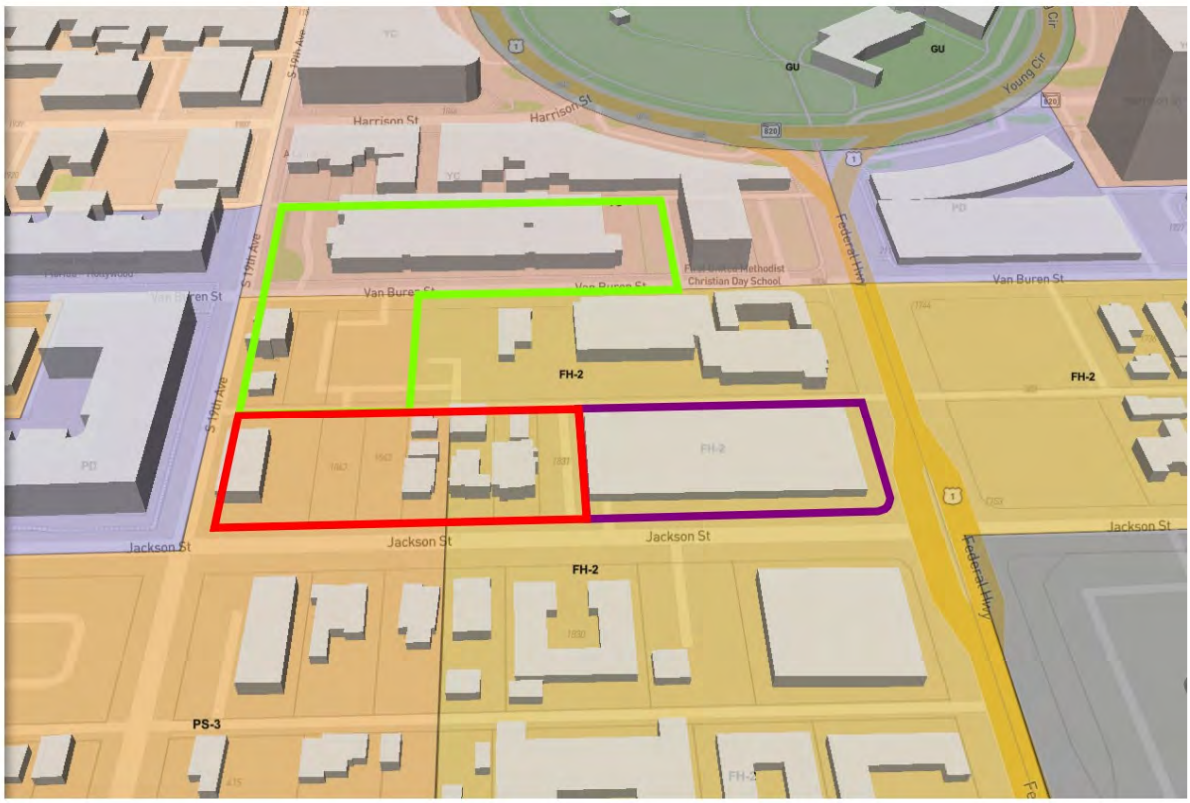
Summary of Request by Gadamis Property, LLC and Ventas Realty, Limited Partnership for Rezoning of PS-3 Property to FH-2 Zoning

Gadamis Property, LLC (hereinafter "Gadamis") and Ventas Realty, Limited Partnership (hereinafter "Ventas"), request the City of Hollywood to rezone certain parcels of land, located Between Jackson Street and Van Buren Street, directly East of South 19th Ave., from PS-3 zoning to FH-2 zoning. This zoning change makes sense, squares off irregularly shaped boundaries, ends the split zoning of the same block in this area, and generally follows good planning principles. This is explained in further depth in the Section of this entitled "Rezoning Criteria".



Above is a map of the area in which Gadamis and Ventas are seeking rezoning. The area with the purple border is 9 Hollywood, and was developed by the same team that is seeking to develop a similar project in the area enclosed in red. The areas enclosed in purple and red are the Southern half of the entire block that runs from Federal Highway to S 19th Avenue, with an alley on the north side of their property. Please note that the area enclosed in purple is entirely within the FH-2 zoning, while that portion of this one block enclosed in red is split into two different zoning categories, FH-2 and PS-3.

The area of the property enclosed in green South of Van Buren Street is part of the Property owned by Ventas, which owns the entire property enclosed in green, and which is currently leased by Ventas to Kindred. That portion of the Ventas property North of Van Buren Street is currently used by Kindred as a long-term hospital, and is in the YC zoning, which is denser than either the FH-2 or the PS-3 zoning. No zoning change is sought to the YC zoned property. That portion of the Ventas property enclosed in green South of Van Buren Street currently consists of one parcel with a single family home on it which is used as office space by Kindred, and two parcels with surface parking on them. Ventas has no current plans to change the use of this property South of Van Buren Street, and no Site Plan is filed for that property as part of this Application. Ventas has agreed to this change as a courtesy to Gadamis, and to square off the zoning in that area.

The area for which rezoning is sought is the salmon-colored part of the map that is inside the green and red borders. Please note that the current zoning divides the property such that approximately ¾ of the block is FH-2 zoning, while approximately ¼ of the block is PS-3 zoning. That portion of the block that is PS-3 zoning is surrounded on three sides by denser zoning. To the East is the FH-2 zoning. To the North is YC Zoning, which is the densest zoning in the City. To the West is PD zoning.

The requested zoning change is entirely compatible with that area. Both the current PS-3 zoning and the proposed FH-2 zoning permit 140 feet of maximum height. The FH-3 does permit more floors within the same 140 foot height limit, and permits a higher FAR with mixed use zoning, which the Site Plan on this property will show. No setback or other variances are being requested **,** and all requirements, including parking, meet or exceed the City Codes.

The current zoning map, splitting the block into separate zoning categories and creating an oasis of lower density zoning surrounded on three sides by higher density zoning makes little sense. The proposed zoning change makes far more sense, unifies the zoning on the block, eliminates the oasis of lower density zoning surrounded on three sides by higher density zoning, and is completely compatible with the existing zoning, as the FH-2 zoning has the same maximum height as the PS-3 zoning, which is lower than the YC zoning to the North.

Respectfully submitted:

Steve Geller, Esq.
Broward County Commissioner/ Former Florida Senator
GELLER LAW FIRM, PA
110 East Broward Boulevard, Suite 1700
Fort Lauderdale, Florida 33301
Tel.: 954 315-3926
Fax : 954 206-5732

Email: steve@gellerlawfirm.com
Website: www.gellerlawfirm.com

List of Experts:

- **Zoning Attorney**
  Steve Geller, Esq
  Geller Law Firm, PA
  110 East Broward Boulevard, Suite 1700
  Fort Lauderdale, FL 33301
  Tel: 954.315-3926
- **Planner**
  Leslie A Del Monte
  Inspire Placemaking Collective
  25 SE 2nd Avenue, Suite 414
  Miami, FL 33131
  Tel: 305.450.5307
- **Architect**
  Alfonso Jurado
  Alfonso Jurado Architecture
  1035 N Miami Ave, Suite 406
  Miami, FL 33136
  Tel: 305.206.6214
- **Traffic Engineer**
  TrafTech Engineering
  8400 N University Dr.
  Tamarac, FL 33321
  Tel: 954.582.0988
- **Civil Engineer**
  Jorge M. Szauer, P.E.
  Szauer Engineering, Inc.
  7251 W. Palmetto Park Road, Suite 100
  Boca Raton, Fl 33433
  Tel: 561.716.0159
- **Landscape Architect**
  Chris Eaves

Witkin Hultz and Partners
307 S. 21st. Avenue
Hollywood, FL 33020
Tel: 954.923.9681

- **Surveyor**
  Pulice Land Surveyors, Inc.
  5381 Nob Hill Road
  Sunrise, FL 33351
  Tel: 954.572.1778

CITY OF Hollywood

DEVELOPMENT SERVICES
PLANNING DIVISION

GENERAL APPLICATION

APPLICATION DATE:_____

2600 Hollywood Blvd
Room 315
Hollywood, FL 33022
Tel: (954) 921-3471
Email: Development@ Hollywoodfl.org

SUBMISSION REQUIREMENTS:

- One set of signed & sealed plans *(i.e. Architect or Engineer)*
- One electronic **combined** PDF submission *(max. 25mb)*
- Completed Application Checklist
- Application fee

NOTE:

- This application must be **completed in full** and submitted with all documents to be placed on a Board or Committee's agenda.
- The applicant is responsible for obtaining the appropriate checklist for each type of application.
- Applicant(s) or their authorized legal agent must be present at all Board or Committee meetings.

CLICK HERE FOR FORMS, CHECKLISTS, & MEETING DATES

APPLICATION TYPE (CHECK ALL THAT APPLIES):

- ☑ Technical Advisory Committee
- ☑ Planning and Development Board
- ☑ City Commission
- ☐ Art in Public Places Committee
- ☐ Historic Preservation Board
- ☐ Administrative Approval
- ☐ Variance
- ☐ Special Exception

PROPERTY INFORMATION

Location Address: 1831-1857 JACKSON ST

Lot(s): 1-8 Block(s): 38 Subdivision: HOLLYWOOD 1-21

Folio Number(s): 514215017430, 514215017420, 514215017410, 514215017400, 514215017390, 514215017391, 514215017370

Zoning Classification: PS-3 and FH-2 Land Use Classification: Regional Activity Center

Existing Property Use: Residential Sq Ft/Number of Units: 14

Is the request the result of a violation notice? ☐ Yes ☑ No **If yes**, attach a copy of violation.

Has this property been presented to the City before? If yes, check al that apply and provide File Number(s) and Resolution(s): N/A

DEVELOPMENT PROPOSAL

Explanation of Request: Rezoning from PS-3 portion of the site to FH-2 and Site Plan approval and for a mixed use development.

Phased Project: Yes ☐ No ☑ Number of Phases: ____

Project	Proposal
Units/rooms (# of units)	# UNITS: 198 #Rooms ____
Proposed Non-Residential Uses	6,432 SF S.F.)
Open Space (% and SQ.FT.)	Required %: N/A (Area: 9,014 SF S.F.)
Parking (# of spaces)	PARK. SPACES: (# 283)
Height (# of stories)	(# STORIES) 13 (138'-4" FT FT.)
Gross Floor Area (SQ. FT)	Lot(s) Gross Area (204,342 GSF FT.)

Name of Current Property Owner: Gadamis Property, LLC (Gadamis)

Address of Property Owner: 1000 E HALLANDALE BCH BLVD 1-108 HALLANDALE BEACH, FL 33009

Telephone: 954-790-7252 Email Address: misaeliadisernia29@gmail.com

Applicant Gadamis c/o Steve Geller Consultant ☐ Representative ☑ Tenant ☐

Address: 110 East Broward Boulevard, Suite 1700 Telephone: 954 315-3926

Email Address: steve@gellerlawfirm.com

Email Address #2: alfonso@alfonsojurado.com

Date of Purchase: N/A Is there an option to purchase the Property? Yes ☐ No ☑

If Yes, Attach Copy of the Contract.

Noticing Agent (FTAC & Board submissions only) : _____

E-mail Address: _____

CITY OF Hollywood
DEVELOPMENT SERVICES
PLANNING DIVISION

GENERAL APPLICATION

CERTIFICATION OF COMPLIANCE WITH APPLICABLE REGULATIONS

The applicant/owner(s) signature certifies that he/she has been made aware of the criteria, regulations and guidelines applicable to the request. This information can be obtained in Room 315 of City Hall or on our website at www.hollywoodfl.org. The owner(s) further cer-**tifies that when required by applicable law, including but not limited to the City's Zoning and Land Development Regulations,** they will post the site with a sign provided by the Office of Planning and Development Services. The owner(s) will photograph the sign the day of posting and submit photographs to the Office of Planning and Development Services as required by applicable law. Failure to post the sign will result in violation of State and Municipal Notification Requirements and Laws.

(I)(We) certify that (I) (we) understand and will comply with the provisions and regulations of the City's Zoning and Land Development Regulations, Design Guidelines, Design Guidelines for Historic Properties and City's Comprehensive Plan as they apply to this project. (I)(We) further certify that the above statements and drawings made on any paper or plans submitted herewith are true to the best of (my)(our) knowledge. (I)(We) understand that the application and attachments become part of the official public records of the City and are not returnable.

Signature of Current Owner: _____ Date: 5/5/2025

PRINT NAME: Giuseppe Iadisernia Date: 5/5/2025

Signature of Consultant/Representative: Steven Geller Date: 5/5/25

PRINT NAME: Steven A. Geller Date: 5/5/25

Signature of Tenant: N/A Date: _____

PRINT NAME: **N/a** Date: _____

Current Owner Power of Attorney

I am the current owner of the described real property and that I am aware of the nature and effect the request for Rezoning – Site Plan to my property, which is hereby made by me or I am hereby authorizing Steven Geller, esq. to be my legal representative before the all Boards (Board and/or Committee) relative to all matters concerning this application.

Sworn to and subscribed before me
this 8 day of 2025

_____
Notary Public
State of Florida

_____
Signature of Current Owner

Giuseppe Iadisernia
Print Name

My Commission Expires: 11/04/26 (Check One) ☐ Personally known to me; OR ☐ Produced Identification _____

Rezoning Criteria

Procedures. In reviewing a request for a change of zoning district, the Board shall consider the following criteria:

a. **That the petition for a change of zoning district will not result in spot zoning or contract zoning:**
   The proposed rezoning will not result in spot or contract zoning. Rather, it resolves an outdated and fragmented zoning pattern that was established during the 2016 rezoning effort, when zoning boundaries had to conform to the fragmented ownership structure that existed at the time. By aligning the zoning with current ownership and development plans, the proposed change promotes a more consistent and logical land use pattern. The project area includes seven parcels, four of which require rezoning from PS-3 to FH-2 to unify the site and enable coordinated development. The rezoning extends beyond the project boundary to include the three parcels to the north, on the same block. While these northern parcels are not part of the Site Plan approval and will remain unchanged, their inclusion helps eliminate a zoning "island," ensuring that the entire block is governed by a single, compatible district. This action brings consistency to the zoning map, avoids the creation of fragmented or isolated zoning classifications, and aligns the zoning framework with both the existing built environment and surrounding districts. The block is currently surrounded by FH-2 to the east, PD to the west, and YC to the north, all of which are equal or more intense than PS-3. This rezoning avoids unnecessary complexity, supports cohesive development, and reflects best planning practices by correcting an outdated zoning condition.
b. **That the proposed change is consistent with, and in furtherance of, the Goals, Objectives and Policies of the City's Comprehensive Plan:**
   The proposed rezoning advances numerous goals and policies in the City's Comprehensive Plan, including promoting infill redevelopment, improving neighborhood compatibility, and encouraging sustainable growth. It supports compact, transit-oriented development and enhances the urban fabric of Downtown Hollywood, where increased residential density is critical to ensuring the vitality of local businesses and the long-term success of the City's core. As Mayor Josh Levy stated in 2024 regarding Downtown redevelopment efforts, the City is committed to "modernizing Downtown with more residential density to support its businesses and future vitality." This project aligns directly with that objective by enabling the construction of new housing in a walkable, urban location. With South Florida continuing to face significant housing demand, this rezoning helps facilitate the type of high-quality, centrally located housing that is needed to meet market pressures and support equitable growth.

c. **That conditions have substantially changed from the date the present zoning district classification was placed on the property which make the passage of the proposed change necessary:**

The current zoning reflects historic ownership patterns and regulatory conditions that are no longer relevant. The parcels have now been assembled under unified ownership and are part of a coordinated development plan, which could not have been anticipated when the zoning was originally applied. Since that time, the City has invested heavily in Downtown revitalization, using the momentum of the RAC rezoning to attract reinvestment, promote walkable mixed-use development, and support additional residential density that reinforces the area's role as a vibrant urban core. Maintaining the existing split zoning undermines these efforts, restricting development potential on part of the site while permitting greater intensity on adjacent parcels. The proposed rezoning resolves this inconsistency and enables a well-integrated mixed-use development that meets contemporary needs—especially the demand for new housing near jobs, transit, and amenities.

d. **The proposed change will not adversely influence living conditions in the neighborhood:**

The proposed rezoning will enhance, not detract from, living conditions in the area. By enabling cohesive development on the site with no changes in maximum height or required setbacks, it provides a smooth transition to surrounding uses and preserves neighborhood character. The adjacent zoning districts—FH-2 and YC—already support more intensive development than PS-3, and the proposed change maintains compatibility without introducing abrupt increases in scale or density. The proposed residential development also underwent a detailed traffic impact review, which found no negative effects on traffic operations or safety, specifically:

- All surrounding intersections are projected to operate at acceptable levels of service (LOS) in 2028, even with the project in place.
- No turn lanes are warranted at the proposed site access points, based on FDOT and AASHTO standards.
- The development will not necessitate intersection improvements, and the existing transportation network can comfortably accommodate the traffic volumes generated by the project.

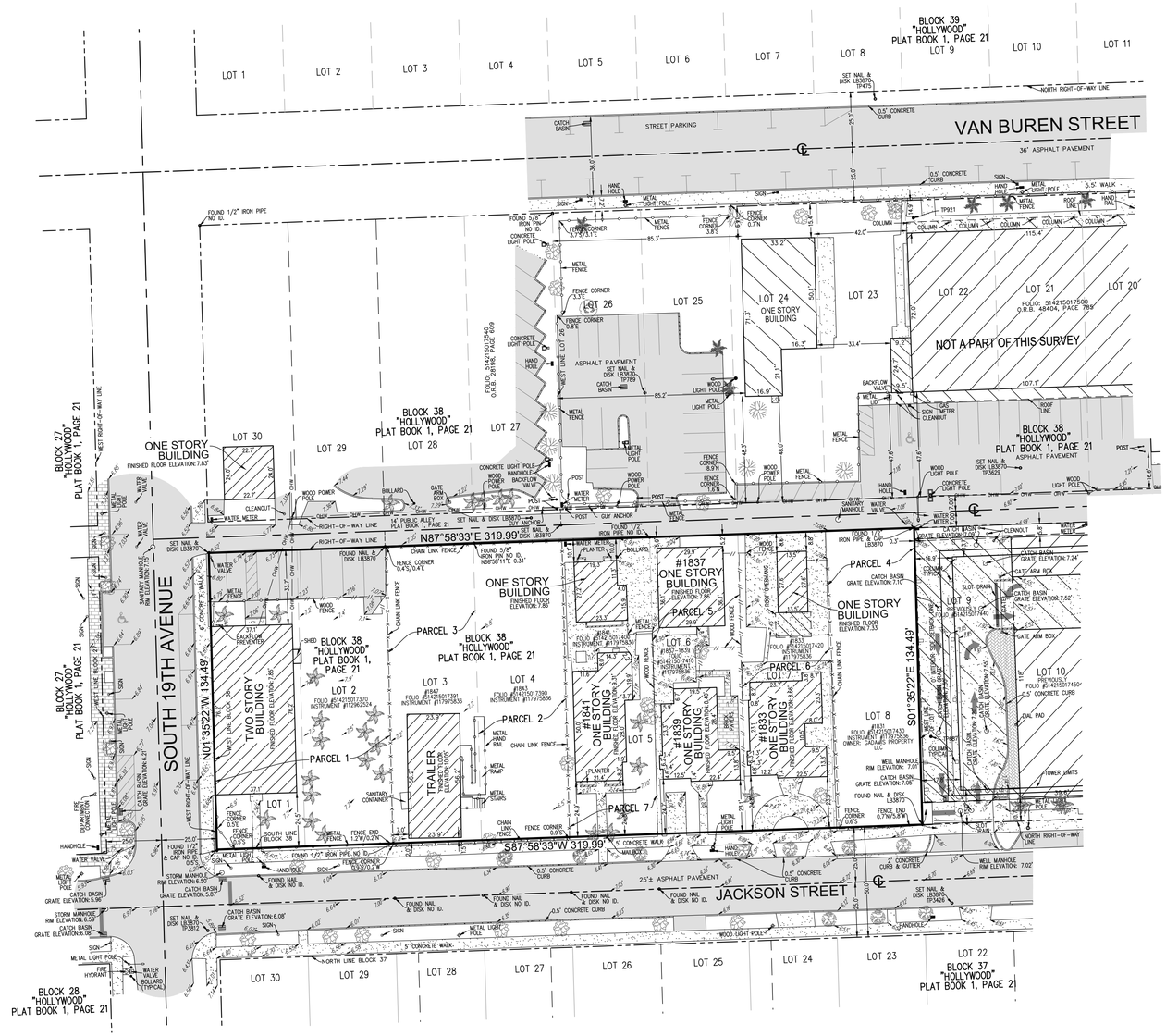
e. **That the proposed change is compatible with the development(s) within the same district/neighborhood:**

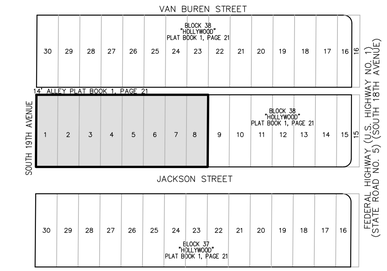
The proposed rezoning is highly compatible with existing and anticipated development in the immediate area. It brings four parcels into conformance with the FH-2 zoning already applied to the other three parcels on the site and aligns the entire block with surrounding

zoning designations. The height and massing permitted under FH-2 are no greater than the existing PS-3 standards, ensuring a consistent urban form. In fact, the site is bordered by FH-2 zoning to the east, PD zoning to the west, and the higher-density YC district to the north, creating a natural fit for this zoning designation. By enabling an integrated development, the rezoning will create new housing opportunities, reinforce the mixed-use character of Downtown, and support the broader objectives of walkability, transit-supportive density, and urban sustainability.

LEGEND

	CONCRETE
	ASPHALT PAVEMENT
	PAVERS
— OHW —	OVERHEAD WIRES
℄	CENTERLINE
F.D.O.T.	FLORIDA DEPARTMENT OF TRANSPORTATION
O.R.B.	OFFICIAL RECORDS BOOK
TP	TRAVERSE POINT (FOR FIELD INFORMATION ONLY)
FPL	FLORIDA POWER & LIGHT COMPANY
LB	LICENSED BUSINESS
	PALM TREE
	OAK TREE
	MANGO TREE
	UNIDENTIFIED TREE
	GUMBO LIMBO TREE





VICINITY MAP

LEGAL DESCRIPTION:

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SAID LANDS LYING AND BEING IN THE CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA AND CONTAINING 43,036 SQUARE FEET (0.9880 ACRES), MORE OR LESS.

NOTES:

1. THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ELECTRONIC SIGNATURE AND ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. NGS BENCHMARK #P239; ELEVATION: 9.07 FEET.
3. FLOOD ZONE: X; BASE FLOOD ELEVATION: NONE; PANEL #12011C0569H; COMMUNITY #125113; MAP DATE: 8/18/14.
4. THIS SITE LIES IN SECTION 15, TOWNSHIP 51 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA.
5. GRID BEARINGS SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS AND ARE RELATIVE TO THE NORTH AMERICAN DATUM OF 1983 WITH THE 2011 ADJUSTMENT, FL-E ZONE, WITH THE SOUTH LINE OF BLOCK 38 BEING S87°58'33"W.
6. REASONABLE EFFORTS WERE MADE REGARDING THE EXISTENCE AND THE LOCATION OF UNDERGROUND UTILITIES. THIS FIRM, HOWEVER, DOES NOT ACCEPT RESPONSIBILITY FOR THIS INFORMATION. BEFORE EXCAVATION OR CONSTRUCTION CONTACT THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION.
7. THE HORIZONTAL POSITIONAL ACCURACY OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'. THE VERTICAL ACCURACY OF ELEVATIONS OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'.
8. THIS SITE CONTAINS 8 TOTAL CLEARLY IDENTIFIABLE PARKING SPACES.
9. THIS SURVEY WAS PREPARED WITH BENEFIT OF A COMMITMENT FOR TITLE INSURANCE, COMMITMENT NUMBER 1496295-A1, PREPARED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, DATED MARCH 28, 2024 AT 11:00 PM. THE FOLLOWING ITEMS ARE EXCEPTIONS IN SCHEDULE B-II OF SAID COMMITMENT:
   - ITEMS 1, 2, 3 & 4: STANDARD EXCEPTIONS, NOT ADDRESSED.
   - ITEM 5: ALL MATTERS IN PLAT BOOK 1, PAGE 21 APPLY TO THIS SITE. THERE ARE NO PLATTED EASEMENTS.
   - ITEM 6: BROWARD COUNTY ORDINANCE NO. 0-81-26 IN O.R.B. 9637, PAGE 836 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
   - ITEM 7: BROWARD COUNTY ORDINANCE NO. 2005-18 IN O.R.B. 40082, PAGE 1783 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
   - ITEM 8: BROWARD COUNTY ORDINANCE NO. 2005-19 IN O.R.B. 40082, PAGE 1789 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
10. ALL RECORDED DOCUMENTS ARE PER BROWARD COUNTY PUBLIC RECORDS.

0' 30' 60' 90'
GRAPHIC SCALE
1"=30'

CERTIFICATION:

TO GADAMIS PROPERTY LLC; GROVE BANK & TRUST, ITS SUCCESSORS AND/OR ASSIGNS; OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 8, & 9 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 3/29/24.

DATE OF PLAT OR MAP: 3/29/24

_____.
- JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691
- VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274
- MICHAEL M. MOSSEY, PROFESSIONAL SURVEYOR AND MAPPER PSM5660
  STATE OF FLORIDA

NO.	REVISIONS	BY
5		
4		
3		
2		
1		

LOTS 1 THRU 8
1831-1857 JACKSON STREET
HOLLYWOOD, FLORIDA 33020
(CITY OF HOLLYWOOD, BROWARD COUNTY)

BOUNDARY AND TOPOGRAPHIC SURVEY
ALTA/NSPS LAND TITLE SURVEY

PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
TELEPHONE: (954) 572-1777
FAX: (954) 572-1778
E-MAIL: surveys@pulicelandsurveyors.com
WEBSITE: www.pulicelandsurveyors.com
CERTIFICATE OF AUTHORIZATION LB#3870

DRAWN BY: L.H.	SCALE: 1" = 30'	CLIENT: GADAMIS PROPERTY LLC
CHECKED BY: J.F.P.	SURVEY DATE: 3/29/24	ORDER NO.: 72565

N I N E 2

1843 Jackson Street, Hollywood, FL

T A C S E T

M A Y 0 5 , 2 0 2 5

S H E E T L I S T

CIVIL

C-01 GENERAL NOTES

C-02 EROSION CONTROL PLAN

C-03A PG&D DRAINAGE

C-03B PG&D SECTIONS

C-03C PG&D DETAILS

C-04 UTILITIES

C-05 PAVING MARKINGS

C-06 ROW PLAN

LANDSCAPE

L-1 GROUND FLOOR LANDSCAPE PLAN

L-2 LEVEL 5 AMENITY LANDSCAPE PLAN

L-3 ROOF LEVEL LANDSCAPE PLAN

L-4 LANDSCAPE DETAILS

ARCHIETCTURE

A0.01 PROJECT DATA

A0.02 F.A.R. DIAGRAMS

A0.03 SITE PLAN

A1.01 GROUND LEVEL

A1.02 LEVEL 2 / PARKING

A1.03 LEVEL 3 / PARKING

A1.04 LEVEL 4 / PARKING

A1.05 LEVEL 5 / AMENITIES

A1.06 LEVEL 6-13 / UNITS

A1.07 LEVEL ROOF

A3.01 ELEVATION / SOUTH

A3.02 ELEVATION / NORTH

A3.03 ELEVATIONS / EAST & WEST

A4.01 SECTION / LONGITUDINAL

A4.02 SECTION / LONGITUDINAL

A4.03 SECTION / TRANSVERSAL

A5.01 3D MODEL VIEW

A5.02 3D MODEL VIEW

A5.03 3D MODEL VIEW

A5.04 3D CONTEXT VIEW

A6.01 MATERIAL BOARD

A7.01 RENDERING

A7.02 RENDERING

alfonsojurado ARCHITECTURE

3/05/2025

AREA CALCULATIONS	UNIT BREAKDOWN												
PODIUM:	S-A1	1_Bd-B1	1_Bd-B2	1_Bd-B3	1_Bd-B4	2_Bd-C1	2_Bd-C2	2_Bd-C3	2_Bd-C4	2_Bd-C5	2_Bd-C6	3_Bd-D1	Units/Lvl
	508	618	617	751	706	995	1024	921	1026	1043	1088	1130	10427
Ground Level	1				2						1		4
Parking Level 2													0
Parking Level 3													0
Parking Level 4													0
													0
Subtotals Podium	1		2					1				0	4
TOWER:													
Residential/Amenities Level 5	2	6	2	0	0	2	2	4	0	0	0	0	18
Residential Level 6	2	8	2	0	0	2	2	4	0	0	0	2	22
Residential Level 7	2	8	2	0	0	2	2	4	0	0	0	2	22
Residential Level 8	2	8	2	0	0	2	2	4	0	0	0	2	22
Residential Level 9	2	8	2	0	0	2	2	4	0	0	0	2	22
Residential Level 10	2	8	2	0	0	2	2	4	0	0	0	2	22
Residential Level 11	2	8	2	0	0	2	2	4	0	0	0	2	22
Residential Level 12	2	8	2	0	0	2	2	4	0	0	0	2	22
Residential Level 13	2	8	2	0	0	2	2	4	0	0	0	2	22
	18	70	18	0	0	18	18	36	0	0	0	16	194
	18		88					72				16	
Subtotals Tower	19	70	18	0	2	18	18	36	0	0	1	16	198
	9.652	43.260	11.106	0	1.412	17.910	18.432	33.156	0	0	1.088	18.080	154.096

LEGAL DESCRIPTION:

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SAID LANDS LYING AND BEING IN THE CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA AND CONTAINING 43,036 SQUARE FEET (0.9880 ACRES), MORE OR LESS.

LOCATION PLAN

I. GENERAL LOT INFORMATION

MUNICIPALITY	City of Hollywood
ZONING CLASSIFICATION	FH-2
FOLIO NUMBERS	Lot 1 & 2: 514215017370 Lot 3: 514215017391 Lot 4: 514215017390 Lot 5: 514215017400 Lot 6: 514215017410 Lot 7: 514215017420 Lot 8: 514215017430
PROPERTY ADDRESS	1843 Jackson Street, Hollywood, FL 33020
FEMA ZONE	ZONE-X

II. LOT DISPOSITION

		REQUIRED	PROVIDED	
NET LOT AREA:		5,000 SF Minimum	43,050	
LOT WIDTH:		100' Minimum	320'	
LOT COVERAGE:	N/A			
MAX. FLOOR AREA RATIO (F.A.R.):	Max. FAR 4.75 =	204,488 SF	Total FLR =	**204,342** SF
DENSITY:	Unlimited	Unlimited	Total Units =	198 Units
OPEN SPACE:	N/A		Open Space Provided:	9,014 SF
FRONTAGE:	Min. 60% (Jackson ST) =	192 LF	Frontage at ground level =	229'-3" 72%
PEDESTAL HEIGHT RESTRICTIONS:	55 FT		4 Stories	48' Total
MAX NUMBER OF STORIES	18 Stories, 190 FT		13 Stories	138'-4" Total
MAXIMUM TOWER FOOTPRINT:	24,000 GSF Average, Max 30,000 GSF		Max. Tower SF =	19,860 SF
MAXIMUM BUILDING LENGTH ABOVE 55		300 LF	Max. Tower Length =	254'-0" LF
MINIMUM UNIT SIZE		300 SF		508 SF
AVERAGE UNIT SIZE		500 SF		779 SF

III. BUILDING SETBACKS

PODIUM:	REQUIRED	PROVIDED
STREET FRONTAGE (JACKSON ST)	10'-0" Minimum	10'-0"
STREET FRONTAGE (S 19th AVE)	10'-0" Minimum	10'-0"
SIDE INTERIOR	0'-0" Minimum	25'-0"
REAR (Alley)	5'-0" Minimum	5'-0"
TOWER:		
STREET FRONTAGE (JACKSON ST)	15'-0" Minimum	15'-0"
STREET FRONTAGE (S 19th AVE)	15'-0" Minimum	24'-4"
SIDE INTERIOR	0'-0" Minimum	40'10"
REAR (Alley)	5'-0" Minimum	13'-7"

IV. BUILDING AREA FAR CALCULATIONS

PODIUM:	
Ground Level	22,908 GSF
Parking Level 2 -3	1,202 GSF
Parking Level 4	924 GSF
	25,034 GSF
TOWER:	
Residential/Amenities Level 5	19,459 GSF
Residential Levels 6 - 13	158,880 GSF
Roof Level	969 GSF
	179,308 GSF

	ALLOWED:	PROVIDED:
TOTAL BUILDING AREAS:	**204,488 GSF**	**204,342 GSF**

V.PARKING ANALYSIS

Residential: Studios & 1-BDR: 1 Space/Unit + 10% Guest Parking	109 Units x 1.0 Spaces	109	x	1	109 Spaces Required
Residential: 2 BDR & 3 BDR: 1.5 Space/Unit + 10% Guest Parking	89 Units x 1.5 Spaces	89	x	1.5	134 Spaces Required
Visitors: 10%	198 x 10%	198	x	0.1	20 Spaces Required
Retail: 3 Spaces/1000 SF	6,432 SF x 3 / 1000	6,432	x	0.003	19 Spaces Required
Total					**282 Spaces Required**
Parking Level 1					5 Spaces
Parking Level 2					72 Spaces
Parking Level 3					100 Spaces
Parking Level 4					106 Spaces
Total Provided Parking					**283 Parking Spaces**

VI. LOADING ANALYSIS

Residential: Berth Size = 10' x 25' x 14				
50 - 100 Units: 1 Berth + 1 Berth for each additional 100 Units	204	/	100	2 Berths Required
Retail: Less than 10,000SF loading not required				0 Berths Required
Total Loading Required				**2 Loading Berths**
Total Loading Provided				**2 Loading Berths**

Note: Maximum foot candle levels shall not exceed 0.5 foot candles at all property lines..

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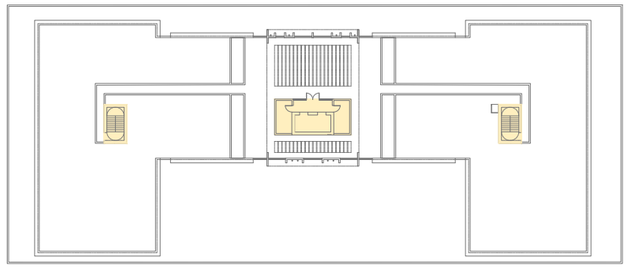
NINE HOLLYWOOD PHASE 2

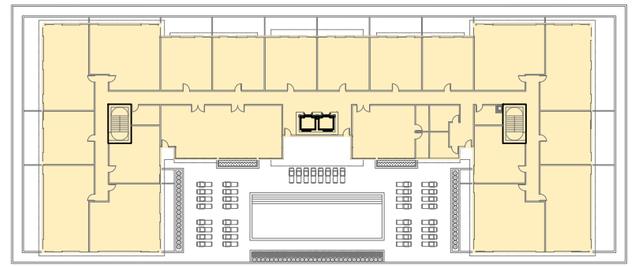
1843 Jackson Street, Hollywood, FL

May 05, 2025

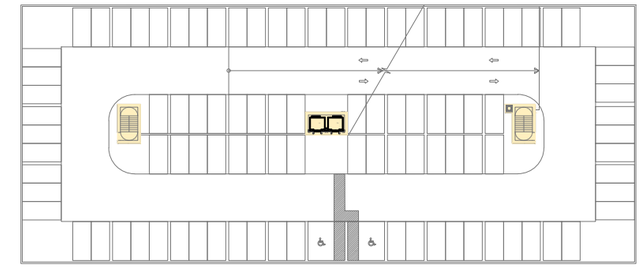
Project Data
A0 01
Scale: N.T.S.



LEVEL ROOF
FLOOR AREA = 969 Sq. Ft

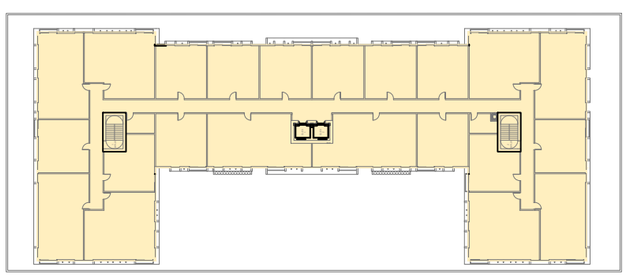


LEVEL 5 AMENITIES
FLOOR AREA = 19,459 Sq. Ft

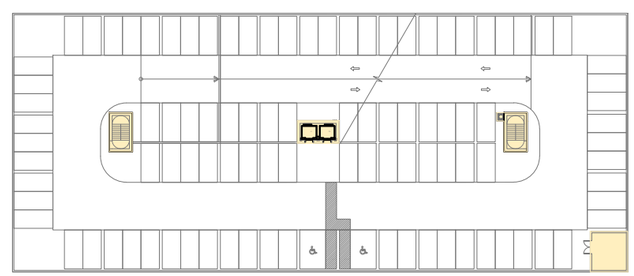


LEVEL 2
FLOOR AREA = 601 Sq. Ft

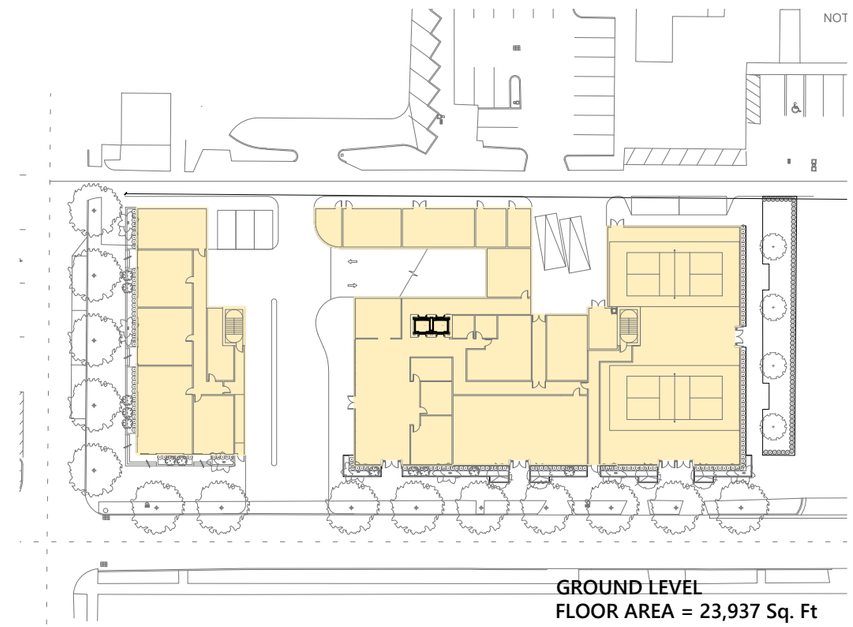
LEVEL 3
FLOOR AREA = 601 Sq. Ft



LEVEL 6- 13
FLOOR AREA = 19,860 Sq. Ft / FLOOR
TOTAL FLOORS AREA (LEVELS 6-13) = 158,880 Sq. Ft



LEVEL 4
FLOOR AREA = 924 Sq. Ft



GROUND LEVEL
FLOOR AREA = 23,937 Sq. Ft

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NINE HOLLYWOOD PHASE 2

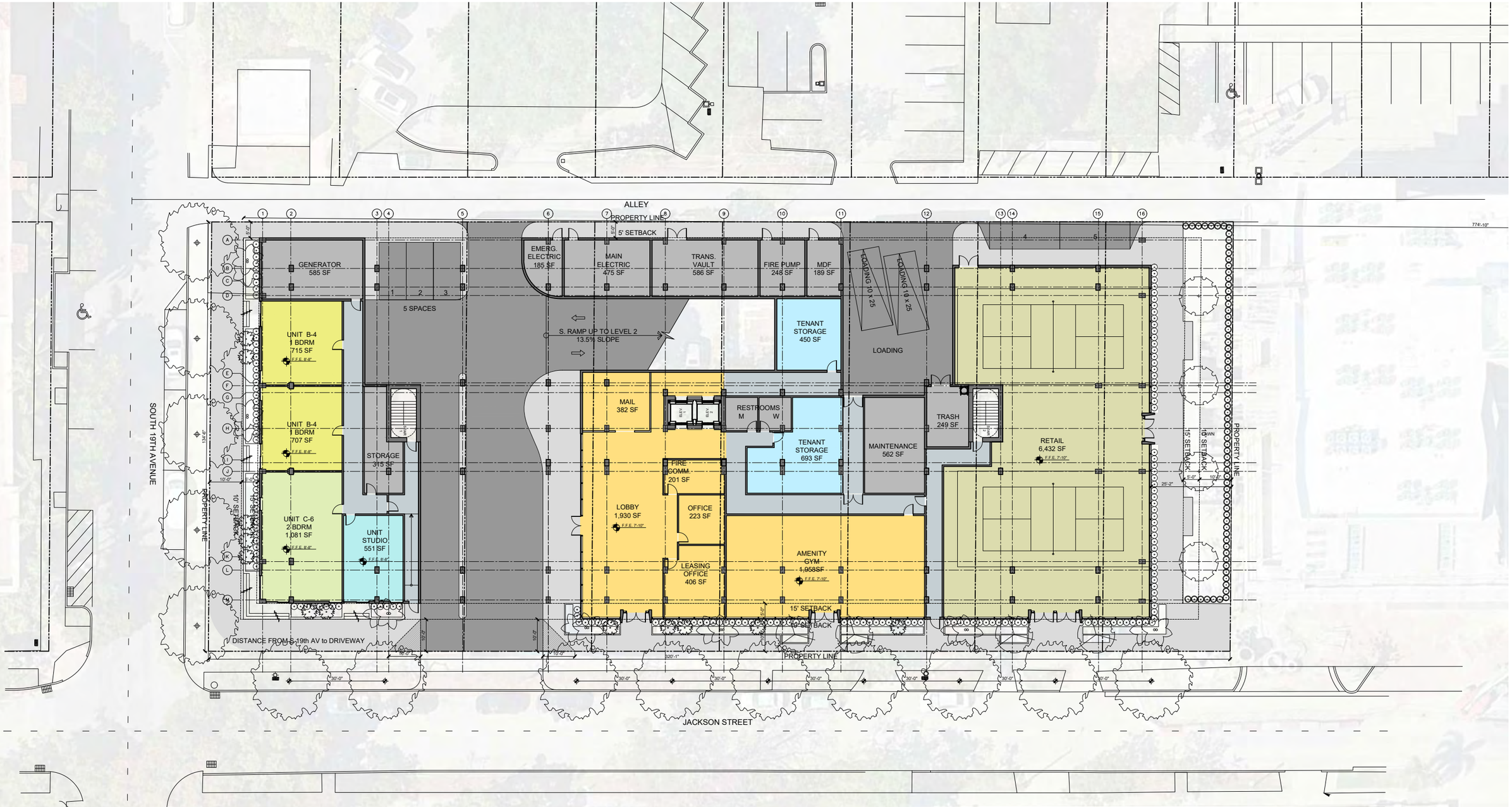
1843 Jackson Street, Hollywood, FL

May 05, 2025

F.A.R. DIAGRAMS

A0 02

Scale: 1" = 80'



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1 SITE PLAN
SCALE: 1" = 30'

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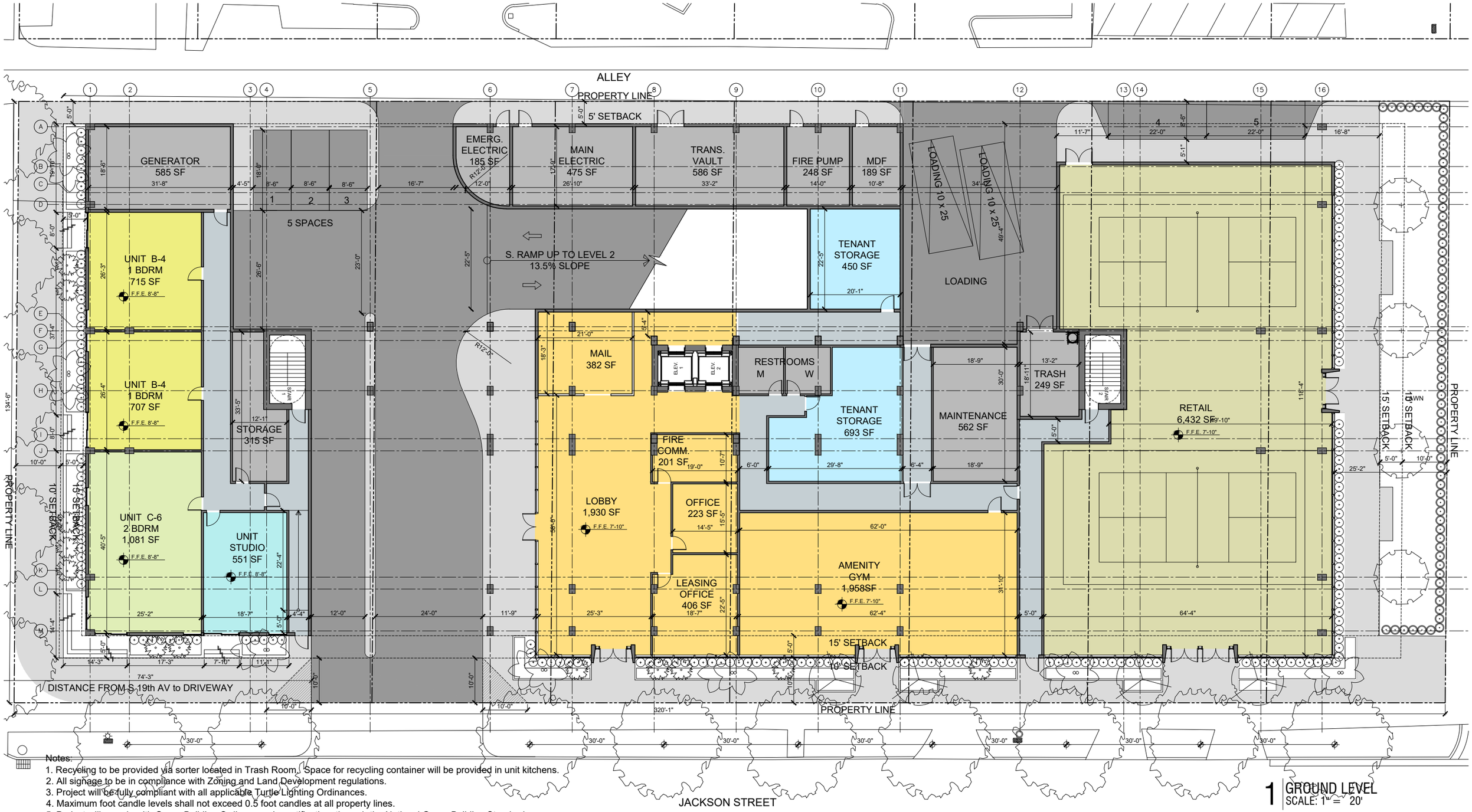
NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

site Plan
A0 03
Scale: 1" = 30'



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1 GROUND LEVEL
SCALE: 1" = 20'

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NINE HOLLYWOOD PHASE 2

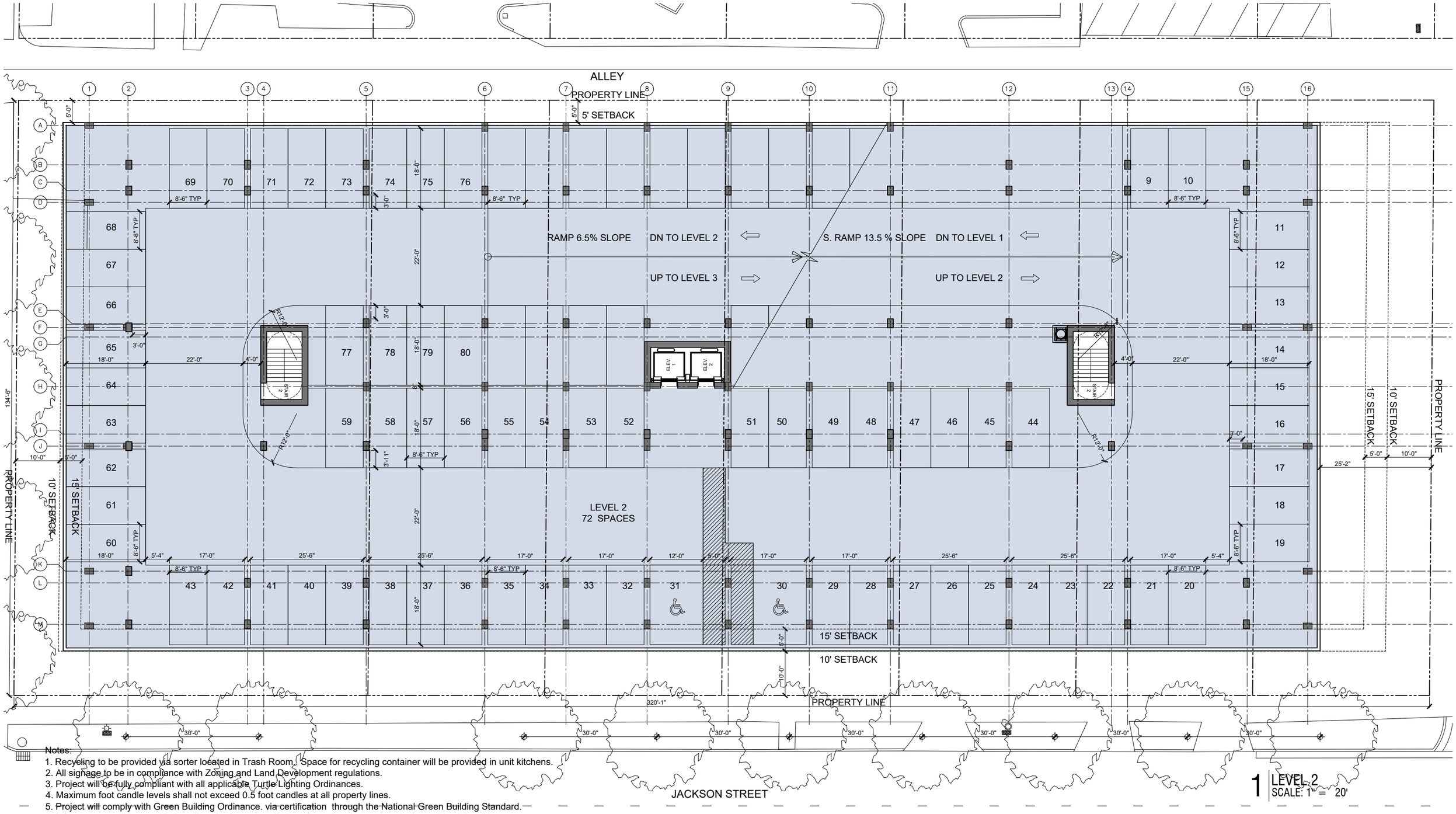
1843 Jackson Street, Hollywood, FL

May 05, 2025

Ground Level

A1 01

Scale: 1" = 20'



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1 LEVEL 2
SCALE: 1" = 20'

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NINE HOLLYWOOD PHASE 2

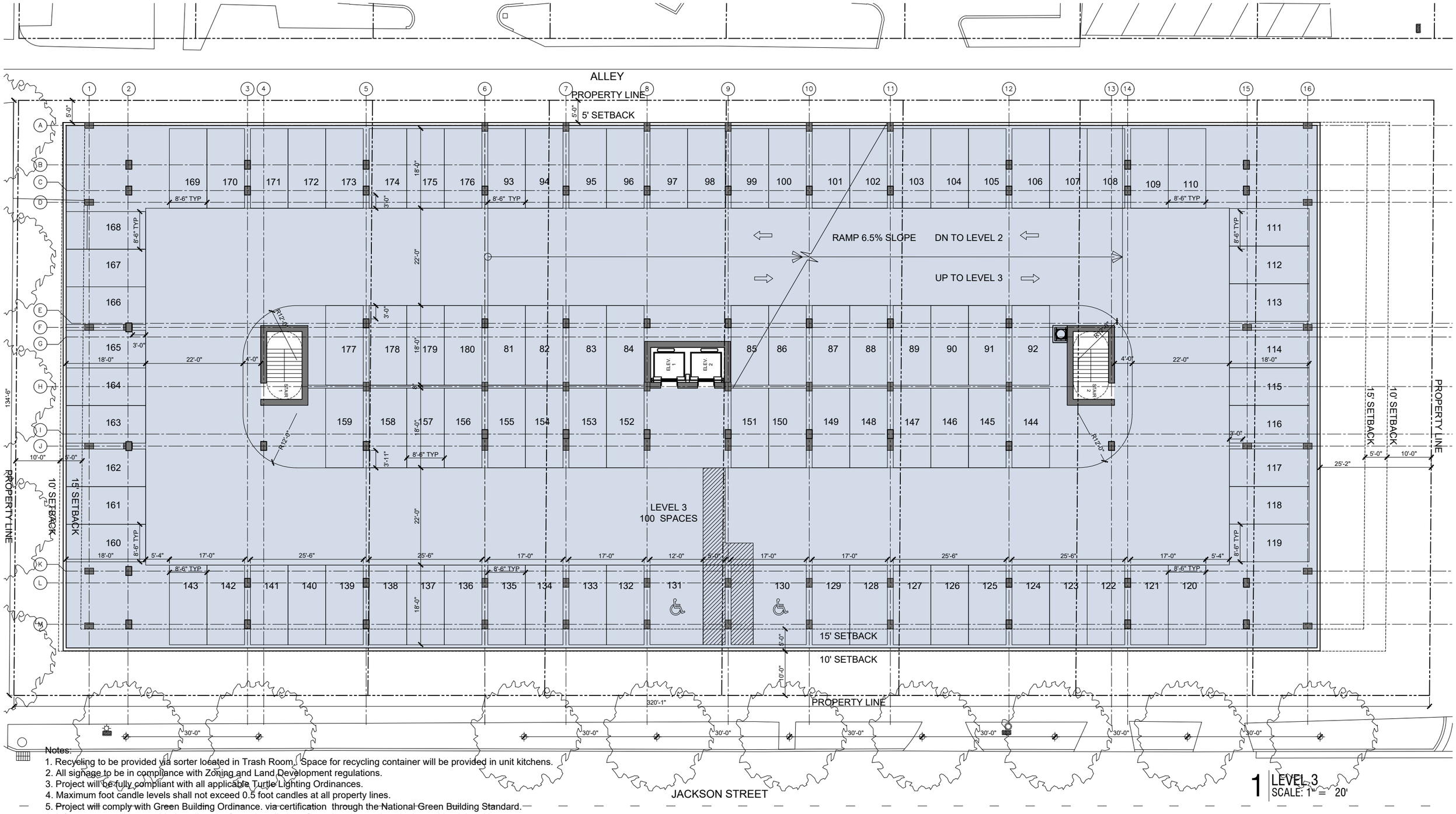
1843 Jackson Street, Hollywood, FL

May 05, 2025

Level 2

A1 02

Scale: 1" = 20'



1 LEVEL 3
SCALE: 1" = 20'

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NINE HOLLYWOOD PHASE 2

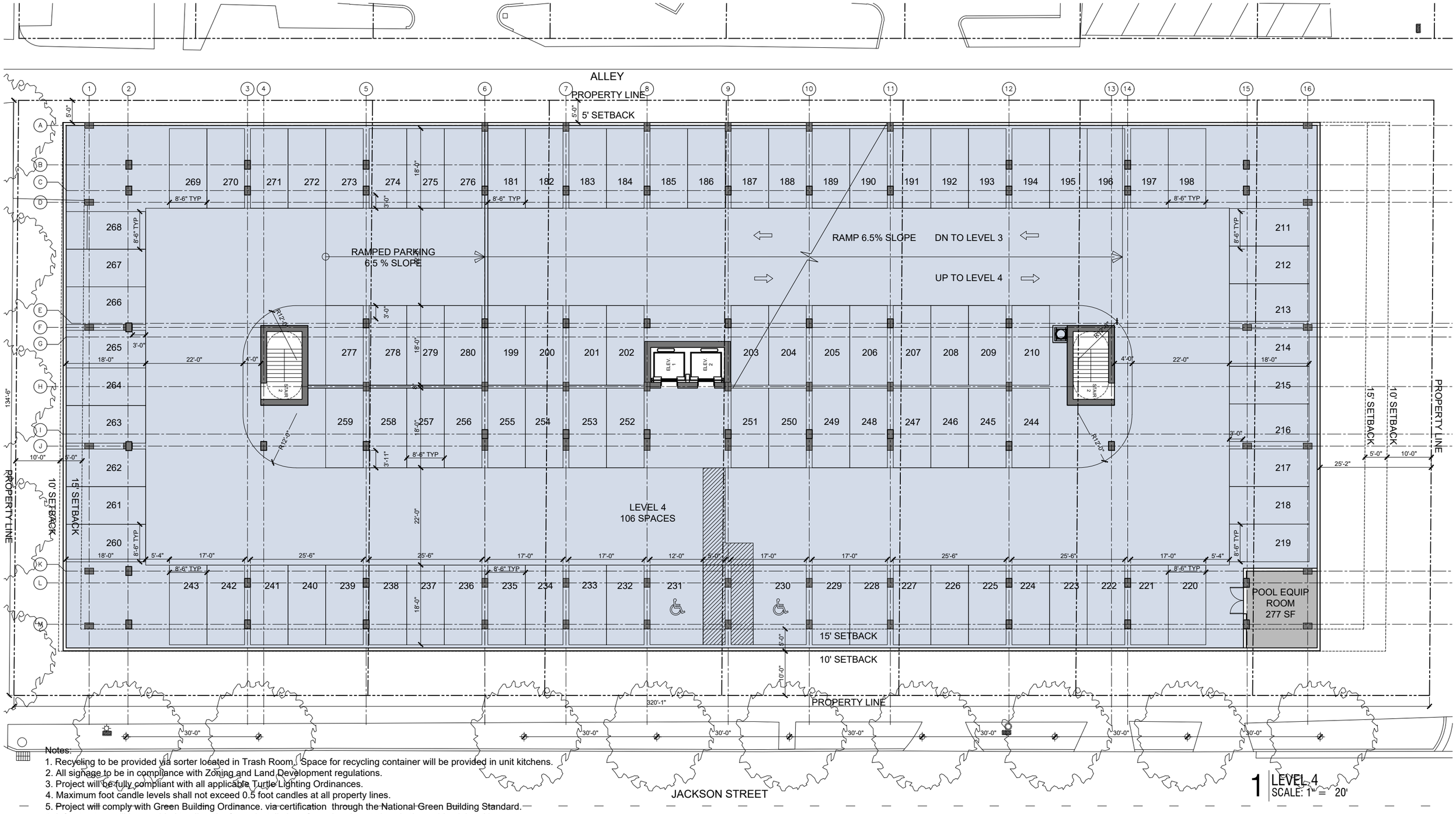
1843 Jackson Street, Hollywood, FL

May 05, 2025

Level 3

A1 03

Scale: 1" = 20'



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1 LEVEL 4
SCALE: 1" = 20'

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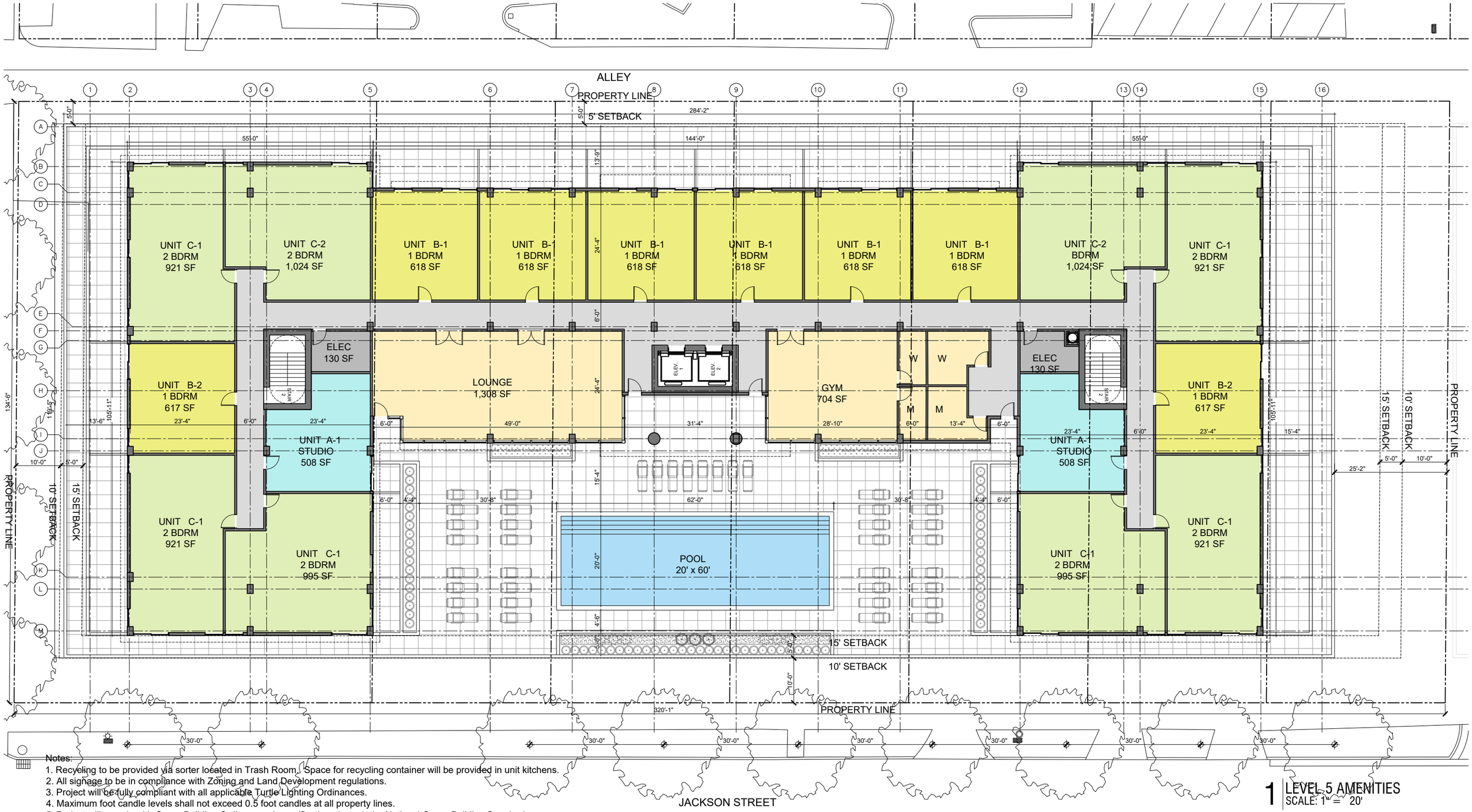
1843 Jackson Street, Hollywood, FL

