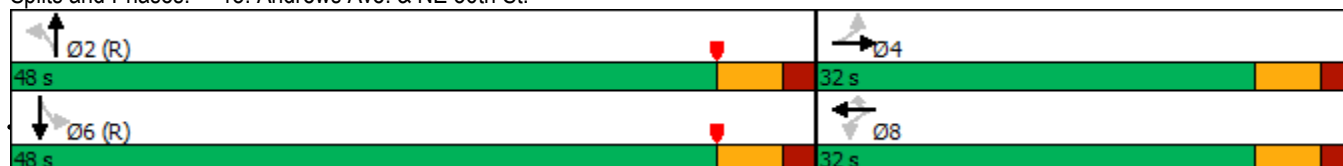
Intersection LOS: A

Intersection Capacity Utilization 58.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 18: Andrews Ave. & NE 56th St.



HCM 6th Signalized Intersection Summary

7: Dixie Hwy. & NE 56th St.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	83	78	113	97	76	41	483	103	187	758	54
Future Volume (veh/h)	35	83	78	113	97	76	41	483	103	187	758	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	42	100	94	127	109	85	44	514	110	203	824	59
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.94	0.94	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	6	6	6	5	5	5	5	5	5
Cap, veh/h	178	138	117	207	227	193	468	2201	982	626	2191	157
Arrive On Green	0.03	0.08	0.08	0.08	0.13	0.13	0.02	0.63	0.63	0.05	0.67	0.67
Sat Flow, veh/h	1725	1811	1535	1725	1811	1535	1739	3469	1547	1739	3283	235
Grp Volume(v), veh/h	42	100	94	127	109	85	44	514	110	203	435	448
Grp Sat Flow(s),veh/h/ln	1725	1811	1535	1725	1811	1535	1739	1735	1547	1739	1735	1784
Q Serve(g_s), s	3.6	8.6	9.6	10.6	9.0	8.2	1.4	10.2	4.5	6.5	17.8	17.8
Cycle Q Clear(g_c), s	3.6	8.6	9.6	10.6	9.0	8.2	1.4	10.2	4.5	6.5	17.8	17.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	178	138	117	207	227	193	468	2201	982	626	1157	1190
V/C Ratio(X)	0.24	0.73	0.81	0.61	0.48	0.44	0.09	0.23	0.11	0.32	0.38	0.38
Avail Cap(c_a), veh/h	386	555	470	330	555	470	632	2201	982	733	1157	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.49	0.49	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	72.3	72.7	60.2	65.1	64.8	10.2	12.5	11.5	9.0	11.8	11.8
Incr Delay (d2), s/veh	0.2	5.3	9.2	1.1	1.2	1.2	0.0	0.1	0.1	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	7.6	7.4	8.3	7.6	5.9	1.0	6.4	2.9	4.5	11.6	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	77.6	82.0	61.3	66.3	65.9	10.3	12.7	11.6	9.1	12.8	12.7
LnGrp LOS	E	E	F	E	E	E	B	B	B	A	B	B
Approach Vol, veh/h	236			321			668			1086		
Approach Delay, s/veh	77.3			64.2			12.3			12.1		
Approach LOS	E			E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	108.0	18.6	18.2	9.9	113.3	10.7	26.1				
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0				
Max Green Setting (Gmax), s	18.5	43.5	24.0	49.0	18.5	43.5	24.0	49.0				
Max Q Clear Time (g_c+I1), s	8.5	12.2	12.6	11.6	3.4	19.8	5.6	11.0				
Green Ext Time (p_c), s	0.2	2.7	0.1	0.5	0.0	3.5	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay	26.0											
HCM 6th LOS	C											

Lanes, Volumes, Timings
7: Dixie Hwy. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	83	78	113	97	76	41	483	103	187	758	54
Future Volume (vph)	35	83	78	113	97	76	41	483	103	187	758	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		125	90		90	200		165	240		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1792	1524	1703	1792	1524	1719	3438	1538	1719	3404	0
Flt Permitted	0.687			0.430			0.293			0.409		
Satd. Flow (perm)	1231	1792	1524	771	1792	1524	530	3438	1538	740	3404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			107		4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		798			1420			3951			908	
Travel Time (s)		18.1			32.3			89.8			20.6	
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	42	100	94	127	109	85	44	514	110	203	824	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	100	94	127	109	85	44	514	110	203	883	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	32.0	11.5	33.5	33.5	11.5	33.5	

Lanes, Volumes, Timings
7: Dixie Hwy. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	55.0	55.0	30.0	55.0	55.0	25.0	50.0	50.0	25.0	50.0	
Total Split (%)	18.8%	34.4%	34.4%	18.8%	34.4%	34.4%	15.6%	31.3%	31.3%	15.6%	31.3%	
Maximum Green (s)	24.0	49.0	49.0	24.0	49.0	49.0	18.5	43.5	43.5	18.5	43.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		7.0	7.0		7.0	
Flash Dont Walk (s)		21.0	21.0		21.0	21.0		20.0	20.0		20.0	
Pedestrian Calls (#/hr)		8	8		2	2		1	1		4	
Act Effct Green (s)	22.2	15.2	15.2	35.5	24.5	24.5	100.1	94.7	94.7	111.2	102.3	
Actuated g/C Ratio	0.14	0.10	0.10	0.22	0.15	0.15	0.63	0.59	0.59	0.70	0.64	
v/c Ratio	0.22	0.59	0.39	0.50	0.40	0.26	0.12	0.25	0.12	0.35	0.41	
Control Delay	49.1	82.0	11.3	57.1	64.5	5.7	10.9	18.0	4.1	11.3	16.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.1	82.0	11.3	57.1	64.5	5.7	10.9	18.0	4.1	11.3	16.6	
LOS	D	F	B	E	E	A	B	B	A	B	B	
Approach Delay		47.9			46.0			15.3			15.6	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	31	91	0	100	94	0	11	112	1	58	201	
Queue Length 95th (ft)	51	126	26	136	135	23	32	196	34	118	323	
Internal Link Dist (ft)		718			1340			3871			828	
Turn Bay Length (ft)	125		125	90		90	200		165	240		
Base Capacity (vph)	343	548	542	311	548	542	505	2034	954	631	2177	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.12	0.18	0.17	0.41	0.20	0.16	0.09	0.25	0.12	0.32	0.41	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 97 (61%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 23.0

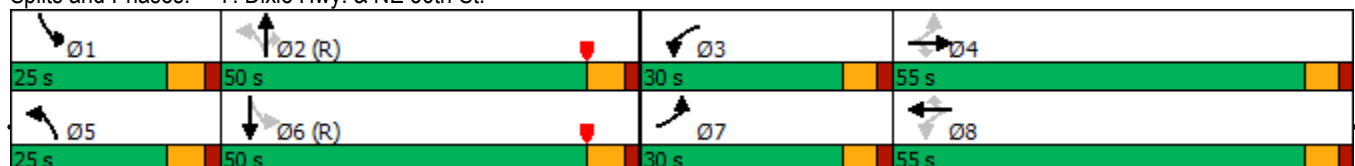
Intersection LOS: C

Intersection Capacity Utilization 54.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Dixie Hwy. & NE 56th St.



Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	27	35	466	670	17
Future Vol, veh/h	5	27	35	466	670	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	190	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	96	96	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	39	36	485	713	18

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1037	366	731
Stage 1	722	-	-
Stage 2	315	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	227	631	869
Stage 1	442	-	-
Stage 2	713	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	218	631	869
Mov Cap-2 Maneuver	218	-	-
Stage 1	424	-	-
Stage 2	713	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	869	-	487	-	-
HCM Lane V/C Ratio	0.042	-	0.094	-	-
HCM Control Delay (s)	9.3	-	13.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 6th Signalized Intersection Summary

10: Dixie Hwy. & Commercial Blvd.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	 		 	 	
Traffic Volume (veh/h)	188	1444	271	195	1060	112	238	560	258	246	539	124
Future Volume (veh/h)	188	1444	271	195	1060	112	238	560	258	246	539	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	198	1520	0	205	1116	0	251	589	272	276	606	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.89	0.89
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	5	5	5
Cap, veh/h	216	2224		223	2271		287	645	288	315	674	300
Arrive On Green	0.13	0.45	0.00	0.13	0.46	0.00	0.09	0.19	0.19	0.09	0.19	0.19
Sat Flow, veh/h	1711	4904	1522	1739	4985	1547	3374	3469	1547	3374	3469	1547
Grp Volume(v), veh/h	198	1520	0	205	1116	0	251	589	272	276	606	139
Grp Sat Flow(s),veh/h/ln	1711	1635	1522	1739	1662	1547	1687	1735	1547	1687	1735	1547
Q Serve(g_s), s	20.6	44.2	0.0	21.0	28.3	0.0	13.2	30.0	31.2	14.5	30.7	14.3
Cycle Q Clear(g_c), s	20.6	44.2	0.0	21.0	28.3	0.0	13.2	30.0	31.2	14.5	30.7	14.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	2224		223	2271		287	645	288	315	674	300
V/C Ratio(X)	0.92	0.68		0.92	0.49		0.87	0.91	0.94	0.88	0.90	0.46
Avail Cap(c_a), veh/h	271	2224		275	2271		319	655	292	431	771	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	77.7	38.9	0.0	77.5	34.4	0.0	81.4	71.8	72.3	80.6	70.8	64.2
Incr Delay (d2), s/veh	27.1	1.7	0.0	27.6	0.8	0.0	19.7	16.7	37.4	10.6	10.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.1	25.1	0.0	16.6	17.3	0.0	10.7	21.1	21.7	10.8	20.5	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.8	40.7	0.0	105.2	35.1	0.0	101.1	88.5	109.7	91.1	81.5	64.6
LnGrp LOS	F	D		F	D		F	F	F	F	F	E
Approach Vol, veh/h		1718	A		1321	A		1112			1021	
Approach Delay, s/veh		48.1			46.0			96.5			81.8	
Approach LOS		D			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.2	88.5	22.8	39.5	29.6	88.1	21.3	41.0				
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0				
Max Green Setting (Gmax), s	28.5	69.5	23.0	34.0	28.5	69.5	17.0	40.0				
Max Q Clear Time (g_c+I1), s	22.6	30.3	16.5	33.2	23.0	46.2	15.2	32.7				
Green Ext Time (p_c), s	0.1	4.2	0.2	0.2	0.1	6.1	0.1	1.2				

Intersection Summary

HCM 6th Ctrl Delay 64.6

HCM 6th LOS E

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	10	178	1444	271	16	179	1060	112	6	232	560	258
Future Volume (vph)	10	178	1444	271	16	179	1060	112	6	232	560	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		80		390		80		330		160
Storage Lanes		1		1		1		1		2		1
Taper Length (ft)		50				50				50		
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	0.95	0.97	0.95	1.00
Frt				0.850				0.850				0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1687	4848	1509	0	1719	4940	1538	0	3335	3438	1538
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	1687	4848	1509	0	1719	4940	1538	0	3335	3438	1538
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				94				94				179
Link Speed (mph)			35				35				40	
Link Distance (ft)			2006				1857				1744	
Travel Time (s)			39.1				36.2				29.7	
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
Heavy Vehicles (%)	7%	7%	7%	7%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	11	187	1520	285	17	188	1116	118	6	244	589	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	1520	285	0	205	1116	118	0	250	589	272
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			12				12				24	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			10				10				10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	40	40	40	20	40	40	40	20	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	40	40	40	20	40	40	40	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		7	7	4	
Permitted Phases				6				2				4
Detector Phase	1	1	6	6	5	5	2	2	7	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0	10.0	5.0	5.0	6.0	6.0
Minimum Split (s)	11.5	11.5	38.5	38.5	11.5	11.5	38.5	38.5	11.0	11.0	36.0	36.0

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

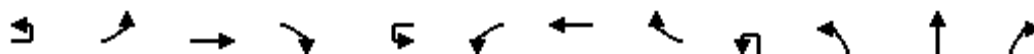
08/13/2018



Lane Group	SBU	SBL	SBT	SBR
Lane Configurations		←←	↑↑	↗
Traffic Volume (vph)	6	240	539	124
Future Volume (vph)	6	240	539	124
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		300		275
Storage Lanes		2		1
Taper Length (ft)		50		
Lane Util. Factor	0.95	0.97	0.95	1.00
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3335	3438	1538
Flt Permitted		0.950		
Satd. Flow (perm)	0	3335	3438	1538
Right Turn on Red				Yes
Satd. Flow (RTOR)				139
Link Speed (mph)			40	
Link Distance (ft)			3951	
Travel Time (s)			67.3	
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%
Adj. Flow (vph)	7	270	606	139
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	277	606	139
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			24	
Link Offset(ft)			0	
Crosswalk Width(ft)			10	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	1	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	40	40	40
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm
Protected Phases	3	3	8	
Permitted Phases				8
Detector Phase	3	3	8	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	6.0	6.0
Minimum Split (s)	11.0	11.0	36.0	36.0

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Total Split (s)	35.0	35.0	76.0	76.0	35.0	35.0	76.0	76.0	23.0	23.0	40.0	40.0
Total Split (%)	19.4%	19.4%	42.2%	42.2%	19.4%	19.4%	42.2%	42.2%	12.8%	12.8%	22.2%	22.2%
Maximum Green (s)	28.5	28.5	69.5	69.5	28.5	28.5	69.5	69.5	17.0	17.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5		6.5	6.5	6.5		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.5	2.5	1.5	1.5	2.5	2.5	1.5	1.5	2.0	2.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)			7.0	7.0			7.0	7.0			5.0	5.0
Flash Dont Walk (s)			25.0	25.0			25.0	25.0			25.0	25.0
Pedestrian Calls (#/hr)			4	4			2	2			3	3
Act Effect Green (s)		24.2	78.2	78.2		24.4	78.4	78.4		15.9	33.8	33.8
Actuated g/C Ratio		0.13	0.43	0.43		0.14	0.44	0.44		0.09	0.19	0.19
v/c Ratio		0.88	0.72	0.40		0.88	0.52	0.16		0.85	0.91	0.63
Control Delay		110.2	45.8	26.2		110.1	39.4	10.0		105.6	90.6	29.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		110.2	45.8	26.2		110.1	39.4	10.0		105.6	90.6	29.1
LOS		F	D	C		F	D	A		F	F	C
Approach Delay			49.4				47.1				78.9	
Approach LOS			D				D				E	
Queue Length 50th (ft)		204	494	139		211	320	15		133	315	87
Queue Length 95th (ft)		#298	572	227		#308	381	57		#190	#414	186
Internal Link Dist (ft)			1926				1777				1664	
Turn Bay Length (ft)		285		80		390		80		330		160
Base Capacity (vph)		267	2105	708		272	2152	723		314	665	442
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.74	0.72	0.40		0.75	0.52	0.16		0.80	0.89	0.62

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 123 (68%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 59.7

Intersection LOS: E

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Dixie Hwy. & Commercial Blvd.



Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018



Lane Group	SBU	SBL	SBT	SBR
Total Split (s)	29.0	29.0	46.0	46.0
Total Split (%)	16.1%	16.1%	25.6%	25.6%
Maximum Green (s)	23.0	23.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.0	2.0
Recall Mode	None	None	None	None
Walk Time (s)			5.0	5.0
Flash Dont Walk (s)			25.0	25.0
Pedestrian Calls (#/hr)			7	7
Act Effect Green (s)		18.6	36.5	36.5
Actuated g/C Ratio		0.10	0.20	0.20
v/c Ratio		0.80	0.87	0.33
Control Delay		96.3	83.2	9.9
Queue Delay		0.0	0.0	0.0
Total Delay		96.3	83.2	9.9
LOS		F	F	A
Approach Delay			76.8	
Approach LOS			E	
Queue Length 50th (ft)		147	321	0
Queue Length 95th (ft)		189	378	53
Internal Link Dist (ft)			3871	
Turn Bay Length (ft)		300		275
Base Capacity (vph)		426	764	449
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.65	0.79	0.31
Intersection Summary				

HCM 6th Signalized Intersection Summary

1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	626	434	36	809	76	225	288	56	143	451	215
Future Volume (veh/h)	221	626	434	36	809	76	225	288	56	143	451	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1796	1796	1811	1811	1811	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	235	666	462	40	909	85	239	306	60	152	480	229
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	6	6	6	5	5	5	5	5	5
Cap, veh/h	354	731	620	148	1494	139	339	655	127	363	638	284
Arrive On Green	0.11	0.41	0.41	0.03	0.32	0.32	0.13	0.23	0.23	0.09	0.18	0.18
Sat Flow, veh/h	1711	1796	1522	1725	4601	429	1739	2899	561	1739	3469	1547
Grp Volume(v), veh/h	235	666	462	40	650	344	239	182	184	152	480	229
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1725	1648	1734	1739	1735	1725	1739	1735	1547
Q Serve(g_s), s	9.0	36.0	26.7	1.6	17.1	17.2	11.3	9.3	9.6	7.2	13.5	14.6
Cycle Q Clear(g_c), s	9.0	36.0	26.7	1.6	17.1	17.2	11.3	9.3	9.6	7.2	13.5	14.6
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	354	731	620	148	1070	563	339	392	390	363	638	284
V/C Ratio(X)	0.66	0.91	0.75	0.27	0.61	0.61	0.70	0.46	0.47	0.42	0.75	0.81
Avail Cap(c_a), veh/h	583	1219	1033	353	1917	1008	533	975	970	411	1513	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	28.8	26.0	26.2	29.3	29.3	29.4	34.5	34.6	30.1	39.9	40.3
Incr Delay (d2), s/veh	0.8	5.3	1.3	0.4	0.4	0.8	1.0	0.6	0.7	0.3	1.4	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	22.6	14.7	1.2	11.0	11.6	8.3	7.2	7.3	5.4	9.8	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	34.1	27.4	26.6	29.7	30.1	30.4	35.1	35.3	30.4	41.3	44.4
LnGrp LOS	C	C	C	C	C	C	C	D	D	C	D	D
Approach Vol, veh/h	1363			1034			605			861		
Approach Delay, s/veh	29.7			29.7			33.3			40.2		
Approach LOS	C			C			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	29.8	9.2	48.5	20.0	25.5	17.7	40.0				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	12.0	58.0	15.0	70.0	25.0	45.0	25.0	60.0				
Max Q Clear Time (g_c+I1), s	9.2	11.6	3.6	38.0	13.3	16.6	11.0	19.2				
Green Ext Time (p_c), s	0.0	1.0	0.0	3.9	0.2	2.3	0.2	3.4				
Intersection Summary												
HCM 6th Ctrl Delay	32.6											
HCM 6th LOS	C											

Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	23	198	626	434	36	809	76	225	288	56	143	451
Future Volume (vph)	23	198	626	434	36	809	76	225	288	56	143	451
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300		300	135		0	255		0	200	
Storage Lanes		1		1	1		0	1		0	1	
Taper Length (ft)		50			50			50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95
Frt				0.850		0.987			0.975			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1687	1776	1509	1703	4830	0	1719	3352	0	1719	3438
Flt Permitted		0.163			0.188			0.207			0.534	
Satd. Flow (perm)	0	289	1776	1509	337	4830	0	375	3352	0	966	3438
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				329		9			13			
Link Speed (mph)			30			30			30			30
Link Distance (ft)			1510			1310			1656			1098
Travel Time (s)			34.3			29.8			37.6			25.0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.89	0.89	0.89	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	7%	7%	7%	6%	6%	6%	5%	5%	5%	5%	5%
Adj. Flow (vph)	24	211	666	462	40	909	85	239	306	60	152	480
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	235	666	462	40	994	0	239	366	0	152	480
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			10			10			10			10
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	1	1	1	1		1	1		1	1
Detector Template	Left	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	40	40	40	40	40		40	40		40	40
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	40	40	40	40	40		40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA
Protected Phases		7	4		3	8		5	2		1	6
Permitted Phases	7	4		4	8			2			6	
Detector Phase	7	7	4	4	3	8		5	2		1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	15.0	15.0	4.0	15.0		4.0	12.0		4.0	12.0
Minimum Split (s)	10.5	10.5	35.5	35.5	10.5	35.5		10.5	42.5		10.5	42.5

Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

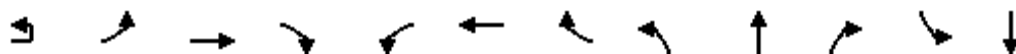
08/13/2018

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	215
Future Volume (vph)	215
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1538
Flt Permitted	
Satd. Flow (perm)	1538
Right Turn on Red	Yes
Satd. Flow (RTOR)	229
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	5%
Adj. Flow (vph)	229
Shared Lane Traffic (%)	
Lane Group Flow (vph)	229
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	42.5

Lanes, Volumes, Timings

1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Split (s)	31.5	31.5	76.5	76.5	21.5	66.5		31.5	64.5		18.5	51.5
Total Split (%)	17.4%	17.4%	42.3%	42.3%	11.9%	36.7%		17.4%	35.6%		10.2%	28.5%
Maximum Green (s)	25.0	25.0	70.0	70.0	15.0	60.0		25.0	58.0		12.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.5	4.5		4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.5	2.5	1.5	2.5		1.5	2.5		1.5	2.5
Recall Mode	None	None	None	None	None	None		None	Min		None	Min
Walk Time (s)			7.0	7.0		7.0			7.0			7.0
Flash Dont Walk (s)			22.0	22.0		22.0			29.0			29.0
Pedestrian Calls (#/hr)			2	2		2			3			7
Act Effect Green (s)		70.1	60.8	60.8	52.2	46.5		52.5	35.1		36.8	25.7
Actuated g/C Ratio		0.51	0.44	0.44	0.38	0.34		0.38	0.26		0.27	0.19
v/c Ratio		0.74	0.84	0.54	0.22	0.60		0.69	0.42		0.47	0.75
Control Delay		35.4	46.9	11.0	22.4	39.4		42.9	43.8		37.7	62.4
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		35.4	46.9	11.0	22.4	39.4		42.9	43.8		37.7	62.4
LOS		D	D	B	C	D		D	D		D	E
Approach Delay			32.8			38.7			43.4			44.0
Approach LOS			C			D			D			D
Queue Length 50th (ft)		101	475	68	15	230		144	131		86	203
Queue Length 95th (ft)		191	#787	184	38	335		221	183		142	276
Internal Link Dist (ft)			1430			1230			1576			1018
Turn Bay Length (ft)		300		300	135			255			200	
Base Capacity (vph)		416	954	963	310	2229		403	1499		339	1187
Starvation Cap Reductn		0	0	0	0	0		0	0		0	0
Spillback Cap Reductn		0	0	0	0	0		0	0		0	0
Storage Cap Reductn		0	0	0	0	0		0	0		0	0
Reduced v/c Ratio		0.56	0.70	0.48	0.13	0.45		0.59	0.24		0.45	0.40

Intersection Summary

Area Type: Other

Cycle Length: 181

Actuated Cycle Length: 136.8

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 38.5

Intersection LOS: D

Intersection Capacity Utilization 82.9%

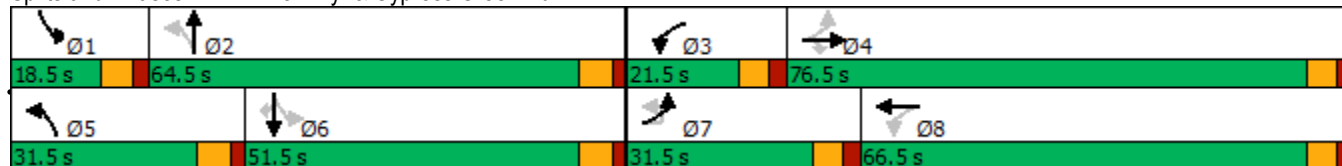
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Dixie Hwy. & Cypress Creek Rd.





Lane Group	SBR
Total Split (s)	51.5
Total Split (%)	28.5%
Maximum Green (s)	45.0
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.5
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	7
Act Effct Green (s)	25.7
Actuated g/C Ratio	0.19
v/c Ratio	0.48
Control Delay	9.8
Queue Delay	0.0
Total Delay	9.8
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	67
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	681
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.34
Intersection Summary	

HCM 6th Signalized Intersection Summary

9: NE 6th Ave. & NE 56th St.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	198	47	96	110	33	106	142	219	48	133	75
Future Volume (veh/h)	7	198	47	96	110	33	106	142	219	48	133	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	8	233	55	119	136	41	141	189	292	71	196	110
Peak Hour Factor	0.85	0.85	0.85	0.81	0.81	0.81	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	508	400	94	447	629	190	395	532	451	370	532	451
Arrive On Green	0.28	0.28	0.28	0.07	0.47	0.47	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1198	1417	334	1725	1336	403	1084	1811	1535	946	1811	1535
Grp Volume(v), veh/h	8	0	288	119	0	177	141	189	292	71	196	110
Grp Sat Flow(s),veh/h/ln	1198	0	1751	1725	0	1739	1084	1811	1535	946	1811	1535
Q Serve(g_s), s	0.2	0.0	6.0	1.9	0.0	2.5	5.0	3.5	7.1	2.7	3.6	2.3
Cycle Q Clear(g_c), s	0.2	0.0	6.0	1.9	0.0	2.5	8.7	3.5	7.1	6.2	3.6	2.3
Prop In Lane	1.00		0.19	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	508	0	494	447	0	819	395	532	451	370	532	451
V/C Ratio(X)	0.02	0.00	0.58	0.27	0.00	0.22	0.36	0.36	0.65	0.19	0.37	0.24
Avail Cap(c_a), veh/h	874	0	1030	811	0	1718	740	1108	939	670	1108	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	0.0	13.1	9.1	0.0	6.6	15.3	11.8	13.1	14.3	11.9	11.4
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.1	0.0	0.1	0.4	0.3	1.2	0.2	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	3.9	1.0	0.0	1.3	2.0	2.1	3.8	0.9	2.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	0.0	14.2	9.2	0.0	6.8	15.7	12.1	14.3	14.5	12.2	11.6
LnGrp LOS	B	A	B	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h	296			296			622			377		
Approach Delay, s/veh	14.1			7.7			13.9			12.5		
Approach LOS	B			A			B			B		
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	25.0			17.5			8.0			17.0		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	42.0			26.0			12.0			25.0		
Max Q Clear Time (g_c+I1), s	4.5			10.7			3.9			8.0		
Green Ext Time (p_c), s	0.6			1.8			0.1			1.0		
Intersection Summary												
HCM 6th Ctrl Delay	12.5											
HCM 6th LOS	B											

Lanes, Volumes, Timings
9: NE 6th Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	198	47	96	110	33	106	142	219	48	133	75
Future Volume (vph)	7	198	47	96	110	33	106	142	219	48	133	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	145		0	90		215	135		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.965				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1740	0	1703	1730	0	1703	1792	1524	1703	1792	1524
Flt Permitted	0.646			0.403			0.634			0.639		
Satd. Flow (perm)	1158	1740	0	722	1730	0	1136	1792	1524	1145	1792	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			30				292			110
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		2683			1383			1243			1274	
Travel Time (s)		73.2			37.7			28.3			29.0	
Peak Hour Factor	0.85	0.85	0.85	0.81	0.81	0.81	0.75	0.75	0.75	0.68	0.68	0.68
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	8	233	55	119	136	41	141	189	292	71	196	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	288	0	119	177	0	141	189	292	71	196	110
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	12.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	23.0	23.0		10.0	27.0		27.0	27.0	27.0	23.0	23.0	23.0

Lanes, Volumes, Timings
9: NE 6th Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	30.0		17.0	47.0		31.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	38.5%	38.5%		21.8%	60.3%		39.7%	39.7%	39.7%	39.7%	39.7%	39.7%
Maximum Green (s)	25.0	25.0		12.0	42.0		26.0	26.0	26.0	26.0	26.0	26.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		1.5	3.0		2.5	2.5	2.5	2.5	2.5	2.5
Recall Mode	Min	Min		None	Min		None	None	None	None	None	None
Walk Time (s)					7.0		7.0	7.0	7.0			
Flash Dont Walk (s)					15.0		15.0	15.0	15.0			
Pedestrian Calls (#/hr)					0		0	0	0			
Act Effect Green (s)	15.1	15.1		24.8	24.8		11.8	11.8	11.8	11.8	11.8	11.8
Actuated g/C Ratio	0.32	0.32		0.52	0.52		0.25	0.25	0.25	0.25	0.25	0.25
v/c Ratio	0.02	0.51		0.23	0.19		0.50	0.43	0.49	0.25	0.44	0.24
Control Delay	15.4	19.0		7.4	6.0		24.2	19.9	5.8	18.7	20.1	5.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.4	19.0		7.4	6.0		24.2	19.9	5.8	18.7	20.1	5.8
LOS	B	B		A	A		C	B	A	B	C	A
Approach Delay		18.9			6.6			14.3			15.7	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)	1	53		12	15		28	37	0	13	38	0
Queue Length 95th (ft)	9	133		35	42		67	80	21	33	74	13
Internal Link Dist (ft)		2603			1303			1163			1194	
Turn Bay Length (ft)	170			145			90		215	135		150
Base Capacity (vph)	666	1008		647	1496		679	1072	1029	685	1072	956
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.29		0.18	0.12		0.21	0.18	0.28	0.10	0.18	0.12

Intersection Summary

Area Type: Other

Cycle Length: 78

Actuated Cycle Length: 47.5

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 14.0

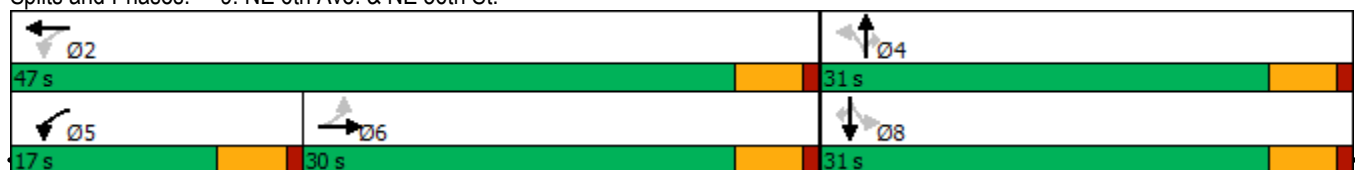
Intersection LOS: B

Intersection Capacity Utilization 49.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: NE 6th Ave. & NE 56th St.



