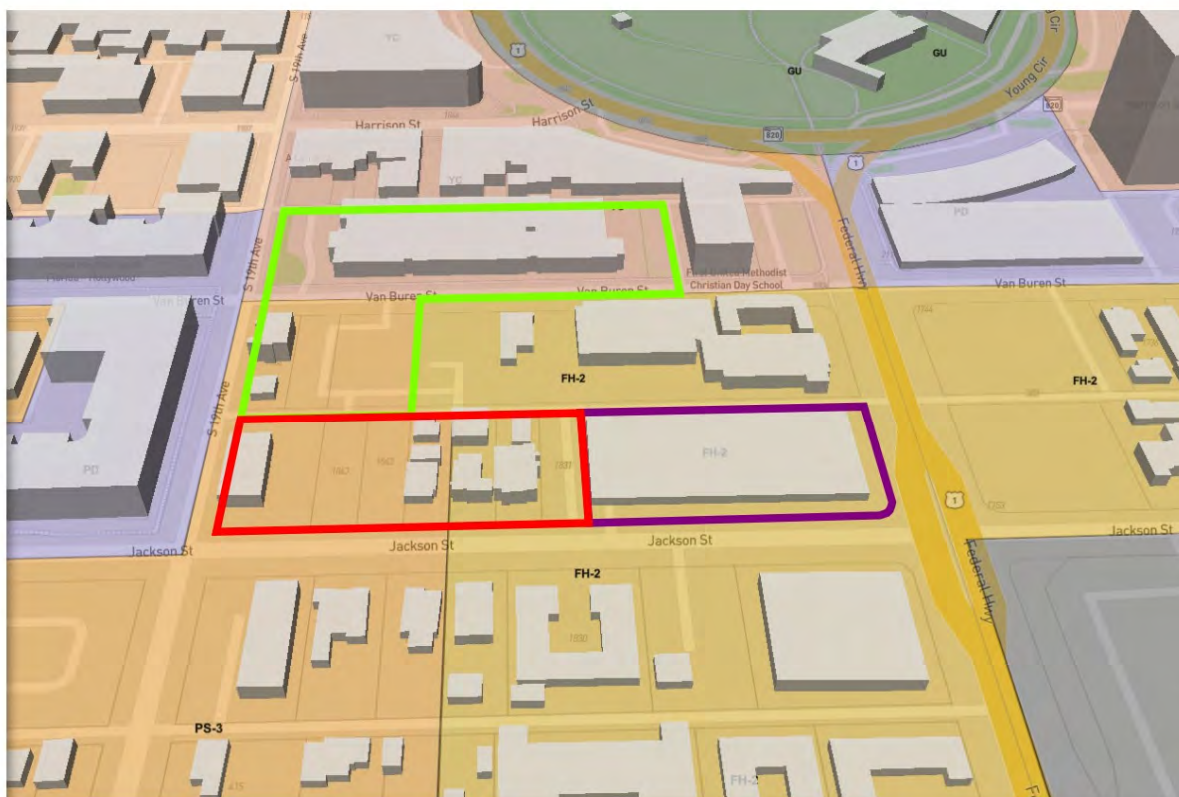


Summary of Request by Gadamis Property, LLC and Ventas Realty, Limited Partnership for Rezoning of PS-3 Property to FH-2 Zoning

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 $\frac{3}{4}$ of the block is FH-2 zoning, while approximately $\frac{1}{4}$ 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

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 | ☐ Art in Public Places Committee | ☐ Variance |
| ☐ Planning and Development Board | ☐ Historic Preservation Board | ☐ Special Exception |
| ☐ City Commission | ☐ Administrative Approval | |

PROPERTY INFORMATION

Location Address: _____

Lot(s): _____ Block(s): _____ Subdivision: _____

Folio Number(s): _____

Zoning Classification: _____ Land Use Classification: _____

Existing Property Use: _____ Sq Ft/Number of Units: _____

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 all that apply and provide File Number(s) and Resolution(s): _____

DEVELOPMENT PROPOSAL

Explanation of Request: _____

Phased Project: Yes ☐ No ☐ Number of Phases: _____

Project	Proposal	
Units/rooms (# of units)	# UNITS:	#Rooms
Proposed Non-Residential Uses		S.F.)
Open Space (% and SQ.FT.)	Required %:	(Area: S.F.)
Parking (# of spaces)	PARK. SPACES:	(#)
Height (# of stories)	(# STORIES)	(FT.)
Gross Floor Area (SQ. FT)	Lot(s) Gross Area (	FT.)

Name of Current Property Owner: _____

Address of Property Owner: _____

Telephone: _____ Email Address: _____

Applicant _____ Consultant ☐ Representative ☐ Tenant ☐

Address: _____ Telephone: _____

Email Address: _____

Email Address #2: _____

Date of Purchase: _____ 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: _____

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 certifies 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: _____

PRINT NAME: _____ Date: _____

Signature of Tenant: _____ Date: _____

PRINT NAME: _____ 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


Signature of Current Owner

Notary Public

Giuseppe Iadisernia
Print Name

State of Florida

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.

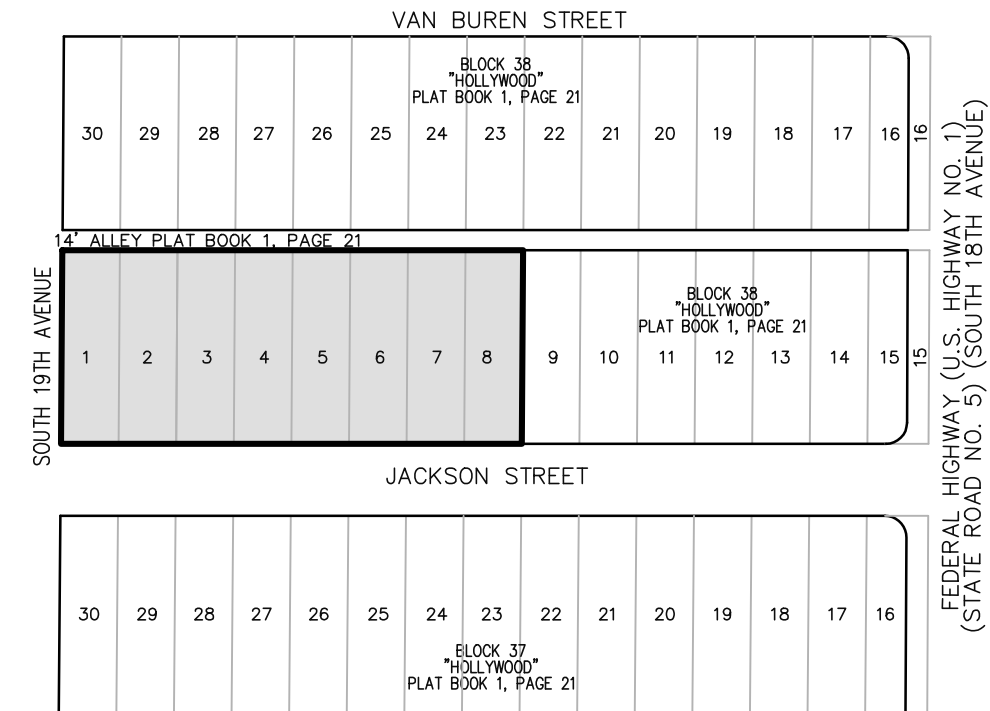
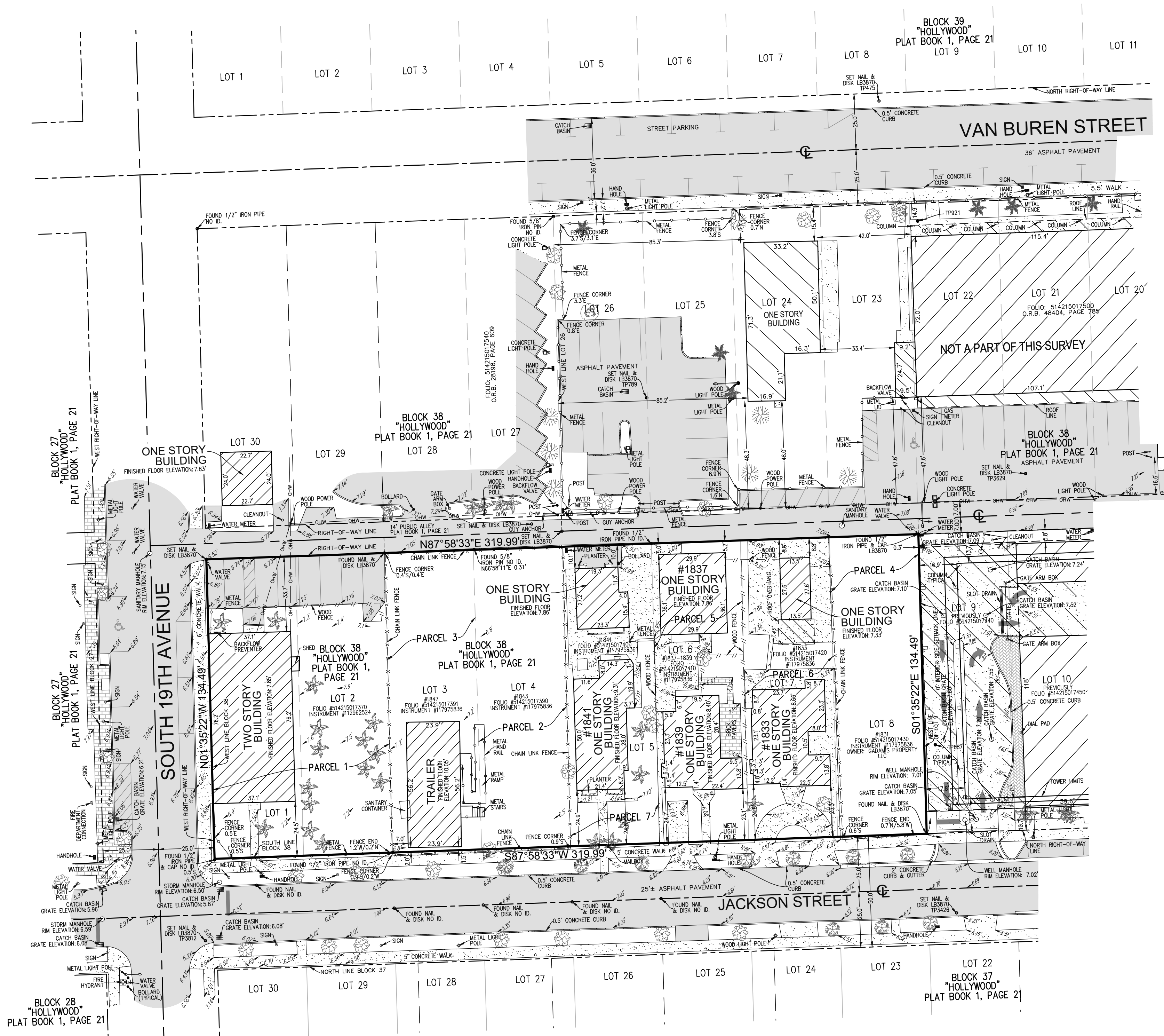
e. That the proposed change is compatible with the development(s) within the same district/neighborhood:

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
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:

- PARCEL 1:
LOT 1 AND 2, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
- PARCEL 2:
LOT 4, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
- PARCEL 3:
LOT 3, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
- PARCEL 4:
LOT 8, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
- PARCEL 5:
LOT 6, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
- PARCEL 6:
LOT 7, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
- PARCEL 7:
LOT 5, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
- 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:

- 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.
- ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. NGS BENCHMARK #P239; ELEVATION: 9.07 FEET.
- FLOOD ZONE: X; BASE FLOOD ELEVATION: NONE; PANEL #12011C0569H; COMMUNITY #125113; MAP DATE: 8/18/14.
- THIS SITE LIES IN SECTION 15, TOWNSHIP 51 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA.
- 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.
- 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.
- 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'.
- THIS SITE CONTAINS 8 TOTAL CLEARLY IDENTIFIABLE PARKING SPACES.
- 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.
- ALL RECORDED DOCUMENTS ARE PER BROWARD COUNTY PUBLIC RECORDS.

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.

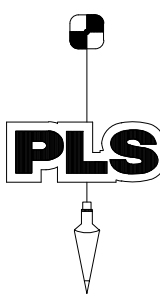
DATE OF PLAT OR MAP: 3/29/24

- 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

5		
4		
3		
2		
1		
NO.	REVISIONS	BY

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

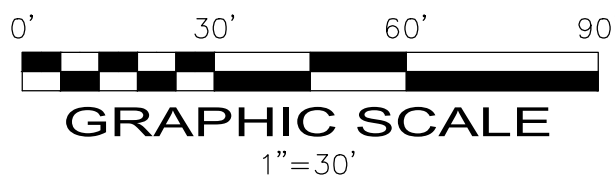


PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
TELEPHONE: (954) 572-1777
FAX: (954) 572-1778
E-MAIL: surveys@puliceandsurveyors.com
WEBSITE: www.puliceandsurveyors.com
CERTIFICATE OF AUTHORIZATION LB#3870

DRAWN BY: L.H.
CHECKED BY: J.F.P.

SCALE: 1" = 30'
SURVEY DATE: 3/29/24

CLIENT: GADAMIS PROPERTY LLC
ORDER NO.: 72565



NINE 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

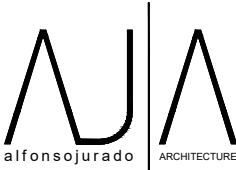
- C-01 GENERAL NOTES
- C-02 EROSION CONTROL PLAN
- C-03A PG&D DRAINAGE
- C-03B PG&D SECTIONS
- C-03C PG&D DETAILS
- C-04 UTILITIES
- C-05 PAVING MARKINGS
- C-06 ROW PLAN

LANDSCAPE

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

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



AREA CALCULATIONS													3/05/2025
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:

PARCEL 1: LOT 1 AND 2, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PARCEL 2: LOT 4, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PARCEL 3: LOT 3, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

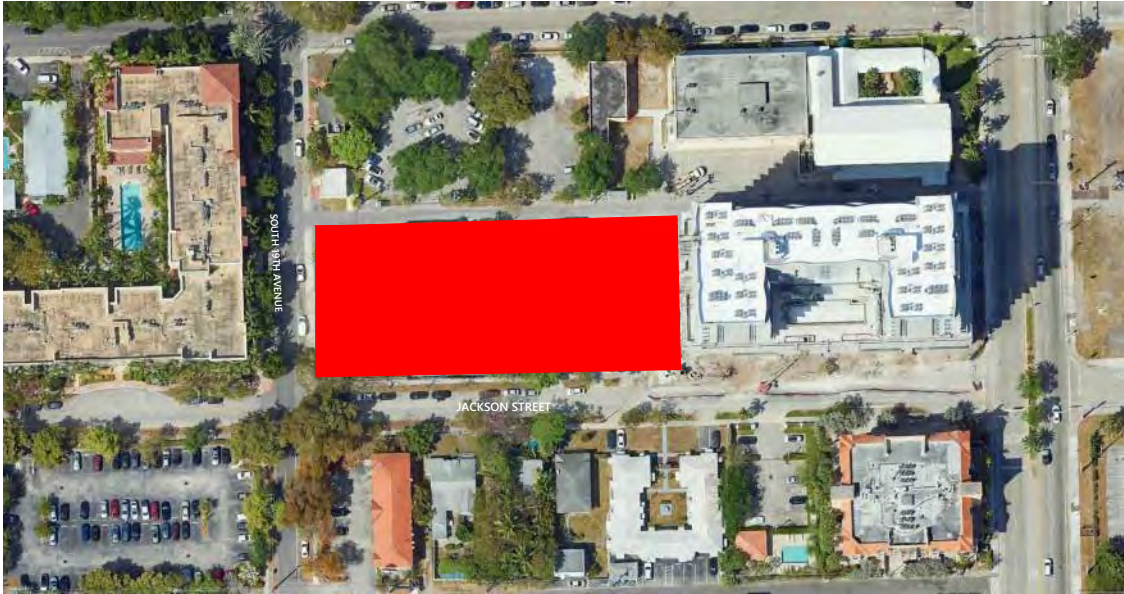
PARCEL 4: LOT 8, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PARCEL 5: LOT 6, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PARCEL 6: LOT 7, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PARCEL 7: LOT 5, BLOCK 38, "HOLLYWOOD", ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 21, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

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

II. LOT DISPOSITION	
NET LOT AREA:	REQUIRED 5,000 SF Minimum
LOT WIDTH:	PROVIDED 43,050
LOT COVERAGE:	100' Minimum 320'
MAX. FLOOR AREA RATIO (F.A.R.):	Max. FAR 4.75 = 204,488 SF
DENSITY:	Unlimited
OPEN SPACE:	N/A
FRONTAGE:	Min. 60% (Jackson ST) = 192 LF
PEDESTAL HEIGHT RESTRICTIONS:	55 FT
MAX NUMBER OF STORIES	18 Stories, 190 FT
MAXIMUM TOWER FOOTPRINT:	24,000 GSF Average, Max 30,000 GSF
MAXIMUM BUILDING LENGTH ABOVE 55	
MINIMUM UNIT SIZE	300 LF
AVERAGE UNIT SIZE	300 SF

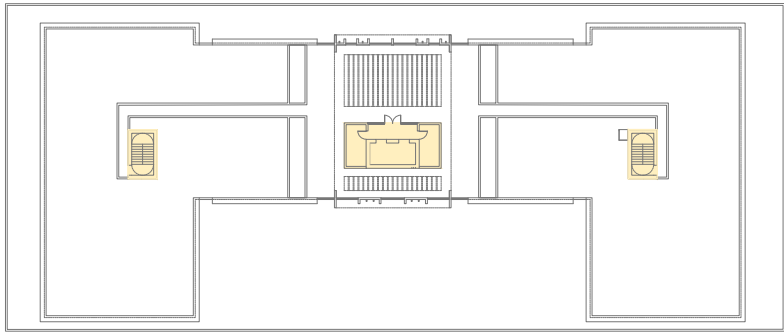
III. BUILDING SETBACKS	
PODIUM:	REQUIRED
STREET FRONTAGE (JACKSON ST)	10'-0" Minimum
STREET FRONTAGE (S 19th AVE)	10'-0" Minimum
SIDE INTERIOR	0'-0" Minimum
REAR (Alley)	5'-0" Minimum
TOWER:	PROVIDED
STREET FRONTAGE (JACKSON ST)	15'-0" Minimum
STREET FRONTAGE (S 19th AVE)	15'-0" Minimum
SIDE INTERIOR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