May 05, 2025

Level 4

A1 04

Scale: 1" = 20'



1 LEVEL 5 AMENITIES
SCALE: 1" = 20'

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NINE HOLLYWOOD PHASE 2

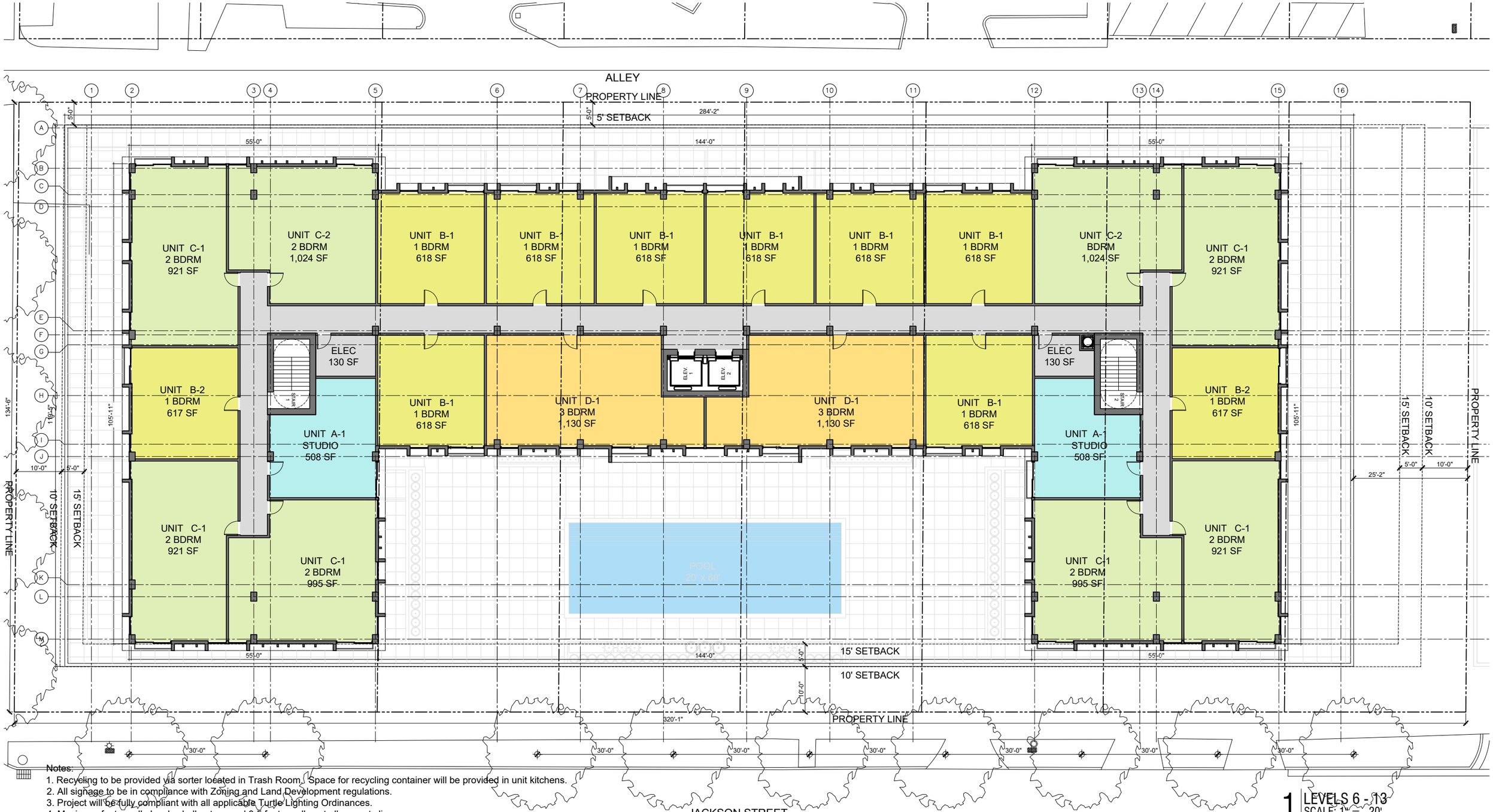
1843 Jackson Street, Hollywood, FL

May 05, 2025

Level 5 Amenities

A1 05

Scale: 1" = 20'



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1 LEVELS 6 - 13
SCALE: 1" = 20'

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NINE HOLLYWOOD PHASE 2

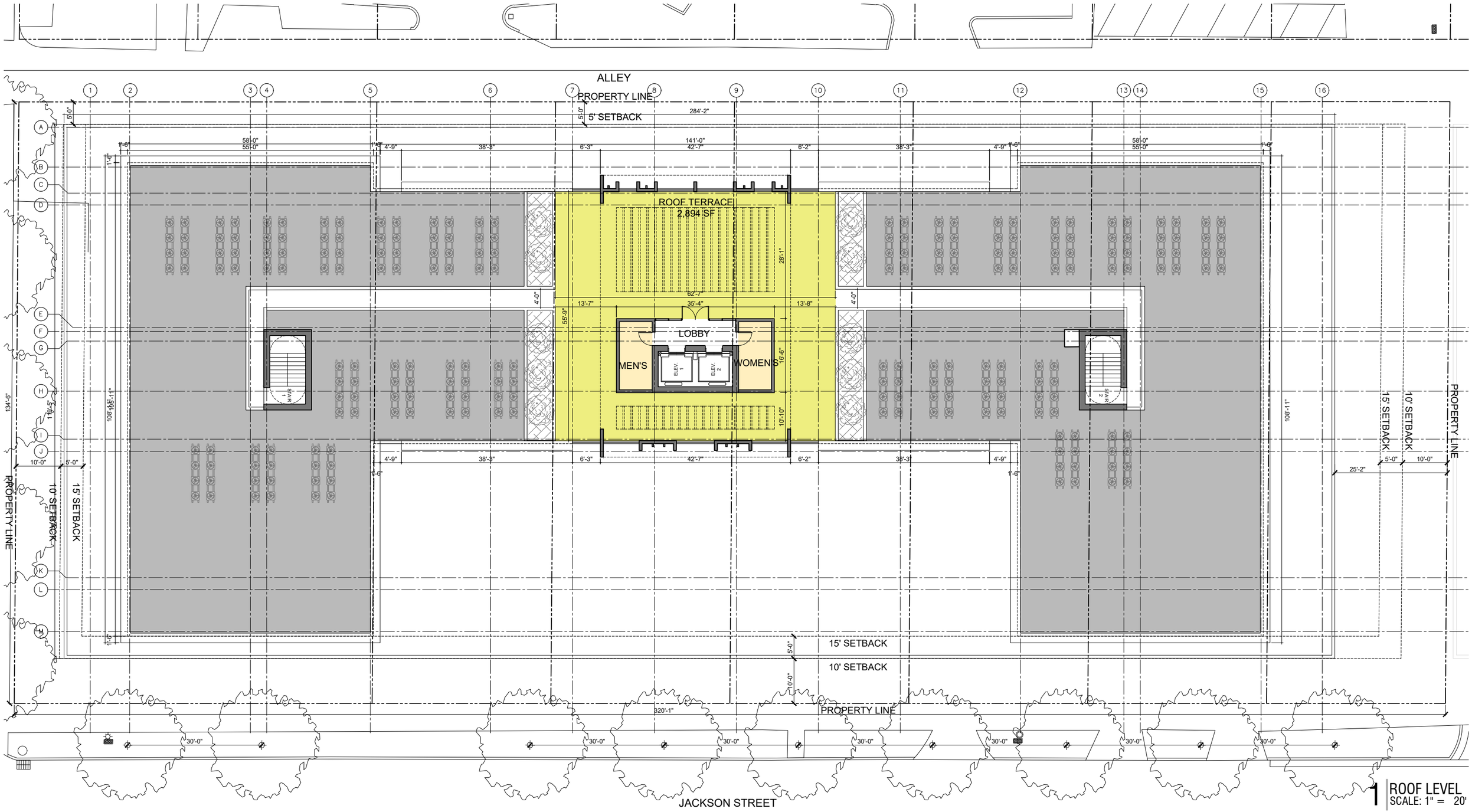
1843 Jackson Street, Hollywood, FL

May 05, 2025

Levels 6 -13

A1 06

Scale: 1" = 20'



1 ROOF LEVEL
SCALE: 1" = 20'

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NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

Level Roof

A1 07

Scale: 1" = 20'

SOUTH ELEVATION

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NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

Elevations

A3 01

Scale: 1" = 30'

NORTH ELEVATION

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NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

Elevations
A3 | 02
Scale: 1" = 30'

W E S T E L E V A T I O N

E A S T E L E V A T I O N

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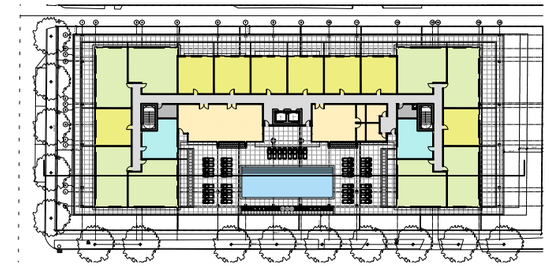
NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

Elevations
A3 | 03
Scale: 1" = 30'



K E Y P L A N

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L O N G I T U D I N A L S E C T I O N A

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N I N E H O L L Y W O O D P H A S E 2

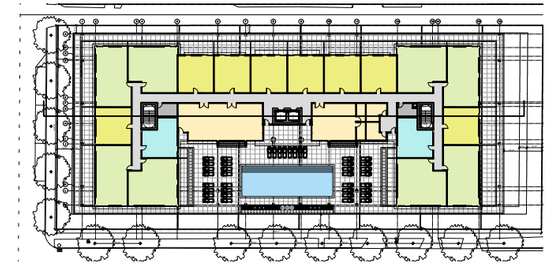
1843 Jackson Street, Hollywood, FL

May 05, 2025

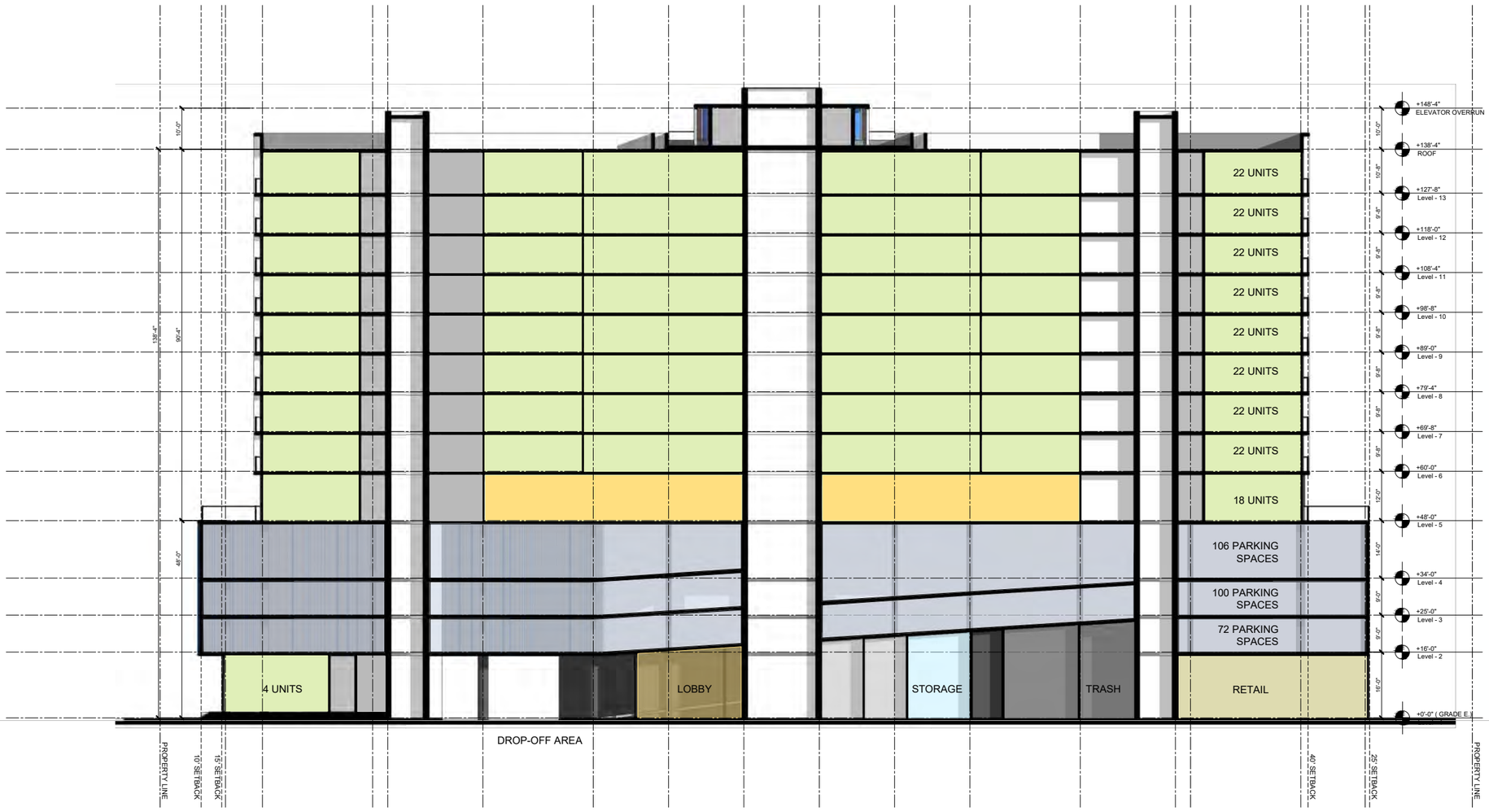
Sections

A4 | 01

Scale: 1" = 30'



K E Y P L A N



Notes:
1. Recycling to be provided via sorter located in Trash Room. Space for recycling container will be provided in unit kitchens.
2. All signage to be in compliance with Zoning and Land Development regulations.
3. Project will be fully compliant with all applicable Turtle Lighting Ordinances.
4. Maximum foot candle levels shall not exceed 0.5 foot candles at all property lines.
5. Project will comply with Green Building Ordinance. via certification through the National Green Building Standard.
6. Infrastructure will be provided to allow the future installation of car charging stations in the residential parking garage.

L O N G I T U D I N A L S E C T I O N B

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Civil Engineers
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N I N E H O L L Y W O O D P H A S E 2

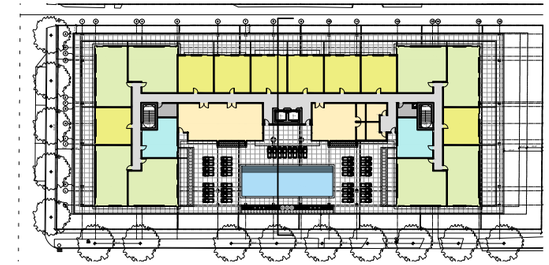
1843 Jackson Street, Hollywood, FL

May 05, 2025

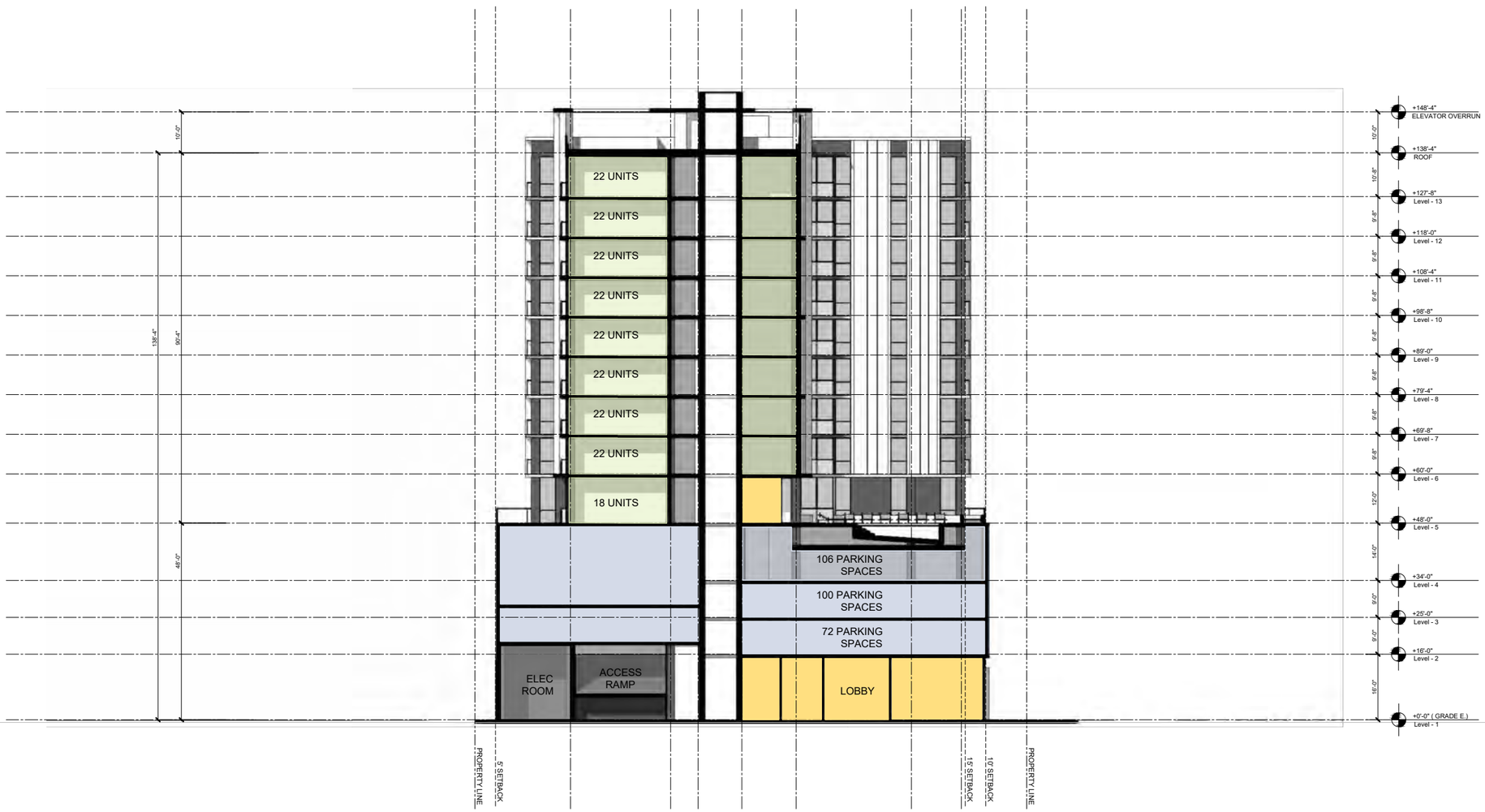
Sections

A4 | 02

Scale: 1" = 30'



K E Y P L A N



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T R A N S V E R S A L S E C T I O N C

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N I N E H O L L Y W O O D P H A S E 2

1 8 4 3 J a c k s o n S t r e e t , H o l l y w o o d , F L

May 05, 2025

S e c t i o n s

A4 | 03

Scale: 1" = 30'

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NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

3D Model Views

A5 | 01

Scale: N.T.S.

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NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

3D Model Views

A5 | 02

Scale: N.T.S.

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NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

3D Model Views

A5 | 03

Scale: N.T.S.

Notes:
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NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

3D Context Views

A5 | 04

Scale: N.T.S.'

FN-1
Stucco Dark Gray

FN-2
Stucco Light Gray

FN-3
Stucco Dark Blue

FN- 4
Stucco Light Blue

FN-5
Stucco White

FN-6
Glass Color
15% Tint
Residence

FN-7
Fabric Mesh

FN-8
Glass Color
Clear
Common Areas

Notes:
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NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

Material Board
A6 | 01
Scale: N.T.S.

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NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

Rendering

A7 01

Scale: N.T.S.

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NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

Rendering

A7 | 02

Scale: N.T.S.

GENERAL PROVISIONS

1. THE CONTRACTOR SHALL OBTAIN FROM THE OWNER COPIES OF ALL AVAILABLE REGULATORY AGENCY PERMITS AND LOCAL AGENCY PERMITS.

2. ALL CONSTRUCTION PROJECTS 1 OR MORE ACRES IN SIZE THAT REQUIRED TO COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT FOR STORMWATER DISCHARGE FROM SMALL AND LARGE CONSTRUCTION ACTIVITIES. IN ORDER TO MEET NPDES REQUIREMENTS, THE CONTRACTOR IS RESPONSIBLE FOR PREPARING A STORMWATER POLLUTION PREVENTION PLAN (SWPPP), IMPLEMENTING, INSPECTING, MAINTAINING, AND REPORTING ON ALL ELEMENTS OF THE SWPPP, COMPLETING AND SUBMITTING THE REQUIRED NOTICE OF INTENT (NOI) AND NOTICE OF TERMINATION (NOT) FORMS AS THE OPERATOR, AND PAYING ALL ASSOCIATED FEES. FOR PROJECTS LESS THAN 1 ACRE IN SIZE THAT ARE NOT REQUIRED TO COMPLY WITH THE NPDES GENERAL PERMIT, THE CONTRACTOR IS STILL RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO AND DURING CONSTRUCTION IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATIONS.

3. UNLESS OTHERWISE NOTED ON THE PLANS, THE CONTRACTOR SHALL USE THE GEOMETRY PROVIDED ON THE CONSTRUCTION PLANS. BENCHMARK INFORMATION SHALL BE PROVIDED TO THE CONTRACTOR BY THE OWNER OR OWNERS SURVEYOR. ANY DISCREPANCIES BETWEEN FIELD MEASUREMENTS AND CONSTRUCTION PLAN INFORMATION SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.

4. BASE SURVEY INFORMATION INCLUDING BUT NOT LIMITED TO ELEVATIONS, EASEMENTS, RIGHTS OF WAY, AND OTHER TOPOGRAPHIC INFORMATION HAS BEEN PREPARED BY OTHER PROFESSIONALS. SZAUER ENGINEERING, INC. NO RESPONSIBILITY FOR THE ACCURACY OF THIS INFORMATION.

5. THIS SET OF PLANS MAY CONTAIN DRAWINGS PREPARED BY OTHER PROFESSIONALS, WHICH CONTAIN THE NAME, ADDRESS, AND LOGO OF THE PROFESSIONAL. SZAUER ENGINEERING, INC. IS NOT RESPONSIBLE FOR DRAWINGS PREPARED BY OTHER PROFESSIONALS.

6. THE CONTRACTOR SHALL SUBMIT (3) COPIES OF SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL PRIOR TO ORDERING THE MATERIALS REQUIRED FOR CONSTRUCTION. PRIOR TO SUBMISSION, THE CONTRACTOR SHALL THOROUGHLY CHECK SHOP DRAWINGS, PRODUCT DATA, AND SAMPLES FOR COMPLETENESS AND FOR COMPLIANCE WITH THE CONSTRUCTION PLANS AND SHALL VERIFY ALL DIMENSIONS AND FIELD CONDITIONS AND SHALL COORDINATE THE SHOP DRAWINGS WITH THE REQUIREMENTS FOR OTHER RELATED WORK. THE CONTRACTORS RESPONSIBILITY FOR ERRORS AND OMISSIONS IN SUBMITTALS IS NOT RELIEVED BY THE ENGINEERS REVIEW OF SUBMITTALS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER, IN WRITING AT THE TIME OF SUBMISSION, OF DEVIATIONS IN SUBMITTALS FROM THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.

7. PROTECT BENCHMARKS, PROPERTY CORNERS, AND OTHER SURVEY MONUMENTS FROM DAMAGE OR DISPLACEMENT. IF MARKER NEEDS TO BE REMOVED IT SHALL BE REFERENCED BY LICENSED LAND SURVEYOR AND REPLACED, AS NECESSARY, BY SAME.

8. THE CONTRACTOR IS RESPONSIBLE FOR ALL QUALITY CONTROL TESTING. AS A MINIMUM, TESTING SHALL INCLUDE (A) PIPING AND STRUCTURAL EXCAVATION, BEDDING AND BACKFILL MATERIALS AND DENSITY TESTS; B) DETERMINATION OF COMPACTIVE EFFORT NEEDED FOR COMPLIANCE WITH THE DENSITY REQUIREMENTS; C) PORTLAND CEMENT CONCRETE AND ASPHALT PAVING QUALITY CONTROL TESTING INCLUDING DESIGN MIX REVIEW, MATERIALS, FIELD SLUMP AND AIR CONTENT, AND FIELD AND LAB CURED STRENGTH SAMPLES AND TESTING.

9. IN ADDITION TO QUALITY CONTROL TESTING, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REQUIRED TESTING OR APPROVALS FOR ANY WORK (OR ANY PART THEREOF) IF LAWS OR REGULATIONS OF ANY PUBLIC BODY HAVING JURISDICTION SPECIFICALLY REQUIRE TESTING, INSPECTIONS OR APPROVAL. THE CONTRACTOR SHALL PAY ALL COSTS IN CONNECTION THEREWITH AND SHALL FURNISH THE OWNER AND ENGINEER THE REQUIRED CERTIFICATES OF INSPECTION, TESTING OR APPROVAL.

10. ANY DESIGN OR TESTING LABORATORY UTILIZED BY THE CONTRACTOR SHALL BE AN INDEPENDENT LABORATORY ACCEPTABLE TO THE OWNER AND THE ENGINEER, APPROVED IN WRITING, AND COMPLYING WITH THE LATEST EDITION OF THE "RECOMMENDED REQUIREMENTS FOR INDEPENDENT LABORATORY QUALIFICATION", PUBLISHED BY THE AMERICAN CONCRETE INSTITUTE AND THE AMERICAN CONCRETE INSTITUTE.

11. TESTING RESULTS SHALL BE PROVIDED TO THE OWNER/OPERATOR AND THE ENGINEER. ALL TEST RESULTS SHALL BE PROVIDED (PASSING AND FAILING) ON A REGULAR AND IMMEDIATE BASIS.

12. THE ENTIRE PROJECT SITE SHALL BE THOROUGHLY CLEANED AT THE COMPLETION OF THE WORK. CLEAN ALL INSTALLED PIPES, STRUCTURES, SIDEWALKS, PAVED AREAS, ACCUMULATED SILT IN PONDS, PLUS ALL ADJACENT AREAS AFFECTED BY CONSTRUCTION. AS DIRECTED BY THE OWNER OR JURISDICTIONAL AGENCY. EQUIPMENT TO CLEAN THESE SURFACES SHALL BE SUBJECT TO APPROVAL BY THE OWNER.

UTILITY GENERAL NOTES

1. THE UTILITY DATA SHOWN ON THESE PLANS WAS LOCATED BY THE RESPECTIVE UTILITY, OR IS BASED ON UTILITY DRAWINGS, MAPS, OR FIELD RECONNAISSANCE.

2. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY, IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITIES AND TO MAKE THE NECESSARY ARRANGEMENTS FOR ANY RELOCATIONS OF THESE UTILITIES WITH THE OWNER OF THE UTILITY. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING AN UNDERGROUND UTILITY, WHETHER SHOWN ON THE PLANS OR LOCATED BY THE UTILITY COMPANY. ANY UTILITIES, WHETHER SHOWN ON THESE PLANS OR NOT, THAT INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE CLOSELY COORDINATED WITH THE ENGINEER AND THE RESPECTIVE UTILITY COMPANY FOR RELOCATION OR PROPER INSTRUCTION.

3. A SINGLE POINT UTILITY IDENTIFICATION SERVICE HAS BEEN SET UP FOR EXISTING UTILITIES. THE CONTRACTOR IS TO CONTACT THE SUNSHINE STATE ONE CALL CENTER BY DIALING "811" AT LEAST TWO (2) AND NO MORE THAN FIVE (5) WORKING DAYS PRIOR TO THE SPECIFIC CONSTRUCTION ACTIVITY FOR LOCATION. NOTE THAT NOT ALL UTILITIES ARE PARTICIPATE IN THIS PROGRAM. THE CONTRACTOR SHOULD CONTACT ALL NON-PARTICIPATING UTILITIES SEPARATELY FOR FIELD LOCATION OF THEIR FACILITIES AT LEAST TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION. PER FLORIDA STATUTE 553.851, THE CONTRACTOR OR EXCAVATOR IS REQUIRED TO NOTIFY THE GAS COMPANY TWO (2) WORKING DAYS PRIOR TO STARTING EXCAVATION.

4. THE CONTRACTOR SHALL KEEP LOCATE TICKETS UP TO DATE AT ALL TIMES.

5. THE CONTRACTOR IS RESPONSIBLE FOR ALL COORDINATION WITH EACH UTILITY AND ALL COSTS ASSOCIATED WITH THE PROTECTION OF EXISTING FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL ALSO COORDINATE NECESSARY RELOCATIONS OR OTHER CONSTRUCTION RELATED MATTERS WITH EACH UTILITY.

6. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO MAINTAIN IN SERVICE ALL EXISTING PIPING ENCOUNTERED DURING CONSTRUCTION UNLESS OTHERWISE INDICATED IN THE DRAWINGS. ANY PIPING WHICH CAN BE REMOVED DURING CONSTRUCTIONWITHOUT THE INTERRUPTION OF SERVICE MAY BE REMOVED PRIOR TO CONSTRUCTION WITH THE PERMISSION OF THE OWNER AND THE ENGINEER.

7. TYPICAL DETAILS AS SHOWN ARE TO ILLUSTRATE THE ENGINEERS INTENT AND ARE NOT PRESENTED AS A SOLUTION TO ALL CONSTRUCTION PROBLEMS ENCOUNTERED IN THE FIELD. THE CONTRACTOR MAY ALTER THE METHOD OF CONSTRUCTION TO SUIT FIELD CONDITIONS, PROVIDING HE SUBMITS A PROPOSAL FOR AN ALTERNATE METHOD TO THE ENGINEER FOR APPROVAL AND USES MATERIALS AS DESIGNATED IN THE SPECIFICATIONS.

8. FOR EACH RESPECTIVE PIPELINE CONSTRUCTION REQUIRED, THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION, DEPTH, AND ALIGNMENT OF ALL EXISTING PIPES, CABLES, ETC. TO BE CROSSED OR CONNECTED TO. IF THE CONTRACTOR DEEMS NECESSARY (A) A CHANGE IN ALIGNMENT OR DEPTH, OR THE NEED FOR ADDITIONAL FITTINGS, BENDS, OR COUPLINGS. WHICH REPRESENT A DEPARTURE FROM THE CONTRACT DRAWING, OR (B) a NEED FOR RELOCATION OF EXISTING UTILITIES, THEN DETAILS OF SUCH DEPARTURES, RELOCATIONS, OR ADDITIONAL FITTINGS, INCLUDING CHANGES IN RELATED PORTIONS OF THE PROJECT AND THE REASONS THEREFORE, SHALL BE SUBMITTED WITH SHOP DRAWINGS. APPROVED DEPARTURES FOR THE CONTRACTORS CONVENIENCE SHALL BE MADE AT NO ADDITIONAL COST TO THE OWNER.

9. THE CONTRACTOR SHALL PROVIDE AT HIS OWN EXPENSE ALL NECESSARY TEST PUMPING EQUIPMENT, WATER, WATER METERS, PRESSURE GAUGES, AND OTHER EQUIPMENT, MATERIAL AND FACILITIES REQUIRED FOR ALL HYDROSTATIC, LEAKAGE, AND PRESSURE TESTING. THE CONTRACTOR SHALL CONTACT THE ENGINEER AND THE OWNER IN WRITTEN FORM, FORTY-EIGHT (48) HOURS IN ADVANCE OF PROPOSED TESTING. THE CONTRACTOR SHALL PERFORM SATISFACTORY PRETESTING PRIOR TO NOTIFICATION.

AS-BUILT DRAWING REQUIREMENTS

1. AS-BUILT DRAWINGS SHALL BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER THREE WEEKS PRIOR TO FINAL INSPECTION. ALL AS-BUILT DATA SHALL BE PROVIDED BY A FLORIDA LICENSED SURVEYOR, SIGNED, SEALED AND DATED BY THE RESPONSIBLE PARTY.

2. AT THE COMPLETION OF THE WORK, DELIVER THE DRAWINGS DOCUMENTING AS-BUILT INFORMATION, MEASURED BY A LICENSED SURVEYOR, TO THE ENGINEER, IN GOOD CONDITION AND FREE FROM ANY EXTRANEOUS NOTATION. THE AS-BUILT INFORMATION IS TO INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:

   A. HORIZONTAL LOCATIONS AND VERTICAL ELEVATIONS FOR ALL UTILITY AND STORM STRUCTURES INCLUDING BUT NOT LIMITED TO MANHOLES, INLETS AND CLEANOUTS, INCLUDING STRUCTURE TOP AND INVERT ELEVATIONS.
   B. DISTANCE ALONG PIPELINES BETWEEN STRUCTURES.
   C. STORMWATER POND TOP OF BERM AND POND BOTTOM ELEVATIONS AND HORIZONTAL DIMENSIONS MEASURED AT A MINIMUM OF TEN LOCATIONS PER POND. AT LOCATIONS DESIGNATED BY THE ENGINEER. TOP OF POND HORIZONTAL DIMENSIONS ARE ALSO TO BE TIED TO PROPERTY CORNERS, EASEMENTS, AND RIGHTS-OF-WAY.
   D. STORMWATER CONTROL STRUCTURE DIMENSIONS AND ELEVATIONS, INCLUDING ALL weirs, SLOTS, ORIFICES, GRATES, AND SKIMMERS.
   E. STORMWATER CONVEYANCE SYSTEMS INCLUDING DIMENSIONS, ELEVATIONS, CONTOURS, AND CROSS SECTIONS.
   F. HORIZONTAL LOCATIONS AND VERTICAL ELEVATIONS OF ALL UTILITY VALVES, FITTINGS, CONNECTION POINTS, ETC.
   G. VERTICAL ELEVATIONS OF ALL PIPELINES AT CROSSINGS OF POTABLE WATER MAINS (WHETHER THE WATER MAIN IS (EXISTING OR NEW) IN ORDER TO DOCUMENT THAT THE MINIMUM REQUIRED VERTICAL SEPARATION HAS BEEN MET.
   H. UTILITY PIPELINE TIED HORIZONTALLY TO EDGE OF PAVEMENT AND RIGHT-OF-WAY LINES, LOCATED EVERY 200-FT PLUS ALL CHANGES IN HORIZONTAL OFFSET.
   I. PAVEMENT WIDTH AND ELEVATIONS AT THE CENTERLINE AND EDGE OF PAVEMENT EVERY 200 FEET PLUS AT ALL CHANGES IN LONGITUDINAL SLOPE, CROSS SLOPE, INLET LOCATIONS, AND AT ALL DRIVEWAY AND STREET INTERSECTIONS. FOR PARKING LOTS, RECORD CENTERLINE AND EDGE OF PAVEMENT ELEVATIONS ALONG ALL DRIVE AISLES AND ISLANDS.
   J. ALL PARKING AREAS AND SIDEWALK RAMPS DESIGNATED FOR HANDICAP ACCESS SHALL CONTAIN HORIZONTAL AND VERTICAL MEASUREMENTS IN ORDER TO VERIFY REQUIRED WIDTHS AND SLOPES HAVE BEEN MET.
   K. HORIZONTAL AND VERTICAL DATA FOR ANY CONSTRUCTION THAT DEVIATES FROM THE APPROVED ENGINEERING DRAWINGS.
   L. WHERE THE PLANS CONTAIN SPECIFIC HORIZONTAL LOCATION DATA, SUCH AS STATION AND OFFSET, THE AS-BUILT DRAWINGS ARE TO REFLECT THE ACTUAL HORIZONTAL LOCATION.
   M. WHERE THE PLANS CONTAIN SPECIFIC VERTICAL ELEVATION DATA, THE AS-BUILT DRAWINGS ARE TO REFLECT THE ACTUAL MEASURED VERTICAL ELEVATION.

EROSION AND SEDIMENT CONTROL

1. EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PROVIDED AND INSTALLED PRIOR TO COMMENCEMENT OF CONSTRUCTION. SEDIMENT CONTROL CONSISTS OF SILT FENCING AND FLOATING TURBIDITY BARRIERS PER FDOT INDEX NO. 102 AND 103. EROSION CONTROL CONSISTS OF SEEDING AND MULCHING, SODDING, WETTING SURFACES, PLACEMENT OF COARSE AGGREGATE, TEMPORARY PAVING.

2. MAINTAIN TEMPORARY EROSION CONTROL SYSTEMS AS DIRECTED BY OWNER OR GOVERNING AUTHORITIES TO CONTROL EROSION AND SILTATION DURING LIFE OF CONTRACT. OWNER HAS AUTHORITY TO LIMIT SURFACE AREA OF EROSIBLE EARTH MATERIAL EXPOSED BY CLEARING AND GRUBBING, EXCAVATION, TRENCHING, BORROW AND EMBANKMENT OPERATIONS. OWNER ALSO HAS AUTHORITY TO DIRECT CONTRACTOR TO PROVIDE IMMEDIATE PERMANENT OR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES.

3. CONTRACTOR SHALL RESPOND TO EROSION AND SEDIMENT CONTROL MAINTENANCE REQUIREMENTS OR IMPLEMENT ADDITIONAL MEASURES TO CONTROL EROSION ORDERED BY OWNER OR GOVERNING AUTHORITIES WITHIN 48 HOURS OR SOONER IF REQUIRED AT NO ADDITIONAL COST TO THE OWNER.

4. CONTRACTOR WILL BE REQUIRED TO INCORPORATE PERMANENT EROSION CONTROL FEATURES INTO PROJECT AT EARLIEST PRACTICAL TIME TO MINIMIZE NEED FOR TEMPORARY CONTROLS.

5. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS REPRESENT A MINIMUM REQUIREMENT. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES NEEDED IN ORDER TO PREVENT THE TRANSFER OF SEDIMENT FROM THE PROJECT AREA AND PREVENT THE EROSION OF SURFACES DURING CONSTRUCTION, AS NEEDED TO PROTECT ADJACENT PROPERTIES AND WATER BODIES.

6. GRASS ALL DISTURBED AREAS WITHIN 7 DAYS OF INITIAL DISTURBANCE. TYPE OF GRASSING SHALL BE AS FOLLOWS: TEMPORARY GRASSING TO BE SODDING AT ALL DRAINAGE STRUCTURES, RETENTION AREAS, SWALES AND DITCHES, AND WHERE SLOPES ARE STEEPER THAN 5:1. TEMPORARY GRASSING CAN BE SEED AND MULCH AT ALL OTHER LOCATIONS UNLESS OTHERWISE INDICATED IN THE DRAWINGS OR SPECIFICATIONS.

7. INSPECT EVERY TWO WEEKS DURING CONSTRUCTION. REMOVE ANY SEDIMENT BUILD-UP. REPAIR AND REINSTALL ANY DAMAGED OR MISSING SEDIMENT CONTROL MEASURES. INSTALL ADDITIONAL MEASURES IF INSPECTION REVEALS ADDITIONAL SEDIMENTATION CONTROL IS NECESSARY.

8. AREAS TO BE PAVED SHALL BE TREATED WITH A BITUMINOUS PRIME COAT AND SANDED TO MINIMIZE EROSION, WHERE PAVING IS SCHEDULED TO OCCUR MORE THAN 48 HOURS AFTER INSTALLATION OF BASE COURSE. AREAS TO RECEIVE CONCRETE PAVING SHALL BE EITHER PROTECTED WITH A LAYER OF FDOT COARSE AGGREGATE MATERIAL OR SHALL BE PAVED WITHIN 48 HOURS OF INSTALLATION OF THE SUBGRADE. INSTALL FINAL SURFACE COURSES WITHIN 14 DAYS AFTER REMOVAL OF EXISTING PAVEMENT.

TRAFFIC CONTROL

1. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A MAINTENANCE OF TRAFFIC (M.O.T.) PLAN PRIOR TO CONSTRUCTION. THE M.O.T. PLAN SHALL SHOW ALL PROPOSED TRAFFIC CONTROL SIGNS, PAVEMENT MARKINGS, AND BARRICADES, AND SHALL DETAIL ALL PROPOSED CONSTRUCTION SEQUENCING. THE M.O.T. PLAN SHALL BE APPROVED BY THE ENGINEER, OWNER, AND ROADWAY JURISDICTIONAL AGENCY PRIOR TO CONSTRUCTION. ALL PROPOSED ROADWAY AND DRIVEWAY LANE CLOSURES SHALL BE RESTRICTED TO THE HOURS BETWEEN 9:00 A.M. AND 4:00 P.M. UNLESS OTHERWISE AUTHORIZED IN THE APPROVED M.O.T.

2. ALL CONSTRUCTION SIGNING AND MARKINGS SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND MAINTAINED DURING CONSTRUCTION IN ACCORDANCE WITH FDOT INDEX NO. 102-600 AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE PLACEMENT OF THE SIGNING AND MARKINGS SHALL BE APPROVED IN THE FIELD BY THE ENGINEER PRIOR TO CONSTRUCTION.

3. INSPECT TRAFFIC CONTROL DEVICES ON A DAILY BASIS TO ENSURE PLACEMENT OF BARRICADES AND FUNCTION OF LIGHTS IS MAINTAINED THROUGHOUT CONSTRUCTION.

4. CONTACT PROPERTY OWNERS AFFECTED BY CONSTRUCTION. COORDINATE TEMPORARY DRIVEWAY CLOSURES AND SEQUENCING. MAINTAIN ACCESS FOR ALL PROPERTY OWNERS DURING CONSTRUCTION.

5. WET UNSTABILIZED AREAS AS NECESSARY TO CONTROL DUST.

6. ADJUST TRAFFIC CONTROL DEVICES AS REQUIRED UNDER EMERGENCY CONDITIONS.

7. THE CONTRACTOR IS EXPECTED TO COORDINATE ITS ACTIVITIES WITH OTHER CONTRACTORS WHO MAY BE WORKING IN THE IMMEDIATE VICINITY.

8. WHEN WORK OCCURS WITHIN 15-FT OF ACTIVE ROAD TRAVEL LANES BUT NO CLOSER THAN 2-FT FROM THE EDGE OF PAVEMENT, SIGNAGE AND WARNING DEVICES ARE TO BE INSTALLED IN ACCORDANCE WITH FDOT INDEX NO. 102-600 AND 102-602, FOR A 2-LANE ROADWAY AND PER INDEX #102- 612 FOR A 4 LANE HIGHWAY.

9. TYPE I OR TYPE II BARRICADES AT 20-FT CENTERS SHALL BE PLACED AND MAINTAINED ALONG THE EDGE OF THE ROAD WHEREVER DROP-OFFS OR OTHER HAZARDS EXIST AND TO BLOCK ENTRANCE INTO COMPLETED OR PARTIALLY COMPLETED PAVEMENTS UNTIL SUCH PAVEMENTS ARE OPEN TO PUBLIC USE.

SITE PREPARATION

1. UNLESS OTHERWISE DIRECTED BY THE OWNER OR ENGINEER, THE CONTRACTOR IS EXPECTED TO CONTAIN ALL CONSTRUCTION ACTIVITIES WITHIN THE PROPERTY, RIGHT-OF-WAY, AND EASEMENTS AS INDICATED ON THE DRAWINGS. AT NO TIME SHALL THE CONTRACTOR DISTURB SURROUNDING PROPERTIES OR TRAVEL ON SURROUNDING PROPERTIES WITHOUT WRITTEN CONSENT FROM THE PROPERTY OWNER. ANY REPAIR OR RECONSTRUCTION OF DAMAGED AREAS IN SURROUNDING PROPERTIES SHALL BE REPAIRED BY THE CONTRACTOR ON AN IMMEDIATE BASIS. ALL COSTS FOR REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO EXTRA COMPENSATION SHALL BE PROVIDED.

2. STAKE OUT THE CONSTRUCTION, ESTABLISH LINES AND LEVELS, TEMPORARY BENCH MARKS, BATTER BOARDS, CENTERLINES, BASELINES, AND REFERENCE POINTS FOR THE WORK, AND VERIFY ALL DIMENSIONS RELATING TO INTERCONNECTION WITH EXISTING FEATURES. REPORT ANY INCONSISTENCIES IN THE PROPOSED GRADES, LINES AND LEVELS, DIMENSIONS AND LOCATIONS TO THE ENGINEER BEFORE COMMENCING WORK.

3. PROTECT ALL TREES AND SHRUBS LOCATED OUTSIDE THE RIGHT-OF-WAY, EASEMENTS, AND UNDER SECURED PROPERTY, PARTICULARLY THOSE TREES AND SHRUBS LOCATED ADJACENT TO WORK AREAS.

4. WITHIN THE RIGHT-OF-WAY, EASEMENTS, AND OWNER SECURED PROPERTY, THE CONTRACTOR IS TO ALLOW TREES AND SHRUBS TO REMAIN IN ACCORDANCE WITH THE FOLLOWING SCHEDULE: NEW ROADWAY CONSTRUCTION - TREES AND SHRUBS TO REMAIN WHERE LOCATED MORE THAN 15 FEET FROM THE BACK OF CURB, OR OUTSIDE THE LIMITS OF EXCAVATION OR FILL AREAS, WHICHEVER IS FURTHER. UTILITY PIPELINE CONSTRUCTION - TREES AND SHRUBS TO REMAIN OUTSIDE A 15-FOOT WIDE PATH, CENTERED ON THE PIPELINE.

5. TREES TO REMAIN IN THE CONSTRUCTION AREA SHALL BE BOXED, FENCED OR OTHERWISE PROTECTED IN ACCORDANCE WITH DETAILS ON THE DRAWINGS. DO NOT PERMIT HEAVY EQUIPMENT OR STOCKPILES WITHIN BRANCH SPREAD

6. AREAS TO RECEIVE CLEARING AND GRUBBING SHALL INCLUDE ALL AREAS TO BE OCCUPIED BY THE PROPOSED IMPROVEMENTS, AREAS FOR FILL AND SITE GRADING, AND BORROW SITES. REMOVE TREES OUTSIDE OF THESE AREAS ONLY AS INDICATED ON THE DRAWINGS OR AS APPROVED IN WRITING BY THE ENGINEER.

7. CLEARING SHALL CONSIST OF REMOVING TREES AND BRUSH AND DISPOSAL OF OTHER MATERIALS THAT ENCROACH UPON OR OTHERWISE OBSTRUCT THE WORK.

8. EXERCISE EXTREME CARE DURING THE CLEARING AND GRUBBING OPERATIONS. DO NOT DAMAGE EXISTING STRUCTURES, PIPES OR UTILITIES.

9. GRUBBING SHALL CONSIST OF REMOVING AND DISPOSING OF STUMPS, ROOTS LARGER THAN 1 IN DIAMETER, AND MATTED ROOTS. REMOVE TO A DEPTH OF NOT LESS THAN 18" BELOW THE ORIGINAL SURFACE LEVEL OF THE GROUND.

10. ALL COMBUSTIBLE DEBRIS AND REFUSE FROM SITE PREPARATION OPERATIONS SHALL BE REMOVED TO LEGAL OFFSITE DISPOSAL AREAS.

GRADING

1. GRADING SHOWN ON THESE PLANS ARE PROVIDED TO THE CONTRACTOR TO EXPRESS THE GENERAL GRADING INTENT OF THE PROJECT. THE CONTRACTOR SHALL BE EXPECTED TO GRADE THE ENTIRE SITE TO PROVIDE POSITIVE DRAINAGE IN ALL AREAS THROUGHOUT THE SITE. SMOOTH TRANSITIONS SHALL BE PROVIDED BETWEEN CONTOURS ON SPOT ELEVATIONS AS SHOWN ON THE PLANS TO ACCOMPLISH THE GRADING INTENT. ALL SLOPES SHALL BE STABILIZED IMMEDIATELY AFTER FINAL GRADING HAS BEEN COMPLETED. CONTRACTOR SHALL NOTIFY OWNER AND ENGINEER PRIOR TO DEMOBILIZATION OF GRADING EQUIPMENT TO DETERMINE THAT THE GRADING INTENT HAS BEEN ACHIEVED.

2. ALL PAVING SURFACES IN INTERSECTIONS AND ADJACENT SECTIONS SHALL BE GRADED TO DRAIN POSITIVELY AND TO PROVIDE A SMOOTHLY TRANSITIONED DRIVING SURFACE FOR VEHICLES WITH NO SHARP BREAKS IN GRADE, AND NO UNUSUALLY STEEP OR BROKEN CROSS SLOPES. THE STANDARD CROWN MAY HAVE TO BE DAMPENED IN ORDER TO DRAIN POSITIVELY IN THE AREA OF INTERSECTIONS. IT IS THE CONTRACTORS RESPONSIBILITY TO ACCOMPLISH THE ABOVE AND THE ENGINEER SHALL BE CONSULTED SO THAT HE MAY MAKE ANY AND ALL REQUIRED INTERPRETATIONS OF THE PLANS OR GIVE SUPPLEMENTARY INSTRUCTIONS TO ACCOMPLISH THE INTENT OF THE PLANS.

3. UNIFORMLY SMOOTH GRADE THE SITE. DEPRESSIONS FROM SETTLEMENT SHALL BE FILLED AND COMPACTED. TOPS OF EMBANKMENTS AND BREAKS IN GRADE SHALL BE ROUNDED. FINISHED SURFACES SHALL BE REASONABLY SMOOTH, COMPACTED, FREE FROM IRREGULAR SURFACE CHANGES AND COMPARABLE TO THE SMOOTHNESS TO THE SMOOTHNESS OBTAINED BY BLADE_GRADER OPERATIONS.

4. SLOPE GRADES TO DRAIN AWAY FROM STRUCTURES AT A MINIMUM OF 1/4INCH PER FOOT FOR 10 FEET. FINISHED SURFACES ADJACENT TO PAVED AREAS AND WITHIN 10 FEET OF STRUCTURES SHALL BE WITHIN 1 INCH OF THE PROPOSED GRADE. ALL OTHER AREAS SHALL BE WITHIN 3 INCHES OF THE PROPOSED GRADE.

5. NEWLY GRADED AREAS SHALL BE PROTECTED FROM TRAFFICK DRIVING. ALL SETTLEMENT OR WASHING AWAY THAT MAY OCCUR FROM ANY CAUSE PRIOR TO SEEDING OR ACCEPTANCE SHALL BE REPAIRED AND GRADES RE_ESTABLISHED TO THE REQUIRED ELEVATIONS AND SLOPES AT NO ADDITIONAL COST TO THE OWNER.

EXCAVATION, TRENCHING, AND FILL

1. THE CONTRACTOR SHALL RECOGNIZE AND ABIDE BY ALL OSHA EXCAVATION SAFETY STANDARDS, INCLUDING THE FLORIDA TRENCH SAFETY ACT (FS 553.64). ANY MATERIAL, CONSTRUCTION METHODS, OR MATERIAL COST TO COMPLY WITH THESE LAWS SHALL BE INCIDENTAL TO THE CONTRACT.

2. ROUGH EXCAVATE AND GRADE ANY PROPOSED STORMWATER PONDS AT THE START OF SITE GRADING ACTIVITIES. DIRECT SITE RUNOFF TO THE PONDS TO MINIMIZE RUNOFF TO OFFSITE AREAS.

3. POND CONSTRUCTION SHALL RESULT IN THE FINISHED POND HAVING SIDE SLOPES AND DIMENSIONS THAT ARE IN ACCORDANCE WITH THE CONSTRUCTION DRAWINGS. IT IS THE CONTRACTORS SOLE RESPONSIBILITY TO ENSURE THAT THESE REQUIREMENTS HAVE BEEN MET. IF THE CONSTRUCTED SIDE SLOPES ARE STEEPER THAN THE REQUIRED SIDE SLOPES, OR THE POND VOLUME IS NOT WITHIN THE REQUIRED TOLERANCE, THEN THE CONTRACTOR MAY BE REQUIRED TO MAKE CORRECTIONS TO THE POND AT NO ADDITIONAL COST TO THE OWNER.

4. FIELD DENSITY TESTING FREQUENCIES: A) ONE TEST FOR EACH 10,000 SQUARE FEET OR FRACTION THEREOF PER LIFT OF GENERAL BACKFILLING, MINIMUM 2 TESTS EACH LAYER; B) ONE TEST FOR EACH 100 SQUARE FEET OR FRACTION THEREOF OF BACKFILL AROUND AND UNDER STRUCTURES; C) ONE TEST FOR EACH 300 LINEAL FEET OR FRACTION THEREOF PER LIFT OF GENERAL BACKFILLING IN THE PIPELINE TRENCH; D) ONE TEST PER LIFT FOR EACH 1000 SQUARE FEET OF PAVEMENT SUBGRADE, MINIMUM OF 2 TESTS.

5. IT IS INTENDED THAT PREVIOUSLY EXCAVATED MATERIALS CONFORMING TO THE FOLLOWING REQUIREMENTS BE UTILIZED WHEREVER POSSIBLE.
   A. ACCEPTABLE MATERIALS: ASSHTO M145 CLASSIFICATION A-1, A-3, A-2-4, A-2-6; ASTM D2487 CLASSIFICATION GW, GP, GM, SM, SW, SP; UNLESS OTHERWISE DISAPPROVED WITHIN THE SOIL AND SUBSURFACE INVESTIGATION REPORTS. NO MORE THAN 12% OF ACCEPTABLE MATERIALS SHALL PASS THE NUMBER 200 SIEVE.
   B. UNACCEPTABLE MATERIALS: AASHTO M145 CLASSIFICATION A-2-5, A-2-7, A-4, A-5, A-6, A-7, A-8; ASTM D2487 CLASSIFICATION GC, SC, ML, MH, CL, OH, OL, PT; UNLESS OTHERWISE APPROVED WITHIN THE SOIL AND SUBSURFACE INVESTIGATION REPORTS.

6. PROVIDE BARRIERS, WARNING LIGHTS AND OTHER PROTECTIVE DEVICES AT ALL EXCAVATIONS.

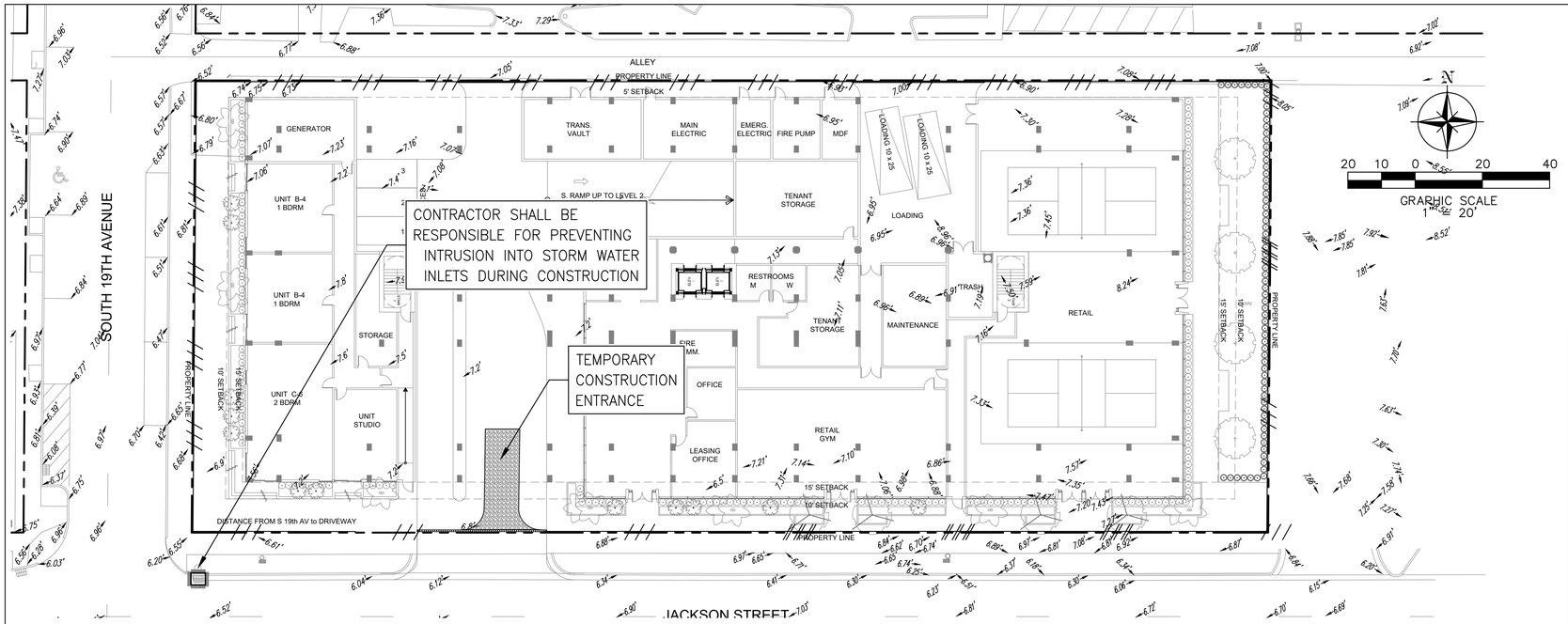
7. SIDEWALKS, ROADS, STREETS, AND PAVEMENTS SHALL NOT BE BLOCKED OR OBSTRUCTED BY EXCAVATED MATERIALS, EXCEPT AS AUTHORIZED BY THE ENGINEER, IN WHICH CASE ADEQUATE TEMPORARY PROVISIONS MUST BE MADE FOR SATISFACTORY TEMPORARY PASSAGE OF PEDESTRIANS, AND VEHICLES. MINIMIZE INCONVENIENCE TO PUBLIC TRAVEL OR TO TENANTS OCCUPYING ADJOINING PROPERTY.

8. FURNISH, INSTALL, AND MAINTAIN, WITHOUT ADDITIONAL COMPENSATION, SHEETING, BRACING, AND SHORING SUPPORT REQUIRED TO KEEP EXCAVATIONS WITHIN THE PROPERTY OR EASEMENTS PROVIDED, TO SUPPORT THE SIDES OF THE EXCAVATION, AND TO PREVENT ANY MOVEMENT WHICH MAY DAMAGE ADJACENT PAVEMENTS OR STRUCTURES, DAMAGE OR DELAY THE WORK, OR ENDANGER LIFE AND HEALTH. VOIDS OUTSIDE THE SUPPORTS SHALL BE IMMEDIATELY FILLED AND COMPACTED.

9. ALL EXCAVATIONS SHALL BE MADE BY OPEN CUT UNLESS OTHERWISE INDICATED. SLOPE SIDES OF TRENCHES IN ACCORDANCE WITH OSHA REQUIREMENTS AND THE RECOMMENDATIONS CONTAINED WITHIN THE PROJECT GEOTECHNICAL REPORT.

10. EXCAVATE TRENCHES TO DEPTH INDICATED OR REQUIRED FOR INDICATED FLOW LINES AND INVERT ELEVATIONS. OVER EXCAVATE TRENCHES A MINIMUM OF 2 FEET WHERE EXCAVATIONS OCCUR WITHIN UNSUITABLE SOILS, AND REPLACE OVER EXCAVATED MATERIAL WITH SUITABLE SOILS.

11. EXCEPT AS OTHERWISE INDICATED, EXCAVATE FOR



LOCATION MAP
N.T.S.

GENERAL EROSION & SEDIMENTATION CONTROL NOTES

A. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THIS STORM WATER POLLUTION PREVENTION PLAN. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST OF OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.

B. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.

