Traffic Impact Analysis for
Submittal to the
City of Oakland Park

Oakland Park – West Dixie Lot Development

Oakland Park, Florida

Kimley»Horn

Updated April 2021
March 2021
143262000

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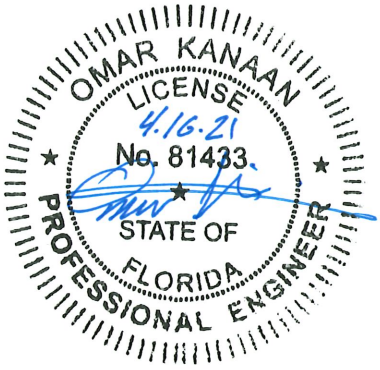
Prepared for:

Oakland Park Dixie, LLC
Oakland Park, Florida

Prepared by:

Kimley-Horn and Associates, Inc.



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EXECUTIVE SUMMARY

Oakland Park Dixie, LLC is proposing to develop the parcels generally bounded by North Dixie Highway to the east, NE 11th Avenue to the west, NE 39th Street to the north, and NE 37th Street to the south in Oakland Park, Florida. Currently, the site proposed for development is vacant. The proposed development consists of 140 multifamily residential units, 33,220 square feet of government office space, and 16,054 square feet of retail space. Please note that the proposed government office space accounts for the relocation of the existing Oakland Park City Hall government office space currently located at 3650 NE 12th Avenue (approximately 500 feet southeast of the project site). The project is expected to be completed and opened by year 2023.

Access to the proposed development will be provided via one (1) limited access (left-in/left-out) driveway along NE 37th Street. The project driveway will serve residential, office, retail users.

Trip generation for the proposed development was calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual,* 10th Edition. The project is expected to result in 146 new weekday A.M. peak hour trips and 139 new weekday P.M. peak hour trips.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at levels of service (LOS) D or better during the A.M. and P.M. peak hours under all analysis conditions with the exception of the intersection of SR 811/North Dixie Highway and Oakland Park Boulevard which operates at LOD E under future background and future total conditions during the P.M. peak hour. Note that the project assigns less than 1.3 percent (1.3%) of the overall traffic volume at this intersection during the P.M. peak hour.

A turn lane queuing analysis was conducted for all exclusive turn lanes at study intersections. The results of the analysis indicate that project traffic does not result in turn-lane queues extending beyond the available storage length.

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INTRODUCTION

Oakland Park Dixie, LLC is proposing to develop the parcels generally bounded by North Dixie Highway to the east, NE 11th Avenue to the west, NE 39th Street to the north, and NE 37th Street to the south in Oakland Park, Florida. Currently, the site proposed for development is vacant. The proposed development consists of 140 multifamily residential units, 33,220 square feet of government office space, and 16,054 square feet of retail space. The project is expected to be completed and opened by year 2023.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis. Methodology correspondence detailing the traffic study requirements is included in Appendix B. The purpose of the analysis is to assess the project's impact on the surrounding roadway network. This report summarizes the data collection, project trip generation and distribution, intersection capacity analysis, and turn-lane queuing analysis.

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Figure 1
Location Map
Oakland Park West Dixie Lot Development
Oakland Park, Florida

EXISTING TRAFFIC

A.M. peak period (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) turning movement counts were collected on Thursday, February 11, 2021 at the following intersections:

- SR 811/North Dixie Highway and NE 39th Street
- NE 11th Avenue and NE 38th Street
- SR 811/North Dixie Highway and NE 38th Street
- NE 11th Street and NE 37th Street
- SR 811/North Dixie Highway and NE 37th Street
- SR 811/North Dixie Highway and NE 34th Court

Additionally, at the request of the City, counts collected on Thursday, November 7, 2019 were obtained from the *Ram Oakland Park Traffic Impact Analysis*, 2020, at the following intersections:

- NE 6th Avenue and NE 38th Street
- Oakland Park Boulevard and NE 6th Avenue
- SR 811/North Dixie Highway and Oakland Park Boulevard

All volumes were collected in 15-minute intervals. Please note that the appropriate Florida Department of Transportation (FDOT) peak season correction factors of 1.00 and 1.03 were applied to the traffic data based on the date of the data collection.

Additionally, as a result of atypical traffic conditions due to the COVID-19 virus, collected turning movement counts were compared to historical counts collected by the Florida Department of Transportation (FDOT) along North Dixie Highway (FDOT Site ID: 865074) to determine an adjustment factor applicable to the collected turning movement counts to reflect typical traffic conditions. An adjustment factor of 1.10 was applied to all turning movement counts during the A.M. peak hour and an adjustment factor of 1.17 was applied to all turning movement counts during the P.M. peak hour based on the comparison of collected turning movement counts to historical FDOT counts in the vicinity of the project.

Signal timing information was obtained from Broward County Traffic Engineering Division (BCTED) for all signalized study area intersections.

The turning movement counts, comparison of historic traffic data, FDOT peak season factor category report, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the A.M. and P.M. peak periods.

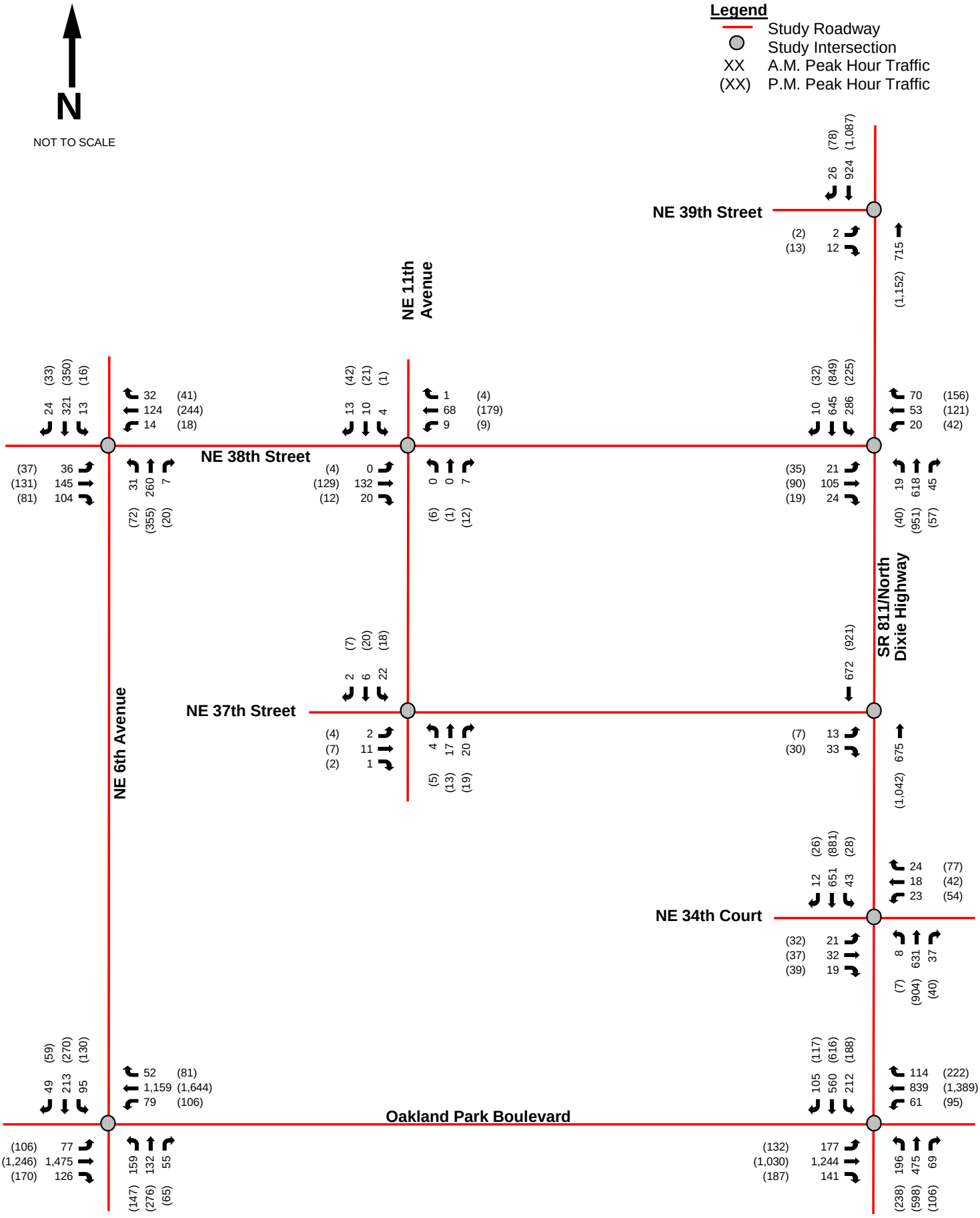

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Figure 2
Existing Peak Hour Traffic
Oakland Park West Dixie Lot Development
Oakland Park, Florida

FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2023 without the construction of the proposed development. Future background traffic volumes used in the analysis are the sum of the existing traffic, committed development traffic, and an additional amount of traffic generated by growth in the study area. Refer to Figure 3 for the 2023 peak hour background traffic volumes.

Background Area Growth

Future traffic growth on the transportation network was determined based upon (a) historic growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2015 and 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) – Southeast Florida Regional Planning Model (SERPM).

FDOT count stations referenced in this analysis include:

- Count Station #0023: SR 811/Dixie Highway – South of Prospect Road
- Count Station #5074: SR 811/Dixie Highway – 200' South of NE 38th Street

The historic growth rate analysis, based on FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) year and ten (10) year periods. The linear growth trend yielded a growth rate of negative 2.17 percent (-2.17%) over the most recent five (5) year period and a growth rate of 1.05 percent (1.05%) over the most recent ten (10) year period. The exponential growth trend yielded a growth rate of negative 2.10 percent (-2.10%) over the most recent five (5) year period and a growth rate of 1.07 percent (1.07%) over the most recent ten (10) year period. The decaying exponential growth trend yielded a growth rate of negative 2.58 percent (-2.58%) over the most recent five (5) year period and a growth rate of 1.23 percent (1.23%) over the most recent ten (10) year period.

Based on the forecasted volumes obtained from the 2015 and 2045 FSUTMS SERPM, an annual growth rate of 1.14 percent (1.14%) was calculated in the vicinity of the development.

The highest growth rate of 1.23 percent (1.23%) was applied annually on a compounding basis to the existing traffic volumes for future (2023) background conditions. The worksheets used to analyze the historic growth trends along with the FSUTMS transportation model outputs are included in Appendix D.

Committed Developments

The recently approved RAM development project located at 670 East Oakland Park Boulevard was identified as a committed development. Trips generated by this approved but not yet constructed project were included as a background condition. Committed development information is included in Appendix D.

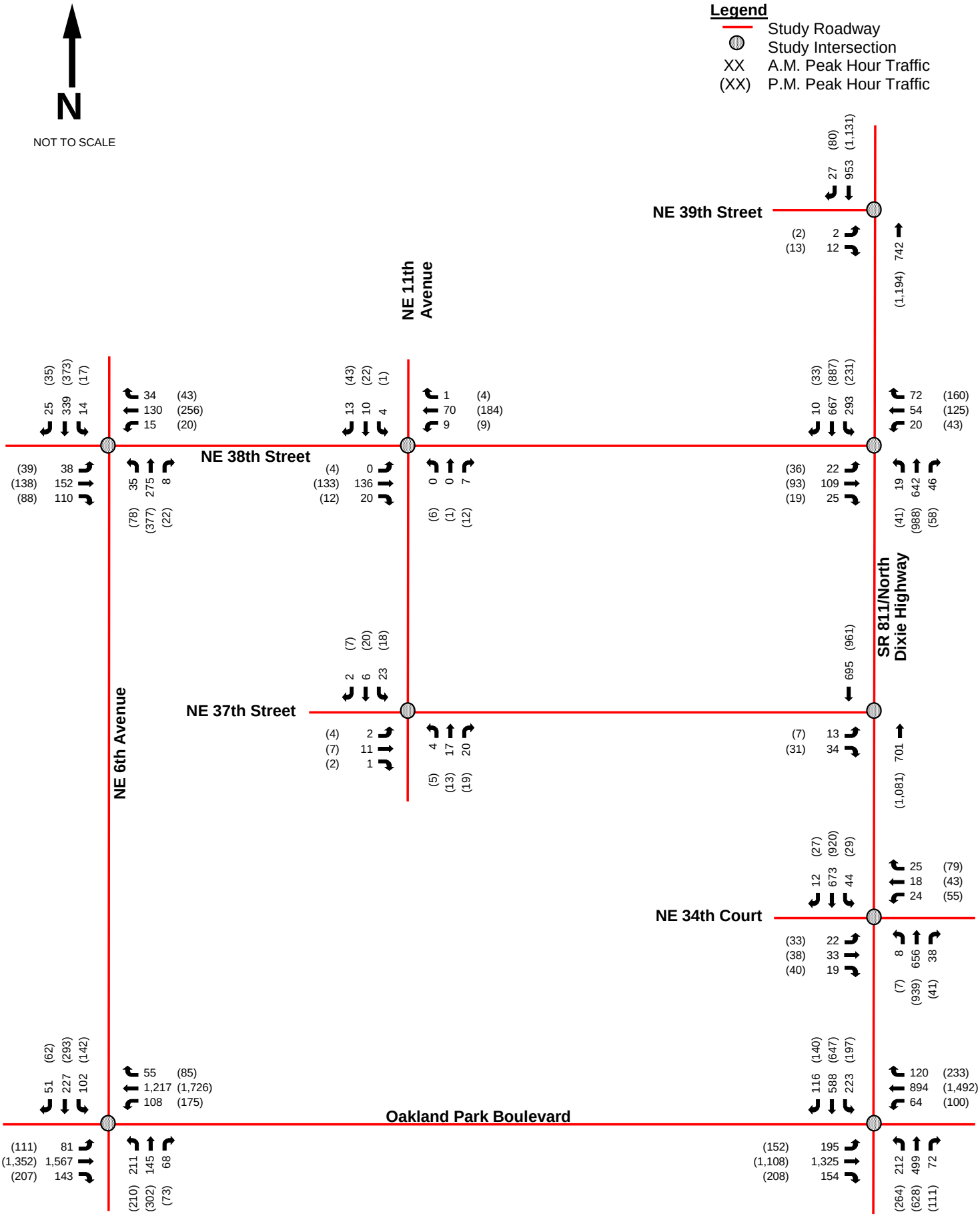

Figure 3
Existing Peak Hour Traffic
Oakland Park West Dixie Lot Development
Oakland Park, Florida

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PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The property proposed for development is currently vacant. The proposed development consists of 140 multifamily residential units, 33,220 square feet of government office space, and 16,054 square feet of retail space. Please note that the proposed government office space accounts for the relocation of the existing Oakland Park City Hall government office space currently located at 3650 NE 12th Avenue (approximately 500 feet southeast of the project site).

Project Access

Access to the proposed redevelopment will be provided via one (1) limited access (left-in/left-out) driveway along NE 37th Street. The project driveway will serve the residential, office, retail users.

Furthermore, note that the City is proposing the conversion of NE 11th Avenue to a one-way southbound roadway between NE 37th Street and NE 39th Street.

Trip Generation

Trip generation calculations for the proposed development were performed using rates and/or equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Trip generation for the proposed land uses was based on Land Use Code (LUC) 221 (Multifamily Housing [Mid-Rise]), LUC 730, (Government Office Building), and LUC 820 (Shopping Center). Project trips were estimated for the weekday A.M. peak hour and P.M. peak hour.

Multimodal Reduction

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census Means of Transportation to Work data was reviewed for the census tract in which the redevelopment is located. A multimodal factor of 18.2 percent (18.2%) was determined for the proposed development. However, per input from the City, the multimodal factor of 10.0 percent (10.0%) was applied. It is expected that a portion of residents, guests, employees, and patrons will choose

to walk, bike, or use public transit to and from the proposed development. Following Broward County Transit (BCT) route provides transit service to and from the project area:

- Route 50 operates along Dixie Highway within the vicinity of the project. This route serves the North Ridge Shopping Center, Greyhound Bus Terminal, and Northeast Transit Center. This route operates with 15-minute headways during the A.M. peak hour and 30-minute headways during the A.M. and P.M. peak hour.

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

Internal Capture

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon the methodology contained in the ITE's *Trip Generation Handbook*, 3rd Edition. An internal capture rate of 6.4 percent (6.4%) for the A.M. peak hour and 25.1 percent (25.1%) for the P.M. peak hour trip generation is expected for the proposed development.

Pass-By Capture

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The pass-by rate for the retail land use is 34.0 percent (34.0%) during the P.M. peak hour.

New Project Trips

The new project trips represent the additional vehicles on the roadway network. As shown in Table 1, the project is expected to result in 146 new weekday A.M. peak hour trips and 139 new weekday P.M. peak hour trips. Detailed trip generation information is included in Appendix E.

Table 1: Proposed New Trip Generation
A.M. (P.M.) Peak Hour

Future Land Use (ITE Code)	Scale	New External Trips	Entering Trips	Exiting Trips
Multifamily Housing [Mid-Rise] (221)	140 dwelling units	42 (32)	11 (17)	31 (15)
Government Office Building (730)	33,220 square feet	95 (42)	73 (11)	22 (31)
Shopping Center (820)	16,054 square feet	9 (65)	5 (32)	4 (33)
Proposed Vehicle Trips		146 (139)	89 (60)	57 (79)

Trip Distribution and Assignment

The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed development. The trip distribution was developed based on traffic characteristics within the study and a selected zone analysis performed using the FSUTMS – SERPM. It is expected that 11 percent (11%) of trips will access the site from the north, 49 percent (49%) will access the site from the south, 13 percent (13%) will access the site from the east, and 27 percent (27%) will access the site from the west of the project site.

Figure 4 presents the A.M. and P.M. peak hour new trip distribution and Figure 5 presents the A.M. and P.M. peak hour new trip assignment. Figure 6 presents the P.M. peak hour pass-by trip distribution and Figure 7 presents the P.M. peak hour pass-by trip assignment. The detailed trip distribution from the FSUTMS SERPM model is included in Appendix F.

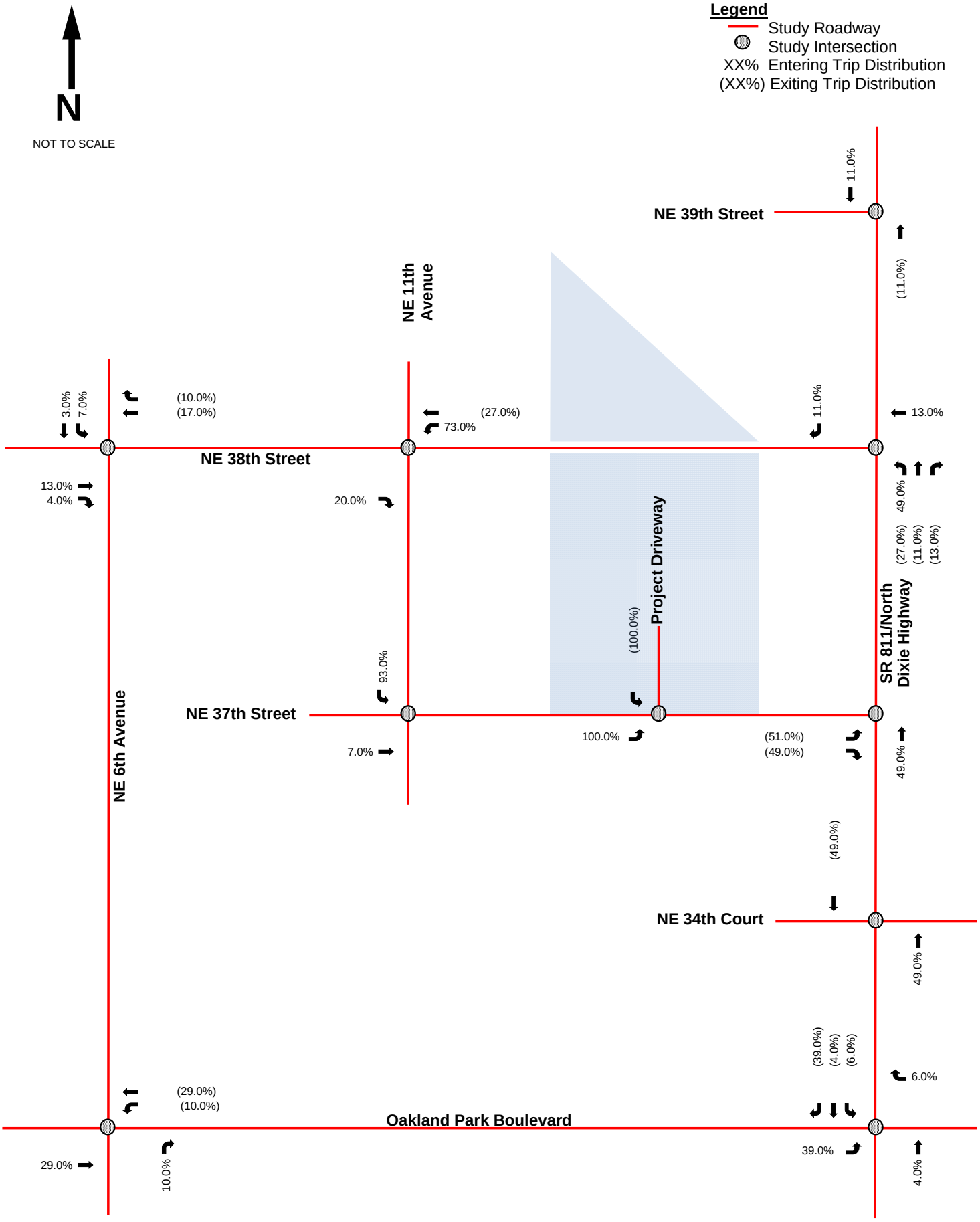

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Figure 4
Peak Hour Trip Distribution
Oakland Park West Dixie Lot Development
Oakland Park, Florida

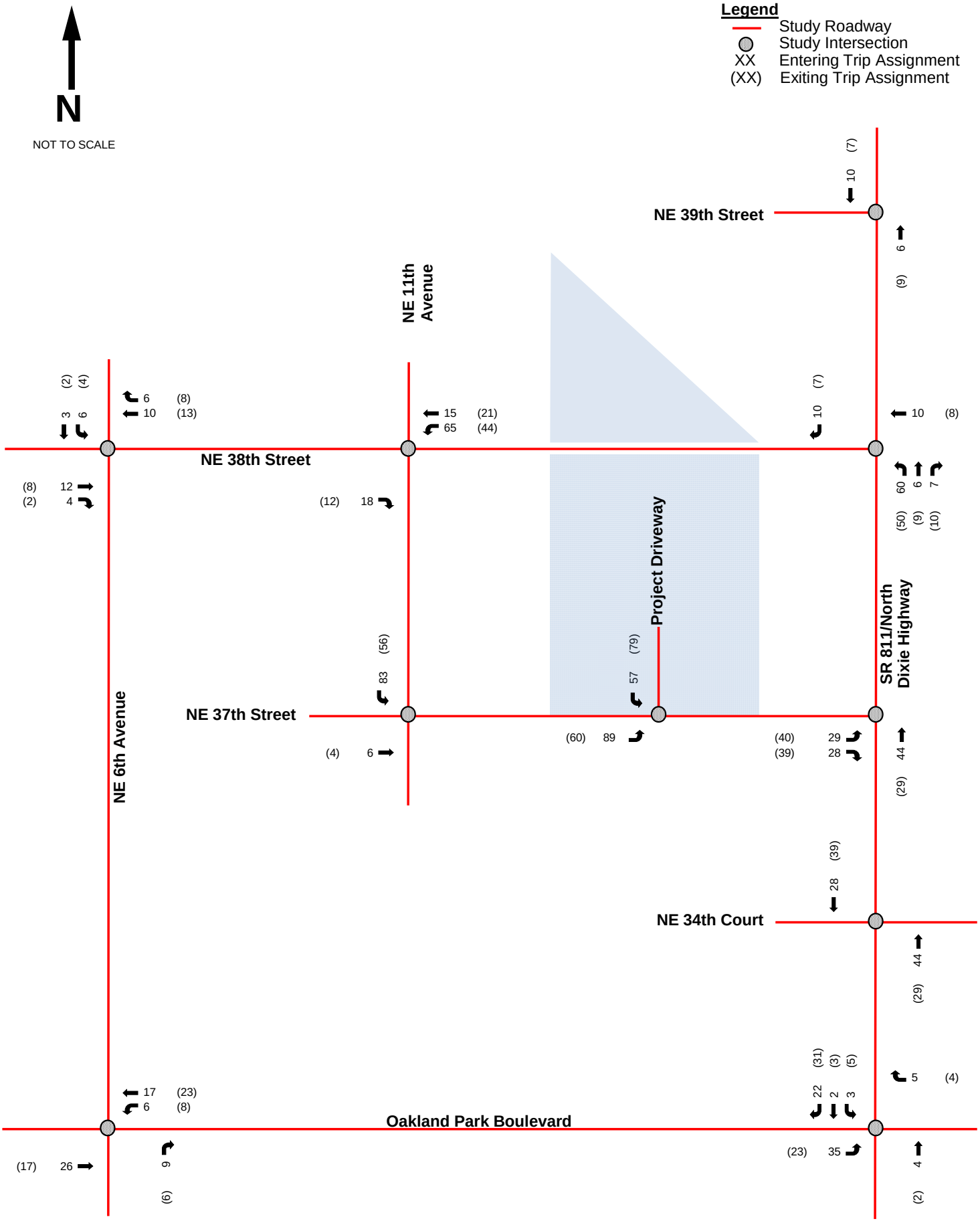

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Figure 5
Peak Hour Trip Assignment
Oakland Park West Dixie Lot Development
Oakland Park, Florida

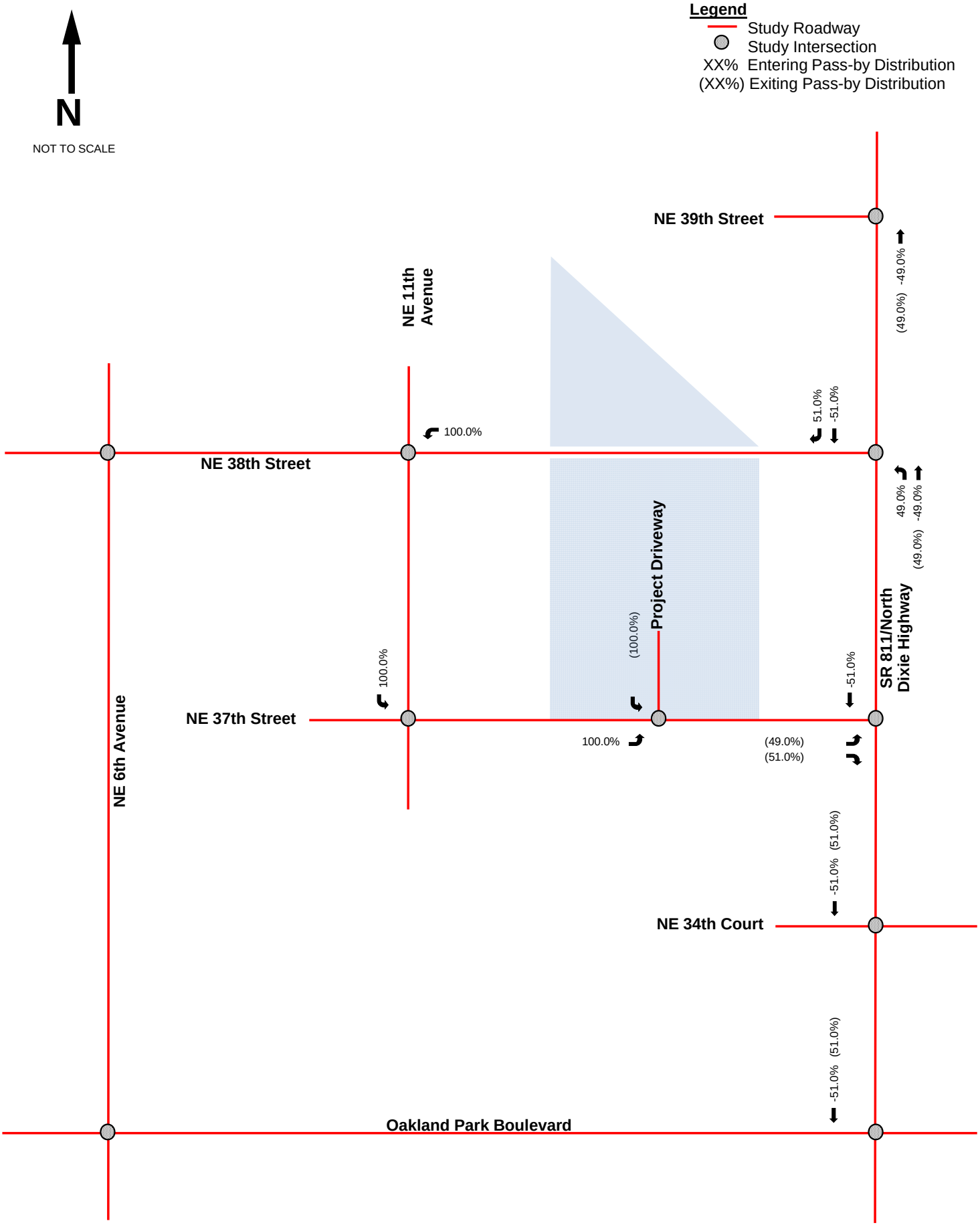

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Figure 6
P.M. Peak Hour Pass-by Distribution
Oakland Park West Dixie Lot Development
Oakland Park, Florida

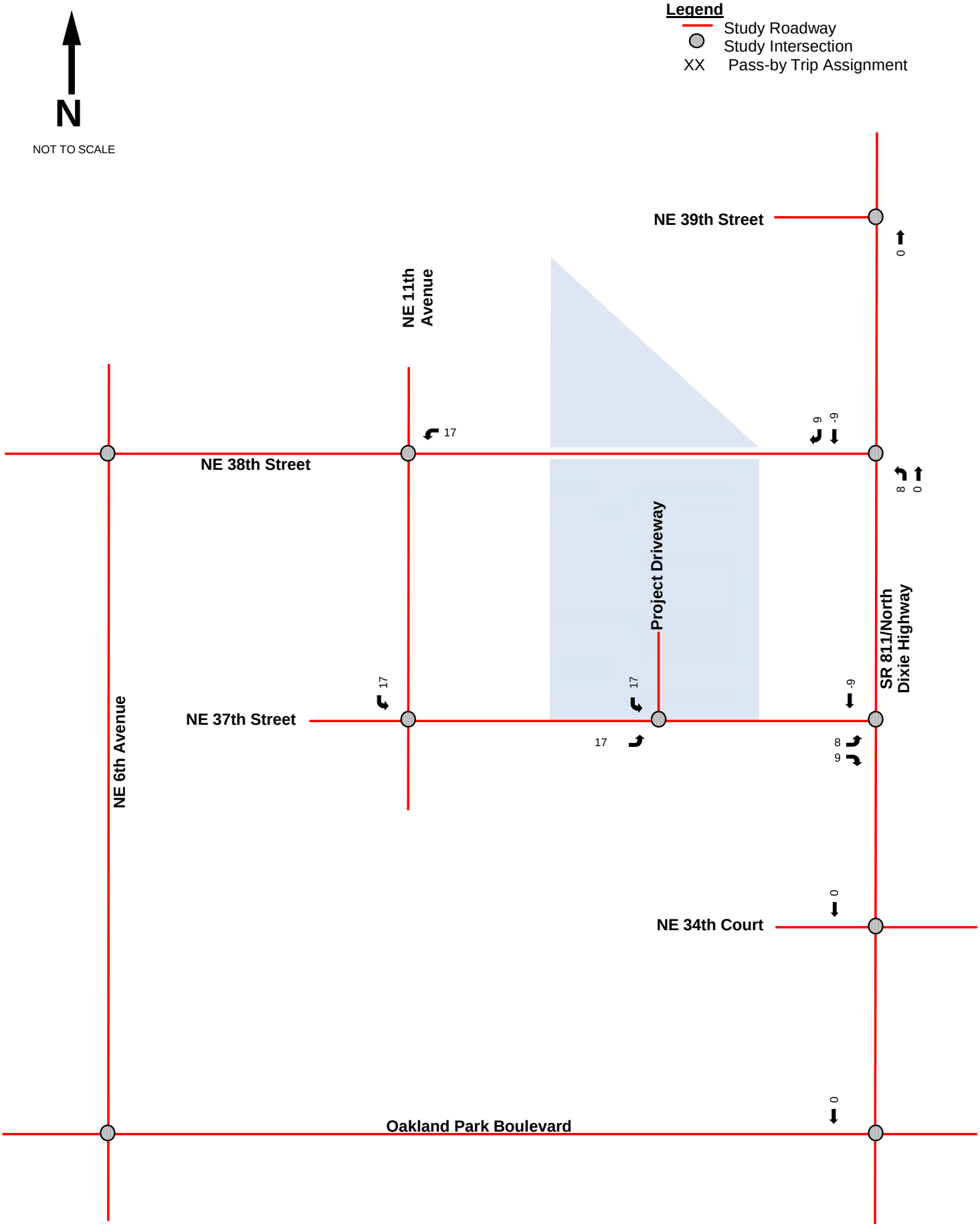

Figure 7
P.M. Peak Hour Pass-by Assignment
Oakland Park West Dixie Lot Development
Oakland Park, Florida

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FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2023 with project traffic. Total traffic volumes considered in the analysis for this project are the sum of the year 2023 background traffic volumes and expected project traffic volumes. The A.M. and P.M. peak hour future traffic volumes are shown in Figure 8. Volume development worksheets for the study intersections are included in Appendix G.

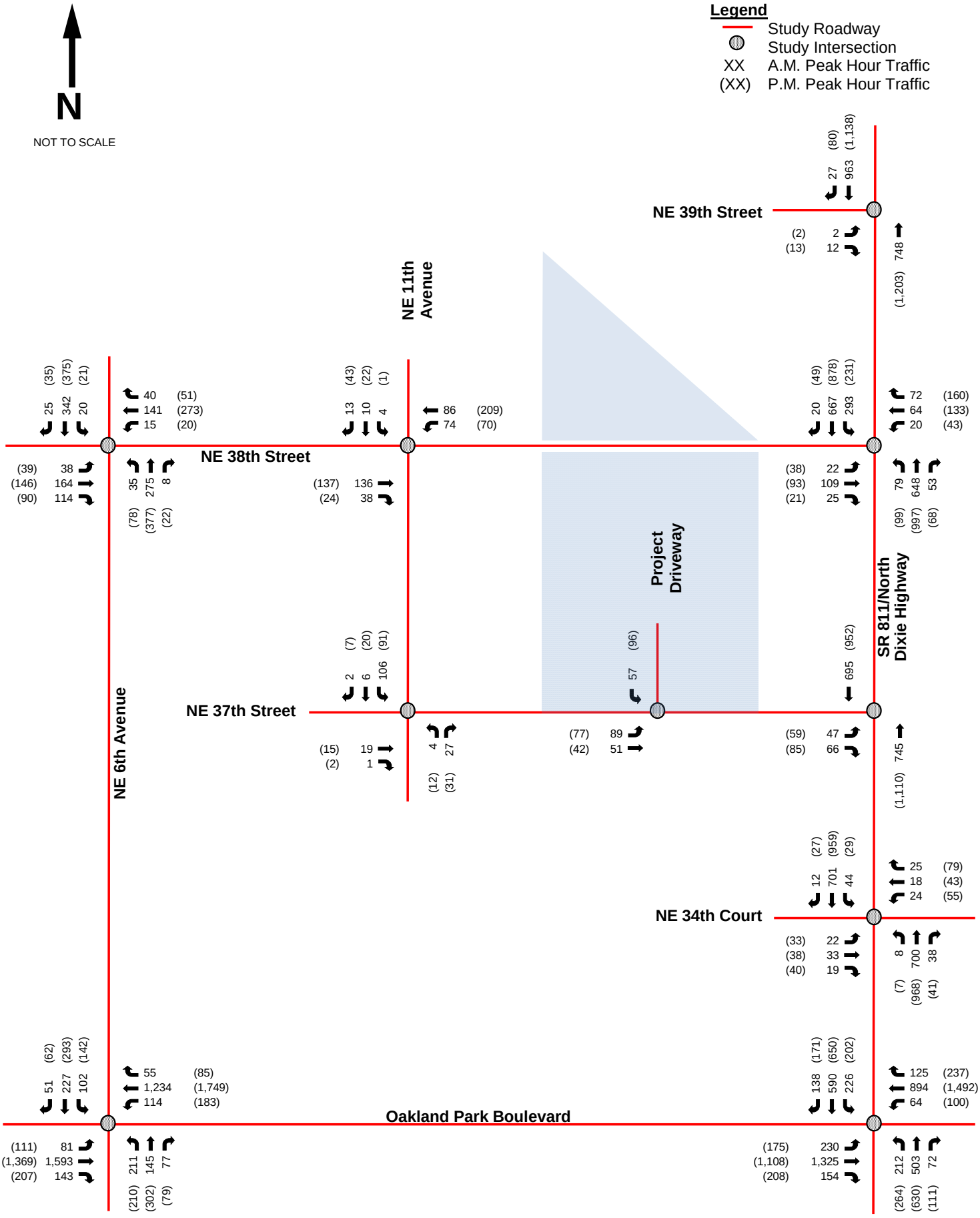

Figure 8
Future Total Peak Hour Traffic
Oakland Park West Dixie Lot Development
Oakland Park, Florida

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INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) using Trafficware's *SYNCHRO 10* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM), 6th Edition. Synchro worksheets for the study intersections are included in Appendix H.

A summary of the intersection analyses for the A.M. and P.M. peak hours is presented in Tables 2 and 3. As indicated in Tables 3 and 4, all study intersections are expected to operate at levels of service (LOS) D or better during the A.M. and P.M. peak hours under all analysis conditions with the exception of the intersection of SR 811/North Dixie Highway and Oakland Park Boulevard which operates at LOD E under future background and future total conditions during the P.M. peak hour. Note that the project assigns less than 1.3 percent (1.3%) of the overall traffic volume at this intersection during the P.M. peak hour.

Table 2: A.M. Peak Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
SR 811/North Dixie Highway and NE 39th Street	One-Way Stop Control	(1)	B/11.2 sec (B/11.3 sec) [B/11.4 sec]	(3)	(2)	(2)
NE 11th Avenue and NE 38th Street	Two-Way Stop Control	(1)	(2)	(2)	A/8.6 sec (A/8.7 sec) [(5)]	A/8.8 sec (A/8.9 sec) [A/9.6 sec]
SR 811/North Dixie Highway and NE 38th Street	Signalized	B/16.4 sec (B/16.6 sec) [B/16.9 sec]	E/76.0 sec (E/75.8 sec) [E/75.5 sec]	E/77.2 sec (E/77.1 sec) [E/77.3 sec]	A/6.7 sec (A/7.1 sec) [A/7.4 sec]	A/4.7 sec (A/4.9 sec) [A/5.5 sec]
NE 11th Avenue and NE 37th Street	All-Way Stop Control	A/7.1 sec (A/7.1 sec) [A/7.6 sec]	A/7.2 sec (A/7.2 sec) [A/7.4 sec]	(3)	A/6.9 sec (A/6.9 sec) [A/6.7 sec]	A/7.3 sec (A/7.3 sec) [A/7.9 sec]
SR 811/North Dixie Highway and NE 37th Street	One-Way Stop Control	(1)	B/11.2 sec (B/11.4 sec) [B/13.7 sec]	(3)	(2)	(2)
SR 811/North Dixie Highway and NE 34th Court	Signalized	A/3.7 sec (A/3.7 sec) [A/3.5 sec]	D/36.8 sec (D/36.7 sec) [D/36.7 sec]	D/36.4 sec (D/36.3 sec) [D/36.3 sec]	A/0.3 sec (A/0.3 sec) [A/0.3 sec]	A/0.6 sec (A/0.6 sec) [A/0.7 sec]
NE 6 Avenue and NE 38 Street	Signalized	B/12.0 sec (B/12.3 sec) [B/12.4 sec]	B/11.5 sec (B/11.6 sec) [B/11.7 sec]	B/11.6 sec (B/11.7 sec) [B/12.0 sec]	B/11.8 sec (B/12.1 sec) [B/12.1 sec]	B/12.8 sec (B/13.1 sec) [B/13.4 sec]
Oakland Park Boulevard and NE 6th Avenue	Signalized	C/30.4 sec (D/39.8 sec) [D/40.6 sec]	B/18.7 sec (C/21.1 sec) [C/21.3 sec]	B/19.4 sec (C/28.0 sec) [C/30.3 sec]	E/77.7 sec (F/120.9 sec) [F/120.3 sec]	E/79.3 sec (F/80.0 sec) [F/80.1 sec]
SR 811/North Dixie Highway and Oakland Park Boulevard	Signalized	D/48.0 sec (D/51.6 sec) [D/53.4 sec]	B/17.8 sec (C/20.1 sec) [C/20.5 sec]	C/21.7 sec (C/24.0 sec) [C/25.6 sec]	F/125.2 sec (F/138.7 sec) [F/144.0 sec]	E/66.8 sec (E/67.0 sec) [E/68.9 sec]
NE 37th Street and Project Driveway	One-Way Stop Control	(1)	(2)	(3)	(3)	(4) ((4)) [A/9.1 sec]

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) Approach does not exist.
(4) Approach does not exist under existing and future background conditions.
(5) Approach does not exist under future total conditions.

Table 3: P.M. Peak Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
SR 811/North Dixie Highway and NE 39th Street	One-Way Stop Control	(1)	B/12.4 sec (B/12.8 sec) [B/12.8 sec]	(3)	(2)	(2)
NE 11th Avenue and NE 38th Street	Two-Way Stop Control	(1)	(2)	(2)	A/9.0 sec (A/9.1 sec) [(5)]	A/9.2 sec (A/9.3 sec) [A/9.8 sec]
SR 811/North Dixie Highway and NE 38th Street	Signalized	C/20.7 sec (C/21.2 sec) [C/21.6 sec]	E/76.4 sec (E/76.3 sec) [E/75.8 sec]	E/71.5 sec (E/71.3 sec) [E/71.3 sec]	B/11.1 sec (B/12.0 sec) [B/12.3 sec]	A/7.9 sec (A/8.5 sec) [A/9.6 sec]
NE 11th Avenue and NE 37th Street	Three-Way Stop Control	A/7.2 sec (A/7.2 sec) [A/7.9 sec]	A/7.3 sec (A/7.3 sec) [A/7.5 sec]	(3)	A/7.0 sec (A/7.0 sec) [A/7.1 sec]	A/7.3 sec (A/7.3 sec) [A/8.2 sec]
SR 811/North Dixie Highway and NE 37th Street	One-Way Stop Control	(1)	B/12.1 sec (B/12.3 sec) [C/19.6 sec]	(3)	(2)	(2)
SR 811/North Dixie Highway and NE 34th Court	Signalized	A/5.6 sec (A/5.6 sec) [A/5.5 sec]	C/33.1 sec (C/33.1 sec) [C/33.1 sec]	C/33.9 sec (C/33.8 sec) [C/33.8 sec]	A/1.2 sec (A/1.2 sec) [A/1.2 sec]	A/1.7 sec (A/1.9 sec) [A/1.9 sec]
NE 6 Avenue and NE 38 Street	Signalized	B/13.4 sec (B/14.0 sec) [B/14.1 sec]	B/11.2 sec (B/11.3 sec) [B/11.4 sec]	B/13.5 sec (B/13.8 sec) [B/14.4 sec]	B/14.7 sec (B/15.6 sec) [B/15.6 sec]	B/13.3 sec (B/13.8 sec) [B/14.0 sec]
Oakland Park Boulevard and NE 6th Avenue	Signalized	D/40.1 sec (D/50.6 sec) [D/51.8 sec]	C/25.8 sec (D/37.2 sec) [D/37.5 sec]	C/27.3 sec (D/42.6 sec) [D/44.8 sec]	F/88.1 sec (F/83.5 sec) [F/85.3 sec]	F/87.7 sec (F/88.7 sec) [F/88.9 sec]
SR 811/North Dixie Highway and Oakland Park Boulevard	Signalized	D/50.5 sec (E/57.0 sec) [E/61.0 sec]	C/28.1 sec (C/33.3 sec) [D/35.4 sec]	C/34.3 sec (D/41.2 sec) [D/43.3 sec]	E/77.1 sec (F/84.7 sec) [F/87.3 sec]	F/86.3 sec (F/93.5 sec) [F/103.9 sec]
NE 37th Street and Project Driveway	One-Way Stop Control	(1)	(2)	(3)	(3)	(4) ((4)) [A/9.1 sec]

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) Approach does not exist.
(4) Approach does not exist under existing and future background conditions.
(5) Approach does not exist under future total conditions.

TURN LANE QUEUE LENGTH ANALYSIS

A turn lane queue length analysis was performed to determine if the existing exclusive turn lanes at study intersections are expected to accommodate vehicle queue lengths under existing, future background, and future total conditions. The 95th percentile queue lengths were calculated using Trafficware's *SYNCHRO 10* software. The results of the turn lane queue length analysis are summarized in Table 4 and Table 5. Synchro worksheets for the study intersections are included in Appendix I. The results of the analysis indicate that project traffic does not result in turn-lane queues extending beyond the available storage length.

Table 4: A.M. Peak Hour Turn Lane Queuing Analysis				
Existing Conditions (Future Background Conditions) [Future Total Conditions]				
Intersection	Movement	95th Percentile Queue (ft) (1)	Existing Storage Length (ft)	Turn Lane Sufficient?
SR 811/North Dixie Highway and NE 38th Street	Eastbound Left-Turn	40 (43) [43]	85	Yes (Yes) [Yes]
	Eastbound Right-Turn	45 (48) [45]	85	Yes (Yes) [Yes]
	Westbound Left-Turn	40 (40) [40]	175	Yes (Yes) [Yes]
	Westbound Right-Turn	150 (153) [153]	60	No (No) [No]
	Northbound Left-Turn	<25 (<25) [53]	240	Yes (Yes) [Yes]
	Southbound Left-Turn	163 (170) [170]	150	No (No) [No]
SR 811/North Dixie Highway and NE 34th Court	Eastbound Left-Turn	<25 (<25) [<25]	110	Yes (Yes) [Yes]
	Westbound Left-Turn	<25 (<25) [<25]	80	Yes (Yes) [Yes]
Oakland Park Boulevard and NE 6th Avenue	Eastbound Left-Turn	183 (193) [193]	415	Yes (Yes) [Yes]
	Westbound Left-Turn	213 (328) [355]	415	Yes (Yes) [Yes]
	Northbound Left-Turn	323 (348) [348]	135	No (No) [No]
	Southbound Left-Turn	175 (188) [188]	255	Yes (Yes) [Yes]
SR 811/North Dixie Highway and Oakland Park Boulevard	Eastbound Left-Turn	170 (195) [223]	365	Yes (Yes) [Yes]
	Westbound Left-Turn	140 (148) [148]	420	Yes (Yes) [Yes]
	Northbound Left-Turn	393 (468) [483]	250	No (No) [No]
	Southbound Left-Turn	330 (343) [348]	225	No (No) [No]

95th percentile volume exceeds capacity, queue may be longer.
m 95th percentile queue is metered by upstream signal.

Table 5: P.M. Peak Hour Turn Lane Queuing Analysis				
Existing Conditions (Future Background Conditions) [Future Total Conditions]				
Intersection	Movement	95th Percentile Queue (ft) (1)	Existing Storage Length (ft)	Turn Lane Sufficient?
SR 811/North Dixie Highway and NE 38th Street	Eastbound Left-Turn	68 (70) [73]	85	Yes (Yes) [Yes]
	Eastbound Right-Turn	35 (35) [38]	85	Yes (Yes) [Yes]
	Westbound Left-Turn	75 (78) [78]	175	Yes (Yes) [Yes]
	Westbound Right-Turn	288 (293) [293]	60	No (No) [No]
	Northbound Left-Turn	30 (30) [70]	240	Yes (Yes) [Yes]
	Southbound Left-Turn	148 (155) [158]	150	Yes (No) [No]
SR 811/North Dixie Highway and NE 34th Court	Eastbound Left-Turn	30 (30) [30]	110	Yes (Yes) [Yes]
	Westbound Left-Turn	48 (50) [50]	80	Yes (Yes) [Yes]
Oakland Park Boulevard and NE 6th Avenue	Eastbound Left-Turn	243 (255) [255]	415	Yes (Yes) [Yes]
	Westbound Left-Turn	243 (445) [478]	415	Yes (No) [No]
	Northbound Left-Turn	250 (375) [375]	135	No (No) [No]
	Southbound Left-Turn	220 (233) [233]	255	Yes (Yes) [Yes]
SR 811/North Dixie Highway and Oakland Park Boulevard	Eastbound Left-Turn	150 (200) [250]	365	Yes (Yes) [Yes]
	Westbound Left-Turn	220 (233) [233]	420	Yes (Yes) [Yes]
	Northbound Left-Turn	430 (608) [615]	250	No (No) [No]
	Southbound Left-Turn	278 (283) [290]	225	No (No) [No]

95th percentile volume exceeds capacity, queue may be longer.
m 95th percentile queue is metered by upstream signal.

CONCLUSION

Oakland Park Dixie, LLC is proposing to develop the parcels generally bounded by North Dixie Highway to the east, NE 11th Avenue to the west, NE 39th Street to the north, and NE 37th Street to the south in Oakland Park, Florida. Currently, the site proposed for development is vacant. The proposed development consists of 140 multifamily residential units, 33,220 square feet of government office space, and 16,054 square feet of retail space. Please note that the proposed government office space accounts for the relocation of the existing Oakland Park City Hall government office space currently located at 3650 NE 12th Avenue (approximately 500 feet southeast of the project site). The project is expected to be completed and opened by year 2023.

Access to the proposed development will be provided via one (1) limited access (left-in/left-out) driveway along NE 37th Street. The project driveway will serve residential, office, retail users.

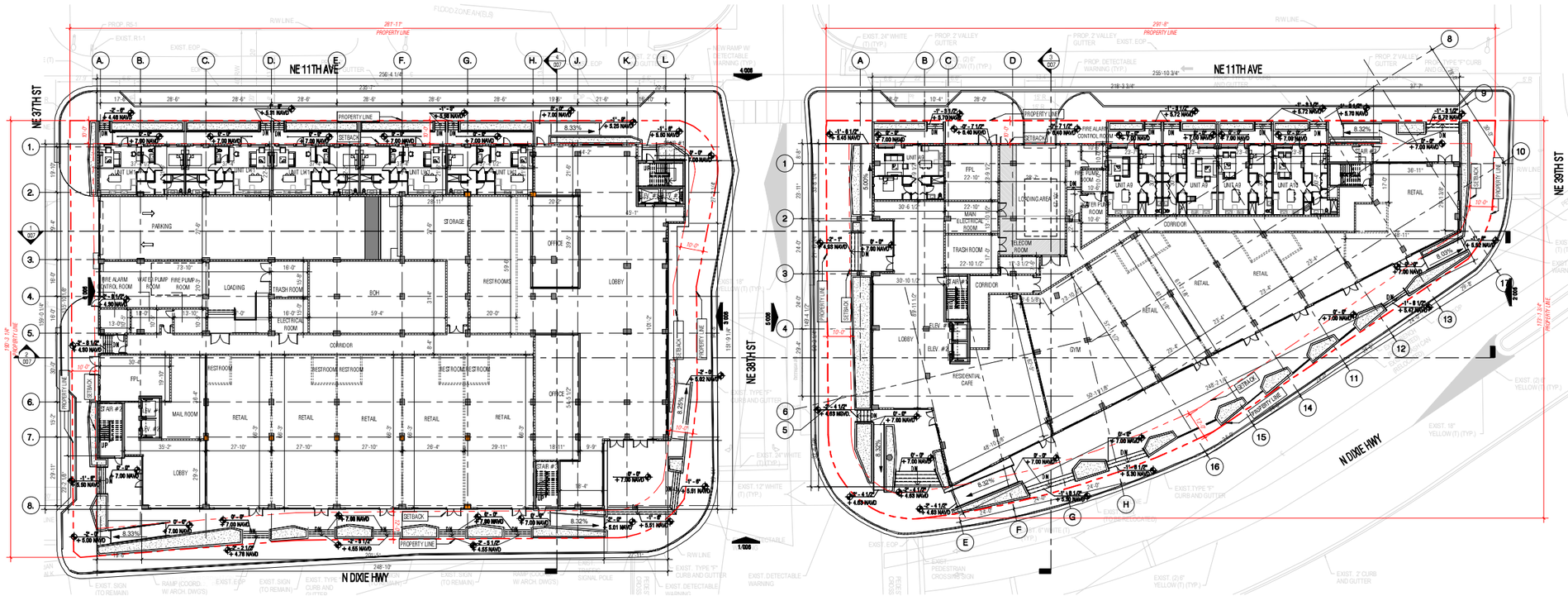
Trip generation for the proposed development was calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual,* 10th Edition. The project is expected to result in 146 new weekday A.M. peak hour trips and 139 new weekday P.M. peak hour trips.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at levels of service (LOS) D or better during the A.M. and P.M. peak hours under all analysis conditions with the exception of the intersection of SR 811/North Dixie Highway and Oakland Park Boulevard which operates at LOD E under future background and future total conditions during the P.M. peak hour. Note that the project assigns less than 1.3 percent (1.3%) of the overall traffic volume at this intersection during the P.M. peak hour.

A turn lane queuing analysis was conducted for all exclusive turn lanes at study intersections. The results of the analysis indicate that project traffic does not result in turn-lane queues extending beyond the available storage length.

Appendix A

Site Plan



SITE-GROUND FLOOR PLAN OVERALL

1 / 002

Scale: 1" = 20'-0"

N

NOT FOR CONSTRUCTION

DRC SET

Project: Oakland Park Dixie LLC

SKY BUILDING

3701 N Dixie Highway, Oakland Park, FL 33334 & 3801 N Dixie Highway, Oakland Park, FL 33334

PROJECT No. 2050OPSD

Civil Engineers
GRAEF
2400 South Dadeland Blvd.
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Structural Engineers
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Landscape Architect
CHEN MOORE AND ASSOCIATES

M/E/P Engineers
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Bernard Zyscovich
Reg. No.PA-7410

Revision:	Date:	Note:

GROUND FLOOR PLAN

2050OPSD | 03-15-2021

002

Appendix B

Methodology Correspondence

Kimley»Horn

MEMORANDUM

To: Alexander Dambach, AICP; Department of Community and Economic Development

From: Omar Kanaan, P.E.
Alex Iliev, E.I.

Date: January 28, 2021

Subject: Oakland Park – West Dixie Lot Development Project
Traffic Study Methodology

The purpose of this memorandum is to summarize the traffic study methodology for the proposed development generally bounded by N Dixie Highway to the east, NE 11th Avenue to the west, NE 39th Street to the north, and NE 37th Street to the south in Oakland Park, Florida. Currently, the property proposed for development is vacant. The proposed development contains 140 residential units, 33,220 square feet of government office space, and 16,054 square feet of retail. Please note that the proposed government office space accounts for the relocation of the existing Oakland Park City Hall government office space currently located at 3650 NE 12th Avenue (approximately 500 feet southeast of the project site). The trips attributable to the relocated government office space were conservatively included in the trip generation calculations. A location map and conceptual site plan for the proposed development are included in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the proposed project were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Trip generation for the proposed land uses was based on Land Use Code (LUC) 221 (Multifamily Housing [Mid-Rise]), LUC 730 (Government Office Building), and LUC 820 (Shopping Center).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the development. The US Census data indicated that there is an 18.2 percent (18.2%) multimodal factor within the vicinity of the development. It is expected that some residents, employees, and patrons will choose to walk, bike, or use public transit to and from the proposed development.

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon the methodology contained in the ITE's *Trip Generation Handbook*, 3rd Edition. Internal capture rates of 5.6 percent (5.6%) for the A.M. peak hour trip generation and 25.7 percent (25.7%) for the P.M. peak hour trip generation are expected for the proposed development.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The pass-by rate for the retail land use is 34.0 percent (34.0%) during the P.M. peak hour.

The development is expected to generate 134 weekday net new A.M. peak hour trips and 126 weekday net new P.M. peak hour trips. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

STUDY AREA

The following intersections as well as proposed project driveways will be examined as part of the study area:

- SR 811/North Dixie Highway and NE 39th Street
- NE 11th Avenue and NE 38th Street
- SR 811/North Dixie Highway and NE 38th Street
- NE 11th Avenue and NE 37th Street
- SR 811/North Dixie Highway and NE 37th Street
- SR 811/North Dixie Highway and NE 34th Court

DATA COLLECTION

A.M. (7:00 A.M. to 9:00 A.M.) and P.M. (4:00 P.M. to 6:00 P.M.) peak period turning movement counts will be collected at all identified study intersections on a typical weekday (Tuesday, Wednesday, or Thursday). The collected turning movement counts will be factored based on the factor determined by comparing the collected turning movement counts to FDOT historic data for the same locations along US 811/North Dixie Highway (FDOT Site ID: 865074) to adjust for atypical traffic conditions associated with the current COVID-19 pandemic.

All traffic counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season category factors. Turning movement counts will be collected in 15-minute intervals during the two (2) peak periods. Turning movement counts will also include pedestrians and bicyclists. All traffic data collected will be provided in the Appendix of the traffic analysis report.

TRIP DISTRIBUTION

Trip distribution will be determined based on turning movements counts collected at the study area intersections and by utilizing a select zone analysis for the appropriate Traffic Analysis Zone (TAZ) in the Southeast Florida Regional Planning Model (SERPM).

BACKGROUND GROWTH RATE

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations. Additionally, growth rates based on the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Regional Planning Model (SERPM) projected 2015 and 2045 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis. Documentation will be provided in the Appendix of the traffic impact study.

The City's review of this document will determine any committed projects to include in background conditions. The City will provide the corresponding approved traffic study for any committed projects identified.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections. Intersection analyses will be performed using Trafficware's *Synchro 10* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM), 2000, 2010, and 6th Edition methodologies. Capacity analyses will be conducted for three (3)

scenarios: existing, future build-out without project (future background conditions), and future build-out with project (future total conditions).

The following figures will be included for the study intersections:

- Existing conditions
- Future background traffic conditions (with growth rate and committed development traffic)
- Trip distribution
- Trip assignment
- Committed development traffic
- Future total traffic conditions (with project)

QUEUING ANALYSIS

A 95th percentile queue analysis utilizing *Synchro 10* traffic engineering analysis software, which applies the Transportation Research Board's (TRB) *Highway Capacity Manual* methodology, will be performed for the exclusive turn-lanes at the study intersections. The analysis will examine expected vehicle queuing lengths under existing, background, and future total traffic conditions (with project). If queuing deficiencies are identified, strategies and improvements may be developed to attain acceptable queuing lengths. Existing storage lengths of the turn-lanes will be documented.