Existing AM.syn

Synchro 10 Report

Page 2

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	311	189	13	30	39
Future Vol, veh/h	17	311	189	13	30	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	69	69	57	57
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	22	409	274	19	53	68

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	293	0	0 737 284
Stage 1	-	-	- 284 -
Stage 2	-	-	- 453 -
Critical Hdwy	4.13	-	- 6.43 6.23
Critical Hdwy Stg 1	-	-	- 5.43 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	2.227	-	- 3.527 3.327
Pot Cap-1 Maneuver	1263	-	- 384 753
Stage 1	-	-	- 762 -
Stage 2	-	-	- 638 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1263	-	- 375 753
Mov Cap-2 Maneuver	-	-	- 375 -
Stage 1	-	-	- 744 -
Stage 2	-	-	- 638 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1263	-	-	-	524
HCM Lane V/C Ratio	0.018	-	-	-	0.231
HCM Control Delay (s)	7.9	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection

Int Delay, s/veh 4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	17	64	37	4	37
Future Vol, veh/h	43	17	64	37	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	68	68	73	73
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	58	23	94	54	5	51

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	81
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.227
Pot Cap-1 Maneuver	-	-	1510
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1510
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.8	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	939	-	-	1510	-
HCM Lane V/C Ratio	0.06	-	-	0.062	-
HCM Control Delay (s)	9.1	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

HCM 6th Signalized Intersection Summary

18: Andrews Ave. & NE 56th St.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	11	11	239	14	132	33	497	92	94	667	32
Future Volume (veh/h)	23	11	11	239	14	132	33	497	92	94	667	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	38	18	18	299	18	165	35	523	97	118	834	40
Peak Hour Factor	0.61	0.61	0.61	0.80	0.80	0.80	0.95	0.95	0.95	0.80	0.80	0.80
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	156	243	243	441	21	449	375	1617	299	480	1864	89
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1193	831	831	1209	73	1535	693	2900	536	848	3342	160
Grp Volume(v), veh/h	38	0	36	317	0	165	35	309	311	118	429	445
Grp Sat Flow(s),veh/h/ln	1193	0	1662	1281	0	1535	693	1721	1715	848	1721	1782
Q Serve(g_s), s	2.5	0.0	1.3	17.7	0.0	6.8	2.5	7.8	7.8	7.0	11.8	11.8
Cycle Q Clear(g_c), s	21.4	0.0	1.3	18.9	0.0	6.8	14.2	7.8	7.8	14.8	11.8	11.8
Prop In Lane	1.00		0.50	0.94		1.00	1.00		0.31	1.00		0.09
Lane Grp Cap(c), veh/h	156	0	486	462	0	449	375	959	956	480	959	994
V/C Ratio(X)	0.24	0.00	0.07	0.69	0.00	0.37	0.09	0.32	0.32	0.25	0.45	0.45
Avail Cap(c_a), veh/h	195	0	540	506	0	499	375	959	956	480	959	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.95	0.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	0.0	20.5	27.3	0.0	22.4	14.6	9.5	9.6	13.5	10.4	10.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.5	0.0	0.2	0.5	0.9	0.9	1.2	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.9	9.7	0.0	4.4	0.8	5.0	5.0	2.5	7.6	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	20.5	29.8	0.0	22.6	15.1	10.4	10.5	14.8	11.9	11.9
LnGrp LOS	D	A	C	C	A	C	B	B	B	B	B	B
Approach Vol, veh/h	74			482			655			992		
Approach Delay, s/veh	29.0			27.4			10.7			12.3		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	50.6			29.4			50.6			29.4		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	42.0			26.0			42.0			26.0		
Max Q Clear Time (g_c+I1), s	16.2			23.4			16.8			20.9		
Green Ext Time (p_c), s	2.6			0.0			4.2			0.6		
Intersection Summary												
HCM 6th Ctrl Delay	15.7											
HCM 6th LOS	B											

Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	11	11	239	14	132	33	497	92	94	667	32
Future Volume (vph)	23	11	11	239	14	132	33	497	92	94	667	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	0		200	72		0	155		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.925				0.850		0.977			0.993	
Flt Protected	0.950				0.955		0.950			0.950		
Satd. Flow (prot)	1703	1658	0	0	1712	1524	1703	3327	0	1703	3382	0
Flt Permitted	0.412				0.712		0.282			0.401		
Satd. Flow (perm)	738	1658	0	0	1276	1524	505	3327	0	719	3382	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				165		40			9	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		600			2683			1296			1220	
Travel Time (s)		16.4			73.2			25.2			23.8	
Peak Hour Factor	0.61	0.61	0.61	0.80	0.80	0.80	0.95	0.95	0.95	0.80	0.80	0.80
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	38	18	18	299	18	165	35	523	97	118	834	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	36	0	0	317	165	35	620	0	118	874	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	40	40		20	40	40	40	40		40	40	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40		20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	32.0	32.0		32.0	32.0	32.0	30.0	30.0		30.0	30.0	

Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	32.0	32.0		32.0	32.0	32.0	48.0	48.0		48.0	48.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	40.0%	60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0	26.0	42.0	42.0		42.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0	19.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	1	1		5	5	5	8	8		5	5	
Act Effct Green (s)	22.7	22.7			22.7	22.7	45.3	45.3		45.3	45.3	
Actuated g/C Ratio	0.28	0.28			0.28	0.28	0.57	0.57		0.57	0.57	
v/c Ratio	0.18	0.07			0.88	0.30	0.12	0.33		0.29	0.46	
Control Delay	22.3	12.6			52.1	5.1	10.9	9.8		12.7	11.7	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.3	12.6			52.1	5.1	10.9	9.8		12.7	11.7	
LOS	C	B			D	A	B	A		B	B	
Approach Delay		17.6			36.0			9.9			11.8	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)	12	6			127	0	7	70		27	115	
Queue Length 95th (ft)	21	13			177	25	21	103		51	136	
Internal Link Dist (ft)		520			2603			1216			1140	
Turn Bay Length (ft)	175					200	72			155		
Base Capacity (vph)	239	551			414	606	285	1899		406	1917	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.07			0.77	0.27	0.12	0.33		0.29	0.46	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 67 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 16.7

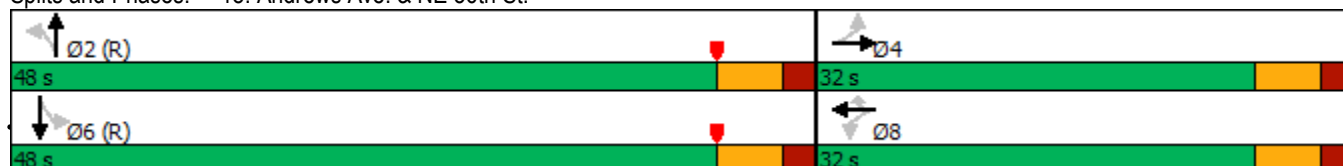
Intersection LOS: B

Intersection Capacity Utilization 65.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 18: Andrews Ave. & NE 56th St.



HCM 6th Signalized Intersection Summary

7: Dixie Hwy. & NE 56th St.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	142	99	138	217	121	83	702	123	204	1058	42
Future Volume (veh/h)	53	142	99	138	217	121	83	702	123	204	1058	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	60	161	112	155	244	136	89	755	132	243	1260	50
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.93	0.93	0.93	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	6	6	6	5	5	5	5	5	5
Cap, veh/h	139	189	160	222	281	238	293	2006	895	485	2091	83
Arrive On Green	0.04	0.10	0.10	0.09	0.16	0.16	0.03	0.58	0.58	0.07	0.61	0.61
Sat Flow, veh/h	1725	1811	1535	1725	1811	1535	1739	3469	1547	1739	3401	135
Grp Volume(v), veh/h	60	161	112	155	244	136	89	755	132	243	642	668
Grp Sat Flow(s),veh/h/ln	1725	1811	1535	1725	1811	1535	1739	1735	1547	1739	1735	1802
Q Serve(g_s), s	4.9	14.0	11.3	12.5	21.0	13.1	3.4	18.8	6.3	8.9	36.2	36.3
Cycle Q Clear(g_c), s	4.9	14.0	11.3	12.5	21.0	13.1	3.4	18.8	6.3	8.9	36.2	36.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	139	189	160	222	281	238	293	2006	895	485	1066	1107
V/C Ratio(X)	0.43	0.85	0.70	0.70	0.87	0.57	0.30	0.38	0.15	0.50	0.60	0.60
Avail Cap(c_a), veh/h	328	555	470	323	555	470	437	2006	895	565	1066	1107
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	70.4	69.2	56.0	66.0	62.6	16.3	18.2	15.5	12.9	18.9	18.9
Incr Delay (d2), s/veh	0.8	7.8	4.0	1.5	6.1	1.6	0.0	0.0	0.0	0.3	2.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	11.2	8.2	9.5	15.5	9.0	1.9	9.0	3.0	6.4	21.7	22.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	78.2	73.2	57.5	72.1	64.2	16.3	18.2	15.6	13.2	21.4	21.3
LnGrp LOS	E	E	E	E	E	E	B	B	B	B	C	C
Approach Vol, veh/h	333			535			976			1553		
Approach Delay, s/veh	73.6			65.9			17.7			20.1		
Approach LOS	E			E			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.6	99.0	20.6	22.7	11.8	104.9	12.5	30.8				
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0				
Max Green Setting (Gmax), s	18.5	43.5	24.0	49.0	18.5	43.5	24.0	49.0				
Max Q Clear Time (g_c+I1), s	10.9	20.8	14.5	16.0	5.4	38.3	6.9	23.0				
Green Ext Time (p_c), s	0.2	3.9	0.1	0.7	0.1	2.7	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay	31.8											
HCM 6th LOS	C											

Lanes, Volumes, Timings
7: Dixie Hwy. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	142	99	138	217	121	83	702	123	204	1058	42
Future Volume (vph)	53	142	99	138	217	121	83	702	123	204	1058	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		125	90		90	200		165	240		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1792	1524	1703	1792	1524	1719	3438	1538	1719	3417	0
Flt Permitted	0.445			0.316			0.149			0.262		
Satd. Flow (perm)	798	1792	1524	566	1792	1524	270	3438	1538	474	3417	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			109			106		2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		798			1420			3951			908	
Travel Time (s)		18.1			32.3			89.8			20.6	
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	60	161	113	155	244	136	89	755	132	243	1260	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	161	113	155	244	136	89	755	132	243	1310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	32.0	11.5	33.5	33.5	11.5	33.5	

Existing PM.syn

Synchro 10 Report
Page 1

Lanes, Volumes, Timings
7: Dixie Hwy. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	55.0	55.0	30.0	55.0	55.0	25.0	50.0	50.0	25.0	50.0	
Total Split (%)	18.8%	34.4%	34.4%	18.8%	34.4%	34.4%	15.6%	31.3%	31.3%	15.6%	31.3%	
Maximum Green (s)	24.0	49.0	49.0	24.0	49.0	49.0	18.5	43.5	43.5	18.5	43.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		7.0	7.0		7.0	
Flash Dont Walk (s)		21.0	21.0		21.0	21.0		20.0	20.0		20.0	
Pedestrian Calls (#/hr)		3	3		3	3		2	2		5	
Act Effct Green (s)	27.4	19.2	19.2	41.4	29.5	29.5	85.5	78.1	78.1	106.1	92.1	
Actuated g/C Ratio	0.17	0.12	0.12	0.26	0.18	0.18	0.53	0.49	0.49	0.66	0.58	
v/c Ratio	0.33	0.75	0.40	0.59	0.74	0.37	0.42	0.45	0.16	0.51	0.67	
Control Delay	48.2	88.3	13.7	56.2	75.5	16.9	20.0	30.4	8.4	15.8	27.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.2	88.3	13.7	56.2	75.5	16.9	20.0	30.4	8.4	15.8	27.4	
LOS	D	F	B	E	E	B	B	C	A	B	C	
Approach Delay		55.9			55.0			26.5			25.6	
Approach LOS		E			E			C			C	
Queue Length 50th (ft)	43	146	0	117	219	21	28	239	12	83	420	
Queue Length 95th (ft)	69	205	48	159	287	73	59	354	58	137	550	
Internal Link Dist (ft)		718			1340			3871			828	
Turn Bay Length (ft)	125		125	90		90	200		165	240		
Base Capacity (vph)	338	548	545	317	548	542	330	1677	804	489	1968	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.18	0.29	0.21	0.49	0.45	0.25	0.27	0.45	0.16	0.50	0.67	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 147 (92%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 33.4

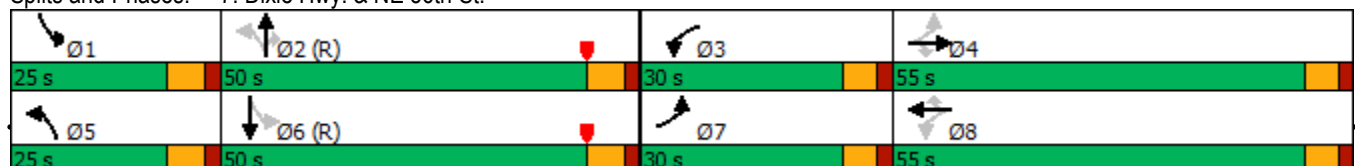
Intersection LOS: C

Intersection Capacity Utilization 71.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: Dixie Hwy. & NE 56th St.



HCM 6th TWSC
5: Dixie Hwy. & NE 58th Street

08/13/2018

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	51	28	768	1115	19
Future Vol, veh/h	15	51	28	768	1115	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	190	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	87	87	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	75	32	883	1212	21

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1729	617	1233
Stage 1	1223	-	-
Stage 2	506	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	79	433	561
Stage 1	241	-	-
Stage 2	571	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	74	433	561
Mov Cap-2 Maneuver	74	-	-
Stage 1	227	-	-
Stage 2	571	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.1	0.4	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	561	-	206	-	-
HCM Lane V/C Ratio	0.057	-	0.471	-	-
HCM Control Delay (s)	11.8	-	37.1	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.2	-	2.3	-	-

HCM 6th Signalized Intersection Summary

10: Dixie Hwy. & Commercial Blvd.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	 		 		
Traffic Volume (veh/h)	234	1206	218	317	1866	122	476	722	160	486	814	127
Future Volume (veh/h)	234	1206	218	317	1866	122	476	722	160	486	814	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	249	1283	0	352	2073	0	560	849	188	501	839	131
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.85	0.85	0.85	0.97	0.97	0.97
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	5	5	5
Cap, veh/h	166	2030		208	2174		450	597	266	525	675	301
Arrive On Green	0.10	0.41	0.00	0.12	0.44	0.00	0.13	0.17	0.17	0.16	0.19	0.19
Sat Flow, veh/h	1711	4904	1522	1739	4985	1547	3374	3469	1547	3374	3469	1547
Grp Volume(v), veh/h	249	1283	0	352	2073	0	560	849	188	501	839	131
Grp Sat Flow(s),veh/h/ln	1711	1635	1522	1739	1662	1547	1687	1735	1547	1687	1735	1547
Q Serve(g_s), s	17.5	37.4	0.0	21.5	72.3	0.0	24.0	31.0	20.6	26.5	35.0	13.4
Cycle Q Clear(g_c), s	17.5	37.4	0.0	21.5	72.3	0.0	24.0	31.0	20.6	26.5	35.0	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	2030		208	2174		450	597	266	525	675	301
V/C Ratio(X)	1.50	0.63		1.69	0.95		1.24	1.42	0.71	0.95	1.24	0.44
Avail Cap(c_a), veh/h	166	2030		208	2174		450	597	266	525	675	301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	81.2	41.9	0.0	79.3	49.0	0.0	78.0	74.5	70.2	75.4	72.5	63.8
Incr Delay (d2), s/veh	252.6	1.5	0.0	332.5	11.1	0.0	127.8	199.1	7.0	22.8	118.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	30.5	21.9	0.0	44.9	41.2	0.0	27.9	45.8	13.5	18.2	37.9	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	333.8	43.4	0.0	411.7	60.1	0.0	205.8	273.6	77.2	98.2	191.4	64.1
LnGrp LOS	F	D		F	E		F	F	E	F	F	E
Approach Vol, veh/h	1532		A	2425		A	1597		1471			
Approach Delay, s/veh	90.6			111.1			226.7		148.3			
Approach LOS	F			F			F		F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	85.0	34.0	37.0	28.0	81.0	30.0	41.0				
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0				
Max Green Setting (Gmax), s	17.5	78.5	28.0	31.0	21.5	74.5	24.0	35.0				
Max Q Clear Time (g_c+l1), s	19.5	74.3	28.5	33.0	23.5	39.4	26.0	37.0				
Green Ext Time (p_c), s	0.0	3.0	0.0	0.0	0.0	5.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	140.7
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	28	206	1206	218	19	298	1866	122	4	472	722	160
Future Volume (vph)	28	206	1206	218	19	298	1866	122	4	472	722	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		80		390		80		330		160
Storage Lanes		1		1		1		1		2		1
Taper Length (ft)		50				50				50		
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	0.95	0.97	0.95	1.00
Frt				0.850				0.850				0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1687	4848	1509	0	1719	4940	1538	0	3335	3438	1538
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	1687	4848	1509	0	1719	4940	1538	0	3335	3438	1538
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				94				94				97
Link Speed (mph)			35				35				40	
Link Distance (ft)			2006				1857				1744	
Travel Time (s)			39.1				36.2				29.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.90	0.90	0.90	0.90	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	7%	7%	7%	7%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	30	219	1283	232	21	331	2073	136	5	555	849	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	249	1283	232	0	352	2073	136	0	560	849	188
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			12				12				24	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			10				10				10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	40	40	40	20	40	40	40	20	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	40	40	40	20	40	40	40	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		7	7	4	
Permitted Phases				6				2				4
Detector Phase	1	1	6	6	5	5	2	2	7	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0	10.0	5.0	5.0	6.0	6.0
Minimum Split (s)	11.5	11.5	38.5	38.5	11.5	11.5	38.5	38.5	11.0	11.0	36.0	36.0

Existing PM.syn

Synchro 10 Report
Page 1

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018



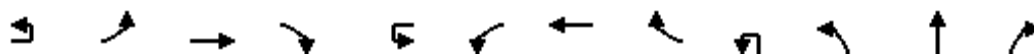
Lane Group	SBU	SBL	SBT	SBR
Lane Configurations		LT	TH	RT
Traffic Volume (vph)	11	475	814	127
Future Volume (vph)	11	475	814	127
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		300		275
Storage Lanes		2		1
Taper Length (ft)		50		
Lane Util. Factor	0.95	0.97	0.95	1.00
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3335	3438	1538
Flt Permitted		0.950		
Satd. Flow (perm)	0	3335	3438	1538
Right Turn on Red				Yes
Satd. Flow (RTOR)				99
Link Speed (mph)			40	
Link Distance (ft)			3951	
Travel Time (s)			67.3	
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	5%	5%	5%
Adj. Flow (vph)	11	490	839	131
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	501	839	131
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			24	
Link Offset(ft)			0	
Crosswalk Width(ft)			10	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	1	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	40	40	40
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm
Protected Phases	3	3	8	
Permitted Phases				8
Detector Phase	3	3	8	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	6.0	6.0
Minimum Split (s)	11.0	11.0	36.0	36.0

Existing PM.syn

Synchro 10 Report
Page 2

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Total Split (s)	24.0	24.0	81.0	81.0	28.0	28.0	85.0	85.0	30.0	30.0	37.0	37.0
Total Split (%)	13.3%	13.3%	45.0%	45.0%	15.6%	15.6%	47.2%	47.2%	16.7%	16.7%	20.6%	20.6%
Maximum Green (s)	17.5	17.5	74.5	74.5	21.5	21.5	78.5	78.5	24.0	24.0	31.0	31.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5		6.5	6.5	6.5		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.5	2.5	1.5	1.5	2.5	2.5	1.5	1.5	2.0	2.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)			7.0	7.0			7.0	7.0			5.0	5.0
Flash Dont Walk (s)			25.0	25.0			25.0	25.0			25.0	25.0
Pedestrian Calls (#/hr)			4	4			7	7			11	11
Act Effect Green (s)		17.5	74.5	74.5		21.5	78.5	78.5		24.0	31.1	31.1
Actuated g/C Ratio		0.10	0.41	0.41		0.12	0.44	0.44		0.13	0.17	0.17
v/c Ratio		1.52	0.64	0.34		1.72	0.96	0.19		1.26	1.43	0.54
Control Delay		310.5	43.9	22.2		383.9	61.4	11.0		193.4	251.6	38.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		310.5	43.9	22.2		383.9	61.4	11.0		193.4	251.6	38.7
LOS		F	D	C		F	E	B		F	F	D
Approach Delay			78.6				103.1				206.1	
Approach LOS			E				F				F	
Queue Length 50th (ft)		~359	388	95		~537	763	25		~374	~626	87
Queue Length 95th (ft)		#531	434	161		#728	#834	67		#445	#688	151
Internal Link Dist (ft)			1926				1777				1664	
Turn Bay Length (ft)		285		80		390		80		330		160
Base Capacity (vph)		164	2006	679		205	2154	723		444	594	346
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		1.52	0.64	0.34		1.72	0.96	0.19		1.26	1.43	0.54

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 126 (70%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 160

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.72

Intersection Signal Delay: 127.4

Intersection LOS: F

Intersection Capacity Utilization 105.9%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
 10: Dixie Hwy. & Commercial Blvd.

08/13/2018

Splits and Phases: 10: Dixie Hwy. & Commercial Blvd.



Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018



Lane Group	SBU	SBL	SBT	SBR
Total Split (s)	34.0	34.0	41.0	41.0
Total Split (%)	18.9%	18.9%	22.8%	22.8%
Maximum Green (s)	28.0	28.0	35.0	35.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.0	2.0
Recall Mode	None	None	None	None
Walk Time (s)			5.0	5.0
Flash Dont Walk (s)			25.0	25.0
Pedestrian Calls (#/hr)			10	10
Act Effect Green (s)		27.9	35.0	35.0
Actuated g/C Ratio		0.16	0.19	0.19
v/c Ratio		0.97	1.26	0.35
Control Delay		107.3	182.8	20.7
Queue Delay		0.0	0.0	0.0
Total Delay		107.3	182.8	20.7
LOS		F	F	C
Approach Delay			142.7	
Approach LOS			F	
Queue Length 50th (ft)		271	~571	28
Queue Length 95th (ft)		#376	#693	88
Internal Link Dist (ft)			3871	
Turn Bay Length (ft)		300		275
Base Capacity (vph)		518	668	378
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.97	1.26	0.35
Intersection Summary				

HCM 6th Signalized Intersection Summary

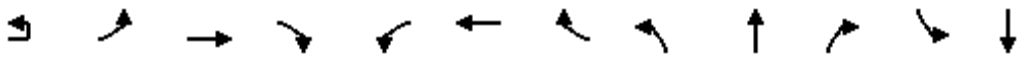
1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	734	447	91	823	106	286	535	52	173	679	244
Future Volume (veh/h)	375	734	447	91	823	106	286	535	52	173	679	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1796	1796	1811	1811	1811	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	395	773	471	97	876	113	308	575	56	186	730	262
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	6	6	6	5	5	5	5	5	5
Cap, veh/h	390	748	634	128	1406	181	318	985	96	299	802	358
Arrive On Green	0.15	0.42	0.42	0.05	0.32	0.32	0.15	0.31	0.31	0.07	0.23	0.23
Sat Flow, veh/h	1711	1796	1522	1725	4435	570	1739	3194	310	1739	3469	1547
Grp Volume(v), veh/h	395	773	471	97	650	339	308	312	319	186	730	262
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1725	1648	1709	1739	1735	1770	1739	1735	1547
Q Serve(g_s), s	25.0	70.0	44.0	6.4	28.2	28.4	23.8	25.5	25.6	12.0	34.5	26.4
Cycle Q Clear(g_c), s	25.0	70.0	44.0	6.4	28.2	28.4	23.8	25.5	25.6	12.0	34.5	26.4
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	390	748	634	128	1045	542	318	535	546	299	802	358
V/C Ratio(X)	1.01	1.03	0.74	0.76	0.62	0.63	0.97	0.58	0.58	0.62	0.91	0.73
Avail Cap(c_a), veh/h	390	748	634	197	1176	609	318	598	610	299	928	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	49.1	41.5	44.2	48.9	48.9	48.9	49.0	49.1	48.2	63.0	59.8
Incr Delay (d2), s/veh	49.0	42.0	4.5	3.4	0.7	1.4	41.6	0.9	0.9	2.9	11.4	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	39.9	17.4	2.9	11.8	12.5	14.1	11.3	11.6	1.5	16.5	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.9	91.1	46.0	47.6	49.6	50.4	90.5	49.9	50.0	51.1	74.3	64.9
LnGrp LOS	F	F	D	D	D	D	F	D	D	D	E	E
Approach Vol, veh/h	1639			1086			939			1178		
Approach Delay, s/veh	76.9			49.6			63.3			68.6		
Approach LOS	E			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.5	58.4	14.8	76.5	31.5	45.4	31.5	59.8				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	12.0	58.0	15.0	70.0	25.0	45.0	25.0	60.0				
Max Q Clear Time (g_c+I1), s	14.0	27.6	8.4	72.0	25.8	36.5	27.0	30.4				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	2.4	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay	66.1											
HCM 6th LOS	E											

Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	26	349	734	447	91	823	106	286	535	52	173	679
Future Volume (vph)	26	349	734	447	91	823	106	286	535	52	173	679
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300		300	135		0	255		0	200	
Storage Lanes		1		1	1		0	1		0	1	
Taper Length (ft)		50			50			50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95
Frt				0.850		0.983			0.987			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1687	1776	1509	1703	4810	0	1719	3393	0	1719	3438
Flt Permitted		0.145			0.072			0.090			0.343	
Satd. Flow (perm)	0	257	1776	1509	129	4810	0	163	3393	0	621	3438
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				289		14			6			
Link Speed (mph)			30			30			30			30
Link Distance (ft)			1510			1310			1656			1098
Travel Time (s)			34.3			29.8			37.6			25.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	7%	7%	6%	6%	6%	5%	5%	5%	5%	5%
Adj. Flow (vph)	27	367	773	471	97	876	113	308	575	56	186	730
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	394	773	471	97	989	0	308	631	0	186	730
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			10			10			10			10
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	1	1	1	1		1	1		1	1
Detector Template	Left	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	40	40	40	40	40		40	40		40	40
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	40	40	40	40	40		40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA
Protected Phases	7	7	4		3	8		5	2		1	6
Permitted Phases	4	4		4	8			2			6	
Detector Phase	7	7	4	4	3	8		5	2		1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	15.0	15.0	4.0	15.0		4.0	12.0		4.0	12.0
Minimum Split (s)	10.5	10.5	35.5	35.5	10.5	35.5		10.5	42.5		10.5	42.5

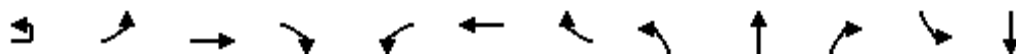
Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	244
Future Volume (vph)	244
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1538
Flt Permitted	
Satd. Flow (perm)	1538
Right Turn on Red	Yes
Satd. Flow (RTOR)	182
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	5%
Adj. Flow (vph)	262
Shared Lane Traffic (%)	
Lane Group Flow (vph)	262
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	42.5

Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Split (s)	31.5	31.5	76.5	76.5	21.5	66.5		31.5	64.5		18.5	51.5
Total Split (%)	17.4%	17.4%	42.3%	42.3%	11.9%	36.7%		17.4%	35.6%		10.2%	28.5%
Maximum Green (s)	25.0	25.0	70.0	70.0	15.0	60.0		25.0	58.0		12.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.5	4.5		4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.5	2.5	1.5	2.5		1.5	2.5		1.5	2.5
Recall Mode	None	None	None	None	None	None		None	Min		None	Min
Walk Time (s)			7.0	7.0		7.0			7.0			7.0
Flash Dont Walk (s)			22.0	22.0		22.0			29.0			29.0
Pedestrian Calls (#/hr)			2	2		7			2			12
Act Effect Green (s)		86.7	70.1	70.1	65.2	55.1		72.0	53.8		52.1	40.4
Actuated g/C Ratio		0.50	0.41	0.41	0.38	0.32		0.42	0.31		0.30	0.24
v/c Ratio		1.17	1.07	0.60	0.69	0.64		1.04	0.59		0.71	0.90
Control Delay		136.7	100.1	18.4	60.3	51.4		114.0	52.0		53.2	79.1
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		136.7	100.1	18.4	60.3	51.4		114.0	52.0		53.2	79.1
LOS		F	F	B	E	D		F	D		D	E
Approach Delay			85.4			52.2			72.3			62.2
Approach LOS			F			D			E			E
Queue Length 50th (ft)		~374	~858	142	53	308		~285	276		119	372
Queue Length 95th (ft)		#597	#1159	269	111	361		#495	349		182	461
Internal Link Dist (ft)			1430			1230			1576			1018
Turn Bay Length (ft)		300		300	135			255			200	
Base Capacity (vph)		338	725	787	190	1693		295	1152		266	902
Starvation Cap Reductn		0	0	0	0	0		0	0		0	0
Spillback Cap Reductn		0	0	0	0	0		0	0		0	0
Storage Cap Reductn		0	0	0	0	0		0	0		0	0
Reduced v/c Ratio		1.17	1.07	0.60	0.51	0.58		1.04	0.55		0.70	0.81

Intersection Summary

Area Type: Other

Cycle Length: 181

Actuated Cycle Length: 171.7

Natural Cycle: 160

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.17

Intersection Signal Delay: 69.8

Intersection LOS: E

Intersection Capacity Utilization 100.0%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

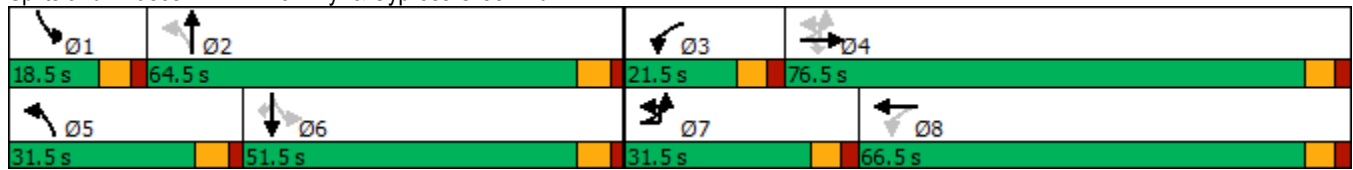
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

Splits and Phases: 1: Dixie Hwy. & Cypress Creek Rd.