C. SITE MAP MUST CLEARLY DELINEATE ALL STATE WATERS. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.

D. CONTRACTOR TO LIMIT DISTURBANCE OF SITE IN STRICT ACCORDANCE WITH EROSION CONTROL SEQUENCING SHOWN ON THIS PLAN, OR AS REQUIRED BY THE APPLICABLE GENERAL PERMIT. NO UNNECESSARY OR IMPROPERLY SEQUENCED CLEARING AND / OR GRADING SHALL BE PERMITTED.

E. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA , AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES. CONTRACTOR SHALL CONSTRUCT TEMPORARY BERM ON DOWNSTREAM SIDES.

F. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING , EQUIPMENT CLEANING , ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.

G. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.

H. DUST ON THE SITE SHALL BE MINIMIZED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.

I. RUBBISH , TRASH , GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGHOUT THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.

J. ALL DENUDED f BARE AREAS THAT WILL BE INACTIVE FOR 7 DAYS OR MORE , MUST BE STABILIZED IMMEDIATELY UPON COMPLETION OF MOST RECENT GRADING ACTIVITY , WITH THE USE OF FAST-GERMINATING ANNUAL GRASS / GRAIN VARIETIES, STRAW / HAY MULCH WOOD CELLULOSE FIBERS , TACKIFIERS, NETTING OR BLANKETS.

K. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY STABILIZED AS SHOWN ON THE PLANS. THESE AREAS SHALL BE SEEDED. SODDED , AND / OR VEGETATED IMMEDIATELY, AND NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. REFER TO THE GRADING PLAN AND / OR LANDSCAPE PLAN.

L. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO PREVENT TRACKING OF DIRT, DUST OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE ONLY USE INGRESS / EGRESS LOCATIONS AS PROVIDED

M. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

N. CONTRACTOR OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT IN THE DETENTION POND AND ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.

0. 0N-SITE AND OFFSITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.

P. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.

Q. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT , THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION AND SEDIMENT CONTROL MEASURES (SILT FENCES, ETC.) TO PREVENT EROSION AND POLLUTANT DISCHARGE.

R. GENERAL CONTRACTOR IS TO DESIGNATE / IDENTIFY AREAS ON THE SITE MAPS, INSIDE OF THE LIMITS OF DISTURBANCE, FOR WASTE DISPOSAL AND DELIVERY AND MATERIAL STORAGE.

S. WHEN INSTALLATION OF SILT FENCE IS PERFORMED, THE CONTRACTOR SHALL STABILIZE THE DISTURBED AREA ALONG THE DOWNWARD SLOPE BY SEEDING OR MULCHING AS CONDITIONS WARRANT.

BMP MAINTENANCE EROSION NOTES

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.

2. ALL SEEDED \ SODDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDED \ RESODDED AS NEEDED.

3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.

4. THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION EXITS AS CONDITIONS DEMAND.

5. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AREA AS CONDITIONS DEMAND.

6. OUTLET STRUCTURES SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. SEDIMENT SHALL BE REMOVED FROM SEDIMENT BASINS OR TRAPS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 50%.

7. PRIOR TO LEAVING THE SITE, ALL VEHICLES SHALL BE CLEANED OF DEBRIS. AND DEBRIS AND I OR SEDIMENT REACHING THE PUBLIC STREET SHALL BE CLEANED IMMEDIATELY BY A METHOD OTHER THAN FLUSHING.

WASHING AREAS

VEHICLES SUCH AS CEMENT OR DUMP TRUCKS AND OTHER CONSTRUCTION EQUIPMENT SHOULD NOT BE WASHED AT LOCATIONS WHERE THE RUNOFF WILL FLOW DIRECTLY INTO A WATERCOURSE OR STORM WATER CONVEYANCE SYSTEM. SPECIAL AREAS SHOULD BE DESIGNATED FOR WASHING VEHICLES. THESE AREAS SHOULD BE LOCATED WHERE THE WASH WATER WILL SPREAD OUT AND EVAPORATE OR INFILTRATE DIRECTLY INTO THE GROUND, OR WHERE RUNOFF CAN BE COLLECTED IN A TEMPORARY HOLDING OR SEEPAGE BASIN. WASH AREAS SHOULD HAVE GRAVEL BASES TO MINIMIZE MUD GENERATION.

SYMBOLS LEGEND

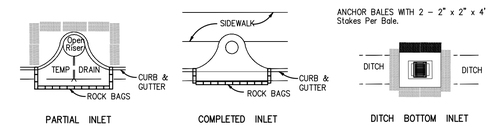
PROPERTY LINE/LIMITS OF DISTURBANCE

PROPOSED SILT FENCE

CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SEDIMENT INTRUSION INTO STORM WATER INLETS DURING CONSTRUCTION, WHEN APPLICABLE.

DO NOT DEPLOY IN A MANNER THAT SILT FENCES WILL ACT AS A DAM ACROSS PERMANENT FLOWING WATERCOURSES. SILT FENCES ARE TO BE USED AT UPLAND LOCATIONS AND TURBIDITY BARRIERS USED AT PERMANENT BODIES OF WATER.

ANCHOR BALES WITH 2 – 2" x 2" x 4' Stakes Per Bale.



GUTTER BUDDY CURB INLET PROTECTION DETAIL
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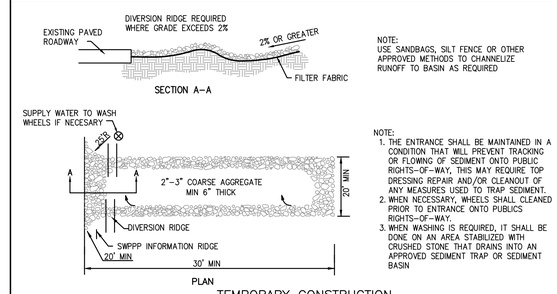

NOTE:
USE SANDBAGS, SILT FENCE OR OTHER APPROVED METHODS TO CHANNELIZE RUNOFF TO BASIN AS REQUIRED

NOTE:
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY, THIS MAY REQUIRE TOP DRESSING REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL CLEANED PRIOR TO ENTRANCE ONTO PUBLICS RIGHTS–OF–WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN

TEMPORARY CONSTRUCTION ENTRANCE DETAIL
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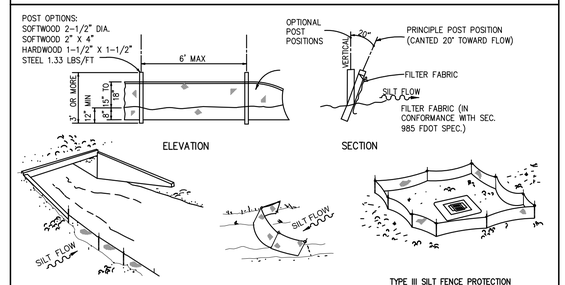

SILT FENCE DETAIL
N.T.S.

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Szauer Engineering
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Certificate of Authorization Number 30129

This item has been digitally signed and sealed by Jorge Szauer, PE. On April 29, 2025.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

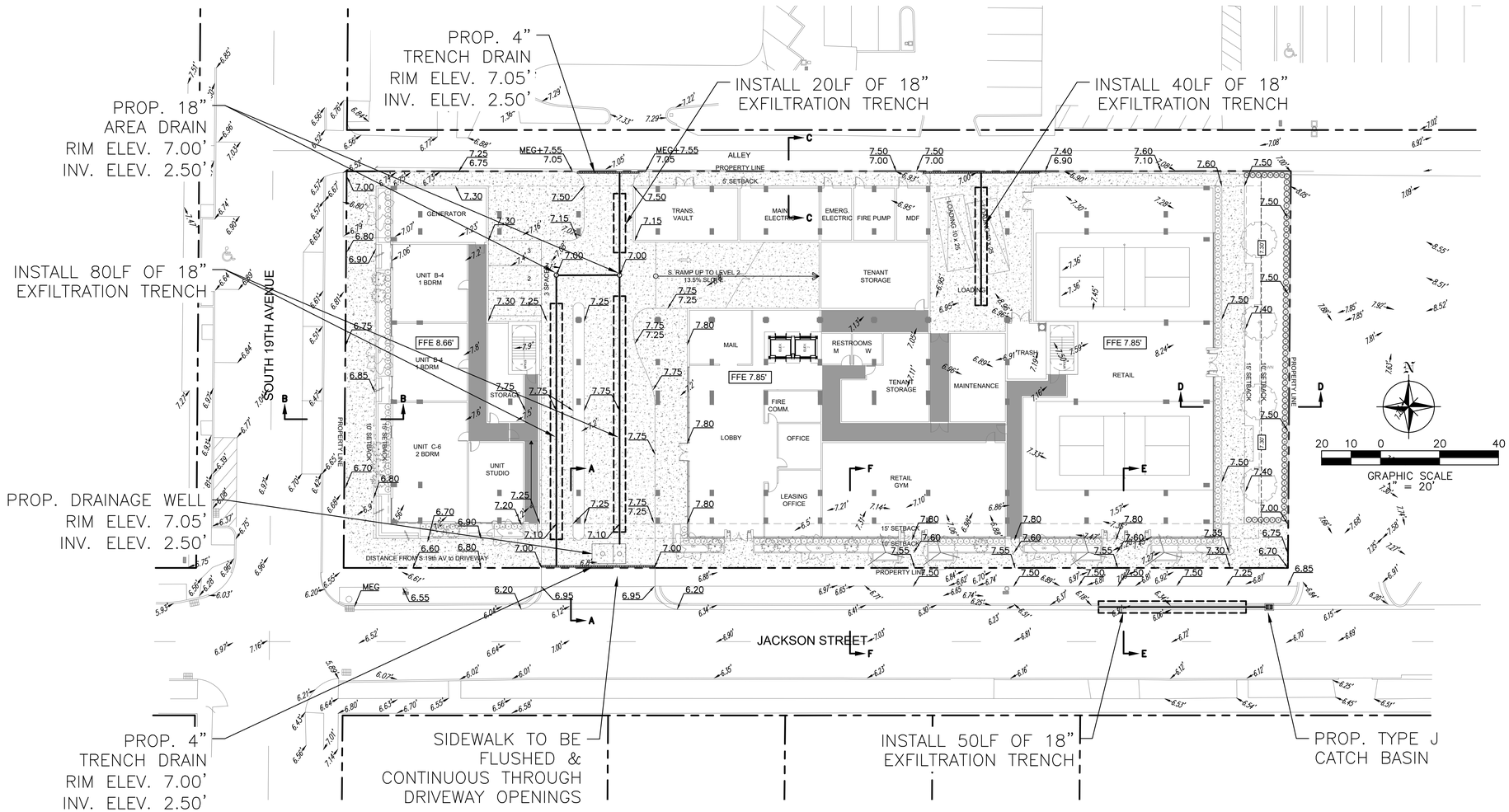
March 20, 2025

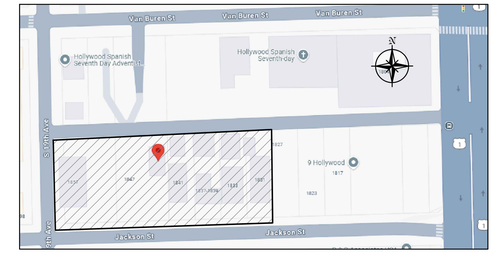
EROSION CONTROL PLAN
AS SHOWN

C-02

NOTE:
ROOF DRAIN TO CONNECT TO PROPOSED STORM SYSTEM

NOTE:
ONLY STORM WATER IS PROPOSED ON DRAINAGE SYSTEM





LOCATION MAP
N.T.S.

LEGEND

- PROPERTY LINE
- x 6.9' EXISTING GRADE ELEVATION
- 7.35 PROPOSED GRADING ELEVATION
- PROP FLOW DIRECTION
- PROP STORM PIPE
- PROP EXFIL. TRENCH
- PROP CATCH BASIN
- PROP MANHOLE
- PROP DRAINAGE WALL

NOTE:
THE PRESENCE OF GROUNDWATER AND LIMESTONE MAY BE ENCOUNTERED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDED CONSIDERATION FOR ADDRESSING THIS ISSUE.

EROSION AND SEDIMENTATION CONTROL NOTES

MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO NINE HOLLYWOOD THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE DRAWINGS. THE EROSION CONTROL SYSTEM DESCRIBED WITHIN THE CONSTRUCTION DOCUMENTS SHOULD BE CONSIDERED TO REPRESENT THE MINIMUM ACCEPTABLE STANDARDS FOR THIS PROJECT. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED DEPENDENT UPON THE STAGE OF CONSTRUCTION. THE SEVERITY OF THE RAINFALL EVENTS AND/OR AS DEEMED NECESSARY AS A RESULT OF ON-SITE INSPECTIONS BY THE OWNER, THEIR REPRESENTATIVES OR THE JURISDICTIONAL AUTHORITIES. THESE ADDITIONAL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER. IT IS THE CONTRACTOR'S ULTIMATE RESPONSIBILITY TO ASSURE THAT THE STORM WATER DISCHARGE FROM THE SITES DOES NOT EXCEED THE TOLERANCES ESTABLISHED BY ANY OF THE JURISDICTIONAL AUTHORITIES. REFERENCE THE EROSION CONTROL PLAN AND DETAILS

PROPOSED STORM SYSTEMS NOTES

1. ALL STRUCTURE INVERTS SHALL BE CONSTRUCTED PER F.D.O.T. INDEX 201 UNLESS OTHERWISE NOTED.
2. ALL DRAINAGE STRUCTURES, INCLUDING CLEAN-OUTS, SHALL BE INSTALLED WITH TRAFFIC BEARING GRATES, FRAMES, TOPS, RINGS AND COVERS, ETC, AS APPLICABLE.
3. ALL PROPOSED INLET GRATES SHALL BE RETICULINES STEEL.
4. SEE LANDSCAPE PLAN FOR SOD/SEED & MULCH LIMITS.
5. HDPE PIPE TO BE DOUBLE WALL-SMOOTH INTERIOR.

NOTE:
PROPOSED ELEVATIONS ARE RELATIVE TO NAVD 88.
NAVD = NGVD - 1.6'

This item has been digitally signed and sealed by Jorge Szauer, PE. On April 29, 2025.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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Certificate of Authorization Number 30129

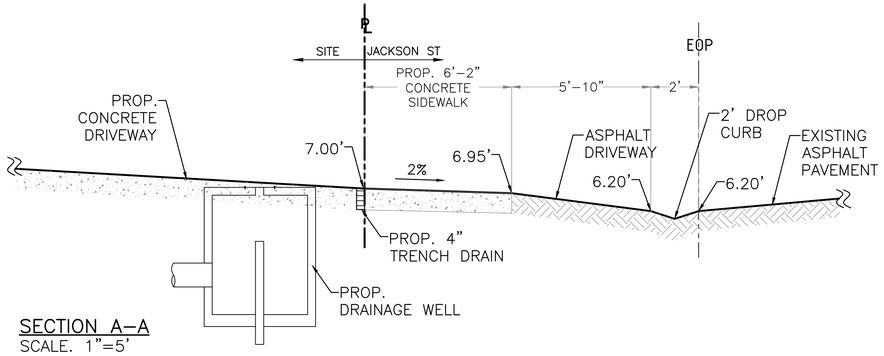
NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

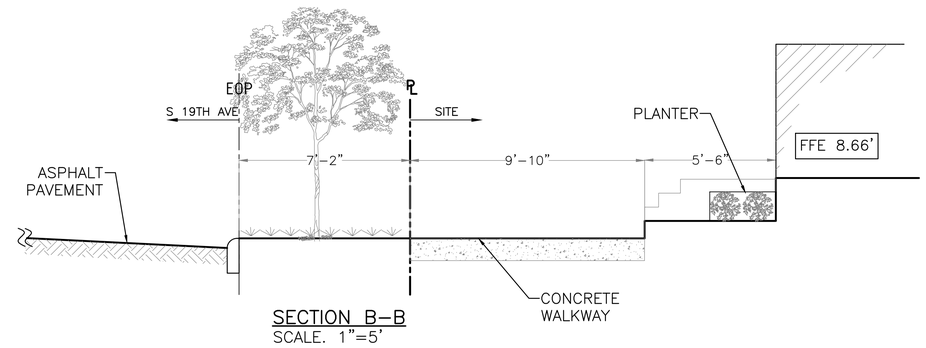
March 20, 2025

PAVING, GRADING & DRAINAGE
AS SHOWN

C-03A



SECTION A–A
SCALE. 1"=5'



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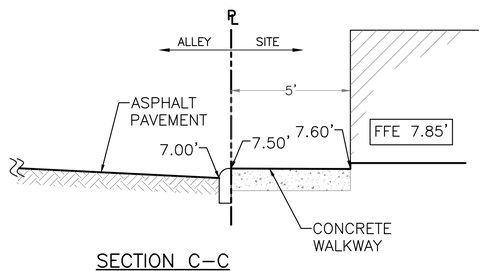
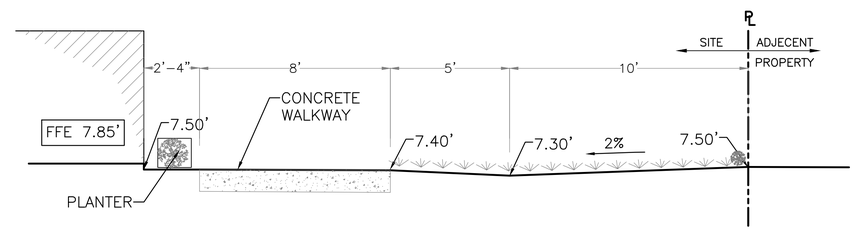
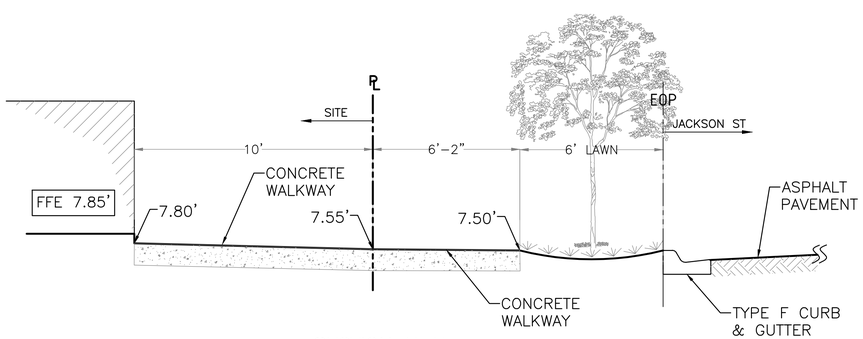


SECTION C–C
SCALE. 1"=5'



SECTION D–D
SCALE. 1"=5'



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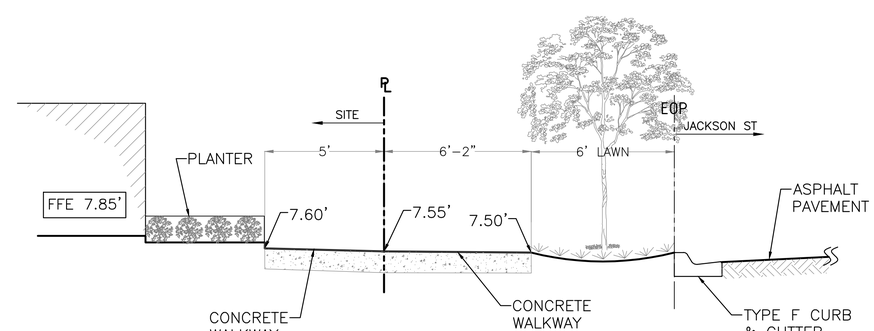

SECTION F–F
SCALE. 1"=5'

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Certificate of Authorization Number 30129

NINE HOLLYWOOD PHASE 2

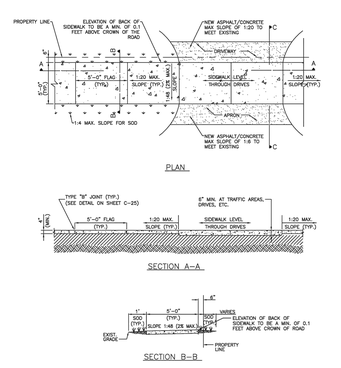
1843 Jackson Street, Hollywood, FL

March 20, 2025

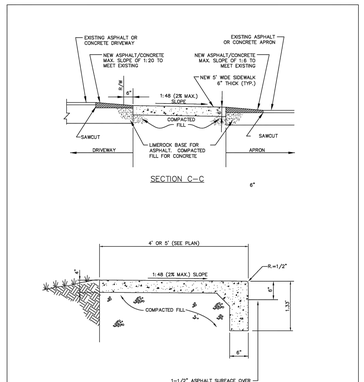
PG&D - SECTIONS

AS SHOWN

C-03B



ISSUED: MAY 2023	DEPARTMENT OF DEVELOPMENT SERVICES ENGINEERING, TRANSPORTATION & MOBILITY DIVISION		REVISED: –
DRAWN: EG	SIDEWALK CONSTRUCTION DETAILS (1 OF 3)		DRAWING NO.:
APPROVED: JG			C-23



ISSUED: MAY 2023	DEPARTMENT OF DEVELOPMENT SERVICES ENGINEERING, TRANSPORTATION & MOBILITY DIVISION		REVISED: –
DRAWN: EG	SIDEWALK CONSTRUCTION DETAILS (2 OF 3)		DRAWING NO.:
APPROVED: JG			C-24

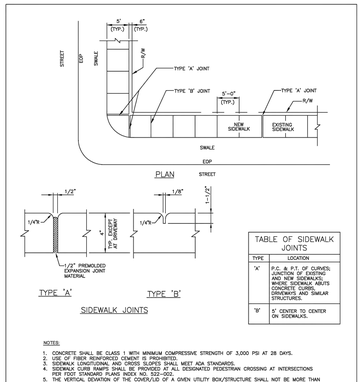
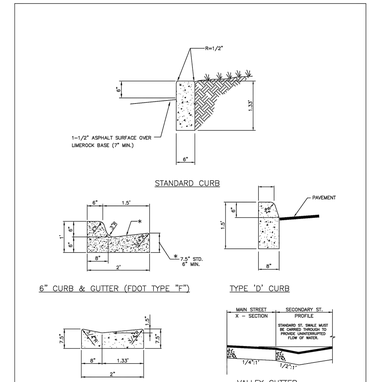


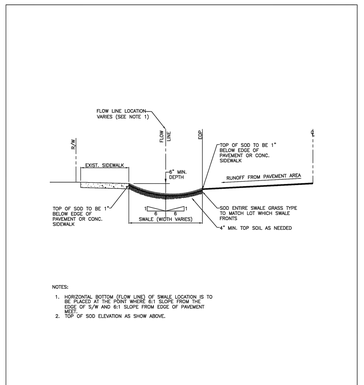
TABLE OF SIDEWALK JOINTS	
TYPE	LOCATION
'A'	P.C. & P.T. OF CURVES; JUNCTION OF EXISTING AND NEW SIDEWALKS; WHERE SIDEWALK ABUTS BUILDINGS, PATIOS, DRIVEWAYS AND SIMILAR STRUCTURES.
'B'	5' CENTER TO CENTER ON SIDEWALKS.

NOTES:
1. CONCRETE SHALL BE CLASS I WITH MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AT 28 DAYS.
2. USE OF FIBER REINFORCED CEMENT IS PROHIBITED.
3. SIDEWALK LONGITUDINAL AND CROSS SLOPES SHALL MEET ADA STANDARDS.
4. SIDEWALK CURB RAMPS SHALL BE PROVIDED AT ALL DESIGNATED PEDESTRIAN CROSSING AT INTERSECTIONS AND MID-BLOCK CROSSING AS SHOWN ON THE PLANS.
5. THE VERTICAL DEVIATION OF THE CONSTRUED OF A GIVEN UTILITY BOX/STRUCTURE SHALL NOT BE MORE THAN A ¼" DIFFERENCE IN HEIGHT/ELEVATION OF THE FINISHED SIDEWALK SURFACE.
6. 4" THICK MINIMUM (TYP.); 6" THICK AT DRIVEWAYS, EXTENDED TWO FEET ON BOTH SIDES BEYOND THE DRIVE.

ISSUED: MAY 2023	DEPARTMENT OF DEVELOPMENT SERVICES ENGINEERING, TRANSPORTATION & MOBILITY DIVISION		REVISED: –
DRAWN: EG	SIDEWALK CONSTRUCTION DETAILS (3 OF 3)		DRAWING NO.:
APPROVED: JG			C-25

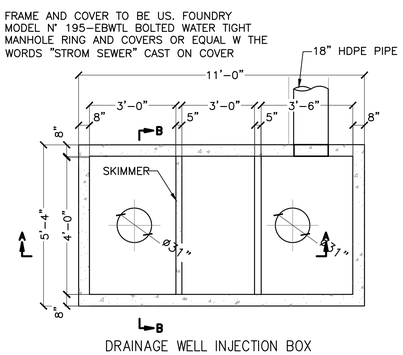


ISSUED: MAY 2023	DEPARTMENT OF DEVELOPMENT SERVICES ENGINEERING, TRANSPORTATION & MOBILITY DIVISION		REVISED: –
DRAWN: EG	CURB AND GUTTER DETAILS		DRAWING NO.:
APPROVED: JG			C-26



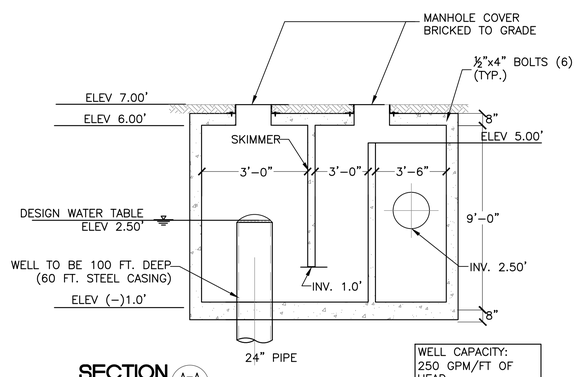
NOTES:
1. HORIZONTAL BOTTOM (FLOW LINE) OF SWALE LOCATION IS TO BE PLACED AT THE POINT WHERE 5:1 SLOPE FROM THE EDGE OF S/W AND 5:1 SLOPE FROM EDGE OF PAVEMENT MEET.
2. TOP OF SOD ELEVATION AS SHOW ABOVE.

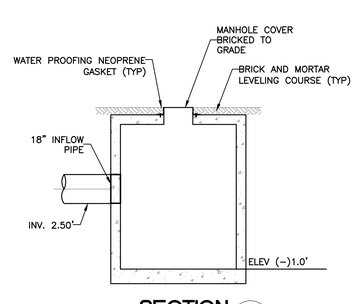
ISSUED: MAY 2023	DEPARTMENT OF DEVELOPMENT SERVICES ENGINEERING, TRANSPORTATION & MOBILITY DIVISION		REVISED: –
DRAWN: EG	TYPICAL SWALE GRADING		DRAWING NO.:
APPROVED: JG			C-33

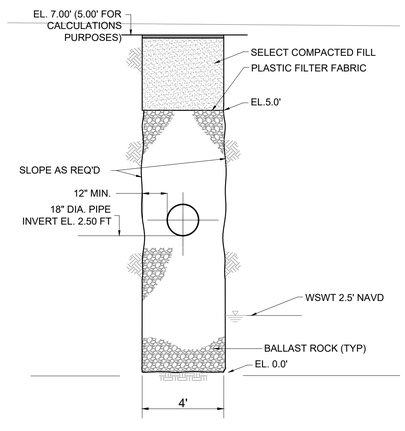


DRAINAGE WELL INJECTION BOX

DETAIL 1
NTS STD

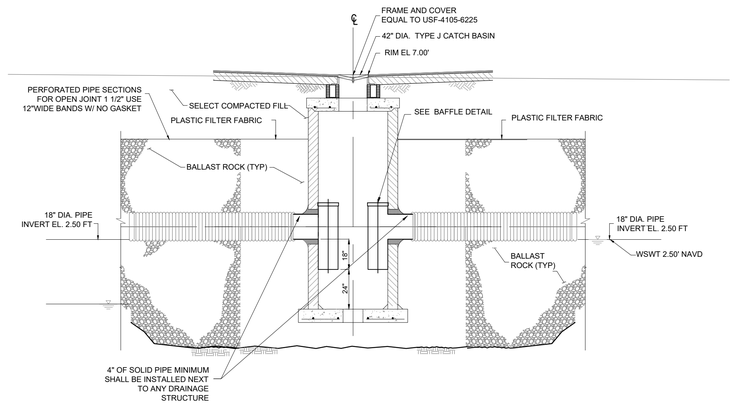






EXFILTRATION TRENCH

DETAIL 2
NTS STD



EXFILTRATION TRENCH

DETAIL 3
NTS STD

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NINE HOLLYWOOD PHASE 2

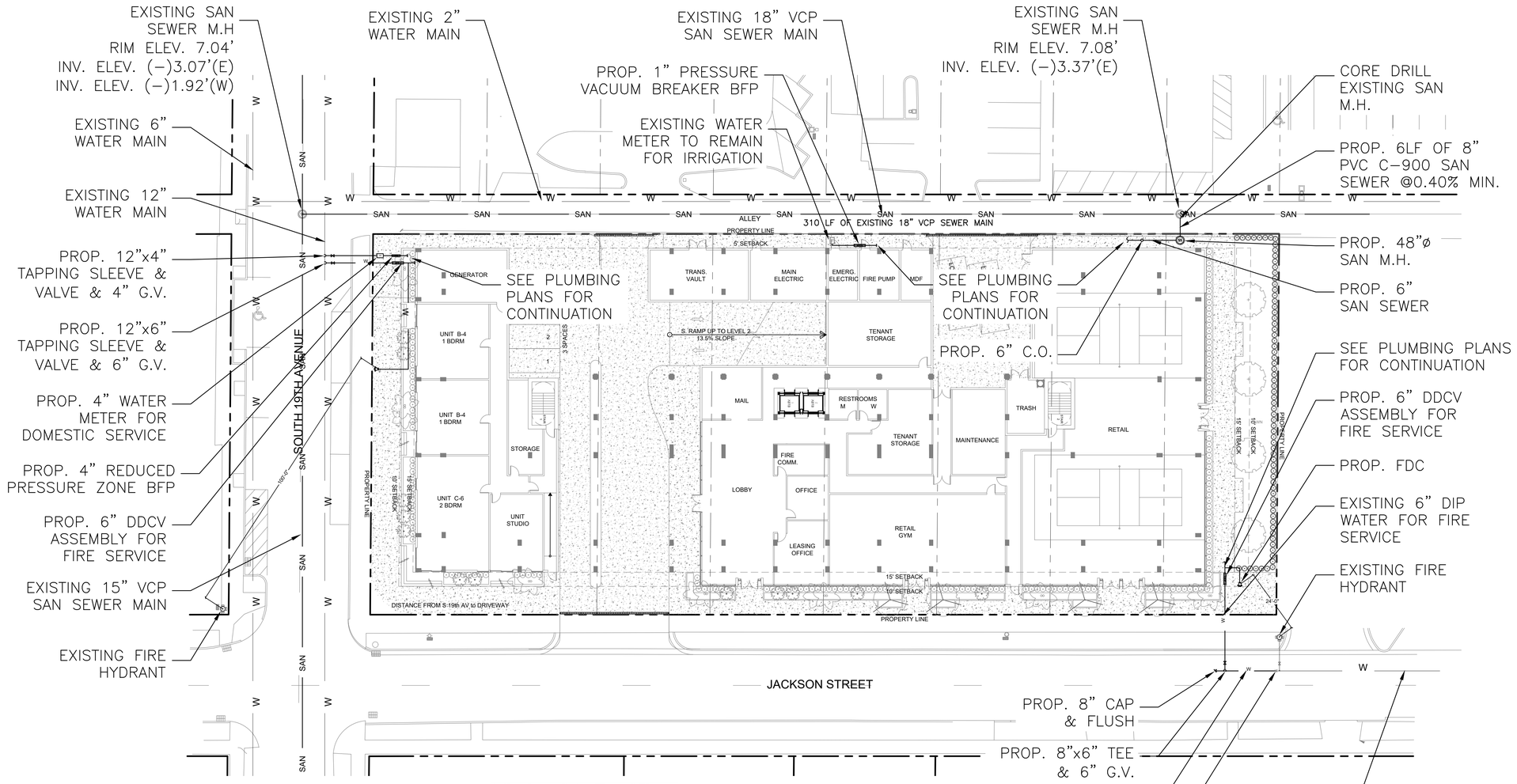
1843 Jackson Street, Hollywood, FL

March 20, 2025

PG&D - DETAILS

AS SHOWN

C-03C



LOCATION MAP
N.T.S.

NOTE:

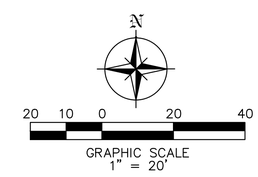
–ALL ELEVATIONS ARE RELATIVE TO NAVD 88.

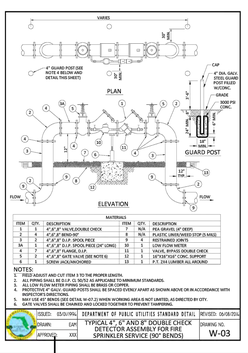
–MINIMUM COVER FOR SEWER PIPE IS 36".

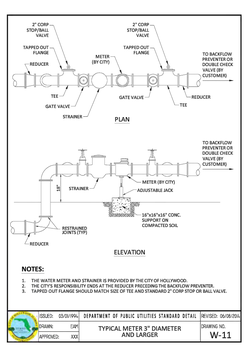
NOTE:

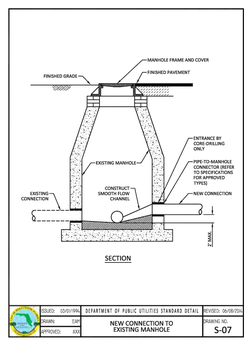
–ALL UNDERGROUND FIRE MAIN WORK MUST BE COMPLETED BY FIRE PROTECTION CONTRACTOR HOLDING A CLASS I, II OR IV LICENSE PER F.S.653.102

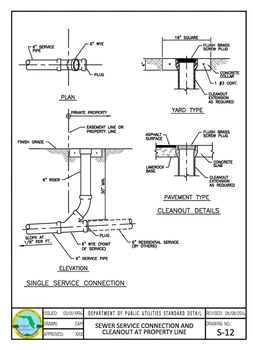
NOTE:
–DURING INSTALLATION OF 48" M.H. ON EXISTING 18" GRAVITY SANITARY SEWER, EXISTING SEWER SHALL BE PUMP BY–PASSED TO ENSURE UNINTERRUPTED SERVICE.











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NINE HOLLYWOOD PHASE 2

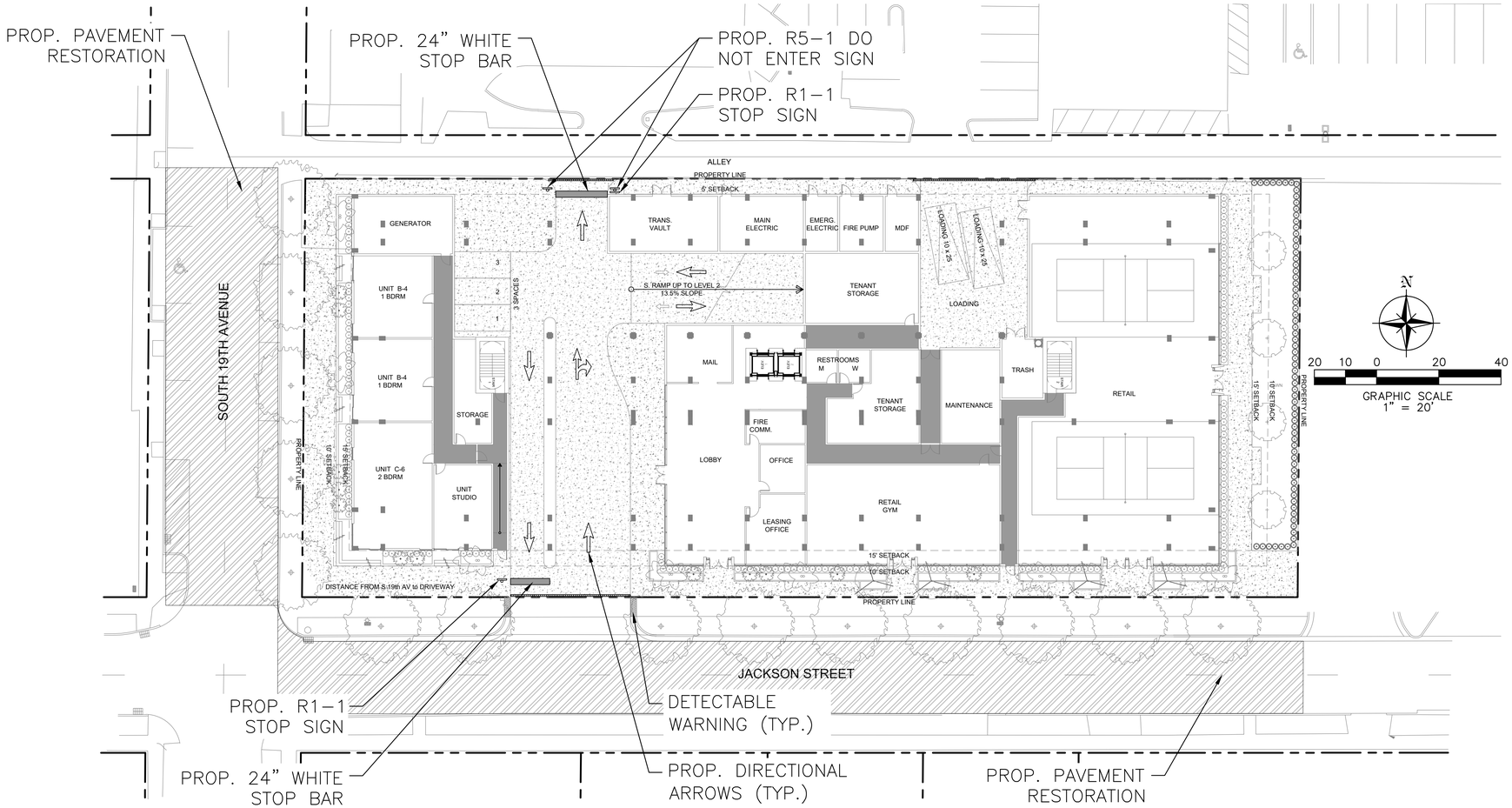
1843 Jackson Street, Hollywood, FL

March 20, 2025

UTILITIES

AS SHOWN

C-04



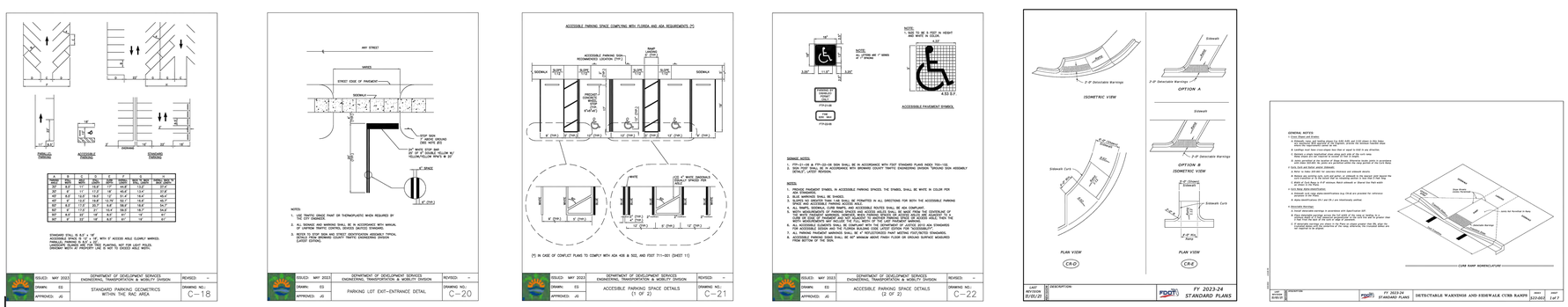
LOCATION MAP
N.T.S.

NOTE:

- JACKSON ST, S 19TH AVE & BACK ALLEY SHALL BE MILLED & RESURFACED MINIMUM 1" ALONG THE ENTIRE PROPERTY
- ROW PAVEMENT MARKING SHALL BE RESTORED TO EXISTING CONDITIONS OR BETTER PER BROWARD COUNTY PW DEPARTMENT TRAFFIC ENGINEERING DIVISION

LEGEND

- PROPERTY LINE
- GRASS
- CONCRETE
- MILL&RESURFACE
- PROP. 24" WHITE STOP BAR
- PROP. R1-1, 4' FROM EDGE OF PAVEMENT



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NINE HOLLYWOOD PHASE 2

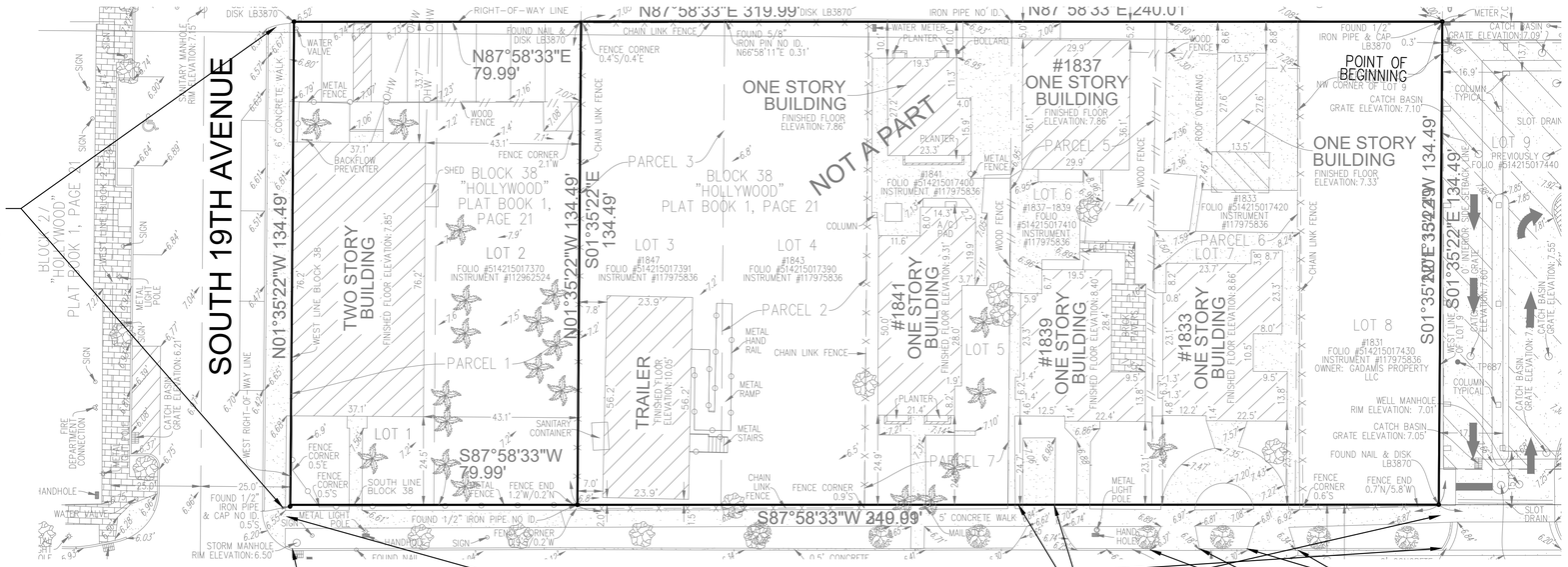
1843 Jackson Street, Hollywood, FL

March 20, 2025

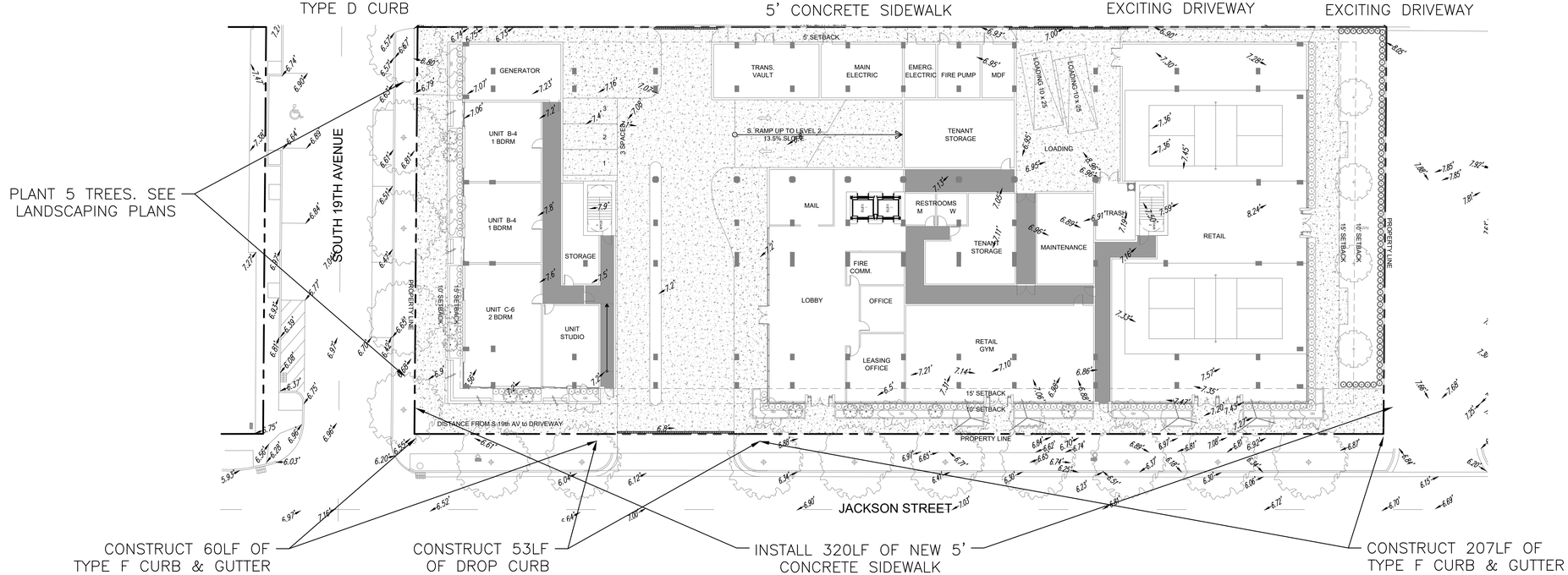
PAVING MARKINGS

AS SHOWN

C-05



LOCATION MAP
N.T.S.



N

20 10 0 20 40

GRAPHIC SCALE
1" = 20'

LEGEND

- PROPERTY LINE
- CONCRETE
- PAVERS

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NINE HOLLYWOOD PHASE 2

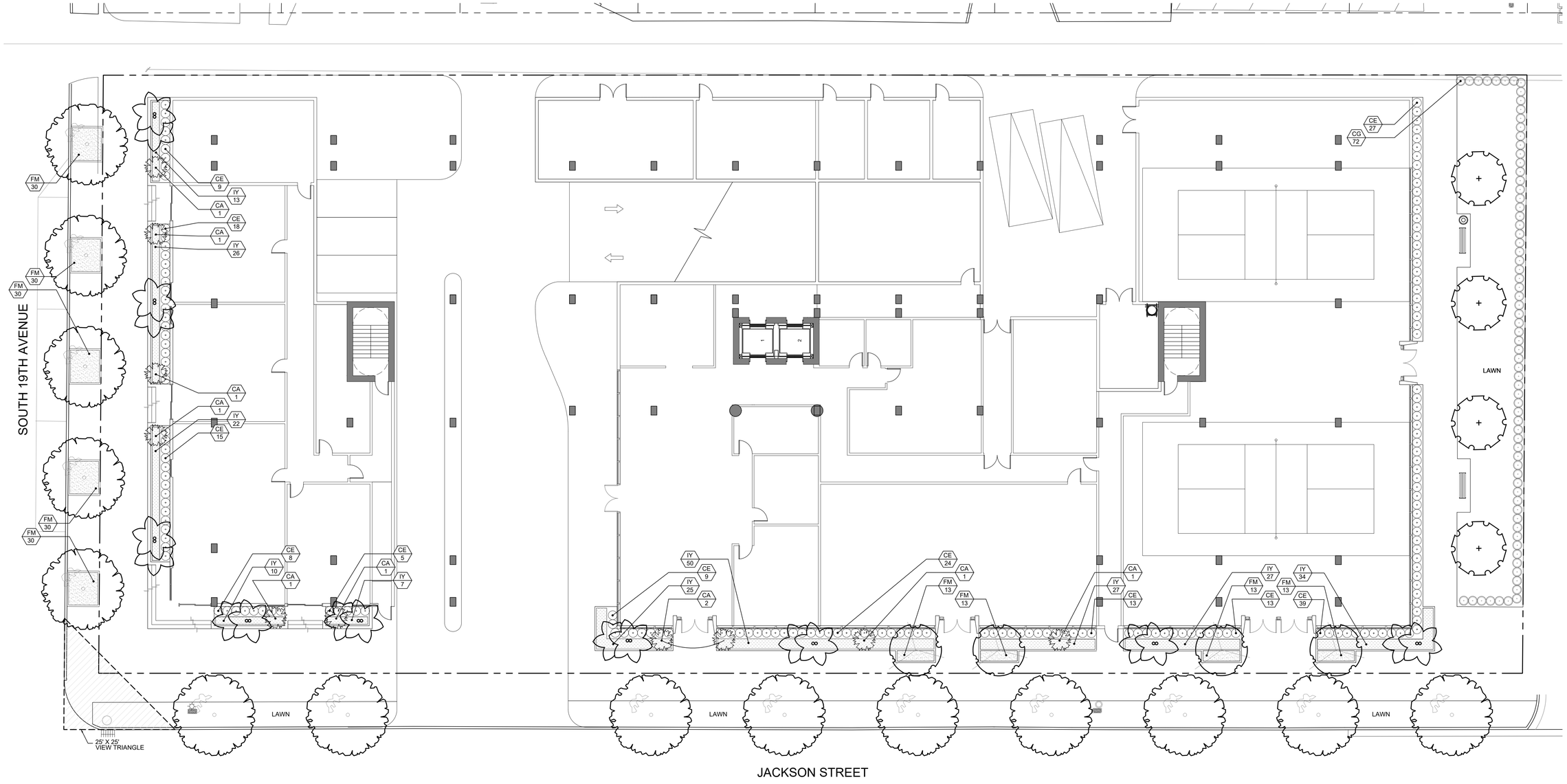
1843 Jackson Street, Hollywood, FL

March 20, 2025

ROW PLAN

AS SHOWN

C-06



GROUND FLOOR LANDSCAPE PLAN

Scale: 1"=10'-0"

NORTH

SHEET INDEX:

L-1 GROUND FLOOR LANDSCAPE PLAN
L-2 LEVEL 5 AMENITY LANDSCAPE PLAN
L-3 ROOF LEVEL LANDSCAPE PLAN
L-4 LANDSCAPE DETAILS

LANDSCAPE LIST

TREES

SYMBOL	QUAN.	PROPOSED MATERIAL	DESCRIPTION
	4	Lagerstroemia indica 'Natchez'	12' HT. X 5' SPR. 2" DBH.
		WHITE CREPE MYRTLE	F.G.
	14	*Coccoloba diversifolia	16' HT. X 8' SPR. 4" DBH.
		PIGEON PLUM	F.G.
	4	Elaeocarpus decipiens	12' HT. X 4' SPR. 4" DBH.
		JAPANESE BLUEBERRY	F.G.
	9	*Thrinax radiata	14' O.A. HT. MIN., DOUBLE
		FLORIDA THATCH PALM	F.G.
	10	Ligustrum japonicum	8' HT. X 8' SPR., MULTI TRUNK
		JAPANESE PRIVET	F.G.

SHRUBS AND GROUNDCOVERS

SYMBOL	QUAN.	PROPOSED MATERIAL	DESCRIPTION
AI	3	Alcantarea imperialis	2'-6" O.A. SPR.
		IMPERIAL BROMELIAD	9" POT
CA	10	Crinum augustum 'Queen Emma'	3' O.A. HT.
		PURPLE CRINUM LILY	7 GAL.
CA2	6	Crinum	3' O.A. HT.
		CRINUM LILY	7 GAL.
CE	180	*Conocarpus erectus	24" HT. X 24" SPR. / 24" O.C.
		GREEN BUTTONWOOD	3 GAL.
CG	138	*Clusia guttifera	24" HT. X 24" SPR. / 24" O.C.
		SMALL LEAF CLUSIA	3 GAL.
CI	212	*Chrysobalanus icaco	18" HT. X 18" SPR. / 18" O.C.
		GREEN COCOPLUM	3 GAL.
FM	285	Ficus microcarpa 'Green Island'	15" HT. X 15" SPR. / 15" O.C.
		GREEN ISLAND FICUS	3 GAL.
IY	241	Ixora 'Maui Yellow'	18" HT. X 18" SPR. / 18" O.C.
		YELLOW DWARF IXORA	3 GAL.
TF	24	*Tripsacum floridana	24" HT. X 24" SPR. / 24" O.C.
		DWARF FAKAHATCHEE GRASS	3 GAL.
LAWN	As Required	Stenotaphrum secundatum 'Floratam'	SOLID EVEN SOD
		ST. AUGUSTINE GRASS	

* DENOTES NATIVE SPECIES

NOTE: THE CITY LANDSCAPE REVIEWER WILL BE NOTIFIED PRIOR TO ANY CHANGES IN APPROVED LANDSCAPE MATERIALS.

LANDSCAPE LEGEND
CITY OF HOLLYWOOD

ZONE DISTRICT: RAC [FH-2]

Pervious Landscape area 3,673 sq. ft.

Street Tree Distance 346 linear feet

TREES:	REQ.	PROV.
Open Space		
A. No. trees required per pervious landscape area 1 tree per 1,000 sq. ft. 3,673 sq ft. / 1,000 sq.ft. = 4 trees	4	11
B. Percentage palms allowed Palms permitted count as 3 palms = 1 tree Up to 50%, but more than 20% all trees must be shade natives	9	3
Perimiter Landscape		
C. Street trees (maximum spacing 30' o.c.) 416 linear feet along street / 30 lf = 14 trees	14	14
D. Total Trees Required A + C = Total Trees(60% NATIVE REQUIRED)	18	25
E. Percentage Natives Required 60% of total trees required must be Florida Native	11	17
SHRUBS		
A. Total Shrubs Provided (50% NATIVE SHRUBS) : 814 SHRUBS PROVIDED (50%) = 407 NATIVE SHRUBS	407	554

NOTES
IRRIGATION: 100% coverage as required by City of Hollywood
Plant material will not be planted into root balls of trees and palms
No substitutions without the approval of Hollywood's Landscape Plan Reviewer

WITKIN HULTS + PARTNERS
307 south 21st avenue hollywood, florida
phone: 954.922.2091 facsimile: 954.923.9689
www.witkindesign.com

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Project:

NINE HOLLYWOOD PHASE 2

1843 JACKSON STREET, HOLLYWOOD, FL

GROUND FLOOR LANDSCAPE PLAN

Revisions:	Date:	By:

Seal:

Lic. # LA6667290
Member: A.S.L.A.

Drawing: Ground Floor Landscape Plan

Date: 04/15/2025

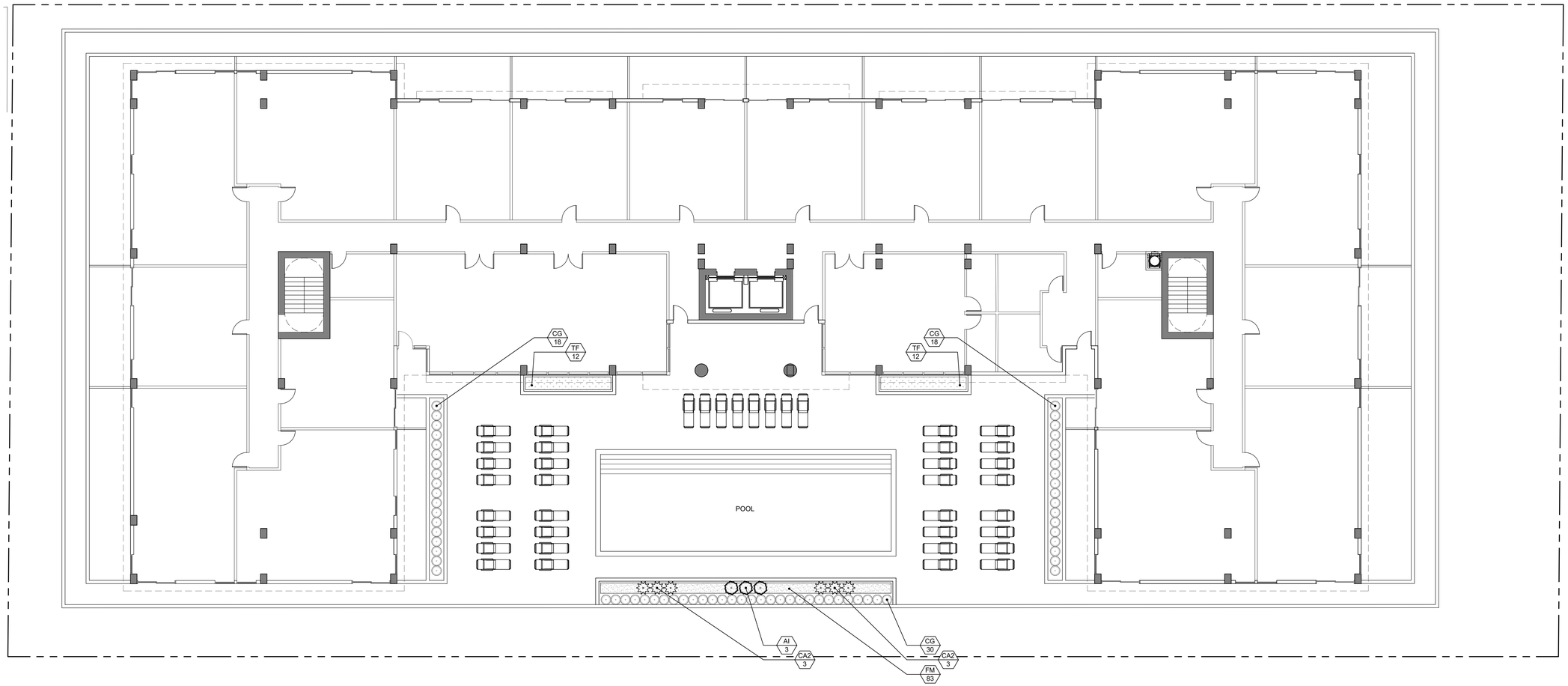
Scale: See Left

Drawn by: AR

Sheet No.:

L-1

Cad Id.: 2025-028



LEVEL 5 AMENITY LANDSCAPE PLAN

NORTH

Scale: 1"=10'-0"

LANDSCAPE LIST

TREES

SYMBOL	QUAN.	PROPOSED MATERIAL	DESCRIPTION
	4	Lagerstroemia indica 'Natchez'	12' HT. X 5' SPR. 2" DBH.
		WHITE CREPE MYRTLE	F.G.
	14	*Coccoloba diversifolia	16' HT. X 8' SPR. 4" DBH.
		PIGEON PLUM	F.G.
	4	Elaeocarpus decipiens	12' HT. X 4' SPR. 4" DBH.
		JAPANESE BLUEBERRY	F.G.
	9	*Thrinax radiata	14' O.A. HT. MIN., DOUBLE
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	10	Ligustrum japonicum	8' HT. X 8' SPR., MULTI TRUNK
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		PURPLE CRINUM LILY	7 GAL.
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		CRINUM LILY	7 GAL.
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CG	138	*Clusia guttifera	24" HT. X 24" SPR. / 24" O.C.
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CI	212	*Chrysobalanus icaco	18" HT. X 18" SPR. / 18" O.C.
		GREEN COCOPLUM	3 GAL.
FM	285	Ficus microcarpa 'Green Island'	15" HT. X 15" SPR. / 15" O.C.
		GREEN ISLAND FICUS	3 GAL.
IY	241	Ixora 'Maui Yellow'	18" HT. X 18" SPR. / 18" O.C.
		YELLOW DWARF IXORA	3 GAL.
TF	24	*Tripsacum floridana	24" HT. X 24" SPR. / 24" O.C.
		DWARF FAKAHATCHEE GRASS	3 GAL.
LAWN	As Required	Stenotaphrum secundatum 'Floratam'	SOLID EVEN SOD
		ST. AUGUSTINE GRASS	

* DENOTES NATIVE SPECIES

NOTE: THE CITY LANDSCAPE REVIEWER WILL BE NOTIFIED PRIOR TO ANY CHANGES IN APPROVED LANDSCAPE MATERIALS.

LANDSCAPE LEGEND
CITY OF HOLLYWOOD

ZONE DISTRICT: RAC [FH-2]

Pervious Landscape area 3,673 sq. ft.