DOCUMENTATION

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

K:\FTL_TPTO\143262000 Oakland Park Dixie Hwy\Correspondence\memo\Oakland Park Methodology.docx

Attachment A

Location Map and Conceptual Site Plan

Kimley»Horn

Figure 1
Location Map
Oakland Park West Dixie Lot Development Project
Oakland Park, Florida

Ground Floor

Oakland Park

Oakland Park, Florida

Ground Floor

August 21, 2020

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Attachment B

Trip Generation Calculations

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Multifamily Housing (Mid-Rise)	10	221	140	du	26%	74%	12	36	48	18.2%	9	10	29	39	2.6%	1	10	28	38	0.0%	0	10	28	38
	2	Government Office Building	10	730	33.22	ksf	75%	25%	83	28	111	18.2%	20	68	23	91	4.4%	4	66	21	87	0.0%	0	66	21	87
	3	Shopping Center	10	820	16.054	ksf	62%	38%	9	6	15	18.2%	3	7	5	12	25.0%	3	5	4	9	0.0%	0	5	4	9
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	104	70	174	18.2%	32	85	57	142	5.6%	8	81	53	134	0.0%	0	81	53	134
		221		LN(Y) = 0.98*LN(X)+-0.98																						
		730		Y=3.34(X)																						
		820		Y=0.94(X)																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily Housing (Mid-Rise)	10	221	140	du	61%	39%	37	24	61	18.2%	11	30	20	50	44.0%	22	15	13	28	0.0%	0	15	13	28
	2	Government Office Building	10	730	33.22	ksf	25%	75%	14	42	56	18.2%	10	12	34	46	15.2%	7	10	29	39	0.0%	0	10	29	39
	3	Shopping Center	10	820	16.054	ksf	48%	52%	67	73	140	18.2%	26	55	59	114	21.9%	25	45	44	89	34.0%	30	30	29	59
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	118	139	257	18.2%	47	97	113	210	25.7%	54	70	86	156	19.2%	30	55	71	126
		221		LN(Y) = 0.96*LN(X)+-0.63																						
		730		LN(Y) = 0.97*LN(X)+0.62																						
		820		LN(Y) = 0.74*LN(X)+2.89																						

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (PROPOSED)

GROSS TRIP GENERATION

INPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	68	23	12	34
Retail	7	5	55	59
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	10	29	30	20
Hotel	0	0	0	0
	85	57	97	113

INTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	2	2	2	5
Retail	2	1	10	15
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	1	15	7
Hotel	0	0	0	0
	4	4	27	27

OUTPUT

Total % Reduction	*5.6%*	*25.7%*
Office	4.4%	15.2%
Retail	25.0%	21.9%
Restaurant		
Cinema/Entertainment		
Residential	2.6%	44.0%
Hotel		

EXTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	66	21	10	29
Retail	5	4	45	44
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	10	28	15	13
Hotel	0	0	0	0
	81	53	70	86

MEANS OF TRANSPORTATION TO WORK

United States Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table. (358+161+174)/3,805 = 18.2%

	Census Tract 507.02, Broward County, Florida	
Label	**Estimate**	**Margin o**
Total:	3,805	
Car, truck, or van:	2,879	
Drove alone	2,751	
Carpooled:	128	
In 2-person carpool	69	
In 3-person carpool	15	
In 4-person carpool	29	
In 5- or 6-person carpool	0	
In 7-or-more-person carpool	15	
Public transportation (excluding taxicab):	358	
Bus	358	
Subway or elevated rail	0	
Long-distance train or commuter rail	0	
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	
Ferryboat	0	
Taxicab	15	
Motorcycle	82	
Bicycle	161	
Walked	174	
Other means	42	
Worked from home	94	

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program:
American Community Survey
Universe:
Workers 16 years and over
Year:
2019
Estimates:
5-Year
Table ID:
B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Appendix C

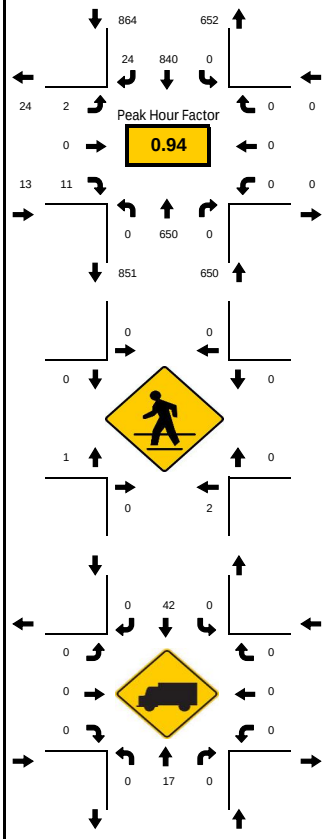
Traffic Data

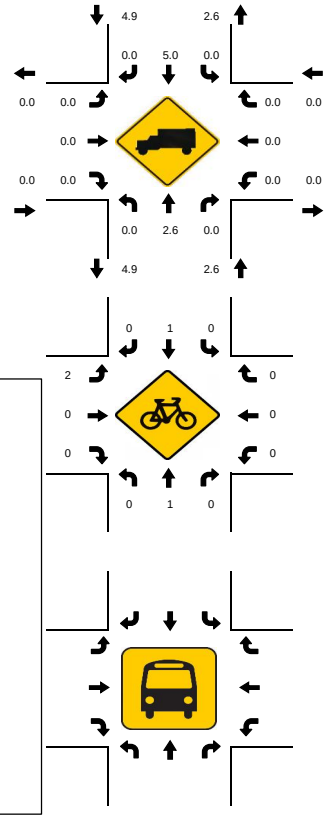
Turning Movement Counts

LOCATION: SR 811/N Dixie Hwy & NE 39th St
CITY/STATE: Oakland Park, FL

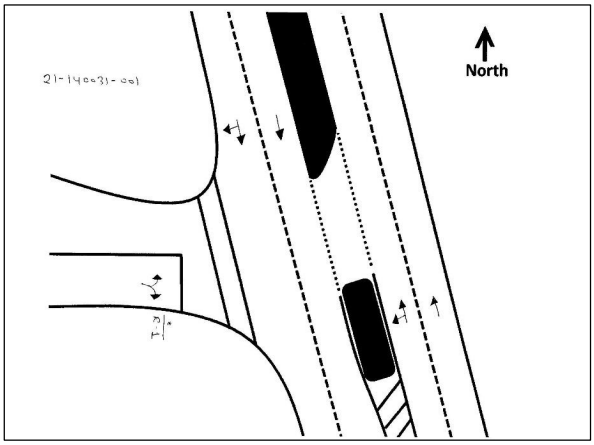
PROJECT ID: 21-140031-001
DATE: Thu, Feb 11, 2021

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





National Data & Surveying Services

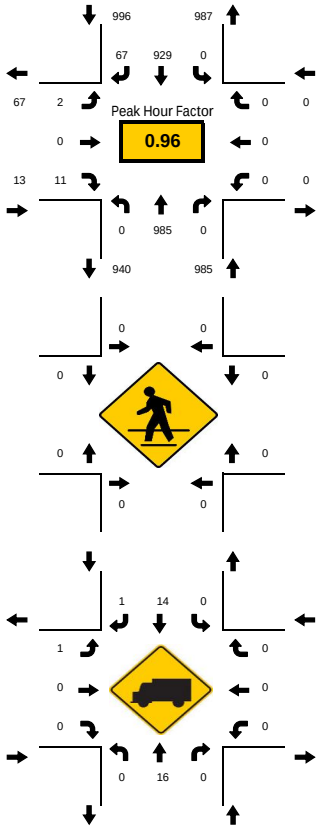


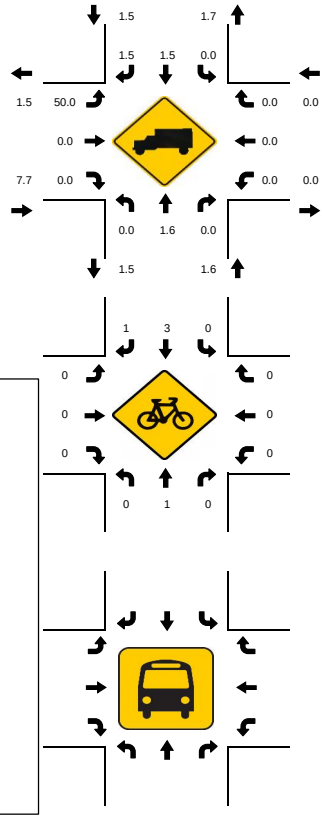
15-Min Count Period Beginning At	SR 811/N Dixie Hwy Northbound					SR 811/N Dixie Hwy Southbound					NE 39th St Eastbound					NE 39th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	114	0	0		0	114	1	0		0	0	3	0		0	0	0	0		232	1277
07:15 AM	0	134	0	0		0	151	6	0		2	0	4	0		0	0	0	0		297	1413
07:30 AM	0	171	0	0		0	179	2	0		1	0	8	0		0	0	0	0		361	1476
07:45 AM	0	164	0	0		0	210	7	0		2	0	4	0		0	0	0	0		387	1519
08:00 AM	0	192	0	0		0	164	6	0		1	0	5	0		0	0	0	0		368	1527
08:15 AM	0	139	0	0		0	214	5	0		1	0	1	0		0	0	0	0		360	1159
08:30 AM	0	161	0	0		0	231	8	0		0	0	4	0		0	0	0	0		404	799
08:45 AM	0	158	0	0		0	231	5	0		0	0	1	0		0	0	0	0		395	395
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	768	0	0		0	924	32	0		4	0	20	0		0	0	0	0		**1748**	
Heavy Trucks	0	20	0	0		0	52	0	0		0	0	0	0		0	0	0	0		**72**	
Pedestrians		4					0					4					0				**8**	
Bicycles	0	4	0	0		0	4	0	0		4	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

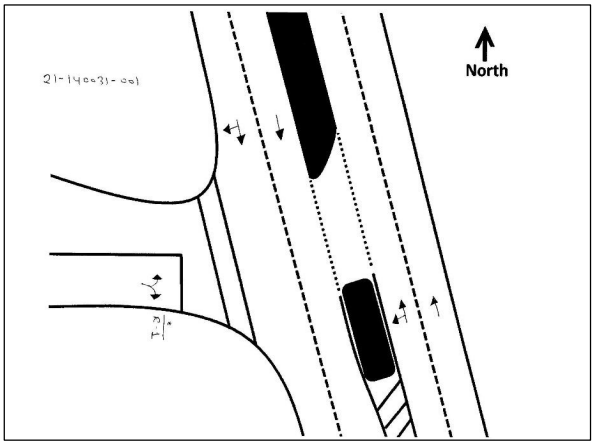
LOCATION: SR 811/N Dixie Hwy & NE 39th St
CITY/STATE: Oakland Park, FL

PROJECT ID: 21-140031-001
DATE: Thu, Feb 11, 2021

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







15-Min Count Period Beginning At	SR 811/N Dixie Hwy Northbound					SR 811/N Dixie Hwy Southbound					NE 39th St Eastbound					NE 39th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	229	0	0		0	206	5	0		1	0	2	0		0	0	0	0		443	1798
04:15 PM	0	216	0	0		0	256	8	0		1	0	4	0		0	0	0	0		485	1858
04:30 PM	0	199	0	0		0	200	7	0		1	0	4	0		0	0	0	0		411	1885
04:45 PM	0	216	0	0		0	222	17	0		1	0	3	0		0	0	0	0		459	1994
05:00 PM	0	249	0	0		0	232	19	0		0	0	3	0		0	0	0	0		503	1976
05:15 PM	0	270	0	0		0	218	22	0		0	0	2	0		0	0	0	0		512	1473
05:30 PM	0	250	0	0		0	257	9	0		1	0	3	0		0	0	0	0		520	961
05:45 PM	0	177	0	0		0	252	9	0		1	0	2	0		0	0	0	0		441	441
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	1080	0	0		0	1028	88	0		4	0	12	0		0	0	0	0		**2212**	
Heavy Trucks	0	20	0	0		0	20	4	0		4	0	0	0		0	0	0	0		**48**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	4	0	0		0	8	4	0		0	0	0	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

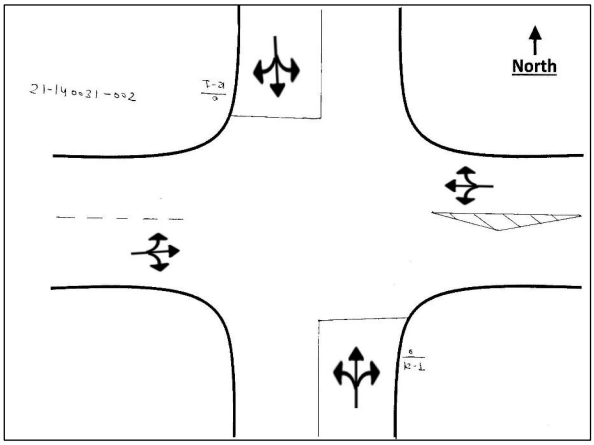
LOCATION: NE 11th Ave & NE 38th St
CITY/STATE: Oakland Park, FL

PROJECT ID: 21-140031-002
DATE: Thu, Feb 11, 2021

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

Peak Hour Factor
0.79

National Data & Surveying Services



15-Min Count Period Beginning At	NE 11th Ave Northbound					NE 11th Ave Southbound					NE 38th St Eastbound					NE 38th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	1	0	0	0		1	0	1	0		0	8	4	1		4	7	0	0		27	145
07:15 AM	2	2	1	0		0	2	2	0		1	9	2	0		3	5	0	0		29	171
07:30 AM	2	1	3	0		0	1	1	0		1	18	5	0		3	10	0	0		45	197
07:45 AM	1	2	1	1		1	2	3	0		0	18	1	0		0	13	1	0		44	228
08:00 AM	0	0	1	0		1	2	4	0		0	29	3	0		1	12	0	0		53	240
08:15 AM	0	0	3	0		0	3	2	0		0	28	4	0		3	12	0	0		55	187
08:30 AM	0	0	2	0		2	1	4	0		0	36	4	0		1	26	0	0		76	132
08:45 AM	0	0	0	0		1	3	2	0		0	27	7	0		3	12	1	0		56	56
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	12	0		8	12	16	0		0	144	28	0		12	104	4	0		**340**	
Heavy Trucks	0	0	0	0		0	0	4	0		0	8	0	0		0	8	0	0		**20**	
Pedestrians		4					4					0					4				**12**	
Bicycles	0	4	4	0		4	0	0	0		0	4	0	0		4	4	0	0		**24**	
Buses																						
Stopped Buses																						

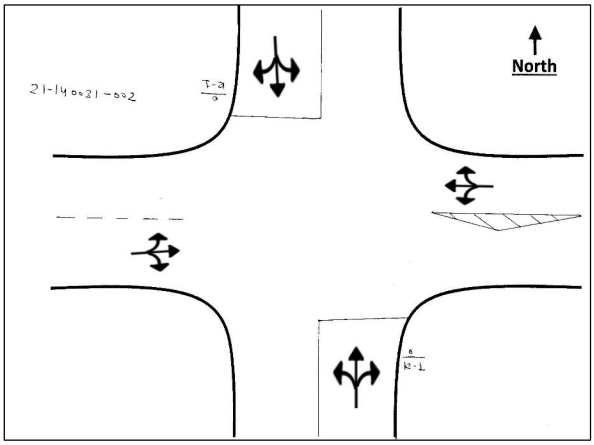
LOCATION: NE 11th Ave & NE 38th St
CITY/STATE: Oakland Park, FL

PROJECT ID: 21-140031-002
DATE: Thu, Feb 11, 2021

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

Peak Hour Factor
0.93

National Data & Surveying Services

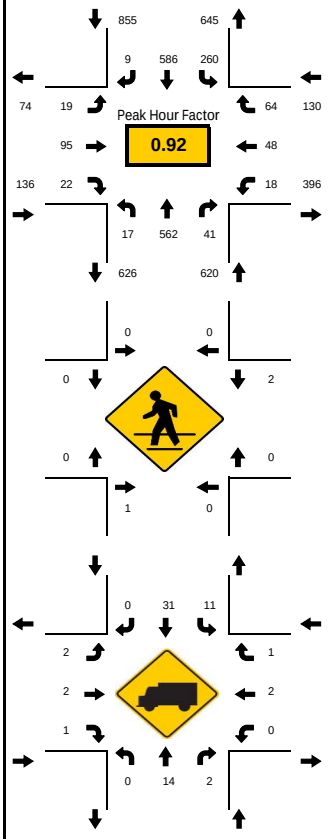


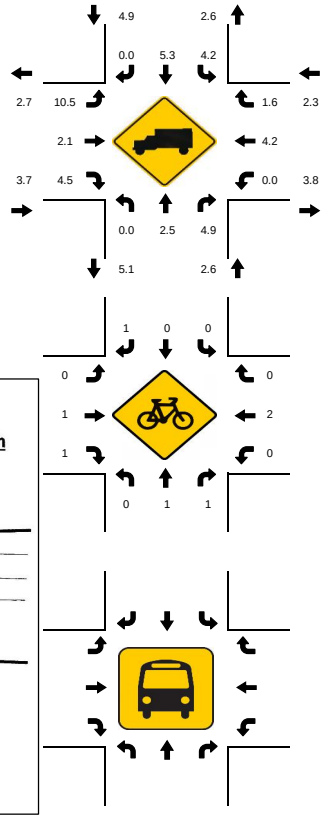
15-Min Count Period Beginning At	NE 11th Ave Northbound					NE 11th Ave Southbound					NE 38th St Eastbound					NE 38th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	2	1	0	0		1	2	3	0		2	29	2	0		2	39	1	0		84	320
04:15 PM	2	0	0	0		0	1	5	0		1	29	3	0		1	21	0	0		63	332
04:30 PM	1	1	5	0		0	3	3	0		0	24	6	0		4	37	2	0		86	348
04:45 PM	1	0	3	0		1	2	13	0		1	31	3	0		1	30	1	0		87	358
05:00 PM	2	1	2	0		0	6	11	0		1	19	2	0		1	50	1	0		96	350
05:15 PM	1	0	2	0		0	4	10	0		0	26	1	0		2	33	0	0		79	254
05:30 PM	1	0	3	0		0	6	2	0		1	34	4	0		4	40	1	0		96	175
05:45 PM	1	0	1	0		0	3	5	0		2	30	1	0		3	30	3	0		79	79
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	4	12	0		4	24	52	0		4	136	16	0		16	200	4	0		**480**	
Heavy Trucks	0	0	0	0		0	0	4	0		0	0	0	0		0	0	0	0		**4**	
Pedestrians		0					0					12					4				**16**	
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	4	0	0		**8**	
Buses																						
Stopped Buses																						

LOCATION: SR 811/N Dixie Hwy & NE 38th St
CITY/STATE: Oakland Park, FL

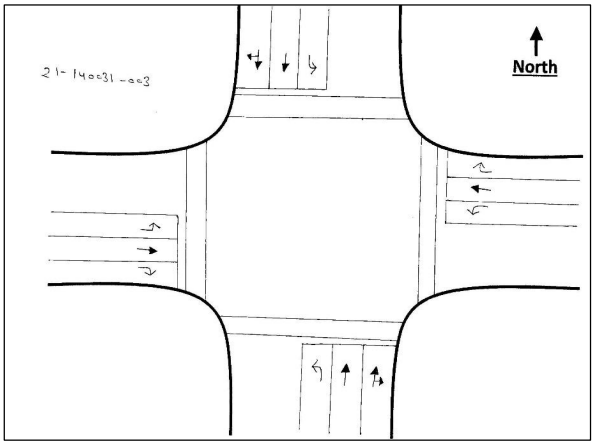
PROJECT ID: 21-140031-003
DATE: Thu, Feb 11, 2021

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





National Data & Surveying Services

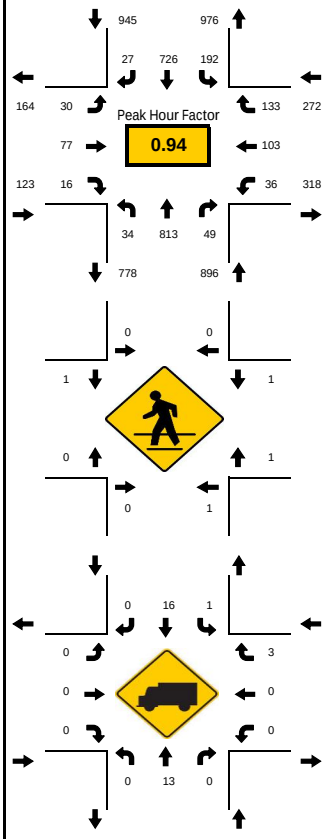


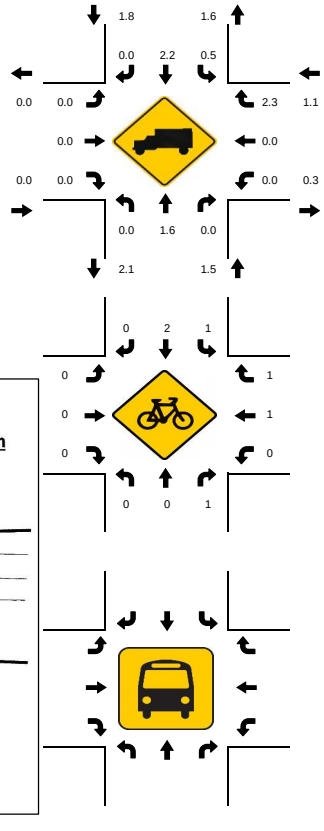
15-Min Count Period Beginning At	SR 811/N Dixie Hwy Northbound					SR 811/N Dixie Hwy Southbound					NE 38th St Eastbound					NE 38th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	3	104	2	0		18	99	4	0		3	3	1	0		5	5	14	0		261	1374
07:15 AM	2	111	5	0		37	113	1	0		4	8	0	0		3	6	13	0		303	1527
07:30 AM	5	150	3	0		50	141	1	0		6	14	1	0		5	5	11	0		392	1622
07:45 AM	3	157	7	0		54	152	3	0		5	8	3	0		6	6	14	0		418	1688
08:00 AM	6	161	8	0		49	123	0	0		4	25	5	0		5	12	16	0		414	1741
08:15 AM	5	114	9	0		64	148	2	0		6	21	6	0		4	6	13	0		398	1327
08:30 AM	2	143	11	0		68	154	6	0		6	22	5	0		3	18	20	0		458	929
08:45 AM	4	144	13	0		79	161	1	0		3	27	6	0		6	12	15	0		471	471
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	24	644	52	0		316	644	24	0		24	108	24	0		24	72	80	0		**2036**	
Heavy Trucks	0	20	4	0		20	40	0	0		4	4	4	0		0	8	4	0		**108**	
Pedestrians		4					0					0					4				**8**	
Bicycles	0	4	4	0		0	0	4	0		0	4	4	0		0	4	0	0		**24**	
Buses																						
Stopped Buses																						

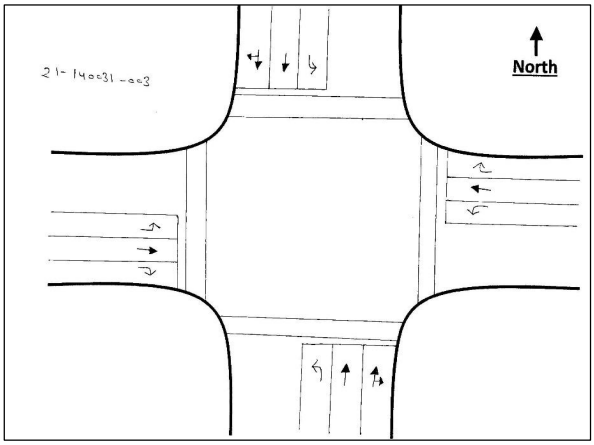
LOCATION: SR 811/N Dixie Hwy & NE 38th St
CITY/STATE: Oakland Park, FL

PROJECT ID: 21-140031-003
DATE: Thu, Feb 11, 2021

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





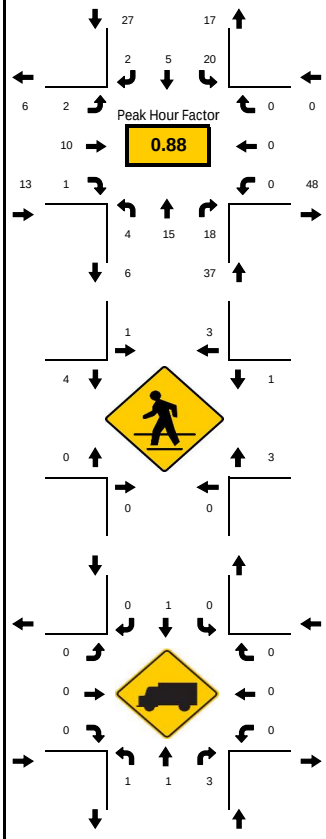


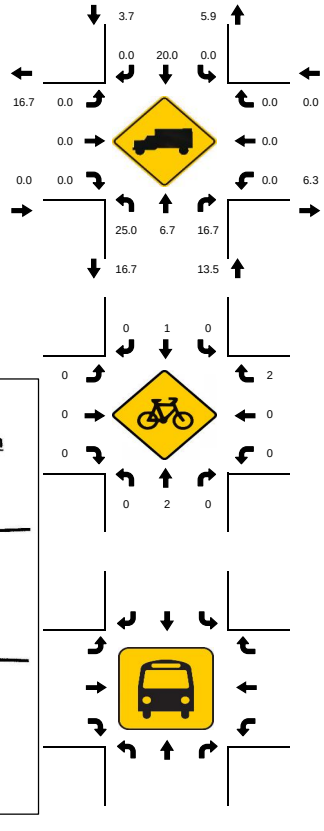
15-Min Count Period Beginning At	SR 811/N Dixie Hwy Northbound					SR 811/N Dixie Hwy Southbound					NE 38th St Eastbound					NE 38th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	7	188	14	0		42	175	1	0		8	20	5	0		4	29	30	0		523	2068
04:15 PM	4	176	8	0		44	198	4	0		9	16	3	0		12	19	30	0		523	2078
04:30 PM	8	172	8	0		38	164	3	0		3	22	2	0		12	30	28	0		490	2133
04:45 PM	5	179	13	0		52	183	6	0		4	21	6	0		10	23	30	0		532	2236
05:00 PM	15	202	5	0		43	160	8	0		12	16	1	0		8	29	34	0		533	2221
05:15 PM	8	234	14	0		51	181	6	0		4	14	4	0		6	17	39	0		578	1688
05:30 PM	6	198	17	0		46	202	7	0		10	26	5	0		12	34	30	0		593	1110
05:45 PM	11	164	11	0		60	182	3	0		4	23	5	0		10	24	20	0		517	517
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	60	936	68	0		208	808	32	0		48	104	24	0		48	136	156	0		**2628**	
Heavy Trucks	0	20	0	0		4	28	0	0		0	0	0	0		0	0	8	0		**60**	
Pedestrians		4					0					4					8				**16**	
Bicycles	0	0	4	0		4	4	0	0		0	0	0	0		0	4	4	0		**20**	
Buses																						
Stopped Buses																						

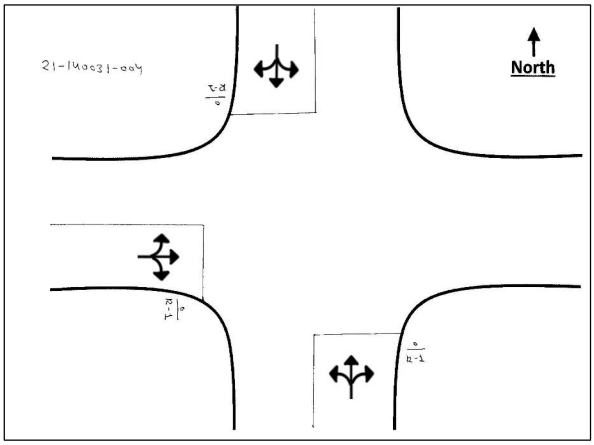
LOCATION: NE 11th Ave & NE 37th St
CITY/STATE: Oakland Park, FL

PROJECT ID: 21-140031-004
DATE: Thu, Feb 11, 2021

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





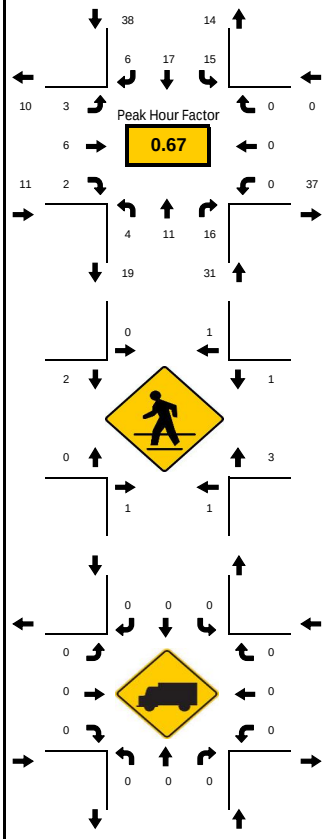


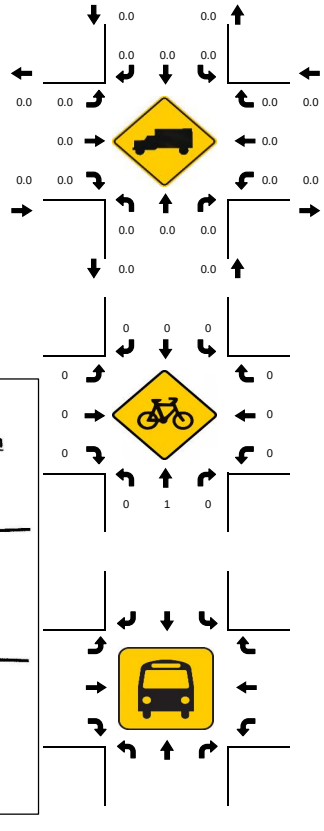
15-Min Count Period Beginning At	NE 11th Ave Northbound					NE 11th Ave Southbound					NE 37th St Eastbound					NE 37th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	1	2	0		3	3	0	0		0	3	0	0		0	0	0	0		12	67
07:15 AM	1	5	3	0		5	2	0	0		0	2	1	0		0	0	0	0		19	77
07:30 AM	0	5	1	0		8	0	2	0		1	3	0	0		0	0	0	0		20	76
07:45 AM	0	3	4	0		3	2	0	0		1	3	0	0		0	0	0	0		16	71
08:00 AM	3	2	10	0		4	1	0	0		0	2	0	0		0	0	0	0		22	69
08:15 AM	0	2	2	0		6	3	0	0		1	2	2	0		0	0	0	0		18	47
08:30 AM	1	0	3	0		5	2	0	0		2	2	0	0		0	0	0	0		15	29
08:45 AM	0	0	2	0		7	2	2	0		0	1	0	0		0	0	0	0		14	14
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	12	20	40	0		32	8	8	0		4	12	4	0		0	0	0	0		**140**	
Heavy Trucks	4	4	12	0		0	4	0	0		0	0	0	0		0	0	0	0		**24**	
Pedestrians		0					8					8					12				**28**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	4	0		**12**	
Buses																						
Stopped Buses																						

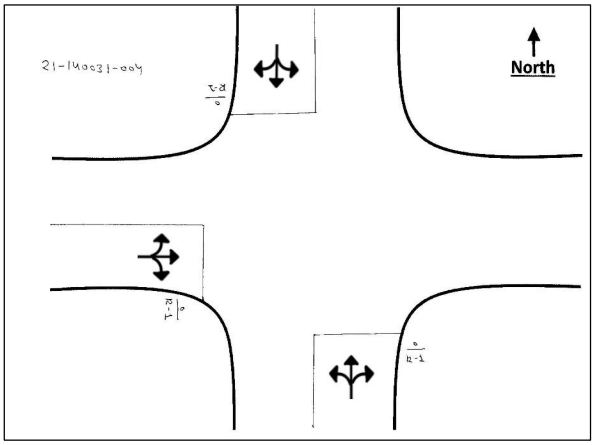
LOCATION: NE 11th Ave & NE 37th St
CITY/STATE: Oakland Park, FL

PROJECT ID: 21-140031-004
DATE: Thu, Feb 11, 2021

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





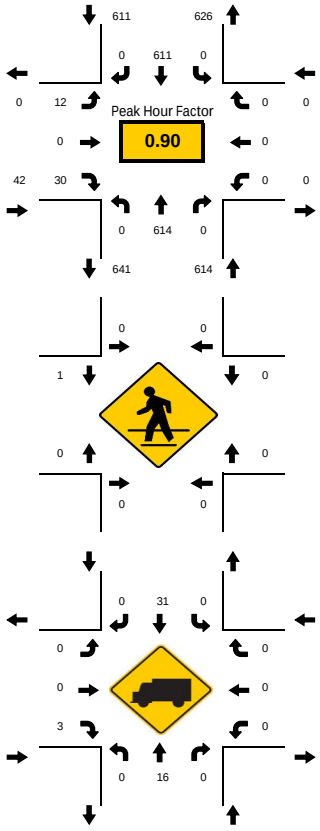


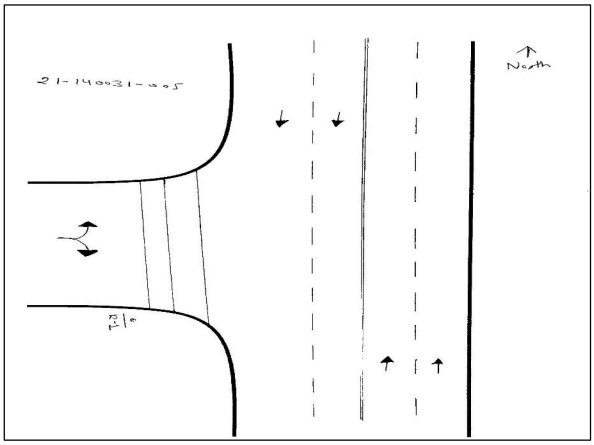
15-Min Count Period Beginning At	NE 11th Ave Northbound					NE 11th Ave Southbound					NE 37th St Eastbound					NE 37th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	2	3	0	0		5	3	0	0		0	0	0	0		0	0	0	0		13	55
04:15 PM	0	2	2	0		2	1	1	0		0	2	0	0		0	0	0	0		10	66
04:30 PM	0	6	2	0		8	3	2	0		1	0	0	0		0	0	0	0		22	68
04:45 PM	0	3	0	0		1	3	1	0		0	2	0	0		0	0	0	0		10	76
05:00 PM	1	5	5	0		6	2	2	0		0	3	0	0		0	0	0	0		24	80
05:15 PM	0	0	3	0		1	4	1	0		2	1	0	0		0	0	0	0		12	56
05:30 PM	2	5	4	0		4	8	2	0		1	2	2	0		0	0	0	0		30	44
05:45 PM	1	1	4	0		3	3	1	1		0	0	0	0		0	0	0	0		14	14
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	20	20	0		24	32	8	4		8	12	8	0		0	0	0	0		**144**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Pedestrians		8					4					4					8				**24**	
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

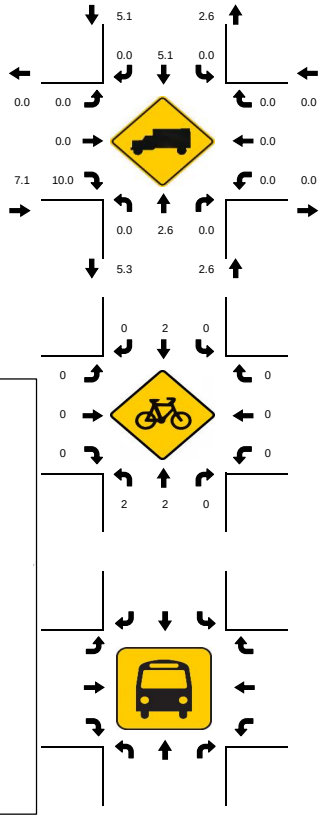
LOCATION: SR 811/N Dixie Hwy & NE 37th St
CITY/STATE: Oakland Park, FL

PROJECT ID: 21-140031-005
DATE: Thu, Feb 11, 2021

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





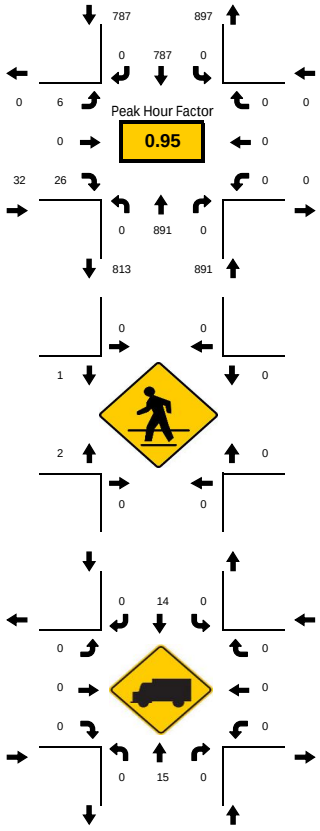


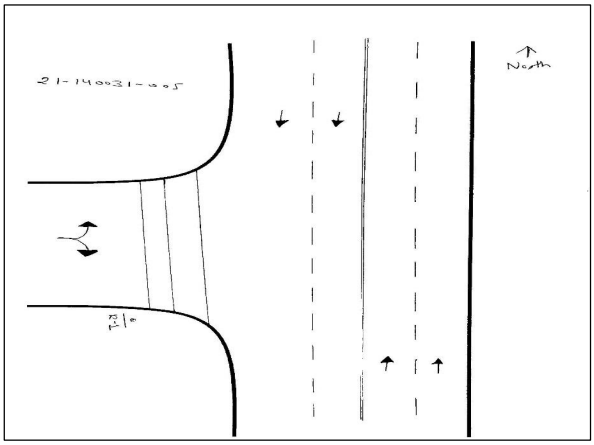
15-Min Count Period Beginning At	SR 811/N Dixie Hwy Northbound					SR 811/N Dixie Hwy Southbound					NE 37th St Eastbound					NE 37th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	113	0	0		0	97	0	0		2	0	7	0		0	0	0	0		219	1130
07:15 AM	0	119	0	0		0	121	0	0		2	0	9	0		0	0	0	0		251	1210
07:30 AM	0	157	0	0		0	140	0	0		4	0	8	0		0	0	0	0		309	1262
07:45 AM	0	175	0	0		0	167	0	0		1	0	8	0		0	0	0	0		351	1267
08:00 AM	0	155	0	0		0	129	0	0		3	0	12	0		0	0	0	0		299	1255
08:15 AM	0	130	0	0		0	163	0	0		6	0	4	0		0	0	0	0		303	956
08:30 AM	0	154	0	0		0	152	0	0		2	0	6	0		0	0	0	0		314	653
08:45 AM	0	146	0	0		0	181	0	0		3	0	9	0		0	0	0	0		339	339
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	700	0	0		0	668	0	0		24	0	48	0		0	0	0	0		**1440**	
Heavy Trucks	0	24	0	0		0	44	0	0		0	0	12	0		0	0	0	0		**80**	
Pedestrians		0					0					4					0				**4**	
Bicycles	4	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

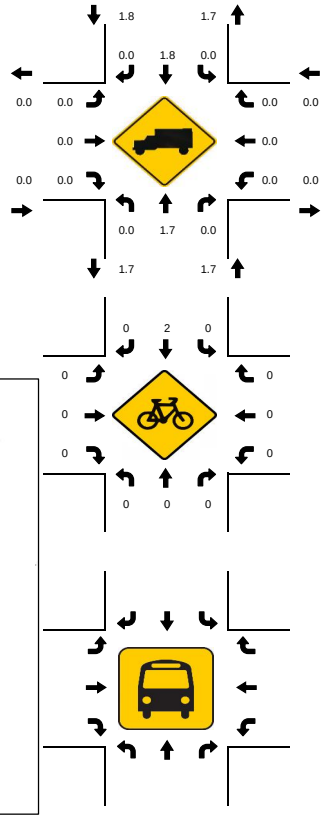
LOCATION: SR 811/N Dixie Hwy & NE 37th St
CITY/STATE: Oakland Park, FL

PROJECT ID: 21-140031-005
DATE: Thu, Feb 11, 2021

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





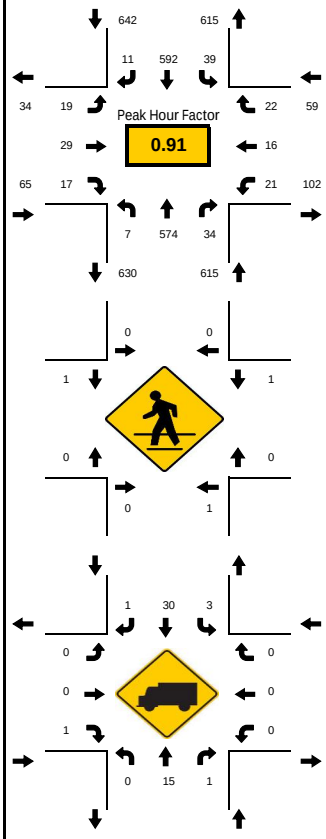


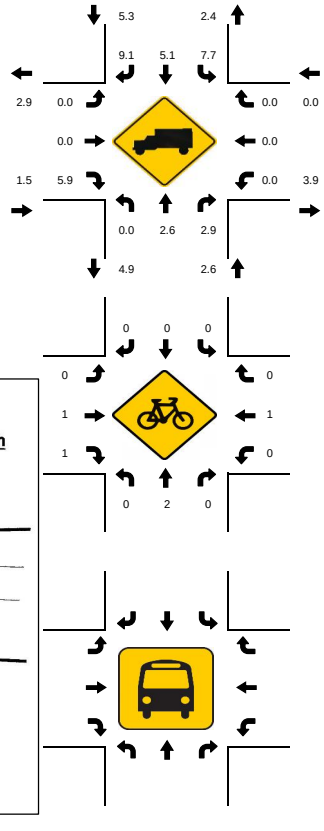
15-Min Count Period Beginning At	SR 811/N Dixie Hwy Northbound					SR 811/N Dixie Hwy Southbound					NE 37th St Eastbound					NE 37th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	202	0	0		0	173	0	0		1	0	3	0		0	0	0	0		379	1558
04:15 PM	0	196	0	0		0	222	0	0		0	0	4	0		0	0	0	0		422	1604
04:30 PM	0	191	0	0		0	181	0	0		0	0	9	0		0	0	0	0		381	1631
04:45 PM	0	184	0	0		0	185	0	0		2	0	5	0		0	0	0	0		376	1685
05:00 PM	0	233	0	0		0	182	0	0		1	0	9	0		0	0	0	0		425	1710
05:15 PM	0	248	0	0		0	193	0	0		2	0	6	0		0	0	0	0		449	1285
05:30 PM	0	224	0	0		0	203	0	0		2	0	6	0		0	0	0	0		435	836
05:45 PM	0	186	0	0		0	209	0	0		1	0	5	0		0	0	0	0		401	401
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	992	0	0		0	836	0	0		8	0	36	0		0	0	0	0		**1872**	
Heavy Trucks	0	20	0	0		0	20	0	0		0	0	0	0		0	0	0	0		**40**	
Pedestrians		0						0				4					0				**4**	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

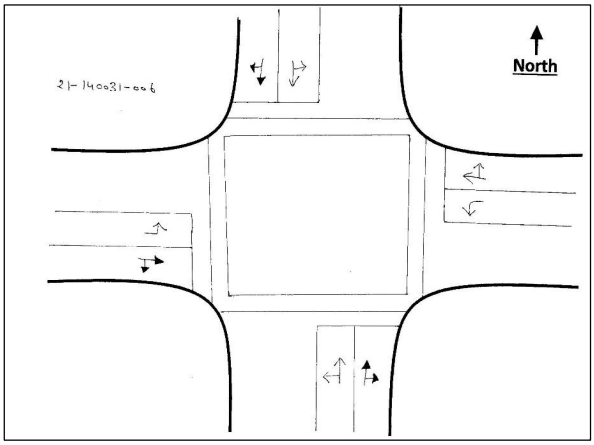
LOCATION: SR 811/N Dixie Hwy & NE 34th Ct
CITY/STATE: Oakland Park, FL

PROJECT ID: 21-140031-006
DATE: Thu, Feb 11, 2021

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







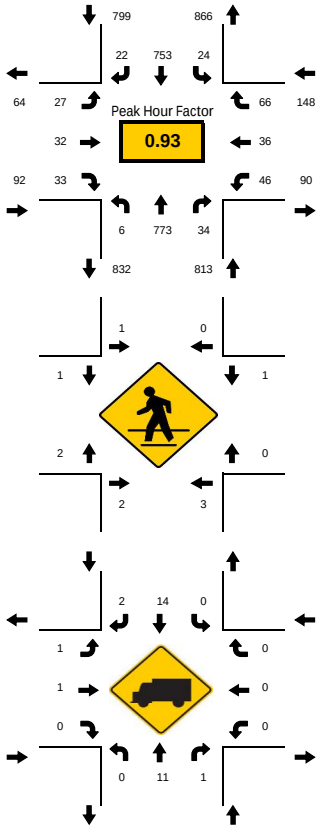
National Data & Surveying Services

15-Min Count Period Beginning At	SR 811/N Dixie Hwy Northbound					SR 811/N Dixie Hwy Southbound					NE 34th Ct Eastbound					NE 34th Ct Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	89	6	0		7	85	2	0		5	3	3	0		4	2	5	0		211	1172
07:15 AM	1	113	5	0		4	118	1	0		1	1	5	0		2	7	6	0		264	1284
07:30 AM	2	133	6	0		10	140	2	0		4	3	5	0		7	1	6	0		319	1341
07:45 AM	2	151	9	0		4	162	5	0		12	9	7	0		4	7	6	0		378	1381
08:00 AM	1	158	4	0		11	121	3	0		3	6	2	0		6	3	5	0		323	1342
08:15 AM	2	126	8	0		7	152	0	0		3	8	5	0		4	3	3	0		321	1019
08:30 AM	2	139	13	0		17	157	3	0		1	6	3	0		7	3	8	0		359	698
08:45 AM	1	123	11	0		13	162	1	0		6	5	4	0		2	5	6	0		339	339
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	632	52	0		68	648	20	0		48	36	28	0		28	28	32	0		**1628**	
Heavy Trucks	0	20	4	0		12	36	4	0		0	0	4	0		0	0	0	0		**80**	
Pedestrians		4					0					4					4				**12**	
Bicycles	0	4	0	0		0	0	0	0		0	4	4	0		0	4	0	0		**16**	
Buses																						
Stopped Buses																						

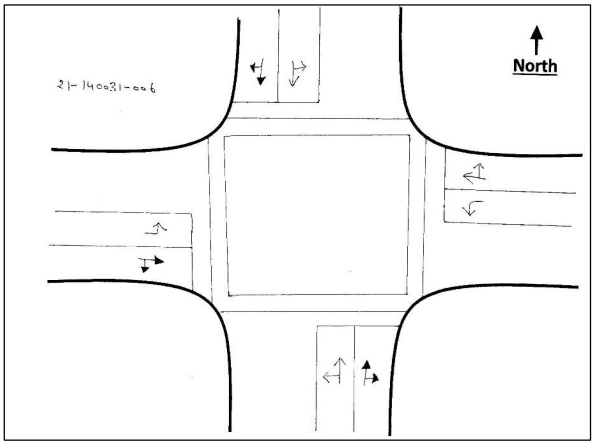
LOCATION: SR 811/N Dixie Hwy & NE 34th Ct
CITY/STATE: Oakland Park, FL

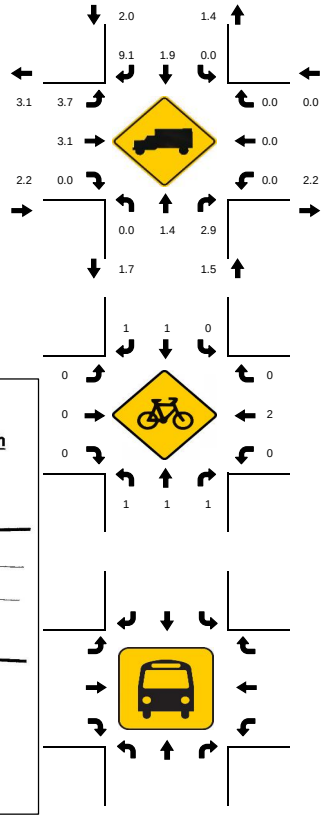
PROJECT ID: 21-140031-006
DATE: Thu, Feb 11, 2021

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



National Data & Surveying Services





15-Min Count Period Beginning At	SR 811/N Dixie Hwy Northbound					SR 811/N Dixie Hwy Southbound					NE 34th Ct Eastbound					NE 34th Ct Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	175	11	0		6	197	1	0		5	6	6	0		7	7	19	0		440	1725
04:15 PM	2	177	10	0		11	202	1	0		5	7	6	0		8	6	7	0		442	1719
04:30 PM	3	170	12	0		11	165	3	0		4	6	7	0		7	7	13	0		408	1775
04:45 PM	1	159	9	0		6	200	4	0		9	10	6	0		12	7	12	0		435	1852
05:00 PM	1	184	7	0		5	162	6	0		9	9	8	0		11	11	21	0		434	1808
05:15 PM	1	219	9	0		6	188	7	0		6	9	15	0		11	10	17	0		498	1374
05:30 PM	3	211	9	0		7	203	5	0		3	4	4	0		12	8	16	0		485	876
05:45 PM	2	168	7	0		6	169	3	0		5	5	8	0		3	8	7	0		391	391
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	12	876	36	0		28	812	28	0		36	40	60	0		48	44	84	0		**2104**	
Heavy Trucks	0	20	4	0		0	28	4	0		4	4	0	0		0	0	0	0		**64**	
Pedestrians		8					4					8					4				**24**	
Bicycles	0	4	4	4		0	4	4	0		0	0	0	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

Traffic Survey Specialists, Inc.

Delray Beach, Florida

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OAKLAND PARK BOULEVARD & NE 6TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
SIGNALIZED

File Name : OAKL6AVE
Site Code : 00190187
Start Date : 11/7/2019
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	NE 6TH AVENUE From North				OAKLAND PARK BOULEVARD From East				NE 6TH AVENUE From South				OAKLAND PARK BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00	0	10	18	5	0	9	222	6	0	29	22	5	0	13	276	18	633
07:15	0	14	43	8	0	4	268	1	0	36	32	5	5	10	290	18	734
07:30	0	17	34	11	4	8	304	10	0	55	33	8	6	23	385	40	938
07:45	0	32	41	10	4	17	282	20	0	33	38	11	4	5	366	25	888
Total	0	73	136	34	8	38	1076	37	0	153	125	29	15	51	1317	101	3193
08:00	0	20	59	10	1	23	284	9	0	34	32	11	5	14	316	30	848
08:15	0	21	68	16	2	16	228	10	0	28	22	22	5	11	330	24	803
08:30	0	25	50	15	2	15	262	8	0	34	33	17	3	17	350	38	869
08:45	0	31	47	13	1	6	259	10	0	35	37	10	4	8	365	33	859
Total	0	97	224	54	6	60	1033	37	0	131	124	60	17	50	1361	125	3379
16:00	0	23	54	20	4	20	352	22	0	28	54	13	1	21	308	29	949
16:15	0	26	48	12	1	18	343	21	0	33	53	12	5	27	267	31	897
16:30	0	23	51	14	1	27	397	17	0	40	61	9	6	10	318	31	1005
16:45	0	27	40	13	3	24	368	12	0	28	65	16	5	21	263	31	916
Total	0	99	193	59	9	89	1460	72	0	129	233	50	17	79	1156	122	3767
17:00	0	35	67	12	4	27	411	17	0	48	63	14	7	21	304	43	1073
17:15	0	25	64	18	1	26	389	24	0	23	77	9	8	22	283	38	1007
17:30	0	36	66	15	2	21	398	18	0	35	64	18	5	16	290	44	1028
17:45	0	27	59	11	1	19	359	18	0	34	58	20	9	13	304	36	968
Total	0	123	256	56	8	93	1557	77	0	140	262	61	29	72	1181	161	4076
Grand Total	0	392	809	203	31	280	5126	223	0	553	744	200	78	252	5015	509	14415
Apprch %	0	27.9	57.6	14.5	0.5	4.9	90.6	3.9	0	36.9	49.7	13.4	1.3	4.3	85.7	8.7	
Total %	0	2.7	5.6	1.4	0.2	1.9	35.6	1.5	0	3.8	5.2	1.4	0.5	1.7	34.8	3.5	
LIGHT VEHICLES	0	381	798	198	31	272	5020	218	0	542	730	199	78	244	4906	501	14118
% LIGHT VEHICLES	0	97.2	98.6	97.5	100	97.1	97.9	97.8	0	98	98.1	99.5	100	96.8	97.8	98.4	97.9
HEAVY VEHICLES	0	11	11	5	0	8	106	5	0	11	14	1	0	8	109	8	297
% HEAVY VEHICLES	0	2.8	1.4	2.5	0	2.9	2.1	2.2	0	2	1.9	0.5	0	3.2	2.2	1.6	2.1

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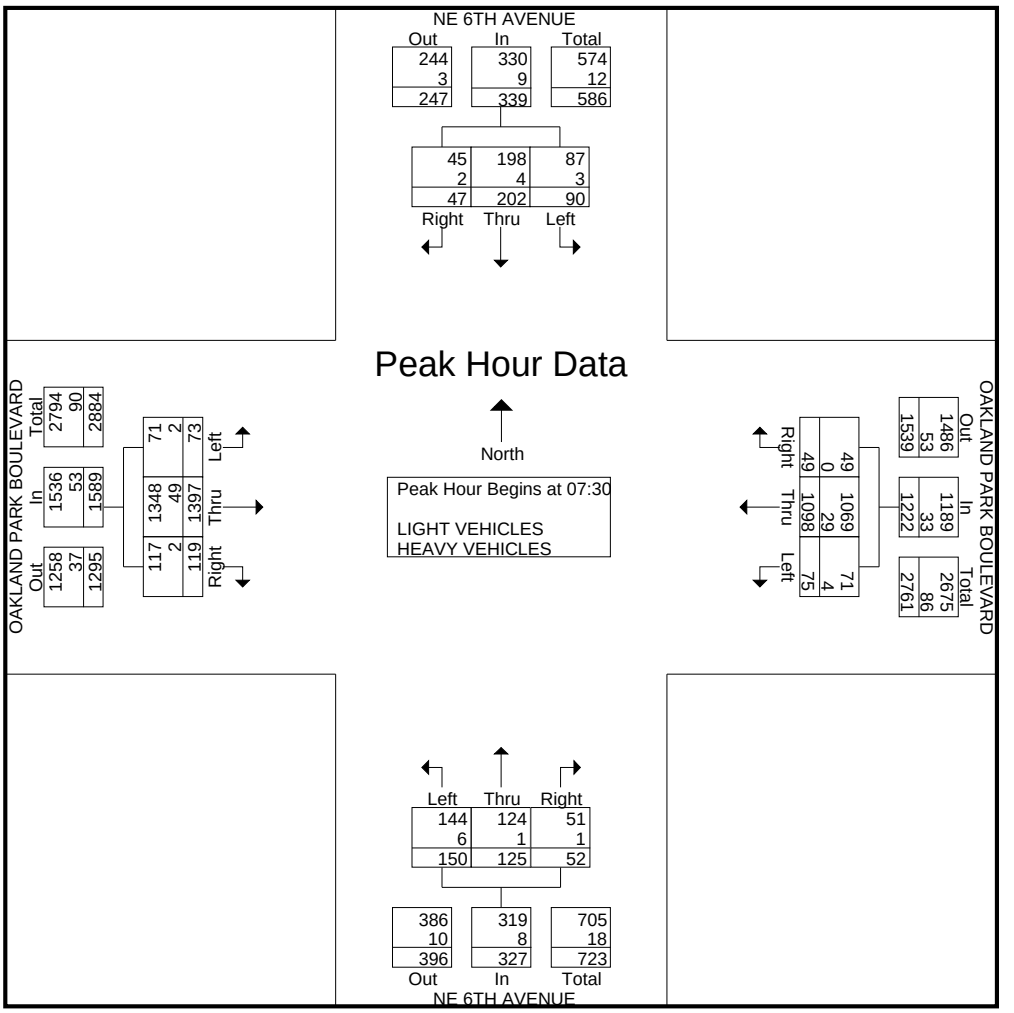
OAKLAND PARK BOULEVARD & NE 6TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
SIGNALIZED

File Name : OAKL6AVE
Site Code : 00190187
Start Date : 11/7/2019
Page No : 2

	NE 6TH AVENUE From North					OAKLAND PARK BOULEVARD From East					NE 6TH AVENUE From South					OAKLAND PARK BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	17	34	11	62	**4**	8	**304**	10	**326**	0	**55**	33	8	**96**	**6**	**23**	**385**	**40**	**454**	**938**
07:45	0	**32**	41	10	83	4	17	282	**20**	323	0	33	**38**	11	82	4	5	366	25	400	888
08:00	0	20	59	10	89	1	**23**	284	9	317	0	34	32	11	77	5	14	316	30	365	848
08:15	0	21	**68**	**16**	**105**	2	16	228	10	256	0	28	22	**22**	72	5	11	330	24	370	803
Total Volume	0	90	202	47	339	11	64	1098	49	1222	0	150	125	52	327	20	53	1397	119	1589	3477
% App. Total	0	26.5	59.6	13.9		0.9	5.2	89.9	4		0	45.9	38.2	15.9		1.3	3.3	87.9	7.5		
PHF	.000	.703	.743	.734	.807	.688	.696	.903	.613	.937	.000	.682	.822	.591	.852	.833	.576	.907	.744	.875	.927
LIGHT VEHICLES	0	87	198	45	330	11	60	1069	49	1189	0	144	124	51	319	20	51	1348	117	1536	3374
% LIGHT VEHICLES	0	96.7	98.0	95.7	97.3	100	93.8	97.4	100	97.3	0	96.0	99.2	98.1	97.6	100	96.2	96.5	98.3	96.7	97.0
HEAVY VEHICLES	0	3	4	2	9	0	4	29	0	33	0	6	1	1	8	0	2	49	2	53	103
% HEAVY VEHICLES	0	3.3	2.0	4.3	2.7	0	6.3	2.6	0	2.7	0	4.0	0.8	1.9	2.4	0	3.8	3.5	1.7	3.3	3.0