Lane Group	SBR
Total Split (s)	51.5
Total Split (%)	28.5%
Maximum Green (s)	45.0
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.5
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	12
Act Effct Green (s)	40.4
Actuated g/C Ratio	0.24
v/c Ratio	0.52
Control Delay	21.4
Queue Delay	0.0
Total Delay	21.4
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	66
Queue Length 95th (ft)	156
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	538
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.49
Intersection Summary	

HCM 6th Signalized Intersection Summary

9: NE 6th Ave. & NE 56th St.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	140	64	105	234	36	99	161	133	22	139	39
Future Volume (veh/h)	17	140	64	105	234	36	99	161	133	22	139	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	20	161	74	130	289	44	111	181	149	28	176	49
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.89	0.89	0.89	0.79	0.79	0.79
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	498	352	162	528	769	117	374	451	382	356	451	382
Arrive On Green	0.30	0.30	0.30	0.08	0.50	0.50	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1062	1174	540	1725	1535	234	1155	1811	1535	1064	1811	1535
Grp Volume(v), veh/h	20	0	235	130	0	333	111	181	149	28	176	49
Grp Sat Flow(s),veh/h/ln	1062	0	1714	1725	0	1769	1155	1811	1535	1064	1811	1535
Q Serve(g_s), s	0.5	0.0	4.5	1.9	0.0	4.6	3.5	3.3	3.2	0.9	3.2	1.0
Cycle Q Clear(g_c), s	0.5	0.0	4.5	1.9	0.0	4.6	6.8	3.3	3.2	4.2	3.2	1.0
Prop In Lane	1.00		0.31	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	498	0	514	528	0	887	374	451	382	356	451	382
V/C Ratio(X)	0.04	0.00	0.46	0.25	0.00	0.38	0.30	0.40	0.39	0.08	0.39	0.13
Avail Cap(c_a), veh/h	843	0	1071	913	0	1856	808	1131	959	756	1131	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	0.0	11.4	7.7	0.0	6.1	15.3	12.5	12.5	14.3	12.5	11.7
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.1	0.0	0.3	0.3	0.4	0.5	0.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	2.7	1.0	0.0	2.2	1.5	2.1	1.7	0.3	2.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	0.0	12.0	7.8	0.0	6.4	15.6	13.0	13.0	14.4	12.9	11.8
LnGrp LOS	B	A	B	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h	255			463			441			253		
Approach Delay, s/veh	11.9			6.8			13.6			12.9		
Approach LOS	B			A			B			B		
Timer - Assigned Phs	2			4	5	6	8					
Phs Duration (G+Y+Rc), s	25.1			15.0	8.1	17.0	15.0					
Change Period (Y+Rc), s	5.0			5.0	5.0	5.0	5.0					
Max Green Setting (Gmax), s	42.0			25.0	12.0	25.0	25.0					
Max Q Clear Time (g_c+I1), s	6.6			8.8	3.9	6.5	6.2					
Green Ext Time (p_c), s	1.3			1.2	0.1	0.9	0.6					
Intersection Summary												
HCM 6th Ctrl Delay	10.9											
HCM 6th LOS	B											

Lanes, Volumes, Timings
9: NE 6th Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	140	64	105	234	36	99	161	133	22	139	39
Future Volume (vph)	17	140	64	105	234	36	99	161	133	22	139	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	145		0	90		215	135		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.953			0.980				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1708	0	1703	1757	0	1703	1792	1524	1703	1792	1524
Flt Permitted	0.560			0.449			0.646			0.643		
Satd. Flow (perm)	1004	1708	0	805	1757	0	1158	1792	1524	1153	1792	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			16				149			99
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		2683			1383			1243			1274	
Travel Time (s)		73.2			37.7			28.3			29.0	
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.89	0.89	0.89	0.79	0.79	0.79
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	20	161	74	130	289	44	111	181	149	28	176	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	235	0	130	333	0	111	181	149	28	176	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	12.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	23.0	23.0		10.0	27.0		27.0	27.0	27.0	23.0	23.0	23.0

Lanes, Volumes, Timings
9: NE 6th Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	30.0		17.0	47.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	39.0%	39.0%		22.1%	61.0%		39.0%	39.0%	39.0%	39.0%	39.0%	39.0%
Maximum Green (s)	25.0	25.0		12.0	42.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		1.5	3.0		2.5	2.5	2.5	2.5	2.5	2.5
Recall Mode	Min	Min		None	Min		None	None	None	None	None	None
Walk Time (s)					7.0		7.0	7.0	7.0			
Flash Dont Walk (s)					15.0		15.0	15.0	15.0			
Pedestrian Calls (#/hr)					10		1	1	1			
Act Effect Green (s)	13.8	13.8		23.3	23.3		10.7	10.7	10.7	10.7	10.7	10.7
Actuated g/C Ratio	0.31	0.31		0.52	0.52		0.24	0.24	0.24	0.24	0.24	0.24
v/c Ratio	0.06	0.43		0.23	0.36		0.40	0.42	0.31	0.10	0.41	0.11
Control Delay	16.0	16.4		7.4	7.9		20.4	18.9	5.4	15.5	18.7	1.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	16.4		7.4	7.9		20.4	18.9	5.4	15.5	18.7	1.4
LOS	B	B		A	A		C	B	A	B	B	A
Approach Delay		16.4			7.8			14.7			15.0	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)	3	35		11	31		21	34	0	5	33	0
Queue Length 95th (ft)	17	108		40	92		60	85	29	18	72	2
Internal Link Dist (ft)		2603			1303			1163			1194	
Turn Bay Length (ft)	170			145			90		215	135		150
Base Capacity (vph)	604	1040		678	1624		696	1077	976	693	1077	956
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.23		0.19	0.21		0.16	0.17	0.15	0.04	0.16	0.05

Intersection Summary

Area Type: Other

Cycle Length: 77

Actuated Cycle Length: 44.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 12.8

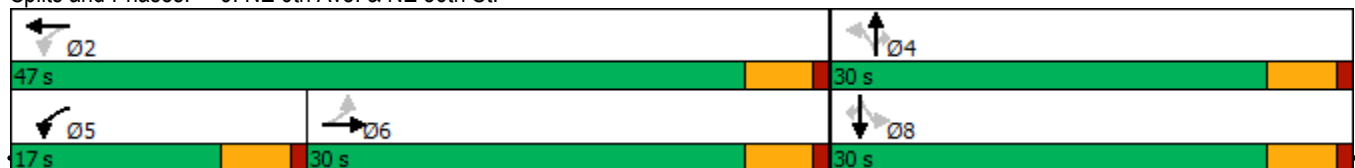
Intersection LOS: B

Intersection Capacity Utilization 54.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: NE 6th Ave. & NE 56th St.



Existing PM.syn

Synchro 10 Report

Page 2

Intersection

Int Delay, s/veh 1.1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations						
Traffic Vol, veh/h	9	238	350	19	10	33
Future Vol, veh/h	9	238	350	19	10	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	84	84	71	71
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	12	305	417	23	14	46

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	440	0	-	0	758	429
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	329	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1115	-	-	-	373	624
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1115	-	-	-	368	624
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	727	-

Approach EB WB SB

HCM Control Delay, s	0.3	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1115	-	-	-	537
HCM Lane V/C Ratio	0.01	-	-	-	0.113
HCM Control Delay (s)	8.3	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

HCM 6th TWSC
14: NE 9th Ave. & NE 58th Street

08/13/2018

Intersection

Int Delay, s/veh 5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	2	62	36	6	28
Future Vol, veh/h	14	2	62	36	6	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	66	66	47	47
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	22	3	94	55	13	60

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	25
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.227
Pot Cap-1 Maneuver	-	-	1583
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1583
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.7	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	957	-	-	1583	-
HCM Lane V/C Ratio	0.076	-	-	0.059	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Appendix D – Background Traffic Conditions Analyses

HCM 6th Signalized Intersection Summary

18: Andrews Ave. & NE 56th St.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	5	8	92	2	105	1	780	49	51	456	5
Future Volume (veh/h)	21	5	8	92	2	105	1	780	49	51	456	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	32	8	12	103	2	118	1	886	56	57	507	6
Peak Hour Factor	0.65	0.65	0.65	0.89	0.89	0.89	0.88	0.88	0.88	0.90	0.90	0.90
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	153	87	131	253	4	205	706	2354	149	491	2495	30
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1252	654	981	1228	30	1535	923	3286	208	657	3483	41
Grp Volume(v), veh/h	32	0	20	105	0	118	1	464	478	57	250	263
Grp Sat Flow(s),veh/h/ln	1252	0	1635	1258	0	1535	923	1721	1774	657	1721	1804
Q Serve(g_s), s	2.0	0.0	0.9	5.8	0.0	5.8	0.0	8.4	8.4	3.0	3.9	3.9
Cycle Q Clear(g_c), s	8.6	0.0	0.9	6.7	0.0	5.8	3.9	8.4	8.4	11.4	3.9	3.9
Prop In Lane	1.00		0.60	0.98		1.00	1.00		0.12	1.00		0.02
Lane Grp Cap(c), veh/h	153	0	218	257	0	205	706	1233	1271	491	1233	1292
V/C Ratio(X)	0.21	0.00	0.09	0.41	0.00	0.58	0.00	0.38	0.38	0.12	0.20	0.20
Avail Cap(c_a), veh/h	393	0	531	517	0	499	706	1233	1271	491	1233	1292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.96	0.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	30.4	33.3	0.0	32.5	4.4	4.4	4.4	6.6	3.8	3.8
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.4	0.0	0.9	0.0	0.9	0.9	0.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.0	0.6	3.5	0.0	3.9	0.0	4.2	4.3	0.7	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	0.0	30.5	33.6	0.0	33.4	4.4	5.3	5.3	7.1	4.1	4.1
LnGrp LOS	D	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h	52			223			943			570		
Approach Delay, s/veh	34.6			33.5			5.3			4.4		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	63.3			16.7			63.3			16.7		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	42.0			26.0			42.0			26.0		
Max Q Clear Time (g_c+I1), s	10.4			10.6			13.4			8.7		
Green Ext Time (p_c), s	2.7			0.1			1.7			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	9.4											
HCM 6th LOS	A											

Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	5	8	92	2	105	1	780	49	51	456	5
Future Volume (vph)	21	5	8	92	2	105	1	780	49	51	456	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	0		200	72		0	155		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.910				0.850		0.991			0.998	
Flt Protected	0.950				0.953		0.950			0.950		
Satd. Flow (prot)	1703	1631	0	0	1708	1524	1703	3375	0	1703	3399	0
Flt Permitted	0.689				0.716		0.463			0.284		
Satd. Flow (perm)	1235	1631	0	0	1283	1524	830	3375	0	509	3399	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				117		12				2
Link Speed (mph)		25			25			35				35
Link Distance (ft)		600			2683			1296				1220
Travel Time (s)		16.4			73.2			25.2				23.8
Peak Hour Factor	0.65	0.65	0.65	0.89	0.89	0.89	0.88	0.88	0.88	0.90	0.90	0.90
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	32	8	12	103	2	118	1	886	56	57	507	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	20	0	0	105	118	1	942	0	57	513	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		10			10			10				10
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	40	40		20	40	40	40	40		40	40	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40		20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	32.0	32.0		32.0	32.0	32.0	30.0	30.0		30.0	30.0	

Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	32.0	32.0		32.0	32.0	32.0	48.0	48.0		48.0	48.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	40.0%	60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0	26.0	42.0	42.0		42.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.5	2.5		2.5	2.5	
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0	19.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	5	5		1	1	1	3	3		2	2	
Act Effct Green (s)	13.0	13.0			13.0	13.0	55.0	55.0		55.0	55.0	
Actuated g/C Ratio	0.16	0.16			0.16	0.16	0.69	0.69		0.69	0.69	
v/c Ratio	0.16	0.07			0.51	0.34	0.00	0.41		0.16	0.22	
Control Delay	26.9	15.6			36.9	7.8	7.0	7.2		8.3	6.0	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.9	15.6			36.9	7.8	7.0	7.2		8.3	6.0	
LOS	C	B			D	A	A	A		A	A	
Approach Delay		22.5			21.5			7.2			6.2	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	13	3			44	0	0	70		7	32	
Queue Length 95th (ft)	19	10			67	30	2	172		33	88	
Internal Link Dist (ft)		520			2603			1216			1140	
Turn Bay Length (ft)	175					200	72			155		
Base Capacity (vph)	401	538			416	574	571	2325		350	2339	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.04			0.25	0.21	0.00	0.41		0.16	0.22	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 67 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 9.1

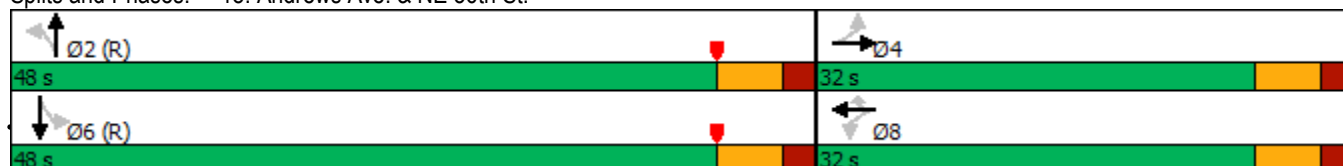
Intersection LOS: A

Intersection Capacity Utilization 60.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 18: Andrews Ave. & NE 56th St.



HCM 6th Signalized Intersection Summary

7: Dixie Hwy. & NE 56th St.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	88	82	119	102	80	43	508	108	197	798	57
Future Volume (veh/h)	37	88	82	119	102	80	43	508	108	197	798	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	45	106	99	134	115	90	46	540	115	214	867	62
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.94	0.94	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	6	6	6	5	5	5	5	5	5
Cap, veh/h	183	144	122	213	236	200	443	2167	966	607	2167	155
Arrive On Green	0.03	0.08	0.08	0.08	0.13	0.13	0.02	0.62	0.62	0.06	0.66	0.66
Sat Flow, veh/h	1725	1811	1535	1725	1811	1535	1739	3469	1547	1739	3283	235
Grp Volume(v), veh/h	45	106	99	134	115	90	46	540	115	214	458	471
Grp Sat Flow(s),veh/h/ln	1725	1811	1535	1725	1811	1535	1739	1735	1547	1739	1735	1784
Q Serve(g_s), s	3.8	9.2	10.2	11.1	9.4	8.7	1.5	11.1	4.8	7.0	19.5	19.5
Cycle Q Clear(g_c), s	3.8	9.2	10.2	11.1	9.4	8.7	1.5	11.1	4.8	7.0	19.5	19.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	183	144	122	213	236	200	443	2167	966	607	1145	1177
V/C Ratio(X)	0.25	0.74	0.81	0.63	0.49	0.45	0.10	0.25	0.12	0.35	0.40	0.40
Avail Cap(c_a), veh/h	387	555	470	330	555	470	606	2167	966	708	1145	1177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.46	0.46	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	72.0	72.5	59.6	64.6	64.3	10.9	13.4	12.2	9.4	12.6	12.6
Incr Delay (d2), s/veh	0.3	5.4	9.2	1.1	1.2	1.2	0.0	0.1	0.1	0.1	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	8.0	7.7	8.6	7.9	6.3	1.1	6.8	3.1	4.8	12.5	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	77.4	81.7	60.7	65.8	65.4	10.9	13.5	12.3	9.6	13.6	13.6
LnGrp LOS	E	E	F	E	E	E	B	B	B	A	B	B
Approach Vol, veh/h	250			339			701			1143		
Approach Delay, s/veh	76.9			63.7			13.1			12.8		
Approach LOS	E			E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	106.4	19.2	18.7	10.0	112.1	11.0	26.9				
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0				
Max Green Setting (Gmax), s	18.5	43.5	24.0	49.0	18.5	43.5	24.0	49.0				
Max Q Clear Time (g_c+I1), s	9.0	13.1	13.1	12.2	3.5	21.5	5.8	11.4				
Green Ext Time (p_c), s	0.2	2.9	0.1	0.6	0.0	3.6	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	26.6											
HCM 6th LOS	C											

Lanes, Volumes, Timings
7: Dixie Hwy. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	88	82	119	102	80	43	508	108	197	798	57
Future Volume (vph)	37	88	82	119	102	80	43	508	108	197	798	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		125	90		90	200		165	240		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1792	1524	1703	1792	1524	1719	3438	1538	1719	3404	0
Flt Permitted	0.683			0.418			0.276			0.392		
Satd. Flow (perm)	1224	1792	1524	749	1792	1524	499	3438	1538	709	3404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			106		4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		798			1420			3951			908	
Travel Time (s)		18.1			32.3			89.8			20.6	
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	45	106	99	134	115	90	46	540	115	214	867	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	106	99	134	115	90	46	540	115	214	929	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	32.0	11.5	33.5	33.5	11.5	33.5	

Lanes, Volumes, Timings
7: Dixie Hwy. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	55.0	55.0	30.0	55.0	55.0	25.0	50.0	50.0	25.0	50.0	
Total Split (%)	18.8%	34.4%	34.4%	18.8%	34.4%	34.4%	15.6%	31.3%	31.3%	15.6%	31.3%	
Maximum Green (s)	24.0	49.0	49.0	24.0	49.0	49.0	18.5	43.5	43.5	18.5	43.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		7.0	7.0		7.0	
Flash Dont Walk (s)		21.0	21.0		21.0	21.0		20.0	20.0		20.0	
Pedestrian Calls (#/hr)		8	8		2	2		1	1		4	
Act Effect Green (s)	22.8	15.6	15.6	36.4	25.3	25.3	98.3	92.8	92.8	110.5	101.2	
Actuated g/C Ratio	0.14	0.10	0.10	0.23	0.16	0.16	0.61	0.58	0.58	0.69	0.63	
v/c Ratio	0.23	0.61	0.40	0.52	0.41	0.27	0.13	0.27	0.12	0.38	0.43	
Control Delay	48.7	82.5	12.8	57.1	64.1	6.9	11.4	19.3	4.9	11.9	17.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.7	82.5	12.8	57.1	64.1	6.9	11.4	19.3	4.9	11.9	17.6	
LOS	D	F	B	E	E	A	B	B	A	B	B	
Approach Delay		48.8			46.1			16.4			16.5	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	33	96	0	105	99	0	12	122	3	63	220	
Queue Length 95th (ft)	53	132	31	141	142	27	33	213	39	126	348	
Internal Link Dist (ft)		718			1340			3871			828	
Turn Bay Length (ft)	125		125	90		90	200		165	240		
Base Capacity (vph)	348	548	542	313	548	542	482	1994	936	609	2154	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.19	0.18	0.43	0.21	0.17	0.10	0.27	0.12	0.35	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 97 (61%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 23.9

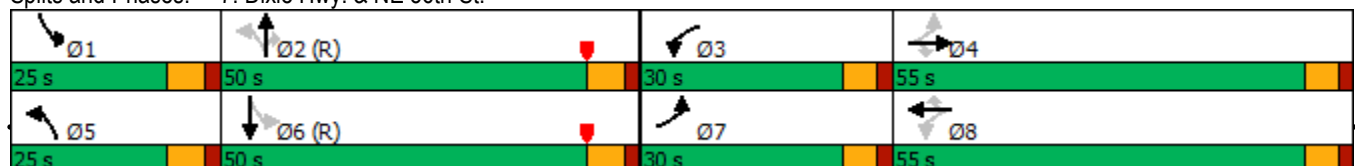
Intersection LOS: C

Intersection Capacity Utilization 56.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: Dixie Hwy. & NE 56th St.



HCM 6th TWSC
5: Dixie Hwy. & NE 58th Street

08/13/2018

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	28	37	490	705	18
Future Vol, veh/h	5	28	37	490	705	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	190	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	96	96	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	40	39	510	750	19

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1093	385	769
Stage 1	760	-	-
Stage 2	333	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	209	613	841
Stage 1	422	-	-
Stage 2	698	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	199	613	841
Mov Cap-2 Maneuver	199	-	-
Stage 1	403	-	-
Stage 2	698	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	841	-	466	-	-
HCM Lane V/C Ratio	0.046	-	0.101	-	-
HCM Control Delay (s)	9.5	-	13.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 6th Signalized Intersection Summary

10: Dixie Hwy. & Commercial Blvd.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	1519	286	204	1115	118	251	589	271	260	567	130
Future Volume (veh/h)	198	1519	286	204	1115	118	251	589	271	260	567	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	208	1599	0	215	1174	0	264	620	285	292	637	146
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.89	0.89
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	5	5	5
Cap, veh/h	226	2160		233	2205		299	655	292	330	687	306
Arrive On Green	0.13	0.44	0.00	0.13	0.44	0.00	0.09	0.19	0.19	0.10	0.20	0.20
Sat Flow, veh/h	1711	4904	1522	1739	4985	1547	3374	3469	1547	3374	3469	1547
Grp Volume(v), veh/h	208	1599	0	215	1174	0	264	620	285	292	637	146
Grp Sat Flow(s),veh/h/ln	1711	1635	1522	1739	1662	1547	1687	1735	1547	1687	1735	1547
Q Serve(g_s), s	21.6	48.7	0.0	22.0	30.9	0.0	13.9	31.8	33.0	15.4	32.5	15.0
Cycle Q Clear(g_c), s	21.6	48.7	0.0	22.0	30.9	0.0	13.9	31.8	33.0	15.4	32.5	15.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	2160		233	2205		299	655	292	330	687	306
V/C Ratio(X)	0.92	0.74		0.92	0.53		0.88	0.95	0.98	0.88	0.93	0.48
Avail Cap(c_a), veh/h	271	2160		275	2205		319	655	292	431	771	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	77.2	41.8	0.0	77.0	36.6	0.0	81.1	72.1	72.6	80.2	70.9	63.9
Incr Delay (d2), s/veh	29.4	2.3	0.0	29.8	0.9	0.0	21.7	22.5	45.5	12.3	14.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	27.5	0.0	17.4	18.7	0.0	11.3	22.7	23.4	11.4	21.9	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.6	44.2	0.0	106.8	37.5	0.0	102.8	94.6	118.1	92.4	85.1	64.3
LnGrp LOS	F	D		F	D		F	F	F	F	F	E
Approach Vol, veh/h	1807		A	1389		A	1169				1075	
Approach Delay, s/veh	51.3			48.3			102.2				84.3	
Approach LOS	D			D			F				F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.2	86.1	23.6	40.0	30.6	85.8	22.0	41.6				
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0				
Max Green Setting (Gmax), s	28.5	69.5	23.0	34.0	28.5	69.5	17.0	40.0				
Max Q Clear Time (g_c+l1), s	23.6	32.9	17.4	35.0	24.0	50.7	15.9	34.5				
Green Ext Time (p_c), s	0.1	4.5	0.2	0.0	0.1	6.1	0.1	1.1				

Intersection Summary

HCM 6th Ctrl Delay 68.0

HCM 6th LOS E

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	11	187	1519	286	16	188	1115	118	7	244	589	271
Future Volume (vph)	11	187	1519	286	16	188	1115	118	7	244	589	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		80		390		80		330		160
Storage Lanes		1		1		1		1		2		1
Taper Length (ft)		50				50				50		
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	0.95	0.97	0.95	1.00
Frt				0.850				0.850				0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1687	4848	1509	0	1719	4940	1538	0	3335	3438	1538
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	1687	4848	1509	0	1719	4940	1538	0	3335	3438	1538
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				94				94				178
Link Speed (mph)			35				35				40	
Link Distance (ft)			2006				1857				1744	
Travel Time (s)			39.1				36.2				29.7	
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
Heavy Vehicles (%)	7%	7%	7%	7%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	12	197	1599	301	17	198	1174	124	7	257	620	285
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	209	1599	301	0	215	1174	124	0	264	620	285
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			12				12				24	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			10				10				10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	40	40	40	20	40	40	40	20	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	40	40	40	20	40	40	40	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		7	7	4	
Permitted Phases				6				2				4
Detector Phase	1	1	6	6	5	5	2	2	7	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0	10.0	5.0	5.0	6.0	6.0
Minimum Split (s)	11.5	11.5	38.5	38.5	11.5	11.5	38.5	38.5	11.0	11.0	36.0	36.0

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

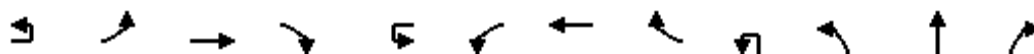
08/13/2018



Lane Group	SBU	SBL	SBT	SBR
Lane Configurations		←←	→→	←
Traffic Volume (vph)	7	253	567	130
Future Volume (vph)	7	253	567	130
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		300		275
Storage Lanes		2		1
Taper Length (ft)		50		
Lane Util. Factor	0.95	0.97	0.95	1.00
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3335	3438	1538
Flt Permitted		0.950		
Satd. Flow (perm)	0	3335	3438	1538
Right Turn on Red				Yes
Satd. Flow (RTOR)				146
Link Speed (mph)			40	
Link Distance (ft)			3951	
Travel Time (s)			67.3	
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%
Adj. Flow (vph)	8	284	637	146
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	292	637	146
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			24	
Link Offset(ft)			0	
Crosswalk Width(ft)			10	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	1	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	40	40	40
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm
Protected Phases	3	3	8	
Permitted Phases				8
Detector Phase	3	3	8	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	6.0	6.0
Minimum Split (s)	11.0	11.0	36.0	36.0

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Total Split (s)	35.0	35.0	76.0	76.0	35.0	35.0	76.0	76.0	23.0	23.0	40.0	40.0
Total Split (%)	19.4%	19.4%	42.2%	42.2%	19.4%	19.4%	42.2%	42.2%	12.8%	12.8%	22.2%	22.2%
Maximum Green (s)	28.5	28.5	69.5	69.5	28.5	28.5	69.5	69.5	17.0	17.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5		6.5	6.5	6.5		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.5	2.5	1.5	1.5	2.5	2.5	1.5	1.5	2.0	2.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)			7.0	7.0			7.0	7.0			5.0	5.0
Flash Dont Walk (s)			25.0	25.0			25.0	25.0			25.0	25.0
Pedestrian Calls (#/hr)			4	4			2	2			3	3
Act Effect Green (s)		25.0	75.5	75.5		25.2	75.7	75.7		16.3	35.1	35.1
Actuated g/C Ratio		0.14	0.42	0.42		0.14	0.42	0.42		0.09	0.20	0.20
v/c Ratio		0.89	0.79	0.44		0.90	0.57	0.18		0.88	0.93	0.64
Control Delay		111.8	49.8	28.3		111.6	42.0	11.0		108.6	91.1	31.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		111.8	49.8	28.3		111.6	42.0	11.0		108.6	91.1	31.6
LOS		F	D	C		F	D	B		F	F	C
Approach Delay			52.9				49.3				80.5	
Approach LOS			D				D				F	
Queue Length 50th (ft)		215	550	158		221	354	19		141	332	102
Queue Length 95th (ft)		#324	614	246		#333	405	62		#209	#451	205
Internal Link Dist (ft)			1926				1777				1664	
Turn Bay Length (ft)		285		80		390		80		330		160
Base Capacity (vph)		267	2034	688		272	2077	701		314	676	445
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.78	0.79	0.44		0.79	0.57	0.18		0.84	0.92	0.64

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 123 (68%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 61.8

Intersection LOS: E

Intersection Capacity Utilization 85.7%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Dixie Hwy. & Commercial Blvd.



Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018



Lane Group	SBU	SBL	SBT	SBR
Total Split (s)	29.0	29.0	46.0	46.0
Total Split (%)	16.1%	16.1%	25.6%	25.6%
Maximum Green (s)	23.0	23.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.0	2.0
Recall Mode	None	None	None	None
Walk Time (s)			5.0	5.0
Flash Dont Walk (s)			25.0	25.0
Pedestrian Calls (#/hr)			7	7
Act Effect Green (s)		19.2	38.0	38.0
Actuated g/C Ratio		0.11	0.21	0.21
v/c Ratio		0.82	0.88	0.33
Control Delay		97.1	82.7	9.6
Queue Delay		0.0	0.0	0.0
Total Delay		97.1	82.7	9.6
LOS		F	F	A
Approach Delay			76.6	
Approach LOS			E	
Queue Length 50th (ft)		155	336	0
Queue Length 95th (ft)		199	401	54
Internal Link Dist (ft)			3871	
Turn Bay Length (ft)		300		275
Base Capacity (vph)		426	764	455
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.69	0.83	0.32
Intersection Summary				

HCM 6th Signalized Intersection Summary

1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	659	456	38	851	80	236	303	59	151	475	226
Future Volume (veh/h)	232	659	456	38	851	80	236	303	59	151	475	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1796	1796	1811	1811	1811	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	247	701	485	43	956	90	251	322	63	161	505	240
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	6	6	6	5	5	5	5	5	5
Cap, veh/h	350	760	644	138	1562	147	334	669	129	359	653	291
Arrive On Green	0.11	0.42	0.42	0.03	0.34	0.34	0.13	0.23	0.23	0.09	0.19	0.19
Sat Flow, veh/h	1711	1796	1522	1725	4598	432	1739	2899	560	1739	3469	1547
Grp Volume(v), veh/h	247	701	485	43	685	361	251	191	194	161	505	240
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1725	1648	1733	1739	1735	1725	1739	1735	1547
Q Serve(g_s), s	10.2	41.9	30.6	1.8	19.7	19.8	12.9	10.8	11.1	8.4	15.7	16.9
Cycle Q Clear(g_c), s	10.2	41.9	30.6	1.8	19.7	19.8	12.9	10.8	11.1	8.4	15.7	16.9
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	350	760	644	138	1120	589	334	400	398	359	653	291
V/C Ratio(X)	0.70	0.92	0.75	0.31	0.61	0.61	0.75	0.48	0.49	0.45	0.77	0.82
Avail Cap(c_a), veh/h	539	1106	938	320	1740	915	485	885	880	384	1374	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	31.0	27.7	28.5	31.3	31.3	31.9	37.8	37.9	32.7	43.8	44.3
Incr Delay (d2), s/veh	1.0	8.6	1.6	0.5	0.4	0.8	1.8	0.7	0.7	0.3	1.5	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	26.7	16.7	1.4	12.4	13.1	9.4	8.2	8.3	6.4	11.1	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	39.6	29.3	28.9	31.7	32.1	33.7	38.4	38.6	33.1	45.3	48.7
LnGrp LOS	C	D	C	C	C	C	C	D	D	C	D	D
Approach Vol, veh/h	1433		1089				636		906			
Approach Delay, s/veh	33.3		31.7				36.6		44.0			
Approach LOS	C		C				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	32.7	9.5	54.6	21.7	27.9	19.0	45.1				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	12.0	58.0	15.0	70.0	25.0	45.0	25.0	60.0				
Max Q Clear Time (g_c+I1), s	10.4	13.1	3.8	43.9	14.9	18.9	12.2	21.8				
Green Ext Time (p_c), s	0.0	1.0	0.0	4.2	0.2	2.5	0.3	3.6				

Intersection Summary

HCM 6th Ctrl Delay 35.8

HCM 6th LOS D

Notes

User approved ignoring U-Turning movement.

Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	659	456	38	851	80	236	303	59	151	475	226
Future Volume (vph)	232	659	456	38	851	80	236	303	59	151	475	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	135		0	255		0	200		200
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.987			0.975				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1776	1509	1703	4830	0	1719	3352	0	1719	3438	1538
Flt Permitted	0.159			0.180			0.173			0.524		
Satd. Flow (perm)	282	1776	1509	323	4830	0	313	3352	0	948	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			328		9			13				240
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1510			1310			1656			1098	
Travel Time (s)		34.3			29.8			37.6			25.0	
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	7%	7%	6%	6%	6%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	247	701	485	43	956	90	251	322	63	161	505	240
Shared Lane Traffic (%)												
Lane Group Flow (vph)	247	701	485	43	1046	0	251	385	0	161	505	240
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0		4.0	12.0		4.0	12.0	12.0
Minimum Split (s)	10.5	35.5	35.5	10.5	35.5		10.5	42.5		10.5	42.5	42.5

Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	31.5	76.5	76.5	21.5	66.5		31.5	64.5		18.5	51.5	51.5
Total Split (%)	17.4%	42.3%	42.3%	11.9%	36.7%		17.4%	35.6%		10.2%	28.5%	28.5%
Maximum Green (s)	25.0	70.0	70.0	15.0	60.0		25.0	58.0		12.0	45.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5		1.5	2.5		1.5	2.5	2.5
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		22.0	22.0		22.0			29.0			29.0	29.0
Pedestrian Calls (#/hr)		2	2		2			3			7	7
Act Effect Green (s)	79.2	69.5	69.5	60.9	55.1		54.6	37.0		38.2	27.0	27.0
Actuated g/C Ratio	0.54	0.47	0.47	0.41	0.37		0.37	0.25		0.26	0.18	0.18
v/c Ratio	0.78	0.84	0.55	0.23	0.58		0.79	0.45		0.53	0.80	0.50
Control Delay	39.3	46.9	12.0	23.0	39.8		53.1	46.8		41.4	68.8	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.3	46.9	12.0	23.0	39.8		53.1	46.8		41.4	68.8	9.8
LOS	D	D	B	C	D		D	D		D	E	A
Approach Delay		33.8			39.2			49.3			48.3	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	115	546	92	18	262		160	145		97	227	0
Queue Length 95th (ft)	210	#861	213	40	356		241	193		150	293	68
Internal Link Dist (ft)		1430			1230			1576			1018	
Turn Bay Length (ft)	300		300	135			255			200		200
Base Capacity (vph)	394	858	898	297	2015		359	1350		316	1068	643
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.63	0.82	0.54	0.14	0.52		0.70	0.29		0.51	0.47	0.37

Intersection Summary

Area Type: Other

Cycle Length: 181

Actuated Cycle Length: 147.2

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 40.9

Intersection LOS: D

Intersection Capacity Utilization 85.9%

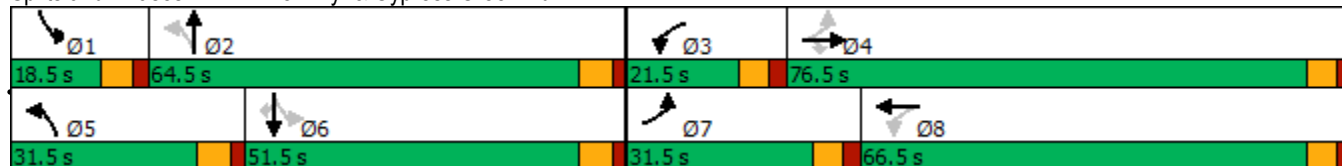
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Dixie Hwy. & Cypress Creek Rd.



HCM 6th Signalized Intersection Summary

9: NE 6th Ave. & NE 56th St.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	218	51	106	121	36	116	156	242	53	146	83
Future Volume (veh/h)	8	218	51	106	121	36	116	156	242	53	146	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	9	256	60	131	149	44	155	208	323	78	215	122
Peak Hour Factor	0.85	0.85	0.85	0.81	0.81	0.81	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	481	383	90	413	618	182	398	571	484	368	571	484
Arrive On Green	0.27	0.27	0.27	0.08	0.46	0.46	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1184	1419	333	1725	1343	397	1059	1811	1535	910	1811	1535
Grp Volume(v), veh/h	9	0	316	131	0	193	155	208	323	78	215	122
Grp Sat Flow(s),veh/h/ln	1184	0	1751	1725	0	1740	1059	1811	1535	910	1811	1535
Q Serve(g_s), s	0.2	0.0	7.2	2.2	0.0	3.0	5.9	4.0	8.1	3.2	4.1	2.6
Cycle Q Clear(g_c), s	0.2	0.0	7.2	2.2	0.0	3.0	10.0	4.0	8.1	7.2	4.1	2.6
Prop In Lane	1.00		0.19	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	481	0	472	413	0	800	398	571	484	368	571	484
V/C Ratio(X)	0.02	0.00	0.67	0.32	0.00	0.24	0.39	0.36	0.67	0.21	0.38	0.25
Avail Cap(c_a), veh/h	827	0	984	744	0	1642	683	1058	897	613	1058	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	14.5	10.0	0.0	7.3	15.7	11.8	13.2	14.6	11.8	11.3
Incr Delay (d2), s/veh	0.0	0.0	1.6	0.2	0.0	0.2	0.5	0.3	1.2	0.2	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	4.8	1.3	0.0	1.6	2.3	2.4	4.4	1.1	2.5	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	16.1	10.1	0.0	7.5	16.2	12.1	14.4	14.8	12.1	11.5
LnGrp LOS	B	A	B	B	A	A	B	B	B	B	B	B
Approach Vol, veh/h	325			324			686			415		
Approach Delay, s/veh	16.0			8.5			14.1			12.4		
Approach LOS	B			A			B			B		
Timer - Assigned Phs	2			4	5	6	8					
Phs Duration (G+Y+Rc), s	25.5			19.0	8.5	17.0	19.0					
Change Period (Y+Rc), s	5.0			5.0	5.0	5.0	5.0					
Max Green Setting (Gmax), s	42.0			26.0	12.0	25.0	26.0					
Max Q Clear Time (g_c+I1), s	5.0			12.0	4.2	9.2	9.2					
Green Ext Time (p_c), s	0.7			2.0	0.1	1.1	1.2					
Intersection Summary												
HCM 6th Ctrl Delay	13.0											
HCM 6th LOS	B											

Lanes, Volumes, Timings
9: NE 6th Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	218	51	106	121	36	116	156	242	53	146	83
Future Volume (vph)	8	218	51	106	121	36	116	156	242	53	146	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	145		0	90		215	135		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972			0.966				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1742	0	1703	1732	0	1703	1792	1524	1703	1792	1524
Flt Permitted	0.636			0.373			0.620			0.628		
Satd. Flow (perm)	1140	1742	0	669	1732	0	1111	1792	1524	1126	1792	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			30				323			122
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		2683			1383			1243			1274	
Travel Time (s)		73.2			37.7			28.3			29.0	
Peak Hour Factor	0.85	0.85	0.85	0.81	0.81	0.81	0.75	0.75	0.75	0.68	0.68	0.68
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	9	256	60	131	149	44	155	208	323	78	215	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	316	0	131	193	0	155	208	323	78	215	122
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	12.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	23.0	23.0		10.0	27.0		27.0	27.0	27.0	23.0	23.0	23.0

Lanes, Volumes, Timings
9: NE 6th Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	30.0		17.0	47.0		31.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	38.5%	38.5%		21.8%	60.3%		39.7%	39.7%	39.7%	39.7%	39.7%	39.7%
Maximum Green (s)	25.0	25.0		12.0	42.0		26.0	26.0	26.0	26.0	26.0	26.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		1.5	3.0		2.5	2.5	2.5	2.5	2.5	2.5
Recall Mode	Min	Min		None	Min		None	None	None	None	None	None
Walk Time (s)					7.0		7.0	7.0	7.0			
Flash Dont Walk (s)					15.0		15.0	15.0	15.0			
Pedestrian Calls (#/hr)					0		0	0	0			
Act Effect Green (s)	16.3	16.3		26.3	26.3		13.3	13.3	13.3	13.3	13.3	13.3
Actuated g/C Ratio	0.32	0.32		0.52	0.52		0.26	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.02	0.55		0.26	0.21		0.53	0.44	0.51	0.26	0.46	0.25
Control Delay	16.5	20.8		8.4	6.7		25.6	20.5	5.7	19.5	20.8	5.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	20.8		8.4	6.7		25.6	20.5	5.7	19.5	20.8	5.6
LOS	B	C		A	A		C	C	A	B	C	A
Approach Delay		20.6			7.4			14.7			16.0	
Approach LOS		C			A			B			B	
Queue Length 50th (ft)	2	64		14	18		33	43	0	15	45	0
Queue Length 95th (ft)	11	158		43	53		77	91	21	38	84	13
Internal Link Dist (ft)		2603			1303			1163			1194	
Turn Bay Length (ft)	170			145			90		215	135		150
Base Capacity (vph)	626	963		619	1433		634	1023	1009	643	1023	922
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.33		0.21	0.13		0.24	0.20	0.32	0.12	0.21	0.13

Intersection Summary

Area Type: Other

Cycle Length: 78

Actuated Cycle Length: 50.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 14.8

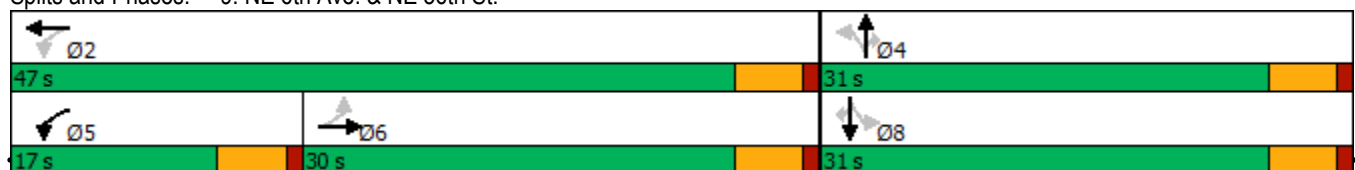
Intersection LOS: B

Intersection Capacity Utilization 51.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: NE 6th Ave. & NE 56th St.



Background AM.syn

Synchro 10 Report

Page 2

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	327	199	14	32	41
Future Vol, veh/h	18	327	199	14	32	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	69	69	57	57
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	24	430	288	20	56	72

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	308	0	0 776 298
Stage 1	-	-	- 298 -
Stage 2	-	-	- 478 -
Critical Hdwy	4.13	-	- 6.43 6.23
Critical Hdwy Stg 1	-	-	- 5.43 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	2.227	-	- 3.527 3.327
Pot Cap-1 Maneuver	1247	-	- 364 739
Stage 1	-	-	- 751 -
Stage 2	-	-	- 622 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1247	-	- 355 739
Mov Cap-2 Maneuver	-	-	- 355 -
Stage 1	-	-	- 732 -
Stage 2	-	-	- 622 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1247	-	-	-	501
HCM Lane V/C Ratio	0.019	-	-	-	0.256
HCM Control Delay (s)	7.9	0	-	-	14.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1

Intersection

Int Delay, s/veh 4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	18	67	39	5	39
Future Vol, veh/h	45	18	67	39	5	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	68	68	73	73
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	61	24	99	57	7	53

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	85	0	328 73
Stage 1	-	-	-	-	73 -
Stage 2	-	-	-	-	255 -
Critical Hdwy	-	-	4.13	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	-	-	2.227	-	3.527 3.327
Pot Cap-1 Maneuver	-	-	1505	-	664 986
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	785 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1505	-	619 986
Mov Cap-2 Maneuver	-	-	-	-	619 -
Stage 1	-	-	-	-	883 -
Stage 2	-	-	-	-	785 -

Approach	EB	WB	NB
HCM Control Delay, s	0	4.8	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	924	-	-	1505	-
HCM Lane V/C Ratio	0.065	-	-	0.065	-
HCM Control Delay (s)	9.2	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

HCM 6th Signalized Intersection Summary

18: Andrews Ave. & NE 56th St.

08/14/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	12	12	251	14	139	35	523	96	98	701	34
Future Volume (veh/h)	24	12	12	251	14	139	35	523	96	98	701	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	39	20	20	314	18	174	37	551	101	122	876	42
Peak Hour Factor	0.61	0.61	0.61	0.80	0.80	0.80	0.95	0.95	0.95	0.80	0.80	0.80
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	157	254	254	456	21	470	346	1580	289	452	1818	87
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1184	831	831	1205	69	1535	669	2905	531	827	3343	160
Grp Volume(v), veh/h	39	0	40	332	0	174	37	326	326	122	451	467
Grp Sat Flow(s),veh/h/ln	1184	0	1662	1274	0	1535	669	1721	1716	827	1721	1782
Q Serve(g_s), s	2.6	0.0	1.4	18.5	0.0	7.1	2.9	8.5	8.6	7.8	13.0	13.0
Cycle Q Clear(g_c), s	22.5	0.0	1.4	19.9	0.0	7.1	15.8	8.5	8.6	16.3	13.0	13.0
Prop In Lane	1.00		0.50	0.95		1.00	1.00		0.31	1.00		0.09
Lane Grp Cap(c), veh/h	157	0	509	477	0	470	346	936	933	452	936	969
V/C Ratio(X)	0.25	0.00	0.08	0.70	0.00	0.37	0.11	0.35	0.35	0.27	0.48	0.48
Avail Cap(c_a), veh/h	179	0	540	503	0	499	346	936	933	452	936	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.94	0.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	19.7	26.8	0.0	21.7	16.2	10.3	10.3	14.9	11.3	11.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	3.0	0.0	0.2	0.6	1.0	1.0	1.5	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.9	10.1	0.0	4.5	0.9	5.6	5.6	2.8	8.3	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	0.0	19.8	29.8	0.0	21.9	16.8	11.3	11.3	16.3	13.1	13.0
LnGrp LOS	D	A	B	C	A	C	B	B	B	B	B	B
Approach Vol, veh/h	79			506			689			1040		
Approach Delay, s/veh	28.3			27.1			11.6			13.4		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	49.5			30.5			49.5			30.5		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	42.0			26.0			42.0			26.0		
Max Q Clear Time (g_c+I1), s	17.8			24.5			18.3			21.9		
Green Ext Time (p_c), s	2.7			0.0			4.5			0.5		
Intersection Summary												
HCM 6th Ctrl Delay	16.4											
HCM 6th LOS	B											

Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/14/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	12	12	251	14	139	35	523	96	98	701	34
Future Volume (vph)	24	12	12	251	14	139	35	523	96	98	701	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	0		200	72		0	155		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.925				0.850		0.977			0.993	
Flt Protected	0.950				0.955		0.950			0.950		
Satd. Flow (prot)	1703	1658	0	0	1712	1524	1703	3327	0	1703	3382	0
Flt Permitted	0.398				0.708		0.262			0.383		
Satd. Flow (perm)	713	1658	0	0	1269	1524	470	3327	0	687	3382	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				174		40			9	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		600			2683			1296			1220	
Travel Time (s)		16.4			73.2			25.2			23.8	
Peak Hour Factor	0.61	0.61	0.61	0.80	0.80	0.80	0.95	0.95	0.95	0.80	0.80	0.80
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	39	20	20	314	18	174	37	551	101	123	876	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	40	0	0	332	174	37	652	0	123	919	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	40	40		20	40	40	40	40		40	40	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40		20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	32.0	32.0		32.0	32.0	32.0	30.0	30.0		30.0	30.0	

Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	32.0	32.0		32.0	32.0	32.0	48.0	48.0		48.0	48.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	40.0%	60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0	26.0	42.0	42.0		42.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0	19.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	1	1		5	5	5	8	8		5	5	
Act Effct Green (s)	23.4	23.4			23.4	23.4	44.6	44.6		44.6	44.6	
Actuated g/C Ratio	0.29	0.29			0.29	0.29	0.56	0.56		0.56	0.56	
v/c Ratio	0.19	0.08			0.89	0.31	0.14	0.35		0.32	0.49	
Control Delay	22.3	12.3			54.4	5.0	11.5	10.3		13.6	12.3	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.3	12.3			54.4	5.0	11.5	10.3		13.6	12.3	
LOS	C	B			D	A	B	B		B	B	
Approach Delay		17.2			37.4			10.3			12.5	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	12	6			132	0	8	77		29	128	
Queue Length 95th (ft)	21	14			#204	25	23	109		54	145	
Internal Link Dist (ft)		520			2603			1216			1140	
Turn Bay Length (ft)	175					200	72			155		
Base Capacity (vph)	231	552			412	612	261	1870		382	1887	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.07			0.81	0.28	0.14	0.35		0.32	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 67 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 17.4

Intersection LOS: B

Intersection Capacity Utilization 66.8%

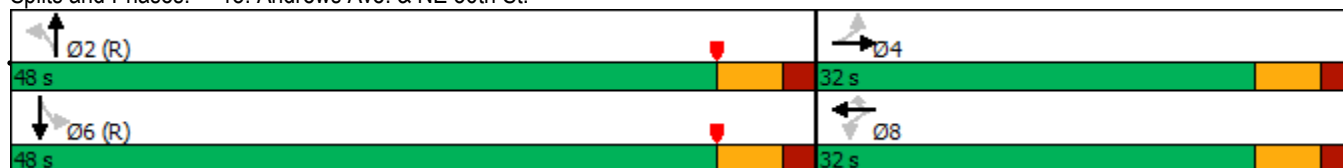
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 18: Andrews Ave. & NE 56th St.



HCM 6th Signalized Intersection Summary

7: Dixie Hwy. & NE 56th St.

08/14/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	150	104	146	229	127	87	739	129	214	1113	44
Future Volume (veh/h)	56	150	104	146	229	127	87	739	129	214	1113	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	64	170	118	164	257	143	94	795	139	255	1325	52
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.93	0.93	0.93	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	6	6	6	5	5	5	5	5	5
Cap, veh/h	143	199	168	229	294	249	269	1959	874	464	2054	81
Arrive On Green	0.04	0.11	0.11	0.10	0.16	0.16	0.04	0.56	0.56	0.07	0.60	0.60
Sat Flow, veh/h	1725	1811	1535	1725	1811	1535	1739	3469	1547	1739	3403	133
Grp Volume(v), veh/h	64	170	118	164	257	143	94	795	139	255	675	702
Grp Sat Flow(s),veh/h/ln	1725	1811	1535	1725	1811	1535	1739	1735	1547	1739	1735	1802
Q Serve(g_s), s	5.2	14.8	11.9	13.2	22.2	13.8	3.7	20.7	6.9	9.6	40.4	40.5
Cycle Q Clear(g_c), s	5.2	14.8	11.9	13.2	22.2	13.8	3.7	20.7	6.9	9.6	40.4	40.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	143	199	168	229	294	249	269	1959	874	464	1047	1087
V/C Ratio(X)	0.45	0.86	0.70	0.72	0.87	0.57	0.35	0.41	0.16	0.55	0.64	0.65
Avail Cap(c_a), veh/h	328	555	470	323	555	470	409	1959	874	536	1047	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.3	70.0	68.7	55.2	65.4	61.9	18.1	19.7	16.7	14.1	20.6	20.6
Incr Delay (d2), s/veh	0.8	7.7	3.9	1.9	6.2	1.6	0.0	0.1	0.0	0.4	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	11.7	8.5	9.9	16.2	9.4	2.1	9.9	3.3	6.9	23.9	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	77.7	72.6	57.0	71.6	63.5	18.2	19.7	16.7	14.4	23.6	23.6
LnGrp LOS	E	E	E	E	E	E	B	B	B	B	C	C
Approach Vol, veh/h	352			564			1028			1632		
Approach Delay, s/veh	73.0			65.3			19.2			22.2		
Approach LOS	E			E			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.3	96.9	21.3	23.5	12.1	103.1	12.9	32.0				
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0				
Max Green Setting (Gmax), s	18.5	43.5	24.0	49.0	18.5	43.5	24.0	49.0				
Max Q Clear Time (g_c+l1), s	11.6	22.7	15.2	16.8	5.7	42.5	7.2	24.2				
Green Ext Time (p_c), s	0.2	4.1	0.1	0.8	0.1	0.6	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay	33.1											
HCM 6th LOS	C											

Lanes, Volumes, Timings
7: Dixie Hwy. & NE 56th St.

08/14/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	150	104	146	229	127	87	739	129	214	1113	44
Future Volume (vph)	56	150	104	146	229	127	87	739	129	214	1113	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		125	90		90	200		165	240		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1792	1524	1703	1792	1524	1719	3438	1538	1719	3417	0
Flt Permitted	0.429			0.304			0.132			0.229		
Satd. Flow (perm)	769	1792	1524	545	1792	1524	239	3438	1538	414	3417	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118			109			106		2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		798			1420			3951			908	
Travel Time (s)		18.1			32.3			89.8			20.6	
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	64	170	118	164	257	143	94	795	139	255	1325	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	170	118	164	257	143	94	795	139	255	1377	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	32.0	11.5	33.5	33.5	11.5	33.5	

Lanes, Volumes, Timings
7: Dixie Hwy. & NE 56th St.

08/14/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	55.0	55.0	30.0	55.0	55.0	25.0	50.0	50.0	25.0	50.0	
Total Split (%)	18.8%	34.4%	34.4%	18.8%	34.4%	34.4%	15.6%	31.3%	31.3%	15.6%	31.3%	
Maximum Green (s)	24.0	49.0	49.0	24.0	49.0	49.0	18.5	43.5	43.5	18.5	43.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		7.0	7.0		7.0	
Flash Dont Walk (s)		21.0	21.0		21.0	21.0		20.0	20.0		20.0	
Pedestrian Calls (#/hr)		3	3		3	3		2	2		5	
Act Effect Green (s)	28.4	20.0	20.0	42.9	30.7	30.7	80.1	72.3	72.3	104.6	90.3	
Actuated g/C Ratio	0.18	0.12	0.12	0.27	0.19	0.19	0.50	0.45	0.45	0.65	0.56	
v/c Ratio	0.35	0.76	0.40	0.61	0.75	0.38	0.49	0.51	0.18	0.53	0.71	
Control Delay	47.6	88.0	13.3	55.8	74.8	18.1	24.5	34.9	10.0	16.9	30.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.6	88.0	13.3	55.8	74.8	18.1	24.5	34.9	10.0	16.9	30.1	
LOS	D	F	B	E	E	B	C	C	A	B	C	
Approach Delay		55.6			54.9			30.6			28.1	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	45	154	0	123	230	27	30	272	17	91	468	
Queue Length 95th (ft)	72	214	49	165	298	79	63	394	67	148	616	
Internal Link Dist (ft)		718			1340			3871			828	
Turn Bay Length (ft)	125		125	90		90	200		165	240		
Base Capacity (vph)	340	548	548	319	548	542	306	1553	753	481	1929	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.19	0.31	0.22	0.51	0.47	0.26	0.31	0.51	0.18	0.53	0.71	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 147 (92%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 35.7

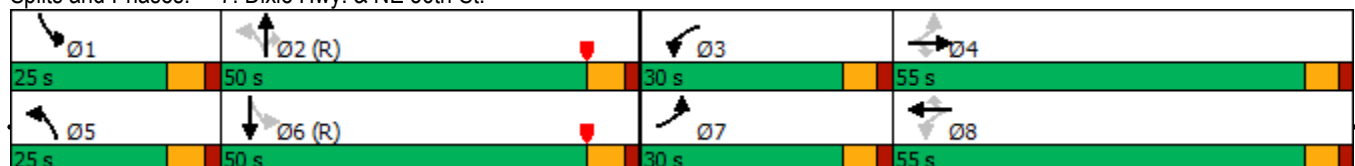
Intersection LOS: D

Intersection Capacity Utilization 73.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: Dixie Hwy. & NE 56th St.



HCM 6th TWSC
5: Dixie Hwy. & NE 58th Street

08/14/2018

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	54	30	807	1173	20
Future Vol, veh/h	15	54	30	807	1173	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	190	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	87	87	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	79	34	928	1275	22
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1818	649	1297	0	-	0
Stage 1	1286	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	69	412	530	-	-	-
Stage 1	223	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	65	412	530	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	209	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	43.4	0.4		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	530	-	191	-	-	
HCM Lane V/C Ratio	0.065	-	0.531	-	-	
HCM Control Delay (s)	12.3	-	43.4	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0.2	-	2.7	-	-	

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/14/2018

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	30	217	1269	230	20	314	1963	128	4	497	759	168
Future Volume (vph)	30	217	1269	230	20	314	1963	128	4	497	759	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		80		390		80		330		160
Storage Lanes		1		1		1		1		2		1
Taper Length (ft)		50				50				50		
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	0.95	0.97	0.95	1.00
Frt				0.850				0.850				0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1687	4848	1509	0	1719	4940	1538	0	3335	3438	1538
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	1687	4848	1509	0	1719	4940	1538	0	3335	3438	1538
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				94				94				97
Link Speed (mph)			35				35				40	
Link Distance (ft)			2006				1857				1744	
Travel Time (s)			39.1				36.2				29.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.90	0.90	0.90	0.90	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	7%	7%	7%	7%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	32	231	1350	245	22	349	2181	142	5	585	893	198
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	263	1350	245	0	371	2181	142	0	590	893	198
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			12				12				24	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			10				10				10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	40	40	40	20	40	40	40	20	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	40	40	40	20	40	40	40	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		7	7	4	
Permitted Phases				6				2				4
Detector Phase	1	1	6	6	5	5	2	2	7	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0	10.0	5.0	5.0	6.0	6.0
Minimum Split (s)	11.5	11.5	38.5	38.5	11.5	11.5	38.5	38.5	11.0	11.0	36.0	36.0

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

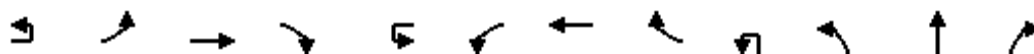
08/14/2018



Lane Group	SBU	SBL	SBT	SBR
Lane Configurations		LT	LT	RT
Traffic Volume (vph)	12	500	857	133
Future Volume (vph)	12	500	857	133
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		300		275
Storage Lanes		2		1
Taper Length (ft)		50		
Lane Util. Factor	0.95	0.97	0.95	1.00
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3335	3438	1538
Flt Permitted		0.950		
Satd. Flow (perm)	0	3335	3438	1538
Right Turn on Red				Yes
Satd. Flow (RTOR)				99
Link Speed (mph)			40	
Link Distance (ft)			3951	
Travel Time (s)			67.3	
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	5%	5%	5%
Adj. Flow (vph)	12	515	884	137
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	527	884	137
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			24	
Link Offset(ft)			0	
Crosswalk Width(ft)			10	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	1	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	40	40	40
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm
Protected Phases	3	3	8	
Permitted Phases				8
Detector Phase	3	3	8	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	6.0	6.0
Minimum Split (s)	11.0	11.0	36.0	36.0

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/14/2018



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Total Split (s)	24.0	24.0	81.0	81.0	28.0	28.0	85.0	85.0	30.0	30.0	37.0	37.0
Total Split (%)	13.3%	13.3%	45.0%	45.0%	15.6%	15.6%	47.2%	47.2%	16.7%	16.7%	20.6%	20.6%
Maximum Green (s)	17.5	17.5	74.5	74.5	21.5	21.5	78.5	78.5	24.0	24.0	31.0	31.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5		6.5	6.5	6.5		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.5	2.5	1.5	1.5	2.5	2.5	1.5	1.5	2.0	2.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)			7.0	7.0			7.0	7.0			5.0	5.0
Flash Dont Walk (s)			25.0	25.0			25.0	25.0			25.0	25.0
Pedestrian Calls (#/hr)			4	4			7	7			11	11
Act Effect Green (s)		17.5	74.5	74.5		21.5	78.5	78.5		24.0	31.0	31.0
Actuated g/C Ratio		0.10	0.41	0.41		0.12	0.44	0.44		0.13	0.17	0.17
v/c Ratio		1.60	0.67	0.36		1.81	1.01	0.20		1.33	1.51	0.57
Control Delay		343.9	44.9	23.3		422.1	72.0	11.7		218.2	283.6	41.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		343.9	44.9	23.3		422.1	72.0	11.7		218.2	283.6	41.4
LOS		F	D	C		F	E	B		F	F	D
Approach Delay			84.4				117.1				232.1	
Approach LOS			F				F				F	
Queue Length 50th (ft)		~390	416	106		~577	~869	29		~407	~676	97
Queue Length 95th (ft)		#564	464	174		#773	#942	72		#478	#736	164
Internal Link Dist (ft)			1926				1777				1664	
Turn Bay Length (ft)		285		80		390		80		330		160
Base Capacity (vph)		164	2006	679		205	2154	723		444	592	345
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		1.60	0.67	0.36		1.81	1.01	0.20		1.33	1.51	0.57

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 126 (70%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 160

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.81

Intersection Signal Delay: 142.8

Intersection LOS: F

Intersection Capacity Utilization 110.4%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
 10: Dixie Hwy. & Commercial Blvd.

08/14/2018

Splits and Phases: 10: Dixie Hwy. & Commercial Blvd.



Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/14/2018



Lane Group	SBU	SBL	SBT	SBR
Total Split (s)	34.0	34.0	41.0	41.0
Total Split (%)	18.9%	18.9%	22.8%	22.8%
Maximum Green (s)	28.0	28.0	35.0	35.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.0	2.0
Recall Mode	None	None	None	None
Walk Time (s)			5.0	5.0
Flash Dont Walk (s)			25.0	25.0
Pedestrian Calls (#/hr)			10	10
Act Effect Green (s)		28.0	35.0	35.0
Actuated g/C Ratio		0.16	0.19	0.19
v/c Ratio		1.02	1.32	0.36
Control Delay		116.7	208.3	22.4
Queue Delay		0.0	0.0	0.0
Total Delay		116.7	208.3	22.4
LOS		F	F	C
Approach Delay			160.6	
Approach LOS			F	
Queue Length 50th (ft)		~296	~622	33
Queue Length 95th (ft)		#406	#745	96
Internal Link Dist (ft)			3871	
Turn Bay Length (ft)		300		275
Base Capacity (vph)		518	668	378
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		1.02	1.32	0.36
Intersection Summary				

HCM 6th Signalized Intersection Summary

10: Dixie Hwy. & Commercial Blvd.

08/14/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	 		 	 	
Traffic Volume (veh/h)	247	1269	230	334	1963	128	501	759	168	512	857	133
Future Volume (veh/h)	247	1269	230	334	1963	128	501	759	168	512	857	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	263	1350	0	371	2181	0	589	893	198	528	884	137
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.85	0.85	0.85	0.97	0.97	0.97
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	5	5	5
Cap, veh/h	166	2030		208	2174		450	597	266	525	675	301
Arrive On Green	0.10	0.41	0.00	0.12	0.44	0.00	0.13	0.17	0.17	0.16	0.19	0.19
Sat Flow, veh/h	1711	4904	1522	1739	4985	1547	3374	3469	1547	3374	3469	1547
Grp Volume(v), veh/h	263	1350	0	371	2181	0	589	893	198	528	884	137
Grp Sat Flow(s),veh/h/ln	1711	1635	1522	1739	1662	1547	1687	1735	1547	1687	1735	1547
Q Serve(g_s), s	17.5	40.1	0.0	21.5	78.5	0.0	24.0	31.0	21.9	28.0	35.0	14.1
Cycle Q Clear(g_c), s	17.5	40.1	0.0	21.5	78.5	0.0	24.0	31.0	21.9	28.0	35.0	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	2030		208	2174		450	597	266	525	675	301
V/C Ratio(X)	1.58	0.67		1.79	1.00		1.31	1.49	0.74	1.01	1.31	0.46
Avail Cap(c_a), veh/h	166	2030		208	2174		450	597	266	525	675	301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	81.2	42.7	0.0	79.3	50.8	0.0	78.0	74.5	70.7	76.0	72.5	64.1
Incr Delay (d2), s/veh	288.3	1.7	0.0	372.5	20.1	0.0	154.5	231.3	9.5	34.1	147.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.1	23.3	0.0	48.6	46.3	0.0	30.6	50.2	14.4	19.8	41.9	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	369.5	44.4	0.0	451.7	70.8	0.0	232.5	305.8	80.2	110.1	219.6	64.4
LnGrp LOS	F	D		F	F		F	F	F	F	F	E
Approach Vol, veh/h		1613	A		2552	A		1680			1549	
Approach Delay, s/veh		97.4			126.2			253.5			168.6	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	85.0	34.0	37.0	28.0	81.0	30.0	41.0				
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0				
Max Green Setting (Gmax), s	17.5	78.5	28.0	31.0	21.5	74.5	24.0	35.0				
Max Q Clear Time (g_c+I1), s	19.5	80.5	30.0	33.0	23.5	42.1	26.0	37.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	157.7
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

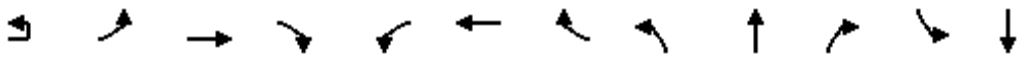
1: Dixie Hwy. & Cypress Creek Rd.