Street Tree Distance 346 linear feet

TREES:	REQ.	PROV.
Open Space		
A. No. trees required per pervious landscape area 1 tree per 1,000 sq. ft. 3,673 sq ft. / 1,000 sq.ft. = 4 trees	4	11
B. Percentage palms allowed Palms permitted count as 3 palms = 1 tree Up to 50%, but more than 20% all trees must be shade natives	9	3
Perimiter Landscape		
C. Street trees (maximum spacing 30' o.c.) 416 linear feet along street / 30 lf = 14 trees	14	14
D. Total Trees Required A + C = Total Trees(60% NATIVE REQUIRED)	18	25
E. Percentage Natives Required 60% of total trees required must be Florida Native	11	17
SHRUBS		
A. Total Shrubs Provided (50% NATIVE SHRUBS) : 814 SHRUBS PROVIDED (50%) = 407 NATIVE SHRUBS	407	554

NOTES
IRRIGATION: 100% coverage as required by City of Hollywood
Plant material will not be planted into root balls of trees and palms
No substitutions without the approval of Hollywood's Landscape Plan Reviewer

WITKIN HULTS + PARTNERS
307 south 21st avenue hollywood, florida
phone: 954.922.9001 facsimile: 954.923.9689
www.witkindesign.com

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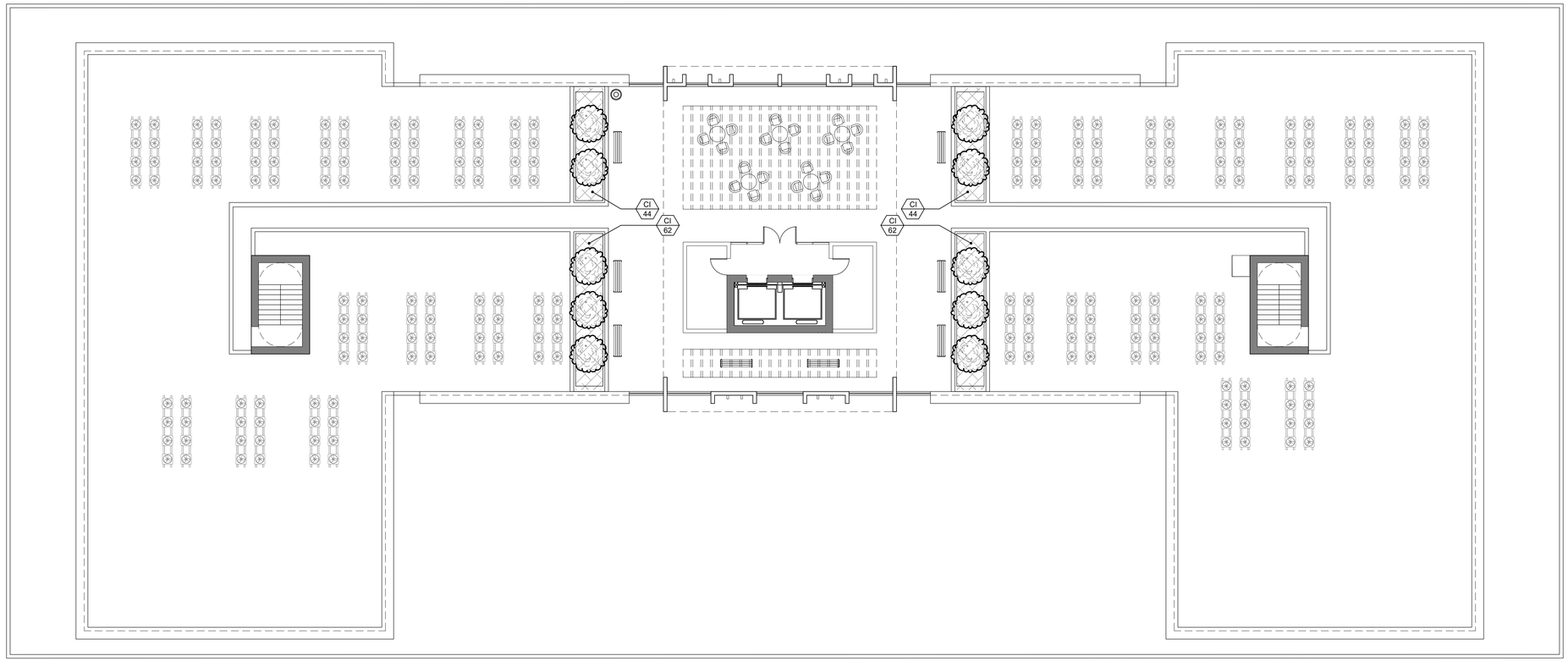
Project:
NINE HOLLYWOOD PHASE 2
1843 JACKSON STREET, HOLLYWOOD, FL
LEVEL 5 AMENITY LANDSCAPE PLAN

Revisions: Date: By:

Seal:

Lic. # LA6667290
Member: A.S.L.A.

Drawing: Level 5 Amenity Landscape Plan
Date: 04/15/2025
Scale: See Left
Drawn by: AR
Sheet No.:
L-2
Cad Id.: 2025-028



ROOF LEVEL LANDSCAPE PLAN

Scale: 1"=10'-0"

NORTH

LANDSCAPE LIST

TREES

SYMBOL	QUAN.	PROPOSED MATERIAL	DESCRIPTION
	4	Lagerstroemia indica 'Natchez'	12' HT. X 5' SPR. 2" DBH.
		WHITE CREPE MYRTLE	F.G.
	14	*Coccoloba diversifolia	16' HT. X 8' SPR. 4" DBH.
		PIGEON PLUM	F.G.
	4	Elaeocarpus decipiens	12' HT. X 4' SPR. 4" DBH.
		JAPANESE BLUEBERRY	F.G.
	9	*Thrinax radiata	14' O.A. HT. MIN., DOUBLE
		FLORIDA THATCH PALM	F.G.
	10	Ligustrum japonicum	8' HT. X 8' SPR., MULTI TRUNK
		JAPANESE PRIVET	F.G.

SHRUBS AND GROUNDCOVERS

SYMBOL	QUAN.	PROPOSED MATERIAL	DESCRIPTION
AI	3	Alcantarea imperialis	2'-6" O.A. SPR.
		IMPERIAL BROMELIAD	9" POT
CA	10	Crinum augustum 'Queen Emma'	3' O.A. HT.
		PURPLE CRINUM LILY	7 GAL.
CA2	6	Crinum	3' O.A. HT.
		CRINUM LILY	7 GAL.
CE	180	*Conocarpus erectus	24" HT. X 24" SPR. / 24" O.C.
		GREEN BUTTONWOOD	3 GAL.
CG	138	*Clusia guttifera	24" HT. X 24" SPR. / 24" O.C.
		SMALL LEAF CLUSIA	3 GAL.
CI	212	*Chrysobalanus icaco	18" HT. X 18" SPR. / 18" O.C.
		GREEN COCOPLUM	3 GAL.
FM	285	Ficus microcarpa 'Green Island'	15" HT. X 15" SPR. / 15" O.C.
		GREEN ISLAND FICUS	3 GAL.
IY	241	Ixora 'Maui Yellow'	18" HT. X 18" SPR. / 18" O.C.
		YELLOW DWARF IXORA	3 GAL.
TF	24	*Tripsacum floridana	24" HT. X 24" SPR. / 24" O.C.
		DWARF FAKAHATCHEE GRASS	3 GAL.
LAWN	As Required	Stenotaphrum secundatum 'Floratam'	SOLID EVEN SOD
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LANDSCAPE LEGEND
CITY OF HOLLYWOOD

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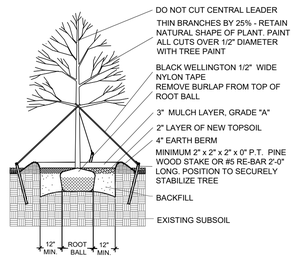
Project:
NINE HOLLYWOOD PHASE 2
1843 JACKSON STREET, HOLLYWOOD, FL
ROOF LEVEL LANDSCAPE PLAN

Revisions: Date: By:

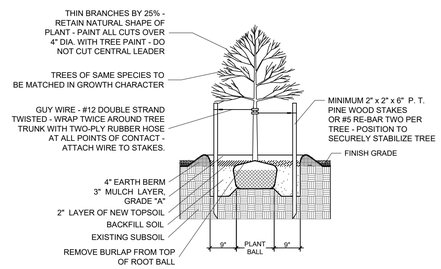
Seal:

Lic. # LA6667290
Member: A.S.L.A.

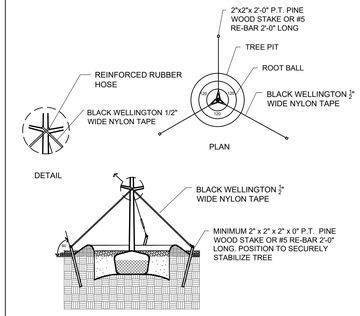
Drawing: Roof Level Landscape Plan
Date: 04/15/2025
Scale: See Left
Drawn by: AR
Sheet No.:
L-3
Cad Id.: 2025-028



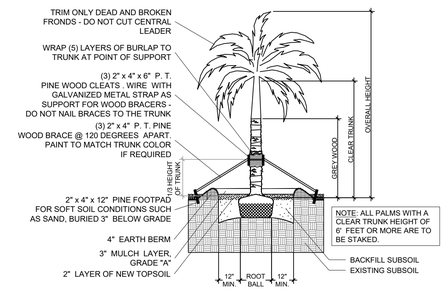
LARGE TREE PLANTING DETAIL



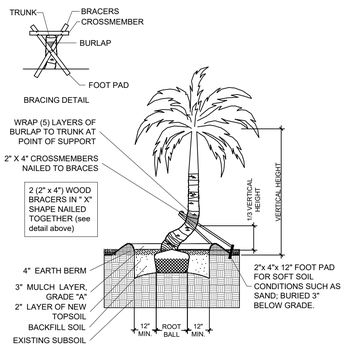
SMALL TREE PLANTING DETAIL



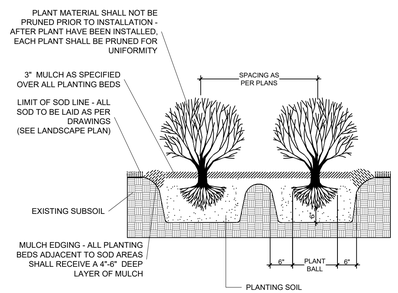
TYPICAL TREE GUYING DETAIL



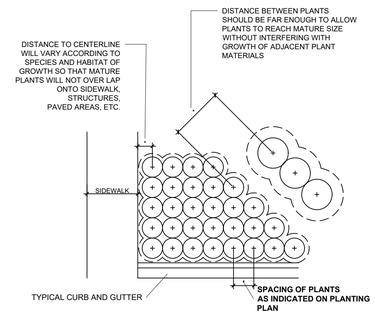
STRAIGHT TRUNK PALM PLANTING DETAIL



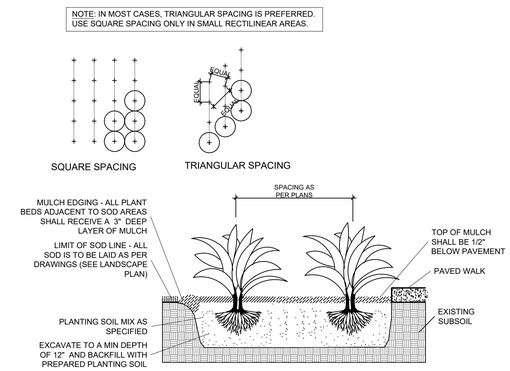
CURVED TRUNK PALM PLANTING DETAIL



TYPICAL SHRUB PLANTING DETAIL



TYPICAL CONTAINER SPACING DETAIL



TYPICAL GROUNDCOVER PLANTING DETAIL

PLANTING NOTES:

-All plant material is to be Florida Number 1 or better pursuant to the Florida Department of Agriculture's Grades and Standards for Nursery Plants.

-All plants are to be top dressed with a minimum 3" layer of Melaleuca mulch, Eucalyptus mulch or equal.

-Planting plans shall take precedence over plant list in case of discrepancies.

-No changes are to be made without the prior consent of the Landscape Architect and Owner. Additions and or deletions to the plant material must be approved by the project engineer.

-Landscape Contractor is responsible for providing their own square footage takeoffs and field verification for 100% sod coverage for all areas specified.

- All landscape areas are to be provided with automatic sprinkler system which provide 100% coverage, and 50% overlap.

- All trees in lawn areas are to receive a 24" diameter mulched saucer at the base of the trunk.

- Trees are to be planted within parking islands after soil is brought up to grade. Deeply set root balls are not acceptable.

- Planting soil for topsoil and backfill shall be 50/50 mix, nematode free. Planting soil for annual beds to be comprised of 50% Canadian peat moss, 25% salt free coarse sand and 25% Aerolite.

- Tree and shrub pits will be supplemented with "Agriform Pells", 21 gram size with a 20-10-5 analysis, or substitute application accepted by Landscape Architect. Deliver in manufacturer's standard containers showing weight, analysis and name of manufacturer.

SOD NOTES:

-Sod is to be grade "A" weed free.

-All areas marked "LAWN" shall be solid sodded with St. Augustine 'Floratam' solid sod. See limit on plan. All areas marked 'Bahia Grass' shall be solid sodded with Paspalum.

-Provide a 2" deep blanket of planting soil as described in planting notes this sheet. Prior to planting, remove stones, sticks, etc. from the sub soil surface. Excavate existing non-conforming soil as required so that the finish grade of sod is flush with adjacent pavement or top of curb as well as adjacent sod in the case of sod patching.

-Place sod on moistened soil, with edges tightly butted, in staggered rows at right angles to slopes.

-Keep edge of sod bed a minimum of 18" away from groundcover beds and 24" away from edge of shrub beds and 36" away from trees, measured from center of plant.

-Sod Shall be watered immediatley after installation to uniformily wet the soil to at least 2" below the bottom of the sod strips.
-Excavate and remove excess soil so top of sod is flush with top of curb or adjacent pavement or adjacent existing sod.

GENERAL NOTES:

-The Landscape Contractor is to locate and verify all underground and overhead utilities prior to beginning work. Contact proper utility companies and / or General Contractor prior to digging for field verification. The Owner and the Landscape Architect shall not be responsible for any damages to utility or irrigation lines (see Roadway Plans for more utility notes).

-Landscape Contractor is to verify all current drawings and check for discrepancies and bring to the attention of the Landscape Architect prior to commencing with the work.

-All unattended and unplanted tree pits are to be properly barricaded and flagged during installation.

-All planting plans are issued as directives for site layout. Any deviations, site changes, etcetera are to be brought to the attention of the Landscape Architect for clarification prior to installation.

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Project:
NINE HOLLYWOOD PHASE 2
1843 JACKSON STREET, HOLLYWOOD, FL
LANDSCAPE DETAILS

Revisions:	Date:	By:

Seal:

Lic. # LA6667290
Member: A.S.L.A.

Drawing: Landscape Details
Date: 04/15/2025
Scale: See Left
Drawn by: AR
Sheet No.:

L-4

Cad Id.: 2025-028

Nine Hollywood Phase 2

Hollywood Florida

prepared for:

Gadamis Property, LLC

Traffic Study

JOAQUIN E. VARGAS
LICENSE
No 44174
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

April 7, 2025

TRAFTECH
ENGINEERING, INC.

April 7, 2025

TRAFTECH
ENGINEERING, INC.

April 7, 2025

Gadamis Property, LLC
1000 E. Hallandale Beach Boulevard
Hallandale Beach, Florida 33009

Re: Nine Hollywood Phase 2 - Traffic Study

Traf Tech Engineering, Inc. has prepared this traffic study in connection with the proposed mixed-use development to be located at 1843 Jackson Street, in the City of Hollywood, Florida. Figure 1 shows the location of the project site and the surrounding street system.

Project Description and Access

The project site is currently vacant and will be developed will the following land use and intensity:

- Residential High-Rise: 198 units
- Retail: 8,978 square feet
- Office: 623 square feet

Access to the site is planned via one full access driveway off of Jackson Street and an exit-only driveway onto the alleyway located on the north side of the site. A copy of the site plan is contained in Attachment A. For purposes of this traffic evaluation, the project is anticipated to be built and occupied in the year 2028. The following tasks were undertaken as part of this evaluation:

- Documented the existing lane geometry of the study area. The following intersections were evaluated as part of this study.

  1. S.20th Avenue & Hollywood Boulevard
  2. S.19th Avenue & Van Buren Street
  3. US-1 & Van Buren Street
  4. S.20th Avenue & Jackson Street
  5. US-1 & Jackson Street
  6. 19th Avenue & Jackson Street

- Figure 2 depicts the existing lane geometry of the study intersections.

8400 N. University Drive, Suite 309, Tamarac, FL 33321 T: 954-582-0988 F: 954-582-0989

- Collected intersection turning movement counts during the critical peak periods (7:00 AM to 9:00 AM) and (4:00 PM to 6:00 PM) at the four (4) study intersections:

  - S.20th Avenue & Hollywood Boulevard
  - S.19th Avenue & Van Buren Street
  - US-1 & Van Buren Street
  - S.20th Avenue & Jackson Street
  - US-1 & Jackson Street
  - 19th Avenue & Jackson Street

  The above traffic counts were recorded on Thursday, March 20, 2025, and December 3, 2024. The traffic counts were adjusted by utilizing peak season factors of 1.00 and 1.05 published by the Florida Department of Transportation. Figure 3 shows the results of the AM and PM peak hour traffic counts. The traffic counts are included in Attachment B.

- Obtained the signal timing plan for the signalized intersections from Broward County Traffic Engineering Division. Attachment B also contains the signal timing plans.

- Determined the trip generation of the proposed mixed-use development using the trip generation equations/rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). Table 1 on the following page documents the trip generation associated with the proposed land use.

- As indicated in Table 1, the proposed project is projected to generate 679 daily trips, 71 AM peak hour trips (35 inbound and 36 outbound), and 78 PM peak hour trips (39 inbound and 39 outbound).

TABLE 1
Trip Generation Summary - Proposed Uses
Nine Hollywood Phase 2

Land Use	Size	Daily Trips	AM Peak Hour Total Trips	AM Peak Hour Inbound	AM Peak Hour Outbound	PM Peak Hour Total Trips	PM Peak Hour Inbound	PM Peak Hour Outbound
Residential High-Rise (LUC 222)	198 units	374	48	20	28	40	20	20
Retail (LUC 822)	8,978 sf	489	21	13	8	59	30	29
Office (LUC 712)	623 sf	7	2	2	0	1	0	1
Gross Trips		**870**	**71**	**35**	**36**	**100**	**50**	**50**
Internal Trips based on NCHRP 684		-191	0	0	0	-22	-11	-11
Proposed External Trips		**679**	**71**	**35**	**36**	**78**	**39**	**39**

Source: ITE Trip Generation Manual (11th Edition)

ITE Land Use Code 222 - Multifamily (High-Rise) Not Close to Transit Dense Multi-Use Urban
Daily Trips: T = 1.89 (X), X = number of units
AM Peak: T = 0.24 (X) (41% inbound and 59% outbound), X = number of units
PM Peak: T = 0.20 (X) (50% inbound and 50% outbound), X = number of units

ITE Land Use Code 712 - Small Office Building Dense Multi-Use Urban
Daily Trips: n/a, assumed same daily to PM peak ratio as LUC 712 in suburban areas
AM Peak: T = 3.33 (X) (distribution n/a, assumed reverse as PM peak), X = 1,000 sf)
PM Peak: T = 1.52 (X) (17% inbound and 83% outbound), X = 1,000 sf)

ITE Land Use Code 822 - Retail (<40k)
Daily Trips: T = 54.45 (X), X = 1,000 sf
AM Peak: T = 2.36 (X) (60% inbound and 40% outbound), X = 1,000 sf)
PM Peak: T = 6.59 (X) (50% inbound and 50% outbound), X = 1,000 sf)

- The project's peak-hour trips documented in Table 1 were distributed and assigned to the study area. The trip distribution for the project was based on knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns.

  The following traffic assignment was used for the project:

  - 25% to and from the west via Hollywood Boulevard
  - 55% to and from the north via US 1/Federal Highway
  - 20% to and from the south via US 1/Federal Highway

- Figure 4 documents the project traffic distribution and assignment based on the above traffic percentages.

- Figures 5 and 6 present the future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed development) and Figure 6 includes the additional traffic anticipated to be generated by the proposed project. The background traffic includes peak season adjustment factors and traffic growth based on historical traffic data within the study area (please refer to Attachment C for details). The future traffic projections for the study intersections are presented in tabular format in Attachment D.

- In order to determine the impacts created by the proposed development to the study intersections and the project driveway, capacity/level of service analyses were undertaken using the SYNCHRO software. The results of the capacity/level of service analyses are presented in Table 2 below.

TABLE 2
Level of Service Analyses
Nine Hollywood Phase 2

Intersection	Time Period	EASTBOUND Approach		WESTBOUND Approach		NORTHBOUND Approach		SOUTHBOUND Approach		Intersection LOS	Intersection Delay (sec)
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
101: S 20th Avenue & Hollywood Boulevard	AM	B/B/B	15.7/15.9/16.0	B/B/B	13.7/13.7/13.8	B/B/B	13.7/13.7/13.8	B/B/B	12.9/12.9/12.9	B/B/B	14.5/14.6/14.7
	PM	B/B/B	16.6/16.7/17.0	B/B/B	15.1/15.2/15.3	B/B/B	14.7/14.8/14.9	B/B/B	13.1/13.2/13.2	B/B/B	15.4/15.5/15.6
102: S 19 Ave & Van Buren St	AM	A/A/A	9.5/9.7/9.9	A/A/B	9.9/10.0/10.4	A/B/B	9.9/10.1/10.6	A/B/B	10/10.2/10.6	A/A/A	9.9/10/10.4
	PM	A/A/A	8.7/8.8/8.9	A/A/A	8.8/8.9/9.0	A/A/A	9.0/9.1/9.4	A/A/A	9.2/9.1/9.5	A/A/A	9.0/9.3/9.3
103: Federal Highway & Van Buren Street/Van Buren Street	AM	D/D/D	40.8/40.9/42.4	D/D/D	41.6/41.9/41.6	A/A/A	6.6/6.9/7.1	A/A/A	6.5/6.8/7.1	B/B/B	12.5/12.8/13.3
	PM	D/D/D	43.5/43.4/43.7	D/D/D	43.2/43.2/42.4	A/A/A	5.0/5.4/5.8	A/A/A	4.6/4.8/5.3	A/A/A	9.1/9.4/9.9
104: S 20th Avenue & Jackson Street	AM	A/A/A	8.91/8.93/8.94	A/A/A	9.15/9.18/9.13						
	PM	A/A/A	9.22/9.25/9.26	A/A/A	9.34/9.38/9.31						
105: Federal Highway & Jackson Street	AM	A/A/A	9.6/9.66/9.75	A/A/A	9.87/9.95/9.95						
	PM	A/A/A	9.74/9.81/9.91	A/A/A	10.15/10.24/10.24						
106: S 19 Ave & Jackson Street	AM	A/A/A	9.45/9.55/9.82	B/B/B	10.5/10.61/10.65						
	PM	A/A/A	9.2/9.27/9.5	B/B/B	10.4/10.48/10.46						
201. Jackson Street & Driveway	AM							A	8.24		
	PM							A	8.27		

SOURCE: SYNCHRO. LEGEND: Existing/Background/Future Total

As shown in Table 2, in the year 2028 with the proposed project in place, all study intersections are expected to operate at acceptable levels of services. The SYNCHRO outputs are contained in Attachment E.

- Turn lane analyses were performed using the FDOT 2019 Access Management Guidebook and AASHTO 7th edition for the proposed access driveways. Right-turn deceleration lanes were based on FDOT's Access Management Guidebook (2019), for roadways with posted speed limit of 45 mph or less. Right-turn lanes are recommended if the right-turn volume exceeds 80 vehicles in a one-hour period.

Following AASHTO 7th Edition, left turn lane in compliance with the Florida's Green Book shall be provided at each access point if the traffic volumes summarized in Table 3 located on the following page are met.

Table 3 Left-turn Lane Criteria	
Left-turn Volume	Through Volume *
25	200
30	150
35	150
40	150
45	150
50 or more	100

Source: AASHTO 7th edition

* Three-legged intersection

- Major road volume

Based on the anticipated peak hour trips for the driveways at build-out conditions (refer to Figure 4), the left and right-turn lanes are not warranted at the project access driveways as demonstrated in Table 4 below.

Table 4
Nine Hollywood Phase 2
Need for Turning Lanes

Location	Jurisdiction	RT Volume Requirement (vph)*	RT Volume (vph)**	RT Lane Required ?	LT and TH Volume Requirements (vph)*	LT Volume (vph)**	TH Volume (vph)**	LT Lane Required ?
Jackson Street & Access	City	80	19/21	No	See Table 3	16/18	19/20	No

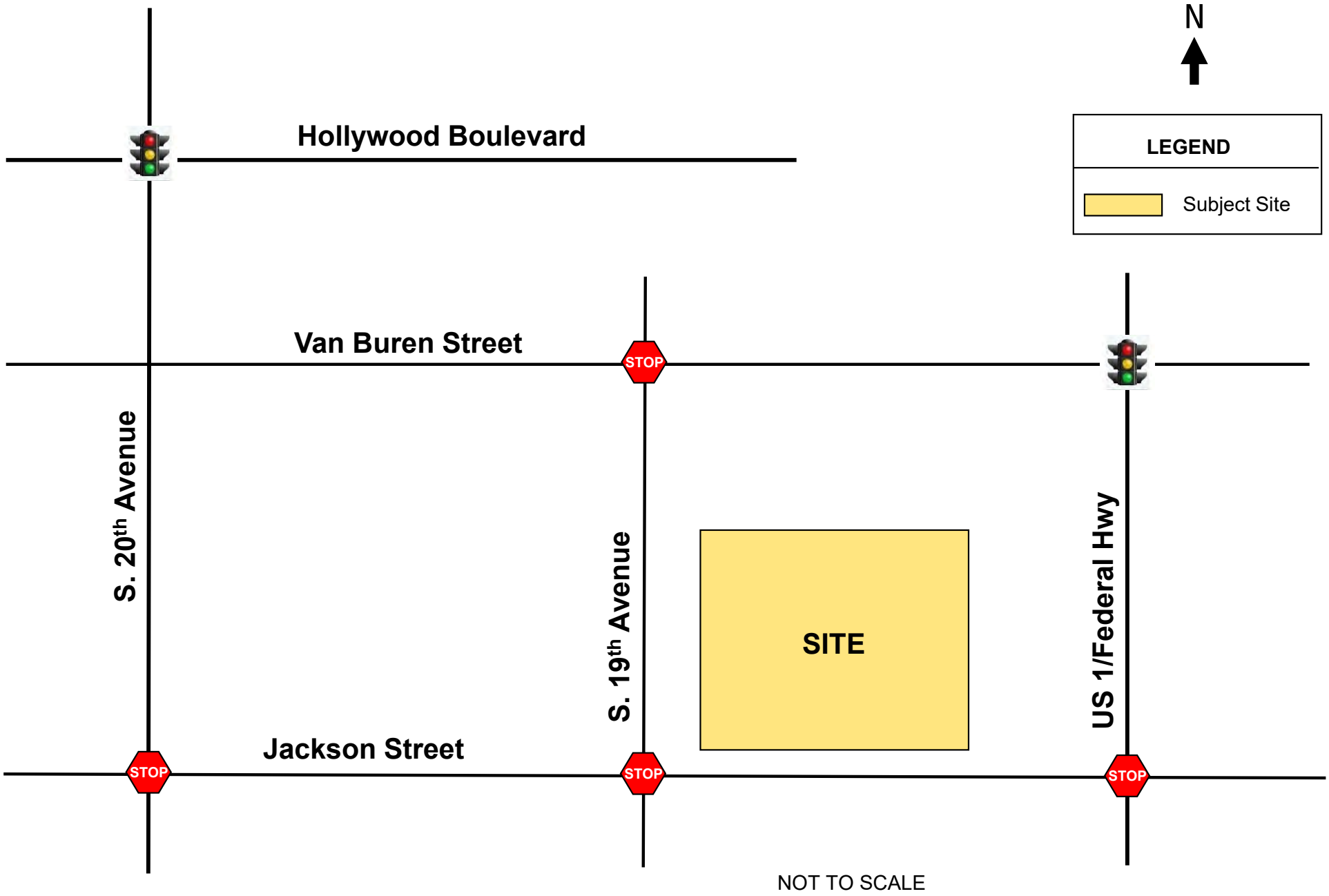
* Source: AASHTO 7th edition and FDOT 2019 Access Management Guidebook
** Volumes extracted from Figure 4 and Synchro outputs

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

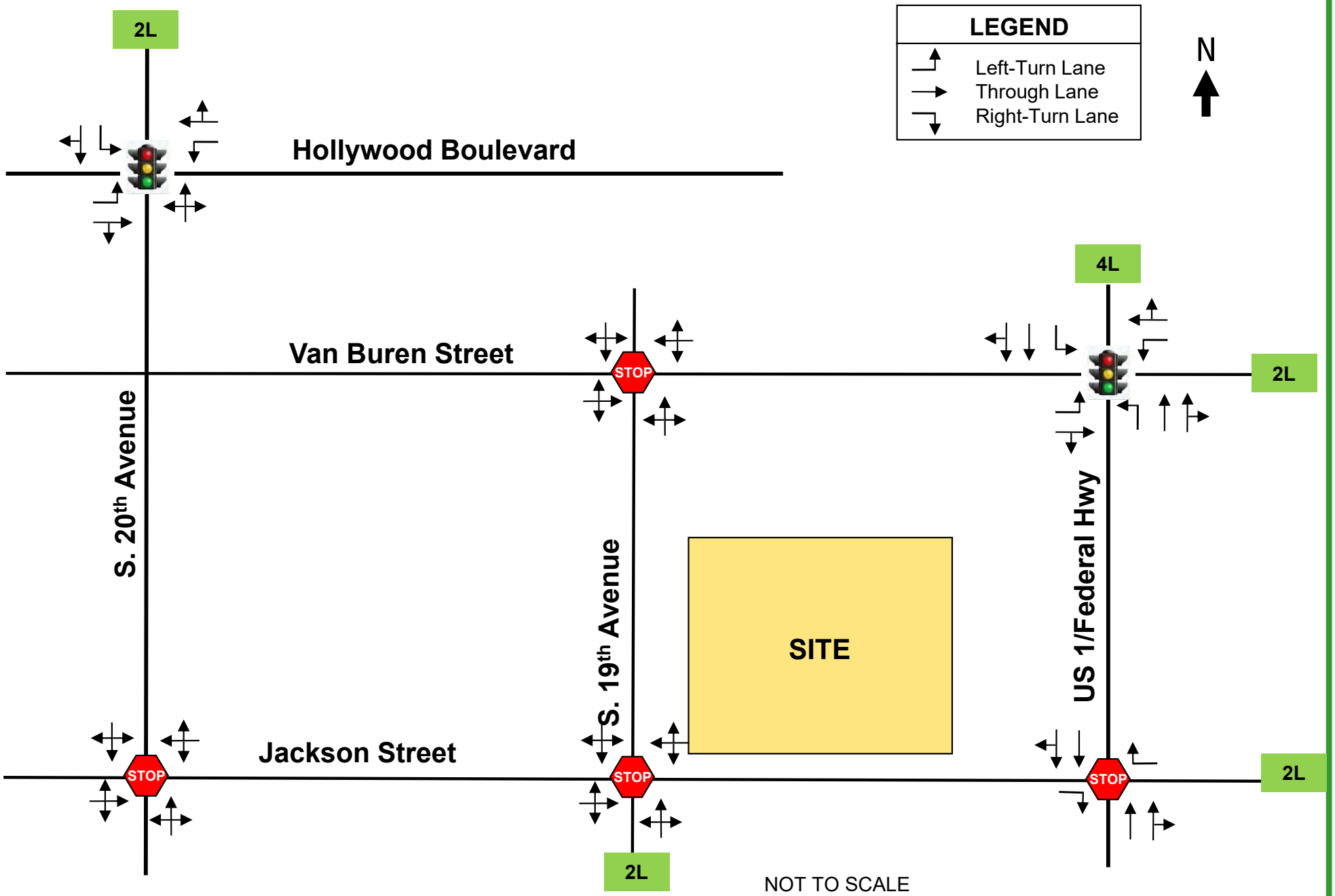
Joaquin E. Vargas, P.E.
Senior Transportation Engineer



TRAFTECH ENGINEERING, INC.

PROJECT LOCATION MAP

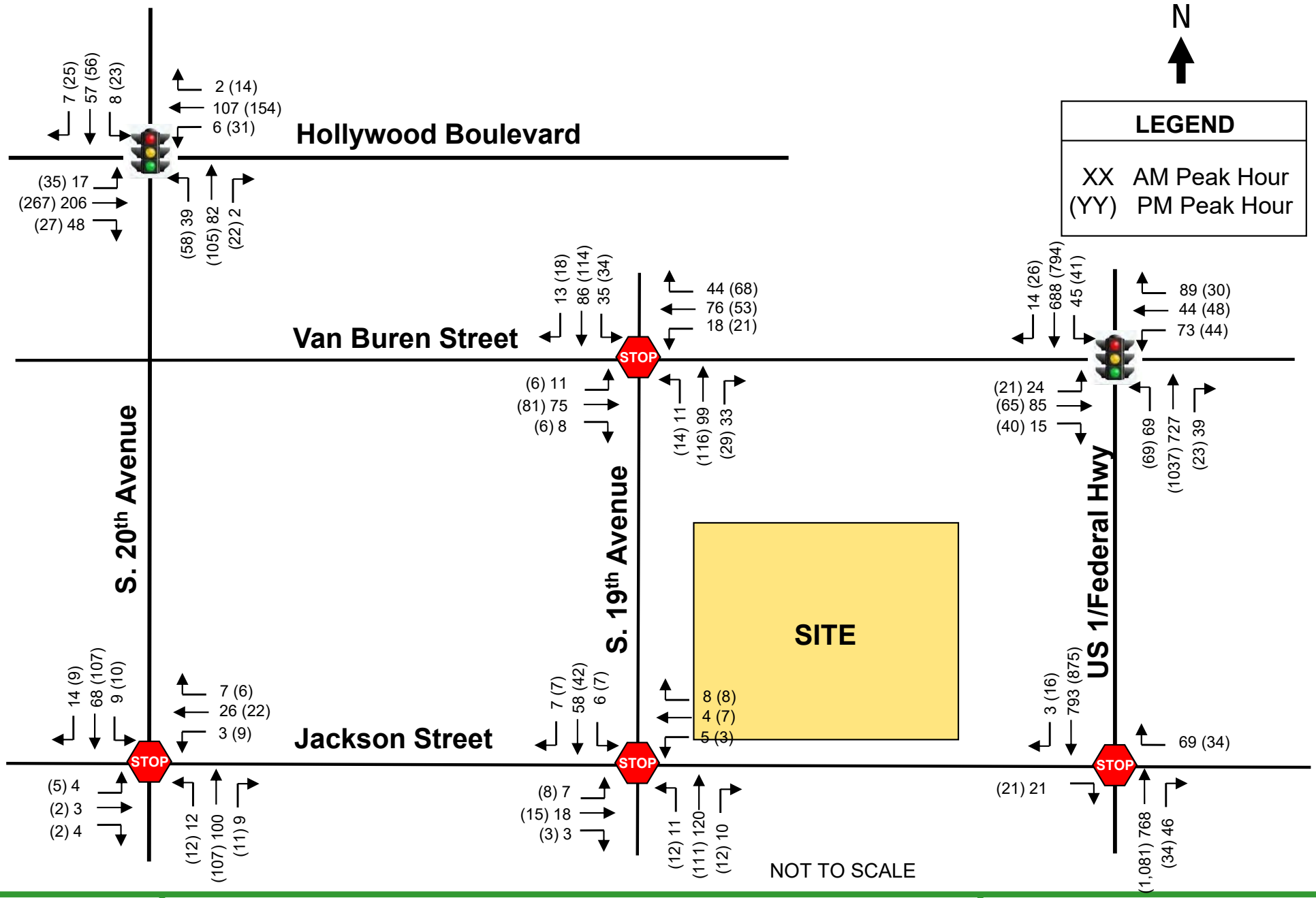
FIGURE 1
Nine Hollywood Phase 2
Hollywood, Florida



TRAFTECH ENGINEERING, INC.

EXISTING LANE GEOMETRY

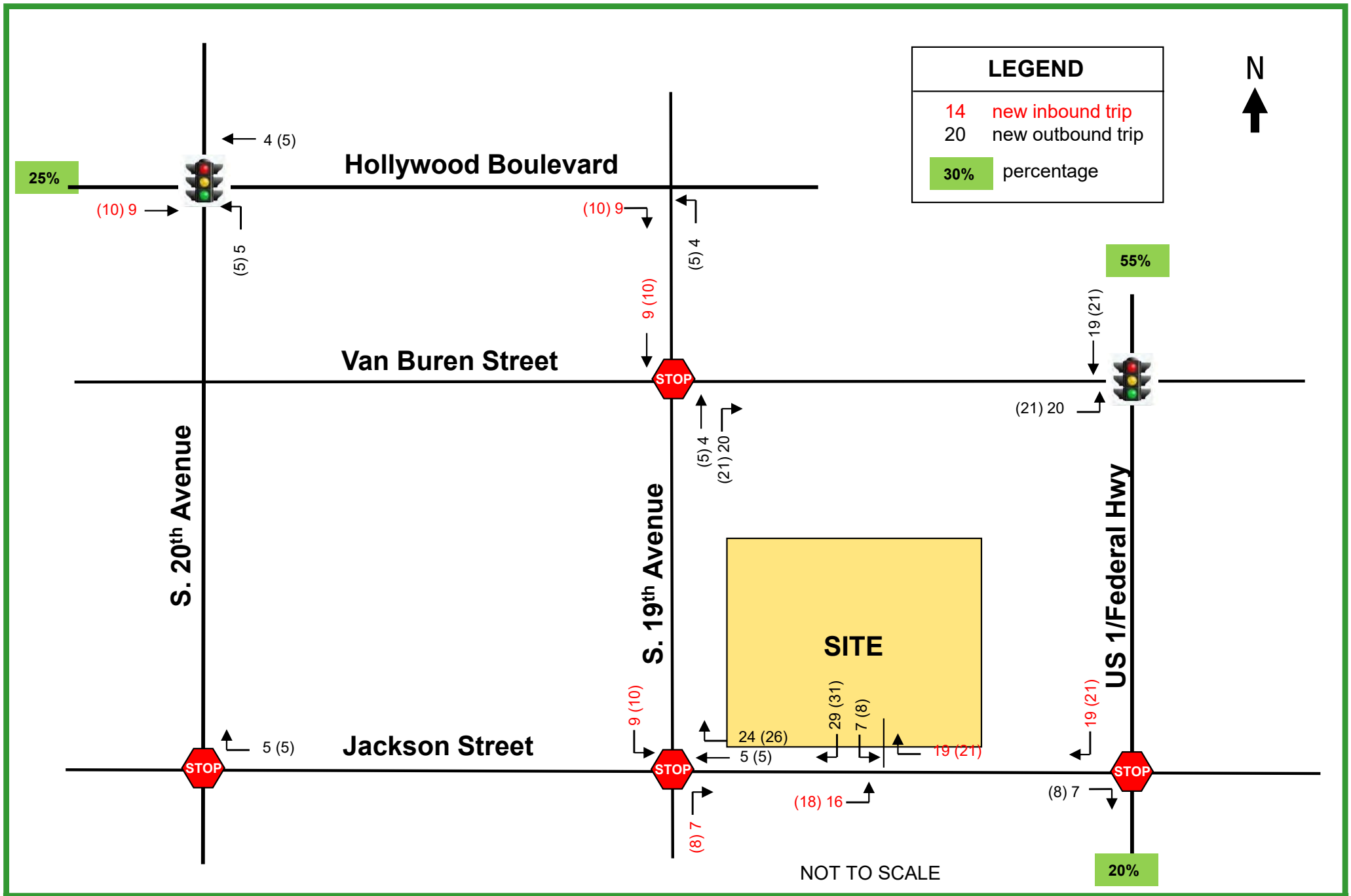
FIGURE 2
Nine Hollywood Phase 2
Hollywood, Florida



TRAFTECH ENGINEERING, INC.

EXISTING TRAFFIC COUNTS – AM & (PM) Peak Hour

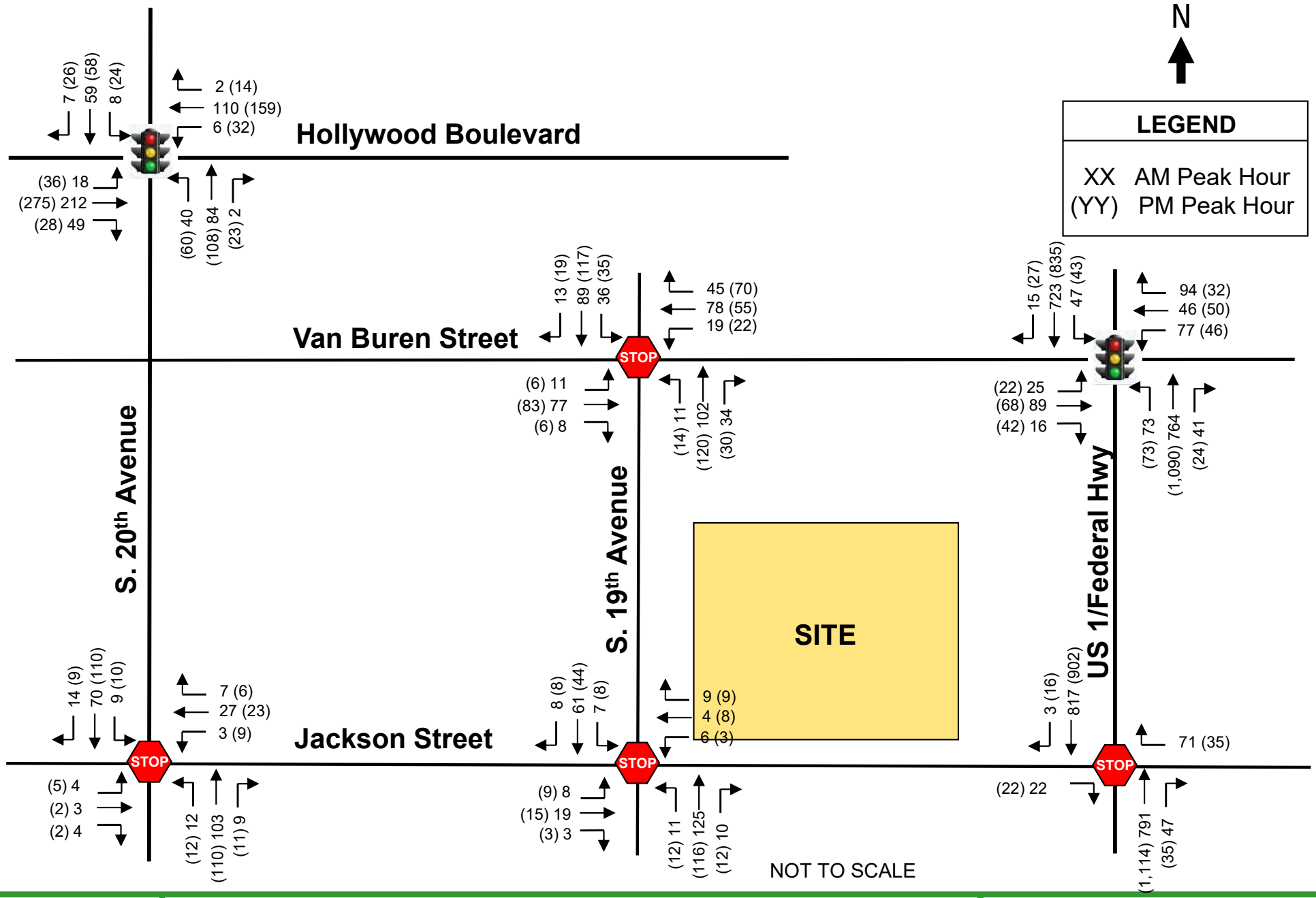
FIGURE 3
Nine Hollywood Phase 2
Hollywood, Florida



TRAFTECH ENGINEERING, INC.

NEW PROJECT TRAFFIC ASSIGNMENT
Weekday New Peak Hour Trips AM & (PM)

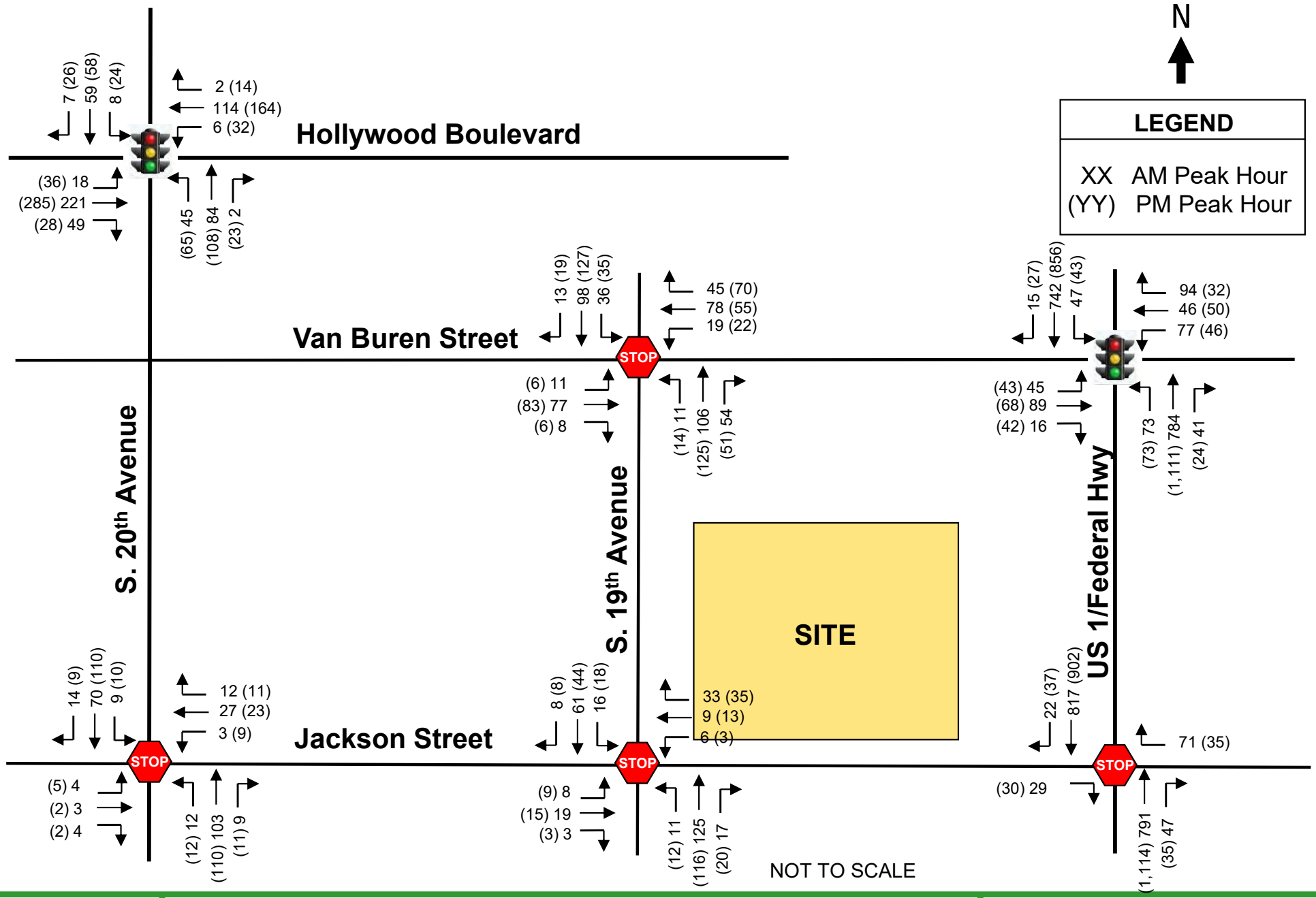
FIGURE 4
Nine Hollywood Phase 2
Hollywood, Florida



TRAFTECH ENGINEERING, INC.

BACKGROUND TRAFFIC – Year 2028
AM & (PM) Peak Hour

FIGURE 5
Nine Hollywood Phase 2
Hollywood, Florida



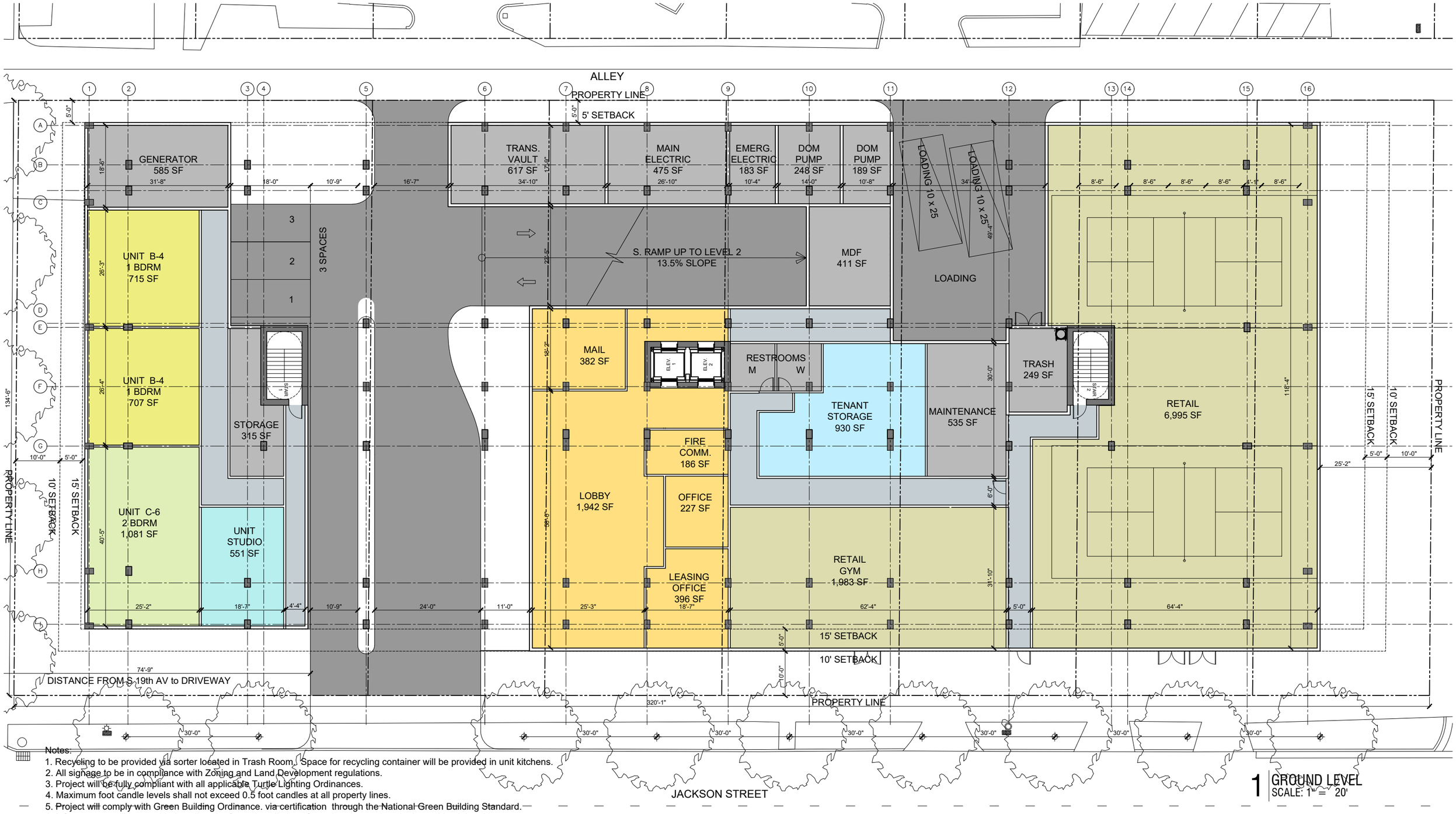
TRAFTECH ENGINEERING, INC.

TOTAL TRAFFIC VOLUMES
(Year 2028 Peak Season)

FIGURE 6
Nine Hollywood Phase 2
Hollywood, Florida

Attachement A

Site Plan
Nine Hollywood Phase 2



1 GROUND LEVEL
SCALE: 1" = 20'

Notes:
1. Recycling to be provided via sorter located in Trash Room. Space for recycling container will be provided in unit kitchens.
2. All signage to be in compliance with Zoning and Land Development regulations.
3. Project will be fully compliant with all applicable Turtle Lighting Ordinances.
4. Maximum foot candle levels shall not exceed 0.5 foot candles at all property lines.
5. Project will comply with Green Building Ordinance. via certification through the National Green Building Standard.
6. Infrastructure will be provided to allow the future installation of car charging stations in the residential parking garage.

alfonsojurado ARCHITECTURE
1035 N MIAMI AVE, STE. 406
Miami, FL 33136
T 305.206.6214

NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

March 20, 2025

Ground Level
A1 01
Scale: 1" = 20'

Attachement B

Traffic Counts and Signal Timing

Traff Tech Engineering Inc.

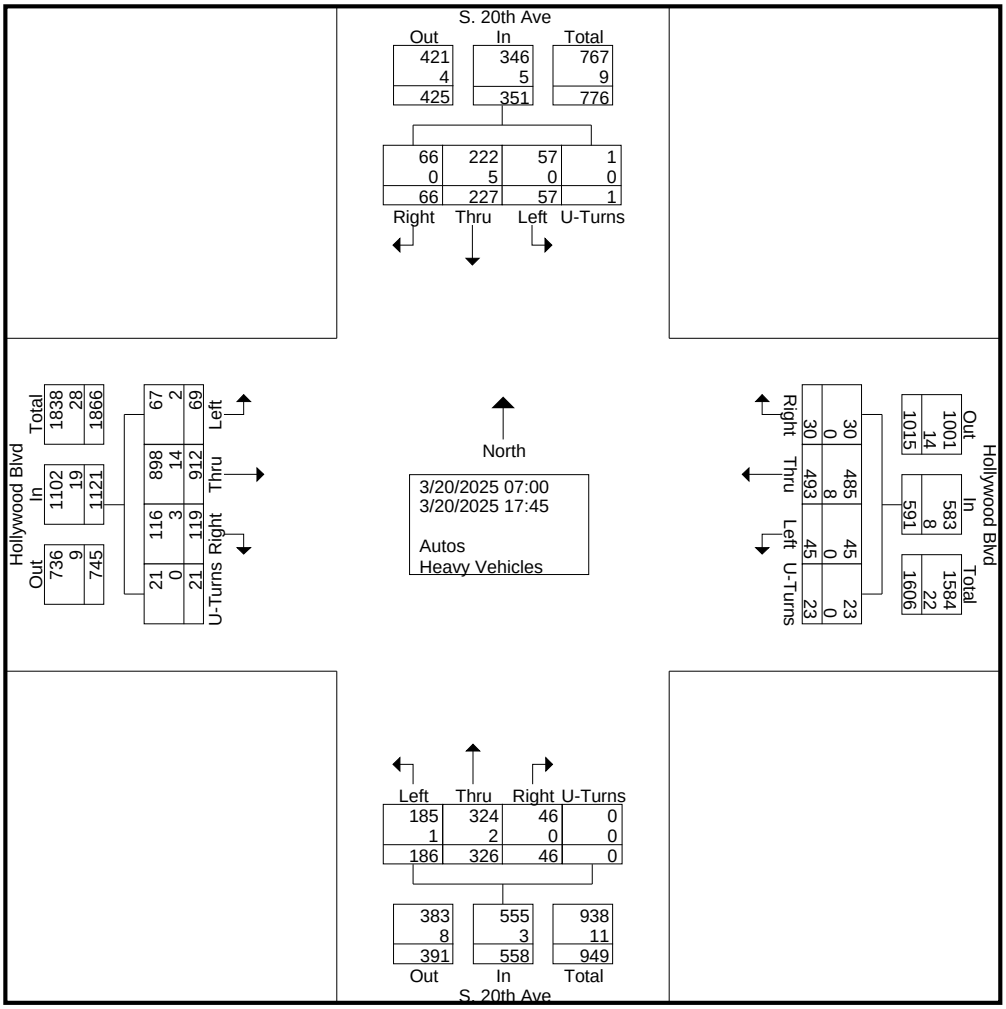
File Name : 1- S.20th Ave & Hollywood Blvd
Site Code : 00000000
Start Date : 3/20/2025
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	S. 20th Ave From North					Hollywood Blvd From East					S. 20th Ave From South					Hollywood Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	4	6	0	0	10	0	23	0	0	23	2	9	12	0	23	3	41	3	0	47	103
07:15	3	14	2	0	19	1	14	3	0	18	1	24	8	0	33	6	36	0	0	42	112
07:30	3	5	2	0	10	1	25	2	0	28	1	19	6	0	26	11	51	2	0	64	128
07:45	0	19	2	0	21	0	22	1	0	23	1	19	11	0	31	14	61	1	1	77	152
Total	10	44	6	0	60	2	84	6	0	92	5	71	37	0	113	34	189	6	1	230	495
08:00	1	14	1	0	16	1	28	1	0	30	0	15	12	0	27	13	55	6	0	74	147
08:15	3	19	3	0	25	0	32	2	0	34	0	29	10	0	39	10	39	7	0	56	154
08:30	5	17	2	0	24	1	21	1	0	23	1	6	4	0	11	4	58	2	0	64	122
08:45	2	8	2	0	12	1	23	0	0	24	2	15	8	0	25	11	48	1	0	60	121
Total	11	58	8	0	77	3	104	4	0	111	3	65	34	0	102	38	200	16	0	254	544
*** BREAK ***																					
16:00	4	19	9	1	33	3	43	2	2	50	5	27	12	0	44	9	56	8	4	77	204
16:15	5	10	5	0	20	1	39	4	2	46	5	21	15	0	41	5	60	3	2	70	177
16:30	5	17	4	0	26	6	39	6	2	53	1	12	19	0	32	4	73	4	2	83	194
16:45	6	23	2	0	31	1	30	5	4	40	5	25	11	0	41	2	67	6	3	78	190
Total	20	69	20	1	110	11	151	17	10	189	16	85	57	0	158	20	256	21	11	308	765
17:00	9	13	7	0	29	2	38	2	3	45	3	28	13	0	44	7	65	9	0	81	199
17:15	5	14	7	0	26	4	34	4	1	43	2	19	16	0	37	7	67	6	5	85	191
17:30	4	17	5	0	26	4	47	6	7	64	6	22	14	0	42	8	77	4	2	91	223
17:45	7	12	4	0	23	4	35	6	2	47	11	36	15	0	62	5	58	7	2	72	204
Total	25	56	23	0	104	14	154	18	13	199	22	105	58	0	185	27	267	26	9	329	817
Grand Total	66	227	57	1	351	30	493	45	23	591	46	326	186	0	558	119	912	69	21	1121	2621
Apprch %	18.8	64.7	16.2	0.3		5.1	83.4	7.6	3.9		8.2	58.4	33.3	0		10.6	81.4	6.2	1.9		
Total %	2.5	8.7	2.2	0	13.4	1.1	18.8	1.7	0.9	22.5	1.8	12.4	7.1	0	21.3	4.5	34.8	2.6	0.8	42.8	
Autos	66	222	57	1	346	30	485	45	23	583	46	324	185	0	555	116	898	67	21	1102	2586
% Autos	100	97.8	100	100	98.6	100	98.4	100	100	98.6	100	99.4	99.5	0	99.5	97.5	98.5	97.1	100	98.3	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	2.2	0	0	1.4	0	1.6	0	0	1.4	0	0.6	0.5	0	0.5	2.5	1.5	2.9	0	1.7	1.3

Traff Tech Engineering Inc.

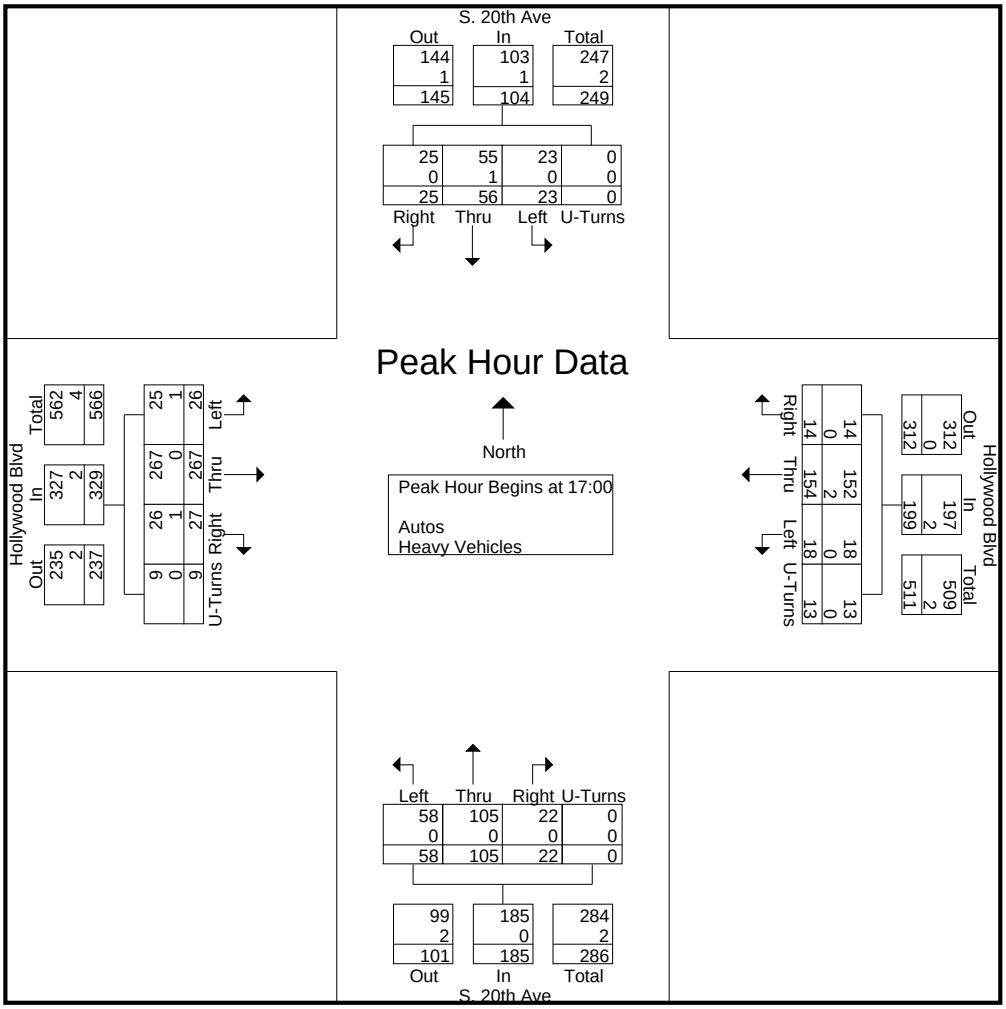
File Name : 1- S.20th Ave & Hollywood Blvd
Site Code : 00000000
Start Date : 3/20/2025
Page No : 2



Traff Tech Engineering Inc.

