

APPENDIX

APPENDIX A

TRAFFIC DATA

INTERSECTION TURNING MOVEMENT COUNTS



Marlin Engineering Inc.
1700 NW 66th Avenue, Suite 106

Fort Lauderdale, Florida, United States 33313
P: 954.870.5070 hpantaleon@marlinengineering.com

Count Name: Taft St and N 64 Ave - Merged
Site Code:
Start Date: 10/15/2024
Page No: 1

Turning Movement Data

Start Time	N 64th Ave Southbound						Taft St Westbound						N 64th Ave Northbound						Taft St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	15	37	13	0	2	65	5	90	13	0	0	108	29	34	25	0	0	88	22	143	12	0	2	177	438
7:15 AM	29	34	15	0	0	78	9	111	16	0	2	136	37	36	33	0	0	106	36	210	30	0	1	276	596
7:30 AM	34	34	22	0	0	90	5	148	25	0	0	178	53	44	41	0	0	138	24	246	33	0	0	303	709
7:45 AM	28	38	26	0	0	92	22	143	30	0	0	195	41	49	43	0	0	133	17	242	38	0	0	297	717
Hourly Total	106	143	76	0	2	325	41	492	84	0	2	617	160	163	142	0	0	465	99	841	113	0	3	1053	2460
8:00 AM	17	36	26	0	0	79	18	168	32	0	0	218	33	46	22	0	0	101	21	197	40	0	0	258	656
8:15 AM	23	33	18	0	0	74	6	130	9	0	1	145	28	38	49	0	0	115	22	205	29	0	0	256	590
8:30 AM	23	36	14	0	0	73	6	119	10	0	0	135	19	38	38	0	0	95	15	199	20	0	0	234	537
8:45 AM	19	22	19	0	4	60	14	133	9	0	0	156	25	25	38	0	0	88	28	151	24	0	0	203	507
Hourly Total	82	127	77	0	4	286	44	550	60	0	1	654	105	147	147	0	0	399	86	752	113	0	0	951	2290
9:00 AM	23	29	15	0	1	67	9	135	17	0	0	161	24	34	31	0	0	89	22	152	25	0	0	199	516
9:15 AM	17	19	11	0	0	47	5	104	8	0	0	117	23	28	29	0	0	80	25	173	19	0	0	217	461
9:30 AM	17	24	9	0	1	50	7	89	12	0	0	108	28	31	24	0	0	83	13	132	17	0	0	162	403
9:45 AM	20	25	10	0	1	55	5	84	11	0	0	100	11	34	21	0	0	66	10	114	15	0	0	139	360
Hourly Total	77	97	45	0	3	219	26	412	48	0	0	486	86	127	105	0	0	318	70	571	76	0	0	717	1740
10:00 AM	17	24	7	0	1	48	9	95	16	0	1	120	18	27	17	0	0	62	19	103	16	0	0	138	368
10:15 AM	15	19	10	0	2	44	7	91	11	0	0	109	16	22	24	0	0	62	22	109	9	0	0	140	355
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	32	43	17	0	3	92	16	186	27	0	1	229	34	49	41	0	0	124	41	212	25	0	0	278	723
4:00 PM	25	54	8	0	2	87	9	178	23	0	0	210	30	44	43	0	0	117	26	170	31	0	4	227	641
4:15 PM	29	43	11	0	2	83	13	180	34	0	0	227	25	48	38	0	0	111	22	150	18	0	2	190	611
4:30 PM	22	53	22	0	3	97	17	163	38	0	0	218	15	61	52	0	0	128	33	120	23	0	0	176	619
4:45 PM	42	69	10	0	2	121	10	163	27	0	0	200	22	52	39	0	0	113	39	121	26	0	0	186	620
Hourly Total	118	219	51	0	9	388	49	684	122	0	0	855	92	205	172	0	0	469	120	561	98	0	6	779	2491
5:00 PM	39	65	10	0	1	114	10	195	36	0	0	241	18	47	42	0	0	107	43	137	24	0	1	204	666
5:15 PM	26	64	14	0	4	104	9	177	25	0	0	211	23	54	43	0	1	120	42	143	32	0	3	217	652
5:30 PM	23	51	9	0	3	83	13	206	30	0	0	249	20	55	52	0	0	127	36	155	28	0	2	219	678
5:45 PM	31	70	11	0	1	112	16	182	29	0	3	227	15	57	30	0	1	102	29	133	27	0	2	189	630
Hourly Total	119	250	44	0	9	413	48	760	120	0	3	928	76	213	167	0	2	456	150	568	111	0	8	829	2626
6:00 PM	26	37	4	0	2	67	16	203	21	0	0	240	24	48	40	0	0	112	33	163	25	0	0	221	640
6:15 PM	28	53	10	0	2	91	16	169	26	0	0	211	12	57	50	0	0	119	35	136	20	0	1	191	612
6:30 PM	22	51	10	0	2	83	13	132	25	0	0	170	30	55	27	0	0	112	27	116	16	0	1	159	524
6:45 PM	28	50	12	0	0	90	13	140	29	0	0	182	18	38	37	0	0	93	23	86	18	0	1	127	492
Hourly Total	104	191	36	0	6	331	58	644	101	0	0	803	84	198	154	0	0	436	118	501	79	0	3	698	2268
7:00 PM	35	49	15	0	0	99	4	115	18	0	0	137	13	41	24	0	0	78	36	109	23	0	0	168	482

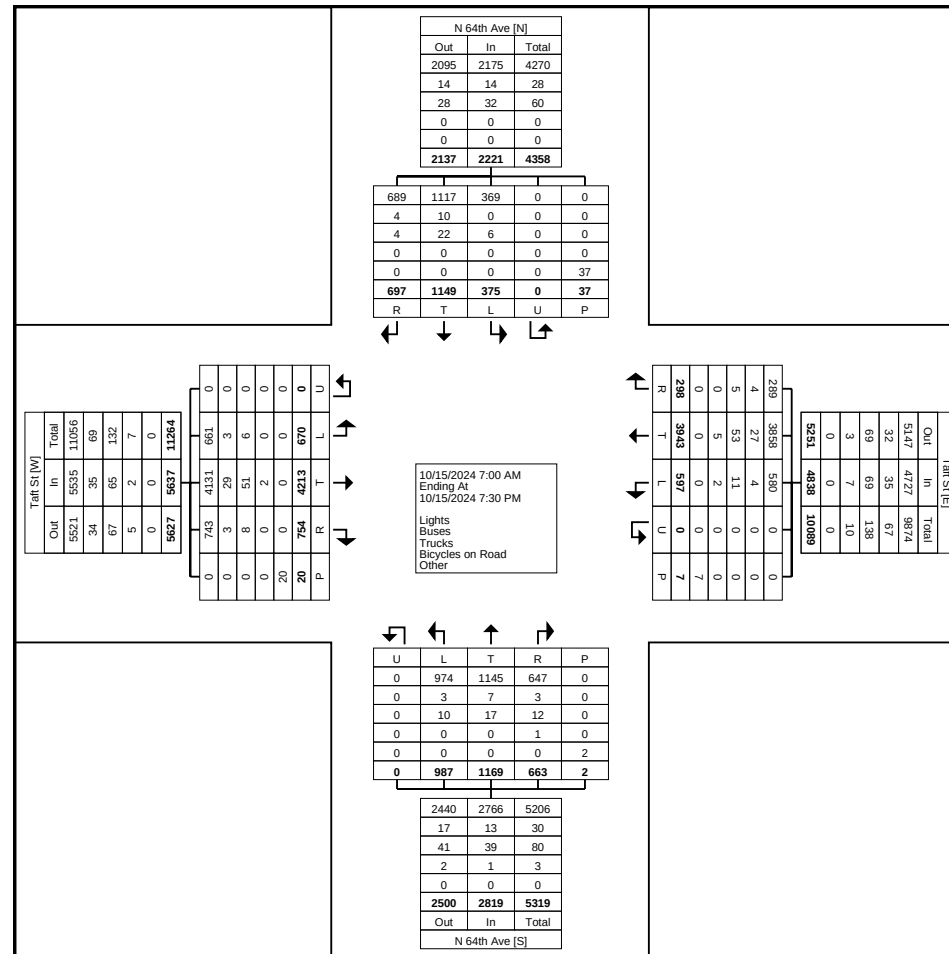
7:15 PM	24	30	14	0	1	68	12	100	17	0	0	129	13	26	35	0	0	74	34	98	32	0	0	164	435
Grand Total	697	1149	375	0	37	2221	298	3943	597	0	7	4838	663	1169	987	0	2	2819	754	4213	670	0	20	5637	15515
Approach %	31.4	51.7	16.9	0.0	-	-	6.2	81.5	12.3	0.0	-	-	23.5	41.5	35.0	0.0	-	-	13.4	74.7	11.9	0.0	-	-	-
Total %	4.5	7.4	2.4	0.0	-	14.3	1.9	25.4	3.8	0.0	-	31.2	4.3	7.5	6.4	0.0	-	18.2	4.9	27.2	4.3	0.0	-	36.3	-
Lights	689	1117	369	0	-	2175	289	3858	580	0	-	4727	647	1145	974	0	-	2766	743	4131	661	0	-	5535	15203
% Lights	98.9	97.2	98.4	-	-	97.9	97.0	97.8	97.2	-	-	97.7	97.6	97.9	98.7	-	-	98.1	98.5	98.1	98.7	-	-	98.2	98.0
Buses	4	10	0	0	-	14	4	27	4	0	-	35	3	7	3	0	-	13	3	29	3	0	-	35	97
% Buses	0.6	0.9	0.0	-	-	0.6	1.3	0.7	0.7	-	-	0.7	0.5	0.6	0.3	-	-	0.5	0.4	0.7	0.4	-	-	0.6	0.6
Trucks	4	22	6	0	-	32	5	53	11	0	-	69	12	17	10	0	-	39	8	51	6	0	-	65	205
% Trucks	0.6	1.9	1.6	-	-	1.4	1.7	1.3	1.8	-	-	1.4	1.8	1.5	1.0	-	-	1.4	1.1	1.2	0.9	-	-	1.2	1.3
Bicycles on Road	0	0	0	0	-	0	0	5	2	0	-	7	1	0	0	0	-	1	0	2	0	0	-	2	10
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.3	-	-	0.1	0.2	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	18	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	48.6	-	-	-	-	-	71.4	-	-	-	-	-	0.0	-	-	-	-	-	30.0	-	-
Pedestrians	-	-	-	-	19	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	51.4	-	-	-	-	-	28.6	-	-	-	-	-	100.0	-	-	-	-	-	70.0	-	-



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Count Name: Taft St and N 64 Ave - Merged
Site Code:
Start Date: 10/15/2024
Page No: 3



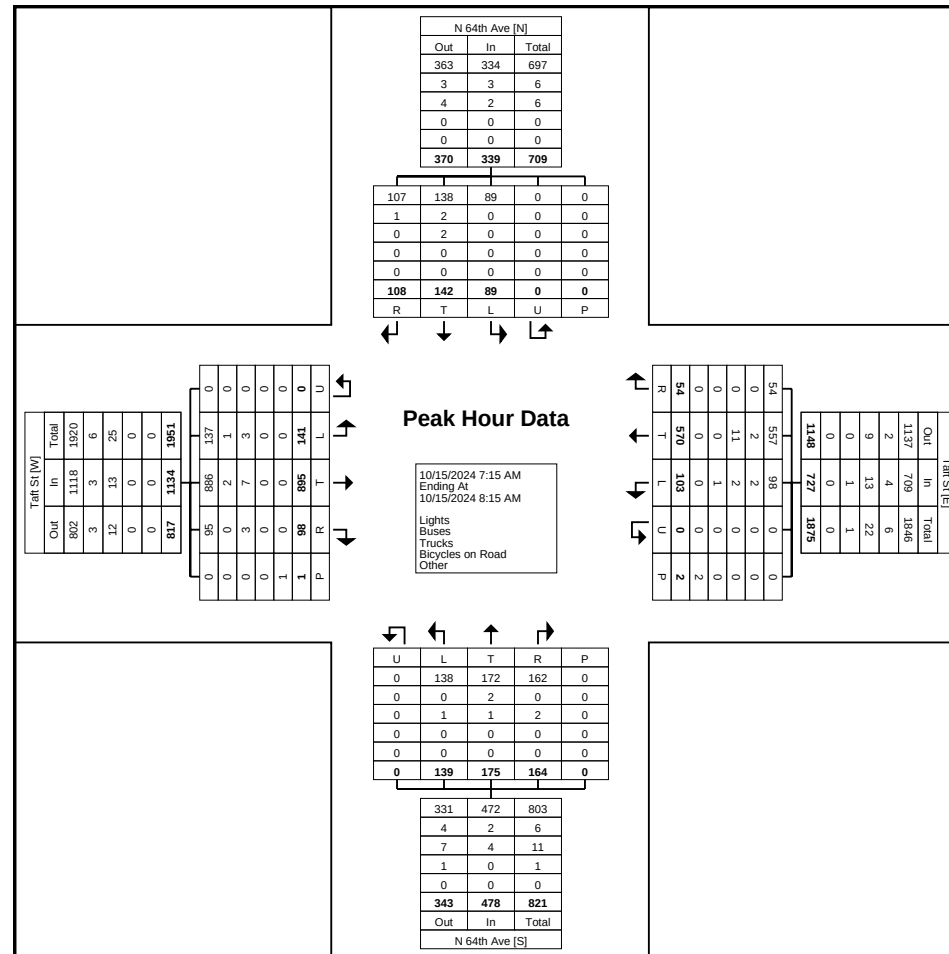
Turning Movement Data Plot



Marlin Engineering Inc.
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Count Name: Taft St and N 64 Ave - Merged
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Start Date: 10/15/2024
Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

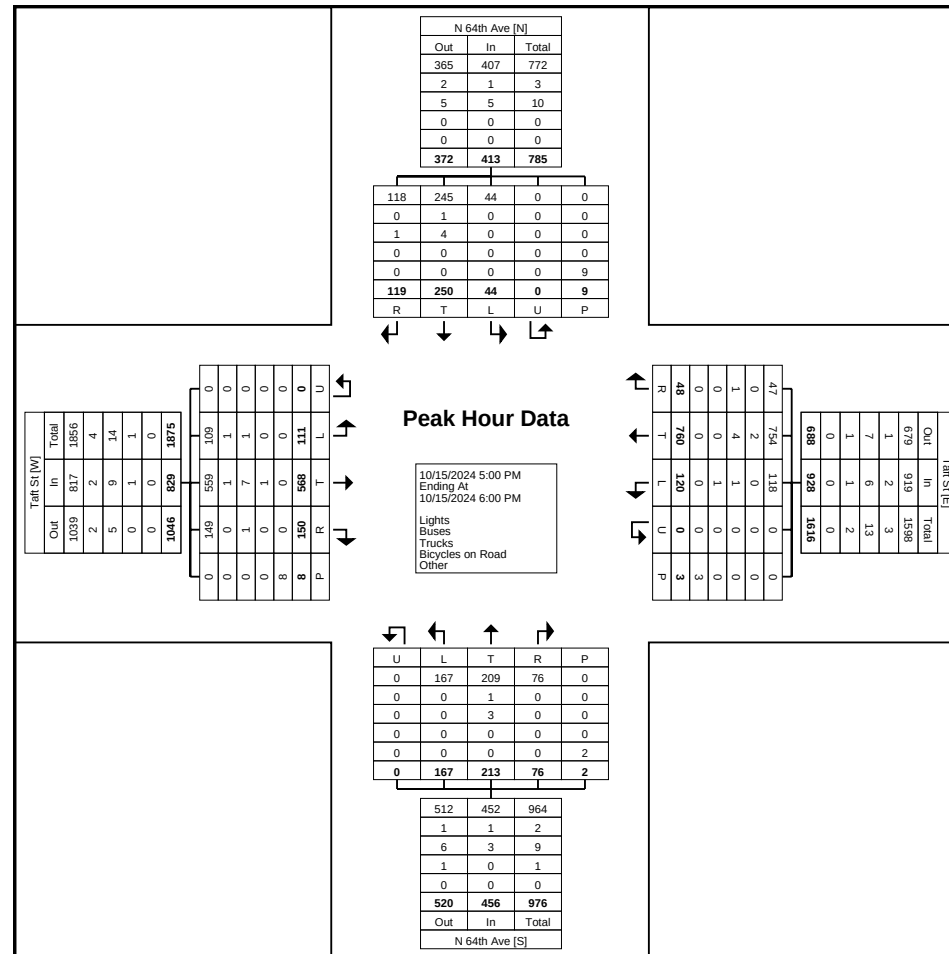
Start Time	N 64th Ave Southbound						Taft St Westbound						N 64th Ave Northbound						Taft St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
5:00 PM	39	65	10	0	1	114	10	195	36	0	0	241	18	47	42	0	0	107	43	137	24	0	1	204	666
5:15 PM	26	64	14	0	4	104	9	177	25	0	0	211	23	54	43	0	1	120	42	143	32	0	3	217	652
5:30 PM	23	51	9	0	3	83	13	206	30	0	0	249	20	55	52	0	0	127	36	155	28	0	2	219	678
5:45 PM	31	70	11	0	1	112	16	182	29	0	3	227	15	57	30	0	1	102	29	133	27	0	2	189	630
Total	119	250	44	0	9	413	48	760	120	0	3	928	76	213	167	0	2	456	150	568	111	0	8	829	2626
Approach %	28.8	60.5	10.7	0.0	-	-	5.2	81.9	12.9	0.0	-	-	16.7	46.7	36.6	0.0	-	-	18.1	68.5	13.4	0.0	-	-	-
Total %	4.5	9.5	1.7	0.0	-	15.7	1.8	28.9	4.6	0.0	-	35.3	2.9	8.1	6.4	0.0	-	17.4	5.7	21.6	4.2	0.0	-	31.6	-
PHF	0.763	0.893	0.786	0.000	-	0.906	0.750	0.922	0.833	0.000	-	0.932	0.826	0.934	0.803	0.000	-	0.898	0.872	0.916	0.867	0.000	-	0.946	0.968
Lights	118	245	44	0	-	407	47	754	118	0	-	919	76	209	167	0	-	452	149	559	109	0	-	817	2595
% Lights	99.2	98.0	100.0	-	-	98.5	97.9	99.2	98.3	-	-	99.0	100.0	98.1	100.0	-	-	99.1	99.3	98.4	98.2	-	-	98.6	98.8
Buses	0	1	0	0	-	1	0	2	0	0	-	2	0	1	0	0	-	1	0	1	1	0	-	2	6
% Buses	0.0	0.4	0.0	-	-	0.2	0.0	0.3	0.0	-	-	0.2	0.0	0.5	0.0	-	-	0.2	0.0	0.2	0.9	-	-	0.2	0.2
Trucks	1	4	0	0	-	5	1	4	1	0	-	6	0	3	0	0	-	3	1	7	1	0	-	9	23
% Trucks	0.8	1.6	0.0	-	-	1.2	2.1	0.5	0.8	-	-	0.6	0.0	1.4	0.0	-	-	0.7	0.7	1.2	0.9	-	-	1.1	0.9
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.8	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	33.3	-	-	-	-	-	66.7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	66.7	-	-	-	-	-	33.3	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Site Code:
Start Date: 10/15/2024
Page No: 7



Turning Movement Peak Hour Data Plot (5:00 PM)

MARLIN ENGINEERING. INC

3363 W Commercial Blvd #115,

Fort Lauderdale, FL 33309

Phone: (954) 870-5070

File Name : Taft St and N 66th Ave

Site Code : 00000000

Start Date : 10/8/2024

Page No : 1

Groups Printed- Vehicles - Bus - Trucks

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	3	6	0	12	6	118	1	0	125	8	11	5	0	24	0	173	2	0	175	336
07:15 AM	2	14	20	0	36	7	158	0	0	165	6	9	15	0	30	0	239	3	0	242	473
07:30 AM	6	3	14	0	23	7	191	4	1	203	10	20	20	0	50	10	281	4	0	295	571
07:45 AM	5	10	15	0	30	6	214	6	1	227	18	14	22	1	55	6	270	10	1	287	599
Total	16	30	55	0	101	26	681	11	2	720	42	54	62	1	159	16	963	19	1	999	1979
08:00 AM	5	12	13	0	30	10	192	4	0	206	3	13	21	0	37	13	226	12	0	251	524
08:15 AM	5	4	14	1	24	10	157	6	0	173	21	5	8	0	34	11	233	8	1	253	484
08:30 AM	4	9	6	0	19	15	156	4	3	178	7	14	8	0	29	4	193	5	0	202	428
08:45 AM	12	7	19	1	39	13	137	4	3	157	7	10	14	0	31	12	149	9	0	170	397
Total	26	32	52	2	112	48	642	18	6	714	38	42	51	0	131	40	801	34	1	876	1833
09:00 AM	7	7	8	1	23	9	174	2	2	187	7	3	20	0	30	6	175	5	0	186	426
09:15 AM	6	5	14	0	25	3	135	3	0	141	9	8	18	0	35	7	179	1	0	187	388
09:30 AM	6	5	7	0	18	13	124	0	3	140	0	7	12	1	20	0	146	6	1	153	331
09:45 AM	6	8	5	0	19	13	98	0	1	112	0	8	9	0	17	0	121	3	0	124	272
Total	25	25	34	1	85	38	531	5	6	580	16	26	59	1	102	13	621	15	1	650	1417
10:00 AM	5	6	15	0	26	7	114	0	0	121	0	5	3	0	8	0	122	1	1	124	279
10:15 AM	10	3	10	1	24	14	110	0	0	124	0	5	5	1	11	0	102	4	2	108	267
*** BREAK ***																					
Total	15	9	25	1	50	21	224	0	0	245	0	10	8	1	19	0	224	5	3	232	546
*** BREAK ***																					
04:00 PM	10	15	11	0	36	13	221	8	0	242	9	17	14	2	42	22	216	7	0	245	565
04:15 PM	4	12	16	0	32	23	205	5	3	236	4	8	20	1	33	12	174	6	0	192	493
04:30 PM	11	19	16	0	46	13	217	1	1	232	3	13	6	0	22	13	161	6	0	180	480
04:45 PM	20	14	18	0	52	16	218	2	0	236	8	11	14	0	33	15	188	7	0	210	531
Total	45	60	61	0	166	65	861	16	4	946	24	49	54	3	130	62	739	26	0	827	2069
05:00 PM	8	17	17	0	42	19	261	12	0	292	13	14	16	1	44	17	164	5	0	186	564
05:15 PM	2	17	22	0	41	10	229	4	0	243	7	16	15	0	38	12	197	5	0	214	536
05:30 PM	5	9	16	2	32	24	259	10	1	294	16	9	16	0	41	25	188	4	0	217	584
05:45 PM	4	21	17	2	44	11	216	9	0	236	12	12	15	1	40	27	174	9	0	210	530
Total	19	64	72	4	159	64	965	35	1	1065	48	51	62	2	163	81	723	23	0	827	2214
06:00 PM	11	22	21	0	54	23	253	9	2	287	6	9	14	1	30	16	215	10	0	241	612
06:15 PM	25	11	22	1	59	11	222	7	0	240	10	10	14	0	34	15	187	6	0	208	541
06:30 PM	8	18	23	0	49	12	165	9	0	186	12	9	21	0	42	19	159	8	0	186	463
06:45 PM	5	17	18	0	40	13	169	6	0	188	3	8	17	0	28	17	117	4	0	138	394
Total	49	68	84	1	202	59	809	31	2	901	31	36	66	1	134	67	678	28	0	773	2010
Grand Total	195	288	383	9	875	321	4713	116	21	5171	199	268	362	9	838	279	4749	150	6	5184	12068
Apprch %	22.3	32.9	43.8	1		6.2	91.1	2.2	0.4		23.7	32	43.2	1.1		5.4	91.6	2.9	0.1		
Total %	1.6	2.4	3.2	0.1	7.3	2.7	39.1	1	0.2	42.8	1.6	2.2	3	0.1	6.9	2.3	39.4	1.2	0	43	
Vehicles	192	284	373	9	858	317	4652	116	21	5106	199	266	360	9	834	279	4710	147	6	5142	11940
% Vehicles	98.5	98.6	97.4	100	98.1	98.8	98.7	100	100	98.7	100	99.3	99.4	100	99.5	100	99.2	98	100	99.2	98.9
Bus	2	2	1	0	5	2	18	0	0	20	0	2	1	0	3	0	14	0	0	14	42
% Bus	1	0.7	0.3	0	0.6	0.6	0.4	0	0	0.4	0	0.7	0.3	0	0.4	0	0.3	0	0	0.3	0.3
Trucks	1	2	9	0	12	2	43	0	0	45	0	0	1	0	1	0	25	3	0	28	86
% Trucks	0.5	0.7	2.3	0	1.4	0.6	0.9	0	0	0.9	0	0	0.3	0	0.1	0	0.5	2	0	0.5	0.7

MARLIN ENGINEERING. INC

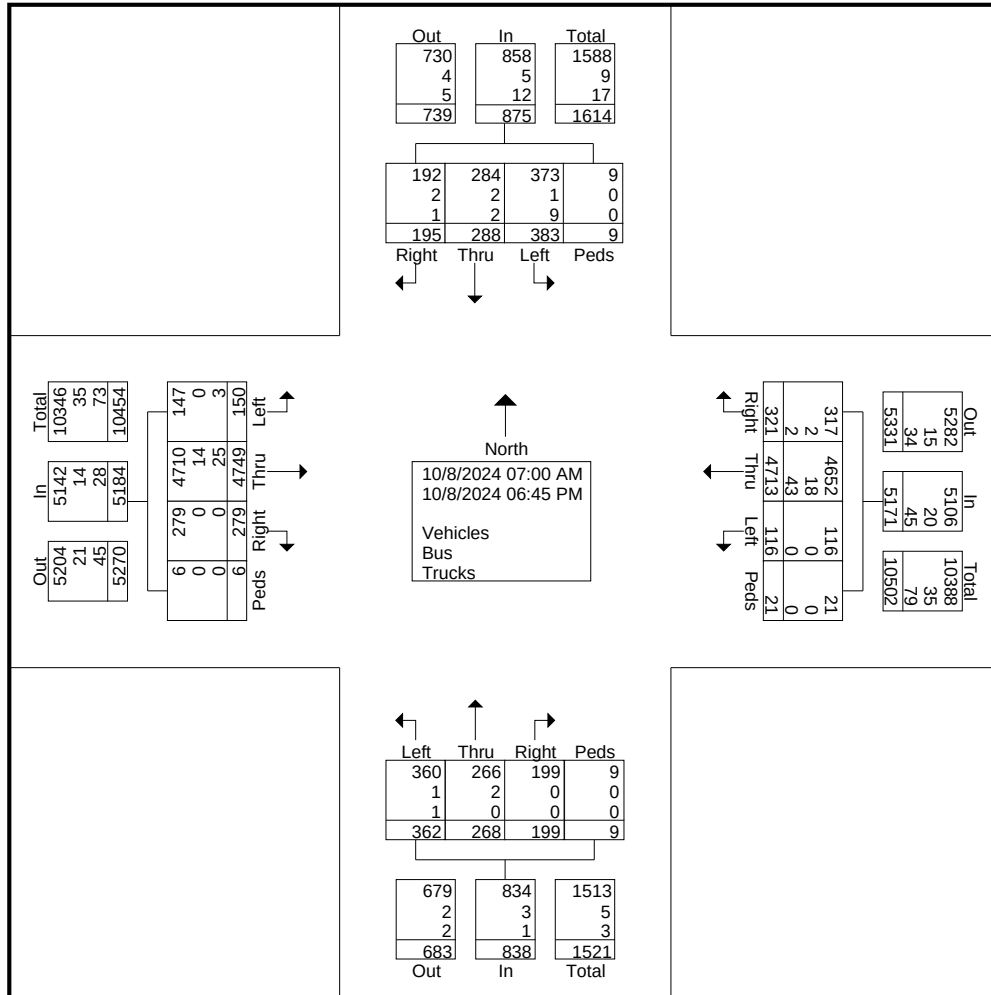
3363 W Commercial Blvd #115,
Fort Lauderdale, FL 33309
Phone: (954) 870-5070

File Name : Taft St and N 66th Ave

Site Code : 00000000

Start Date : 10/8/2024

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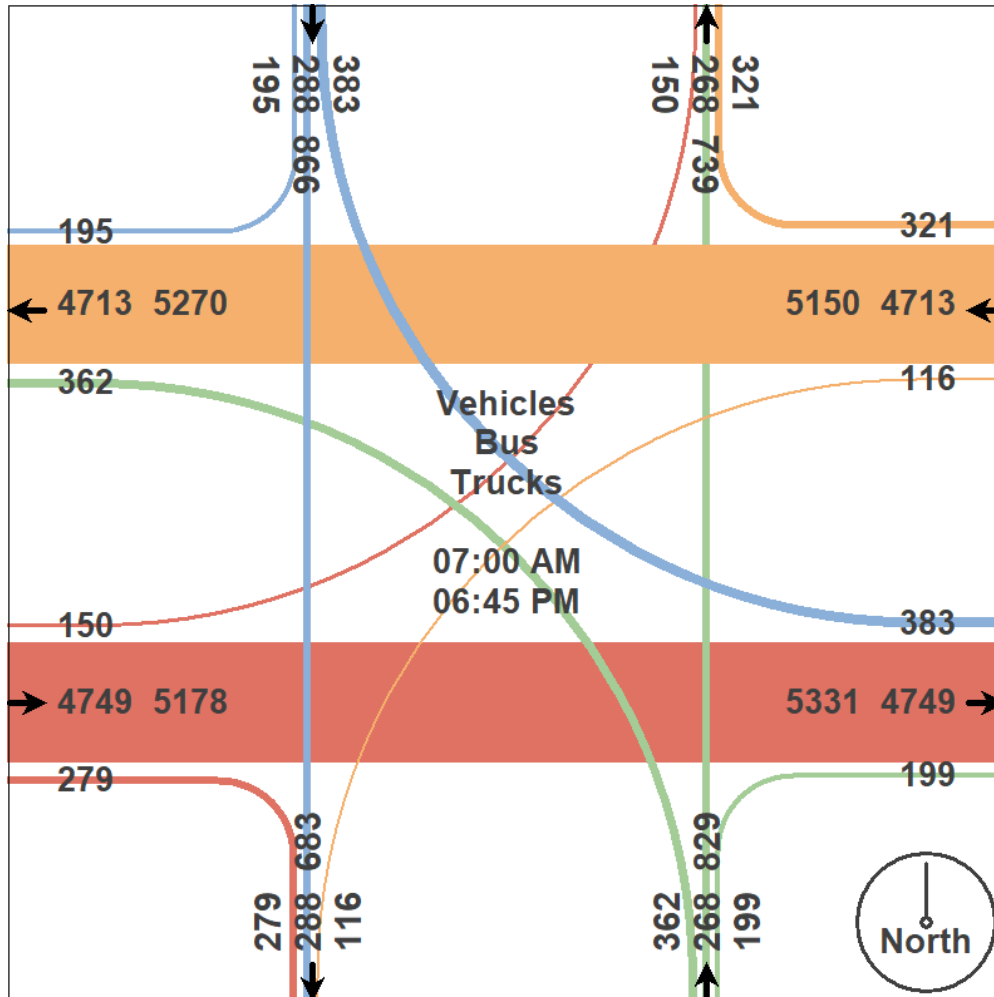
3363 W Commercial Blvd #115,
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3363 W Commercial Blvd #115,
Fort Lauderdale, FL 33309
Phone: (954) 870-5070

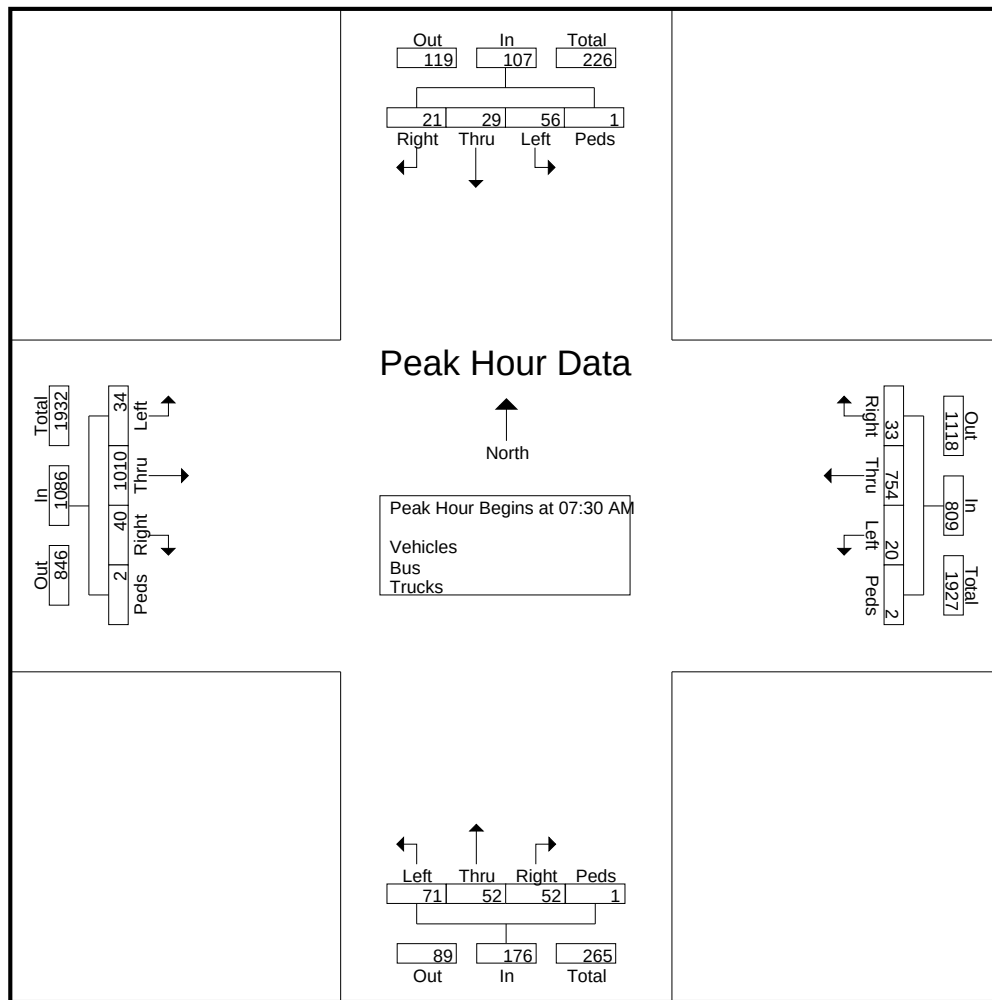
File Name : Taft St and N 66th Ave

Site Code : 00000000

Start Date : 10/8/2024

Page No : 4

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	6	3	14	0	23	7	191	4	1	203	10	20	20	0	50	10	281	4	0	295	571
07:45 AM	5	10	15	0	30	6	214	6	1	227	18	14	22	1	55	6	270	10	1	287	599
08:00 AM	5	12	13	0	30	10	192	4	0	206	3	13	21	0	37	13	226	12	0	251	524
08:15 AM	5	4	14	1	24	10	157	6	0	173	21	5	8	0	34	11	233	8	1	253	484
Total Volume	21	29	56	1	107	33	754	20	2	809	52	52	71	1	176	40	1010	34	2	1086	2178
% App. Total	19.6	27.1	52.3	0.9		4.1	93.2	2.5	0.2		29.5	29.5	40.3	0.6		3.7	93	3.1	0.2		
PHF	.875	.604	.933	.250	.892	.825	.881	.833	.500	.891	.619	.650	.807	.250	.800	.769	.899	.708	.500	.920	.909



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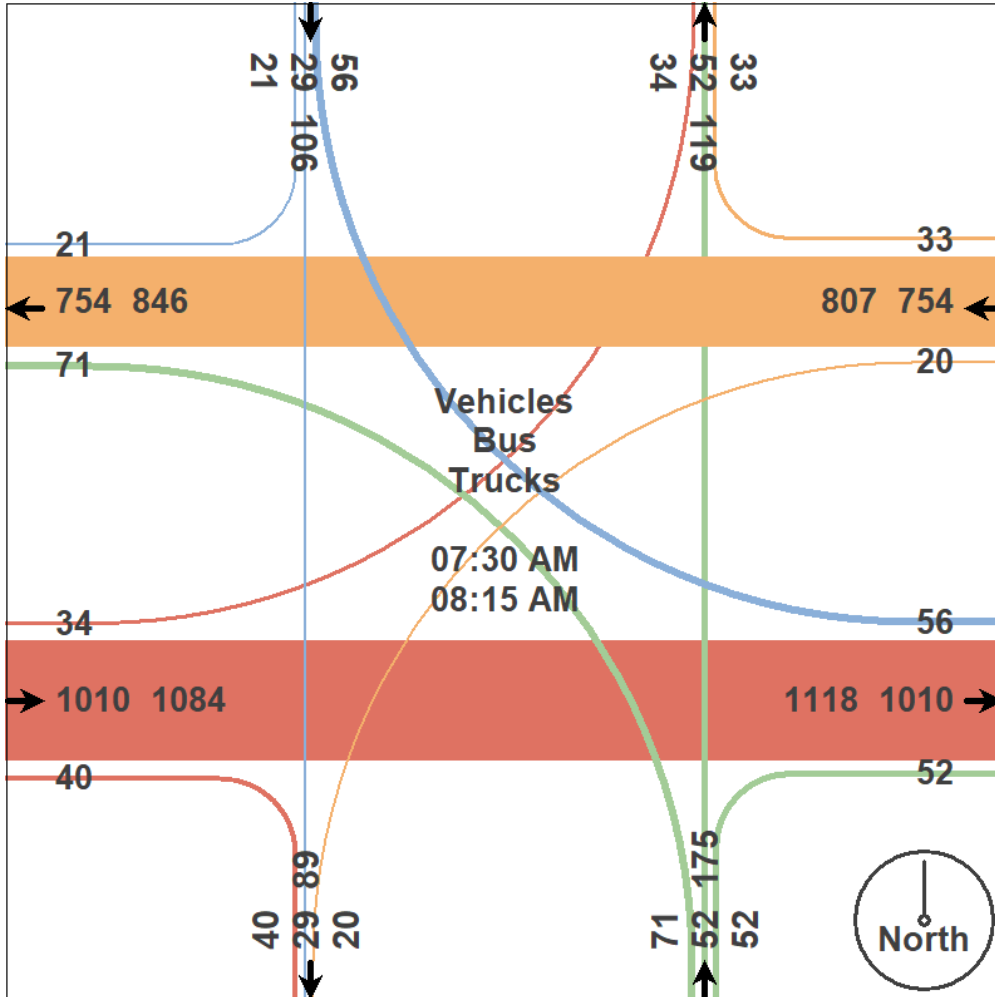
3363 W Commercial Blvd #115,
Fort Lauderdale, FL 33309
Phone: (954) 870-5070