08/14/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	395	772	470	96	865	112	301	562	55	182	714	257
Future Volume (veh/h)	395	772	470	96	865	112	301	562	55	182	714	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1796	1796	1811	1811	1811	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	416	813	495	102	920	119	324	604	59	196	768	276
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	6	6	6	5	5	5	5	5	5
Cap, veh/h	374	736	624	131	1396	180	311	1010	98	294	833	371
Arrive On Green	0.15	0.41	0.41	0.05	0.31	0.31	0.15	0.32	0.32	0.07	0.24	0.24
Sat Flow, veh/h	1711	1796	1522	1725	4433	571	1739	3193	311	1739	3469	1547
Grp Volume(v), veh/h	416	813	495	102	683	356	324	328	335	196	768	276
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1725	1648	1708	1739	1735	1770	1739	1735	1547
Q Serve(g_s), s	25.0	70.0	48.6	6.8	30.6	30.8	25.0	27.2	27.3	12.0	36.9	28.2
Cycle Q Clear(g_c), s	25.0	70.0	48.6	6.8	30.6	30.8	25.0	27.2	27.3	12.0	36.9	28.2
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	374	736	624	131	1038	538	311	548	560	294	833	371
V/C Ratio(X)	1.11	1.10	0.79	0.78	0.66	0.66	1.04	0.60	0.60	0.67	0.92	0.74
Avail Cap(c_a), veh/h	374	736	624	194	1158	600	311	589	601	294	914	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	50.4	44.1	44.9	50.6	50.6	51.8	49.2	49.3	49.4	63.3	60.0
Incr Delay (d2), s/veh	80.8	65.5	6.7	5.9	1.0	2.0	62.0	1.2	1.2	4.6	13.5	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.5	59.9	26.8	5.7	18.8	19.7	26.7	17.8	18.2	4.2	24.9	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	117.9	115.9	50.8	50.8	51.6	52.7	113.7	50.5	50.5	54.0	76.8	66.1
LnGrp LOS	F	F	D	D	D	D	F	D	D	D	E	E
Approach Vol, veh/h	1724					1141		987		1240		
Approach Delay, s/veh	97.7					51.9		71.2		70.8		
Approach LOS	F					D		E		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.5	60.5	15.3	76.5	31.5	47.5	31.5	60.3				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	12.0	58.0	15.0	70.0	25.0	45.0	25.0	60.0				
Max Q Clear Time (g_c+I1), s	14.0	29.3	8.8	72.0	27.0	38.9	27.0	32.8				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	2.1	0.0	3.5				
Intersection Summary												
HCM 6th Ctrl Delay	75.7											
HCM 6th LOS	E											

Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	27	368	772	470	96	865	112	301	562	55	182	714
Future Volume (vph)	27	368	772	470	96	865	112	301	562	55	182	714
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300		300	135		0	255		0	200	
Storage Lanes		1		1	1		0	1		0	1	
Taper Length (ft)		50			50			50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95
Frt				0.850		0.983			0.987			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1687	1776	1509	1703	4810	0	1719	3393	0	1719	3438
Flt Permitted		0.129			0.072			0.082			0.316	
Satd. Flow (perm)	0	229	1776	1509	129	4810	0	148	3393	0	572	3438
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				289		14			6			
Link Speed (mph)			30			30			30			30
Link Distance (ft)			1510			1310			1656			1098
Travel Time (s)			34.3			29.8			37.6			25.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	7%	7%	6%	6%	6%	5%	5%	5%	5%	5%
Adj. Flow (vph)	28	387	813	495	102	920	119	324	604	59	196	768
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	415	813	495	102	1039	0	324	663	0	196	768
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			10			10			10			10
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	1	1	1	1		1	1		1	1
Detector Template	Left	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	40	40	40	40	40		40	40		40	40
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	40	40	40	40	40		40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA
Protected Phases	7	7	4		3	8		5	2		1	6
Permitted Phases	4	4		4	8			2			6	
Detector Phase	7	7	4	4	3	8		5	2		1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	15.0	15.0	4.0	15.0		4.0	12.0		4.0	12.0
Minimum Split (s)	10.5	10.5	35.5	35.5	10.5	35.5		10.5	42.5		10.5	42.5

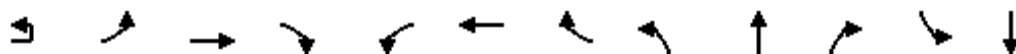
Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	257
Future Volume (vph)	257
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1538
Flt Permitted	
Satd. Flow (perm)	1538
Right Turn on Red	Yes
Satd. Flow (RTOR)	182
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	5%
Adj. Flow (vph)	276
Shared Lane Traffic (%)	
Lane Group Flow (vph)	276
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	42.5

Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Split (s)	31.5	31.5	76.5	76.5	21.5	66.5		31.5	64.5		18.5	51.5
Total Split (%)	17.4%	17.4%	42.3%	42.3%	11.9%	36.7%		17.4%	35.6%		10.2%	28.5%
Maximum Green (s)	25.0	25.0	70.0	70.0	15.0	60.0		25.0	58.0		12.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.5	4.5		4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.5	2.5	1.5	2.5		1.5	2.5		1.5	2.5
Recall Mode	None	None	None	None	None	None		None	Min		None	Min
Walk Time (s)			7.0	7.0		7.0			7.0			7.0
Flash Dont Walk (s)			22.0	22.0		22.0			29.0			29.0
Pedestrian Calls (#/hr)			2	2		7			2			12
Act Effect Green (s)		87.1	70.1	70.1	66.0	55.5		73.7	55.3		54.1	42.1
Actuated g/C Ratio		0.50	0.40	0.40	0.38	0.32		0.42	0.32		0.31	0.24
v/c Ratio		1.28	1.14	0.63	0.71	0.67		1.12	0.61		0.77	0.92
Control Delay		182.2	123.6	20.7	63.9	53.2		138.6	52.7		58.4	81.2
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		182.2	123.6	20.7	63.9	53.2		138.6	52.7		58.4	81.2
LOS		F	F	C	E	D		F	D		E	F
Approach Delay			108.2			54.1			80.9			64.7
Approach LOS			F			D			F			E
Queue Length 50th (ft)		~454	~972	173	59	336		~335	295		127	399
Queue Length 95th (ft)		#668	#1248	303	118	383		#541	370		#208	#508
Internal Link Dist (ft)			1430			1230			1576			1018
Turn Bay Length (ft)		300		300	135			255			200	
Base Capacity (vph)		325	716	781	188	1672		288	1138		257	891
Starvation Cap Reductn		0	0	0	0	0		0	0		0	0
Spillback Cap Reductn		0	0	0	0	0		0	0		0	0
Storage Cap Reductn		0	0	0	0	0		0	0		0	0
Reduced v/c Ratio		1.28	1.14	0.63	0.54	0.62		1.13	0.58		0.76	0.86

Intersection Summary

Area Type: Other

Cycle Length: 181

Actuated Cycle Length: 173.8

Natural Cycle: 160

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay: 80.2

Intersection LOS: F

Intersection Capacity Utilization 104.0%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

Splits and Phases: 1: Dixie Hwy. & Cypress Creek Rd.

 Ø1	 Ø2	 Ø3	 Ø4
18.5 s	64.5 s	21.5 s	76.5 s
 Ø5	 Ø6	 Ø7	 Ø8
31.5 s	51.5 s	31.5 s	66.5 s



Lane Group	SBR
Total Split (s)	51.5
Total Split (%)	28.5%
Maximum Green (s)	45.0
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.5
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	12
Act Effct Green (s)	42.1
Actuated g/C Ratio	0.24
v/c Ratio	0.54
Control Delay	23.2
Queue Delay	0.0
Total Delay	23.2
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	80
Queue Length 95th (ft)	174
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	533
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.52
Intersection Summary	

HCM 6th Signalized Intersection Summary

9: NE 6th Ave. & NE 56th St.

08/14/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	147	68	111	246	37	104	169	140	23	146	41
Future Volume (veh/h)	17	147	68	111	246	37	104	169	140	23	146	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	20	169	78	137	304	46	117	190	157	29	185	52
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.89	0.89	0.89	0.79	0.79	0.79
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	485	345	159	513	763	115	376	468	397	357	468	397
Arrive On Green	0.29	0.29	0.29	0.08	0.50	0.50	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1048	1173	541	1725	1537	233	1144	1811	1535	1050	1811	1535
Grp Volume(v), veh/h	20	0	247	137	0	350	117	190	157	29	185	52
Grp Sat Flow(s),veh/h/ln	1048	0	1714	1725	0	1769	1144	1811	1535	1050	1811	1535
Q Serve(g_s), s	0.6	0.0	4.8	2.0	0.0	5.1	3.8	3.5	3.4	1.0	3.4	1.1
Cycle Q Clear(g_c), s	0.6	0.0	4.8	2.0	0.0	5.1	7.3	3.5	3.4	4.5	3.4	1.1
Prop In Lane	1.00		0.32	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	485	0	504	513	0	878	376	468	397	357	468	397
V/C Ratio(X)	0.04	0.00	0.49	0.27	0.00	0.40	0.31	0.41	0.40	0.08	0.40	0.13
Avail Cap(c_a), veh/h	819	0	1050	883	0	1822	781	1110	941	729	1110	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	11.9	8.0	0.0	6.4	15.5	12.5	12.5	14.4	12.5	11.6
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.1	0.0	0.3	0.3	0.4	0.5	0.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	3.0	1.0	0.0	2.5	1.6	2.2	1.8	0.4	2.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	12.6	8.1	0.0	6.7	15.8	13.0	13.0	14.5	12.9	11.7
LnGrp LOS	B	A	B	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h	267			487			464			266		
Approach Delay, s/veh	12.4			7.1			13.7			12.8		
Approach LOS	B			A			B			B		
Timer - Assigned Phs	2			4	5	6	8					
Phs Duration (G+Y+Rc), s	25.3			15.5	8.3	17.0	15.5					
Change Period (Y+Rc), s	5.0			5.0	5.0	5.0	5.0					
Max Green Setting (Gmax), s	42.0			25.0	12.0	25.0	25.0					
Max Q Clear Time (g_c+I1), s	7.1			9.3	4.0	6.8	6.5					
Green Ext Time (p_c), s	1.4			1.3	0.1	0.9	0.7					
Intersection Summary												
HCM 6th Ctrl Delay	11.2											
HCM 6th LOS	B											

Lanes, Volumes, Timings
9: NE 6th Ave. & NE 56th St.

08/14/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	147	68	111	246	37	104	169	140	23	146	41
Future Volume (vph)	17	147	68	111	246	37	104	169	140	23	146	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	145		0	90		215	135		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.953			0.980				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1708	0	1703	1757	0	1703	1792	1524	1703	1792	1524
Flt Permitted	0.551			0.445			0.641			0.638		
Satd. Flow (perm)	988	1708	0	798	1757	0	1149	1792	1524	1144	1792	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			16				157			99
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		2683			1383			1243			1274	
Travel Time (s)		73.2			37.7			28.3			29.0	
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.89	0.89	0.89	0.79	0.79	0.79
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	20	169	78	137	304	46	117	190	157	29	185	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	247	0	137	350	0	117	190	157	29	185	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	12.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	23.0	23.0		10.0	27.0		27.0	27.0	27.0	23.0	23.0	23.0

Lanes, Volumes, Timings
9: NE 6th Ave. & NE 56th St.

08/14/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	30.0		17.0	47.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	39.0%	39.0%		22.1%	61.0%		39.0%	39.0%	39.0%	39.0%	39.0%	39.0%
Maximum Green (s)	25.0	25.0		12.0	42.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		1.5	3.0		2.5	2.5	2.5	2.5	2.5	2.5
Recall Mode	Min	Min		None	Min		None	None	None	None	None	None
Walk Time (s)					7.0		7.0	7.0	7.0			
Flash Dont Walk (s)					15.0		15.0	15.0	15.0			
Pedestrian Calls (#/hr)					10		1	1	1			
Act Effect Green (s)	14.1	14.1		23.8	23.8		10.9	10.9	10.9	10.9	10.9	10.9
Actuated g/C Ratio	0.31	0.31		0.52	0.52		0.24	0.24	0.24	0.24	0.24	0.24
v/c Ratio	0.07	0.45		0.24	0.38		0.43	0.44	0.32	0.11	0.43	0.12
Control Delay	16.2	16.9		7.5	8.1		21.3	19.5	5.5	15.9	19.3	1.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	16.9		7.5	8.1		21.3	19.5	5.5	15.9	19.3	1.7
LOS	B	B		A	A		C	B	A	B	B	A
Approach Delay		16.9			7.9			15.2			15.5	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)	3	38		12	34		22	36	0	5	35	0
Queue Length 95th (ft)	18	114		41	97		65	92	30	19	78	3
Internal Link Dist (ft)		2603			1303			1163			1194	
Turn Bay Length (ft)	170			145			90		215	135		150
Base Capacity (vph)	586	1027		674	1568		682	1064	968	679	1064	945
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.24		0.20	0.22		0.17	0.18	0.16	0.04	0.17	0.06

Intersection Summary

Area Type: Other

Cycle Length: 77

Actuated Cycle Length: 45.5

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 13.2

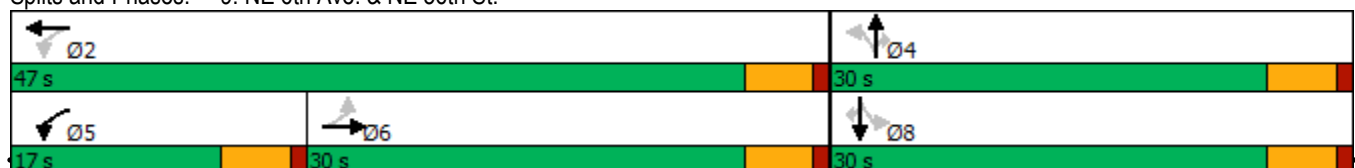
Intersection LOS: B

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: NE 6th Ave. & NE 56th St.



Background PM.syn

Synchro 10 Report

Page 2

Intersection

Int Delay, s/veh 1.1

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations						
Traffic Vol, veh/h	9	250	368	20	10	35
Future Vol, veh/h	9	250	368	20	10	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	84	84	71	71
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	12	321	438	24	14	49

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	462	0	-	0	795	450
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	345	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1094	-	-	-	355	607
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1094	-	-	-	350	607
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	715	-

Approach EB WB SB

HCM Control Delay, s	0.3	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1094	-	-	-	522
HCM Lane V/C Ratio	0.011	-	-	-	0.121
HCM Control Delay (s)	8.3	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

HCM 6th TWSC
14: NE 9th Ave. & NE 58th Street

08/14/2018

Intersection

Int Delay, s/veh 5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	2	65	37	7	30
Future Vol, veh/h	15	2	65	37	7	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	66	66	47	47
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	24	3	98	56	15	64

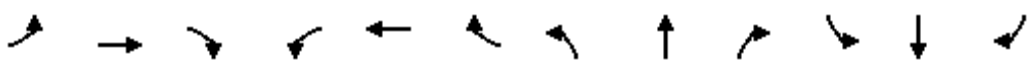
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	27
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.227
Pot Cap-1 Maneuver	-	-	1580
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1580
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.7	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	944	-	-	1580	-
HCM Lane V/C Ratio	0.083	-	-	0.062	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	32.0	32.0		32.0	32.0	32.0	48.0	48.0		48.0	48.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	40.0%	60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0	26.0	42.0	42.0		42.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.5	2.5		2.5	2.5	
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0	19.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	5	5		1	1	1	3	3		2	2	
Act Effct Green (s)	13.1	13.1			13.1	13.1	54.9	54.9		54.9	54.9	
Actuated g/C Ratio	0.16	0.16			0.16	0.16	0.69	0.69		0.69	0.69	
v/c Ratio	0.16	0.07			0.51	0.35	0.00	0.41		0.16	0.22	
Control Delay	26.8	15.5			37.1	8.0	7.0	7.3		8.4	6.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.8	15.5			37.1	8.0	7.0	7.3		8.4	6.1	
LOS	C	B			D	A	A	A		A	A	
Approach Delay		22.4			21.8			7.3			6.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	13	3			45	1	0	71		7	33	
Queue Length 95th (ft)	19	10			69	30	2	172		33	88	
Internal Link Dist (ft)		520			2603			1216			1140	
Turn Bay Length (ft)	175					200	72			155		
Base Capacity (vph)	400	538			416	574	569	2319		349	2333	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.04			0.26	0.21	0.00	0.41		0.16	0.22	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 67 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 9.2

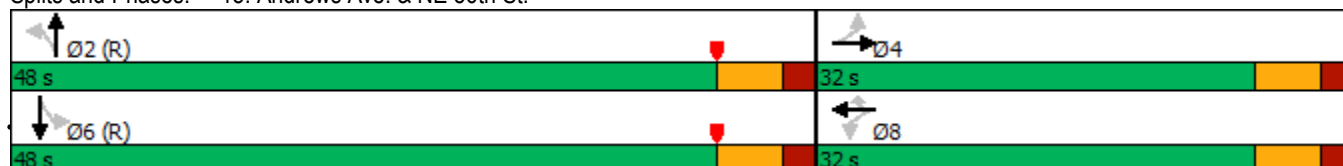
Intersection LOS: A

Intersection Capacity Utilization 60.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 18: Andrews Ave. & NE 56th St.



Appendix E – Total Traffic Conditions Analysis

HCM 6th Signalized Intersection Summary

18: Andrews Ave. & NE 56th St.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	5	8	94	2	107	1	780	50	51	456	5
Future Volume (veh/h)	21	5	8	94	2	107	1	780	50	51	456	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	32	8	12	106	2	120	1	886	57	57	507	6
Peak Hour Factor	0.65	0.65	0.65	0.89	0.89	0.89	0.88	0.88	0.88	0.90	0.90	0.90
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	153	89	133	256	4	208	704	2344	151	489	2488	29
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1250	654	981	1230	30	1535	923	3282	211	656	3483	41
Grp Volume(v), veh/h	32	0	20	108	0	120	1	464	479	57	250	263
Grp Sat Flow(s),veh/h/ln	1250	0	1635	1260	0	1535	923	1721	1773	656	1721	1804
Q Serve(g_s), s	2.0	0.0	0.9	6.0	0.0	5.9	0.0	8.5	8.5	3.0	3.9	3.9
Cycle Q Clear(g_c), s	8.8	0.0	0.9	6.8	0.0	5.9	3.9	8.5	8.5	11.5	3.9	3.9
Prop In Lane	1.00		0.60	0.98		1.00	1.00		0.12	1.00		0.02
Lane Grp Cap(c), veh/h	153	0	222	260	0	208	704	1229	1266	489	1229	1288
V/C Ratio(X)	0.21	0.00	0.09	0.42	0.00	0.58	0.00	0.38	0.38	0.12	0.20	0.20
Avail Cap(c_a), veh/h	390	0	531	517	0	499	704	1229	1266	489	1229	1288
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.96	0.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	30.2	33.2	0.0	32.4	4.5	4.5	4.5	6.7	3.8	3.8
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.4	0.0	0.9	0.0	0.9	0.9	0.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.0	0.6	3.6	0.0	4.0	0.0	4.3	4.4	0.7	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	30.3	33.6	0.0	33.3	4.5	5.4	5.3	7.2	4.2	4.2
LnGrp LOS	D	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h	52			228			944			570		
Approach Delay, s/veh	34.6			33.4			5.3			4.5		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	63.1			16.9			63.1			16.9		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	42.0			26.0			42.0			26.0		
Max Q Clear Time (g_c+I1), s	10.5			10.8			13.5			8.8		
Green Ext Time (p_c), s	2.7			0.1			1.7			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	9.5											
HCM 6th LOS	A											

Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	5	8	94	2	107	1	780	50	51	456	5
Future Volume (vph)	21	5	8	94	2	107	1	780	50	51	456	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	0		200	72		0	155		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.910				0.850		0.991			0.998	
Flt Protected	0.950				0.953		0.950			0.950		
Satd. Flow (prot)	1703	1631	0	0	1708	1524	1703	3375	0	1703	3399	0
Flt Permitted	0.687				0.716		0.463			0.284		
Satd. Flow (perm)	1231	1631	0	0	1283	1524	830	3375	0	509	3399	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				117		12				2
Link Speed (mph)		25			25			35				35
Link Distance (ft)		600			2683			1296				1220
Travel Time (s)		16.4			73.2			25.2				23.8
Peak Hour Factor	0.65	0.65	0.65	0.89	0.89	0.89	0.88	0.88	0.88	0.90	0.90	0.90
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	32	8	12	106	2	120	1	886	57	57	507	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	20	0	0	108	120	1	943	0	57	513	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		10			10			10				10
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	40	40		20	40	40	40	40		40	40	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40		20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	32.0	32.0		32.0	32.0	32.0	30.0	30.0		30.0	30.0	

Total AM.syn

Synchro 10 Report
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Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/13/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	32.0	32.0		32.0	32.0	32.0	48.0	48.0		48.0	48.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	40.0%	60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0	26.0	42.0	42.0		42.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.5	2.5		2.5	2.5	
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0	19.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	5	5		1	1	1	3	3		2	2	
Act Effct Green (s)	13.1	13.1			13.1	13.1	54.9	54.9		54.9	54.9	
Actuated g/C Ratio	0.16	0.16			0.16	0.16	0.69	0.69		0.69	0.69	
v/c Ratio	0.16	0.07			0.51	0.35	0.00	0.41		0.16	0.22	
Control Delay	26.8	15.5			37.1	8.0	7.0	7.3		8.4	6.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.8	15.5			37.1	8.0	7.0	7.3		8.4	6.1	
LOS	C	B			D	A	A	A		A	A	
Approach Delay		22.4			21.8			7.3			6.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	13	3			45	1	0	71		7	33	
Queue Length 95th (ft)	19	10			69	30	2	172		33	88	
Internal Link Dist (ft)		520			2603			1216			1140	
Turn Bay Length (ft)	175					200	72			155		
Base Capacity (vph)	400	538			416	574	569	2319		349	2333	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.04			0.26	0.21	0.00	0.41		0.16	0.22	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 67 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 9.2

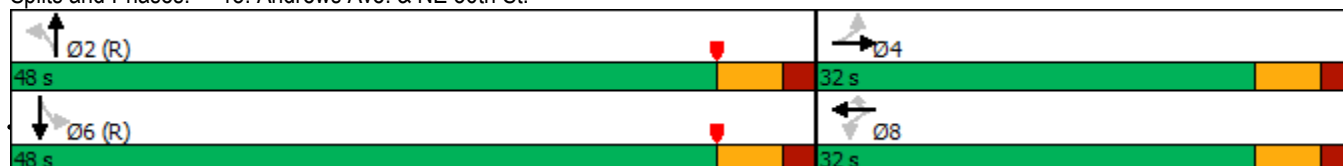
Intersection LOS: A

Intersection Capacity Utilization 60.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 18: Andrews Ave. & NE 56th St.



HCM 6th TWSC
5: Dixie Hwy. & NE 58th Street

08/13/2018

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	42	41	490	705	23
Future Vol, veh/h	21	42	41	490	705	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	190	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	96	96	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	60	43	510	750	24

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1103	387	774
Stage 1	762	-	-
Stage 2	341	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	206	611	837
Stage 1	421	-	-
Stage 2	692	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	195	611	837
Mov Cap-2 Maneuver	195	-	-
Stage 1	400	-	-
Stage 2	692	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	837	-	357	-	-
HCM Lane V/C Ratio	0.051	-	0.252	-	-
HCM Control Delay (s)	9.5	-	18.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1	-	-

HCM 6th Signalized Intersection Summary

1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	659	458	39	851	80	242	309	63	151	477	226
Future Volume (veh/h)	235	659	458	39	851	80	242	309	63	151	477	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1796	1796	1811	1811	1811	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	250	701	487	44	956	90	257	329	67	161	507	240
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	6	6	6	5	5	5	5	5	5
Cap, veh/h	351	760	644	137	1556	146	337	670	135	356	652	291
Arrive On Green	0.11	0.42	0.42	0.03	0.34	0.34	0.14	0.23	0.23	0.09	0.19	0.19
Sat Flow, veh/h	1711	1796	1522	1725	4598	432	1739	2877	579	1739	3469	1547
Grp Volume(v), veh/h	250	701	487	44	685	361	257	197	199	161	507	240
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1725	1648	1733	1739	1735	1722	1739	1735	1547
Q Serve(g_s), s	10.5	42.3	31.1	1.9	19.9	20.0	13.3	11.2	11.5	8.4	15.9	17.1
Cycle Q Clear(g_c), s	10.5	42.3	31.1	1.9	19.9	20.0	13.3	11.2	11.5	8.4	15.9	17.1
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	351	760	644	137	1116	587	337	404	401	356	652	291
V/C Ratio(X)	0.71	0.92	0.76	0.32	0.61	0.62	0.76	0.49	0.50	0.45	0.78	0.83
Avail Cap(c_a), veh/h	534	1097	930	318	1726	908	480	878	871	380	1362	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	31.3	28.0	28.8	31.6	31.7	32.0	38.0	38.1	33.1	44.3	44.7
Incr Delay (d2), s/veh	1.0	8.8	1.7	0.5	0.4	0.8	2.4	0.7	0.7	0.3	1.5	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	27.0	16.9	1.4	12.5	13.2	9.7	8.5	8.6	6.5	11.3	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	40.1	29.8	29.3	32.1	32.5	34.4	38.7	38.8	33.4	45.8	49.2
LnGrp LOS	C	D	C	C	C	C	C	D	D	C	D	D
Approach Vol, veh/h	1438			1090			653			908		
Approach Delay, s/veh	33.8			32.1			37.1			44.5		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	33.2	9.5	55.0	22.1	28.0	19.2	45.3				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	12.0	58.0	15.0	70.0	25.0	45.0	25.0	60.0				
Max Q Clear Time (g_c+I1), s	10.4	13.5	3.9	44.3	15.3	19.1	12.5	22.0				
Green Ext Time (p_c), s	0.0	1.1	0.0	4.2	0.2	2.5	0.3	3.6				
Intersection Summary												
HCM 6th Ctrl Delay	36.2											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

9: NE 6th Ave. & NE 56th St.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	219	51	108	125	36	116	156	243	53	146	83
Future Volume (veh/h)	8	219	51	108	125	36	116	156	243	53	146	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	9	258	60	133	154	44	155	208	324	78	215	122
Peak Hour Factor	0.85	0.85	0.85	0.81	0.81	0.81	0.75	0.75	0.75	0.68	0.68	0.68
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	479	383	89	413	623	178	398	571	484	367	571	484
Arrive On Green	0.27	0.27	0.27	0.08	0.46	0.46	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1179	1421	330	1725	1354	387	1059	1811	1535	909	1811	1535
Grp Volume(v), veh/h	9	0	318	133	0	198	155	208	324	78	215	122
Grp Sat Flow(s),veh/h/ln	1179	0	1752	1725	0	1741	1059	1811	1535	909	1811	1535
Q Serve(g_s), s	0.3	0.0	7.2	2.3	0.0	3.1	5.9	4.0	8.2	3.2	4.1	2.6
Cycle Q Clear(g_c), s	0.3	0.0	7.2	2.3	0.0	3.1	10.0	4.0	8.2	7.2	4.1	2.6
Prop In Lane	1.00		0.19	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	479	0	472	413	0	801	398	571	484	367	571	484
V/C Ratio(X)	0.02	0.00	0.67	0.32	0.00	0.25	0.39	0.36	0.67	0.21	0.38	0.25
Avail Cap(c_a), veh/h	823	0	983	741	0	1641	682	1057	895	611	1057	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	14.5	10.0	0.0	7.3	15.8	11.8	13.2	14.6	11.9	11.3
Incr Delay (d2), s/veh	0.0	0.0	1.7	0.2	0.0	0.2	0.5	0.3	1.2	0.2	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	4.9	1.3	0.0	1.7	2.3	2.5	4.4	1.1	2.5	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	16.2	10.2	0.0	7.5	16.2	12.1	14.4	14.8	12.2	11.5
LnGrp LOS	B	A	B	B	A	A	B	B	B	B	B	B
Approach Vol, veh/h	327			331			687			415		
Approach Delay, s/veh	16.1			8.6			14.1			12.5		
Approach LOS	B			A			B			B		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	25.5			19.1		8.5	17.0		19.1			
Change Period (Y+Rc), s	5.0			5.0		5.0	5.0		5.0			
Max Green Setting (Gmax), s	42.0			26.0		12.0	25.0		26.0			
Max Q Clear Time (g_c+I1), s	5.1			12.0		4.3	9.2		9.2			
Green Ext Time (p_c), s	0.7			2.0		0.1	1.1		1.2			
Intersection Summary												
HCM 6th Ctrl Delay	13.1											
HCM 6th LOS	B											

Lanes, Volumes, Timings
9: NE 6th Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	219	51	108	125	36	116	156	243	53	146	83
Future Volume (vph)	8	219	51	108	125	36	116	156	243	53	146	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	145		0	90		215	135		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972			0.967				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1742	0	1703	1733	0	1703	1792	1524	1703	1792	1524
Flt Permitted	0.633			0.370			0.618			0.628		
Satd. Flow (perm)	1135	1742	0	663	1733	0	1108	1792	1524	1126	1792	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			29				324			122
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		2683			1383			1243			1274	
Travel Time (s)		73.2			37.7			28.3			29.0	
Peak Hour Factor	0.85	0.85	0.85	0.81	0.81	0.81	0.75	0.75	0.75	0.68	0.68	0.68
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	9	258	60	133	154	44	155	208	324	78	215	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	318	0	133	198	0	155	208	324	78	215	122
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	12.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	23.0	23.0		10.0	27.0		27.0	27.0	27.0	23.0	23.0	23.0

Total AM.syn

Synchro 10 Report
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Lanes, Volumes, Timings
9: NE 6th Ave. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	30.0		17.0	47.0		31.0	31.0	31.0	31.0	31.0	31.0
Total Split (%)	38.5%	38.5%		21.8%	60.3%		39.7%	39.7%	39.7%	39.7%	39.7%	39.7%
Maximum Green (s)	25.0	25.0		12.0	42.0		26.0	26.0	26.0	26.0	26.0	26.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		1.5	3.0		2.5	2.5	2.5	2.5	2.5	2.5
Recall Mode	Min	Min		None	Min		None	None	None	None	None	None
Walk Time (s)					7.0		7.0	7.0	7.0			
Flash Dont Walk (s)					15.0		15.0	15.0	15.0			
Pedestrian Calls (#/hr)					0		0	0	0			
Act Effect Green (s)	16.4	16.4		26.4	26.4		13.3	13.3	13.3	13.3	13.3	13.3
Actuated g/C Ratio	0.32	0.32		0.52	0.52		0.26	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.02	0.56		0.26	0.22		0.53	0.44	0.51	0.26	0.46	0.25
Control Delay	16.5	20.9		8.5	6.8		25.7	20.6	5.7	19.5	20.8	5.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	20.9		8.5	6.8		25.7	20.6	5.7	19.5	20.8	5.6
LOS	B	C		A	A		C	C	A	B	C	A
Approach Delay		20.7			7.5			14.7			16.1	
Approach LOS		C			A			B			B	
Queue Length 50th (ft)	2	64		14	19		33	43	0	15	45	0
Queue Length 95th (ft)	11	159		43	54		77	92	21	38	84	13
Internal Link Dist (ft)		2603			1303			1163			1194	
Turn Bay Length (ft)	170			145			90		215	135		150
Base Capacity (vph)	622	962		617	1431		631	1021	1008	642	1021	921
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.33		0.22	0.14		0.25	0.20	0.32	0.12	0.21	0.13

Intersection Summary

Area Type: Other

Cycle Length: 78

Actuated Cycle Length: 50.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 14.8

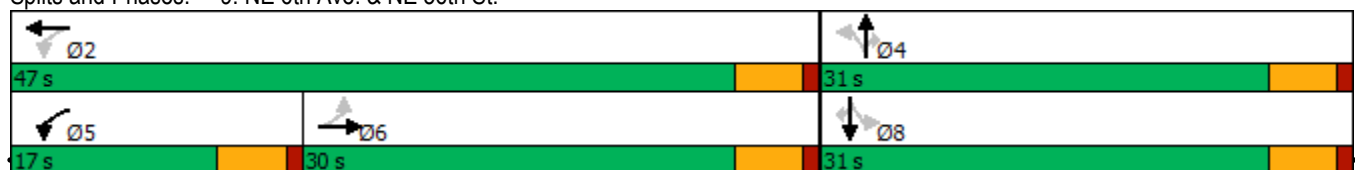
Intersection LOS: B

Intersection Capacity Utilization 51.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: NE 6th Ave. & NE 56th St.