File Name : 1- S.20th Ave & Hollywood Blvd
Site Code : 00000000
Start Date : 3/20/2025
Page No : 3

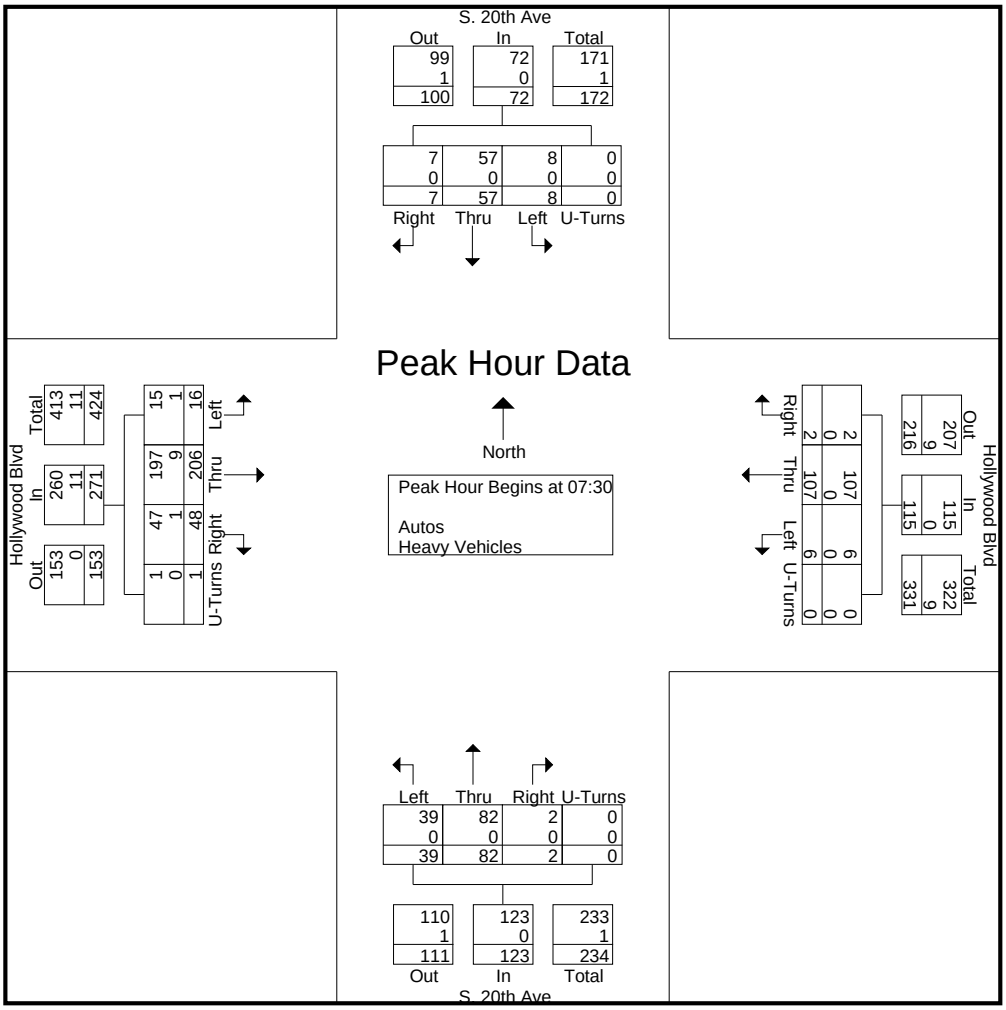
	S. 20th Ave From North					Hollywood Blvd From East					S. 20th Ave From South					Hollywood Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	**9**	13	**7**	0	**29**	2	38	2	3	45	3	28	13	0	44	7	65	**9**	0	81	199
17:15	5	14	7	0	26	**4**	34	4	1	43	2	19	**16**	0	37	7	67	6	**5**	85	191
17:30	4	**17**	5	0	26	4	**47**	**6**	**7**	**64**	6	22	14	0	42	**8**	**77**	4	2	**91**	**223**
17:45	7	12	4	0	23	4	35	6	2	47	**11**	**36**	15	0	**62**	5	58	7	2	72	204
Total Volume	25	56	23	0	104	14	154	18	13	199	22	105	58	0	185	27	267	26	9	329	817
% App. Total	24	53.8	22.1	0		7	77.4	9	6.5		11.9	56.8	31.4	0		8.2	81.2	7.9	2.7		
PHF	.694	.824	.821	.000	.897	.875	.819	.750	.464	.777	.500	.729	.906	.000	.746	.844	.867	.722	.450	.904	.916
Autos	25	55	23	0	103	14	152	18	13	197	22	105	58	0	185	26	267	25	9	327	812
% Autos	100	98.2	100	0	99.0	100	98.7	100	100	99.0	100	100	100	0	100	96.3	100	96.2	100	99.4	99.4
Heavy Vehicles																					
% Heavy Vehicles	0	1.8	0	0	1.0	0	1.3	0	0	1.0	0	0	0	0	0	3.7	0	3.8	0	0.6	0.6



Traff Tech Engineering Inc.

File Name : 1- S.20th Ave & Hollywood Blvd
Site Code : 00000000
Start Date : 3/20/2025
Page No : 4

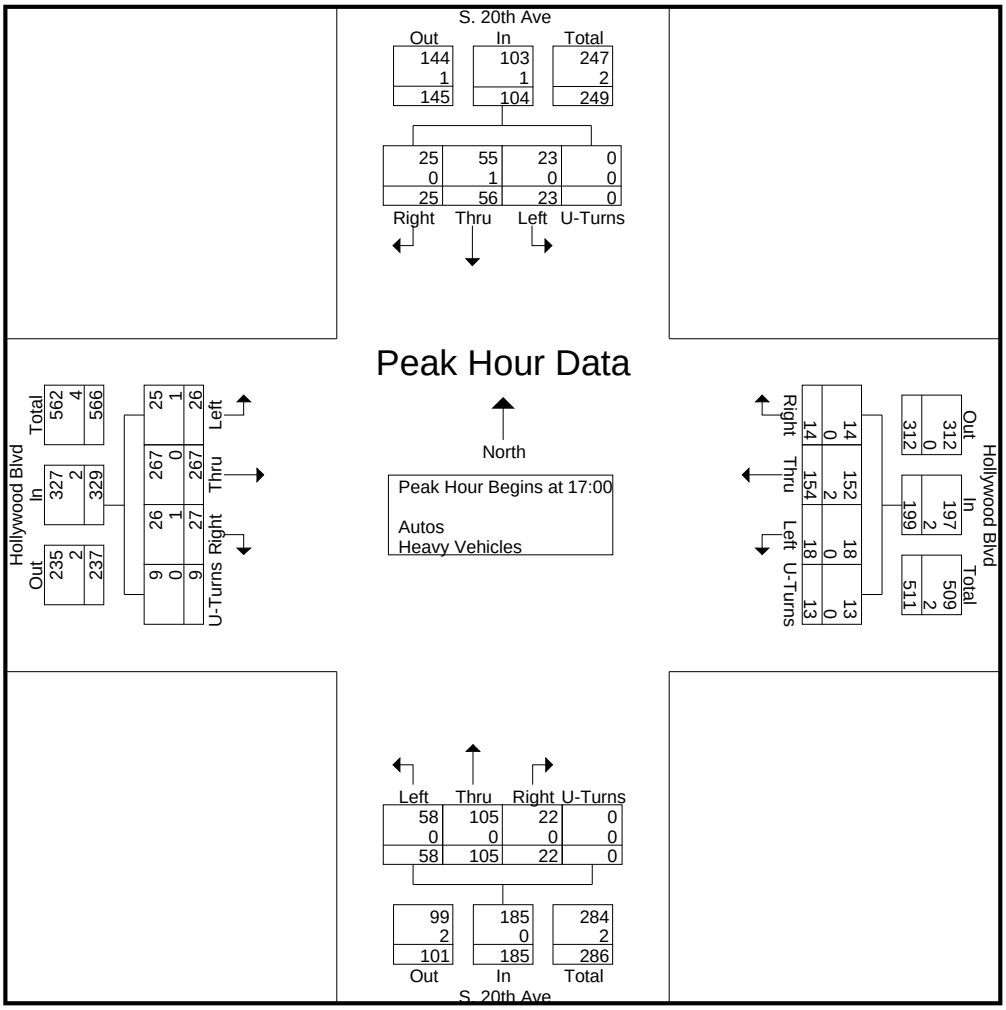
	S. 20th Ave From North					Hollywood Blvd From East					S. 20th Ave From South					Hollywood Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**3**	5	2	0	10	**1**	25	**2**	0	28	**1**	19	6	0	26	11	51	2	0	64	128
07:45	0	**19**	2	0	21	0	22	1	0	23	1	19	11	0	31	**14**	**61**	1	**1**	**77**	152
08:00	1	14	1	0	16	1	28	1	0	30	0	15	**12**	0	27	13	55	6	0	74	147
08:15	3	19	**3**	0	**25**	0	**32**	2	0	**34**	0	**29**	10	0	**39**	10	39	**7**	0	56	**154**
Total Volume	7	57	8	0	72	2	107	6	0	115	2	82	39	0	123	48	206	16	1	271	581
% App. Total	9.7	79.2	11.1	0		1.7	93	5.2	0		1.6	66.7	31.7	0		17.7	76	5.9	0.4		
PHF	.583	.750	.667	.000	.720	.500	.836	.750	.000	.846	.500	.707	.813	.000	.788	.857	.844	.571	.250	.880	.943
Autos	7	57	8	0	72	2	107	6	0	115	2	82	39	0	123	47	197	15	1	260	570
% Autos	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	97.9	95.6	93.8	100	95.9	98.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.1	4.4	6.3	0	4.1	1.9



Traff Tech Engineering Inc.

File Name : 1- S.20th Ave & Hollywood Blvd
Site Code : 00000000
Start Date : 3/20/2025
Page No : 5

	S. 20th Ave From North					Hollywood Blvd From East					S. 20th Ave From South					Hollywood Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	**9**	13	**7**	0	**29**	2	38	2	3	45	3	28	13	0	44	7	65	**9**	0	81	199
17:15	5	14	7	0	26	**4**	34	4	1	43	2	19	**16**	0	37	7	67	6	**5**	85	191
17:30	4	**17**	5	0	26	4	**47**	**6**	**7**	**64**	6	22	14	0	42	**8**	**77**	4	2	**91**	**223**
17:45	7	12	4	0	23	4	35	6	2	47	**11**	**36**	15	0	**62**	5	58	7	2	72	204
Total Volume	25	56	23	0	104	14	154	18	13	199	22	105	58	0	185	27	267	26	9	329	817
% App. Total	24	53.8	22.1	0		7	77.4	9	6.5		11.9	56.8	31.4	0		8.2	81.2	7.9	2.7		
PHF	.694	.824	.821	.000	.897	.875	.819	.750	.464	.777	.500	.729	.906	.000	.746	.844	.867	.722	.450	.904	.916
Autos	25	55	23	0	103	14	152	18	13	197	22	105	58	0	185	26	267	25	9	327	812
% Autos	100	98.2	100	0	99.0	100	98.7	100	100	99.0	100	100	100	0	100	96.3	100	96.2	100	99.4	99.4
Heavy Vehicles																					
% Heavy Vehicles	0	1.8	0	0	1.0	0	1.3	0	0	1.0	0	0	0	0	0	3.7	0	3.8	0	0.6	0.6



Traff Tech Engineering Inc.

File Name : 1- S.20th Ave & Hollywood Blvd
Site Code : 00000000
Start Date : 3/20/2025
Page No : 1

Groups Printed- Peds & Bikes

	S. 20th Ave From North				Hollywood Blvd From East				S. 20th Ave From South				Hollywood Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	3
07:15	1	0	0	3	0	0	0	1	3	0	0	1	0	0	0	1	10
07:30	0	0	0	0	0	0	0	2	1	0	0	2	0	0	0	0	5
07:45	1	0	0	0	0	0	0	2	1	0	0	5	0	0	0	0	9
Total	2	0	0	5	0	0	0	5	5	0	0	8	1	0	0	1	27
08:00	1	0	0	4	1	0	0	1	1	0	0	3	1	0	0	1	13
08:15	0	0	0	3	0	0	0	1	0	0	0	4	0	0	0	1	9
08:30	0	0	0	2	0	0	0	1	1	0	0	5	0	0	0	0	9
08:45	0	0	0	6	0	0	0	5	1	0	0	6	0	0	0	0	18
Total	1	0	0	15	1	0	0	8	3	0	0	18	1	0	0	2	49
*** BREAK ***																	
16:00	0	0	0	10	0	0	0	2	0	0	0	6	0	0	0	6	24
16:15	0	0	0	6	2	0	0	5	3	0	0	23	0	0	0	4	43
16:30	0	0	0	15	0	0	0	11	2	0	0	12	0	0	0	2	42
16:45	0	0	0	19	2	0	0	11	0	0	0	7	1	0	0	0	40
Total	0	0	0	50	4	0	0	29	5	0	0	48	1	0	0	12	149
17:00	1	0	0	13	2	0	0	11	0	0	0	11	2	0	0	5	45
17:15	0	0	0	11	1	0	0	6	0	0	0	25	0	0	0	2	45
17:30	1	0	0	5	0	0	0	10	2	0	0	10	0	0	0	3	31
17:45	2	0	0	10	0	0	0	2	1	0	0	14	0	0	0	4	33
Total	4	0	0	39	3	0	0	29	3	0	0	60	2	0	0	14	154
Grand Total	7	0	0	109	8	0	0	71	16	0	0	134	5	0	0	29	379
Apprch %	6	0	0	94	10.1	0	0	89.9	10.7	0	0	89.3	14.7	0	0	85.3	
Total %	1.8	0	0	28.8	2.1	0	0	18.7	4.2	0	0	35.4	1.3	0	0	7.7	

Traff Tech Engineering Inc.

File Name : 2- S.19th Ave & Van Buren St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	S. 19th Ave From North					Van Buren St From East					S. 19th Ave From South					Van Buren St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	11	2	0	13	7	10	1	0	18	1	18	1	0	20	1	14	0	0	15	66
07:15	1	17	4	0	22	4	3	1	0	8	3	28	3	0	34	0	12	2	0	14	78
07:30	0	26	4	0	30	5	17	0	0	22	3	34	2	0	39	1	10	1	0	12	103
07:45	3	28	15	0	46	6	18	3	0	27	18	18	5	0	41	4	15	3	0	22	136
Total	4	82	25	0	111	22	48	5	0	75	25	98	11	0	134	6	51	6	0	63	383
08:00	2	11	11	0	24	16	26	12	0	54	8	26	3	0	37	2	38	6	0	46	161
08:15	8	21	5	0	34	17	15	3	0	35	4	21	1	0	26	1	12	1	0	14	109
08:30	2	16	2	0	20	5	6	0	0	11	3	13	1	0	17	2	10	1	0	13	61
08:45	4	15	6	0	25	9	10	0	0	19	2	17	1	0	20	0	5	2	0	7	71
Total	16	63	24	0	103	47	57	15	0	119	17	77	6	0	100	5	65	10	0	80	402
*** BREAK ***																					
16:00	1	18	9	0	28	19	22	1	0	42	7	34	4	0	45	2	20	1	1	24	139
16:15	0	19	8	0	27	14	15	1	0	30	6	20	2	0	28	3	17	1	0	21	106
16:30	4	25	14	0	43	16	22	5	0	43	6	20	1	0	27	2	17	2	0	21	134
16:45	1	18	5	0	24	14	13	4	0	31	7	27	4	0	38	1	15	3	0	19	112
Total	6	80	36	0	122	63	72	11	0	146	26	101	11	0	138	8	69	7	1	85	491
17:00	9	32	8	0	49	14	14	4	0	32	4	30	2	0	36	2	23	0	0	25	142
17:15	3	23	7	0	33	15	9	7	0	31	7	28	7	0	42	0	20	3	0	23	129
17:30	3	32	6	1	42	24	16	4	0	44	8	29	0	0	37	3	21	1	0	25	148
17:45	3	27	12	0	42	15	14	6	0	35	10	29	5	0	44	1	17	2	0	20	141
Total	18	114	33	1	166	68	53	21	0	142	29	116	14	0	159	6	81	6	0	93	560
Grand Total	44	339	118	1	502	200	230	52	0	482	97	392	42	0	531	25	266	29	1	321	1836
Apprch %	8.8	67.5	23.5	0.2		41.5	47.7	10.8	0		18.3	73.8	7.9	0		7.8	82.9	9	0.3		
Total %	2.4	18.5	6.4	0.1	27.3	10.9	12.5	2.8	0	26.3	5.3	21.4	2.3	0	28.9	1.4	14.5	1.6	0.1	17.5	
Autos	43	337	118	1	499	198	229	52	0	479	97	391	42	0	530	25	262	28	1	316	1824
% Autos	97.7	99.4	100	100	99.4	99	99.6	100	0	99.4	100	99.7	100	0	99.8	100	98.5	96.6	100	98.4	99.3
Heavy Vehicles																					
% Heavy Vehicles	2.3	0.6	0	0	0.6	1	0.4	0	0	0.6	0	0.3	0	0	0.2	0	1.5	3.4	0	1.6	0.7

Traff Tech Engineering Inc.

File Name : 2- S.19th Ave & Van Buren St
Site Code : 00000000
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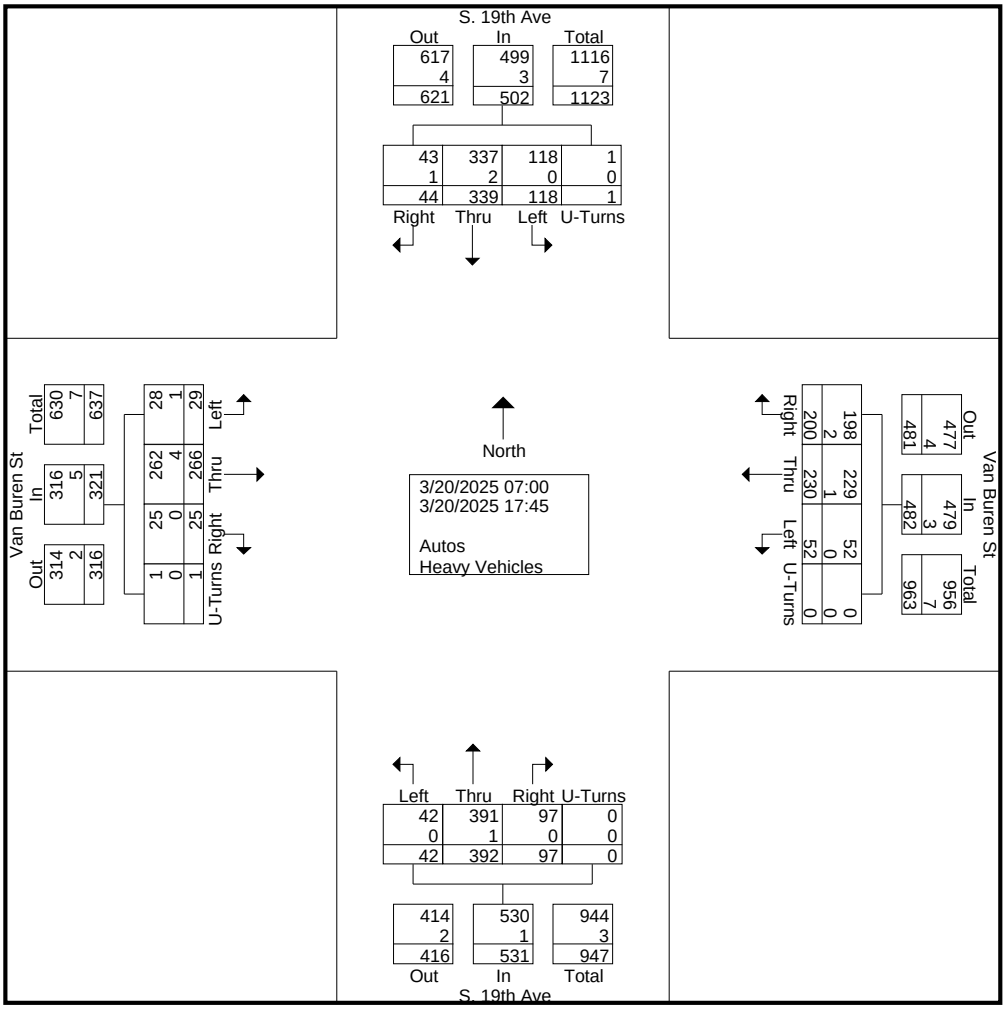
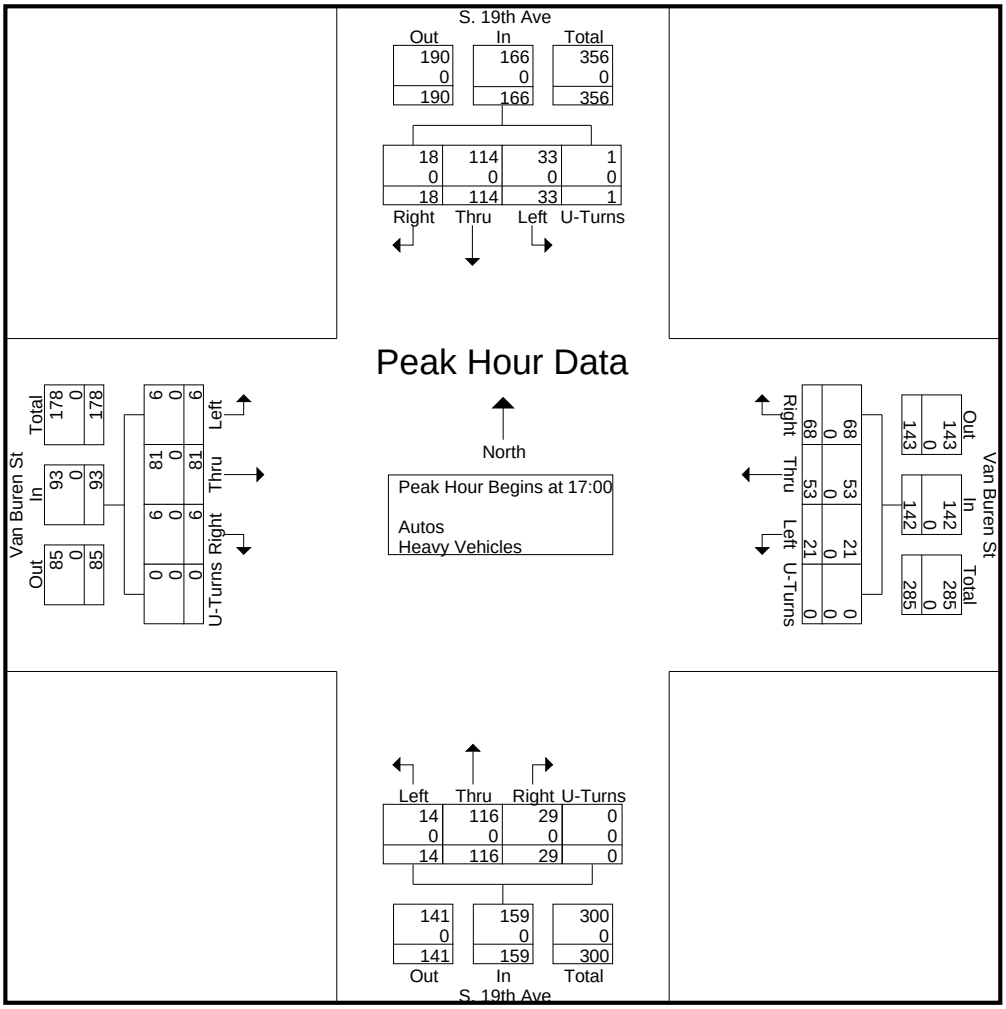


Traff Tech Engineering Inc.

File Name : 2- S.19th Ave & Van Buren St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 3

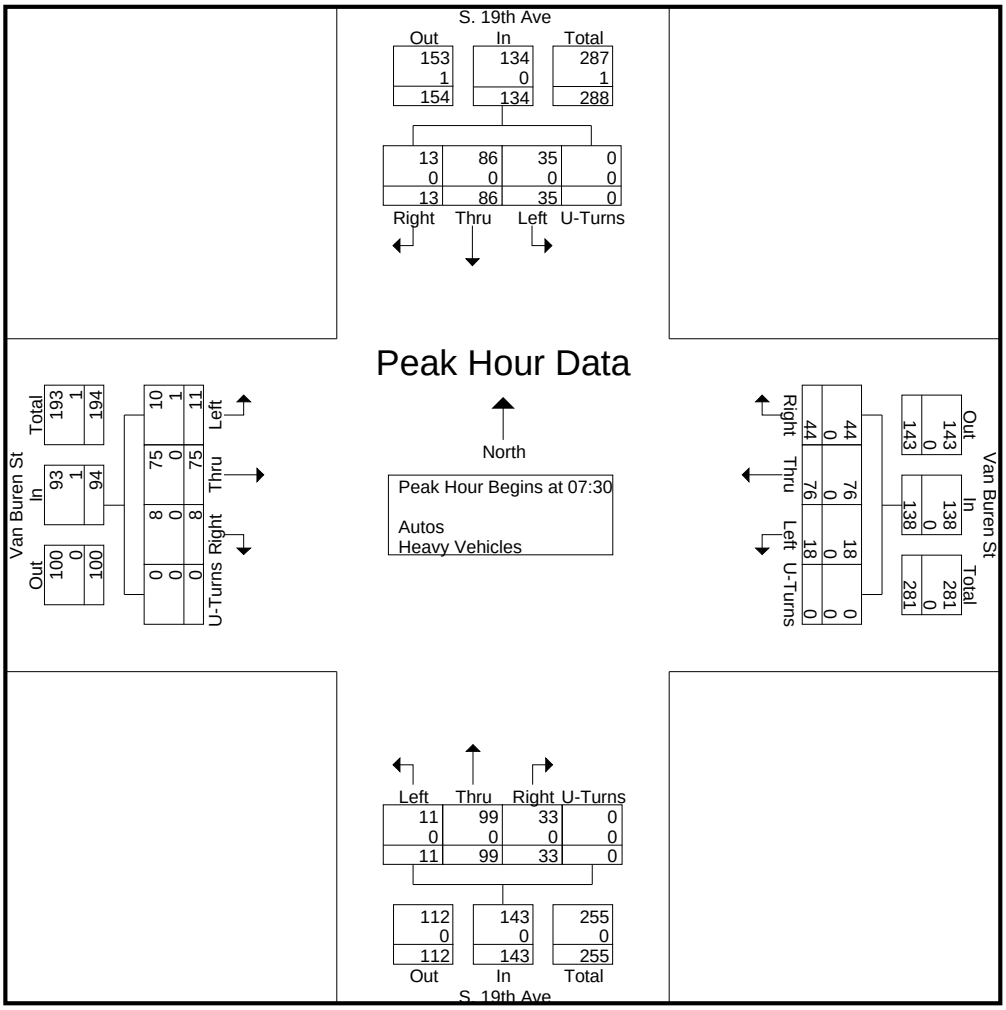
	S. 19th Ave From North					Van Buren St From East					S. 19th Ave From South					Van Buren St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	**9**	**32**	8	0	**49**	14	14	4	0	32	4	**30**	2	0	36	2	**23**	0	0	**25**	142
17:15	3	23	7	0	33	15	9	**7**	0	31	7	28	**7**	0	42	0	20	**3**	0	23	129
17:30	3	32	6	**1**	42	**24**	**16**	4	0	**44**	8	29	0	0	37	**3**	21	1	0	25	**148**
17:45	3	27	**12**	0	42	15	14	6	0	35	**10**	29	5	0	**44**	1	17	2	0	20	141
Total Volume	18	114	33	1	166	68	53	21	0	142	29	116	14	0	159	6	81	6	0	93	560
% App. Total	10.8	68.7	19.9	0.6		47.9	37.3	14.8	0		18.2	73	8.8	0		6.5	87.1	6.5	0		
PHF	.500	.891	.688	.250	.847	.708	.828	.750	.000	.807	.725	.967	.500	.000	.903	.500	.880	.500	.000	.930	.946
Autos	18	114	33	1	166	68	53	21	0	142	29	116	14	0	159	6	81	6	0	93	560
% Autos	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Traff Tech Engineering Inc.

File Name : 2- S.19th Ave & Van Buren St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 4

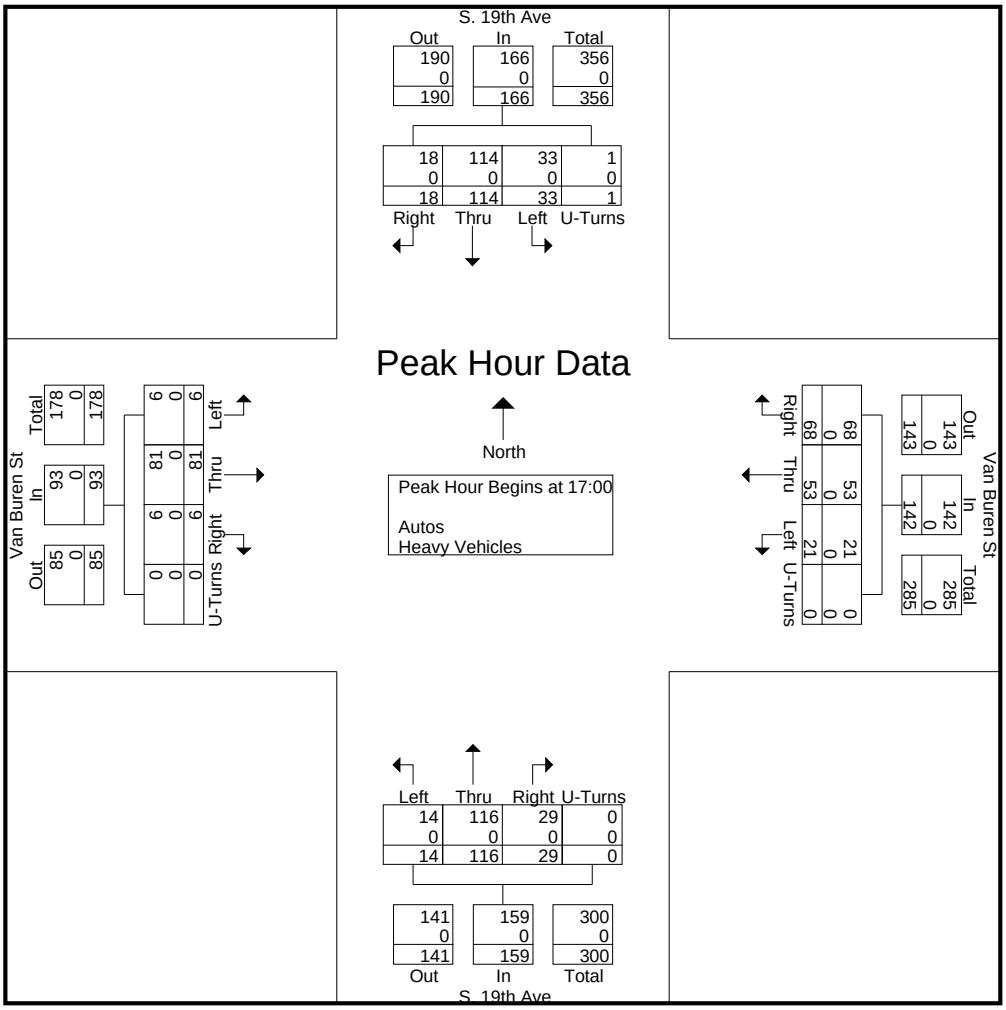
	S. 19th Ave From North					Van Buren St From East					S. 19th Ave From South					Van Buren St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	26	4	0	30	5	17	0	0	22	3	**34**	2	0	39	1	10	1	0	12	103
07:45	3	**28**	**15**	0	**46**	6	18	3	0	27	**18**	18	**5**	0	**41**	**4**	15	3	0	22	136
08:00	2	11	11	0	24	16	**26**	**12**	0	**54**	8	26	3	0	37	2	**38**	**6**	0	**46**	**161**
08:15	**8**	21	5	0	34	**17**	15	3	0	35	4	21	1	0	26	1	12	1	0	14	109
Total Volume	13	86	35	0	134	44	76	18	0	138	33	99	11	0	143	8	75	11	0	94	509
% App. Total	9.7	64.2	26.1	0		31.9	55.1	13	0		23.1	69.2	7.7	0		8.5	79.8	11.7	0		
PHF	.406	.768	.583	.000	.728	.647	.731	.375	.000	.639	.458	.728	.550	.000	.872	.500	.493	.458	.000	.511	.790
Autos	13	86	35	0	134	44	76	18	0	138	33	99	11	0	143	8	75	10	0	93	508
% Autos	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	90.9	0	98.9	99.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	0	1.1	0.2



Traff Tech Engineering Inc.

File Name : 2- S.19th Ave & Van Buren St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 5

	S. 19th Ave From North					Van Buren St From East					S. 19th Ave From South					Van Buren St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	**9**	**32**	8	0	**49**	14	14	4	0	32	4	**30**	2	0	36	2	**23**	0	0	**25**	142
17:15	3	23	7	0	33	15	9	**7**	0	31	7	28	**7**	0	42	0	20	**3**	0	23	129
17:30	3	32	6	**1**	42	**24**	**16**	4	0	**44**	8	29	0	0	37	**3**	21	1	0	25	**148**
17:45	3	27	**12**	0	42	15	14	6	0	35	**10**	29	5	0	**44**	1	17	2	0	20	141
Total Volume	18	114	33	1	166	68	53	21	0	142	29	116	14	0	159	6	81	6	0	93	560
% App. Total	10.8	68.7	19.9	0.6		47.9	37.3	14.8	0		18.2	73	8.8	0		6.5	87.1	6.5	0		
PHF	.500	.891	.688	.250	.847	.708	.828	.750	.000	.807	.725	.967	.500	.000	.903	.500	.880	.500	.000	.930	.946
Autos	18	114	33	1	166	68	53	21	0	142	29	116	14	0	159	6	81	6	0	93	560
% Autos	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Traff Tech Engineering Inc.

File Name : 2- S.19th Ave & Van Buren St
Site Code : 00000000
Start Date : 3/20/2025
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Groups Printed- Peds & Bikes

	S. 19th Ave From North				Van Buren St From East				S. 19th Ave From South				Van Buren St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	3	0	0	0	3	0	0	0	2	0	0	0	0	8
07:15	0	0	0	11	0	0	0	2	0	0	0	1	0	0	0	3	17
07:30	0	0	0	7	0	0	0	3	0	0	0	4	0	0	0	1	15
07:45	0	0	0	12	0	0	0	6	0	0	0	8	0	0	0	6	32
Total	0	0	0	33	0	0	0	14	0	0	0	15	0	0	0	10	72
08:00	0	0	0	3	0	0	0	3	0	0	0	12	0	0	0	3	21
08:15	0	0	0	3	0	0	0	6	0	0	0	3	0	0	0	3	15
08:30	0	0	0	3	0	0	0	7	0	0	0	1	0	0	0	2	13
08:45	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	3	10
Total	0	0	0	9	0	0	0	22	0	0	0	17	0	0	0	11	59
*** BREAK ***																	
16:00	0	0	0	10	0	0	0	8	0	0	0	2	0	0	0	9	29
16:15	0	0	0	7	0	0	0	3	0	0	0	3	1	0	0	9	23
16:30	0	0	0	0	0	0	0	6	0	0	0	0	2	0	0	4	12
16:45	0	0	0	6	0	0	0	11	0	0	0	1	0	0	0	5	23
Total	0	0	0	23	0	0	0	28	0	0	0	6	3	0	0	27	87
17:00	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	5	12
17:15	0	0	0	7	2	0	0	8	0	0	0	1	0	0	0	8	26
17:30	0	0	0	2	1	0	0	9	0	0	0	3	0	0	0	4	19
17:45	0	0	0	10	0	0	0	9	0	0	0	3	0	0	0	9	31
Total	0	0	0	19	3	0	0	32	0	0	0	8	0	0	0	26	88
Grand Total	0	0	0	84	3	0	0	96	0	0	0	46	3	0	0	74	306
Apprch %	0	0	0	100	3	0	0	97	0	0	0	100	3.9	0	0	96.1	
Total %	0	0	0	27.5	1	0	0	31.4	0	0	0	15	1	0	0	24.2	

Traff Tech Engineering Inc.

File Name : 3- US-1 & Van Buren St
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Groups Printed- Autos - Heavy Vehicles

	US-1 From North					Van Buren St From East					US-1 From South					Van Buren St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	114	7	0	122	3	4	3	0	10	3	116	14	0	133	4	5	3	0	12	277
07:15	3	159	11	0	173	2	3	5	0	10	1	141	3	0	145	4	8	2	0	14	342
07:30	3	169	15	0	187	0	2	0	0	2	7	129	16	0	152	2	5	5	0	12	353
07:45	5	151	18	0	174	30	12	22	0	64	13	173	11	0	197	4	22	6	0	32	467
Total	12	593	51	0	656	35	21	30	0	86	24	559	44	0	627	14	40	16	0	70	1439
08:00	6	154	17	0	177	29	19	18	0	66	19	199	30	0	248	5	47	10	0	62	553
08:15	3	190	5	0	198	25	12	28	0	65	6	214	19	0	239	3	9	4	0	16	518
08:30	0	193	5	0	198	5	1	5	0	11	1	141	9	0	151	3	7	4	0	14	374
08:45	0	184	2	1	187	5	1	1	0	7	1	188	19	0	208	5	2	2	0	9	411
Total	9	721	29	1	760	64	33	52	0	149	27	742	77	0	846	16	65	20	0	101	1856
*** BREAK ***																					
16:00	11	170	5	0	186	2	8	11	0	21	3	221	14	0	238	10	16	7	0	33	478
16:15	10	198	3	0	211	9	9	8	0	26	2	224	12	0	238	6	17	5	0	28	503
16:30	3	162	17	0	182	6	13	11	0	30	12	243	20	0	275	13	11	10	0	34	521
16:45	2	217	7	0	226	3	10	12	0	25	6	246	17	0	269	7	12	7	0	26	546
Total	26	747	32	0	805	20	40	42	0	102	23	934	63	0	1020	36	56	29	0	121	2048
17:00	10	189	9	0	208	9	6	8	0	23	6	260	16	0	282	9	15	4	0	28	541
17:15	7	201	4	0	212	8	15	14	0	37	5	259	16	0	280	10	18	6	0	34	563
17:30	4	209	11	1	225	5	17	11	0	33	8	261	20	0	289	11	16	5	0	32	579
17:45	5	195	16	0	216	8	10	11	0	29	4	257	17	0	278	10	16	6	0	32	555
Total	26	794	40	1	861	30	48	44	0	122	23	1037	69	0	1129	40	65	21	0	126	2238
Grand Total	73	2855	152	2	3082	149	142	168	0	459	97	3272	253	0	3622	106	226	86	0	418	7581
Apprch %	2.4	92.6	4.9	0.1		32.5	30.9	36.6	0		2.7	90.3	7	0		25.4	54.1	20.6	0		
Total %	1	37.7	2	0	40.7	2	1.9	2.2	0	6.1	1.3	43.2	3.3	0	47.8	1.4	3	1.1	0	5.5	
Autos	73	2787										3200									
% Autos	100	97.6	98	100	97.7	98	99.3	100	0	99.1	99	97.8	99.2	0	97.9	99.1	100	97.7	0	99.3	98
Heavy Vehicles																					
% Heavy Vehicles	0	2.4	2	0	2.3	2	0.7	0	0	0.9	1	2.2	0.8	0	2.1	0.9	0	2.3	0	0.7	2

Traff Tech Engineering Inc.

File Name : 3- US-1 & Van Buren St
Site Code : 00000000
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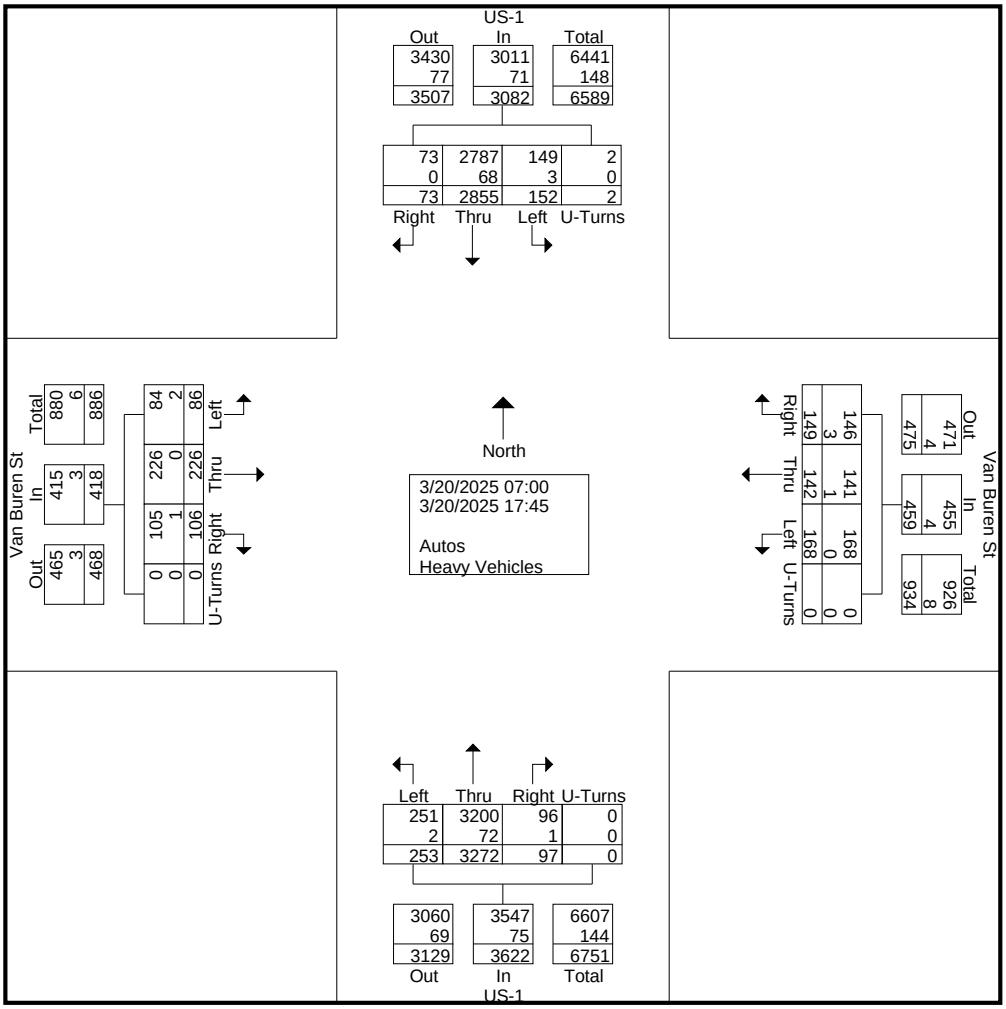
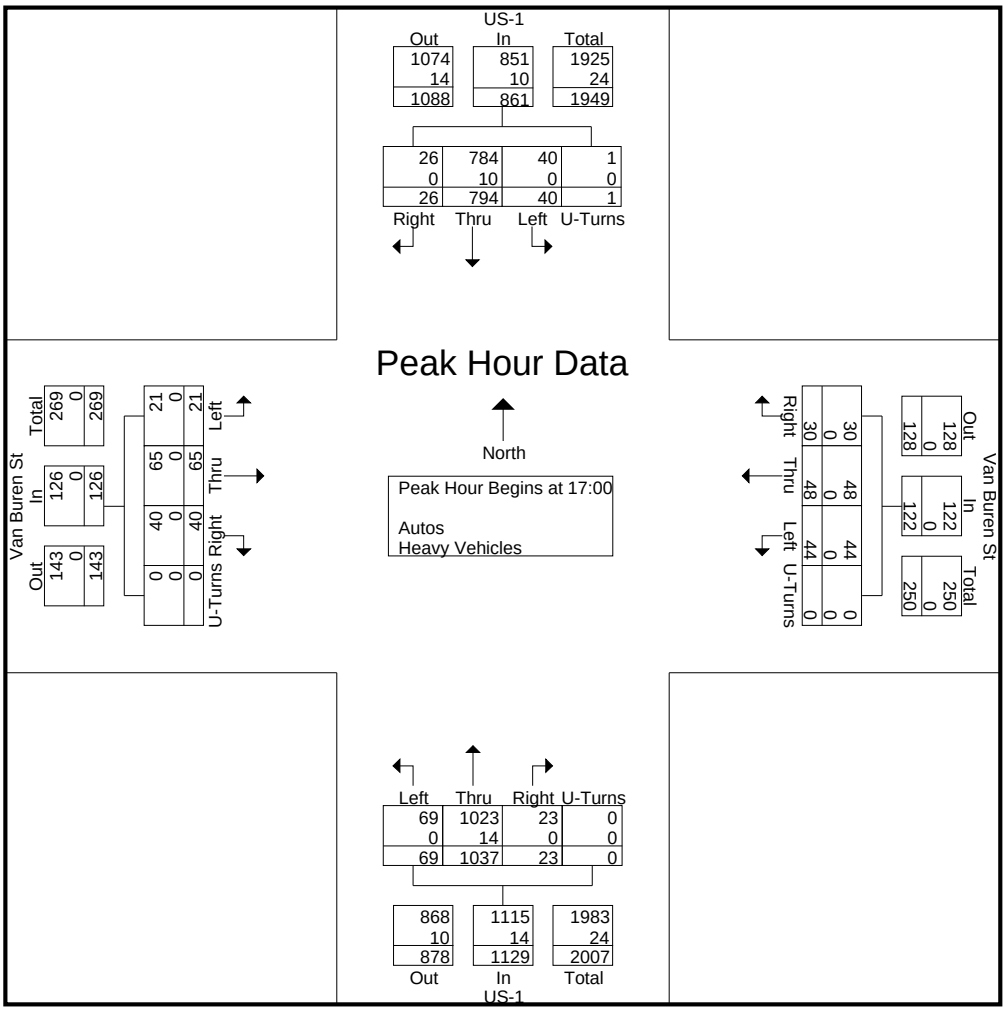


Traff Tech Engineering Inc.

File Name : 3- US-1 & Van Buren St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 3

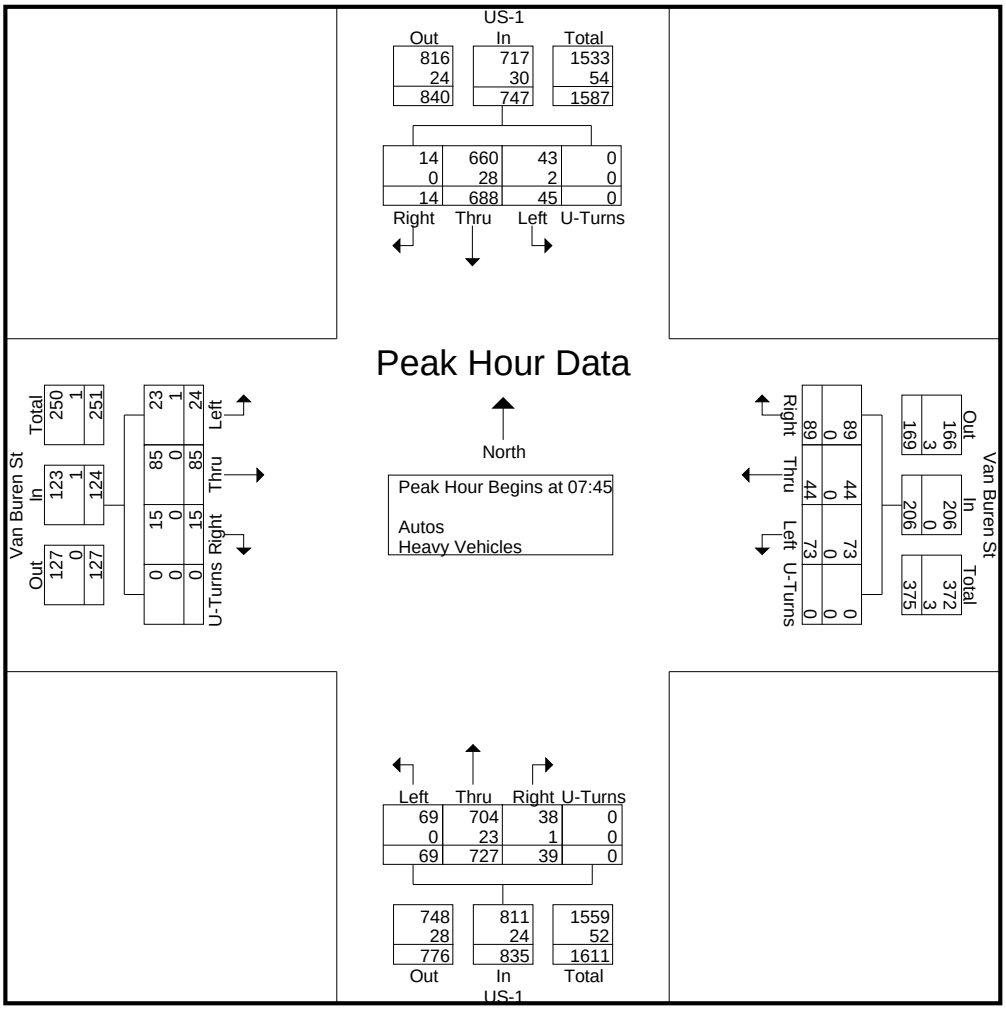
	US-1 From North					Van Buren St From East					US-1 From South					Van Buren St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	**10**	189	9	0	208	**9**	6	8	0	23	6	260	16	0	282	9	15	4	0	28	541
17:15	7	201	4	0	212	8	15	**14**	0	**37**	5	259	16	0	280	10	**18**	**6**	0	**34**	563
17:30	4	**209**	11	**1**	**225**	5	**17**	11	0	33	**8**	**261**	**20**	0	**289**	**11**	16	5	0	32	**579**
17:45	5	195	**16**	0	216	8	10	11	0	29	4	257	17	0	278	10	16	6	0	32	555
Total Volume	26	794	40	1	861	30	48	44	0	122	23	1037	69	0	1129	40	65	21	0	126	2238
% App. Total	3	92.2	4.6	0.1		24.6	39.3	36.1	0		2	91.9	6.1	0		31.7	51.6	16.7	0		
PHF	.650	.950	.625	.250	.957	.833	.706	.786	.000	.824	.719	.993	.863	.000	.977	.909	.903	.875	.000	.926	.966
Autos	26	784	40	1	851	30	48	44	0	122	23	1023									
% Autos	100	98.7	100	100	98.8	100	100	100	0	100	100	98.6	100	0	98.8	100	100	100	0	100	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	1.3	0	0	1.2	0	0	0	0	0	0	1.4	0	0	1.2	0	0	0	0	0	1.1



Traff Tech Engineering Inc.

File Name : 3- US-1 & Van Buren St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 4

	US-1 From North					Van Buren St From East					US-1 From South					Van Buren St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	5	151	**18**	0	174	**30**	12	22	0	64	13	173	11	0	197	4	22	6	0	32	467
08:00	**6**	154	17	0	177	29	**19**	18	0	**66**	**19**	199	**30**	0	**248**	**5**	**47**	**10**	0	**62**	**553**
08:15	3	190	5	0	**198**	25	12	**28**	0	65	6	**214**	19	0	239	3	9	4	0	16	518
08:30	0	**193**	5	0	198	5	1	5	0	11	1	141	9	0	151	3	7	4	0	14	374
Total Volume	14	688	45	0	747	89	44	73	0	206	39	727	69	0	835	15	85	24	0	124	1912
% App. Total	1.9	92.1	6	0		43.2	21.4	35.4	0		4.7	87.1	8.3	0		12.1	68.5	19.4	0		
PHF	.583	.891	.625	.000	.943	.742	.579	.652	.000	.780	.513	.849	.575	.000	.842	.750	.452	.600	.000	.500	.864
Autos	14	660	43	0	717	89	44	73	0	206	38	704	69	0	811	15	85	23	0	123	1857
% Autos	100	95.9	95.6	0	96.0	100	100	100	0	100	97.4	96.8	100	0	97.1	100	100	95.8	0	99.2	97.1
Heavy Vehicles																					
% Heavy Vehicles	0	4.1	4.4	0	4.0	0	0	0	0	0	2.6	3.2	0	0	2.9	0	0	4.2	0	0.8	2.9



Traff Tech Engineering Inc.

File Name : 3- US-1 & Van Buren St
Site Code : 00000000
Start Date : 3/20/2025
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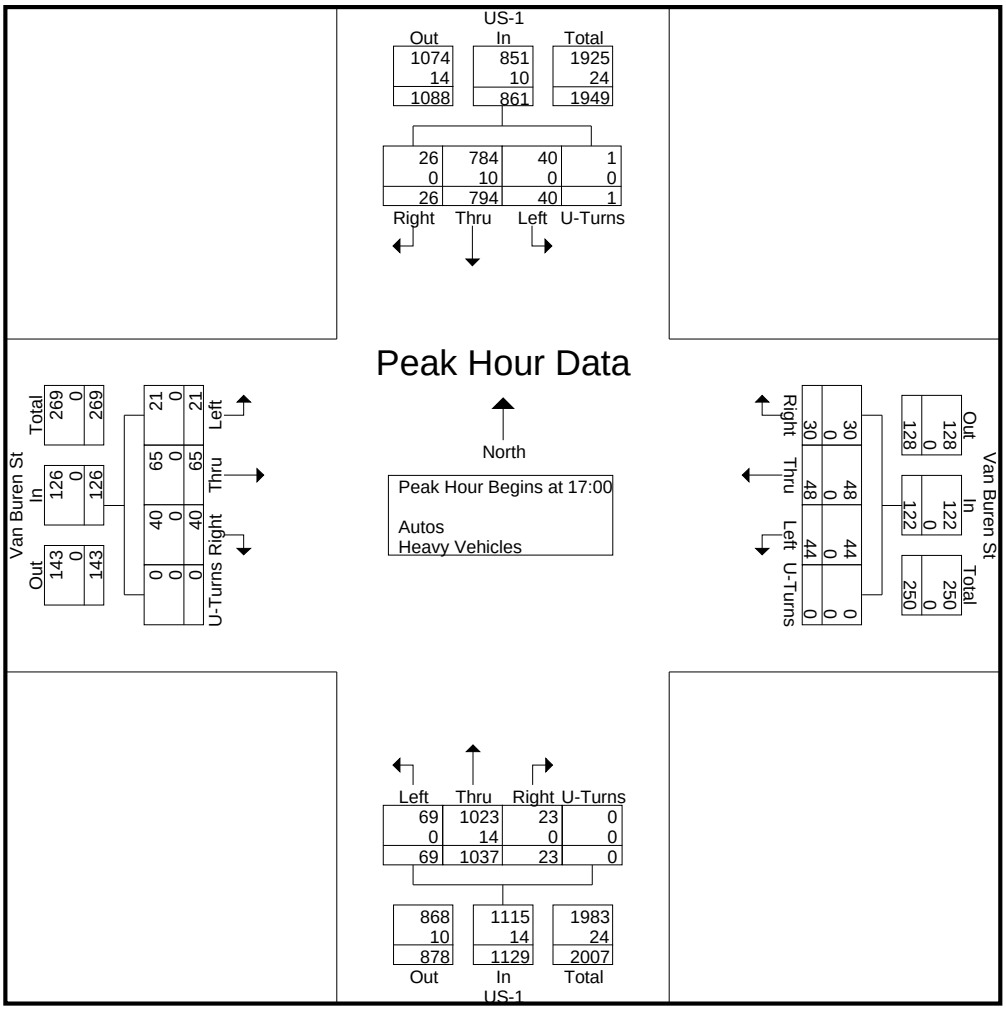
	US-1 From North					Van Buren St From East					US-1 From South					Van Buren St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	**10**	189	9	0	208	**9**	6	8	0	23	6	260	16	0	282	9	15	4	0	28	541
17:15	7	201	4	0	212	8	15	**14**	0	**37**	5	259	16	0	280	10	**18**	**6**	0	**34**	563
17:30	4	**209**	11	**1**	**225**	5	**17**	11	0	33	**8**	**261**	**20**	0	**289**	**11**	16	5	0	32	**579**
17:45	5	195	**16**	0	216	8	10	11	0	29	4	257	17	0	278	10	16	6	0	32	555
Total Volume	26	794	40	1	861	30	48	44	0	122	23	1037	69	0	1129	40	65	21	0	126	2238
% App. Total	3	92.2	4.6	0.1		24.6	39.3	36.1	0		2	91.9	6.1	0		31.7	51.6	16.7	0		
PHF	.650	.950	.625	.250	.957	.833	.706	.786	.000	.824	.719	.993	.863	.000	.977	.909	.903	.875	.000	.926	.966
Autos	26	784	40	1	851	30	48	44	0	122	23	1023									
% Autos	100	98.7	100	100	98.8	100	100	100	0	100	100	98.6	100	0	98.8	100	100	100	0	100	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	1.3	0	0	1.2	0	0	0	0	0	0	1.4	0	0	1.2	0	0	0	0	0	1.1



Traff Tech Engineering Inc.

File Name : 3- US-1 & Van Buren St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 1

Groups Printed- Peds & Bikes

	US-1 From North				Van Buren St From East				US-1 From South				Van Buren St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	1	6
07:15	1	0	0	10	1	0	0	3	0	0	0	0	0	0	0	4	19
07:30	1	0	0	14	0	0	0	7	0	0	0	10	0	0	0	2	34
07:45	0	0	0	1	0	0	0	1	2	0	0	22	0	0	0	5	31
Total	2	0	0	26	1	0	0	11	2	0	0	36	0	0	0	12	90
08:00	0	0	0	5	0	0	0	8	3	0	0	29	0	0	0	6	51
08:15	0	0	0	5	0	0	0	1	0	0	0	7	0	0	0	1	14
08:30	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6	10
08:45	2	0	0	4	1	0	0	1	0	0	0	1	0	0	0	0	9
Total	2	0	0	18	1	0	0	10	3	0	0	37	0	0	0	13	84
*** BREAK ***																	
16:00	1	0	0	10	1	0	0	0	2	0	0	3	2	0	0	4	23
16:15	1	0	0	5	0	0	0	0	1	0	0	3	2	0	0	9	21
16:30	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	8	15
16:45	0	0	0	11	0	0	0	2	1	0	0	4	1	0	0	15	34
Total	2	0	0	26	1	0	0	4	4	0	0	11	9	0	0	36	93
17:00	0	0	0	2	0	0	0	0	0	0	0	9	1	0	0	12	24
17:15	1	0	0	8	0	0	0	0	3	0	0	3	3	0	0	9	27
17:30	0	0	0	0	0	0	0	5	0	0	0	7	2	0	0	7	21
17:45	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	15	21
Total	1	0	0	10	0	0	0	5	3	0	0	22	9	0	0	43	93
Grand Total	7	0	0	80	3	0	0	30	12	0	0	106	18	0	0	104	360
Apprch %	8	0	0	92	9.1	0	0	90.9	10.2	0	0	89.8	14.8	0	0	85.2	
Total %	1.9	0	0	22.2	0.8	0	0	8.3	3.3	0	0	29.4	5	0	0	28.9	

Traff Tech Engineering Inc.