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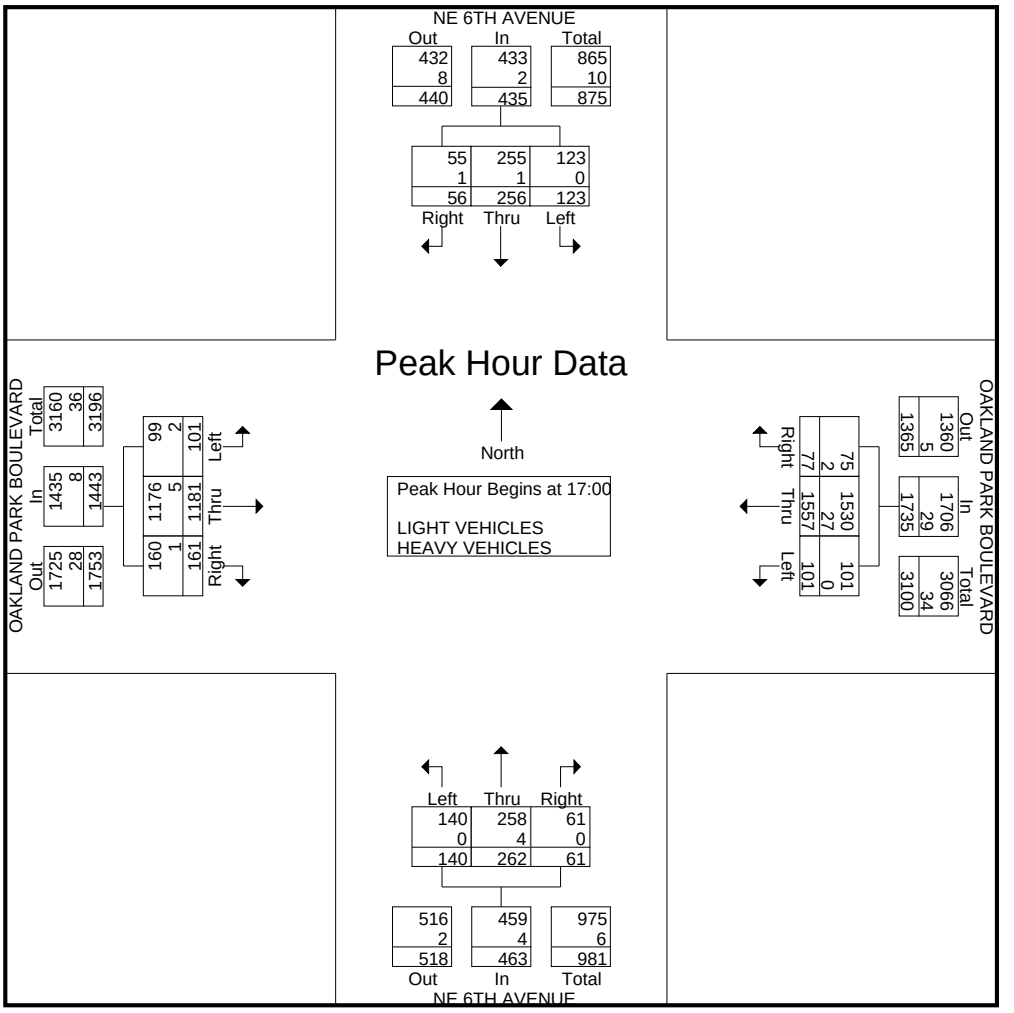
OAKLAND PARK BOULEVARD & NE 6TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
SIGNALIZED

File Name : OAKL6AVE
Site Code : 00190187
Start Date : 11/7/2019
Page No : 3

	NE 6TH AVENUE From North					OAKLAND PARK BOULEVARD From East					NE 6TH AVENUE From South					OAKLAND PARK BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	35	**67**	12	114	**4**	**27**	**411**	17	**459**	0	**48**	63	14	**125**	7	21	**304**	43	**375**	**1073**
17:15	0	25	64	**18**	107	1	26	389	**24**	440	0	23	**77**	9	109	8	**22**	283	38	351	1007
17:30	0	**36**	66	15	**117**	2	21	398	18	439	0	35	64	18	117	5	16	290	**44**	355	1028
17:45	0	27	59	11	97	1	19	359	18	397	0	34	58	**20**	112	**9**	13	304	36	362	968
Total Volume	0	123	256	56	435	8	93	1557	77	1735	0	140	262	61	463	29	72	1181	161	1443	4076
% App. Total	0	28.3	58.9	12.9		0.5	5.4	89.7	4.4		0	30.2	56.6	13.2		2	5	81.8	11.2		
PHF	.000	.854	.955	.778	.929	.500	.861	.947	.802	.945	.000	.729	.851	.763	.926	.806	.818	.971	.915	.962	.950
LIGHT VEHICLES	0	123	255	55	433	8	93	1530	75	1706	0	140	258	61	459	29	70	1176	160	1435	4033
% LIGHT VEHICLES	0	100	99.6	98.2	99.5	100	100	98.3	97.4	98.3	0	100	98.5	100	99.1	100	97.2	99.6	99.4	99.4	98.9
HEAVY VEHICLES	0	0	1	1	2	0	0	27	2	29	0	0	4	0	4	0	2	5	1	8	43
% HEAVY VEHICLES	0	0	0.4	1.8	0.5	0	0	1.7	2.6	1.7	0	0	1.5	0	0.9	0	2.8	0.4	0.6	0.6	1.1



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OAKLAND PARK BOULEVARD & NE 6TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ (V)
SIGNALIZED

File Name : OAKL6AVE
Site Code : 00190187
Start Date : 11/7/2019
Page No : 1

Groups Printed- PEDESTRIANS

	NE 6TH AVENUE From North				OAKLAND PARK BOULEVARD From East				NE 6TH AVENUE From South				OAKLAND PARK BOULEVARD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
07:15	0	0	0	0	1	0	0	0	2	0	0	0	0	0	1	0	4
07:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
07:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	0	2	0	2	0	3	0	0	0	1	0	1	0	10
08:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3
08:15	1	0	1	0	1	0	1	0	1	0	0	0	1	0	1	0	7
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
08:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
Total	1	0	1	0	1	0	3	0	3	0	1	0	2	0	3	0	15
16:00	1	0	0	0	3	0	1	0	1	0	0	0	0	0	1	0	7
16:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3
16:30	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	0	5
16:45	0	0	1	0	1	0	2	0	0	0	0	0	1	0	0	0	5
Total	2	0	3	0	4	0	4	0	2	0	0	0	1	0	4	0	20
17:00	2	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	5
17:15	1	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	5
17:30	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	4
17:45	1	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	5
Total	4	0	1	0	4	0	4	0	2	0	2	0	0	0	2	0	19
Grand Total	7	0	6	0	11	0	13	0	10	0	3	0	4	0	10	0	64
Apprch %	53.8	0	46.2	0	45.8	0	54.2	0	76.9	0	23.1	0	28.6	0	71.4	0	
Total %	10.9	0	9.4	0	17.2	0	20.3	0	15.6	0	4.7	0	6.2	0	15.6	0	

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OAKLAND PARK BOULEVARD & DIXIE HIGHWAY
FT LAUDERDALE, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

File Name : OAK_DIXI
Site Code : 00190187
Start Date : 11/7/2019
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	DIXIE HIGHWAY From North				OAKLAND PARK BOULEVARD From East				DIXIE HIGHWAY From South				OAKLAND PARK BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00	0	22	69	14	0	7	182	8	0	35	53	5	2	28	187	31	643
07:15	0	25	90	17	0	7	197	10	0	46	92	4	0	26	154	19	687
07:30	0	54	128	35	0	16	194	24	0	50	124	20	1	59	281	29	1015
07:45	0	53	128	27	0	14	211	24	0	44	128	12	3	48	320	40	1052
Total	0	154	415	93	0	44	784	66	0	175	397	41	6	161	942	119	3397
08:00	0	47	130	20	0	12	225	27	0	52	85	15	3	25	309	42	992
08:15	0	47	145	18	0	16	165	33	0	39	113	18	1	28	269	23	915
08:30	0	31	123	24	0	14	210	38	0	44	92	13	1	25	296	30	941
08:45	0	72	163	22	1	25	172	34	0	50	121	20	1	39	279	35	1034
Total	0	197	561	84	1	67	772	132	0	185	411	66	6	117	1153	130	3882
16:00	0	39	93	19	0	19	315	58	0	56	135	27	7	34	267	34	1103
16:15	0	44	124	24	0	16	317	56	0	39	93	20	5	29	237	47	1051
16:30	0	43	117	26	0	21	321	47	0	64	157	25	6	34	266	38	1165
16:45	0	54	111	30	0	16	298	40	0	44	141	30	7	45	206	35	1057
Total	0	180	445	99	0	72	1251	201	0	203	526	102	25	142	976	154	4376
17:00	1	42	145	27	0	22	334	62	0	56	167	27	7	35	261	36	1222
17:15	0	45	141	34	0	29	349	49	0	56	143	25	5	45	251	26	1198
17:30	0	47	150	24	0	22	340	51	0	62	121	25	11	32	240	26	1151
17:45	0	44	148	26	0	17	293	49	0	51	136	24	8	35	224	37	1092
Total	1	178	584	111	0	90	1316	211	0	225	567	101	31	147	976	125	4663
Grand Total	1	709	2005	387	1	273	4123	610	0	788	1901	310	68	567	4047	528	16318
Apprch %	0	22.9	64.6	12.5	0	5.5	82.3	12.2	0	26.3	63.4	10.3	1.3	10.9	77.7	10.1	
Total %	0	4.3	12.3	2.4	0	1.7	25.3	3.7	0	4.8	11.6	1.9	0.4	3.5	24.8	3.2	
LIGHT VEHICLES	1	692	1933	368	1	270	4023	601	0	765	1861	306	68	546	3928	515	15878
% LIGHT VEHICLES	100	97.6	96.4	95.1	100	98.9	97.6	98.5	0	97.1	97.9	98.7	100	96.3	97.1	97.5	97.3
HEAVY VEHICLES	0	17	72	19	0	3	100	9	0	23	40	4	0	21	119	13	440
% HEAVY VEHICLES	0	2.4	3.6	4.9	0	1.1	2.4	1.5	0	2.9	2.1	1.3	0	3.7	2.9	2.5	2.7

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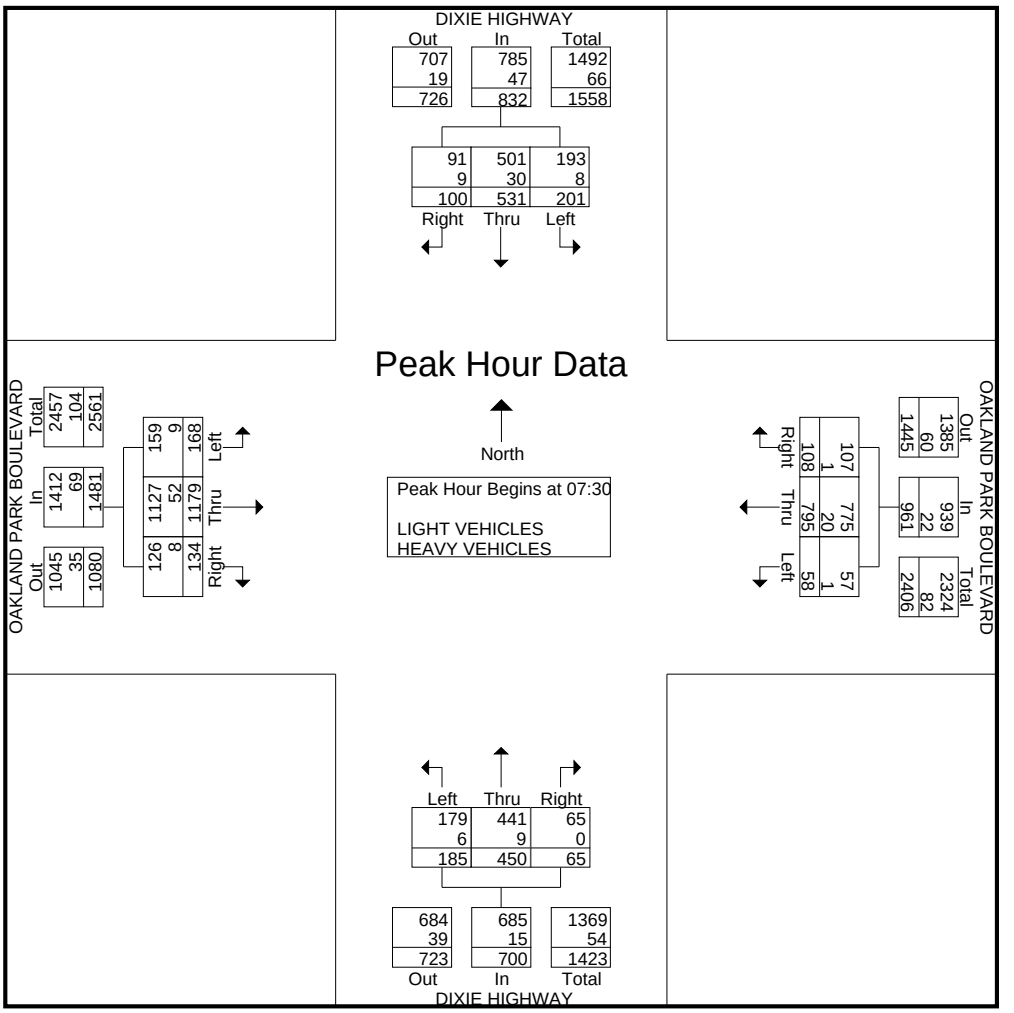
OAKLAND PARK BOULEVARD & DIXIE HIGHWAY
FT LAUDERDALE, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

File Name : OAK_DIXI
Site Code : 00190187
Start Date : 11/7/2019
Page No : 2

	DIXIE HIGHWAY From North					OAKLAND PARK BOULEVARD From East					DIXIE HIGHWAY From South					OAKLAND PARK BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	**54**	128	**35**	**217**	0	**16**	194	24	234	0	50	124	**20**	**194**	1	**59**	281	29	370	1015
07:45	0	53	128	27	208	0	14	211	24	249	0	44	**128**	12	184	**3**	48	**320**	40	**411**	**1052**
08:00	0	47	130	20	197	0	12	**225**	27	**264**	0	**52**	85	15	152	3	25	309	**42**	379	992
08:15	0	47	**145**	18	210	0	16	165	**33**	214	0	39	113	18	170	1	28	269	23	321	915
Total Volume	0	201	531	100	832	0	58	795	108	961	0	185	450	65	700	8	160	1179	134	1481	3974
% App. Total	0	24.2	63.8	12		0	6	82.7	11.2		0	26.4	64.3	9.3		0.5	10.8	79.6	9		
PHF	.000	.931	.916	.714	.959	.000	.906	.883	.818	.910	.000	.889	.879	.813	.902	.667	.678	.921	.798	.901	.944
LIGHT VEHICLES	0	193	501	91	785	0	57	775	107	939	0	179	441	65	685	8	151	1127	126	1412	3821
% LIGHT VEHICLES	0	96.0	94.4	91.0	94.4	0	98.3	97.5	99.1	97.7	0	96.8	98.0	100	97.9	100	94.4	95.6	94.0	95.3	96.1
HEAVY VEHICLES	0	8	30	9	47	0	1	20	1	22	0	6	9	0	15	0	9	52	8	69	153
% HEAVY VEHICLES	0	4.0	5.6	9.0	5.6	0	1.7	2.5	0.9	2.3	0	3.2	2.0	0	2.1	0	5.6	4.4	6.0	4.7	3.9



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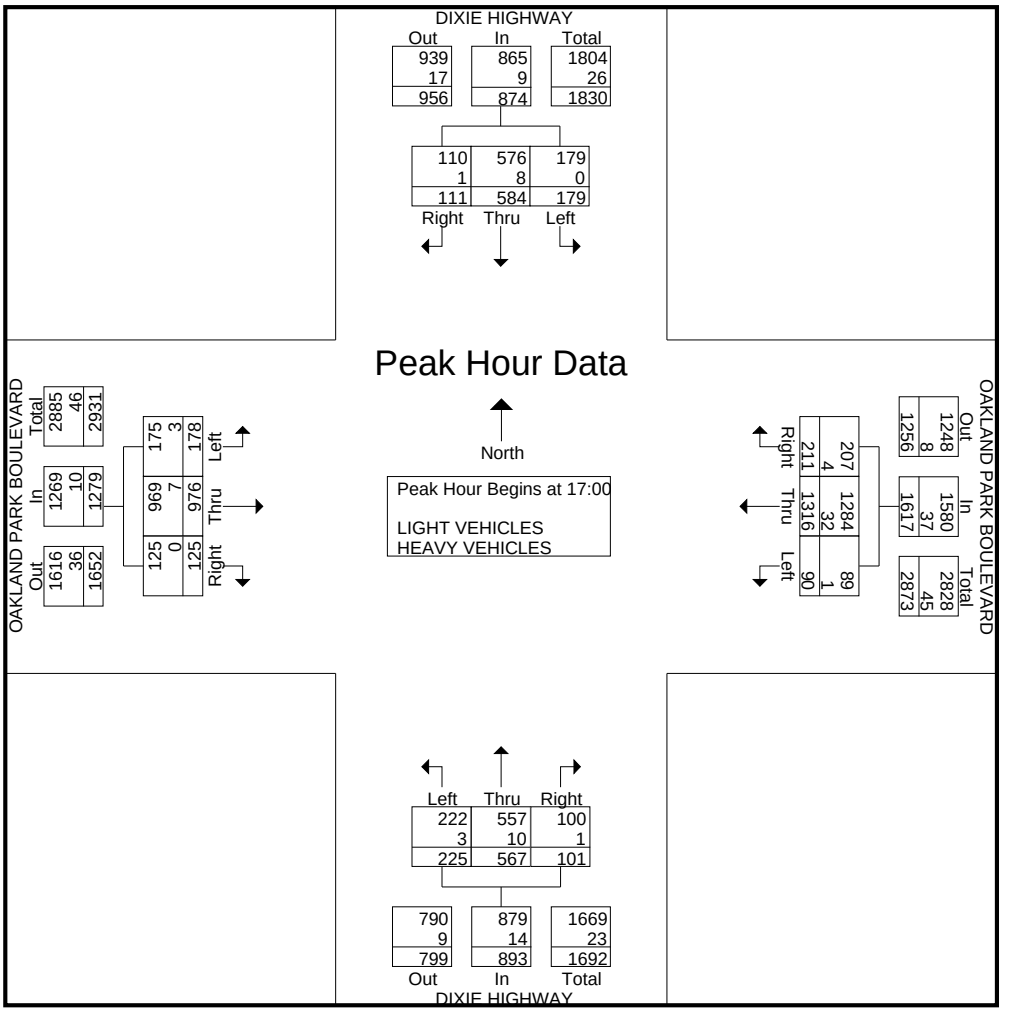
OAKLAND PARK BOULEVARD & DIXIE HIGHWAY
FT LAUDERDALE, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

File Name : OAK_DIXI
Site Code : 00190187
Start Date : 11/7/2019
Page No : 3

	DIXIE HIGHWAY From North					OAKLAND PARK BOULEVARD From East					DIXIE HIGHWAY From South					OAKLAND PARK BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	**1**	42	145	27	215	0	22	334	**62**	418	0	56	**167**	**27**	**250**	7	35	**261**	36	**339**	**1222**
17:15	0	45	141	**34**	220	0	**29**	**349**	49	**427**	0	56	143	25	224	5	**45**	251	26	327	1198
17:30	0	**47**	**150**	24	**221**	0	22	340	51	413	0	**62**	121	25	208	**11**	32	240	26	309	1151
17:45	0	44	148	26	218	0	17	293	49	359	0	51	136	24	211	8	35	224	**37**	304	1092
Total Volume	1	178	584	111	874	0	90	1316	211	1617	0	225	567	101	893	31	147	976	125	1279	4663
% App. Total	0.1	20.4	66.8	12.7		0	5.6	81.4	13		0	25.2	63.5	11.3		2.4	11.5	76.3	9.8		
PHF	.250	.947	.973	.816	.989	.000	.776	.943	.851	.947	.000	.907	.849	.935	.893	.705	.817	.935	.845	.943	.954
LIGHT VEHICLES	1	178	576	110	865	0	89	1284	207	1580	0	222	557	100	879	31	144	969	125	1269	4593
% LIGHT VEHICLES	100	100	98.6	99.1	99.0	0	98.9	97.6	98.1	97.7	0	98.7	98.2	99.0	98.4	100	98.0	99.3	100	99.2	98.5
HEAVY VEHICLES	0	0	8	1	9	0	1	32	4	37	0	3	10	1	14	0	3	7	0	10	70
% HEAVY VEHICLES	0	0	1.4	0.9	1.0	0	1.1	2.4	1.9	2.3	0	1.3	1.8	1.0	1.6	0	2.0	0.7	0	0.8	1.5



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OAKLAND PARK BOULEVARD & DIXIE HIGHWAY
FT LAUDERDALE, FLORIDA
COUNTED BY: M. CRUZ & L. PALOMINO
SIGNALIZED

File Name : OAK_DIXI
Site Code : 00190187
Start Date : 11/7/2019
Page No : 1

Groups Printed- PEDESTRIANS

	DIXIE HIGHWAY From North				OAKLAND PARK BOULEVARD From East				DIXIE HIGHWAY From South				OAKLAND PARK BOULEVARD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	3
07:15	1	0	2	0	0	0	1	0	1	0	1	0	3	0	0	0	9
07:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	3
Total	1	0	2	0	0	0	4	0	3	0	1	0	4	0	2	0	17
08:00	0	0	1	0	0	0	0	0	1	0	1	0	4	0	1	0	8
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	2	0	1	0	4	0	1	0	9
16:00	1	0	2	0	0	0	0	0	0	0	1	0	4	0	1	0	9
16:15	1	0	2	0	0	0	1	0	1	0	0	0	1	0	4	0	10
16:30	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	4
Total	3	0	4	0	0	0	2	0	1	0	1	0	7	0	5	0	23
17:00	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3
17:15	2	0	1	0	0	0	0	0	2	0	0	0	1	0	1	0	7
17:30	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	3
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	3	0	2	0	0	0	0	0	5	0	0	0	3	0	2	0	15
Grand Total	7	0	9	0	0	0	6	0	11	0	3	0	18	0	10	0	64
Apprch %	43.8	0	56.2	0	0	0	100	0	78.6	0	21.4	0	64.3	0	35.7	0	
Total %	10.9	0	14.1	0	0	0	9.4	0	17.2	0	4.7	0	28.1	0	15.6	0	

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NE 38TH STREET & NE 6TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
SIGNALIZED

File Name : 38ST6AVE
Site Code : 00190187
Start Date : 11/7/2019
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	NE 6TH AVENUE From North				NE 38TH STREET From East				NE 6TH AVENUE From South				NE 38TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00	0	2	34	4	0	3	17	6	0	8	42	2	0	10	22	13	163
07:15	0	3	61	6	0	2	11	4	0	7	42	0	0	3	25	20	184
07:30	0	6	79	6	0	2	34	10	0	5	58	0	0	10	30	35	275
07:45	0	4	83	5	0	6	29	10	0	12	64	6	0	9	35	36	299
Total	0	15	257	21	0	13	91	30	0	32	206	8	0	32	112	104	921
08:00	0	2	63	6	0	1	26	6	0	6	63	0	0	7	32	15	227
08:15	0	1	79	5	0	5	28	4	0	6	61	1	0	8	41	13	252
08:30	0	4	67	6	0	7	31	7	0	4	54	3	0	9	40	13	245
08:45	0	5	65	4	0	3	22	4	0	5	48	3	0	12	28	10	209
Total	0	12	274	21	0	16	107	21	0	21	226	7	0	36	141	51	933
16:00	0	2	73	6	0	3	40	11	0	8	83	0	0	3	28	11	268
16:15	0	4	52	5	0	6	45	7	0	15	86	6	0	3	35	14	278
16:30	0	4	67	4	0	4	46	5	0	13	75	7	0	9	30	11	275
16:45	0	1	52	13	0	6	48	9	0	10	70	3	0	13	30	19	274
Total	0	11	244	28	0	19	179	32	0	46	314	16	0	28	123	55	1095
17:00	0	5	86	12	0	2	62	11	0	22	77	6	0	7	32	16	338
17:15	0	5	79	5	0	4	63	11	0	17	94	1	0	9	35	23	346
17:30	0	4	97	3	0	5	68	9	0	12	91	7	0	8	36	19	359
17:45	0	2	70	11	0	6	38	8	0	17	75	5	0	11	21	19	283
Total	0	16	332	31	0	17	231	39	0	68	337	19	0	35	124	77	1326
Grand Total	0	54	1107	101	0	65	608	122	0	167	1083	50	0	131	500	287	4275
Apprch %	0	4.3	87.7	8	0	8.2	76.5	15.3	0	12.8	83.3	3.8	0	14.3	54.5	31.3	
Total %	0	1.3	25.9	2.4	0	1.5	14.2	2.9	0	3.9	25.3	1.2	0	3.1	11.7	6.7	
LIGHT VEHICLES	0	52	1084	98	0	64	591	122	0	166	1057	49	0	125	490	277	4175
% LIGHT VEHICLES	0	96.3	97.9	97	0	98.5	97.2	100	0	99.4	97.6	98	0	95.4	98	96.5	97.7
HEAVY VEHICLES	0	2	23	3	0	1	17	0	0	1	26	1	0	6	10	10	100
% HEAVY VEHICLES	0	3.7	2.1	3	0	1.5	2.8	0	0	0.6	2.4	2	0	4.6	2	3.5	2.3

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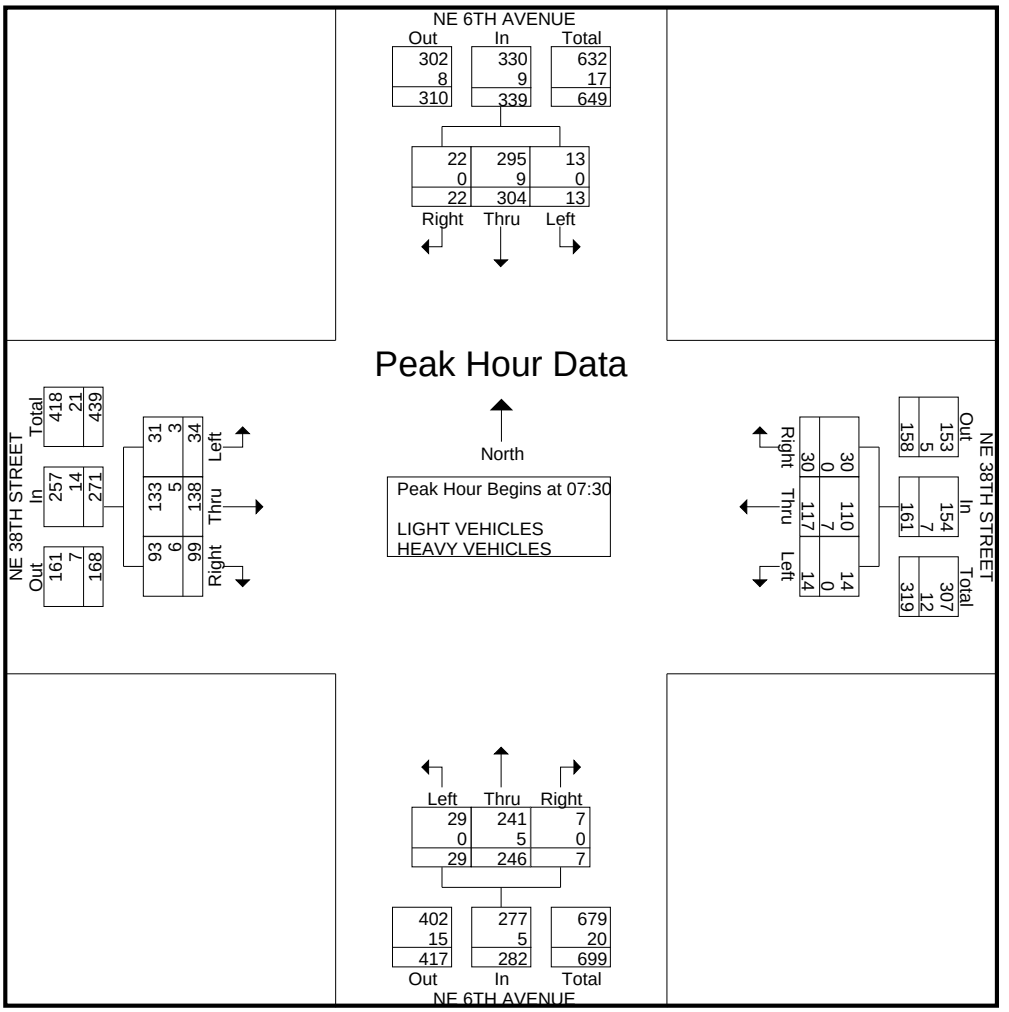
NE 38TH STREET & NE 6TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
SIGNALIZED

File Name : 38ST6AVE
Site Code : 00190187
Start Date : 11/7/2019
Page No : 2

	NE 6TH AVENUE From North					NE 38TH STREET From East					NE 6TH AVENUE From South					NE 38TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	**6**	79	**6**	91	0	2	**34**	**10**	**46**	0	5	58	0	63	0	**10**	30	35	75	275
07:45	0	4	**83**	5	**92**	0	**6**	29	10	45	0	**12**	**64**	**6**	**82**	0	9	35	**36**	**80**	**299**
08:00	0	2	63	6	71	0	1	26	6	33	0	6	63	0	69	0	7	32	15	54	227
08:15	0	1	79	5	85	0	5	28	4	37	0	6	61	1	68	0	8	**41**	13	62	252
Total Volume	0	13	304	22	339	0	14	117	30	161	0	29	246	7	282	0	34	138	99	271	1053
% App. Total	0	3.8	89.7	6.5		0	8.7	72.7	18.6		0	10.3	87.2	2.5		0	12.5	50.9	36.5		
PHF	.000	.542	.916	.917	.921	.000	.583	.860	.750	.875	.000	.604	.961	.292	.860	.000	.850	.841	.688	.847	.880
LIGHT VEHICLES	0	13	295	22	330	0	14	110	30	154	0	29	241	7	277	0	31	133	93	257	1018
% LIGHT VEHICLES	0	100	97.0	100	97.3	0	100	94.0	100	95.7	0	100	98.0	100	98.2	0	91.2	96.4	93.9	94.8	96.7
HEAVY VEHICLES	0	0	9	0	9	0	0	7	0	7	0	0	5	0	5	0	3	5	6	14	35
% HEAVY VEHICLES	0	0	3.0	0	2.7	0	0	6.0	0	4.3	0	0	2.0	0	1.8	0	8.8	3.6	6.1	5.2	3.3



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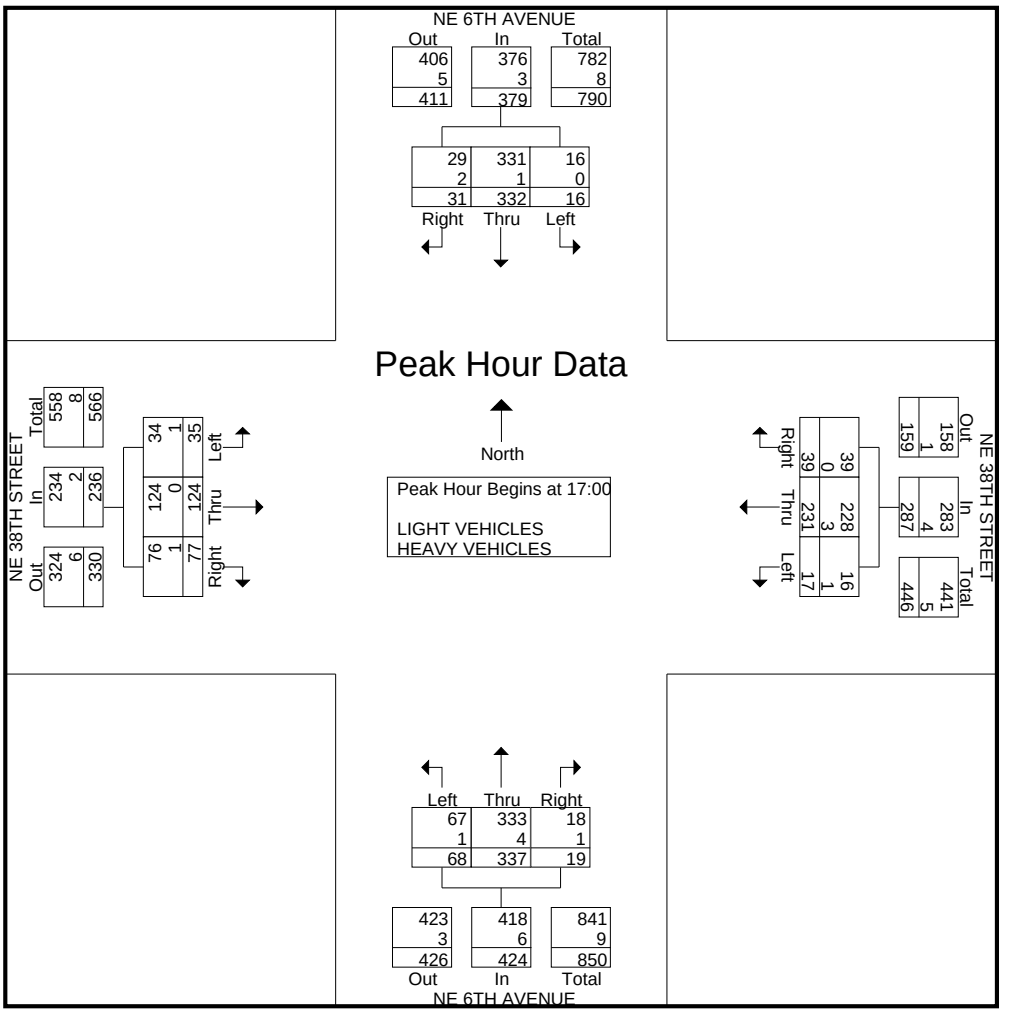
NE 38TH STREET & NE 6TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
SIGNALIZED

File Name : 38ST6AVE
Site Code : 00190187
Start Date : 11/7/2019
Page No : 3

	NE 6TH AVENUE From North					NE 38TH STREET From East					NE 6TH AVENUE From South					NE 38TH STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	**5**	86	**12**	103	0	2	62	**11**	75	0	**22**	77	6	105	0	7	32	16	55	338
17:15	0	5	79	5	89	0	4	63	11	78	0	17	**94**	1	**112**	0	9	35	**23**	**67**	346
17:30	0	4	**97**	3	**104**	0	5	**68**	9	**82**	0	12	91	**7**	110	0	8	**36**	19	63	**359**
17:45	0	2	70	11	83	0	**6**	38	8	52	0	17	75	5	97	0	**11**	21	19	51	283
Total Volume	0	16	332	31	379	0	17	231	39	287	0	68	337	19	424	0	35	124	77	236	1326
% App. Total	0	4.2	87.6	8.2		0	5.9	80.5	13.6		0	16	79.5	4.5		0	14.8	52.5	32.6		
PHF	.000	.800	.856	.646	.911	.000	.708	.849	.886	.875	.000	.773	.896	.679	.946	.000	.795	.861	.837	.881	.923
LIGHT VEHICLES	0	16	331	29	376	0	16	228	39	283	0	67	333	18	418	0	34	124	76	234	1311
% LIGHT VEHICLES	0	100	99.7	93.5	99.2	0	94.1	98.7	100	98.6	0	98.5	98.8	94.7	98.6	0	97.1	100	98.7	99.2	98.9
HEAVY VEHICLES	0	0	1	2	3	0	1	3	0	4	0	1	4	1	6	0	1	0	1	2	15
% HEAVY VEHICLES	0	0	0.3	6.5	0.8	0	5.9	1.3	0	1.4	0	1.5	1.2	5.3	1.4	0	2.9	0	1.3	0.8	1.1



Traffic Survey Specialists, Inc.

Delray Beach, Florida

Phone (561) 272-3255 www.trafficsurveyspecialists.com

NE 38TH STREET & NE 6TH AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: LUIS PALOMINO (V)
SIGNALIZED

File Name : 38ST6AVE
Site Code : 00190187
Start Date : 11/7/2019
Page No : 1

Groups Printed- PEDESTRIANS

	NE 6TH AVENUE From North				NE 38TH STREET From East				NE 6TH AVENUE From South				NE 38TH STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	4
07:15	1	0	0	0	5	0	4	0	3	0	1	0	0	0	0	0	14
07:30	1	0	0	0	1	0	2	0	8	0	0	0	4	0	0	0	16
07:45	1	0	0	0	0	0	0	0	3	0	1	0	1	0	0	0	6
Total	3	0	0	0	6	0	7	0	16	0	2	0	6	0	0	0	40
08:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
08:30	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	6
08:45	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
Total	2	0	0	0	3	0	3	0	4	0	1	0	0	0	0	0	13
16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
16:30	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	3
16:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	3	0	1	0	1	0	1	0	0	0	0	0	7
17:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	1	0	3	0	0	0	2	0	0	0	6
17:30	5	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	8
17:45	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4
Total	5	0	0	0	1	0	4	0	6	0	1	0	2	0	0	0	19
Grand Total	11	0	0	0	13	0	15	0	27	0	5	0	8	0	0	0	79
Apprch %	100	0	0	0	46.4	0	53.6	0	84.4	0	15.6	0	100	0	0	0	
Total %	13.9	0	0	0	16.5	0	19	0	34.2	0	6.3	0	10.1	0	0	0	

Covid Adjustment Factor

TMC (NB+SB)	*SR 811/North Dixie Highway & NE 38th Street*
A.M. Peak Hour (8:00 A.M. - 9:00 A.M.)	1,246
P.M. Peak Hour (4:45 P.M. - 5:45 P.M.)	1,674
TMC (NB+SB)	*2018 FDOT Synopsis (865074)*
A.M. Peak Hour (8:00 A.M. - 9:00 A.M.)	1,366
P.M. Peak Hour (4:45 P.M. - 5:45 P.M.)	1,957
A.M. Adjustment Factor	1.10
P.M. Adjustment Factor	1.17

COUNTY: 86
STATION: 5074
DESCRIPTION: SR 811/DIXIE HWY - 200' S OF NE 38 ST
START DATE: 03/06/2018
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	34	35	38	35	142	30	27	14	18	89	231
0100	24	19	17	29	89	20	17	16	18	71	160
0200	24	22	22	8	76	18	15	12	12	57	133
0300	17	7	9	7	40	7	10	4	10	31	71
0400	8	8	15	10	41	10	12	9	11	42	83
0500	19	19	20	31	89	15	20	27	49	111	200
0600	23	24	53	81	181	46	69	93	111	319	500
0700	43	104	94	92	333	131	166	199	187	683	1016
0800	119	125	121	174	539	192	205	208	222	827	1366
0900	155	190	177	166	688	203	199	175	178	755	1443
1000	198	177	217	214	806	223	190	203	195	811	1617
1100	179	218	217	179	793	193	188	179	201	761	1554
1200	209	185	210	200	804	209	189	210	176	784	1588
1300	207	223	200	195	825	199	163	187	170	719	1544
1400	183	224	190	201	798	189	178	227	209	803	1601
1500	207	221	225	201	854	159	196	217	186	758	1612
1600	229	239	259	236	963	211	229	231	219	890	1853
1700	223	260	268	254	1005	203	299	249	245	996	2001
1800	248	260	214	177	899	208	194	205	200	807	1706
1900	159	124	147	121	551	134	126	137	104	501	1052
2000	164	115	113	102	494	109	105	90	105	409	903
2100	81	124	117	97	419	87	70	54	74	285	704
2200	79	61	60	55	255	53	49	45	32	179	434
2300	58	49	63	42	212	36	29	43	45	153	365
24-HOUR TOTALS:					11896					11841	23737

A.M. Peak Hour (8-9 A.M.): 539 + 827 = 1,366

P.M. Peak Hour (4:45-5:45 P.M.): (236+219+223+260+268+203+299+249) = 1,957

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	696	815	838	845	1495
P.M.	1715	1030	1715	1001	1715	2031
DAILY	1715	1030	1715	1001	1715	2031

TRUCK PERCENTAGE 2.19 2.58 2.38

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	94	10727	814	31	115	75	13	22	3	0	0	0	2	0	0	261	11896
S	74	10590	872	29	131	101	14	19	8	0	0	0	3	0	0	305	11841

GENERATED BY SPS 5.0.53P

Peak Season Category Report

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.00	1.03
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.99	1.02
*18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	1.00	1.03
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.03	1.06
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.04	1.07
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.03	1.06
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.04	1.07
38	09/15/2019 - 09/21/2019	1.05	1.08
39	09/22/2019 - 09/28/2019	1.04	1.07
40	09/29/2019 - 10/05/2019	1.02	1.05
41	10/06/2019 - 10/12/2019	1.01	1.04
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.00	1.03
53	12/29/2019 - 12/31/2019	1.01	1.04

* PEAK SEASON

Signal Timing Data

Station : 1152 - Dixie Hwy & NE 34 Ct (Oakland Park) (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		10		14		10		14								
Min Green		7		6		7		6								
Gap Ext		3		2.5		3		2.5								
Max1		40		20		40		20								
Max2																
Yellow Clr		4		4		4		4								
Red Clr		2		2		2		2								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	2	2		2	
Exit 2	8	6	6		6	
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 11/4/2020 6:56:39 AM

Station : 1152 - Dixie Hwy & NE 34 Ct (Oakland Park) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	80	35	2	1	5	25			51		29		51		29								
9		3	3	80	25	3	1	5	25			51		29		51		29								
15		4	4	80	31	4	1	5	25			51		29		51		29								
20		3	3	80	25	3	1	5	25			51		29		51		29								
Day Plan 2											**Easy**															
		3	3	80	25	3	1	5	25			51		29		51		29								
1		100	254																							
6	30	3	3	80	25	3	1	5	25			51		29		51		29								

Day Plan 3											Easy																
		3	3	80	25	3	1	5	25			51		29		51		29									
1		100	254																								
6	30	3	3	80	25	3	1	5	25			51		29		51		29									
23		100	254																								

Broward County Timing Sheet 11/4/2020 6:56:39 AM

Station : 1152 - Dixie Hwy & NE 34 Ct (Oakland Park) (Standard File)

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

Scheduler

	Month											Day of Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																																1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1	1																									2
11											1							1																																		2
12											1							1																																		2
13												1		1				1																																		2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

23																																																			1
24																																																			1
25																																																			1
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Station : 1154 - Dixie Hwy & NE 38 St (Oakland Park) (Standard File)

Phase	1 (SL)	2 (NT)	3 (WR)	4 (ER)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7		7										
Ped Clearance		19	19	18		19										
Min Green	4	12	6	6	4	12										
Gap Ext	1.5	3	2.5	2.5	1.5	3										
Max1	12	35	25	25	12	35										
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	3	2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	3		2	4	2	1
Exit 2			6		6	5
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 11/4/2020 6:56:07 AM

Station : 1154 - Dixie Hwy & NE 38 St (Oakland Park) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	13	2	1	10	50		24	53	45	38	24	53	45	38								
9		3	3	160	144	3	1		50		24	60	44	32	24	60	44	32								
15		4	4	160	136	4	1		50		24	56	42	38	24	56	42	38								
20		3	3	160	144	3	1		50		24	60	44	32	24	60	44	32								
Day Plan 2											**Easy**															
		3	3	160	144	3	1		50		24	60	44	32	24	60	44	32								
1		100	254																							
6	30	3	3	160	144	3	1		50		24	60	44	32	24	60	44	32								

Day Plan 3											**Easy**															
		3	3	160	144	3	1		50		24	60	44	32	24	60	44	32								
1		100	254																							
6	30	3	3	160	144	3	1		50		24	60	44	32	24	60	44	32								
23		100	254																							

Station : 1154 - Dixie Hwy & NE 38 St (Oakland Park) (Standard File)

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

Scheduler

	Month												Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1			2
13												1		1				1																									1								2
14												1		1	1	1	1	1																										1							2
15												1		1																															1						2
16												1		1				1																																1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

23																																																			1
24																																																			1
25																																																			1
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1114	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	1114
Modification Number	14	**Modification Date**	W.O.
Drawing/Project No	DES. GRP. 1	**FPL Grid Number**	87683603604
Intersection	OAKLAND PARK BLVD (SR 816) and NE 6 AVENUE		
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)	4	10	4	6	4	10	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	12	50	12	30	12	50	12	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		17		27		17		27
Permissive	NO		YES		NO		YES	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY NORTH/SOUTH.
2. MOD. 14 CONVERT EAST/WEST LEFT TURN MOVEMENT TO PROTECTED ONLY SIGNAL OPERATION VIA WORK ORDER: WOIT2019070686

Submitted By _____ **Approved By** _____

Station : 1114 - Oakland Park Blvd & NE 6 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		17		27		17		27								
Min Green	4	10	4	6	4	10	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	12	30	12	50	12	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

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

Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 1114 - Oakland Park Blvd & NE 6 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	180	140	12	1	10	50		22	86	20	52	17	91	20	52								
9		13	13	180	170	13	1		50		32	82	24	42	16	98	24	42								
15		14	14	180	136	14	1	10	50		24	83	27	46	24	83	27	46								
20		15	15	160	137	15	1	10	50		20	75	20	45	20	75	20	45								
Day Plan 2											**Easy**															
		15	15	160	137	15	1	10	50		20	75	20	45	20	75	20	45								
1		100	254																							
6	30	15	15	160	137	15	1	10	50		20	75	20	45	20	75	20	45								
Day Plan 3											**Easy**															
		15	15	160	137	15	1	10	50		20	75	20	45	20	75	20	45								
1		100	254																							
6	30	15	15	160	137	15	1	10	50		20	75	20	45	20	75	20	45								
23		100	254																							

Station : 1114 - Oakland Park Blvd & NE 6 Ave (Standard File)

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

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																	2
5	1												1								1																																2
6					1								1																																								2
7							1											1					1																														2
8							1						1	1	1	1	1						1																														2
9							1						1											1																														2
10									1				1							1	1	1	1	1	1	1																												2
11											1						1																																					2
12											1							1																																				2
13												1		1				1																																				2
14												1		1	1	1	1	1																																				2
15												1		1																																								2
16												1		1				1																																				2
17																																																					1
18																																																					1
19																																																					1
20																																																					1
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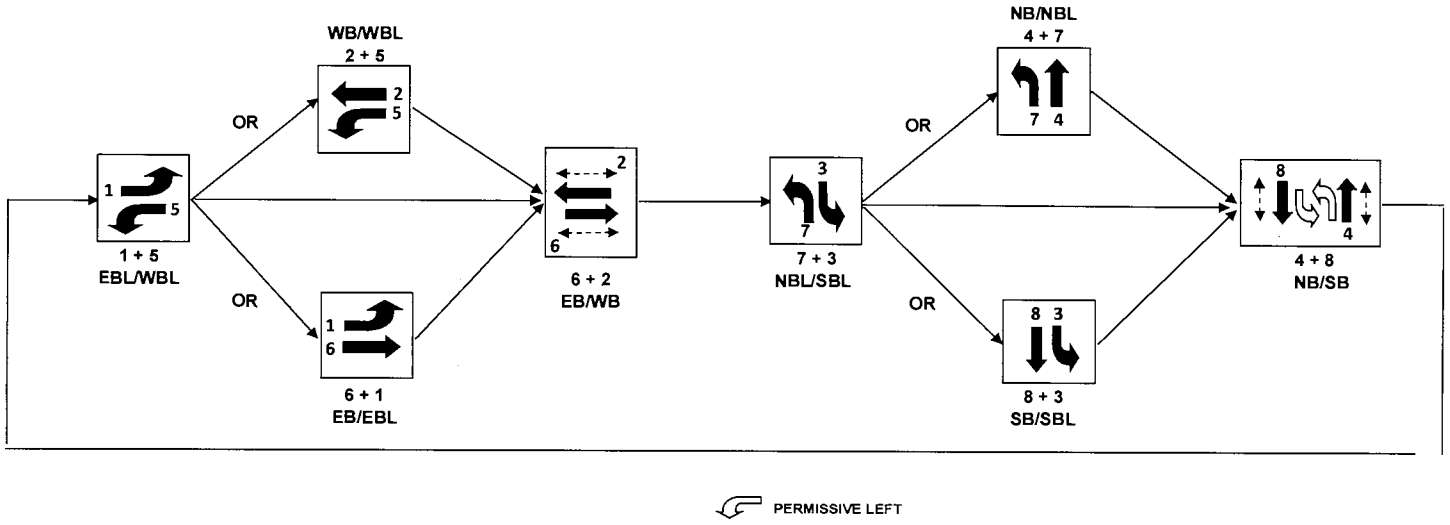
27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

Sequence of Operation for (1114) Oakland Park Blvd (SR 816) and NE 6 Ave



TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION

LOCATION : OAKLAND PARK BLVD AND NE 6 AVE

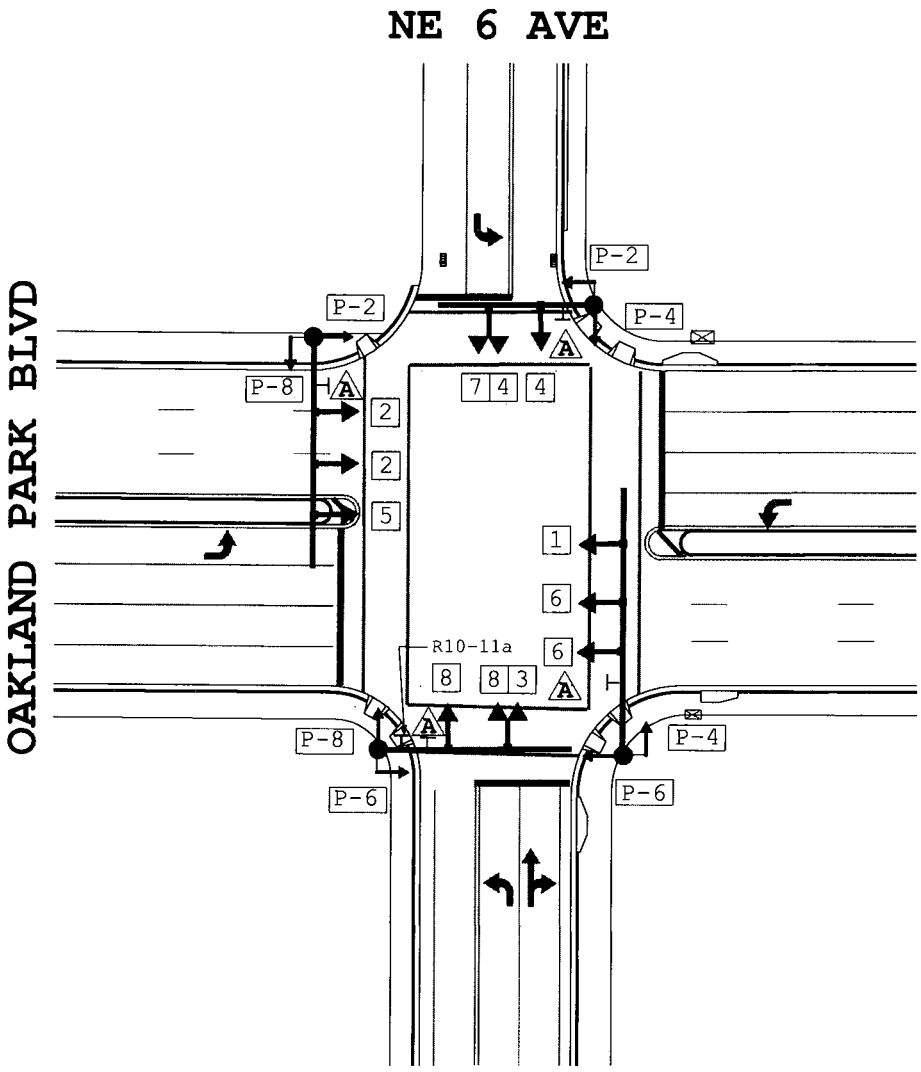
ORDER NO _____ **ISSUE DATE** _____ **REVISION NO.** _____ **COMPLETION DATE** 07/17/2019

DWG. NO. 12-06-05-01 **FILE NO.** 1114 **CITY** OAKLAND PARK

DWN BY: LPATTERSON

N

1" = 50'



7 4 3 8

R Y ← ← G

5-SECT
1-WAY
2-REQ'D

2 4 6 8

R Y G

3-SECT
1-WAY
6-REQ'D

1 5

← ← ←

3-SECT
1-WAY
2-REQ'D

P-2 P-4
P-6 P-8

8-REQ'D

A

Illuminated Street name

4-REQ'D

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1113	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	1113
Modification Number	11	**Modification Date**	01/07/2015
Drawing/Project No	413795-1-52-01	**FPL Grid Number**	87783043704
Intersection	OAKLAND PARK BLVD (SR 816) 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)	4	10	4	6	5	10	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.5	1.5	3.0	1.5	2.5
Maximum Green I	15	50	15	35	20	50	15	35
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN.	OFF	OFF	OFF	MIN.	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		22		28		22		28
Permissive	YES		YES		NO		YES	
Flash Operation		YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. SPECIAL ANTI-BACKDOWN DIODE CIRCUITRY WITH 4.0 SECOND RED REVERT.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. RAILROAD PREEMPTION SEQUENCE:
   a)TIME BEFORE PREEMPTION=3 SECONDS;
   b)TRACK CLEARANCE = NOT USED;
   c)ACTIVE PHASES IN PREEMPTION (2070 DWELL PHASES) = EBL, NB, NBL, SB, SB-PED, NB-PED (PHASES 1,4,7 & 8, P4,P8);
   d)RETURN TO WB/WBL (PHASES 2 AND 5)
4. MOD. 11 UPDATES PEDESTRIAN VALUES AS PART OF FDOT REBUILD PROJECT.