IV. BUILDING AREA FAR CALCULATION:	
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
TOTAL BUILDING AREAS:	ALLOWED: 204,488 GSF
	PROVIDED: 204,342 GSF

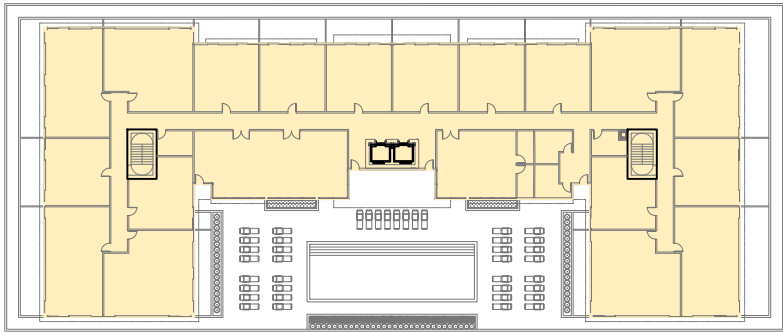
V.PARKING ANALYSIS	
Residential: Studios & 1-BDR: 1 Space/Unit + 10% Guest Parking	109 Units x 1.0 Spaces
Residential: 2 BDR & 3 BDR: 1.5 Space/Unit + 10% Guest Parking	89 Units x 1.5 Spaces
Visitors: 10%	198 x 10%
Retail: 3 Spaces/1000 SF	6,432 SF x 3 / 1000
Total	109 x 1 89 x 1.5 198 x 0.1 6,432x 0.003
	109 Spaces Required 134 Spaces Required 20 Spaces Required 19 Spaces Required
	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
Retail: Less than 10,000SF loading not required	
Total Loading Required	2 Berths Required 0 Berths Required
Total Loading Provided	2 Loading Berths

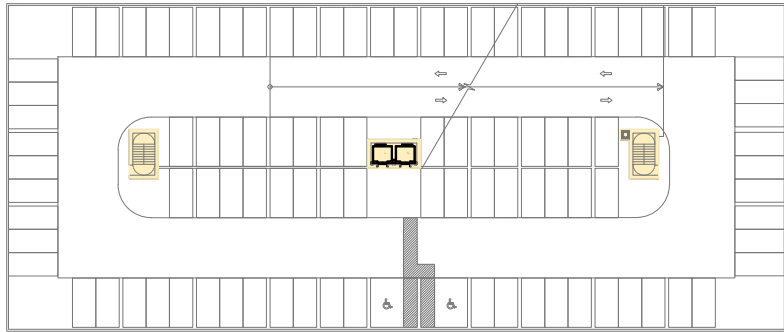
Note: Maximum foot candle levels shall not exceed 0.5 foot candles at all property lines..



LEVEL ROOF
FLOOR AREA = 969 Sq. Ft

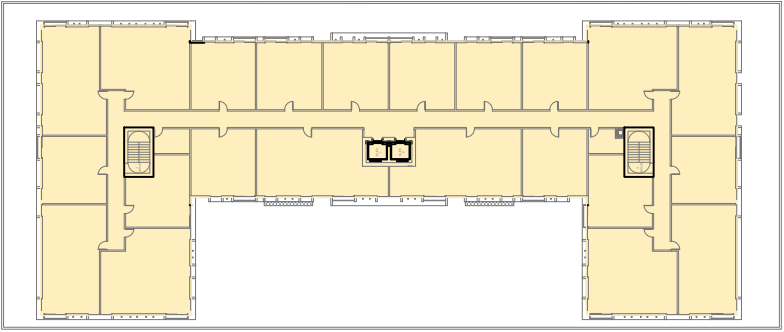


LEVEL 5 AMENITIES
FLOOR AREA = 19,459 Sq. Ft

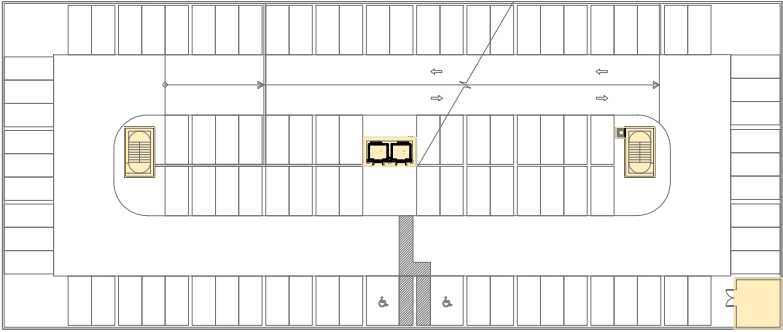


LEVEL 2
FLOOR AREA = 601 Sq. Ft

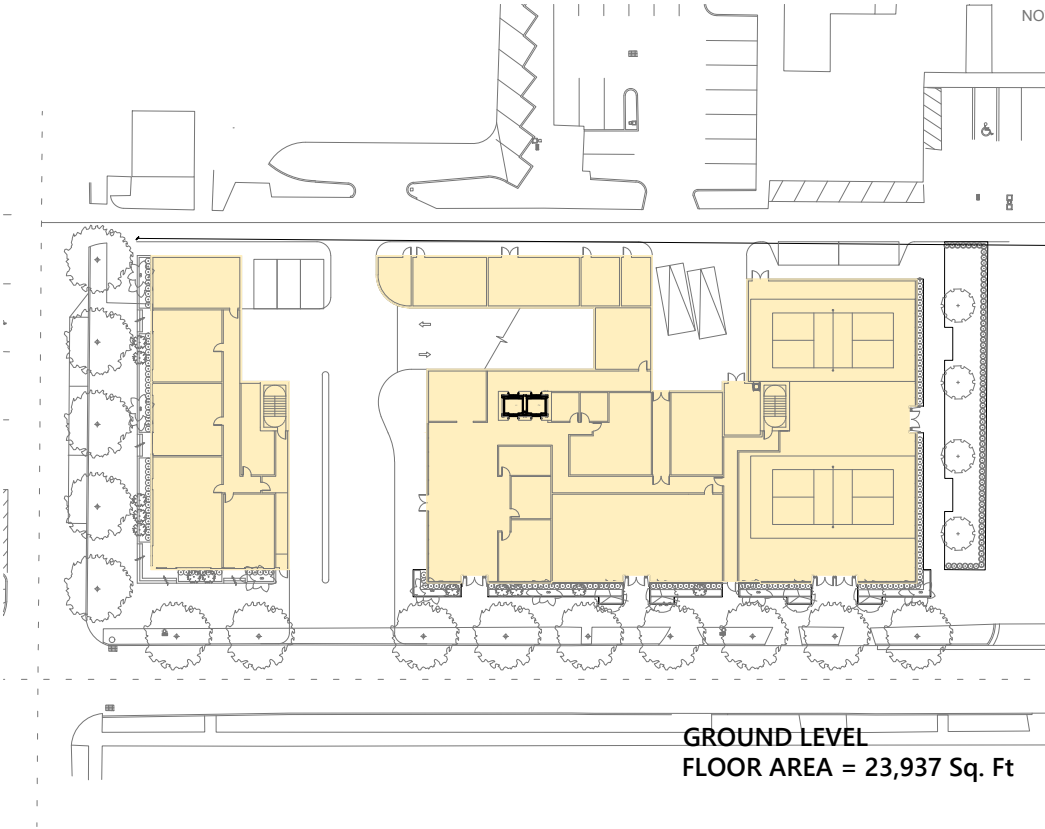
LEVEL 3
FLOOR AREA = 601 Sq. Ft



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

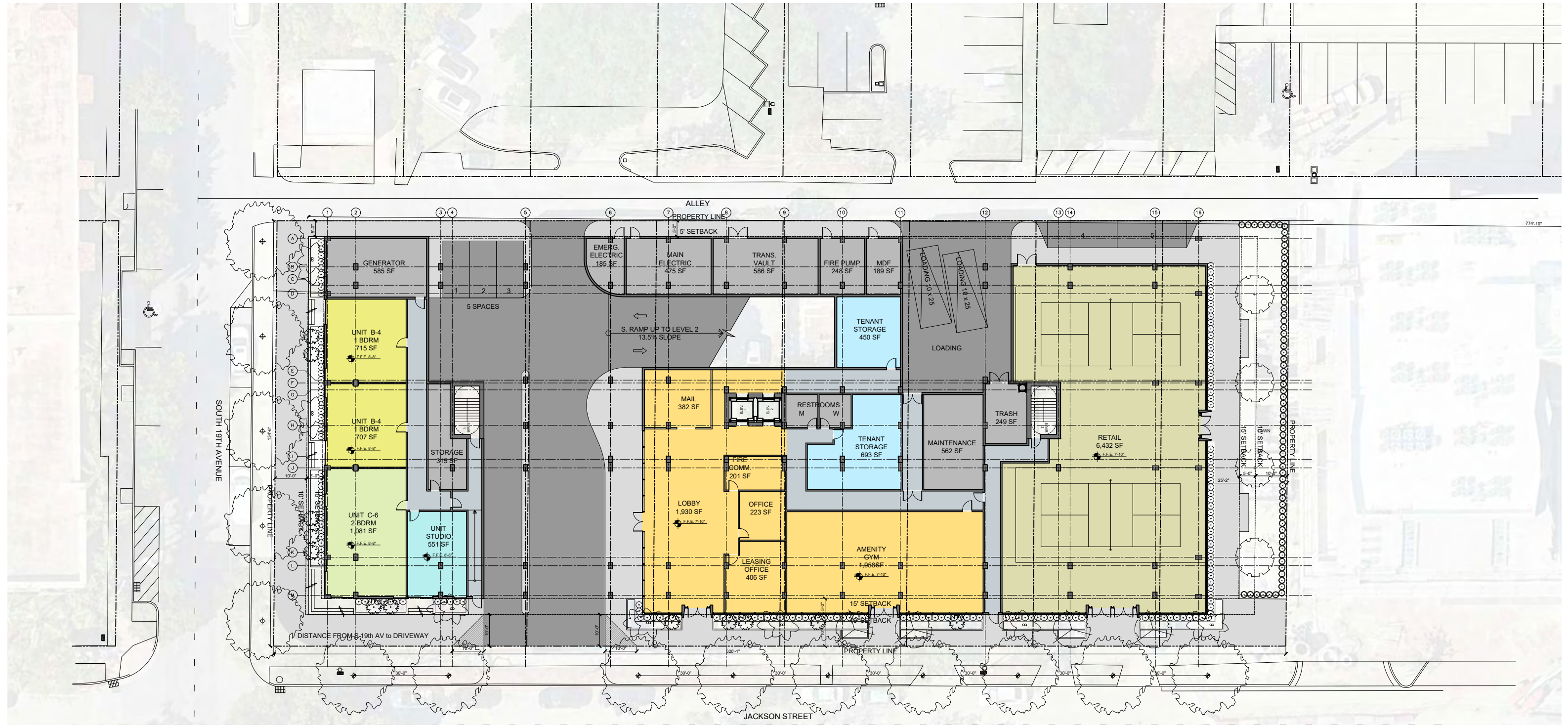


LEVEL 4
FLOOR AREA = 924 Sq. Ft



GROUND LEVEL
FLOOR AREA = 23,937 Sq. Ft

- 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.



- 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.

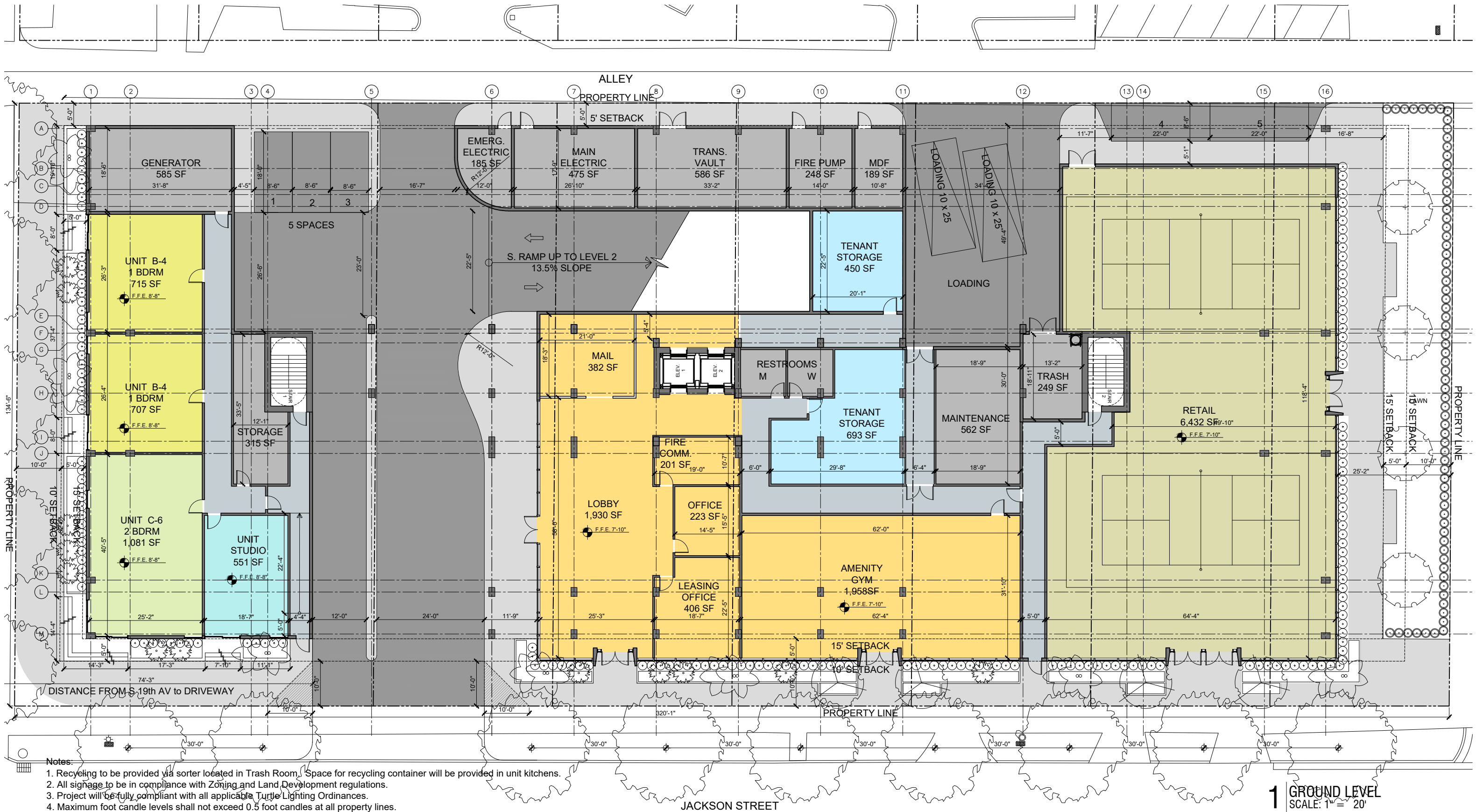
1 SITE PLAN
SCALE: 1" = 30'

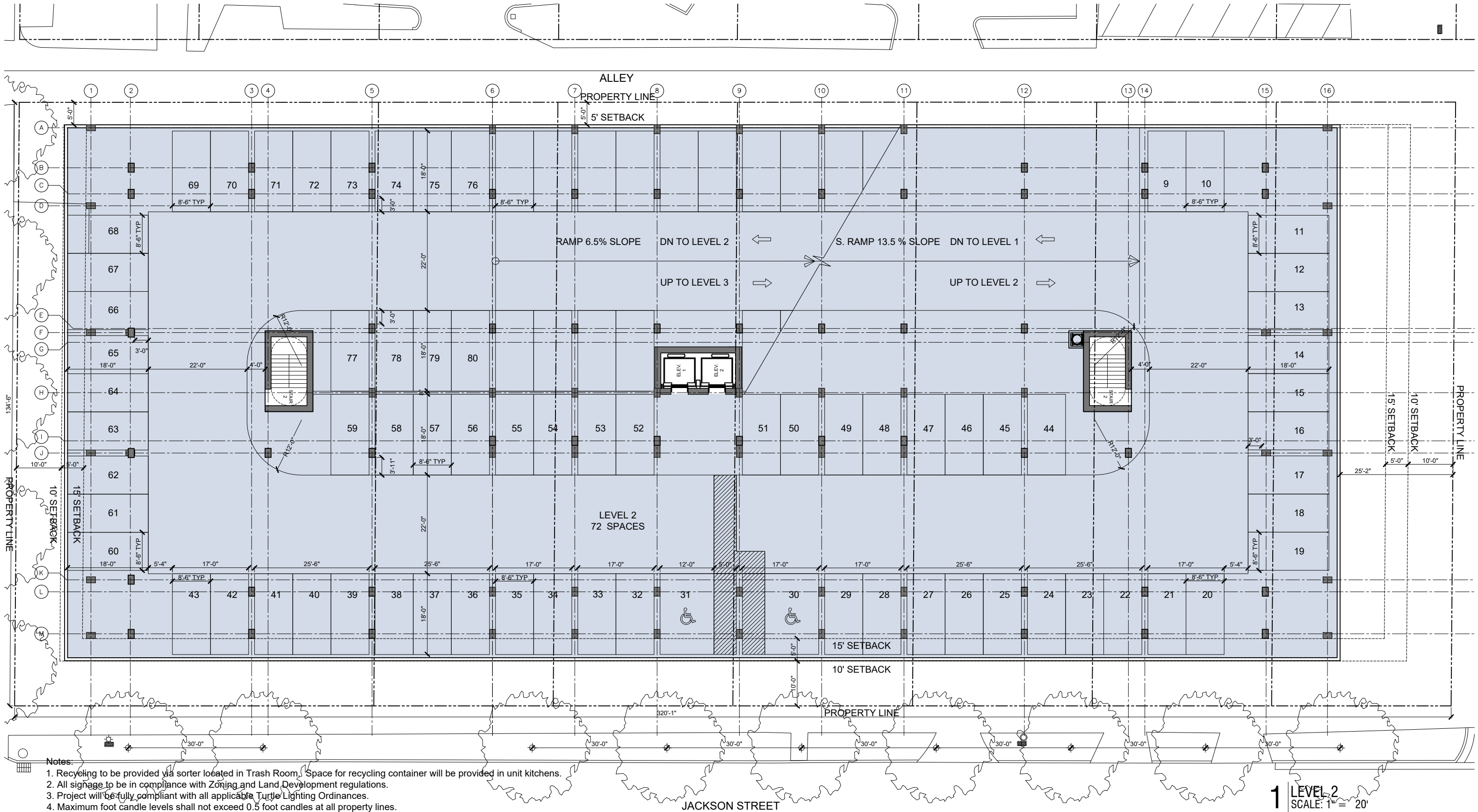
alfonsojurado
ARCHITECTURE
1035 N MIAMI AVE., STE. 406
MIAMI, FL 33136
T 305.206.6214