File Name : Taft St and N 66th Ave

Site Code : 00000000

Start Date : 10/8/2024

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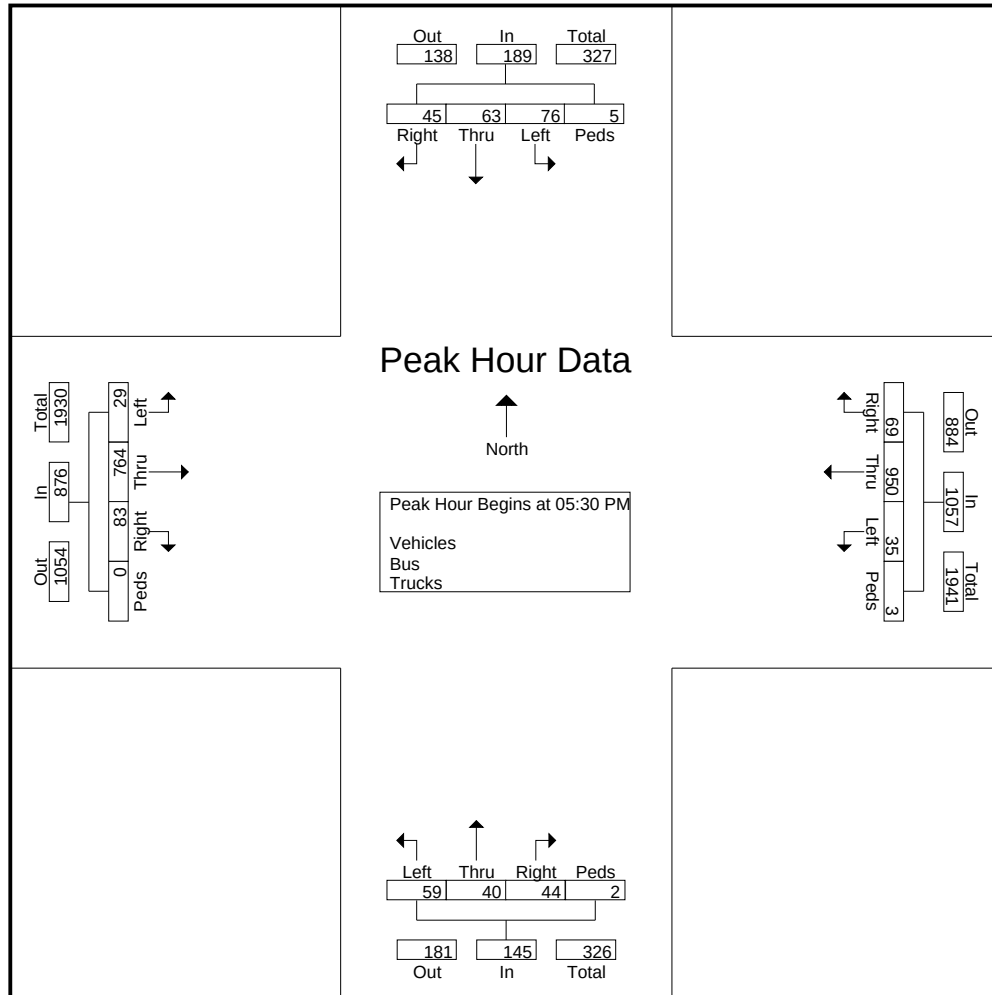
File Name : Taft St and N 66th Ave

Site Code : 00000000

Start Date : 10/8/2024

Page No : 6

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	5	9	16	2	32	24	259	10	1	294	16	9	16	0	41	25	188	4	0	217	584
05:45 PM	4	21	17	2	44	11	216	9	0	236	12	12	15	1	40	27	174	9	0	210	530
06:00 PM	11	22	21	0	54	23	253	9	2	287	6	9	14	1	30	16	215	10	0	241	612
06:15 PM	25	11	22	1	59	11	222	7	0	240	10	10	14	0	34	15	187	6	0	208	541
Total Volume	45	63	76	5	189	69	950	35	3	1057	44	40	59	2	145	83	764	29	0	876	2267
% App. Total	23.8	33.3	40.2	2.6		6.5	89.9	3.3	0.3		30.3	27.6	40.7	1.4		9.5	87.2	3.3	0		
PHF	.450	.716	.864	.625	.801	.719	.917	.875	.375	.899	.688	.833	.922	.500	.884	.769	.888	.725	.000	.909	.926



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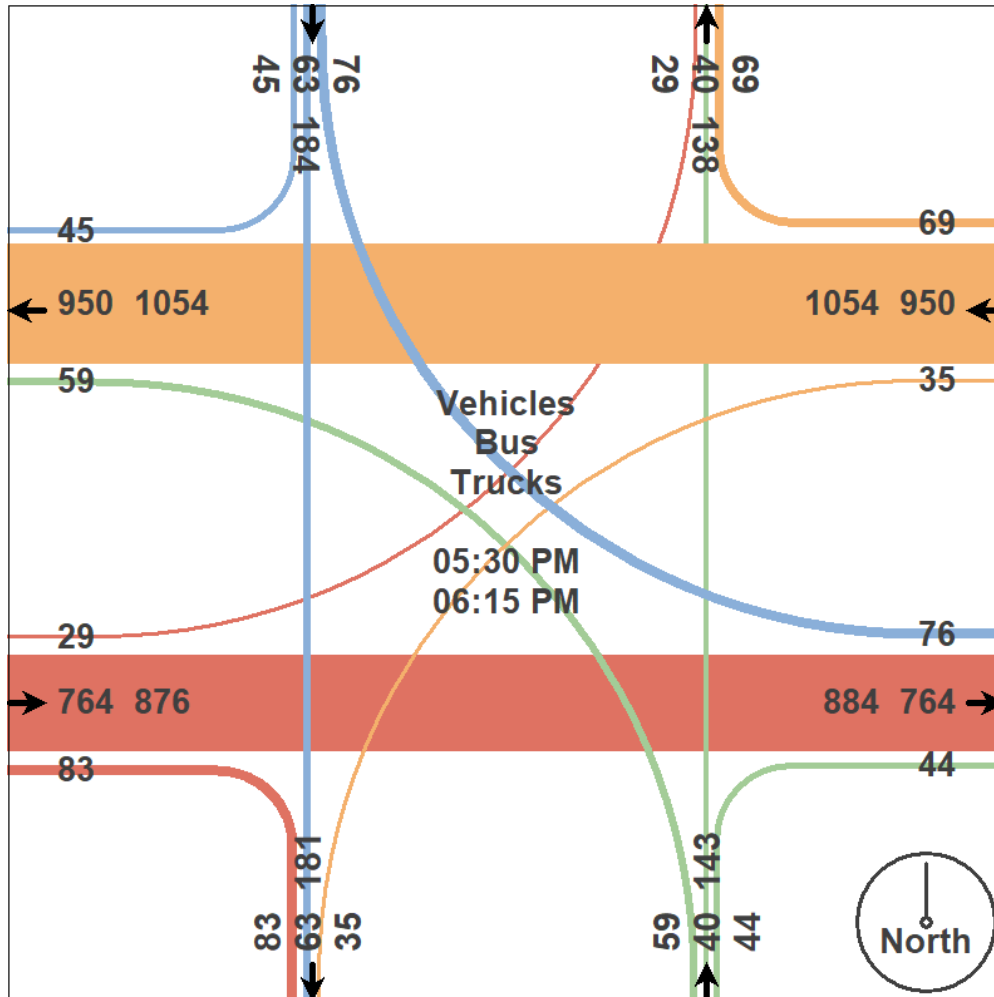
3363 W Commercial Blvd #115,
Fort Lauderdale, FL 33309
Phone: (954) 870-5070

File Name : Taft St and N 66th Ave

Site Code : 00000000

Start Date : 10/8/2024

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Marlin Engineering Inc.
1700 NW 66th Avenue, Suite 106

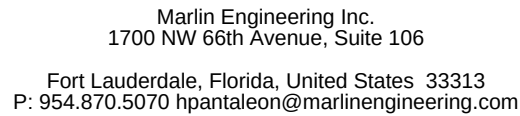
Fort Lauderdale, Florida, United States 33313
P: 954.870.5070 hpantaleon@marlinengineering.com

Count Name: Taft St and N 68th Ave - merged
Site Code:
Start Date: 10/15/2024
Page No: 1

Turning Movement Data

Start Time	Southbound Approach					Westbound Approach					Eastbound Approach					Int. Total
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	13	12	0	2	25	5	121	0	0	126	189	12	0	0	201	352
7:15 AM	7	13	0	1	20	21	158	0	0	179	240	16	0	2	256	455
7:30 AM	15	21	0	1	36	17	215	0	0	232	286	17	0	0	303	571
7:45 AM	20	17	0	0	37	14	215	0	0	229	259	33	0	2	292	558
Hourly Total	55	63	0	4	118	57	709	0	0	766	974	78	0	4	1052	1936
8:00 AM	23	25	0	0	48	17	170	0	0	187	250	29	0	0	279	514
8:15 AM	17	18	0	0	35	14	157	0	0	171	216	21	0	0	237	443
8:30 AM	16	23	0	0	39	20	140	0	0	160	208	25	0	0	233	432
8:45 AM	16	20	1	1	37	8	144	0	0	152	187	11	0	1	198	387
Hourly Total	72	86	1	1	159	59	611	0	0	670	861	86	0	1	947	1776
9:00 AM	17	21	0	0	38	16	169	0	0	185	184	17	0	1	201	424
9:15 AM	14	16	0	0	30	7	132	0	0	139	179	18	0	0	197	366
9:30 AM	16	19	1	2	36	15	111	0	0	126	139	8	0	1	147	309
9:45 AM	10	22	0	0	32	6	109	0	0	115	129	7	0	0	136	283
Hourly Total	57	78	1	2	136	44	521	0	0	565	631	50	0	2	681	1382
10:00 AM	6	23	0	1	29	9	102	0	0	111	104	9	0	0	113	253
10:15 AM	12	18	0	2	30	14	112	0	0	126	111	7	0	1	118	274
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	18	41	0	3	59	23	214	0	0	237	215	16	0	1	231	527
4:00 PM	27	35	0	0	62	23	216	0	0	239	195	24	0	3	219	520
4:15 PM	30	34	1	2	65	28	222	0	0	250	161	19	0	0	180	495
4:30 PM	26	29	0	1	55	18	216	0	0	234	134	16	0	2	150	439
4:45 PM	24	48	0	1	72	20	212	0	0	232	166	17	0	5	183	487
Hourly Total	107	146	1	4	254	89	866	0	0	955	656	76	0	10	732	1941
5:00 PM	23	35	0	0	58	23	279	0	0	302	158	16	0	0	174	534
5:15 PM	35	26	1	3	62	16	232	0	0	248	169	19	1	0	189	499
5:30 PM	31	37	0	0	68	18	269	0	0	287	170	11	0	3	181	536
5:45 PM	22	34	0	1	56	21	219	0	0	240	149	16	0	0	165	461
Hourly Total	111	132	1	4	244	78	999	0	0	1077	646	62	1	3	709	2030
6:00 PM	30	46	0	5	76	20	246	0	0	266	178	20	0	0	198	540
6:15 PM	21	44	0	0	65	12	242	0	0	254	163	22	0	1	185	504
6:30 PM	21	28	0	0	49	8	182	0	0	190	140	22	0	2	162	401
6:45 PM	28	38	0	2	66	9	165	0	0	174	110	9	0	3	119	359
Hourly Total	100	156	0	7	256	49	835	0	0	884	591	73	0	6	664	1804
7:00 PM	14	37	0	4	51	15	142	0	0	157	118	13	0	3	131	339
7:15 PM	17	39	0	0	56	13	140	0	0	153	131	9	0	1	140	349

[illegible]



Count Name: Taft St and N 68th Ave - merged
Site Code:
Start Date: 10/15/2024
Page No: 4

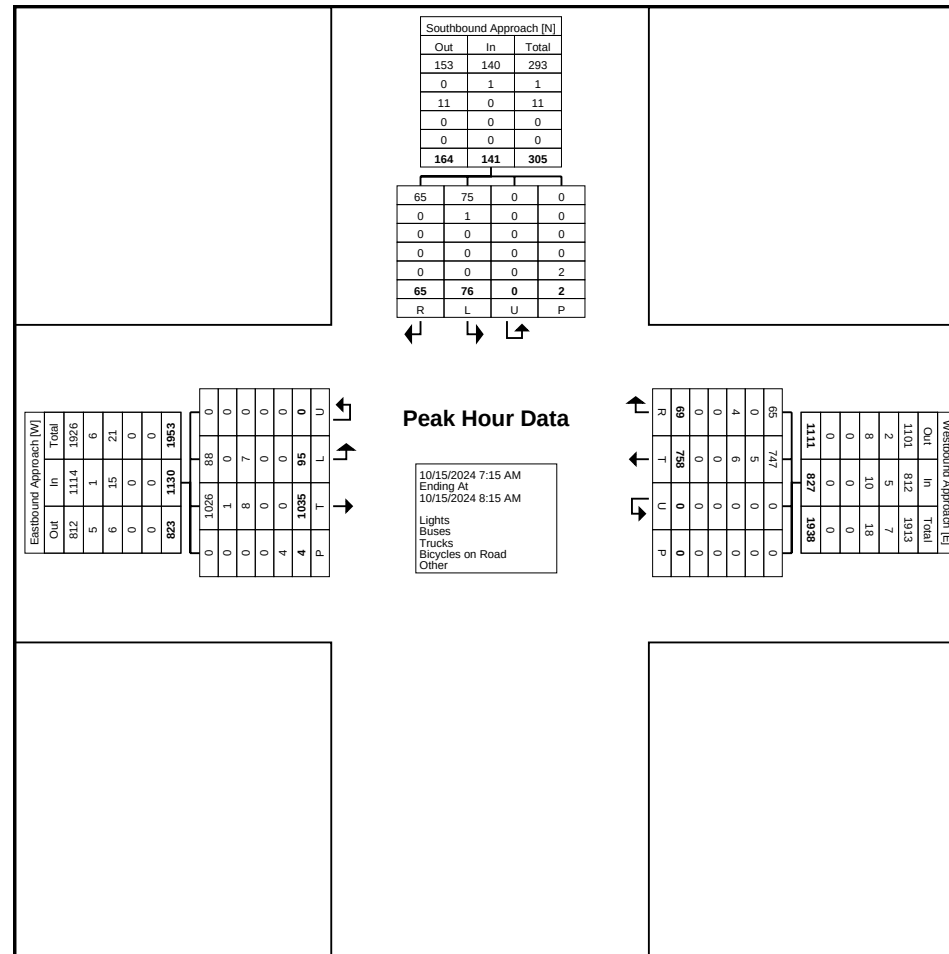
Turning Movement Peak Hour Data (7:15 AM)

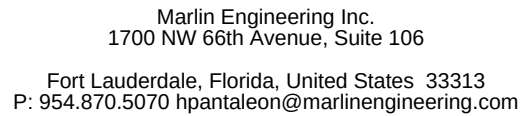


Marlin Engineering Inc.
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P: 954.870.5070 hpantaleon@marlinengineering.com

Count Name: Taft St and N 68th Ave - merged
Site Code:
Start Date: 10/15/2024
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Count Name: Taft St and N 68th Ave - merged
Site Code:
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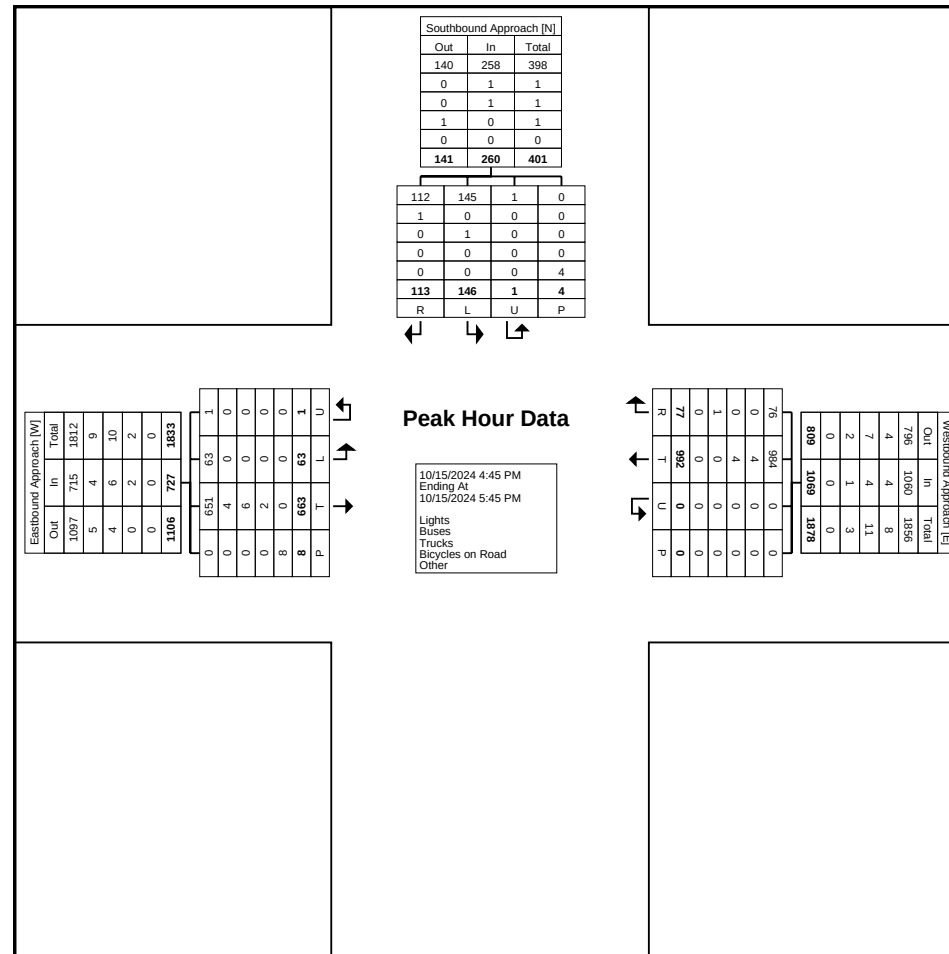
Turning Movement Peak Hour Data (4:45 PM)



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Count Name: Taft St and N 68th Ave - merged
Site Code:
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Turning Movement Peak Hour Data Plot (4:45 PM)

Taft St and N 70th Ter - TMC

Thu Nov 7, 2024

Full Length (7 AM-10 AM, 4 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1245866, Location: 26.024318, -80.229273



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,

Ft. Lauderdale, FL, 33309, US

Leg Direction	North Southbound							East Westbound							South Northbound							West Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*	Int	
2024-11-07 7:00AM	6	1	4	0	11	2		6	125	2	0	133	0		5	1	4	0	10	0		1	182	6	0	189	0		343
7:15AM	11	0	4	0	15	0		24	135	1	0	160	0		3	8	9	0	20	0		1	230	13	0	244	0		439
7:30AM	18	6	13	0	37	1		19	200	2	1	222	1		4	3	9	0	16	0		3	282	14	0	299	1		574
7:45AM	5	3	15	0	23	0		14	176	5	0	195	0		5	6	6	0	17	2		3	283	6	0	292	0		527
Hourly Total	40	10	36	0	86	3		63	636	10	1	710	1		17	18	28	0	63	2		8	977	39	0	1024	1		1883
8:00AM	18	2	9	0	29	0		7	181	2	0	190	0		3	2	4	0	9	0		4	270	11	0	285	0		513
8:15AM	11	4	8	0	23	2		11	153	4	0	168	0		2	4	0	0	6	2		1	230	16	0	247	2		444
8:30AM	11	4	9	0	24	1		2	136	3	0	141	0		4	3	2	0	9	0		1	195	14	0	210	0		384
8:45AM	12	2	9	1	24	0		6	132	3	0	141	0		4	2	6	0	12	2		1	176	11	0	188	0		365
Hourly Total	52	12	35	1	100	3		26	602	12	0	640	0		13	11	12	0	36	4		7	871	52	0	930	2		1706
9:00AM	11	3	12	0	26	0		7	114	1	0	122	0		1	3	3	0	7	1		2	140	10	0	152	1		307
9:15AM	10	1	10	0	21	1		6	98	4	0	108	2		2	3	2	0	7	1		3	121	13	0	137	0		273
9:30AM	3	4	10	0	17	2		4	128	3	0	135	1		3	2	3	0	8	2		3	127	7	0	137	1		297
9:45AM	9	1	5	0	15	1		8	94	2	0	104	1		2	1	3	0	6	0		1	127	7	0	135	0		260
Hourly Total	33	9	37	0	79	4		25	434	10	0	469	4		8	9	11	0	28	4		9	515	37	0	561	2		1137
4:00PM	7	5	4	0	16	1		20	198	3	0	221	0		5	7	3	0	15	0		0	164	5	0	169	1		421
4:15PM	19	6	10	0	35	1		15	179	3	0	197	1		3	2	2	0	7	1		6	177	9	0	192	0		431
4:30PM	14	5	9	0	28	1		9	192	5	0	206	0		2	6	0	0	8	0		4	169	7	0	180	0		422
4:45PM	14	5	7	0	26	5		11	211	8	0	230	5		4	4	3	0	11	0		6	167	7	0	180	0		447
Hourly Total	54	21	30	0	105	8		55	780	19	0	854	6		14	19	8	0	41	1		16	677	28	0	721	1		1721
5:00PM	9	2	14	0	25	0		11	266	5	0	282	0		4	0	1	0	5	1		3	174	13	0	190	0		502
5:15PM	8	9	7	0	24	4		8	245	9	0	262	0		6	1	1	0	8	3		2	175	11	0	188	2		482
5:30PM	18	5	8	0	31	2		10	240	10	0	260	1		3	3	3	0	9	0		0	187	8	0	195	1		495
5:45PM	16	6	6	0	28	1		5	210	7	0	222	2		4	6	3	0	13	3		0	180	3	0	183	2		446
Hourly Total	51	22	35	0	108	7		34	961	31	0	1026	3		17	10	8	0	35	7		5	716	35	0	756	5		1925
6:00PM	18	5	7	0	30	0		13	246	4	0	263	1		2	6	3	0	11	1		9	169	5	0	183	4		487
6:15PM	8	4	7	0	19	1		8	173	7	0	188	3		2	3	0	0	5	0		2	159	14	0	175	0		387
6:30PM	7	5	9	0	21	2		7	171	7	0	185	2		2	0	3	0	5	0		3	152	11	0	166	0		377
6:45PM	8	1	5	0	14	1		11	151	3	0	165	0		6	2	0	0	8	1		0	127	10	0	137	0		324
Hourly Total	41	15	28	0	84	4		39	741	21	0	801	6		12	11	6	0	29	2		14	607	40	0	661	4		1575
Total	271	89	201	1	562	29		242	4154	103	1	4500	20		81	78	73	0	232	20		59	4363	231	0	4653	15		9947
% Approach	48.2%	15.8%	35.8%	0.2%	-	-		5.4%	92.3%	2.3%	0%	-	-		34.9%	33.6%	31.5%	0%	-	-		1.3%	93.8%	5.0%	0%	-	-		-
% Total	2.7%	0.9%	2.0%	0%	5.6%	-		2.4%	41.8%	1.0%	0%	45.2%	-		0.8%	0.8%	0.7%	0%	2.3%	-		0.6%	43.9%	2.3%	0%	46.8%	-		-
Lights	267	86	197	1	551	-		236	4076	101	1	4414	-		78	72	73	0	223	-		56	4298	226	0	4580	-		9768
% Lights	98.5%	96.6%	98.0%	100%	98.0%	-		97.5%	98.1%	98.1%	100%	98.1%	-		96.3%	92.3%	100%	0%	96.1%	-		94.9%	98.5%	97.8%	0%	98.4%	-		98.2%
Articulated Trucks and Single-Unit Trucks	1	1	3	0	5	-		1	45	1	0	47	-		2	2	0	0	4	-		0	41	1	0	42	-		98
% Articulated Trucks and Single-Unit Trucks	0.4%	1.1%	1.5%	0%	0.9%	-		0.4%	1.1%	1.0%	0%	1.0%	-		2.5%	2.6%	0%	0%	1.7%	-		0%	0.9%	0.4%	0%	0.9%	-		1.0%
Buses	2	0	1	0	3	-		1	31	1	0	33	-		0	2	0	0	2	-		0	23	1	0	24	-		62
% Buses	0.7%	0%	0.5%	0%	0.5%	-		0.4%	0.7%	1.0%	0%	0.7%	-		0%	2.6%	0%	0%	0.9%	-		0%	0.5%	0.4%	0%	0.5%	-		0.6%
Bicycles on Road	1	2	0	0	3	-		4	2	0	0	6	-		1	2	0	0	3	-		3	1	3	0	7	-		19
% Bicycles on Road	0.4%	2.2%	0%	0%	0.5%	-		1.7%	0%	0%	0%	0.1%	-		1.2%	2.6%	0%	0%	1.3%	-		5.1%	0%	1.3%	0%	0.2%	-		0.2%
Pedestrians	-	-	-	-	-	17		-	-	-	-	-	18		-	-	-	-	-	16		-	-	-	-	-	12		
% Pedestrians	-	-	-	-	-	58.6%		-	-	-	-	-	90.0%		-	-	-	-	-	80.0%		-	-	-	-	-	80.0%		
Bicycles on Crosswalk	-	-	-	-	-	12		-	-	-	-	-	2		-	-	-	-	-	4		-	-	-	-	-	3		
% Bicycles on Crosswalk	-	-	-	-	-	41.4%		-	-	-	-	-	10.0%		-	-	-	-	-	20.0%		-	-	-	-	-	20.0%		

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Taft St and N 70th Ter - TMC

Thu Nov 7, 2024

Full Length (7 AM-10 AM, 4 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

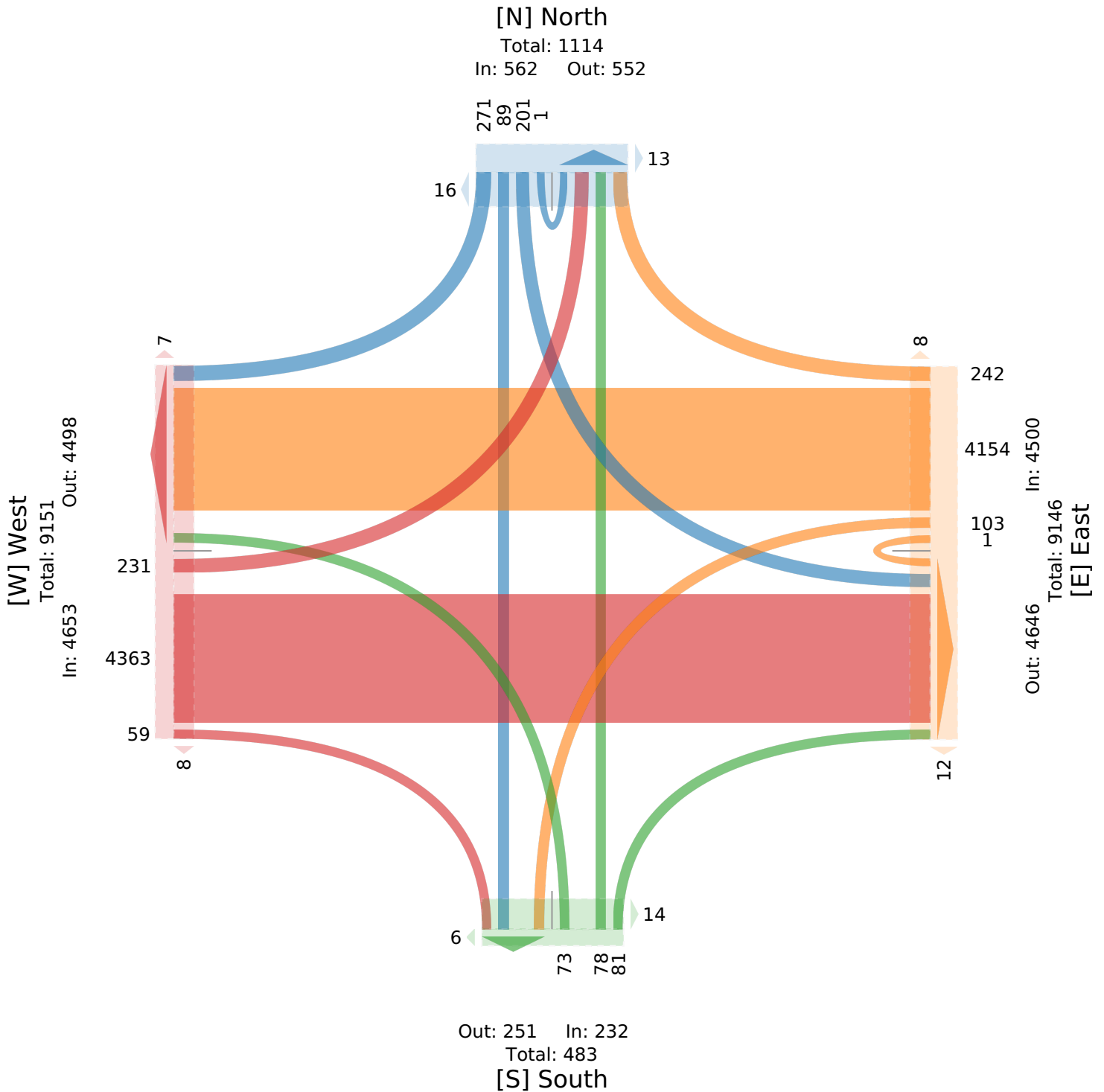
All Movements

ID: 1245866, Location: 26.024318, -80.229273



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US



Taft St and N 70th Ter - TMC

Thu Nov 7, 2024

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1245866, Location: 26.024318, -80.229273



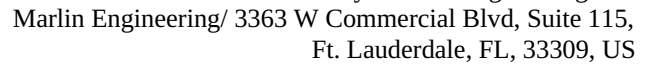
Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-11-07 7:30AM	18	6	13	0	37	1	19	200	2	1	222	1	4	3	9	0	16	0	3	282	14	0	299	1	574
7:45AM	5	3	15	0	23	0	14	176	5	0	195	0	5	6	6	0	17	2	3	283	6	0	292	0	527
8:00AM	18	2	9	0	29	0	7	181	2	0	190	0	3	2	4	0	9	0	4	270	11	0	285	0	513
8:15AM	11	4	8	0	23	2	11	153	4	0	168	0	2	4	0	0	6	2	1	230	16	0	247	2	444
Total	52	15	45	0	112	3	51	710	13	1	775	1	14	15	19	0	48	4	11	1065	47	0	1123	3	2058
% Approach	46.4%	13.4%	40.2%	0%	-	-	6.6%	91.6%	1.7%	0.1%	-	-	29.2%	31.3%	39.6%	0%	-	-	1.0%	94.8%	4.2%	0%	-	-	-
% Total	2.5%	0.7%	2.2%	0%	5.4%	-	2.5%	34.5%	0.6%	0%	37.7%	-	0.7%	0.7%	0.9%	0%	2.3%	-	0.5%	51.7%	2.3%	0%	54.6%	-	-
PHF	0.722	0.625	0.750	-	0.757	-	0.671	0.888	0.650	0.250	0.873	-	0.700	0.583	0.528	-	0.691	-	0.688	0.940	0.719	-	0.940	-	0.897
Lights	52	15	43	0	110	-	51	692	13	1	757	-	14	14	19	0	47	-	11	1051	46	0	1108	-	2022
% Lights	100%	100%	95.6%	0%	98.2%	-	100%	97.5%	100%	100%	97.7%	-	100%	93.3%	100%	0%	97.9%	-	100%	98.7%	97.9%	0%	98.7%	-	98.3%
Articulated Trucks and Single-Unit Trucks	0	0	1	0	1	-	0	10	0	0	10	-	0	0	0	0	0	-	0	11	0	0	11	-	22
% Articulated Trucks and Single-Unit Trucks	0%	0%	2.2%	0%	0.9%	-	0%	1.4%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	1.0%	-	1.1%
Buses	0	0	1	0	1	-	0	8	0	0	8	-	0	0	0	0	0	-	0	2	0	0	2	-	11
% Buses	0%	0%	2.2%	0%	0.9%	-	0%	1.1%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0.5%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	1	1	0	2	-	3
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	6.7%	0%	0%	2.1%	-	0%	0.1%	2.1%	0%	0.2%	-	0.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	- 66.7%	-	-	-	-	- 100%	-	-	-	-	-	- 50.0%	-	-	-	-	-	- 66.7%	-	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	- 33.3%	-	-	-	-	- 0%	-	-	-	-	-	- 50.0%	-	-	-	-	-	- 33.3%	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

ID: 1245866, Location: 26.024318, -80.229273



Taft St and N 70th Ter - TMC

Thu Nov 7, 2024

PM Peak (4:45 PM - 5:45 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1245866, Location: 26.024318, -80.229273



Provided by: Marlin Engineering Inc.
Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-11-07 4:45PM	14	5	7	0	26	5	11	211	8	0	230	5	4	4	3	0	11	0	6	167	7	0	180	0	447
5:00PM	9	2	14	0	25	0	11	266	5	0	282	0	4	0	1	0	5	1	3	174	13	0	190	0	502
5:15PM	8	9	7	0	24	4	8	245	9	0	262	0	6	1	1	0	8	3	2	175	11	0	188	2	482
5:30PM	18	5	8	0	31	2	10	240	10	0	260	1	3	3	3	0	9	0	0	187	8	0	195	1	495
Total	49	21	36	0	106	11	40	962	32	0	1034	6	17	8	8	0	33	4	11	703	39	0	753	3	1926
% Approach	46.2%	19.8%	34.0%	0%	-	-	3.9%	93.0%	3.1%	0%	-	-	51.5%	24.2%	24.2%	0%	-	-	1.5%	93.4%	5.2%	0%	-	-	-
% Total	2.5%	1.1%	1.9%	0%	5.5%	-	2.1%	49.9%	1.7%	0%	53.7%	-	0.9%	0.4%	0.4%	0%	1.7%	-	0.6%	36.5%	2.0%	0%	39.1%	-	-
PHF	0.681	0.583	0.643	-	0.855	-	0.886	0.904	0.800	-	0.916	-	0.708	0.500	0.667	-	0.750	-	0.458	0.940	0.750	-	0.965	-	0.959
Lights	48	20	36	0	104	-	39	953	32	0	1024	-	17	8	8	0	33	-	11	698	38	0	747	-	1908
% Lights	98.0%	95.2%	100%	0%	98.1%	-	97.5%	99.1%	100%	0%	99.0%	-	100%	100%	100%	0%	100%	-	100%	99.3%	97.4%	0%	99.2%	-	99.1%
Articulated Trucks and Single-Unit Trucks	1	1	0	0	2	-	0	5	0	0	5	-	0	0	0	0	0	-	0	1	0	0	1	-	8
% Articulated Trucks and Single-Unit Trucks	2.0%	4.8%	0%	0%	1.9%	-	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.4%
Buses	0	0	0	0	0	-	0	4	0	0	4	-	0	0	0	0	0	-	0	4	1	0	5	-	9
% Buses	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0.6%	2.6%	0%	0.7%	-	0.5%
Bicycles on Road	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	2.5%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	3	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	54.5%	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	45.5%	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Taft St and N 70th Ter - TMC

Thu Nov 7, 2024

PM Peak (4:45 PM - 5:45 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses,
Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

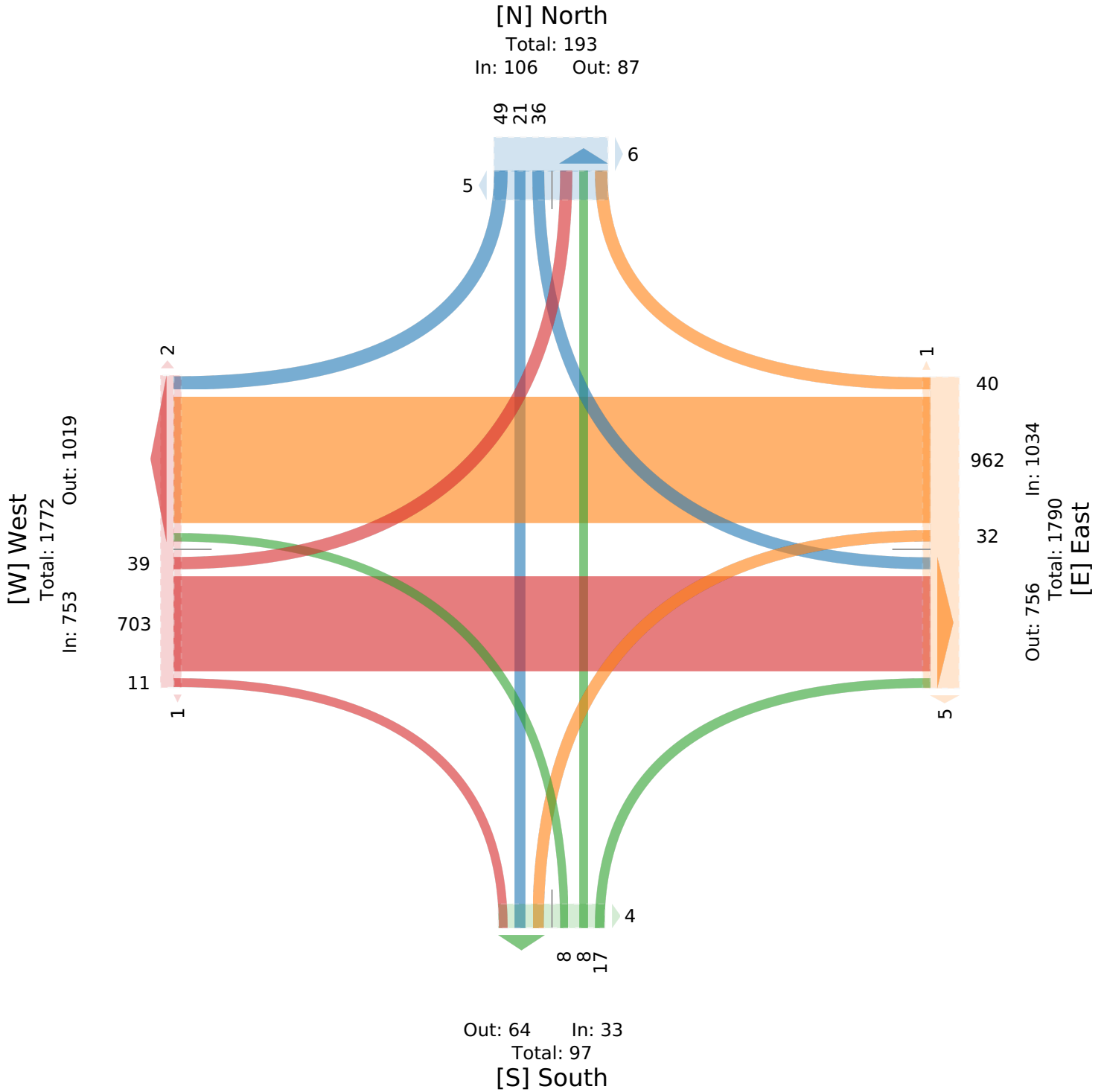
All Movements

ID: 1245866, Location: 26.024318, -80.229273



Provided by: Marlin Engineering Inc.