Submitted By _____ **Approved By** _____

Station : 1113 - Oakland Park 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		7		7		7								
Ped Clearance		22		28		22		28								
Min Green	4	10	4	6	5	10	4	6								
Gap Ext	1.5	3	1.5	2.5	1.5	3	1.5	2.5								
Max1	15	50	15	35	20	50	15	35								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert		4				4										
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit				60				60								
Dynamic Max Step				25				25								
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay	3					
Min Duration						
Min Green		6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						1
Min Dwell	10	8	8	8	8	8
Max Presence		180	180	180	180	180
Track Veh 1						9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	1	2	3	2	4	1
Dwell Cyc Veh 2	4	6	8	5	7	6
Dwell Cyc Veh 3	7					
Dwell Cyc Veh 4	8					
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 1113 - Oakland Park Blvd & Dixie Hwy (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	180	32	12	1	10	25		30	60	48	42	23	67	16	74								
9		13	13	180	73	13	1	10	25		25	70	64	21	28	67	31	54								
15		14	14	180	40	14	1	10	25		24	78	49	29	23	79	29	49								
20		15	15	160	90	15	1	10	25		18	72	19	51	28	62	29	41								
Day Plan 2											**Easy**															
		15	15	160	90	15	1	10	25		18	72	19	51	28	62	29	41								
1		100	254																							
6	30	15	15	160	90	15	1	10	25		18	72	19	51	28	62	29	41								
Day Plan 3											**Easy**															
		15	15	160	90	15	1	10	25		18	72	19	51	28	62	29	41								
1		100	254																							
6	30	15	15	160	90	15	1	10	25		18	72	19	51	28	62	29	41								
23		100	254																							

Station : 1113 - Oakland Park Blvd & Dixie Hwy (Standard File)

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

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																														2
5	1												1								1																													2
6					1								1																															1	1	1	1	1	1	2
7							1											1				1																												2
8							1						1	1	1	1	1						1																											2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1	1																									2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																											1	1	1	1	1	1	1			2
13												1		1				1																													1					2
14												1		1	1	1	1	1																													1					2
15												1		1																																	1					2
16												1		1				1																																		1		2
17																																																				1
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30																																																				1
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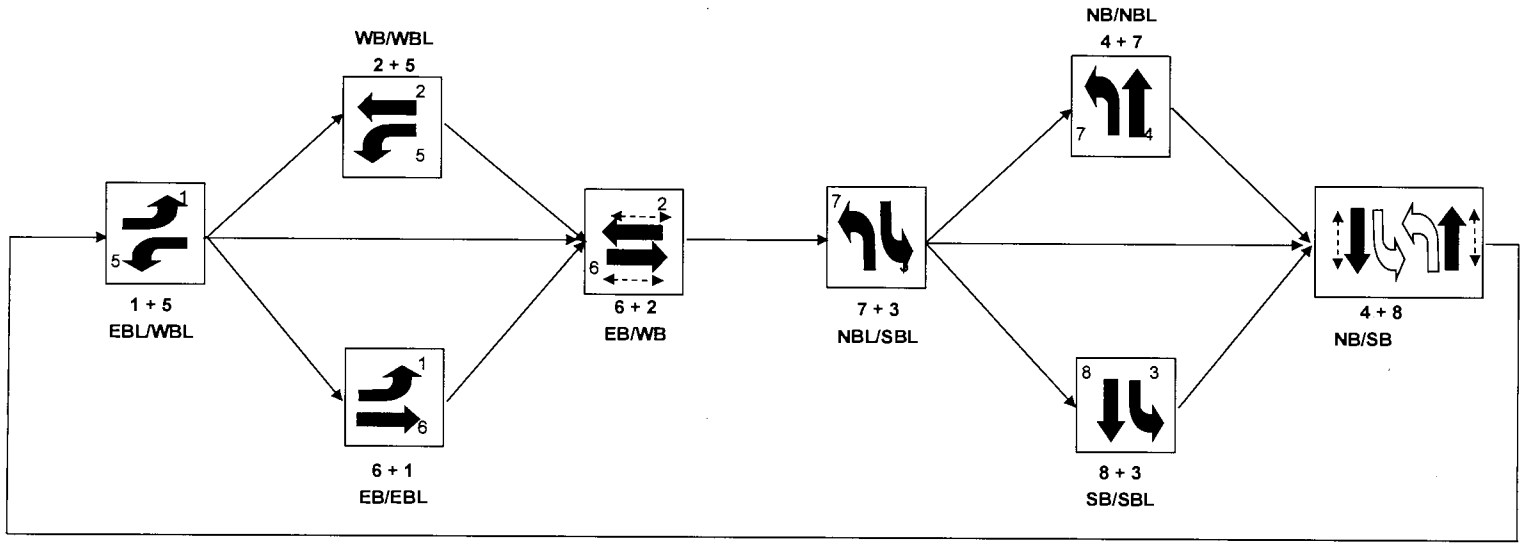
User Comments:

Sequence of Operation for (1113), Oakland Park Blvd (SR 816) and Dixie Hwy (SR 811) Oakland Park

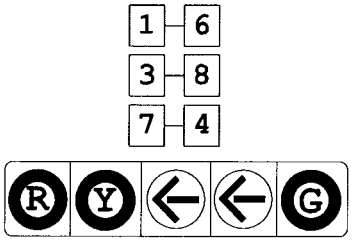


BROWARD COUNTY
TRAFFIC ENGINEERING DIVISION

LOCATION **Oakland Park Blvd & Dixie Hwy**

ORDER NO _____ ISSUE DATE _____ REVISION NO. **Mod 11** COMPLETION DATE _____

DWG. NO. _____ FILE NO. **1113** CITY **OAKLAND PARK** SCALE: 1" = 50'



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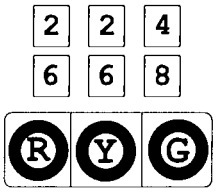
1-WAY
3-REQ'D



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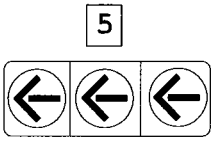
1-WAY
6-REQ'D



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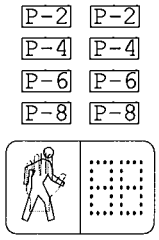
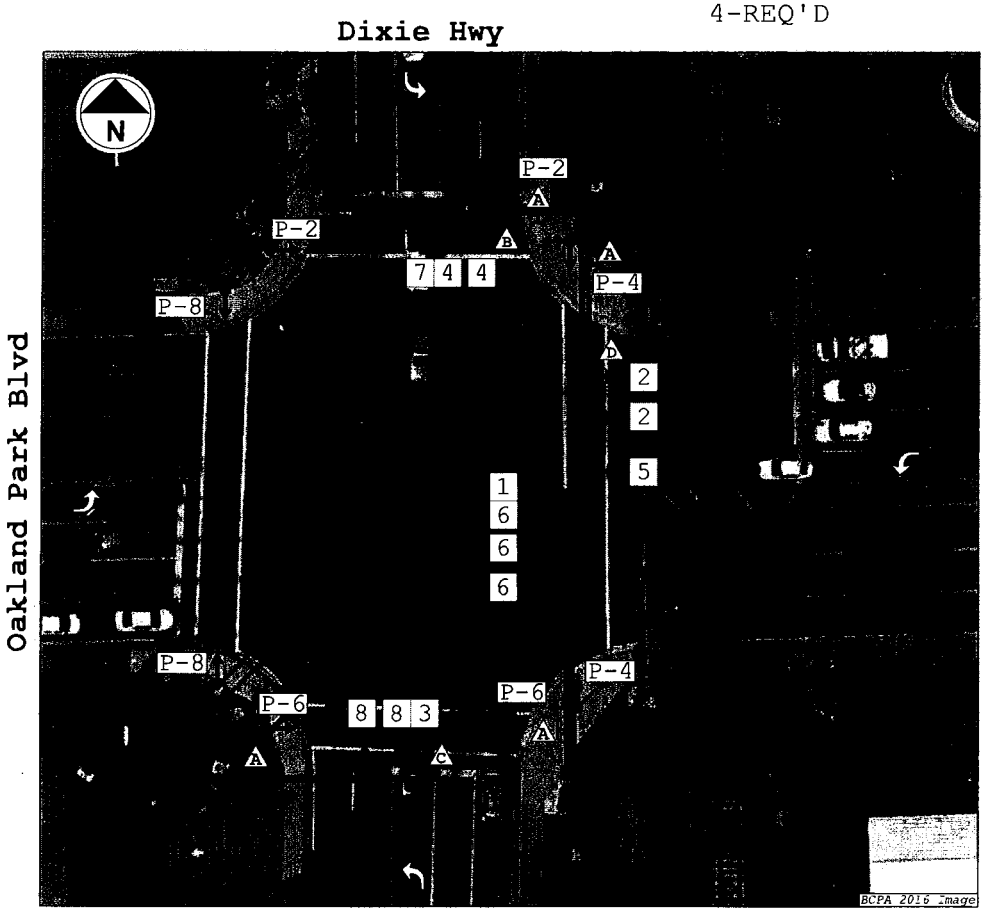
1-WAY
1-REQ'D



8-REQ'D

4-REQ'D



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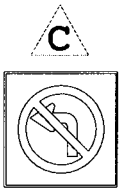

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R3-2
1-REQ'D

1-REQ'D

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1122	**Initial Operation Date**	2/19/80
Controller Type	2070 LN	**System Number**	1122
Modification Number	9	**Modification Date**	05/22/2012
Drawing/Project No	GRP 4	**FPL Grid Number**	87683589008
Intersection	NE 38 STREET and NE 6 AVENUE		
Municipality	OAKLAND PARK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,6		4,8				
Direction		E/W		N/S				
Initial Green(MIN)		12		12				
Vehicle Ext.(GAP)		3.0		2.0				
Maximum Green I		25		25				
Maximum Green II								
Yellow Clearance		4.0		4.0				
All Red Clearance		1.0		1.0				
Phase Recall		MIN		OFF				
Detector Delay								
Walk		7		7				
Pedestrian Clearance		10		10				
Permissive								
Flash Operation		YELLOW		RED				

Attachment

NOTES:

1. MOD. 9 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Broward County Timing Sheet 11/5/2019 10:25:19 AM

Station : 1122 - NE 38 St & NE 6 Ave (Oakland Park) (Standard File)

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

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

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

Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 1122 - NE 38 St & NE 6 Ave (Oakland Park) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Station : 1122 - NE 38 St & NE 6 Ave (Oakland Park) (Standard File)

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

Scheduler

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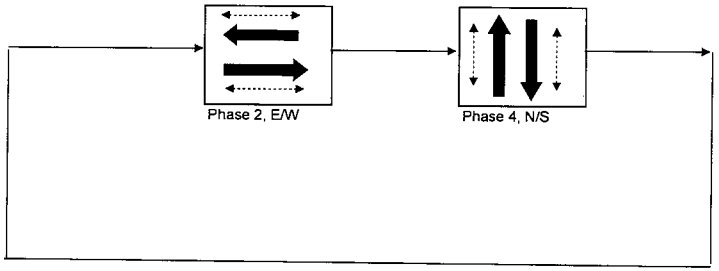
User Comments:

Sequence of Operation

NE 38 Street and NE 6 Avenue

Intersection Number A-122



BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL LOCATION SKETCH

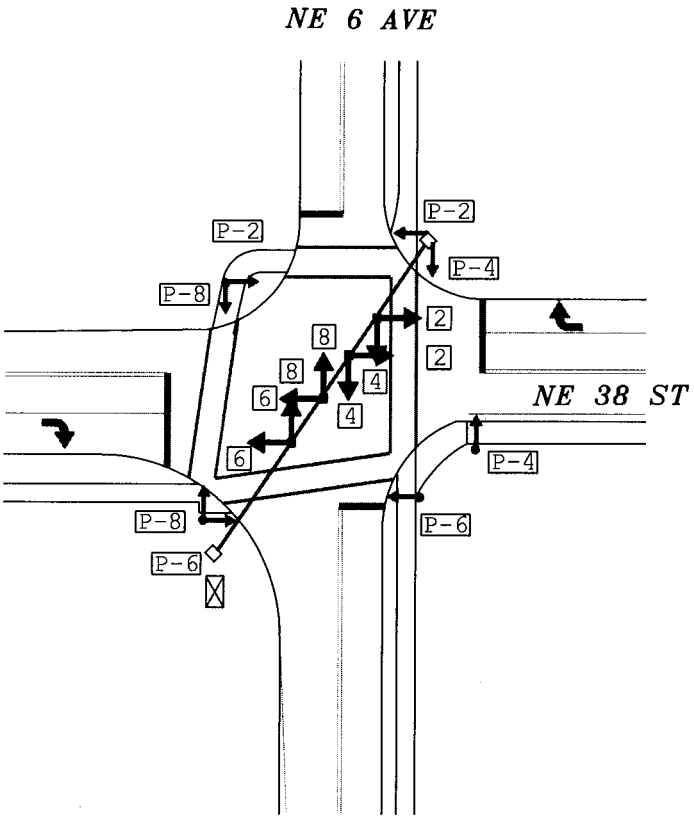
LOCATION **NE 38 STREET & NE 6 AVENUE**

ORDER NO --- ISSUE DATE --- REVISION NO. -- COMPLETION DATE ----

DWG. NO. 13-01-01-01 FILE NO. 1122 CITY **OAKLAND PARK** SCALE: 1" = 50'

DWN BY: LARRY

NORTH



2 4 6 8

3-SECT
8-REQ'D

P-2 P-4 P-8 P-8

8-REQ'D

VIDEO DETECTION

Appendix D

Growth Rate Calculations

FDOT Historical Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historic Growth- Linear				Historic Growth- Exponential				Historic Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
0023	SR 811/Old Dixie Highway - South of Prospect Road	0.19%	0.71%	0.31%	3.75%	0.19%	0.67%	0.35%	3.90%	0.68%	8.00%	0.04%	0.08%
5074	SR 811/Dixie Highway - 200' South of NE 38th Street	-4.53%	38.71%	1.79%	17.55%	-4.38%	36.99%	1.78%	21.69%	-5.84%	59.10%	2.41%	28.77%
Total		**-2.17%**	**19.71%**	**1.05%**	**10.65%**	**-2.10%**	**18.83%**	**1.07%**	**12.80%**	**-2.58%**	**33.55%**	**1.23%**	**14.43%**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0023 - SR 811/OLD DIXIE HWY - S OF PROSPECT RD

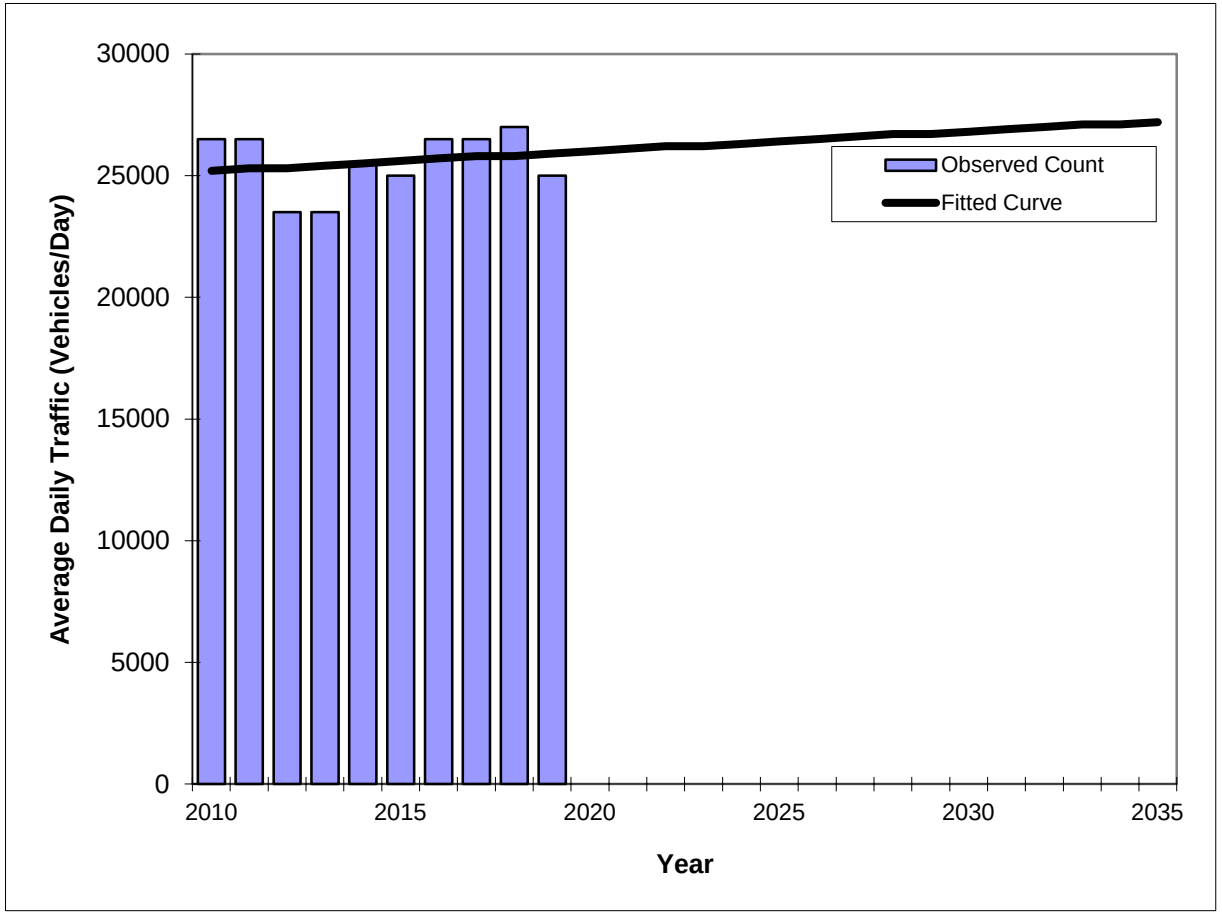
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	25000 C	N 12000	S 13000	9.00	54.60	2.50
2018	27000 C	N 12500	S 14500	9.00	54.50	3.70
2017	26500 C	N 12500	S 14000	9.00	51.90	3.70
2016	26500 C	N 13000	S 13500	9.00	54.10	3.70
2015	25000 C	N 12500	S 12500	9.00	54.00	3.60
2014	25500 C	N 13000	S 12500	9.00	54.20	3.60
2013	23500 C	N 11500	S 12000	9.00	53.60	3.60
2012	23500 C	N 11500	S 12000	9.00	52.20	2.50
2011	26500 C	N 13000	S 13500	9.00	52.50	2.50
2010	26500 C	N 13000	S 13500	8.35	52.69	2.50
2009	31000 C	N 14500	S 16500	8.53	53.89	6.50
2008	27500 C	N 14000	S 13500	8.81	54.16	6.50
2007	24500 C	N 12000	S 12500	8.63	55.75	3.40
2006	24000 C	N 11500	S 12500	8.40	55.34	4.40
2005	27500 C	N 14000	S 13500	8.20	51.70	3.10
2004	26500 C	N 13000	S 13500	9.10	55.30	3.10

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

Traffic Trends

SR 811/Old Dixie Highway -- South of Prospect Road

County:	Broward (86)
Station #:	0023
Highway:	SR 811/Old Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	26500	25200
2011	26500	25300
2012	23500	25300
2013	23500	25400
2014	25500	25500
2015	25000	25600
2016	26500	25700
2017	26500	25800
2018	27000	25800
2019	25000	25900

Trend R-squared:	3.75%
Trend Annual Historic Growth Rate:	0.31%
Printed:	24-Feb-21

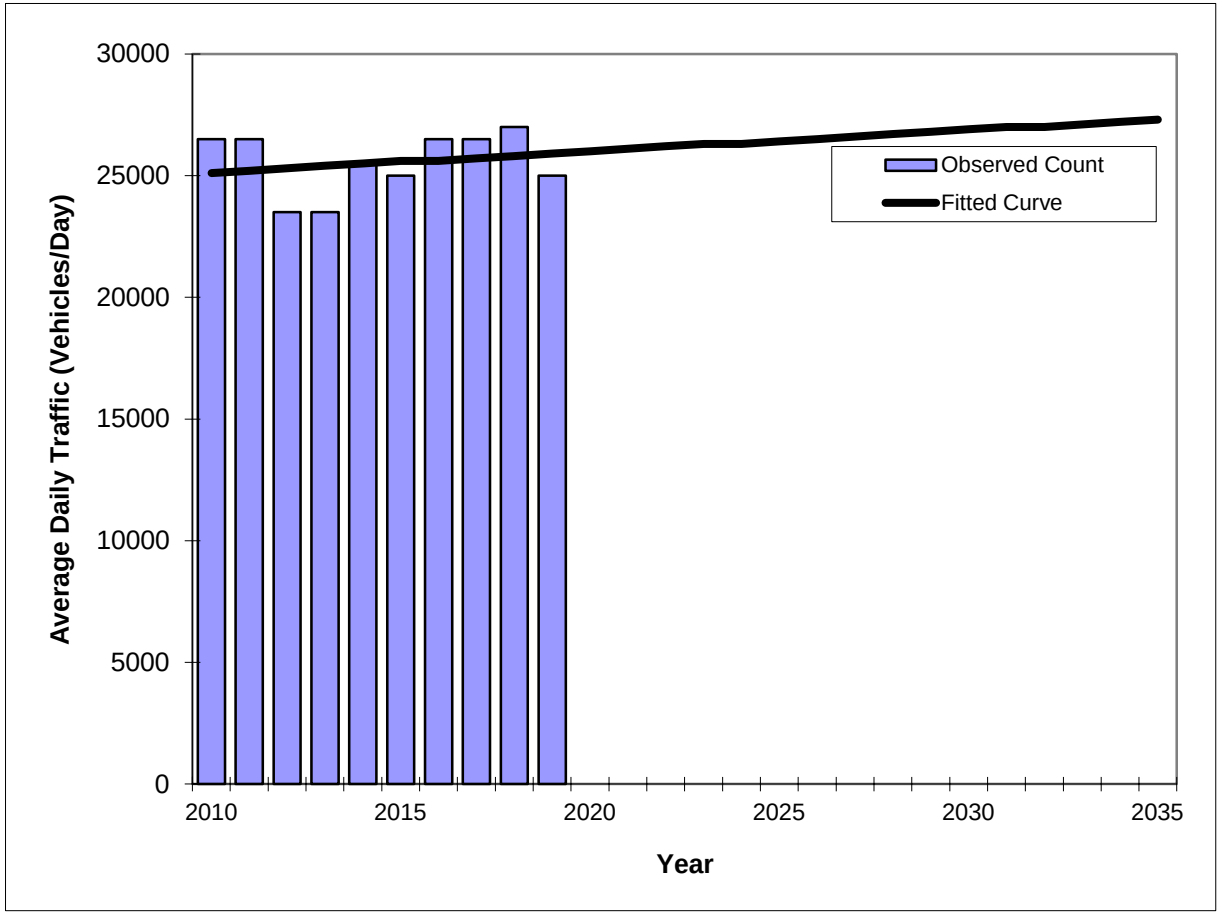
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 811/Old Dixie Highway -- South of Prospect Road

County:	Broward (86)
Station #:	0023
Highway:	SR 811/Old Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	26500	25100
2011	26500	25200
2012	23500	25300
2013	23500	25400
2014	25500	25500
2015	25000	25600
2016	26500	25600
2017	26500	25700
2018	27000	25800
2019	25000	25900

*Axle-Adjusted

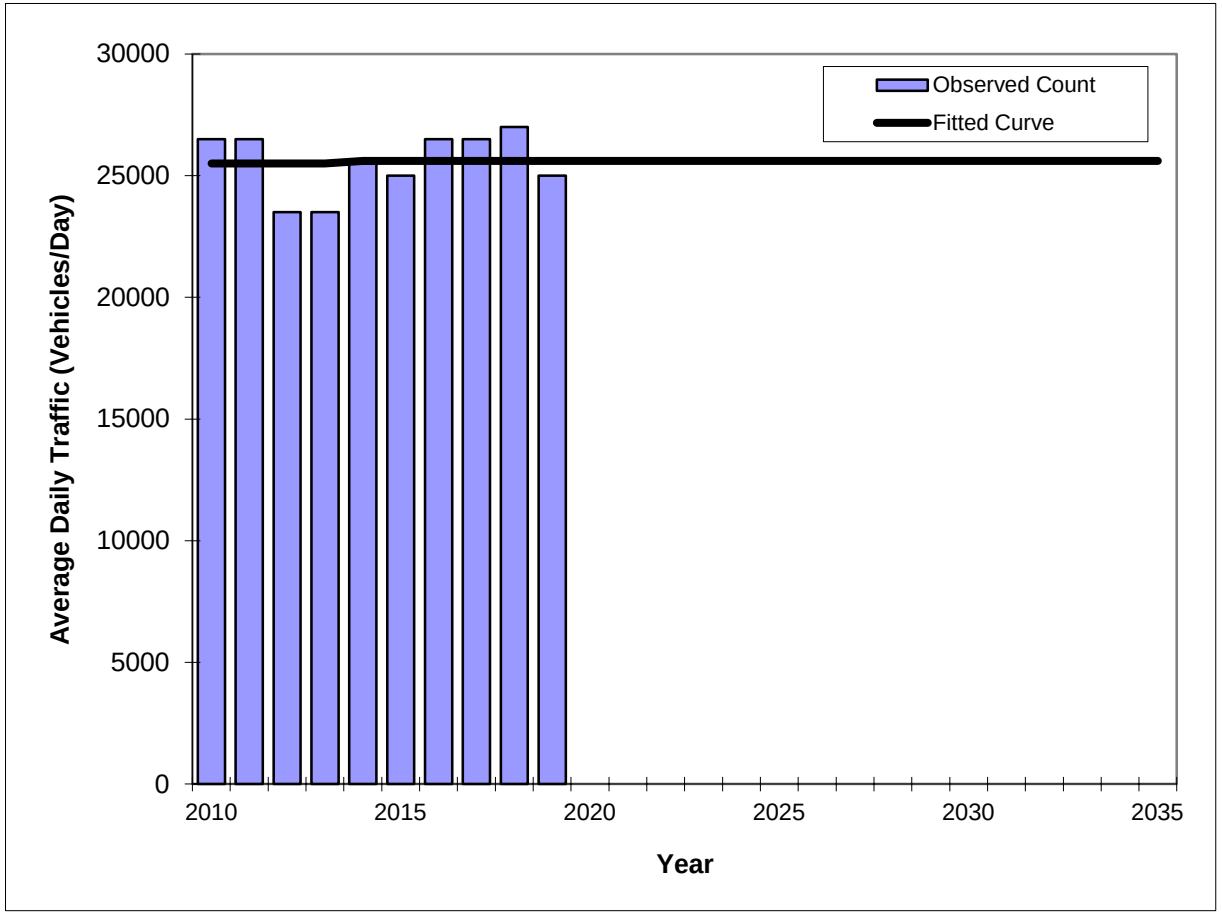
Trend R-squared:	3.90%
Compounded Annual Historic Growth Rate:	0.35%
Printed:	24-Feb-21

Exponential Growth Option

Traffic Trends

SR 811/Old Dixie Highway -- South of Prospect Road

County:	Broward (86)
Station #:	0023
Highway:	SR 811/Old Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	26500	25500
2011	26500	25500
2012	23500	25500
2013	23500	25500
2014	25500	25600
2015	25000	25600
2016	26500	25600
2017	26500	25600
2018	27000	25600
2019	25000	25600

Trend R-squared:	0.08%
Compounded Annual Historic Growth Rate:	0.04%
Printed:	24-Feb-21

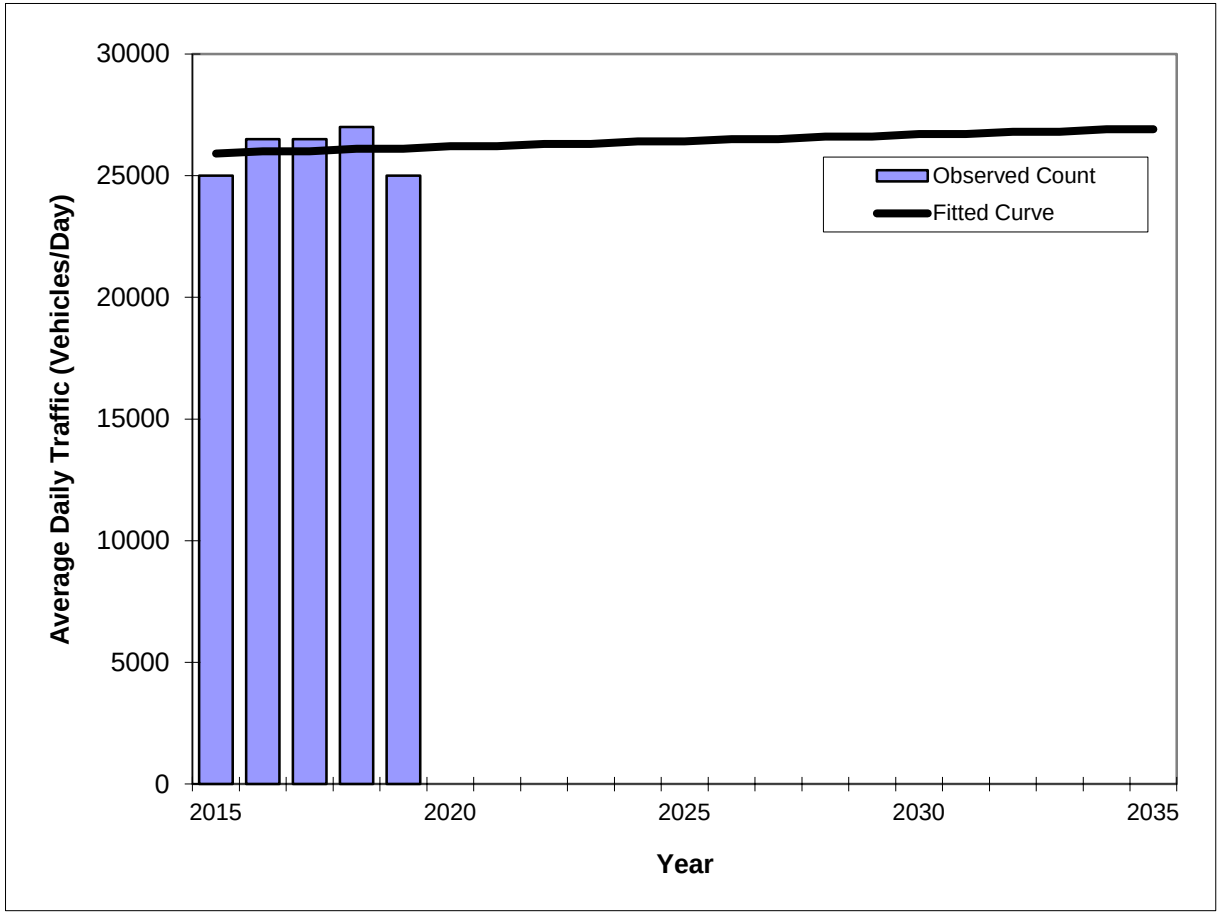
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 811/Old Dixie Highway -- South of Prospect Road

County:	Broward (86)
Station #:	0023
Highway:	SR 811/Old Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	25000	25900
2016	26500	26000
2017	26500	26000
2018	27000	26100
2019	25000	26100

Trend R-squared:	0.71%
Trend Annual Historic Growth Rate:	0.19%
Printed:	24-Feb-21

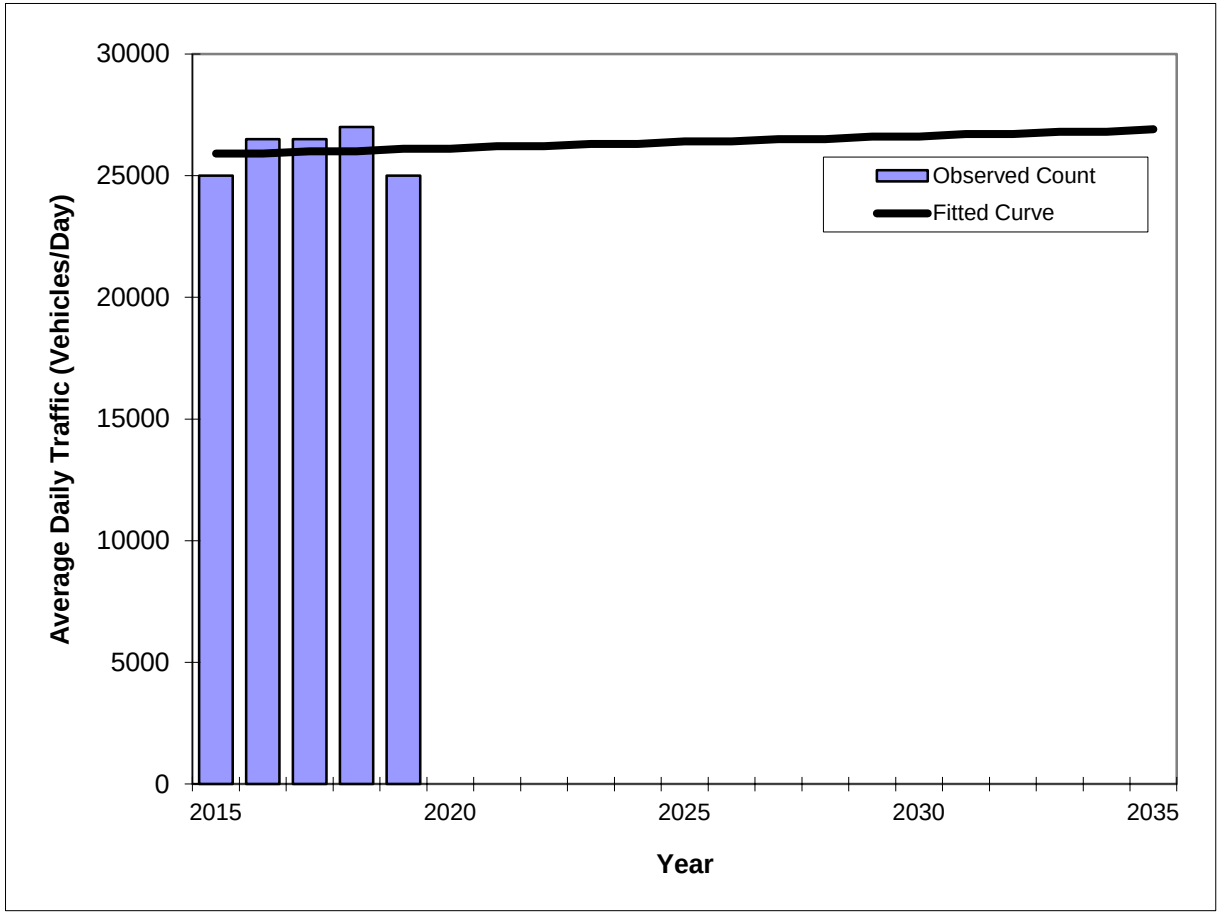
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 811/Old Dixie Highway -- South of Prospect Road

County:	Broward (86)
Station #:	0023
Highway:	SR 811/Old Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	25000	25900
2016	26500	25900
2017	26500	26000
2018	27000	26000
2019	25000	26100

Trend R-squared:	0.67%
Compounded Annual Historic Growth Rate:	0.19%
Printed:	24-Feb-21

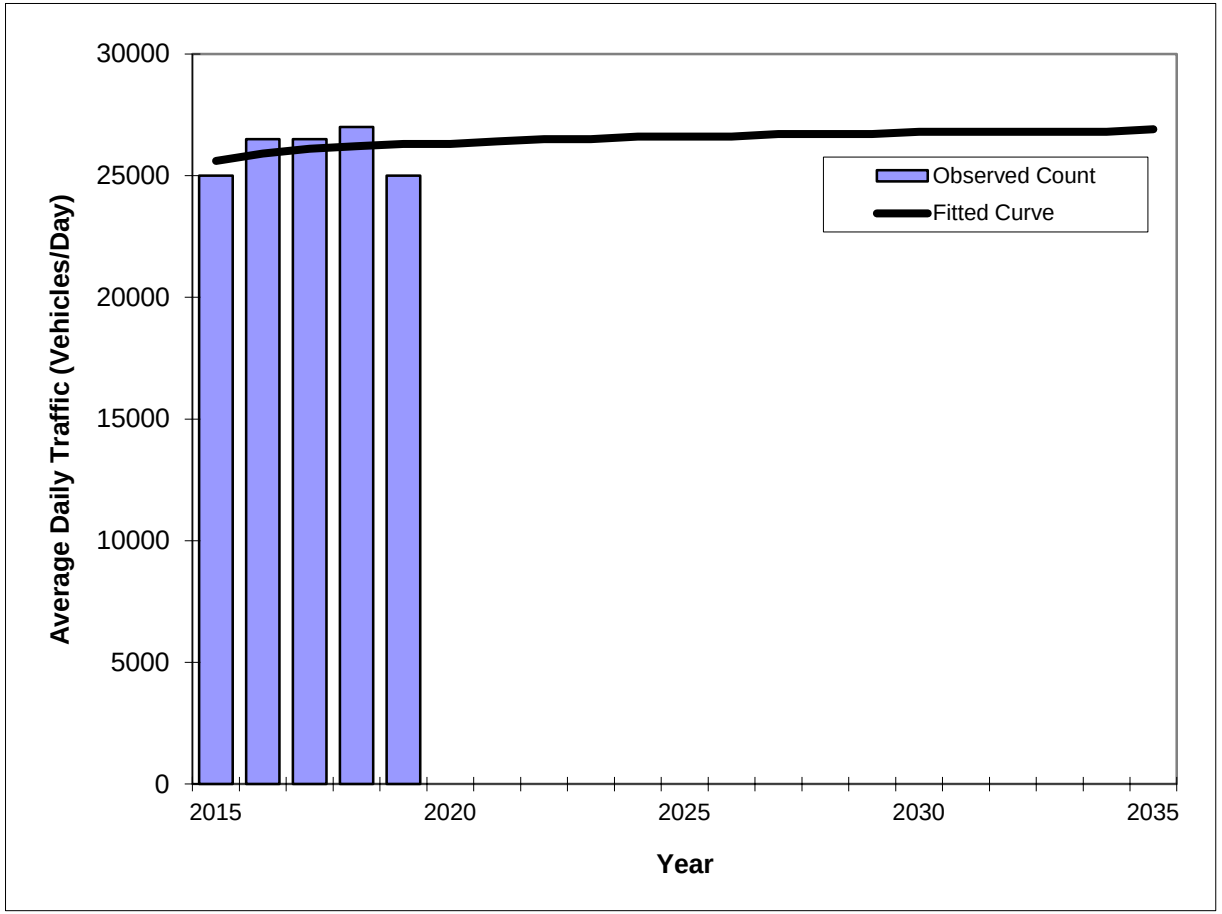
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 811/Old Dixie Highway -- South of Prospect Road

County:	Broward (86)
Station #:	0023
Highway:	SR 811/Old Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	25000	25600
2016	26500	25900
2017	26500	26100
2018	27000	26200
2019	25000	26300

Trend R-squared:	8.00%
Compounded Annual Historic Growth Rate:	0.68%
Printed:	24-Feb-21

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5074 - SR 811/DIXIE HWY - 200' S OF NE 38 ST

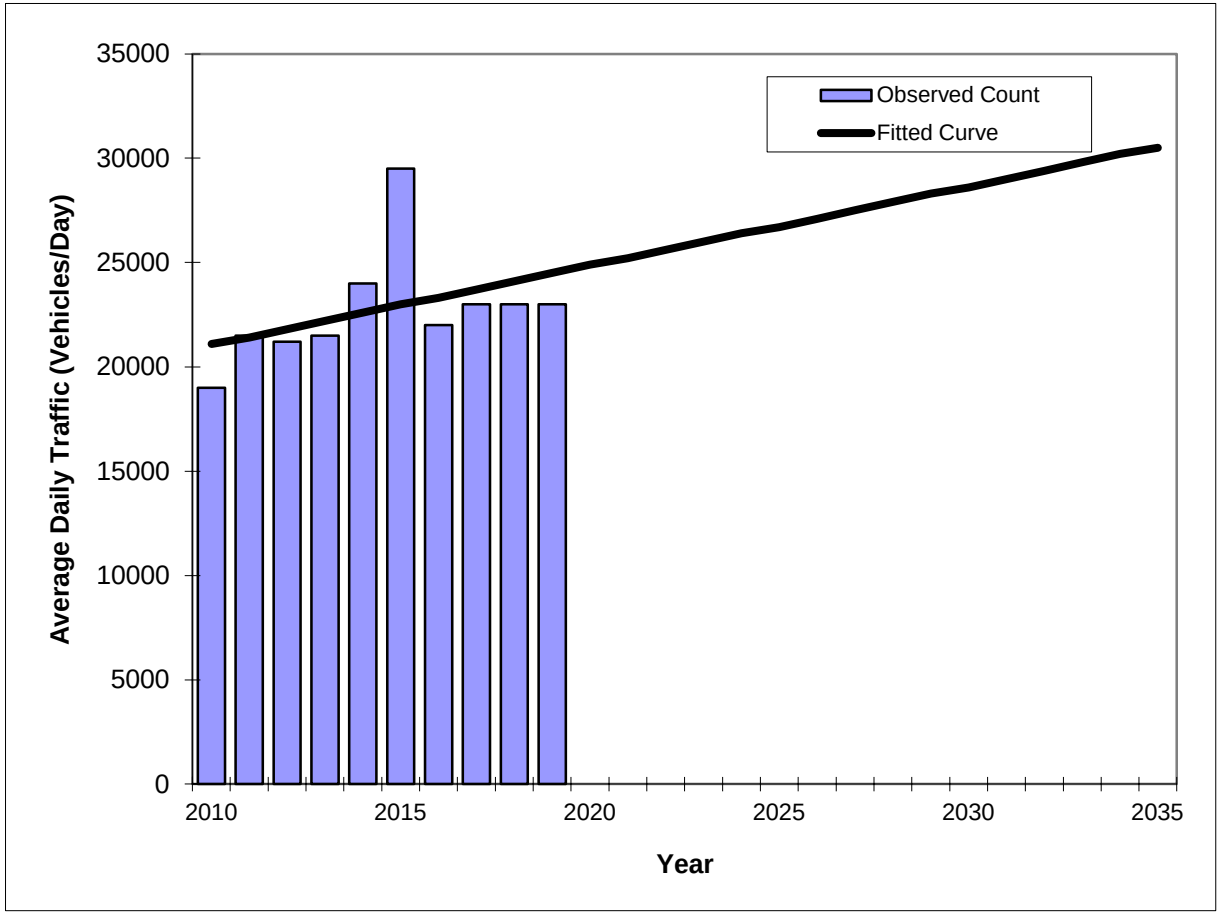
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	23000 C	N 11500	S 11500	9.00	54.60	2.40
2018	23000 C	N 11500	S 11500	9.00	54.50	2.40
2017	23000 C	N 12000	S 11000	9.00	51.90	5.90
2016	22000 C	N 11500	S 10500	9.00	54.10	5.90
2015	29500 C	N 14500	S 15000	9.00	54.00	5.90
2014	24000 C	N 11500	S 12500	9.00	54.20	5.20
2013	21500 C	N 11000	S 10500	9.00	53.60	5.20
2012	21200 C	N 11500	S 9700	9.00	52.20	5.60
2011	21500 C	N 11000	S 10500	9.00	52.50	5.60
2010	19000 C	N 9500	S 9500	8.35	52.69	5.60
2009	23000 C	N 11000	S 12000	8.53	53.89	7.10
2008	23500 C	N 11000	S 12500	8.81	54.16	7.10
2007	23000 C	N 11500	S 11500	8.63	55.75	3.30
2006	22500 C	N 11500	S 11000	8.40	55.34	4.40
2005	23500 C	N 12000	S 11500	8.20	51.70	5.80
2004	23000 C	N 11500	S 11500	9.10	55.30	5.80

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

Traffic Trends

SR 811/Dixie Highway -- 200' South of NE 38th Street

County:	Broward (86)
Station #:	5074
Highway:	SR 811/Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	19000	21100
2011	21500	21400
2012	21200	21800
2013	21500	22200
2014	24000	22600
2015	29500	23000
2016	22000	23300
2017	23000	23700
2018	23000	24100
2019	23000	24500

Trend R-squared:	17.55%
Trend Annual Historic Growth Rate:	1.79%
Printed:	24-Feb-21

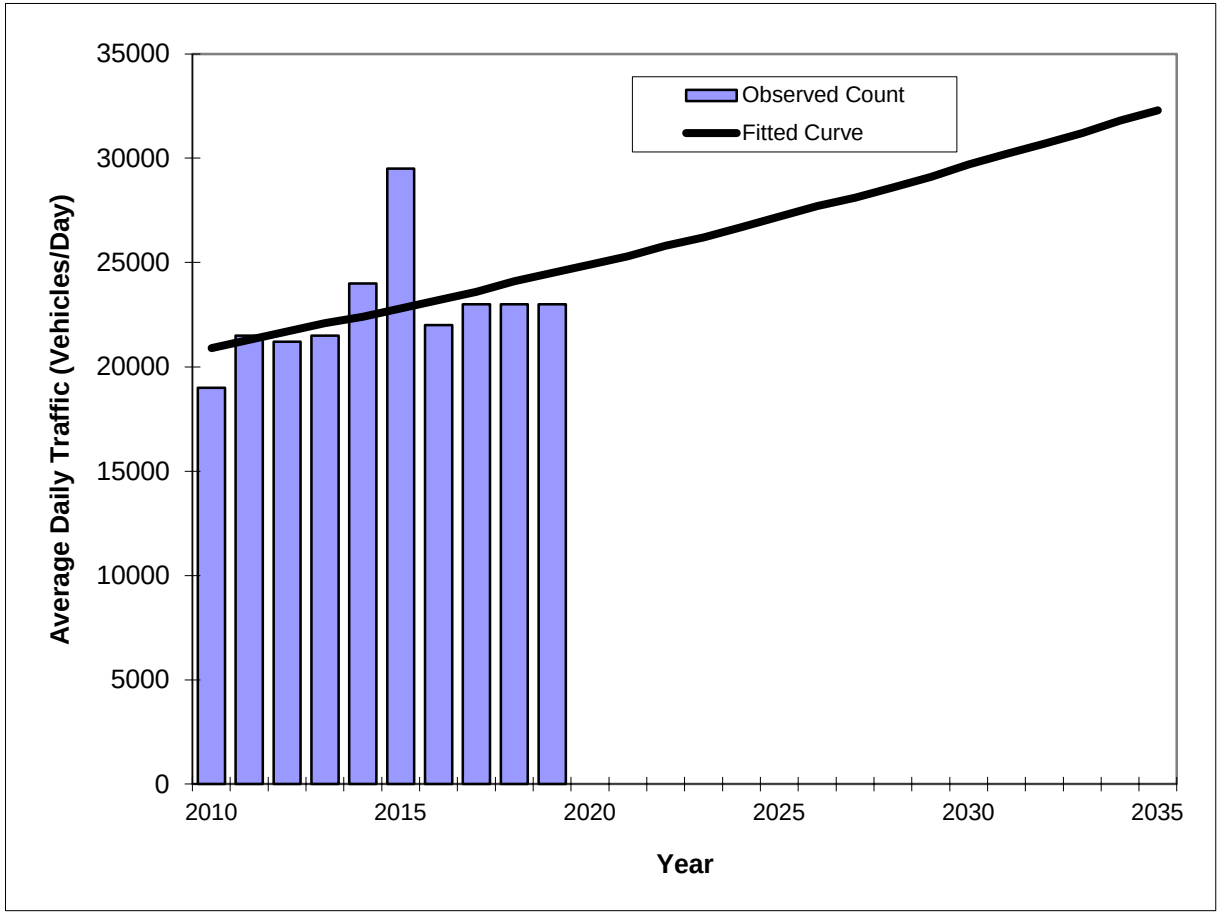
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 811/Dixie Highway -- 200' South of NE 38th Street

County:	Broward (86)
Station #:	5074
Highway:	SR 811/Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	19000	20900
2011	21500	21300
2012	21200	21700
2013	21500	22100
2014	24000	22400
2015	29500	22800
2016	22000	23200
2017	23000	23600
2018	23000	24100
2019	23000	24500

*Axle-Adjusted

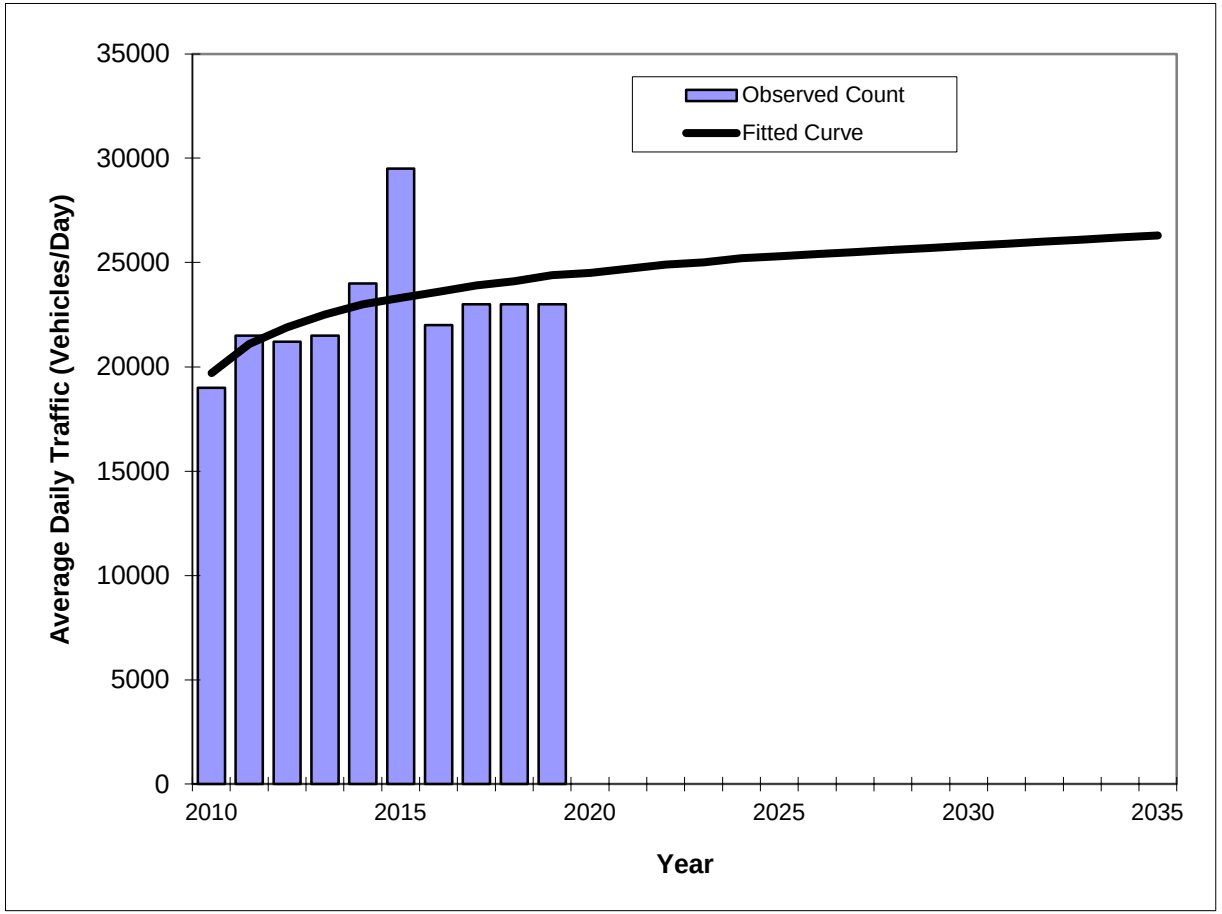
Trend R-squared:	21.69%
Compounded Annual Historic Growth Rate:	1.78%
Printed:	24-Feb-21

Exponential Growth Option

Traffic Trends

SR 811/Dixie Highway -- 200' South of NE 38th Street

County:	Broward (86)
Station #:	5074
Highway:	SR 811/Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	19000	19700
2011	21500	21100
2012	21200	21900
2013	21500	22500
2014	24000	23000
2015	29500	23300
2016	22000	23600
2017	23000	23900
2018	23000	24100
2019	23000	24400

*Axle-Adjusted

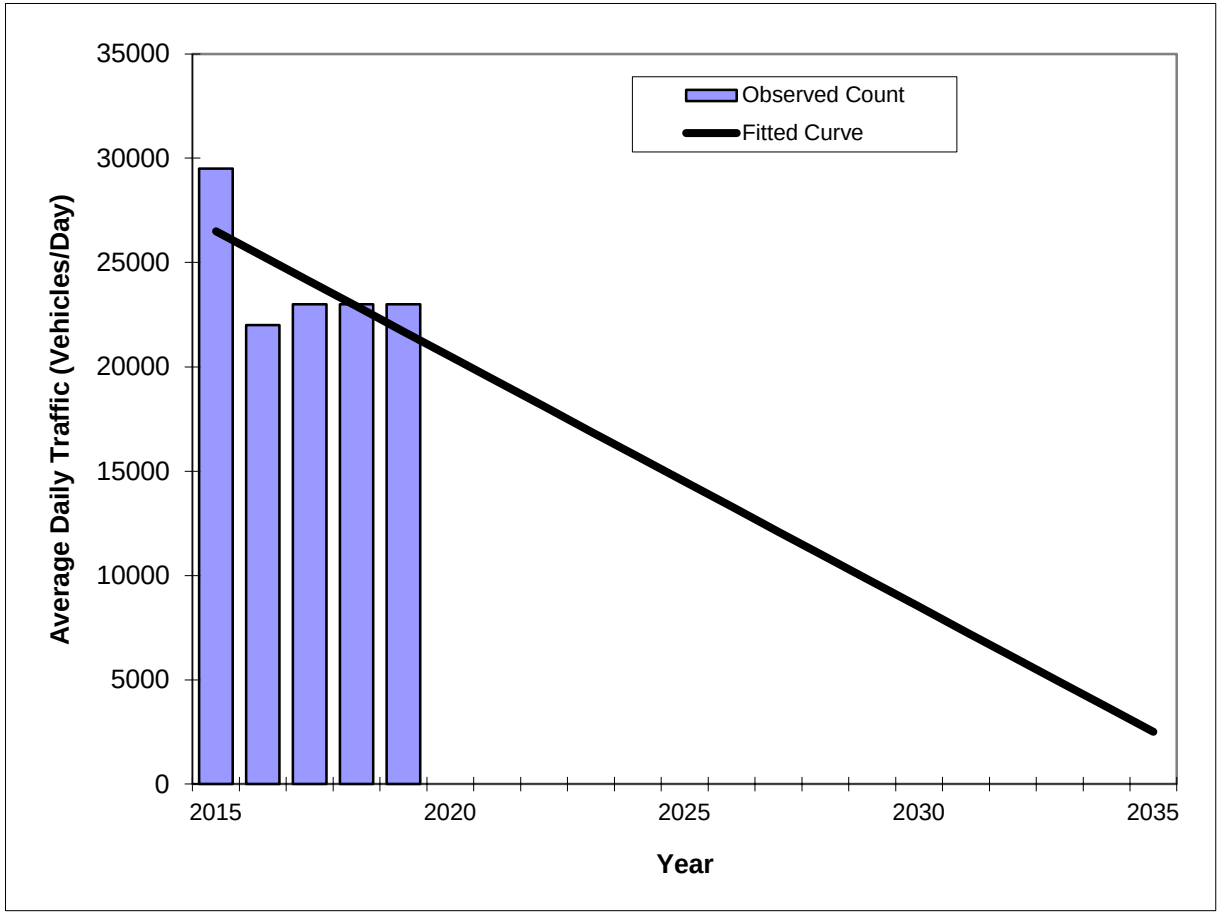
Trend R-squared:	28.77%
Compounded Annual Historic Growth Rate:	2.41%
Printed:	24-Feb-21

Decaying Exponential Growth Option

Traffic Trends

SR 811/Dixie Highway -- 200' South of NE 38th Street

County:	Broward (86)
Station #:	5074
Highway:	SR 811/Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	29500	26500
2016	22000	25300
2017	23000	24100
2018	23000	22900
2019	23000	21700

Trend R-squared:	38.71%
Trend Annual Historic Growth Rate:	-4.53%
Printed:	24-Feb-21

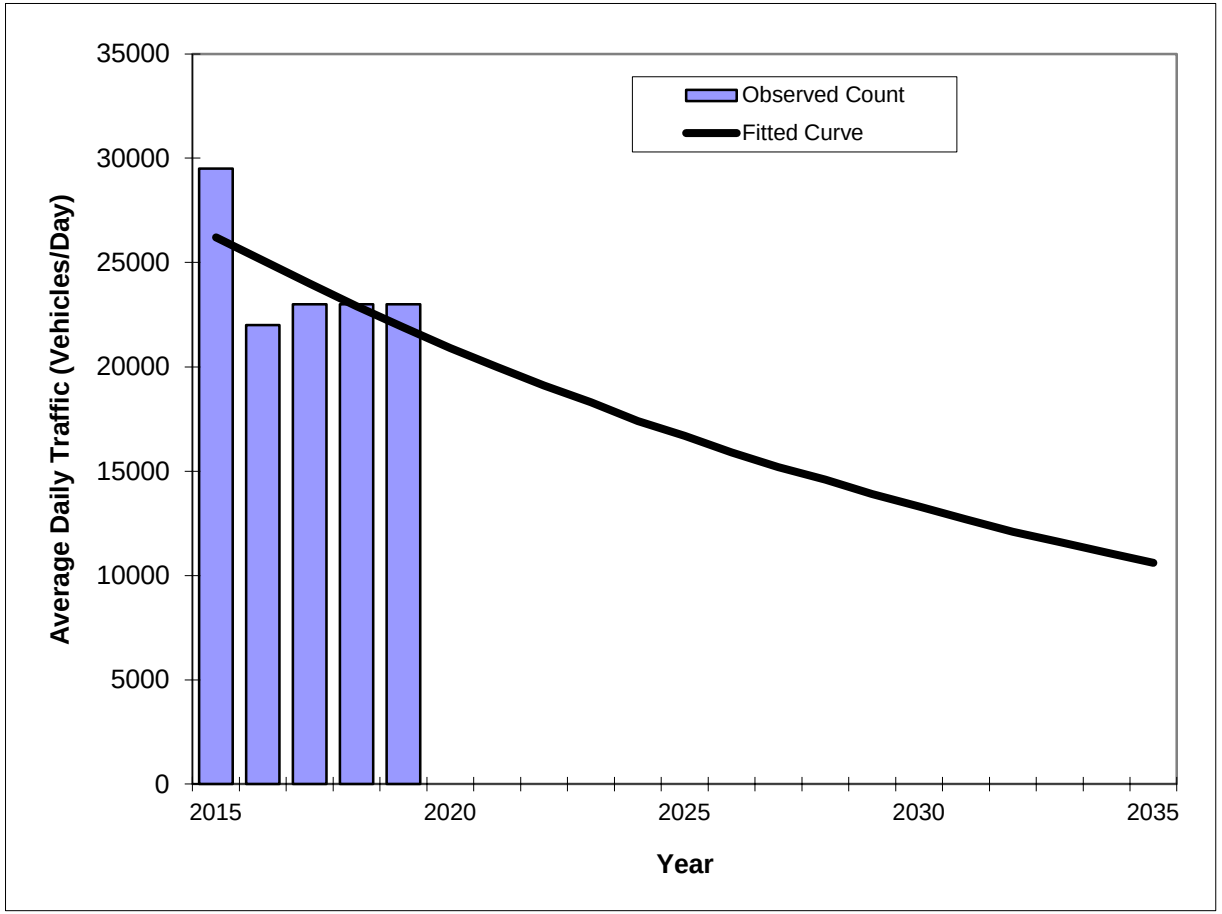
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 811/Dixie Highway -- 200' South of NE 38th Street

County:	Broward (86)
Station #:	5074
Highway:	SR 811/Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	29500	26200
2016	22000	25100
2017	23000	24000
2018	23000	22900
2019	23000	21900

Trend R-squared:	36.99%
Compounded Annual Historic Growth Rate:	-4.38%
Printed:	24-Feb-21

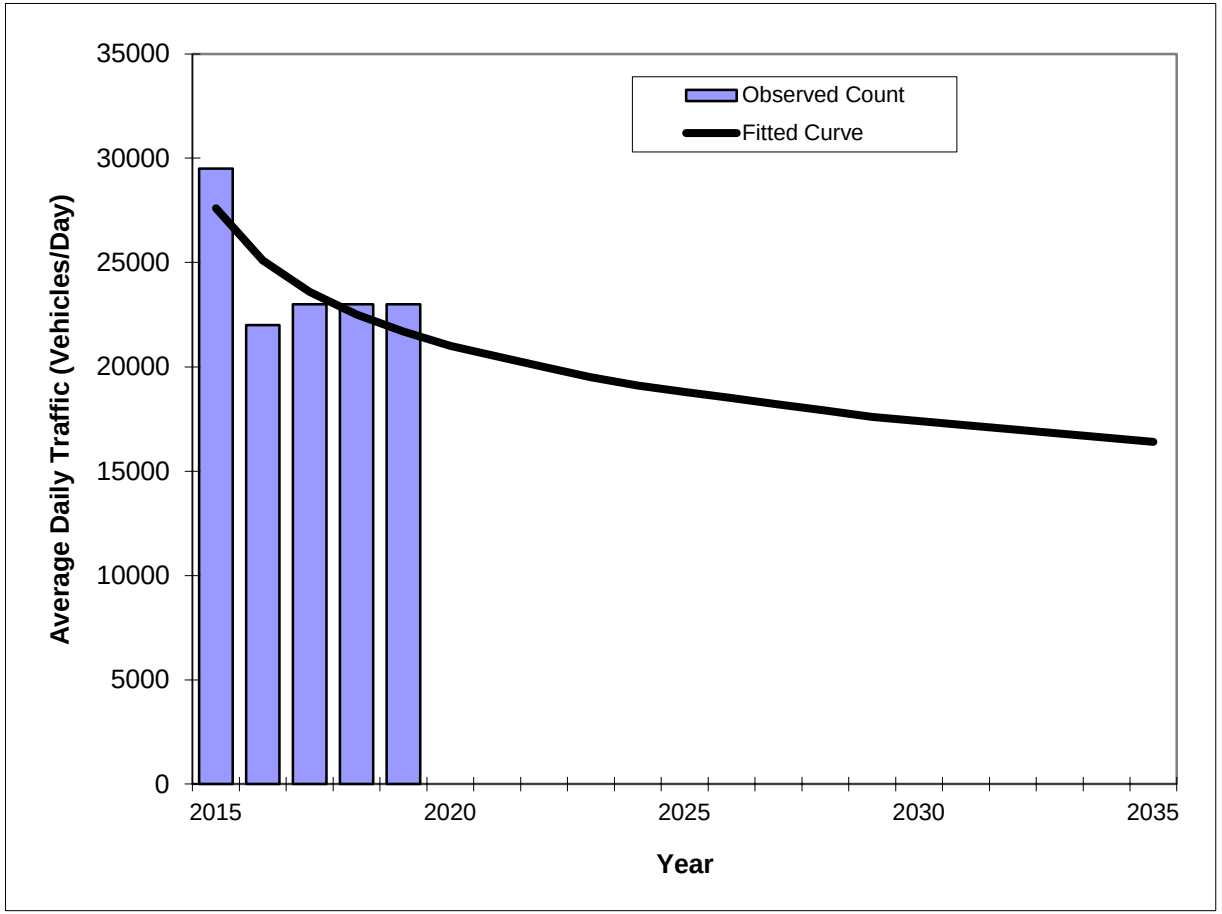
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 811/Dixie Highway -- 200' South of NE 38th Street

County:	Broward (86)
Station #:	5074
Highway:	SR 811/Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	29500	27600
2016	22000	25100
2017	23000	23600
2018	23000	22500
2019	23000	21700

Trend R-squared:	59.10%
Compounded Annual Historic Growth Rate:	-5.84%
Printed:	24-Feb-21