Szauer Engineering
Civil Engineers
7251 W Palmetto Park Road - Suite 100
Boca Raton, FL 33433
T: (561) 716-0159
Certificate of Authorization Number 30129

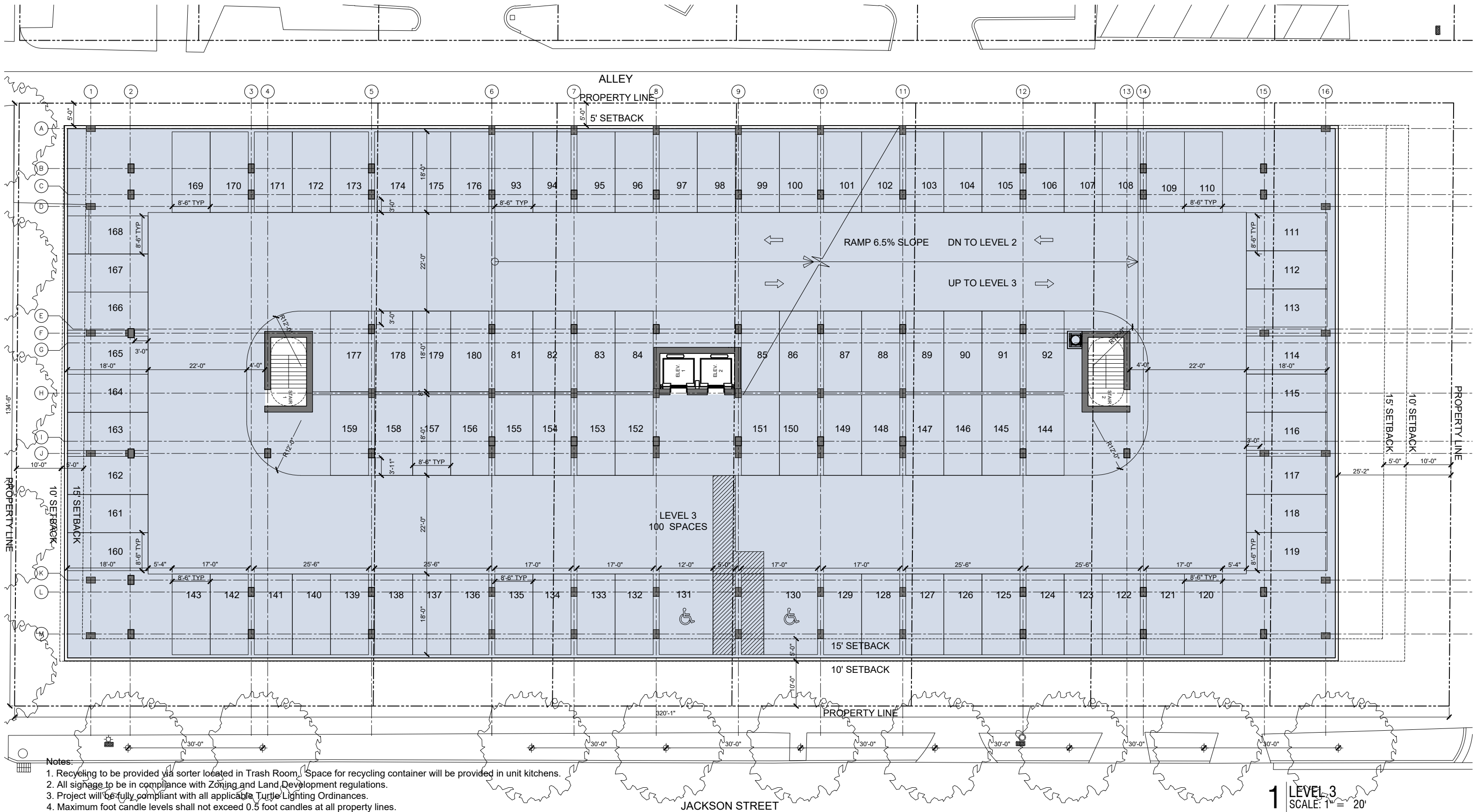
WITKIN HULTS
+ PARTNERS
307 south 21st avenue hollywood, florida
phone: 954.923.9891 facsimile: 954.923.9899
www.witkindesign.com

NINE HOLLYWOOD PHASE 2
1843 Jackson Street, Hollywood, FL
May 05, 2025



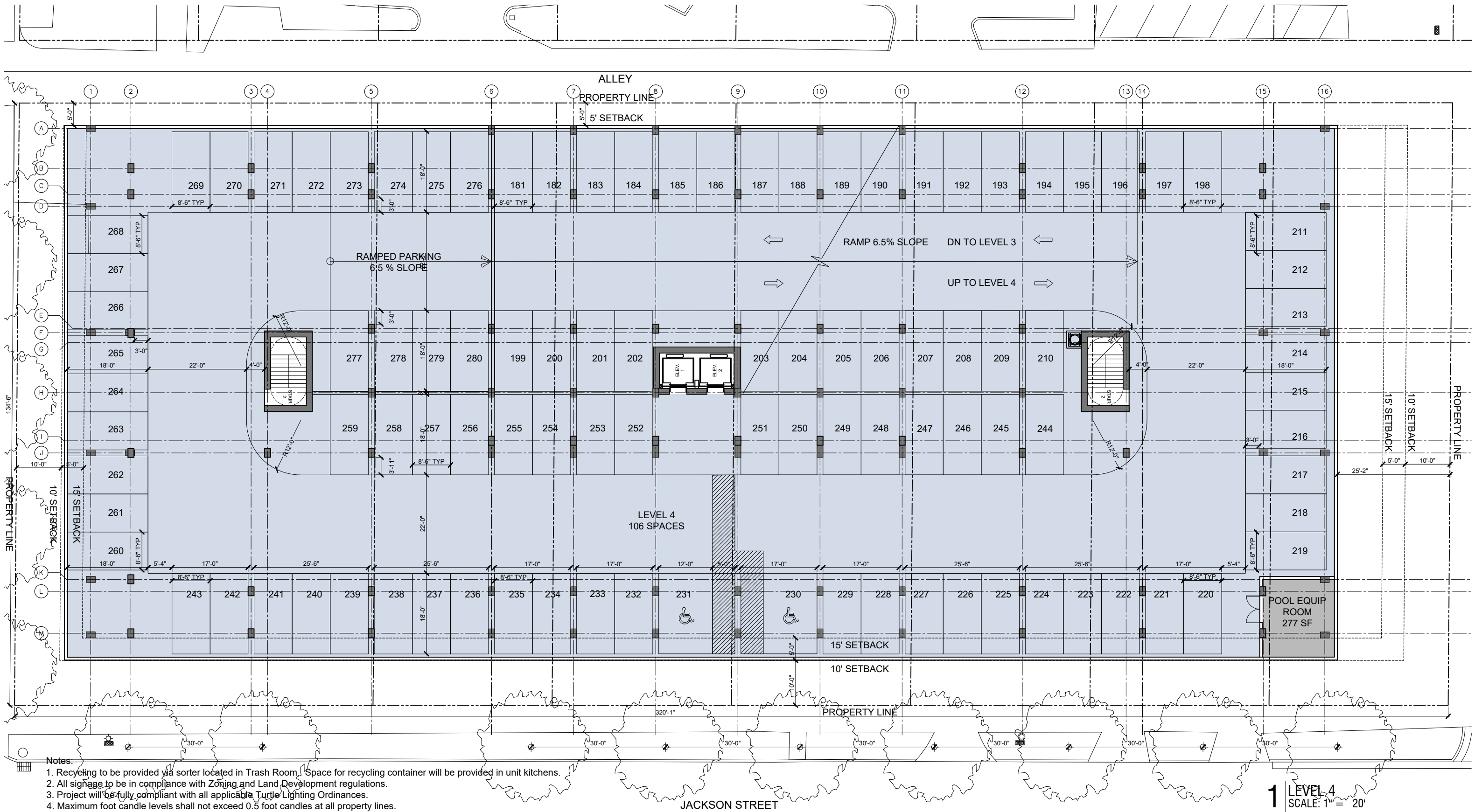


- Notes:
1. Recycling to be provided via sorter located in Trash Room. Space for recycling container will be provided in unit kitchens.
 2. All signage to be in compliance with Zoning and Land Development regulations.
 3. Project will be fully compliant with all applicable Turtle Lighting Ordinances.
 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.



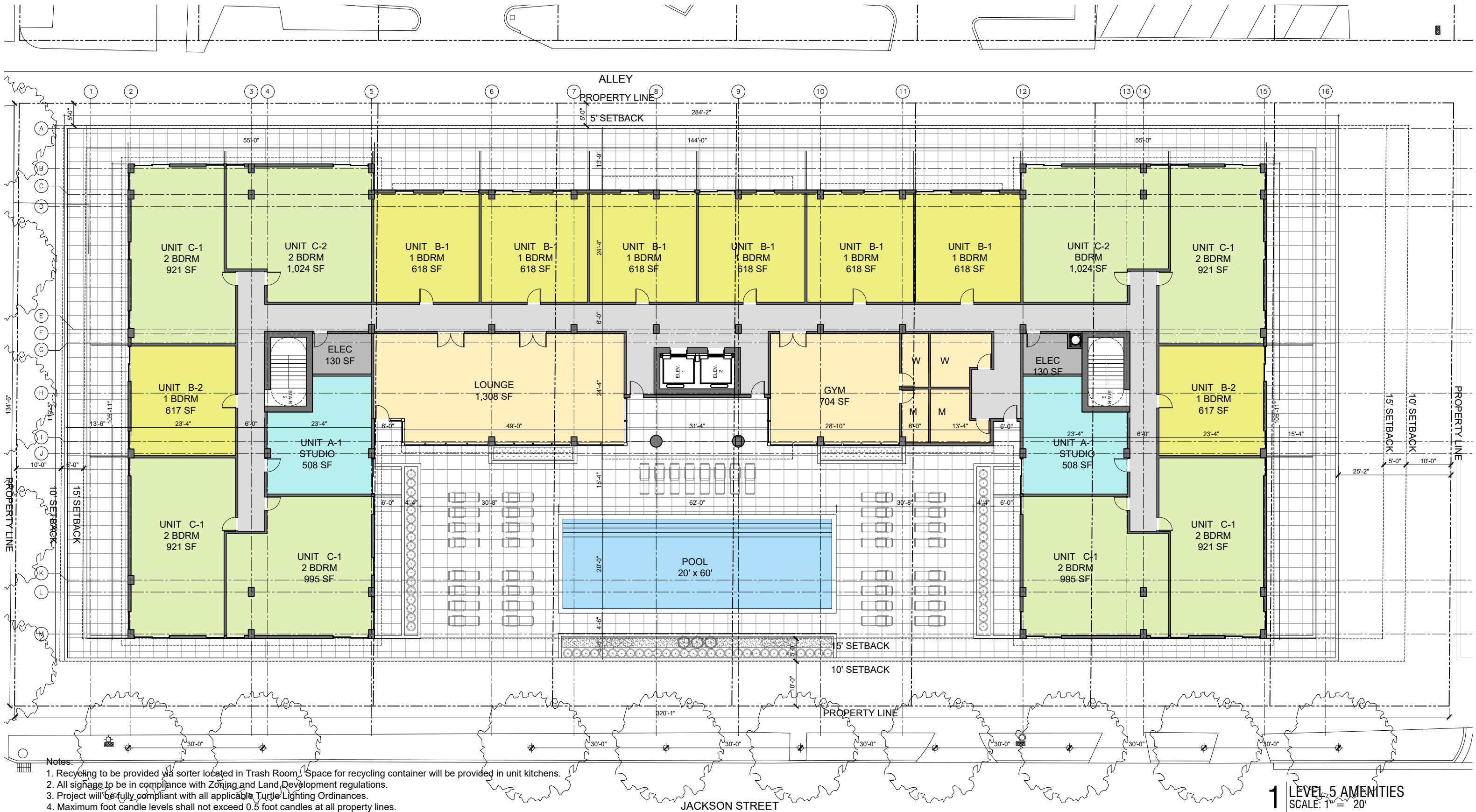
Notes:

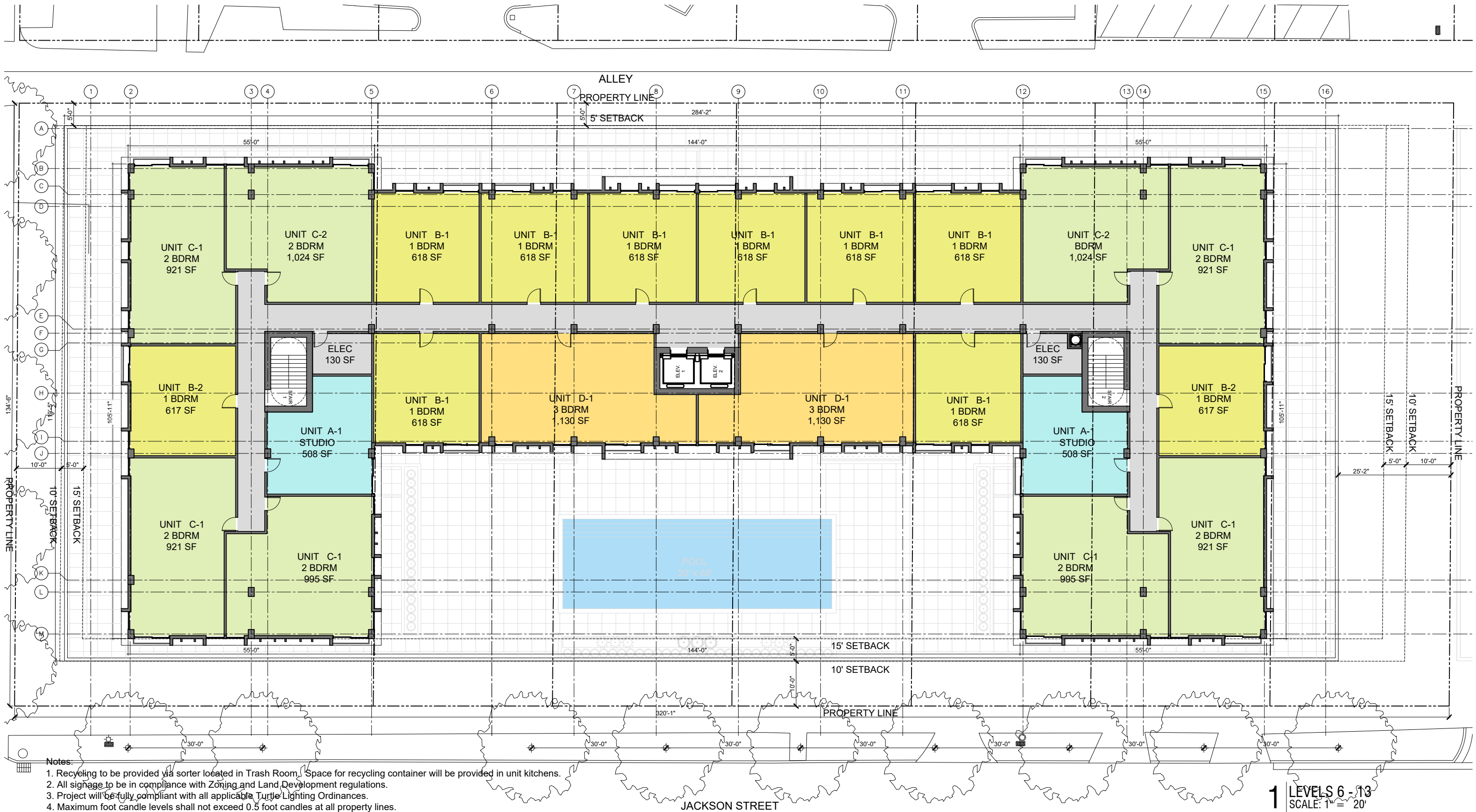
1. Recycling to be provided via sorter located in Trash Room. Space for recycling container will be provided in unit kitchens.
2. All signage to be in compliance with Zoning and Land Development regulations.
3. Project will be fully compliant with all applicable Turtle Lighting Ordinances.
4. Maximum 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.