Marlin Engineering/ 3363 W Commercial Blvd, Suite 115,
Ft. Lauderdale, FL, 33309, US



BROWARD COUNTY PEAK SEASON FACTORS

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8600 EAST-A1A TO US1

WEEK	DATES	SF	MOCF: 0.91 PSCF
1	01/01/2023 - 01/07/2023	1.01	1.11
2	01/08/2023 - 01/14/2023	0.98	1.08
* 3	01/15/2023 - 01/21/2023	0.95	1.04
* 4	01/22/2023 - 01/28/2023	0.93	1.02
* 5	01/29/2023 - 02/04/2023	0.92	1.01
* 6	02/05/2023 - 02/11/2023	0.91	1.00
* 7	02/12/2023 - 02/18/2023	0.89	0.98
* 8	02/19/2023 - 02/25/2023	0.89	0.98
* 9	02/26/2023 - 03/04/2023	0.89	0.98
*10	03/05/2023 - 03/11/2023	0.89	0.98
*11	03/12/2023 - 03/18/2023	0.89	0.98
*12	03/19/2023 - 03/25/2023	0.91	1.00
*13	03/26/2023 - 04/01/2023	0.92	1.01
*14	04/02/2023 - 04/08/2023	0.94	1.03
*15	04/09/2023 - 04/15/2023	0.96	1.05
16	04/16/2023 - 04/22/2023	0.97	1.07
17	04/23/2023 - 04/29/2023	0.97	1.07
18	04/30/2023 - 05/06/2023	0.98	1.08
19	05/07/2023 - 05/13/2023	0.98	1.08
20	05/14/2023 - 05/20/2023	0.99	1.09
21	05/21/2023 - 05/27/2023	1.01	1.11
22	05/28/2023 - 06/03/2023	1.03	1.13
23	06/04/2023 - 06/10/2023	1.05	1.15
24	06/11/2023 - 06/17/2023	1.07	1.18
25	06/18/2023 - 06/24/2023	1.06	1.16
26	06/25/2023 - 07/01/2023	1.06	1.16
27	07/02/2023 - 07/08/2023	1.05	1.15
28	07/09/2023 - 07/15/2023	1.05	1.15
29	07/16/2023 - 07/22/2023	1.06	1.16
30	07/23/2023 - 07/29/2023	1.08	1.19
31	07/30/2023 - 08/05/2023	1.09	1.20
32	08/06/2023 - 08/12/2023	1.11	1.22
33	08/13/2023 - 08/19/2023	1.12	1.23
34	08/20/2023 - 08/26/2023	1.13	1.24
35	08/27/2023 - 09/02/2023	1.14	1.25
36	09/03/2023 - 09/09/2023	1.15	1.26
37	09/10/2023 - 09/16/2023	1.17	1.29
38	09/17/2023 - 09/23/2023	1.15	1.26
39	09/24/2023 - 09/30/2023	1.14	1.25
40	10/01/2023 - 10/07/2023	1.13	1.24
41	10/08/2023 - 10/14/2023	1.12	1.23
42	10/15/2023 - 10/21/2023	1.11	1.22
43	10/22/2023 - 10/28/2023	1.09	1.20
44	10/29/2023 - 11/04/2023	1.08	1.19
45	11/05/2023 - 11/11/2023	1.07	1.18
46	11/12/2023 - 11/18/2023	1.06	1.16
47	11/19/2023 - 11/25/2023	1.04	1.14
48	11/26/2023 - 12/02/2023	1.03	1.13
49	12/03/2023 - 12/09/2023	1.02	1.12
50	12/10/2023 - 12/16/2023	1.01	1.11
51	12/17/2023 - 12/23/2023	0.99	1.09
52	12/24/2023 - 12/30/2023	0.97	1.07
53	12/31/2023 - 12/31/2023	0.95	1.04

* PEAK SEASON

09-MAR-2024 18:41:40

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4_8600_PKSEASON.TXT

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2023 - 01/07/2023	1.01	1.04
2	01/08/2023 - 01/14/2023	1.00	1.03
3	01/15/2023 - 01/21/2023	0.99	1.02
* 4	01/22/2023 - 01/28/2023	0.98	1.01
* 5	01/29/2023 - 02/04/2023	0.98	1.01
* 6	02/05/2023 - 02/11/2023	0.97	1.00
* 7	02/12/2023 - 02/18/2023	0.96	0.99
* 8	02/19/2023 - 02/25/2023	0.96	0.99
* 9	02/26/2023 - 03/04/2023	0.96	0.99
*10	03/05/2023 - 03/11/2023	0.96	0.99
*11	03/12/2023 - 03/18/2023	0.96	0.99
*12	03/19/2023 - 03/25/2023	0.97	1.00
*13	03/26/2023 - 04/01/2023	0.98	1.01
*14	04/02/2023 - 04/08/2023	0.99	1.02
*15	04/09/2023 - 04/15/2023	1.00	1.03
*16	04/16/2023 - 04/22/2023	0.99	1.02
17	04/23/2023 - 04/29/2023	0.99	1.02
18	04/30/2023 - 05/06/2023	0.99	1.02
19	05/07/2023 - 05/13/2023	0.99	1.02
20	05/14/2023 - 05/20/2023	0.99	1.02
21	05/21/2023 - 05/27/2023	1.00	1.03
22	05/28/2023 - 06/03/2023	1.00	1.03
23	06/04/2023 - 06/10/2023	1.01	1.04
24	06/11/2023 - 06/17/2023	1.01	1.04
25	06/18/2023 - 06/24/2023	1.02	1.05
26	06/25/2023 - 07/01/2023	1.02	1.05
27	07/02/2023 - 07/08/2023	1.02	1.05
28	07/09/2023 - 07/15/2023	1.02	1.05
29	07/16/2023 - 07/22/2023	1.02	1.05
30	07/23/2023 - 07/29/2023	1.02	1.05
31	07/30/2023 - 08/05/2023	1.02	1.05
32	08/06/2023 - 08/12/2023	1.02	1.05
33	08/13/2023 - 08/19/2023	1.02	1.05
34	08/20/2023 - 08/26/2023	1.03	1.06
35	08/27/2023 - 09/02/2023	1.03	1.06
36	09/03/2023 - 09/09/2023	1.03	1.06
37	09/10/2023 - 09/16/2023	1.03	1.06
38	09/17/2023 - 09/23/2023	1.03	1.06
39	09/24/2023 - 09/30/2023	1.02	1.05
40	10/01/2023 - 10/07/2023	1.02	1.05
41	10/08/2023 - 10/14/2023	1.01	1.04
42	10/15/2023 - 10/21/2023	1.01	1.04
43	10/22/2023 - 10/28/2023	1.01	1.04
44	10/29/2023 - 11/04/2023	1.02	1.05
45	11/05/2023 - 11/11/2023	1.03	1.06
46	11/12/2023 - 11/18/2023	1.04	1.07
47	11/19/2023 - 11/25/2023	1.03	1.06
48	11/26/2023 - 12/02/2023	1.02	1.05
49	12/03/2023 - 12/09/2023	1.02	1.05
50	12/10/2023 - 12/16/2023	1.01	1.04
51	12/17/2023 - 12/23/2023	1.01	1.04
52	12/24/2023 - 12/30/2023	1.00	1.03
53	12/31/2023 - 12/31/2023	0.99	1.02

* PEAK SEASON

09-MAR-2024 18:41:40

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2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8630 WEST-W OF US441

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2023 - 01/07/2023	1.01	1.03
2	01/08/2023 - 01/14/2023	1.01	1.03
3	01/15/2023 - 01/21/2023	1.00	1.02
4	01/22/2023 - 01/28/2023	0.99	1.01
* 5	01/29/2023 - 02/04/2023	0.98	1.00
* 6	02/05/2023 - 02/11/2023	0.98	1.00
* 7	02/12/2023 - 02/18/2023	0.97	0.99
* 8	02/19/2023 - 02/25/2023	0.97	0.99
* 9	02/26/2023 - 03/04/2023	0.97	0.99
*10	03/05/2023 - 03/11/2023	0.97	0.99
*11	03/12/2023 - 03/18/2023	0.97	0.99
*12	03/19/2023 - 03/25/2023	0.97	0.99
*13	03/26/2023 - 04/01/2023	0.98	1.00
*14	04/02/2023 - 04/08/2023	0.99	1.01
*15	04/09/2023 - 04/15/2023	0.99	1.01
*16	04/16/2023 - 04/22/2023	0.99	1.01
*17	04/23/2023 - 04/29/2023	0.99	1.01
18	04/30/2023 - 05/06/2023	0.99	1.01
19	05/07/2023 - 05/13/2023	0.99	1.01
20	05/14/2023 - 05/20/2023	0.99	1.01
21	05/21/2023 - 05/27/2023	1.00	1.02
22	05/28/2023 - 06/03/2023	1.01	1.03
23	06/04/2023 - 06/10/2023	1.02	1.04
24	06/11/2023 - 06/17/2023	1.02	1.04
25	06/18/2023 - 06/24/2023	1.03	1.05
26	06/25/2023 - 07/01/2023	1.04	1.06
27	07/02/2023 - 07/08/2023	1.04	1.06
28	07/09/2023 - 07/15/2023	1.05	1.07
29	07/16/2023 - 07/22/2023	1.04	1.06
30	07/23/2023 - 07/29/2023	1.04	1.06
31	07/30/2023 - 08/05/2023	1.03	1.05
32	08/06/2023 - 08/12/2023	1.02	1.04
33	08/13/2023 - 08/19/2023	1.02	1.04
34	08/20/2023 - 08/26/2023	1.02	1.04
35	08/27/2023 - 09/02/2023	1.02	1.04
36	09/03/2023 - 09/09/2023	1.02	1.04
37	09/10/2023 - 09/16/2023	1.02	1.04
38	09/17/2023 - 09/23/2023	1.01	1.03
39	09/24/2023 - 09/30/2023	1.00	1.02
40	10/01/2023 - 10/07/2023	1.00	1.02
41	10/08/2023 - 10/14/2023	0.99	1.01
42	10/15/2023 - 10/21/2023	0.98	1.00
43	10/22/2023 - 10/28/2023	0.99	1.01
44	10/29/2023 - 11/04/2023	1.00	1.02
45	11/05/2023 - 11/11/2023	1.01	1.03
46	11/12/2023 - 11/18/2023	1.02	1.04
47	11/19/2023 - 11/25/2023	1.02	1.04
48	11/26/2023 - 12/02/2023	1.02	1.04
49	12/03/2023 - 12/09/2023	1.01	1.03
50	12/10/2023 - 12/16/2023	1.01	1.03
51	12/17/2023 - 12/23/2023	1.01	1.03
52	12/24/2023 - 12/30/2023	1.01	1.03
53	12/31/2023 - 12/31/2023	1.00	1.02

* PEAK SEASON

09-MAR-2024 18:41:40

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2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8659 BROWARD I595

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2023 - 01/07/2023	1.00	1.02
2	01/08/2023 - 01/14/2023	1.01	1.03
3	01/15/2023 - 01/21/2023	1.01	1.03
4	01/22/2023 - 01/28/2023	1.00	1.02
5	01/29/2023 - 02/04/2023	0.99	1.01
* 6	02/05/2023 - 02/11/2023	0.98	1.00
* 7	02/12/2023 - 02/18/2023	0.97	0.99
* 8	02/19/2023 - 02/25/2023	0.97	0.99
* 9	02/26/2023 - 03/04/2023	0.97	0.99
*10	03/05/2023 - 03/11/2023	0.97	0.99
*11	03/12/2023 - 03/18/2023	0.97	0.99
*12	03/19/2023 - 03/25/2023	0.97	0.99
*13	03/26/2023 - 04/01/2023	0.98	1.00
*14	04/02/2023 - 04/08/2023	0.98	1.00
*15	04/09/2023 - 04/15/2023	0.98	1.00
*16	04/16/2023 - 04/22/2023	0.98	1.00
*17	04/23/2023 - 04/29/2023	0.98	1.00
*18	04/30/2023 - 05/06/2023	0.99	1.01
19	05/07/2023 - 05/13/2023	0.99	1.01
20	05/14/2023 - 05/20/2023	0.99	1.01
21	05/21/2023 - 05/27/2023	1.00	1.02
22	05/28/2023 - 06/03/2023	1.00	1.02
23	06/04/2023 - 06/10/2023	1.01	1.03
24	06/11/2023 - 06/17/2023	1.01	1.03
25	06/18/2023 - 06/24/2023	1.02	1.04
26	06/25/2023 - 07/01/2023	1.03	1.05
27	07/02/2023 - 07/08/2023	1.04	1.06
28	07/09/2023 - 07/15/2023	1.05	1.07
29	07/16/2023 - 07/22/2023	1.04	1.06
30	07/23/2023 - 07/29/2023	1.04	1.06
31	07/30/2023 - 08/05/2023	1.03	1.05
32	08/06/2023 - 08/12/2023	1.03	1.05
33	08/13/2023 - 08/19/2023	1.02	1.04
34	08/20/2023 - 08/26/2023	1.02	1.04
35	08/27/2023 - 09/02/2023	1.03	1.05
36	09/03/2023 - 09/09/2023	1.03	1.05
37	09/10/2023 - 09/16/2023	1.03	1.05
38	09/17/2023 - 09/23/2023	1.02	1.04
39	09/24/2023 - 09/30/2023	1.02	1.04
40	10/01/2023 - 10/07/2023	1.01	1.03
41	10/08/2023 - 10/14/2023	1.01	1.03
42	10/15/2023 - 10/21/2023	1.00	1.02
43	10/22/2023 - 10/28/2023	1.00	1.02
44	10/29/2023 - 11/04/2023	1.01	1.03
45	11/05/2023 - 11/11/2023	1.01	1.03
46	11/12/2023 - 11/18/2023	1.01	1.03
47	11/19/2023 - 11/25/2023	1.01	1.03
48	11/26/2023 - 12/02/2023	1.01	1.03
49	12/03/2023 - 12/09/2023	1.00	1.02
50	12/10/2023 - 12/16/2023	1.00	1.02
51	12/17/2023 - 12/23/2023	1.00	1.02
52	12/24/2023 - 12/30/2023	1.01	1.03
53	12/31/2023 - 12/31/2023	1.01	1.03

* PEAK SEASON

09-MAR-2024 18:41:40

830UPD

4_8659_PKSEASON.TXT

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8675 BROWARD I75 URBAN

WEEK	DATES	SF	MOCF: 0.97	
			PSCF	
1	01/01/2023 - 01/07/2023	1.01	1.04	
2	01/08/2023 - 01/14/2023	1.01	1.04	
3	01/15/2023 - 01/21/2023	1.01	1.04	
4	01/22/2023 - 01/28/2023	1.00	1.03	
* 5	01/29/2023 - 02/04/2023	0.98	1.01	
* 6	02/05/2023 - 02/11/2023	0.97	1.00	
* 7	02/12/2023 - 02/18/2023	0.96	0.99	
* 8	02/19/2023 - 02/25/2023	0.96	0.99	
* 9	02/26/2023 - 03/04/2023	0.96	0.99	
*10	03/05/2023 - 03/11/2023	0.96	0.99	
*11	03/12/2023 - 03/18/2023	0.96	0.99	
*12	03/19/2023 - 03/25/2023	0.97	1.00	
*13	03/26/2023 - 04/01/2023	0.98	1.01	
*14	04/02/2023 - 04/08/2023	0.98	1.01	
*15	04/09/2023 - 04/15/2023	0.99	1.02	
*16	04/16/2023 - 04/22/2023	0.99	1.02	
*17	04/23/2023 - 04/29/2023	0.99	1.02	
18	04/30/2023 - 05/06/2023	0.99	1.02	
19	05/07/2023 - 05/13/2023	0.99	1.02	
20	05/14/2023 - 05/20/2023	0.99	1.02	
21	05/21/2023 - 05/27/2023	0.99	1.02	
22	05/28/2023 - 06/03/2023	1.00	1.03	
23	06/04/2023 - 06/10/2023	1.00	1.03	
24	06/11/2023 - 06/17/2023	1.00	1.03	
25	06/18/2023 - 06/24/2023	1.01	1.04	
26	06/25/2023 - 07/01/2023	1.02	1.05	
27	07/02/2023 - 07/08/2023	1.03	1.06	
28	07/09/2023 - 07/15/2023	1.04	1.07	
29	07/16/2023 - 07/22/2023	1.04	1.07	
30	07/23/2023 - 07/29/2023	1.03	1.06	
31	07/30/2023 - 08/05/2023	1.03	1.06	
32	08/06/2023 - 08/12/2023	1.02	1.05	
33	08/13/2023 - 08/19/2023	1.02	1.05	
34	08/20/2023 - 08/26/2023	1.02	1.05	
35	08/27/2023 - 09/02/2023	1.02	1.05	
36	09/03/2023 - 09/09/2023	1.03	1.06	
37	09/10/2023 - 09/16/2023	1.03	1.06	
38	09/17/2023 - 09/23/2023	1.02	1.05	
39	09/24/2023 - 09/30/2023	1.02	1.05	
40	10/01/2023 - 10/07/2023	1.01	1.04	
41	10/08/2023 - 10/14/2023	1.01	1.04	
42	10/15/2023 - 10/21/2023	1.00	1.03	
43	10/22/2023 - 10/28/2023	1.01	1.04	
44	10/29/2023 - 11/04/2023	1.02	1.05	
45	11/05/2023 - 11/11/2023	1.02	1.05	
46	11/12/2023 - 11/18/2023	1.03	1.06	
47	11/19/2023 - 11/25/2023	1.02	1.05	
48	11/26/2023 - 12/02/2023	1.02	1.05	
49	12/03/2023 - 12/09/2023	1.01	1.04	
50	12/10/2023 - 12/16/2023	1.01	1.04	
51	12/17/2023 - 12/23/2023	1.01	1.04	
52	12/24/2023 - 12/30/2023	1.01	1.04	
53	12/31/2023 - 12/31/2023	1.01	1.04	

* PEAK SEASON

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4_8675_PKSEASON.TXT

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8676 BROWARD I75 RURAL

WEEK	DATES	SF	MOCF: 0.93	
			PSCF	
* 1	01/01/2023 - 01/07/2023	0.96	1.03	
* 2	01/08/2023 - 01/14/2023	0.95	1.02	
* 3	01/15/2023 - 01/21/2023	0.94	1.01	
* 4	01/22/2023 - 01/28/2023	0.93	1.00	
* 5	01/29/2023 - 02/04/2023	0.92	0.99	
* 6	02/05/2023 - 02/11/2023	0.90	0.97	
* 7	02/12/2023 - 02/18/2023	0.89	0.96	
* 8	02/19/2023 - 02/25/2023	0.90	0.97	
* 9	02/26/2023 - 03/04/2023	0.92	0.99	
*10	03/05/2023 - 03/11/2023	0.93	1.00	
*11	03/12/2023 - 03/18/2023	0.94	1.01	
*12	03/19/2023 - 03/25/2023	0.95	1.02	
*13	03/26/2023 - 04/01/2023	0.97	1.04	
14	04/02/2023 - 04/08/2023	0.98	1.05	
15	04/09/2023 - 04/15/2023	0.99	1.06	
16	04/16/2023 - 04/22/2023	1.01	1.09	
17	04/23/2023 - 04/29/2023	1.02	1.10	
18	04/30/2023 - 05/06/2023	1.04	1.12	
19	05/07/2023 - 05/13/2023	1.05	1.13	
20	05/14/2023 - 05/20/2023	1.07	1.15	
21	05/21/2023 - 05/27/2023	1.09	1.17	
22	05/28/2023 - 06/03/2023	1.10	1.18	
23	06/04/2023 - 06/10/2023	1.12	1.20	
24	06/11/2023 - 06/17/2023	1.13	1.22	
25	06/18/2023 - 06/24/2023	1.11	1.19	
26	06/25/2023 - 07/01/2023	1.09	1.17	
27	07/02/2023 - 07/08/2023	1.06	1.14	
28	07/09/2023 - 07/15/2023	1.04	1.12	
29	07/16/2023 - 07/22/2023	1.04	1.12	
30	07/23/2023 - 07/29/2023	1.05	1.13	
31	07/30/2023 - 08/05/2023	1.05	1.13	
32	08/06/2023 - 08/12/2023	1.06	1.14	
33	08/13/2023 - 08/19/2023	1.06	1.14	
34	08/20/2023 - 08/26/2023	1.06	1.14	
35	08/27/2023 - 09/02/2023	1.05	1.13	
36	09/03/2023 - 09/09/2023	1.05	1.13	
37	09/10/2023 - 09/16/2023	1.05	1.13	
38	09/17/2023 - 09/23/2023	1.03	1.11	
39	09/24/2023 - 09/30/2023	1.02	1.10	
40	10/01/2023 - 10/07/2023	1.01	1.09	
41	10/08/2023 - 10/14/2023	1.00	1.08	
42	10/15/2023 - 10/21/2023	0.99	1.06	
43	10/22/2023 - 10/28/2023	0.98	1.05	
44	10/29/2023 - 11/04/2023	0.98	1.05	
45	11/05/2023 - 11/11/2023	0.97	1.04	
46	11/12/2023 - 11/18/2023	0.96	1.03	
47	11/19/2023 - 11/25/2023	0.96	1.03	
48	11/26/2023 - 12/02/2023	0.96	1.03	
49	12/03/2023 - 12/09/2023	0.96	1.03	
50	12/10/2023 - 12/16/2023	0.96	1.03	
51	12/17/2023 - 12/23/2023	0.95	1.02	
52	12/24/2023 - 12/30/2023	0.95	1.02	
53	12/31/2023 - 12/31/2023	0.94	1.01	

* PEAK SEASON

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2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8695 BROWARD I95

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2023 - 01/07/2023	1.00	1.02
2	01/08/2023 - 01/14/2023	1.02	1.04
3	01/15/2023 - 01/21/2023	1.03	1.05
4	01/22/2023 - 01/28/2023	1.03	1.05
5	01/29/2023 - 02/04/2023	1.03	1.05
6	02/05/2023 - 02/11/2023	1.02	1.04
7	02/12/2023 - 02/18/2023	1.02	1.04
8	02/19/2023 - 02/25/2023	1.01	1.03
* 9	02/26/2023 - 03/04/2023	0.99	1.01
*10	03/05/2023 - 03/11/2023	0.98	1.00
*11	03/12/2023 - 03/18/2023	0.96	0.98
*12	03/19/2023 - 03/25/2023	0.97	0.99
*13	03/26/2023 - 04/01/2023	0.98	1.00
*14	04/02/2023 - 04/08/2023	0.98	1.00
*15	04/09/2023 - 04/15/2023	0.99	1.01
*16	04/16/2023 - 04/22/2023	0.99	1.01
*17	04/23/2023 - 04/29/2023	0.99	1.01
*18	04/30/2023 - 05/06/2023	0.99	1.01
*19	05/07/2023 - 05/13/2023	0.99	1.01
*20	05/14/2023 - 05/20/2023	0.99	1.01
*21	05/21/2023 - 05/27/2023	1.00	1.02
22	05/28/2023 - 06/03/2023	1.00	1.02
23	06/04/2023 - 06/10/2023	1.01	1.03
24	06/11/2023 - 06/17/2023	1.01	1.03
25	06/18/2023 - 06/24/2023	1.01	1.03
26	06/25/2023 - 07/01/2023	1.02	1.04
27	07/02/2023 - 07/08/2023	1.02	1.04
28	07/09/2023 - 07/15/2023	1.02	1.04
29	07/16/2023 - 07/22/2023	1.02	1.04
30	07/23/2023 - 07/29/2023	1.01	1.03
31	07/30/2023 - 08/05/2023	1.01	1.03
32	08/06/2023 - 08/12/2023	1.00	1.02
33	08/13/2023 - 08/19/2023	1.00	1.02
34	08/20/2023 - 08/26/2023	1.01	1.03
35	08/27/2023 - 09/02/2023	1.01	1.03
36	09/03/2023 - 09/09/2023	1.02	1.04
37	09/10/2023 - 09/16/2023	1.02	1.04
38	09/17/2023 - 09/23/2023	1.01	1.03
39	09/24/2023 - 09/30/2023	1.01	1.03
40	10/01/2023 - 10/07/2023	1.00	1.02
41	10/08/2023 - 10/14/2023	1.00	1.02
42	10/15/2023 - 10/21/2023	0.99	1.01
43	10/22/2023 - 10/28/2023	1.00	1.02
44	10/29/2023 - 11/04/2023	1.00	1.02
45	11/05/2023 - 11/11/2023	1.01	1.03
46	11/12/2023 - 11/18/2023	1.01	1.03
47	11/19/2023 - 11/25/2023	1.01	1.03
48	11/26/2023 - 12/02/2023	1.01	1.03
49	12/03/2023 - 12/09/2023	1.00	1.02
50	12/10/2023 - 12/16/2023	1.00	1.02
51	12/17/2023 - 12/23/2023	1.01	1.03
52	12/24/2023 - 12/30/2023	1.02	1.04
53	12/31/2023 - 12/31/2023	1.03	1.05

* PEAK SEASON

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TRAFFIC VOLUME

Marlin Engineering Inc.3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Page 1

Date Start: 22-Aug-24
Date End: 22-Aug-24

Start Time	22-Aug-24 Thu	EB	WB							Total
12:00 AM		16	16							32
12:15		12	18							30
12:30		11	12							23
12:45		4	14							18
01:00		5	18							23
01:15		5	15							20
01:30		7	6							13
01:45		8	3							11
02:00		5	8							13
02:15		4	4							8
02:30		6	4							10
02:45		5	8							13
03:00		6	5							11
03:15		8	5							13
03:30		3	7							10
03:45		10	8							18
04:00		9	4							13
04:15		10	3							13
04:30		15	10							25
04:45		10	16							26
05:00		25	15							40
05:15		27	17							44
05:30		49	30							79
05:45		41	30							71
06:00		60	40							100
06:15		84	55							139
06:30		110	64							174
06:45		117	88							205
07:00		181	103							284
07:15		244	178							422
07:30		242	187							429
07:45		263	214							477
08:00		210	175							385
08:15		182	143							325
08:30		171	134							305
08:45		171	137							308
09:00		128	112							240
09:15		158	122							280
09:30		122	95							217
09:45		109	97							206
10:00		99	85							184
10:15		118	109							227
10:30		86	105							191
10:45		110	105							215
11:00		107	100							207
11:15		89	109							198
11:30		105	124							229
11:45		104	125							229
Total		3671	3082							6753
Percent		54.4%	45.6%							
Peak	-	07:15	07:15	-	-	-	-	-	-	07:15
Vol.	-	959	754	-	-	-	-	-	-	1713
P.H.F.		0.912	0.881							0.898

Marlin Engineering Inc.

3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Date Start: 22-Aug-24
Date End: 22-Aug-24

Start Time	22-Aug-24 Thu	EB	WB							Total
12:00 PM		117	124							241
12:15		129	136							265
12:30		137	133							270
12:45		118	120							238
01:00		108	135							243
01:15		106	128							234
01:30		118	128							246
01:45		142	138							280
02:00		118	158							276
02:15		135	161							296
02:30		133	163							296
02:45		136	156							292
03:00		137	209							346
03:15		126	171							297
03:30		135	178							313
03:45		148	203							351
04:00		167	205							372
04:15		171	178							349
04:30		159	219							378
04:45		161	197							358
05:00		149	236							385
05:15		174	229							403
05:30		148	234							382
05:45		160	204							364
06:00		159	174							333
06:15		156	202							358
06:30		114	160							274
06:45		128	135							263
07:00		120	145							265
07:15		111	152							263
07:30		107	135							242
07:45		90	123							213
08:00		102	127							229
08:15		72	110							182
08:30		75	111							186
08:45		64	83							147
09:00		70	96							166
09:15		66	89							155
09:30		67	69							136
09:45		61	70							131
10:00		54	52							106
10:15		59	55							114
10:30		35	47							82
10:45		23	40							63
11:00		22	44							66
11:15		34	43							77
11:30		28	26							54
11:45		28	26							54
Total		5177	6457							11634
Percent		44.5%	55.5%							
Peak	-	16:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	658	903	-	-	-	-	-	-	1534
P.H.F.		0.962	0.957							0.952
Grand Total		8848	9539							18387
Percent		48.1%	51.9%							
ADT		ADT 18,387	AADT 18,387							

Marlin Engineering Inc.3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Page 1

Date Start: 24-Aug-24
Date End: 24-Aug-24

Start Time	24-Aug-24 Sat	EB	WB							Total
12:00 AM		17	38							55
12:15		34	51							85
12:30		21	45							66
12:45		23	26							49
01:00		12	21							33
01:15		16	12							28
01:30		21	11							32
01:45		9	20							29
02:00		13	10							23
02:15		10	12							22
02:30		4	10							14
02:45		10	14							24
03:00		6	5							11
03:15		3	5							8
03:30		6	8							14
03:45		9	11							20
04:00		11	11							22
04:15		6	8							14
04:30		9	15							24
04:45		13	12							25
05:00		16	9							25
05:15		17	14							31
05:30		17	16							33
05:45		28	13							41
06:00		27	21							48
06:15		36	26							62
06:30		36	33							69
06:45		38	26							64
07:00		36	40							76
07:15		60	50							110
07:30		68	63							131
07:45		94	67							161
08:00		87	60							147
08:15		91	82							173
08:30		99	97							196
08:45		79	98							177
09:00		113	92							205
09:15		103	126							229
09:30		115	100							215
09:45		104	128							232
10:00		110	121							231
10:15		119	116							235
10:30		124	118							242
10:45		135	123							258
11:00		113	123							236
11:15		146	140							286
11:30		145	124							269
11:45		102	138							240
Total		2511	2509							5020
Percent		50.0%	50.0%							
Peak	-	10:45	11:00	-	-	-	-	-	-	10:45
Vol.	-	539	525	-	-	-	-	-	-	1049
P.H.F.		0.923	0.938							0.917

Marlin Engineering Inc.

3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Date Start: 24-Aug-24
Date End: 24-Aug-24

Start Time	24-Aug-24 Sat	EB	WB							Total
12:00 PM		133	128							261
12:15		110	162							272
12:30		108	165							273
12:45		108	149							257
01:00		120	127							247
01:15		142	155							297
01:30		122	160							282
01:45		140	165							305
02:00		132	133							265
02:15		122	135							257
02:30		133	133							266
02:45		112	135							247
03:00		134	151							285
03:15		133	138							271
03:30		133	145							278
03:45		156	135							291
04:00		106	155							261
04:15		121	152							273
04:30		113	127							240
04:45		110	132							242
05:00		133	140							273
05:15		102	124							226
05:30		109	124							233
05:45		99	104							203
06:00		136	107							243
06:15		105	104							209
06:30		106	146							252
06:45		96	109							205
07:00		103	117							220
07:15		98	105							203
07:30		101	142							243
07:45		101	104							205
08:00		86	112							198
08:15		82	125							207
08:30		74	84							158
08:45		84	75							159
09:00		65	73							138
09:15		84	84							168
09:30		60	81							141
09:45		74	78							152
10:00		68	67							135
10:15		53	66							119
10:30		64	55							119
10:45		39	43							82
11:00		52	52							104
11:15		35	48							83
11:30		34	32							66
11:45		32	49							81
Total		4763	5432							10195
Percent		46.7%	53.3%							
Peak	-	15:00	13:15	-	-	-	-	-	-	13:15
Vol.	-	556	613	-	-	-	-	-	-	1149
P.H.F.		0.891	0.929							0.942
Grand Total		7274	7941							15215
Percent		47.8%	52.2%							
ADT		ADT 15,215	AADT 15,215							

Marlin Engineering Inc.

3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Page 1

Date Start: 27-Aug-24
Date End: 27-Aug-24

Start Time	27-Aug-24 Tue	EB	WB	Total
12:00 AM		11	19	30
12:15		11	15	26
12:30		16	19	35
12:45		12	16	28
01:00		6	8	14
01:15		8	6	14
01:30		6	17	23
01:45		5	9	14
02:00		10	5	15
02:15		4	5	9
02:30		3	4	7
02:45		1	10	11
03:00		5	9	14
03:15		4	5	9
03:30		4	7	11
03:45		10	6	16
04:00		12	7	19
04:15		10	8	18
04:30		12	12	24
04:45		20	12	32
05:00		23	17	40
05:15		29	22	51
05:30		39	25	64
05:45		49	25	74
06:00		64	48	112
06:15		94	50	144
06:30		108	73	181
06:45		132	76	208
07:00		195	129	324
07:15		186	167	353
07:30		271	196	467
07:45		289	203	492
08:00		232	180	412
08:15		207	143	350
08:30		208	153	361
08:45		194	133	327
09:00		176	128	304
09:15		134	128	262
09:30		138	103	241
09:45		113	108	221
10:00		115	106	221
10:15		100	98	198
10:30		111	122	233
10:45		89	102	191
11:00		107	90	197
11:15		94	105	199
11:30		121	116	237
11:45		106	117	223
Total		3894	3162	7056
Percent		55.2%	44.8%	
Peak	-	07:30	07:15	07:15
Vol.	-	999	746	1724
P.H.F.		0.864	0.919	0.876

Marlin Engineering Inc.

3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Date Start: 27-Aug-24
Date End: 27-Aug-24

Start Time	27-Aug-24 Tue	EB	WB							Total
12:00 PM		107	143							250
12:15		109	136							245
12:30		121	114							235
12:45		101	116							217
01:00		117	128							245
01:15		132	119							251
01:30		121	130							251
01:45		136	146							282
02:00		144	141							285
02:15		146	141							287
02:30		137	154							291
02:45		147	177							324
03:00		157	189							346
03:15		138	187							325
03:30		139	194							333
03:45		149	177							326
04:00		142	177							319
04:15		180	201							381
04:30		169	220							389
04:45		157	203							360
05:00		138	247							385
05:15		175	243							418
05:30		160	238							398
05:45		168	191							359
06:00		159	214							373
06:15		146	177							323
06:30		120	157							277
06:45		101	155							256
07:00		116	162							278
07:15		137	158							295
07:30		115	146							261
07:45		94	119							213
08:00		102	125							227
08:15		85	133							218
08:30		86	95							181
08:45		80	102							182
09:00		59	74							133
09:15		61	79							140
09:30		64	75							139
09:45		49	56							105
10:00		56	51							107
10:15		39	56							95
10:30		39	46							85
10:45		30	42							72
11:00		27	37							64
11:15		29	31							60
11:30		29	24							53
11:45		24	34							58
Total		5237	6460							11697
Percent		44.8%	55.2%							
Peak	-	17:15	16:45	-	-	-	-	-	-	16:45
Vol.	-	662	931	-	-	-	-	-	-	1561
P.H.F.		0.919	0.942							0.934
Grand Total		9131	9622							18753
Percent		48.7%	51.3%							
ADT	ADT 18,753		AADT 18,753							

APPENDIX B

TRAFFIC SIGNAL TIMING DATA



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3196	Initial Operation Date	1960
Controller Type	2070 LN	System Number	3196
Modification Number	13	Modification Date	08/11/2020
Drawing/Project No	GRP 4	FPL Grid Number	87173440001
Intersection	TAFT STREET and N 64 AVENUE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	2.5	1.5	2.0
Maximum Green I	12	50	12	25	12	50	12	25
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			3				3	
Walk		7						7
Pedestrian Clearance		12						11
Permissive	5 SECT		5 SECT		5 SECT		5 SECT	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. MOD. 13 UPDATES ALL RED CLEARANCE.

Submitted By _____

Approved By _____



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3197	Initial Operation Date	7/60
Controller Type	2070 LN	System Number	3197
Modification Number	12	Modification Date	08/11/2020
Drawing/Project No	GRP 4	FPL Grid Number	87173150207
Intersection	TAFT STREET and N 66 AVENUE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		WB		NB		EB		SB
Initial Green(MIN)		12		6		12		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		50		25		50		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		10		11		10		11
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 12 UPDATES ALL RED CLEARANCE.

Submitted By _____

Approved By _____



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3198	Initial Operation Date	6/15/76
Controller Type	2070	System Number	3198
Modification Number	10	Modification Date	08/11/2020
Drawing/Project No	GRP 4	FPL Grid Number	87073890008
Intersection	TAFT STREET and N 68 AVENUE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,6		8				
Direction		E/W		SB				
Initial Green(MIN)		12		6				
Vehicle Ext.(GAP)		3.0		2.0				
Maximum Green I		45		20				
Maximum Green II								
Yellow Clearance		4.0		4.0				
All Red Clearance		2.0		2.0				
Phase Recall		MIN		OFF				
Detector Delay								
Walk		7		7				
Pedestrian Clearance		10		11				
Permissive								
Flash Operation		YELLOW		RED				

Attachment

NOTES:

1. MOD. 10 UPDATES ALL RED CLEARANCE.

Submitted By _____

Approved By _____



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3359	Initial Operation Date	11/5/86
Controller Type	2070 LN	System Number	3359
Modification Number	6	Modification Date	08/11/2020
Drawing/Project No	DES. GRP. 4	FPL Grid Number	87072580000
Intersection	TAFT STREET and N 70 TERRACE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		WB		NB		EB		SB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		20		45		20
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		
Pedestrian Clearance		10		11		10		
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 6 UPDATES ALL RED CLEARANCE.