Decaying Exponential Growth Option

*Axle-Adjusted

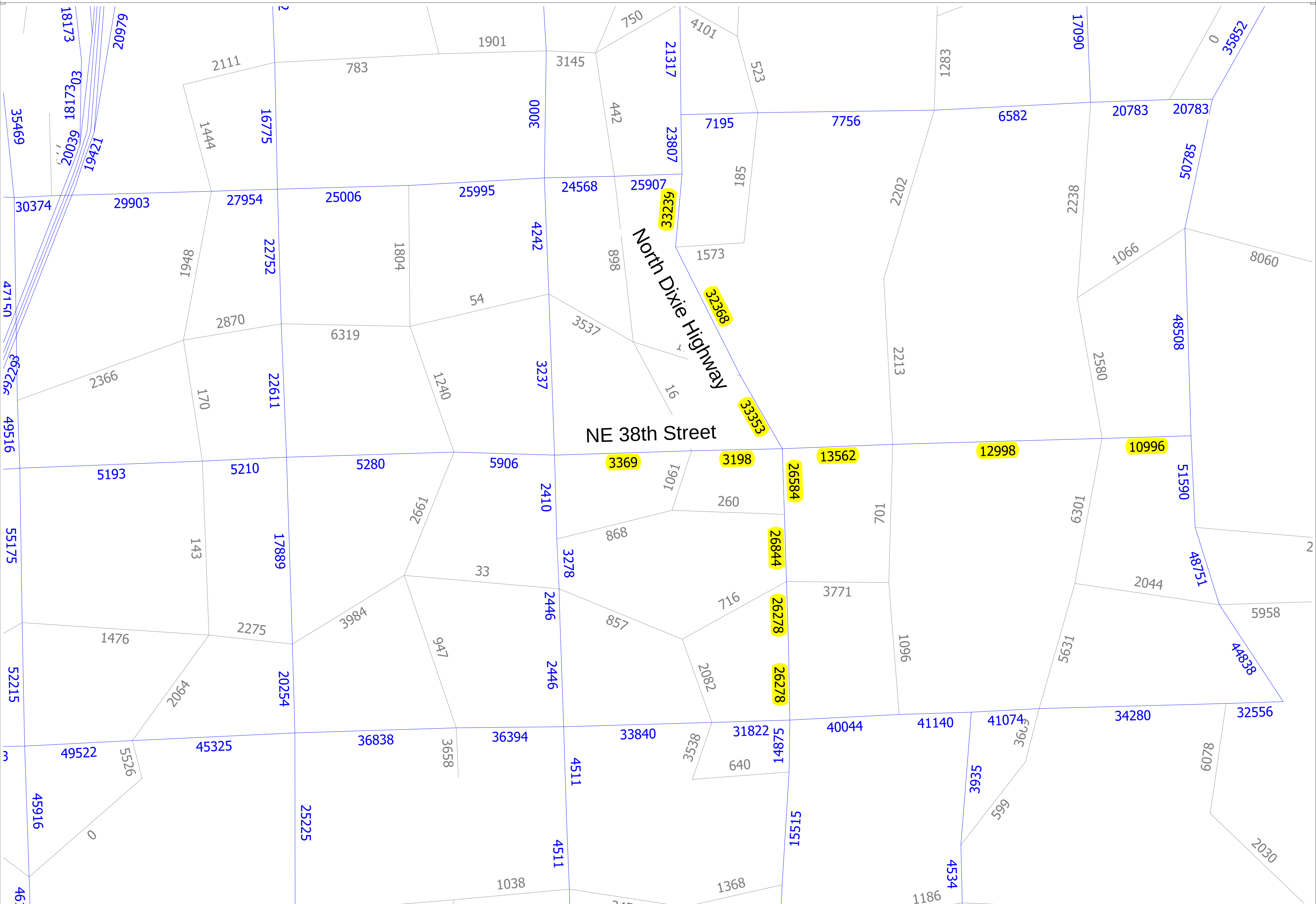
SERPM Analysis

SERPM Growth Rate Summary					
Street Name	**2015**	**2045**	**Difference**	**Growth Rate**	**Annual Growth Rate**
North Dixie Highway	33,239	45,078	11,839	35.62%	1.19%
	32,368	42,886	10,518	32.50%	1.08%
	33,353	43,704	10,351	31.03%	1.03%
	26,584	37,999	11,415	42.94%	1.43%
	26,844	38,440	11,596	43.20%	1.44%
	26,278	37,125	10,847	41.28%	1.38%
	26,278	37,125	10,847	41.28%	1.38%
NE 38th Street	3,369	5,019	1,650	48.98%	1.63%
	3,198	4,831	1,633	51.06%	1.70%
	13,562	15,352	1,790	13.20%	0.44%
	12,998	14,379	1,381	10.62%	0.35%
	10,996	12,591	1,595	14.51%	0.48%
Total	**249,067**	**334,529**	**85,462**	**34.31%**	**1.14%**

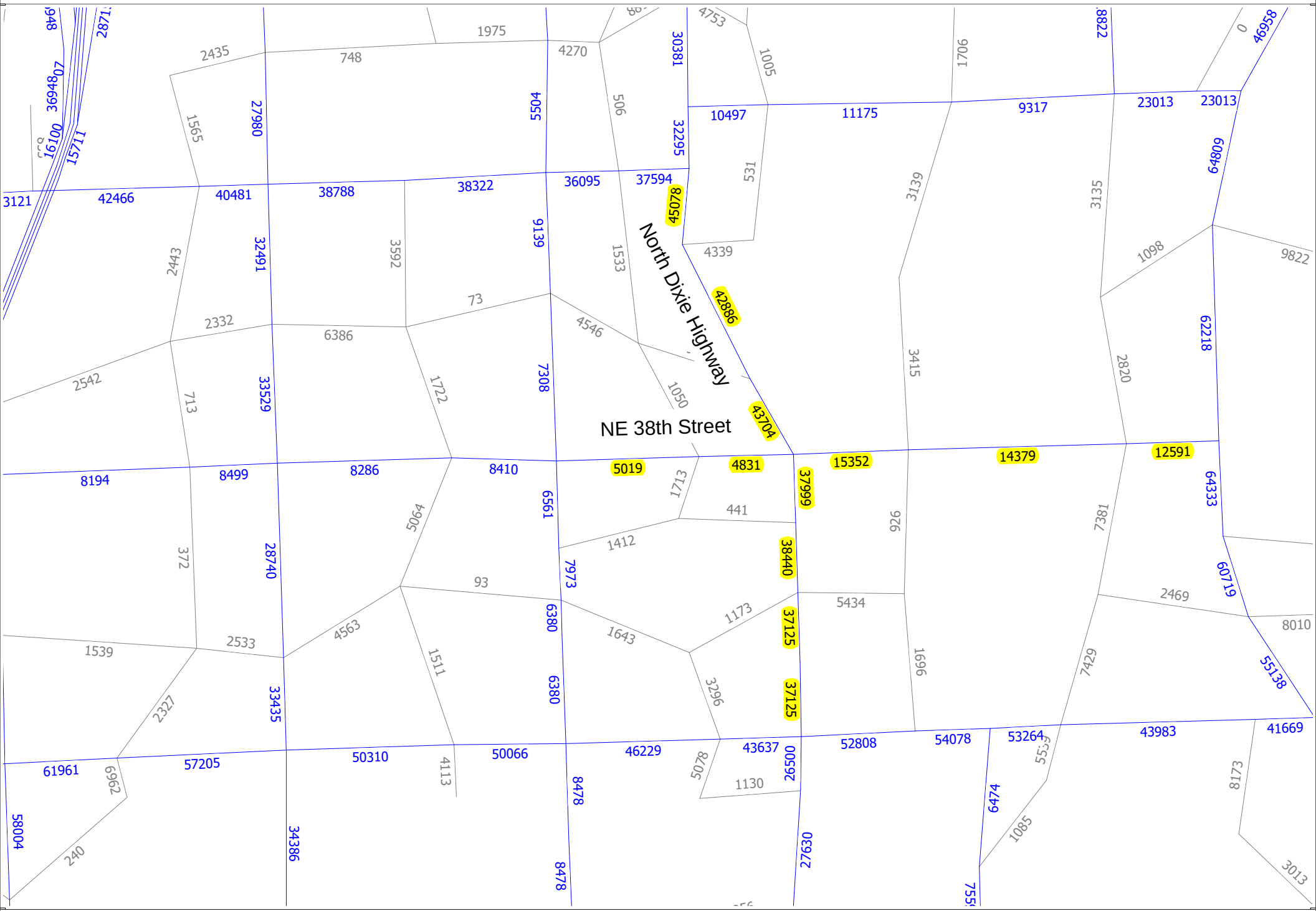
Oakland Park Dixie Highway

2015 Volumes

SERPM 8.504



Oakland Park Dixie Highway
2045 Volumes
SERPM 8.504



Appendix E

Trip Generation and Transit Service Information

Trip Generation

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Multifamily Housing (Mid-Rise)	10	221	140	du	26%	74%	12	36	48	10.0%	5	11	32	43	2.3%	1	11	31	42	0.0%	0	11	31	42
	2	Government Office Building	10	730	33.22	ksf	75%	25%	83	28	111	10.0%	11	75	25	100	5.0%	5	73	22	95	0.0%	0	73	22	95
	3	Shopping Center	10	820	16.054	ksf	62%	38%	9	6	15	10.0%	2	8	5	13	30.8%	4	5	4	9	0.0%	0	5	4	9
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	104	70	174	10.0%	18	94	62	156	6.4%	10	89	57	146	0.0%	0	89	57	146
		221		LN(Y) = 0.98*LN(X)+-0.98																						
		730		Y=3.34(X)																						
		820		Y=0.94(X)																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily Housing (Mid-Rise)	10	221	140	du	61%	39%	37	24	61	10.0%	6	33	22	55	41.8%	23	17	15	32	0.0%	0	17	15	32
	2	Government Office Building	10	730	33.22	ksf	25%	75%	14	42	56	10.0%	6	13	37	50	16.0%	8	11	31	42	0.0%	0	11	31	42
	3	Shopping Center	10	820	16.054	ksf	48%	52%	67	73	140	10.0%	14	60	66	126	21.4%	27	49	50	99	34.0%	34	32	33	65
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	118	139	257	10.0%	26	106	125	231	25.1%	58	77	96	173	19.7%	34	60	79	139
		221		LN(Y) = 0.96*LN(X)+-0.63																						
		730		LN(Y) = 0.97*LN(X)+0.62																						
		820		LN(Y) = 0.74*LN(X)+2.89																						

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (PROPOSED)

GROSS TRIP GENERATION

INPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	75	25	13	37
Retail	8	5	60	66
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	11	32	33	22
Hotel	0	0	0	0
	94	62	106	125

INTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	2	3	2	6
Retail	3	1	11	16
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	1	16	7
Hotel	0	0	0	0
	5	5	29	29

OUTPUT

Total % Reduction	*6.4%*	*25.1%*
Office	5.0%	16.0%
Retail	30.8%	21.4%
Restaurant		
Cinema/Entertainment		
Residential	2.3%	41.8%
Hotel		

EXTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	73	22	11	31
Retail	5	4	49	50
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	11	31	17	15
Hotel	0	0	0	0
	89	57	77	96

MEANS OF TRANSPORTATION TO WORK

United States Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table. (358+161+174)/3,805 = 18.2%

	Census Tract 507.02, Broward County, Florida	
Label	**Estimate**	**Margin o**
Total:	3,805	
Car, truck, or van:	2,879	
Drove alone	2,751	
Carpooled:	128	
In 2-person carpool	69	
In 3-person carpool	15	
In 4-person carpool	29	
In 5- or 6-person carpool	0	
In 7-or-more-person carpool	15	
Public transportation (excluding taxicab):	358	
Bus	358	
Subway or elevated rail	0	
Long-distance train or commuter rail	0	
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	
Ferryboat	0	
Taxicab	15	
Motorcycle	82	
Bicycle	161	
Walked	174	
Other means	42	
Worked from home	94	

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program:
American Community Survey
Universe:
Workers 16 years and over
Year:
2019
Estimates:
5-Year
Table ID:
B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Transit Route Information

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954-357-8400

Hearing-speech impaired/TTY: 954-357-8302

This publication can be made available in alternative formats upon request by contacting 954-357-8400 or TTY 954-357-8302.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY FLORIDA

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS

An equal opportunity employer and provider of services.

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 6/20

Broward County Transit

ROUTE 50 ALL WEEK SCHEDULE

Broward Central Terminal to Hillsboro Blvd.
via Dixie Highway

Effective 7/26/20

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 50

BROWARD COUNTY TRANSIT

Broward Central Terminal to
Hillsboro Blvd. / SW 3 Ave.

via Dixie Highway

MONDAY - FRIDAY

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3AVE
1	2	3	4	5	6
5:30a	5:41a	5:50a	5:58a	6:15a	6:28a
5:48a	5:59a	6:09a	6:17a	6:34a	6:47a
6:00a	6:11a	6:21a	6:29a	6:46a	6:59a
6:30a	6:41a	6:51a	6:59a	7:14a	7:27a
7:00a	7:11a	7:21a	7:30a	7:41a	7:54a
7:30a	7:43a	7:53a	8:02a	8:13a	8:26a
8:00a	8:13a	8:23a	8:32a	8:43a	8:56a
8:30a	8:43a	8:53a	9:02a	9:14a	9:28a
9:00a	9:13a	9:24a	9:35a	9:47a	10:01a
9:30a	9:43a	9:54a	10:05a	10:15a	10:29a
10:00a	10:13a	10:24a	10:34a	10:47a	11:01a
10:30a	10:43a	10:54a	11:04a	11:17a	11:31a
11:00a	11:13a	11:24a	11:34a	11:47a	12:01p
11:30a	11:43a	11:54a	12:02p	12:16p	12:30p
12:00p	12:14p	12:25p	12:34p	12:43p	12:57p
12:30p	12:46p	12:57p	1:08p	1:18p	1:32p
1:00p	1:15p	1:26p	1:36p	1:46p	2:00p
1:30p	1:44p	1:55p	2:05p	2:15p	2:29p
2:00p	2:14p	2:25p	2:35p	2:45p	2:59p
2:30p	2:44p	2:55p	3:05p	3:15p	3:29p
3:00p	3:14p	3:25p	3:35p	3:45p	3:59p
3:30p	3:44p	3:55p	4:05p	4:17p	4:31p
3:45p	3:59p	4:10p	4:20p	4:32p	4:46pG
4:00p	4:16p	4:27p	4:36p	4:49p	5:03p
4:15p	4:31p	4:42p	4:51p	5:03p	5:17p
4:30p	4:45p	4:56p	5:06p	5:16p	5:30p
4:45p	5:00p	5:11p	5:22p	5:32p	5:46pG
5:00p	5:14p	5:25p	5:36p	5:46p	6:00p
5:15p	5:29p	5:40p	5:51p	6:01p	6:14pG
5:30p	5:44p	5:55p	6:05p	6:15p	6:28p
5:45p	5:59p	6:09p	6:19p	6:29p	6:42pG
6:00p	6:14p	6:24p	6:34p	6:44p	6:57pG
6:15p	6:29p	6:39p	6:49p	6:59p	7:12pG
6:30p	6:44p	6:54p	7:04p	7:14p	7:27p
7:15p	7:29p	7:39p	7:50p	8:04p	8:17p
8:00p	8:13p	8:23p	8:35p	8:45p	8:58p
8:45p	8:58p	9:07p	9:17p	9:27p	9:39p
9:30p	9:43p	9:52p	10:00p	10:13p	10:25pG
10:15p	10:28p	10:37p	10:45p	10:58p	11:10pG

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD. & 3AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD. & DIXIE HWY	BROWARD CENTRAL TERMINAL
6	5	4	3	2	1
	5:30a	5:41a	5:50a	5:59a	6:13a
5:45a	5:58a	6:09a	6:17a	6:25a	6:39a
6:00a	6:13a	6:25a	6:33a	6:41a	6:55aG
6:15a	6:26a	6:38a	6:46a	6:54a	7:08a
6:30a	6:41a	6:53a	7:01a	7:09a	7:23aG
6:45a	6:56a	7:08a	7:16a	7:24a	7:38a
7:00a	7:11a	7:23a	7:31a	7:39a	7:57aG
7:15a	7:26a	7:38a	7:49a	7:57a	8:15a
7:30a	7:41a	7:55a	8:07a	8:15a	8:32aG
7:45a	7:56a	8:10a	8:22a	8:35a	8:50a
8:00a	8:11a	8:24a	8:37a	8:48a	9:02aG
8:15a	8:27a	8:39a	8:50a	9:00a	9:14a
8:30a	8:43a	8:58a	9:09a	9:19a	9:36aG
8:45a	8:57a	9:12a	9:23a	9:33a	9:50a
9:00a	9:12a	9:26a	9:37a	9:47a	10:04aG
9:15a	9:28a	9:40a	9:51a	10:01a	10:17a
9:45a	9:59a	10:11a	10:21a	10:33a	10:48a
10:15a	10:27a	10:41a	10:51a	11:03a	11:18a
10:45a	10:57a	11:11a	11:21a	11:31a	11:44a
11:15a	11:26a	11:41a	11:49a	11:59a	12:19p
11:45a	11:57a	12:12p	12:20p	12:29p	12:45p
12:15p	12:29p	12:41p	12:52p	1:04p	1:19p
12:45p	12:58p	1:11p	1:20p	1:32p	1:47p
1:15p	1:28p	1:40p	1:49p	1:59p	2:13p
1:45p	1:58p	2:11p	2:21p	2:31p	2:45p
2:15p	2:28p	2:41p	2:51p	3:02p	3:17p
2:45p	2:57p	3:10p	3:21p	3:32p	3:47p
3:15p	3:27p	3:40p	3:51p	4:02p	4:17p
3:45p	3:57p	4:10p	4:21p	4:32p	4:47p
4:15p	4:27p	4:40p	4:51p	5:02p	5:17p
4:30p	4:42p	4:55p	5:06p	5:17p	5:29pG
4:45p	4:57p	5:10p	5:21p	5:34p	5:45p
5:15p	5:27p	5:39p	5:51p	6:04p	6:18p
5:30p	5:42p	5:54p	6:06p	6:18p	6:35pG
5:45p	5:57p	6:09p	6:19p	6:30p	6:47pG
6:15p	6:26p	6:40p	6:50p	7:01p	7:15p
6:50p	7:02p	7:13p	7:26p	7:37p	7:51p
7:35p	7:47p	7:58p	8:11p	8:20p	8:36p
8:20p	8:30p	8:41p	8:49p	8:58p	9:09p
9:05p	9:17p	9:27p	9:38p	9:46p	10:01p
9:50p	10:00p	10:10p	10:19p	10:27p	10:42pG

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

1	2	3	4	5	6
BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3AVE
5:30a	5:41a	5:50a	5:58a	6:15a	6:28a
6:00a	6:11a	6:21a	6:29a	6:46a	6:59a
6:30a	6:41a	6:51a	6:59a	7:14a	7:27a
7:00a	7:11a	7:21a	7:30a	7:41a	7:54a
7:30a	7:43a	7:53a	8:02a	8:13a	8:26a
8:00a	8:13a	8:23a	8:32a	8:43a	8:56a
8:30a	8:43a	8:53a	9:02a	9:14a	9:28a
9:00a	9:13a	9:24a	9:35a	9:47a	10:01a
9:30a	9:43a	9:54a	10:05a	10:15a	10:29a
10:00a	10:13a	10:24a	10:34a	10:47a	11:01a
10:30a	10:43a	10:54a	11:04a	11:17a	11:31a
11:00a	11:13a	11:24a	11:34a	11:47a	12:01p
11:30a	11:43a	11:54a	12:02p	12:16p	12:30p
12:00p	12:14p	12:25p	12:34p	12:43p	12:57p
12:30p	12:46p	12:57p	1:08p	1:18p	1:32p
1:00p	1:15p	1:26p	1:36p	1:46p	2:00p
1:30p	1:44p	1:55p	2:05p	2:15p	2:29p
2:00p	2:14p	2:25p	2:35p	2:45p	2:59p
2:30p	2:44p	2:55p	3:05p	3:15p	3:29p
3:00p	3:14p	3:25p	3:35p	3:45p	3:59p
3:30p	3:44p	3:55p	4:05p	4:17p	4:31p
4:00p	4:16p	4:27p	4:36p	4:49p	5:03p
4:30p	4:45p	4:56p	5:06p	5:16p	5:30p
5:00p	5:14p	5:25p	5:36p	5:46p	6:00p
5:30p	5:44p	5:55p	6:05p	6:15p	6:28p
6:00p	6:14p	6:24p	6:34p	6:44p	6:57pG
6:30p	6:44p	6:54p	7:04p	7:14p	7:27p
7:15p	7:29p	7:39p	7:50p	8:04p	8:17p
8:00p	8:13p	8:23p	8:35p	8:45p	8:58p
8:45p	8:58p	9:07p	9:17p	9:27p	9:39p
9:30p	9:43p	9:52p	10:00p	10:13p	10:25pG
10:15p	10:28p	10:37p	10:45p	10:58p	11:10pG

SOUTHBOUND

To Broward Central Terminal

6	5	4	3	2	1
HILLSBORO BLVD. & 3AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD. & DIXIE HWY	BROWARD CENTRAL TERMINAL
	5:30a	5:41a	5:50a	5:59a	6:13a
5:45a	5:58a	6:09a	6:17a	6:25a	6:39a
6:15a	6:26a	6:38a	6:46a	6:54a	7:08a
6:45a	6:56a	7:08a	7:16a	7:24a	7:38a
7:15a	7:26a	7:38a	7:49a	7:57a	8:15a
7:45a	7:56a	8:10a	8:22a	8:35a	8:50a
8:15a	8:27a	8:39a	8:50a	9:00a	9:14a
8:45a	8:57a	9:12a	9:23a	9:33a	9:50a
9:15a	9:28a	9:40a	9:51a	10:01a	10:17a
9:45a	9:59a	10:11a	10:21a	10:33a	10:48a
10:15a	10:27a	10:41a	10:51a	11:03a	11:18a
10:45a	10:57a	11:11a	11:21a	11:31a	11:44a
11:15a	11:26a	11:41a	11:49a	11:59a	12:19p
11:45a	11:57a	12:12p	12:20p	12:29p	12:45p
12:15p	12:29p	12:41p	12:52p	1:04p	1:19p
12:45p	12:58p	1:11p	1:20p	1:32p	1:47p
1:15p	1:28p	1:40p	1:49p	1:59p	2:13p
1:45p	1:58p	2:11p	2:21p	2:31p	2:45p
2:15p	2:28p	2:41p	2:51p	3:02p	3:17p
2:45p	2:57p	3:10p	3:21p	3:32p	3:47p
3:15p	3:27p	3:40p	3:51p	4:02p	4:17p
3:45p	3:57p	4:10p	4:21p	4:32p	4:47p
4:15p	4:27p	4:40p	4:51p	5:02p	5:17p
4:45p	4:57p	5:10p	5:21p	5:34p	5:45p
5:15p	5:27p	5:39p	5:51p	6:04p	6:18p
5:45p	5:57p	6:09p	6:19p	6:30p	6:47pG
6:15p	6:26p	6:40p	6:50p	7:01p	7:15p
6:50p	7:02p	7:13p	7:26p	7:37p	7:51p
7:35p	7:47p	7:58p	8:11p	8:20p	8:36p
8:20p	8:30p	8:41p	8:49p	8:58p	9:09p
9:05p	9:17p	9:27p	9:38p	9:46p	10:01p
9:50p	10:00p	10:10p	10:19p	10:27p	10:42pG

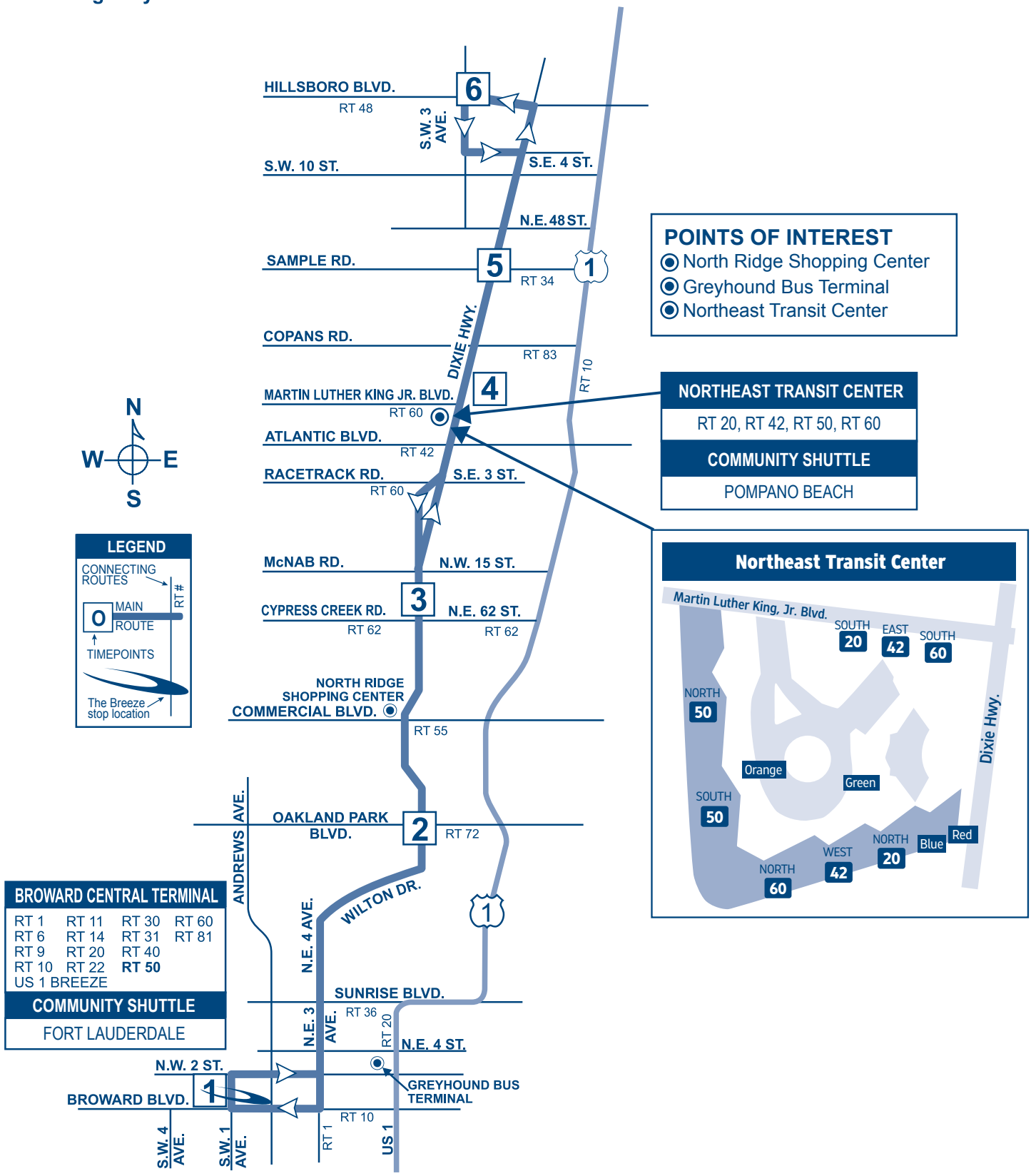
SUNDAY

1	2	3	4	5	6
8:00a	8:13a	8:22a	8:32a	8:43a	8:55a
8:45a	8:58a	9:07a	9:17a	9:29a	9:42a
9:30a	9:43a	9:52a	10:02a	10:14a	10:27a
10:15a	10:28a	10:37a	10:46a	10:58a	11:11a
11:00a	11:14a	11:24a	11:32a	11:44a	11:57a
11:45a	11:58a	12:07p	12:18p	12:30p	12:43p
12:30p	12:44p	12:55p	1:05p	1:17p	1:30p
1:15p	1:28p	1:38p	1:48p	2:00p	2:13p
2:00p	2:14p	2:24p	2:33p	2:45p	2:58p
2:45p	2:59p	3:09p	3:18p	3:30p	3:43p
3:30p	3:44p	3:54p	4:03p	4:15p	4:28p
4:15p	4:30p	4:40p	4:49p	5:01p	5:14p
5:00p	5:14p	5:25p	5:34p	5:46p	5:59p
5:45p	5:59p	6:08p	6:17p	6:28p	6:40p
6:30p	6:44p	6:54p	7:01p	7:12p	7:24p
7:15p	7:28p	7:37p	7:45p	7:56p	8:08pG
8:00p	8:12p	8:19p	8:27p	8:38p	8:50pG

6	5	4	3	2	1
	7:47a	7:58a	8:06a	8:21a	8:35a
8:22a	8:33a	8:44a	8:52a	9:04a	9:19a
9:07a	9:19a	9:31a	9:40a	9:49a	10:04a
9:52a	10:04a	10:16a	10:25a	10:35a	10:50a
10:37a	10:49a	11:01a	11:10a	11:20a	11:35a
11:22a	11:34a	11:46a	11:55a	12:05p	12:20p
12:07p	12:19p	12:31p	12:40p	12:51p	1:06p
12:52p	1:04p	1:16p	1:25p	1:35p	1:50p
1:37p	1:49p	2:01p	2:10p	2:20p	2:35p
2:22p	2:34p	2:46p	2:55p	3:07p	3:22p
3:07p	3:19p	3:31p	3:40p	3:51p	4:06p
3:52p	4:04p	4:16p	4:25p	4:36p	4:51p
4:37p	4:49p	5:01p	5:10p	5:21p	5:36p
5:22p	5:34p	5:46p	5:55p	6:06p	6:20p
6:07p	6:18p	6:29p	6:37p	6:48p	7:02p
6:52p	7:03p	7:14p	7:22p	7:33p	7:47p
7:37p	7:48p	7:59p	8:07p	8:18p	8:32pG

ROUTE 50

Broward Central Terminal to
Hillsboro Blvd. / SW 3 Ave.
via Dixie Highway



POINTS OF INTEREST

- North Ridge Shopping Center
- Greyhound Bus Terminal
- Northeast Transit Center

NORTHEAST TRANSIT CENTER

RT 20, RT 42, RT 50, RT 60

COMMUNITY SHUTTLE

POMPANO BEACH

LEGEND

CONNECTING ROUTES
MAIN ROUTE
RT #
TIMEPOINTS
The Breeze stop location

BROWARD CENTRAL TERMINAL

RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	**RT 50**	
US 1 BREEZE			

COMMUNITY SHUTTLE

FORT LAUDERDALE

Northeast Transit Center

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day
Independence Day
Labor Day
Thanksgiving Day
Memorial Day
Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

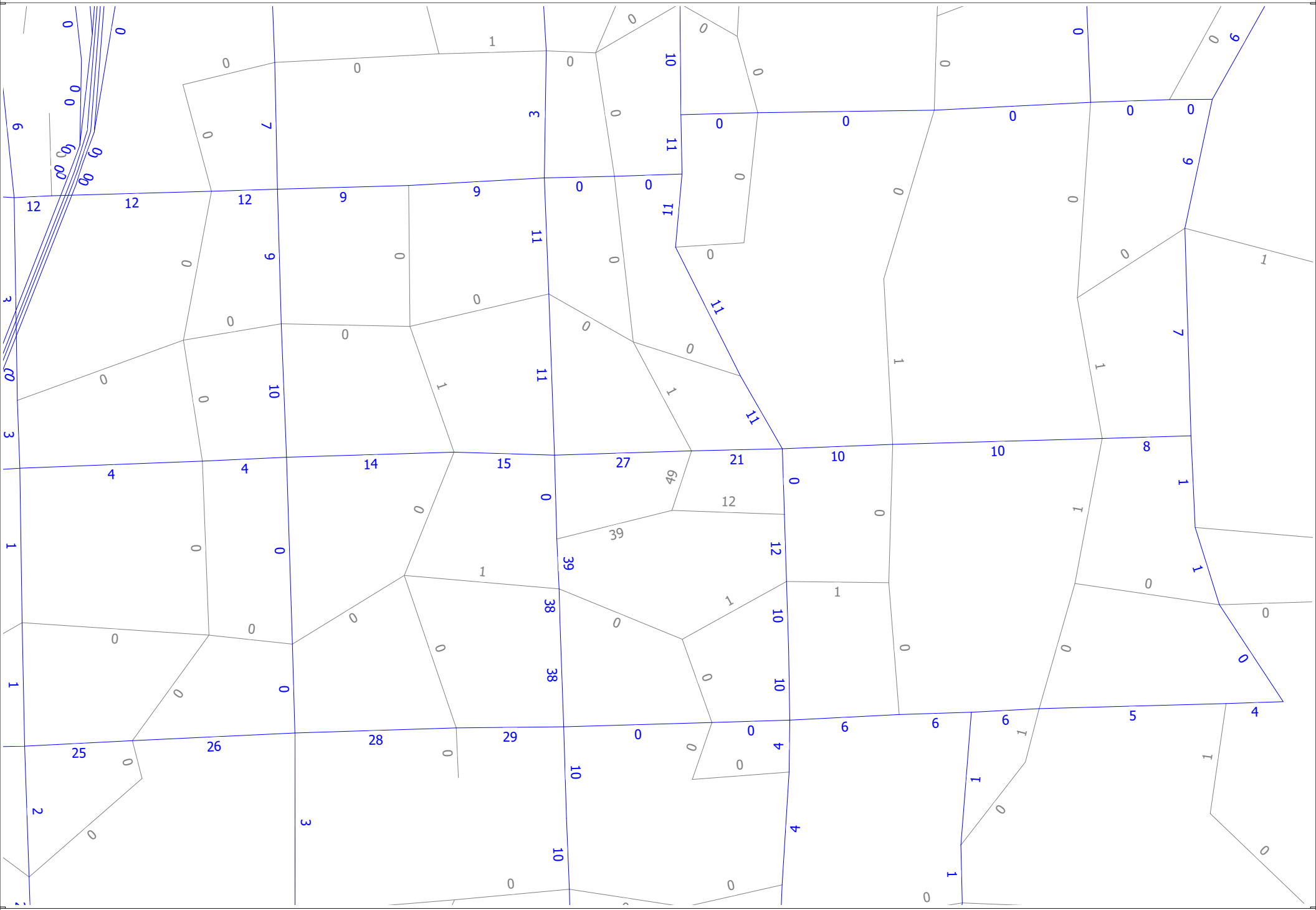
The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

Appendix F

Trip Distribution

Oakland Park Dixie Highway
Trip Distribution
SERPM 8.504



Appendix G

Volume Development Worksheets

Appendix H

Intersection Capacity Analysis Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 811/North Dixie Highway and NE 39th Street
COUNT DATE: February 11, 2021
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		2	0	11		0	0	0		0	650	0		0	840	24
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM EXISTING CONDITIONS		**2**	**0**	**12**		**0**	**0**	**0**		**0**	**715**	**0**		**0**	**924**	**26**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		2	0	11		0	0	0		0	985	0		0	929	67
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
PM EXISTING CONDITIONS		**2**	**0**	**13**		**0**	**0**	**0**		**0**	**1,152**	**0**		**0**	**1,087**	**78**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential											7				2	
RAM Oakland Retail											2				4	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	9	0		0	6	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	18	0		0	23	1
AM NON-PROJECT TRAFFIC		**2**	**0**	**12**		**0**	**0**	**0**		**0**	**742**	**0**		**0**	**953**	**27**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential											3				6	
RAM Oakland Retail											10				11	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	13	0		0	17	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	29	0		0	27	2
PM NON-PROJECT TRAFFIC		**2**	**0**	**13**		**0**	**0**	**0**		**0**	**1,194**	**0**		**0**	**1,131**	**80**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering															11.0%	
	Exiting											11.0%					

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-49.0%					
	Exiting											49.0%					
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering															11.0%	
	Exiting											11.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New											6				10	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**6**	**0**		**0**	**10**	**0**
AM TOTAL TRAFFIC			**2**	**0**	**12**		**0**	**0**	**0**		**0**	**748**	**0**		**0**	**963**	**27**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By											0					
	Valet																
	Net New											9				7	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**9**	**0**		**0**	**7**	**0**
PM TOTAL TRAFFIC			**2**	**0**	**13**		**0**	**0**	**0**		**0**	**1,203**	**0**		**0**	**1,138**	**80**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 11th Avenue and NE 38th Street
COUNT DATE: February 11, 2021
AM PEAK HOUR FACTOR: 0.79
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	120	18		8	62	1		0	0	6		4	9	12
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM EXISTING CONDITIONS		**0**	**132**	**20**		**9**	**68**	**1**		**0**	**0**	**7**		**4**	**10**	**13**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		3	110	10		8	153	3		5	1	10		1	18	36
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
PM EXISTING CONDITIONS		**4**	**129**	**12**		**9**	**179**	**4**		**6**	**1**	**12**		**1**	**21**	**42**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential			1				0									
RAM Oakland Retail																
TOTAL "VESTED" TRAFFIC		0	1	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
AM BACKGROUND TRAFFIC GROWTH		0	3	0		0	2	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**136**	**20**		**9**	**70**	**1**		**0**	**0**	**7**		**4**	**10**	**13**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential			1				1									
RAM Oakland Retail																
TOTAL "VESTED" TRAFFIC		0	1	0		0	1	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
PM BACKGROUND TRAFFIC GROWTH		0	3	0		0	4	0		0	0	0		0	1	1
PM NON-PROJECT TRAFFIC		**4**	**133**	**12**		**9**	**184**	**4**		**6**	**1**	**12**		**1**	**22**	**43**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				20.0%		73.0%										
	Exiting							27.0%									

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering						100.0%										
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				20.0%		73.0%										
	Exiting							27.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS								1	-1				-7				
Project Trips	Pass - By																
	Valet																
	Net New				18		65	15									
AM TOTAL PROJECT TRAFFIC			0	0	18		65	16	-1		0	0	-7		0	0	0
AM TOTAL TRAFFIC			**0**	**136**	**38**		**74**	**86**	**0**		**0**	**0**	**0**		**4**	**10**	**13**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS			-4	4				4	-4		-6	-1	-12				
Project Trips	Pass - By						17										
	Valet																
	Net New				12		44	21									
PM TOTAL PROJECT TRAFFIC			-4	4	12		61	25	-4		-6	-1	-12		0	0	0
PM TOTAL TRAFFIC			**0**	**137**	**24**		**70**	**209**	**0**		**0**	**0**	**0**		**1**	**22**	**43**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 811/North Dixie Highway and NE 38th Street
COUNT DATE: February 11, 2021
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		19	95	22		18	48	64		17	562	41		260	586	9
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM EXISTING CONDITIONS		**21**	**105**	**24**		**20**	**53**	**70**		**19**	**618**	**45**		**286**	**645**	**10**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		30	77	16		36	103	133		34	813	49		192	726	27
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
PM EXISTING CONDITIONS		**35**	**90**	**19**		**42**	**121**	**156**		**40**	**951**	**57**		**225**	**849**	**32**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential			1				0				7				2	
RAM Oakland Retail											2				4	
TOTAL "VESTED" TRAFFIC		0	1	0		0	0	0		0	9	0		0	6	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
AM BACKGROUND TRAFFIC GROWTH		1	3	1		0	1	2		0	15	1		7	16	0
AM NON-PROJECT TRAFFIC		**22**	**109**	**25**		**20**	**54**	**72**		**19**	**642**	**46**		**293**	**667**	**10**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential			1				1				3				6	
RAM Oakland Retail											10				11	
TOTAL "VESTED" TRAFFIC		0	1	0		0	1	0		0	13	0		0	17	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
PM BACKGROUND TRAFFIC GROWTH		1	2	0		1	3	4		1	24	1		6	21	1
PM NON-PROJECT TRAFFIC		**36**	**93**	**19**		**43**	**125**	**160**		**41**	**988**	**58**		**231**	**887**	**33**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							13.0%			49.0%						11.0%
	Exiting										27.0%	11.0%	13.0%				

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering										49.0%	-49.0%				-51.0%	51.0%
	Exiting											49.0%					
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							13.0%			49.0%						11.0%
	Exiting										27.0%	11.0%	13.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New							10			60	6	7				10
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**10**	**0**		**60**	**6**	**7**		**0**	**0**	**10**
AM TOTAL TRAFFIC			**22**	**109**	**25**		**20**	**64**	**72**		**79**	**648**	**53**		**293**	**667**	**20**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS			2		2												
Project Trips	Pass - By										8	0				-9	9
	Valet																
	Net New							8			50	9	10				7
PM TOTAL PROJECT TRAFFIC			**2**	**0**	**2**		**0**	**8**	**0**		**58**	**9**	**10**		**0**	**-9**	**16**
PM TOTAL TRAFFIC			**38**	**93**	**21**		**43**	**133**	**160**		**99**	**997**	**68**		**231**	**878**	**49**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 11th Avenue and NE 37th Street
COUNT DATE: February 11, 2021
AM PEAK HOUR FACTOR: 0.88
PM PEAK HOUR FACTOR: 0.67

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		2	10	1		0	0	0		4	15	18		20	5	2
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM EXISTING CONDITIONS		**2**	**11**	**1**		**0**	**0**	**0**		**4**	**17**	**20**		**22**	**6**	**2**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		3	6	2		0	0	0		4	11	16		15	17	6
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
PM EXISTING CONDITIONS		**4**	**7**	**2**		**0**	**0**	**0**		**5**	**13**	**19**		**18**	**20**	**7**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential																
RAM Oakland Retail																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		1	0	0
AM NON-PROJECT TRAFFIC		**2**	**11**	**1**		**0**	**0**	**0**		**4**	**17**	**20**		**23**	**6**	**2**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential																
RAM Oakland Retail																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**4**	**7**	**2**		**0**	**0**	**0**		**5**	**13**	**19**		**18**	**20**	**7**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			7.0%											93.0%		
	Exiting																

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering														100.0%		
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			7.0%											93.0%		
	Exiting																

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS			**-2**	**2**								**-17**	**7**				
Project Trips	Pass - By																
	Valet																
	Net New			6											83		
AM TOTAL PROJECT TRAFFIC			**-2**	**8**	**0**		**0**	**0**	**0**		**0**	**-17**	**7**		**83**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**19**	**1**		**0**	**0**	**0**		**4**	**0**	**27**		**106**	**6**	**2**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS			**-4**	**4**							**7**	**-13**	**12**				
Project Trips	Pass - By														17		
	Valet																
	Net New			4											56		
PM TOTAL PROJECT TRAFFIC			**-4**	**8**	**0**		**0**	**0**	**0**		**7**	**-13**	**12**		**73**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**15**	**2**		**0**	**0**	**0**		**12**	**0**	**31**		**91**	**20**	**7**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 811/North Dixie Highway and NE 37th Street
COUNT DATE: February 11, 2021
AM PEAK HOUR FACTOR: 0.9
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		12	0	30		0	0	0		0	614	0		0	611	0
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM EXISTING CONDITIONS		**13**	**0**	**33**		**0**	**0**	**0**		**0**	**675**	**0**		**0**	**672**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		6	0	26		0	0	0		0	891	0		0	787	0
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
PM EXISTING CONDITIONS		**7**	**0**	**30**		**0**	**0**	**0**		**0**	**1,042**	**0**		**0**	**921**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential											7				2	
RAM Oakland Retail											2				4	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	9	0		0	6	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
AM BACKGROUND TRAFFIC GROWTH		0	0	1		0	0	0		0	17	0		0	17	0
AM NON-PROJECT TRAFFIC		**13**	**0**	**34**		**0**	**0**	**0**		**0**	**701**	**0**		**0**	**695**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential											3				6	
RAM Oakland Retail											10				11	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	13	0		0	17	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
PM BACKGROUND TRAFFIC GROWTH		0	0	1		0	0	0		0	26	0		0	23	0
PM NON-PROJECT TRAFFIC		**7**	**0**	**31**		**0**	**0**	**0**		**0**	**1,081**	**0**		**0**	**961**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering											49.0%					
Distribution	Exiting		51.0%		49.0%												

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering															-51.0%	
Distribution	Exiting		49.0%		51.0%												
Valet	Entering																
Distribution	Exiting																
Net New	Entering											49.0%					
Distribution	Exiting		51.0%		49.0%												

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS			**5**		**4**												
Project Trips	Pass - By																
	Valet																
	Net New		29		28							44					
AM TOTAL PROJECT TRAFFIC			**34**	**0**	**32**		**0**	**0**	**0**		**0**	**44**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**47**	**0**	**66**		**0**	**0**	**0**		**0**	**745**	**0**		**0**	**695**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS			**4**		**6**												
Project Trips	Pass - By		8		9											-9	
	Valet																
	Net New		40		39							29					
PM TOTAL PROJECT TRAFFIC			**52**	**0**	**54**		**0**	**0**	**0**		**0**	**29**	**0**		**0**	**-9**	**0**
PM TOTAL TRAFFIC			**59**	**0**	**85**		**0**	**0**	**0**		**0**	**1,110**	**0**		**0**	**952**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 811/North Dixie Highway and NE 34th Court
COUNT DATE: February 11, 2021
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		19	29	17		21	16	22		7	574	34		39	592	11
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM EXISTING CONDITIONS		**21**	**32**	**19**		**23**	**18**	**24**		**8**	**631**	**37**		**43**	**651**	**12**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		27	32	33		46	36	66		6	773	34		24	753	22
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
PM EXISTING CONDITIONS		**32**	**37**	**39**		**54**	**42**	**77**		**7**	**904**	**40**		**28**	**881**	**26**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential											7				2	
RAM Oakland Retail											2				4	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	9	0		0	6	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
AM BACKGROUND TRAFFIC GROWTH		1	1	0		1	0	1		0	16	1		1	16	0
AM NON-PROJECT TRAFFIC		**22**	**33**	**19**		**24**	**18**	**25**		**8**	**656**	**38**		**44**	**673**	**12**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential											3				6	
RAM Oakland Retail											10				11	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	13	0		0	17	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
PM BACKGROUND TRAFFIC GROWTH		1	1	1		1	1	2		0	22	1		1	22	1
PM NON-PROJECT TRAFFIC		**33**	**38**	**40**		**55**	**43**	**79**		**7**	**939**	**41**		**29**	**920**	**27**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											49.0%					
	Exiting															49.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering															-51.0%	
	Exiting															51.0%	
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											49.0%					
	Exiting															49.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New											44				28	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**44**	**0**		**0**	**28**	**0**
AM TOTAL TRAFFIC			**22**	**33**	**19**		**24**	**18**	**25**		**8**	**700**	**38**		**44**	**701**	**12**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By															0	
	Valet																
	Net New											29				39	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**29**	**0**		**0**	**39**	**0**
PM TOTAL TRAFFIC			**33**	**38**	**40**		**55**	**43**	**79**		**7**	**968**	**41**		**29**	**959**	**27**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 37th Street and Project Driveway
COUNT DATE: February 11, 2021
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	45	0		0	0	0		0	0	0		0	0	0
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM EXISTING CONDITIONS		**0**	**50**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	35	0		0	0	0		0	0	0		0	0	0
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
COVID Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
PM EXISTING CONDITIONS		**0**	**41**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential																
RAM Oakland Retail																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
AM BACKGROUND TRAFFIC GROWTH		0	1	0		0	0	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**51**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential																
RAM Oakland Retail																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%	1.23%
PM BACKGROUND TRAFFIC GROWTH		0	1	0		0	0	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**42**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		100.0%														
	Exiting														100.0%		

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering		100.0%														
	Exiting														100.0%		
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		100.0%														
	Exiting														100.0%		

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		89												57		
AM TOTAL PROJECT TRAFFIC			**89**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**57**	**0**	**0**
AM TOTAL TRAFFIC			**89**	**51**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**57**	**0**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By		17												17		
	Valet																
	Net New		60												79		
PM TOTAL PROJECT TRAFFIC			**77**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**96**	**0**	**0**
PM TOTAL TRAFFIC			**77**	**42**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**96**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 6th Avenue and NE 38th Street
COUNT DATE: November 7, 2019
AM PEAK HOUR FACTOR: 0.88
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		35	141	101		14	120	31		30	252	7		13	312	23
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS		**36**	**145**	**104**		**14**	**124**	**32**		**31**	**260**	**7**		**13**	**321**	**24**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		36	127	79		17	237	40		70	345	19		16	340	32
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS		**37**	**131**	**81**		**18**	**244**	**41**		**72**	**355**	**20**		**16**	**350**	**33**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential				0		0				1	1	1			1	
RAM Oakland Retail				1						1	1				1	
TOTAL "VESTED" TRAFFIC		0	0	1		0	0	0		2	2	1		0	2	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%
AM BACKGROUND TRAFFIC GROWTH		2	7	5		1	6	2		2	13	0		1	16	1
AM NON-PROJECT TRAFFIC		**38**	**152**	**110**		**15**	**130**	**34**		**35**	**275**	**8**		**14**	**339**	**25**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential				1		1				0	1	1			1	
RAM Oakland Retail				2						2	3				4	
TOTAL "VESTED" TRAFFIC		0	0	3		1	0	0		2	4	1		0	5	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%
PM BACKGROUND TRAFFIC GROWTH		2	7	4		1	12	2		4	18	1		1	18	2
PM NON-PROJECT TRAFFIC		**39**	**138**	**88**		**20**	**256**	**43**		**78**	**377**	**22**		**17**	**373**	**35**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			13.0%	4.0%										7.0%	3.0%	
	Exiting							17.0%	10.0%								

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			13.0%	4.0%										7.0%	3.0%	
	Exiting							17.0%	10.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS								1									
Project Trips	Pass - By																
	Valet																
	Net New			12	4			10	6						6	3	
AM TOTAL PROJECT TRAFFIC			**0**	**12**	**4**		**0**	**11**	**6**		**0**	**0**	**0**		**6**	**3**	**0**
AM TOTAL TRAFFIC			**38**	**164**	**114**		**15**	**141**	**40**		**35**	**275**	**8**		**20**	**342**	**25**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS								4									
Project Trips	Pass - By																
	Valet																
	Net New			8	2			13	8						4	2	
PM TOTAL PROJECT TRAFFIC			**0**	**8**	**2**		**0**	**17**	**8**		**0**	**0**	**0**		**4**	**2**	**0**
PM TOTAL TRAFFIC			**39**	**146**	**90**		**20**	**273**	**51**		**78**	**377**	**22**		**21**	**375**	**35**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 6th Avenue and Oakland Park Boulevard
COUNT DATE: November 7, 2019
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		75	1,432	122		77	1,125	50		154	128	53		92	207	48
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS		**77**	**1,475**	**126**		**79**	**1,159**	**52**		**159**	**132**	**55**		**95**	**213**	**49**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		103	1,210	165		103	1,596	79		143	268	63		126	262	57
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS		**106**	**1,246**	**170**		**106**	**1,644**	**81**		**147**	**276**	**65**		**130**	**270**	**59**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential			4	6		7				34	3	10			1	
RAM Oakland Retail			14	5		18				10	3			2	2	
TOTAL "VESTED" TRAFFIC		0	18	11		25	0	0		44	6	10		2	3	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%
AM BACKGROUND TRAFFIC GROWTH		4	74	6		4	58	3		8	7	3		5	11	2
AM NON-PROJECT TRAFFIC		**81**	**1,567**	**143**		**108**	**1,217**	**55**		**211**	**145**	**68**		**102**	**227**	**51**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential			11	17		20				16	2	5			3	
RAM Oakland Retail			33	11		44				40	10			5	6	
TOTAL "VESTED" TRAFFIC		0	44	28		64	0	0		56	12	5		5	9	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%
PM BACKGROUND TRAFFIC GROWTH		5	62	9		5	82	4		7	14	3		7	14	3
PM NON-PROJECT TRAFFIC		**111**	**1,352**	**207**		**175**	**1,726**	**85**		**210**	**302**	**73**		**142**	**293**	**62**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering			29.0%									10.0%				
Distribution	Exiting						10.0%	29.0%									

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering			29.0%									10.0%				
Distribution	Exiting						10.0%	29.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			26			6	17					9				
AM TOTAL PROJECT TRAFFIC			**0**	**26**	**0**		**6**	**17**	**0**		**0**	**0**	**9**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**81**	**1,593**	**143**		**114**	**1,234**	**55**		**211**	**145**	**77**		**102**	**227**	**51**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			17			8	23					6				
PM TOTAL PROJECT TRAFFIC			**0**	**17**	**0**		**8**	**23**	**0**		**0**	**0**	**6**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**111**	**1,369**	**207**		**183**	**1,749**	**85**		**210**	**302**	**79**		**142**	**293**	**62**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Dixie Highway and Oakland Park Boulevard
COUNT DATE: November 7, 2019
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		172	1,208	137		59	815	111		190	461	67		206	544	102
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS		**177**	**1,244**	**141**		**61**	**839**	**114**		**196**	**475**	**69**		**212**	**560**	**105**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		128	1,000	182		92	1,349	216		231	581	103		183	598	114
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS		**132**	**1,030**	**187**		**95**	**1,389**	**222**		**238**	**598**	**106**		**188**	**616**	**117**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential		7	14	3			4			1						2
RAM Oakland Retail		2	5	3			9			5						4
TOTAL "VESTED" TRAFFIC		9	19	6		0	13	0		6	0	0		0	0	6
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%
AM BACKGROUND TRAFFIC GROWTH		9	62	7		3	42	6		10	24	3		11	28	5
AM NON-PROJECT TRAFFIC		**195**	**1,325**	**154**		**64**	**894**	**120**		**212**	**499**	**72**		**223**	**588**	**116**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
RAM Oakland Residential		3	7	2			11			3						6
RAM Oakland Retail		10	19	10			22			11						11
TOTAL "VESTED" TRAFFIC		13	26	12		0	33	0		14	0	0		0	0	17
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%
PM BACKGROUND TRAFFIC GROWTH		7	52	9		5	70	11		12	30	5		9	31	6
PM NON-PROJECT TRAFFIC		**152**	**1,108**	**208**		**100**	**1,492**	**233**		**264**	**628**	**111**		**197**	**647**	**140**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering		39.0%						6.0%			4.0%					
Distribution	Exiting														6.0%	4.0%	39.0%

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering															-51.0%	
Distribution	Exiting															51.0%	
Valet	Entering																
Distribution	Exiting																
Net New	Entering		39.0%						6.0%			4.0%					
Distribution	Exiting														6.0%	4.0%	39.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		35						5			4			3	2	22
AM TOTAL PROJECT TRAFFIC			**35**	**0**	**0**		**0**	**0**	**5**		**0**	**4**	**0**		**3**	**2**	**22**
AM TOTAL TRAFFIC			**230**	**1,325**	**154**		**64**	**894**	**125**		**212**	**503**	**72**		**226**	**590**	**138**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By															0	
	Valet																
	Net New		23						4			2			5	3	31
PM TOTAL PROJECT TRAFFIC			**23**	**0**	**0**		**0**	**0**	**4**		**0**	**2**	**0**		**5**	**3**	**31**
PM TOTAL TRAFFIC			**175**	**1,108**	**208**		**100**	**1,492**	**237**		**264**	**630**	**111**		**202**	**650**	**171**

Existing A.M.