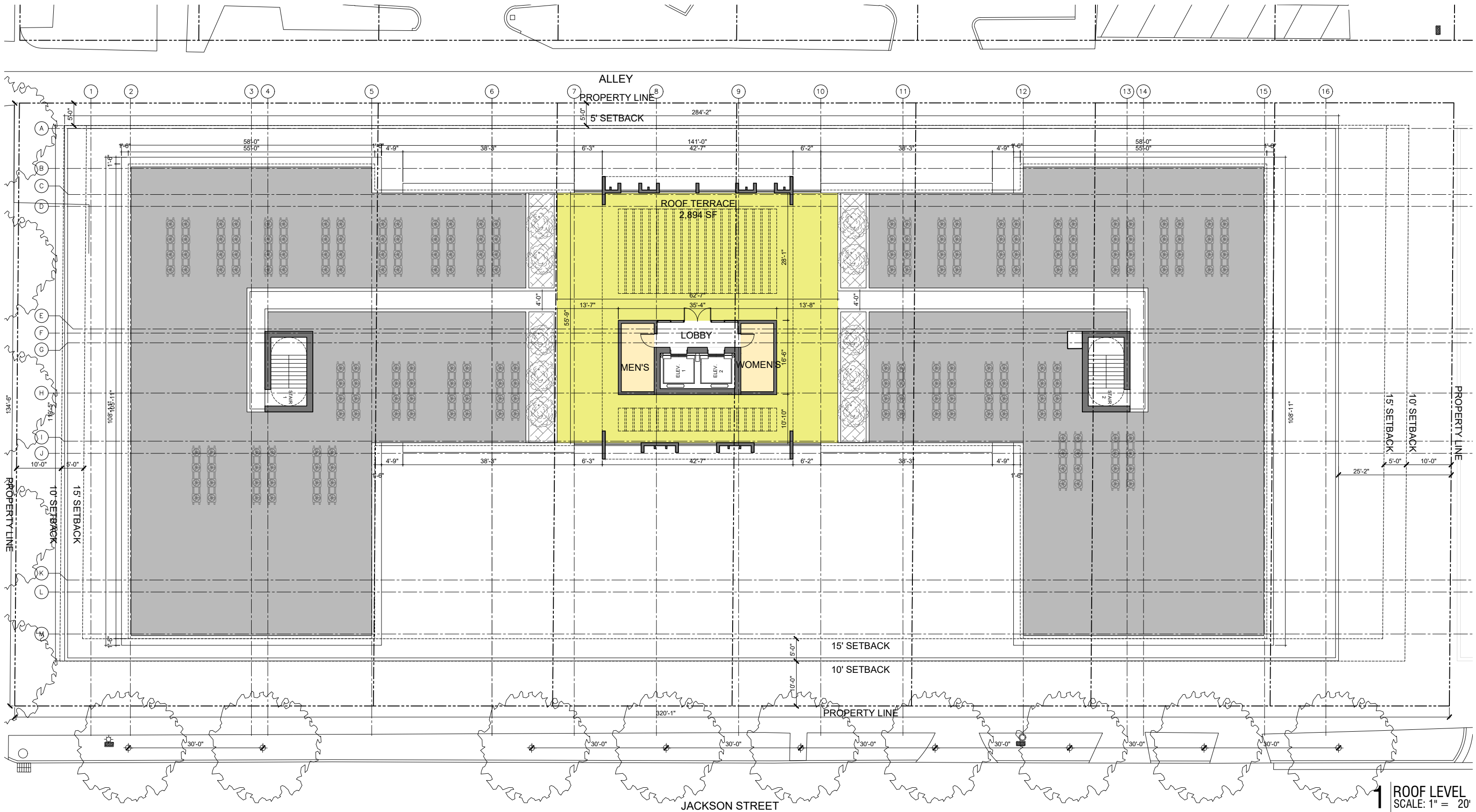


- Notes:
1. Recycling to be provided via sorter located in Trash Room. Space for recycling container will be provided in unit kitchens.
 2. All signage to be in compliance with Zoning and Land Development regulations.
 3. Project will be fully compliant with all applicable Turtle Lighting Ordinances.
 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.

1 LEVEL 4
SCALE: 1" = 20'







1 ROOF LEVEL
SCALE: 1" = 20'



SOUTH ELEVATION

- 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

Szauer Engineering
Civil Engineers
7251 W Palmetto Park Road - Suite 100
Boca Raton, FL 33433
T: (561) 716-0159
Certificate of Authorization Number 30129

W H
P WITKIN HULTS
+ PARTNERS
307 south 21st avenue hollywood, florida
phone: 954.923.9891 facsimile: 954.923.9899
www.witkindesign.com

NINE HOLLYWOOD PHASE 2
1843 Jackson Street, Hollywood, FL

May 05, 2025

Elevations
 **A3 | 01**
Scale: 1" = 30'

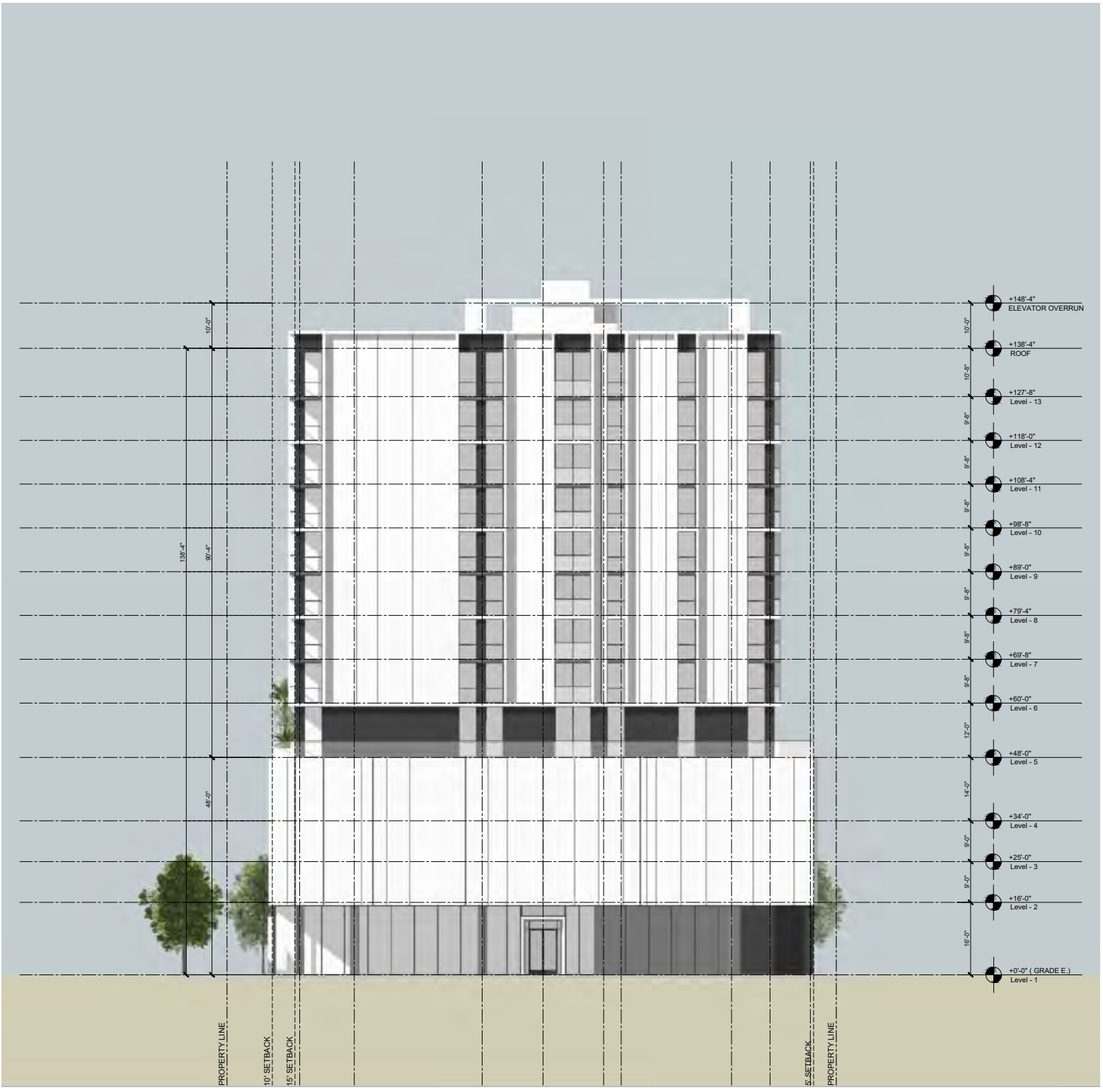


N O R T H E L E V A T I O N

- 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.

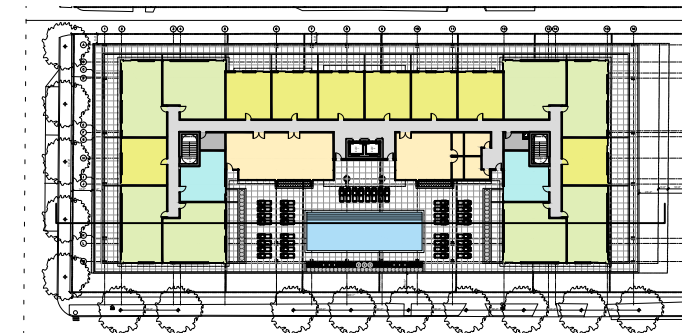


WEST ELEVATION



EAST ELEVATION

- 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.



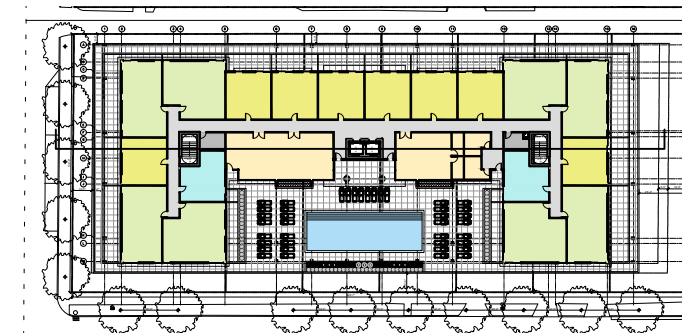
KEY PLAN



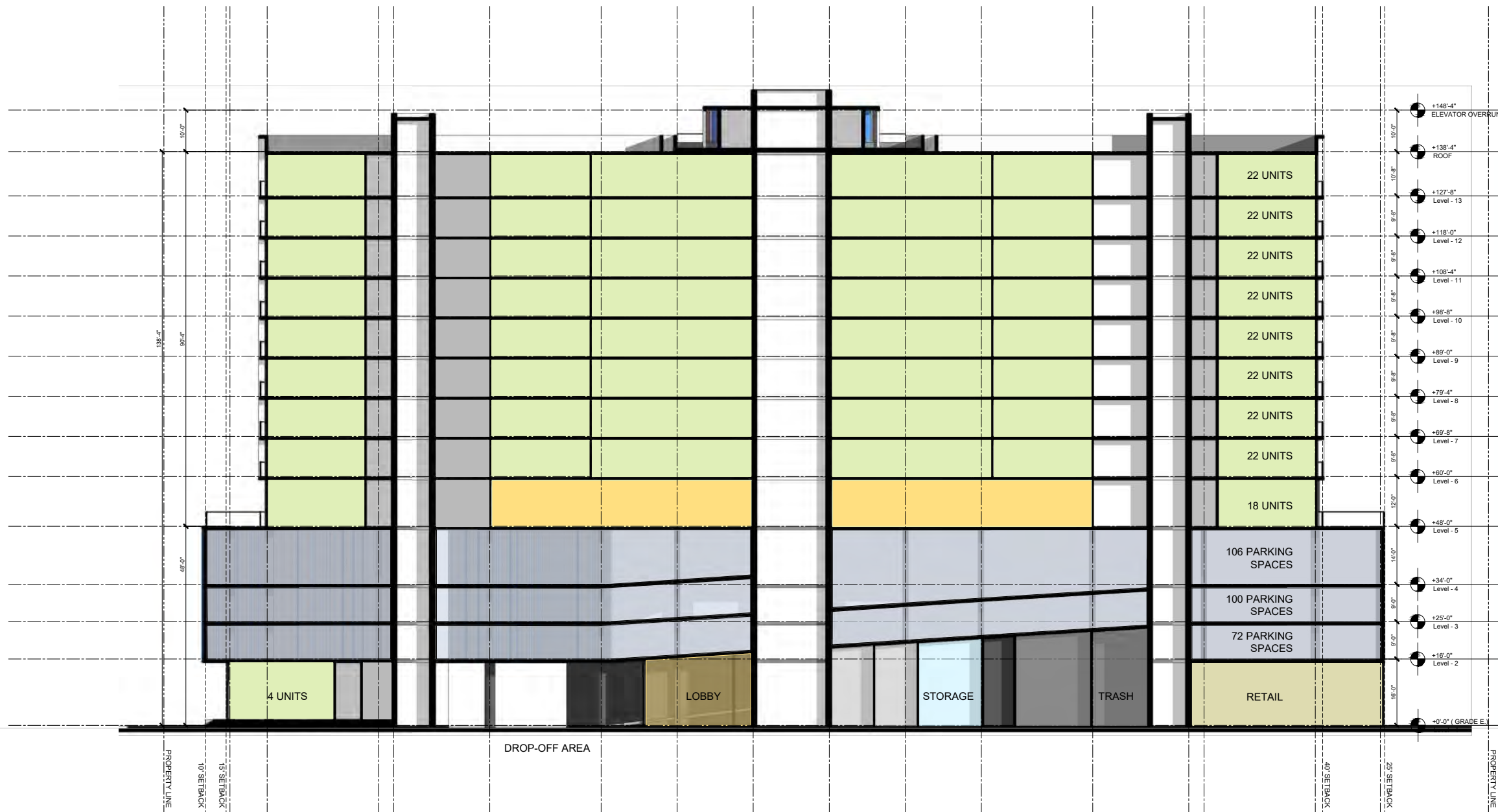
Notes:

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.

LONGITUDINAL SECTION A



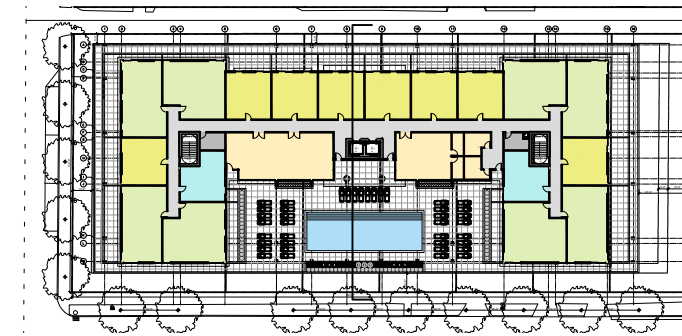
KEY PLAN



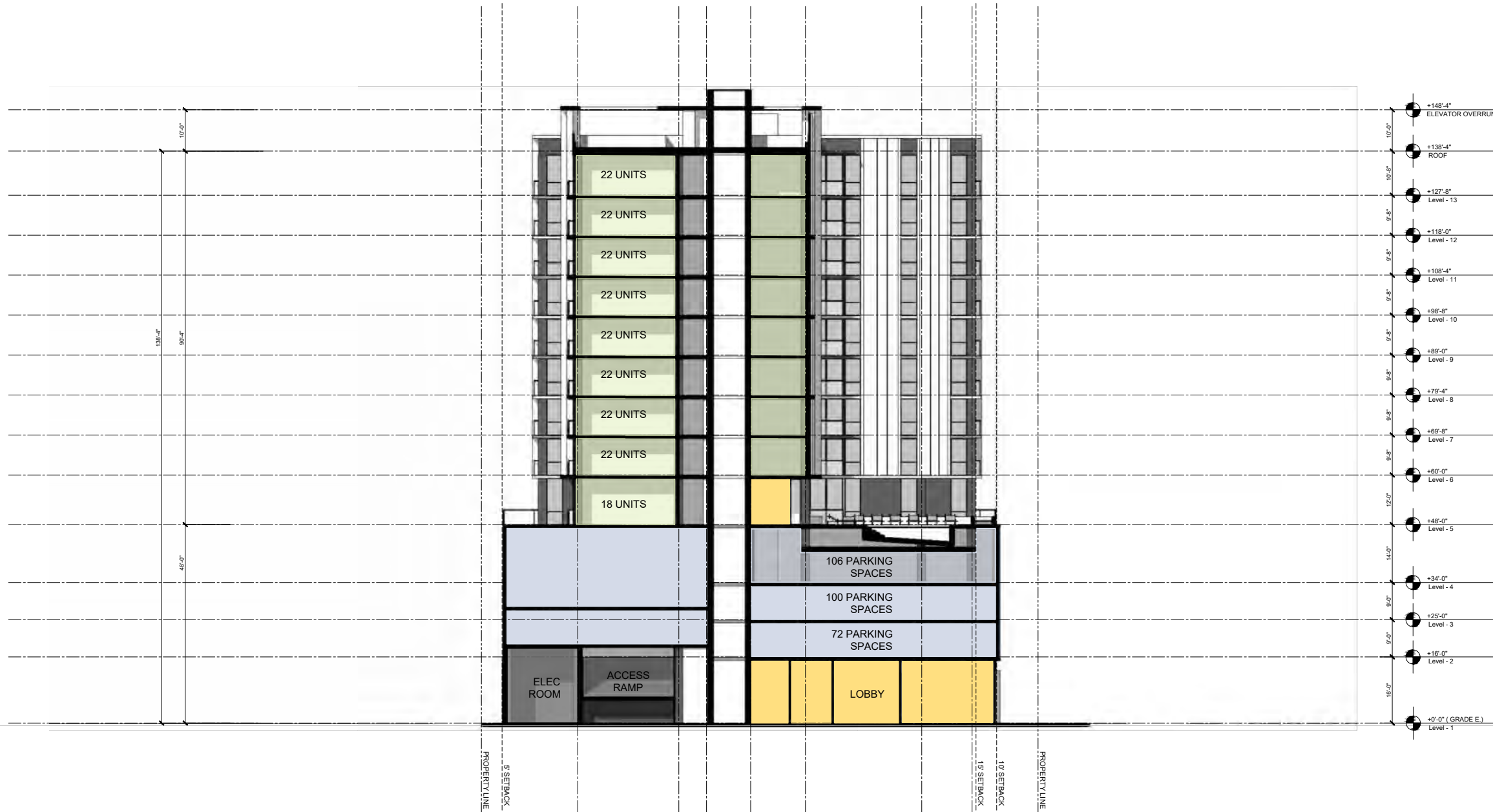
LONGITUDINAL SECTION B

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.



KEY PLAN



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.

TRANSVERSAL SECTION C





NINE HOLLYWOOD PHASE 2 1843 Jackson Street, Hollywood, FL

May 05, 2025



NINE HOLLYWOOD PHASE 2
1843 Jackson Street, Hollywood, FL

May 05, 2025



- 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.



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.