Submitted By _____

Approved By _____

Station : 3196 - Taft St & N 64 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								
Ped Clearance		12						11								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	2.5	1.5	2								
Max1	12	40	30	40	12	40	12	40								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry			ON					ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Station : 3197 - Taft St & N 66 Ave (Standard File)

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

Preemption

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

Preempt LP

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

Station : 3198 - Taft St & N 68 Ave (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		11												
Min Green		12		6												
Gap Ext		3		2												
Max1		45		20												
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2					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	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Station : 3359 - Taft St & N 70 Ter (Standard File)

Phase	1	2 (WT)	3	4 (NT)	5	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		10		11		10										
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		20		45		20								
Max2																
Yellow Clr	4	4	3.5	4	4	4	4	4	4	4	3.5	4	4	4	4	4
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

APPENDIX C

GROWTH RATE

Subarea

	AADT-Taft St	AADT-Subarea	POP	EMP
2015	413,500	3,548,936	65,808	21,525
2045	502,381	4,440,763	73,265	27,818
% Growth	21%	25%	11%	29%
Annual Compound Growth Rate	0.65%	0.75%	0.36%	0.86%
Annual Average Growth Rate	0.72%	0.84%	0.38%	0.97%

Broward County

	POP	EMP
2015	1,826,933	958,931
2045	2,260,765	1,243,522
% Growth	24%	30%
Annual Compound Growth Rate	0.71%	0.87%
Annual Average Growth Rate	0.79%	0.99%

Historical Trends Analysis

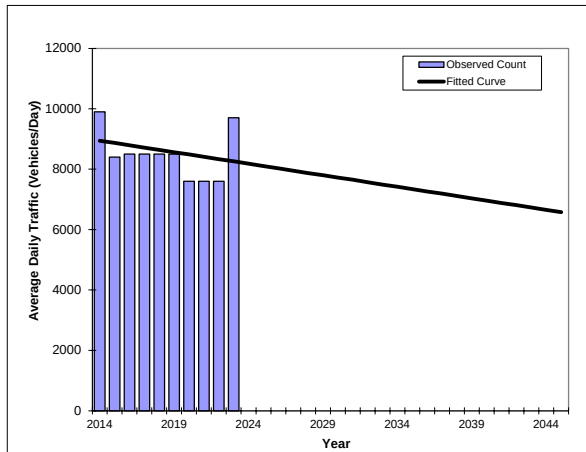
FDOT Site	Location	Years of Historical AADT	Historic Trend Analysis		
			Type	R Square	Annual Growth Rate
#869381	TAFT STREET, E OF SW 72 AVENUE	2008 to 2023	Linear	29.73%	2.50%
			Exponential	32.04%	2.17%
			Decaying Exponential	35.01%	2.82%
#868016	TAFT STREET, E OF NW 64 AVENUE	2014 to 2023	Linear	52.37%	-3.79%
			Exponential	48.29%	-5.02%
			Decaying Exponential	50.06%	-4.39%
#868015	TAFT STREET, E OF SR 7	2014 to 2023	Linear	10.11%	-0.85%
			Exponential	10.85%	-0.90%
			Decaying Exponential	26.85%	-1.50%

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Annual Trend Decrease:	76
Trend R-squared:	10.11%
Trend Annual Historic Growth Rate:	-0.85%
Trend Growth Rate (2023 to Design Year)	-0.92%
Printed:	4/9/2025

Linear Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	9,900	8,940
2015	8,400	8,870
2016	8,500	8,790
2017	8,500	8,710
2018	8,500	8,640
2019	8,500	8,560
2020	7,600	8,490
2021	7,600	8,410
2022	7,600	8,330
2023	9,700	8,260

2025 Opening Year Trend		
2025	N/A	8,100

2035 Interim Year Trend		
2035	N/A	7,340

2045 Design Year Trend		
2045	N/A	6,580

FSUTMS Forecasts/Trends		

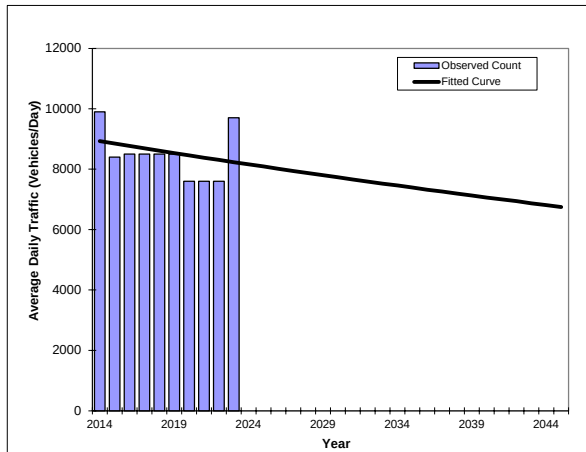
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	9,900	8,930
2015	8,400	8,850
2016	8,500	8,770
2017	8,500	8,690
2018	8,500	8,610
2019	8,500	8,530
2020	7,600	8,460
2021	7,600	8,380
2022	7,600	8,310
2023	9,700	8,230
2025 Opening Year Trend		
2025	N/A	8,090
2035 Interim Year Trend		
2035	N/A	7,390
2045 Design Year Trend		
2045	N/A	6,750
FSUTMS Forecasts/Trends		

Trend R-squared:	10.85%
Compounded Annual Historic Growth Rate:	-0.90%
Compounded Growth Rate (2023 to Design Year)	-0.90%
Printed:	4/9/2025
Exponential Growth Option	

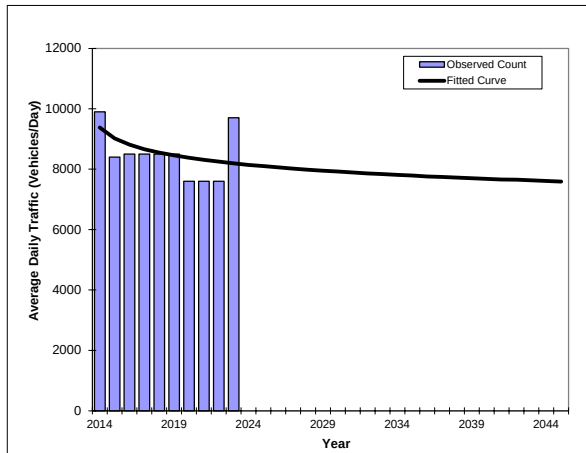
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	9,900	9,380
2015	8,400	9,020
2016	8,500	8,810
2017	8,500	8,660
2018	8,500	8,550
2019	8,500	8,460
2020	7,600	8,380
2021	7,600	8,310
2022	7,600	8,250
2023	9,700	8,190
2025 Opening Year Trend		
2025	N/A	8,100
2035 Interim Year Trend		
2035	N/A	7,790
2045 Design Year Trend		
2045	N/A	7,590
FSUTMS Forecasts/Trends		

Trend R-squared:	26.85%
Compounded Annual Historic Growth Rate:	-1.50%
Compounded Growth Rate (2023 to Design Year)	-0.35%
Printed:	4/9/2025
Decaying Exponential Growth Option	

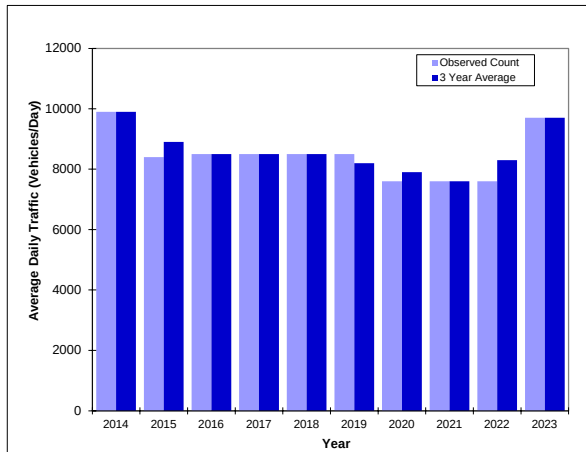
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2014	9,900	9,900
2015	8,400	8,900
2016	8,500	8,500
2017	8,500	8,500
2018	8,500	8,500
2019	8,500	8,200
2020	7,600	7,900
2021	7,600	7,600
2022	7,600	8,300
2023	9,700	9,700

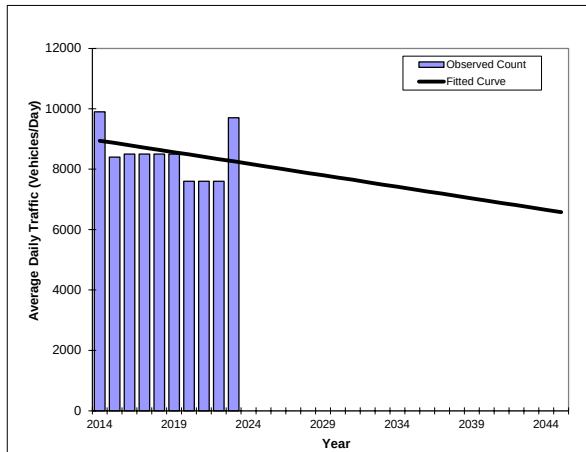
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Annual Trend Decrease:	76
Trend R-squared:	10.11%
Trend Annual Historic Growth Rate:	-0.85%
Trend Growth Rate (2023 to Design Year)	-0.92%
Printed:	4/9/2025

Linear Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	9,900	8,940
2015	8,400	8,870
2016	8,500	8,790
2017	8,500	8,710
2018	8,500	8,640
2019	8,500	8,560
2020	7,600	8,490
2021	7,600	8,410
2022	7,600	8,330
2023	9,700	8,260

2025 Opening Year Trend		
2025	N/A	8,100

2035 Interim Year Trend		
2035	N/A	7,340

2045 Design Year Trend		
2045	N/A	6,580

FSUTMS Forecasts/Trends		

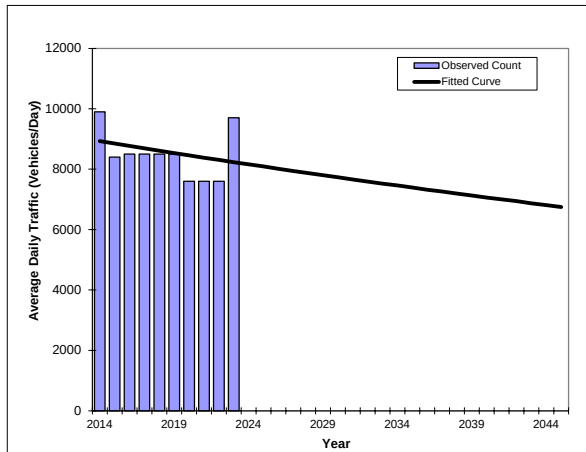
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	9,900	8,930
2015	8,400	8,850
2016	8,500	8,770
2017	8,500	8,690
2018	8,500	8,610
2019	8,500	8,530
2020	7,600	8,460
2021	7,600	8,380
2022	7,600	8,310
2023	9,700	8,230
2025 Opening Year Trend		
2025	N/A	8,090
2035 Interim Year Trend		
2035	N/A	7,390
2045 Design Year Trend		
2045	N/A	6,750
FSUTMS Forecasts/Trends		

Trend R-squared:	10.85%
Compounded Annual Historic Growth Rate:	-0.90%
Compounded Growth Rate (2023 to Design Year)	-0.90%
Printed:	4/9/2025
Exponential Growth Option	

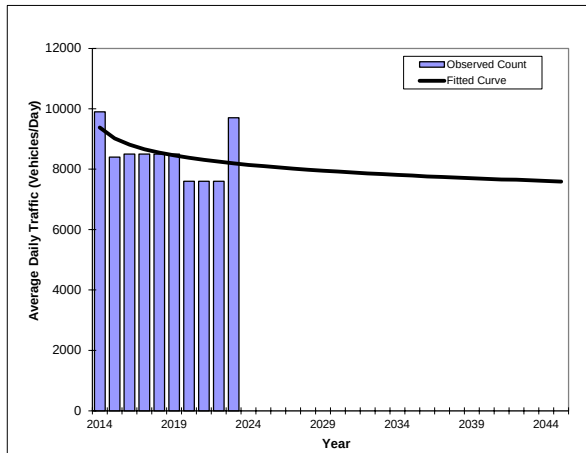
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	9,900	9,380
2015	8,400	9,020
2016	8,500	8,810
2017	8,500	8,660
2018	8,500	8,550
2019	8,500	8,460
2020	7,600	8,380
2021	7,600	8,310
2022	7,600	8,250
2023	9,700	8,190
2025 Opening Year Trend		
2025	N/A	8,100
2035 Interim Year Trend		
2035	N/A	7,790
2045 Design Year Trend		
2045	N/A	7,590
FSUTMS Forecasts/Trends		

Trend R-squared:	26.85%
Compounded Annual Historic Growth Rate:	-1.50%
Compounded Growth Rate (2023 to Design Year)	-0.35%
Printed:	4/9/2025
Decaying Exponential Growth Option	

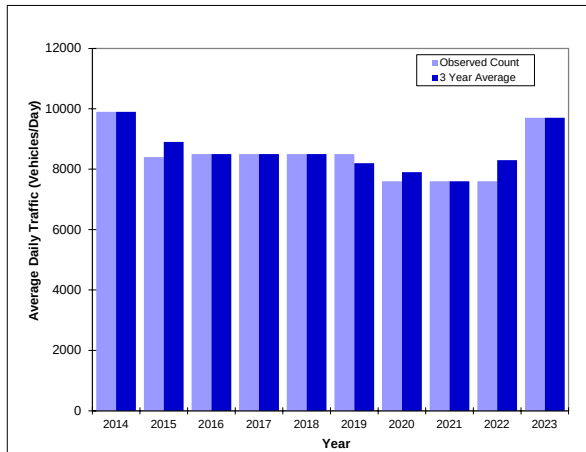
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2014	9,900	9,900
2015	8,400	8,900
2016	8,500	8,500
2017	8,500	8,500
2018	8,500	8,500
2019	8,500	8,200
2020	7,600	7,900
2021	7,600	7,600
2022	7,600	7,600
2023	9,700	9,700

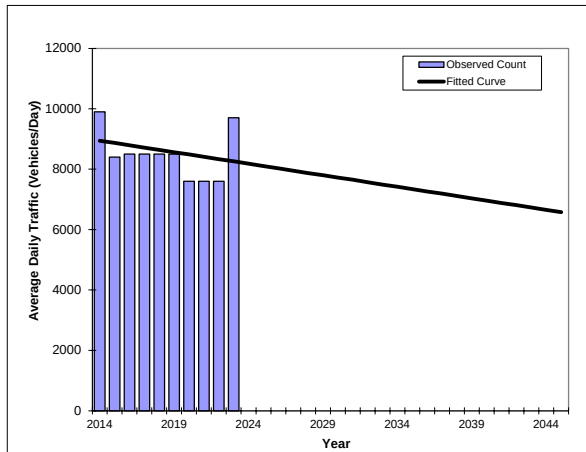
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Annual Trend Decrease:	76
Trend R-squared:	10.11%
Trend Annual Historic Growth Rate:	-0.85%
Trend Growth Rate (2023 to Design Year)	-0.92%
Printed:	4/9/2025

Linear Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	9,900	8,940
2015	8,400	8,870
2016	8,500	8,790
2017	8,500	8,710
2018	8,500	8,640
2019	8,500	8,560
2020	7,600	8,490
2021	7,600	8,410
2022	7,600	8,330
2023	9,700	8,260

2025 Opening Year Trend

2025	N/A	8,100
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2035 Interim Year Trend

2035	N/A	7,340
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2045 Design Year Trend

2045	N/A	6,580
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FSUTMS Forecasts/Trends

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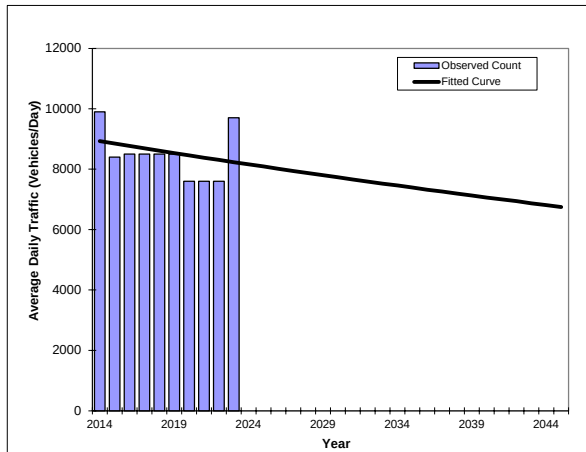
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	9,900	8,930
2015	8,400	8,850
2016	8,500	8,770
2017	8,500	8,690
2018	8,500	8,610
2019	8,500	8,530
2020	7,600	8,460
2021	7,600	8,380
2022	7,600	8,310
2023	9,700	8,230
2025 Opening Year Trend		
2025	N/A	8,090
2035 Interim Year Trend		
2035	N/A	7,390
2045 Design Year Trend		
2045	N/A	6,750
FSUTMS Forecasts/Trends		

Trend R-squared:	10.85%
Compounded Annual Historic Growth Rate:	-0.90%
Compounded Growth Rate (2023 to Design Year)	-0.90%
Printed:	4/9/2025
Exponential Growth Option	

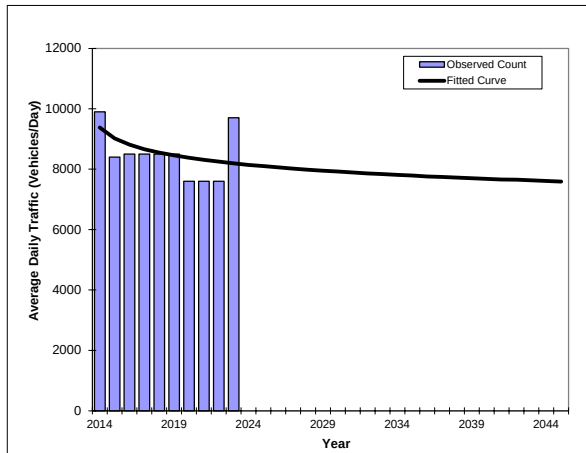
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	9,900	9,380
2015	8,400	9,020
2016	8,500	8,810
2017	8,500	8,660
2018	8,500	8,550
2019	8,500	8,460
2020	7,600	8,380
2021	7,600	8,310
2022	7,600	8,250
2023	9,700	8,190
2025 Opening Year Trend		
2025	N/A	8,100
2035 Interim Year Trend		
2035	N/A	7,790
2045 Design Year Trend		
2045	N/A	7,590
FSUTMS Forecasts/Trends		

Trend R-squared:	26.85%
Compounded Annual Historic Growth Rate:	-1.50%
Compounded Growth Rate (2023 to Design Year)	-0.35%
Printed:	4/9/2025
Decaying Exponential Growth Option	

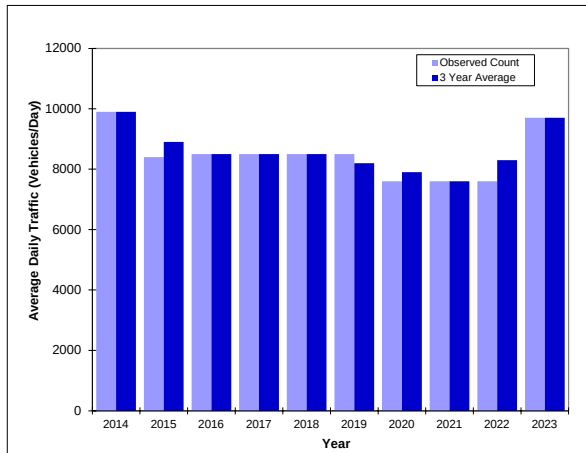
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2014	9,900	9,900
2015	8,400	8,900
2016	8,500	8,500
2017	8,500	8,500
2018	8,500	8,500
2019	8,500	8,200
2020	7,600	7,900
2021	7,600	7,600
2022	7,600	7,600
2023	9,700	9,700

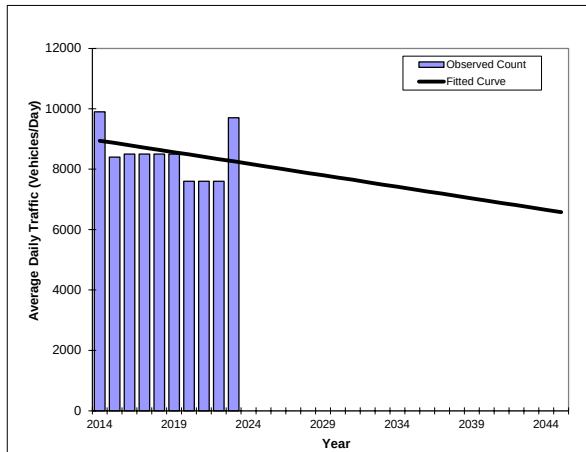
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Annual Trend Decrease:	76
Trend R-squared:	10.11%
Trend Annual Historic Growth Rate:	-0.85%
Trend Growth Rate (2023 to Design Year)	-0.92%
Printed:	4/9/2025

Linear Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	9,900	8,940
2015	8,400	8,870
2016	8,500	8,790
2017	8,500	8,710
2018	8,500	8,640
2019	8,500	8,560
2020	7,600	8,490
2021	7,600	8,410
2022	7,600	8,330
2023	9,700	8,260

2025 Opening Year Trend		
2025	N/A	8,100

2035 Interim Year Trend		
2035	N/A	7,340

2045 Design Year Trend		
2045	N/A	6,580

FSUTMS Forecasts/Trends		

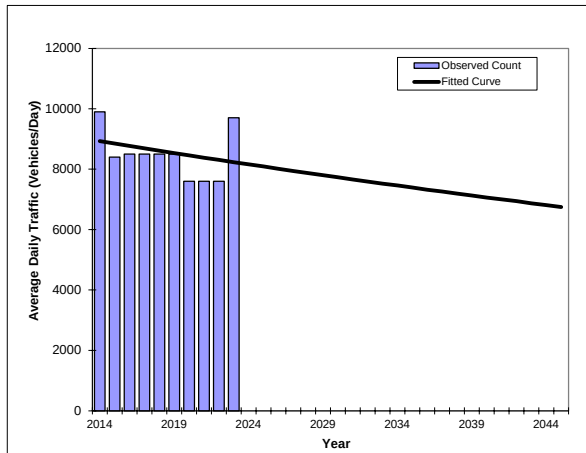
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	9,900	8,930
2015	8,400	8,850
2016	8,500	8,770
2017	8,500	8,690
2018	8,500	8,610
2019	8,500	8,530
2020	7,600	8,460
2021	7,600	8,380
2022	7,600	8,310
2023	9,700	8,230

2025 Opening Year Trend		
2025	N/A	8,090
2035 Interim Year Trend		
2035	N/A	7,390
2045 Design Year Trend		
2045	N/A	6,750
FSUTMS Forecasts/Trends		

Trend R-squared:	10.85%
Compounded Annual Historic Growth Rate:	-0.90%
Compounded Growth Rate (2023 to Design Year)	-0.90%
Printed:	4/9/2025
Exponential Growth Option	

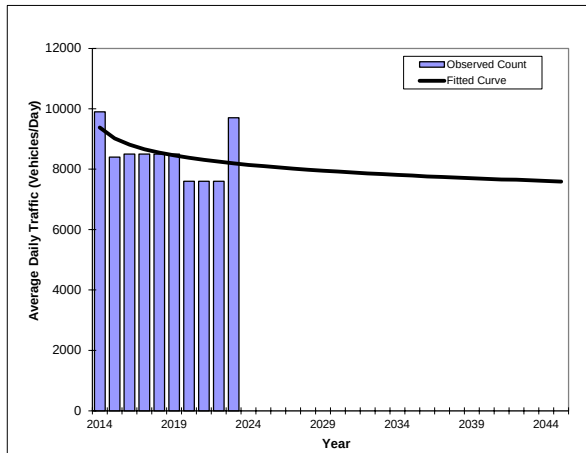
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	9,900	9,380
2015	8,400	9,020
2016	8,500	8,810
2017	8,500	8,660
2018	8,500	8,550
2019	8,500	8,460
2020	7,600	8,380
2021	7,600	8,310
2022	7,600	8,250
2023	9,700	8,190
2025 Opening Year Trend		
2025	N/A	8,100
2035 Interim Year Trend		
2035	N/A	7,790
2045 Design Year Trend		
2045	N/A	7,590
FSUTMS Forecasts/Trends		

Trend R-squared:	26.85%
Compounded Annual Historic Growth Rate:	-1.50%
Compounded Growth Rate (2023 to Design Year)	-0.35%
Printed:	4/9/2025
Decaying Exponential Growth Option	

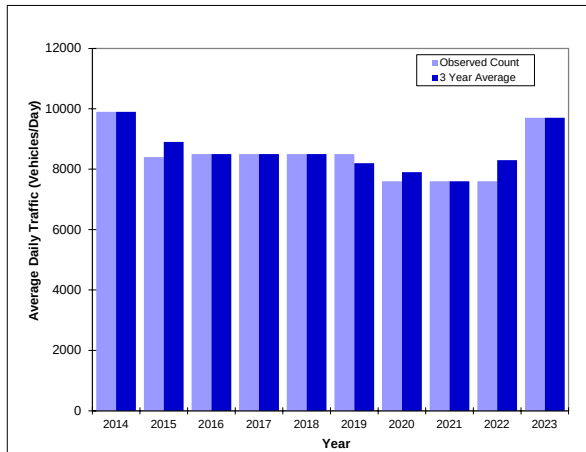
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SR 7

FM #	
Location	1

County:	Broward (86)
Station #:	868015
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2014	9,900	9,900
2015	8,400	8,900
2016	8,500	8,500
2017	8,500	8,500
2018	8,500	8,500
2019	8,500	8,200
2020	7,600	7,900
2021	7,600	7,600
2022	7,600	7,600
2023	9,700	9,700

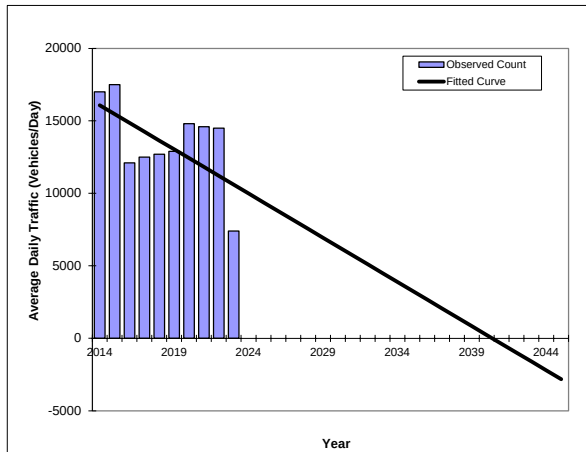
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Annual Trend Decrease:	610
Trend R-squared:	52.37%
Trend Annual Historic Growth Rate:	-3.79%
Trend Growth Rate (2023 to Design Year)	-5.75%
Printed:	4/9/2025

Linear Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	17,000	16,080
2015	17,500	15,470
2016	12,100	14,860
2017	12,500	14,250
2018	12,700	13,640
2019	12,900	13,040
2020	14,800	12,430
2021	14,600	11,820
2022	14,500	11,210
2023	7,400	10,600
2025 Opening Year Trend		
2025	N/A	9,380
2035 Interim Year Trend		
2035	N/A	3,280
2045 Design Year Trend		
2045	N/A	-2,820
FSUTMS Forecasts/Trends		

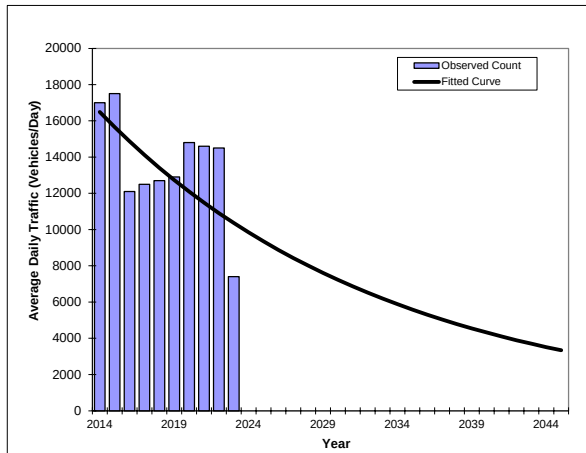
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	17,000	16,490
2015	17,500	15,660
2016	12,100	14,870
2017	12,500	14,120
2018	12,700	13,410
2019	12,900	12,740
2020	14,800	12,100
2021	14,600	11,490
2022	14,500	10,910
2023	7,400	10,370

2025 Opening Year Trend		
2025	N/A	9,350

2035 Interim Year Trend		
2035	N/A	5,580

2045 Design Year Trend		
2045	N/A	3,340

FSUTMS Forecasts/Trends		

Trend R-squared:	48.29%
Compounded Annual Historic Growth Rate:	-5.02%
Compounded Growth Rate (2023 to Design Year)	-5.02%
Printed:	4/9/2025

Exponential Growth Option

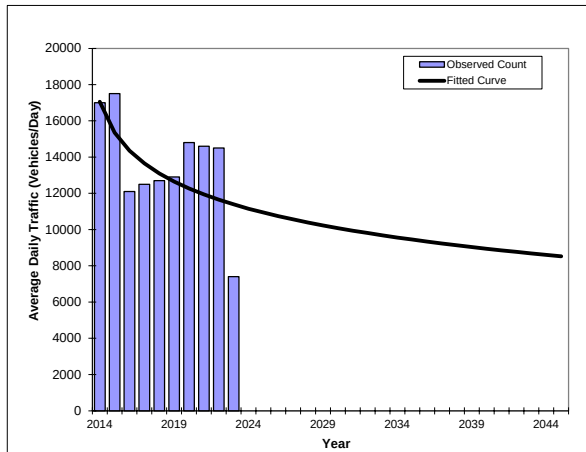
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Trend R-squared:	50.06%
Compounded Annual Historic Growth Rate:	-4.39%
Compounded Growth Rate (2023 to Design Year)	-1.31%
Printed:	4/9/2025
Decaying Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	17,000	17,060
2015	17,500	15,350
2016	12,100	14,350
2017	12,500	13,650
2018	12,700	13,100
2019	12,900	12,650
2020	14,800	12,270
2021	14,600	11,940
2022	14,500	11,650
2023	7,400	11,390
2025 Opening Year Trend		
2025	N/A	10,940
2035 Interim Year Trend		
2035	N/A	9,450
2045 Design Year Trend		
2045	N/A	8,530
FSUTMS Forecasts/Trends		

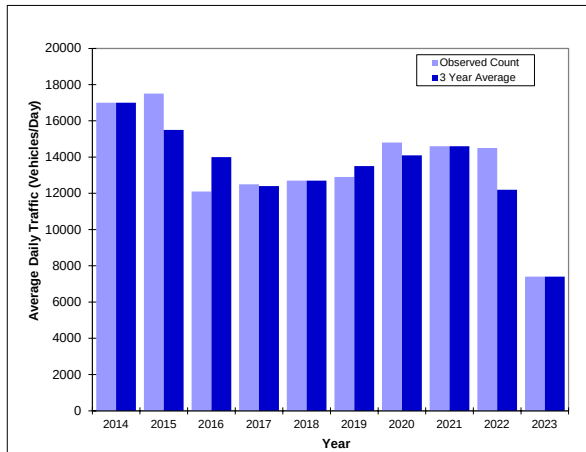
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2014	17,000	17,000
2015	17,500	15,500
2016	12,100	14,000
2017	12,500	12,400
2018	12,700	12,700
2019	12,900	13,500
2020	14,800	14,100
2021	14,600	14,600
2022	14,500	12,200
2023	7,400	7,400

Actual AADT vs 3 Year Average

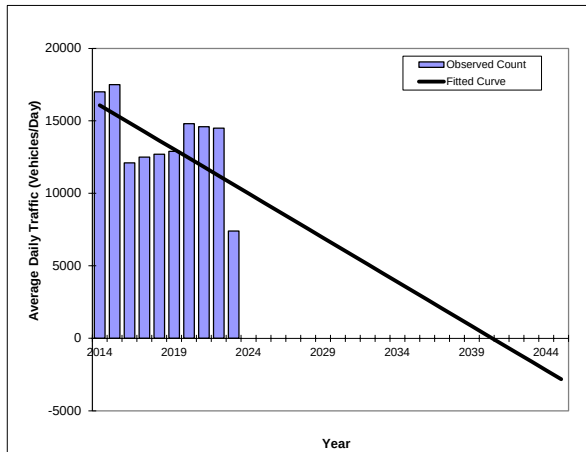
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	17,000	16,080
2015	17,500	15,470
2016	12,100	14,860
2017	12,500	14,250
2018	12,700	13,640
2019	12,900	13,040
2020	14,800	12,430
2021	14,600	11,820
2022	14,500	11,210
2023	7,400	10,600
2025 Opening Year Trend		
2025	N/A	9,380
2035 Interim Year Trend		
2035	N/A	3,280
2045 Design Year Trend		
2045	N/A	-2,820
FSUTMS Forecasts/Trends		

Annual Trend Decrease:	610
Trend R-squared:	52.37%
Trend Annual Historic Growth Rate:	-3.79%
Trend Growth Rate (2023 to Design Year)	-5.75%
Printed:	4/9/2025
Linear Growth Option	

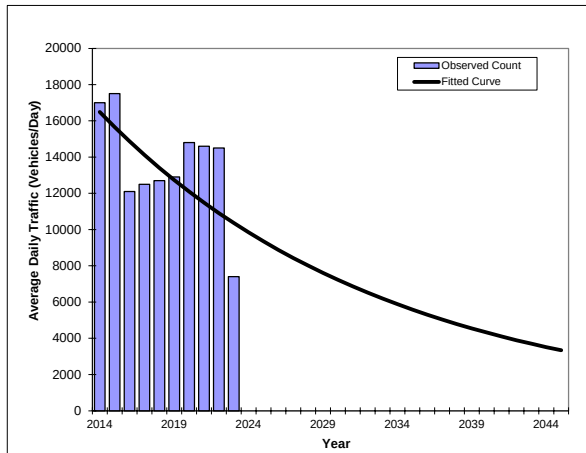
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	17,000	16,490
2015	17,500	15,660
2016	12,100	14,870
2017	12,500	14,120
2018	12,700	13,410
2019	12,900	12,740
2020	14,800	12,100
2021	14,600	11,490
2022	14,500	10,910
2023	7,400	10,370

2025 Opening Year Trend		
2025	N/A	9,350

2035 Interim Year Trend		
2035	N/A	5,580

2045 Design Year Trend		
2045	N/A	3,340

FSUTMS Forecasts/Trends		

Trend R-squared:	48.29%
Compounded Annual Historic Growth Rate:	-5.02%
Compounded Growth Rate (2023 to Design Year)	-5.02%
Printed:	4/9/2025

Exponential Growth Option

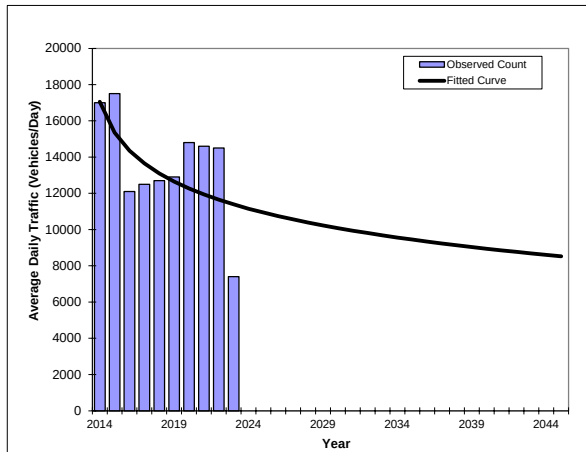
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Trend R-squared:	50.06%
Compounded Annual Historic Growth Rate:	-4.39%
Compounded Growth Rate (2023 to Design Year)	-1.31%
Printed:	4/9/2025
Decaying Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	17,000	17,060
2015	17,500	15,350
2016	12,100	14,350
2017	12,500	13,650
2018	12,700	13,100
2019	12,900	12,650
2020	14,800	12,270
2021	14,600	11,940
2022	14,500	11,650
2023	7,400	11,390
2025 Opening Year Trend		
2025	N/A	10,940
2035 Interim Year Trend		
2035	N/A	9,450
2045 Design Year Trend		
2045	N/A	8,530
FSUTMS Forecasts/Trends		

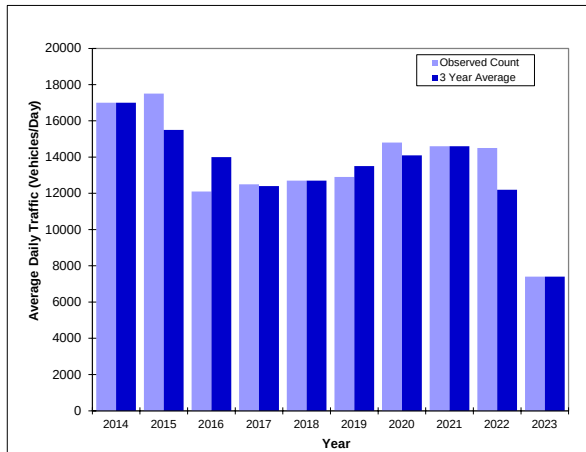
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2014	17,000	17,000
2015	17,500	15,500
2016	12,100	14,000
2017	12,500	12,400
2018	12,700	12,700
2019	12,900	13,500
2020	14,800	14,100
2021	14,600	14,600
2022	14,500	12,200
2023	7,400	7,400

Actual AADT vs 3 Year Average

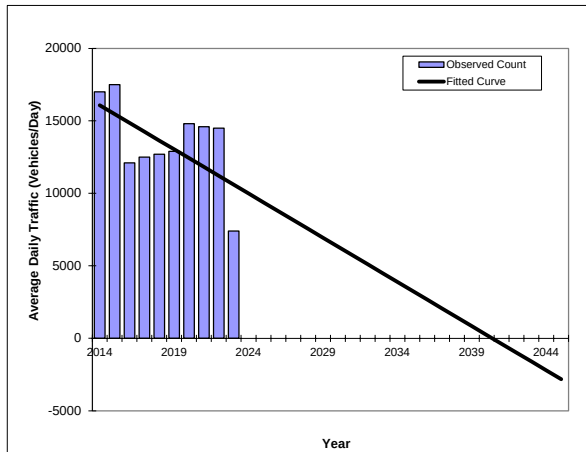
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Annual Trend Decrease:	610
Trend R-squared:	52.37%
Trend Annual Historic Growth Rate:	-3.79%
Trend Growth Rate (2023 to Design Year)	-5.75%
Printed:	4/9/2025