Intersection						
Int Delay, s/veh	0.1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	0	715	924	26
Future Vol, veh/h	2	12	0	715	924	26
Conflicting Peds, #/hr	0	2	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	0	761	983	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1379	509	-	0	-	0
Stage 1	998	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	297	726	0	-	-	-
Stage 1	350	-	0	-	-	-
Stage 2	755	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	296	724	-	-	-	-
Mov Cap-2 Maneuver	296	-	-	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	600	-	-
HCM Lane V/C Ratio	-	0.025	-	-
HCM Control Delay (s)	-	11.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	132	20	9	68	1	0	0	7	4	10	13
Future Vol, veh/h	0	132	20	9	68	1	0	0	7	4	10	13
Conflicting Peds, #/hr	2	0	3	3	0	2	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	167	25	11	86	1	0	0	9	5	13	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	195	0	0	306	294	184	296	306	89
Stage 1	-	-	-	-	-	-	183	183	-	111	111	-
Stage 2	-	-	-	-	-	-	123	111	-	185	195	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1506	-	-	1378	-	-	889	899	1002	898	889	1100
Stage 1	-	-	-	-	-	-	948	977	-	1040	1060	-
Stage 2	-	-	-	-	-	-	1024	1060	-	945	964	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1503	-	-	1374	-	-	858	887	998	882	877	1098
Mov Cap-2 Maneuver	-	-	-	-	-	-	858	887	-	882	877	-
Stage 1	-	-	-	-	-	-	945	974	-	1038	1049	-
Stage 2	-	-	-	-	-	-	989	1049	-	936	961	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	8.6	8.8
HCM LOS			A	A

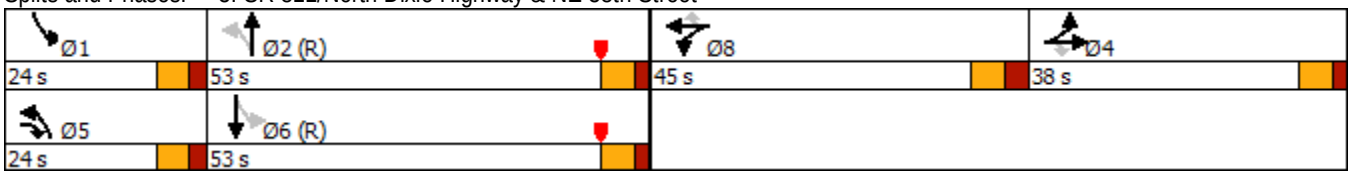
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	998	1503	-	-	1374	-	-	972
HCM Lane V/C Ratio	0.009	-	-	-	0.008	-	-	0.035
HCM Control Delay (s)	8.6	0	-	-	7.6	0	-	8.8
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	21	105	24	20	53	70	19	618	286	645
Future Volume (vph)	21	105	24	20	53	70	19	618	286	645
Turn Type	Split	NA	pm+ov	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	5	8	8		5	2	1	6
Permitted Phases			4			8	2		6	
Detector Phase	4	4	5	8	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	31.0	31.0	10.0	33.0	33.0	33.0	10.0	32.0	10.0	32.0
Total Split (s)	38.0	38.0	24.0	45.0	45.0	45.0	24.0	53.0	24.0	53.0
Total Split (%)	23.8%	23.8%	15.0%	28.1%	28.1%	28.1%	15.0%	33.1%	15.0%	33.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead				Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 13 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 811/North Dixie Highway & NE 38th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	105	24	20	53	70	19	618	45	286	645	10
Future Volume (veh/h)	21	105	24	20	53	70	19	618	45	286	645	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	114	26	22	58	76	21	672	49	311	701	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	145	145	117	123	102	532	2090	152	604	2454	39
Arrive On Green	0.08	0.08	0.08	0.07	0.07	0.07	0.02	0.83	0.83	0.10	0.91	0.91
Sat Flow, veh/h	1781	1870	1556	1781	1870	1548	1781	3352	244	1781	3581	56
Grp Volume(v), veh/h	23	114	26	22	58	76	21	356	365	311	348	364
Grp Sat Flow(s),veh/h/ln	1781	1870	1556	1781	1870	1548	1781	1777	1820	1781	1777	1860
Q Serve(g_s), s	1.9	9.6	2.5	1.9	4.8	7.7	0.7	7.5	7.5	10.2	3.7	3.7
Cycle Q Clear(g_c), s	1.9	9.6	2.5	1.9	4.8	7.7	0.7	7.5	7.5	10.2	3.7	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	138	145	145	117	123	102	532	1108	1135	604	1218	1275
V/C Ratio(X)	0.17	0.79	0.18	0.19	0.47	0.75	0.04	0.32	0.32	0.51	0.29	0.29
Avail Cap(c_a), veh/h	356	374	335	423	444	368	705	1108	1135	667	1218	1275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	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	69.0	72.5	67.0	70.7	72.1	73.4	10.5	5.8	5.8	8.3	2.4	2.4
Incr Delay (d2), s/veh	0.4	6.8	0.4	0.6	2.1	7.8	0.0	0.8	0.8	0.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	8.5	1.8	1.6	4.3	6.0	0.5	4.8	5.0	6.5	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	79.4	67.4	71.3	74.1	81.2	10.5	6.5	6.5	8.5	3.0	3.0
LnGrp LOS	E	E	E	E	E	F	B	A	A	A	A	A
Approach Vol, veh/h		163			156			742			1023	
Approach Delay, s/veh		76.0			77.2			6.7			4.7	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.3	105.8		18.4	8.4	115.7		17.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	18.0	47.0		32.0	18.0	47.0		38.0				
Max Q Clear Time (g_c+I1), s	12.2	9.5		11.6	2.7	5.7		9.7				
Green Ext Time (p_c), s	0.2	5.2		0.5	0.0	5.1		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	11	1	0	0	0	4	17	20	22	6	2
Future Vol, veh/h	2	11	1	0	0	0	4	17	20	22	6	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	13	1	0	0	0	5	19	23	25	7	2
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.2	6.9	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	10%	14%	73%
Vol Thru, %	41%	79%	20%
Vol Right, %	49%	7%	7%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	41	14	30
LT Vol	4	2	22
Through Vol	17	11	6
RT Vol	20	1	2
Lane Flow Rate	47	16	34
Geometry Grp	1	1	1
Degree of Util (X)	0.048	0.018	0.039
Departure Headway (Hd)	3.713	4.058	4.103
Convergence, Y/N	Yes	Yes	Yes
Cap	966	881	875
Service Time	1.729	2.088	2.117
HCM Lane V/C Ratio	0.049	0.018	0.039
HCM Control Delay	6.9	7.2	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	33	0	675	672	0
Future Vol, veh/h	13	33	0	675	672	0
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	37	0	750	747	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1122	374	-	0	-	0
Stage 1	747	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	389	831	0	-	-	0
Stage 1	480	-	0	-	-	0
Stage 2	760	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	389	831	-	-	-	-
Mov Cap-2 Maneuver	389	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

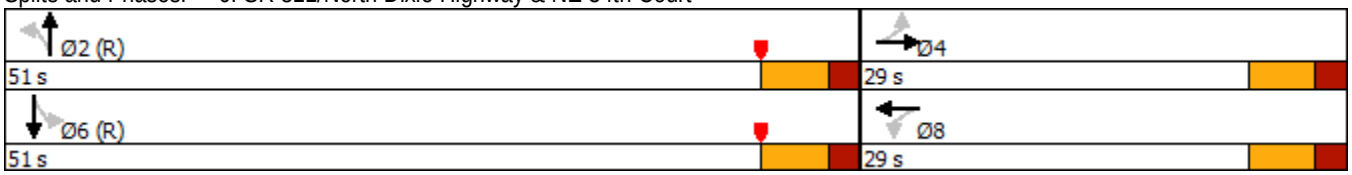
Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	629	-
HCM Lane V/C Ratio	-	0.081	-
HCM Control Delay (s)	-	11.2	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.3	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	21	32	23	18	8	631	43	651
Future Volume (vph)	21	32	23	18	8	631	43	651
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.0	27.0	27.0	27.0	24.0	24.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	29.0	51.0	51.0	51.0	51.0
Total Split (%)	36.3%	36.3%	36.3%	36.3%	63.8%	63.8%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 6: SR 811/North Dixie Highway & NE 34th Court



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	32	19	23	18	24	8	631	37	43	651	12
Future Volume (veh/h)	21	32	19	23	18	24	8	631	37	43	651	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	35	21	25	20	26	9	693	41	47	715	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	79	47	153	59	77	55	2544	149	165	2402	43
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1356	978	587	1344	730	949	12	3307	194	148	3122	56
Grp Volume(v), veh/h	23	0	56	25	0	46	391	0	352	383	0	392
Grp Sat Flow(s),veh/h/ln	1356	0	1565	1344	0	1679	1851	0	1662	1635	0	1692
Q Serve(g_s), s	1.3	0.0	2.7	1.4	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	2.7	4.2	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.38	1.00		0.57	0.02		0.12	0.12		0.03
Lane Grp Cap(c), veh/h	164	0	126	153	0	135	1470	0	1279	1308	0	1302
V/C Ratio(X)	0.14	0.00	0.44	0.16	0.00	0.34	0.27	0.00	0.27	0.29	0.00	0.30
Avail Cap(c_a), veh/h	445	0	450	431	0	483	1470	0	1279	1308	0	1302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.54	0.00	0.54	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	35.1	37.1	0.0	34.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.8	0.4	0.0	1.1	0.2	0.0	0.3	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	1.9	0.9	0.0	1.6	0.2	0.0	0.2	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	36.9	37.4	0.0	35.9	0.2	0.0	0.3	0.6	0.0	0.6
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		79			71			743			775	
Approach Delay, s/veh		36.8			36.4			0.3			0.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.5		12.5		67.5		12.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0		5.4		2.0		6.2				
Green Ext Time (p_c), s		5.5		0.2		6.1		0.2				

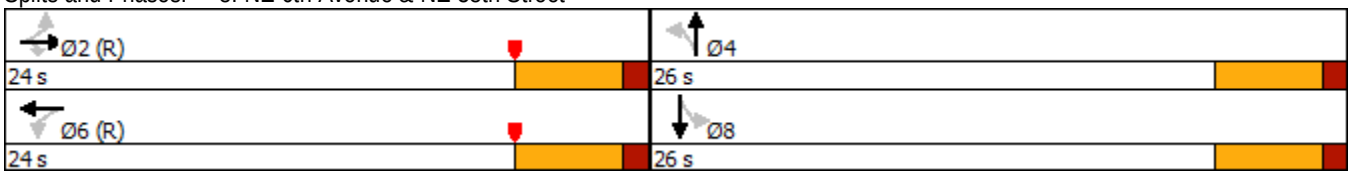
Intersection Summary	
HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	145	104	14	124	31	260	13	321
Future Volume (vph)	36	145	104	14	124	31	260	13	321
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		8
Permitted Phases	2		2	6		4		8	
Detector Phase	2	2	2	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	26.0	26.0	26.0	26.0
Total Split (%)	48.0%	48.0%	48.0%	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%
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)	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
Total Lost Time (s)		5.0	5.0		5.0		5.0		5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 50
Actuated Cycle Length: 50
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 8: NE 6th Avenue & NE 38th Street



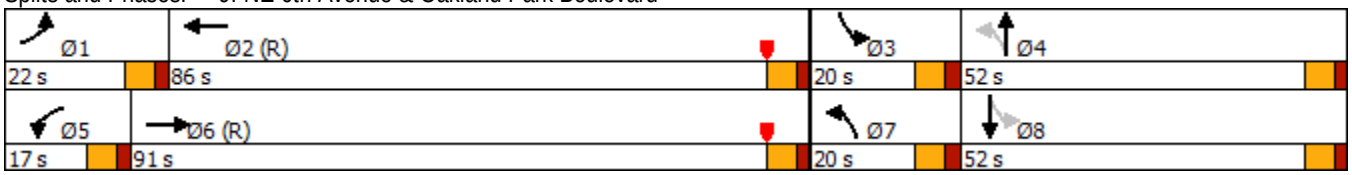
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	145	104	14	124	32	31	260	7	13	321	24
Future Volume (veh/h)	36	145	104	14	124	32	31	260	7	13	321	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	165	118	16	141	36	35	295	8	15	365	27
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	587	602	99	527	126	118	692	18	85	707	51
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	211	1544	1585	55	1386	331	91	1649	42	25	1684	121
Grp Volume(v), veh/h	206	0	118	193	0	0	338	0	0	407	0	0
Grp Sat Flow(s),veh/h/ln	1755	0	1585	1772	0	0	1782	0	0	1830	0	0
Q Serve(g_s), s	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	0.0	2.5	3.7	0.0	0.0	6.4	0.0	0.0	8.2	0.0	0.0
Prop In Lane	0.20		1.00	0.08		0.19	0.10		0.02	0.04		0.07
Lane Grp Cap(c), veh/h	753	0	602	751	0	0	828	0	0	843	0	0
V/C Ratio(X)	0.27	0.00	0.20	0.26	0.00	0.00	0.41	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	753	0	602	751	0	0	828	0	0	843	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	0.0	10.4	10.8	0.0	0.0	10.3	0.0	0.0	10.8	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.7	0.8	0.0	0.0	1.5	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	1.5	2.5	0.0	0.0	4.5	0.0	0.0	5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	0.0	11.1	11.6	0.0	0.0	11.8	0.0	0.0	12.8	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		324			193			338			407	
Approach Delay, s/veh		11.5			11.6			11.8			12.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		26.0		24.0		26.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		19.0		21.0		19.0		21.0				
Max Q Clear Time (g_c+I1), s		5.8		8.4		5.7		10.2				
Green Ext Time (p_c), s		1.3		1.1		0.8		1.3				
Intersection Summary												
HCM 6th Ctrl Delay			12.0									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	77	1475	79	1159	159	132	95	213
Future Volume (vph)	77	1475	79	1159	159	132	95	213
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	22.0	91.0	17.0	86.0	20.0	52.0	20.0	52.0
Total Split (%)	12.2%	50.6%	9.4%	47.8%	11.1%	28.9%	11.1%	28.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 140 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 9: NE 6th Avenue & Oakland Park Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1475	126	79	1159	52	159	132	55	95	213	49
Future Volume (veh/h)	77	1475	126	79	1159	52	159	132	55	95	213	49
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	1586	135	85	1246	56	171	142	59	102	229	53
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	2693	229	102	2819	127	197	238	99	245	249	58
Arrive On Green	0.07	0.75	0.75	0.08	0.75	0.75	0.08	0.19	0.19	0.06	0.17	0.17
Sat Flow, veh/h	1781	4793	408	1781	5009	225	1781	1255	521	1781	1469	340
Grp Volume(v), veh/h	83	1126	595	85	847	455	171	0	201	102	0	282
Grp Sat Flow(s),veh/h/ln	1781	1702	1797	1781	1702	1830	1781	0	1776	1781	0	1809
Q Serve(g_s), s	8.3	26.9	26.9	8.5	16.8	16.8	14.0	0.0	18.6	8.4	0.0	27.6
Cycle Q Clear(g_c), s	8.3	26.9	26.9	8.5	16.8	16.8	14.0	0.0	18.6	8.4	0.0	27.6
Prop In Lane	1.00		0.23	1.00		0.12	1.00		0.29	1.00		0.19
Lane Grp Cap(c), veh/h	100	1912	1009	102	1916	1030	197	0	337	245	0	307
V/C Ratio(X)	0.83	0.59	0.59	0.83	0.44	0.44	0.87	0.00	0.60	0.42	0.00	0.92
Avail Cap(c_a), veh/h	158	1912	1009	109	1916	1030	197	0	454	281	0	462
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	82.4	13.4	13.4	82.3	12.0	12.0	59.4	0.0	66.6	57.6	0.0	73.5
Incr Delay (d2), s/veh	9.6	1.3	2.5	35.4	0.7	1.4	30.5	0.0	0.6	0.4	0.0	13.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	14.2	15.3	8.5	9.6	10.4	12.9	0.0	13.4	7.0	0.0	20.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.0	14.7	15.9	117.7	12.8	13.4	89.9	0.0	67.3	58.1	0.0	87.0
LnGrp LOS	F	B	B	F	B	B	F	A	E	E	A	F
Approach Vol, veh/h		1804			1387			372			384	
Approach Delay, s/veh		18.7			19.4			77.7			79.3	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	107.3	16.4	40.2	16.3	107.1	20.0	36.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	80.0	14.0	46.0	11.0	85.0	14.0	46.0
Max Q Clear Time (g_c+I1), s	10.3	18.8	10.4	20.6	10.5	28.9	16.0	29.6
Green Ext Time (p_c), s	0.0	12.9	0.0	0.7	0.0	20.6	0.0	1.0

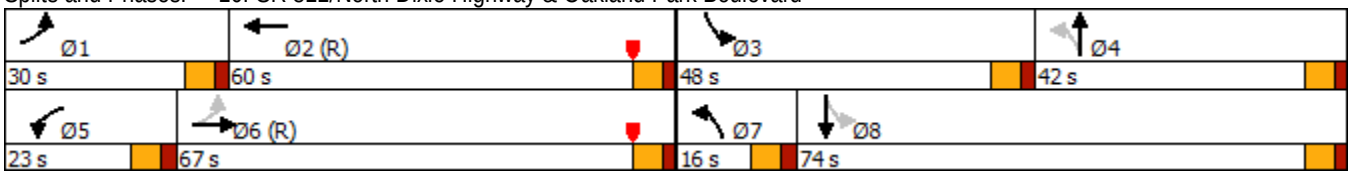
Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

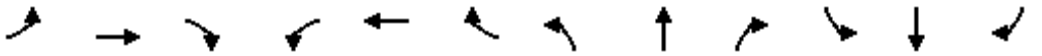
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	177	1244	61	839	196	475	212	560
Future Volume (vph)	177	1244	61	839	196	475	212	560
Turn Type	pm+pt	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6				4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	15.0	35.0	15.0	35.0	10.5	41.0	10.5	41.0
Total Split (s)	30.0	67.0	23.0	60.0	16.0	42.0	48.0	74.0
Total Split (%)	16.7%	37.2%	12.8%	33.3%	8.9%	23.3%	26.7%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 32 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 10: SR 811/North Dixie Highway & Oakland Park Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1244	141	61	839	114	196	475	69	212	560	105
Future Volume (veh/h)	177	1244	141	61	839	114	196	475	69	212	560	105
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	1323	150	65	893	121	209	505	73	226	596	112
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	2462	279	81	2329	314	173	556	80	258	706	132
Arrive On Green	0.08	0.70	0.70	0.06	0.68	0.68	0.06	0.18	0.18	0.11	0.24	0.24
Sat Flow, veh/h	1781	4652	527	1781	4550	614	1781	3118	449	1781	2987	560
Grp Volume(v), veh/h	188	968	505	65	667	347	209	287	291	226	354	354
Grp Sat Flow(s),veh/h/ln	1781	1702	1775	1781	1702	1760	1781	1777	1790	1781	1777	1770
Q Serve(g_s), s	9.2	24.4	24.4	6.5	15.2	15.3	10.0	28.5	28.7	18.2	34.2	34.4
Cycle Q Clear(g_c), s	9.2	24.4	24.4	6.5	15.2	15.3	10.0	28.5	28.7	18.2	34.2	34.4
Prop In Lane	1.00		0.30	1.00		0.35	1.00		0.25	1.00		0.32
Lane Grp Cap(c), veh/h	389	1802	940	81	1743	901	173	317	319	258	420	418
V/C Ratio(X)	0.48	0.54	0.54	0.80	0.38	0.38	1.21	0.90	0.91	0.88	0.84	0.85
Avail Cap(c_a), veh/h	515	1802	940	168	1743	901	173	355	358	471	671	669
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	18.8	16.1	16.1	83.8	16.5	16.5	67.9	72.4	72.5	53.2	65.5	65.6
Incr Delay (d2), s/veh	0.3	1.2	2.2	6.7	0.6	1.2	136.6	23.5	24.6	3.6	4.3	4.5
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	6.8	13.7	14.5	5.6	9.5	10.0	15.7	21.5	21.9	13.2	22.6	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	17.3	18.3	90.5	17.1	17.7	204.5	96.0	97.1	56.8	69.8	70.1
LnGrp LOS	B	B	B	F	B	B	F	F	F	E	E	E
Approach Vol, veh/h		1661			1079			787			934	
Approach Delay, s/veh		17.8			21.7			125.2			66.8	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	98.1	26.4	38.1	14.2	101.3	16.0	48.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	54.0	42.0	36.0	17.0	61.0	10.0	68.0
Max Q Clear Time (g_c+I1), s	11.2	17.3	20.2	30.7	8.5	26.4	12.0	36.4
Green Ext Time (p_c), s	0.1	8.4	0.2	1.4	0.0	13.8	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Future Background A.M.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	0	742	953	27
Future Vol, veh/h	2	12	0	742	953	27
Conflicting Peds, #/hr	0	2	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	0	789	1014	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1425	525	-	0	-	0
Stage 1	1030	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	283	715	0	-	-	-
Stage 1	336	-	0	-	-	-
Stage 2	742	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	282	713	-	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	336	-	-	-	-	-
Stage 2	741	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	585	-	-
HCM Lane V/C Ratio	-	0.025	-	-
HCM Control Delay (s)	-	11.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	136	20	9	70	1	0	0	7	4	10	13
Future Vol, veh/h	0	136	20	9	70	1	0	0	7	4	10	13
Conflicting Peds, #/hr	2	0	3	3	0	2	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	172	25	11	89	1	0	0	9	5	13	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	92	0	0	200	0	0	314	302	189	304	314	92
Stage 1	-	-	-	-	-	-	188	188	-	114	114	-
Stage 2	-	-	-	-	-	-	126	114	-	190	200	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1503	-	-	1372	-	-	882	892	998	891	882	1097
Stage 1	-	-	-	-	-	-	942	972	-	1036	1056	-
Stage 2	-	-	-	-	-	-	1020	1056	-	939	959	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1500	-	-	1368	-	-	851	880	994	875	871	1095
Mov Cap-2 Maneuver	-	-	-	-	-	-	851	880	-	875	871	-
Stage 1	-	-	-	-	-	-	939	969	-	1034	1045	-
Stage 2	-	-	-	-	-	-	985	1045	-	930	956	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	8.7	8.9
HCM LOS			A	A

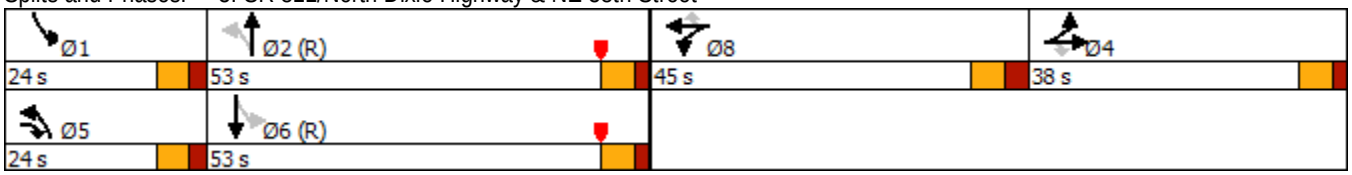
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	994	1500	-	-	1368	-	-	967
HCM Lane V/C Ratio	0.009	-	-	-	0.008	-	-	0.035
HCM Control Delay (s)	8.7	0	-	-	7.7	0	-	8.9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	109	25	20	54	72	19	642	293	667
Future Volume (vph)	22	109	25	20	54	72	19	642	293	667
Turn Type	Split	NA	pm+ov	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	5	8	8		5	2	1	6
Permitted Phases			4			8	2		6	
Detector Phase	4	4	5	8	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	31.0	31.0	10.0	33.0	33.0	33.0	10.0	32.0	10.0	32.0
Total Split (s)	38.0	38.0	24.0	45.0	45.0	45.0	24.0	53.0	24.0	53.0
Total Split (%)	23.8%	23.8%	15.0%	28.1%	28.1%	28.1%	15.0%	33.1%	15.0%	33.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead				Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 13 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 811/North Dixie Highway & NE 38th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	109	25	20	54	72	19	642	46	293	667	10
Future Volume (veh/h)	22	109	25	20	54	72	19	642	46	293	667	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	118	27	22	59	78	21	698	50	318	725	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	149	148	119	125	104	517	2073	148	590	2443	37
Arrive On Green	0.08	0.08	0.08	0.07	0.07	0.07	0.02	0.82	0.82	0.11	0.91	0.91
Sat Flow, veh/h	1781	1870	1556	1781	1870	1549	1781	3357	240	1781	3583	54
Grp Volume(v), veh/h	24	118	27	22	59	78	21	369	379	318	359	377
Grp Sat Flow(s),veh/h/ln	1781	1870	1556	1781	1870	1549	1781	1777	1821	1781	1777	1860
Q Serve(g_s), s	2.0	9.9	2.6	1.9	4.9	7.9	0.7	8.2	8.2	10.6	4.1	4.1
Cycle Q Clear(g_c), s	2.0	9.9	2.6	1.9	4.9	7.9	0.7	8.2	8.2	10.6	4.1	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	142	149	148	119	125	104	517	1097	1124	590	1212	1269
V/C Ratio(X)	0.17	0.79	0.18	0.18	0.47	0.75	0.04	0.34	0.34	0.54	0.30	0.30
Avail Cap(c_a), veh/h	356	374	335	423	444	368	691	1097	1124	649	1212	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	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	68.7	72.3	66.7	70.5	71.9	73.3	10.9	6.2	6.2	8.6	2.6	2.6
Incr Delay (d2), s/veh	0.4	6.9	0.4	0.5	2.0	7.8	0.0	0.8	0.8	0.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	8.8	1.9	1.6	4.4	6.1	0.5	5.3	5.4	6.8	2.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	79.2	67.1	71.0	73.9	81.2	10.9	7.0	7.0	8.9	3.2	3.2
LnGrp LOS	E	E	E	E	E	F	B	A	A	A	A	A
Approach Vol, veh/h		169			159			769			1054	
Approach Delay, s/veh		75.8			77.1			7.1			4.9	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.7	104.8		18.7	8.4	115.1		17.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	18.0	47.0		32.0	18.0	47.0		38.0				
Max Q Clear Time (g_c+I1), s	12.6	10.2		11.9	2.7	6.1		9.9				
Green Ext Time (p_c), s	0.2	5.4		0.6	0.0	5.3		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		16.6	
HCM 6th LOS		B	

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	11	1	0	0	0	4	17	20	23	6	2
Future Vol, veh/h	2	11	1	0	0	0	4	17	20	23	6	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	13	1	0	0	0	5	19	23	26	7	2
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.2	6.9	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	10%	14%	74%
Vol Thru, %	41%	79%	19%
Vol Right, %	49%	7%	6%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	41	14	31
LT Vol	4	2	23
Through Vol	17	11	6
RT Vol	20	1	2
Lane Flow Rate	47	16	35
Geometry Grp	1	1	1
Degree of Util (X)	0.048	0.018	0.04
Departure Headway (Hd)	3.714	4.059	4.106
Convergence, Y/N	Yes	Yes	Yes
Cap	966	880	874
Service Time	1.73	2.09	2.12
HCM Lane V/C Ratio	0.049	0.018	0.04
HCM Control Delay	6.9	7.2	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	34	0	701	695	0
Future Vol, veh/h	13	34	0	701	695	0
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	38	0	779	772	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1162	386	-	0	-	0
Stage 1	772	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	373	821	0	-	-	0
Stage 1	465	-	0	-	-	0
Stage 2	747	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	373	821	-	-	-	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

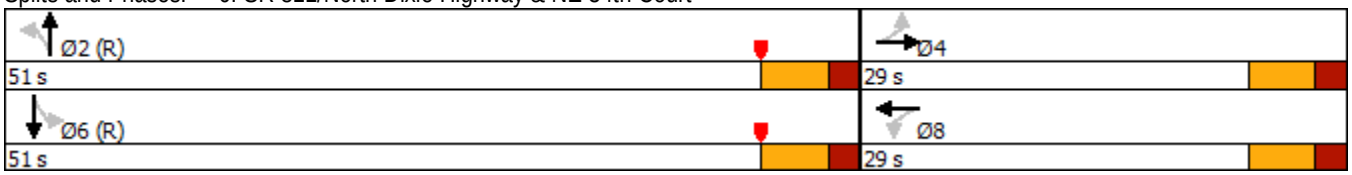
Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	616	-
HCM Lane V/C Ratio	-	0.085	-
HCM Control Delay (s)	-	11.4	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.3	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	22	33	24	18	8	656	44	673
Future Volume (vph)	22	33	24	18	8	656	44	673
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.0	27.0	27.0	27.0	24.0	24.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	29.0	51.0	51.0	51.0	51.0
Total Split (%)	36.3%	36.3%	36.3%	36.3%	63.8%	63.8%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 6: SR 811/North Dixie Highway & NE 34th Court



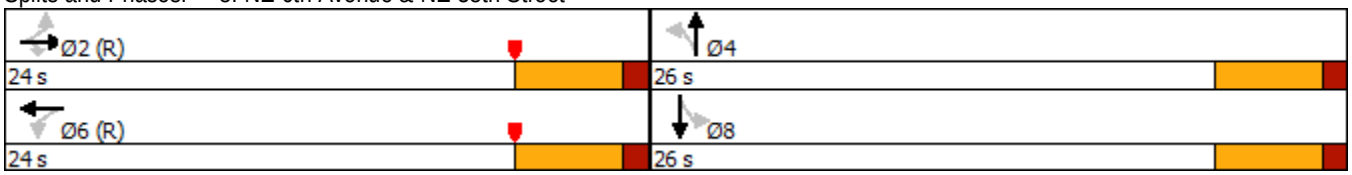
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	33	19	24	18	25	8	656	38	44	673	12
Future Volume (veh/h)	22	33	19	24	18	25	8	656	38	44	673	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	36	21	26	20	27	9	721	42	48	740	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	81	47	154	59	79	55	2543	147	162	2397	42
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1355	990	577	1343	713	963	11	3312	191	146	3121	54
Grp Volume(v), veh/h	24	0	57	26	0	47	407	0	365	395	0	406
Grp Sat Flow(s),veh/h/ln	1355	0	1567	1343	0	1676	1852	0	1663	1629	0	1692
Q Serve(g_s), s	1.4	0.0	2.8	1.5	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	2.8	4.3	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.57	0.02		0.12	0.12		0.03
Lane Grp Cap(c), veh/h	165	0	129	154	0	138	1468	0	1277	1301	0	1299
V/C Ratio(X)	0.15	0.00	0.44	0.17	0.00	0.34	0.28	0.00	0.29	0.30	0.00	0.31
Avail Cap(c_a), veh/h	444	0	450	430	0	482	1468	0	1277	1301	0	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.51	0.00	0.51	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	35.0	37.0	0.0	34.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.8	0.4	0.0	1.1	0.2	0.0	0.3	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	2.0	0.9	0.0	1.6	0.2	0.0	0.2	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	36.7	37.4	0.0	35.8	0.2	0.0	0.3	0.6	0.0	0.6
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		81			73			772			801	
Approach Delay, s/veh		36.7			36.3			0.3			0.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.4		12.6		67.4		12.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0		5.5		2.0		6.3				
Green Ext Time (p_c), s		5.8		0.2		6.4		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			3.7									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	152	110	15	130	35	275	14	339
Future Volume (vph)	38	152	110	15	130	35	275	14	339
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		8
Permitted Phases	2		2	6		4		8	
Detector Phase	2	2	2	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	26.0	26.0	26.0	26.0
Total Split (%)	48.0%	48.0%	48.0%	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%
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)	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
Total Lost Time (s)		5.0	5.0		5.0		5.0		5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 50
Actuated Cycle Length: 50
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 8: NE 6th Avenue & NE 38th Street



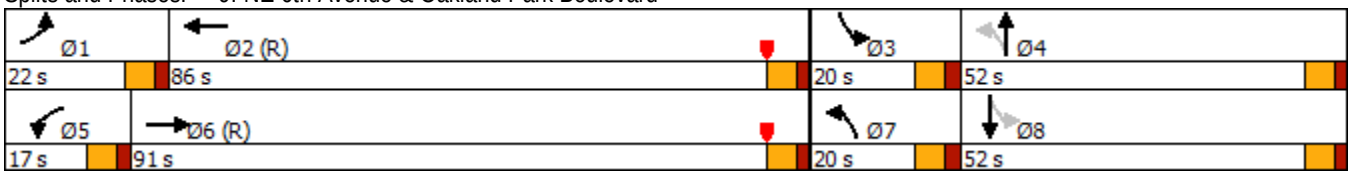
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	152	110	15	130	34	35	275	8	14	339	25
Future Volume (veh/h)	38	152	110	15	130	34	35	275	8	14	339	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	173	125	17	148	39	40	312	9	16	385	28
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	586	602	100	522	128	123	682	19	85	708	50
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	210	1542	1585	57	1373	338	102	1623	44	25	1685	119
Grp Volume(v), veh/h	216	0	125	204	0	0	361	0	0	429	0	0
Grp Sat Flow(s),veh/h/ln	1752	0	1585	1768	0	0	1769	0	0	1829	0	0
Q Serve(g_s), s	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	2.7	3.9	0.0	0.0	7.0	0.0	0.0	8.8	0.0	0.0
Prop In Lane	0.20		1.00	0.08		0.19	0.11		0.02	0.04		0.07
Lane Grp Cap(c), veh/h	752	0	602	750	0	0	823	0	0	843	0	0
V/C Ratio(X)	0.29	0.00	0.21	0.27	0.00	0.00	0.44	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	752	0	602	750	0	0	823	0	0	843	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.9	0.0	10.4	10.8	0.0	0.0	10.4	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.8	0.9	0.0	0.0	1.7	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	1.6	2.7	0.0	0.0	4.9	0.0	0.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	0.0	11.2	11.7	0.0	0.0	12.1	0.0	0.0	13.1	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		341			204			361			429	
Approach Delay, s/veh		11.6			11.7			12.1			13.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		26.0		24.0		26.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		19.0		21.0		19.0		21.0				
Max Q Clear Time (g_c+I1), s		6.0		9.0		5.9		10.8				
Green Ext Time (p_c), s		1.4		1.2		0.9		1.3				
Intersection Summary												
HCM 6th Ctrl Delay			12.3									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	81	1567	108	1217	211	145	102	227
Future Volume (vph)	81	1567	108	1217	211	145	102	227
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	22.0	91.0	17.0	86.0	20.0	52.0	20.0	52.0
Total Split (%)	12.2%	50.6%	9.4%	47.8%	11.1%	28.9%	11.1%	28.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 140 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 9: NE 6th Avenue & Oakland Park Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1567	143	108	1217	55	211	145	68	102	227	51
Future Volume (veh/h)	81	1567	143	108	1217	55	211	145	68	102	227	51
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	1685	154	116	1309	59	227	156	73	110	244	55
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	2613	238	109	2760	124	197	236	110	236	265	60
Arrive On Green	0.08	0.73	0.73	0.08	0.73	0.73	0.08	0.20	0.20	0.06	0.18	0.18
Sat Flow, veh/h	1781	4762	434	1781	5008	226	1781	1205	564	1781	1477	333
Grp Volume(v), veh/h	87	1204	635	116	890	478	227	0	229	110	0	299
Grp Sat Flow(s),veh/h/ln	1781	1702	1792	1781	1702	1830	1781	0	1769	1781	0	1810
Q Serve(g_s), s	8.7	32.5	32.6	11.0	19.2	19.3	14.0	0.0	21.5	9.0	0.0	29.2
Cycle Q Clear(g_c), s	8.7	32.5	32.6	11.0	19.2	19.3	14.0	0.0	21.5	9.0	0.0	29.2
Prop In Lane	1.00		0.24	1.00		0.12	1.00		0.32	1.00		0.18
Lane Grp Cap(c), veh/h	104	1868	983	109	1876	1009	197	0	346	236	0	324
V/C Ratio(X)	0.83	0.64	0.65	1.07	0.47	0.47	1.16	0.00	0.66	0.47	0.00	0.92
Avail Cap(c_a), veh/h	158	1868	983	109	1876	1009	197	0	452	266	0	463
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	82.1	15.4	15.4	82.7	13.4	13.4	62.2	0.0	66.9	56.4	0.0	72.7
Incr Delay (d2), s/veh	12.6	1.7	3.3	105.0	0.9	1.6	112.2	0.0	0.9	0.5	0.0	15.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	17.0	18.3	13.1	11.0	11.9	13.9	0.0	15.1	7.5	0.0	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.7	17.1	18.7	187.7	14.2	14.9	174.4	0.0	67.8	57.0	0.0	88.5
LnGrp LOS	F	B	B	F	B	B	F	A	E	E	A	F
Approach Vol, veh/h		1926			1484			456			409	
Approach Delay, s/veh		21.1			28.0			120.9			80.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	105.2	17.0	41.3	17.0	104.8	20.0	38.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	80.0	14.0	46.0	11.0	85.0	14.0	46.0
Max Q Clear Time (g_c+I1), s	10.7	21.3	11.0	23.5	13.0	34.6	16.0	31.2
Green Ext Time (p_c), s	0.0	13.9	0.0	0.9	0.0	22.3	0.0	1.0

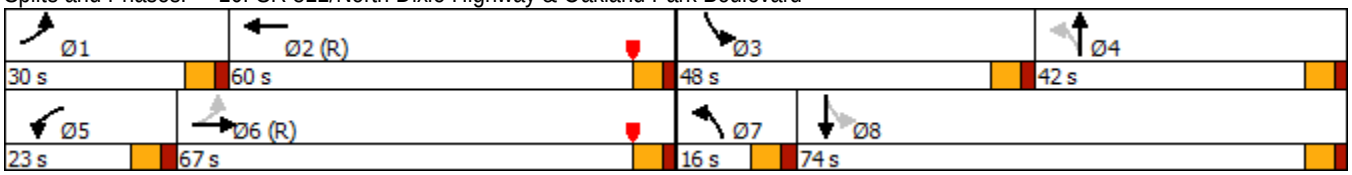
Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	195	1325	64	894	212	499	223	588
Future Volume (vph)	195	1325	64	894	212	499	223	588
Turn Type	pm+pt	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6				4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	15.0	35.0	15.0	35.0	10.5	41.0	10.5	41.0
Total Split (s)	30.0	67.0	23.0	60.0	16.0	42.0	48.0	74.0
Total Split (%)	16.7%	37.2%	12.8%	33.3%	8.9%	23.3%	26.7%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 32 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 10: SR 811/North Dixie Highway & Oakland Park Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1325	154	64	894	120	212	499	72	223	588	116
Future Volume (veh/h)	195	1325	154	64	894	120	212	499	72	223	588	116
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	1410	164	68	951	128	226	531	77	237	626	123
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	2395	279	84	2247	302	171	578	84	263	733	144
Arrive On Green	0.09	0.69	0.69	0.06	0.66	0.66	0.06	0.19	0.19	0.12	0.25	0.25
Sat Flow, veh/h	1781	4638	539	1781	4553	611	1781	3116	450	1781	2962	581
Grp Volume(v), veh/h	207	1035	539	68	710	369	226	302	306	237	375	374
Grp Sat Flow(s),veh/h/ln	1781	1702	1773	1781	1702	1760	1781	1777	1789	1781	1777	1766
Q Serve(g_s), s	10.5	28.8	28.8	6.8	17.9	18.0	10.0	30.0	30.2	18.9	36.3	36.4
Cycle Q Clear(g_c), s	10.5	28.8	28.8	6.8	17.9	18.0	10.0	30.0	30.2	18.9	36.3	36.4
Prop In Lane	1.00		0.30	1.00		0.35	1.00		0.25	1.00		0.33
Lane Grp Cap(c), veh/h	371	1758	916	84	1680	869	171	330	332	263	440	437
V/C Ratio(X)	0.56	0.59	0.59	0.81	0.42	0.42	1.32	0.92	0.92	0.90	0.85	0.86
Avail Cap(c_a), veh/h	483	1758	916	168	1680	869	171	355	358	470	671	667
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	20.3	18.1	18.1	83.5	18.7	18.8	67.0	71.9	72.0	52.2	64.6	64.7
Incr Delay (d2), s/veh	0.5	1.5	2.8	6.6	0.8	1.5	179.0	26.3	27.3	4.7	5.5	5.7
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	7.8	16.0	16.9	5.9	11.0	11.6	18.7	22.8	23.1	13.7	23.8	23.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	19.6	20.9	90.2	19.5	20.3	246.0	98.3	99.3	56.9	70.1	70.3
LnGrp LOS	C	B	C	F	B	C	F	F	F	E	E	E
Approach Vol, veh/h		1781			1147			834			986	
Approach Delay, s/veh		20.1			24.0			138.7			67.0	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	94.8	27.1	39.4	14.5	99.0	16.0	50.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	54.0	42.0	36.0	17.0	61.0	10.0	68.0
Max Q Clear Time (g_c+I1), s	12.5	20.0	20.9	32.2	8.8	30.8	12.0	38.4
Green Ext Time (p_c), s	0.1	9.0	0.2	1.1	0.0	14.3	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D

Future Total A.M.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	0	748	963	27
Future Vol, veh/h	2	12	0	748	963	27
Conflicting Peds, #/hr	0	2	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	0	796	1024	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1438	530	-	0	-	0
Stage 1	1040	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	279	711	0	-	-	-
Stage 1	332	-	0	-	-	-
Stage 2	739	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	278	709	-	-	-	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	580	-	-
HCM Lane V/C Ratio	-	0.026	-	-
HCM Control Delay (s)	-	11.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	136	38	74	86	0	0	0	0	4	10	13
Future Vol, veh/h	0	136	38	74	86	0	0	0	0	4	10	13
Conflicting Peds, #/hr	2	0	3	3	0	2	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	172	48	94	109	0	0	0	0	5	13	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	111	0	0	223	0	0	511	498	200	496	522	111
Stage 1	-	-	-	-	-	-	199	199	-	299	299	-
Stage 2	-	-	-	-	-	-	312	299	-	197	223	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1479	-	-	1346	-	-	725	734	987	736	717	1077
Stage 1	-	-	-	-	-	-	928	960	-	815	857	-
Stage 2	-	-	-	-	-	-	802	857	-	931	934	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1476	-	-	1342	-	-	661	675	983	692	660	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	661	675	-	692	660	-
Stage 1	-	-	-	-	-	-	925	957	-	813	791	-
Stage 2	-	-	-	-	-	-	719	791	-	930	931	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.6	0	9.6
HCM LOS			A	A

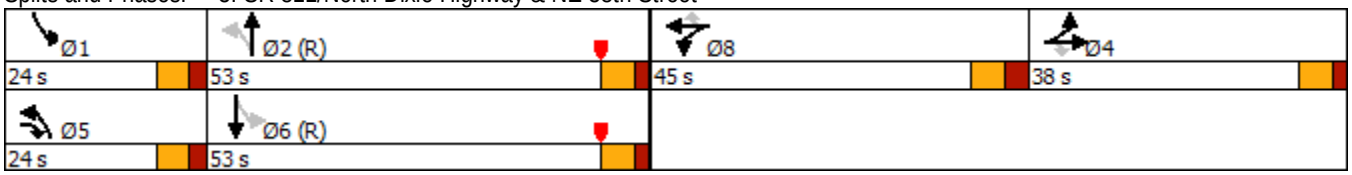
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1476	-	-	1342	-	-	818
HCM Lane V/C Ratio	-	-	-	-	0.07	-	-	0.042
HCM Control Delay (s)	0	0	-	-	7.9	0	-	9.6
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0.2	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	109	25	20	64	72	79	648	293	667
Future Volume (vph)	22	109	25	20	64	72	79	648	293	667
Turn Type	Split	NA	pm+ov	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	5	8	8		5	2	1	6
Permitted Phases			4			8	2		6	
Detector Phase	4	4	5	8	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	31.0	31.0	10.0	33.0	33.0	33.0	10.0	32.0	10.0	32.0
Total Split (s)	38.0	38.0	24.0	45.0	45.0	45.0	24.0	53.0	24.0	53.0
Total Split (%)	23.8%	23.8%	15.0%	28.1%	28.1%	28.1%	15.0%	33.1%	15.0%	33.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead				Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 13 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 811/North Dixie Highway & NE 38th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	109	25	20	64	72	79	648	53	293	667	20
Future Volume (veh/h)	22	109	25	20	64	72	79	648	53	293	667	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	118	27	22	70	78	86	704	58	318	725	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	149	172	120	126	104	539	2047	169	584	2347	71
Arrive On Green	0.08	0.08	0.08	0.07	0.07	0.07	0.04	0.82	0.82	0.11	0.89	0.89
Sat Flow, veh/h	1781	1870	1556	1781	1870	1549	1781	3318	273	1781	3521	107
Grp Volume(v), veh/h	24	118	27	22	70	78	86	377	385	318	366	381
Grp Sat Flow(s),veh/h/ln	1781	1870	1556	1781	1870	1549	1781	1777	1814	1781	1777	1851
Q Serve(g_s), s	2.0	9.9	2.5	1.9	5.8	7.9	2.9	8.5	8.5	10.6	5.1	5.1
Cycle Q Clear(g_c), s	2.0	9.9	2.5	1.9	5.8	7.9	2.9	8.5	8.5	10.6	5.1	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.06
Lane Grp Cap(c), veh/h	142	149	172	120	126	104	539	1096	1119	584	1184	1234
V/C Ratio(X)	0.17	0.79	0.16	0.18	0.56	0.75	0.16	0.34	0.34	0.54	0.31	0.31
Avail Cap(c_a), veh/h	356	374	359	423	444	368	686	1096	1119	642	1184	1234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	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	68.7	72.3	64.5	70.5	72.3	73.3	10.4	6.3	6.3	8.7	3.3	3.3
Incr Delay (d2), s/veh	0.4	6.9	0.3	0.5	2.8	7.7	0.1	0.9	0.8	0.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	8.8	1.8	1.6	5.2	6.1	2.1	5.5	5.6	6.8	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	79.2	64.8	71.0	75.1	80.9	10.4	7.1	7.1	9.0	4.0	4.0
LnGrp LOS	E	E	E	E	E	F	B	A	A	A	A	A
Approach Vol, veh/h		169			170			848			1065	
Approach Delay, s/veh		75.5			77.3			7.4			5.5	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.7	104.7		18.7	10.8	112.7		17.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	18.0	47.0		32.0	18.0	47.0		38.0				
Max Q Clear Time (g_c+I1), s	12.6	10.5		11.9	4.9	7.1		9.9				
Green Ext Time (p_c), s	0.2	5.5		0.6	0.0	5.4		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	19	1	0	0	0	4	0	27	106	6	2
Future Vol, veh/h	0	19	1	0	0	0	4	0	27	106	6	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	1	0	0	0	5	0	31	120	7	2
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.4	6.7	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	13%	0%	93%
Vol Thru, %	0%	95%	5%
Vol Right, %	87%	5%	2%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	31	20	114
LT Vol	4	0	106
Through Vol	0	19	6
RT Vol	27	1	2
Lane Flow Rate	35	23	130
Geometry Grp	1	1	1
Degree of Util (X)	0.035	0.026	0.15
Departure Headway (Hd)	3.573	4.187	4.175
Convergence, Y/N	Yes	Yes	Yes
Cap	997	845	861
Service Time	1.614	2.262	2.19
HCM Lane V/C Ratio	0.035	0.027	0.151
HCM Control Delay	6.7	7.4	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0.5

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	66	0	745	695	0
Future Vol, veh/h	47	66	0	745	695	0
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	73	0	828	772	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1186	386	-	0	-	0
Stage 1	772	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	364	821	0	-	-	0
Stage 1	465	-	0	-	-	0
Stage 2	725	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	364	821	-	-	-	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

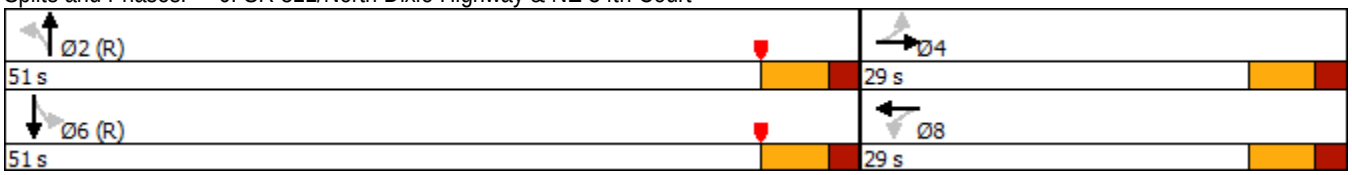
Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	539	-
HCM Lane V/C Ratio	-	0.233	-
HCM Control Delay (s)	-	13.7	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.9	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	22	33	24	18	8	700	44	701
Future Volume (vph)	22	33	24	18	8	700	44	701
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.0	27.0	27.0	27.0	24.0	24.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	29.0	51.0	51.0	51.0	51.0
Total Split (%)	36.3%	36.3%	36.3%	36.3%	63.8%	63.8%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 6: SR 811/North Dixie Highway & NE 34th Court



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	33	19	24	18	25	8	700	38	44	701	12
Future Volume (veh/h)	22	33	19	24	18	25	8	700	38	44	701	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	36	21	26	20	27	9	769	42	48	770	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	81	47	154	59	79	54	2555	138	156	2401	40
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1355	990	577	1343	713	963	10	3327	180	138	3126	52
Grp Volume(v), veh/h	24	0	57	26	0	47	432	0	388	408	0	423
Grp Sat Flow(s),veh/h/ln	1355	0	1567	1343	0	1676	1853	0	1665	1624	0	1693
Q Serve(g_s), s	1.4	0.0	2.8	1.5	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	2.8	4.3	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.57	0.02		0.11	0.12		0.03
Lane Grp Cap(c), veh/h	165	0	129	154	0	138	1469	0	1278	1297	0	1300
V/C Ratio(X)	0.15	0.00	0.44	0.17	0.00	0.34	0.29	0.00	0.30	0.31	0.00	0.33
Avail Cap(c_a), veh/h	444	0	450	430	0	482	1469	0	1278	1297	0	1300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.49	0.00	0.49	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	35.0	37.0	0.0	34.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.8	0.4	0.0	1.1	0.3	0.0	0.3	0.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	2.0	0.9	0.0	1.6	0.2	0.0	0.2	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	36.7	37.4	0.0	35.8	0.3	0.0	0.3	0.6	0.0	0.7
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		81			73			820			831	
Approach Delay, s/veh		36.7			36.3			0.3			0.7	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.4		12.6		67.4		12.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0		5.5		2.0		6.3				
Green Ext Time (p_c), s		6.3		0.2		6.7		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			3.5									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	89	51	0	0	57	0
Future Vol, veh/h	89	51	0	0	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	16979	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	55	0	0	62	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	249	-
Stage 1	-	-	0	-
Stage 2	-	-	249	-
Critical Hdwy	4.12	-	5	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.42	-
Follow-up Hdwy	2.218	-	3	-
Pot Cap-1 Maneuver	-	-	940	0
Stage 1	-	-	-	0
Stage 2	-	-	913	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	940	-
Mov Cap-2 Maneuver	-	-	940	-
Stage 1	-	-	-	-
Stage 2	-	-	913	-

Approach	EB	SB
HCM Control Delay, s		9.1
HCM LOS		A

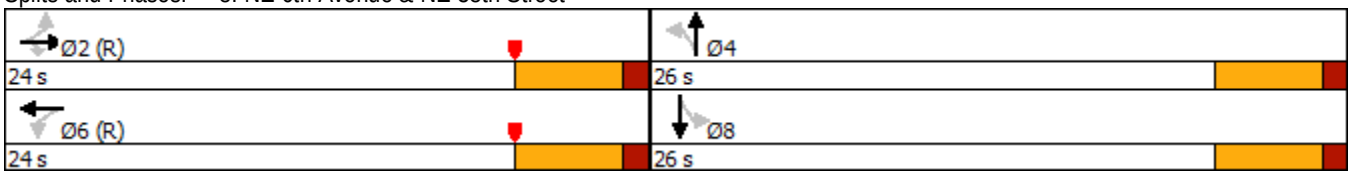
Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	940
HCM Lane V/C Ratio	-	-	0.066
HCM Control Delay (s)	-	-	9.1
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	164	114	15	141	35	275	20	342
Future Volume (vph)	38	164	114	15	141	35	275	20	342
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		8
Permitted Phases	2		2	6		4		8	
Detector Phase	2	2	2	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	26.0	26.0	26.0	26.0
Total Split (%)	48.0%	48.0%	48.0%	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%
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)	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
Total Lost Time (s)		5.0	5.0		5.0		5.0		5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 50
Actuated Cycle Length: 50
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 8: NE 6th Avenue & NE 38th Street



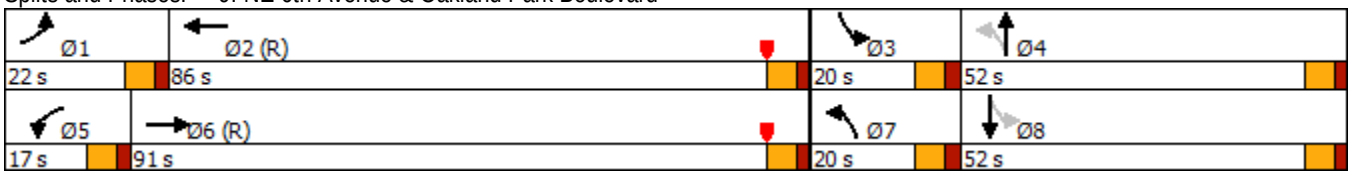
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	164	114	15	141	40	35	275	8	20	342	25
Future Volume (veh/h)	38	164	114	15	141	40	35	275	8	20	342	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	186	130	17	160	45	40	312	9	23	389	28
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	595	602	97	515	136	123	681	19	93	698	49
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	192	1565	1585	52	1356	358	102	1622	44	41	1662	116
Grp Volume(v), veh/h	229	0	130	222	0	0	361	0	0	440	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1585	1766	0	0	1768	0	0	1818	0	0
Q Serve(g_s), s	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	2.8	4.3	0.0	0.0	7.0	0.0	0.0	9.1	0.0	0.0
Prop In Lane	0.19		1.00	0.08		0.20	0.11		0.02	0.05		0.06
Lane Grp Cap(c), veh/h	753	0	602	749	0	0	823	0	0	839	0	0
V/C Ratio(X)	0.30	0.00	0.22	0.30	0.00	0.00	0.44	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	753	0	602	749	0	0	823	0	0	839	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	10.5	11.0	0.0	0.0	10.4	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.8	1.0	0.0	0.0	1.7	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.0	1.7	3.0	0.0	0.0	4.9	0.0	0.0	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	11.3	12.0	0.0	0.0	12.1	0.0	0.0	13.4	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		359			222			361			440	
Approach Delay, s/veh		11.7			12.0			12.1			13.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		26.0		24.0		26.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		19.0		21.0		19.0		21.0				
Max Q Clear Time (g_c+I1), s		6.3		9.0		6.3		11.1				
Green Ext Time (p_c), s		1.4		1.2		1.0		1.4				
Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	81	1593	114	1234	211	145	102	227
Future Volume (vph)	81	1593	114	1234	211	145	102	227
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	22.0	91.0	17.0	86.0	20.0	52.0	20.0	52.0
Total Split (%)	12.2%	50.6%	9.4%	47.8%	11.1%	28.9%	11.1%	28.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 140 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 9: NE 6th Avenue & Oakland Park Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1593	143	114	1234	55	211	145	77	102	227	51
Future Volume (veh/h)	81	1593	143	114	1234	55	211	145	77	102	227	51
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	1713	154	123	1327	59	227	156	83	110	244	55
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	2617	235	109	2762	123	197	225	120	228	265	60
Arrive On Green	0.08	0.73	0.73	0.08	0.73	0.73	0.08	0.20	0.20	0.06	0.18	0.18
Sat Flow, veh/h	1781	4770	428	1781	5012	223	1781	1149	611	1781	1477	333
Grp Volume(v), veh/h	87	1221	646	123	901	485	227	0	239	110	0	299
Grp Sat Flow(s),veh/h/ln	1781	1702	1793	1781	1702	1830	1781	0	1760	1781	0	1810
Q Serve(g_s), s	8.7	33.4	33.6	11.0	19.6	19.6	14.0	0.0	22.7	9.0	0.0	29.2
Cycle Q Clear(g_c), s	8.7	33.4	33.6	11.0	19.6	19.6	14.0	0.0	22.7	9.0	0.0	29.2
Prop In Lane	1.00		0.24	1.00		0.12	1.00		0.35	1.00		0.18
Lane Grp Cap(c), veh/h	104	1868	984	109	1876	1009	197	0	345	228	0	324
V/C Ratio(X)	0.83	0.65	0.66	1.13	0.48	0.48	1.16	0.00	0.69	0.48	0.00	0.92
Avail Cap(c_a), veh/h	158	1868	984	109	1876	1009	197	0	450	258	0	463
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	82.1	15.5	15.5	82.7	13.4	13.4	62.2	0.0	67.3	56.6	0.0	72.7
Incr Delay (d2), s/veh	12.6	1.8	3.4	125.5	0.9	1.6	112.2	0.0	1.6	0.6	0.0	15.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	17.4	18.8	14.2	11.1	12.1	13.9	0.0	15.8	7.5	0.0	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.7	17.3	18.9	208.2	14.3	15.0	174.4	0.0	69.0	57.2	0.0	88.5
LnGrp LOS	F	B	B	F	B	B	F	A	E	E	A	F
Approach Vol, veh/h		1954			1509			466			409	
Approach Delay, s/veh		21.3			30.3			120.3			80.1	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	105.2	17.0	41.3	17.0	104.8	20.0	38.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	80.0	14.0	46.0	11.0	85.0	14.0	46.0
Max Q Clear Time (g_c+I1), s	10.7	21.6	11.0	24.7	13.0	35.6	16.0	31.2
Green Ext Time (p_c), s	0.0	14.2	0.0	0.9	0.0	22.7	0.0	1.0

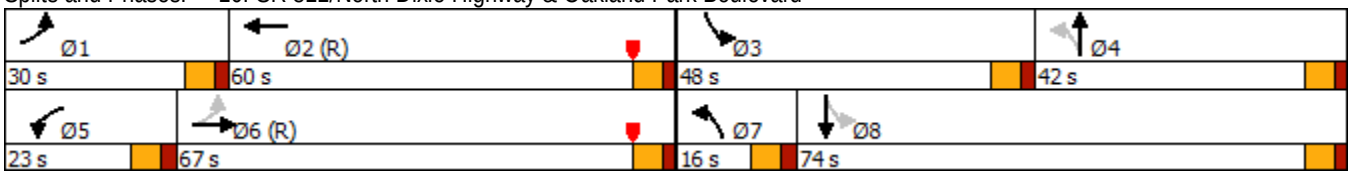
Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

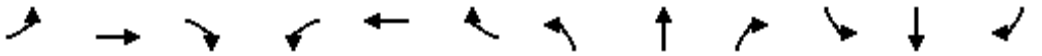
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	230	1325	64	894	212	503	226	590
Future Volume (vph)	230	1325	64	894	212	503	226	590
Turn Type	pm+pt	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6				4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	15.0	35.0	15.0	35.0	10.5	41.0	10.5	41.0
Total Split (s)	30.0	67.0	23.0	60.0	16.0	42.0	48.0	74.0
Total Split (%)	16.7%	37.2%	12.8%	33.3%	8.9%	23.3%	26.7%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 32 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 10: SR 811/North Dixie Highway & Oakland Park Boulevard





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	1325	154	64	894	125	212	503	72	226	590	138
Future Volume (veh/h)	230	1325	154	64	894	125	212	503	72	226	590	138
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	1410	164	68	951	133	226	535	77	240	628	147
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	380	2385	277	84	2173	303	165	581	83	265	713	167
Arrive On Green	0.11	0.68	0.68	0.06	0.64	0.64	0.06	0.19	0.19	0.12	0.25	0.25
Sat Flow, veh/h	1781	4638	539	1781	4529	632	1781	3119	447	1781	2859	668
Grp Volume(v), veh/h	245	1035	539	68	714	370	226	304	308	240	390	385
Grp Sat Flow(s),veh/h/ln	1781	1702	1773	1781	1702	1757	1781	1777	1790	1781	1777	1750
Q Serve(g_s), s	12.6	29.0	29.0	6.8	18.9	19.1	10.0	30.2	30.4	19.2	38.0	38.1
Cycle Q Clear(g_c), s	12.6	29.0	29.0	6.8	18.9	19.1	10.0	30.2	30.4	19.2	38.0	38.1
Prop In Lane	1.00		0.30	1.00		0.36	1.00		0.25	1.00		0.38
Lane Grp Cap(c), veh/h	380	1751	912	84	1633	843	165	331	334	265	443	437
V/C Ratio(X)	0.64	0.59	0.59	0.81	0.44	0.44	1.37	0.92	0.92	0.90	0.88	0.88
Avail Cap(c_a), veh/h	472	1751	912	168	1633	843	165	355	358	470	671	661
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	20.8	18.4	18.4	83.5	20.4	20.4	66.4	71.9	72.0	52.1	64.9	65.0
Incr Delay (d2), s/veh	1.0	1.5	2.8	6.6	0.9	1.7	199.2	26.7	27.6	5.4	7.3	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	16.1	17.1	5.9	11.7	12.3	19.3	22.9	23.3	13.9	25.0	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	19.9	21.2	90.2	21.2	22.0	265.5	98.6	99.6	57.5	72.3	72.6
LnGrp LOS	C	B	C	F	C	C	F	F	F	E	E	E
Approach Vol, veh/h		1819			1152			838			1015	
Approach Delay, s/veh		20.5			25.6			144.0			68.9	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	92.4	27.4	39.5	14.5	98.6	16.0	50.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	54.0	42.0	36.0	17.0	61.0	10.0	68.0
Max Q Clear Time (g_c+I1), s	14.6	21.1	21.2	32.4	8.8	31.0	12.0	40.1
Green Ext Time (p_c), s	0.2	8.9	0.2	1.1	0.0	14.2	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Existing P.M.