FN-1
Stucco Dark Gray



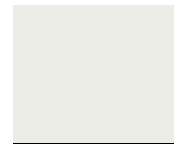
FN-2
Stucco Light Gray



FN-3
Stucco Dark Blue



FN-4
Stucco Light Blue



FN-5
Stucco White



FN-6
Glass Color
15% Tint
Residence



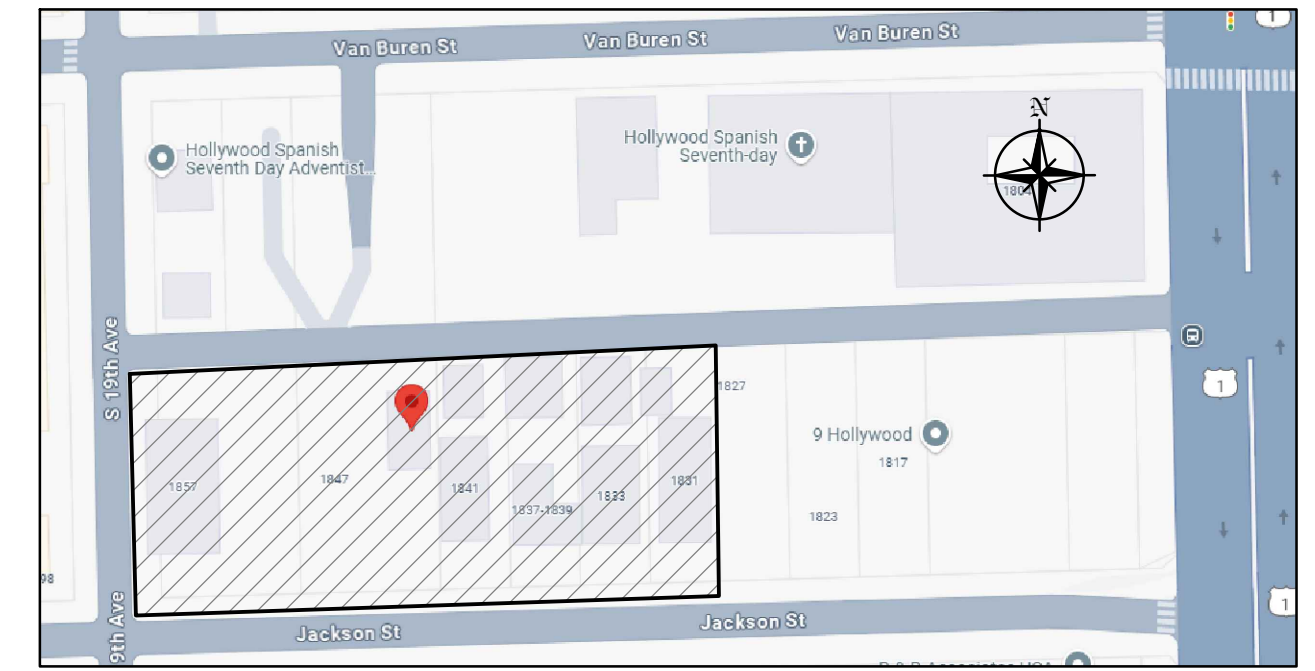
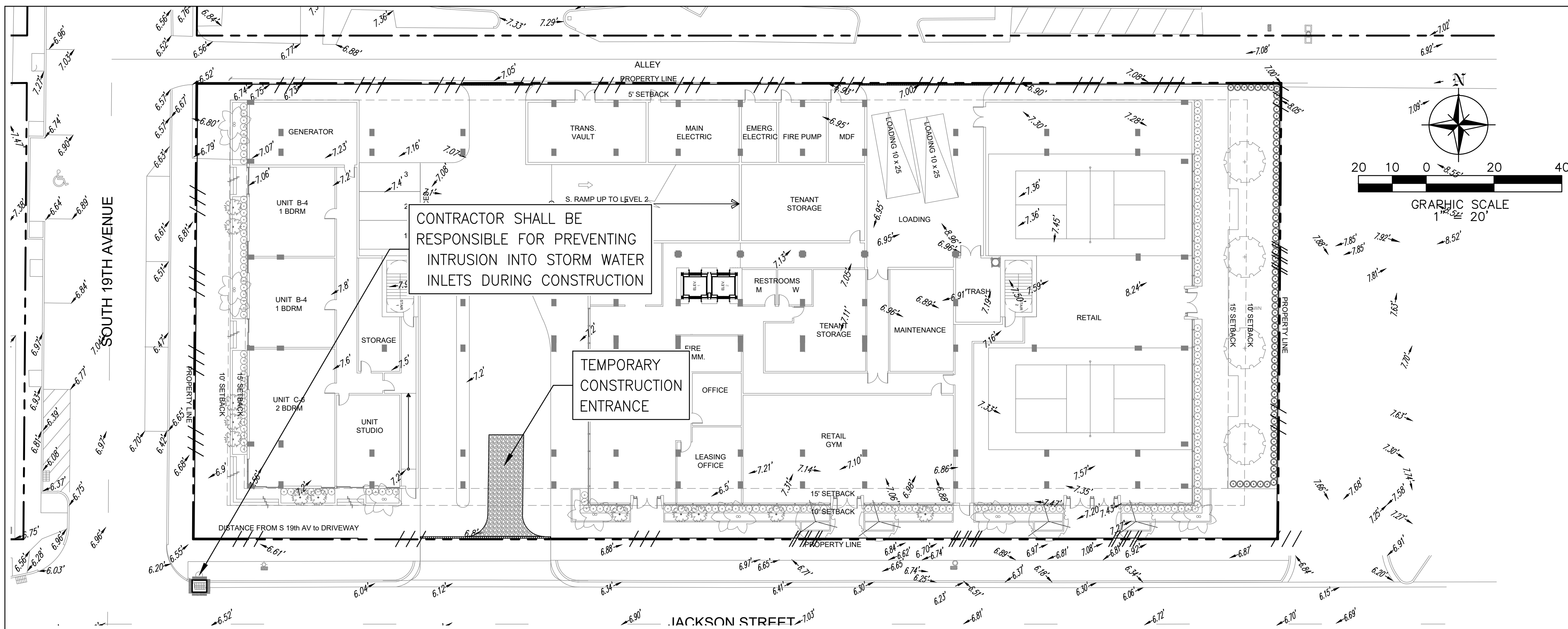
FN-7
Fabric Mesh



FN-8
Glass Color
Clear
Common Areas

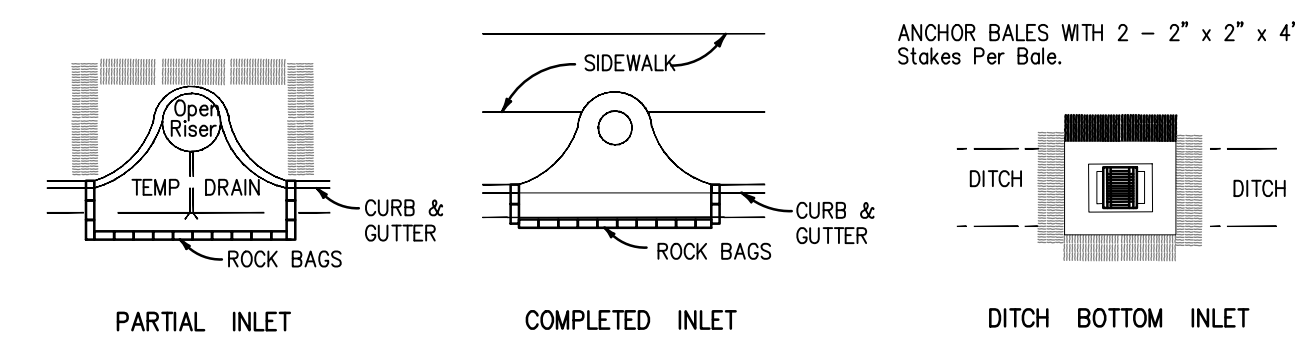






LOCATION MAP
N.T.S.

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.



GUTTER BUDDY CURB INLET PROTECTION DETAIL
N.T.S.

GENERAL EROSION & SEDIMENTATION CONTROL NOTES

- 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.
- 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.
- 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.
- 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.
- 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.
- ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
- 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.
- 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.
- 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.
- ALL DENuded 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.
- 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.
- 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
- ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
- 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.
- ON-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.

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

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

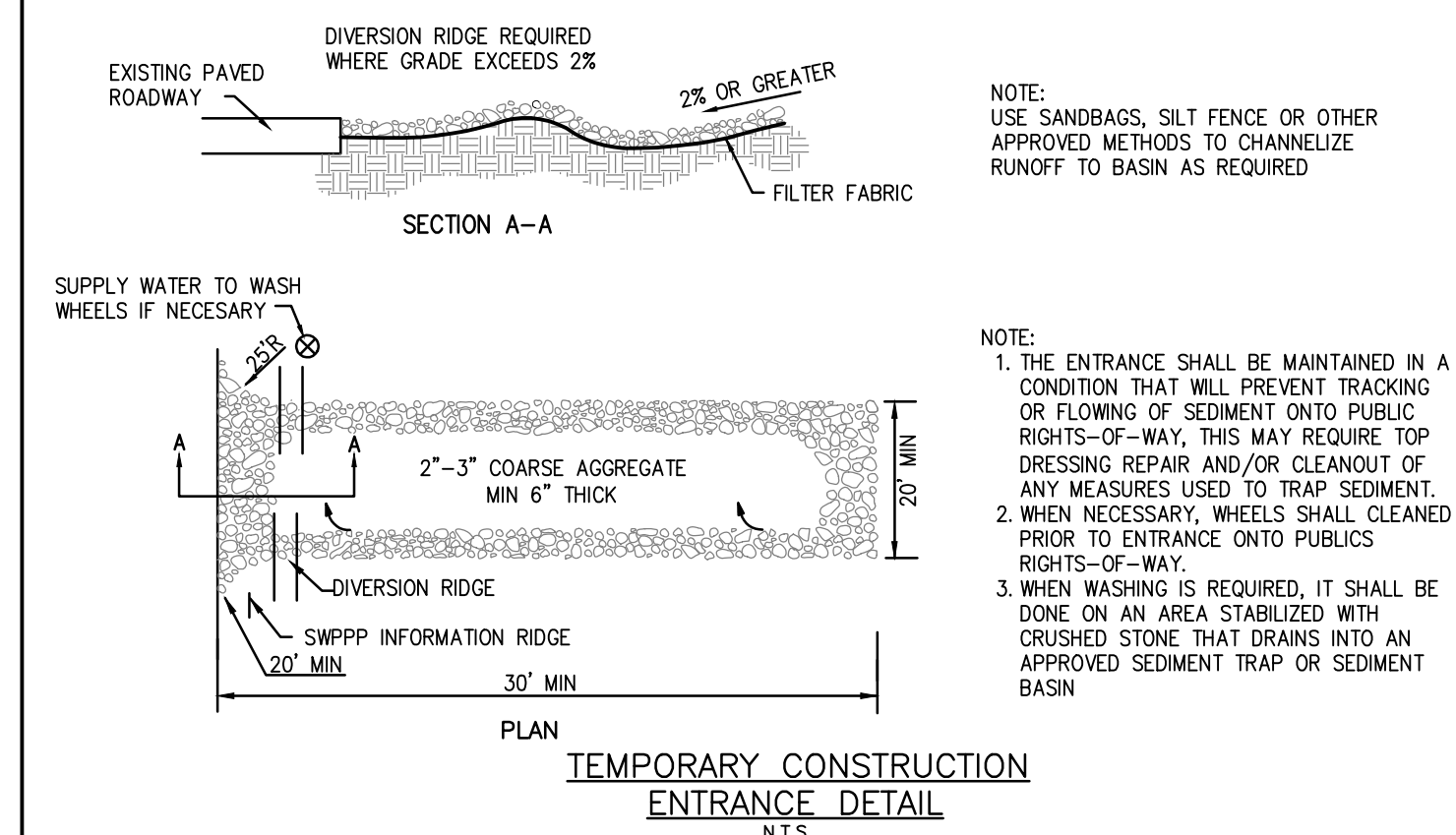
WASHING AREAS

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.

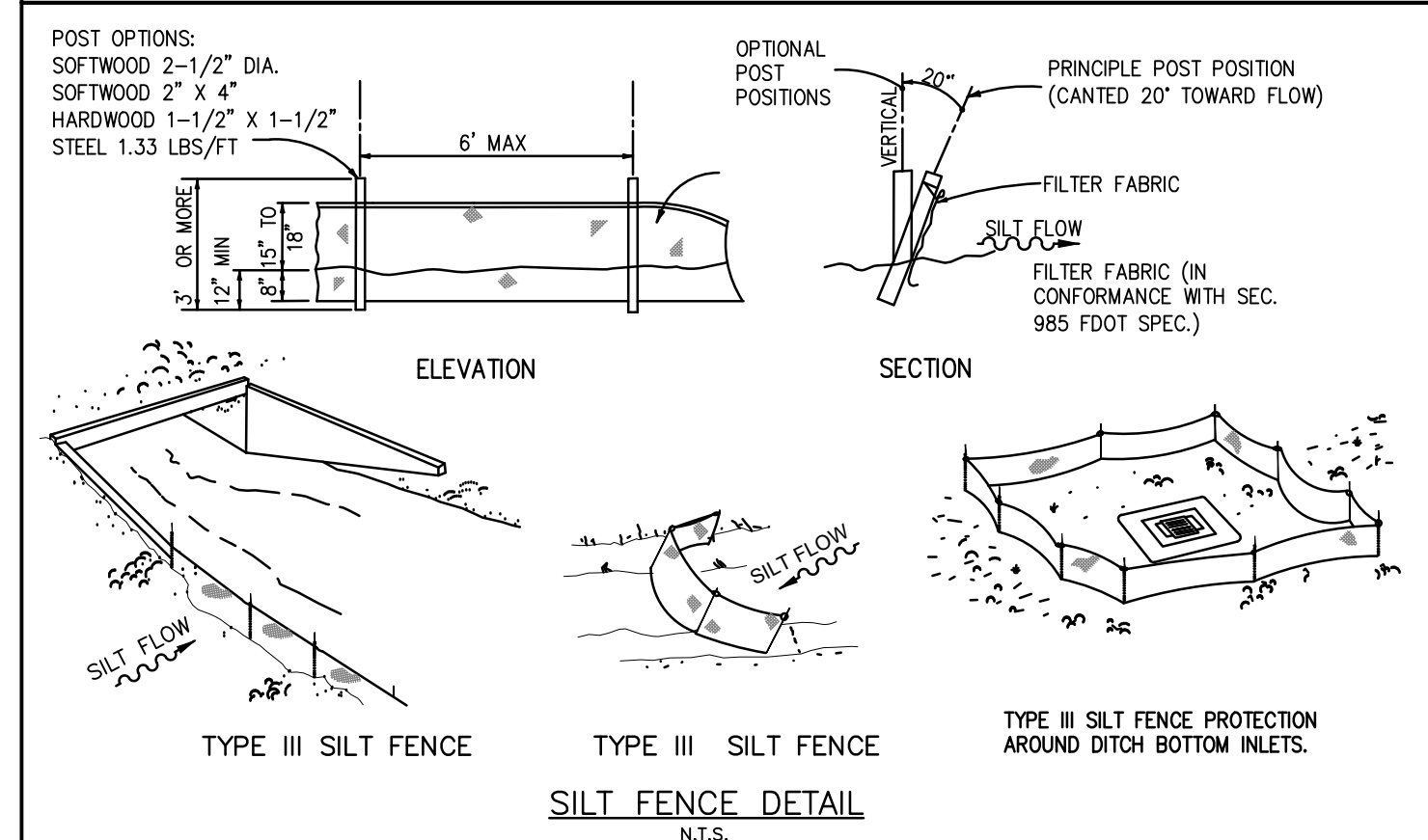
SYMBOLS LEGEND

- PROPERTY LINE/LIMITS OF DISTURBANCE
- /// PROPOSED SILT FENCE

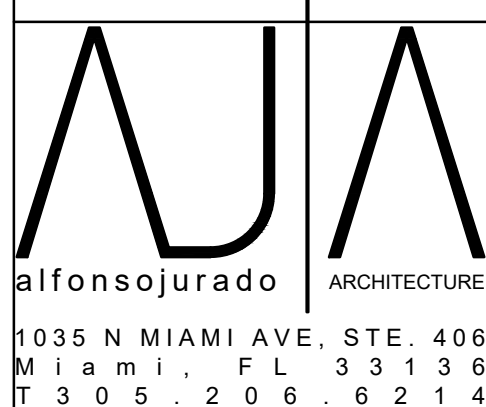
CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SEDIMENT INTRUSION INTO STORM WATER INLETS DURING CONSTRUCTION, WHEN APPLICABLE.



TEMPORARY CONSTRUCTION ENTRANCE DETAIL
N.T.S.



SILT FENCE DETAIL
N.T.S.