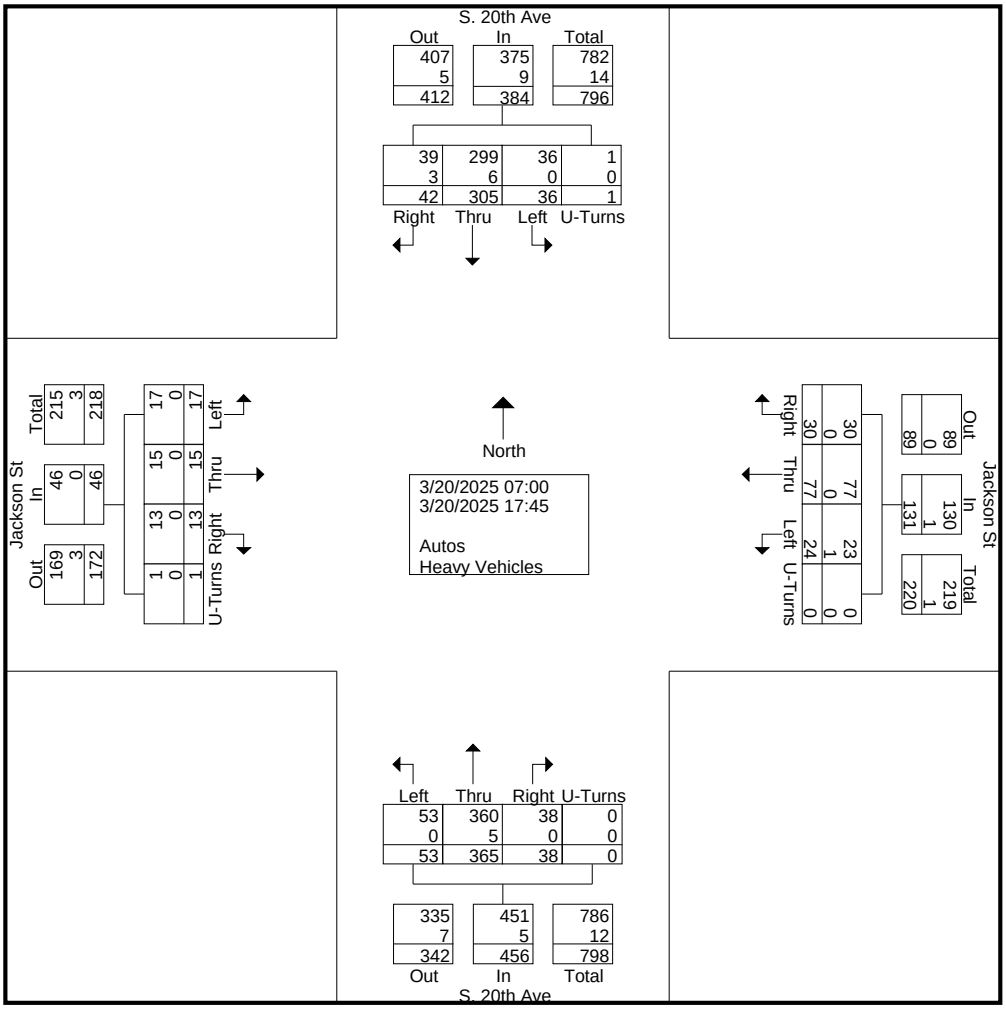
File Name : 4- S.20th Ave & Jackson St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	S. 20th Ave From North					Jackson St From East					S. 20th Ave From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	4	2	0	7	0	3	0	0	3	1	21	4	0	26	0	2	0	0	2	38
07:15	1	11	1	0	13	2	5	1	0	8	1	24	3	0	28	2	2	1	0	5	54
07:30	3	15	0	0	18	2	7	1	0	10	1	17	1	0	19	1	0	0	0	1	48
07:45	3	19	2	0	24	0	8	1	0	9	2	22	6	0	30	1	1	0	0	2	65
Total	8	49	5	0	62	4	23	3	0	30	5	84	14	0	103	4	5	1	0	10	205
08:00	4	16	4	0	24	3	3	0	0	6	1	30	2	0	33	1	2	1	0	4	67
08:15	4	18	3	0	25	2	8	1	0	11	5	31	3	0	39	1	0	3	0	4	79
08:30	3	11	2	1	17	1	6	2	0	9	3	4	2	0	9	0	0	1	0	1	36
08:45	2	11	1	0	14	2	4	1	0	7	4	22	4	0	30	1	0	1	0	2	53
Total	13	56	10	1	80	8	21	4	0	33	13	87	11	0	111	3	2	6	0	11	235
*** BREAK ***																					
16:00	3	23	2	0	28	4	0	3	0	7	3	20	3	0	26	1	1	2	0	4	65
16:15	4	23	5	0	32	1	3	2	0	6	1	24	1	0	26	0	1	0	0	1	65
16:30	3	27	0	0	30	3	7	3	0	13	4	24	5	0	33	1	0	1	1	3	79
16:45	1	25	3	0	29	1	6	3	0	10	4	26	2	0	32	0	0	0	0	0	71
Total	11	98	10	0	119	9	16	11	0	36	12	94	11	0	117	2	2	3	1	8	280
17:00	1	32	2	0	35	1	6	1	0	8	2	33	4	0	39	1	1	3	0	5	87
17:15	4	16	2	0	22	1	5	4	0	10	2	16	6	0	24	0	3	3	0	6	62
17:30	4	35	4	0	43	6	2	1	0	9	0	19	5	0	24	2	2	1	0	5	81
17:45	1	19	3	0	23	1	4	0	0	5	4	32	2	0	38	1	0	0	0	1	67
Total	10	102	11	0	123	9	17	6	0	32	8	100	17	0	125	4	6	7	0	17	297
Grand Total	42	305	36	1	384	30	77	24	0	131	38	365	53	0	456	13	15	17	1	46	1017
Apprch %	10.9	79.4	9.4	0.3		22.9	58.8	18.3	0		8.3	80	11.6	0		28.3	32.6	37	2.2		
Total %	4.1	30	3.5	0.1	37.8	2.9	7.6	2.4	0	12.9	3.7	35.9	5.2	0	44.8	1.3	1.5	1.7	0.1	4.5	
Autos	39	299	36	1	375	30	77	23	0	130	38	360	53	0	451	13	15	17	1	46	1002
% Autos	92.9	98	100	100	97.7	100	100	95.8	0	99.2	100	98.6	100	0	98.9	100	100	100	100	100	98.5
Heavy Vehicles																					
% Heavy Vehicles	7.1	2	0	0	2.3	0	0	4.2	0	0.8	0	1.4	0	0	1.1	0	0	0	0	0	1.5

Traff Tech Engineering Inc.

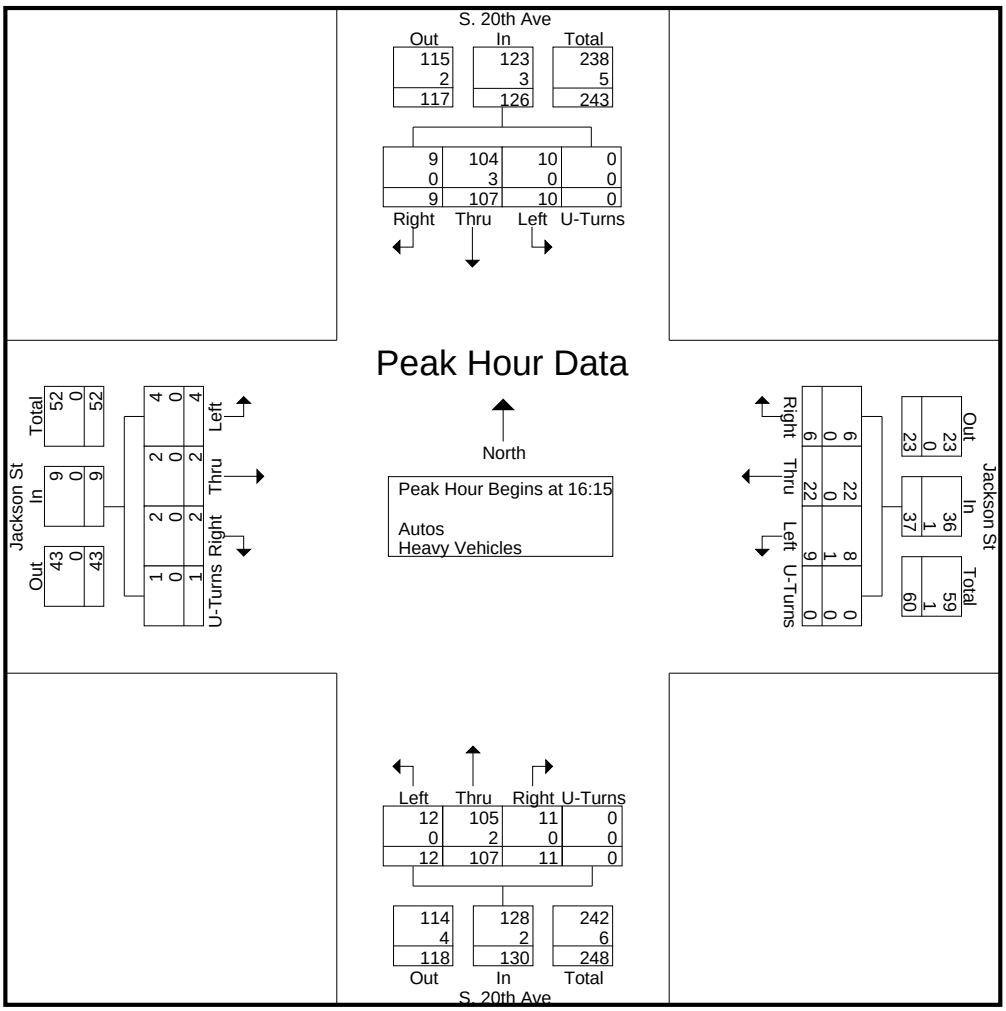
File Name : 4- S.20th Ave & Jackson St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 2



Traff Tech Engineering Inc.

File Name : 4- S.20th Ave & Jackson St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 3

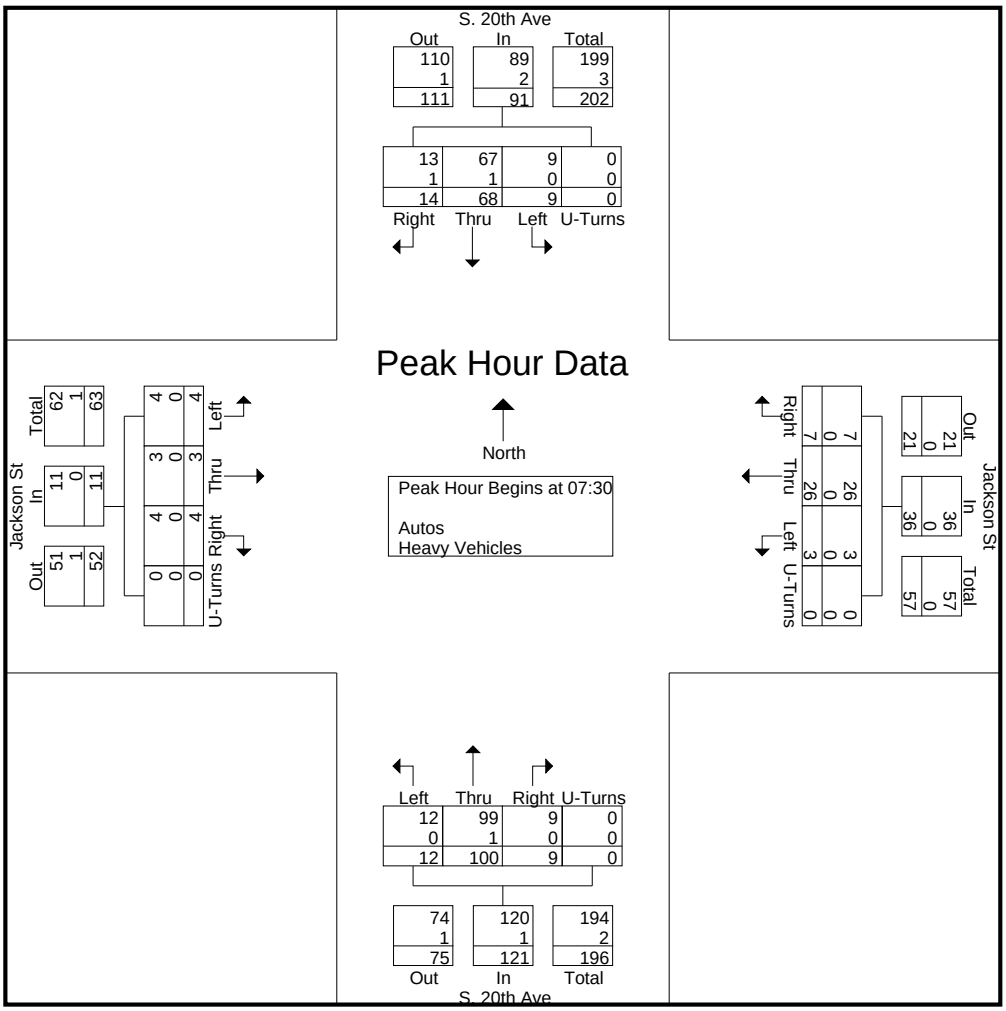
	S. 20th Ave From North					Jackson St From East					S. 20th Ave From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	**4**	23	**5**	0	32	1	3	2	0	6	1	24	1	0	26	0	**1**	0	0	1	65
16:30	3	27	0	0	30	**3**	**7**	**3**	0	**13**	**4**	24	**5**	0	33	**1**	0	1	**1**	3	79
16:45	1	25	3	0	29	1	6	3	0	10	4	26	2	0	32	0	0	0	0	0	71
17:00	1	**32**	2	0	**35**	1	6	1	0	8	2	**33**	4	0	**39**	1	1	**3**	0	**5**	**87**
Total Volume	9	107	10	0	126	6	22	9	0	37	11	107	12	0	130	2	2	4	1	9	302
% App. Total	7.1	84.9	7.9	0		16.2	59.5	24.3	0		8.5	82.3	9.2	0		22.2	22.2	44.4	11.1		
PHF	.563	.836	.500	.000	.900	.500	.786	.750	.000	.712	.688	.811	.600	.000	.833	.500	.500	.333	.250	.450	.868
Autos	9	104	10	0	123	6	22	8	0	36	11	105	12	0	128	2	2	4	1	9	296
% Autos	100	97.2	100	0	97.6	100	100	88.9	0	97.3	100	98.1	100	0	98.5	100	100	100	100	100	98.0
Heavy Vehicles																					
% Heavy Vehicles	0	2.8	0	0	2.4	0	0	11.1	0	2.7	0	1.9	0	0	1.5	0	0	0	0	0	2.0



Traff Tech Engineering Inc.

File Name : 4- S.20th Ave & Jackson St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 4

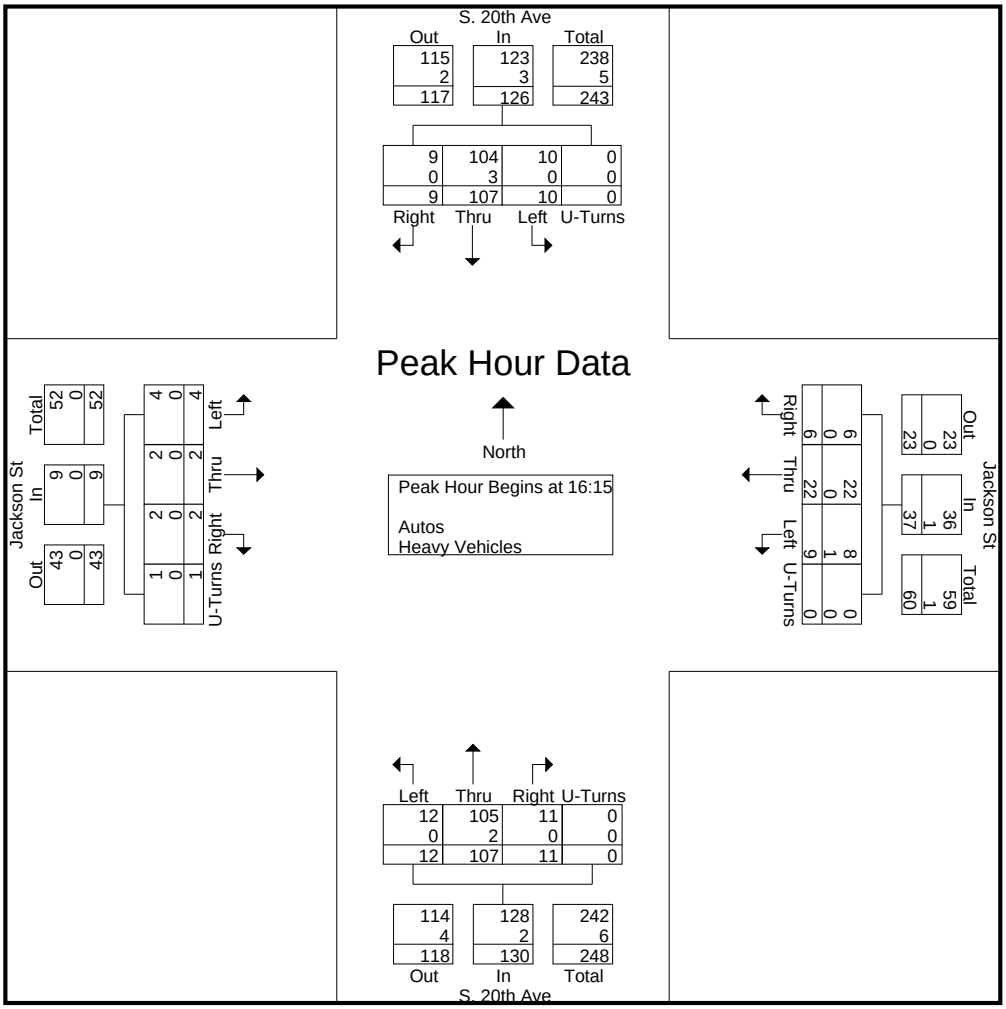
	S. 20th Ave From North					Jackson St From East					S. 20th Ave From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	3	15	0	0	18	2	7	**1**	0	10	1	17	1	0	19	**1**	0	0	0	1	48
07:45	3	**19**	2	0	24	0	**8**	1	0	9	2	22	**6**	0	30	1	1	0	0	2	65
08:00	**4**	16	**4**	0	24	**3**	3	0	0	6	1	30	2	0	33	1	**2**	1	0	**4**	67
08:15	4	18	3	0	**25**	2	8	1	0	**11**	**5**	**31**	3	0	**39**	1	0	**3**	0	4	**79**
Total Volume	14	68	9	0	91	7	26	3	0	36	9	100	12	0	121	4	3	4	0	11	259
% App. Total	15.4	74.7	9.9	0		19.4	72.2	8.3	0		7.4	82.6	9.9	0		36.4	27.3	36.4	0		
PHF	.875	.895	.563	.000	.910	.583	.813	.750	.000	.818	.450	.806	.500	.000	.776	1.00	.375	.333	.000	.688	.820
Autos	13	67	9	0	89	7	26	3	0	36	9	99	12	0	120	4	3	4	0	11	256
% Autos	92.9	98.5	100	0	97.8	100	100	100	0	100	100	99.0	100	0	99.2	100	100	100	0	100	98.8
Heavy Vehicles																					
% Heavy Vehicles	7.1	1.5	0	0	2.2	0	0	0	0	0	0	1.0	0	0	0.8	0	0	0	0	0	1.2



Traff Tech Engineering Inc.

File Name : 4- S.20th Ave & Jackson St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 5

	S. 20th Ave From North					Jackson St From East					S. 20th Ave From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	**4**	23	**5**	0	32	1	3	2	0	6	1	24	1	0	26	0	**1**	0	0	1	65
16:30	3	27	0	0	30	**3**	**7**	**3**	0	**13**	**4**	24	**5**	0	33	**1**	0	1	**1**	3	79
16:45	1	25	3	0	29	1	6	3	0	10	4	26	2	0	32	0	0	0	0	0	71
17:00	1	**32**	2	0	**35**	1	6	1	0	8	2	**33**	4	0	**39**	1	1	**3**	0	**5**	**87**
Total Volume	9	107	10	0	126	6	22	9	0	37	11	107	12	0	130	2	2	4	1	9	302
% App. Total	7.1	84.9	7.9	0		16.2	59.5	24.3	0		8.5	82.3	9.2	0		22.2	22.2	44.4	11.1		
PHF	.563	.836	.500	.000	.900	.500	.786	.750	.000	.712	.688	.811	.600	.000	.833	.500	.500	.333	.250	.450	.868
Autos	9	104	10	0	123	6	22	8	0	36	11	105	12	0	128	2	2	4	1	9	296
% Autos	100	97.2	100	0	97.6	100	100	88.9	0	97.3	100	98.1	100	0	98.5	100	100	100	100	100	98.0
Heavy Vehicles																					
% Heavy Vehicles	0	2.8	0	0	2.4	0	0	11.1	0	2.7	0	1.9	0	0	1.5	0	0	0	0	0	2.0



Traff Tech Engineering Inc.

File Name : 4- S.20th Ave & Jackson St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 1

Groups Printed- Peds & Bikes

	S. 20th Ave From North				Jackson St From East				S. 20th Ave From South				Jackson St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
07:45	1	0	0	2	0	0	0	2	0	0	0	1	1	0	0	0	7
Total	1	0	0	2	1	0	0	3	0	0	0	1	1	0	0	2	11
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:15	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
08:30	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	4
08:45	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	1	5
Total	0	0	0	4	0	0	0	4	0	0	0	1	1	0	0	4	14
*** BREAK ***																	
16:00	0	0	0	0	1	0	0	2	0	0	0	2	0	0	0	1	6
16:15	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
16:30	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	2	5
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4
Total	0	0	0	1	2	0	0	7	0	0	0	3	0	0	0	6	19
17:00	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	5	8
17:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	5
17:30	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	3	7
17:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	3
Total	0	0	0	0	1	0	0	6	0	0	0	2	2	0	0	12	23
Grand Total	1	0	0	7	4	0	0	20	0	0	0	7	4	0	0	24	67
Apprch %	12.5	0	0	87.5	16.7	0	0	83.3	0	0	0	100	14.3	0	0	85.7	
Total %	1.5	0	0	10.4	6	0	0	29.9	0	0	0	10.4	6	0	0	35.8	

Traff Tech Engineering Inc.

File Name : 5- US-1 & Jackson St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	US-1 From North					Jackson St From East					US-1 From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	121	0	0	122	7	0	0	0	7	7	134	0	0	141	1	0	0	0	1	271
07:15	1	165	0	0	166	4	0	0	0	4	18	144	0	0	162	4	0	1	0	5	337
07:30	2	170	0	0	172	11	0	0	0	11	16	153	0	0	169	11	0	0	0	11	363
07:45	1	173	0	0	174	18	0	0	0	18	22	185	0	0	207	10	0	0	0	10	409
Total	5	629	0	0	634	40	0	0	0	40	63	616	0	0	679	26	0	1	0	27	1380
08:00	0	180	0	0	180	37	0	0	0	37	25	206	0	0	231	7	0	0	0	7	455
08:15	1	219	0	0	220	19	0	1	0	20	6	212	0	0	218	5	0	0	0	5	463
08:30	2	198	0	0	200	4	0	1	0	5	6	151	0	0	157	6	0	0	0	6	368
08:45	0	196	0	0	196	9	0	0	0	9	9	199	0	0	208	3	0	0	0	3	416
Total	3	793	0	0	796	69	0	2	0	71	46	768	0	0	814	21	0	0	0	21	1702
*** BREAK ***																					
16:00	3	185	0	0	188	0	0	0	0	0	4	231	0	0	235	5	0	0	0	5	428
16:15	1	211	0	0	212	5	0	0	0	5	6	246	0	0	252	7	0	0	0	7	476
16:30	4	178	0	1	183	11	0	0	0	11	4	264	2	0	270	3	0	0	0	3	467
16:45	7	232	0	0	239	12	0	0	0	12	9	258	0	0	267	2	0	0	0	2	520
Total	15	806	0	1	822	28	0	0	0	28	23	999	2	0	1024	17	0	0	0	17	1891
17:00	2	198	0	0	200	10	0	0	0	10	10	265	0	0	275	4	0	0	0	4	489
17:15	5	220	0	0	225	4	0	0	0	4	8	283	0	0	291	7	0	0	0	7	527
17:30	2	225	0	0	227	8	0	0	0	8	7	275	0	0	282	8	0	0	0	8	525
17:45	4	218	0	0	222	10	0	0	0	10	4	246	0	0	250	3	0	0	0	3	485
Total	13	861	0	0	874	32	0	0	0	32	29	1069	0	0	1098	22	0	0	0	22	2026
Grand Total	36	3089	0	1	3126	169	0	2	0	171	161	3452	2	0	3615	86	0	1	0	87	6999
Apprch %	1.2	98.8	0	0		98.8	0	1.2	0		4.5	95.5	0.1	0		98.9	0	1.1	0		
Total %	0.5	44.1	0	0	44.7	2.4	0	0	0	2.4	2.3	49.3	0	0	51.7	1.2	0	0	0	1.2	
Autos	36	3017										3379									
% Autos	100	97.7	0	100	97.7	99.4	0	100	0	99.4	99.4	97.9	100	0	98	100	0	100	0	100	97.9
Heavy Vehicles																					
% Heavy Vehicles	0	2.3	0	0	2.3	0.6	0	0	0	0.6	0.6	2.1	0	0	2	0	0	0	0	0	2.1

Traff Tech Engineering Inc.

File Name : 5- US-1 & Jackson St
Site Code : 00000000
Start Date : 3/20/2025
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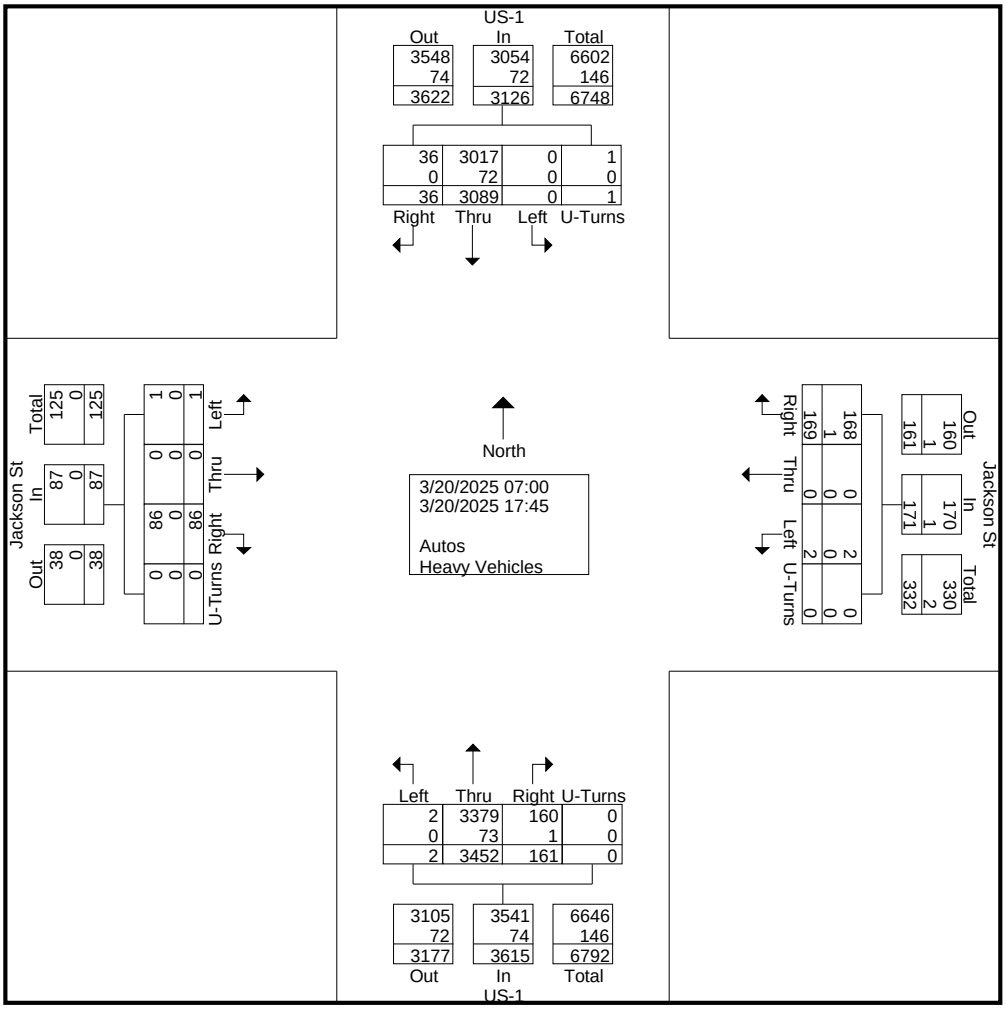
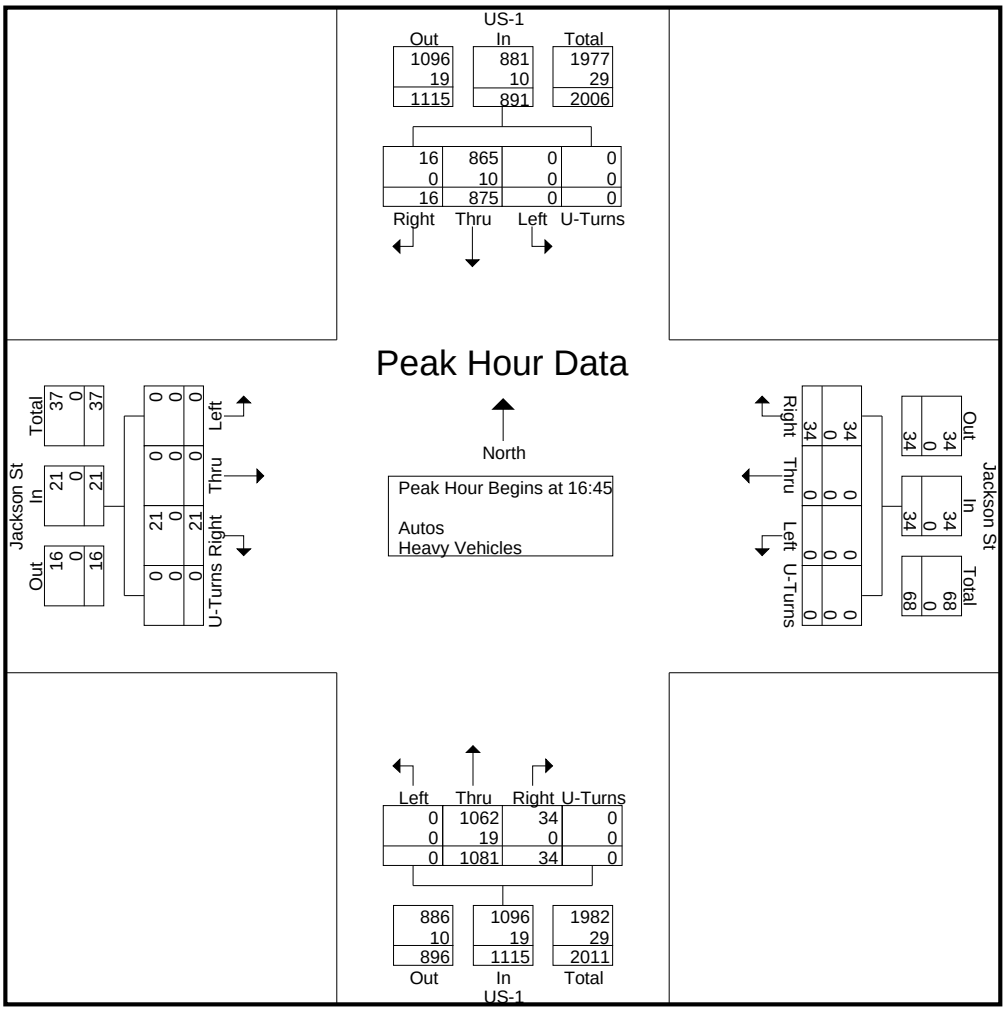


Traff Tech Engineering Inc.

File Name : 5- US-1 & Jackson St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 3

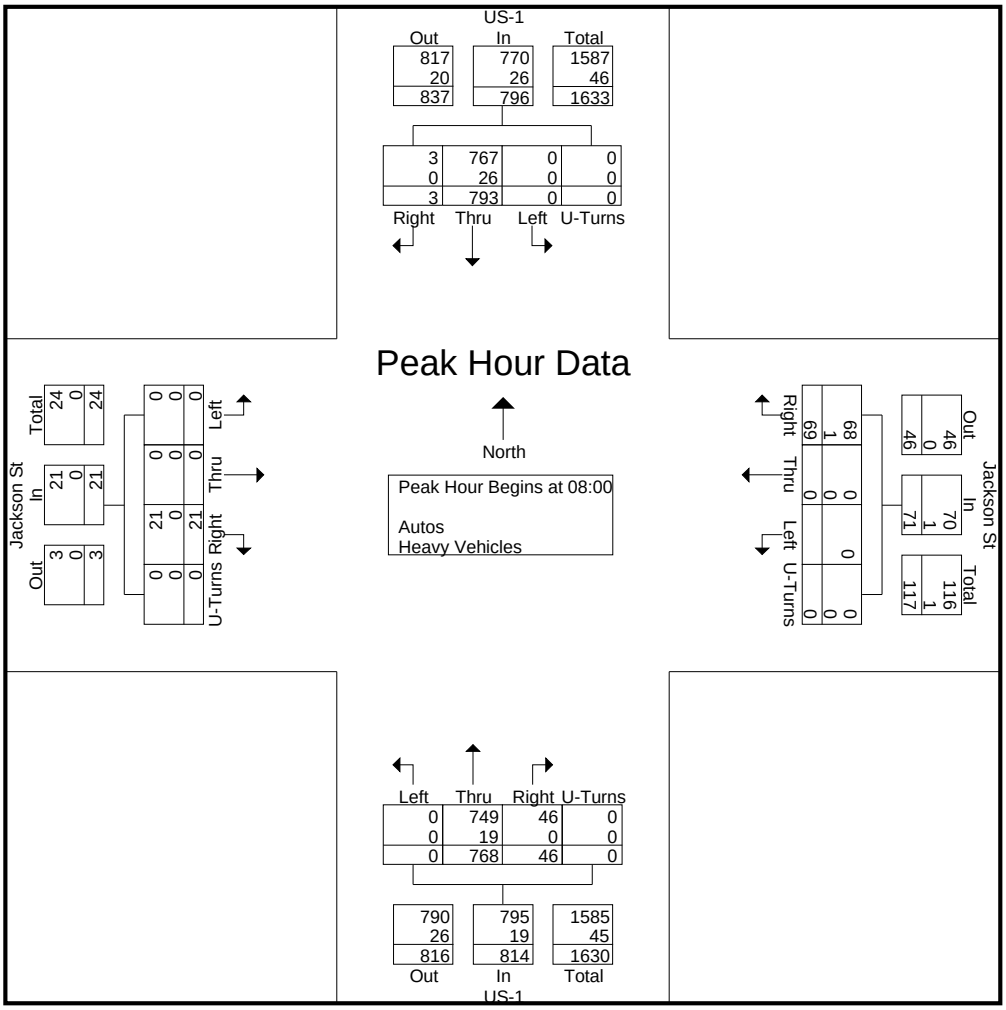
	US-1 From North					Jackson St From East					US-1 From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	**7**	**232**	0	0	**239**	**12**	0	0	0	**12**	9	258	0	0	267	2	0	0	0	2	520
17:00	2	198	0	0	200	10	0	0	0	10	**10**	265	0	0	275	4	0	0	0	4	489
17:15	5	220	0	0	225	4	0	0	0	4	8	**283**	0	0	**291**	7	0	0	0	7	**527**
17:30	2	225	0	0	227	8	0	0	0	8	7	275	0	0	282	**8**	0	0	0	**8**	525
Total Volume	16	875	0	0	891	34	0	0	0	34	34	1081	0	0	1115	21	0	0	0	21	2061
% App. Total	1.8	98.2	0	0		100	0	0	0		3	97	0	0		100	0	0	0		
PHF	.571	.943	.000	.000	.932	.708	.000	.000	.000	.708	.850	.955	.000	.000	.958	.656	.000	.000	.000	.656	.978
Autos	16	865	0	0	881	34	0	0	0	34	34	1062									
% Autos	100	98.9	0	0	98.9	100	0	0	0	100	100	98.2	0	0	98.3	100	0	0	0	100	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	1.1	0	0	1.1	0	0	0	0	0	0	1.8	0	0	1.7	0	0	0	0	0	1.4



Traff Tech Engineering Inc.

File Name : 5- US-1 & Jackson St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 4

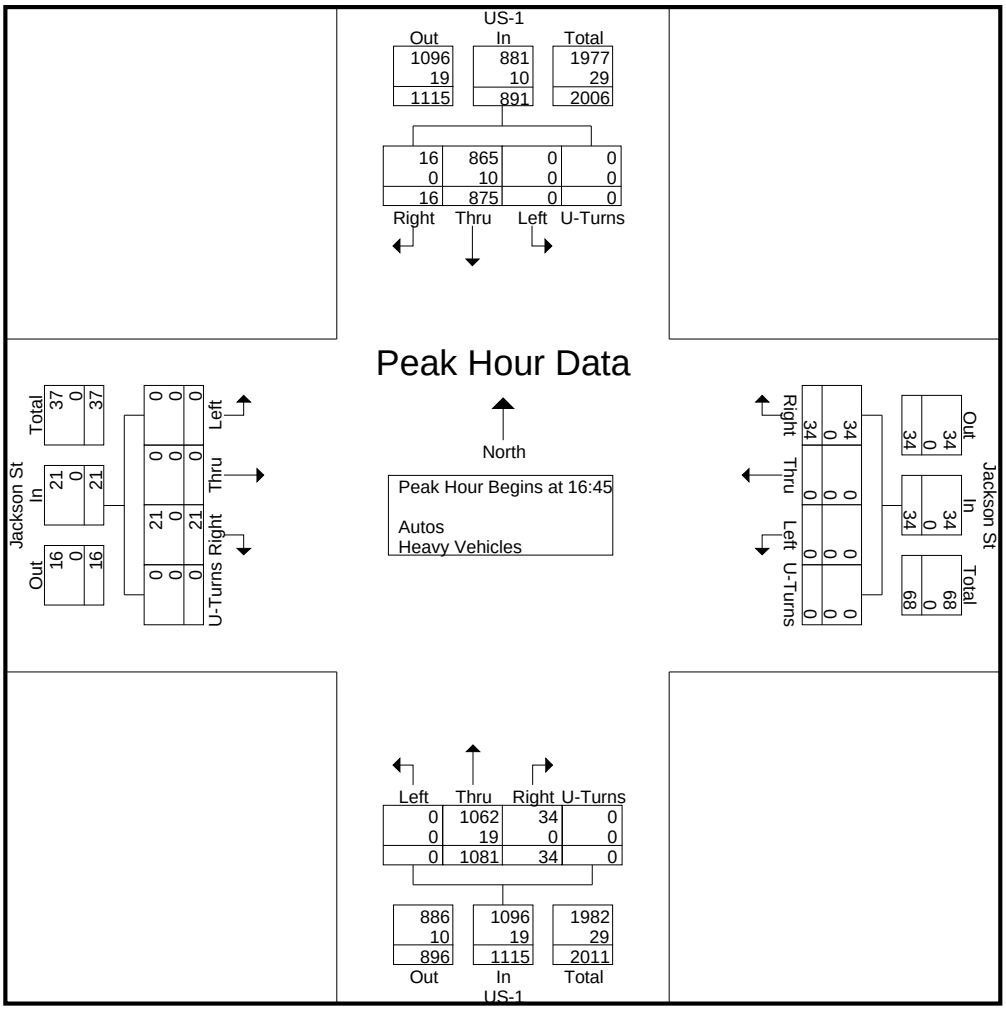
	US-1 From North					Jackson St From East					US-1 From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	180	0	0	180	**37**	0	0	0	**37**	**25**	206	0	0	**231**	**7**	0	0	0	**7**	455
08:15	1	**219**	0	0	**220**	19	0	**1**	0	20	6	**212**	0	0	218	5	0	0	0	5	**463**
08:30	**2**	198	0	0	200	4	0	1	0	5	6	151	0	0	157	6	0	0	0	6	368
08:45	0	196	0	0	196	9	0	0	0	9	9	199	0	0	208	3	0	0	0	3	416
Total Volume	3	793	0	0	796	69	0	2	0	71	46	768	0	0	814	21	0	0	0	21	1702
% App. Total	0.4	99.6	0	0		97.2	0	2.8	0		5.7	94.3	0	0		100	0	0	0		
PHF	.375	.905	.000	.000	.905	.466	.000	.500	.000	.480	.460	.906	.000	.000	.881	.750	.000	.000	.000	.750	.919
Autos	3	767	0	0	770	68	0	2	0	70	46	749	0	0	795	21	0	0	0	21	1656
% Autos	100	96.7	0	0	96.7	98.6	0	100	0	98.6	100	97.5	0	0	97.7	100	0	0	0	100	97.3
Heavy Vehicles																					
% Heavy Vehicles	0	3.3	0	0	3.3	1.4	0	0	0	1.4	0	2.5	0	0	2.3	0	0	0	0	0	2.7



Traff Tech Engineering Inc.

File Name : 5- US-1 & Jackson St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 5

	US-1 From North					Jackson St From East					US-1 From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	**7**	**232**	0	0	**239**	**12**	0	0	0	**12**	9	258	0	0	267	2	0	0	0	2	520
17:00	2	198	0	0	200	10	0	0	0	10	**10**	265	0	0	275	4	0	0	0	4	489
17:15	5	220	0	0	225	4	0	0	0	4	8	**283**	0	0	**291**	7	0	0	0	7	**527**
17:30	2	225	0	0	227	8	0	0	0	8	7	275	0	0	282	**8**	0	0	0	**8**	525
Total Volume	16	875	0	0	891	34	0	0	0	34	34	1081	0	0	1115	21	0	0	0	21	2061
% App. Total	1.8	98.2	0	0		100	0	0	0		3	97	0	0		100	0	0	0		
PHF	.571	.943	.000	.000	.932	.708	.000	.000	.000	.708	.850	.955	.000	.000	.958	.656	.000	.000	.000	.656	.978
Autos	16	865	0	0	881	34	0	0	0	34	34	1062									
% Autos	100	98.9	0	0	98.9	100	0	0	0	100	100	98.2	0	0	98.3	100	0	0	0	100	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	1.1	0	0	1.1	0	0	0	0	0	0	1.8	0	0	1.7	0	0	0	0	0	1.4



Traff Tech Engineering Inc.

File Name : 5- US-1 & Jackson St
Site Code : 00000000
Start Date : 3/20/2025
Page No : 1

Groups Printed- Peds & Bikes

	US-1 From North				Jackson St From East				US-1 From South				Jackson St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
07:15	0	0	0	0	1	0	0	3	0	0	0	0	1	0	0	4	9
07:30	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	6
07:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	7	9
Total	0	0	0	4	3	0	0	6	0	0	0	1	2	0	0	12	28
08:00	0	0	0	2	1	0	0	1	0	0	0	2	0	0	0	5	11
08:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	4
08:30	0	0	0	3	0	0	0	0	0	0	0	1	1	0	0	5	10
08:45	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	1	5
Total	0	0	0	5	1	0	0	3	0	0	0	5	3	0	0	13	30
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	6	9
16:15	1	0	0	1	0	0	0	1	0	0	0	0	3	0	0	5	11
16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	7	9
16:45	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	5	9
Total	1	0	0	1	0	0	0	5	0	0	0	1	7	0	0	23	38
17:00	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	7	10
17:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	7	9
17:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	5	7
17:45	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	7	10
Total	0	0	0	1	0	0	0	2	0	0	0	0	7	0	0	26	36
Grand Total	1	0	0	11	4	0	0	16	0	0	0	7	19	0	0	74	132
Apprch %	8.3	0	0	91.7	20	0	0	80	0	0	0	100	20.4	0	0	79.6	
Total %	0.8	0	0	8.3	3	0	0	12.1	0	0	0	5.3	14.4	0	0	56.1	

Traff Tech Engineering Inc.

File Name : 19th Ave & Jackson St
Site Code : 00000000
Start Date : 12/3/2024
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Groups Printed- Autos - Heavy Vehicles

	S 19th Ave From North					Jackson St From East					S 19th Ave From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	8	0	0	9	0	1	2	0	3	0	22	2	0	24	0	2	0	0	2	38
07:15	0	15	0	0	15	0	3	1	0	4	1	20	1	0	22	1	0	0	0	1	42
07:30	0	16	1	0	17	0	1	1	0	2	0	20	0	0	20	2	2	0	0	4	43
07:45	2	17	1	0	20	1	1	1	0	3	2	32	1	0	35	2	4	1	0	7	65
Total	3	56	2	0	61	1	6	5	0	12	3	94	4	0	101	5	8	1	0	14	188
08:00	4	19	1	1	25	2	1	1	0	4	3	44	3	0	50	0	3	2	0	5	84
08:15	1	8	2	0	11	3	2	1	0	6	1	15	2	0	18	0	5	1	0	6	41
08:30	0	11	1	0	12	2	0	2	0	4	3	22	4	0	29	1	5	3	0	9	54
08:45	2	4	1	0	7	0	1	0	0	1	1	22	1	0	24	1	3	1	0	5	37
Total	7	42	5	1	55	7	4	4	0	15	8	103	10	0	121	2	16	7	0	25	216
*** BREAK ***																					
16:00	2	7	2	0	11	0	2	1	0	3	2	24	1	0	27	3	1	1	0	5	46
16:15	5	11	2	0	18	3	3	0	0	6	3	24	1	0	28	0	3	0	1	4	56
16:30	1	8	2	0	11	3	2	0	0	5	1	19	1	0	21	1	2	1	1	5	42
16:45	0	12	1	0	13	0	2	0	0	2	3	33	4	0	40	0	5	2	0	7	62
Total	8	38	7	0	53	6	9	1	0	16	9	100	7	0	116	4	11	4	2	21	206
17:00	1	9	2	0	12	2	0	3	0	5	4	29	5	0	38	2	4	3	0	9	64
17:15	3	6	0	0	9	0	1	1	0	2	3	24	3	0	30	2	5	0	0	7	48
17:30	1	7	1	0	9	3	3	0	0	6	3	18	1	0	22	1	2	1	0	4	41
17:45	3	8	2	0	13	0	2	1	0	3	2	28	4	0	34	0	4	1	0	5	55
Total	8	30	5	0	43	5	6	5	0	16	12	99	13	0	124	5	15	5	0	25	208
Grand Total	26	166	19	1	212	19	25	15	0	59	32	396	34	0	462	16	50	17	2	85	818
Apprch %	12.3	78.3	9	0.5		32.2	42.4	25.4	0		6.9	85.7	7.4	0		18.8	58.8	20	2.4		
Total %	3.2	20.3	2.3	0.1	25.9	2.3	3.1	1.8	0	7.2	3.9	48.4	4.2	0	56.5	2	6.1	2.1	0.2	10.4	
Autos	24	166	19	1	210	19	24	15	0	58	32	392	34	0	458	16	49	17	2	84	810
% Autos	92.3	100	100	100	99.1	100	96	100	0	98.3	100	99	100	0	99.1	100	98	100	100	98.8	99
Heavy Vehicles																					
% Heavy Vehicles	7.7	0	0	0	0.9	0	4	0	0	1.7	0	1	0	0	0.9	0	2	0	0	1.2	1

Traff Tech Engineering Inc.

File Name : 19th Ave & Jackson St
Site Code : 00000000
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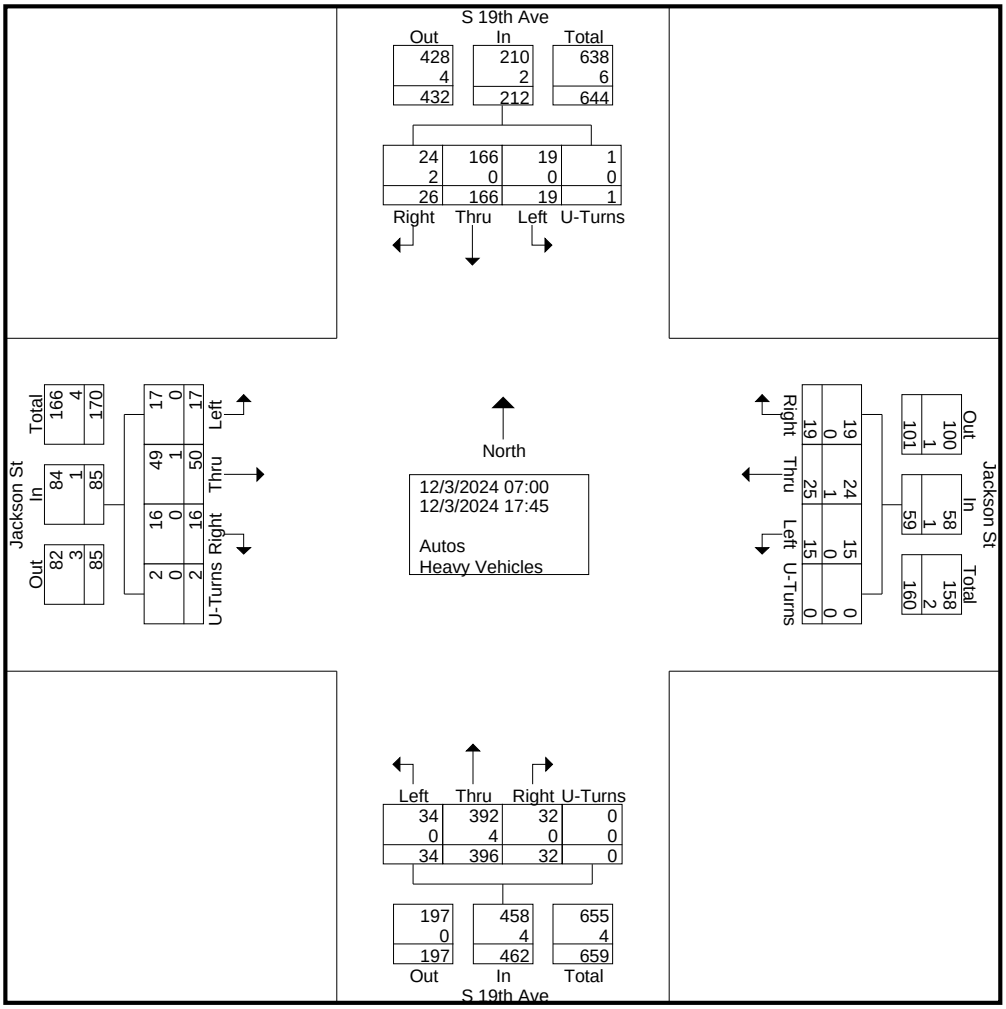
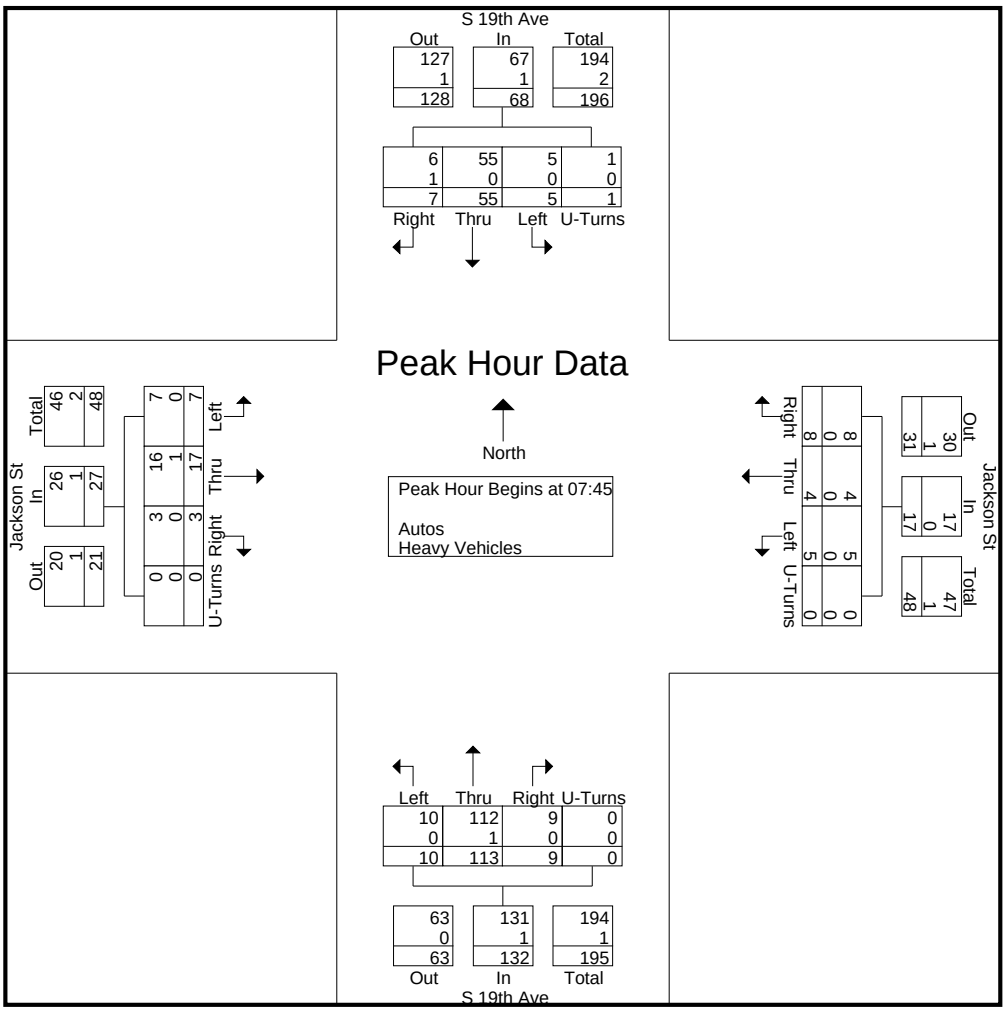


Traff Tech Engineering Inc.

File Name : 19th Ave & Jackson St
Site Code : 00000000
Start Date : 12/3/2024
Page No : 3

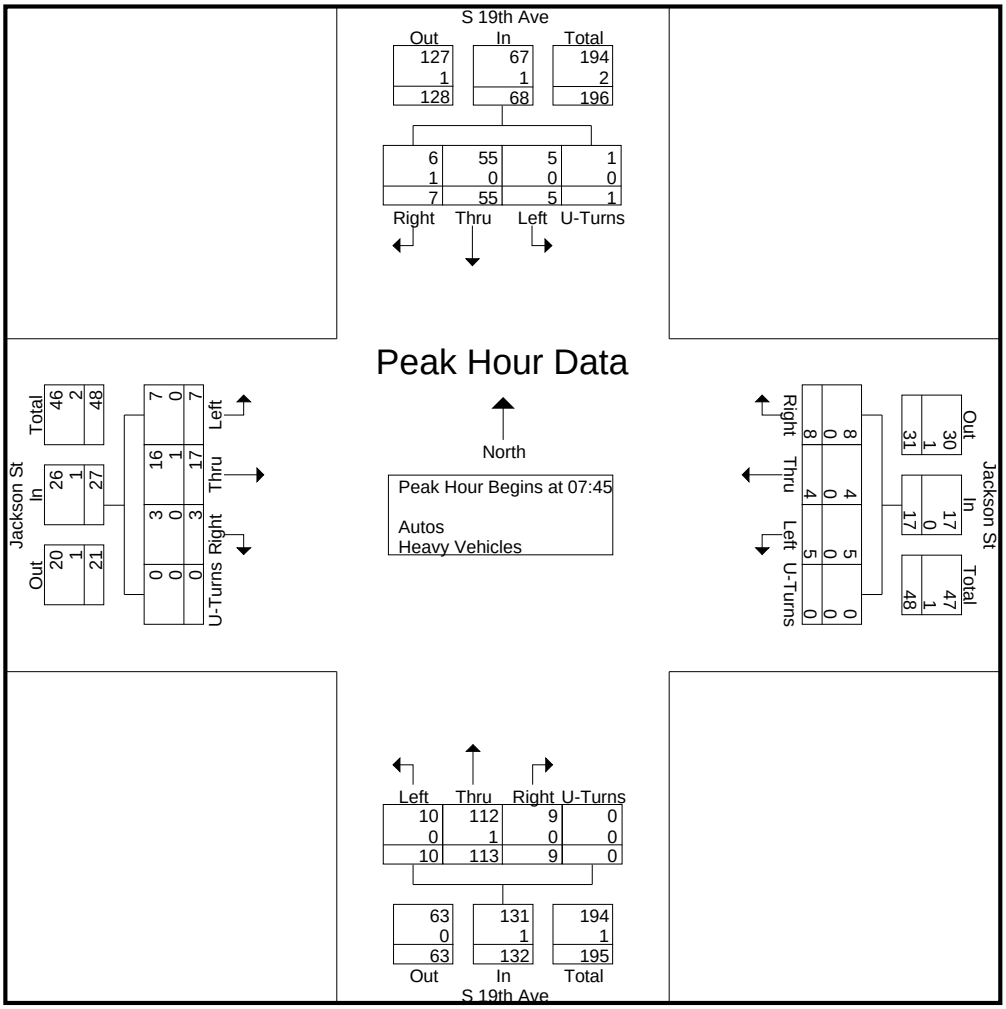
	S 19th Ave From North					Jackson St From East					S 19th Ave From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	2	17	1	0	20	1	1	1	0	3	2	32	1	0	35	**2**	4	1	0	7	65
08:00	**4**	**19**	1	**1**	**25**	2	1	1	0	4	**3**	**44**	3	0	**50**	0	3	2	0	5	**84**
08:15	1	8	**2**	0	11	**3**	**2**	1	0	**6**	1	15	2	0	18	0	**5**	1	0	6	41
08:30	0	11	1	0	12	2	0	**2**	0	4	3	22	**4**	0	29	1	5	**3**	0	**9**	54
Total Volume	7	55	5	1	68	8	4	5	0	17	9	113	10	0	132	3	17	7	0	27	244
% App. Total	10.3	80.9	7.4	1.5		47.1	23.5	29.4	0		6.8	85.6	7.6	0		11.1	63	25.9	0		
PHF	.438	.724	.625	.250	.680	.667	.500	.625	.000	.708	.750	.642	.625	.000	.660	.375	.850	.583	.000	.750	.726
Autos	6	55	5	1	67	8	4	5	0	17	9	112	10	0	131	3	16	7	0	26	241
% Autos	85.7	100	100	100	98.5	100	100	100	0	100	100	99.1	100	0	99.2	100	94.1	100	0	96.3	98.8
Heavy Vehicles																					
% Heavy Vehicles	14.3	0	0	0	1.5	0	0	0	0	0	0	0.9	0	0	0.8	0	5.9	0	0	3.7	1.2



Traff Tech Engineering Inc.

File Name : 19th Ave & Jackson St
Site Code : 00000000
Start Date : 12/3/2024
Page No : 4

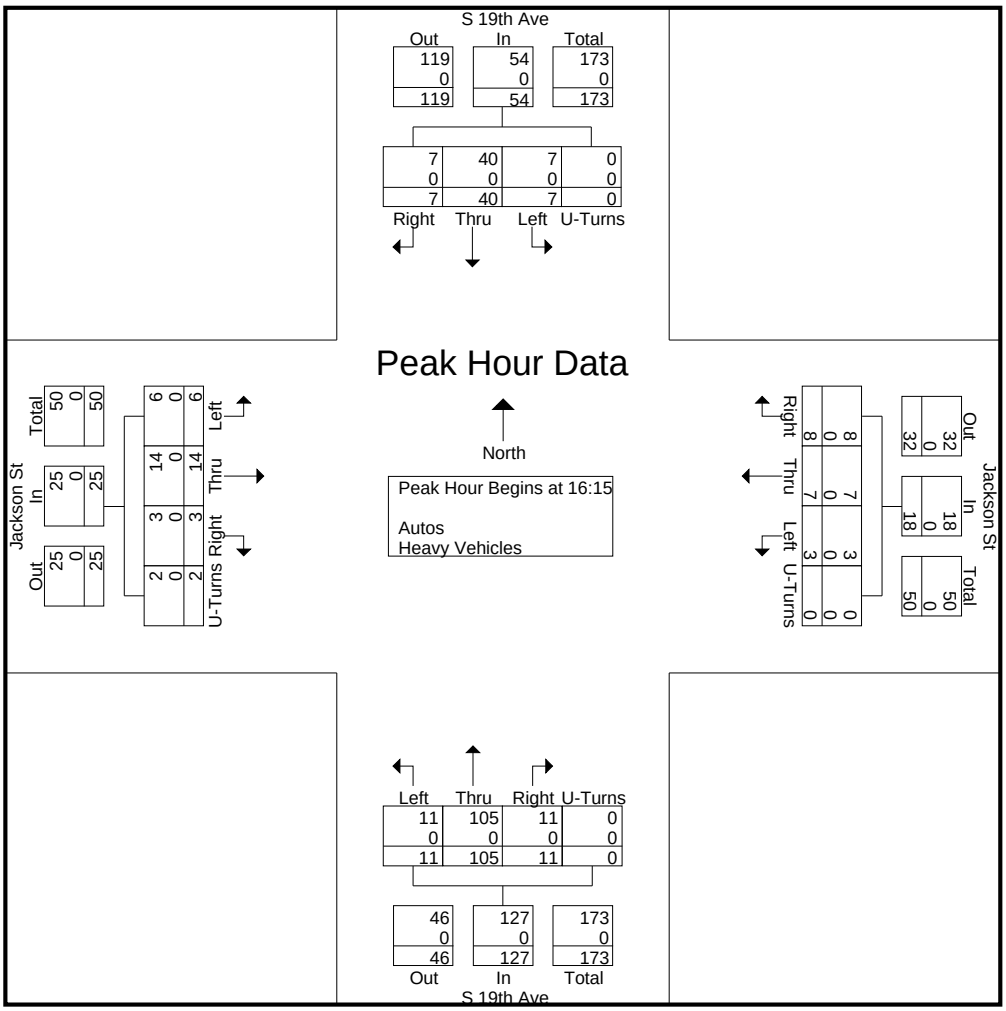
	S 19th Ave From North					Jackson St From East					S 19th Ave From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	2	17	1	0	20	1	1	1	0	3	2	32	1	0	35	**2**	4	1	0	7	65
08:00	**4**	**19**	1	**1**	**25**	2	1	1	0	4	**3**	**44**	3	0	**50**	0	3	2	0	5	**84**
08:15	1	8	**2**	0	11	**3**	**2**	1	0	**6**	1	15	2	0	18	0	**5**	1	0	6	41
08:30	0	11	1	0	12	2	0	**2**	0	4	3	22	**4**	0	29	1	5	**3**	0	**9**	54
Total Volume	7	55	5	1	68	8	4	5	0	17	9	113	10	0	132	3	17	7	0	27	244
% App. Total	10.3	80.9	7.4	1.5		47.1	23.5	29.4	0		6.8	85.6	7.6	0		11.1	63	25.9	0		
PHF	.438	.724	.625	.250	.680	.667	.500	.625	.000	.708	.750	.642	.625	.000	.660	.375	.850	.583	.000	.750	.726
Autos	6	55	5	1	67	8	4	5	0	17	9	112	10	0	131	3	16	7	0	26	241
% Autos	85.7	100	100	100	98.5	100	100	100	0	100	100	99.1	100	0	99.2	100	94.1	100	0	96.3	98.8
Heavy Vehicles																					
% Heavy Vehicles	14.3	0	0	0	1.5	0	0	0	0	0	0	0.9	0	0	0.8	0	5.9	0	0	3.7	1.2



Traff Tech Engineering Inc.