Linear Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	17,000	16,080
2015	17,500	15,470
2016	12,100	14,860
2017	12,500	14,250
2018	12,700	13,640
2019	12,900	13,040
2020	14,800	12,430
2021	14,600	11,820
2022	14,500	11,210
2023	7,400	10,600
2025 Opening Year Trend		
2025	N/A	9,380
2035 Interim Year Trend		
2035	N/A	3,280
2045 Design Year Trend		
2045	N/A	-2,820
FSUTMS Forecasts/Trends		

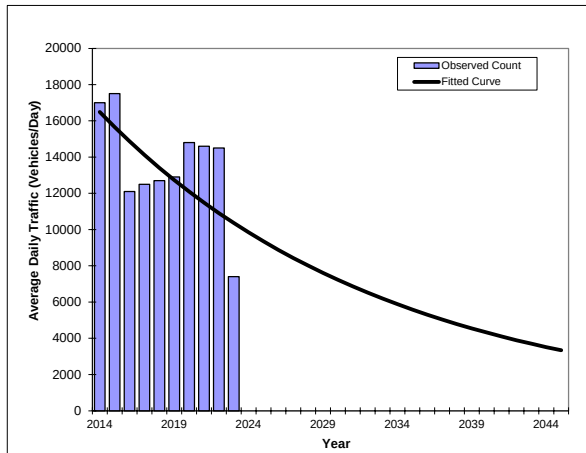
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	17,000	16,490
2015	17,500	15,660
2016	12,100	14,870
2017	12,500	14,120
2018	12,700	13,410
2019	12,900	12,740
2020	14,800	12,100
2021	14,600	11,490
2022	14,500	10,910
2023	7,400	10,370

2025 Opening Year Trend		
2025	N/A	9,350

2035 Interim Year Trend		
2035	N/A	5,580

2045 Design Year Trend		
2045	N/A	3,340

FSUTMS Forecasts/Trends		

Trend R-squared:	48.29%
Compounded Annual Historic Growth Rate:	-5.02%
Compounded Growth Rate (2023 to Design Year)	-5.02%
Printed:	4/9/2025
Exponential Growth Option	

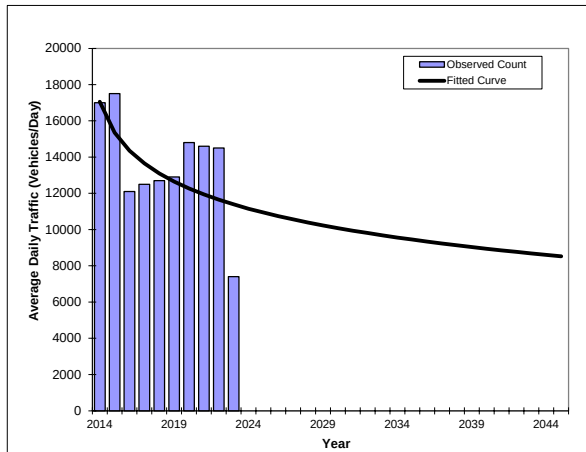
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Trend R-squared:	50.06%
Compounded Annual Historic Growth Rate:	-4.39%
Compounded Growth Rate (2023 to Design Year)	-1.31%
Printed:	4/9/2025
Decaying Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	17,000	17,060
2015	17,500	15,350
2016	12,100	14,350
2017	12,500	13,650
2018	12,700	13,100
2019	12,900	12,650
2020	14,800	12,270
2021	14,600	11,940
2022	14,500	11,650
2023	7,400	11,390
2025 Opening Year Trend		
2025	N/A	10,940
2035 Interim Year Trend		
2035	N/A	9,450
2045 Design Year Trend		
2045	N/A	8,530
FSUTMS Forecasts/Trends		

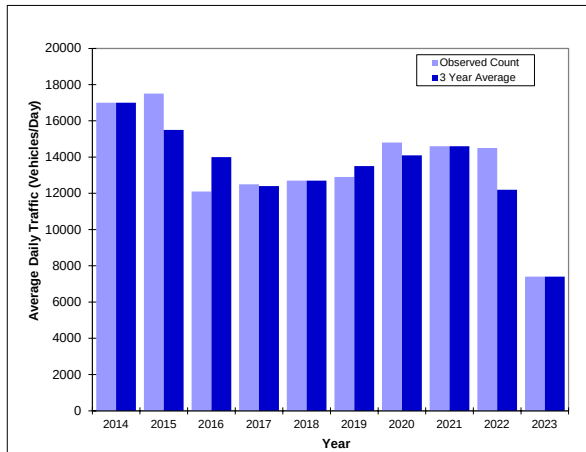
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2014	17,000	17,000
2015	17,500	15,500
2016	12,100	14,000
2017	12,500	12,400
2018	12,700	12,700
2019	12,900	13,500
2020	14,800	14,100
2021	14,600	14,600
2022	14,500	12,200
2023	7,400	7,400

Actual AADT vs 3 Year Average

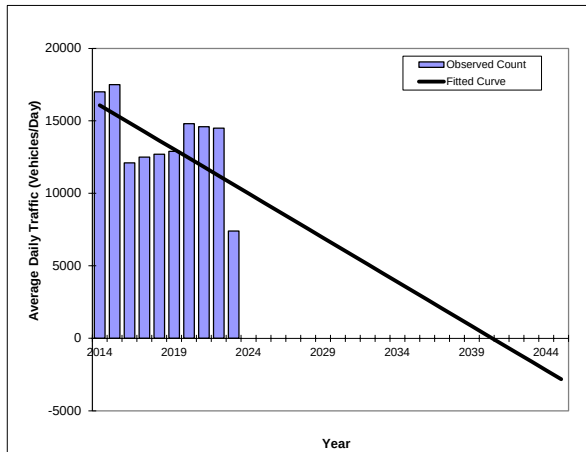
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Annual Trend Decrease:	610
Trend R-squared:	52.37%
Trend Annual Historic Growth Rate:	-3.79%
Trend Growth Rate (2023 to Design Year)	-5.75%
Printed:	4/9/2025

Linear Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	17,000	16,080
2015	17,500	15,470
2016	12,100	14,860
2017	12,500	14,250
2018	12,700	13,640
2019	12,900	13,040
2020	14,800	12,430
2021	14,600	11,820
2022	14,500	11,210
2023	7,400	10,600
2025 Opening Year Trend		
2025	N/A	9,380
2035 Interim Year Trend		
2035	N/A	3,280
2045 Design Year Trend		
2045	N/A	-2,820
FSUTMS Forecasts/Trends		

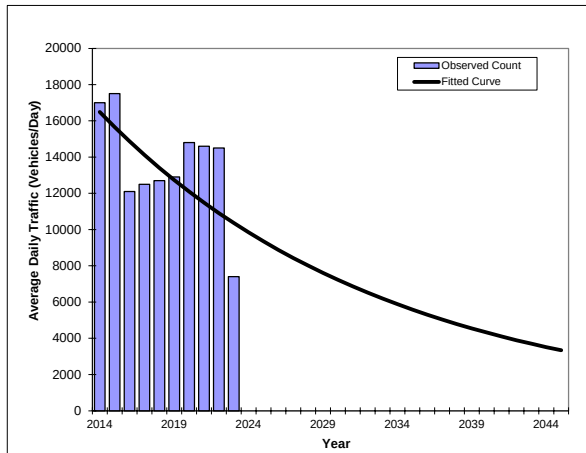
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	17,000	16,490
2015	17,500	15,660
2016	12,100	14,870
2017	12,500	14,120
2018	12,700	13,410
2019	12,900	12,740
2020	14,800	12,100
2021	14,600	11,490
2022	14,500	10,910
2023	7,400	10,370

2025 Opening Year Trend		
2025	N/A	9,350

2035 Interim Year Trend		
2035	N/A	5,580

2045 Design Year Trend		
2045	N/A	3,340

FSUTMS Forecasts/Trends		

Trend R-squared:	48.29%
Compounded Annual Historic Growth Rate:	-5.02%
Compounded Growth Rate (2023 to Design Year)	-5.02%
Printed:	4/9/2025

Exponential Growth Option

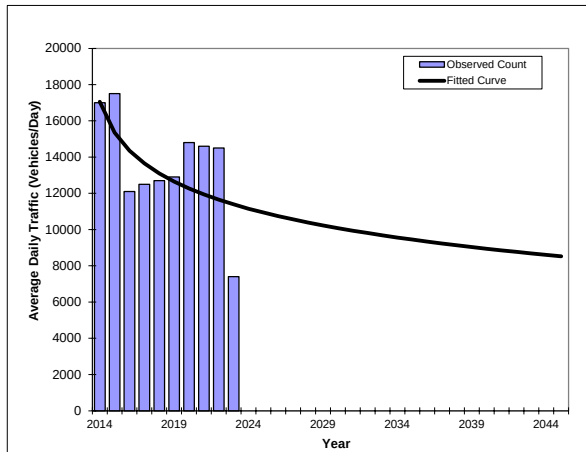
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Trend R-squared:	50.06%
Compounded Annual Historic Growth Rate:	-4.39%
Compounded Growth Rate (2023 to Design Year)	-1.31%
Printed:	4/9/2025
Decaying Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	17,000	17,060
2015	17,500	15,350
2016	12,100	14,350
2017	12,500	13,650
2018	12,700	13,100
2019	12,900	12,650
2020	14,800	12,270
2021	14,600	11,940
2022	14,500	11,650
2023	7,400	11,390
2025 Opening Year Trend		
2025	N/A	10,940
2035 Interim Year Trend		
2035	N/A	9,450
2045 Design Year Trend		
2045	N/A	8,530
FSUTMS Forecasts/Trends		

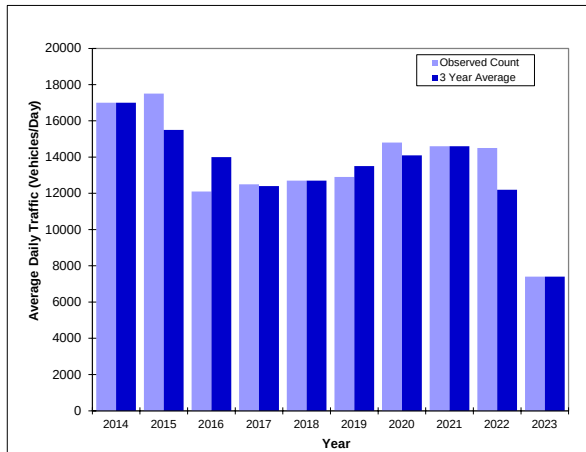
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF NW 64 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	868016
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2014	17,000	17,000
2015	17,500	15,500
2016	12,100	14,000
2017	12,500	12,400
2018	12,700	12,700
2019	12,900	13,500
2020	14,800	14,100
2021	14,600	14,600
2022	14,500	12,200
2023	7,400	7,400

Actual AADT vs 3 Year Average

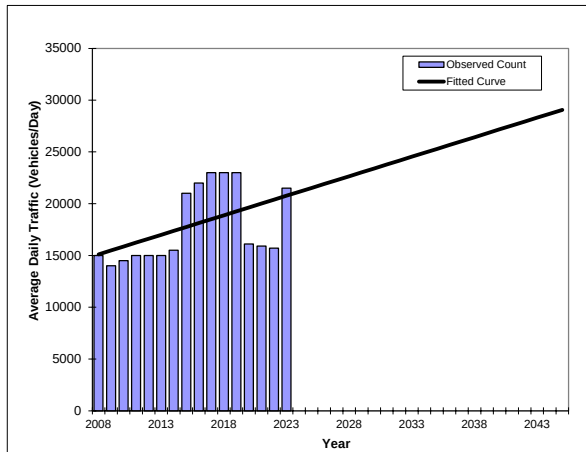
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2008	15,000	15,110
2009	14,000	15,490
2010	14,500	15,860
2011	15,000	16,240
2012	15,000	16,620
2013	15,000	16,990
2014	15,500	17,370
2015	21,000	17,750
2016	22,000	18,130
2017	23,000	18,500
2018	23,000	18,880
2019	23,000	19,260
2020	16,100	19,630
2021	15,900	20,010
2022	15,700	20,390
2023	21,500	20,770

2025 Opening Year Trend		
2025	N/A	21,520
2035 Interim Year Trend		
2035	N/A	25,290
2045 Design Year Trend		
2045	N/A	29,060
FSUTMS Forecasts/Trends		

Annual Trend Increase:	377
Trend R-squared:	29.73%
Trend Annual Historic Growth Rate:	2.50%
Trend Growth Rate (2023 to Design Year)	1.81%
Printed:	4/9/2025

Linear Growth Option

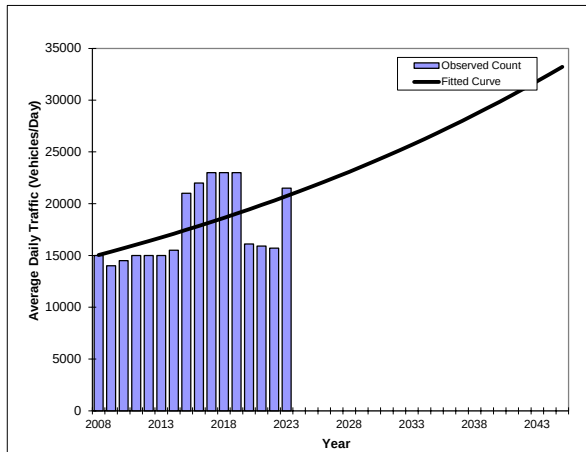
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Trend R-squared:	32.04%
Compounded Annual Historic Growth Rate:	2.17%
Compounded Growth Rate (2023 to Design Year)	2.16%
Printed:	4/9/2025
Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2008	15,000	15,040
2009	14,000	15,370
2010	14,500	15,700
2011	15,000	16,040
2012	15,000	16,390
2013	15,000	16,740
2014	15,500	17,100
2015	21,000	17,480
2016	22,000	17,850
2017	23,000	18,240
2018	23,000	18,630
2019	23,000	19,040
2020	16,100	19,450
2021	15,900	19,870
2022	15,700	20,300
2023	21,500	20,740
2025 Opening Year Trend		
2025	N/A	21,650
2035 Interim Year Trend		
2035	N/A	26,820
2045 Design Year Trend		
2045	N/A	33,220
FSUTMS Forecasts/Trends		

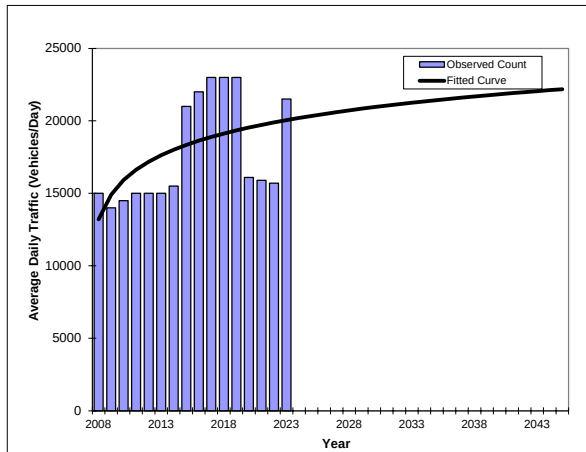
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2008	15,000	13,210
2009	14,000	14,920
2010	14,500	15,920
2011	15,000	16,630
2012	15,000	17,180
2013	15,000	17,630
2014	15,500	18,010
2015	21,000	18,340
2016	22,000	18,630
2017	23,000	18,890
2018	23,000	19,120
2019	20,700	19,340
2020	18,300	19,540
2021	15,900	19,720
2022	15,700	19,890
2023	21,500	20,050

2025 Opening Year Trend		
2025	N/A	20,340
2035 Interim Year Trend		
2035	N/A	21,430
2045 Design Year Trend		
2045	N/A	22,180
FSUTMS Forecasts/Trends		

Trend R-squared:	35.01%
Compounded Annual Historic Growth Rate:	2.82%
Compounded Growth Rate (2023 to Design Year)	0.46%
Printed:	4/9/2025
Decaying Exponential Growth Option	

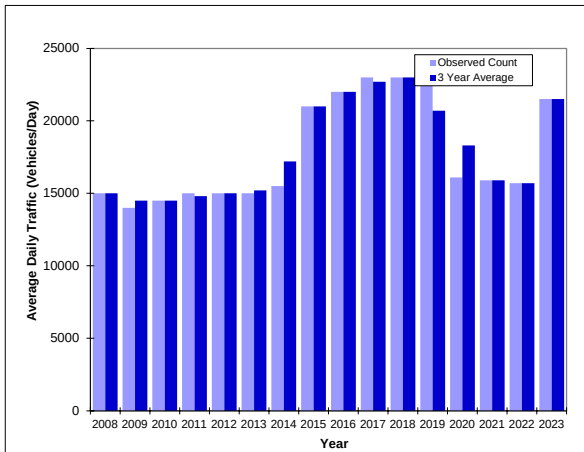
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2008	15,000	15,000
2009	14,000	14,500
2010	14,500	14,500
2011	15,000	14,800
2012	15,000	15,000
2013	15,000	15,200
2014	15,500	17,200
2015	21,000	21,000
2016	22,000	22,000
2017	23,000	22,700
2018	23,000	23,000
2019	23,000	20,700
2020	16,100	18,300
2021	15,900	15,900
2022	15,700	15,700
2023	21,500	21,500

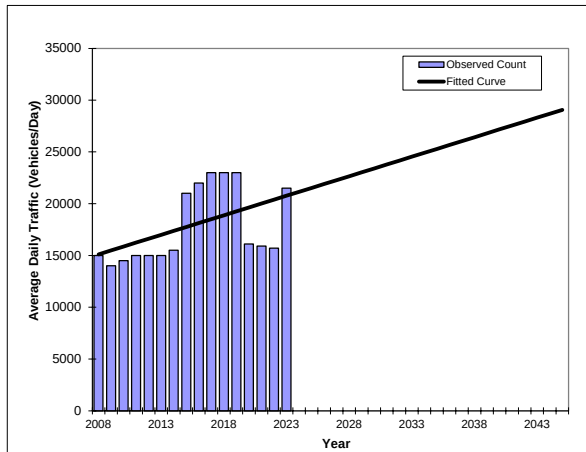
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2008	15,000	15,110
2009	14,000	15,490
2010	14,500	15,860
2011	15,000	16,240
2012	15,000	16,620
2013	15,000	16,990
2014	15,500	17,370
2015	21,000	17,750
2016	22,000	18,130
2017	23,000	18,500
2018	23,000	18,880
2019	23,000	19,260
2020	16,100	19,630
2021	15,900	20,010
2022	15,700	20,390
2023	21,500	20,770

2025 Opening Year Trend		
2025	N/A	21,520
2035 Interim Year Trend		
2035	N/A	25,290
2045 Design Year Trend		
2045	N/A	29,060
FSUTMS Forecasts/Trends		

Annual Trend Increase:	377
Trend R-squared:	29.73%
Trend Annual Historic Growth Rate:	2.50%
Trend Growth Rate (2023 to Design Year)	1.81%
Printed:	4/9/2025

Linear Growth Option

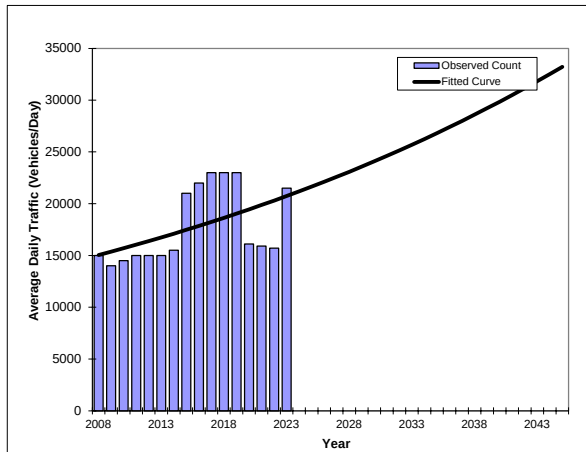
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Trend R-squared:	32.04%
Compounded Annual Historic Growth Rate:	2.17%
Compounded Growth Rate (2023 to Design Year)	2.16%
Printed:	4/9/2025
Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2008	15,000	15,040
2009	14,000	15,370
2010	14,500	15,700
2011	15,000	16,040
2012	15,000	16,390
2013	15,000	16,740
2014	15,500	17,100
2015	21,000	17,480
2016	22,000	17,850
2017	23,000	18,240
2018	23,000	18,630
2019	23,000	19,040
2020	16,100	19,450
2021	15,900	19,870
2022	15,700	20,300
2023	21,500	20,740
2025 Opening Year Trend		
2025	N/A	21,650
2035 Interim Year Trend		
2035	N/A	26,820
2045 Design Year Trend		
2045	N/A	33,220
FSUTMS Forecasts/Trends		

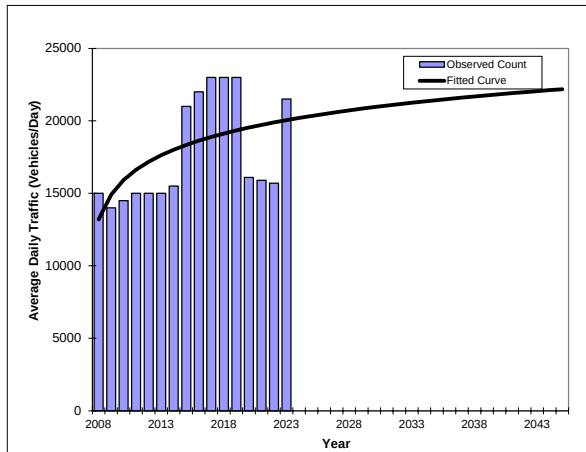
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Trend R-squared:	35.01%
Compounded Annual Historic Growth Rate:	2.82%
Compounded Growth Rate (2023 to Design Year)	0.46%
Printed:	4/9/2025
Decaying Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2008	15,000	13,210
2009	14,000	14,920
2010	14,500	15,920
2011	15,000	16,630
2012	15,000	17,180
2013	15,000	17,630
2014	15,500	18,010
2015	21,000	18,340
2016	22,000	18,630
2017	23,000	18,890
2018	23,000	19,120
2019	20,700	19,340
2020	18,300	19,540
2021	15,900	19,720
2022	15,700	19,890
2023	21,500	20,050
2025 Opening Year Trend		
2025	N/A	20,340
2035 Interim Year Trend		
2035	N/A	21,430
2045 Design Year Trend		
2045	N/A	22,180
FSUTMS Forecasts/Trends		

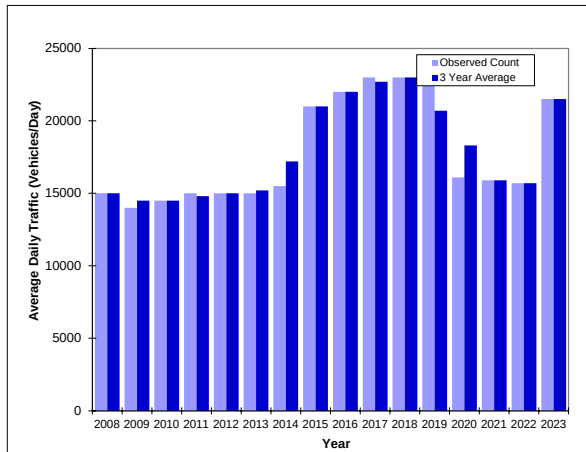
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2008	15,000	15,000
2009	14,000	14,500
2010	14,500	14,500
2011	15,000	14,800
2012	15,000	15,000
2013	15,000	15,200
2014	15,500	17,200
2015	21,000	21,000
2016	22,000	22,000
2017	23,000	22,700
2018	23,000	23,000
2019	23,000	20,700
2020	16,100	18,300
2021	15,900	15,900
2022	15,700	15,700
2023	21,500	21,500

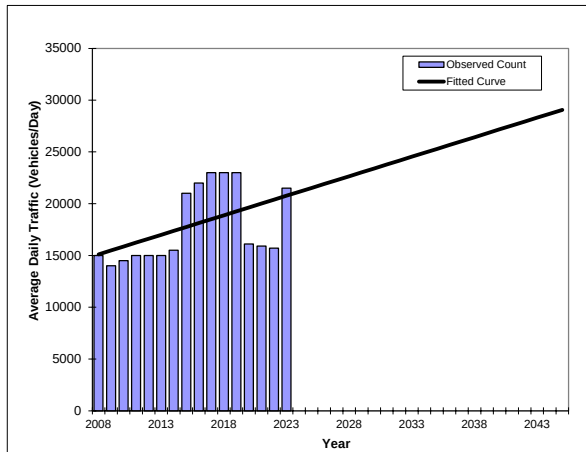
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2008	15,000	15,110
2009	14,000	15,490
2010	14,500	15,860
2011	15,000	16,240
2012	15,000	16,620
2013	15,000	16,990
2014	15,500	17,370
2015	21,000	17,750
2016	22,000	18,130
2017	23,000	18,500
2018	23,000	18,880
2019	23,000	19,260
2020	16,100	19,630
2021	15,900	20,010
2022	15,700	20,390
2023	21,500	20,770

2025 Opening Year Trend		
2025	N/A	21,520
2035 Interim Year Trend		
2035	N/A	25,290
2045 Design Year Trend		
2045	N/A	29,060
FSUTMS Forecasts/Trends		

Annual Trend Increase:	377
Trend R-squared:	29.73%
Trend Annual Historic Growth Rate:	2.50%
Trend Growth Rate (2023 to Design Year)	1.81%
Printed:	4/9/2025

Linear Growth Option

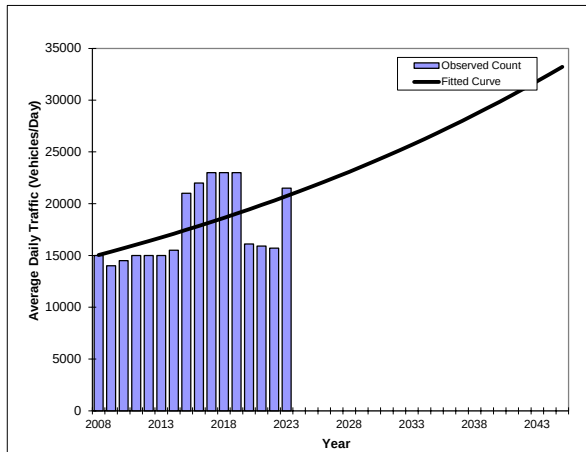
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Trend R-squared:	32.04%
Compounded Annual Historic Growth Rate:	2.17%
Compounded Growth Rate (2023 to Design Year)	2.16%
Printed:	4/9/2025
Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2008	15,000	15,040
2009	14,000	15,370
2010	14,500	15,700
2011	15,000	16,040
2012	15,000	16,390
2013	15,000	16,740
2014	15,500	17,100
2015	21,000	17,480
2016	22,000	17,850
2017	23,000	18,240
2018	23,000	18,630
2019	23,000	19,040
2020	16,100	19,450
2021	15,900	19,870
2022	15,700	20,300
2023	21,500	20,740
2025 Opening Year Trend		
2025	N/A	21,650
2035 Interim Year Trend		
2035	N/A	26,820
2045 Design Year Trend		
2045	N/A	33,220
FSUTMS Forecasts/Trends		

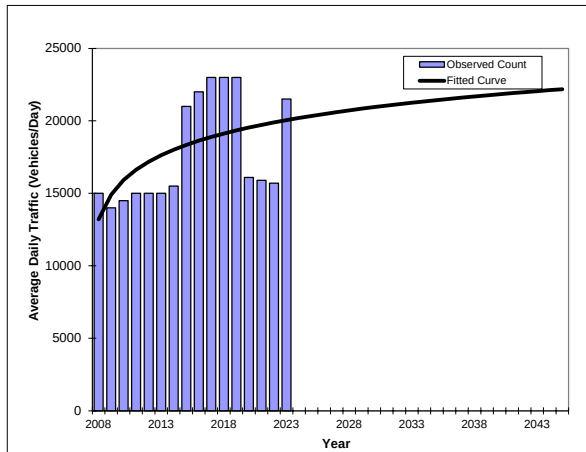
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Trend R-squared:	35.01%
Compounded Annual Historic Growth Rate:	2.82%
Compounded Growth Rate (2023 to Design Year)	0.46%
Printed:	4/9/2025
Decaying Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2008	15,000	13,210
2009	14,000	14,920
2010	14,500	15,920
2011	15,000	16,630
2012	15,000	17,180
2013	15,000	17,630
2014	15,500	18,010
2015	21,000	18,340
2016	22,000	18,630
2017	23,000	18,890
2018	23,000	19,120
2019	20,700	19,340
2020	18,300	19,540
2021	15,900	19,720
2022	15,700	19,890
2023	21,500	20,050
2025 Opening Year Trend		
2025	N/A	20,340
2035 Interim Year Trend		
2035	N/A	21,430
2045 Design Year Trend		
2045	N/A	22,180
FSUTMS Forecasts/Trends		

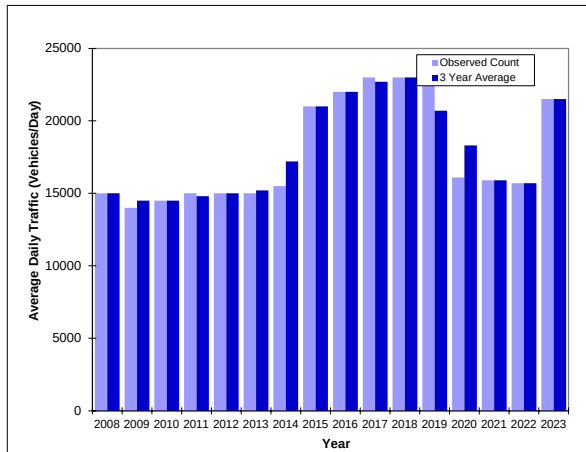
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2008	15,000	15,000
2009	14,000	14,500
2010	14,500	14,500
2011	15,000	14,800
2012	15,000	15,000
2013	15,000	15,200
2014	15,500	17,200
2015	21,000	21,000
2016	22,000	22,000
2017	23,000	22,700
2018	23,000	23,000
2019	23,000	20,700
2020	16,100	18,300
2021	15,900	15,900
2022	15,700	15,700
2023	21,500	21,500

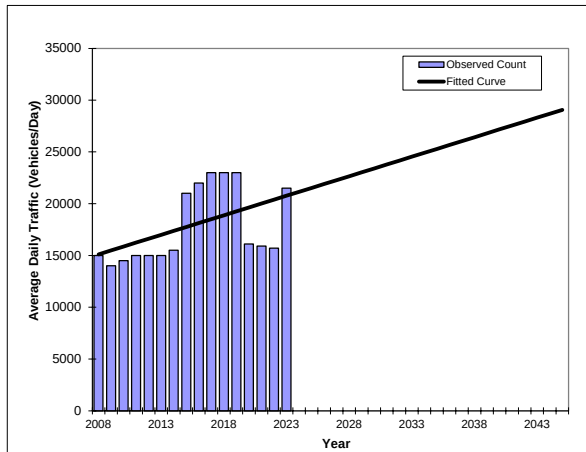
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2008	15,000	15,110
2009	14,000	15,490
2010	14,500	15,860
2011	15,000	16,240
2012	15,000	16,620
2013	15,000	16,990
2014	15,500	17,370
2015	21,000	17,750
2016	22,000	18,130
2017	23,000	18,500
2018	23,000	18,880
2019	23,000	19,260
2020	16,100	19,630
2021	15,900	20,010
2022	15,700	20,390
2023	21,500	20,770

2025 Opening Year Trend		
2025	N/A	21,520
2035 Interim Year Trend		
2035	N/A	25,290
2045 Design Year Trend		
2045	N/A	29,060
FSUTMS Forecasts/Trends		

Annual Trend Increase:	377
Trend R-squared:	29.73%
Trend Annual Historic Growth Rate:	2.50%
Trend Growth Rate (2023 to Design Year)	1.81%
Printed:	4/9/2025

Linear Growth Option

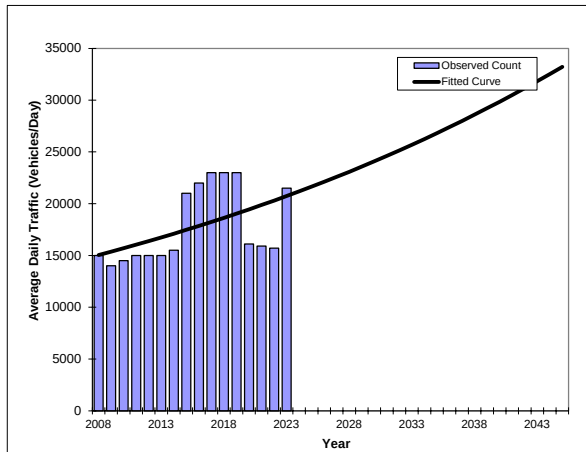
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Trend R-squared:	32.04%
Compounded Annual Historic Growth Rate:	2.17%
Compounded Growth Rate (2023 to Design Year)	2.16%
Printed:	4/9/2025
Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2008	15,000	15,040
2009	14,000	15,370
2010	14,500	15,700
2011	15,000	16,040
2012	15,000	16,390
2013	15,000	16,740
2014	15,500	17,100
2015	21,000	17,480
2016	22,000	17,850
2017	23,000	18,240
2018	23,000	18,630
2019	23,000	19,040
2020	16,100	19,450
2021	15,900	19,870
2022	15,700	20,300
2023	21,500	20,740
2025 Opening Year Trend		
2025	N/A	21,650
2035 Interim Year Trend		
2035	N/A	26,820
2045 Design Year Trend		
2045	N/A	33,220
FSUTMS Forecasts/Trends		

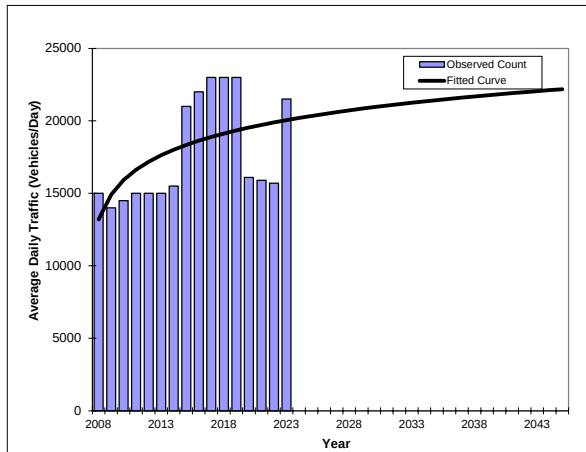
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2008	15,000	13,210
2009	14,000	14,920
2010	14,500	15,920
2011	15,000	16,630
2012	15,000	17,180
2013	15,000	17,630
2014	15,500	18,010
2015	21,000	18,340
2016	22,000	18,630
2017	23,000	18,890
2018	23,000	19,120
2019	20,700	19,340
2020	18,300	19,540
2021	15,900	19,720
2022	15,700	19,890
2023	21,500	20,050

2025 Opening Year Trend

2025	N/A	20,340
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2035 Interim Year Trend

2035	N/A	21,430
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2045 Design Year Trend

2045	N/A	22,180
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FSUTMS Forecasts/Trends

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Trend R-squared: 35.01%

Compounded Annual Historic Growth Rate: 2.82%

Compounded Growth Rate (2023 to Design Year) 0.46%

Printed: 4/9/2025

Decaying Exponential Growth Option

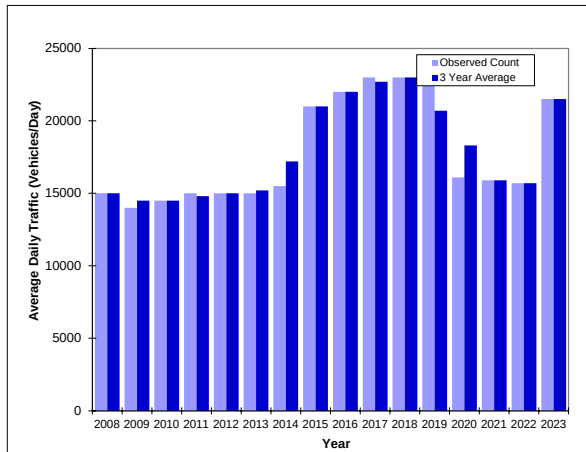
*Axle-Adjusted

Traffic Trends - V2023

-- TAFT STREET, E OF SW 72 AVENUE

FM #	
Location	1

County:	Broward (86)
Station #:	869381
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT)	
	Count*	3 Yr Avg
2008	15,000	15,000
2009	14,000	14,500
2010	14,500	14,500
2011	15,000	14,800
2012	15,000	15,000
2013	15,000	15,200
2014	15,500	17,200
2015	21,000	21,000
2016	22,000	22,000
2017	23,000	22,700
2018	23,000	23,000
2019	23,000	20,700
2020	16,100	18,300
2021	15,900	15,900
2022	15,700	15,700
2023	21,500	21,500

*Axle-Adjusted

APPENDIX D INTERSECTION TRAFFIC ANALYSIS RESULTS

NO-BUILD- EXISTING AM

HCM 6th Signalized Intersection Summary

3: 70th Terrace & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1076	11	13	717	52	19	15	14	45	15	53
Future Volume (veh/h)	47	1076	11	13	717	52	19	15	14	45	15	53
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	51	1170	12	14	779	57	21	16	15	49	16	58
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	602	2810	29	408	2618	191	182	68	64	173	144	122
Arrive On Green	0.77	0.77	0.77	1.00	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	662	3632	37	478	3384	248	1336	895	839	1389	1885	1598
Grp Volume(v), veh/h	51	577	605	14	412	424	21	0	31	49	16	58
Grp Sat Flow(s),veh/h/ln	662	1791	1878	478	1791	1841	1336	0	1734	1389	1885	1598
Q Serve(g_s), s	1.5	8.6	8.6	0.3	0.0	0.0	1.2	0.0	1.3	2.8	0.6	2.8
Cycle Q Clear(g_c), s	1.5	8.6	8.6	8.9	0.0	0.0	1.8	0.0	1.3	4.1	0.6	2.8
Prop In Lane	1.00		0.02	1.00		0.13	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	602	1385	1453	408	1385	1424	182	0	133	173	144	122
V/C Ratio(X)	0.08	0.42	0.42	0.03	0.30	0.30	0.12	0.00	0.23	0.28	0.11	0.47
Avail Cap(c_a), veh/h	602	1385	1453	408	1385	1424	414	0	434	414	471	399
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.2	3.0	3.0	0.6	0.0	0.0	35.3	0.0	34.7	36.7	34.4	35.4
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.2	0.5	0.5	0.1	0.0	0.3	0.3	0.1	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(50%),veh/ln	0.1	1.7	1.8	0.0	0.2	0.2	0.4	0.0	0.6	0.9	0.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.3	3.2	3.2	0.8	0.5	0.5	35.4	0.0	35.1	37.0	34.5	36.5
LnGrp LOS	A	A	A	A	A	A	D		D	D	C	D
Approach Vol, veh/h	1233			850			52			123		
Approach Delay, s/veh	3.2			0.5			35.2			36.4		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	67.9			12.1			67.9			12.1		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	48.0			20.0			48.0			20.0		
Max Q Clear Time (g_c+I1), s	10.9			3.8			10.6			6.1		
Green Ext Time (p_c), s	6.1			0.1			10.4			0.2		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	4.7											
HCM 6th LOS	A											