Szauer Engineering
Civil Engineers
7251 W Palmetto Park Road Suite 100
Boca Raton, FL 33433
Phone: (561) 716-0159
Certificate of Authorization Number 30129

NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

March 20, 2025

EROSION CONTROL PLAN
AS SHOWN

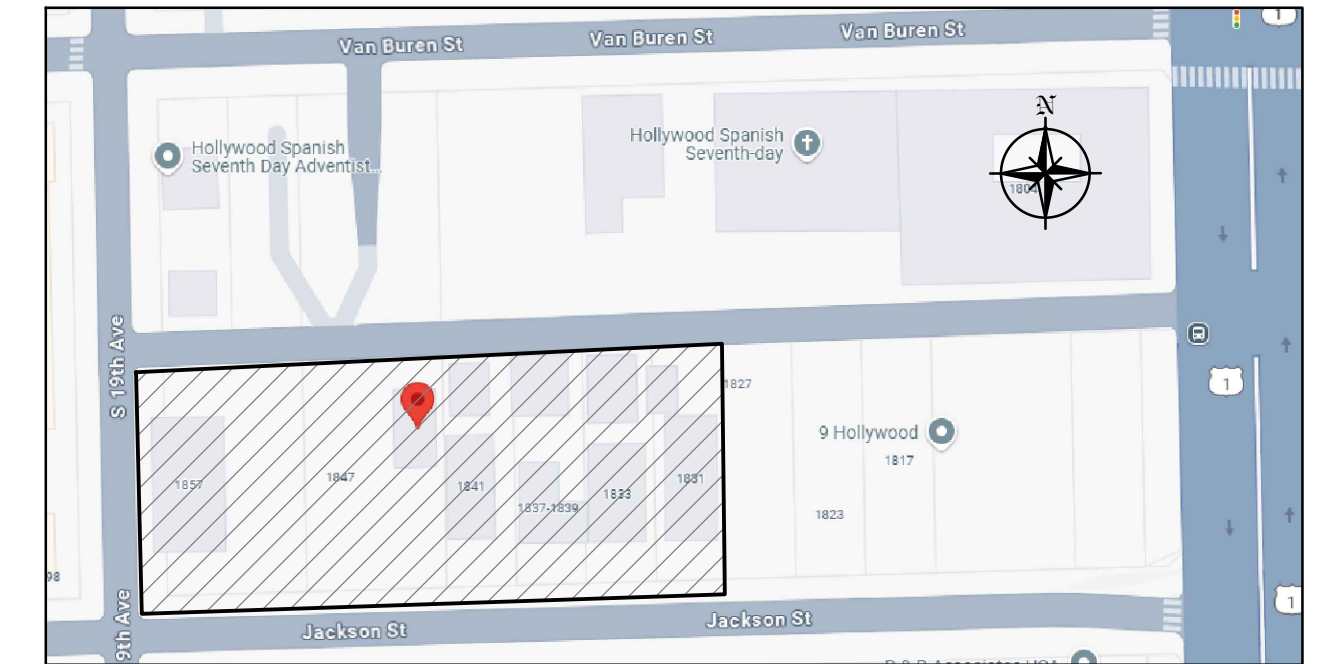
C-02

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.

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 INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE.

EROSION AND SEDIMENTATION CONTROL NOTES

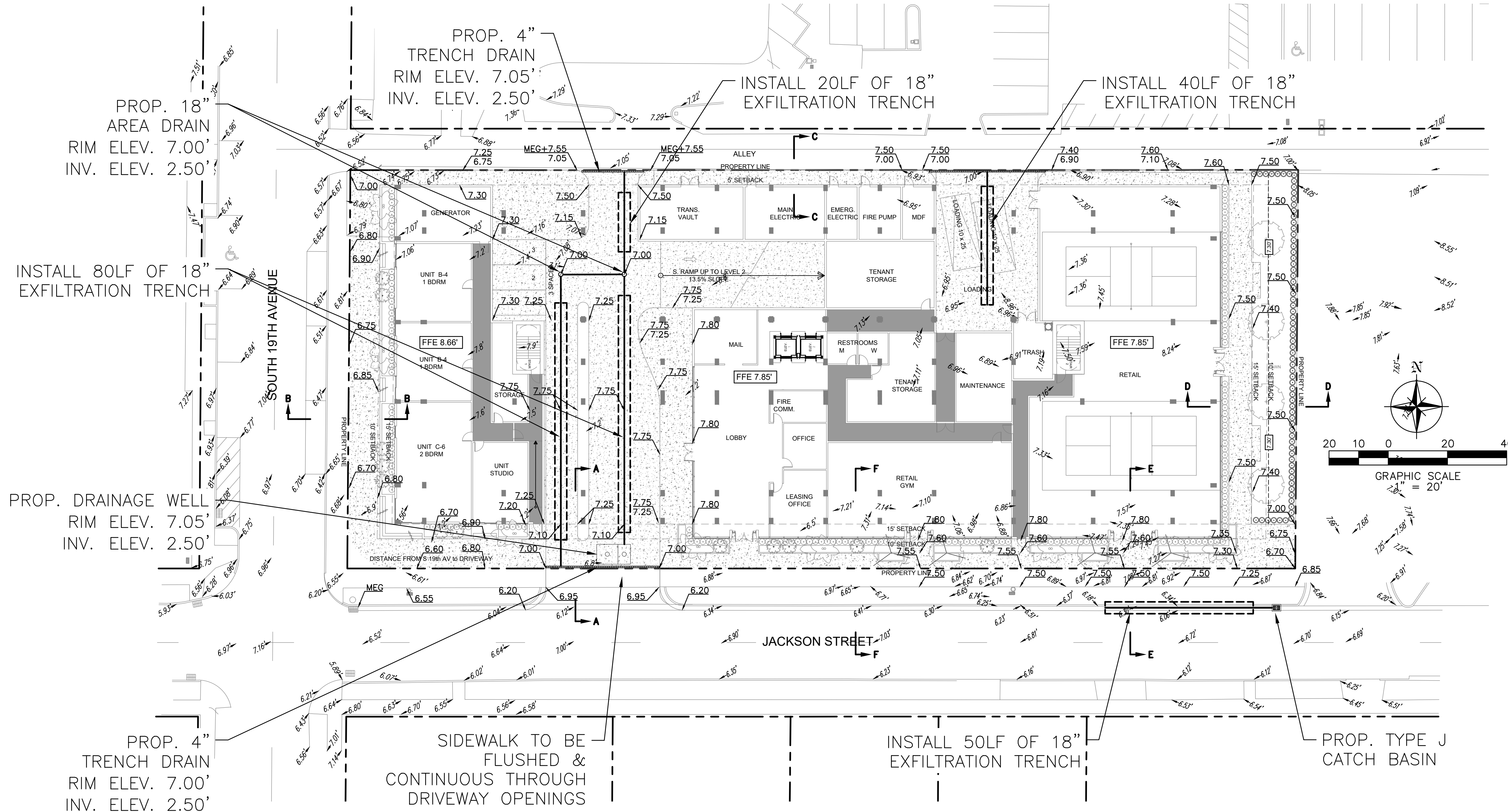
MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO NINE HOLLYWOOD THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE DRAWINGS. THE EROSION CONTROL SYSTEM DESCRIBED WITHIN THE CONSTRUCTION DOCUMENTS SHOULD BE CONSIDERED TO REPRESENT THE MINIMUM 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

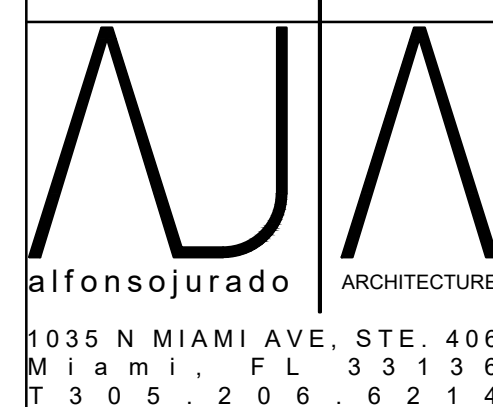
- ALL STRUCTURE INVERTS SHALL BE CONSTRUCTED PER F.D.O.T. INDEX 201 UNLESS OTHERWISE NOTED.
- ALL DRAINAGE STRUCTURES, INCLUDING CLEAN-OUTS, SHALL BE INSTALLED WITH TRAFFIC BEARING GRATES, FRAMES, TOPS, RINGS AND COVERS, ETC, AS APPLICABLE.
- ALL PROPOSED INLET GRATES SHALL BE RETICULINES STEEL.
- SEE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



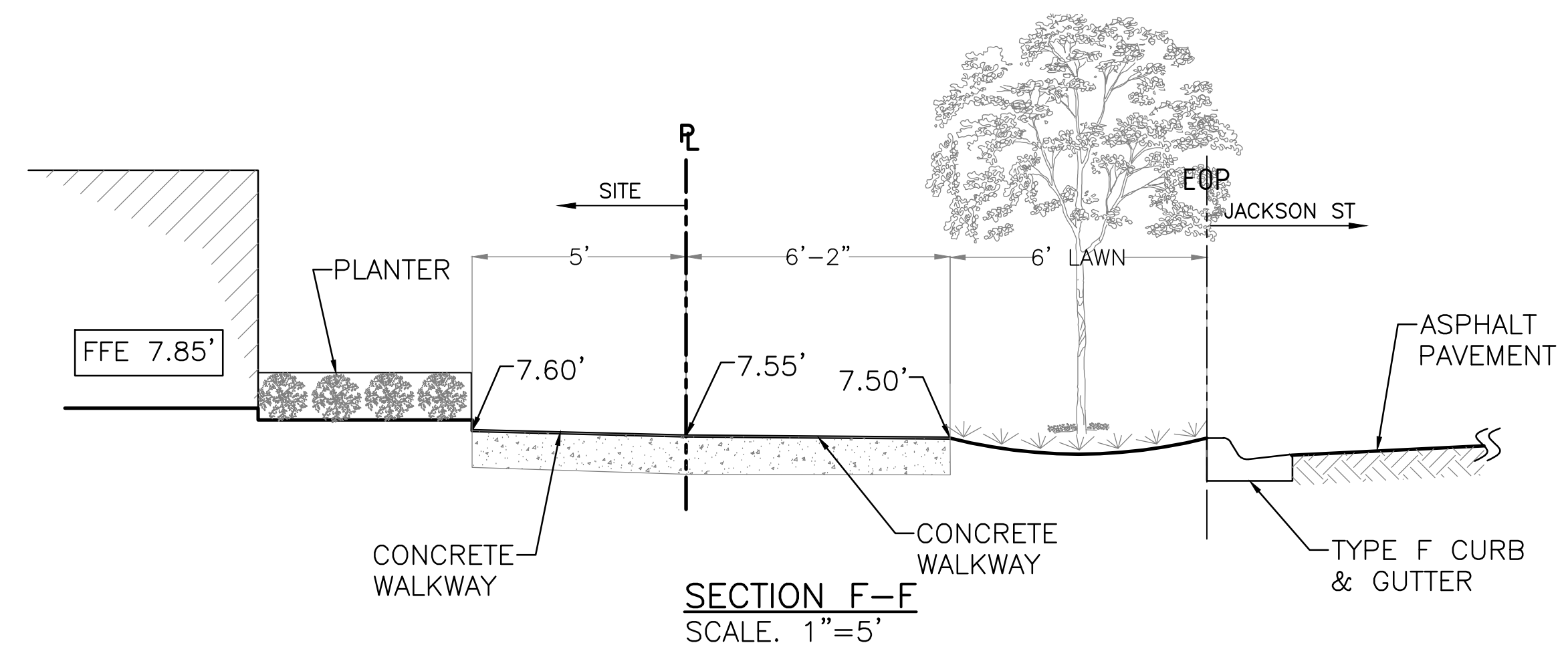
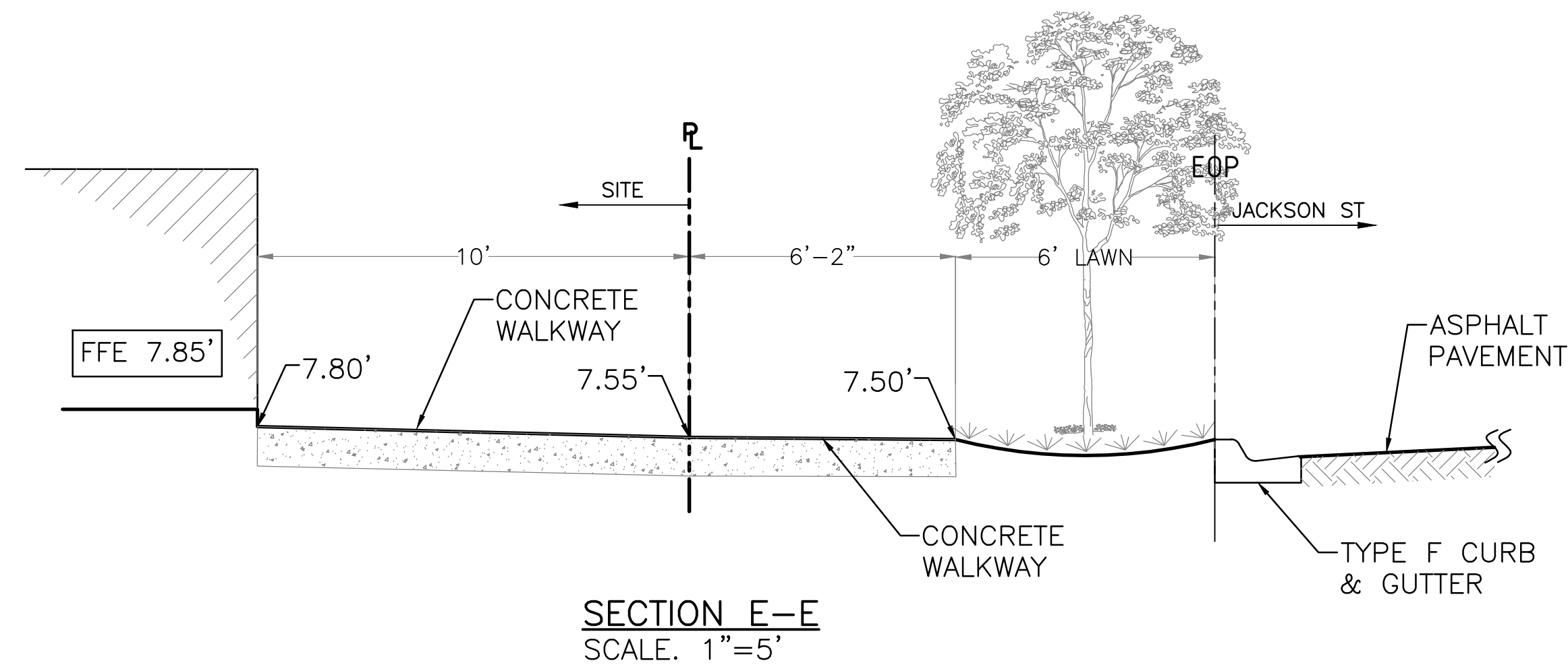
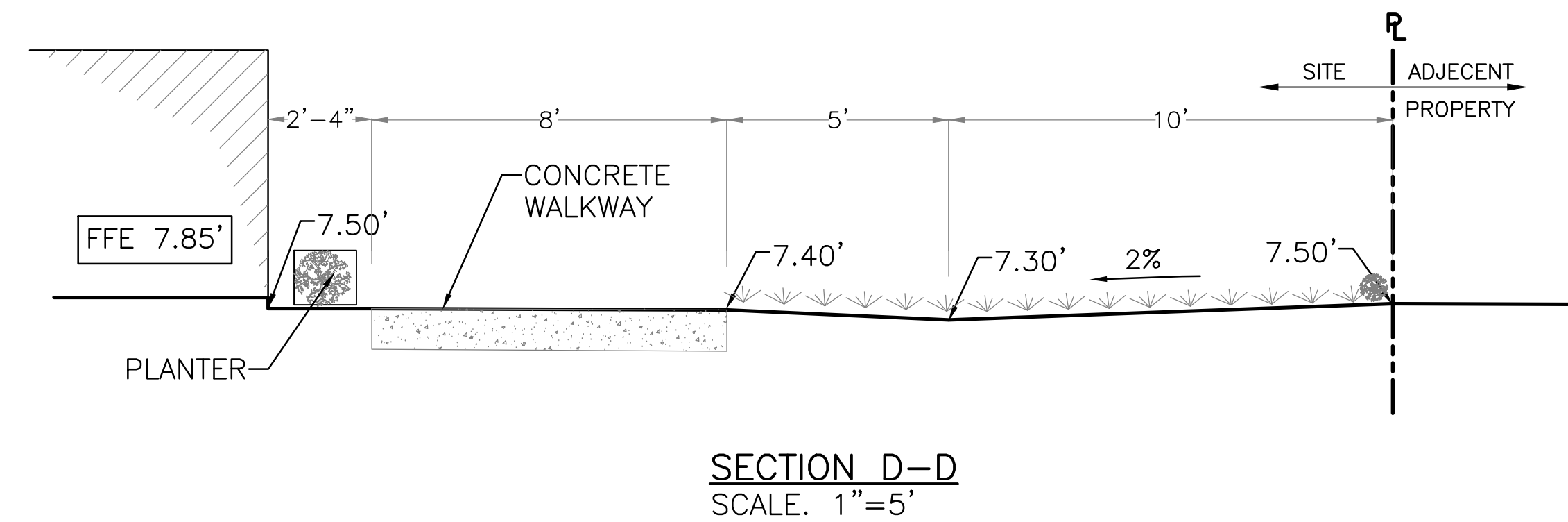
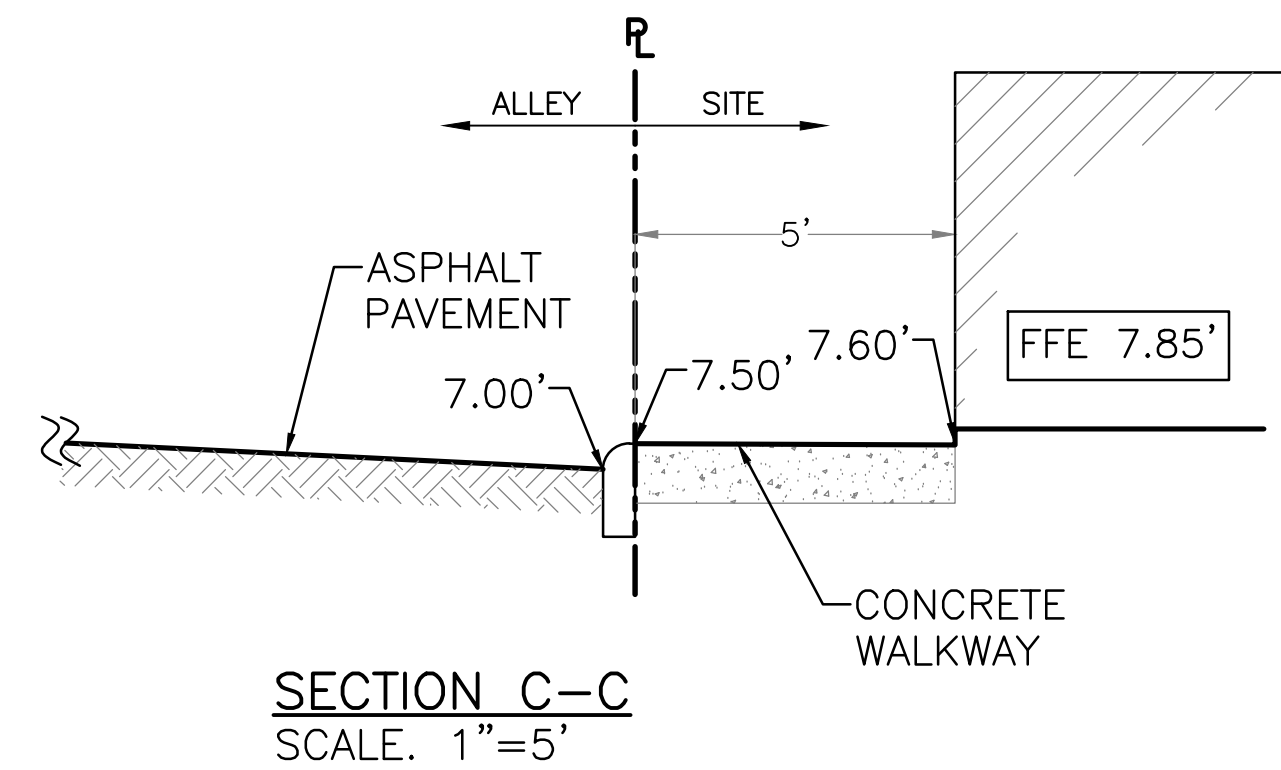
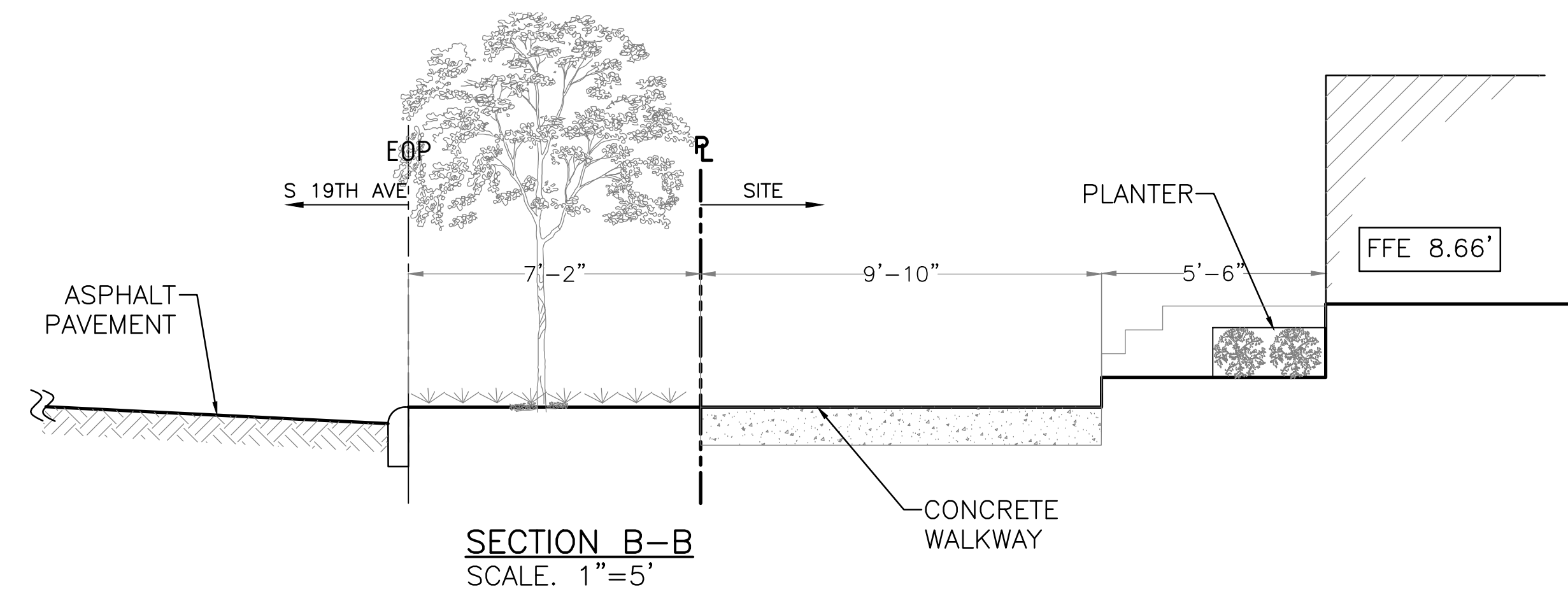
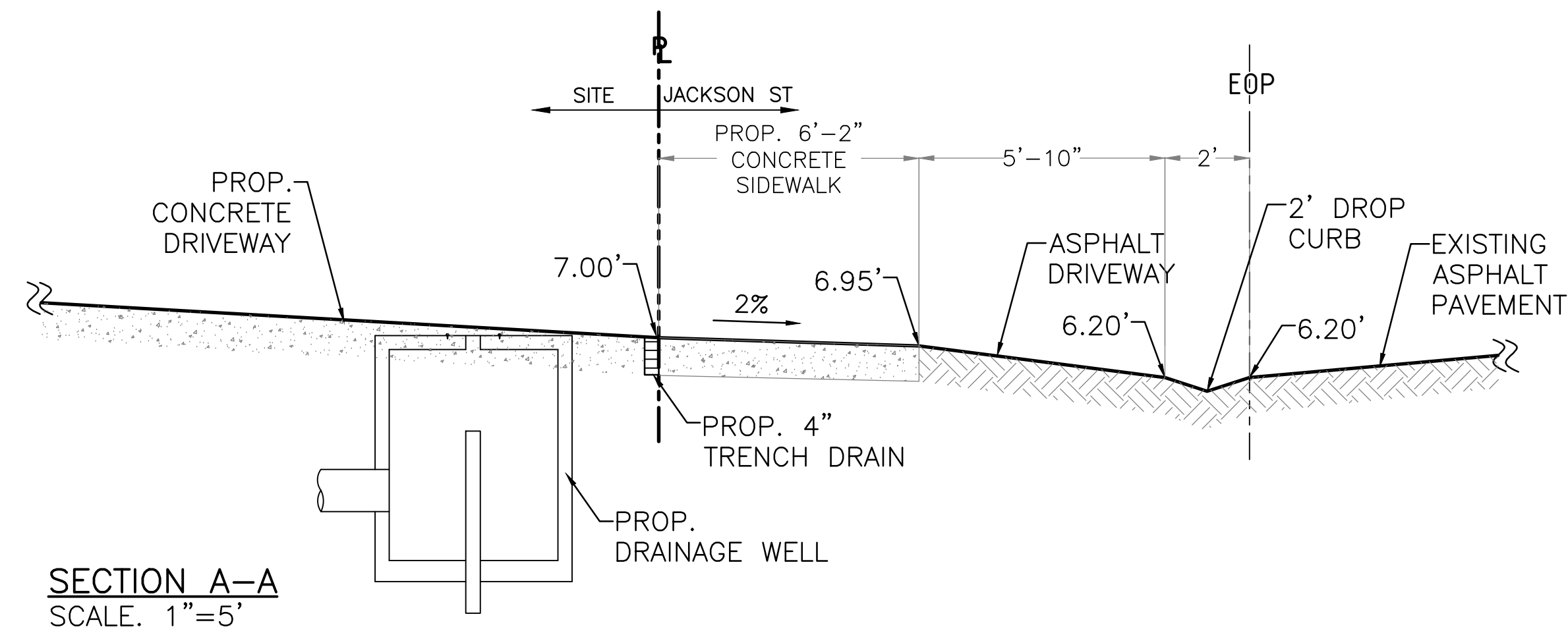
Szauer Engineering
Civil Engineers
7251 W Palmetto Park Road Suite 100
Boca Raton, FL. 33433
Phone: (561) 716-0159
Certificate of Authorization Number 30129