File Name : 19th Ave & Jackson St
Site Code : 00000000
Start Date : 12/3/2024
Page No : 5

	S 19th Ave From North					Jackson St From East					S 19th Ave From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	**5**	11	**2**	0	**18**	**3**	**3**	0	0	**6**	3	24	1	0	28	0	3	0	**1**	4	56
16:30	1	8	2	0	11	3	2	0	0	5	1	19	1	0	21	1	2	1	1	5	42
16:45	0	**12**	1	0	13	0	2	0	0	2	3	**33**	4	0	**40**	0	**5**	2	0	7	62
17:00	1	9	2	0	12	2	0	**3**	0	5	**4**	29	**5**	0	38	**2**	4	**3**	0	**9**	**64**
Total Volume	7	40	7	0	54	8	7	3	0	18	11	105	11	0	127	3	14	6	2	25	224
% App. Total	13	74.1	13	0		44.4	38.9	16.7	0		8.7	82.7	8.7	0		12	56	24	8		
PHF	.350	.833	.875	.000	.750	.667	.583	.250	.000	.750	.688	.795	.550	.000	.794	.375	.700	.500	.500	.694	.875
Autos	7	40	7	0	54	8	7	3	0	18	11	105	11	0	127	3	14	6	2	25	224
% Autos	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	100	100	100
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Traff Tech Engineering Inc.

File Name : 19th Ave & Jackson St
Site Code : 00000000
Start Date : 12/3/2024
Page No : 1

Groups Printed- Peds & Bikes

	S 19th Ave From North				Jackson St From East				S 19th Ave From South				Jackson St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	6	3	0	0	3	0	0	0	0	0	0	0	6	18
07:15	0	0	0	2	0	0	0	4	0	0	0	0	1	0	0	4	11
07:30	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	6	12
07:45	0	0	0	3	0	0	0	2	1	0	0	0	1	0	0	7	14
Total	0	0	0	13	3	0	0	13	1	0	0	0	2	0	0	23	55
08:00	1	0	0	2	1	0	0	2	0	0	0	0	1	0	0	5	12
08:15	0	0	0	6	2	0	0	3	0	0	1	1	0	0	0	4	17
08:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
08:45	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	3	6
Total	1	0	0	11	3	0	0	6	0	0	1	1	2	0	0	13	38
*** BREAK ***																	
16:00	0	0	0	1	0	0	0	6	0	0	0	2	0	0	0	6	15
16:15	0	0	0	5	2	0	0	6	0	0	0	1	2	0	0	4	20
16:30	0	0	0	4	3	0	0	9	0	0	0	3	2	0	0	2	23
16:45	0	0	0	3	0	0	0	7	0	0	0	2	0	0	0	5	17
Total	0	0	0	13	5	0	0	28	0	0	0	8	4	0	0	17	75
17:00	0	0	0	4	1	0	0	6	0	0	0	2	1	0	0	5	19
17:15	0	0	0	4	0	0	0	4	1	0	0	1	1	0	0	4	15
17:30	0	0	0	2	3	0	0	4	0	0	0	1	1	0	0	2	13
17:45	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6
Total	0	0	0	10	4	0	0	20	1	0	0	4	3	0	0	11	53
Grand Total	1	0	0	47	15	0	0	67	2	0	1	13	11	0	0	64	221
Apprch %	2.1	0	0	97.9	18.3	0	0	81.7	12.5	0	6.2	81.2	14.7	0	0	85.3	
Total %	0.5	0	0	21.3	6.8	0	0	30.3	0.9	0	0.5	5.9	5	0	0	29	

Attachement C

PSCF, Historical Data, and Growth Rate

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

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2023 - 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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9696 - HOLLYWOOD BLVD., W OF US 1

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	8900 C	E 4300	W 4600	9.00	57.90	2.20
2022	9100 S	E 4900	W 4200	9.00	57.00	4.60
2021	9200 F	E 5000	W 4200	9.00	53.80	4.10
2020	9200 C	E 5000	W 4200	9.00	53.90	5.10
2019	9800 T	E 5300	W 4500	9.00	54.60	3.20
2018	9800 S	E 5300	W 4500	9.00	54.50	13.20
2017	9800 F	E 5300	W 4500	9.00	51.90	13.20
2016	9800 C	E 5300	W 4500	9.00	54.10	13.20
2015	11500 V	0	0	9.00	54.00	3.40
2014	11500 R			9.00	54.20	7.40
2013	11500 T	0	0	9.00	53.60	7.60
2012	11500 S	0	0	9.00	52.20	5.90
2011	11300 F	0	0	9.00	52.50	6.30
2010	11300 C	E 5700	W 5600	8.35	52.69	12.30
2009	11600 F	E 6200	W 5400	8.53	53.89	12.30
2008	11900 C	E 6400	W 5500	8.81	54.16	12.30

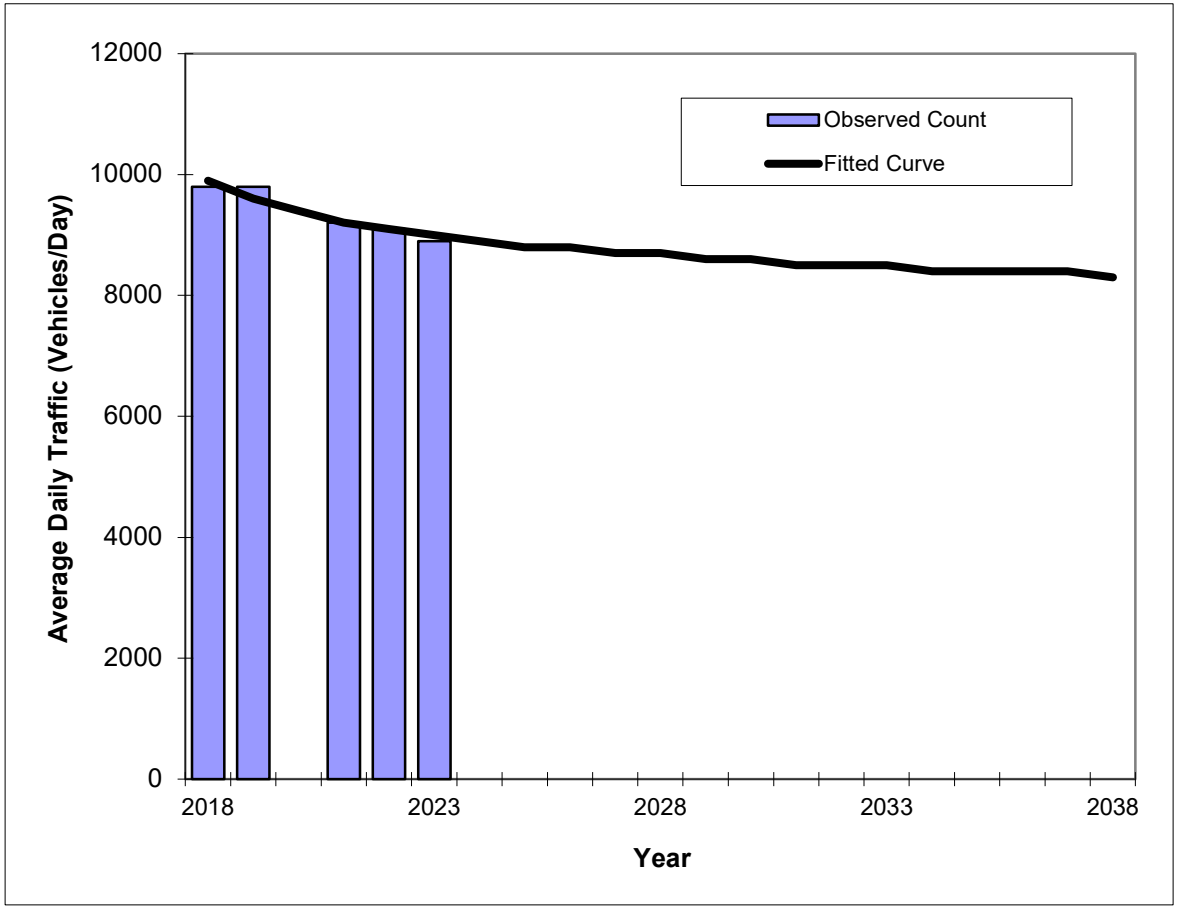
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

HOLLYWOOD BLVD -- W OF US 1

FIN#	1234
Location	1

County:	Broward (86)
Station #:	9696
Highway:	HOLLYWOOD BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	9800	9900
2019	9800	9600
2020	N/A	N/A
2021	9200	9200
2022	9100	9100
2023	8900	9000
2025 Opening Year Trend		
2025	N/A	8800
2026 Mid-Year Trend		
2026	N/A	8800
2028 Design Year Trend		
2028	N/A	8700
TRANPLAN Forecasts/Trends		

Trend R-squared:	88.49%
Compounded Annual Historic Growth Rate:	-1.89%
Compounded Growth Rate (2023 to Design Year):	-0.68%
Printed:	3-Apr-25

Decaying Exponential Growth Option

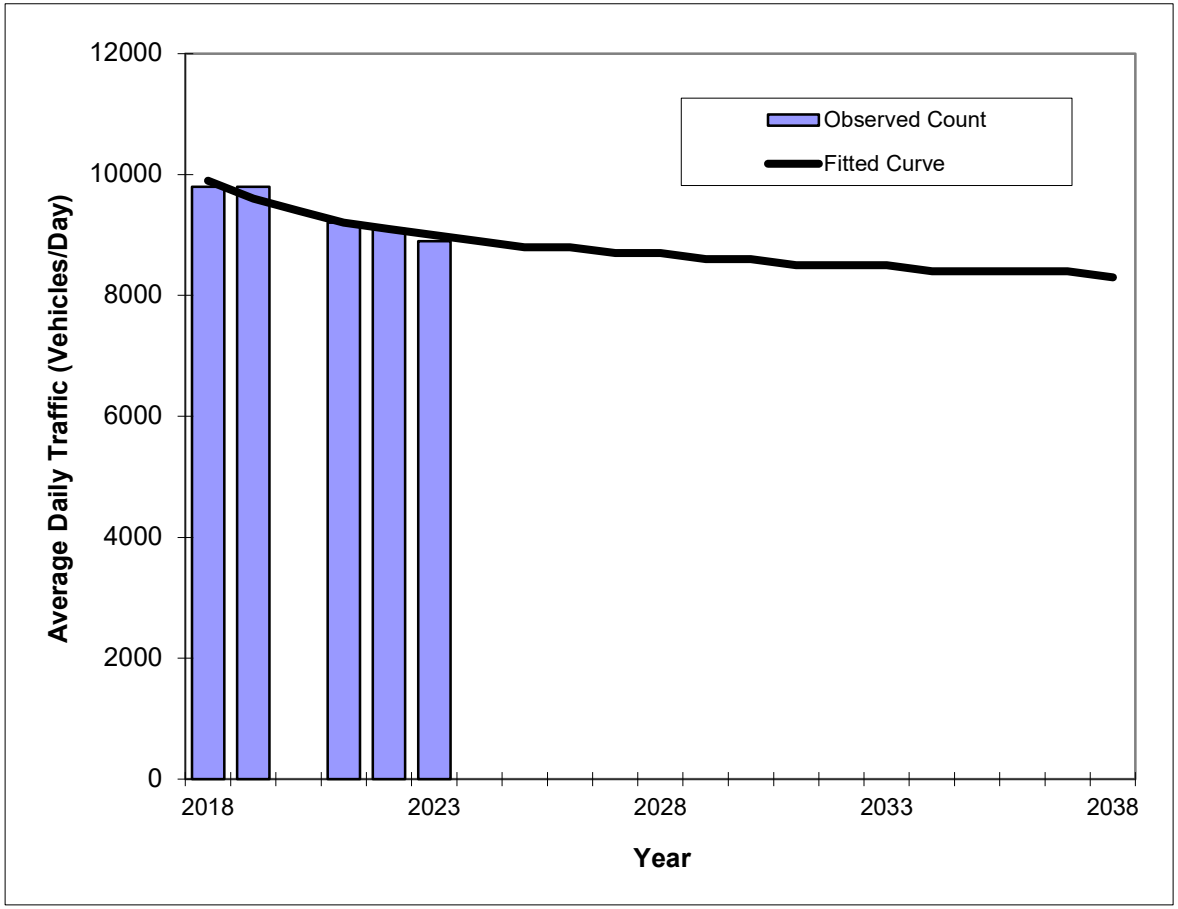
*Axle-Adjusted

Traffic Trends - V03.a

HOLLYWOOD BLVD -- W OF US 1

FIN#	1234
Location	1

County:	Broward (86)
Station #:	9696
Highway:	HOLLYWOOD BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	9800	9900
2019	9800	9600
2020	N/A	N/A
2021	9200	9200
2022	9100	9100
2023	8900	9000
2025 Opening Year Trend		
2025	N/A	8800
2026 Mid-Year Trend		
2026	N/A	8800
2028 Design Year Trend		
2028	N/A	8700
TRANPLAN Forecasts/Trends		

Trend R-squared:	96.13%
Compounded Annual Historic Growth Rate:	-1.89%
Compounded Growth Rate (2023 to Design Year):	-0.68%
Printed:	3-Apr-25

Exponential Growth Option

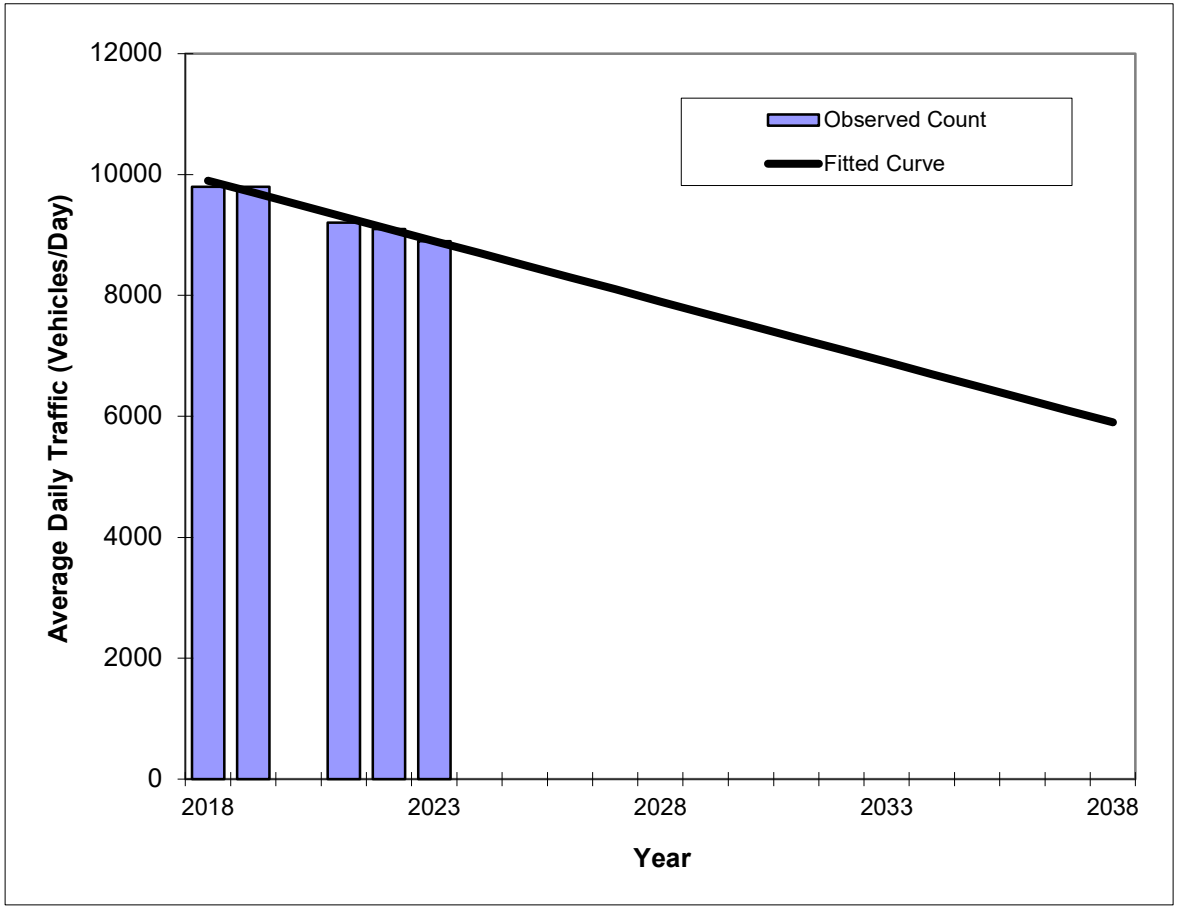
*Axle-Adjusted

Traffic Trends - V03.a

HOLLYWOOD BLVD -- W OF US 1

FIN#	1234
Location	1

County:	Broward (86)
Station #:	9696
Highway:	HOLLYWOOD BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	9800	9900
2019	9800	9700
2020	N/A	N/A
2021	9200	9300
2022	9100	9100
2023	8900	8900
2025 Opening Year Trend		
2025	N/A	8500
2026 Mid-Year Trend		
2026	N/A	8300
2028 Design Year Trend		
2028	N/A	7900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-197
Trend R-squared:	95.98%
Trend Annual Historic Growth Rate:	-2.02%
Trend Growth Rate (2023 to Design Year):	-2.25%
Printed:	3-Apr-25

Straight Line Growth Option

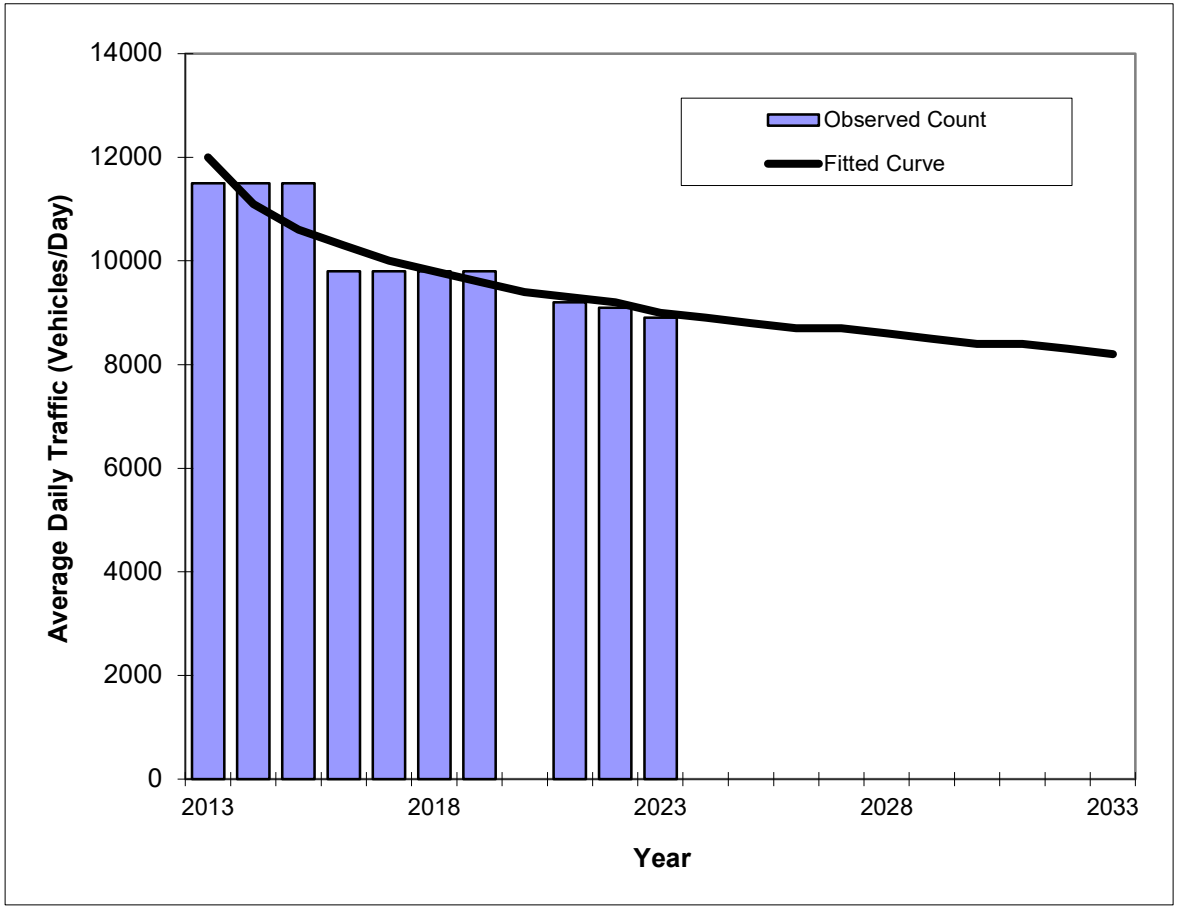
*Axle-Adjusted

Traffic Trends - V03.a

HOLLYWOOD BLVD -- W OF US 1

FIN#	1234
Location	1

County:	Broward (86)
Station #:	9696
Highway:	HOLLYWOOD BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	11500	12000
2014	11500	11100
2015	11500	10600
2016	9800	10300
2017	9800	10000
2018	9800	9800
2019	9800	9600
2020	N/A	N/A
2021	9200	9300
2022	9100	9200
2023	8900	9000
2025 Opening Year Trend		
2025	N/A	8800
2026 Mid-Year Trend		
2026	N/A	8700
2028 Design Year Trend		
2028	N/A	8600
TRANPLAN Forecasts/Trends		

Trend R-squared:	84.56%
Compounded Annual Historic Growth Rate:	-2.84%
Compounded Growth Rate (2023 to Design Year):	-0.91%
Printed:	3-Apr-25

Decaying Exponential Growth Option

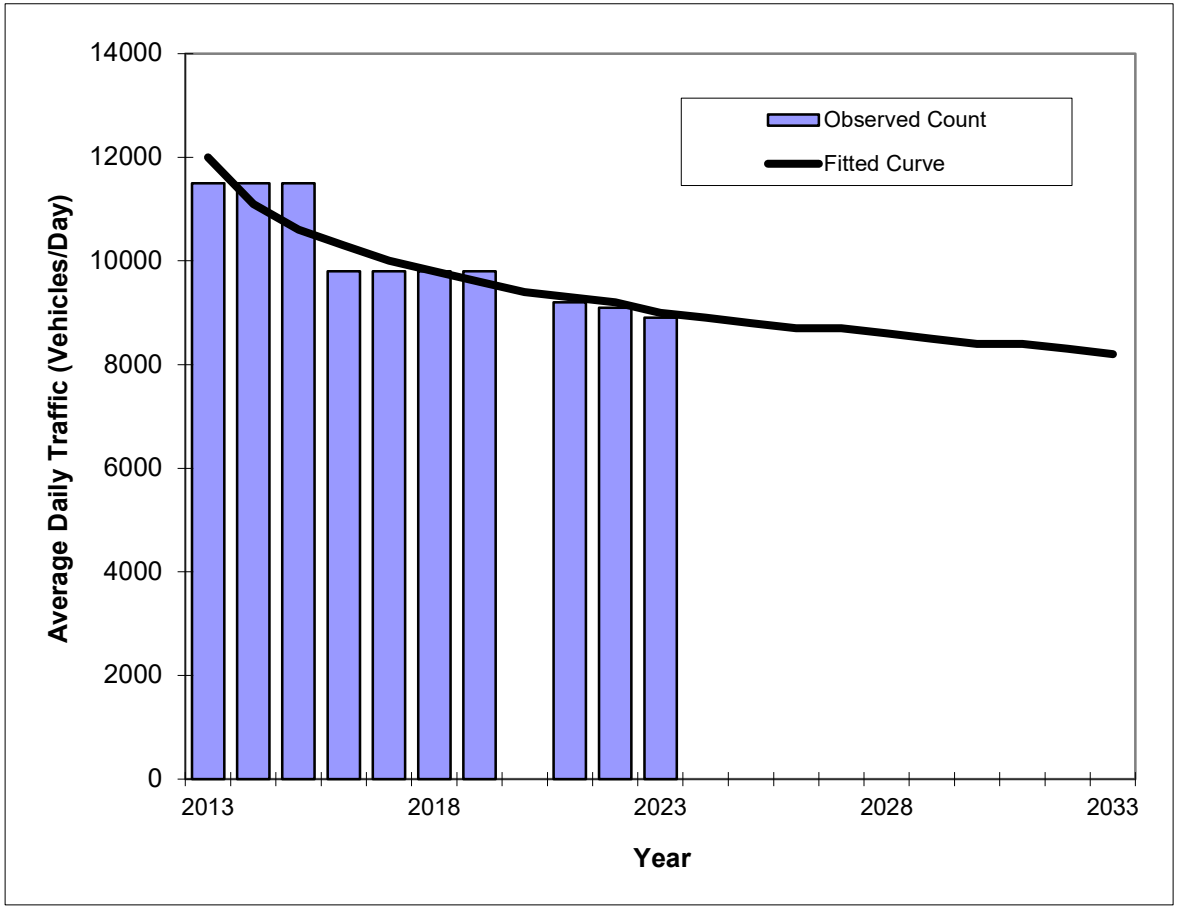
*Axle-Adjusted

Traffic Trends - V03.a

HOLLYWOOD BLVD -- W OF US 1

FIN#	1234
Location	1

County:	Broward (86)
Station #:	9696
Highway:	HOLLYWOOD BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	11500	12000
2014	11500	11100
2015	11500	10600
2016	9800	10300
2017	9800	10000
2018	9800	9800
2019	9800	9600
2020	N/A	N/A
2021	9200	9300
2022	9100	9200
2023	8900	9000
2025 Opening Year Trend		
2025	N/A	8800
2026 Mid-Year Trend		
2026	N/A	8700
2028 Design Year Trend		
2028	N/A	8600
TRANPLAN Forecasts/Trends		

Trend R-squared:	85.25%
Compounded Annual Historic Growth Rate:	-2.84%
Compounded Growth Rate (2023 to Design Year):	-0.91%
Printed:	3-Apr-25

Exponential Growth Option

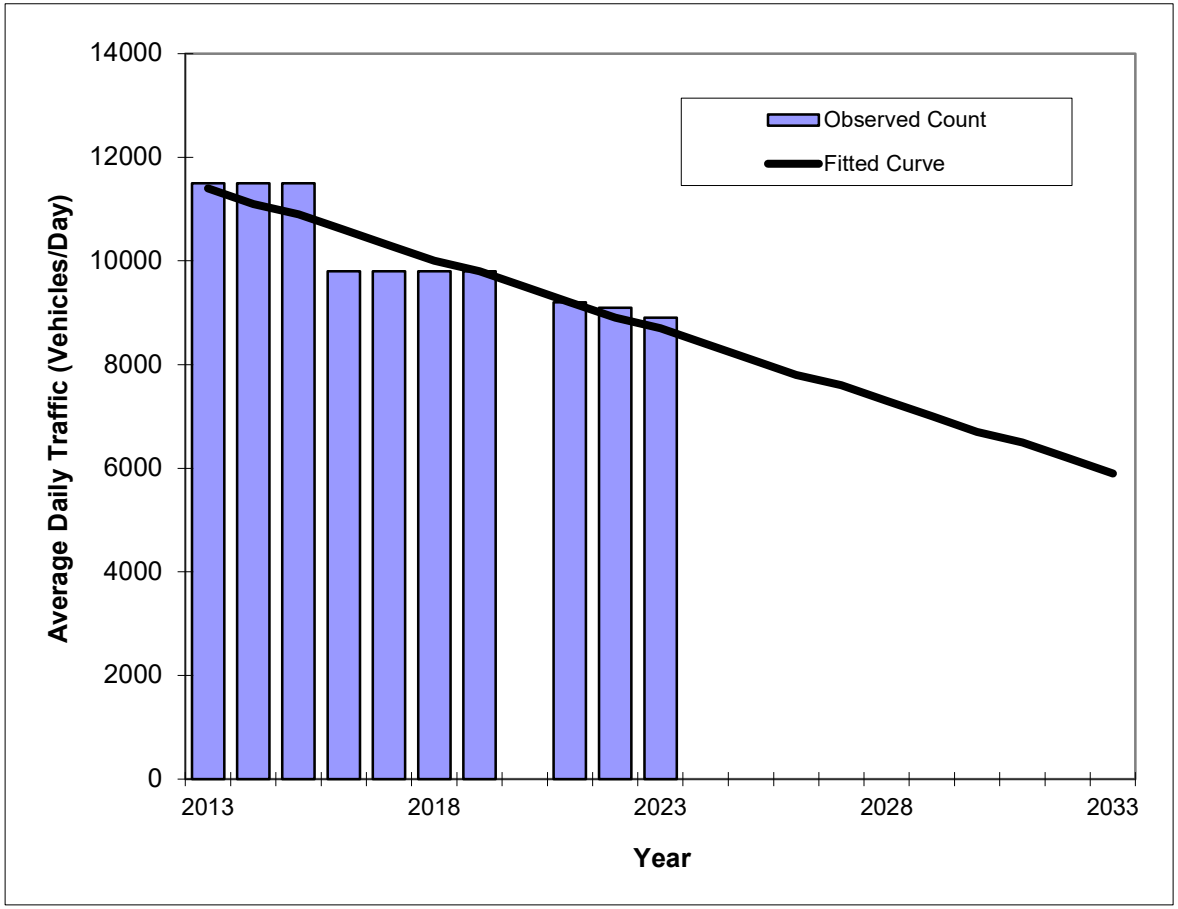
*Axle-Adjusted

Traffic Trends - V03.a

HOLLYWOOD BLVD -- W OF US 1

FIN#	1234
Location	1

County:	Broward (86)
Station #:	9696
Highway:	HOLLYWOOD BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	11500	11400
2014	11500	11100
2015	11500	10900
2016	9800	10600
2017	9800	10300
2018	9800	10000
2019	9800	9800
2020	N/A	N/A
2021	9200	9200
2022	9100	8900
2023	8900	8700
2025 Opening Year Trend		
2025	N/A	8100
2026 Mid-Year Trend		
2026	N/A	7800
2028 Design Year Trend		
2028	N/A	7300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-274
Trend R-squared:	83.47%
Trend Annual Historic Growth Rate:	-2.37%
Trend Growth Rate (2023 to Design Year):	-3.22%
Printed:	3-Apr-25

Straight Line Growth Option

*Axle-Adjusted

Growth Rate Trend Analysis Calcualtions - 5 Years			
Description	FDOT Historical AADT Data		
	9696		
Option	Linear	Exponential	Decaying Exponential
Trend Growth Rate 5 years	-2.02	-1.89	-1.89
Trend R-squared 5 years	95.98	96.13	88.49
Average Growth Rate (5-year) Linear all stations	-2.02		
Average Growth Rate (5-year) Exponential all stations	-1.89		
Average Growth Rate (5-year) Decaying Exponential all stations	-1.89		
Highest R-Square	**96.13**		
Growth Rate (5-year) with the highest R- Square	**-1.89**		

Growth Rate Trend Analysis Calcualtions - 10 Years			
Description	FDOT Historical AADT Data		
	0090		
Option	Linear	Exponential	Decaying Exponential
Trend Growth Rate 10 years	-2.37	-2.84	-2.84
Trend R-squared 10 years	83.47	85.25	84.56
Average Growth Rate (10-year) Linear all stations	-2.37		
Average Growth Rate (10-year) Exponential all stations	-2.84		
Average Growth Rate (10-year) Decaying Exponential all stations	-2.84		
Highest R-Square	**85.25**		
Growth Rate (10-year) with highest R- Square	**-2.37**		
Growth Rate Used	**1.00**		

Notes:

What Is R-squared?

R-squared is a statistical measure of how close the data are to the fitted regression line. It is also known as the coefficient of determination, or the coefficient of multiple determination for multiple regression.

The definition of R-squared is fairly straight-forward; it is the percentage of the response variable variation that is explained by a linear model. Or:

R-squared = Explained variation / Total variation

R-squared is always between 0 and 100%:

0% indicates that the model explains none of the variability of the response data around its mean.

100% indicates that the model explains all the variability of the response data around its mean.

In general, the higher the R-squared, the better the model fits your data. However, there are important conditions for this guideline that I'll talk about both in this post and my next post.

Attachement D

Future Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hollywood Boulevard and S. 20th Avenue
AM Peak Hour

Description	S. 20th Avenue Northbound			S. 20th Avenue Southbound			Hollywood Boulevard Eastbound			Hollywood Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/20/2025)	39	82	2	8	57	7	17	206	48	6	107	2
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Peak Season Traffic	39	82	2	8	57	7	17	206	48	6	107	2
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
2028 Background Traffic	40	84	2	8	59	7	18	212	49	6	110	2
Project	5							9			4	
2028 Total Traffic	**45**	**84**	**2**	**8**	**59**	**7**	**18**	**221**	**49**	**6**	**114**	**2**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hollywood Boulevard and S. 20th Avenue
PM Peak Hour

Description	S. 20th Avenue Northbound			S. 20th Avenue Southbound			Hollywood Boulevard Eastbound			Hollywood Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/20/2025)	58	105	22	23	56	25	35	267	27	31	154	14
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Peak Season Traffic	58	105	22	23	56	25	35	267	27	31	154	14
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
- Alta Hollywood												
- Block 57												
- Parc Place - Block 58 - Ph 1												
- Parc Place - Block 58 - Ph 2&3												
- Soleste La Piazza												
- Soleste Village North												
- Soleste Village South												
- Star Tower												
- The Tropic												
2028 Background Traffic	60	108	23	24	58	26	36	275	28	32	159	14
Project	5							10			5	
2028 Total Traffic	**65**	**108**	**23**	**24**	**58**	**26**	**36**	**285**	**28**	**32**	**164**	**14**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. 19th Avenue and Van Buren Street
AM Peak Hour

Description	S. 19th Avneue Northbound			S. 19th Avenue Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/20/2025)	11	99	33	35	86	13	11	75	8	18	76	44
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Peak Season Traffic	11	99	33	35	86	13	11	75	8	18	76	44
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
2028 Background Traffic	11	102	34	36	89	13	11	77	8	19	78	45
Project		4	20		9							
2028 Total Traffic	**11**	**106**	**54**	**36**	**98**	**13**	**11**	**77**	**8**	**19**	**78**	**45**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. 19th Avenue and Van Buren Street
PM Peak Hour

Description	S. 19th Avneue Northbound			S. 19th Avenue Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/20/2025)	14	116	29	34	114	18	6	81	6	21	53	68
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Peak Season Traffic	14	116	29	34	114	18	6	81	6	21	53	68
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
2028 Background Traffic	14	120	30	35	117	19	6	83	6	22	55	70
Project		5	21		10							
2028 Total Traffic	**14**	**125**	**51**	**35**	**127**	**19**	**6**	**83**	**6**	**22**	**55**	**70**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

US 1 and Van Buren Street
AM Peak Hour

Description	S. Federal Highway Northbound			S. Federal Highway Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/20/2025)	69	727	39	45	688	14	24	85	15	73	44	89
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Peak Season Traffic	69	727	39	45	688	14	24	85	15	73	44	89
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
2028 Background Traffic	73	764	41	47	723	15	25	89	16	77	46	94
Project		20			19		20					
2028 Total Traffic	**73**	**784**	**41**	**47**	**742**	**15**	**45**	**89**	**16**	**77**	**46**	**94**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

US 1 and Van Buren Street
PM Peak Hour

Description	S. Federal Highway Northbound			S. Federal Highway Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/20/2025)	69	1,037	23	41	794	26	21	65	40	44	48	30
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Peak Season Traffic	69	1,037	23	41	794	26	21	65	40	44	48	30
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
2028 Background Traffic	73	1,090	24	43	835	27	22	68	42	46	50	32
Project		21			21		21					
2028 Total Traffic	**73**	**1,111**	**24**	**43**	**856**	**27**	**43**	**68**	**42**	**46**	**50**	**32**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. 20th Avenue and Jackson Street
AM Peak Hour

Description	S. 20th Avneue Northbound			S. 20th Avenue Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/20/2025)	12	100	9	9	68	14	4	3	4	3	26	7
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Peak Season Traffic	12	100	9	9	68	14	4	3	4	3	26	7
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
2028 Background Traffic	12	103	9	9	70	14	4	3	4	3	27	7
Project												5
2028 Total Traffic	**12**	**103**	**9**	**9**	**70**	**14**	**4**	**3**	**4**	**3**	**27**	**12**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. 20th Avenue and Jackson Street
PM Peak Hour

Description	S. 20th Avneue Northbound			S. 20th Avenue Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/20/2025)	12	107	11	10	107	9	5	2	2	9	22	6
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Peak Season Traffic	12	107	11	10	107	9	5	2	2	9	22	6
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
2028 Background Traffic	12	110	11	10	110	9	5	2	2	9	23	6
Project												5
2028 Total Traffic	**12**	**110**	**11**	**10**	**110**	**9**	**5**	**2**	**2**	**9**	**23**	**11**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. Federal Highway and Jackson Street
AM Peak Hour

Description	S. Federal Highway Northbound			S. Federal Highway Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/20/2025)	0	768	46	0	793	3	0	0	21	0	0	69
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Peak Season Traffic	0	768	46	0	793	3	0	0	21	0	0	69
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
2028 Background Traffic	0	791	47	0	817	3	0	0	22	0	0	71
Project						19			7			
2028 Total Traffic	**0**	**791**	**47**	**0**	**817**	**22**	**0**	**0**	**29**	**0**	**0**	**71**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. Federal Highway and Jackson Street
PM Peak Hour

Description	S. Federal Highway Northbound			S. Federal Highway Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/20/2025)		1,081	34	0	875	16		0	21	0	0	34
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Peak Season Traffic	0	1,081	34	0	875	16	0	0	21	0	0	34
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
2028 Background Traffic	0	1,114	35	0	902	16	0	0	22	0	0	35
Project						21			8			
2028 Total Traffic	**0**	**1,114**	**35**	**0**	**902**	**37**	**0**	**0**	**30**	**0**	**0**	**35**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. 19th Avenue and Jackson Street
AM Peak Hour

	S. 19th Avneue Northbound			S. 19th Avenue Southbound			Jackson Street Eastbound			Jackson Street Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/3/2024)	10	113	9	6	55	7	7	17	3	5	4	8
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2025 Traffic	10	114	9	6	56	7	7	17	3	5	4	8
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Traffic	11	120	10	6	58	7	7	18	3	5	4	8
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
2028 Background Traffic	11	125	10	7	61	8	8	19	3	6	4	9
Project			7	9							5	24
2028 Total Traffic	**11**	**125**	**17**	**16**	**61**	**8**	**8**	**19**	**3**	**6**	**9**	**33**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. 19th Avenue and Jackson Street
AM Peak Hour

	S. 19th Avneue Northbound			S. 19th Avenue Southbound			Jackson Street Eastbound			Jackson Street Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/3/2024)	11	105	11	7	40	7	8	14	3	3	7	8
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2025 Traffic	11	106	11	7	40	7	8	14	3	3	7	8
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Traffic	12	111	12	7	42	7	8	15	3	3	7	8
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
2028 Background Traffic	12	116	12	8	44	8	9	15	3	3	8	9
Project			8	10							5	26
2028 Total Traffic	**12**	**116**	**20**	**18**	**44**	**8**	**9**	**15**	**3**	**3**	**13**	**35**

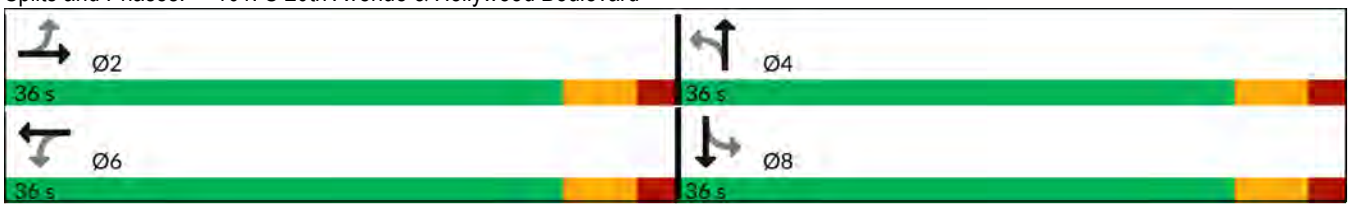
Attachement E

SYNCHRO Analyses

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	17	206	6	107	39	82	8	57
Future Volume (vph)	17	206	6	107	39	82	8	57
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	36.0	35.0	35.0	35.0	35.0
Total Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	30.0	30.0	30.0	30.0		30.0	30.0	30.0
Actuated g/C Ratio	0.42	0.42	0.42	0.42		0.42	0.42	0.42
v/c Ratio	0.03	0.36	0.01	0.15		0.19	0.02	0.09
Control Delay (s/veh)	12.8	15.0	12.5	13.5		14.1	12.6	12.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	12.8	15.0	12.5	13.5		14.1	12.6	12.1
LOS	B	B	B	B		B	B	B
Approach Delay (s/veh)		14.8		13.5		14.1		12.2
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 72	
Actuated Cycle Length: 72	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay (s/veh): 14.1	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 101: S 20th Avenue & Hollywood Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	18	270	6	116	130	9	68
v/c Ratio	0.03	0.36	0.01	0.15	0.19	0.02	0.09
Control Delay (s/veh)	12.8	15.0	12.5	13.5	14.1	12.6	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.8	15.0	12.5	13.5	14.1	12.6	12.1
Queue Length 50th (ft)	5	73	2	30	35	2	16
Queue Length 95th (ft)	16	128	8	61	69	10	38
Internal Link Dist (ft)		634		718	652		538
Turn Bay Length (ft)	75		75			80	
Base Capacity (vph)	520	753	429	767	693	515	759
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.36	0.01	0.15	0.19	0.02	0.09

Intersection Summary

HCM 7th Signalized Intersection Summary
101: S 20th Avenue & Hollywood Boulevard

04/04/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	206	48	6	107	2	39	82	2	8	57	7
Future Volume (veh/h)	17	206	48	6	107	2	39	82	2	8	57	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	18	219	51	6	114	2	41	87	2	9	61	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	572	601	140	440	757	13	250	500	11	658	679	78
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1249	1443	336	1090	1816	32	442	1200	26	1290	1629	187
Grp Volume(v), veh/h	18	0	270	6	0	116	130	0	0	9	0	68
Grp Sat Flow(s),veh/h/ln	1249	0	1779	1090	0	1848	1668	0	0	1290	0	1816
Q Serve(g_s), s	0.7	0.0	7.5	0.3	0.0	2.8	0.0	0.0	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s	3.5	0.0	7.5	7.8	0.0	2.8	3.2	0.0	0.0	0.2	0.0	1.6
Prop In Lane	1.00		0.19	1.00		0.02	0.32		0.02	1.00		0.10
Lane Grp Cap(c), veh/h	572	0	741	440	0	770	761	0	0	658	0	756
V/C Ratio(X)	0.03	0.00	0.36	0.01	0.00	0.15	0.17	0.00	0.00	0.01	0.00	0.09
Avail Cap(c_a), veh/h	572	0	741	440	0	770	761	0	0	658	0	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	14.4	17.1	0.0	13.1	13.2	0.0	0.0	12.3	0.0	12.7
Incr Delay (d2), s/veh	0.1	0.0	1.4	0.1	0.0	0.4	0.5	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.1	0.1	0.0	1.2	1.3	0.0	0.0	0.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.3	0.0	15.8	17.2	0.0	13.5	13.7	0.0	0.0	12.4	0.0	13.0
LnGrp LOS	B		B	B		B	B			B		B
Approach Vol, veh/h		288			122			130			77	
Approach Delay, s/veh		15.7			13.7			13.7			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.0	36.0	36.0	36.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	30.0	30.0	30.0	30.0
Max Q Clear Time (g_c+I1), s	9.5	5.2	9.8	3.6
Green Ext Time (p_c), s	0.6	0.2	0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	14.5
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	75	8	18	76	44	11	99	33	35	86	13
Future Vol, veh/h	11	75	8	18	76	44	11	99	33	35	86	13
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	16	107	11	26	109	63	16	141	47	50	123	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

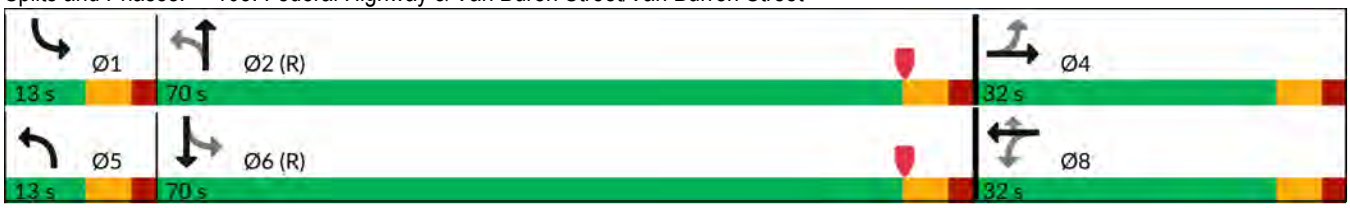
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.5	9.9	9.9	10
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	12%	13%	26%
Vol Thru, %	69%	80%	55%	64%
Vol Right, %	23%	9%	32%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	143	94	138	134
LT Vol	11	11	18	35
Through Vol	99	75	76	86
RT Vol	33	8	44	13
Lane Flow Rate	204	134	197	191
Geometry Grp	1	1	1	1
Degree of Util (X)	0.278	0.192	0.27	0.267
Departure Headway (Hd)	4.9	5.154	4.934	5.029
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	725	688	720	706
Service Time	2.986	3.249	3.021	3.117
HCM Lane V/C Ratio	0.281	0.195	0.274	0.271
HCM Control Delay, s/veh	9.9	9.5	9.9	10
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.7	1.1	1.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	85	73	44	89	69	727	45	688
Future Volume (vph)	24	85	73	44	89	69	727	45	688
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	70.0	13.0	70.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	11.3%	60.9%	11.3%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	16.3	16.3		16.3	16.3	82.4	77.7	81.4	77.2
Actuated g/C Ratio	0.14	0.14		0.14	0.14	0.72	0.68	0.71	0.67
v/c Ratio	0.19	0.45		0.77	0.34	0.17	0.38	0.12	0.35
Control Delay (s/veh)	43.7	46.5		73.6	10.8	5.5	9.9	5.4	9.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.7	46.5		73.6	10.8	5.5	9.9	5.4	9.9
LOS	D	D		E	B	A	A	A	A
Approach Delay (s/veh)		46.0		46.5			9.5		9.6
Approach LOS		D		D			A		A

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 15.9	Intersection LOS: B
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Federal Highway & Van Buren Street/Van Burren Street



Queues

103: Federal Highway & Van Buren Street/Van Burren Street

04/04/2025

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	116	136	103	80	890	52	816
v/c Ratio	0.19	0.45	0.77	0.34	0.17	0.38	0.12	0.35
Control Delay (s/veh)	43.7	46.5	73.6	10.8	5.5	9.9	5.4	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.7	46.5	73.6	10.8	5.5	9.9	5.4	9.9
Queue Length 50th (ft)	18	75	98	0	13	144	8	130
Queue Length 95th (ft)	42	118	149	41	31	213	22	196
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	239	407	281	422	486	2346	457	2344
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.29	0.48	0.24	0.16	0.38	0.11	0.35

Intersection Summary

HCM 7th Signalized Intersection Summary
103: Federal Highway & Van Buren Street/Van Burren Street

04/04/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	85	15	73	44	89	69	727	39	45	688	14
Future Volume (veh/h)	24	85	15	73	44	89	69	727	39	45	688	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.95		0.90	0.94		0.92	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	28	99	17	85	51	103	80	845	45	52	800	16
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	154	320	55	185	100	304	474	2056	109	441	2121	42
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.04	0.80	0.80	0.04	0.80	0.80
Sat Flow, veh/h	1167	1515	260	634	472	1443	1767	3401	181	1767	3534	71
Grp Volume(v), veh/h	28	0	116	136	0	103	80	438	452	52	399	417
Grp Sat Flow(s),veh/h/ln	1167	0	1776	1106	0	1443	1767	1763	1820	1767	1763	1842
Q Serve(g_s), s	2.6	0.0	6.3	8.9	0.0	7.0	2.0	8.4	8.4	1.3	7.5	7.5
Cycle Q Clear(g_c), s	17.8	0.0	6.3	15.2	0.0	7.0	2.0	8.4	8.4	1.3	7.5	7.5
Prop In Lane	1.00		0.15	0.62		1.00	1.00		0.10	1.00		0.04
Lane Grp Cap(c), veh/h	154	0	374	284	0	304	474	1066	1100	441	1058	1106
V/C Ratio(X)	0.18	0.00	0.31	0.48	0.00	0.34	0.17	0.41	0.41	0.12	0.38	0.38
Avail Cap(c_a), veh/h	172	0	401	305	0	326	525	1066	1100	499	1058	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	38.3	43.3	0.0	38.6	8.3	5.3	5.3	8.4	5.4	5.4
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.5	0.0	0.2	0.1	1.2	1.1	0.0	1.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.8	3.6	0.0	2.5	0.7	2.8	2.8	0.5	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.2	0.0	38.5	43.8	0.0	38.8	8.4	6.5	6.4	8.4	6.4	6.4
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		144			239			970			868	
Approach Delay, s/veh		40.8			41.6			6.6			6.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	75.5		30.2	9.7	75.0		30.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.0	64.0		26.0	7.0	64.0		26.0
Max Q Clear Time (g_c+I1), s	3.3	10.4		19.8	4.0	9.5		17.2
Green Ext Time (p_c), s	0.0	7.0		0.2	0.0	6.2		0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	3	4	3	26	7	12	100	9	9	68	14
Future Vol, veh/h	4	3	4	3	26	7	12	100	9	9	68	14
Conflicting Peds, #/hr	2	0	2	2	0	2	4	0	5	5	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	4	5	4	32	9	15	122	11	11	83	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	286	285	97	270	288	134	104	0	0	138	0	0
Stage 1	117	117	-	162	162	-	-	-	-	-	-	-
Stage 2	169	167	-	109	126	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	906	908	1106	921	905	1072	1481	-	-	1440	-	-
Stage 1	1070	1070	-	1025	1025	-	-	-	-	-	-	-
Stage 2	1017	1019	-	1079	1061	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	846	883	1100	890	880	1065	1476	-	-	1433	-	-
Mov Cap-2 Maneuver	846	883	-	890	880	-	-	-	-	-	-	-
Stage 1	1057	1057	-	1009	1009	-	-	-	-	-	-	-
Stage 2	965	1003	-	1060	1049	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.91	9.15	0.74	0.74
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	176	-	-	935	912	172	-	-
HCM Lane V/C Ratio	0.01	-	-	0.014	0.048	0.008	-	-
HCM Control Delay (s/veh)	7.5	0	-	8.9	9.1	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	21	0	0	69	0	768	46	0	793	3
Future Vol, veh/h	0	0	21	0	0	69	0	768	46	0	793	3
Conflicting Peds, #/hr	5	0	5	5	0	5	13	0	3	3	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	23	0	0	75	0	835	50	0	862	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	451	-	-	450	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	820	0	0	820	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	806	-	-	813	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.6	9.87	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	806	813	-	-
HCM Lane V/C Ratio	-	-	0.028	0.092	-	-
HCM Control Delay (s/veh)	-	-	9.6	9.9	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	18	3	5	4	8	11	120	10	6	58	7
Future Vol, veh/h	7	18	3	5	4	8	11	120	10	6	58	7
Conflicting Peds, #/hr	13	0	1	1	0	13	17	0	7	7	0	17
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	25	4	7	5	11	15	164	14	8	79	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	328	333	102	318	331	191	106	0	0	185	0	0
Stage 1	118	118	-	208	208	-	-	-	-	-	-	-
Stage 2	210	215	-	109	122	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	870	865	1102	633	587	848	1479	-	-	1384	-	-
Stage 1	1070	1070	-	791	728	-	-	-	-	-	-	-
Stage 2	977	972	-	894	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	811	831	1083	597	563	832	1455	-	-	1374	-	-
Mov Cap-2 Maneuver	811	831	-	597	563	-	-	-	-	-	-	-
Stage 1	1046	1046	-	777	715	-	-	-	-	-	-	-
Stage 2	934	955	-	863	775	-	-	-	-	-	-	-

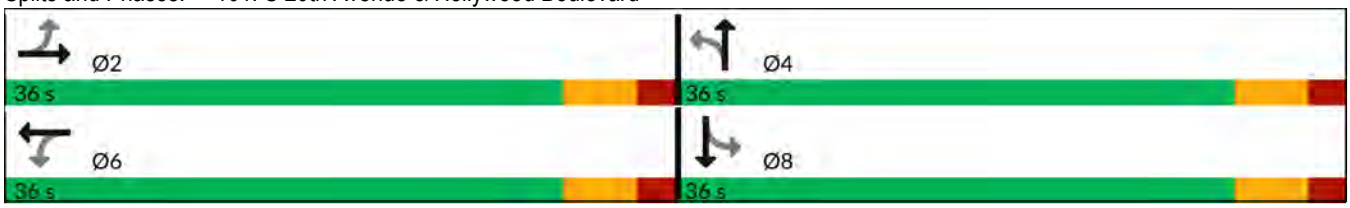
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.45	10.5	0.59	0.65
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	138	-	-	847	677	149	-	-
HCM Lane V/C Ratio	0.01	-	-	0.045	0.034	0.006	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.5	10.5	7.6	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	212	6	110	40	84	8	59
Future Volume (vph)	18	212	6	110	40	84	8	59
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	36.0	35.0	35.0	35.0	35.0
Total Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	30.0	30.0	30.0	30.0		30.0	30.0	30.0
Actuated g/C Ratio	0.42	0.42	0.42	0.42		0.42	0.42	0.42
v/c Ratio	0.04	0.37	0.01	0.16		0.19	0.02	0.09
Control Delay (s/veh)	12.8	15.1	12.5	13.7		14.2	12.6	12.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	12.8	15.1	12.5	13.7		14.2	12.6	12.2
LOS	B	B	B	B		B	B	B
Approach Delay (s/veh)		15.0		13.7		14.2		12.2
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 72	
Actuated Cycle Length: 72	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay (s/veh): 14.2	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 101: S 20th Avenue & Hollywood Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	19	278	6	119	134	9	70
v/c Ratio	0.04	0.37	0.01	0.16	0.19	0.02	0.09
Control Delay (s/veh)	12.8	15.1	12.5	13.7	14.2	12.6	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.8	15.1	12.5	13.7	14.2	12.6	12.2
Queue Length 50th (ft)	5	76	2	32	36	2	16
Queue Length 95th (ft)	17	132	8	63	71	10	39
Internal Link Dist (ft)		634		718	652		538
Turn Bay Length (ft)	75		75			80	
Base Capacity (vph)	519	753	422	766	691	512	759
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.37	0.01	0.16	0.19	0.02	0.09

Intersection Summary

HCM 7th Signalized Intersection Summary
101: S 20th Avenue & Hollywood Boulevard

04/04/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	212	49	6	110	2	40	84	2	8	59	7
Future Volume (veh/h)	18	212	49	6	110	2	40	84	2	8	59	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	19	226	52	6	117	2	43	89	2	9	63	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	569	603	139	434	757	13	254	495	10	658	681	76
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1246	1447	333	1082	1817	31	450	1188	25	1287	1635	182
Grp Volume(v), veh/h	19	0	278	6	0	119	134	0	0	9	0	70
Grp Sat Flow(s),veh/h/ln	1246	0	1780	1082	0	1848	1664	0	0	1287	0	1817
Q Serve(g_s), s	0.7	0.0	7.8	0.3	0.0	2.9	0.0	0.0	0.0	0.0	0.0	1.7
Cycle Q Clear(g_c), s	3.6	0.0	7.8	8.1	0.0	2.9	3.3	0.0	0.0	0.2	0.0	1.7
Prop In Lane	1.00		0.19	1.00		0.02	0.32		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	569	0	742	434	0	770	759	0	0	658	0	757
V/C Ratio(X)	0.03	0.00	0.37	0.01	0.00	0.15	0.18	0.00	0.00	0.01	0.00	0.09
Avail Cap(c_a), veh/h	569	0	742	434	0	770	759	0	0	658	0	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	14.5	17.3	0.0	13.1	13.2	0.0	0.0	12.3	0.0	12.7
Incr Delay (d2), s/veh	0.1	0.0	1.4	0.1	0.0	0.4	0.5	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.2	0.1	0.0	1.2	1.4	0.0	0.0	0.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.3	0.0	16.0	17.4	0.0	13.5	13.7	0.0	0.0	12.4	0.0	13.0
LnGrp LOS	B		B	B		B	B			B		B
Approach Vol, veh/h		297			125			134			79	
Approach Delay, s/veh		15.9			13.7			13.7			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.0	36.0	36.0	36.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	30.0	30.0	30.0	30.0
Max Q Clear Time (g_c+I1), s	9.8	5.3	10.1	3.7
Green Ext Time (p_c), s	0.6	0.2	0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	14.6
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	77	8	19	78	45	11	102	34	36	89	13
Future Vol, veh/h	11	77	8	19	78	45	11	102	34	36	89	13
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	16	110	11	27	111	64	16	146	49	51	127	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

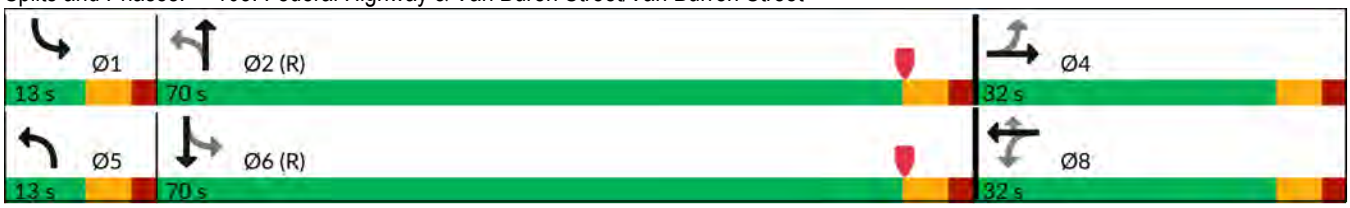
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.7	10	10.1	10.2
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	11%	13%	26%
Vol Thru, %	69%	80%	55%	64%
Vol Right, %	23%	8%	32%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	96	142	138
LT Vol	11	11	19	36
Through Vol	102	77	78	89
RT Vol	34	8	45	13
Lane Flow Rate	210	137	203	197
Geometry Grp	1	1	1	1
Degree of Util (X)	0.288	0.202	0.28	0.283
Departure Headway (Hd)	5.043	5.3	5.083	5.169
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	716	680	712	700
Service Time	3.043	3.312	3.083	3.169
HCM Lane V/C Ratio	0.293	0.201	0.285	0.281
HCM Control Delay, s/veh	10.1	9.7	10	10.2
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.2	0.8	1.1	1.2