HCM Signalized Intersection Capacity Analysis

7: Taft St & 68th Ave

04/08/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	1035	758	69	76	65
Future Volume (vph)	95	1035	758	69	76	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	3574	3530		1787	1599
Flt Permitted	0.31	1.00	1.00		0.95	1.00
Satd. Flow (perm)	585	3574	3530		1787	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	1125	824	75	83	71
RTOR Reduction (vph)	0	0	5	0	0	64
Lane Group Flow (vph)	103	1125	895	0	83	7
Turn Type	Perm	NA	NA		Prot	Prot
Protected Phases		2	2		4	4
Permitted Phases	2					
Actuated Green, G (s)	60.0	60.0	60.0		8.0	8.0
Effective Green, g (s)	60.0	60.0	60.0		8.0	8.0
Actuated g/C Ratio	0.75	0.75	0.75		0.10	0.10
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	438	2680	2647		178	159
v/s Ratio Prot		c0.31	0.25		c0.05	0.00
v/s Ratio Perm	0.18					
v/c Ratio	0.24	0.42	0.34		0.47	0.04
Uniform Delay, d1	3.0	3.6	3.3		34.0	32.5
Progression Factor	1.64	1.58	1.52		1.00	1.00
Incremental Delay, d2	1.2	0.5	0.3		1.9	0.1
Delay (s)	6.1	6.2	5.4		35.9	32.7
Level of Service	A	A	A		D	C
Approach Delay (s/veh)		6.2	5.4		34.4	
Approach LOS		A	A		C	
Intersection Summary						
HCM 2000 Control Delay (s/veh)			7.8		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.42			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			53.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary

8: 66th Ave & Taft St

04/08/2025

																								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR												
Lane Configurations																								
Traffic Volume (veh/h)	34	1010	40	20	754	33	71	52	52	56	29	21												
Future Volume (veh/h)	34	1010	40	20	754	33	71	52	52	56	29	21												
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885												
Adj Flow Rate, veh/h	37	1098	43	22	820	36	77	57	0	61	32	0												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92												
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1												
Cap, veh/h	430	2372	93	425	2359	104	313	330		293	330													
Arrive On Green	1.00	1.00	1.00	0.45	0.45	0.45	0.17	0.17	0.00	0.17	0.17	0.00												
Sat Flow, veh/h	650	3514	138	497	3495	153	1388	1885	1598	1357	1885	1598												
Grp Volume(v), veh/h	37	560	581	22	420	436	77	57	0	61	32	0												
Grp Sat Flow(s),veh/h/ln	650	1791	1860	497	1791	1858	1388	1885	1598	1357	1885	1598												
Q Serve(g_s), s	1.1	0.0	0.0	2.0	12.2	12.2	3.9	2.1	0.0	3.2	1.1	0.0												
Cycle Q Clear(g_c), s	13.3	0.0	0.0	2.0	12.2	12.2	5.1	2.1	0.0	5.3	1.1	0.0												
Prop In Lane	1.00		0.07	1.00		0.08	1.00		1.00	1.00		1.00												
Lane Grp Cap(c), veh/h	430	1209	1256	425	1209	1254	313	330		293	330													
V/C Ratio(X)	0.09	0.46	0.46	0.05	0.35	0.35	0.25	0.17		0.21	0.10													
Avail Cap(c_a), veh/h	430	1209	1256	425	1209	1254	313	330		293	330													
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00												
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	0.00	1.00	1.00	0.00												
Uniform Delay (d), s/veh	1.5	0.0	0.0	7.7	10.5	10.5	29.8	28.1	0.0	30.3	27.7	0.0												
Incr Delay (d2), s/veh	0.4	1.3	1.2	0.2	0.6	0.6	1.9	1.1	0.0	1.6	0.6	0.0												
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0												
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.4	0.2	5.0	5.2	1.4	1.0	0.0	1.2	0.6	0.0												
Unsig. Movement Delay, s/veh																								
LnGrp Delay(d), s/veh	1.9	1.3	1.2	7.9	11.1	11.1	31.7	29.2	0.0	31.9	28.3	0.0												
LnGrp LOS	A	A	A	A	B	B	C	C		C	C													
Approach Vol, veh/h	1178			878			134			93														
Approach Delay, s/veh	1.3			11.0			30.6			30.7														
Approach LOS	A			B			C			C														
Timer - Assigned Phs	2			4			6			8														
Phs Duration (G+Y+Rc), s	60.0			20.0			60.0			20.0														
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0														
Max Green Setting (Gmax), s	54.0			14.0			54.0			14.0														
Max Q Clear Time (g_c+I1), s	14.2			7.1			15.3			7.3														
Green Ext Time (p_c), s	6.5			0.1			9.8			0.1														
Intersection Summary																								
HCM 6th Ctrl Delay, s/veh				7.9																				
HCM 6th LOS				A																				
Notes																								
User approved pedestrian interval to be less than phase max green.																								
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.																								

HCM Signalized Intersection Capacity Analysis

11: 64th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	895	98	103	570	54	139	175	164	89	142	108
Future Volume (vph)	141	895	98	103	570	54	139	175	164	89	142	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.99		1.00	0.93		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3521		1787	3528		1787	3315		1787	3343	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	3521		1787	3528		1787	3315		1787	3343	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	973	107	112	620	59	151	190	178	97	154	117
RTOR Reduction (vph)	0	10	0	0	10	0	0	147	0	0	100	0
Lane Group Flow (vph)	153	1070	0	112	669	0	151	221	0	97	171	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	6.0	28.1		7.2	29.3		9.1	13.8		6.9	11.6	
Effective Green, g (s)	6.0	28.1		7.2	29.3		9.1	13.8		6.9	11.6	
Actuated g/C Ratio	0.08	0.35		0.09	0.37		0.11	0.17		0.09	0.14	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	2.5		1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	134	1236		160	1292		203	571		154	484	
v/s Ratio Prot	c0.09	c0.30		0.06	0.19		c0.08	c0.07		0.05	0.05	
v/s Ratio Perm												
v/c Ratio	1.14	0.87		0.70	0.52		0.74	0.39		0.63	0.35	
Uniform Delay, d1	37.0	24.2		35.4	19.8		34.3	29.3		35.3	30.8	
Progression Factor	1.43	0.47		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	117.4	7.6		10.7	1.5		12.1	2.0		5.7	2.0	
Delay (s)	170.2	19.0		46.1	21.3		46.4	31.3		41.0	32.8	
Level of Service	F	B		D	C		D	C		D	C	
Approach Delay (s/veh)		37.8			24.8			35.7			35.0	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			33.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			68.7%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

NO-BUILD- EXISTING PM

HCM 6th Signalized Intersection Summary

3: 70th Terrace & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	710	11	32	972	40	8	8	17	36	21	49
Future Volume (veh/h)	39	710	11	32	972	40	8	8	17	36	21	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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	42	772	12	35	1057	43	9	9	18	39	23	53
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	398	1466	1242	523	2728	111	171	41	81	170	136	116
Arrive On Green	0.78	0.78	0.78	0.52	0.52	0.52	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	517	1885	1598	695	3508	143	1334	561	1122	1394	1885	1598
Grp Volume(v), veh/h	42	772	12	35	540	560	9	0	27	39	23	53
Grp Sat Flow(s),veh/h/ln	517	1885	1598	695	1791	1859	1334	0	1683	1394	1885	1598
Q Serve(g_s), s	2.9	12.3	0.1	2.4	14.5	14.5	0.5	0.0	1.2	2.2	0.9	2.5
Cycle Q Clear(g_c), s	17.3	12.3	0.1	14.8	14.5	14.5	1.4	0.0	1.2	3.4	0.9	2.5
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	398	1466	1242	523	1393	1446	171	0	122	170	136	116
V/C Ratio(X)	0.11	0.53	0.01	0.07	0.39	0.39	0.05	0.00	0.22	0.23	0.17	0.46
Avail Cap(c_a), veh/h	398	1466	1242	523	1393	1446	408	0	421	417	471	399
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.1	3.4	2.0	11.5	7.7	7.7	35.5	0.0	35.0	36.6	34.8	35.6
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.2	0.7	0.7	0.0	0.0	0.3	0.3	0.2	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(50%),veh/ln	0.3	2.5	0.0	0.4	6.1	6.3	0.2	0.0	0.5	0.7	0.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.2	3.7	2.0	11.7	8.5	8.4	35.6	0.0	35.3	36.8	35.1	36.7
LnGrp LOS	A	A	A	B	A	A	D		D	D	D	D
Approach Vol, veh/h	826			1135			36			115		
Approach Delay, s/veh	3.9			8.5			35.4			36.4		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	68.2			11.8			68.2			11.8		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	48.0			20.0			48.0			20.0		
Max Q Clear Time (g_c+I1), s	16.8			3.4			19.3			5.4		
Green Ext Time (p_c), s	8.7			0.1			6.7			0.2		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	8.7											
HCM 6th LOS	A											

HCM Signalized Intersection Capacity Analysis

7: Taft St & 68th Ave

04/08/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	63	663	992	77	146	113
Future Volume (vph)	63	663	992	77	146	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	3574	3536		1787	1599
Flt Permitted	0.22	1.00	1.00		0.95	1.00
Satd. Flow (perm)	409	3574	3536		1787	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	721	1078	84	159	123
RTOR Reduction (vph)	0	0	5	0	0	73
Lane Group Flow (vph)	68	721	1157	0	159	50
Turn Type	Perm	NA	NA		Prot	Prot
Protected Phases		2	2		4	4
Permitted Phases	2					
Actuated Green, G (s)	56.5	56.5	56.5		11.5	11.5
Effective Green, g (s)	56.5	56.5	56.5		11.5	11.5
Actuated g/C Ratio	0.71	0.71	0.71		0.14	0.14
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		2.0	2.0
Lane Grp Cap (vph)	288	2524	2497		256	229
v/s Ratio Prot		0.20	c0.33		c0.09	0.03
v/s Ratio Perm	0.17					
v/c Ratio	0.24	0.29	0.46		0.62	0.22
Uniform Delay, d1	4.1	4.3	5.1		32.2	30.3
Progression Factor	1.07	1.21	1.14		1.00	1.00
Incremental Delay, d2	1.7	0.3	0.6		3.3	0.2
Delay (s)	6.2	5.5	6.4		35.5	30.5
Level of Service	A	A	A		D	C
Approach Delay (s/veh)		5.5	6.4		33.3	
Approach LOS		A	A		C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary

8: 66th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	764	83	35	950	69	59	40	44	76	63	45
Future Volume (veh/h)	29	764	83	35	950	69	59	40	44	76	63	45
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	32	830	90	38	1033	75	64	43	0	83	68	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	319	2302	250	392	2391	174	292	342		313	342	
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.18	0.18	0.00	0.18	0.18	0.00
Sat Flow, veh/h	513	3259	353	612	3386	246	1344	1885	1598	1374	1885	1598
Grp Volume(v), veh/h	32	456	464	38	546	562	64	43	0	83	68	0
Grp Sat Flow(s),veh/h/ln	513	1791	1822	612	1791	1841	1344	1885	1598	1374	1885	1598
Q Serve(g_s), s	4.3	17.1	17.1	4.2	20.8	20.8	3.4	1.5	0.0	4.3	2.5	0.0
Cycle Q Clear(g_c), s	25.2	17.1	17.1	21.3	20.8	20.8	5.8	1.5	0.0	5.8	2.5	0.0
Prop In Lane	1.00		0.19	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	1265	1286	392	1265	1300	292	342		313	342	
V/C Ratio(X)	0.10	0.36	0.36	0.10	0.43	0.43	0.22	0.13		0.27	0.20	
Avail Cap(c_a), veh/h	319	1265	1286	392	1265	1300	292	342		313	342	
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.45	0.45	0.45	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.7	15.6	15.6	24.5	17.0	17.0	30.3	27.4	0.0	29.9	27.8	0.0
Incr Delay (d2), s/veh	0.6	0.8	0.8	0.2	0.5	0.5	1.7	0.8	0.0	2.1	1.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.3	8.4	0.7	9.9	10.2	1.2	0.7	0.0	1.6	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.4	16.4	16.3	24.7	17.5	17.5	32.0	28.2	0.0	32.0	29.1	0.0
LnGrp LOS	C	B	B	C	B	B	C	C		C	C	
Approach Vol, veh/h	952				1146				107			
Approach Delay, s/veh	16.8				17.7				30.5			
Approach LOS	B				B				C			
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	61.0			19.0			61.0			19.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	56.5			14.5			56.5			14.5		
Max Q Clear Time (g_c+I1), s	23.3			7.8			27.2			7.8		
Green Ext Time (p_c), s	9.1			0.1			7.0			0.2		

Intersection Summary

HCM 6th Ctrl Delay, s/veh

18.7

HCM 6th LOS

B

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM Signalized Intersection Capacity Analysis

11: 64th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	568	150	120	760	48	167	213	76	44	250	119
Future Volume (vph)	111	568	150	120	760	48	167	213	76	44	250	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.99		1.00	0.96		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3462		1787	3543		1787	3433		1787	3402	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	3462		1787	3543		1787	3433		1787	3402	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	617	163	130	826	52	182	232	83	48	272	129
RTOR Reduction (vph)	0	31	0	0	6	0	0	40	0	0	67	0
Lane Group Flow (vph)	121	749	0	130	872	0	182	275	0	48	334	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	7.5	21.7		7.6	21.8		9.3	22.3		4.4	17.4	
Effective Green, g (s)	7.5	21.7		7.6	21.8		9.3	22.3		4.4	17.4	
Actuated g/C Ratio	0.09	0.27		0.10	0.27		0.12	0.28		0.06	0.22	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	2.5		1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	167	939		169	965		207	956		98	739	
v/s Ratio Prot	0.07	0.22		c0.07	c0.25		c0.10	c0.08		0.03	c0.10	
v/s Ratio Perm												
v/c Ratio	0.72	0.80		0.77	0.90		0.88	0.29		0.49	0.45	
Uniform Delay, d1	35.2	27.1		35.3	28.1		34.8	22.6		36.7	27.2	
Progression Factor	0.91	1.12		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.8	6.7		17.1	13.4		30.9	0.8		1.4	2.0	
Delay (s)	44.0	36.9		52.4	41.5		65.7	23.4		38.1	29.1	
Level of Service	D	D		D	D		E	C		D	C	
Approach Delay (s/veh)		37.9			42.9			38.9			30.1	
Approach LOS		D			D			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		38.6			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		80.0			Sum of lost time (s)			24.0				
Intersection Capacity Utilization		68.7%			ICU Level of Service			C				
Analysis Period (min)		15										

c Critical Lane Group

BUILD- EXISTING AM

HCM 6th Signalized Intersection Summary

3: 70th Terrace & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1076	11	13	717	52	19	15	14	45	15	53
Future Volume (veh/h)	47	1076	11	13	717	52	19	15	14	45	15	53
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	51	1170	12	14	779	57	21	16	15	49	16	58
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	602	1458	1236	283	1342	98	182	68	64	173	144	122
Arrive On Green	0.77	0.77	0.77	1.00	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	662	1885	1598	478	1735	127	1336	895	839	1389	1885	1598
Grp Volume(v), veh/h	51	1170	12	14	0	836	21	0	31	49	16	58
Grp Sat Flow(s),veh/h/ln	662	1885	1598	478	0	1862	1336	0	1734	1389	1885	1598
Q Serve(g_s), s	1.5	29.6	0.1	1.2	0.0	0.0	1.2	0.0	1.3	2.8	0.6	2.8
Cycle Q Clear(g_c), s	1.5	29.6	0.1	30.8	0.0	0.0	1.8	0.0	1.3	4.1	0.6	2.8
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	602	1458	1236	283	0	1441	182	0	133	173	144	122
V/C Ratio(X)	0.08	0.80	0.01	0.05	0.00	0.58	0.12	0.00	0.23	0.28	0.11	0.47
Avail Cap(c_a), veh/h	602	1458	1236	283	0	1441	414	0	434	414	471	399
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.00	0.78	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.2	5.4	2.1	7.4	0.0	0.0	35.3	0.0	34.7	36.7	34.4	35.4
Incr Delay (d2), s/veh	0.1	3.3	0.0	0.3	0.0	1.3	0.1	0.0	0.3	0.3	0.1	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(50%),veh/ln	0.1	7.3	0.0	0.1	0.0	0.5	0.4	0.0	0.6	0.9	0.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.3	8.7	2.1	7.6	0.0	1.3	35.4	0.0	35.1	37.0	34.5	36.5
LnGrp LOS	A	A	A	A		A	D		D	D	C	D
Approach Vol, veh/h	1233			850			52			123		
Approach Delay, s/veh	8.4			1.4			35.2			36.4		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	67.9			12.1			67.9			12.1		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	48.0			20.0			48.0			20.0		
Max Q Clear Time (g_c+I1), s	32.8			3.8			31.6			6.1		
Green Ext Time (p_c), s	5.8			0.1			9.5			0.2		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	7.9											
HCM 6th LOS	A											

HCM Signalized Intersection Capacity Analysis

7: Taft St & 68th Ave

04/08/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	1035	758	69	76	65
Future Volume (vph)	95	1035	758	69	76	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	1881	1860		1787	1599
Flt Permitted	0.26	1.00	1.00		0.95	1.00
Satd. Flow (perm)	488	1881	1860		1787	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	1125	824	75	83	71
RTOR Reduction (vph)	0	0	2	0	0	65
Lane Group Flow (vph)	103	1125	897	0	83	6
Turn Type	Perm	NA	NA		Prot	Prot
Protected Phases		2	2		4	4
Permitted Phases	2					
Actuated Green, G (s)	60.8	60.8	60.8		7.2	7.2
Effective Green, g (s)	60.8	60.8	60.8		7.2	7.2
Actuated g/C Ratio	0.76	0.76	0.76		0.09	0.09
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		2.0	2.0
Lane Grp Cap (vph)	370	1429	1413		160	143
v/s Ratio Prot		c0.60	0.48		c0.05	0.00
v/s Ratio Perm	0.21					
v/c Ratio	0.28	0.79	0.63		0.52	0.04
Uniform Delay, d1	2.9	5.7	4.5		34.7	33.3
Progression Factor	0.31	0.27	0.82		1.00	1.00
Incremental Delay, d2	1.2	2.9	1.7		1.2	0.0
Delay (s)	2.1	4.5	5.3		35.9	33.3
Level of Service	A	A	A		D	C
Approach Delay (s/veh)		4.3	5.3		34.7	
Approach LOS		A	A		C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary

8: 66th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1010	40	20	754	33	71	52	52	56	29	21
Future Volume (veh/h)	34	1010	40	20	754	33	71	52	52	56	29	21
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	37	1098	43	22	820	36	77	57	0	61	32	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	351	1216	48	425	1210	53	313	330		293	330	
Arrive On Green	1.00	1.00	1.00	0.68	0.68	0.68	0.17	0.17	0.00	0.17	0.17	0.00
Sat Flow, veh/h	650	1802	71	497	1792	79	1388	1885	1598	1357	1885	1598
Grp Volume(v), veh/h	37	0	1141	22	0	856	77	57	0	61	32	0
Grp Sat Flow(s),veh/h/ln	650	0	1872	497	0	1871	1388	1885	1598	1357	1885	1598
Q Serve(g_s), s	2.0	0.0	0.0	1.2	0.0	21.9	3.9	2.1	0.0	3.2	1.1	0.0
Cycle Q Clear(g_c), s	23.9	0.0	0.0	1.2	0.0	21.9	5.1	2.1	0.0	5.3	1.1	0.0
Prop In Lane	1.00		0.04	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	0	1264	425	0	1263	313	330		293	330	
V/C Ratio(X)	0.11	0.00	0.90	0.05	0.00	0.68	0.25	0.17		0.21	0.10	
Avail Cap(c_a), veh/h	351	0	1264	425	0	1263	313	330		293	330	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.57	0.00	0.57	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	0.0	0.0	4.4	0.0	7.8	29.8	28.1	0.0	30.3	27.7	0.0
Incr Delay (d2), s/veh	0.6	0.0	10.6	0.1	0.0	1.7	1.9	1.1	0.0	1.6	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.7	0.1	0.0	7.4	1.4	1.0	0.0	1.2	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.5	0.0	10.6	4.6	0.0	9.5	31.7	29.2	0.0	31.9	28.3	0.0
LnGrp LOS	A		B	A		A	C	C		C	C	
Approach Vol, veh/h	1178			878			134			93		
Approach Delay, s/veh	10.5			9.4			30.6			30.7		
Approach LOS	B			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	60.0			20.0			60.0			20.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	54.0			14.0			54.0			14.0		
Max Q Clear Time (g_c+I1), s	23.9			7.1			25.9			7.3		
Green Ext Time (p_c), s	8.1			0.1			13.0			0.1		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	12.0											
HCM 6th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM Signalized Intersection Capacity Analysis

11: 64th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	895	98	103	570	54	139	175	164	89	142	108
Future Volume (vph)	141	895	98	103	570	54	139	175	164	89	142	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1881	1599	1787	1881	1599	1787	3574	1599	1787	3343	3343
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	1881	1599	1787	1881	1599	1787	3574	1599	1787	3343	3343
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	973	107	112	620	59	151	190	178	97	154	117
RTOR Reduction (vph)	0	0	54	0	0	32	0	0	159	0	108	0
Lane Group Flow (vph)	153	973	53	112	620	27	151	190	19	97	163	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	NA
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	10.0	44.8	44.8	6.0	40.8	40.8	8.0	9.6	9.6	5.6	7.2	
Effective Green, g (s)	10.0	44.8	44.8	6.0	40.8	40.8	8.0	9.6	9.6	5.6	7.2	
Actuated g/C Ratio	0.11	0.50	0.50	0.07	0.45	0.45	0.09	0.11	0.11	0.06	0.08	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	
Lane Grp Cap (vph)	198	936	795	119	852	724	158	381	170	111	267	
v/s Ratio Prot	c0.09	c0.52		0.06	0.33		c0.08	c0.05		0.05	0.05	
v/s Ratio Perm			0.03			0.02			0.01			
v/c Ratio	0.77	1.04	0.07	0.94	0.73	0.04	0.96	0.50	0.11	0.87	0.61	
Uniform Delay, d1	38.9	22.6	11.7	41.8	20.1	13.7	40.8	37.9	36.3	41.8	40.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	15.6	40.2	0.2	63.5	5.4	0.1	57.5	4.6	1.3	47.1	10.0	
Delay (s)	54.5	62.8	11.9	105.3	25.5	13.8	98.4	42.5	37.7	88.9	50.1	
Level of Service	D	E	B	F	C	B	F	D	D	F	D	
Approach Delay (s/veh)		57.3			35.9			57.1			60.3	
Approach LOS		E			D			E			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			51.8				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			87.9%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

BUILD- EXISTING PM

HCM 6th Signalized Intersection Summary

3: 70th Terrace & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	710	11	32	972	40	8	8	17	36	21	49
Future Volume (veh/h)	39	710	11	32	972	40	8	8	17	36	21	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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	42	772	12	35	1057	43	9	9	18	39	23	53
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	492	1466	1242	523	1399	57	171	41	81	170	136	116
Arrive On Green	0.78	0.78	0.78	1.00	1.00	1.00	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	517	1885	1598	695	1799	73	1334	561	1122	1394	1885	1598
Grp Volume(v), veh/h	42	772	12	35	0	1100	9	0	27	39	23	53
Grp Sat Flow(s),veh/h/ln	517	1885	1598	695	0	1872	1334	0	1683	1394	1885	1598
Q Serve(g_s), s	1.6	12.3	0.1	0.9	0.0	0.0	0.5	0.0	1.2	2.2	0.9	2.5
Cycle Q Clear(g_c), s	1.6	12.3	0.1	13.2	0.0	0.0	1.4	0.0	1.2	3.4	0.9	2.5
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	492	1466	1242	523	0	1456	171	0	122	170	136	116
V/C Ratio(X)	0.09	0.53	0.01	0.07	0.00	0.76	0.05	0.00	0.22	0.23	0.17	0.46
Avail Cap(c_a), veh/h	492	1466	1242	523	0	1456	408	0	421	417	471	399
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.44	0.00	0.44	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.2	3.4	2.0	1.3	0.0	0.0	35.5	0.0	35.0	36.6	34.8	35.6
Incr Delay (d2), s/veh	0.3	1.4	0.0	0.1	0.0	1.7	0.0	0.0	0.3	0.3	0.2	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(50%),veh/ln	0.1	2.9	0.0	0.0	0.0	0.7	0.2	0.0	0.5	0.7	0.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.5	4.7	2.0	1.4	0.0	1.7	35.6	0.0	35.3	36.8	35.1	36.7
LnGrp LOS	A	A	A	A		A	D		D	D	D	D
Approach Vol, veh/h	826			1135			36			115		
Approach Delay, s/veh	4.6			1.7			35.4			36.4		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	68.2			11.8			68.2			11.8		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	48.0			20.0			48.0			20.0		
Max Q Clear Time (g_c+I1), s	15.2			3.4			14.3			5.4		
Green Ext Time (p_c), s	12.9			0.1			7.0			0.2		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	5.3											
HCM 6th LOS	A											

HCM Signalized Intersection Capacity Analysis

7: Taft St & 68th Ave

04/08/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	63	663	992	77	146	113
Future Volume (vph)	63	663	992	77	146	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	1881	1863		1787	1599
Flt Permitted	0.09	1.00	1.00		0.95	1.00
Satd. Flow (perm)	169	1881	1863		1787	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	721	1078	84	159	123
RTOR Reduction (vph)	0	0	2	0	0	73
Lane Group Flow (vph)	68	721	1160	0	159	50
Turn Type	Perm	NA	NA		Prot	Prot
Protected Phases		2	2		4	4
Permitted Phases	2					
Actuated Green, G (s)	56.5	56.5	56.5		11.5	11.5
Effective Green, g (s)	56.5	56.5	56.5		11.5	11.5
Actuated g/C Ratio	0.71	0.71	0.71		0.14	0.14
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		2.0	2.0
Lane Grp Cap (vph)	119	1328	1315		256	229
v/s Ratio Prot		0.38	c0.62		c0.09	0.03
v/s Ratio Perm	0.40					
v/c Ratio	0.57	0.54	0.88		0.62	0.22
Uniform Delay, d1	5.8	5.6	9.2		32.2	30.3
Progression Factor	0.67	0.60	1.95		1.00	1.00
Incremental Delay, d2	16.5	1.4	5.4		3.3	0.2
Delay (s)	20.4	4.8	23.3		35.5	30.5
Level of Service	C	A	C		D	C
Approach Delay (s/veh)		6.1	23.3		33.3	
Approach LOS		A	C		C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary

8: 66th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	764	83	35	950	69	59	40	44	76	63	45
Future Volume (veh/h)	29	764	83	35	950	69	59	40	44	76	63	45
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	32	830	90	38	1033	75	64	43	0	83	68	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	207	1149	125	511	1194	87	266	306		286	306	
Arrive On Green	1.00	1.00	1.00	0.69	0.69	0.69	0.16	0.16	0.00	0.16	0.16	0.00
Sat Flow, veh/h	513	1671	181	612	1736	126	1344	1885	1598	1374	1885	1598
Grp Volume(v), veh/h	32	0	920	38	0	1108	64	43	0	83	68	0
Grp Sat Flow(s),veh/h/ln	513	0	1853	612	0	1862	1344	1885	1598	1374	1885	1598
Q Serve(g_s), s	3.7	0.0	0.0	1.7	0.0	36.7	3.5	1.6	0.0	4.4	2.5	0.0
Cycle Q Clear(g_c), s	40.4	0.0	0.0	1.7	0.0	36.7	6.0	1.6	0.0	6.0	2.5	0.0
Prop In Lane	1.00		0.10	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	0	1274	511	0	1280	266	306		286	306	
V/C Ratio(X)	0.15	0.00	0.72	0.07	0.00	0.87	0.24	0.14		0.29	0.22	
Avail Cap(c_a), veh/h	207	0	1274	511	0	1280	266	306		286	306	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.18	0.00	0.18	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	0.0	4.2	0.0	9.6	31.7	28.7	0.0	31.3	29.1	0.0
Incr Delay (d2), s/veh	1.6	0.0	3.6	0.1	0.0	1.6	2.1	1.0	0.0	2.5	1.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.3	0.2	0.0	11.6	1.3	0.8	0.0	1.6	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	0.0	3.6	4.2	0.0	11.2	33.8	29.7	0.0	33.8	30.8	0.0
LnGrp LOS	B		A	A		B	C	C		C	C	
Approach Vol, veh/h	952			1146			107			151		
Approach Delay, s/veh	4.0			11.0			32.2			32.4		
Approach LOS	A			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	61.0			19.0			61.0			19.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	55.0			13.0			55.0			13.0		
Max Q Clear Time (g_c+I1), s	38.7			8.0			42.4			8.0		
Green Ext Time (p_c), s	9.1			0.1			6.0			0.2		

Intersection Summary

HCM 6th Ctrl Delay, s/veh 10.5

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM Signalized Intersection Capacity Analysis

11: 64th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	568	150	120	760	48	167	213	76	44	250	119
Future Volume (vph)	111	568	150	120	760	48	167	213	76	44	250	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1881	1599	1787	1881	1599	1787	3574	1599	1787	3402	1787
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	1881	1599	1787	1881	1599	1787	3574	1599	1787	3402	1787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	617	163	130	826	52	182	232	83	48	272	129
RTOR Reduction (vph)	0	0	96	0	0	30	0	0	67	0	61	0
Lane Group Flow (vph)	121	617	67	130	826	22	182	232	16	48	340	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	NA
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	7.0	36.8	36.8	8.5	38.3	38.3	10.0	17.1	17.1	3.6	10.7	
Effective Green, g (s)	7.0	36.8	36.8	8.5	38.3	38.3	10.0	17.1	17.1	3.6	10.7	
Actuated g/C Ratio	0.08	0.41	0.41	0.09	0.43	0.43	0.11	0.19	0.19	0.04	0.12	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	
Lane Grp Cap (vph)	138	769	653	168	800	680	198	679	303	71	404	
v/s Ratio Prot	0.07	0.33		c0.07	c0.44		c0.10	0.06		0.03	c0.10	
v/s Ratio Perm			0.04			0.01			0.01			
v/c Ratio	0.88	0.80	0.10	0.77	1.03	0.03	0.92	0.34	0.05	0.68	0.84	
Uniform Delay, d1	41.1	23.4	16.4	39.8	25.9	15.1	39.6	31.6	29.8	42.6	38.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	40.9	8.7	0.3	18.1	40.5	0.1	40.8	1.4	0.3	18.2	18.8	
Delay (s)	82.0	32.1	16.7	57.9	66.3	15.1	80.4	32.9	30.1	60.8	57.6	
Level of Service	F	C	B	E	E	B	F	C	C	E	E	
Approach Delay (s/veh)		36.0			62.6			49.9			58.0	
Approach LOS		D			E			D			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			51.2									
HCM 2000 Level of Service										D		
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			90.0							24.0		
Intersection Capacity Utilization			86.1%							E		
ICU Level of Service												
Analysis Period (min)			15									
c Critical Lane Group												

NO-BUILD- FUTURE AM

HCM 6th Signalized Intersection Summary

3: 70th Terrace & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1312	14	16	875	63	23	18	17	55	18	64
Future Volume (veh/h)	58	1312	14	16	875	63	23	18	17	55	18	64
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	63	1426	15	17	951	68	25	20	18	60	20	70
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	514	2762	29	316	2579	184	195	82	73	185	168	143
Arrive On Green	0.76	0.76	0.76	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	558	3631	38	373	3390	242	1317	914	823	1381	1885	1598
Grp Volume(v), veh/h	63	703	738	17	502	517	25	0	38	60	20	70
Grp Sat Flow(s),veh/h/ln	558	1791	1878	373	1791	1842	1317	0	1737	1381	1885	1598
Q Serve(g_s), s	2.4	12.4	12.4	0.8	0.0	0.0	1.4	0.0	1.6	3.4	0.8	3.3
Cycle Q Clear(g_c), s	2.4	12.4	12.4	13.2	0.0	0.0	2.2	0.0	1.6	5.0	0.8	3.3
Prop In Lane	1.00		0.02	1.00		0.13	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	514	1362	1429	316	1362	1401	195	0	155	185	168	143
V/C Ratio(X)	0.12	0.52	0.52	0.05	0.37	0.37	0.13	0.00	0.25	0.32	0.12	0.49
Avail Cap(c_a), veh/h	514	1362	1429	316	1362	1401	406	0	434	407	471	399
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.6	3.8	3.8	1.3	0.0	0.0	34.5	0.0	33.9	36.3	33.5	34.7
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.3	0.7	0.7	0.1	0.0	0.3	0.4	0.1	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.7	2.8	0.0	0.3	0.3	0.5	0.0	0.7	1.1	0.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.7	4.1	4.1	1.6	0.7	0.7	34.7	0.0	34.2	36.6	33.6	35.7
LnGrp LOS	A	A	A	A	A	A	C		C	D	C	D
Approach Vol, veh/h	1504			1036				63		150		
Approach Delay, s/veh	4.0			0.7				34.4		35.8		
Approach LOS	A			A				C		D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	66.9			13.1			66.9			13.1		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	48.0			20.0			48.0			20.0		
Max Q Clear Time (g_c+I1), s	15.2			4.2			14.4			7.0		
Green Ext Time (p_c), s	8.0			0.1			13.9			0.2		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	5.2											
HCM 6th LOS	A											

HCM Signalized Intersection Capacity Analysis

7: Taft St & 68th Ave

04/08/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	1035	758	69	76	65
Future Volume (vph)	95	1035	758	69	76	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	3574	3529		1787	1599
Flt Permitted	0.24	1.00	1.00		0.95	1.00
Satd. Flow (perm)	458	3574	3529		1787	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	122%	122%	122%	122%	122%	122%
Adj. Flow (vph)	126	1372	1005	92	101	86
RTOR Reduction (vph)	0	0	5	0	0	77
Lane Group Flow (vph)	126	1373	1092	0	101	9
Turn Type	Perm	NA	NA		Prot	Prot
Protected Phases		2	2		4	4
Permitted Phases	2					
Actuated Green, G (s)	59.3	59.3	59.3		8.7	8.7
Effective Green, g (s)	59.3	59.3	59.3		8.7	8.7
Actuated g/C Ratio	0.74	0.74	0.74		0.11	0.11
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	339	2649	2615		194	173
v/s Ratio Prot		c0.38	0.31		c0.06	0.01
v/s Ratio Perm	0.27					
v/c Ratio	0.37	0.52	0.42		0.52	0.05
Uniform Delay, d1	3.7	4.3	3.9		33.7	32.0
Progression Factor	1.15	1.30	1.55		1.00	1.00
Incremental Delay, d2	2.8	0.6	0.5		2.5	0.1
Delay (s)	7.0	6.3	6.5		36.2	32.1
Level of Service	A	A	A		D	C
Approach Delay (s/veh)		6.4	6.5		34.3	
Approach LOS		A	A		C	
Intersection Summary						
HCM 2000 Control Delay (s/veh)			8.3		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.52			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			58.4%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary

8: 66th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1010	40	20	754	33	71	52	52	56	29	21
Future Volume (veh/h)	34	1010	40	20	754	33	71	52	52	56	29	21
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	45	1339	53	27	1000	44	94	69	0	74	38	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	352	2371	94	354	2359	104	308	330		283	330	
Arrive On Green	1.00	1.00	1.00	0.45	0.45	0.45	0.17	0.17	0.00	0.17	0.17	0.00
Sat Flow, veh/h	545	3512	139	391	3495	154	1381	1885	1598	1342	1885	1598
Grp Volume(v), veh/h	45	682	710	27	512	532	94	69	0	74	38	0
Grp Sat Flow(s),veh/h/ln	545	1791	1860	391	1791	1858	1381	1885	1598	1342	1885	1598
Q Serve(g_s), s	2.2	0.0	0.0	3.2	15.5	15.5	4.9	2.5	0.0	4.0	1.4	0.0
Cycle Q Clear(g_c), s	17.7	0.0	0.0	3.2	15.5	15.5	6.3	2.5	0.0	6.5	1.4	0.0
Prop In Lane	1.00		0.07	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	352	1209	1256	354	1209	1254	308	330		283	330	
V/C Ratio(X)	0.13	0.56	0.57	0.08	0.42	0.42	0.31	0.21		0.26	0.12	
Avail Cap(c_a), veh/h	352	1209	1256	354	1209	1254	308	330		283	330	
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	2.5	0.0	0.0	8.0	11.4	11.4	30.4	28.3	0.0	31.0	27.8	0.0
Incr Delay (d2), s/veh	0.7	1.9	1.8	0.3	0.8	0.8	2.5	1.4	0.0	2.2	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.6	0.2	6.7	6.9	1.8	1.2	0.0	1.4	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.3	1.9	1.8	8.3	12.2	12.1	33.0	29.7	0.0	33.3	28.5	0.0
LnGrp LOS	A	A	A	A	B	B	C	C		C	C	
Approach Vol, veh/h	1437			1071			163			112		
Approach Delay, s/veh	1.9			12.1			31.6			31.7		
Approach LOS	A			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	60.0			20.0			60.0			20.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	54.0			14.0			54.0			14.0		
Max Q Clear Time (g_c+I1), s	17.5			8.3			19.7			8.5		
Green Ext Time (p_c), s	8.7			0.2			13.1			0.1		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	8.8											
HCM 6th LOS	A											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM Signalized Intersection Capacity Analysis