NINE HOLLYWOOD PHASE 2
1843 Jackson Street, Hollywood, FL

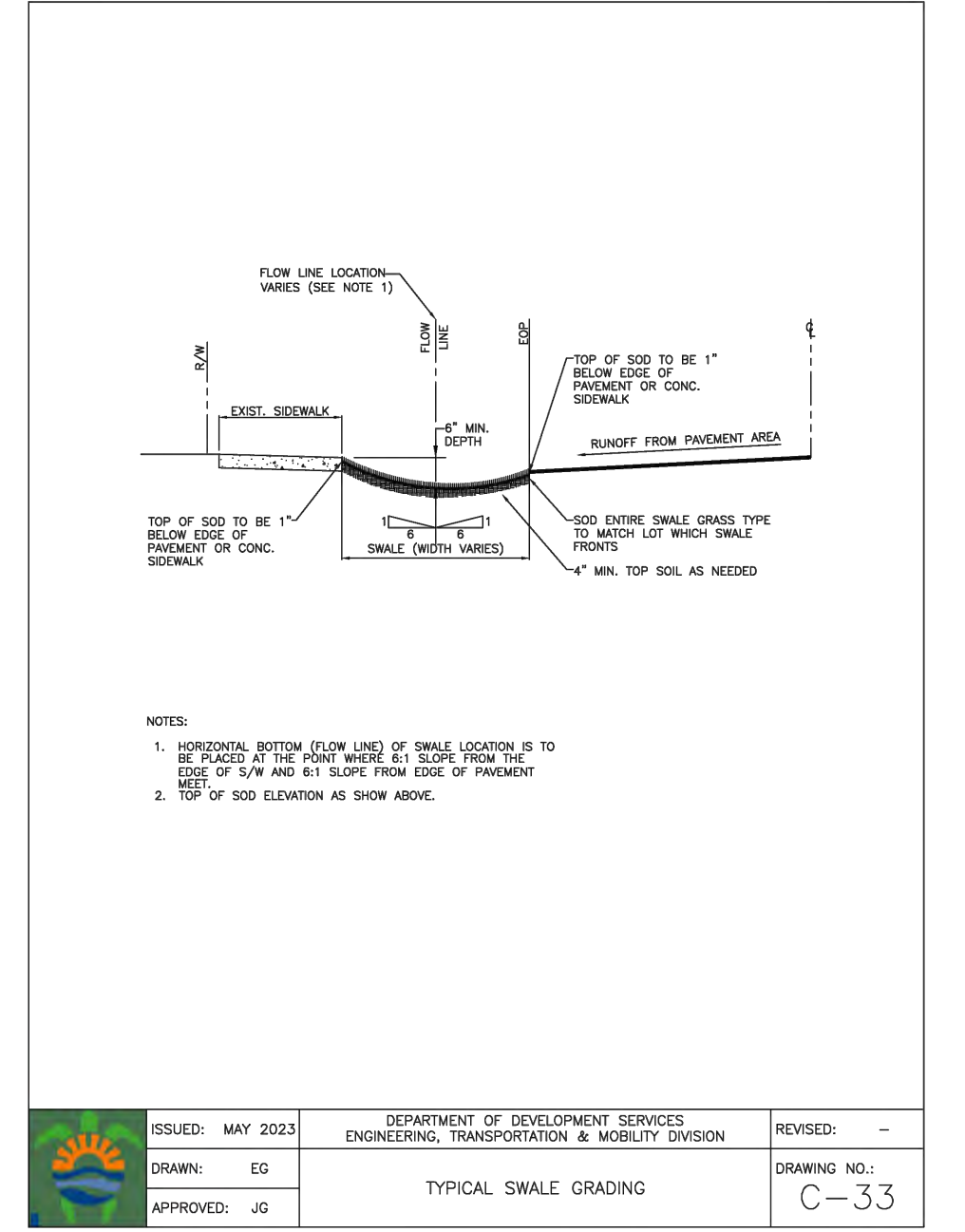
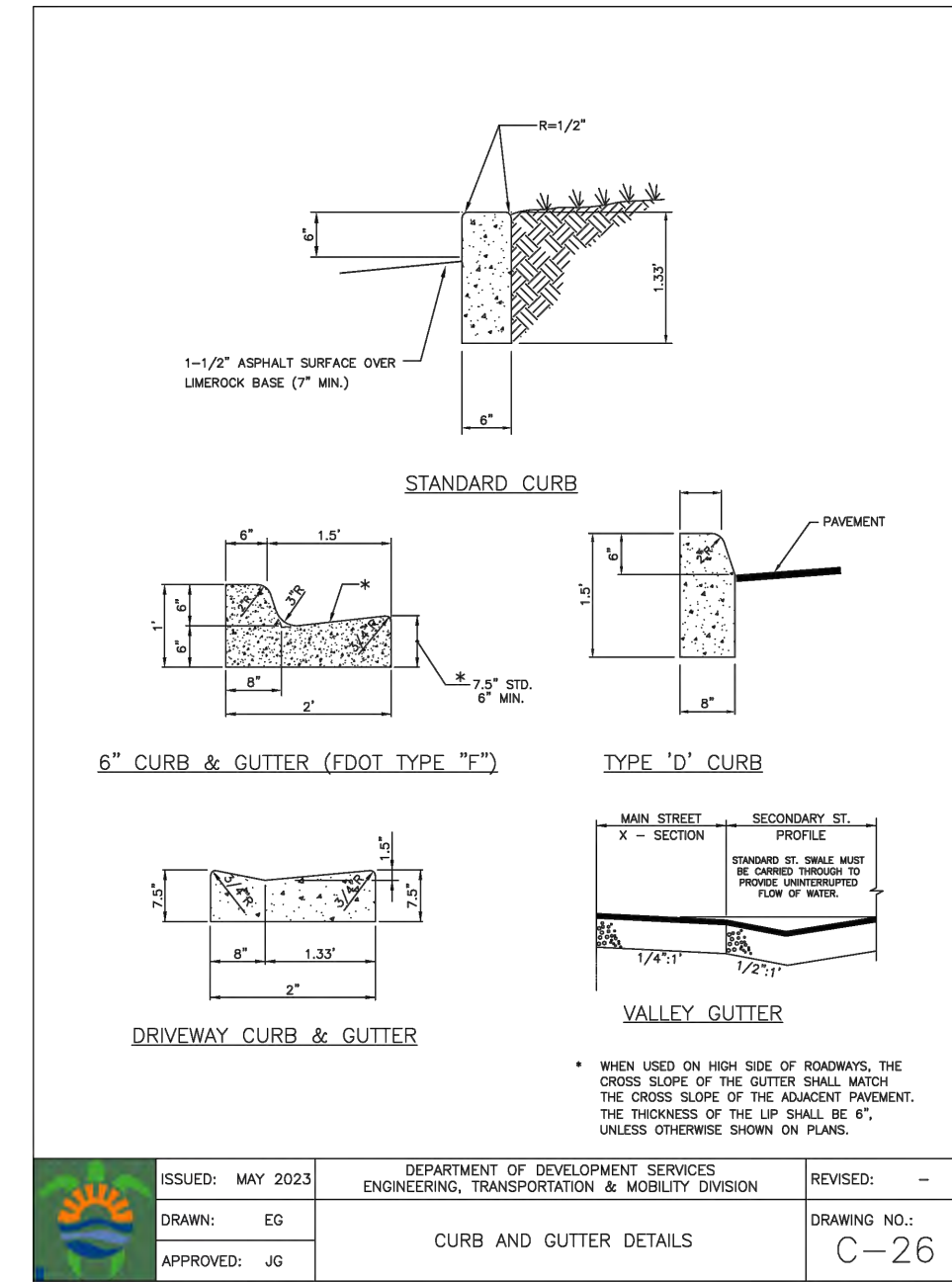
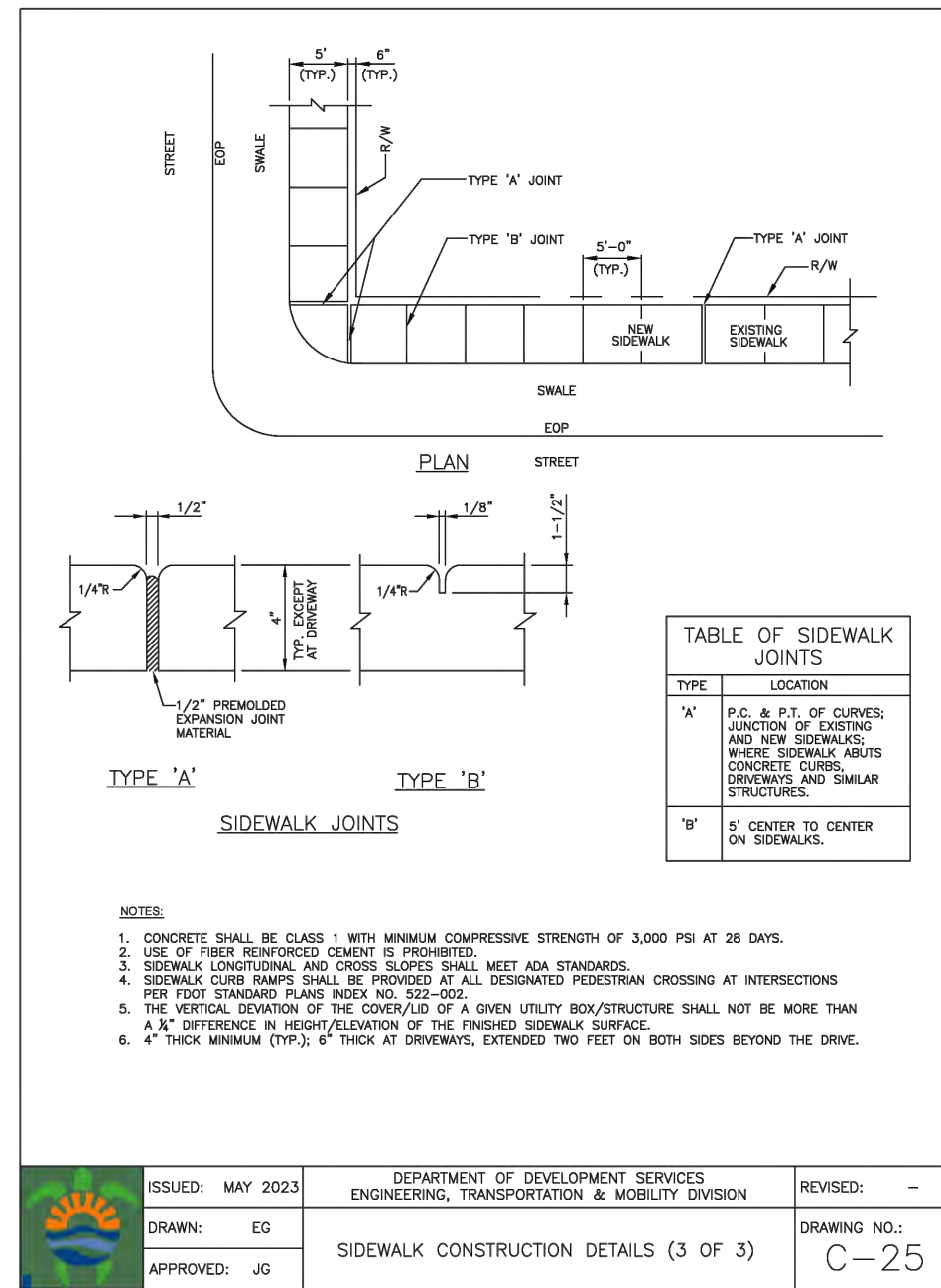
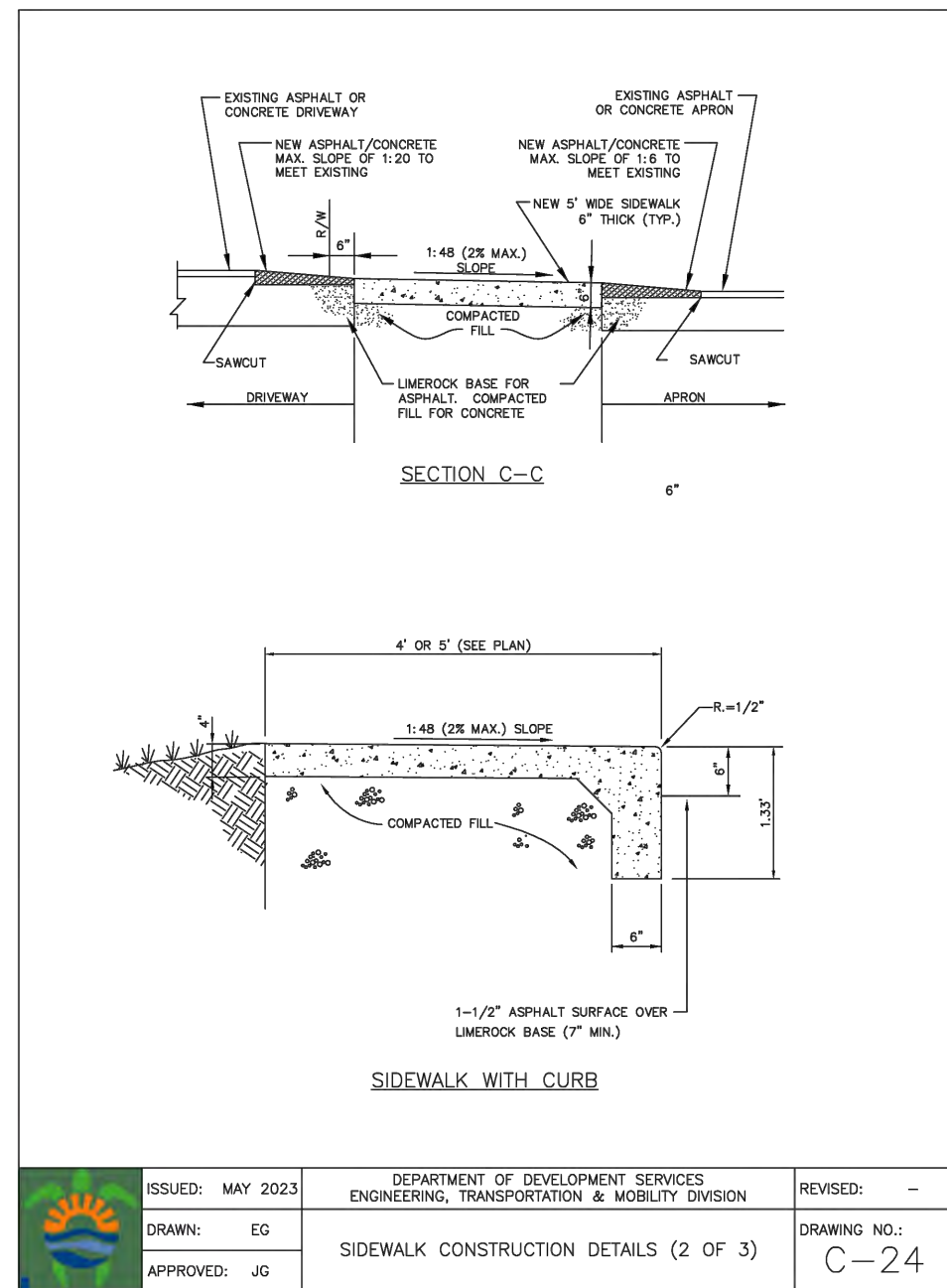
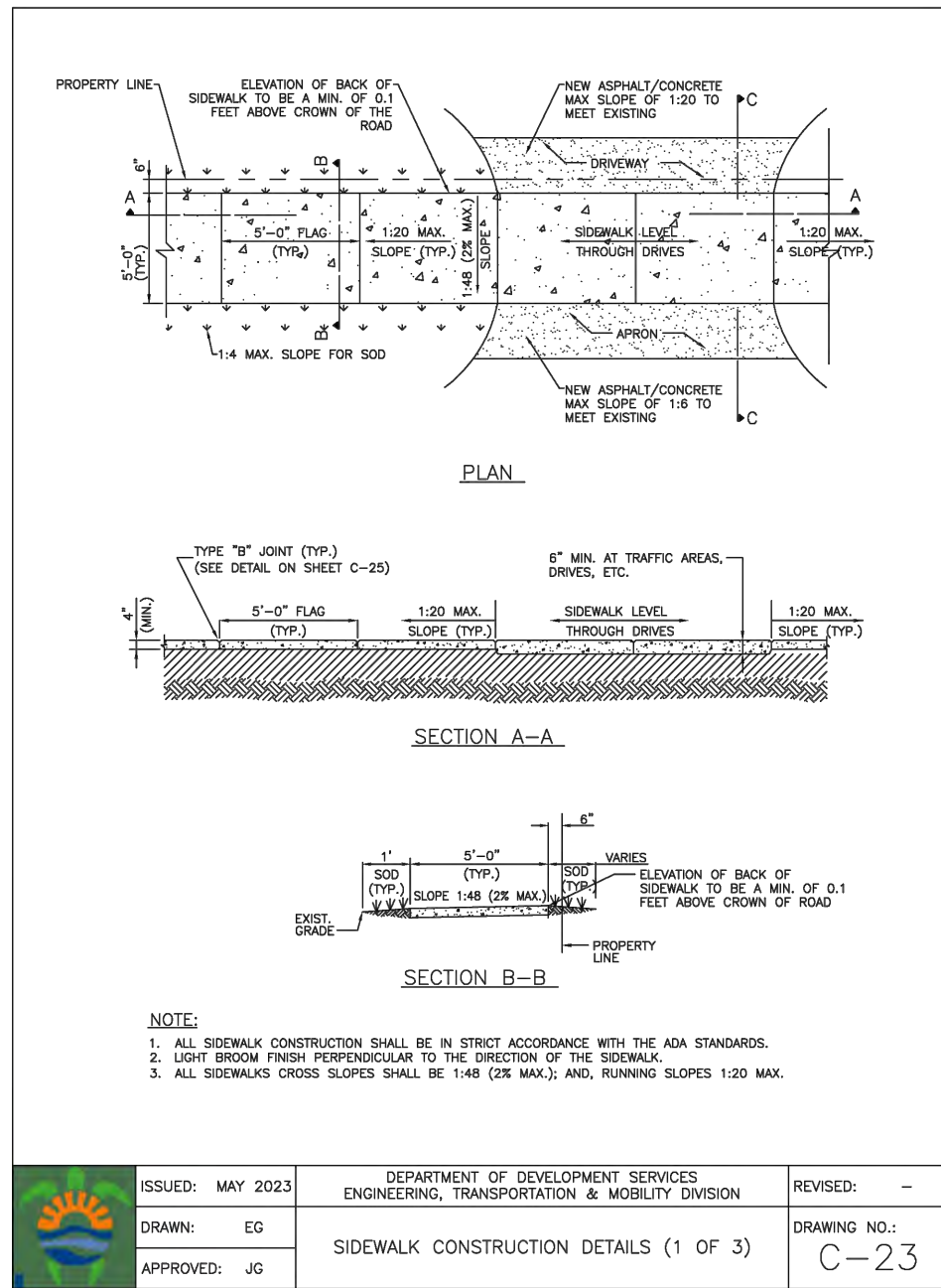
March 20, 2025