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	25	89	77	46	94	73	764	47	723
Future Volume (vph)	25	89	77	46	94	73	764	47	723
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	70.0	13.0	70.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	11.3%	60.9%	11.3%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	17.2	17.2		17.2	17.2	81.5	76.8	80.5	76.3
Actuated g/C Ratio	0.15	0.15		0.15	0.15	0.71	0.67	0.70	0.66
v/c Ratio	0.19	0.45		0.79	0.34	0.19	0.40	0.14	0.37
Control Delay (s/veh)	42.9	45.8		74.4	10.3	6.0	10.6	5.9	10.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.9	45.8		74.4	10.3	6.0	10.6	5.9	10.6
LOS	D	D		E	B	A	B	A	B
Approach Delay (s/veh)		45.2		46.7			10.2		10.3
Approach LOS		D		D			B		B

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 16.4	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Federal Highway & Van Buren Street/Van Burren Street



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	122	143	109	85	936	55	858
v/c Ratio	0.19	0.45	0.79	0.34	0.19	0.40	0.14	0.37
Control Delay (s/veh)	42.9	45.8	74.4	10.3	6.0	10.6	5.9	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.9	45.8	74.4	10.3	6.0	10.6	5.9	10.6
Queue Length 50th (ft)	19	78	103	0	14	157	9	143
Queue Length 95th (ft)	43	122	155	41	34	234	24	216
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	234	406	275	427	460	2318	431	2315
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.30	0.52	0.26	0.18	0.40	0.13	0.37

Intersection Summary

HCM 7th Signalized Intersection Summary
103: Federal Highway & Van Buren Street/Van Burren Street

04/04/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	89	16	77	46	94	73	764	41	47	723	15
Future Volume (veh/h)	25	89	16	77	46	94	73	764	41	47	723	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.96		0.90	0.94		0.92	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	29	103	19	90	53	109	85	888	48	55	841	17
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	145	318	59	184	97	307	457	2047	111	423	2110	43
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.05	0.80	0.80	0.04	0.79	0.79
Sat Flow, veh/h	1161	1495	276	625	457	1444	1767	3398	184	1767	3533	71
Grp Volume(v), veh/h	29	0	122	143	0	109	85	461	475	55	420	438
Grp Sat Flow(s),veh/h/ln	1161	0	1771	1082	0	1444	1767	1763	1819	1767	1763	1841
Q Serve(g_s), s	2.7	0.0	6.7	9.6	0.0	7.4	2.2	9.2	9.2	1.4	8.2	8.2
Cycle Q Clear(g_c), s	19.0	0.0	6.7	16.3	0.0	7.4	2.2	9.2	9.2	1.4	8.2	8.2
Prop In Lane	1.00		0.16	0.63		1.00	1.00		0.10	1.00		0.04
Lane Grp Cap(c), veh/h	145	0	376	281	0	307	457	1062	1096	423	1053	1100
V/C Ratio(X)	0.20	0.00	0.32	0.51	0.00	0.36	0.19	0.43	0.43	0.13	0.40	0.40
Avail Cap(c_a), veh/h	161	0	400	300	0	326	505	1062	1096	480	1053	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	0.0	38.3	43.7	0.0	38.6	8.5	5.5	5.5	8.6	5.6	5.6
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.5	0.0	0.3	0.1	1.3	1.3	0.1	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.9	3.8	0.0	2.6	0.8	3.0	3.1	0.5	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.2	0.0	38.5	44.3	0.0	38.8	8.5	6.8	6.7	8.6	6.7	6.7
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		151			252			1021			913	
Approach Delay, s/veh		40.9			41.9			6.9			6.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.3	75.3		30.4	9.9	74.7		30.4
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.0	64.0		26.0	7.0	64.0		26.0
Max Q Clear Time (g_c+I1), s	3.4	11.2		21.0	4.2	10.2		18.3
Green Ext Time (p_c), s	0.0	7.6		0.2	0.0	6.6		0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	12.8
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	3	4	3	27	7	12	103	9	9	70	14
Future Vol, veh/h	4	3	4	3	27	7	12	103	9	9	70	14
Conflicting Peds, #/hr	2	0	2	2	0	2	4	0	5	5	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	4	5	4	33	9	15	126	11	11	85	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	293	291	100	277	294	138	106	0	0	142	0	0
Stage 1	120	120	-	165	165	-	-	-	-	-	-	-
Stage 2	173	171	-	111	128	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	900	902	1104	915	900	1069	1478	-	-	1435	-	-
Stage 1	1068	1068	-	1021	1021	-	-	-	-	-	-	-
Stage 2	1013	1015	-	1077	1059	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	839	878	1098	884	875	1062	1473	-	-	1428	-	-
Mov Cap-2 Maneuver	839	878	-	884	875	-	-	-	-	-	-	-
Stage 1	1055	1055	-	1005	1005	-	-	-	-	-	-	-
Stage 2	960	1000	-	1057	1046	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.93	9.18	0.72	0.73
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	171	-	-	930	906	169	-	-
HCM Lane V/C Ratio	0.01	-	-	0.014	0.05	0.008	-	-
HCM Control Delay (s/veh)	7.5	0	-	8.9	9.2	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	22	0	0	71	0	791	47	0	817	3
Future Vol, veh/h	0	0	22	0	0	71	0	791	47	0	817	3
Conflicting Peds, #/hr	5	0	5	5	0	5	13	0	3	3	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	24	0	0	77	0	860	51	0	888	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	464	-	-	463	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	810	0	0	811	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	797	-	-	804	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.66	9.95	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	797	804	-	-
HCM Lane V/C Ratio	-	-	0.03	0.096	-	-
HCM Control Delay (s/veh)	-	-	9.7	10	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	19	3	6	4	9	11	125	10	7	61	8
Future Vol, veh/h	8	19	3	6	4	9	11	125	10	7	61	8
Conflicting Peds, #/hr	13	0	1	1	0	13	17	0	7	7	0	17
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	26	4	8	5	12	15	171	14	10	84	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	342	347	107	332	346	198	112	0	0	192	0	0
Stage 1	125	125	-	215	215	-	-	-	-	-	-	-
Stage 2	217	222	-	117	131	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	857	853	1097	620	576	840	1472	-	-	1376	-	-
Stage 1	1062	1062	-	785	723	-	-	-	-	-	-	-
Stage 2	970	966	-	885	786	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	797	818	1078	582	552	825	1448	-	-	1366	-	-
Mov Cap-2 Maneuver	797	818	-	582	552	-	-	-	-	-	-	-
Stage 1	1037	1037	-	770	710	-	-	-	-	-	-	-
Stage 2	926	948	-	853	768	-	-	-	-	-	-	-

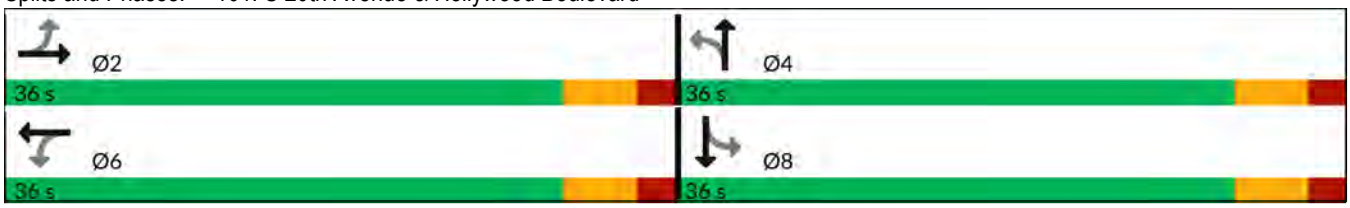
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.55	10.61	0.57	0.7
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	134	-	-	832	667	162	-	-
HCM Lane V/C Ratio	0.01	-	-	0.049	0.039	0.007	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.6	10.6	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	221	6	114	45	84	8	59
Future Volume (vph)	18	221	6	114	45	84	8	59
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	36.0	35.0	35.0	35.0	35.0
Total Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	30.0	30.0	30.0	30.0		30.0	30.0	30.0
Actuated g/C Ratio	0.42	0.42	0.42	0.42		0.42	0.42	0.42
v/c Ratio	0.04	0.38	0.01	0.16		0.20	0.02	0.09
Control Delay (s/veh)	12.8	15.4	12.5	13.8		14.3	12.5	12.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	12.8	15.4	12.5	13.8		14.3	12.5	12.2
LOS	B	B	B	B		B	B	B
Approach Delay (s/veh)		15.2		13.7		14.3		12.2
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 72	
Actuated Cycle Length: 72	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay (s/veh): 14.4	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 101: S 20th Avenue & Hollywood Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	19	287	6	123	139	9	70
v/c Ratio	0.04	0.38	0.01	0.16	0.20	0.02	0.09
Control Delay (s/veh)	12.8	15.4	12.5	13.8	14.3	12.5	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.8	15.4	12.5	13.8	14.3	12.5	12.2
Queue Length 50th (ft)	5	79	2	33	38	2	16
Queue Length 95th (ft)	17	137	8	64	73	10	39
Internal Link Dist (ft)		634		718	652		538
Turn Bay Length (ft)	75		75			80	
Base Capacity (vph)	517	753	415	767	682	550	759
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.38	0.01	0.16	0.20	0.02	0.09

Intersection Summary

HCM 7th Signalized Intersection Summary
101: S 20th Avenue & Hollywood Boulevard

04/04/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	221	49	6	114	2	45	84	2	8	59	7
Future Volume (veh/h)	18	221	49	6	114	2	45	84	2	8	59	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	19	235	52	6	121	2	48	89	2	9	63	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	566	608	135	427	758	13	271	473	10	659	681	76
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1241	1459	323	1073	1819	30	488	1136	24	1287	1635	182
Grp Volume(v), veh/h	19	0	287	6	0	123	139	0	0	9	0	70
Grp Sat Flow(s),veh/h/ln	1241	0	1782	1073	0	1849	1648	0	0	1287	0	1817
Q Serve(g_s), s	0.7	0.0	8.1	0.3	0.0	3.0	0.0	0.0	0.0	0.0	0.0	1.7
Cycle Q Clear(g_c), s	3.7	0.0	8.1	8.3	0.0	3.0	3.4	0.0	0.0	0.2	0.0	1.7
Prop In Lane	1.00		0.18	1.00		0.02	0.35		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	566	0	742	427	0	770	754	0	0	659	0	757
V/C Ratio(X)	0.03	0.00	0.39	0.01	0.00	0.16	0.18	0.00	0.00	0.01	0.00	0.09
Avail Cap(c_a), veh/h	566	0	742	427	0	770	754	0	0	659	0	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	14.6	17.5	0.0	13.1	13.2	0.0	0.0	12.3	0.0	12.7
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.1	0.0	0.4	0.5	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.3	0.1	0.0	1.2	1.4	0.0	0.0	0.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	0.0	16.1	17.6	0.0	13.6	13.8	0.0	0.0	12.4	0.0	13.0
LnGrp LOS	B		B	B		B	B			B		B
Approach Vol, veh/h		306			129			139			79	
Approach Delay, s/veh		16.0			13.8			13.8			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.0	36.0	36.0	36.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	30.0	30.0	30.0	30.0
Max Q Clear Time (g_c+I1), s	10.1	5.4	10.3	3.7
Green Ext Time (p_c), s	0.6	0.3	0.2	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	14.7
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	77	8	19	78	45	11	106	54	36	98	13
Future Vol, veh/h	11	77	8	19	78	45	11	106	54	36	98	13
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	16	110	11	27	111	64	16	151	77	51	140	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

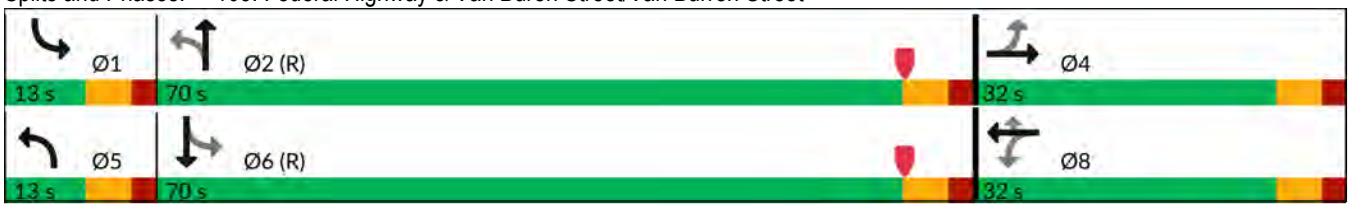
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.9	10.4	10.6	10.6
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	11%	13%	24%
Vol Thru, %	62%	80%	55%	67%
Vol Right, %	32%	8%	32%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	171	96	142	147
LT Vol	11	11	19	36
Through Vol	106	77	78	98
RT Vol	54	8	45	13
Lane Flow Rate	244	137	203	210
Geometry Grp	1	1	1	1
Degree of Util (X)	0.341	0.207	0.293	0.305
Departure Headway (Hd)	5.023	5.442	5.202	5.236
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	716	660	692	687
Service Time	3.049	3.474	3.232	3.264
HCM Lane V/C Ratio	0.341	0.208	0.293	0.306
HCM Control Delay, s/veh	10.6	9.9	10.4	10.6
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.5	0.8	1.2	1.3

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	89	77	46	94	73	784	47	742
Future Volume (vph)	45	89	77	46	94	73	784	47	742
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	70.0	13.0	70.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	11.3%	60.9%	11.3%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	17.2	17.2		17.2	17.2	81.5	76.8	80.5	76.3
Actuated g/C Ratio	0.15	0.15		0.15	0.15	0.71	0.67	0.70	0.66
v/c Ratio	0.34	0.45		0.79	0.34	0.20	0.41	0.14	0.38
Control Delay (s/veh)	47.5	45.8		74.4	10.3	6.0	10.7	5.9	10.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.5	45.8		74.4	10.3	6.0	10.7	5.9	10.7
LOS	D	D		E	B	A	B	A	B
Approach Delay (s/veh)		46.3		46.7			10.3		10.4
Approach LOS		D		D			B		B

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 16.8	Intersection LOS: B
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Federal Highway & Van Buren Street/Van Burren Street



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	122	143	109	85	960	55	880
v/c Ratio	0.34	0.45	0.79	0.34	0.20	0.41	0.14	0.38
Control Delay (s/veh)	47.5	45.8	74.4	10.3	6.0	10.7	5.9	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.5	45.8	74.4	10.3	6.0	10.7	5.9	10.7
Queue Length 50th (ft)	35	78	103	0	14	164	9	148
Queue Length 95th (ft)	65	122	155	41	34	243	24	223
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	234	406	275	427	451	2318	420	2315
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.30	0.52	0.26	0.19	0.41	0.13	0.38

Intersection Summary

HCM 7th Signalized Intersection Summary
103: Federal Highway & Van Buren Street/Van Burren Street

04/04/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	89	16	77	46	94	73	784	41	47	742	15
Future Volume (veh/h)	45	89	16	77	46	94	73	784	41	47	742	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.96		0.90	0.94		0.92	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	103	19	90	53	109	85	912	48	55	863	17
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	149	322	59	186	99	311	446	2041	107	412	2101	41
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.05	0.80	0.80	0.04	0.79	0.79
Sat Flow, veh/h	1162	1496	276	629	459	1445	1767	3404	179	1767	3535	70
Grp Volume(v), veh/h	52	0	122	143	0	109	85	472	488	55	430	450
Grp Sat Flow(s),veh/h/ln	1162	0	1771	1087	0	1445	1767	1763	1820	1767	1763	1842
Q Serve(g_s), s	5.0	0.0	6.7	9.5	0.0	7.4	2.2	9.7	9.7	1.4	8.7	8.7
Cycle Q Clear(g_c), s	21.2	0.0	6.7	16.2	0.0	7.4	2.2	9.7	9.7	1.4	8.7	8.7
Prop In Lane	1.00		0.16	0.63		1.00	1.00		0.10	1.00		0.04
Lane Grp Cap(c), veh/h	149	0	381	285	0	311	446	1057	1091	412	1048	1095
V/C Ratio(X)	0.35	0.00	0.32	0.50	0.00	0.35	0.19	0.45	0.45	0.13	0.41	0.41
Avail Cap(c_a), veh/h	162	0	400	300	0	327	494	1057	1091	469	1048	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	0.0	38.0	43.4	0.0	38.3	8.6	5.6	5.6	8.7	5.8	5.8
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.5	0.0	0.3	0.1	1.4	1.3	0.1	1.2	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	1.5	0.0	2.9	3.8	0.0	2.6	0.8	3.1	3.2	0.5	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.1	0.0	38.2	43.9	0.0	38.6	8.7	7.0	7.0	8.8	7.0	6.9
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		174			252			1045			935	
Approach Delay, s/veh		42.4			41.6			7.1			7.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.3	74.9		30.7	9.9	74.3		30.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.0	64.0		26.0	7.0	64.0		26.0
Max Q Clear Time (g_c+I1), s	3.4	11.7		23.2	4.2	10.7		18.2
Green Ext Time (p_c), s	0.0	7.8		0.1	0.0	6.9		0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	13.3
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	3	4	3	27	12	12	103	9	9	70	14
Future Vol, veh/h	4	3	4	3	27	12	12	103	9	9	70	14
Conflicting Peds, #/hr	2	0	2	2	0	2	4	0	5	5	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	4	5	4	33	15	15	126	11	11	85	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	293	291	100	277	294	138	106	0	0	142	0	0
Stage 1	120	120	-	165	165	-	-	-	-	-	-	-
Stage 2	173	171	-	111	128	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	900	902	1104	915	900	1069	1478	-	-	1435	-	-
Stage 1	1068	1068	-	1021	1021	-	-	-	-	-	-	-
Stage 2	1013	1015	-	1077	1059	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	834	878	1098	884	875	1062	1473	-	-	1428	-	-
Mov Cap-2 Maneuver	834	878	-	884	875	-	-	-	-	-	-	-
Stage 1	1055	1055	-	1005	1005	-	-	-	-	-	-	-
Stage 2	954	1000	-	1057	1046	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.94	9.13	0.72	0.73
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	171	-	-	928	922	169	-	-
HCM Lane V/C Ratio	0.01	-	-	0.014	0.056	0.008	-	-
HCM Control Delay (s/veh)	7.5	0	-	8.9	9.1	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	29	0	0	71	0	791	47	0	817	22
Future Vol, veh/h	0	0	29	0	0	71	0	791	47	0	817	22
Conflicting Peds, #/hr	5	0	5	5	0	5	13	0	3	3	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	32	0	0	77	0	860	51	0	888	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	474	-	-	463	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	803	0	0	811	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	789	-	-	804	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.75	9.95	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	789	804	-	-
HCM Lane V/C Ratio	-	-	0.04	0.096	-	-
HCM Control Delay (s/veh)	-	-	9.7	10	-	-
HCM Lane LOS	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	19	3	6	9	33	11	125	17	16	61	8
Future Vol, veh/h	8	19	3	6	9	33	11	125	17	16	61	8
Conflicting Peds, #/hr	13	0	1	1	0	13	17	0	7	7	0	17
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	26	4	8	12	45	15	171	23	22	84	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	370	382	107	361	375	203	112	0	0	202	0	0
Stage 1	150	150	-	220	220	-	-	-	-	-	-	-
Stage 2	221	232	-	141	155	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	834	825	1097	592	554	835	1472	-	-	1364	-	-
Stage 1	1037	1037	-	780	719	-	-	-	-	-	-	-
Stage 2	967	957	-	859	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	727	783	1078	551	526	819	1448	-	-	1355	-	-
Mov Cap-2 Maneuver	727	783	-	551	526	-	-	-	-	-	-	-
Stage 1	1002	1002	-	766	706	-	-	-	-	-	-	-
Stage 2	876	939	-	819	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.82	10.65	0.54	1.45
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	126	-	-	788	703	331	-	-
HCM Lane V/C Ratio	0.01	-	-	0.052	0.094	0.016	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.8	10.6	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	36	19	19	7	29
Future Vol, veh/h	16	36	19	19	7	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	17	39	21	21	8	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	41	0	-	0	105	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	4.13	-	-	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	2.227	-	-	-	3	3
Pot Cap-1 Maneuver	1561	-	-	-	1083	1169
Stage 1	-	-	-	-	1164	-
Stage 2	-	-	-	-	1117	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1561	-	-	-	1071	1169
Mov Cap-2 Maneuver	-	-	-	-	1071	-
Stage 1	-	-	-	-	1151	-
Stage 2	-	-	-	-	1117	-

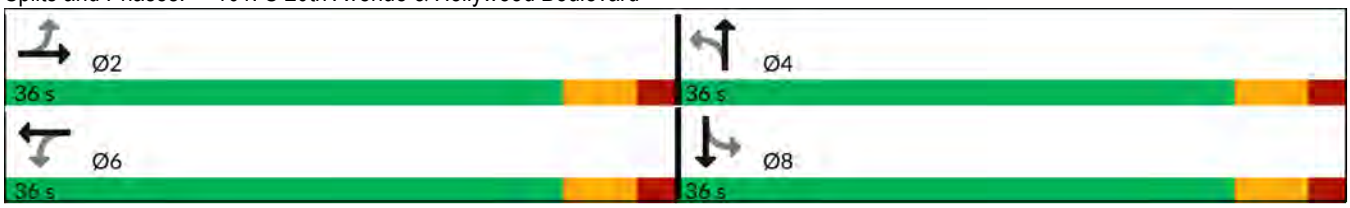
Approach	EB	WB	SB
HCM Control Delay, s/v	2.26	0	8.24
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	554	-	-	-	1149
HCM Lane V/C Ratio	0.011	-	-	-	0.034
HCM Control Delay (s/veh)	7.3	0	-	-	8.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	267	31	154	58	105	23	56
Future Volume (vph)	35	267	31	154	58	105	23	56
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	36.0	35.0	35.0	35.0	35.0
Total Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	30.0	30.0	30.0	30.0		30.0	30.0	30.0
Actuated g/C Ratio	0.42	0.42	0.42	0.42		0.42	0.42	0.42
v/c Ratio	0.08	0.42	0.09	0.24		0.30	0.05	0.12
Control Delay (s/veh)	13.3	16.6	13.7	14.0		14.7	13.0	10.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	13.3	16.6	13.7	14.0		14.7	13.0	10.1
LOS	B	B	B	B		B	B	B
Approach Delay (s/veh)		16.2		14.0		14.7		10.7
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 72	
Actuated Cycle Length: 72	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay (s/veh): 14.6	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 101: S 20th Avenue & Hollywood Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	38	319	34	182	201	25	88
v/c Ratio	0.08	0.42	0.09	0.24	0.30	0.05	0.12
Control Delay (s/veh)	13.3	16.6	13.7	14.0	14.7	13.0	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.3	16.6	13.7	14.0	14.7	13.0	10.1
Queue Length 50th (ft)	10	94	9	48	54	6	16
Queue Length 95th (ft)	27	157	26	89	99	20	41
Internal Link Dist (ft)		634		718	652		538
Turn Bay Length (ft)	75		75			80	
Base Capacity (vph)	475	756	373	759	668	490	740
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.42	0.09	0.24	0.30	0.05	0.12

Intersection Summary

HCM 7th Signalized Intersection Summary
101: S 20th Avenue & Hollywood Boulevard

04/04/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	267	27	31	154	14	58	105	22	23	56	25
Future Volume (veh/h)	35	267	27	31	154	14	58	105	22	23	56	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.95		0.91	0.96		0.91	0.97		0.94	0.97		0.94
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	38	290	29	34	167	15	63	114	24	25	61	27
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	498	684	68	395	692	62	241	414	80	611	498	220
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1132	1642	164	1012	1661	149	422	994	192	1209	1195	529
Grp Volume(v), veh/h	38	0	319	34	0	182	201	0	0	25	0	88
Grp Sat Flow(s),veh/h/ln	1132	0	1806	1012	0	1810	1608	0	0	1209	0	1723
Q Serve(g_s), s	1.6	0.0	9.0	1.8	0.0	4.7	1.1	0.0	0.0	0.0	0.0	2.3
Cycle Q Clear(g_c), s	6.3	0.0	9.0	10.8	0.0	4.7	5.4	0.0	0.0	0.8	0.0	2.3
Prop In Lane	1.00		0.09	1.00		0.08	0.31		0.12	1.00		0.31
Lane Grp Cap(c), veh/h	498	0	753	395	0	754	736	0	0	611	0	718
V/C Ratio(X)	0.08	0.00	0.42	0.09	0.00	0.24	0.27	0.00	0.00	0.04	0.00	0.12
Avail Cap(c_a), veh/h	498	0	753	395	0	754	736	0	0	611	0	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	14.9	18.7	0.0	13.6	13.8	0.0	0.0	12.5	0.0	12.9
Incr Delay (d2), s/veh	0.3	0.0	1.7	0.4	0.0	0.8	0.9	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	3.8	0.4	0.0	1.9	2.2	0.0	0.0	0.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.0	0.0	16.6	19.1	0.0	14.4	14.7	0.0	0.0	12.6	0.0	13.3
LnGrp LOS	B		B	B		B	B			B		B
Approach Vol, veh/h		357			216			201			113	
Approach Delay, s/veh		16.6			15.1			14.7			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.0	36.0	36.0	36.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	30.0	30.0	30.0	30.0
Max Q Clear Time (g_c+I1), s	11.0	7.4	12.8	4.3
Green Ext Time (p_c), s	0.7	0.4	0.4	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	15.4
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	81	6	21	53	68	14	116	29	34	114	18
Future Vol, veh/h	6	81	6	21	53	68	14	116	29	34	114	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	6	85	6	22	56	72	15	122	31	36	120	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

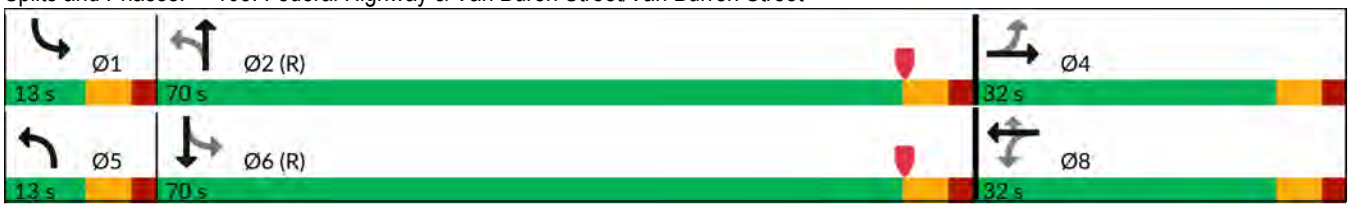
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	8.8	9	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	6%	15%	20%
Vol Thru, %	73%	87%	37%	69%
Vol Right, %	18%	6%	48%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	93	142	166
LT Vol	14	6	21	34
Through Vol	116	81	53	114
RT Vol	29	6	68	18
Lane Flow Rate	167	98	149	175
Geometry Grp	1	1	1	1
Degree of Util (X)	0.217	0.134	0.192	0.229
Departure Headway (Hd)	4.66	4.917	4.625	4.717
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	767	725	773	758
Service Time	2.709	2.972	2.675	2.765
HCM Lane V/C Ratio	0.218	0.135	0.193	0.231
HCM Control Delay, s/veh	9	8.7	8.8	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.5	0.7	0.9

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	21	65	44	48	30	69	1037	41	794
Future Volume (vph)	21	65	44	48	30	69	1037	41	794
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	70.0	13.0	70.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	11.3%	60.9%	11.3%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	11.7	11.7		11.7	11.7	86.9	82.7	86.1	82.3
Actuated g/C Ratio	0.10	0.10		0.10	0.10	0.76	0.72	0.75	0.72
v/c Ratio	0.17	0.55		0.68	0.13	0.15	0.44	0.11	0.34
Control Delay (s/veh)	48.1	47.3		72.3	1.2	3.9	8.2	4.0	7.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.1	47.3		72.3	1.2	3.9	8.2	4.0	7.5
LOS	D	D		E	A	A	A	A	A
Approach Delay (s/veh)		47.5		54.6			7.9		7.3
Approach LOS		D		D			A		A

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 12.4	Intersection LOS: B
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Federal Highway & Van Buren Street/Van Burren Street



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	108	94	31	71	1093	42	846
v/c Ratio	0.17	0.55	0.68	0.13	0.15	0.44	0.11	0.34
Control Delay (s/veh)	48.1	47.3	72.3	1.2	3.9	8.2	4.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.1	47.3	72.3	1.2	3.9	8.2	4.0	7.5
Queue Length 50th (ft)	15	59	68	0	9	163	5	116
Queue Length 95th (ft)	40	113	120	0	23	247	16	181
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	286	405	310	410	500	2512	405	2485
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.27	0.30	0.08	0.14	0.44	0.10	0.34

Intersection Summary

HCM 7th Signalized Intersection Summary
103: Federal Highway & Van Buren Street/Van Burren Street

04/04/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	65	40	44	48	30	69	1037	23	41	794	26
Future Volume (veh/h)	21	65	40	44	48	30	69	1037	23	41	794	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.95	0.99		0.97	1.00		0.94
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	22	67	41	45	49	31	71	1069	24	42	819	27
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	168	182	111	130	126	258	495	2271	51	400	2222	73
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.04	0.86	0.86	0.03	0.85	0.85
Sat Flow, veh/h	1275	1053	644	484	730	1493	1767	3522	79	1767	3475	115
Grp Volume(v), veh/h	22	0	108	94	0	31	71	535	558	42	415	431
Grp Sat Flow(s),veh/h/ln	1275	0	1697	1215	0	1493	1767	1763	1838	1767	1763	1827
Q Serve(g_s), s	1.9	0.0	6.5	3.9	0.0	2.0	1.6	8.3	8.3	0.9	5.9	5.9
Cycle Q Clear(g_c), s	12.2	0.0	6.5	10.4	0.0	2.0	1.6	8.3	8.3	0.9	5.9	5.9
Prop In Lane	1.00		0.38	0.48		1.00	1.00		0.04	1.00		0.06
Lane Grp Cap(c), veh/h	168	0	293	256	0	258	495	1137	1185	400	1127	1168
V/C Ratio(X)	0.13	0.00	0.37	0.37	0.00	0.12	0.14	0.47	0.47	0.11	0.37	0.37
Avail Cap(c_a), veh/h	236	0	384	336	0	338	547	1137	1185	462	1127	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	0.0	42.0	43.9	0.0	40.2	6.6	3.5	3.5	6.8	3.5	3.5
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.3	0.0	0.1	0.0	1.4	1.3	0.0	0.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.7	2.5	0.0	0.7	0.6	2.5	2.6	0.3	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.4	0.0	42.3	44.2	0.0	40.2	6.6	4.9	4.8	6.9	4.5	4.4
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		130			125			1164			888	
Approach Delay, s/veh		43.5			43.2			5.0			4.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	80.2		25.9	9.6	79.5		25.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.0	64.0		26.0	7.0	64.0		26.0
Max Q Clear Time (g_c+I1), s	2.9	10.3		14.2	3.6	7.9		12.4
Green Ext Time (p_c), s	0.0	9.6		0.3	0.0	6.5		0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	9.1
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	2	2	9	22	6	12	107	11	10	107	9
Future Vol, veh/h	5	2	2	9	22	6	12	107	11	10	107	9
Conflicting Peds, #/hr	1	0	1	1	0	1	10	0	7	7	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	6	2	2	10	25	7	14	123	13	11	123	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	325	331	139	312	330	137	143	0	0	143	0	0
Stage 1	161	161	-	164	164	-	-	-	-	-	-	-
Stage 2	164	170	-	148	166	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	872	867	1068	884	868	1070	1433	-	-	1434	-	-
Stage 1	1025	1025	-	1022	1022	-	-	-	-	-	-	-
Stage 2	1022	1016	-	1038	1020	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	816	836	1057	856	837	1062	1419	-	-	1424	-	-
Mov Cap-2 Maneuver	816	836	-	856	837	-	-	-	-	-	-	-
Stage 1	1007	1007	-	1005	1005	-	-	-	-	-	-	-
Stage 2	979	999	-	1024	1001	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.22	9.34	0.7	0.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	163	-	-	864	872	141	-	-
HCM Lane V/C Ratio	0.01	-	-	0.012	0.049	0.008	-	-
HCM Control Delay (s/veh)	7.6	0	-	9.2	9.3	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	21	0	0	34	0	1081	34	0	875	16
Future Vol, veh/h	0	0	21	0	0	34	0	1081	34	0	875	16
Conflicting Peds, #/hr	1	0	1	1	0	1	24	0	4	4	0	24
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	21	0	0	35	0	1103	35	0	893	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	480	-	-	574	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	799	0	0	737	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	780	-	-	733	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.74	10.15	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	780	733	-	-
HCM Lane V/C Ratio	-	-	0.027	0.047	-	-
HCM Control Delay (s/veh)	-	-	9.7	10.2	-	-
HCM Lane LOS	-	-	A	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	15	3	3	7	8	12	111	12	7	42	7
Future Vol, veh/h	8	15	3	3	7	8	12	111	12	7	42	7
Conflicting Peds, #/hr	16	0	8	8	0	16	16	0	28	28	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	17	3	3	8	9	14	126	14	8	48	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	257	279	76	268	276	177	72	0	0	168	0	0
Stage 1	84	84	-	188	188	-	-	-	-	-	-	-
Stage 2	173	195	-	80	88	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	933	913	1126	682	630	864	1522	-	-	1404	-	-
Stage 1	1106	1106	-	811	742	-	-	-	-	-	-	-
Stage 2	1013	992	-	926	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	869	861	1101	634	594	828	1499	-	-	1366	-	-
Mov Cap-2 Maneuver	869	861	-	634	594	-	-	-	-	-	-	-
Stage 1	1083	1083	-	782	716	-	-	-	-	-	-	-
Stage 2	966	956	-	896	803	-	-	-	-	-	-	-

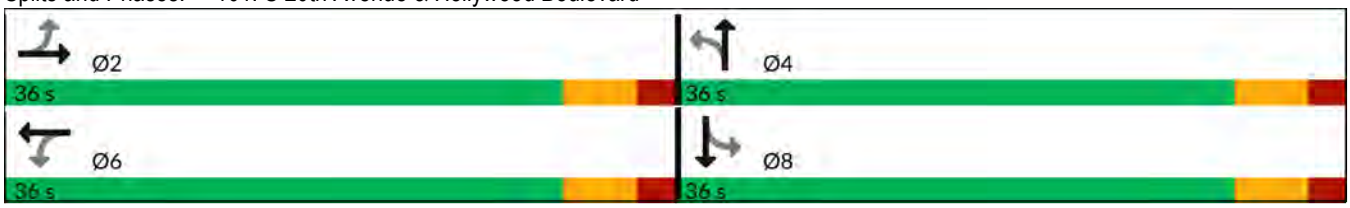
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.2	10.4	0.66	0.96
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	157	-	-	886	688	219	-	-
HCM Lane V/C Ratio	0.009	-	-	0.033	0.03	0.006	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.2	10.4	7.6	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	36	275	32	159	60	108	24	58
Future Volume (vph)	36	275	32	159	60	108	24	58
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	36.0	35.0	35.0	35.0	35.0
Total Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	30.0	30.0	30.0	30.0		30.0	30.0	30.0
Actuated g/C Ratio	0.42	0.42	0.42	0.42		0.42	0.42	0.42
v/c Ratio	0.08	0.44	0.10	0.25		0.31	0.05	0.12
Control Delay (s/veh)	13.4	16.8	13.8	14.2		14.8	13.0	10.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	13.4	16.8	13.8	14.2		14.8	13.0	10.1
LOS	B	B	B	B		B	B	B
Approach Delay (s/veh)		16.4		14.2		14.8		10.7
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 72	
Actuated Cycle Length: 72	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 14.8	Intersection LOS: B
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: S 20th Avenue & Hollywood Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	39	329	35	188	207	26	91
v/c Ratio	0.08	0.44	0.10	0.25	0.31	0.05	0.12
Control Delay (s/veh)	13.4	16.8	13.8	14.2	14.8	13.0	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.4	16.8	13.8	14.2	14.8	13.0	10.1
Queue Length 50th (ft)	10	98	9	50	56	7	16
Queue Length 95th (ft)	28	163	26	92	103	21	42
Internal Link Dist (ft)		634		718	652		538
Turn Bay Length (ft)	75		75			80	
Base Capacity (vph)	472	756	365	759	667	485	740
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.44	0.10	0.25	0.31	0.05	0.12

Intersection Summary

HCM 7th Signalized Intersection Summary
101: S 20th Avenue & Hollywood Boulevard

04/04/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	275	28	32	159	14	60	108	23	24	58	26
Future Volume (veh/h)	36	275	28	32	159	14	60	108	23	24	58	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.95		0.91	0.96		0.91	0.97		0.94	0.97		0.94
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	39	299	30	35	173	15	65	117	25	26	63	28
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	493	684	69	388	695	60	242	412	81	607	497	221
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1126	1641	165	1003	1667	145	422	990	194	1205	1193	530
Grp Volume(v), veh/h	39	0	329	35	0	188	207	0	0	26	0	91
Grp Sat Flow(s),veh/h/ln	1126	0	1806	1003	0	1812	1606	0	0	1205	0	1723
Q Serve(g_s), s	1.7	0.0	9.4	1.9	0.0	4.9	1.3	0.0	0.0	0.0	0.0	2.3
Cycle Q Clear(g_c), s	6.5	0.0	9.4	11.2	0.0	4.9	5.6	0.0	0.0	0.9	0.0	2.3
Prop In Lane	1.00		0.09	1.00		0.08	0.31		0.12	1.00		0.31
Lane Grp Cap(c), veh/h	493	0	752	388	0	755	735	0	0	607	0	718
V/C Ratio(X)	0.08	0.00	0.44	0.09	0.00	0.25	0.28	0.00	0.00	0.04	0.00	0.13
Avail Cap(c_a), veh/h	493	0	752	388	0	755	735	0	0	607	0	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	15.0	19.0	0.0	13.7	13.9	0.0	0.0	12.5	0.0	12.9
Incr Delay (d2), s/veh	0.3	0.0	1.8	0.5	0.0	0.8	1.0	0.0	0.0	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.9	0.5	0.0	2.0	2.2	0.0	0.0	0.3	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.1	0.0	16.8	19.4	0.0	14.5	14.8	0.0	0.0	12.6	0.0	13.3
LnGrp LOS	B		B	B		B	B			B		B
Approach Vol, veh/h		368			223			207			117	
Approach Delay, s/veh		16.7			15.2			14.8			13.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.0	36.0	36.0	36.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	30.0	30.0	30.0	30.0
Max Q Clear Time (g_c+I1), s	11.4	7.6	13.2	4.3
Green Ext Time (p_c), s	0.7	0.4	0.4	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	15.5
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	83	6	22	55	70	14	120	30	35	117	19
Future Vol, veh/h	6	83	6	22	55	70	14	120	30	35	117	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	6	87	6	23	58	74	15	126	32	37	123	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

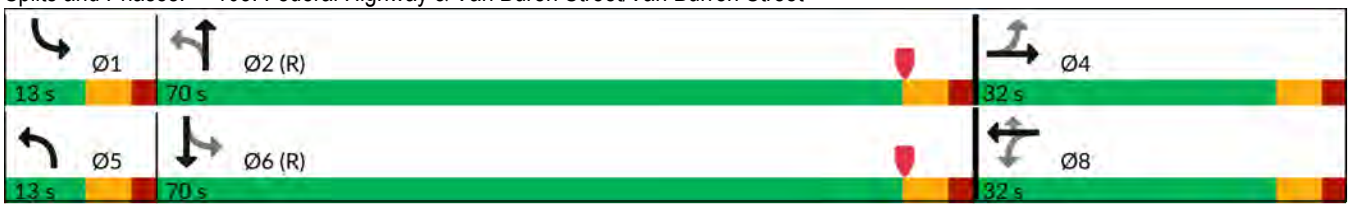
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	8.9	9.1	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	6%	15%	20%
Vol Thru, %	73%	87%	37%	68%
Vol Right, %	18%	6%	48%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	164	95	147	171
LT Vol	14	6	22	35
Through Vol	120	83	55	117
RT Vol	30	6	70	19
Lane Flow Rate	173	100	155	180
Geometry Grp	1	1	1	1
Degree of Util (X)	0.225	0.138	0.2	0.237
Departure Headway (Hd)	4.686	4.952	4.657	4.742
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	761	720	766	754
Service Time	2.74	3.012	2.712	2.795
HCM Lane V/C Ratio	0.227	0.139	0.202	0.239
HCM Control Delay, s/veh	9.1	8.8	8.9	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.5	0.7	0.9

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	68	46	50	32	73	1090	43	835
Future Volume (vph)	22	68	46	50	32	73	1090	43	835
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	70.0	13.0	70.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	11.3%	60.9%	11.3%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	12.1	12.1		12.1	12.1	86.6	82.2	85.7	81.8
Actuated g/C Ratio	0.11	0.11		0.11	0.11	0.75	0.71	0.75	0.71
v/c Ratio	0.17	0.56		0.71	0.14	0.17	0.46	0.13	0.36
Control Delay (s/veh)	47.7	47.8		75.0	1.3	4.2	8.6	4.3	7.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.7	47.8		75.0	1.3	4.2	8.6	4.3	7.9
LOS	D	D		E	A	A	A	A	A
Approach Delay (s/veh)		47.7		56.5			8.4		7.7
Approach LOS		D		E			A		A

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 12.9	Intersection LOS: B
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Federal Highway & Van Buren Street/Van Burren Street



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	113	99	33	75	1149	44	889
v/c Ratio	0.17	0.56	0.71	0.14	0.17	0.46	0.13	0.36
Control Delay (s/veh)	47.7	47.8	75.0	1.3	4.2	8.6	4.3	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.7	47.8	75.0	1.3	4.2	8.6	4.3	7.9
Queue Length 50th (ft)	16	62	72	0	10	178	6	126
Queue Length 95th (ft)	40	117	125	0	25	271	16	197
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	285	405	302	410	478	2498	382	2470
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.28	0.33	0.08	0.16	0.46	0.12	0.36

Intersection Summary

HCM 7th Signalized Intersection Summary
103: Federal Highway & Van Buren Street/Van Burren Street

04/04/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	68	42	46	50	32	73	1090	24	43	835	27
Future Volume (veh/h)	22	68	42	46	50	32	73	1090	24	43	835	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.95	0.97		0.95	0.99		0.97	1.00		0.94
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	23	70	43	47	52	33	75	1124	25	44	861	28
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	165	185	114	130	128	263	475	2259	50	380	2211	72
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.04	0.85	0.85	0.03	0.85	0.85
Sat Flow, veh/h	1271	1051	646	474	727	1494	1767	3523	78	1767	3477	113
Grp Volume(v), veh/h	23	0	113	99	0	33	75	562	587	44	437	452
Grp Sat Flow(s),veh/h/ln	1271	0	1697	1201	0	1494	1767	1763	1838	1767	1763	1827
Q Serve(g_s), s	1.9	0.0	6.8	4.3	0.0	2.1	1.7	9.4	9.4	1.0	6.6	6.6
Cycle Q Clear(g_c), s	13.0	0.0	6.8	11.0	0.0	2.1	1.7	9.4	9.4	1.0	6.6	6.6
Prop In Lane	1.00		0.38	0.47		1.00	1.00		0.04	1.00		0.06
Lane Grp Cap(c), veh/h	165	0	299	257	0	263	475	1130	1179	380	1121	1162
V/C Ratio(X)	0.14	0.00	0.38	0.38	0.00	0.13	0.16	0.50	0.50	0.12	0.39	0.39
Avail Cap(c_a), veh/h	228	0	384	333	0	338	527	1130	1179	441	1121	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	0.0	41.8	43.9	0.0	39.9	6.8	3.7	3.7	7.0	3.7	3.7
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.4	0.0	0.1	0.1	1.6	1.5	0.0	1.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.9	2.6	0.0	0.8	0.6	2.8	2.9	0.4	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.7	0.0	42.1	44.2	0.0	40.0	6.8	5.3	5.2	7.1	4.8	4.7
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		136			132			1224			933	
Approach Delay, s/veh		43.4			43.2			5.4			4.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	79.7		26.2	9.6	79.1		26.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.0	64.0		26.0	7.0	64.0		26.0
Max Q Clear Time (g_c+I1), s	3.0	11.4		15.0	3.7	8.6		13.0
Green Ext Time (p_c), s	0.0	10.4		0.3	0.0	7.0		0.3

Intersection Summary		
HCM 7th Control Delay, s/veh		9.4
HCM 7th LOS		A

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	2	2	9	23	6	12	110	11	10	110	9
Future Vol, veh/h	5	2	2	9	23	6	12	110	11	10	110	9
Conflicting Peds, #/hr	1	0	1	1	0	1	10	0	7	7	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	6	2	2	10	26	7	14	126	13	11	126	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	333	338	143	319	337	141	147	0	0	146	0	0
Stage 1	165	165	-	167	167	-	-	-	-	-	-	-
Stage 2	168	174	-	152	170	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	865	861	1065	877	862	1067	1429	-	-	1430	-	-
Stage 1	1022	1022	-	1019	1019	-	-	-	-	-	-	-
Stage 2	1018	1013	-	1035	1017	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	808	831	1054	850	832	1058	1415	-	-	1420	-	-
Mov Cap-2 Maneuver	808	831	-	850	832	-	-	-	-	-	-	-
Stage 1	1003	1003	-	1001	1001	-	-	-	-	-	-	-
Stage 2	973	995	-	1020	998	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.25	9.38	0.68	0.59
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	160	-	-	858	865	137	-	-
HCM Lane V/C Ratio	0.01	-	-	0.012	0.05	0.008	-	-
HCM Control Delay (s/veh)	7.6	0	-	9.2	9.4	7.6	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	22	0	0	35	0	1114	35	0	902	16
Future Vol, veh/h	0	0	22	0	0	35	0	1114	35	0	902	16
Conflicting Peds, #/hr	1	0	1	1	0	1	24	0	4	4	0	24
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	22	0	0	36	0	1137	36	0	920	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	493	-	-	591	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	790	0	0	726	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	771	-	-	722	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.81	10.24	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	771	722	-	-
HCM Lane V/C Ratio	-	-	0.029	0.049	-	-
HCM Control Delay (s/veh)	-	-	9.8	10.2	-	-
HCM Lane LOS	-	-	A	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	15	3	3	8	9	12	116	12	8	44	8
Future Vol, veh/h	9	15	3	3	8	9	12	116	12	8	44	8
Conflicting Peds, #/hr	16	0	8	8	0	16	16	0	28	28	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	17	3	3	9	10	14	132	14	9	50	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	268	289	79	279	287	183	75	0	0	173	0	0
Stage 1	89	89	-	194	194	-	-	-	-	-	-	-
Stage 2	180	201	-	85	93	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	922	903	1124	672	621	857	1518	-	-	1397	-	-
Stage 1	1101	1101	-	806	738	-	-	-	-	-	-	-
Stage 2	1007	986	-	921	816	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	855	851	1098	623	585	822	1495	-	-	1360	-	-
Mov Cap-2 Maneuver	855	851	-	623	585	-	-	-	-	-	-	-
Stage 1	1076	1076	-	776	711	-	-	-	-	-	-	-
Stage 2	957	950	-	890	798	-	-	-	-	-	-	-

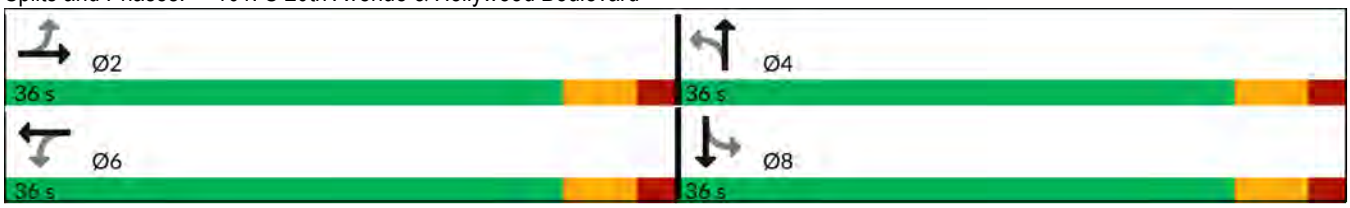
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.27	10.48	0.64	1.02
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	151	-	-	875	679	233	-	-
HCM Lane V/C Ratio	0.009	-	-	0.035	0.033	0.007	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.3	10.5	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	36	285	32	164	65	108	24	58
Future Volume (vph)	36	285	32	164	65	108	24	58
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	36.0	36.0	36.0	36.0	35.0	35.0	35.0	35.0
Total Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	30.0	30.0	30.0	30.0		30.0	30.0	30.0
Actuated g/C Ratio	0.42	0.42	0.42	0.42		0.42	0.42	0.42
v/c Ratio	0.08	0.45	0.10	0.25		0.32	0.05	0.12
Control Delay (s/veh)	13.4	17.1	13.8	14.3		15.1	13.0	10.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	13.4	17.1	13.8	14.3		15.1	13.0	10.1
LOS	B	B	B	B		B	B	B
Approach Delay (s/veh)		16.7		14.2		15.1		10.7
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 72	
Actuated Cycle Length: 72	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 15.0	Intersection LOS: B
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: S 20th Avenue & Hollywood Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	39	340	35	193	213	26	91
v/c Ratio	0.08	0.45	0.10	0.25	0.32	0.05	0.12
Control Delay (s/veh)	13.4	17.1	13.8	14.3	15.1	13.0	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.4	17.1	13.8	14.3	15.1	13.0	10.1
Queue Length 50th (ft)	10	102	9	52	58	7	16
Queue Length 95th (ft)	28	169	26	95	106	21	42
Internal Link Dist (ft)		634		718	652		538
Turn Bay Length (ft)	75		75			80	
Base Capacity (vph)	470	756	357	759	659	482	740
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.45	0.10	0.25	0.32	0.05	0.12

Intersection Summary

HCM 7th Signalized Intersection Summary
101: S 20th Avenue & Hollywood Boulevard

04/04/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	285	28	32	164	14	65	108	23	24	58	26
Future Volume (veh/h)	36	285	28	32	164	14	65	108	23	24	58	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.95		0.91	0.96		0.91	0.97		0.94	0.97		0.94
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	39	310	30	35	178	15	71	117	25	26	63	28
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	489	687	66	380	697	59	255	398	78	605	497	221
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1122	1648	159	994	1672	141	451	955	187	1205	1193	530
Grp Volume(v), veh/h	39	0	340	35	0	193	213	0	0	26	0	91
Grp Sat Flow(s),veh/h/ln	1122	0	1808	994	0	1813	1594	0	0	1205	0	1723
Q Serve(g_s), s	1.7	0.0	9.7	1.9	0.0	5.0	1.9	0.0	0.0	0.0	0.0	2.3
Cycle Q Clear(g_c), s	6.7	0.0	9.7	11.6	0.0	5.0	5.9	0.0	0.0	0.9	0.0	2.3
Prop In Lane	1.00		0.09	1.00		0.08	0.33		0.12	1.00		0.31
Lane Grp Cap(c), veh/h	489	0	753	380	0	755	731	0	0	605	0	718
V/C Ratio(X)	0.08	0.00	0.45	0.09	0.00	0.26	0.29	0.00	0.00	0.04	0.00	0.13
Avail Cap(c_a), veh/h	489	0	753	380	0	755	731	0	0	605	0	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	15.1	19.3	0.0	13.7	13.9	0.0	0.0	12.5	0.0	12.9
Incr Delay (d2), s/veh	0.3	0.0	2.0	0.5	0.0	0.8	1.0	0.0	0.0	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	4.1	0.5	0.0	2.1	2.3	0.0	0.0	0.3	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.2	0.0	17.0	19.7	0.0	14.5	14.9	0.0	0.0	12.6	0.0	13.3
LnGrp LOS	B		B	B		B	B			B		B
Approach Vol, veh/h		379			228			213			117	
Approach Delay, s/veh		17.0			15.3			14.9			13.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.0	36.0	36.0	36.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	30.0	30.0	30.0	30.0
Max Q Clear Time (g_c+I1), s	11.7	7.9	13.6	4.3
Green Ext Time (p_c), s	0.7	0.4	0.4	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	15.6
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	83	6	22	55	70	14	125	51	35	127	19
Future Vol, veh/h	6	83	6	22	55	70	14	125	51	35	127	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	6	87	6	23	58	74	15	132	54	37	134	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

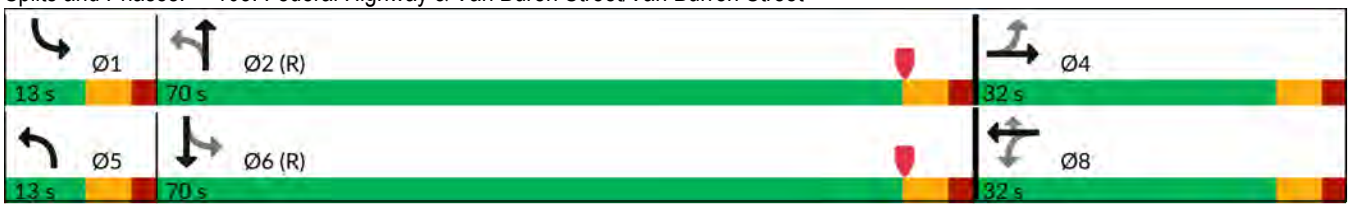
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.9	9	9.4	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	6%	15%	19%
Vol Thru, %	66%	87%	37%	70%
Vol Right, %	27%	6%	48%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	95	147	181
LT Vol	14	6	22	35
Through Vol	125	83	55	127
RT Vol	51	6	70	19
Lane Flow Rate	200	100	155	191
Geometry Grp	1	1	1	1
Degree of Util (X)	0.259	0.14	0.204	0.253
Departure Headway (Hd)	4.657	5.044	4.746	4.784
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	766	706	750	747
Service Time	2.714	3.113	2.808	2.843
HCM Lane V/C Ratio	0.261	0.142	0.207	0.256
HCM Control Delay, s/veh	9.4	8.9	9	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.5	0.8	1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	43	68	46	50	32	73	1111	43	856
Future Volume (vph)	43	68	46	50	32	73	1111	43	856
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	70.0	13.0	70.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	11.3%	60.9%	11.3%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	12.1	12.1		12.1	12.1	86.6	82.2	85.7	81.8
Actuated g/C Ratio	0.11	0.11		0.11	0.11	0.75	0.71	0.75	0.71
v/c Ratio	0.33	0.56		0.71	0.14	0.17	0.47	0.13	0.37
Control Delay (s/veh)	52.8	47.8		75.0	1.3	4.2	8.7	4.3	7.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.8	47.8		75.0	1.3	4.2	8.7	4.3	7.9
LOS	D	D		E	A	A	A	A	A
Approach Delay (s/veh)		49.2		56.5			8.5		7.8
Approach LOS		D		E			A		A

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 13.3	Intersection LOS: B
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Federal Highway & Van Buren Street/Van Burren Street



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	44	113	99	33	75	1170	44	910
v/c Ratio	0.33	0.56	0.71	0.14	0.17	0.47	0.13	0.37
Control Delay (s/veh)	52.8	47.8	75.0	1.3	4.2	8.7	4.3	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.8	47.8	75.0	1.3	4.2	8.7	4.3	7.9
Queue Length 50th (ft)	31	62	72	0	10	184	6	130
Queue Length 95th (ft)	65	117	125	0	25	278	16	203
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	285	405	302	410	470	2498	374	2470
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.28	0.33	0.08	0.16	0.47	0.12	0.37

Intersection Summary

HCM 7th Signalized Intersection Summary
103: Federal Highway & Van Buren Street/Van Burren Street

04/04/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	68	42	46	50	32	73	1111	24	43	856	27
Future Volume (veh/h)	43	68	42	46	50	32	73	1111	24	43	856	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.95	0.97		0.95	0.99		0.97	1.00		0.94
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	44	70	43	47	52	33	75	1145	25	44	882	28
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	175	193	118	135	134	274	461	2235	49	367	2188	69
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.04	0.84	0.84	0.03	0.84	0.84
Sat Flow, veh/h	1271	1052	646	486	732	1496	1767	3524	77	1767	3480	110
Grp Volume(v), veh/h	44	0	113	99	0	33	75	573	597	44	447	463
Grp Sat Flow(s),veh/h/ln	1271	0	1698	1217	0	1496	1767	1763	1839	1767	1763	1828
Q Serve(g_s), s	3.8	0.0	6.7	4.2	0.0	2.1	1.7	10.3	10.3	1.0	7.2	7.2
Cycle Q Clear(g_c), s	14.6	0.0	6.7	10.9	0.0	2.1	1.7	10.3	10.3	1.0	7.2	7.2
Prop In Lane	1.00		0.38	0.47		1.00	1.00		0.04	1.00		0.06
Lane Grp Cap(c), veh/h	175	0	311	269	0	274	461	1118	1166	367	1108	1149
V/C Ratio(X)	0.25	0.00	0.36	0.37	0.00	0.12	0.16	0.51	0.51	0.12	0.40	0.40
Avail Cap(c_a), veh/h	230	0	384	334	0	338	513	1118	1166	428	1108	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	0.0	41.1	43.1	0.0	39.2	7.1	4.1	4.1	7.4	4.1	4.1
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.3	0.0	0.1	0.1	1.7	1.6	0.1	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.8	2.6	0.0	0.8	0.6	3.0	3.1	0.4	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.8	0.0	41.4	43.4	0.0	39.3	7.2	5.8	5.7	7.5	5.2	5.1
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		157			132			1245			954	
Approach Delay, s/veh		43.7			42.4			5.8			5.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	78.9		27.1	9.6	78.3		27.1
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.0	64.0		26.0	7.0	64.0		26.0
Max Q Clear Time (g_c+I1), s	3.0	12.3		16.6	3.7	9.2		12.9
Green Ext Time (p_c), s	0.0	10.7		0.3	0.0	7.3		0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	9.9
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	2	2	9	23	11	12	110	11	10	110	9
Future Vol, veh/h	5	2	2	9	23	11	12	110	11	10	110	9
Conflicting Peds, #/hr	1	0	1	1	0	1	10	0	7	7	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	6	2	2	10	26	13	14	126	13	11	126	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	333	338	143	319	337	141	147	0	0	146	0	0
Stage 1	165	165	-	167	167	-	-	-	-	-	-	-
Stage 2	168	174	-	152	170	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	865	861	1065	877	862	1067	1429	-	-	1430	-	-
Stage 1	1022	1022	-	1019	1019	-	-	-	-	-	-	-
Stage 2	1018	1013	-	1035	1017	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	804	831	1054	850	832	1058	1415	-	-	1420	-	-
Mov Cap-2 Maneuver	804	831	-	850	832	-	-	-	-	-	-	-
Stage 1	1003	1003	-	1001	1001	-	-	-	-	-	-	-
Stage 2	968	995	-	1020	998	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.26	9.31	0.68	0.59
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	160	-	-	855	884	137	-	-
HCM Lane V/C Ratio	0.01	-	-	0.012	0.056	0.008	-	-
HCM Control Delay (s/veh)	7.6	0	-	9.3	9.3	7.6	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	30	0	0	35	0	1114	35	0	902	37
Future Vol, veh/h	0	0	30	0	0	35	0	1114	35	0	902	37
Conflicting Peds, #/hr	1	0	1	1	0	1	24	0	4	4	0	24
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	31	0	0	36	0	1137	36	0	920	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	504	-	-	591	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	783	0	0	726	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	764	-	-	722	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.91	10.24	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	764	722	-	-
HCM Lane V/C Ratio	-	-	0.04	0.049	-	-
HCM Control Delay (s/veh)	-	-	9.9	10.2	-	-
HCM Lane LOS	-	-	A	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	15	3	3	13	35	12	116	20	18	44	8
Future Vol, veh/h	9	15	3	3	13	35	12	116	20	18	44	8
Conflicting Peds, #/hr	16	0	8	8	0	16	16	0	28	28	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	17	3	3	15	40	14	132	23	20	50	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	294	321	79	306	314	187	75	0	0	183	0	0
Stage 1	111	111	-	198	198	-	-	-	-	-	-	-
Stage 2	182	210	-	107	116	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	899	875	1124	645	599	852	1518	-	-	1387	-	-
Stage 1	1076	1076	-	801	735	-	-	-	-	-	-	-
Stage 2	1004	977	-	896	798	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	788	818	1098	592	560	817	1495	-	-	1350	-	-
Mov Cap-2 Maneuver	788	818	-	592	560	-	-	-	-	-	-	-
Stage 1	1043	1043	-	772	708	-	-	-	-	-	-	-
Stage 2	912	942	-	858	773	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.5	10.46	0.6	1.98
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	142	-	-	831	717	449	-	-
HCM Lane V/C Ratio	0.009	-	-	0.037	0.081	0.015	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.5	10.5	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	35	20	21	8	31
Future Vol, veh/h	18	35	20	21	8	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	20	38	22	23	9	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	110	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	77	-
Critical Hdwy	4.13	-	-	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	2.227	-	-	-	3	3
Pot Cap-1 Maneuver	1557	-	-	-	1078	1167
Stage 1	-	-	-	-	1162	-
Stage 2	-	-	-	-	1113	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1557	-	-	-	1064	1167
Mov Cap-2 Maneuver	-	-	-	-	1064	-
Stage 1	-	-	-	-	1147	-
Stage 2	-	-	-	-	1113	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.49	0	8.27
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	611	-	-	-	1144
HCM Lane V/C Ratio	0.013	-	-	-	0.037
HCM Control Delay (s/veh)	7.3	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1