Total AM.syn

Synchro 10 Report

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HCM 6th Signalized Intersection Summary

7: Dixie Hwy. & NE 56th St.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	88	82	119	102	80	43	512	108	199	810	57
Future Volume (veh/h)	37	88	82	119	102	80	43	512	108	199	810	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	45	106	99	134	115	90	46	545	115	216	880	62
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.94	0.94	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	6	6	6	5	5	5	5	5	5
Cap, veh/h	183	144	122	213	236	200	438	2165	966	604	2170	153
Arrive On Green	0.03	0.08	0.08	0.08	0.13	0.13	0.02	0.62	0.62	0.06	0.66	0.66
Sat Flow, veh/h	1725	1811	1535	1725	1811	1535	1739	3469	1547	1739	3287	232
Grp Volume(v), veh/h	45	106	99	134	115	90	46	545	115	216	464	478
Grp Sat Flow(s),veh/h/ln	1725	1811	1535	1725	1811	1535	1739	1735	1547	1739	1735	1784
Q Serve(g_s), s	3.8	9.2	10.2	11.1	9.4	8.7	1.5	11.2	4.8	7.0	19.9	19.9
Cycle Q Clear(g_c), s	3.8	9.2	10.2	11.1	9.4	8.7	1.5	11.2	4.8	7.0	19.9	19.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	183	144	122	213	236	200	438	2165	966	604	1145	1178
V/C Ratio(X)	0.25	0.74	0.81	0.63	0.49	0.45	0.11	0.25	0.12	0.36	0.41	0.41
Avail Cap(c_a), veh/h	387	555	470	330	555	470	601	2165	966	705	1145	1178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.46	0.46	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	72.0	72.5	59.6	64.6	64.3	11.0	13.4	12.2	9.5	12.6	12.6
Incr Delay (d2), s/veh	0.3	5.4	9.2	1.1	1.2	1.2	0.0	0.1	0.1	0.1	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	8.0	7.7	8.6	7.9	6.3	1.1	6.9	3.1	4.9	12.7	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	77.4	81.7	60.7	65.8	65.4	11.0	13.5	12.3	9.6	13.7	13.7
LnGrp LOS	E	E	F	E	E	E	B	B	B	A	B	B
Approach Vol, veh/h	250			339			706			1158		
Approach Delay, s/veh	76.9			63.7			13.2			12.9		
Approach LOS	E			E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	106.4	19.2	18.7	10.0	112.1	11.0	26.9				
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0				
Max Green Setting (Gmax), s	18.5	43.5	24.0	49.0	18.5	43.5	24.0	49.0				
Max Q Clear Time (g_c+I1), s	9.0	13.2	13.1	12.2	3.5	21.9	5.8	11.4				
Green Ext Time (p_c), s	0.2	2.9	0.1	0.6	0.0	3.7	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	26.5											
HCM 6th LOS	C											

Lanes, Volumes, Timings
7: Dixie Hwy. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	88	82	119	102	80	43	512	108	199	810	57
Future Volume (vph)	37	88	82	119	102	80	43	512	108	199	810	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		125	90		90	200		165	240		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1792	1524	1703	1792	1524	1719	3438	1538	1719	3404	0
Flt Permitted	0.683			0.418			0.272			0.389		
Satd. Flow (perm)	1224	1792	1524	749	1792	1524	492	3438	1538	704	3404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			106		4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		798			1420			3951			908	
Travel Time (s)		18.1			32.3			89.8			20.6	
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	45	106	99	134	115	90	46	545	115	216	880	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	106	99	134	115	90	46	545	115	216	942	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	32.0	11.5	33.5	33.5	11.5	33.5	

Total AM.syn

Synchro 10 Report
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Lanes, Volumes, Timings
7: Dixie Hwy. & NE 56th St.

08/13/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	55.0	55.0	30.0	55.0	55.0	25.0	50.0	50.0	25.0	50.0	
Total Split (%)	18.8%	34.4%	34.4%	18.8%	34.4%	34.4%	15.6%	31.3%	31.3%	15.6%	31.3%	
Maximum Green (s)	24.0	49.0	49.0	24.0	49.0	49.0	18.5	43.5	43.5	18.5	43.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		7.0	7.0		7.0	
Flash Dont Walk (s)		21.0	21.0		21.0	21.0		20.0	20.0		20.0	
Pedestrian Calls (#/hr)		8	8		2	2		1	1		4	
Act Effct Green (s)	22.8	15.6	15.6	36.4	25.3	25.3	98.1	92.6	92.6	110.5	101.2	
Actuated g/C Ratio	0.14	0.10	0.10	0.23	0.16	0.16	0.61	0.58	0.58	0.69	0.63	
v/c Ratio	0.23	0.61	0.40	0.52	0.41	0.27	0.13	0.27	0.12	0.39	0.44	
Control Delay	48.7	82.5	12.8	57.1	64.1	6.9	11.5	19.4	4.9	12.0	17.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.7	82.5	12.8	57.1	64.1	6.9	11.5	19.4	4.9	12.0	17.7	
LOS	D	F	B	E	E	A	B	B	A	B	B	
Approach Delay		48.8			46.1			16.5			16.6	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	33	96	0	105	99	0	12	123	3	63	224	
Queue Length 95th (ft)	53	132	31	141	142	27	33	216	39	127	355	
Internal Link Dist (ft)		718			1340			3871			828	
Turn Bay Length (ft)	125		125	90		90	200		165	240		
Base Capacity (vph)	348	548	542	313	548	542	478	1990	935	606	2154	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.19	0.18	0.43	0.21	0.17	0.10	0.27	0.12	0.36	0.44	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 97 (61%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 24.0

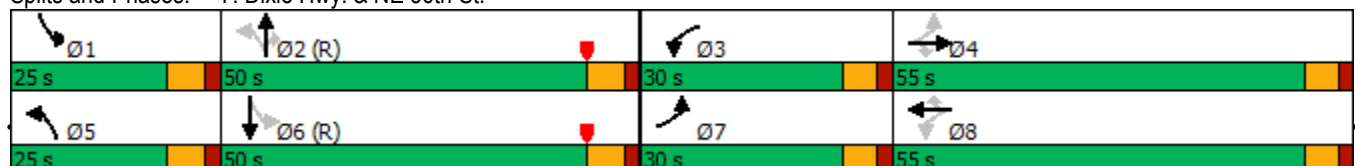
Intersection LOS: C

Intersection Capacity Utilization 56.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: Dixie Hwy. & NE 56th St.



HCM 6th Signalized Intersection Summary

10: Dixie Hwy. & Commercial Blvd.

08/13/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	 		 	 	
Traffic Volume (veh/h)	199	1519	286	204	1115	118	251	592	271	262	573	134
Future Volume (veh/h)	199	1519	286	204	1115	118	251	592	271	262	573	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	209	1599	0	215	1174	0	264	623	285	294	644	151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.89	0.89
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	5	5	5
Cap, veh/h	227	2153		233	2196		299	658	293	332	692	309
Arrive On Green	0.13	0.44	0.00	0.13	0.44	0.00	0.09	0.19	0.19	0.10	0.20	0.20
Sat Flow, veh/h	1711	4904	1522	1739	4985	1547	3374	3469	1547	3374	3469	1547
Grp Volume(v), veh/h	209	1599	0	215	1174	0	264	623	285	294	644	151
Grp Sat Flow(s),veh/h/ln	1711	1635	1522	1739	1662	1547	1687	1735	1547	1687	1735	1547
Q Serve(g_s), s	21.7	48.9	0.0	22.0	31.0	0.0	13.9	31.9	32.9	15.5	32.8	15.6
Cycle Q Clear(g_c), s	21.7	48.9	0.0	22.0	31.0	0.0	13.9	31.9	32.9	15.5	32.8	15.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	2153		233	2196		299	658	293	332	692	309
V/C Ratio(X)	0.92	0.74		0.92	0.53		0.88	0.95	0.97	0.88	0.93	0.49
Avail Cap(c_a), veh/h	271	2153		275	2196		319	658	293	431	771	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	77.2	42.0	0.0	77.0	36.9	0.0	81.1	72.0	72.4	80.1	70.8	63.9
Incr Delay (d2), s/veh	29.6	2.4	0.0	29.8	0.9	0.0	21.7	22.6	44.3	12.5	14.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.0	27.6	0.0	17.4	18.8	0.0	11.3	22.8	23.3	11.5	22.2	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.8	44.4	0.0	106.8	37.8	0.0	102.8	94.6	116.7	92.6	85.7	64.3
LnGrp LOS	F	D		F	D		F	F	F	F	F	E
Approach Vol, veh/h		1808	A		1389	A		1172			1089	
Approach Delay, s/veh		51.6			48.5			101.9			84.6	
Approach LOS		D			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.3	85.8	23.7	40.1	30.6	85.5	22.0	41.9				
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0				
Max Green Setting (Gmax), s	28.5	69.5	23.0	34.0	28.5	69.5	17.0	40.0				
Max Q Clear Time (g_c+l1), s	23.7	33.0	17.5	34.9	24.0	50.9	15.9	34.8				
Green Ext Time (p_c), s	0.1	4.5	0.2	0.0	0.1	6.1	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay	68.2
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	11	188	1519	286	16	188	1115	118	7	244	592	271
Future Volume (vph)	11	188	1519	286	16	188	1115	118	7	244	592	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		80		390		80		330		160
Storage Lanes		1		1		1		1		2		1
Taper Length (ft)		50				50				50		
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	0.95	0.97	0.95	1.00
Frt				0.850				0.850				0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1687	4848	1509	0	1719	4940	1538	0	3335	3438	1538
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	1687	4848	1509	0	1719	4940	1538	0	3335	3438	1538
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				94				94				177
Link Speed (mph)			35				35				40	
Link Distance (ft)			2006				1857				1744	
Travel Time (s)			39.1				36.2				29.7	
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
Heavy Vehicles (%)	7%	7%	7%	7%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	12	198	1599	301	17	198	1174	124	7	257	623	285
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	1599	301	0	215	1174	124	0	264	623	285
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			12				12				24	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			10				10				10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	40	40	40	20	40	40	40	20	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	40	40	40	20	40	40	40	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		7	7	4	
Permitted Phases				6				2				4
Detector Phase	1	1	6	6	5	5	2	2	7	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0	10.0	5.0	5.0	6.0	6.0
Minimum Split (s)	11.5	11.5	38.5	38.5	11.5	11.5	38.5	38.5	11.0	11.0	36.0	36.0

Total AM.syn

Synchro 10 Report
Page 1

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018

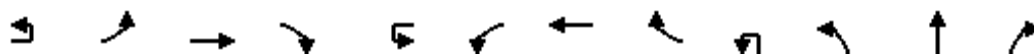


Lane Group	SBU	SBL	SBT	SBR
Lane Configurations		LT	TH	RT
Traffic Volume (vph)	7	255	573	134
Future Volume (vph)	7	255	573	134
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		300		275
Storage Lanes		2		1
Taper Length (ft)		50		
Lane Util. Factor	0.95	0.97	0.95	1.00
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3335	3438	1538
Flt Permitted		0.950		
Satd. Flow (perm)	0	3335	3438	1538
Right Turn on Red				Yes
Satd. Flow (RTOR)				151
Link Speed (mph)			40	
Link Distance (ft)			3951	
Travel Time (s)			67.3	
Peak Hour Factor	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	5%	5%	5%
Adj. Flow (vph)	8	287	644	151
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	295	644	151
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			24	
Link Offset(ft)			0	
Crosswalk Width(ft)			10	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	1	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	40	40	40
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm
Protected Phases	3	3	8	
Permitted Phases				8
Detector Phase	3	3	8	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	6.0	6.0
Minimum Split (s)	11.0	11.0	36.0	36.0

Total AM.syn

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Total Split (s)	35.0	35.0	76.0	76.0	35.0	35.0	76.0	76.0	23.0	23.0	40.0	40.0
Total Split (%)	19.4%	19.4%	42.2%	42.2%	19.4%	19.4%	42.2%	42.2%	12.8%	12.8%	22.2%	22.2%
Maximum Green (s)	28.5	28.5	69.5	69.5	28.5	28.5	69.5	69.5	17.0	17.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5		6.5	6.5	6.5		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.5	2.5	1.5	1.5	2.5	2.5	1.5	1.5	2.0	2.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)			7.0	7.0			7.0	7.0			5.0	5.0
Flash Dont Walk (s)			25.0	25.0			25.0	25.0			25.0	25.0
Pedestrian Calls (#/hr)			4	4			2	2			3	3
Act Effect Green (s)		25.1	75.3	75.3		25.2	75.4	75.4		16.3	35.1	35.1
Actuated g/C Ratio		0.14	0.42	0.42		0.14	0.42	0.42		0.09	0.20	0.20
v/c Ratio		0.89	0.79	0.44		0.90	0.57	0.18		0.88	0.93	0.64
Control Delay		111.8	50.0	28.3		111.6	42.1	11.1		108.6	91.4	31.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		111.8	50.0	28.3		111.6	42.1	11.1		108.6	91.4	31.9
LOS		F	D	C		F	D	B		F	F	C
Approach Delay			53.0				49.5				80.8	
Approach LOS			D				D				F	
Queue Length 50th (ft)		216	550	158		221	354	19		141	334	103
Queue Length 95th (ft)		#326	614	246		#333	405	62		#209	#454	206
Internal Link Dist (ft)			1926				1777				1664	
Turn Bay Length (ft)		285		80		390		80		330		160
Base Capacity (vph)		267	2029	686		272	2069	699		314	676	445
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.79	0.79	0.44		0.79	0.57	0.18		0.84	0.92	0.64

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 123 (68%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 62.0

Intersection LOS: E

Intersection Capacity Utilization 85.7%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Dixie Hwy. & Commercial Blvd.



Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/13/2018



Lane Group	SBU	SBL	SBT	SBR
Total Split (s)	29.0	29.0	46.0	46.0
Total Split (%)	16.1%	16.1%	25.6%	25.6%
Maximum Green (s)	23.0	23.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.0	2.0
Recall Mode	None	None	None	None
Walk Time (s)			5.0	5.0
Flash Dont Walk (s)			25.0	25.0
Pedestrian Calls (#/hr)			7	7
Act Effect Green (s)		19.4	38.2	38.2
Actuated g/C Ratio		0.11	0.21	0.21
v/c Ratio		0.82	0.88	0.34
Control Delay		97.3	83.0	9.5
Queue Delay		0.0	0.0	0.0
Total Delay		97.3	83.0	9.5
LOS		F	F	A
Approach Delay			76.7	
Approach LOS			E	
Queue Length 50th (ft)		157	341	0
Queue Length 95th (ft)		201	406	54
Internal Link Dist (ft)			3871	
Turn Bay Length (ft)		300		275
Base Capacity (vph)		426	764	459
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.69	0.84	0.33
Intersection Summary				

Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	27	208	659	458	39	851	80	242	309	63	151	477
Future Volume (vph)	27	208	659	458	39	851	80	242	309	63	151	477
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300		300	135		0	255		0	200	
Storage Lanes		1		1	1		0	1		0	1	
Taper Length (ft)		50			50			50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95
Frt				0.850		0.987			0.975			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1687	1776	1509	1703	4830	0	1719	3352	0	1719	3438
Flt Permitted		0.158			0.178			0.172			0.518	
Satd. Flow (perm)	0	281	1776	1509	319	4830	0	311	3352	0	937	3438
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				330		9			14			
Link Speed (mph)			30			30			30			30
Link Distance (ft)			1510			1310			1656			1098
Travel Time (s)			34.3			29.8			37.6			25.0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.89	0.89	0.89	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	7%	7%	7%	6%	6%	6%	5%	5%	5%	5%	5%
Adj. Flow (vph)	29	221	701	487	44	956	90	257	329	67	161	507
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	250	701	487	44	1046	0	257	396	0	161	507
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			10			10			10			10
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	1	1	1	1		1	1		1	1
Detector Template	Left	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	40	40	40	40	40		40	40		40	40
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	40	40	40	40	40		40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA
Protected Phases	7	7	4		3	8		5	2		1	6
Permitted Phases	4	4		4	8			2			6	
Detector Phase	7	7	4	4	3	8		5	2		1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	15.0	15.0	4.0	15.0		4.0	12.0		4.0	12.0
Minimum Split (s)	10.5	10.5	35.5	35.5	10.5	35.5		10.5	42.5		10.5	42.5

Total AM.syn

Synchro 10 Report
Page 1

Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	226
Future Volume (vph)	226
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1538
Flt Permitted	
Satd. Flow (perm)	1538
Right Turn on Red	Yes
Satd. Flow (RTOR)	221
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	5%
Adj. Flow (vph)	240
Shared Lane Traffic (%)	
Lane Group Flow (vph)	240
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	42.5

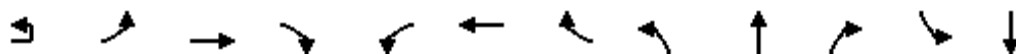
Total AM.syn

Synchro 10 Report
Page 2

Lanes, Volumes, Timings

1: Dixie Hwy. & Cypress Creek Rd.

08/13/2018



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Split (s)	31.5	31.5	76.5	76.5	21.5	66.5		31.5	64.5		18.5	51.5
Total Split (%)	17.4%	17.4%	42.3%	42.3%	11.9%	36.7%		17.4%	35.6%		10.2%	28.5%
Maximum Green (s)	25.0	25.0	70.0	70.0	15.0	60.0		25.0	58.0		12.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.5	4.5		4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.5	2.5	1.5	2.5		1.5	2.5		1.5	2.5
Recall Mode	None	None	None	None	None	None		None	Min		None	Min
Walk Time (s)			7.0	7.0		7.0			7.0			7.0
Flash Dont Walk (s)			22.0	22.0		22.0			29.0			29.0
Pedestrian Calls (#/hr)			2	2		2			3			7
Act Effect Green (s)		79.3	69.5	69.5	60.8	54.9		55.0	37.4		38.3	27.1
Actuated g/C Ratio		0.54	0.47	0.47	0.41	0.37		0.37	0.25		0.26	0.18
v/c Ratio		0.78	0.84	0.55	0.24	0.58		0.80	0.46		0.53	0.80
Control Delay		40.1	47.3	12.1	23.3	40.2		54.3	46.9		41.6	69.2
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		40.1	47.3	12.1	23.3	40.2		54.3	46.9		41.6	69.2
LOS		D	D	B	C	D		D	D		D	E
Approach Delay			34.1			39.5			49.8			49.4
Approach LOS			C			D			D			D
Queue Length 50th (ft)		118	553	93	18	265		165	150		97	230
Queue Length 95th (ft)		214	#863	213	41	356		#252	199		150	294
Internal Link Dist (ft)			1430			1230			1576			1018
Turn Bay Length (ft)		300		300	135			255			200	
Base Capacity (vph)		392	855	897	294	2006		358	1345		313	1064
Starvation Cap Reductn		0	0	0	0	0		0	0		0	0
Spillback Cap Reductn		0	0	0	0	0		0	0		0	0
Storage Cap Reductn		0	0	0	0	0		0	0		0	0
Reduced v/c Ratio		0.64	0.82	0.54	0.15	0.52		0.72	0.29		0.51	0.48

Intersection Summary

Area Type: Other

Cycle Length: 181

Actuated Cycle Length: 147.7

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 41.5

Intersection LOS: D

Intersection Capacity Utilization 86.3%

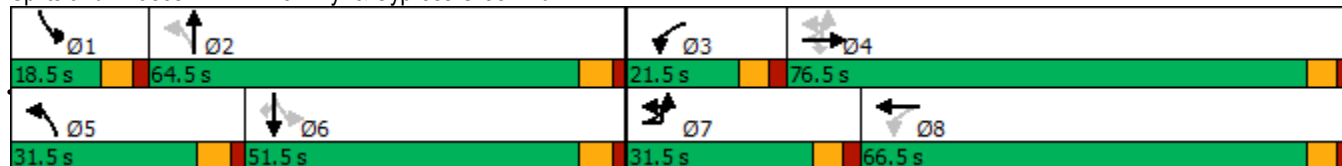
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Dixie Hwy. & Cypress Creek Rd.



Lane Group	SBR
Total Split (s)	51.5
Total Split (%)	28.5%
Maximum Green (s)	45.0
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.5
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	7
Act Effct Green (s)	27.1
Actuated g/C Ratio	0.18
v/c Ratio	0.52
Control Delay	12.9
Queue Delay	0.0
Total Delay	12.9
LOS	B
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	14
Queue Length 95th (ft)	87
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	628
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.38
Intersection Summary	

Intersection

Int Delay, s/veh 2.5

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations						
Traffic Vol, veh/h	20	327	199	14	32	47
Future Vol, veh/h	20	327	199	14	32	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	69	69	57	57
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	26	430	288	20	56	82

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	308	0	-	0	780	298
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1247	-	-	-	362	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1247	-	-	-	352	739
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	619	-

Approach EB WB SB

HCM Control Delay, s	0.5	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1247	-	-	-	511
HCM Lane V/C Ratio	0.021	-	-	-	0.271
HCM Control Delay (s)	7.9	0	-	-	14.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

HCM 6th TWSC
14: NE 9th Ave. & NE 58th Street

08/13/2018

Intersection

Int Delay, s/veh 4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	18	73	39	5	41
Future Vol, veh/h	45	18	73	39	5	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	68	68	73	73
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	61	24	107	57	7	56

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	85	0	344 73
Stage 1	-	-	-	-	73 -
Stage 2	-	-	-	-	271 -
Critical Hdwy	-	-	4.13	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	-	-	2.227	-	3.527 3.327
Pot Cap-1 Maneuver	-	-	1505	-	650 986
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	772 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1505	-	603 986
Mov Cap-2 Maneuver	-	-	-	-	603 -
Stage 1	-	-	-	-	878 -
Stage 2	-	-	-	-	772 -

Approach	EB	WB	NB
HCM Control Delay, s	0	4.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	922	-	-	1505	-
HCM Lane V/C Ratio	0.068	-	-	0.071	-
HCM Control Delay (s)	9.2	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	34	55	9	30	6
Future Vol, veh/h	3	34	55	9	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	37	60	10	33	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	70	0	0 103 60
Stage 1	-	-	- 60 -
Stage 2	-	-	- 43 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1531	-	- 895 1005
Stage 1	-	-	- 963 -
Stage 2	-	-	- 979 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1531	-	- 893 1005
Mov Cap-2 Maneuver	-	-	- 893 -
Stage 1	-	-	- 961 -
Stage 2	-	-	- 979 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1531	-	-	-	910
HCM Lane V/C Ratio	0.002	-	-	-	0.043
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th Signalized Intersection Summary

18: Andrews Ave. & NE 56th St.

08/14/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	24	12	12	252	14	141	35	523	98	100	701	34	
Future Volume (veh/h)	24	12	12	252	14	141	35	523	98	100	701	34	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	
Adj Flow Rate, veh/h	39	20	20	315	18	176	37	551	103	125	876	42	
Peak Hour Factor	0.61	0.61	0.61	0.80	0.80	0.80	0.95	0.95	0.95	0.80	0.80	0.80	
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6	
Cap, veh/h	157	255	255	457	21	471	345	1572	293	450	1815	87	
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.54	0.54	0.54	0.54	0.54	0.54	
Sat Flow, veh/h	1183	831	831	1205	69	1535	669	2895	539	826	3343	160	
Grp Volume(v), veh/h	39	0	40	333	0	176	37	327	327	125	451	467	
Grp Sat Flow(s),veh/h/ln	1183	0	1662	1274	0	1535	669	1721	1714	826	1721	1782	
Q Serve(g_s), s	2.6	0.0	1.4	18.6	0.0	7.2	2.9	8.6	8.6	8.1	13.0	13.0	
Cycle Q Clear(g_c), s	22.6	0.0	1.4	20.0	0.0	7.2	15.8	8.6	8.6	16.6	13.0	13.0	
Prop In Lane	1.00		0.50	0.95		1.00	1.00		0.31	1.00		0.09	
Lane Grp Cap(c), veh/h	157	0	510	479	0	471	345	934	931	450	934	968	
V/C Ratio(X)	0.25	0.00	0.08	0.70	0.00	0.37	0.11	0.35	0.35	0.28	0.48	0.48	
Avail Cap(c_a), veh/h	178	0	540	503	0	499	345	934	931	450	934	968	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	0.94	0.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	36.8	0.0	19.7	26.8	0.0	21.7	16.2	10.3	10.3	15.0	11.3	11.3	
Incr Delay (d2), s/veh	0.3	0.0	0.0	3.0	0.0	0.2	0.6	1.0	1.0	1.5	1.8	1.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.9	10.2	0.0	4.6	0.9	5.6	5.6	2.8	8.4	8.6	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	37.1	0.0	19.7	29.8	0.0	21.9	16.8	11.3	11.4	16.5	13.1	13.0	
LnGrp LOS	D	A	B	C	A	C	B	B	B	B	B	B	
Approach Vol, veh/h	79			509				691				1043	
Approach Delay, s/veh	28.3			27.1				11.6				13.5	
Approach LOS	C			C				B				B	
Timer - Assigned Phs	2			4			6			8			
Phs Duration (G+Y+Rc), s	49.4			30.6			49.4			30.6			
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0			
Max Green Setting (Gmax), s	42.0			26.0			42.0			26.0			
Max Q Clear Time (g_c+I1), s	17.8			24.6			18.6			22.0			
Green Ext Time (p_c), s	2.7			0.0			4.5			0.5			
Intersection Summary													
HCM 6th Ctrl Delay	16.4												
HCM 6th LOS	B												

Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/14/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	12	12	252	14	141	35	523	98	100	701	34
Future Volume (vph)	24	12	12	252	14	141	35	523	98	100	701	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	0		200	72		0	155		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.925				0.850		0.976			0.993	
Flt Protected	0.950				0.955		0.950			0.950		
Satd. Flow (prot)	1703	1658	0	0	1712	1524	1703	3324	0	1703	3382	0
Flt Permitted	0.397				0.708		0.261			0.382		
Satd. Flow (perm)	712	1658	0	0	1269	1524	468	3324	0	685	3382	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				176		40			9	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		600			2683			1296			1220	
Travel Time (s)		16.4			73.2			25.2			23.8	
Peak Hour Factor	0.61	0.61	0.61	0.80	0.80	0.80	0.95	0.95	0.95	0.80	0.80	0.80
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	39	20	20	315	18	176	37	551	103	125	876	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	40	0	0	333	176	37	654	0	125	919	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	40	40		20	40	40	40	40		40	40	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40		20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	32.0	32.0		32.0	32.0	32.0	30.0	30.0		30.0	30.0	

Total PM.syn

Synchro 10 Report
Page 1

Lanes, Volumes, Timings
18: Andrews Ave. & NE 56th St.

08/14/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	32.0	32.0		32.0	32.0	32.0	48.0	48.0		48.0	48.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	40.0%	60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0	26.0	42.0	42.0		42.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	19.0	19.0		19.0	19.0	19.0	17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)	1	1		5	5	5	8	8		5	5	
Act Effct Green (s)	23.5	23.5			23.5	23.5	44.5	44.5		44.5	44.5	
Actuated g/C Ratio	0.29	0.29			0.29	0.29	0.56	0.56		0.56	0.56	
v/c Ratio	0.19	0.08			0.90	0.31	0.14	0.35		0.33	0.49	
Control Delay	22.3	12.3			54.5	5.0	11.5	10.3		13.7	12.4	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.3	12.3			54.5	5.0	11.5	10.3		13.7	12.4	
LOS	C	B			D	A	B	B		B	B	
Approach Delay		17.2			37.4			10.4			12.5	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	12	6			133	0	8	77		30	128	
Queue Length 95th (ft)	21	14			#205	25	23	109		55	145	
Internal Link Dist (ft)		520			2603			1216			1140	
Turn Bay Length (ft)	175					200	72			155		
Base Capacity (vph)	231	552			412	614	260	1867		381	1885	
Starvation Cap Reductn	0	0			0	0	0	0		0	0	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.17	0.07			0.81	0.29	0.14	0.35		0.33	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 67 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 17.5

Intersection LOS: B

Intersection Capacity Utilization 66.8%

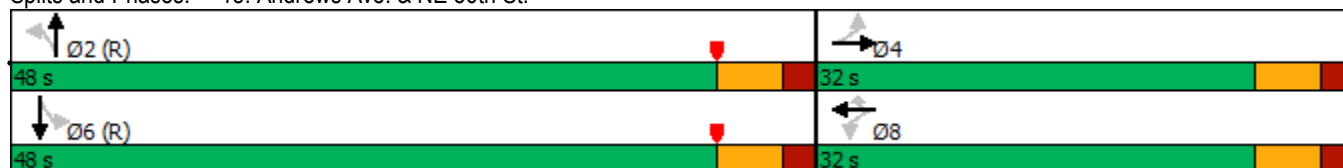
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 18: Andrews Ave. & NE 56th St.