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	13	0	1152	1087	78
Future Vol, veh/h	2	13	0	1152	1087	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	14	0	1200	1132	81

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1773	607	-	0	-	0
Stage 1	1173	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	196	658	0	-	-	-
Stage 1	280	-	0	-	-	-
Stage 2	576	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	196	658	-	-	-	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	501	-	-
HCM Lane V/C Ratio	-	0.031	-	-
HCM Control Delay (s)	-	12.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	129	12	9	179	4	6	1	12	1	21	42
Future Vol, veh/h	4	129	12	9	179	4	6	1	12	1	21	42
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	1	1	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	139	13	10	192	4	6	1	13	1	23	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	152	0	0	407	370	147	376	374	199
Stage 1	-	-	-	-	-	-	154	154	-	214	214	-
Stage 2	-	-	-	-	-	-	253	216	-	162	160	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1377	-	-	1429	-	-	804	834	1040	829	831	988
Stage 1	-	-	-	-	-	-	984	1010	-	911	944	-
Stage 2	-	-	-	-	-	-	866	942	-	974	1003	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1377	-	-	1429	-	-	741	825	1039	810	822	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	741	825	-	810	822	-
Stage 1	-	-	-	-	-	-	981	1007	-	908	936	-
Stage 2	-	-	-	-	-	-	796	934	-	957	1000	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	9	9.2
HCM LOS			A	A

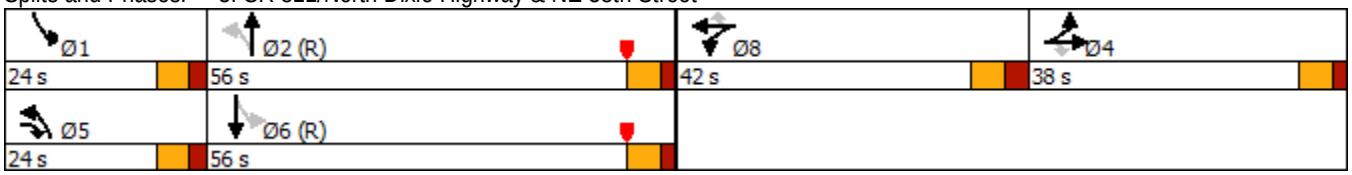
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	911	1377	-	-	1429	-	-	921
HCM Lane V/C Ratio	0.022	0.003	-	-	0.007	-	-	0.075
HCM Control Delay (s)	9	7.6	0	-	7.5	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	35	90	19	42	121	156	40	951	225	849
Future Volume (vph)	35	90	19	42	121	156	40	951	225	849
Turn Type	Split	NA	pm+ov	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	5	8	8		5	2	1	6
Permitted Phases			4			8	2		6	
Detector Phase	4	4	5	8	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	31.0	31.0	10.0	33.0	33.0	33.0	10.0	32.0	10.0	32.0
Total Split (s)	38.0	38.0	24.0	42.0	42.0	42.0	24.0	56.0	24.0	56.0
Total Split (%)	23.8%	23.8%	15.0%	26.3%	26.3%	26.3%	15.0%	35.0%	15.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead				Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 136 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 811/North Dixie Highway & NE 38th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	90	19	42	121	156	40	951	57	225	849	32
Future Volume (veh/h)	35	90	19	42	121	156	40	951	57	225	849	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		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	96	20	45	129	166	43	1012	61	239	903	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	127	141	221	232	193	422	1992	120	414	2200	83
Arrive On Green	0.07	0.07	0.07	0.12	0.12	0.12	0.03	0.78	0.78	0.09	0.84	0.84
Sat Flow, veh/h	1781	1870	1578	1781	1870	1559	1781	3405	205	1781	3489	131
Grp Volume(v), veh/h	37	96	20	45	129	166	43	528	545	239	460	477
Grp Sat Flow(s),veh/h/ln	1781	1870	1578	1781	1870	1559	1781	1777	1833	1781	1777	1843
Q Serve(g_s), s	3.2	8.1	1.9	3.6	10.4	16.7	1.6	17.4	17.4	8.6	10.2	10.2
Cycle Q Clear(g_c), s	3.2	8.1	1.9	3.6	10.4	16.7	1.6	17.4	17.4	8.6	10.2	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.07
Lane Grp Cap(c), veh/h	121	127	141	221	232	193	422	1040	1073	414	1121	1162
V/C Ratio(X)	0.31	0.76	0.14	0.20	0.56	0.86	0.10	0.51	0.51	0.58	0.41	0.41
Avail Cap(c_a), veh/h	356	374	349	390	409	341	584	1040	1073	496	1121	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	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	71.0	73.3	67.2	63.0	66.0	68.7	12.6	9.3	9.3	12.3	5.6	5.6
Incr Delay (d2), s/veh	1.0	6.6	0.3	0.3	1.6	8.1	0.0	1.8	1.7	0.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	7.4	1.4	3.0	8.8	11.5	1.2	9.7	9.9	5.9	6.1	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	79.9	67.6	63.3	67.5	76.8	12.7	11.1	11.0	12.7	6.7	6.7
LnGrp LOS	E	E	E	E	E	E	B	B	B	B	A	A
Approach Vol, veh/h		153			340			1116			1176	
Approach Delay, s/veh		76.4			71.5			11.1			7.9	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	99.6		16.9	9.4	106.9		26.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	18.0	50.0		32.0	18.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	10.6	19.4		10.1	3.6	12.2		18.7				
Green Ext Time (p_c), s	0.1	8.5		0.5	0.0	7.3		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	7	2	0	0	0	5	13	19	18	20	7
Future Vol, veh/h	4	7	2	0	0	0	5	13	19	18	20	7
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	10	3	0	0	0	7	19	28	27	30	10
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.3	7	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	14%	31%	40%
Vol Thru, %	35%	54%	44%
Vol Right, %	51%	15%	16%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	37	13	45
LT Vol	5	4	18
Through Vol	13	7	20
RT Vol	19	2	7
Lane Flow Rate	55	19	67
Geometry Grp	1	1	1
Degree of Util (X)	0.057	0.022	0.075
Departure Headway (Hd)	3.737	4.114	3.995
Convergence, Y/N	Yes	Yes	Yes
Cap	959	866	898
Service Time	1.759	2.158	2.012
HCM Lane V/C Ratio	0.057	0.022	0.075
HCM Control Delay	7	7.3	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2

Intersection						
Int Delay, s/veh	0.2					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	30	0	1042	921	0
Future Vol, veh/h	7	30	0	1042	921	0
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	32	0	1097	969	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1518	485	-	0	-	0
Stage 1	969	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	257	744	0	-	-	0
Stage 1	363	-	0	-	-	0
Stage 2	614	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	257	744	-	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	614	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

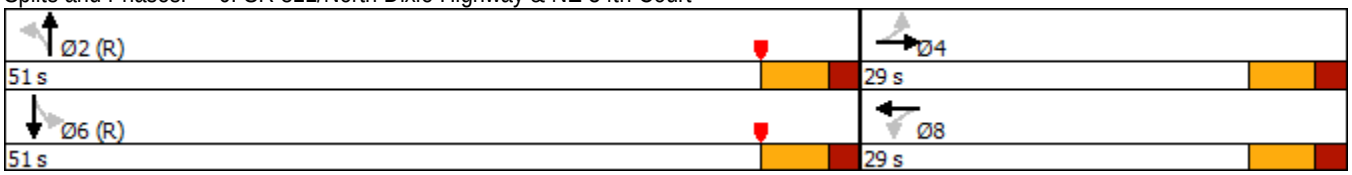
Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	548	-
HCM Lane V/C Ratio	-	0.071	-
HCM Control Delay (s)	-	12.1	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	32	37	54	42	7	904	28	881
Future Volume (vph)	32	37	54	42	7	904	28	881
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.0	27.0	27.0	27.0	24.0	24.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	29.0	51.0	51.0	51.0	51.0
Total Split (%)	36.3%	36.3%	36.3%	36.3%	63.8%	63.8%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 31 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 6: SR 811/North Dixie Highway & NE 34th Court



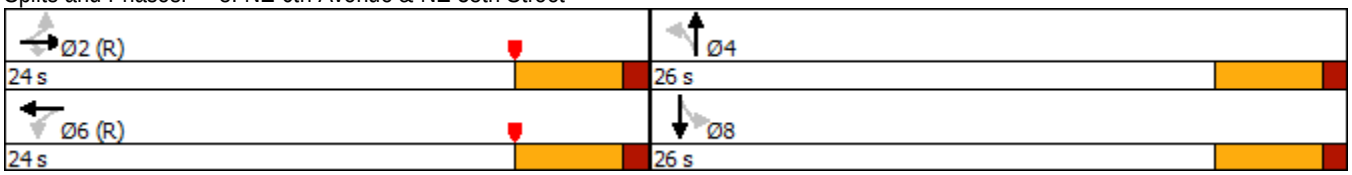
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	37	39	54	42	77	7	904	40	28	881	26
Future Volume (veh/h)	32	37	39	54	42	77	7	904	40	28	881	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	40	42	58	45	83	8	972	43	30	947	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	106	111	211	82	151	51	2388	105	84	2326	68
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.94	0.94	0.94	0.94	0.94	0.94
Sat Flow, veh/h	1254	747	785	1306	578	1067	7	3371	148	51	3284	96
Grp Volume(v), veh/h	34	0	82	58	0	128	538	0	485	513	0	492
Grp Sat Flow(s),veh/h/ln	1254	0	1532	1306	0	1645	1855	0	1671	1749	0	1682
Q Serve(g_s), s	2.1	0.0	3.9	3.4	0.0	5.8	0.0	0.0	2.2	0.0	0.0	2.2
Cycle Q Clear(g_c), s	7.9	0.0	3.9	7.3	0.0	5.8	2.2	0.0	2.2	2.0	0.0	2.2
Prop In Lane	1.00		0.51	1.00		0.65	0.01		0.09	0.06		0.06
Lane Grp Cap(c), veh/h	177	0	217	211	0	233	1360	0	1184	1286	0	1192
V/C Ratio(X)	0.19	0.00	0.38	0.27	0.00	0.55	0.40	0.00	0.41	0.40	0.00	0.41
Avail Cap(c_a), veh/h	360	0	440	402	0	473	1360	0	1184	1286	0	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.49	0.00	0.49	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	31.1	34.4	0.0	32.0	0.7	0.0	0.7	0.7	0.0	0.7
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.5	0.0	1.5	0.4	0.0	0.5	0.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	2.6	1.9	0.0	4.2	1.0	0.0	1.0	1.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	0.0	32.0	35.0	0.0	33.5	1.2	0.0	1.3	1.7	0.0	1.8
LnGrp LOS	D	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		116			186			1023			1005	
Approach Delay, s/veh		33.1			33.9			1.2			1.7	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.7		17.3		62.7		17.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		4.2		9.9		4.2		9.3				
Green Ext Time (p_c), s		8.5		0.3		8.6		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			5.6									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	131	81	18	244	72	355	16	350
Future Volume (vph)	37	131	81	18	244	72	355	16	350
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		8
Permitted Phases	2		2	6		4		8	
Detector Phase	2	2	2	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	26.0	26.0	26.0	26.0
Total Split (%)	48.0%	48.0%	48.0%	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%
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)	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
Total Lost Time (s)		5.0	5.0		5.0		5.0		5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 50
Actuated Cycle Length: 50
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 8: NE 6th Avenue & NE 38th Street



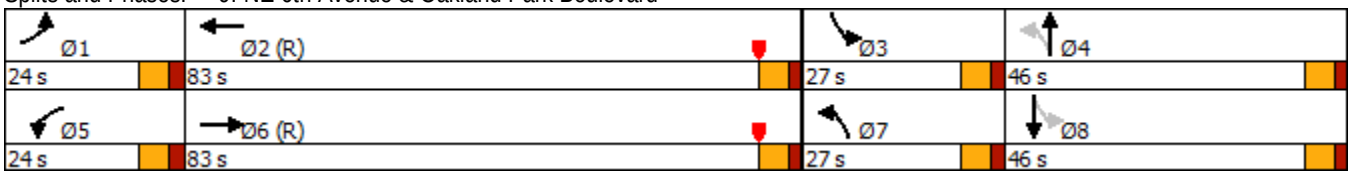
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	131	81	18	244	41	72	355	20	16	350	33
Future Volume (veh/h)	37	131	81	18	244	41	72	355	20	16	350	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	142	88	20	265	45	78	386	22	17	380	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	557	602	94	573	93	161	612	33	86	689	63
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	235	1466	1585	45	1507	245	184	1457	78	27	1640	151
Grp Volume(v), veh/h	182	0	88	330	0	0	486	0	0	433	0	0
Grp Sat Flow(s),veh/h/ln	1701	0	1585	1798	0	0	1718	0	0	1818	0	0
Q Serve(g_s), s	0.0	0.0	1.8	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	1.8	6.8	0.0	0.0	10.6	0.0	0.0	8.9	0.0	0.0
Prop In Lane	0.22		1.00	0.06		0.14	0.16		0.05	0.04		0.08
Lane Grp Cap(c), veh/h	734	0	602	760	0	0	805	0	0	839	0	0
V/C Ratio(X)	0.25	0.00	0.15	0.43	0.00	0.00	0.60	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	734	0	602	760	0	0	805	0	0	839	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.6	0.0	10.2	11.7	0.0	0.0	11.4	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.5	1.8	0.0	0.0	3.3	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.0	1.1	4.8	0.0	0.0	7.5	0.0	0.0	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	10.7	13.5	0.0	0.0	14.7	0.0	0.0	13.3	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		270			330			486			433	
Approach Delay, s/veh		11.2			13.5			14.7			13.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		26.0		24.0		26.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		19.0		21.0		19.0		21.0				
Max Q Clear Time (g_c+I1), s		5.3		12.6		8.8		10.9				
Green Ext Time (p_c), s		1.1		1.5		1.4		1.3				
Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	106	1246	106	1644	147	276	130	270
Future Volume (vph)	106	1246	106	1644	147	276	130	270
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	24.0	83.0	24.0	83.0	27.0	46.0	27.0	46.0
Total Split (%)	13.3%	46.1%	13.3%	46.1%	15.0%	25.6%	15.0%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 136 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 9: NE 6th Avenue & Oakland Park Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	1246	170	106	1644	81	147	276	65	130	270	59
Future Volume (veh/h)	106	1246	170	106	1644	81	147	276	65	130	270	59
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	1312	179	112	1731	85	155	291	68	137	284	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	2323	317	130	2550	125	197	308	72	183	301	66
Arrive On Green	0.10	0.68	0.68	0.10	0.68	0.68	0.08	0.21	0.21	0.07	0.20	0.20
Sat Flow, veh/h	1781	4543	620	1781	4986	245	1781	1466	343	1781	1487	325
Grp Volume(v), veh/h	112	983	508	112	1181	635	155	0	359	137	0	346
Grp Sat Flow(s),veh/h/ln	1781	1702	1759	1781	1702	1826	1781	0	1809	1781	0	1812
Q Serve(g_s), s	11.2	27.0	27.0	11.2	37.1	37.2	12.3	0.0	35.2	10.9	0.0	33.9
Cycle Q Clear(g_c), s	11.2	27.0	27.0	11.2	37.1	37.2	12.3	0.0	35.2	10.9	0.0	33.9
Prop In Lane	1.00		0.35	1.00		0.13	1.00		0.19	1.00		0.18
Lane Grp Cap(c), veh/h	130	1741	899	130	1741	934	197	0	381	183	0	367
V/C Ratio(X)	0.86	0.56	0.56	0.86	0.68	0.68	0.79	0.00	0.94	0.75	0.00	0.94
Avail Cap(c_a), veh/h	178	1741	899	178	1741	934	262	0	402	263	0	403
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.4	18.4	18.4	80.4	20.0	20.0	54.3	0.0	70.0	54.9	0.0	70.8
Incr Delay (d2), s/veh	20.5	1.3	2.6	20.5	2.2	4.0	7.7	0.0	29.4	3.4	0.0	28.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.7	15.2	16.0	9.7	20.0	21.8	10.0	0.0	26.7	8.8	0.0	25.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.9	19.7	20.9	100.9	22.1	24.0	62.1	0.0	99.4	58.2	0.0	99.4
LnGrp LOS	F	B	C	F	C	C	E	A	F	E	A	F
Approach Vol, veh/h		1603			1928			514			483	
Approach Delay, s/veh		25.8			27.3			88.1			87.7	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	98.1	18.9	43.9	19.1	98.1	20.4	42.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	77.0	21.0	40.0	18.0	77.0	21.0	40.0
Max Q Clear Time (g_c+I1), s	13.2	39.2	12.9	37.2	13.2	29.0	14.3	35.9
Green Ext Time (p_c), s	0.0	19.2	0.1	0.4	0.0	15.6	0.1	0.5

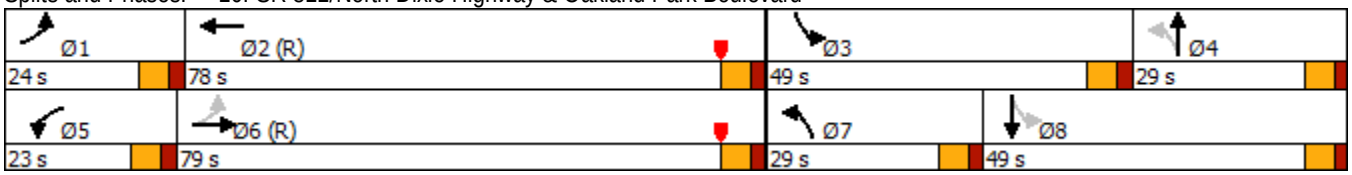
Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	132	1030	95	1389	238	598	188	616
Future Volume (vph)	132	1030	95	1389	238	598	188	616
Turn Type	pm+pt	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6				4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	35.0	11.0	35.0	10.0	29.0	10.0	41.0
Total Split (s)	24.0	79.0	23.0	78.0	29.0	29.0	49.0	49.0
Total Split (%)	13.3%	43.9%	12.8%	43.3%	16.1%	16.1%	27.2%	27.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 40 (22%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 10: SR 811/North Dixie Highway & Oakland Park Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1030	187	95	1389	222	238	598	106	188	616	117
Future Volume (veh/h)	132	1030	187	95	1389	222	238	598	106	188	616	117
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	1084	197	100	1462	234	251	629	112	198	648	123
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1946	353	118	2042	326	268	773	137	254	688	130
Arrive On Green	0.07	0.60	0.60	0.09	0.61	0.61	0.12	0.26	0.26	0.10	0.23	0.23
Sat Flow, veh/h	1781	4344	789	1781	4437	709	1781	3015	536	1781	2981	565
Grp Volume(v), veh/h	139	849	432	100	1121	575	251	370	371	198	386	385
Grp Sat Flow(s),veh/h/ln	1781	1702	1728	1781	1702	1743	1781	1777	1774	1781	1777	1769
Q Serve(g_s), s	7.7	27.2	27.2	10.0	40.9	41.0	19.8	35.2	35.4	15.1	38.4	38.5
Cycle Q Clear(g_c), s	7.7	27.2	27.2	10.0	40.9	41.0	19.8	35.2	35.4	15.1	38.4	38.5
Prop In Lane	1.00		0.46	1.00		0.41	1.00		0.30	1.00		0.32
Lane Grp Cap(c), veh/h	203	1525	774	118	1567	802	268	455	455	254	410	408
V/C Ratio(X)	0.68	0.56	0.56	0.85	0.72	0.72	0.94	0.81	0.82	0.78	0.94	0.94
Avail Cap(c_a), veh/h	285	1525	774	168	1567	802	279	455	455	509	424	423
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	31.5	25.6	25.6	81.2	26.8	26.8	52.1	62.9	62.9	49.5	68.0	68.0
Incr Delay (d2), s/veh	1.5	1.5	2.9	17.3	2.8	5.4	35.6	10.5	10.7	1.8	26.9	27.5
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	6.0	16.1	16.7	8.8	22.7	23.9	17.2	24.2	24.3	11.1	27.8	27.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	27.0	28.5	98.5	29.6	32.3	87.7	73.4	73.6	51.3	94.9	95.5
LnGrp LOS	C	C	C	F	C	C	F	E	E	D	F	F
Approach Vol, veh/h		1420			1796			992			969	
Approach Delay, s/veh		28.1			34.3			77.1			86.3	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	88.8	23.3	52.1	17.9	86.6	27.9	47.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	72.0	43.0	23.0	17.0	73.0	23.0	43.0
Max Q Clear Time (g_c+I1), s	9.7	43.0	17.1	37.4	12.0	29.2	21.8	40.5
Green Ext Time (p_c), s	0.1	15.4	0.2	0.0	0.0	12.1	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Future Background P.M.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	13	0	1194	1131	80
Future Vol, veh/h	2	13	0	1194	1131	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	14	0	1244	1178	83

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1842	631	-	0	-	0
Stage 1	1220	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	182	642	0	-	-	-
Stage 1	264	-	0	-	-	-
Stage 2	561	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	642	-	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	561	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	480	-	-
HCM Lane V/C Ratio	-	0.033	-	-
HCM Control Delay (s)	-	12.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	133	12	9	184	4	6	1	12	1	22	43
Future Vol, veh/h	4	133	12	9	184	4	6	1	12	1	22	43
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	1	1	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	143	13	10	198	4	6	1	13	1	24	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	202	0	0	156	0	0	418	380	151	386	384	205
Stage 1	-	-	-	-	-	-	158	158	-	220	220	-
Stage 2	-	-	-	-	-	-	260	222	-	166	164	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1370	-	-	1424	-	-	795	826	1035	821	823	982
Stage 1	-	-	-	-	-	-	979	1005	-	904	937	-
Stage 2	-	-	-	-	-	-	858	935	-	969	998	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1424	-	-	731	817	1034	802	814	977
Mov Cap-2 Maneuver	-	-	-	-	-	-	731	817	-	802	814	-
Stage 1	-	-	-	-	-	-	976	1002	-	901	930	-
Stage 2	-	-	-	-	-	-	786	928	-	952	995	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	9.1	9.3
HCM LOS			A	A

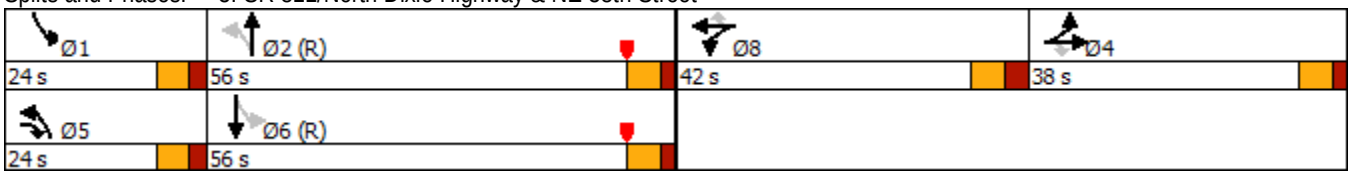
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	903	1370	-	-	1424	-	-	913
HCM Lane V/C Ratio	0.023	0.003	-	-	0.007	-	-	0.078
HCM Control Delay (s)	9.1	7.6	0	-	7.5	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	36	93	19	43	125	160	41	988	231	887
Future Volume (vph)	36	93	19	43	125	160	41	988	231	887
Turn Type	Split	NA	pm+ov	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	5	8	8		5	2	1	6
Permitted Phases			4			8	2		6	
Detector Phase	4	4	5	8	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	31.0	31.0	10.0	33.0	33.0	33.0	10.0	32.0	10.0	32.0
Total Split (s)	38.0	38.0	24.0	42.0	42.0	42.0	24.0	56.0	24.0	56.0
Total Split (%)	23.8%	23.8%	15.0%	26.3%	26.3%	26.3%	15.0%	35.0%	15.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead				Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 136 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 811/North Dixie Highway & NE 38th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	93	19	43	125	160	41	988	58	231	887	33
Future Volume (veh/h)	36	93	19	43	125	160	41	988	58	231	887	33
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		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	99	20	46	133	170	44	1051	62	246	944	35
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	130	144	225	237	197	402	1972	116	400	2186	81
Arrive On Green	0.07	0.07	0.07	0.13	0.13	0.13	0.03	0.77	0.77	0.09	0.83	0.83
Sat Flow, veh/h	1781	1870	1578	1781	1870	1560	1781	3410	201	1781	3491	129
Grp Volume(v), veh/h	38	99	20	46	133	170	44	548	565	246	480	499
Grp Sat Flow(s),veh/h/ln	1781	1870	1578	1781	1870	1560	1781	1777	1834	1781	1777	1844
Q Serve(g_s), s	3.2	8.3	1.9	3.7	10.7	17.1	1.6	19.3	19.3	9.0	11.3	11.3
Cycle Q Clear(g_c), s	3.2	8.3	1.9	3.7	10.7	17.1	1.6	19.3	19.3	9.0	11.3	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.07
Lane Grp Cap(c), veh/h	124	130	144	225	237	197	402	1028	1061	400	1113	1155
V/C Ratio(X)	0.31	0.76	0.14	0.20	0.56	0.86	0.11	0.53	0.53	0.61	0.43	0.43
Avail Cap(c_a), veh/h	356	374	350	390	409	341	565	1028	1061	477	1113	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	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	70.8	73.1	67.0	62.7	65.7	68.5	13.1	10.0	10.0	13.1	5.9	5.9
Incr Delay (d2), s/veh	1.0	6.7	0.3	0.3	1.6	8.1	0.0	2.0	1.9	0.8	1.2	1.2
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	2.8	7.6	1.4	3.1	9.0	11.7	1.2	10.7	10.9	6.2	6.7	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	79.8	67.3	63.0	67.3	76.6	13.1	12.0	11.9	13.9	7.2	7.1
LnGrp LOS	E	E	E	E	E	E	B	B	B	B	A	A
Approach Vol, veh/h		157			349			1157			1225	
Approach Delay, s/veh		76.3			71.3			12.0			8.5	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	98.5		17.1	9.4	106.2		27.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	18.0	50.0		32.0	18.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	11.0	21.3		10.3	3.6	13.3		19.1				
Green Ext Time (p_c), s	0.1	8.8		0.5	0.0	7.7		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	7	2	0	0	0	5	13	19	18	20	7
Future Vol, veh/h	4	7	2	0	0	0	5	13	19	18	20	7
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	10	3	0	0	0	7	19	28	27	30	10
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.3	7	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	14%	31%	40%
Vol Thru, %	35%	54%	44%
Vol Right, %	51%	15%	16%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	37	13	45
LT Vol	5	4	18
Through Vol	13	7	20
RT Vol	19	2	7
Lane Flow Rate	55	19	67
Geometry Grp	1	1	1
Degree of Util (X)	0.057	0.022	0.075
Departure Headway (Hd)	3.737	4.114	3.995
Convergence, Y/N	Yes	Yes	Yes
Cap	959	866	898
Service Time	1.759	2.158	2.012
HCM Lane V/C Ratio	0.057	0.022	0.075
HCM Control Delay	7	7.3	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	31	0	1081	961	0
Future Vol, veh/h	7	31	0	1081	961	0
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	33	0	1138	1012	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1581	506	-	0	-	0
Stage 1	1012	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	240	728	0	-	-	0
Stage 1	344	-	0	-	-	0
Stage 2	599	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	240	728	-	-	-	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	344	-	-	-	-	-
Stage 2	599	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

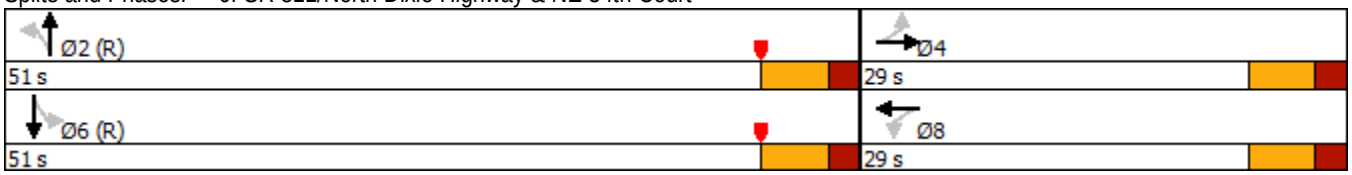
Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	530	-
HCM Lane V/C Ratio	-	0.075	-
HCM Control Delay (s)	-	12.3	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	38	55	43	7	939	29	920
Future Volume (vph)	33	38	55	43	7	939	29	920
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.0	27.0	27.0	27.0	24.0	24.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	29.0	51.0	51.0	51.0	51.0
Total Split (%)	36.3%	36.3%	36.3%	36.3%	63.8%	63.8%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 31 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 6: SR 811/North Dixie Highway & NE 34th Court



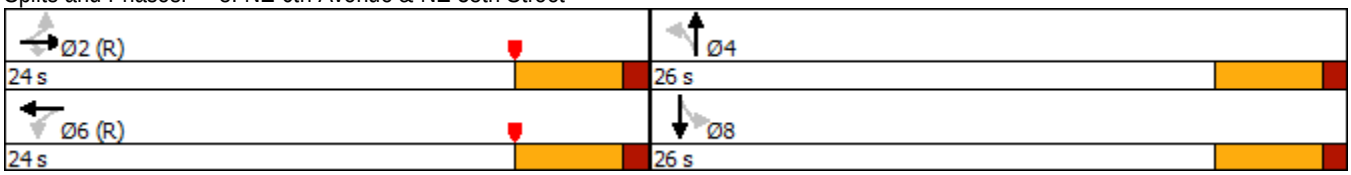
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	38	40	55	43	79	7	939	41	29	920	27
Future Volume (veh/h)	33	38	40	55	43	79	7	939	41	29	920	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	41	43	59	46	85	8	1010	44	31	989	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	108	113	213	83	154	50	2382	103	83	2318	67
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.94	0.94	0.94	0.94	0.94	0.94
Sat Flow, veh/h	1251	748	784	1304	578	1068	7	3373	146	50	3282	95
Grp Volume(v), veh/h	35	0	84	59	0	131	559	0	503	535	0	514
Grp Sat Flow(s),veh/h/ln	1251	0	1532	1304	0	1646	1854	0	1672	1745	0	1682
Q Serve(g_s), s	2.1	0.0	4.0	3.4	0.0	5.9	0.0	0.0	2.4	0.0	0.0	2.5
Cycle Q Clear(g_c), s	8.1	0.0	4.0	7.4	0.0	5.9	2.4	0.0	2.4	2.2	0.0	2.5
Prop In Lane	1.00		0.51	1.00		0.65	0.01		0.09	0.06		0.06
Lane Grp Cap(c), veh/h	177	0	220	213	0	237	1355	0	1181	1280	0	1188
V/C Ratio(X)	0.20	0.00	0.38	0.28	0.00	0.55	0.41	0.00	0.43	0.42	0.00	0.43
Avail Cap(c_a), veh/h	357	0	441	400	0	473	1355	0	1181	1280	0	1188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.40	0.00	0.40	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	31.0	34.4	0.0	31.9	0.8	0.0	0.8	0.8	0.0	0.8
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.5	0.0	1.5	0.4	0.0	0.5	1.0	0.0	1.2
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	1.2	0.0	2.7	2.0	0.0	4.3	1.1	0.0	1.0	1.4	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	0.0	31.8	34.9	0.0	33.4	1.2	0.0	1.2	1.8	0.0	1.9
LnGrp LOS	D	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		119			190			1062			1049	
Approach Delay, s/veh		33.1			33.8			1.2			1.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.5		17.5		62.5		17.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		4.4		10.1		4.5		9.4				
Green Ext Time (p_c), s		9.0		0.3		9.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			5.6									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	39	138	88	20	256	78	377	17	373
Future Volume (vph)	39	138	88	20	256	78	377	17	373
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		8
Permitted Phases	2		2	6		4		8	
Detector Phase	2	2	2	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	26.0	26.0	26.0	26.0
Total Split (%)	48.0%	48.0%	48.0%	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%
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)	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
Total Lost Time (s)		5.0	5.0		5.0		5.0		5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 50
Actuated Cycle Length: 50
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 8: NE 6th Avenue & NE 38th Street



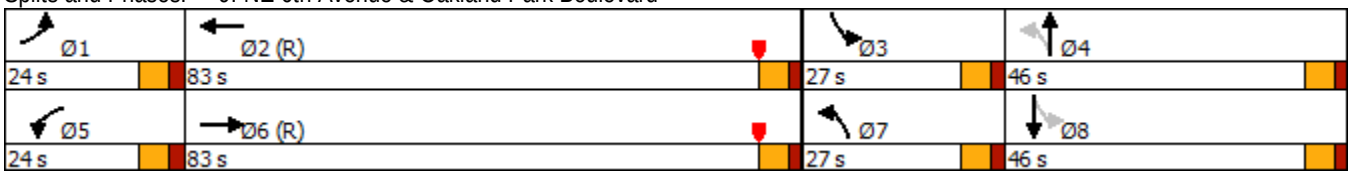
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	138	88	20	256	43	78	377	22	17	373	35
Future Volume (veh/h)	39	138	88	20	256	43	78	377	22	17	373	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	150	96	22	278	47	85	410	24	18	405	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	558	602	95	571	92	165	607	33	86	689	63
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	233	1469	1585	49	1503	243	193	1445	79	28	1640	150
Grp Volume(v), veh/h	192	0	96	347	0	0	519	0	0	461	0	0
Grp Sat Flow(s),veh/h/ln	1703	0	1585	1795	0	0	1718	0	0	1817	0	0
Q Serve(g_s), s	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	2.0	7.3	0.0	0.0	11.6	0.0	0.0	9.7	0.0	0.0
Prop In Lane	0.22		1.00	0.06		0.14	0.16		0.05	0.04		0.08
Lane Grp Cap(c), veh/h	735	0	602	759	0	0	805	0	0	838	0	0
V/C Ratio(X)	0.26	0.00	0.16	0.46	0.00	0.00	0.64	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	735	0	602	759	0	0	805	0	0	838	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.7	0.0	10.2	11.9	0.0	0.0	11.7	0.0	0.0	11.2	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.6	2.0	0.0	0.0	4.0	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.0	1.2	5.2	0.0	0.0	8.1	0.0	0.0	6.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	0.0	10.8	13.8	0.0	0.0	15.6	0.0	0.0	13.8	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		288			347			519			461	
Approach Delay, s/veh		11.3			13.8			15.6			13.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		26.0		24.0		26.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		19.0		21.0		19.0		21.0				
Max Q Clear Time (g_c+I1), s		5.5		13.6		9.3		11.7				
Green Ext Time (p_c), s		1.2		1.5		1.5		1.4				
Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	111	1352	175	1726	210	302	142	293
Future Volume (vph)	111	1352	175	1726	210	302	142	293
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	24.0	83.0	24.0	83.0	27.0	46.0	27.0	46.0
Total Split (%)	13.3%	46.1%	13.3%	46.1%	15.0%	25.6%	15.0%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 136 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 9: NE 6th Avenue & Oakland Park Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1352	207	175	1726	85	210	302	73	142	293	62
Future Volume (veh/h)	111	1352	207	175	1726	85	210	302	73	142	293	62
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	1423	218	184	1817	89	221	318	77	149	308	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	1987	304	178	2339	114	242	358	87	210	323	68
Arrive On Green	0.10	0.59	0.59	0.13	0.62	0.62	0.11	0.25	0.25	0.08	0.22	0.22
Sat Flow, veh/h	1781	4467	684	1781	4987	244	1781	1455	352	1781	1497	316
Grp Volume(v), veh/h	117	1084	557	184	1239	667	221	0	395	149	0	373
Grp Sat Flow(s),veh/h/ln	1781	1702	1747	1781	1702	1826	1781	0	1807	1781	0	1813
Q Serve(g_s), s	11.6	40.6	40.7	18.0	47.8	48.0	17.1	0.0	38.0	11.6	0.0	36.6
Cycle Q Clear(g_c), s	11.6	40.6	40.7	18.0	47.8	48.0	17.1	0.0	38.0	11.6	0.0	36.6
Prop In Lane	1.00		0.39	1.00		0.13	1.00		0.19	1.00		0.17
Lane Grp Cap(c), veh/h	135	1514	777	178	1597	857	242	0	444	210	0	391
V/C Ratio(X)	0.87	0.72	0.72	1.03	0.78	0.78	0.91	0.00	0.89	0.71	0.00	0.95
Avail Cap(c_a), veh/h	178	1514	777	178	1597	857	260	0	444	282	0	403
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.0	28.7	28.7	78.0	27.0	27.0	50.6	0.0	65.5	52.7	0.0	69.7
Incr Delay (d2), s/veh	23.1	2.9	5.6	76.4	3.8	6.9	31.4	0.0	18.9	2.7	0.0	32.2
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	10.2	22.8	24.1	17.8	25.9	28.5	15.0	0.0	27.2	9.3	0.0	28.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.1	31.6	34.3	154.4	30.7	33.9	82.0	0.0	84.4	55.4	0.0	102.0
LnGrp LOS	F	C	C	F	C	C	F	A	F	E	A	F
Approach Vol, veh/h		1758			2090			616			522	
Approach Delay, s/veh		37.2			42.6			83.5			88.7	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	90.4	19.7	50.2	24.0	86.1	25.1	44.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	77.0	21.0	40.0	18.0	77.0	21.0	40.0
Max Q Clear Time (g_c+I1), s	13.6	50.0	13.6	40.0	20.0	42.7	19.1	38.6
Green Ext Time (p_c), s	0.0	16.9	0.1	0.0	0.0	16.1	0.0	0.2

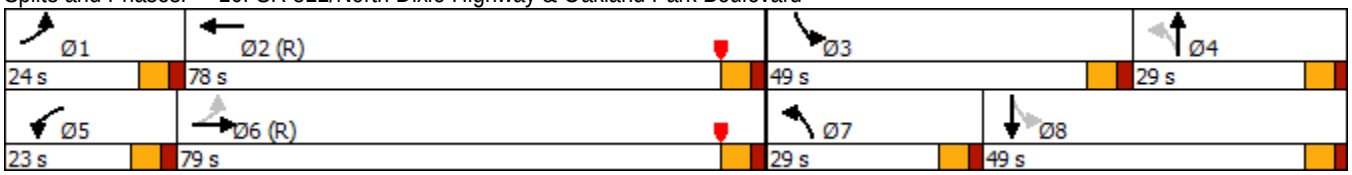
Intersection Summary	
HCM 6th Ctrl Delay	50.6
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	152	1108	100	1492	264	628	197	647
Future Volume (vph)	152	1108	100	1492	264	628	197	647
Turn Type	pm+pt	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6				4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	35.0	11.0	35.0	10.0	29.0	10.0	41.0
Total Split (s)	24.0	79.0	23.0	78.0	29.0	29.0	49.0	49.0
Total Split (%)	13.3%	43.9%	12.8%	43.3%	16.1%	16.1%	27.2%	27.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 40 (22%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 10: SR 811/North Dixie Highway & Oakland Park Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	1108	208	100	1492	233	264	628	111	197	647	140
Future Volume (veh/h)	152	1108	208	100	1492	233	264	628	111	197	647	140
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	1166	219	105	1571	245	278	661	117	207	681	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	1861	349	123	1952	303	271	807	143	259	695	150
Arrive On Green	0.08	0.57	0.57	0.09	0.58	0.58	0.13	0.27	0.27	0.10	0.24	0.24
Sat Flow, veh/h	1781	4318	811	1781	4457	693	1781	3018	533	1781	2907	627
Grp Volume(v), veh/h	160	919	466	105	1199	617	278	389	389	207	416	412
Grp Sat Flow(s),veh/h/ln	1781	1702	1724	1781	1702	1746	1781	1777	1774	1781	1777	1757
Q Serve(g_s), s	9.1	32.4	32.4	10.5	49.8	50.2	23.0	36.9	37.0	15.7	41.9	42.0
Cycle Q Clear(g_c), s	9.1	32.4	32.4	10.5	49.8	50.2	23.0	36.9	37.0	15.7	41.9	42.0
Prop In Lane	1.00		0.47	1.00		0.40	1.00		0.30	1.00		0.36
Lane Grp Cap(c), veh/h	192	1467	743	123	1491	764	271	475	475	259	424	420
V/C Ratio(X)	0.84	0.63	0.63	0.85	0.80	0.81	1.02	0.82	0.82	0.80	0.98	0.98
Avail Cap(c_a), veh/h	259	1467	743	168	1491	764	271	475	475	508	424	420
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	37.6	28.8	28.8	80.8	31.5	31.6	58.4	61.8	61.8	48.6	68.1	68.1
Incr Delay (d2), s/veh	12.1	2.0	4.0	20.2	4.7	8.9	61.0	10.5	10.6	1.9	35.9	36.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	18.9	19.6	9.3	27.5	29.4	24.3	25.2	25.2	11.3	30.8	30.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	30.8	32.7	101.1	36.2	40.5	119.4	72.3	72.5	50.5	103.9	104.5
LnGrp LOS	D	C	C	F	D	D	F	E	E	D	F	F
Approach Vol, veh/h		1545			1921			1056			1035	
Approach Delay, s/veh		33.3			41.2			84.7			93.5	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	84.8	23.8	54.2	18.4	83.6	29.0	49.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	72.0	43.0	23.0	17.0	73.0	23.0	43.0
Max Q Clear Time (g_c+I1), s	11.1	52.2	17.7	39.0	12.5	34.4	25.0	44.0
Green Ext Time (p_c), s	0.1	13.1	0.2	0.0	0.0	13.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.0
HCM 6th LOS	E

Future Total P.M.

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	13	0	1203	1138	80
Future Vol, veh/h	2	13	0	1203	1138	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	14	0	1253	1185	83

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1854	634	-	0	-	0
Stage 1	1227	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	179	640	0	-	-	-
Stage 1	262	-	0	-	-	-
Stage 2	557	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	640	-	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	262	-	-	-	-	-
Stage 2	557	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	476	-	-
HCM Lane V/C Ratio	-	0.033	-	-
HCM Control Delay (s)	-	12.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	137	24	70	209	0	0	0	0	1	22	43
Future Vol, veh/h	0	137	24	70	209	0	0	0	0	1	22	43
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	1	1	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	147	26	75	225	0	0	0	0	1	24	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	225	0	0	173	0	0	575	535	161	536	548	230
Stage 1	-	-	-	-	-	-	160	160	-	375	375	-
Stage 2	-	-	-	-	-	-	415	375	-	161	173	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	5	5	5	5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1344	-	-	1404	-	-	680	707	1025	707	698	958
Stage 1	-	-	-	-	-	-	977	1003	-	739	786	-
Stage 2	-	-	-	-	-	-	701	786	-	975	988	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1344	-	-	1404	-	-	597	664	1024	673	655	953
Mov Cap-2 Maneuver	-	-	-	-	-	-	597	664	-	673	655	-
Stage 1	-	-	-	-	-	-	977	1003	-	739	738	-
Stage 2	-	-	-	-	-	-	603	738	-	974	988	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.9	0	9.8
HCM LOS			A	A

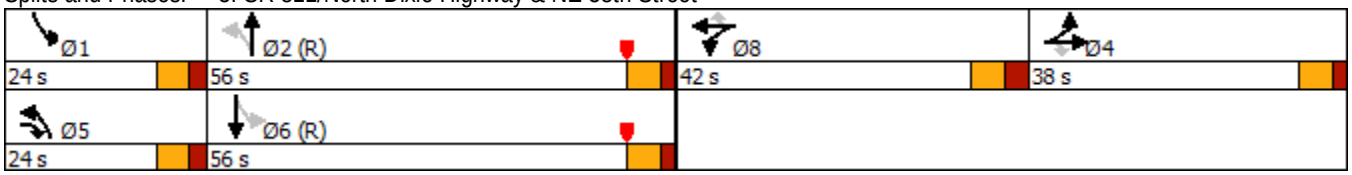
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1344	-	-	1404	-	-	823
HCM Lane V/C Ratio	-	-	-	-	0.054	-	-	0.086
HCM Control Delay (s)	0	0	-	-	7.7	0	-	9.8
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0.2	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	38	93	21	43	133	160	99	997	231	878
Future Volume (vph)	38	93	21	43	133	160	99	997	231	878
Turn Type	Split	NA	pm+ov	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	5	8	8		5	2	1	6
Permitted Phases			4			8	2		6	
Detector Phase	4	4	5	8	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	6.0	4.0	12.0	4.0	12.0
Minimum Split (s)	31.0	31.0	10.0	33.0	33.0	33.0	10.0	32.0	10.0	32.0
Total Split (s)	38.0	38.0	24.0	42.0	42.0	42.0	24.0	56.0	24.0	56.0
Total Split (%)	23.8%	23.8%	15.0%	26.3%	26.3%	26.3%	15.0%	35.0%	15.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead				Lead	Lag	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 136 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 811/North Dixie Highway & NE 38th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	93	21	43	133	160	99	997	68	231	878	49
Future Volume (veh/h)	38	93	21	43	133	160	99	997	68	231	878	49
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		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	99	22	46	141	170	105	1061	72	246	934	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	130	168	226	237	198	413	1950	132	394	2087	116
Arrive On Green	0.07	0.07	0.07	0.13	0.13	0.13	0.05	0.77	0.77	0.09	0.81	0.81
Sat Flow, veh/h	1781	1870	1578	1781	1870	1560	1781	3376	229	1781	3417	190
Grp Volume(v), veh/h	40	99	22	46	141	170	105	558	575	246	486	500
Grp Sat Flow(s),veh/h/ln	1781	1870	1578	1781	1870	1560	1781	1777	1829	1781	1777	1831
Q Serve(g_s), s	3.4	8.3	2.0	3.7	11.4	17.1	3.9	20.0	20.1	9.1	12.9	12.9
Cycle Q Clear(g_c), s	3.4	8.3	2.0	3.7	11.4	17.1	3.9	20.0	20.1	9.1	12.9	12.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.10
Lane Grp Cap(c), veh/h	124	130	168	226	237	198	413	1026	1056	394	1085	1118
V/C Ratio(X)	0.32	0.76	0.13	0.20	0.60	0.86	0.25	0.54	0.54	0.62	0.45	0.45
Avail Cap(c_a), veh/h	356	374	374	390	409	341	548	1026	1056	470	1085	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	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	70.8	73.1	64.8	62.6	66.0	68.5	12.7	10.2	10.2	13.5	7.1	7.1
Incr Delay (d2), s/veh	1.1	6.6	0.3	0.3	1.8	8.0	0.1	2.1	2.0	0.9	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	7.6	1.5	3.1	9.5	11.7	2.8	11.1	11.3	6.3	7.7	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.9	79.8	65.0	63.0	67.8	76.5	12.8	12.2	12.2	14.4	8.4	8.4
LnGrp LOS	E	E	E	E	E	E	B	B	B	B	A	A
Approach Vol, veh/h		161			357			1238			1232	
Approach Delay, s/veh		75.8			71.3			12.3			9.6	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.2	98.4		17.1	11.9	103.7		27.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	18.0	50.0		32.0	18.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	11.1	22.1		10.3	5.9	14.9		19.1				
Green Ext Time (p_c), s	0.1	8.9		0.5	0.1	7.8		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	2	0	0	0	12	0	31	91	20	7
Future Vol, veh/h	0	15	2	0	0	0	12	0	31	91	20	7
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	3	0	0	0	18	0	46	136	30	10
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	7.1	8.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	28%	0%	77%
Vol Thru, %	0%	88%	17%
Vol Right, %	72%	12%	6%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	43	17	118
LT Vol	12	0	91
Through Vol	0	15	20
RT Vol	31	2	7
Lane Flow Rate	64	25	176
Geometry Grp	1	1	1
Degree of Util (X)	0.067	0.031	0.203
Departure Headway (Hd)	3.734	4.381	4.146
Convergence, Y/N	Yes	Yes	Yes
Cap	951	822	867
Service Time	1.789	2.381	2.171
HCM Lane V/C Ratio	0.067	0.03	0.203
HCM Control Delay	7.1	7.5	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.8

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	59	85	0	1110	952	0
Future Vol, veh/h	59	85	0	1110	952	0
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	89	0	1168	1002	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1586	501	-	0	-	0
Stage 1	1002	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	239	732	0	-	-	0
Stage 1	348	-	0	-	-	0
Stage 2	588	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	239	732	-	-	-	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.6	0	0
HCM LOS	C		

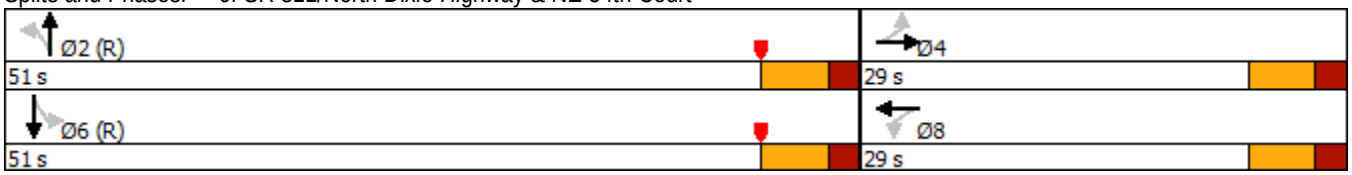
Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	397	-
HCM Lane V/C Ratio	-	0.382	-
HCM Control Delay (s)	-	19.6	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	1.8	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	38	55	43	7	968	29	959
Future Volume (vph)	33	38	55	43	7	968	29	959
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.0	27.0	27.0	27.0	24.0	24.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	29.0	51.0	51.0	51.0	51.0
Total Split (%)	36.3%	36.3%	36.3%	36.3%	63.8%	63.8%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 31 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 6: SR 811/North Dixie Highway & NE 34th Court



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	38	40	55	43	79	7	968	41	29	959	27
Future Volume (veh/h)	33	38	40	55	43	79	7	968	41	29	959	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	41	43	59	46	85	8	1041	44	31	1031	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	108	113	213	83	154	50	2385	100	81	2323	64
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.94	0.94	0.94	0.94	0.94	0.94
Sat Flow, veh/h	1251	748	784	1304	578	1068	7	3378	142	48	3290	91
Grp Volume(v), veh/h	35	0	84	59	0	131	575	0	518	556	0	535
Grp Sat Flow(s),veh/h/ln	1251	0	1532	1304	0	1646	1854	0	1673	1746	0	1683
Q Serve(g_s), s	2.1	0.0	4.0	3.4	0.0	5.9	0.0	0.0	2.6	0.0	0.0	2.7
Cycle Q Clear(g_c), s	8.1	0.0	4.0	7.4	0.0	5.9	2.5	0.0	2.6	2.4	0.0	2.7
Prop In Lane	1.00		0.51	1.00		0.65	0.01		0.08	0.06		0.05
Lane Grp Cap(c), veh/h	177	0	220	213	0	237	1355	0	1181	1280	0	1189
V/C Ratio(X)	0.20	0.00	0.38	0.28	0.00	0.55	0.42	0.00	0.44	0.43	0.00	0.45
Avail Cap(c_a), veh/h	357	0	441	400	0	473	1355	0	1181	1280	0	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.36	0.00	0.36	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	31.0	34.4	0.0	31.9	0.8	0.0	0.8	0.8	0.0	0.8
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.5	0.0	1.5	0.4	0.0	0.4	1.1	0.0	1.2
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	1.2	0.0	2.7	2.0	0.0	4.3	1.1	0.0	1.0	1.5	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	0.0	31.8	34.9	0.0	33.4	1.1	0.0	1.2	1.9	0.0	2.0
LnGrp LOS	D	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		119			190			1093			1091	
Approach Delay, s/veh		33.1			33.8			1.2			1.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.5		17.5		62.5		17.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		4.6		10.1		4.7		9.4				
Green Ext Time (p_c), s		9.4		0.3		9.7		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			5.5									
HCM 6th LOS			A									

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	77	42	0	0	96	0
Future Vol, veh/h	77	42	0	0	96	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	16979	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	46	0	0	104	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	214	-
Stage 1	-	-	0	-
Stage 2	-	-	214	-
Critical Hdwy	4.12	-	5	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.42	-
Follow-up Hdwy	2.218	-	3	-
Pot Cap-1 Maneuver	-	-	973	0
Stage 1	-	-	-	0
Stage 2	-	-	949	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	973	-
Mov Cap-2 Maneuver	-	-	973	-
Stage 1	-	-	-	-
Stage 2	-	-	949	-

Approach	EB	SB
HCM Control Delay, s		9.1
HCM LOS		A

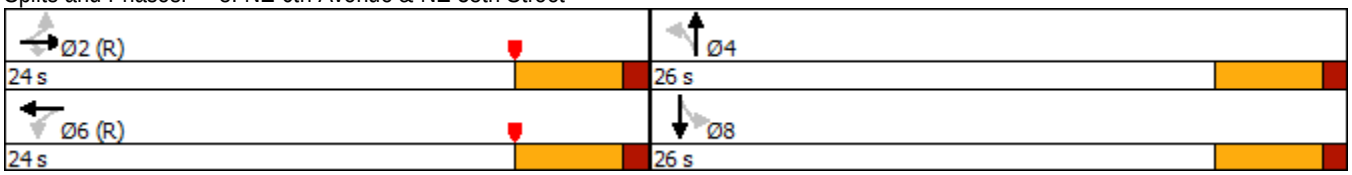
Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	973
HCM Lane V/C Ratio	-	-	0.107
HCM Control Delay (s)	-	-	9.1
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	39	146	90	20	273	78	377	21	375
Future Volume (vph)	39	146	90	20	273	78	377	21	375
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		8
Permitted Phases	2		2	6		4		8	
Detector Phase	2	2	2	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	26.0	26.0	26.0	26.0
Total Split (%)	48.0%	48.0%	48.0%	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%
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)	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
Total Lost Time (s)		5.0	5.0		5.0		5.0		5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 50
Actuated Cycle Length: 50
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 8: NE 6th Avenue & NE 38th Street



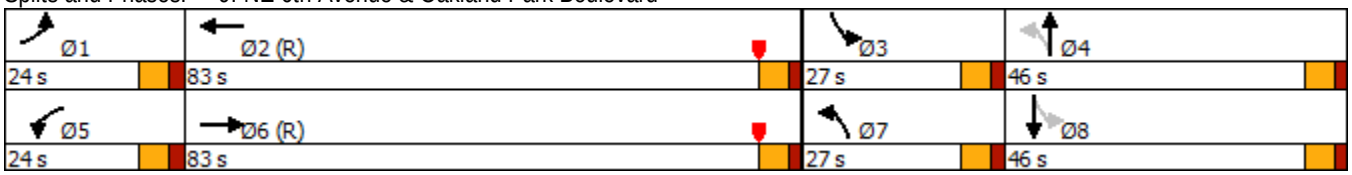
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	146	90	20	273	51	78	377	22	21	375	35
Future Volume (veh/h)	39	146	90	20	273	51	78	377	22	21	375	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	159	98	22	297	55	85	410	24	23	408	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	567	602	94	564	100	165	608	33	91	682	62
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	219	1493	1585	45	1484	264	194	1447	80	38	1623	146
Grp Volume(v), veh/h	201	0	98	374	0	0	519	0	0	469	0	0
Grp Sat Flow(s),veh/h/ln	1711	0	1585	1793	0	0	1720	0	0	1808	0	0
Q Serve(g_s), s	0.0	0.0	2.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	2.0	8.0	0.0	0.0	11.6	0.0	0.0	9.9	0.0	0.0
Prop In Lane	0.21		1.00	0.06		0.15	0.16		0.05	0.05		0.08
Lane Grp Cap(c), veh/h	737	0	602	757	0	0	806	0	0	835	0	0
V/C Ratio(X)	0.27	0.00	0.16	0.49	0.00	0.00	0.64	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	737	0	602	757	0	0	806	0	0	835	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	0.0	10.2	12.1	0.0	0.0	11.7	0.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.6	2.3	0.0	0.0	3.9	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	1.2	5.7	0.0	0.0	8.1	0.0	0.0	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	0.0	10.8	14.4	0.0	0.0	15.6	0.0	0.0	14.0	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		299			374			519			469	
Approach Delay, s/veh		11.4			14.4			15.6			14.0	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		26.0		24.0		26.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		19.0		21.0		19.0		21.0				
Max Q Clear Time (g_c+I1), s		5.7		13.6		10.0		11.9				
Green Ext Time (p_c), s		1.2		1.5		1.5		1.4				
Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	111	1369	183	1749	210	302	142	293
Future Volume (vph)	111	1369	183	1749	210	302	142	293
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases					4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	30.0	10.0	30.0	10.0	40.0	10.0	40.0
Total Split (s)	24.0	83.0	24.0	83.0	27.0	46.0	27.0	46.0
Total Split (%)	13.3%	46.1%	13.3%	46.1%	15.0%	25.6%	15.0%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 136 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 9: NE 6th Avenue & Oakland Park Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1369	207	183	1749	85	210	302	79	142	293	62
Future Volume (veh/h)	111	1369	207	183	1749	85	210	302	79	142	293	62
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	1441	218	193	1841	89	221	318	83	149	308	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	1991	301	178	2340	113	242	351	92	205	323	68
Arrive On Green	0.10	0.59	0.59	0.13	0.62	0.62	0.11	0.25	0.25	0.08	0.22	0.22
Sat Flow, veh/h	1781	4476	677	1781	4990	241	1781	1430	373	1781	1497	316
Grp Volume(v), veh/h	117	1096	563	193	1255	675	221	0	401	149	0	373
Grp Sat Flow(s),veh/h/ln	1781	1702	1749	1781	1702	1827	1781	0	1803	1781	0	1813
Q Serve(g_s), s	11.6	41.4	41.5	18.0	49.0	49.2	17.1	0.0	38.8	11.6	0.0	36.6
Cycle Q Clear(g_c), s	11.6	41.4	41.5	18.0	49.0	49.2	17.1	0.0	38.8	11.6	0.0	36.6
Prop In Lane	1.00		0.39	1.00		0.13	1.00		0.21	1.00		0.17
Lane Grp Cap(c), veh/h	135	1514	778	178	1597	857	242	0	443	205	0	391
V/C Ratio(X)	0.87	0.72	0.72	1.08	0.79	0.79	0.91	0.00	0.90	0.73	0.00	0.95
Avail Cap(c_a), veh/h	178	1514	778	178	1597	857	260	0	443	277	0	403
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.0	28.9	28.9	78.0	27.2	27.2	50.6	0.0	65.8	52.9	0.0	69.7
Incr Delay (d2), s/veh	23.1	3.0	5.8	91.4	4.0	7.3	31.4	0.0	21.3	3.4	0.0	32.2
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	10.2	23.2	24.5	19.1	26.5	29.2	15.0	0.0	28.0	9.3	0.0	28.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.1	31.9	34.7	169.5	31.2	34.5	82.0	0.0	87.1	56.3	0.0	102.0
LnGrp LOS	F	C	C	F	C	C	F	A	F	E	A	F
Approach Vol, veh/h		1776			2123			622			522	
Approach Delay, s/veh		37.5			44.8			85.3			88.9	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	90.4	19.7	50.2	24.0	86.1	25.1	44.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	77.0	21.0	40.0	18.0	77.0	21.0	40.0
Max Q Clear Time (g_c+I1), s	13.6	51.2	13.6	40.8	20.0	43.5	19.1	38.6
Green Ext Time (p_c), s	0.0	16.6	0.1	0.0	0.0	16.1	0.0	0.2