11: 64th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	895	98	103	570	54	139	175	164	89	142	108
Future Volume (vph)	141	895	98	103	570	54	139	175	164	89	142	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.99		1.00	0.93		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3521		1787	3528		1787	3315		1787	3343	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	3521		1787	3528		1787	3315		1787	3343	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Adj. Flow (vph)	187	1187	130	137	756	72	184	232	217	118	188	143
RTOR Reduction (vph)	0	10	0	0	9	0	0	185	0	0	126	0
Lane Group Flow (vph)	187	1307	0	137	819	0	184	264	0	118	205	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	6.0	28.0		8.8	30.8		9.6	11.9		7.3	9.6	
Effective Green, g (s)	6.0	28.0		8.8	30.8		9.6	11.9		7.3	9.6	
Actuated g/C Ratio	0.08	0.35		0.11	0.39		0.12	0.15		0.09	0.12	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	2.5		1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	134	1232		196	1358		214	493		163	401	
v/s Ratio Prot	c0.10	c0.37		0.08	c0.23		c0.10	c0.08		0.07	0.06	
v/s Ratio Perm												
v/c Ratio	1.40	1.06		0.70	0.60		0.86	0.54		0.72	0.51	
Uniform Delay, d1	37.0	26.0		34.3	19.7		34.5	31.5		35.4	33.0	
Progression Factor	1.40	0.48		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	211.8	41.5		8.5	2.0		26.5	4.1		12.6	4.6	
Delay (s)	263.8	54.0		42.8	21.7		61.1	35.6		48.0	37.6	
Level of Service	F	D		D	C		E	D		D	D	
Approach Delay (s/veh)		80.1			24.7			43.0			40.3	
Approach LOS		F			C			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			53.4			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			79.4%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

NO-BUILD- FUTURE PM

HCM 6th Signalized Intersection Summary

3: 70th Terrace & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	866	14	39	1185	49	10	10	21	44	26	60
Future Volume (veh/h)	48	866	14	39	1185	49	10	10	21	44	26	60
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	52	941	15	42	1288	53	11	11	23	48	28	65
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	352	2782	44	499	2704	111	175	43	90	173	149	126
Arrive On Green	0.77	0.77	0.77	0.77	0.77	0.77	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	411	3608	58	592	3506	144	1313	544	1137	1386	1885	1598
Grp Volume(v), veh/h	52	467	489	42	657	684	11	0	34	48	28	65
Grp Sat Flow(s),veh/h/ln	411	1791	1875	592	1791	1859	1313	0	1681	1386	1885	1598
Q Serve(g_s), s	4.2	6.5	6.5	1.9	10.6	10.6	0.6	0.0	1.5	2.7	1.1	3.1
Cycle Q Clear(g_c), s	14.8	6.5	6.5	8.4	10.6	10.6	1.7	0.0	1.5	4.2	1.1	3.1
Prop In Lane	1.00		0.03	1.00		0.08	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	352	1381	1446	499	1381	1434	175	0	133	173	149	126
V/C Ratio(X)	0.15	0.34	0.34	0.08	0.48	0.48	0.06	0.00	0.26	0.28	0.19	0.52
Avail Cap(c_a), veh/h	352	1381	1446	499	1381	1434	400	0	420	410	471	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.0	2.8	2.8	4.1	3.3	3.3	35.3	0.0	34.6	36.6	34.5	35.4
Incr Delay (d2), s/veh	0.2	0.1	0.1	0.3	0.9	0.9	0.1	0.0	0.4	0.3	0.2	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(50%),veh/ln	0.3	1.3	1.4	0.2	2.4	2.5	0.2	0.0	0.6	0.9	0.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.2	3.0	3.0	4.4	4.2	4.2	35.3	0.0	35.0	36.9	34.7	36.6
LnGrp LOS	A	A	A	A	A	A	D		D	D	C	D
Approach Vol, veh/h	1008			1383			45			141		
Approach Delay, s/veh	3.1			4.2			35.1			36.3		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	67.7			12.3			67.7			12.3		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	48.0			20.0			48.0			20.0		
Max Q Clear Time (g_c+I1), s	12.6			3.7			16.8			6.2		
Green Ext Time (p_c), s	12.4			0.1			7.9			0.2		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	6.1											
HCM 6th LOS	A											

HCM Signalized Intersection Capacity Analysis

7: Taft St & 68th Ave

04/08/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	63	663	992	77	146	113
Future Volume (vph)	63	663	992	77	146	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	3574	3536		1787	1599
Flt Permitted	0.15	1.00	1.00		0.95	1.00
Satd. Flow (perm)	279	3574	3536		1787	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	122%	122%	122%	122%	122%	122%
Adj. Flow (vph)	84	879	1315	102	194	150
RTOR Reduction (vph)	0	0	5	0	0	39
Lane Group Flow (vph)	84	879	1412	0	194	111
Turn Type	Perm	NA	NA		Prot	Prot
Protected Phases		2	2		4	4
Permitted Phases	2					
Actuated Green, G (s)	54.9	54.9	54.9		13.1	13.1
Effective Green, g (s)	54.9	54.9	54.9		13.1	13.1
Actuated g/C Ratio	0.69	0.69	0.69		0.16	0.16
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		2.0	2.0
Lane Grp Cap (vph)	191	2452	2426		292	261
v/s Ratio Prot		0.25	c0.40		c0.11	0.07
v/s Ratio Perm	0.30					
v/c Ratio	0.44	0.36	0.58		0.66	0.42
Uniform Delay, d1	5.6	5.2	6.6		31.4	30.1
Progression Factor	1.10	1.19	0.94		1.00	1.00
Incremental Delay, d2	6.9	0.4	0.9		4.4	0.4
Delay (s)	13.1	6.6	7.0		35.8	30.5
Level of Service	B	A	A		D	C
Approach Delay (s/veh)		7.2	7.0		33.4	
Approach LOS		A	A		C	
Intersection Summary						
HCM 2000 Control Delay (s/veh)			10.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.60			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			71.3%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary

8: 66th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	764	83	35	950	69	59	40	44	76	63	45
Future Volume (veh/h)	29	764	83	35	950	69	59	40	44	76	63	45
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	38	1013	110	46	1260	92	78	53	0	101	84	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	245	2301	250	313	2391	174	279	342		305	342	
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.18	0.18	0.00	0.18	0.18	0.00
Sat Flow, veh/h	406	3259	354	505	3385	247	1324	1885	1598	1362	1885	1598
Grp Volume(v), veh/h	38	557	566	46	666	686	78	53	0	101	84	0
Grp Sat Flow(s),veh/h/ln	406	1791	1822	505	1791	1841	1324	1885	1598	1362	1885	1598
Q Serve(g_s), s	6.7	21.2	21.3	6.4	26.0	26.1	4.3	1.9	0.0	5.4	3.1	0.0
Cycle Q Clear(g_c), s	32.8	21.2	21.3	27.7	26.0	26.1	7.3	1.9	0.0	7.3	3.1	0.0
Prop In Lane	1.00		0.19	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	1265	1286	313	1265	1300	279	342		305	342	
V/C Ratio(X)	0.16	0.44	0.44	0.15	0.53	0.53	0.28	0.16		0.33	0.25	
Avail Cap(c_a), veh/h	245	1265	1286	313	1265	1300	279	342		305	342	
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.13	0.13	0.13	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.4	17.2	17.2	29.0	19.0	19.0	31.2	27.6	0.0	30.7	28.1	0.0
Incr Delay (d2), s/veh	1.3	1.1	1.1	0.1	0.2	0.2	2.5	1.0	0.0	2.9	1.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	10.3	10.5	0.9	12.2	12.6	1.5	0.9	0.0	2.0	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	18.3	18.3	29.1	19.2	19.2	33.7	28.6	0.0	33.6	29.8	0.0
LnGrp LOS	C	B	B	C	B	B	C	C		C	C	
Approach Vol, veh/h	1161				1398				131			
Approach Delay, s/veh	18.8				19.5				31.6			
Approach LOS	B				B				C			
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	61.0			19.0			61.0			19.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	56.5			14.5			56.5			14.5		
Max Q Clear Time (g_c+I1), s	29.7			9.3			34.8			9.3		
Green Ext Time (p_c), s	11.5			0.1			8.3			0.2		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	20.6											
HCM 6th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM Signalized Intersection Capacity Analysis

11: 64th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	568	150	120	760	48	167	213	76	44	250	119
Future Volume (vph)	111	568	150	120	760	48	167	213	76	44	250	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.99		1.00	0.96		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3462		1787	3542		1787	3433		1787	3401	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	3462		1787	3542		1787	3433		1787	3401	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Adj. Flow (vph)	147	753	199	159	1008	64	221	282	101	58	332	158
RTOR Reduction (vph)	0	31	0	0	6	0	0	41	0	0	68	0
Lane Group Flow (vph)	147	921	0	159	1066	0	221	342	0	58	422	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Actuated Green, G (s)	7.8	22.6		8.0	22.8		9.0	20.8		4.6	16.4	
Effective Green, g (s)	7.8	22.6		8.0	22.8		9.0	20.8		4.6	16.4	
Actuated g/C Ratio	0.10	0.28		0.10	0.29		0.11	0.26		0.06	0.21	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	2.5		1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	174	978		178	1009		201	892		102	697	
v/s Ratio Prot	0.08	0.27		c0.09	c0.30		c0.12	c0.10		0.03	c0.12	
v/s Ratio Perm												
v/c Ratio	0.84	0.94		0.89	1.06		1.10	0.38		0.57	0.60	
Uniform Delay, d1	35.5	28.1		35.6	28.6		35.5	24.3		36.7	28.9	
Progression Factor	0.92	1.07		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	26.6	16.7		37.9	44.6		92.6	1.3		4.3	3.9	
Delay (s)	59.4	46.7		73.5	73.2		128.1	25.6		41.0	32.7	
Level of Service	E	D		E	E		F	C		D	C	
Approach Delay (s/veh)		48.4			73.2			63.1			33.6	
Approach LOS		D			E			E			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			57.4				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			79.4%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

BUILD- FUTURE AM

HCM 6th Signalized Intersection Summary

3: 70th Terrace & Taft St

04/08/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1312	14	16	875	63	23	18	17	55	18	64
Future Volume (veh/h)	58	1312	14	16	875	63	23	18	17	55	18	64
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	63	1426	15	17	951	68	25	20	18	60	20	70
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	514	1434	1215	97	1323	95	195	82	73	185	168	143
Arrive On Green	0.76	0.76	0.76	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	558	1885	1598	373	1738	124	1317	914	823	1381	1885	1598
Grp Volume(v), veh/h	63	1426	15	17	0	1019	25	0	38	60	20	70
Grp Sat Flow(s),veh/h/ln	558	1885	1598	373	0	1863	1317	0	1737	1381	1885	1598
Q Serve(g_s), s	2.4	59.4	0.2	1.4	0.0	0.0	1.4	0.0	1.6	3.4	0.8	3.3
Cycle Q Clear(g_c), s	2.4	59.4	0.2	60.9	0.0	0.0	2.2	0.0	1.6	5.0	0.8	3.3
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	514	1434	1215	97	0	1417	195	0	155	185	168	143
V/C Ratio(X)	0.12	0.99	0.01	0.18	0.00	0.72	0.13	0.00	0.25	0.32	0.12	0.49
Avail Cap(c_a), veh/h	514	1434	1215	97	0	1417	406	0	434	407	471	399
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.62	0.00	0.62	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.6	9.4	2.3	30.2	0.0	0.0	34.5	0.0	33.9	36.3	33.5	34.7
Incr Delay (d2), s/veh	0.1	22.4	0.0	2.5	0.0	2.0	0.1	0.0	0.3	0.4	0.1	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	23.2	0.0	0.4	0.0	0.8	0.5	0.0	0.7	1.1	0.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.7	31.8	2.3	32.6	0.0	2.0	34.7	0.0	34.2	36.6	33.6	35.7
LnGrp LOS	A	C	A	C		A	C		C	D	C	D
Approach Vol, veh/h	1504			1036			63			150		
Approach Delay, s/veh	30.2			2.5			34.4			35.8		
Approach LOS	C			A			C			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	66.9			13.1			66.9			13.1		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	48.0			20.0			48.0			20.0		
Max Q Clear Time (g_c+I1), s	62.9			4.2			61.4			7.0		
Green Ext Time (p_c), s	0.0			0.1			0.0			0.2		

Intersection Summary

HCM 6th Ctrl Delay, s/veh	20.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM Signalized Intersection Capacity Analysis

7: Taft St & 68th Ave

04/08/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	1035	758	69	76	65
Future Volume (vph)	95	1035	758	69	76	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	1881	1860		1787	1599
Flt Permitted	0.16	1.00	1.00		0.95	1.00
Satd. Flow (perm)	301	1881	1860		1787	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	122%	122%	122%	122%	122%	122%
Adj. Flow (vph)	126	1372	1005	92	101	86
RTOR Reduction (vph)	0	0	2	0	0	78
Lane Group Flow (vph)	126	1373	1095	0	101	8
Turn Type	Perm	NA	NA		Prot	Prot
Protected Phases		2	2		4	4
Permitted Phases	2					
Actuated Green, G (s)	60.1	60.1	60.1		7.9	7.9
Effective Green, g (s)	60.1	60.1	60.1		7.9	7.9
Actuated g/C Ratio	0.75	0.75	0.75		0.10	0.10
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		2.0	2.0
Lane Grp Cap (vph)	226	1413	1397		176	157
v/s Ratio Prot		c0.73	0.59		c0.06	0.01
v/s Ratio Perm	0.42					
v/c Ratio	0.56	0.97	0.78		0.57	0.05
Uniform Delay, d1	4.3	9.2	6.0		34.4	32.7
Progression Factor	0.28	0.28	0.79		1.00	1.00
Incremental Delay, d2	2.9	7.9	2.8		2.8	0.1
Delay (s)	4.1	10.5	7.6		37.2	32.7
Level of Service	A	B	A		D	C
Approach Delay (s/veh)		9.9	7.6		35.2	
Approach LOS		A	A		D	
Intersection Summary						
HCM 2000 Control Delay (s/veh)			10.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.93			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			83.9%		ICU Level of Service	E
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary

8: 66th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1010	40	20	754	33	71	52	52	56	29	21
Future Volume (veh/h)	34	1010	40	20	754	33	71	52	52	56	29	21
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	45	1339	53	27	1000	44	94	69	0	74	38	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	234	1216	48	90	1210	53	308	330		283	330	
Arrive On Green	1.00	1.00	1.00	0.68	0.68	0.68	0.17	0.17	0.00	0.17	0.17	0.00
Sat Flow, veh/h	545	1801	71	391	1792	79	1381	1885	1598	1342	1885	1598
Grp Volume(v), veh/h	45	0	1392	27	0	1044	94	69	0	74	38	0
Grp Sat Flow(s),veh/h/ln	545	0	1872	391	0	1871	1381	1885	1598	1342	1885	1598
Q Serve(g_s), s	4.6	0.0	54.0	0.0	0.0	32.8	4.9	2.5	0.0	4.0	1.4	0.0
Cycle Q Clear(g_c), s	37.4	0.0	54.0	54.0	0.0	32.8	6.3	2.5	0.0	6.5	1.4	0.0
Prop In Lane	1.00		0.04	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	0	1264	90	0	1263	308	330		283	330	
V/C Ratio(X)	0.19	0.00	1.10	0.30	0.00	0.83	0.31	0.21		0.26	0.12	
Avail Cap(c_a), veh/h	234	0	1264	90	0	1263	308	330		283	330	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.52	0.00	0.52	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	40.0	0.0	9.6	30.4	28.3	0.0	31.0	27.8	0.0
Incr Delay (d2), s/veh	1.8	0.0	57.8	4.4	0.0	3.4	2.5	1.4	0.0	2.2	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	20.3	0.6	0.0	11.4	1.8	1.2	0.0	1.4	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	0.0	57.8	44.4	0.0	12.9	33.0	29.7	0.0	33.3	28.5	0.0
LnGrp LOS	B		F	D		B	C	C		C	C	
Approach Vol, veh/h	1437			1071			163			112		
Approach Delay, s/veh	56.4			13.7			31.6			31.7		
Approach LOS	E			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	60.0			20.0			60.0			20.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	54.0			14.0			54.0			14.0		
Max Q Clear Time (g_c+I1), s	56.0			8.3			56.0			8.5		
Green Ext Time (p_c), s	0.0			0.2			0.0			0.1		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	37.6											
HCM 6th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM Signalized Intersection Capacity Analysis

11: 64th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	895	98	103	570	54	139	175	164	89	142	108
Future Volume (vph)	141	895	98	103	570	54	139	175	164	89	142	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1881	1599	1787	1881	1599	1787	3574	1599	1787	3343	3343
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	1881	1599	1787	1881	1599	1787	3574	1599	1787	3343	3343
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Adj. Flow (vph)	187	1187	130	137	756	72	184	232	217	118	188	143
RTOR Reduction (vph)	0	0	43	0	0	32	0	0	176	0	93	0
Lane Group Flow (vph)	187	1187	87	137	756	40	184	232	41	118	238	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	NA
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	19.0	91.0	91.0	11.0	83.0	83.0	15.0	12.5	12.5	11.5	9.0	
Effective Green, g (s)	19.0	91.0	91.0	11.0	83.0	83.0	15.0	12.5	12.5	11.5	9.0	
Actuated g/C Ratio	0.13	0.61	0.61	0.07	0.55	0.55	0.10	0.08	0.08	0.08	0.06	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	
Lane Grp Cap (vph)	226	1141	970	131	1040	884	178	297	133	137	200	
v/s Ratio Prot	c0.10	c0.63		0.08	0.40		c0.10	c0.06		0.07	c0.07	
v/s Ratio Perm			0.05			0.02			0.03			
v/c Ratio	0.83	1.04	0.09	1.05	0.73	0.05	1.03	0.78	0.31	0.86	1.19	
Uniform Delay, d1	63.9	29.5	12.3	69.5	25.0	15.3	67.5	67.4	64.7	68.5	70.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	20.4	37.7	0.2	91.4	4.4	0.1	76.6	18.2	5.9	38.0	124.2	
Delay (s)	84.3	67.2	12.5	160.9	29.5	15.4	144.1	85.7	70.6	106.4	194.7	
Level of Service	F	E	B	F	C	B	F	F	E	F	F	
Approach Delay (s/veh)		64.6			47.1			97.5			171.5	
Approach LOS		E			D			F			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			79.2				HCM 2000 Level of Service		E			
HCM 2000 Volume to Capacity ratio			1.06									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			102.8%				ICU Level of Service		G			
Analysis Period (min)			15									
c Critical Lane Group												

BUILD- FUTURE PM

HCM 6th Signalized Intersection Summary

3: 70th Terrace & Taft St

04/08/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	866	14	39	1185	49	10	10	21	44	26	60
Future Volume (veh/h)	48	866	14	39	1185	49	10	10	21	44	26	60
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	52	941	15	42	1288	53	11	11	23	48	28	65
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	407	1454	1232	411	1386	57	175	43	90	173	149	126
Arrive On Green	0.77	0.77	0.77	1.00	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	411	1885	1598	592	1798	74	1313	544	1137	1386	1885	1598
Grp Volume(v), veh/h	52	941	15	42	0	1341	11	0	34	48	28	65
Grp Sat Flow(s),veh/h/ln	411	1885	1598	592	0	1872	1313	0	1681	1386	1885	1598
Q Serve(g_s), s	2.7	18.2	0.2	1.8	0.0	0.0	0.6	0.0	1.5	2.7	1.1	3.1
Cycle Q Clear(g_c), s	2.7	18.2	0.2	20.1	0.0	0.0	1.7	0.0	1.5	4.2	1.1	3.1
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	407	1454	1232	411	0	1443	175	0	133	173	149	126
V/C Ratio(X)	0.13	0.65	0.01	0.10	0.00	0.93	0.06	0.00	0.26	0.28	0.19	0.52
Avail Cap(c_a), veh/h	407	1454	1232	411	0	1443	400	0	420	410	471	399
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.00	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.4	4.2	2.1	3.0	0.0	0.0	35.3	0.0	34.6	36.6	34.5	35.4
Incr Delay (d2), s/veh	0.6	2.2	0.0	0.0	0.0	1.4	0.1	0.0	0.4	0.3	0.2	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(50%),veh/ln	0.2	5.1	0.0	0.1	0.0	0.6	0.2	0.0	0.6	0.9	0.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.0	6.4	2.1	3.0	0.0	1.4	35.3	0.0	35.0	36.9	34.7	36.6
LnGrp LOS	A	A	A	A		A	D		D	D	C	D
Approach Vol, veh/h	1008			1383			45			141		
Approach Delay, s/veh	6.2			1.5			35.1			36.3		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	67.7			12.3			67.7			12.3		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	48.0			20.0			48.0			20.0		
Max Q Clear Time (g_c+I1), s	22.1			3.7			20.2			6.2		
Green Ext Time (p_c), s	16.7			0.1			9.9			0.2		

Intersection Summary

HCM 6th Ctrl Delay, s/veh	5.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM Signalized Intersection Capacity Analysis

7: Taft St & 68th Ave

04/08/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	63	663	992	77	146	113
Future Volume (vph)	63	663	992	77	146	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	1881	1863		1787	1599
Flt Permitted	0.07	1.00	1.00		0.95	1.00
Satd. Flow (perm)	137	1881	1863		1787	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	122%	122%	122%	122%	122%	122%
Adj. Flow (vph)	84	879	1315	102	194	150
RTOR Reduction (vph)	0	0	3	0	0	39
Lane Group Flow (vph)	84	879	1414	0	194	111
Turn Type	Perm	NA	NA		Prot	Prot
Protected Phases		2	2		4	4
Permitted Phases	2					
Actuated Green, G (s)	54.9	54.9	54.9		13.1	13.1
Effective Green, g (s)	54.9	54.9	54.9		13.1	13.1
Actuated g/C Ratio	0.69	0.69	0.69		0.16	0.16
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		2.0	2.0
Lane Grp Cap (vph)	94	1290	1278		292	261
v/s Ratio Prot		0.47	c0.76		c0.11	0.07
v/s Ratio Perm	0.61					
v/c Ratio	0.89	0.68	1.11		0.66	0.42
Uniform Delay, d1	10.2	7.4	12.5		31.4	30.1
Progression Factor	0.63	0.58	1.76		1.00	1.00
Incremental Delay, d2	57.3	2.3	52.0		4.4	0.4
Delay (s)	63.6	6.6	74.1		35.8	30.5
Level of Service	E	A	E		D	C
Approach Delay (s/veh)		11.5	74.1		33.4	
Approach LOS		B	E		C	
Intersection Summary						
HCM 2000 Control Delay (s/veh)			46.9		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.02			
Actuated Cycle Length (s)			80.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			89.3%		ICU Level of Service	E
Analysis Period (min)			15			
c Critical Lane Group						

HCM 6th Signalized Intersection Summary

8: 66th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	764	83	35	950	69	59	40	44	76	63	45
Future Volume (veh/h)	29	764	83	35	950	69	59	40	44	76	63	45
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	38	1013	110	46	1260	92	78	53	0	101	84	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	90	1149	125	438	1193	87	253	306		278	306	
Arrive On Green	1.00	1.00	1.00	0.69	0.69	0.69	0.16	0.16	0.00	0.16	0.16	0.00
Sat Flow, veh/h	406	1671	181	505	1736	127	1324	1885	1598	1362	1885	1598
Grp Volume(v), veh/h	38	0	1123	46	0	1352	78	53	0	101	84	0
Grp Sat Flow(s),veh/h/ln	406	0	1853	505	0	1862	1324	1885	1598	1362	1885	1598
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	55.0	4.4	1.9	0.0	5.5	3.1	0.0
Cycle Q Clear(g_c), s	55.0	0.0	0.0	2.5	0.0	55.0	7.5	1.9	0.0	7.5	3.1	0.0
Prop In Lane	1.00		0.10	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	0	1274	438	0	1280	253	306		278	306	
V/C Ratio(X)	0.42	0.00	0.88	0.11	0.00	1.06	0.31	0.17		0.36	0.27	
Avail Cap(c_a), veh/h	90	0	1274	438	0	1280	253	306		278	306	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.09	0.00	0.09	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.5	0.0	0.0	4.3	0.0	12.5	32.7	28.9	0.0	32.1	29.4	0.0
Incr Delay (d2), s/veh	13.9	0.0	9.0	0.0	0.0	27.4	3.1	1.2	0.0	3.6	2.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.2	0.2	0.0	26.3	1.6	1.0	0.0	2.1	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.4	0.0	9.0	4.3	0.0	39.9	35.8	30.1	0.0	35.7	31.6	0.0
LnGrp LOS	D		A	A		F	D	C		D	C	
Approach Vol, veh/h	1161			1398			131			185		
Approach Delay, s/veh	10.1			38.7			33.5			33.8		
Approach LOS	B			D			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	61.0			19.0			61.0			19.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	55.0			13.0			55.0			13.0		
Max Q Clear Time (g_c+I1), s	57.0			9.5			57.0			9.5		
Green Ext Time (p_c), s	0.0			0.1			0.0			0.2		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	26.6											
HCM 6th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM Signalized Intersection Capacity Analysis

11: 64th Ave & Taft St

04/08/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	568	150	120	760	48	167	213	76	44	250	119
Future Volume (vph)	111	568	150	120	760	48	167	213	76	44	250	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1881	1599	1787	1881	1599	1787	3574	1599	1787	3401	1787
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	1881	1599	1787	1881	1599	1787	3574	1599	1787	3401	1787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Adj. Flow (vph)	147	753	199	159	1008	64	221	282	101	58	332	158
RTOR Reduction (vph)	0	0	78	0	0	31	0	0	81	0	37	0
Lane Group Flow (vph)	147	753	121	159	1008	33	221	282	20	58	453	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	NA
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	12.0	73.3	73.3	15.5	76.8	76.8	18.0	30.0	30.0	7.2	19.2	
Effective Green, g (s)	12.0	73.3	73.3	15.5	76.8	76.8	18.0	30.0	30.0	7.2	19.2	
Actuated g/C Ratio	0.08	0.49	0.49	0.10	0.51	0.51	0.12	0.20	0.20	0.05	0.13	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.5	2.5	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	
Lane Grp Cap (vph)	142	919	781	184	963	818	214	714	319	85	435	
v/s Ratio Prot	0.08	0.40		c0.09	c0.54		c0.12	0.08		0.03	c0.13	
v/s Ratio Perm			0.08			0.02			0.01			
v/c Ratio	1.04	0.82	0.15	0.86	1.05	0.04	1.03	0.39	0.06	0.68	1.04	
Uniform Delay, d1	69.0	32.7	21.2	66.2	36.6	18.2	66.0	52.1	48.6	70.3	65.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	85.2	8.1	0.4	30.9	42.0	0.1	70.3	1.6	0.4	16.5	54.0	
Delay (s)	154.2	40.8	21.6	97.1	78.6	18.3	136.3	53.8	49.0	86.8	119.4	
Level of Service	F	D	C	F	E	B	F	D	D	F	F	
Approach Delay (s/veh)		52.5			77.9			83.2			115.9	
Approach LOS		D			E			F			F	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			76.8				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			1.05									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			100.7%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

SYNCHRO ANALYSIS RESULTS TABLES SUMMARY

Intersection LOS Results – No-Build Condition (Taft St and 64th Avenue)

Taft St & 64th Ave*								
Movement	2024 AM No-Build		2044 AM No-Build		2024 PM No-Build		2044 PM No-Build	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	F	151.5	F	244.9	D	48.3	D	53.4
EBT/R	C	24.6	D	46.2	B	17.9	C	28.3
WBL	D	39.7	D	46.2	D	53.7	E	71.6
WBT/R	B	18.4	C	21.7	C	31.5	D	52.3
NBL	D	49.2	E	55.5	E	71.5	F	126.2
NBT/R	E	63.7	F	87.6	C	26.8	C	29.0
SBL	D	40.6	D	41.4	D	46.5	D	44.5
SBT/R	E	70.8	F	106.4	D	42.4	D	53.3
Intersection	D	40.5	E	60.4	C	33.2	D	48.6

*Based on HCM 2000

Intersection LOS Results - Build Condition (Taft St and 64th Avenue)

Taft St & 64th Ave*								
Movement	2024 AM Build		2044 AM Build		2024 PM Build		2044 PM Build	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	D	54.5	F	83.4	F	82.0	F	154.2
EBT	E	62.8	E	67.2	C	32.1	D	40.8
EBR	B	11.9	B	12.5	B	16.7	C	21.6
WBL	F	105.3	F	160.9	E	57.9	F	97.1
WBT	C	25.5	C	29.5	E	66.3	E	78.6
WBR	B	13.8	B	15.4	B	15.1	B	18.3
NBL	F	98.4	F	144.1	F	80.4	F	136.3
NBT	D	42.5	F	85.7	C	32.9	D	53.8
NBR	D	37.7	E	70.6	C	30.1	D	49.0
SBL	F	88.9	F	106.4	E	60.8	F	86.8
SBT/R	D	50.1	F	194.7	E	57.6	F	119.4
Intersection	D	51.8	E	79.2	D	51.2	E	76.8

* Based on HCM 2000, Signal splits were optimized

Intersection LOS Results No-Build Condition (Taft St and 66th Avenue)

Taft St & 66th Ave*								
Movement	2024 AM No-Build		2044 AM No-Build		2024 PM No-Build		2044 PM No-Build	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	A	1.9	A	3.3	C	28.4	C	34.7
EBT/R	A	1.2	A	1.8	B	16.3	B	18.3
WBL	A	7.9	A	8.3	C	24.7	C	29.1
WBT/R	B	11.1	B	12.1	B	17.5	B	19.2
NBL	C	31.7	C	33.0	C	32.0	C	33.7
NBT	C	29.2	C	29.7	C	28.2	C	28.6
NBR	-	-	-	-	-	-	-	-
SBL	C	31.9	C	33.3	C	32.0	C	33.6
SBT	C	28.3	C	28.5	C	29.1	C	29.8
SBR	-	-	-	-	-	-	-	-
Intersection	A	7.9	A	8.8	B	18.7	C	20.6

*Based on HCM 6th

Intersection LOS Results Build Condition (Taft St and 66th Avenue)

Taft St & 66th Ave*								
Movement	2024 AM Build		2044 AM Build		2024 PM Build		2044 PM Build	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	A	1.3	B	18.9	A	0.3	D	41.4
EBT/R	B	10.6	F	57.8	A	3.6	A	9.0
WBL	A	1.4	D	49.7	A	0.0	A	0.0
WBT/R	A	2.7	B	18.4	A	0.8	F	27.4
NBL	C	31.7	C	33.0	C	33.8	D	35.8
NBT	C	29.2	C	29.7	C	29.7	C	30.1
NBR	-	-	-	-	-	-	-	-
SBL	C	31.9	C	33.3	C	33.8	D	35.7
SBT	C	28.3	C	28.5	C	30.8	C	31.6
SBR	-	-	-	-	-	-	-	-
Intersection	A	9.4	D	39.8	A	5.3	C	20.6

*Based on HCM 6th

Intersection LOS Results No-Build Condition (Taft St and 68th Avenue)

Taft St & 68th Ave*								
Movement	2024 AM No-Build		2044 AM No-Build		2024 PM No-Build		2044 PM No-Build	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	A	6.2	A	7.1	A	8.2	B	13.2
EBT	A	6.2	A	6.4	A	6.7	A	6.6
WBT/R	A	5.4	A	6.5	A	6.4	A	7.0
SBL	D	35.9	D	36.2	D	35.5	D	35.8
SBR	C	32.7	C	32.1	C	30.5	C	30.5
Intersection	A	7.8	A	8.3	A	10.0	B	10.4

*Based on HCM 2000

Intersection LOS Results Build Condition (Taft St and 68th Avenue)

Taft St & 68th Ave*								
Movement	2024 AM Build		2044 AM Build		2024 PM Build		2044 PM Build	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	A	2.1	A	5.1	C	20.4	E	64.9
EBT	A	4.5	B	12.4	A	4.7	A	6.5
WBT/R	A	6.0	A	7.9	C	20.2	E	72.6
SBL	D	35.9	D	37.2	D	35.5	D	35.8
SBR	C	33.3	C	32.7	C	30.5	C	30.5
Intersection	A	7.0	B	11.8	B	16.9	D	46.1

*Based on HCM 2000

Intersection LOS Results NoBuild Condition (Taft St and 70th Avenue)

Taft St & 70th Ave*								
Movement	2024 AM No-Build		2044 AM No-Build		2024 PM No-Build		2044 PM No-Build	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	A	2.3	A	2.7	A	7.1	B	10.0
EBT/R	A	3.2	A	4.1	A	2.6	A	3.0
WBL	A	0.8	A	1.6	A	7.4	A	8.8
WBT/R	A	0.5	A	0.7	A	8.4	A	9.8
NBL	D	35.4	C	34.6	D	35.6	D	35.3
NBT/R	D	35.1	C	34.2	D	35.3	D	35.0
SBL	D	37.0	D	36.6	D	36.8	D	36.9
SBT	C	34.5	C	33.6	D	35.1	C	34.7
SBR	D	36.4	D	35.6	D	36.7	D	36.6
Intersection	A	4.7	A	5.2	A	8.2	A	9.2

*Based on HCM 6th

Intersection LOS Results Build Condition (Taft St and 70th Avenue)

Taft St & 70th Ave*								
Movement	2024 AM Build		2044 AM Build		2024 PM Build		2044 PM Build	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	A	2.3	A	2.7	A	2.5	A	3.0
EBT/R	A	8.8	C	32.7	A	4.8	A	6.5
WBL	A	7.7	C	33.0	A	1.5	A	3.1
WBT/R	A	1.3	A	1.9	A	1.6	A	1.3
NBL	D	35.4	C	34.6	D	35.6	D	35.3
NBT/R	D	35.1	C	34.2	D	35.3	D	35.0
SBL	D	37.0	D	36.6	D	36.8	D	36.9
SBT	C	34.5	C	33.6	D	35.1	C	34.7
SBR	D	36.4	D	35.6	D	36.7	D	36.6
Intersection	A	8.0	C	20.9	A	5.3	A	5.8

*Based on HCM 6th

APPENDIX E: COUNTERMEASURES BOARD



SAFE STREETS COUNTERMEASURES

Collection of strategies effective in reducing fatalities and serious injuries for all users of streets in Broward.



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PROTECTED BIKE LANE

Separation of modes to reduce severe conflicts.



SHARED USE PATH/MULTI-USE PATH

Separation of modes to reduce severe conflicts.



PROTECTED INTERSECTION

Manage severe conflicts. Manage turning vehicle speeds.



EXTEND GREEN TIME FOR BIKES

Reduces severe conflicts for bicycles at intersections.



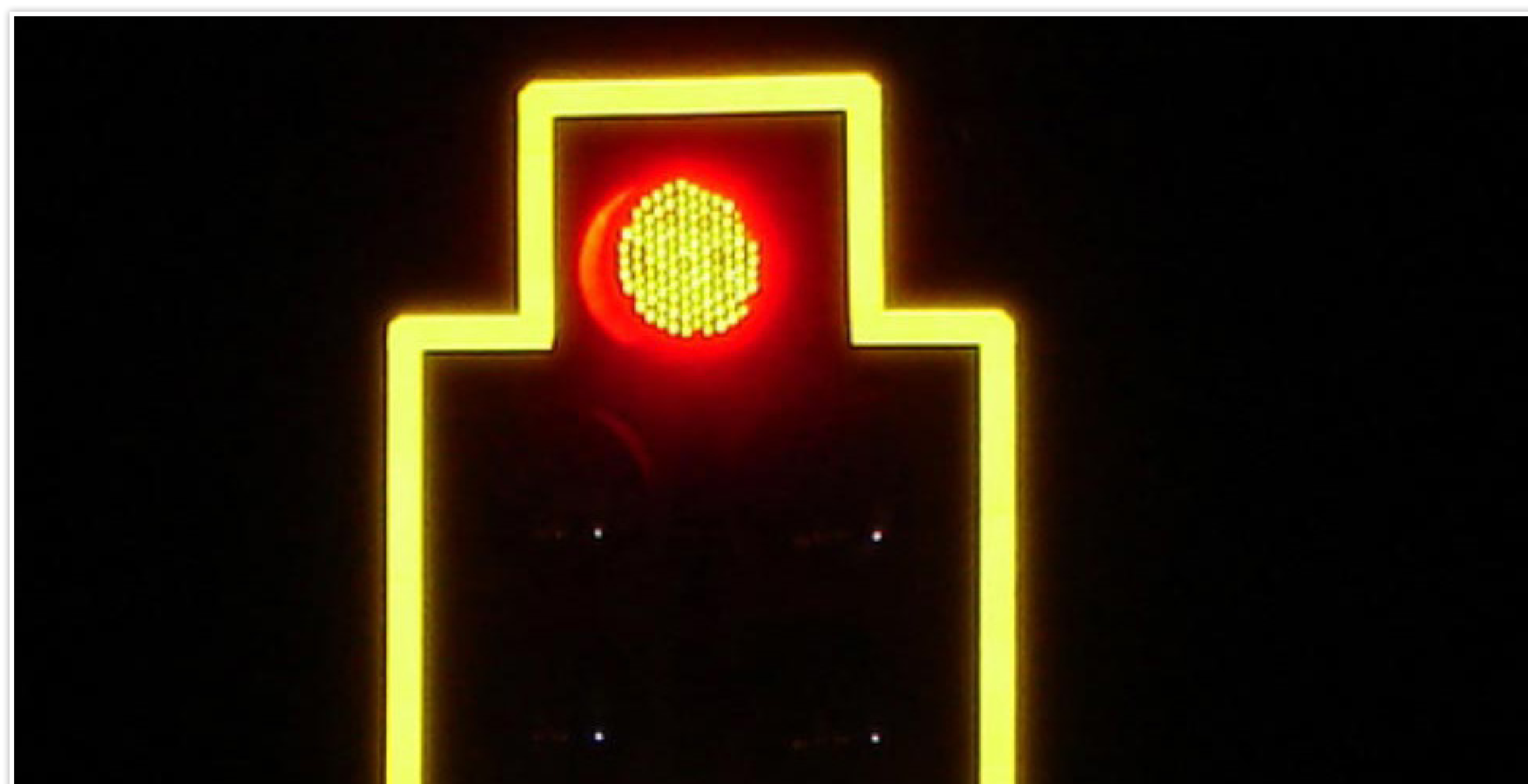
GREEN BIKE MARKINGS

Improves visibility and awareness of bicyclists on street and in areas where vehicular traffic may cross over the bike lane.