HCM 6th Signalized Intersection Summary

7: Dixie Hwy. & NE 56th St.

08/14/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	150	104	146	229	129	87	751	129	214	1121	44
Future Volume (veh/h)	56	150	104	146	229	129	87	751	129	214	1121	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	64	170	118	164	257	145	94	808	139	255	1335	52
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.93	0.93	0.93	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	6	6	6	5	5	5	5	5	5
Cap, veh/h	143	199	168	229	294	249	267	1959	874	459	2054	80
Arrive On Green	0.04	0.11	0.11	0.10	0.16	0.16	0.04	0.56	0.56	0.07	0.60	0.60
Sat Flow, veh/h	1725	1811	1535	1725	1811	1535	1739	3469	1547	1739	3404	132
Grp Volume(v), veh/h	64	170	118	164	257	145	94	808	139	255	679	708
Grp Sat Flow(s),veh/h/ln	1725	1811	1535	1725	1811	1535	1739	1735	1547	1739	1735	1802
Q Serve(g_s), s	5.2	14.8	11.9	13.2	22.2	14.0	3.7	21.1	6.9	9.6	40.9	41.0
Cycle Q Clear(g_c), s	5.2	14.8	11.9	13.2	22.2	14.0	3.7	21.1	6.9	9.6	40.9	41.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	143	199	168	229	294	249	267	1959	874	459	1047	1087
V/C Ratio(X)	0.45	0.86	0.70	0.72	0.87	0.58	0.35	0.41	0.16	0.56	0.65	0.65
Avail Cap(c_a), veh/h	328	555	470	323	555	470	406	1959	874	531	1047	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.3	70.0	68.7	55.2	65.4	62.0	18.3	19.8	16.7	14.2	20.7	20.7
Incr Delay (d2), s/veh	0.8	7.7	3.9	1.9	6.2	1.6	0.0	0.1	0.0	0.4	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	11.7	8.5	9.9	16.2	9.5	2.1	10.1	3.3	6.9	24.2	25.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	77.7	72.6	57.0	71.6	63.6	18.3	19.8	16.7	14.6	23.8	23.7
LnGrp LOS	E	E	E	E	E	E	B	B	B	B	C	C
Approach Vol, veh/h	352			566			1041			1642		
Approach Delay, s/veh	73.0			65.3			19.3			22.3		
Approach LOS	E			E			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.3	96.9	21.3	23.5	12.1	103.1	12.9	32.0				
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0				
Max Green Setting (Gmax), s	18.5	43.5	24.0	49.0	18.5	43.5	24.0	49.0				
Max Q Clear Time (g_c+I1), s	11.6	23.1	15.2	16.8	5.7	43.0	7.2	24.2				
Green Ext Time (p_c), s	0.2	4.2	0.1	0.8	0.1	0.3	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay	33.2											
HCM 6th LOS	C											

Lanes, Volumes, Timings
7: Dixie Hwy. & NE 56th St.

08/14/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	150	104	146	229	129	87	751	129	214	1121	44
Future Volume (vph)	56	150	104	146	229	129	87	751	129	214	1121	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		125	90		90	200		165	240		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1792	1524	1703	1792	1524	1719	3438	1538	1719	3417	0
Flt Permitted	0.429			0.304			0.130			0.221		
Satd. Flow (perm)	769	1792	1524	545	1792	1524	235	3438	1538	400	3417	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118			109			106		2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		798			1420			3951			908	
Travel Time (s)		18.1			32.3			89.8			20.6	
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	64	170	118	164	257	145	94	808	139	255	1335	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	170	118	164	257	145	94	808	139	255	1387	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	32.0	11.5	33.5	33.5	11.5	33.5	

Total PM.syn

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Lanes, Volumes, Timings
7: Dixie Hwy. & NE 56th St.

08/14/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	55.0	55.0	30.0	55.0	55.0	25.0	50.0	50.0	25.0	50.0	
Total Split (%)	18.8%	34.4%	34.4%	18.8%	34.4%	34.4%	15.6%	31.3%	31.3%	15.6%	31.3%	
Maximum Green (s)	24.0	49.0	49.0	24.0	49.0	49.0	18.5	43.5	43.5	18.5	43.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		7.0	7.0		7.0	
Flash Dont Walk (s)		21.0	21.0		21.0	21.0		20.0	20.0		20.0	
Pedestrian Calls (#/hr)		3	3		3	3		2	2		5	
Act Effect Green (s)	28.4	20.0	20.0	42.9	30.7	30.7	79.3	71.4	71.4	104.6	90.2	
Actuated g/C Ratio	0.18	0.12	0.12	0.27	0.19	0.19	0.50	0.45	0.45	0.65	0.56	
v/c Ratio	0.35	0.76	0.40	0.61	0.75	0.38	0.50	0.53	0.19	0.53	0.72	
Control Delay	47.6	88.0	13.3	55.8	74.8	18.6	25.1	35.7	10.1	16.9	30.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.6	88.0	13.3	55.8	74.8	18.6	25.1	35.7	10.1	16.9	30.3	
LOS	D	F	B	E	E	B	C	D	B	B	C	
Approach Delay		55.6			54.9			31.3			28.2	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	45	154	0	123	230	28	30	280	17	91	474	
Queue Length 95th (ft)	72	214	49	165	298	81	63	403	67	148	624	
Internal Link Dist (ft)		718			1340			3871			828	
Turn Bay Length (ft)	125		125	90		90	200		165	240		
Base Capacity (vph)	340	548	548	319	548	542	303	1534	745	481	1928	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.19	0.31	0.22	0.51	0.47	0.27	0.31	0.53	0.19	0.53	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 147 (92%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 36.0

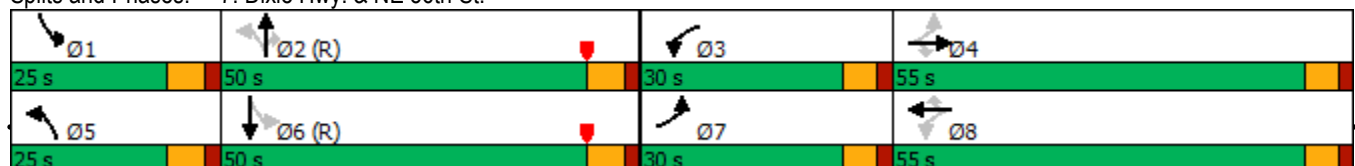
Intersection LOS: D

Intersection Capacity Utilization 74.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: Dixie Hwy. & NE 56th St.



HCM 6th TWSC
5: Dixie Hwy. & NE 58th Street

08/14/2018

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	62	44	807	1173	36
Future Vol, veh/h	24	62	44	807	1173	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	190	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	87	87	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	91	51	928	1275	39

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1861	657	1314
Stage 1	1295	-	-
Stage 2	566	-	-
Critical Hdwy	6.4	6.5	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	81	441	522
Stage 1	221	-	-
Stage 2	532	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	73	441	522
Mov Cap-2 Maneuver	73	-	-
Stage 1	199	-	-
Stage 2	532	-	-

Approach	EB	NB	SB
HCM Control Delay, s	59.8	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	522	-	183	-	-
HCM Lane V/C Ratio	0.097	-	0.691	-	-
HCM Control Delay (s)	12.6	-	59.8	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	4.2	-	-

HCM 6th Signalized Intersection Summary

10: Dixie Hwy. & Commercial Blvd.

08/14/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	1269	230	334	1963	130	501	765	168	513	861	136
Future Volume (veh/h)	251	1269	230	334	1963	130	501	765	168	513	861	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	267	1350	0	371	2181	0	589	900	198	529	888	140
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.85	0.85	0.85	0.97	0.97	0.97
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	5	5	5
Cap, veh/h	166	2030		208	2174		450	597	266	525	675	301
Arrive On Green	0.10	0.41	0.00	0.12	0.44	0.00	0.13	0.17	0.17	0.16	0.19	0.19
Sat Flow, veh/h	1711	4904	1522	1739	4985	1547	3374	3469	1547	3374	3469	1547
Grp Volume(v), veh/h	267	1350	0	371	2181	0	589	900	198	529	888	140
Grp Sat Flow(s),veh/h/ln	1711	1635	1522	1739	1662	1547	1687	1735	1547	1687	1735	1547
Q Serve(g_s), s	17.5	40.1	0.0	21.5	78.5	0.0	24.0	31.0	21.9	28.0	35.0	14.4
Cycle Q Clear(g_c), s	17.5	40.1	0.0	21.5	78.5	0.0	24.0	31.0	21.9	28.0	35.0	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	2030		208	2174		450	597	266	525	675	301
V/C Ratio(X)	1.61	0.67		1.79	1.00		1.31	1.51	0.74	1.01	1.32	0.47
Avail Cap(c_a), veh/h	166	2030		208	2174		450	597	266	525	675	301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	81.2	42.7	0.0	79.3	50.8	0.0	78.0	74.5	70.7	76.0	72.5	64.2
Incr Delay (d2), s/veh	298.6	1.7	0.0	372.5	20.1	0.0	154.5	236.5	9.5	34.4	149.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.9	23.3	0.0	48.6	46.3	0.0	30.6	50.8	14.4	19.8	42.3	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	379.8	44.4	0.0	451.7	70.8	0.0	232.5	311.0	80.2	110.4	222.1	64.5
LnGrp LOS	F	D		F	F		F	F	F	F	F	E
Approach Vol, veh/h		1617	A		2552	A		1687			1557	
Approach Delay, s/veh		99.8			126.2			256.5			170.0	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	85.0	34.0	37.0	28.0	81.0	30.0	41.0				
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0				
Max Green Setting (Gmax), s	17.5	78.5	28.0	31.0	21.5	74.5	24.0	35.0				
Max Q Clear Time (g_c+I1), s	19.5	80.5	30.0	33.0	23.5	42.1	26.0	37.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	159.3
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/14/2018

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	30	221	1269	230	20	314	1963	130	4	497	765	168
Future Volume (vph)	30	221	1269	230	20	314	1963	130	4	497	765	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		80		390		80		330		160
Storage Lanes		1		1		1		1		2		1
Taper Length (ft)		50				50				50		
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	0.95	0.97	0.95	1.00
Frt				0.850				0.850				0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1687	4848	1509	0	1719	4940	1538	0	3335	3438	1538
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	1687	4848	1509	0	1719	4940	1538	0	3335	3438	1538
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				94				94				97
Link Speed (mph)			35				35				40	
Link Distance (ft)			2006				1857				1744	
Travel Time (s)			39.1				36.2				29.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.90	0.90	0.90	0.90	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	7%	7%	7%	7%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	32	235	1350	245	22	349	2181	144	5	585	900	198
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	267	1350	245	0	371	2181	144	0	590	900	198
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			12				12				24	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			10				10				10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Left	Thru	Right
Leading Detector (ft)	20	40	40	40	20	40	40	40	20	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	40	40	40	20	40	40	40	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		7	7	4	
Permitted Phases				6				2				4
Detector Phase	1	1	6	6	5	5	2	2	7	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0	10.0	5.0	5.0	6.0	6.0
Minimum Split (s)	11.5	11.5	38.5	38.5	11.5	11.5	38.5	38.5	11.0	11.0	36.0	36.0

Total PM.syn

Synchro 10 Report
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Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/14/2018

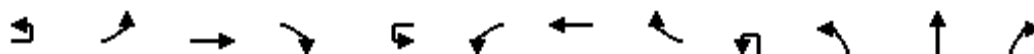


Lane Group	SBU	SBL	SBT	SBR
Lane Configurations		LT	LT	RT
Traffic Volume (vph)	12	501	861	136
Future Volume (vph)	12	501	861	136
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		300		275
Storage Lanes		2		1
Taper Length (ft)		50		
Lane Util. Factor	0.95	0.97	0.95	1.00
Frt				0.850
Flt Protected		0.950		
Satd. Flow (prot)	0	3335	3438	1538
Flt Permitted		0.950		
Satd. Flow (perm)	0	3335	3438	1538
Right Turn on Red				Yes
Satd. Flow (RTOR)				100
Link Speed (mph)			40	
Link Distance (ft)			3951	
Travel Time (s)			67.3	
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	5%	5%	5%
Adj. Flow (vph)	12	516	888	140
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	528	888	140
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			24	
Link Offset(ft)			0	
Crosswalk Width(ft)			10	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Number of Detectors	1	1	1	1
Detector Template	Left	Left	Thru	Right
Leading Detector (ft)	20	40	40	40
Trailing Detector (ft)	0	0	0	0
Detector 1 Position(ft)	0	0	0	0
Detector 1 Size(ft)	20	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel				
Detector 1 Extend (s)	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm
Protected Phases	3	3	8	
Permitted Phases				8
Detector Phase	3	3	8	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	6.0	6.0
Minimum Split (s)	11.0	11.0	36.0	36.0

Total PM.syn

Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/14/2018



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Total Split (s)	24.0	24.0	81.0	81.0	28.0	28.0	85.0	85.0	30.0	30.0	37.0	37.0
Total Split (%)	13.3%	13.3%	45.0%	45.0%	15.6%	15.6%	47.2%	47.2%	16.7%	16.7%	20.6%	20.6%
Maximum Green (s)	17.5	17.5	74.5	74.5	21.5	21.5	78.5	78.5	24.0	24.0	31.0	31.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5		6.5	6.5	6.5		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.5	2.5	1.5	1.5	2.5	2.5	1.5	1.5	2.0	2.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)			7.0	7.0			7.0	7.0			5.0	5.0
Flash Dont Walk (s)			25.0	25.0			25.0	25.0			25.0	25.0
Pedestrian Calls (#/hr)			4	4			7	7			11	11
Act Effect Green (s)		17.5	74.5	74.5		21.5	78.5	78.5		24.0	31.0	31.0
Actuated g/C Ratio		0.10	0.41	0.41		0.12	0.44	0.44		0.13	0.17	0.17
v/c Ratio		1.63	0.67	0.36		1.81	1.01	0.20		1.33	1.52	0.57
Control Delay		353.5	44.9	23.3		422.1	72.0	12.0		218.2	288.4	41.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		353.5	44.9	23.3		422.1	72.0	12.0		218.2	288.4	41.4
LOS		F	D	C		F	E	B		F	F	D
Approach Delay			86.3				117.0				234.9	
Approach LOS			F				F				F	
Queue Length 50th (ft)		~398	416	106		~577	~869	30		~407	~684	97
Queue Length 95th (ft)		#572	464	174		#773	#942	74		#478	#744	164
Internal Link Dist (ft)			1926				1777				1664	
Turn Bay Length (ft)		285		80		390		80		330		160
Base Capacity (vph)		164	2006	679		205	2154	723		444	592	345
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		1.63	0.67	0.36		1.81	1.01	0.20		1.33	1.52	0.57

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 126 (70%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 160

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.81

Intersection Signal Delay: 144.2

Intersection LOS: F

Intersection Capacity Utilization 110.8%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
 10: Dixie Hwy. & Commercial Blvd.

08/14/2018

Splits and Phases: 10: Dixie Hwy. & Commercial Blvd.



Lanes, Volumes, Timings
10: Dixie Hwy. & Commercial Blvd.

08/14/2018



Lane Group	SBU	SBL	SBT	SBR
Total Split (s)	34.0	34.0	41.0	41.0
Total Split (%)	18.9%	18.9%	22.8%	22.8%
Maximum Green (s)	28.0	28.0	35.0	35.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.0	2.0
Recall Mode	None	None	None	None
Walk Time (s)			5.0	5.0
Flash Dont Walk (s)			25.0	25.0
Pedestrian Calls (#/hr)			10	10
Act Effect Green (s)		28.0	35.0	35.0
Actuated g/C Ratio		0.16	0.19	0.19
v/c Ratio		1.02	1.33	0.37
Control Delay		117.1	210.6	22.9
Queue Delay		0.0	0.0	0.0
Total Delay		117.1	210.6	22.9
LOS		F	F	C
Approach Delay			162.0	
Approach LOS			F	
Queue Length 50th (ft)		~297	~627	35
Queue Length 95th (ft)		#407	#749	98
Internal Link Dist (ft)			3871	
Turn Bay Length (ft)		300		275
Base Capacity (vph)		518	668	379
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		1.02	1.33	0.37
Intersection Summary				

HCM 6th Signalized Intersection Summary

1: Dixie Hwy. & Cypress Creek Rd.

08/14/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	397	772	476	100	865	112	305	566	57	182	720	257
Future Volume (veh/h)	397	772	476	100	865	112	305	566	57	182	720	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1796	1796	1811	1811	1811	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	418	813	501	106	920	119	328	609	61	196	774	276
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	6	6	6	5	5	5	5	5	5
Cap, veh/h	373	733	622	133	1398	180	310	1010	101	291	837	373
Arrive On Green	0.15	0.41	0.41	0.05	0.32	0.32	0.15	0.32	0.32	0.07	0.24	0.24
Sat Flow, veh/h	1711	1796	1522	1725	4433	571	1739	3185	318	1739	3469	1547
Grp Volume(v), veh/h	418	813	501	106	683	356	328	331	339	196	774	276
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1725	1648	1708	1739	1735	1769	1739	1735	1547
Q Serve(g_s), s	25.0	70.0	49.8	7.1	30.7	30.9	25.0	27.6	27.7	12.0	37.4	28.2
Cycle Q Clear(g_c), s	25.0	70.0	49.8	7.1	30.7	30.9	25.0	27.6	27.7	12.0	37.4	28.2
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	373	733	622	133	1040	539	310	550	561	291	837	373
V/C Ratio(X)	1.12	1.11	0.81	0.79	0.66	0.66	1.06	0.60	0.60	0.67	0.92	0.74
Avail Cap(c_a), veh/h	373	733	622	193	1154	598	310	587	598	291	911	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	50.7	44.7	45.0	50.7	50.7	52.2	49.4	49.4	49.6	63.5	60.1
Incr Delay (d2), s/veh	83.4	67.1	7.5	8.2	1.0	2.0	67.5	1.3	1.3	4.9	14.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.9	60.4	27.5	6.1	18.9	19.7	27.5	18.1	18.4	4.3	25.2	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.8	117.8	52.2	53.2	51.7	52.8	119.7	50.7	50.8	54.5	77.5	66.1
LnGrp LOS	F	F	D	D	D	D	F	D	D	D	E	E
Approach Vol, veh/h	1732			1145			998			1246		
Approach Delay, s/veh	99.5			52.2			73.4			71.4		
Approach LOS	F			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.5	60.9	15.6	76.5	31.5	47.9	31.5	60.6				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	12.0	58.0	15.0	70.0	25.0	45.0	25.0	60.0				
Max Q Clear Time (g_c+I1), s	14.0	29.7	9.1	72.0	27.0	39.4	27.0	32.9				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	2.0	0.0	3.5				
Intersection Summary												
HCM 6th Ctrl Delay	77.0											
HCM 6th LOS	E											

Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/14/2018

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	29	368	772	476	100	865	112	305	566	57	182	720
Future Volume (vph)	29	368	772	476	100	865	112	305	566	57	182	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300		300	135		0	255		0	200	
Storage Lanes		1		1	1		0	1		0	1	
Taper Length (ft)		50			50			50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95
Frt				0.850		0.983			0.986			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1687	1776	1509	1703	4810	0	1719	3390	0	1719	3438
Flt Permitted		0.129			0.072			0.082			0.310	
Satd. Flow (perm)	0	229	1776	1509	129	4810	0	148	3390	0	561	3438
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				293		14			6			
Link Speed (mph)			30			30			30			30
Link Distance (ft)			1510			1310			1656			1098
Travel Time (s)			34.3			29.8			37.6			25.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	7%	7%	6%	6%	6%	5%	5%	5%	5%	5%
Adj. Flow (vph)	31	387	813	501	106	920	119	328	609	61	196	774
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	418	813	501	106	1039	0	328	670	0	196	774
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			10			10			10			10
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	1	1	1	1		1	1		1	1
Detector Template	Left	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	40	40	40	40	40		40	40		40	40
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0		0	0
Detector 1 Size(ft)	20	40	40	40	40	40		40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA
Protected Phases	7	7	4		3	8		5	2		1	6
Permitted Phases	4	4		4	8			2			6	
Detector Phase	7	7	4	4	3	8		5	2		1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	15.0	15.0	4.0	15.0		4.0	12.0		4.0	12.0
Minimum Split (s)	10.5	10.5	35.5	35.5	10.5	35.5		10.5	42.5		10.5	42.5

Total PM.syn

Synchro 10 Report
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Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/14/2018

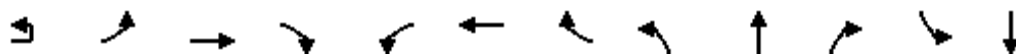
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	257
Future Volume (vph)	257
Ideal Flow (vphpl)	1900
Storage Length (ft)	200
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1538
Flt Permitted	
Satd. Flow (perm)	1538
Right Turn on Red	Yes
Satd. Flow (RTOR)	181
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	5%
Adj. Flow (vph)	276
Shared Lane Traffic (%)	
Lane Group Flow (vph)	276
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	42.5

Total PM.syn

Synchro 10 Report
Page 2

Lanes, Volumes, Timings
1: Dixie Hwy. & Cypress Creek Rd.

08/14/2018



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Split (s)	31.5	31.5	76.5	76.5	21.5	66.5		31.5	64.5		18.5	51.5
Total Split (%)	17.4%	17.4%	42.3%	42.3%	11.9%	36.7%		17.4%	35.6%		10.2%	28.5%
Maximum Green (s)	25.0	25.0	70.0	70.0	15.0	60.0		25.0	58.0		12.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.5	4.5		4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	1.5	1.5	2.5	2.5	1.5	2.5		1.5	2.5		1.5	2.5
Recall Mode	None	None	None	None	None	None		None	Min		None	Min
Walk Time (s)			7.0	7.0		7.0			7.0			7.0
Flash Dont Walk (s)			22.0	22.0		22.0			29.0			29.0
Pedestrian Calls (#/hr)			2	2		7			2			12
Act Effect Green (s)		87.3	70.1	70.1	66.4	55.8		73.9	55.5		54.3	42.4
Actuated g/C Ratio		0.50	0.40	0.40	0.38	0.32		0.42	0.32		0.31	0.24
v/c Ratio		1.29	1.14	0.64	0.73	0.67		1.14	0.62		0.77	0.93
Control Delay		187.1	124.9	20.9	66.0	53.2		143.6	53.0		59.3	81.9
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		187.1	124.9	20.9	66.0	53.2		143.6	53.0		59.3	81.9
LOS		F	F	C	E	D		F	D		E	F
Approach Delay			109.9			54.4			82.8			65.4
Approach LOS			F			D			F			E
Queue Length 50th (ft)		~462	~977	176	63	336		~346	300		128	404
Queue Length 95th (ft)		#674	#1248	308	125	383		#552	374		#211	#515
Internal Link Dist (ft)			1430			1230			1576			1018
Turn Bay Length (ft)		300		300	135			255			200	
Base Capacity (vph)		324	714	782	188	1667		288	1134		255	889
Starvation Cap Reductn		0	0	0	0	0		0	0		0	0
Spillback Cap Reductn		0	0	0	0	0		0	0		0	0
Storage Cap Reductn		0	0	0	0	0		0	0		0	0
Reduced v/c Ratio		1.29	1.14	0.64	0.56	0.62		1.14	0.59		0.77	0.87

Intersection Summary

Area Type: Other

Cycle Length: 181

Actuated Cycle Length: 174.2

Natural Cycle: 160

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.29

Intersection Signal Delay: 81.4

Intersection LOS: F

Intersection Capacity Utilization 104.6%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

1: Dixie Hwy. & Cypress Creek Rd.

08/14/2018

Splits and Phases: 1: Dixie Hwy. & Cypress Creek Rd.

 Ø1	 Ø2	 Ø3	 Ø4
18.5 s	64.5 s	21.5 s	76.5 s
 Ø5	 Ø6	 Ø7	 Ø8
31.5 s	51.5 s	31.5 s	66.5 s

Lane Group	SBR
Total Split (s)	51.5
Total Split (%)	28.5%
Maximum Green (s)	45.0
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	2.5
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	12
Act Effct Green (s)	42.4
Actuated g/C Ratio	0.24
v/c Ratio	0.54
Control Delay	23.4
Queue Delay	0.0
Total Delay	23.4
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	81
Queue Length 95th (ft)	175
Internal Link Dist (ft)	
Turn Bay Length (ft)	200
Base Capacity (vph)	532
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.52
Intersection Summary	

HCM 6th Signalized Intersection Summary

9: NE 6th Ave. & NE 56th St.

08/14/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	151	68	112	249	37	104	169	142	23	146	41
Future Volume (veh/h)	17	151	68	112	249	37	104	169	142	23	146	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	20	174	78	138	307	46	117	190	160	29	185	52
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.89	0.89	0.89	0.79	0.79	0.79
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	484	348	156	510	764	115	376	468	397	356	468	397
Arrive On Green	0.29	0.29	0.29	0.08	0.50	0.50	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1046	1185	531	1725	1539	231	1144	1811	1535	1048	1811	1535
Grp Volume(v), veh/h	20	0	252	138	0	353	117	190	160	29	185	52
Grp Sat Flow(s),veh/h/ln	1046	0	1716	1725	0	1770	1144	1811	1535	1048	1811	1535
Q Serve(g_s), s	0.6	0.0	5.0	2.0	0.0	5.1	3.8	3.5	3.5	1.0	3.4	1.1
Cycle Q Clear(g_c), s	0.6	0.0	5.0	2.0	0.0	5.1	7.3	3.5	3.5	4.5	3.4	1.1
Prop In Lane	1.00		0.31	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	484	0	504	510	0	879	376	468	397	356	468	397
V/C Ratio(X)	0.04	0.00	0.50	0.27	0.00	0.40	0.31	0.41	0.40	0.08	0.40	0.13
Avail Cap(c_a), veh/h	817	0	1050	878	0	1820	780	1109	940	727	1109	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	11.9	8.1	0.0	6.5	15.5	12.5	12.5	14.4	12.5	11.6
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.1	0.0	0.3	0.3	0.4	0.5	0.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	3.0	1.1	0.0	2.5	1.6	2.2	1.9	0.4	2.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	12.7	8.2	0.0	6.8	15.9	13.0	13.0	14.5	12.9	11.7
LnGrp LOS	B	A	B	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h	272			491			467			266		
Approach Delay, s/veh	12.5			7.2			13.7			12.8		
Approach LOS	B			A			B			B		
Timer - Assigned Phs	2			4	5	6	8					
Phs Duration (G+Y+Rc), s	25.3			15.6	8.3	17.0	15.6					
Change Period (Y+Rc), s	5.0			5.0	5.0	5.0	5.0					
Max Green Setting (Gmax), s	42.0			25.0	12.0	25.0	25.0					
Max Q Clear Time (g_c+I1), s	7.1			9.3	4.0	7.0	6.5					
Green Ext Time (p_c), s	1.4			1.3	0.1	0.9	0.7					
Intersection Summary												
HCM 6th Ctrl Delay				11.2								
HCM 6th LOS				B								

Lanes, Volumes, Timings
9: NE 6th Ave. & NE 56th St.

08/14/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	151	68	112	249	37	104	169	142	23	146	41
Future Volume (vph)	17	151	68	112	249	37	104	169	142	23	146	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	145		0	90		215	135		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.954			0.980				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1710	0	1703	1757	0	1703	1792	1524	1703	1792	1524
Flt Permitted	0.550			0.440			0.641			0.638		
Satd. Flow (perm)	986	1710	0	789	1757	0	1149	1792	1524	1144	1792	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			15				160			99
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		2683			1383			1243			1274	
Travel Time (s)		73.2			37.7			28.3			29.0	
Peak Hour Factor	0.87	0.87	0.87	0.81	0.81	0.81	0.89	0.89	0.89	0.79	0.79	0.79
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	20	174	78	138	307	46	117	190	160	29	185	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	252	0	138	353	0	117	190	160	29	185	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		10			10			10			10	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	12.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	23.0	23.0		10.0	27.0		27.0	27.0	27.0	23.0	23.0	23.0

Total PM.syn

Synchro 10 Report
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Lanes, Volumes, Timings
9: NE 6th Ave. & NE 56th St.

08/14/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	30.0		17.0	47.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	39.0%	39.0%		22.1%	61.0%		39.0%	39.0%	39.0%	39.0%	39.0%	39.0%
Maximum Green (s)	25.0	25.0		12.0	42.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		1.5	3.0		2.5	2.5	2.5	2.5	2.5	2.5
Recall Mode	Min	Min		None	Min		None	None	None	None	None	None
Walk Time (s)					7.0		7.0	7.0	7.0			
Flash Dont Walk (s)					15.0		15.0	15.0	15.0			
Pedestrian Calls (#/hr)					10		1	1	1			
Act Effect Green (s)	14.2	14.2		23.9	23.9		10.9	10.9	10.9	10.9	10.9	10.9
Actuated g/C Ratio	0.31	0.31		0.52	0.52		0.24	0.24	0.24	0.24	0.24	0.24
v/c Ratio	0.07	0.46		0.25	0.38		0.43	0.44	0.33	0.11	0.43	0.12
Control Delay	16.2	17.1		7.5	8.1		21.5	19.6	5.5	16.0	19.4	1.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	17.1		7.5	8.1		21.5	19.6	5.5	16.0	19.4	1.7
LOS	B	B		A	A		C	B	A	B	B	A
Approach Delay		17.1			7.9			15.2			15.6	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)	3	40		12	35		22	36	0	5	35	0
Queue Length 95th (ft)	18	117		41	98		65	93	31	19	78	3
Internal Link Dist (ft)		2603			1303			1163			1194	
Turn Bay Length (ft)	170			145			90		215	135		150
Base Capacity (vph)	584	1026		672	1565		681	1062	968	678	1062	943
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.25		0.21	0.23		0.17	0.18	0.17	0.04	0.17	0.06

Intersection Summary

Area Type: Other

Cycle Length: 77

Actuated Cycle Length: 45.7

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 13.2

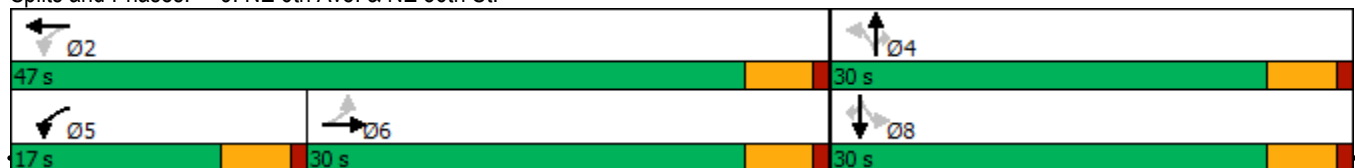
Intersection LOS: B

Intersection Capacity Utilization 55.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: NE 6th Ave. & NE 56th St.