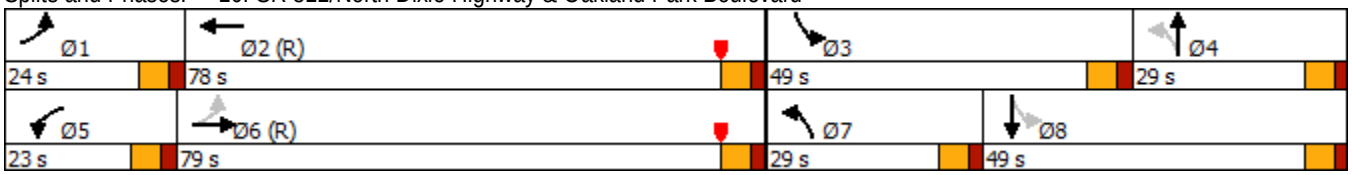
Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	175	1108	100	1492	264	630	202	650
Future Volume (vph)	175	1108	100	1492	264	630	202	650
Turn Type	pm+pt	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6				4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	35.0	11.0	35.0	10.0	29.0	10.0	41.0
Total Split (s)	24.0	79.0	23.0	78.0	29.0	29.0	49.0	49.0
Total Split (%)	13.3%	43.9%	12.8%	43.3%	16.1%	16.1%	27.2%	27.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 40 (22%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 10: SR 811/North Dixie Highway & Oakland Park Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1108	208	100	1492	237	264	630	111	202	650	171
Future Volume (veh/h)	175	1108	208	100	1492	237	264	630	111	202	650	171
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	1166	219	105	1571	249	278	663	117	213	684	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1861	349	123	1910	302	268	800	141	261	665	175
Arrive On Green	0.09	0.57	0.57	0.09	0.57	0.57	0.13	0.27	0.27	0.10	0.24	0.24
Sat Flow, veh/h	1781	4318	811	1781	4446	702	1781	3019	532	1781	2783	732
Grp Volume(v), veh/h	184	919	466	105	1202	618	278	390	390	213	437	427
Grp Sat Flow(s),veh/h/ln	1781	1702	1724	1781	1702	1744	1781	1777	1775	1781	1777	1739
Q Serve(g_s), s	10.6	32.4	32.4	10.5	51.3	51.7	23.0	37.2	37.3	16.1	43.0	43.0
Cycle Q Clear(g_c), s	10.6	32.4	32.4	10.5	51.3	51.7	23.0	37.2	37.3	16.1	43.0	43.0
Prop In Lane	1.00		0.47	1.00		0.40	1.00		0.30	1.00		0.42
Lane Grp Cap(c), veh/h	202	1467	743	123	1463	749	268	471	470	261	424	415
V/C Ratio(X)	0.91	0.63	0.63	0.85	0.82	0.82	1.04	0.83	0.83	0.82	1.03	1.03
Avail Cap(c_a), veh/h	255	1467	743	168	1463	749	268	471	470	506	424	415
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	38.5	28.8	28.8	80.8	33.0	33.1	59.8	62.3	62.3	48.6	68.5	68.5
Incr Delay (d2), s/veh	27.0	2.0	4.0	20.2	5.3	10.0	65.5	11.4	11.6	2.1	48.2	48.9
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	10.0	18.9	19.6	9.3	28.5	30.5	24.6	25.4	25.5	11.6	33.6	33.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	30.8	32.7	101.1	38.3	43.1	125.3	73.7	73.9	50.7	116.7	117.4
LnGrp LOS	E	C	C	F	D	D	F	E	E	D	F	F
Approach Vol, veh/h		1569			1925			1058			1077	
Approach Delay, s/veh		35.4			43.3			87.3			103.9	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	83.4	24.3	53.7	18.4	83.6	29.0	49.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	72.0	43.0	23.0	17.0	73.0	23.0	43.0
Max Q Clear Time (g_c+I1), s	12.6	53.7	18.1	39.3	12.5	34.4	25.0	45.0
Green Ext Time (p_c), s	0.1	12.4	0.2	0.0	0.0	13.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	61.0
HCM 6th LOS	E

Appendix I

Turn Lane Queue Length Analysis

Existing A.M.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	105	24	20	53	70	19	618	45	286	645	10
Future Volume (veh/h)	21	105	24	20	53	70	19	618	45	286	645	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	114	26	22	58	76	21	672	49	311	701	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	145	145	117	123	102	532	2090	152	604	2454	39
Arrive On Green	0.08	0.08	0.08	0.07	0.07	0.07	0.02	0.83	0.83	0.10	0.91	0.91
Sat Flow, veh/h	1781	1870	1556	1781	1870	1548	1781	3352	244	1781	3581	56
Grp Volume(v), veh/h	23	114	26	22	58	76	21	356	365	311	348	364
Grp Sat Flow(s),veh/h/ln	1781	1870	1556	1781	1870	1548	1781	1777	1820	1781	1777	1860
Q Serve(g_s), s	1.9	9.6	2.5	1.9	4.8	7.7	0.7	7.5	7.5	10.2	3.7	3.7
Cycle Q Clear(g_c), s	1.9	9.6	2.5	1.9	4.8	7.7	0.7	7.5	7.5	10.2	3.7	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	138	145	145	117	123	102	532	1108	1135	604	1218	1275
V/C Ratio(X)	0.17	0.79	0.18	0.19	0.47	0.75	0.04	0.32	0.32	0.51	0.29	0.29
Avail Cap(c_a), veh/h	356	374	335	423	444	368	705	1108	1135	667	1218	1275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	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	69.0	72.5	67.0	70.7	72.1	73.4	10.5	5.8	5.8	8.3	2.4	2.4
Incr Delay (d2), s/veh	0.4	6.8	0.4	0.6	2.1	7.8	0.0	0.8	0.8	0.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	8.5	1.8	1.6	4.3	6.0	0.5	4.8	5.0	6.5	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	79.4	67.4	71.3	74.1	81.2	10.5	6.5	6.5	8.5	3.0	3.0
LnGrp LOS	E	E	E	E	E	F	B	A	A	A	A	A
Approach Vol, veh/h		163			156			742			1023	
Approach Delay, s/veh		76.0			77.2			6.7			4.7	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.3	105.8		18.4	8.4	115.7		17.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	18.0	47.0		32.0	18.0	47.0		38.0				
Max Q Clear Time (g_c+I1), s	12.2	9.5		11.6	2.7	5.7		9.7				
Green Ext Time (p_c), s	0.2	5.2		0.5	0.0	5.1		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

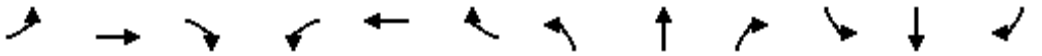
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	32	19	23	18	24	8	631	37	43	651	12
Future Volume (veh/h)	21	32	19	23	18	24	8	631	37	43	651	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	35	21	25	20	26	9	693	41	47	715	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	79	47	153	59	77	55	2544	149	165	2402	43
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1356	978	587	1344	730	949	12	3307	194	148	3122	56
Grp Volume(v), veh/h	23	0	56	25	0	46	391	0	352	383	0	392
Grp Sat Flow(s),veh/h/ln	1356	0	1565	1344	0	1679	1851	0	1662	1635	0	1692
Q Serve(g_s), s	1.3	0.0	2.7	1.4	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	2.7	4.2	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.38	1.00		0.57	0.02		0.12	0.12		0.03
Lane Grp Cap(c), veh/h	164	0	126	153	0	135	1470	0	1279	1308	0	1302
V/C Ratio(X)	0.14	0.00	0.44	0.16	0.00	0.34	0.27	0.00	0.27	0.29	0.00	0.30
Avail Cap(c_a), veh/h	445	0	450	431	0	483	1470	0	1279	1308	0	1302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.54	0.00	0.54	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	35.1	37.1	0.0	34.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.8	0.4	0.0	1.1	0.2	0.0	0.3	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	1.9	0.9	0.0	1.6	0.2	0.0	0.2	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	36.9	37.4	0.0	35.9	0.2	0.0	0.3	0.6	0.0	0.6
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		79			71			743			775	
Approach Delay, s/veh		36.8			36.4			0.3			0.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.5		12.5		67.5		12.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0		5.4		2.0		6.2				
Green Ext Time (p_c), s		5.5		0.2		6.1		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1475	126	79	1159	52	159	132	55	95	213	49
Future Volume (veh/h)	77	1475	126	79	1159	52	159	132	55	95	213	49
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	1586	135	85	1246	56	171	142	59	102	229	53
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	2693	229	102	2819	127	197	238	99	245	249	58
Arrive On Green	0.07	0.75	0.75	0.08	0.75	0.75	0.08	0.19	0.19	0.06	0.17	0.17
Sat Flow, veh/h	1781	4793	408	1781	5009	225	1781	1255	521	1781	1469	340
Grp Volume(v), veh/h	83	1126	595	85	847	455	171	0	201	102	0	282
Grp Sat Flow(s),veh/h/ln	1781	1702	1797	1781	1702	1830	1781	0	1776	1781	0	1809
Q Serve(g_s), s	8.3	26.9	26.9	8.5	16.8	16.8	14.0	0.0	18.6	8.4	0.0	27.6
Cycle Q Clear(g_c), s	8.3	26.9	26.9	8.5	16.8	16.8	14.0	0.0	18.6	8.4	0.0	27.6
Prop In Lane	1.00		0.23	1.00		0.12	1.00		0.29	1.00		0.19
Lane Grp Cap(c), veh/h	100	1912	1009	102	1916	1030	197	0	337	245	0	307
V/C Ratio(X)	0.83	0.59	0.59	0.83	0.44	0.44	0.87	0.00	0.60	0.42	0.00	0.92
Avail Cap(c_a), veh/h	158	1912	1009	109	1916	1030	197	0	454	281	0	462
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	82.4	13.4	13.4	82.3	12.0	12.0	59.4	0.0	66.6	57.6	0.0	73.5
Incr Delay (d2), s/veh	9.6	1.3	2.5	35.4	0.7	1.4	30.5	0.0	0.6	0.4	0.0	13.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	14.2	15.3	8.5	9.6	10.4	12.9	0.0	13.4	7.0	0.0	20.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.0	14.7	15.9	117.7	12.8	13.4	89.9	0.0	67.3	58.1	0.0	87.0
LnGrp LOS	F	B	B	F	B	B	F	A	E	E	A	F
Approach Vol, veh/h		1804			1387			372			384	
Approach Delay, s/veh		18.7			19.4			77.7			79.3	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	107.3	16.4	40.2	16.3	107.1	20.0	36.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	80.0	14.0	46.0	11.0	85.0	14.0	46.0
Max Q Clear Time (g_c+I1), s	10.3	18.8	10.4	20.6	10.5	28.9	16.0	29.6
Green Ext Time (p_c), s	0.0	12.9	0.0	0.7	0.0	20.6	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1244	141	61	839	114	196	475	69	212	560	105
Future Volume (veh/h)	177	1244	141	61	839	114	196	475	69	212	560	105
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	1323	150	65	893	121	209	505	73	226	596	112
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	2462	279	81	2329	314	173	556	80	258	706	132
Arrive On Green	0.08	0.70	0.70	0.06	0.68	0.68	0.06	0.18	0.18	0.11	0.24	0.24
Sat Flow, veh/h	1781	4652	527	1781	4550	614	1781	3118	449	1781	2987	560
Grp Volume(v), veh/h	188	968	505	65	667	347	209	287	291	226	354	354
Grp Sat Flow(s),veh/h/ln	1781	1702	1775	1781	1702	1760	1781	1777	1790	1781	1777	1770
Q Serve(g_s), s	9.2	24.4	24.4	6.5	15.2	15.3	10.0	28.5	28.7	18.2	34.2	34.4
Cycle Q Clear(g_c), s	9.2	24.4	24.4	6.5	15.2	15.3	10.0	28.5	28.7	18.2	34.2	34.4
Prop In Lane	1.00		0.30	1.00		0.35	1.00		0.25	1.00		0.32
Lane Grp Cap(c), veh/h	389	1802	940	81	1743	901	173	317	319	258	420	418
V/C Ratio(X)	0.48	0.54	0.54	0.80	0.38	0.38	1.21	0.90	0.91	0.88	0.84	0.85
Avail Cap(c_a), veh/h	515	1802	940	168	1743	901	173	355	358	471	671	669
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	18.8	16.1	16.1	83.8	16.5	16.5	67.9	72.4	72.5	53.2	65.5	65.6
Incr Delay (d2), s/veh	0.3	1.2	2.2	6.7	0.6	1.2	136.6	23.5	24.6	3.6	4.3	4.5
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	6.8	13.7	14.5	5.6	9.5	10.0	15.7	21.5	21.9	13.2	22.6	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	17.3	18.3	90.5	17.1	17.7	204.5	96.0	97.1	56.8	69.8	70.1
LnGrp LOS	B	B	B	F	B	B	F	F	F	E	E	E
Approach Vol, veh/h		1661			1079			787			934	
Approach Delay, s/veh		17.8			21.7			125.2			66.8	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	98.1	26.4	38.1	14.2	101.3	16.0	48.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	54.0	42.0	36.0	17.0	61.0	10.0	68.0
Max Q Clear Time (g_c+I1), s	11.2	17.3	20.2	30.7	8.5	26.4	12.0	36.4
Green Ext Time (p_c), s	0.1	8.4	0.2	1.4	0.0	13.8	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Future Background A.M.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	109	25	20	54	72	19	642	46	293	667	10
Future Volume (veh/h)	22	109	25	20	54	72	19	642	46	293	667	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	118	27	22	59	78	21	698	50	318	725	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	149	148	119	125	104	517	2073	148	590	2443	37
Arrive On Green	0.08	0.08	0.08	0.07	0.07	0.07	0.02	0.82	0.82	0.11	0.91	0.91
Sat Flow, veh/h	1781	1870	1556	1781	1870	1549	1781	3357	240	1781	3583	54
Grp Volume(v), veh/h	24	118	27	22	59	78	21	369	379	318	359	377
Grp Sat Flow(s),veh/h/ln	1781	1870	1556	1781	1870	1549	1781	1777	1821	1781	1777	1860
Q Serve(g_s), s	2.0	9.9	2.6	1.9	4.9	7.9	0.7	8.2	8.2	10.6	4.1	4.1
Cycle Q Clear(g_c), s	2.0	9.9	2.6	1.9	4.9	7.9	0.7	8.2	8.2	10.6	4.1	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	142	149	148	119	125	104	517	1097	1124	590	1212	1269
V/C Ratio(X)	0.17	0.79	0.18	0.18	0.47	0.75	0.04	0.34	0.34	0.54	0.30	0.30
Avail Cap(c_a), veh/h	356	374	335	423	444	368	691	1097	1124	649	1212	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	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	68.7	72.3	66.7	70.5	71.9	73.3	10.9	6.2	6.2	8.6	2.6	2.6
Incr Delay (d2), s/veh	0.4	6.9	0.4	0.5	2.0	7.8	0.0	0.8	0.8	0.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	8.8	1.9	1.6	4.4	6.1	0.5	5.3	5.4	6.8	2.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	79.2	67.1	71.0	73.9	81.2	10.9	7.0	7.0	8.9	3.2	3.2
LnGrp LOS	E	E	E	E	E	F	B	A	A	A	A	A
Approach Vol, veh/h		169			159			769			1054	
Approach Delay, s/veh		75.8			77.1			7.1			4.9	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.7	104.8		18.7	8.4	115.1		17.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	18.0	47.0		32.0	18.0	47.0		38.0				
Max Q Clear Time (g_c+I1), s	12.6	10.2		11.9	2.7	6.1		9.9				
Green Ext Time (p_c), s	0.2	5.4		0.6	0.0	5.3		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		16.6	
HCM 6th LOS		B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	33	19	24	18	25	8	656	38	44	673	12
Future Volume (veh/h)	22	33	19	24	18	25	8	656	38	44	673	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	36	21	26	20	27	9	721	42	48	740	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	81	47	154	59	79	55	2543	147	162	2397	42
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1355	990	577	1343	713	963	11	3312	191	146	3121	54
Grp Volume(v), veh/h	24	0	57	26	0	47	407	0	365	395	0	406
Grp Sat Flow(s),veh/h/ln	1355	0	1567	1343	0	1676	1852	0	1663	1629	0	1692
Q Serve(g_s), s	1.4	0.0	2.8	1.5	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	2.8	4.3	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.57	0.02		0.12	0.12		0.03
Lane Grp Cap(c), veh/h	165	0	129	154	0	138	1468	0	1277	1301	0	1299
V/C Ratio(X)	0.15	0.00	0.44	0.17	0.00	0.34	0.28	0.00	0.29	0.30	0.00	0.31
Avail Cap(c_a), veh/h	444	0	450	430	0	482	1468	0	1277	1301	0	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.51	0.00	0.51	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	35.0	37.0	0.0	34.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.8	0.4	0.0	1.1	0.2	0.0	0.3	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	2.0	0.9	0.0	1.6	0.2	0.0	0.2	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	36.7	37.4	0.0	35.8	0.2	0.0	0.3	0.6	0.0	0.6
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		81			73			772			801	
Approach Delay, s/veh		36.7			36.3			0.3			0.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.4		12.6		67.4		12.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0		5.5		2.0		6.3				
Green Ext Time (p_c), s		5.8		0.2		6.4		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			3.7									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1567	143	108	1217	55	211	145	68	102	227	51
Future Volume (veh/h)	81	1567	143	108	1217	55	211	145	68	102	227	51
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	1685	154	116	1309	59	227	156	73	110	244	55
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	2613	238	109	2760	124	197	236	110	236	265	60
Arrive On Green	0.08	0.73	0.73	0.08	0.73	0.73	0.08	0.20	0.20	0.06	0.18	0.18
Sat Flow, veh/h	1781	4762	434	1781	5008	226	1781	1205	564	1781	1477	333
Grp Volume(v), veh/h	87	1204	635	116	890	478	227	0	229	110	0	299
Grp Sat Flow(s),veh/h/ln	1781	1702	1792	1781	1702	1830	1781	0	1769	1781	0	1810
Q Serve(g_s), s	8.7	32.5	32.6	11.0	19.2	19.3	14.0	0.0	21.5	9.0	0.0	29.2
Cycle Q Clear(g_c), s	8.7	32.5	32.6	11.0	19.2	19.3	14.0	0.0	21.5	9.0	0.0	29.2
Prop In Lane	1.00		0.24	1.00		0.12	1.00		0.32	1.00		0.18
Lane Grp Cap(c), veh/h	104	1868	983	109	1876	1009	197	0	346	236	0	324
V/C Ratio(X)	0.83	0.64	0.65	1.07	0.47	0.47	1.16	0.00	0.66	0.47	0.00	0.92
Avail Cap(c_a), veh/h	158	1868	983	109	1876	1009	197	0	452	266	0	463
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	82.1	15.4	15.4	82.7	13.4	13.4	62.2	0.0	66.9	56.4	0.0	72.7
Incr Delay (d2), s/veh	12.6	1.7	3.3	105.0	0.9	1.6	112.2	0.0	0.9	0.5	0.0	15.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	17.0	18.3	13.1	11.0	11.9	13.9	0.0	15.1	7.5	0.0	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.7	17.1	18.7	187.7	14.2	14.9	174.4	0.0	67.8	57.0	0.0	88.5
LnGrp LOS	F	B	B	F	B	B	F	A	E	E	A	F
Approach Vol, veh/h		1926			1484			456			409	
Approach Delay, s/veh		21.1			28.0			120.9			80.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	105.2	17.0	41.3	17.0	104.8	20.0	38.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	80.0	14.0	46.0	11.0	85.0	14.0	46.0
Max Q Clear Time (g_c+I1), s	10.7	21.3	11.0	23.5	13.0	34.6	16.0	31.2
Green Ext Time (p_c), s	0.0	13.9	0.0	0.9	0.0	22.3	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1325	154	64	894	120	212	499	72	223	588	116
Future Volume (veh/h)	195	1325	154	64	894	120	212	499	72	223	588	116
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	1410	164	68	951	128	226	531	77	237	626	123
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	2395	279	84	2247	302	171	578	84	263	733	144
Arrive On Green	0.09	0.69	0.69	0.06	0.66	0.66	0.06	0.19	0.19	0.12	0.25	0.25
Sat Flow, veh/h	1781	4638	539	1781	4553	611	1781	3116	450	1781	2962	581
Grp Volume(v), veh/h	207	1035	539	68	710	369	226	302	306	237	375	374
Grp Sat Flow(s),veh/h/ln	1781	1702	1773	1781	1702	1760	1781	1777	1789	1781	1777	1766
Q Serve(g_s), s	10.5	28.8	28.8	6.8	17.9	18.0	10.0	30.0	30.2	18.9	36.3	36.4
Cycle Q Clear(g_c), s	10.5	28.8	28.8	6.8	17.9	18.0	10.0	30.0	30.2	18.9	36.3	36.4
Prop In Lane	1.00		0.30	1.00		0.35	1.00		0.25	1.00		0.33
Lane Grp Cap(c), veh/h	371	1758	916	84	1680	869	171	330	332	263	440	437
V/C Ratio(X)	0.56	0.59	0.59	0.81	0.42	0.42	1.32	0.92	0.92	0.90	0.85	0.86
Avail Cap(c_a), veh/h	483	1758	916	168	1680	869	171	355	358	470	671	667
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	20.3	18.1	18.1	83.5	18.7	18.8	67.0	71.9	72.0	52.2	64.6	64.7
Incr Delay (d2), s/veh	0.5	1.5	2.8	6.6	0.8	1.5	179.0	26.3	27.3	4.7	5.5	5.7
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	7.8	16.0	16.9	5.9	11.0	11.6	18.7	22.8	23.1	13.7	23.8	23.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	19.6	20.9	90.2	19.5	20.3	246.0	98.3	99.3	56.9	70.1	70.3
LnGrp LOS	C	B	C	F	B	C	F	F	F	E	E	E
Approach Vol, veh/h		1781			1147			834			986	
Approach Delay, s/veh		20.1			24.0			138.7			67.0	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	94.8	27.1	39.4	14.5	99.0	16.0	50.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	54.0	42.0	36.0	17.0	61.0	10.0	68.0
Max Q Clear Time (g_c+I1), s	12.5	20.0	20.9	32.2	8.8	30.8	12.0	38.4
Green Ext Time (p_c), s	0.1	9.0	0.2	1.1	0.0	14.3	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D

Future Total A.M.

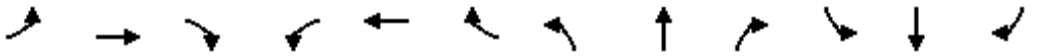
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	109	25	20	64	72	79	648	53	293	667	20
Future Volume (veh/h)	22	109	25	20	64	72	79	648	53	293	667	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	118	27	22	70	78	86	704	58	318	725	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	149	172	120	126	104	539	2047	169	584	2347	71
Arrive On Green	0.08	0.08	0.08	0.07	0.07	0.07	0.04	0.82	0.82	0.11	0.89	0.89
Sat Flow, veh/h	1781	1870	1556	1781	1870	1549	1781	3318	273	1781	3521	107
Grp Volume(v), veh/h	24	118	27	22	70	78	86	377	385	318	366	381
Grp Sat Flow(s),veh/h/ln	1781	1870	1556	1781	1870	1549	1781	1777	1814	1781	1777	1851
Q Serve(g_s), s	2.0	9.9	2.5	1.9	5.8	7.9	2.9	8.5	8.5	10.6	5.1	5.1
Cycle Q Clear(g_c), s	2.0	9.9	2.5	1.9	5.8	7.9	2.9	8.5	8.5	10.6	5.1	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.06
Lane Grp Cap(c), veh/h	142	149	172	120	126	104	539	1096	1119	584	1184	1234
V/C Ratio(X)	0.17	0.79	0.16	0.18	0.56	0.75	0.16	0.34	0.34	0.54	0.31	0.31
Avail Cap(c_a), veh/h	356	374	359	423	444	368	686	1096	1119	642	1184	1234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	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	68.7	72.3	64.5	70.5	72.3	73.3	10.4	6.3	6.3	8.7	3.3	3.3
Incr Delay (d2), s/veh	0.4	6.9	0.3	0.5	2.8	7.7	0.1	0.9	0.8	0.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	8.8	1.8	1.6	5.2	6.1	2.1	5.5	5.6	6.8	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	79.2	64.8	71.0	75.1	80.9	10.4	7.1	7.1	9.0	4.0	4.0
LnGrp LOS	E	E	E	E	E	F	B	A	A	A	A	A
Approach Vol, veh/h		169			170			848			1065	
Approach Delay, s/veh		75.5			77.3			7.4			5.5	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.7	104.7		18.7	10.8	112.7		17.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	18.0	47.0		32.0	18.0	47.0		38.0				
Max Q Clear Time (g_c+I1), s	12.6	10.5		11.9	4.9	7.1		9.9				
Green Ext Time (p_c), s	0.2	5.5		0.6	0.0	5.4		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	33	19	24	18	25	8	700	38	44	701	12
Future Volume (veh/h)	22	33	19	24	18	25	8	700	38	44	701	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	36	21	26	20	27	9	769	42	48	770	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	81	47	154	59	79	54	2555	138	156	2401	40
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1355	990	577	1343	713	963	10	3327	180	138	3126	52
Grp Volume(v), veh/h	24	0	57	26	0	47	432	0	388	408	0	423
Grp Sat Flow(s),veh/h/ln	1355	0	1567	1343	0	1676	1853	0	1665	1624	0	1693
Q Serve(g_s), s	1.4	0.0	2.8	1.5	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	2.8	4.3	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.57	0.02		0.11	0.12		0.03
Lane Grp Cap(c), veh/h	165	0	129	154	0	138	1469	0	1278	1297	0	1300
V/C Ratio(X)	0.15	0.00	0.44	0.17	0.00	0.34	0.29	0.00	0.30	0.31	0.00	0.33
Avail Cap(c_a), veh/h	444	0	450	430	0	482	1469	0	1278	1297	0	1300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.49	0.00	0.49	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	35.0	37.0	0.0	34.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.8	0.4	0.0	1.1	0.3	0.0	0.3	0.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	2.0	0.9	0.0	1.6	0.2	0.0	0.2	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	36.7	37.4	0.0	35.8	0.3	0.0	0.3	0.6	0.0	0.7
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		81			73			820			831	
Approach Delay, s/veh		36.7			36.3			0.3			0.7	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.4		12.6		67.4		12.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0		5.5		2.0		6.3				
Green Ext Time (p_c), s		6.3		0.2		6.7		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			3.5									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1593	143	114	1234	55	211	145	77	102	227	51
Future Volume (veh/h)	81	1593	143	114	1234	55	211	145	77	102	227	51
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	1713	154	123	1327	59	227	156	83	110	244	55
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	2617	235	109	2762	123	197	225	120	228	265	60
Arrive On Green	0.08	0.73	0.73	0.08	0.73	0.73	0.08	0.20	0.20	0.06	0.18	0.18
Sat Flow, veh/h	1781	4770	428	1781	5012	223	1781	1149	611	1781	1477	333
Grp Volume(v), veh/h	87	1221	646	123	901	485	227	0	239	110	0	299
Grp Sat Flow(s),veh/h/ln	1781	1702	1793	1781	1702	1830	1781	0	1760	1781	0	1810
Q Serve(g_s), s	8.7	33.4	33.6	11.0	19.6	19.6	14.0	0.0	22.7	9.0	0.0	29.2
Cycle Q Clear(g_c), s	8.7	33.4	33.6	11.0	19.6	19.6	14.0	0.0	22.7	9.0	0.0	29.2
Prop In Lane	1.00		0.24	1.00		0.12	1.00		0.35	1.00		0.18
Lane Grp Cap(c), veh/h	104	1868	984	109	1876	1009	197	0	345	228	0	324
V/C Ratio(X)	0.83	0.65	0.66	1.13	0.48	0.48	1.16	0.00	0.69	0.48	0.00	0.92
Avail Cap(c_a), veh/h	158	1868	984	109	1876	1009	197	0	450	258	0	463
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	82.1	15.5	15.5	82.7	13.4	13.4	62.2	0.0	67.3	56.6	0.0	72.7
Incr Delay (d2), s/veh	12.6	1.8	3.4	125.5	0.9	1.6	112.2	0.0	1.6	0.6	0.0	15.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	17.4	18.8	14.2	11.1	12.1	13.9	0.0	15.8	7.5	0.0	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.7	17.3	18.9	208.2	14.3	15.0	174.4	0.0	69.0	57.2	0.0	88.5
LnGrp LOS	F	B	B	F	B	B	F	A	E	E	A	F
Approach Vol, veh/h		1954			1509			466			409	
Approach Delay, s/veh		21.3			30.3			120.3			80.1	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	105.2	17.0	41.3	17.0	104.8	20.0	38.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	80.0	14.0	46.0	11.0	85.0	14.0	46.0
Max Q Clear Time (g_c+I1), s	10.7	21.6	11.0	24.7	13.0	35.6	16.0	31.2
Green Ext Time (p_c), s	0.0	14.2	0.0	0.9	0.0	22.7	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	1325	154	64	894	125	212	503	72	226	590	138
Future Volume (veh/h)	230	1325	154	64	894	125	212	503	72	226	590	138
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	1410	164	68	951	133	226	535	77	240	628	147
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	380	2385	277	84	2173	303	165	581	83	265	713	167
Arrive On Green	0.11	0.68	0.68	0.06	0.64	0.64	0.06	0.19	0.19	0.12	0.25	0.25
Sat Flow, veh/h	1781	4638	539	1781	4529	632	1781	3119	447	1781	2859	668
Grp Volume(v), veh/h	245	1035	539	68	714	370	226	304	308	240	390	385
Grp Sat Flow(s),veh/h/ln	1781	1702	1773	1781	1702	1757	1781	1777	1790	1781	1777	1750
Q Serve(g_s), s	12.6	29.0	29.0	6.8	18.9	19.1	10.0	30.2	30.4	19.2	38.0	38.1
Cycle Q Clear(g_c), s	12.6	29.0	29.0	6.8	18.9	19.1	10.0	30.2	30.4	19.2	38.0	38.1
Prop In Lane	1.00		0.30	1.00		0.36	1.00		0.25	1.00		0.38
Lane Grp Cap(c), veh/h	380	1751	912	84	1633	843	165	331	334	265	443	437
V/C Ratio(X)	0.64	0.59	0.59	0.81	0.44	0.44	1.37	0.92	0.92	0.90	0.88	0.88
Avail Cap(c_a), veh/h	472	1751	912	168	1633	843	165	355	358	470	671	661
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	20.8	18.4	18.4	83.5	20.4	20.4	66.4	71.9	72.0	52.1	64.9	65.0
Incr Delay (d2), s/veh	1.0	1.5	2.8	6.6	0.9	1.7	199.2	26.7	27.6	5.4	7.3	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	16.1	17.1	5.9	11.7	12.3	19.3	22.9	23.3	13.9	25.0	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	19.9	21.2	90.2	21.2	22.0	265.5	98.6	99.6	57.5	72.3	72.6
LnGrp LOS	C	B	C	F	C	C	F	F	F	E	E	E
Approach Vol, veh/h		1819			1152			838			1015	
Approach Delay, s/veh		20.5			25.6			144.0			68.9	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	92.4	27.4	39.5	14.5	98.6	16.0	50.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	54.0	42.0	36.0	17.0	61.0	10.0	68.0
Max Q Clear Time (g_c+I1), s	14.6	21.1	21.2	32.4	8.8	31.0	12.0	40.1
Green Ext Time (p_c), s	0.2	8.9	0.2	1.1	0.0	14.2	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Existing P.M.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	90	19	42	121	156	40	951	57	225	849	32
Future Volume (veh/h)	35	90	19	42	121	156	40	951	57	225	849	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		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	96	20	45	129	166	43	1012	61	239	903	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	127	141	221	232	193	422	1992	120	414	2200	83
Arrive On Green	0.07	0.07	0.07	0.12	0.12	0.12	0.03	0.78	0.78	0.09	0.84	0.84
Sat Flow, veh/h	1781	1870	1578	1781	1870	1559	1781	3405	205	1781	3489	131
Grp Volume(v), veh/h	37	96	20	45	129	166	43	528	545	239	460	477
Grp Sat Flow(s),veh/h/ln	1781	1870	1578	1781	1870	1559	1781	1777	1833	1781	1777	1843
Q Serve(g_s), s	3.2	8.1	1.9	3.6	10.4	16.7	1.6	17.4	17.4	8.6	10.2	10.2
Cycle Q Clear(g_c), s	3.2	8.1	1.9	3.6	10.4	16.7	1.6	17.4	17.4	8.6	10.2	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.07
Lane Grp Cap(c), veh/h	121	127	141	221	232	193	422	1040	1073	414	1121	1162
V/C Ratio(X)	0.31	0.76	0.14	0.20	0.56	0.86	0.10	0.51	0.51	0.58	0.41	0.41
Avail Cap(c_a), veh/h	356	374	349	390	409	341	584	1040	1073	496	1121	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	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	71.0	73.3	67.2	63.0	66.0	68.7	12.6	9.3	9.3	12.3	5.6	5.6
Incr Delay (d2), s/veh	1.0	6.6	0.3	0.3	1.6	8.1	0.0	1.8	1.7	0.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	7.4	1.4	3.0	8.8	11.5	1.2	9.7	9.9	5.9	6.1	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	79.9	67.6	63.3	67.5	76.8	12.7	11.1	11.0	12.7	6.7	6.7
LnGrp LOS	E	E	E	E	E	E	B	B	B	B	A	A
Approach Vol, veh/h		153			340			1116			1176	
Approach Delay, s/veh		76.4			71.5			11.1			7.9	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	99.6		16.9	9.4	106.9		26.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	18.0	50.0		32.0	18.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	10.6	19.4		10.1	3.6	12.2		18.7				
Green Ext Time (p_c), s	0.1	8.5		0.5	0.0	7.3		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	37	39	54	42	77	7	904	40	28	881	26
Future Volume (veh/h)	32	37	39	54	42	77	7	904	40	28	881	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	40	42	58	45	83	8	972	43	30	947	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	106	111	211	82	151	51	2388	105	84	2326	68
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.94	0.94	0.94	0.94	0.94	0.94
Sat Flow, veh/h	1254	747	785	1306	578	1067	7	3371	148	51	3284	96
Grp Volume(v), veh/h	34	0	82	58	0	128	538	0	485	513	0	492
Grp Sat Flow(s),veh/h/ln	1254	0	1532	1306	0	1645	1855	0	1671	1749	0	1682
Q Serve(g_s), s	2.1	0.0	3.9	3.4	0.0	5.8	0.0	0.0	2.2	0.0	0.0	2.2
Cycle Q Clear(g_c), s	7.9	0.0	3.9	7.3	0.0	5.8	2.2	0.0	2.2	2.0	0.0	2.2
Prop In Lane	1.00		0.51	1.00		0.65	0.01		0.09	0.06		0.06
Lane Grp Cap(c), veh/h	177	0	217	211	0	233	1360	0	1184	1286	0	1192
V/C Ratio(X)	0.19	0.00	0.38	0.27	0.00	0.55	0.40	0.00	0.41	0.40	0.00	0.41
Avail Cap(c_a), veh/h	360	0	440	402	0	473	1360	0	1184	1286	0	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.49	0.00	0.49	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	31.1	34.4	0.0	32.0	0.7	0.0	0.7	0.7	0.0	0.7
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.5	0.0	1.5	0.4	0.0	0.5	0.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	2.6	1.9	0.0	4.2	1.0	0.0	1.0	1.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	0.0	32.0	35.0	0.0	33.5	1.2	0.0	1.3	1.7	0.0	1.8
LnGrp LOS	D	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		116			186			1023			1005	
Approach Delay, s/veh		33.1			33.9			1.2			1.7	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.7		17.3		62.7		17.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		4.2		9.9		4.2		9.3				
Green Ext Time (p_c), s		8.5		0.3		8.6		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			5.6									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	1246	170	106	1644	81	147	276	65	130	270	59
Future Volume (veh/h)	106	1246	170	106	1644	81	147	276	65	130	270	59
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	1312	179	112	1731	85	155	291	68	137	284	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	2323	317	130	2550	125	197	308	72	183	301	66
Arrive On Green	0.10	0.68	0.68	0.10	0.68	0.68	0.08	0.21	0.21	0.07	0.20	0.20
Sat Flow, veh/h	1781	4543	620	1781	4986	245	1781	1466	343	1781	1487	325
Grp Volume(v), veh/h	112	983	508	112	1181	635	155	0	359	137	0	346
Grp Sat Flow(s),veh/h/ln	1781	1702	1759	1781	1702	1826	1781	0	1809	1781	0	1812
Q Serve(g_s), s	11.2	27.0	27.0	11.2	37.1	37.2	12.3	0.0	35.2	10.9	0.0	33.9
Cycle Q Clear(g_c), s	11.2	27.0	27.0	11.2	37.1	37.2	12.3	0.0	35.2	10.9	0.0	33.9
Prop In Lane	1.00		0.35	1.00		0.13	1.00		0.19	1.00		0.18
Lane Grp Cap(c), veh/h	130	1741	899	130	1741	934	197	0	381	183	0	367
V/C Ratio(X)	0.86	0.56	0.56	0.86	0.68	0.68	0.79	0.00	0.94	0.75	0.00	0.94
Avail Cap(c_a), veh/h	178	1741	899	178	1741	934	262	0	402	263	0	403
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.4	18.4	18.4	80.4	20.0	20.0	54.3	0.0	70.0	54.9	0.0	70.8
Incr Delay (d2), s/veh	20.5	1.3	2.6	20.5	2.2	4.0	7.7	0.0	29.4	3.4	0.0	28.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.7	15.2	16.0	9.7	20.0	21.8	10.0	0.0	26.7	8.8	0.0	25.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.9	19.7	20.9	100.9	22.1	24.0	62.1	0.0	99.4	58.2	0.0	99.4
LnGrp LOS	F	B	C	F	C	C	E	A	F	E	A	F
Approach Vol, veh/h		1603			1928			514			483	
Approach Delay, s/veh		25.8			27.3			88.1			87.7	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	98.1	18.9	43.9	19.1	98.1	20.4	42.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	77.0	21.0	40.0	18.0	77.0	21.0	40.0
Max Q Clear Time (g_c+I1), s	13.2	39.2	12.9	37.2	13.2	29.0	14.3	35.9
Green Ext Time (p_c), s	0.0	19.2	0.1	0.4	0.0	15.6	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1030	187	95	1389	222	238	598	106	188	616	117
Future Volume (veh/h)	132	1030	187	95	1389	222	238	598	106	188	616	117
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	1084	197	100	1462	234	251	629	112	198	648	123
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1946	353	118	2042	326	268	773	137	254	688	130
Arrive On Green	0.07	0.60	0.60	0.09	0.61	0.61	0.12	0.26	0.26	0.10	0.23	0.23
Sat Flow, veh/h	1781	4344	789	1781	4437	709	1781	3015	536	1781	2981	565
Grp Volume(v), veh/h	139	849	432	100	1121	575	251	370	371	198	386	385
Grp Sat Flow(s),veh/h/ln	1781	1702	1728	1781	1702	1743	1781	1777	1774	1781	1777	1769
Q Serve(g_s), s	7.7	27.2	27.2	10.0	40.9	41.0	19.8	35.2	35.4	15.1	38.4	38.5
Cycle Q Clear(g_c), s	7.7	27.2	27.2	10.0	40.9	41.0	19.8	35.2	35.4	15.1	38.4	38.5
Prop In Lane	1.00		0.46	1.00		0.41	1.00		0.30	1.00		0.32
Lane Grp Cap(c), veh/h	203	1525	774	118	1567	802	268	455	455	254	410	408
V/C Ratio(X)	0.68	0.56	0.56	0.85	0.72	0.72	0.94	0.81	0.82	0.78	0.94	0.94
Avail Cap(c_a), veh/h	285	1525	774	168	1567	802	279	455	455	509	424	423
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	31.5	25.6	25.6	81.2	26.8	26.8	52.1	62.9	62.9	49.5	68.0	68.0
Incr Delay (d2), s/veh	1.5	1.5	2.9	17.3	2.8	5.4	35.6	10.5	10.7	1.8	26.9	27.5
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	6.0	16.1	16.7	8.8	22.7	23.9	17.2	24.2	24.3	11.1	27.8	27.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	27.0	28.5	98.5	29.6	32.3	87.7	73.4	73.6	51.3	94.9	95.5
LnGrp LOS	C	C	C	F	C	C	F	E	E	D	F	F
Approach Vol, veh/h		1420			1796			992			969	
Approach Delay, s/veh		28.1			34.3			77.1			86.3	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	88.8	23.3	52.1	17.9	86.6	27.9	47.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	72.0	43.0	23.0	17.0	73.0	23.0	43.0
Max Q Clear Time (g_c+I1), s	9.7	43.0	17.1	37.4	12.0	29.2	21.8	40.5
Green Ext Time (p_c), s	0.1	15.4	0.2	0.0	0.0	12.1	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Future Background P.M.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	93	19	43	125	160	41	988	58	231	887	33
Future Volume (veh/h)	36	93	19	43	125	160	41	988	58	231	887	33
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		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	99	20	46	133	170	44	1051	62	246	944	35
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	130	144	225	237	197	402	1972	116	400	2186	81
Arrive On Green	0.07	0.07	0.07	0.13	0.13	0.13	0.03	0.77	0.77	0.09	0.83	0.83
Sat Flow, veh/h	1781	1870	1578	1781	1870	1560	1781	3410	201	1781	3491	129
Grp Volume(v), veh/h	38	99	20	46	133	170	44	548	565	246	480	499
Grp Sat Flow(s),veh/h/ln	1781	1870	1578	1781	1870	1560	1781	1777	1834	1781	1777	1844
Q Serve(g_s), s	3.2	8.3	1.9	3.7	10.7	17.1	1.6	19.3	19.3	9.0	11.3	11.3
Cycle Q Clear(g_c), s	3.2	8.3	1.9	3.7	10.7	17.1	1.6	19.3	19.3	9.0	11.3	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.07
Lane Grp Cap(c), veh/h	124	130	144	225	237	197	402	1028	1061	400	1113	1155
V/C Ratio(X)	0.31	0.76	0.14	0.20	0.56	0.86	0.11	0.53	0.53	0.61	0.43	0.43
Avail Cap(c_a), veh/h	356	374	350	390	409	341	565	1028	1061	477	1113	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	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	70.8	73.1	67.0	62.7	65.7	68.5	13.1	10.0	10.0	13.1	5.9	5.9
Incr Delay (d2), s/veh	1.0	6.7	0.3	0.3	1.6	8.1	0.0	2.0	1.9	0.8	1.2	1.2
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	2.8	7.6	1.4	3.1	9.0	11.7	1.2	10.7	10.9	6.2	6.7	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	79.8	67.3	63.0	67.3	76.6	13.1	12.0	11.9	13.9	7.2	7.1
LnGrp LOS	E	E	E	E	E	E	B	B	B	B	A	A
Approach Vol, veh/h		157			349			1157			1225	
Approach Delay, s/veh		76.3			71.3			12.0			8.5	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	98.5		17.1	9.4	106.2		27.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	18.0	50.0		32.0	18.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	11.0	21.3		10.3	3.6	13.3		19.1				
Green Ext Time (p_c), s	0.1	8.8		0.5	0.0	7.7		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	38	40	55	43	79	7	939	41	29	920	27
Future Volume (veh/h)	33	38	40	55	43	79	7	939	41	29	920	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	41	43	59	46	85	8	1010	44	31	989	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	108	113	213	83	154	50	2382	103	83	2318	67
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.94	0.94	0.94	0.94	0.94	0.94
Sat Flow, veh/h	1251	748	784	1304	578	1068	7	3373	146	50	3282	95
Grp Volume(v), veh/h	35	0	84	59	0	131	559	0	503	535	0	514
Grp Sat Flow(s),veh/h/ln	1251	0	1532	1304	0	1646	1854	0	1672	1745	0	1682
Q Serve(g_s), s	2.1	0.0	4.0	3.4	0.0	5.9	0.0	0.0	2.4	0.0	0.0	2.5
Cycle Q Clear(g_c), s	8.1	0.0	4.0	7.4	0.0	5.9	2.4	0.0	2.4	2.2	0.0	2.5
Prop In Lane	1.00		0.51	1.00		0.65	0.01		0.09	0.06		0.06
Lane Grp Cap(c), veh/h	177	0	220	213	0	237	1355	0	1181	1280	0	1188
V/C Ratio(X)	0.20	0.00	0.38	0.28	0.00	0.55	0.41	0.00	0.43	0.42	0.00	0.43
Avail Cap(c_a), veh/h	357	0	441	400	0	473	1355	0	1181	1280	0	1188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.40	0.00	0.40	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	31.0	34.4	0.0	31.9	0.8	0.0	0.8	0.8	0.0	0.8
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.5	0.0	1.5	0.4	0.0	0.5	1.0	0.0	1.2
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	1.2	0.0	2.7	2.0	0.0	4.3	1.1	0.0	1.0	1.4	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	0.0	31.8	34.9	0.0	33.4	1.2	0.0	1.2	1.8	0.0	1.9
LnGrp LOS	D	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		119			190			1062			1049	
Approach Delay, s/veh		33.1			33.8			1.2			1.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.5		17.5		62.5		17.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		4.4		10.1		4.5		9.4				
Green Ext Time (p_c), s		9.0		0.3		9.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			5.6									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1352	207	175	1726	85	210	302	73	142	293	62
Future Volume (veh/h)	111	1352	207	175	1726	85	210	302	73	142	293	62
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	1423	218	184	1817	89	221	318	77	149	308	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	1987	304	178	2339	114	242	358	87	210	323	68
Arrive On Green	0.10	0.59	0.59	0.13	0.62	0.62	0.11	0.25	0.25	0.08	0.22	0.22
Sat Flow, veh/h	1781	4467	684	1781	4987	244	1781	1455	352	1781	1497	316
Grp Volume(v), veh/h	117	1084	557	184	1239	667	221	0	395	149	0	373
Grp Sat Flow(s),veh/h/ln	1781	1702	1747	1781	1702	1826	1781	0	1807	1781	0	1813
Q Serve(g_s), s	11.6	40.6	40.7	18.0	47.8	48.0	17.1	0.0	38.0	11.6	0.0	36.6
Cycle Q Clear(g_c), s	11.6	40.6	40.7	18.0	47.8	48.0	17.1	0.0	38.0	11.6	0.0	36.6
Prop In Lane	1.00		0.39	1.00		0.13	1.00		0.19	1.00		0.17
Lane Grp Cap(c), veh/h	135	1514	777	178	1597	857	242	0	444	210	0	391
V/C Ratio(X)	0.87	0.72	0.72	1.03	0.78	0.78	0.91	0.00	0.89	0.71	0.00	0.95
Avail Cap(c_a), veh/h	178	1514	777	178	1597	857	260	0	444	282	0	403
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.0	28.7	28.7	78.0	27.0	27.0	50.6	0.0	65.5	52.7	0.0	69.7
Incr Delay (d2), s/veh	23.1	2.9	5.6	76.4	3.8	6.9	31.4	0.0	18.9	2.7	0.0	32.2
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	10.2	22.8	24.1	17.8	25.9	28.5	15.0	0.0	27.2	9.3	0.0	28.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.1	31.6	34.3	154.4	30.7	33.9	82.0	0.0	84.4	55.4	0.0	102.0
LnGrp LOS	F	C	C	F	C	C	F	A	F	E	A	F
Approach Vol, veh/h		1758			2090			616			522	
Approach Delay, s/veh		37.2			42.6			83.5			88.7	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	90.4	19.7	50.2	24.0	86.1	25.1	44.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	77.0	21.0	40.0	18.0	77.0	21.0	40.0
Max Q Clear Time (g_c+I1), s	13.6	50.0	13.6	40.0	20.0	42.7	19.1	38.6
Green Ext Time (p_c), s	0.0	16.9	0.1	0.0	0.0	16.1	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	50.6
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	1108	208	100	1492	233	264	628	111	197	647	140
Future Volume (veh/h)	152	1108	208	100	1492	233	264	628	111	197	647	140
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	1166	219	105	1571	245	278	661	117	207	681	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	1861	349	123	1952	303	271	807	143	259	695	150
Arrive On Green	0.08	0.57	0.57	0.09	0.58	0.58	0.13	0.27	0.27	0.10	0.24	0.24
Sat Flow, veh/h	1781	4318	811	1781	4457	693	1781	3018	533	1781	2907	627
Grp Volume(v), veh/h	160	919	466	105	1199	617	278	389	389	207	416	412
Grp Sat Flow(s),veh/h/ln	1781	1702	1724	1781	1702	1746	1781	1777	1774	1781	1777	1757
Q Serve(g_s), s	9.1	32.4	32.4	10.5	49.8	50.2	23.0	36.9	37.0	15.7	41.9	42.0
Cycle Q Clear(g_c), s	9.1	32.4	32.4	10.5	49.8	50.2	23.0	36.9	37.0	15.7	41.9	42.0
Prop In Lane	1.00		0.47	1.00		0.40	1.00		0.30	1.00		0.36
Lane Grp Cap(c), veh/h	192	1467	743	123	1491	764	271	475	475	259	424	420
V/C Ratio(X)	0.84	0.63	0.63	0.85	0.80	0.81	1.02	0.82	0.82	0.80	0.98	0.98
Avail Cap(c_a), veh/h	259	1467	743	168	1491	764	271	475	475	508	424	420
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	37.6	28.8	28.8	80.8	31.5	31.6	58.4	61.8	61.8	48.6	68.1	68.1
Incr Delay (d2), s/veh	12.1	2.0	4.0	20.2	4.7	8.9	61.0	10.5	10.6	1.9	35.9	36.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	18.9	19.6	9.3	27.5	29.4	24.3	25.2	25.2	11.3	30.8	30.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	30.8	32.7	101.1	36.2	40.5	119.4	72.3	72.5	50.5	103.9	104.5
LnGrp LOS	D	C	C	F	D	D	F	E	E	D	F	F
Approach Vol, veh/h		1545			1921			1056			1035	
Approach Delay, s/veh		33.3			41.2			84.7			93.5	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	84.8	23.8	54.2	18.4	83.6	29.0	49.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	72.0	43.0	23.0	17.0	73.0	23.0	43.0
Max Q Clear Time (g_c+I1), s	11.1	52.2	17.7	39.0	12.5	34.4	25.0	44.0
Green Ext Time (p_c), s	0.1	13.1	0.2	0.0	0.0	13.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.0
HCM 6th LOS	E

Future Total P.M.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	93	21	43	133	160	99	997	68	231	878	49
Future Volume (veh/h)	38	93	21	43	133	160	99	997	68	231	878	49
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		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	99	22	46	141	170	105	1061	72	246	934	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	130	168	226	237	198	413	1950	132	394	2087	116
Arrive On Green	0.07	0.07	0.07	0.13	0.13	0.13	0.05	0.77	0.77	0.09	0.81	0.81
Sat Flow, veh/h	1781	1870	1578	1781	1870	1560	1781	3376	229	1781	3417	190
Grp Volume(v), veh/h	40	99	22	46	141	170	105	558	575	246	486	500
Grp Sat Flow(s),veh/h/ln	1781	1870	1578	1781	1870	1560	1781	1777	1829	1781	1777	1831
Q Serve(g_s), s	3.4	8.3	2.0	3.7	11.4	17.1	3.9	20.0	20.1	9.1	12.9	12.9
Cycle Q Clear(g_c), s	3.4	8.3	2.0	3.7	11.4	17.1	3.9	20.0	20.1	9.1	12.9	12.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.10
Lane Grp Cap(c), veh/h	124	130	168	226	237	198	413	1026	1056	394	1085	1118
V/C Ratio(X)	0.32	0.76	0.13	0.20	0.60	0.86	0.25	0.54	0.54	0.62	0.45	0.45
Avail Cap(c_a), veh/h	356	374	374	390	409	341	548	1026	1056	470	1085	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	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	70.8	73.1	64.8	62.6	66.0	68.5	12.7	10.2	10.2	13.5	7.1	7.1
Incr Delay (d2), s/veh	1.1	6.6	0.3	0.3	1.8	8.0	0.1	2.1	2.0	0.9	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	7.6	1.5	3.1	9.5	11.7	2.8	11.1	11.3	6.3	7.7	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.9	79.8	65.0	63.0	67.8	76.5	12.8	12.2	12.2	14.4	8.4	8.4
LnGrp LOS	E	E	E	E	E	E	B	B	B	B	A	A
Approach Vol, veh/h		161			357			1238			1232	
Approach Delay, s/veh		75.8			71.3			12.3			9.6	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.2	98.4		17.1	11.9	103.7		27.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	18.0	50.0		32.0	18.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	11.1	22.1		10.3	5.9	14.9		19.1				
Green Ext Time (p_c), s	0.1	8.9		0.5	0.1	7.8		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	38	40	55	43	79	7	968	41	29	959	27
Future Volume (veh/h)	33	38	40	55	43	79	7	968	41	29	959	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	41	43	59	46	85	8	1041	44	31	1031	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	108	113	213	83	154	50	2385	100	81	2323	64
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.94	0.94	0.94	0.94	0.94	0.94
Sat Flow, veh/h	1251	748	784	1304	578	1068	7	3378	142	48	3290	91
Grp Volume(v), veh/h	35	0	84	59	0	131	575	0	518	556	0	535
Grp Sat Flow(s),veh/h/ln	1251	0	1532	1304	0	1646	1854	0	1673	1746	0	1683
Q Serve(g_s), s	2.1	0.0	4.0	3.4	0.0	5.9	0.0	0.0	2.6	0.0	0.0	2.7
Cycle Q Clear(g_c), s	8.1	0.0	4.0	7.4	0.0	5.9	2.5	0.0	2.6	2.4	0.0	2.7
Prop In Lane	1.00		0.51	1.00		0.65	0.01		0.08	0.06		0.05
Lane Grp Cap(c), veh/h	177	0	220	213	0	237	1355	0	1181	1280	0	1189
V/C Ratio(X)	0.20	0.00	0.38	0.28	0.00	0.55	0.42	0.00	0.44	0.43	0.00	0.45
Avail Cap(c_a), veh/h	357	0	441	400	0	473	1355	0	1181	1280	0	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.36	0.00	0.36	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	31.0	34.4	0.0	31.9	0.8	0.0	0.8	0.8	0.0	0.8
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.5	0.0	1.5	0.4	0.0	0.4	1.1	0.0	1.2
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	1.2	0.0	2.7	2.0	0.0	4.3	1.1	0.0	1.0	1.5	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	0.0	31.8	34.9	0.0	33.4	1.1	0.0	1.2	1.9	0.0	2.0
LnGrp LOS	D	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		119			190			1093			1091	
Approach Delay, s/veh		33.1			33.8			1.2			1.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.5		17.5		62.5		17.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		23.0		45.0		23.0				
Max Q Clear Time (g_c+I1), s		4.6		10.1		4.7		9.4				
Green Ext Time (p_c), s		9.4		0.3		9.7		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			5.5									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1369	207	183	1749	85	210	302	79	142	293	62
Future Volume (veh/h)	111	1369	207	183	1749	85	210	302	79	142	293	62
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	1441	218	193	1841	89	221	318	83	149	308	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	1991	301	178	2340	113	242	351	92	205	323	68
Arrive On Green	0.10	0.59	0.59	0.13	0.62	0.62	0.11	0.25	0.25	0.08	0.22	0.22
Sat Flow, veh/h	1781	4476	677	1781	4990	241	1781	1430	373	1781	1497	316
Grp Volume(v), veh/h	117	1096	563	193	1255	675	221	0	401	149	0	373
Grp Sat Flow(s),veh/h/ln	1781	1702	1749	1781	1702	1827	1781	0	1803	1781	0	1813
Q Serve(g_s), s	11.6	41.4	41.5	18.0	49.0	49.2	17.1	0.0	38.8	11.6	0.0	36.6
Cycle Q Clear(g_c), s	11.6	41.4	41.5	18.0	49.0	49.2	17.1	0.0	38.8	11.6	0.0	36.6
Prop In Lane	1.00		0.39	1.00		0.13	1.00		0.21	1.00		0.17
Lane Grp Cap(c), veh/h	135	1514	778	178	1597	857	242	0	443	205	0	391
V/C Ratio(X)	0.87	0.72	0.72	1.08	0.79	0.79	0.91	0.00	0.90	0.73	0.00	0.95
Avail Cap(c_a), veh/h	178	1514	778	178	1597	857	260	0	443	277	0	403
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.0	28.9	28.9	78.0	27.2	27.2	50.6	0.0	65.8	52.9	0.0	69.7
Incr Delay (d2), s/veh	23.1	3.0	5.8	91.4	4.0	7.3	31.4	0.0	21.3	3.4	0.0	32.2
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	10.2	23.2	24.5	19.1	26.5	29.2	15.0	0.0	28.0	9.3	0.0	28.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.1	31.9	34.7	169.5	31.2	34.5	82.0	0.0	87.1	56.3	0.0	102.0
LnGrp LOS	F	C	C	F	C	C	F	A	F	E	A	F
Approach Vol, veh/h		1776			2123			622			522	
Approach Delay, s/veh		37.5			44.8			85.3			88.9	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	90.4	19.7	50.2	24.0	86.1	25.1	44.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	77.0	21.0	40.0	18.0	77.0	21.0	40.0
Max Q Clear Time (g_c+I1), s	13.6	51.2	13.6	40.8	20.0	43.5	19.1	38.6
Green Ext Time (p_c), s	0.0	16.6	0.1	0.0	0.0	16.1	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1108	208	100	1492	237	264	630	111	202	650	171
Future Volume (veh/h)	175	1108	208	100	1492	237	264	630	111	202	650	171
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	1166	219	105	1571	249	278	663	117	213	684	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1861	349	123	1910	302	268	800	141	261	665	175
Arrive On Green	0.09	0.57	0.57	0.09	0.57	0.57	0.13	0.27	0.27	0.10	0.24	0.24
Sat Flow, veh/h	1781	4318	811	1781	4446	702	1781	3019	532	1781	2783	732
Grp Volume(v), veh/h	184	919	466	105	1202	618	278	390	390	213	437	427
Grp Sat Flow(s),veh/h/ln	1781	1702	1724	1781	1702	1744	1781	1777	1775	1781	1777	1739
Q Serve(g_s), s	10.6	32.4	32.4	10.5	51.3	51.7	23.0	37.2	37.3	16.1	43.0	43.0
Cycle Q Clear(g_c), s	10.6	32.4	32.4	10.5	51.3	51.7	23.0	37.2	37.3	16.1	43.0	43.0
Prop In Lane	1.00		0.47	1.00		0.40	1.00		0.30	1.00		0.42
Lane Grp Cap(c), veh/h	202	1467	743	123	1463	749	268	471	470	261	424	415
V/C Ratio(X)	0.91	0.63	0.63	0.85	0.82	0.82	1.04	0.83	0.83	0.82	1.03	1.03
Avail Cap(c_a), veh/h	255	1467	743	168	1463	749	268	471	470	506	424	415
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	38.5	28.8	28.8	80.8	33.0	33.1	59.8	62.3	62.3	48.6	68.5	68.5
Incr Delay (d2), s/veh	27.0	2.0	4.0	20.2	5.3	10.0	65.5	11.4	11.6	2.1	48.2	48.9
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	10.0	18.9	19.6	9.3	28.5	30.5	24.6	25.4	25.5	11.6	33.6	33.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	30.8	32.7	101.1	38.3	43.1	125.3	73.7	73.9	50.7	116.7	117.4
LnGrp LOS	E	C	C	F	D	D	F	E	E	D	F	F
Approach Vol, veh/h		1569			1925			1058			1077	
Approach Delay, s/veh		35.4			43.3			87.3			103.9	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	83.4	24.3	53.7	18.4	83.6	29.0	49.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	18.0	72.0	43.0	23.0	17.0	73.0	23.0	43.0
Max Q Clear Time (g_c+I1), s	12.6	53.7	18.1	39.3	12.5	34.4	25.0	45.0
Green Ext Time (p_c), s	0.1	12.4	0.2	0.0	0.0	13.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	61.0
HCM 6th LOS	E