PROTECTED LEFT TURN

Improved compliance to reduce severe conflicts.



SIGNAL BACKPLATES

Improves visibility and awareness of traffic signals when daylight is reduced or when it is dark..



ALIGN LEFT TURNS

Improved visibility to reduce severe conflicts.



FLASHING YELLOW LEFT/RIGHT TURN (FYA)

Increases yielding to pedestrians when used for left/right turn movements.



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FLASHING RED LEFT TURN

Increases awareness to left turn yielding. Increase pedestrian crossing safety.



SPEED LIMIT REDUCTION*

Reduces speeding . Increases awareness (* Reduction should be supported by design and timing improvements to achieve target speed).



REDUCE EXCESSIVELY LONG TURN LANES

Reduces vehicular speed approaching crosswalk.



HIGH VISIBILITY CROSSWALK MARKING

Improve visibility and awareness.



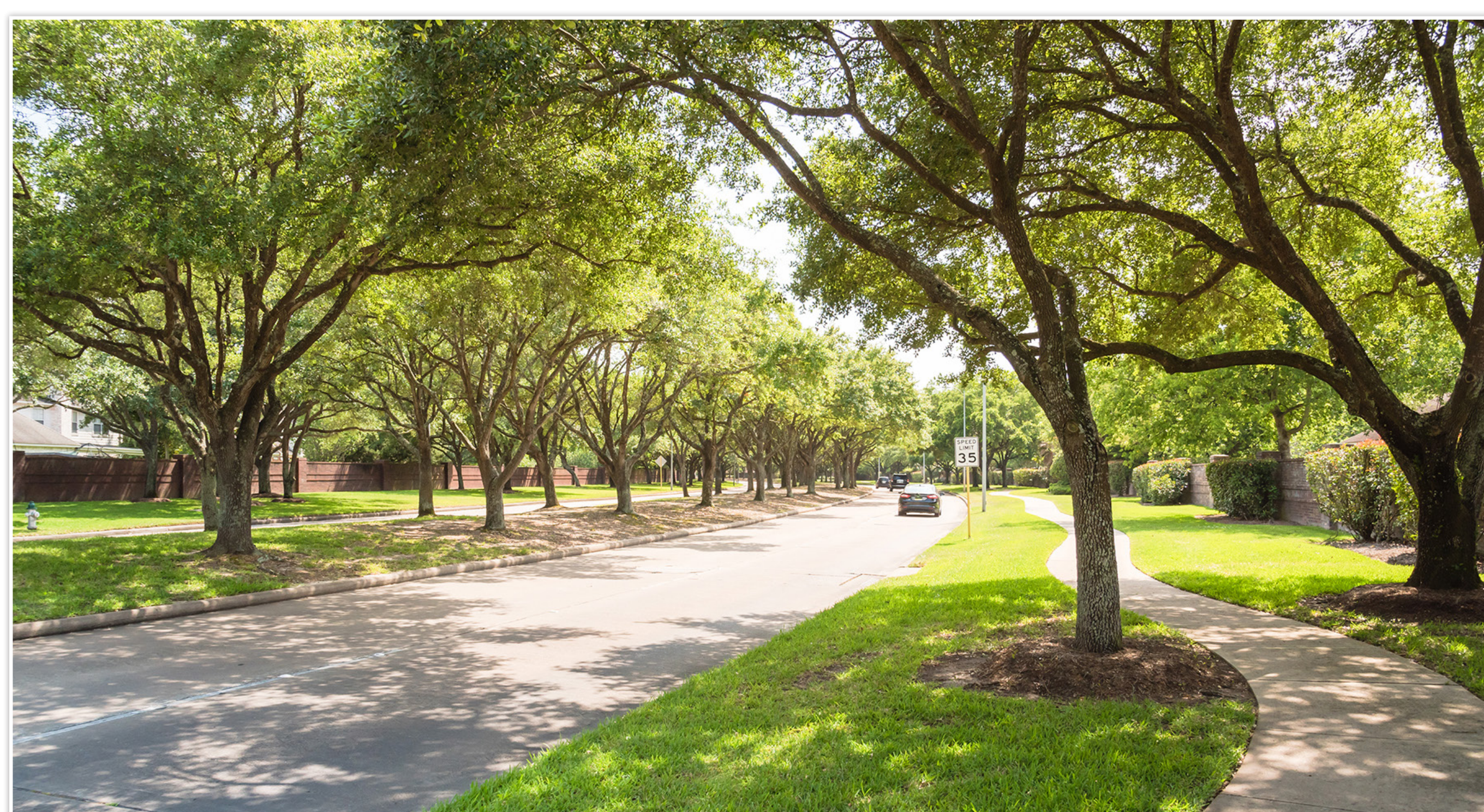
UPGRADE LIGHTING TO LED

Improve visibility and awareness.



NEW LIGHT POLES

Improve visibility and awareness by providing light when daylight is reduced or when it is dark.



STREET TREES

Creates perception of narrower roadway to decrease speeds. Vertical barrier between vehicles and pedestrians.



MEDIAN/PEDESTRIAN REFUGE

Vertical separation from vehicles. Allows greater time to cross, one direction at a time.



RELOCATE BUS STOP

Aligns crossing need with infrastructure to reduce unexpected conflicts and encourage safer crossings.



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SIDEWALK

Provides a dedicated space for non-motorists and reduces severe conflict.



HARDENED CENTERLINE

Provides safety benefits for people and for motorists by slowing down left-turning vehicles.



LEADING PEDESTRIAN INTERVAL (LPI)

Improves visibility and awareness of people by providing a few seconds head start to cross an intersection and to be seen by motorists.



NO RIGHT ON RED

Prevents vehicles from turning right when the intersection has a red signal and reduces conflicts with people crossing the street.



PEDESTRIAN HYBRID BEACON

Designed to help pedestrians safely cross higher-speed roadways at mid-block crossings and uncontrolled intersections by stopping traffic.



RECTANGULAR RAPID FLASHING BEACON (RRFB)

Provides non-motorists a signal to cross the road safely by allowing a flashing beacon and improves awareness and compliance.



MEDIAN TIPS

Reduces speeding for turning vehicles. Provides refuge for pedestrians.



TURNING VEHICLES STOP FOR PEDS SIGN

Awareness to pedestrian movement at intersection.



PEDESTRIAN CROSSING SIGN

Awareness to pedestrian crossing.



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Collection of strategies effective in reducing fatalities and serious injuries for all users of streets in Broward.



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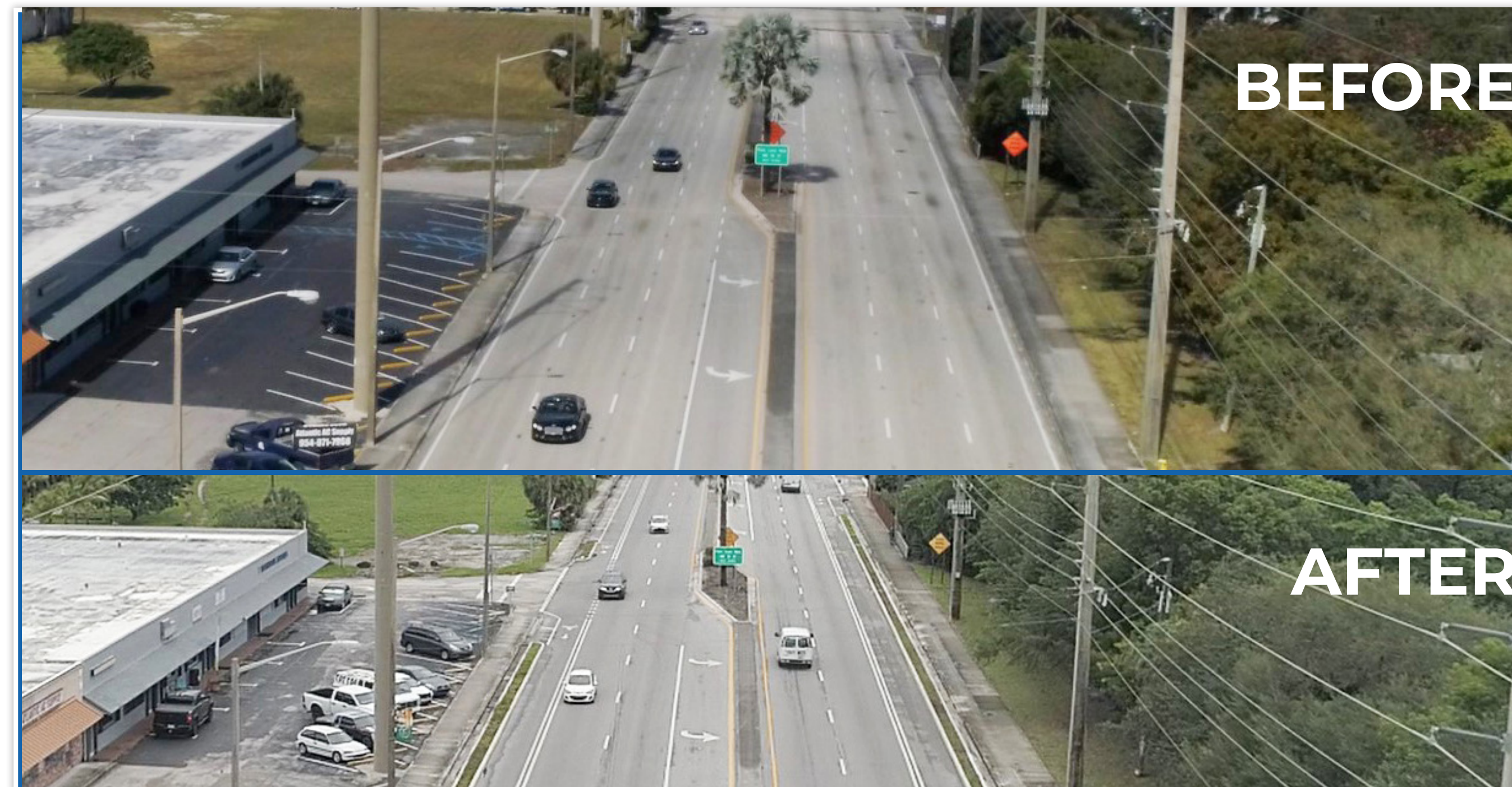
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ROUNDBOUT

Reduced speeds while reducing severe conflicts.



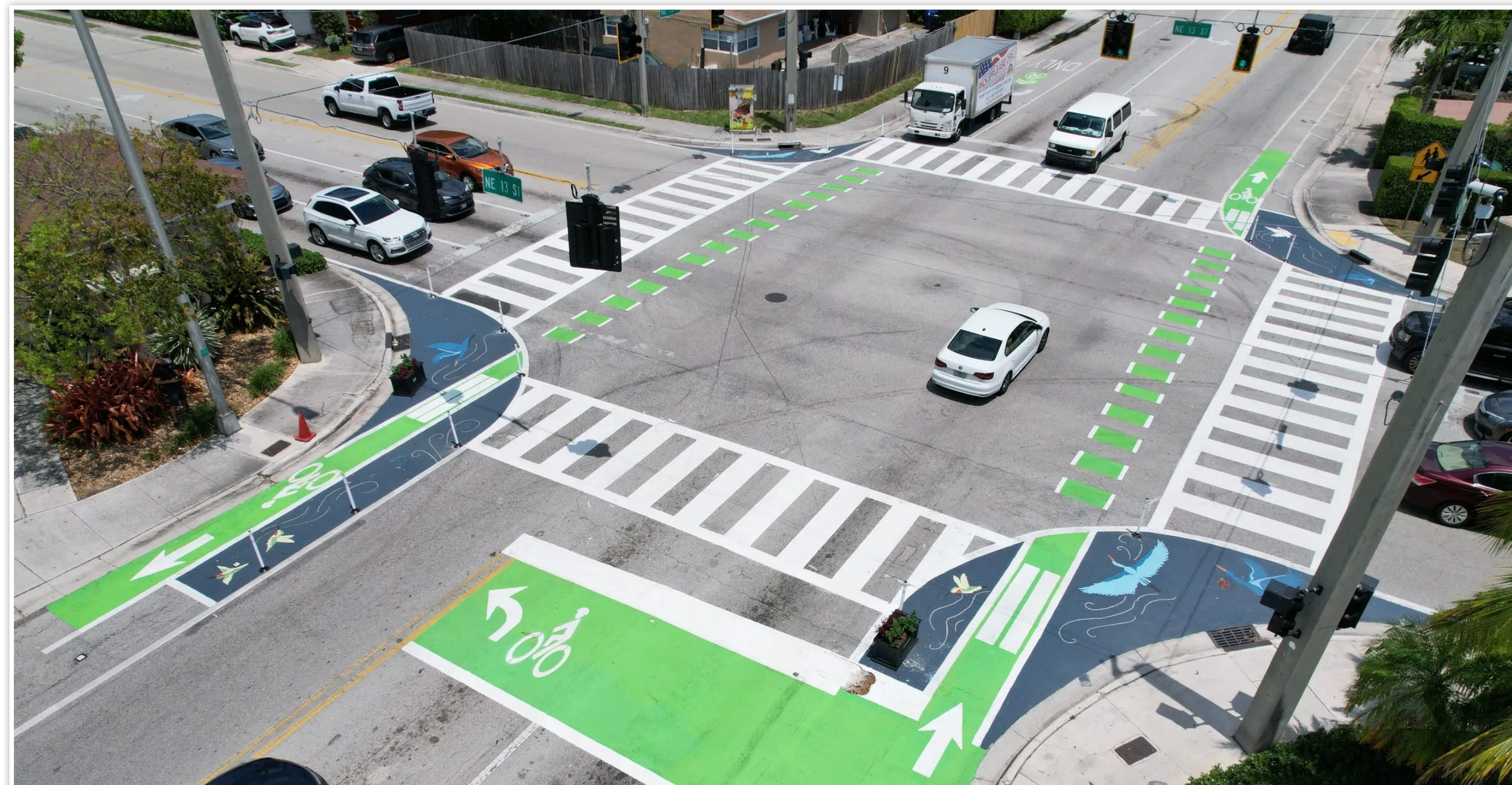
LANE REPURPOSING

Improves mobility, reduces speeding, separates modes, reallocates space to other modes.



RAISED CROSSWALK

Reduces travel speeds approaching pedestrian crossing to create safer crossings conditions. Increased visibility of pedestrians.



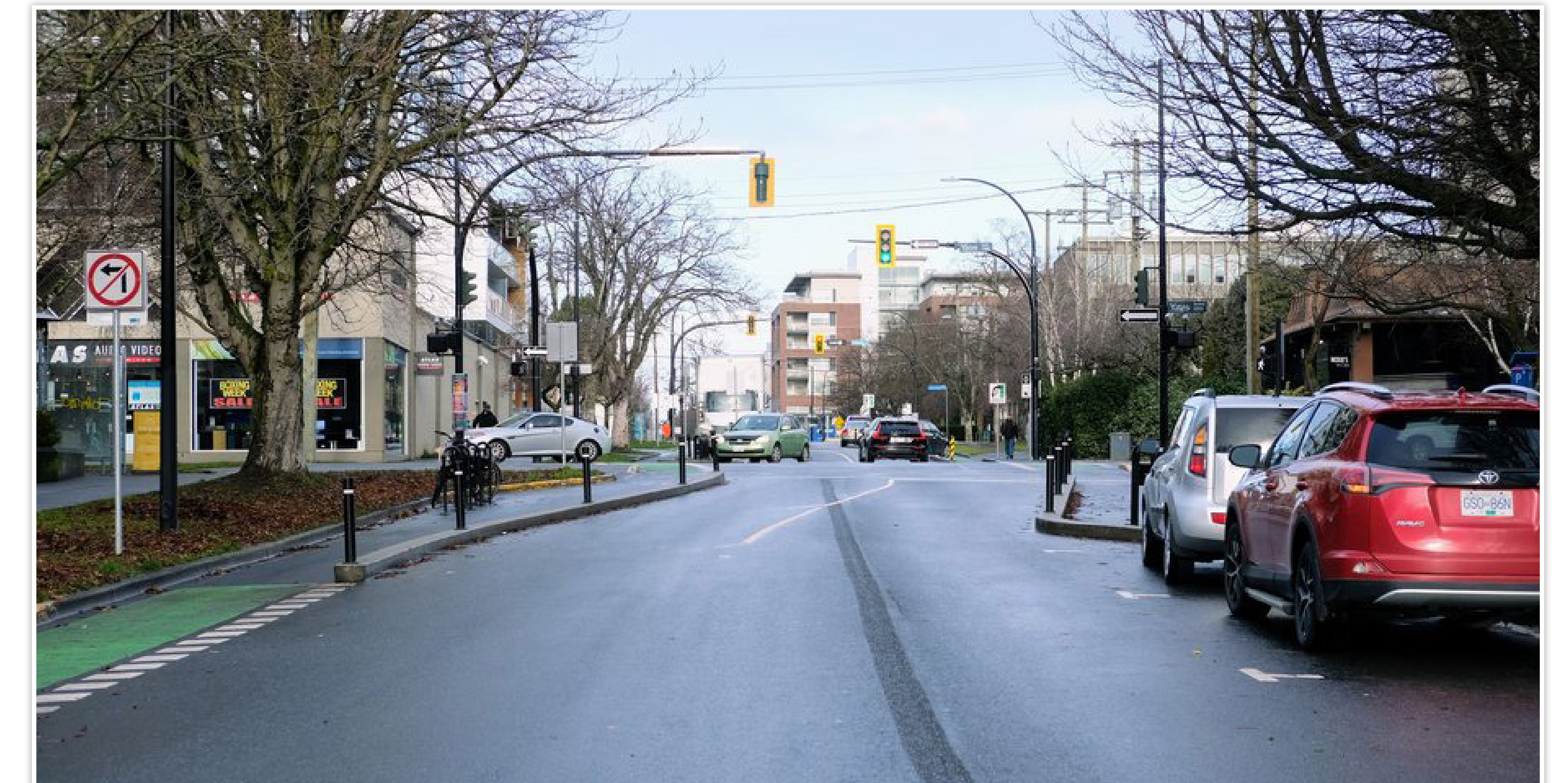
TIGHTEN CURB RETURNS

Reduces speeding of turning vehicles. Reduce crossing distance for pedestrians. Can be accomplished with delineators or moving the curb line.



RAISED INTERSECTION

Reduces speeding, Increases awareness within intersection.



CHICANE ROADWAY

Reduces speeding, Increases awareness.



SPEED TABLE

Reduces speeding, Increases awareness.



SIGNAL TIMING TO REDUCE SPEEDING (GREEN WAVE)

Synchronize traffic signals to encourage travel at safe speeds.



SCHOOL ZONE SPEED CAMERA

Reduces speeding and increases awareness of drivers by enforcing the speed limit during school zone hours.



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IN-LANE SPEED MARKINGS

Improves awareness of the speed limit of the street.



SPEED FEEDBACK SIGN

Increases awareness, reduces speeds, and increases compliance.



NARROW LANE WIDTH

Reduces speeding by rightsizing the lanes of the street.



PEDESTRIAN LIGHTING

Improves visibility and awareness.

[illegible]

APPENDIX F: COST ESTIMATE DETAILS

	LOCATION:	Taft Street						
CORRIDOR WIDE TREES	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES	
	N/A	CORRIDOR WIDE TREES	EA	\$500.00	118	\$ 59,000.00		
					Total	\$ 59,000.00		
CORRIDOR WIDE LIGHTING COST ESTIMATE	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES	
	715-511-130	LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, ALUMINUM, 30'	EA	\$15,479.55	55	\$ 851,375.25		
					Total	\$ 851,375.25		
RAISED INTERSECTION (2 LOCATIONS)(Intersection at N 70th Terrace, Intersection at N 64th Ave.)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES	
	0327 70 4	MILLING EXISTING ASPHALT PAVEMENT, 3" AVG DEPTH	SY	\$1.96	2486	\$ 4,872.56		
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$169.28	136.7	\$ 23,143.96		
	0337 7 82	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC- 12.5, PG 76-22	TN	\$219.55	205.1	\$ 45,009.71		
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	EA	\$456.79	16	\$ 7,308.64	Raised Warning sign 2 each leg	
	0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$3.27	966	\$ 3,158.82	24" crosswalk each leg	
	0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$6.64	1018	\$ 6,759.52		
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	\$397.92	23	\$ 9,152.16	Chevron marker on ramps - 1 each direction/lane in direction of travel	
					Total	\$ 99,425.37		
SIGNAL MODIFICATIONS: 4 LOCATIONS	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES	
	700-243-160	ENHANCED HIGHWAY SIGN ASSEMBLY, AC POWERED, F&I GROUND MOUNT, BLANK OUT SIGN <12 SF	AS	\$ 7,000.00	4	\$ 28,000.00	For addition of Leading Pedestrian Interval. Cabinet work assumed to be covered by contingency	
					Subtotal	\$ 28,000.00		
					Units	\$ 4.00	There is 4 signalized intersections along the corridor.	
					Total	\$ 112,000.00		
CORRIDOR WIDE PAVEMENT MARKINGS	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES	
	700L42132	ENHANCED HIGHWAY SIGN ASSEMBLY, SOLAR POWERED, F&I GROUND MOUNT, W/EDS, 12-20 SF OF STATIC SIGN PANELS	AS	\$3,000.00	6	\$ 18,000.00	Speed Feedback Sign	
	0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$3.27	3450	\$ 11,281.50	intersection only - midblock crossing itemized elsewhere	
	0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$6.64	2795.36	\$ 18,661.19	intersection only - midblock crossing itemized elsewhere	
	0711 11141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	GM	\$2,883.26	0.009	\$ 25.95		
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	\$397.92	57	\$ 22,681.44	includes speed limit markings,	
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	\$97.37	70	\$ 6,815.90		
	0711 11224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	LF	\$5.25	112.6	\$ 581.15		
		THERMOPLASTIC, STANDARD, YELLOW, 2-4 DOTTED GUIDE LINE /6-10 DOTTED EXTENSION LINE, 6"	GM	\$3,886.30	0.174	\$ 676.22		
	0711 16001	THERMOPLASTIC, STANDARD, OTHER SURFACES, WHITE, SOLID, 6"	GM	\$6,037.08	3.83	\$ 23,122.02		
	0711 16013	THERMOPLASTIC, STANDARD, OTHER SURFACES, WHITE, SKIP, 6"- 10-30 SKIP OR 3-9 LANE DROP	GM	\$2,411.43	1.82	\$ 4,288.80		
	0711 16071	THERMOPLASTIC, STANDARD OTHER SURFACES, WHITE, 6", 6-10 DOTTED MANAGED LANE MARKING	GM	\$3,341.90	0.305	\$ 1,019.26		
	0711 16030	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	\$6,097.39	1.41	\$ 8,597.32		
				Total	\$ 115,760.76			
CORRIDOR WIDE DRAINAGE IMPROVEMENTS	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES	
	0425 1910	INLETS, CLOSED FLUME	EA	\$13,826.16	23	\$ 318,001.68		
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$42.02	9643.0	\$ 405,198.86		
					Total	\$ 723,200.54		
CORRIDOR WIDE SAFETY IMPROVEMENTS	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES	
	0510 1 1	CLEARING AND GRUBBING	AC	\$25,000.00	3.08	\$ 77,000.00		
	0520 3 10	REMOVAL OF EXISTING CONCRETE	SY	\$44.56	3405.17	\$ 151,234.28		
	0327 70 4	MILLING EXISTING ASPHALT PAVEMENT, 3" AVG DEPTH	SY	\$1.96	39645.24	\$ 77,704.67		
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$169.28	2180.49	\$ 369,113.35	Resurfacing - 1.5"	
	0337 7 82	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC- 9.5, PG 76-22	TN	\$219.55	3270.73	\$ 718,088.77	1.5"	
	0520 2 4	CONCRETE CURB, TYPE D	LF	\$42.41	6666.94	\$ 282,744.93		
	0520 2	VALLEY GUTTER-CONCRETE	LF	\$50.06	94	\$ 4,705.64	used state wide average	
	0520 70	CONCRETE TRAFFIC SEPARATOR, SPECIAL - VARIABLE WIDTH	SY	\$95.57	42.88	\$ 4,086.04		
	0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$67.64	6525.02	\$ 441,952.35		
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	\$97.78	1137.92	\$ 111,265.82		
	0570 1 2	PERFORMANCE TURF, SOD	SY	\$3.26	4388.33	\$ 14,305.96		
					Total	\$ 2,252,113.90		
RRFB RAISED CROSSING 8 LOCATIONS (Approx. 50' W of N 69th Way, Approx. 50' E of N 68th Ave, Approx. 300' W of N 68th Ave, Approx. 275' E of N 66th Ave, Approx. 425' W of N 64th Ave, Approx. 350' E of N 64th Ave, Approx. 150' E of N 62nd Ave, Approx. 525' E of N 62nd Ave.	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES	
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$169.28	29.0	\$ 4,909.12	roughly: 4.5"x (12'+(10'+10')/2) x 12'/9 x 110/2000=7.26 tons per lane (4 lanes)	
	0337 7 82	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC- 12.5, PG 76-22	TN	\$219.55	14.0	\$ 3,073.70	1.5", 1-12' lanes: area = 12' x 32'/9 = 42.67 SY times 110 spread rate x 1.5'/2000 = 3.52 tons (4 lanes)	
	0520 1 X	RC CHANNEL GUTTER	LF	\$75.00	64	\$ 4,800.00	32' each side; cost is estimated	
	0520 1 XA	GRATE	SF	\$20.00	28	\$ 560.00	Includes 12"x1.1667' times 2 grates.	
	0520 2 4	CONCRETE CURB, TYPE D	LF	\$42.41	64	\$ 2,714.24	32' each side - high side of median	
	0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$67.64	42.7	\$ 2,886.20	Includes damaged adjacent sidewalk that will need to be replaced adjacent to curb: 32' x 6' x 2 sides/ 9	
	0527 2	DETECTABLE WARNINGS	SF	\$44.35	48	\$ 2,128.80	2'x6' area times 4	
	0654 2 22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY- BACK TO BACK	AS	\$20,076.85	4	\$ 80,307.40	Includes "NO RIGHT/LEFT TURN" BLANK-OUT SIGNS FOR NEARBY DRIVEWAYS/INTERSECTIONS	
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	EA	\$456.79	4	\$ 1,827.16	Stop Here for Peds and Ped crossing sign each direction	
	0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$3.27	96	\$ 313.92		
	0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	\$6.64	84	\$ 557.76		
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	\$397.92	4	\$ 1,591.68	Chevron marker on ramps - 1 per lane	
		THERMOPLASTIC, PREFORMED, PED SYMBOL	EA	\$3,117.19	4	\$ 12,468.76	Use pricing for multicolor route shield	
					Total	\$ 118,138.74		
				Locations	\$	\$		
					\$	\$ 945,109.91		
					SUBTOTAL	\$	\$ 5,157,985.73	
					10%	\$	\$ 593,168.36	
					15%	\$	\$ 773,697.86	
					5%	\$	\$ 257,699.29	
					20%	\$	\$ 1,366,550.25	
					SUBTOTAL	\$	\$ 8,139,301.48	
					10%	\$	\$ 813,930.15	
					10%	\$	\$ 813,930.15	
					CONSTRUCTION COST in 2025 dollars	\$	\$ 9,767,161.78	

APPENDIX G: BENEFIT COST ANALYSIS BACKUP

Broward Safety Action Plan - Taft Street
 Broward MPO
 Benefit Cost Analysis Model



Summary of BCA Results

Variable	Unit	Undiscounted	Discounted
Total Benefits	millions of 2025\$	\$57.5	\$30.4
Total Costs	millions of 2025\$	\$11.8	\$10.8
Net Present Value	millions of 2025\$	\$45.7	\$19.6
Benefit-Cost Ratio	ratio	4.89	2.82
IRR	percent	28%	
Payback Period	years	4	

Itemized Benefits over Project Lifecycle, Millions of 2025\$

TRUE

Benefit Category	Undiscounted	Discounted
Safety	\$55.5	\$29.4
Avoided No-Build O&M Costs	\$2.0	\$1.1

Quantified Metrics (Reduction in Values)			
Benefit Category	Unit	Annual	Project Lifecycle
Safety - No Injury - O	Injuries	12	239.0
Safety - Possible Injury - C	Injuries	3	59.9
Safety - Non Incapacitating - B	Injuries	2	31.5
Safety - Incapacitating - A	Injuries	0	5.3
Safety - Killed - K	Injuries	0	2.3

Variable	Source	Units	Constant (Likely Case)
General Project Details			
Discount Rate	USDOT BCA Guidance November 2024 Section 4.3 <i>If Design/Construction Date is unknown, choose 1 year prior to estimated opening date</i>	percent	7.00%
Design/Construction Start Date	Project Defined	year	2025
Design/Construction Period	Project Defined	years	1
Project Opening	Project Defined	year	2026
Operations Period	User Defined	years	20
Analysis Length (Including Construction)	User Defined	years	21
Model Start Year		year	2020
Base Year (for valuation 2025 = 2025\$)		year	2025
Base Year (for discounting)		year	2025
Base Year Unit			2025\$

Real Dollar Adjustments

Multiplier to Adjust to 2023 \$

2015	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.26
2016	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.24
2017	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.22
2018	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.20
2019	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.18
2020	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.16
2021	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.11
2022	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.04
2023	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.00
FDOT KABCO Crash Cost - Year 1	FDOT Design Manual Table 122.6.2	Year	2015
FDOT KABCO Crash Cost - Year 5	FDOT Design Manual Table 122.6.2	Year	2019
2015-2019 Average Multiplier to Adjust to 2023	USDOT BCA Guidance November 2024 Table A-7	multiplier	1.22
2023\$ - 2025\$ Adjustments	Calculation	multiplier	1.04
FDOT KABCO Crash Cost Multiplier	Calculation	multiplier	1.27

GDP Deflator (to 2025\$)

2023	Bureau of Economic Analysis Implicit Price Deflators for GDP Table 1.1.9	122,266
2025	Bureau of Economic Analysis Implicit Price Deflators for GDP Table 1.1.9	127,423

KABCO Monetized Values

No Injury - O	FDOT Design Manual Table 122.6.2	\$ / injury (2015-2019)	\$7,700
Possible Injury - C	FDOT Design Manual Table 122.6.2	\$ / injury (2015-2019)	\$103,950
Non Incapacitating - B	FDOT Design Manual Table 122.6.2	\$ / injury (2015-2019)	\$180,180
Incapacitating - A	FDOT Design Manual Table 122.6.2	\$ / injury (2015-2019)	\$888,030
Killed - K	FDOT Design Manual Table 122.6.2	\$ / injury (2015-2019)	\$10,890,000

Safety Improvements

Countermeasure 1			
Name		text	Flashing Yellow/Red Left/Right Turn
Crash Modification Factor		factor	0.81
Crash Severity		KABCO designation	K,A,B,C,O
Crash Group/Mode		text	Pedestrian, Bike, Vehicle
Time of Day		text	Day, Night
Location		text	Intersection
Countermeasure 2			
Name		text	Speed Limit Reduction
Crash Modification Factor		factor	0.86
Crash Severity		KABCO designation	K,A,B,C,O
Crash Group/Mode		text	Pedestrian, Bike, Vehicle
Time of Day		text	Day, Night
Location		text	Intersection, Main Line
Countermeasure 3			
Name		text	Pedestrian Hybrid Beacon (PHB)
Crash Modification Factor		factor	0.54
Crash Severity		KABCO designation	K,A,B,C
Crash Group/Mode		text	Pedestrian
Time of Day		text	Day, Night
Location		text	Intersection, Main Line
Countermeasure 4			
Name		text	Raised Crosswalk
Crash Modification Factor		factor	0.54
Crash Severity		KABCO designation	A,B,C
Crash Group/Mode		text	Pedestrian
Time of Day		text	Day, Night
Location		text	Intersection
Countermeasure 5			
Name		text	New LED Lighting
Crash Modification Factor		factor	0.86
Crash Severity		KABCO designation	K,A,B,C,O
Crash Group/Mode		text	Pedestrian, Bike, Vehicle
Time of Day		text	Nighttime
Location		text	Intersection, Main Line

Capital Costs

<i>If available, use actual estimates. If not available, assume 10% of construction costs for Preliminary Engineering & Pre-Construction as well as Construction Engineering</i>			2025	
Preliminary Engineering & Pre-Construction	User Input	2025\$	813,930	\$813,930.15
Right-of-Way	User Input	2025\$	-	-
Construction	User Input	2025\$	8,139,301	\$8,139,301.48
Construction Engineering and Insurance	User Input	2025\$		\$813,930.15
Preliminary Engineering Cost (if Known)	User Input	2025\$		
Construction Engineering Cost (if Known)	User Input	2025\$		
Preliminary Engineering Percentage	User Input	percentage	10%	
Construction Engineering Percentage	User Input	percentage	10%	

O&M Costs

<i>If available, fill in actual estimates. If not available, select a percentage of BUILD capital costs to apply for O&M. 1% is set for default. User should use project design and their judgement to determine whether BUILD O&M is similar, higher, or lower than existing infrastructure.</i>			
No-Build Annual O&M Costs	Project Defined	2025 \$	\$ -
Build Annual O&M Costs	Project Defined	2025 \$	\$ -
No-Build O&M Annual Percentage	User Input	percentage	1%
Build O&M Annual Percentage	User Input	percentage	1%

No Build												
Time of Day	Location	Crash Type	System Average					New Build				
			K	A	B	C	D	K	A	B	C	D
Day	Intersection	Bike	0.0	0.0	0.0	0.0	0.0					
		Pedestrian	0.0	0.0	0.0	0.0	0.0					
		Vehicle	0.0	0.0	1.7	1.7	14.4					
		Bike	0.0	0.0	0.0	0.0	0.0	1	0	20	22	99
		Pedestrian	0.0	0.0	0.0	0.0	0.0					
		Vehicle	0.0	0.0	4.3	4.3	38.4					
Night	Intersection	Bike	0.0	0.0	0.0	0.0	0.0					
		Pedestrian	0.0	0.0	0.0	0.0	0.0					
		Vehicle	0.0	0.0	0.0	0.0	0.0					
		Bike	0.0	0.0	0.0	0.0	0.0	1	0	4	5	16
		Pedestrian	0.0	0.0	0.0	0.0	0.0					
		Vehicle	0.0	0.0	0.0	0.0	0.0					
Main Line	Main Line	Bike	0.0	0.0	0.0	0.0	0.0					
		Pedestrian	0.0	0.0	0.0	0.0	0.0					
		Vehicle	0.0	0.0	0.0	0.0	0.0					
		Bike	0.0	0.0	0.0	0.0	0.0					
		Pedestrian	0.0	0.0	0.0	0.0	0.0					
		Vehicle	0.0	0.0	0.0	0.0	0.0	4	5	12	25	20
Total			0.0	0.0	2.4	2.4	20.8	2	0	22	27	105

Countermeasure 1 Flashing Yellow/Red Left/Right Turn			0.81										
Time of Day	Location	Crash Type	System Average										
			K		A		B		C		D		
Day, Night	Intersection	Pedestrian, Bike, Vehicle	1	1	1	1	1	1	1	1	1	1	1
		Bike	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Pedestrian	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Bike	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Day	Main Line	Bike	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		Pedestrian	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		Vehicle	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		Bike	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Pedestrian	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Night	Main Line	Bike	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		Pedestrian	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		Vehicle	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		Bike	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Pedestrian	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Night	Main Line	Bike	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		Pedestrian	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		Vehicle	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		Bike	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Pedestrian	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Countermeasure 2		Speed Limit Reduction		0.050										
Time of Day		Location	Crash Type	5 total savings										
				K	A	B	C	D	K	A	B	C	D	
Day, Night		Intersection, Main Line	Pedestrian, Bike, Vehicle	1	1	1	1	1	1	1	1	1	1	1
Day	Intersection	Urban	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night	Intersection	Urban	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Day	Intersection	Urban	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Day	Main Line	Urban	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Day	Main Line	Urban	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Day	Main Line	Urban	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Day	Main Line	Urban	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night	Intersection	Urban	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night	Intersection	Urban	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night	Intersection	Urban	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night	Main Line	Urban	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night	Main Line	Urban	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night	Main Line	Urban	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night	Main Line	Urban	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Countermeasure 3 Pedestrian Hybrid Beacon (PHB) 0.543												
Time of Day	Location	Crash Type	System Average					New Build				
			K	A	B	C	D	K	A	B	C	D
Day, Night	Intersection, Main Line	Pedestrian	1	1	1	1	1	1	1	1	1	1
		Bike	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Vehicle	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		Bike	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Day	Main Line	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Bike	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Bike	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night	Main Line	Bike	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Bike	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Time of Day		Location	Crash Type	System Average								New Build																
Day, Night		Intersection	Pedestrian	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Day		Intersection	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Day		Intersection	Bike	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Day		Intersection	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Day		Main Line	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Day		Main Line	Bike	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Day		Main Line	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night		Intersection	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night		Intersection	Bike	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night		Intersection	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night		Main Line	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night		Main Line	Bike	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Night		Main Line	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Countermeasure 5		New LED Lighting		0.006									
Time of Day	Location	Crash Type	5-Mile Average										
			Pedestrian, Bike, Vehicle		Bike		Vehicle		Bike		Vehicle		
Night/Prime	Intersection, Main Line		1	1	1	1	1	1	1	1	1		
Day	Inner section	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Day	Inner section	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Day	Inner section	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Day	Main Line	Bike	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Day	Main Line	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Day	Main Line	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Night/Prime	Inner section	Bike	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Night/Prime	Inner section	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Night/Prime	Inner section	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Night/Prime	Main Line	Bike	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Night/Prime	Main Line	Pedestrian	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Night/Prime	Main Line	Vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

APPENDIX H: ALTERNATIVE CONCEPT DESIGN (2-LANES)

Broward Safety Action Plan
Corridor Concept Plan
Taft Street, NW 70th Terrace
to US 441/SR 7
February 2025

CONCEPTUAL - NOT FOR CONSTRUCTION
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED

SAFE STREETS
4 BROWARD
Powered by The Broward MPO & Broward County

Broward
MPO
Metropolitan Planning Organization

BROWARD
COUNTY
FLORIDA