Total PM.syn

Synchro 10 Report

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Intersection

Int Delay, s/veh 1.2

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations						
Traffic Vol, veh/h	15	250	368	20	10	39
Future Vol, veh/h	15	250	368	20	10	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	84	84	71	71
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	19	321	438	24	14	55

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	462	0	-	0	809	450
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	359	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1094	-	-	-	348	607
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1094	-	-	-	341	607
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	704	-

Approach EB WB SB

HCM Control Delay, s	0.5	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1094	-	-	-	524
HCM Lane V/C Ratio	0.018	-	-	-	0.132
HCM Control Delay (s)	8.3	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection

Int Delay, s/veh 5.8

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	15	2	69	37	7	36
Future Vol, veh/h	15	2	69	37	7	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	66	66	47	47
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	24	3	105	56	15	77

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	27	0	292	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	266	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1580	-	697	1047
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1580	-	649	1047
Mov Cap-2 Maneuver	-	-	-	-	649	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	776	-

Approach EB WB NB

HCM Control Delay, s	0	4.8	9.2
HCM LOS			A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	952	-	-	1580	-
HCM Lane V/C Ratio	0.096	-	-	0.066	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	69	49	30	17	4
Future Vol, veh/h	10	69	49	30	17	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	75	53	33	18	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	86	0	0 150 53
Stage 1	-	-	- 53 -
Stage 2	-	-	- 97 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1510	-	- 842 1014
Stage 1	-	-	- 970 -
Stage 2	-	-	- 927 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1510	-	- 835 1014
Mov Cap-2 Maneuver	-	-	- 835 -
Stage 1	-	-	- 962 -
Stage 2	-	-	- 927 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1510	-	-	-	864
HCM Lane V/C Ratio	0.007	-	-	-	0.026
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Appendix F – Site Plan

PARCEL 5:

That portion of the Southwest one-quarter (SW 1/4) of Section 11, Township 49 South, Range 42 East, Broward County, Florida, described as follows: Commencing at the Southwest corner of said Southwest one-quarter (SW 1/4); thence North 88 degrees 48' 20" East, along the West line of said Southwest one-quarter (SW 1/4) a distance of 1,069.80 feet; thence North 01 degree 11' 40" West, perpendicular to the said South line, a distance of 982.27 feet to a point on the North Right-of-Way line of Northeast 58th Street and the Point of Beginning; thence continuing North 01 degree 11' 40" West along the aforesaid course, a distance of 349.03 feet; thence North 88 degrees 59' 50" East a distance of 434.76 feet to a point on the West line of said North Right-of-Way line of North 80th Street; thence North 88 degrees 48' 20" East, along the West line of said North Right-of-Way line of North 80th Street a distance of 1,069.80 feet to the West Right-of-Way line of the Florida East Coast Railroad; thence South 01 degree 22' 40" East, along the said West Right-of-Way line of the Florida East Highway, a distance of 347.61 feet to the North Right-of-Way line of North 58th Street; thence North 88 degrees 48' 20" East, along the said North Right-of-Way line, a distance of 435.88 feet to the Point of Beginning.

LESS AND EXCEPT the following described fee simple Right-of-Way described in the Order of Taking and Easement in Official Records Book 17869, Page 923, of the Public Records of Broward County, Florida, No. 108:

That portion of the Southwest 1/4 of Section 11, Township 49 South, Range 42 East, Broward County, Florida; more particularly described as follows:

COMMENCE at the Northeast corner of the MEDICAL PLAZA, according to the plat thereof as recorded in Plat Book 102, Page 10, of the Public Records of Broward County, Florida; thence North 88 degrees 48' 20" East, along the West line of said Southwest one-quarter (SW 1/4) a distance of 166.80 feet; thence North 01 degree 45' 33" West along said West line of said Southwest one-quarter (SW 1/4) a distance of 575.75 feet to the point of intersection of the North line of a 60 foot Right-of-Way for NE 58th Street with the Westerly Existing Right-of-Way line of North 42nd Highway, also being the Point of Beginning; thence continue North 01 degree 45' 33" West along said West line of said Southwest one-quarter (SW 1/4) a distance of 504.98 degrees 54' 42" West a distance of 32.53 feet to the North Right-of-Way line of said NE 58th Street; thence North 88 degrees 48' 20" East along said North Right-of-Way line a distance of 12.62 feet to the Point of Beginning.

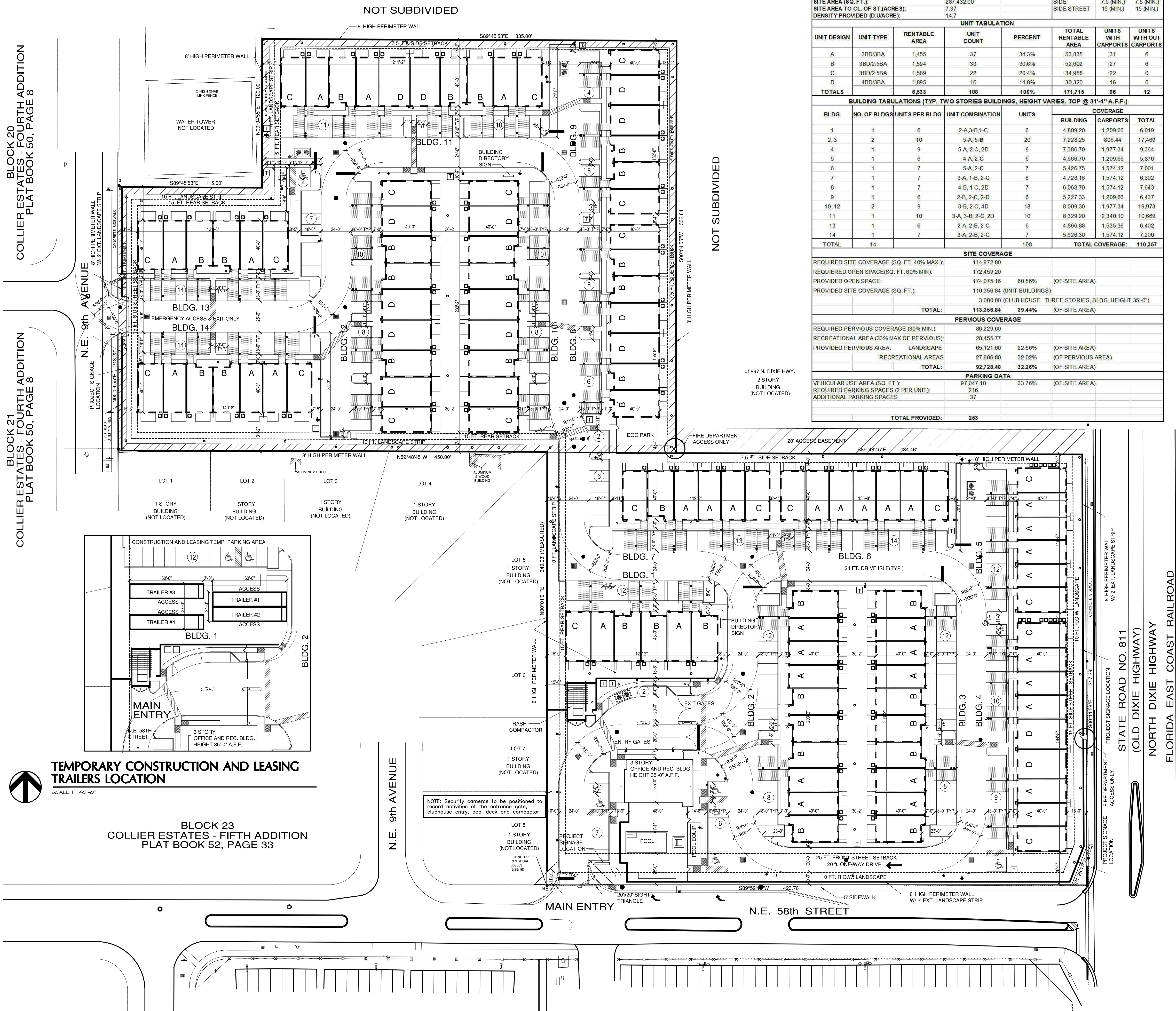
PARCEL 6:

Parcel # 6 of MADRID SQUARE, according to the plat thereof as recorded in Plat Book 112, Page 8 of the Public Records of Broward County, Florida; together with easement rights in common with others over and across the South 20 feet of the South 1/2 of the South 1/2 of Section 11, Township 49 South, Range 42 East, Broward County, Florida, lying West of Old Dixie Highway, LESS the West 475 feet thereof as set forth in the Warranty Deed recorded in Official Records Book 341, Page 116; all lying, situate and being in and to the said County of Broward, State of Florida.

[illegible]

DCR	BROWARD COUNTY RECORDS	CBWC	CENTRAL BROWARD WATER CONTROL DISTRICT
DCR	DADE COUNTY RECORDS	D.F.S.C	DRAINAGE, FLOWAGE & STORAGE EASEMENT
PLB	PLAT BOOK	D.E.	DRAINAGE EASEMENT
PG	PAGE	L.M.E.	LAKE MAINTENANCE EASEMENT
ORB	OFFICIAL RECORDS BOOK	L.A.E.	LAKE ACCESS EASEMENT
Q	CENTERLINE	MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
R/W	RIGHT-OF-WAY		FIRE HYDRANT
SEC	SECTION		GATE VALVE
PP	WOOD POWER POLE		WATER METER
CLP	CONCRETE LIGHT POLE		SANITARY SEWER MANHOLE
ANC	ANCHOR		CATCH BASIN
TYP	TYPICAL		EXISTING ELEVATION
T.O.B.	TOP OF BANK		PROPOSED ELEVATION
E.O.W.	EDGE OF WATER		FLOW DIRECTION
FF.	FINISH FLOOR		EXIST. LIGHT POLE
U.E.	UTILITY EASEMENT		PROP. LIGHT POLE
E.A.E.	EMERGENCY ACCESS EASEMENT		PROP. WALL LIGHT
K.B.	KNOX BOX		PROP. TRANSFORMER

CWBOD	CENTRAL BROWARD WATER CONTROL DISTRICT
D.F.S.E.	DRAINAGE, FLOWAGE & STORAGE EASEMENT
D.E.	DRAINAGE EASEMENT
L.M.E.	LAKE MAINTENANCE EASEMENT
L.A.E.	LAKE ACCESS EASEMENT
MUTCD	MANUAL UNIFORM TRAFFIC CONTROL DEVICES
	FIRE HYDRANT
	GATE VALVE
	WATER METER
	SANITARY SEWER MANHOLE
	CATCH BASIN
	EXISTING ELEVATION
	PROPOSED ELEVATION
	FLOW DIRECTION
	EXIST. LIGHT POLE
	PROP. LIGHT POLE
	PROP. WALL LIGHT
	PROP. TRANSFORMER



SITE PLAN DATA TABLE									
PROPOSED MULTI FAMILY RESIDENTIAL PROJECT - CITY OF OAKLAND PARK, FL.					SETBACK TABLE (FEET)				
CURRENT USE:		VACANT LAND							
LAND USE DESIGNATION:		RESIDENTIAL							
ZONING DESIGNATION:		MULTIFAMILY 16			FRONT		REQUIRED		PROVIDED
WATER/SEWER TREATMENT PROVIDER:		BROWARD COUNTY			REAR		15 (MIN.)		15 (MIN.)
SITE AREA (SQ. FT.):		287,432.00			SIDE		7.5 (MIN.)		7.5 (MIN.)
SITE AREA TO CL. OF ST (ACRES):		7.37			SIDE STREET		15 (MIN.)		15 (MIN.)
DENSITY PROVIDED (D U/ACRE):		14.7							
UNIT TABULATION									
UNIT DESIGN	UNIT TYPE	RENTABLE AREA	UNIT COUNT	PERCENT	TOTAL RENTABLE AREA	UNITS WITH CARPORTS	UNITS WITH OUT CARPORTS		
A	3BD/3BA	1,455	37	34.3%	53,835	31	6		
B	3BD/2 SBA	1,594	33	30.8%	52,602	27	0		
C	3BD/2 SBA	1,589	22	20.4%	34,958	22	0		
D	4BD/3BA	1,895	16	14.8%	30,320	16	0		
TOTALS		6,533	108	100%	171,715	96	12		
BUILDING TABULATIONS (TYP. TWO STORIES BUILDINGS, HEIGHT VARIES, TOP @ 31'-4" A.F.F.)									
BLDG	NO. OF BLDGS	UNITS PER BLDG.	UNIT COMBINATION	UNITS	COVERAGE				
					BUILDING AREA	CARPORTS	TOTAL		
1	1	6	2A-3,B-1-C	6	4,809.20	1,209.66	6,019		
2,3	2	10	5-A, 5-B	20	7,920.25	806.44	17,469		
4	1	9	5-A, 2-C, 2D	9	7,386.70	1,977.34	9,364		
5	1	6	4-A, 2-C	6	4,666.70	1,209.66	5,876		
6	1	7	5-A, 2-C	7	5,426.75	1,574.12	7,001		
7	1	7	3-A, 1-B, 2-C	6	4,728.16	1,574.12	6,300		
8	1	7	4-B, 1-C, 2D	7	6,068.70	1,574.12	7,643		
9	1	6	3-B, 2-C, 2-D	6	5,227.33	1,209.66	6,437		
10, 12	2	10	3-B, 2-C, 4-D	18	8,009.30	1,977.34	19,973		
11	1	10	3-A, 3-B, 2-C, 2D	10	8,329.20	2,340.10	10,669		
13	1	6	2-A, 2-B, 2-C	6	4,866.68	1,535.36	6,402		
14	1	7	3-A, 2-B, 2-C	7	5,628.30	1,574.12	7,200		
TOTAL		14		108	TOTAL COVERAGE: 110,387				
SITE COVERAGE									
REQUIRED SITE COVERAGE (SQ. FT. 40% MAX.):		114,972.80							
REQUIRED OPEN SPACE (SQ. FT. 60% MIN):		172,459.50							
PROVIDED OPEN SPACE:		174,075.16			60.56%		(OF SITE AREA)		
PROVIDED SITE COVERAGE (SQ. FT.):		110,356.84 (UNIT BUILDINGS)							
		3,000.00 (CLUB HOUSE, THREE STORIES, BLDG. HEIGHT 35'-0")							
TOTAL:		113,366.84			39.44%		(OF SITE AREA)		
PERVIOUS COVERAGE									
REQUIRED PERVIOUS COVERAGE (0% MIN.):		88,225.77							
RECREATIONAL AREA (33% MAX OF PERVIOUS MIN.):		26,459.60							
PROVIDED PERVIOUS AREA:		LANDSCAPE			56,121.60		22.66%		(OF SITE AREA)
		RECREATIONAL AREAS			27,606.80		32.02%		(OF PERVIOUS AREA)
TOTAL:		92,728.40			32.26%		(OF SITE AREA)		
PARKING DATA									
VEHICULAR USE AREA (SQ. FT.):		97,047.10			33.76%		(OF SITE AREA)		
ADDITIONAL PARKING SPACES (2 PER UNIT):		216							
TOTAL PROVIDED:		253							

SCALE 1"=40'-0"

Appendix G – Signal Timing Plans



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1028	Initial Operation Date	11/29/60
Controller Type	2070 LN	System Number	1028
Modification Number	18	Modification Date	01/07/2015
Drawing/Project No		FPL Grid Number	87686970608
Intersection	NE 62 ST. (CYP. CRK. RD.) and DIXIE HWY. (SR 811)		
Municipality	OAKLAND PARK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,3A	4	5	6	7	8,8A
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	12	4	15	4	12	4	15
Vehicle Ext.(GAP)	1.5	2.5	1.5	2.5	1.5	2.5	2.0	2.5
Maximum Green I	12	45	15	60	25	45	25	60
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.5	2.5	2.0	2.0	2.5	2.5
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		29		22		29		22
Permissive	5 SECT		NOTE 2		5 SECT		5 SECT	
Flash Operation		RED	RED	YELLOW		RED		YELLOW
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. DOUBLE CLEARANCE WB AND WBL (MEASURED FROM BEGINING OF NEARSIDE YELLOW):
 - a)TIME = 6 SECONDS GREEN, 4 SECONDS YELLOW AND 1 SECOND ALL RED;
 - b)NEARSIDE WBL IS PROTECTED ONLY, FAR SIDE IS 5-SECT. FAR SIDE WB AND EB HEADS CLEAR SIMULTANEOUSLY.
4. RAILROAD PREEMPTION SEQUENCE:
 - a)TIME BEFORE PREEMPTION= 2 SECONDS;
 - b)TRACK CLEARANCE = NOT USED;
 - c)ACTIVE PHASES IN PREEMPTION (2070 DWELL PHASES) = PHASES 2,5,6 & 7 (NB, NBL, SB, EBL);
 - d)RETURN TO PHASES 3 AND 8 (WB/WBL).
5. MOD. 18 UPDATES YELLOW AND PEDESTRIAN CLEARANCE VALUES AS PART OF FDOT REBUILD PROJECT.

Submitted By _____ **Approved By** _____

Station : 1028 - Cypress Creek Rd & Dixie Hwy (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		29		22		29		22								
Min Green	4	12	4	15	4	12	4	15								
Gap Ext	1.5	2.5	1.5	2.5	1.5	2.5	2	2.5								
Max1	12	45	15	60	25	45	25	60								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2.5	2.5	2	2	2.5	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit							33	75								
Dynamic Max Step							8	15								
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

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

Preempt LP

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

Station : 1031 - Commercial Blvd & Dixie Hwy (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		25		25		25		25								
Min Green	5	10	5	6	5	10	5	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	18	45	18	30	18	45	18	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.5	2.5	2	2	2.5	2.5	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

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

Preempt LP

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



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1031	Initial Operation Date	5/64
Controller Type	2070 LN	System Number	1031
Modification Number	13	Modification Date	05/22/2012
Drawing/Project No	227952-1-52-01	FPL Grid Number	87684909901
Intersection	COMMERCIAL BLVD. (SR 870) and DIXIE HWY. (SR 811)		
Municipality	OAKLAND PARK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	10	5	6	5	10	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	45	18	30	18	45	18	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.5	2.5	2.0	2.0	2.5	2.5	2.0	2.0
Phase Recall	OFF	MIN.	OFF	OFF	OFF	MIN.	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7		5		7		5
Pedestrian Clearance		25		25		25		25
Permissive	NO		DUAL		NO		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 13 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____

Approved By _____

Broward County

Timing Sheet

9/25/2017 1:38:00 PM

Station : 1081 - Andrews Ave & NE 56 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		17		19		17		19								
Min Green		12		6		12		6								
Gap Ext		2.5		2		2.5		2								
Max1		50		25		50		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1	2	1	2	1	2	1	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

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

Preempt LP

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



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1081	Initial Operation Date	4/21/75
Controller Type	2070 LN	System Number	
Modification Number	8	Modification Date	08/03/2017
Drawing/Project No	DES. GRP. 3	FPL Grid Number	87685025209
Intersection	ANDREWS AVENUE and NE 56 STREET		
Municipality	OAKLAND PARK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		12		6		12		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		50		25		50		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		17		19		17		19
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 8 UPDATES PEDESTRIAN CLEARANCE AND ALL RED CLEARANCE.

Submitted By _____ Approved By _____

Broward County

Timing Sheet

9/25/2017 1:39:15 PM

Station : 1085 - NE 56 St & NE 6 Ave (Standard File)

Phase	1	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance				15		15										
Min Green		12		6	4	12		6								
Gap Ext		3		2.5	1.5	3		2.5								
Max1		25		25	12	25		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		1		1	1	1		1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

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

Preempt LP

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



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1085	Initial Operation Date	5/24/76
Controller Type	2070 LN	System Number	
Modification Number	11	Modification Date	06/10/2015
Drawing/Project No	DES. GRP. 4	FPL Grid Number	87685565203
Intersection	NE 56 STREET and NE 6 AVENUE		
Municipality	OAKLAND PARK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		8
Direction		WB		NB	WBL	EB		SB
Initial Green(MIN)		12		6	4	12		6
Vehicle Ext.(GAP)		3.0		2.5	1.5	3.0		2.5
Maximum Green I		25		25	12	25		25
Maximum Green II								
Yellow Clearance		4.0		4.0	4.0	4.0		4.0
All Red Clearance		1.0		1.0	1.0	1.0		1.0
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk				7*		7*		
Pedestrian Clearance				15*		15*		
Permissive					5 SECT			
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. *SINGLE PUSHBUTTON CURRENTLY CALLS BOTH PHASE 4 AND PHASE 6 PEDS (INPUTS JUMPERED IN CABINET).
3. MOD. 11 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____

Approved By _____

Station : 1086 - Dixie Hwy & NE 56 St (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		20		21		20		21								
Min Green	4	8	4	8	4	8	4	8								
Gap Ext	1.5	3	1.5	2.5	1.5	3	1.5	2.5								
Max1	15	40	15	25	15	40	15	25								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call			ON				ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

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

Preempt LP

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

9/25/2017 1:40:46 PM

Coordination

[illegible]

[illegible]

9/25/2017 1:40:46 PM

Station : 1086 - Dixie Hwy & NE 56 St (Standard File)

[illegible]

Scheduler

[illegible]



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1086	Initial Operation Date	UNKNOWN
Controller Type	2070 LN	System Number	
Modification Number	15	Modification Date	05/20/2015
Drawing/Project No	256	FPL Grid Number	87685985300
Intersection	DIXIE HIGHWAY (SR 811) and NE 56 STREET		
Municipality	OAKLAND PARK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,3A	4	5	6	7	8,8A
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	8	4	8	4	8	4	8
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.5	1.5	3.0	1.5	2.5
Maximum Green I	15	40	15	25	15	40	15	25
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		20		21		20		21
Permissive	5 SECT		NOTE 4		5 SECT		5 SECT	
Flash Operation		YELLOW	RED	RED		YELLOW		RED
Green Return								

Attachment

Channel/Drop / **IP Address**

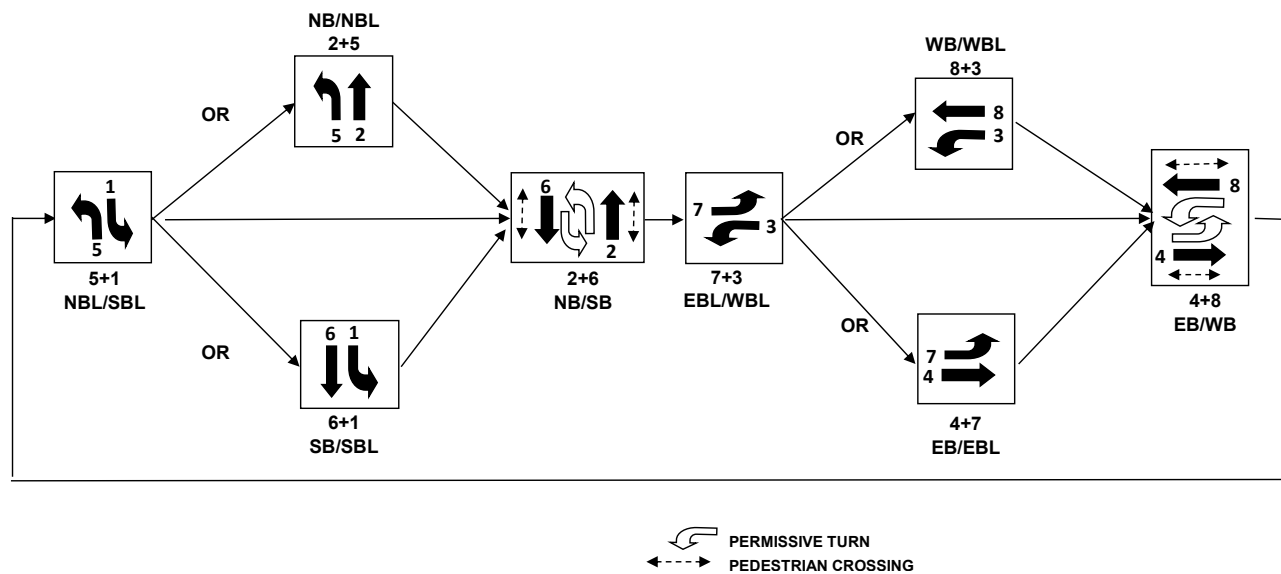
NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. HEAD 3 IS 3-SECTION R,<Y,<G NEARSIDE AND HEAD 3A IS 5-SECTION R,Y,G,<Y,<G FARSIDE LEFT TURN SIGNALS. HEADS 8 AND 8A ARE 3-SECTION R,Y,G NEARSIDE AND FARSIDE RESPECTIVELY. COMBINATION PROVIDES DOUBLE CLEARANCE WESTBOUND AS FOLLOWS (IN SECONDS): PH 3 AND PH 8 GREEN = 5 (MEASURED FROM BEGINNING OF NEARSIDE YELLOW TO FARSIDE YELLOW); PH 3 AND PH 8 YELLOW = 4.0; PH 8 ALL RED = 1.0. FARSIDE WESTBOUND HEADS AND EASTBOUND HEADS CLEAR SIMULTANEOUSLY
4. RAILROAD PREEMPTION (IN SECONDS): MIN. DURATION = 2; MIN. DWELL = 5 (PHASES 2, 5, 6 AND 7 ARE ENABLED); CLEARANCE AFTER (YELLOW) = 4.0; RETURNS TO PH 3+8
5. MOD. 15 DEPLOYS SIGNAL ONTO ATMS.NOW.

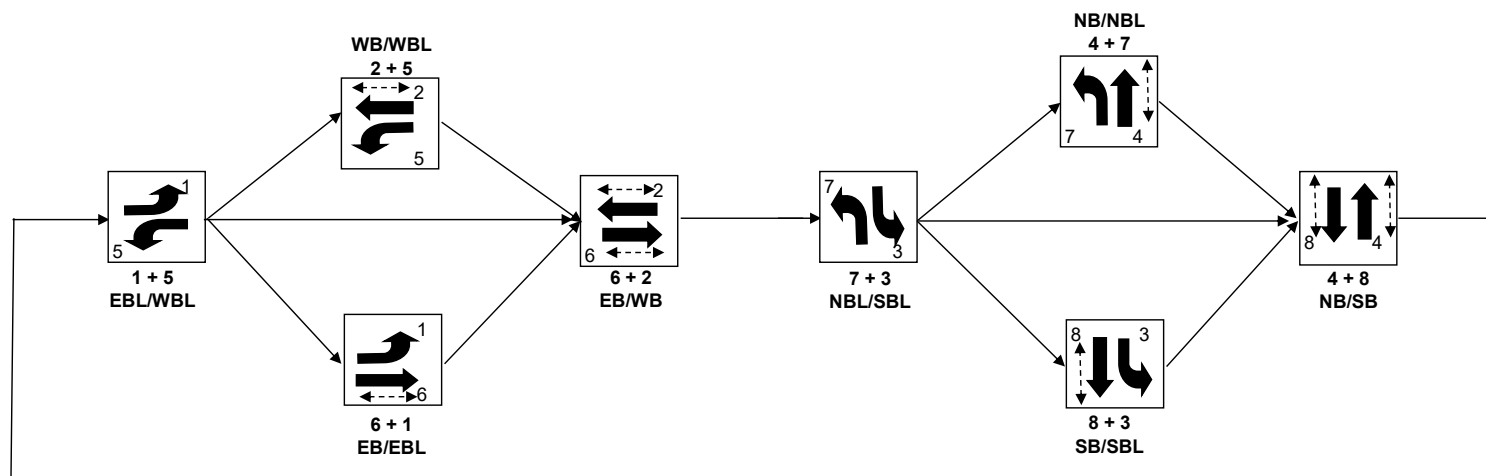
Submitted By _____

Approved By _____

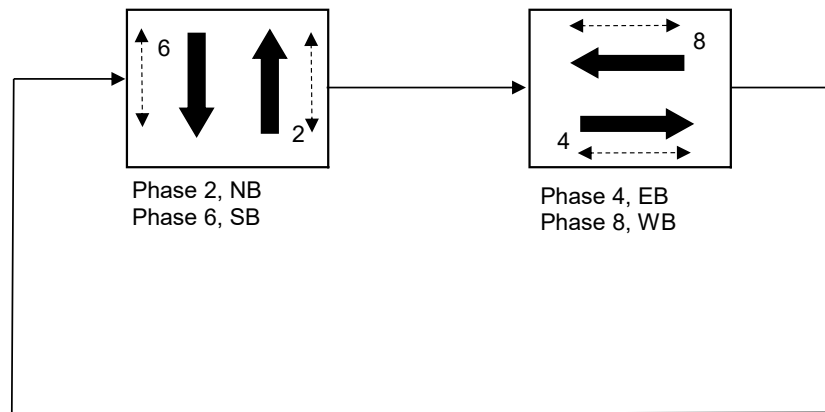
Sequence of Operation for (1028) NE 62 Street(Cypress Creek Rd) and Dixie Highway



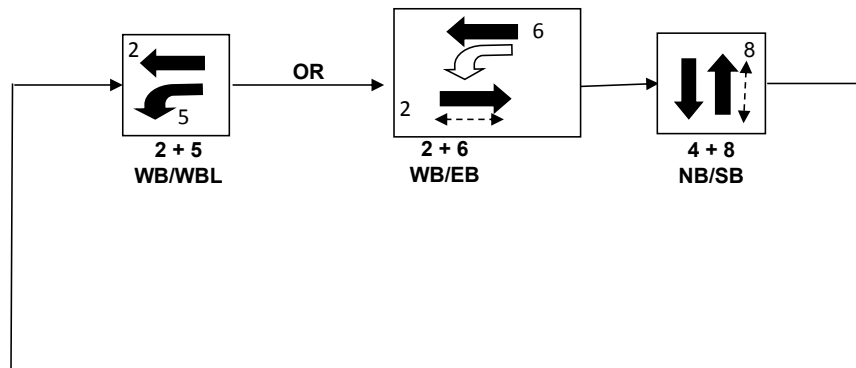
Sequence of Operation for (1031), Commercial Blvd (SR 870) and DIXIE Highway (SR 811)



Sequence of Operation
Andrews Avenue and NE 56 Street
Intersection Number A-081



**Sequence of Operation for (1085) NE 56 Street and NE 6 Avenue
Oakland Park**



Sequence of Operation for (1086) Dixie Hwy (SR 811) And NE 56 Street