PAVING, GRADING & DRAINAGE
AS SHOWN

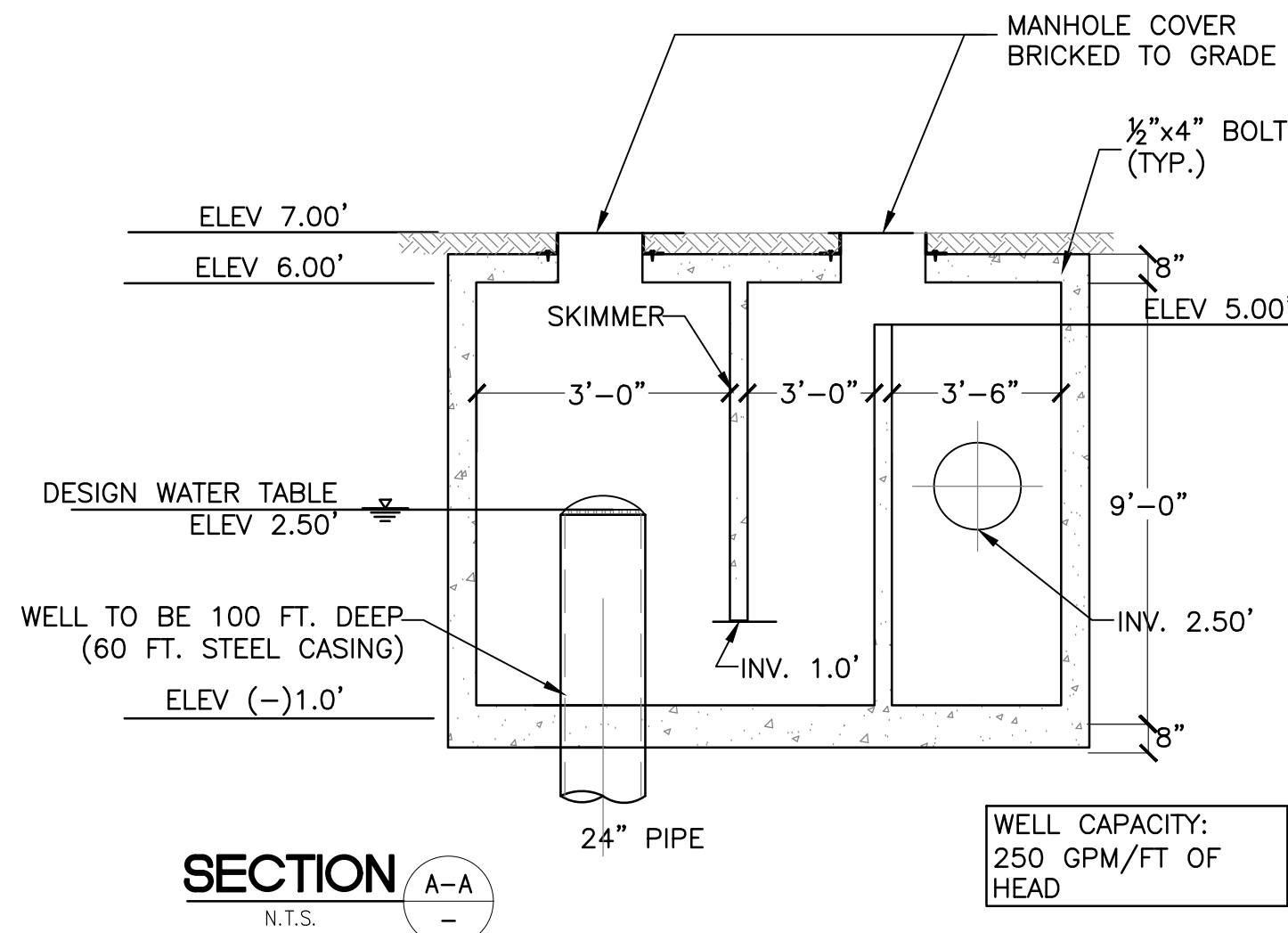
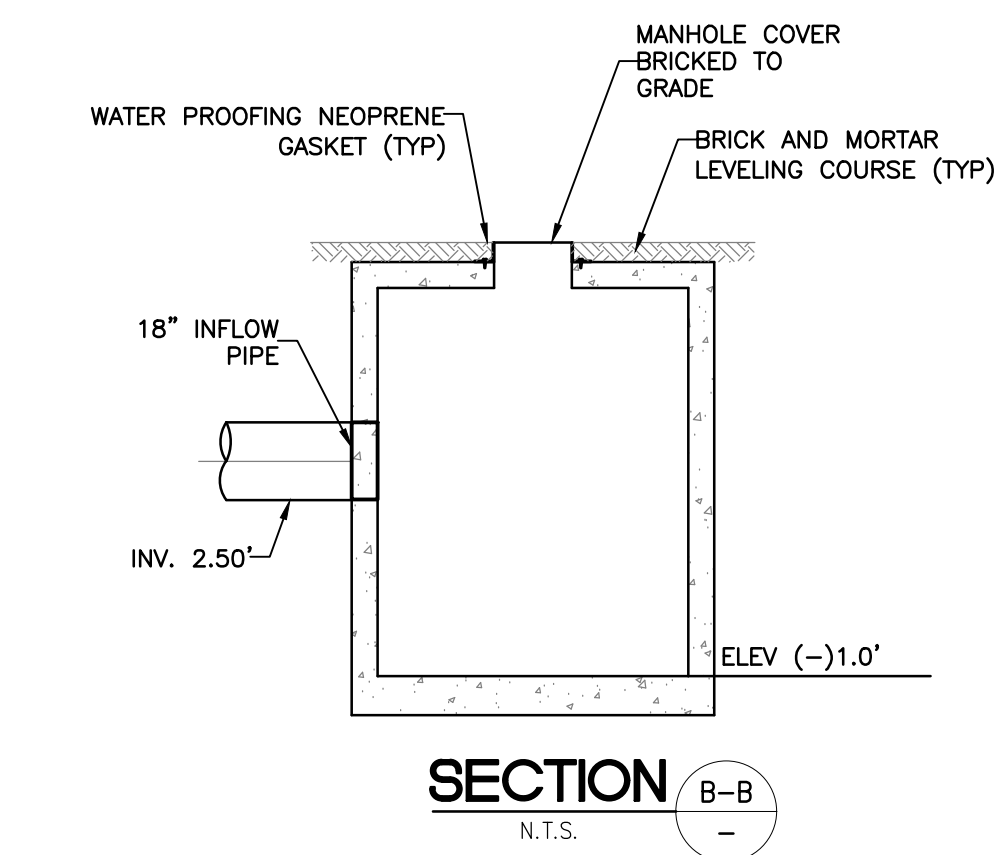
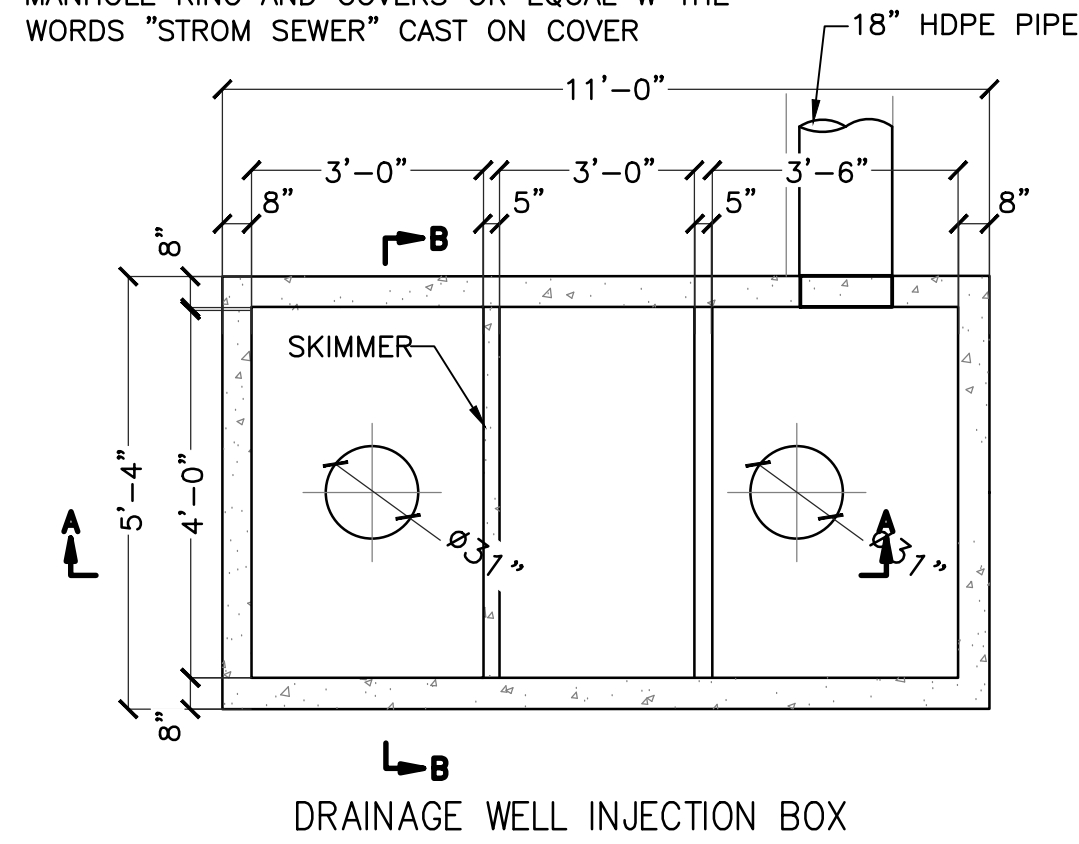
C-03A



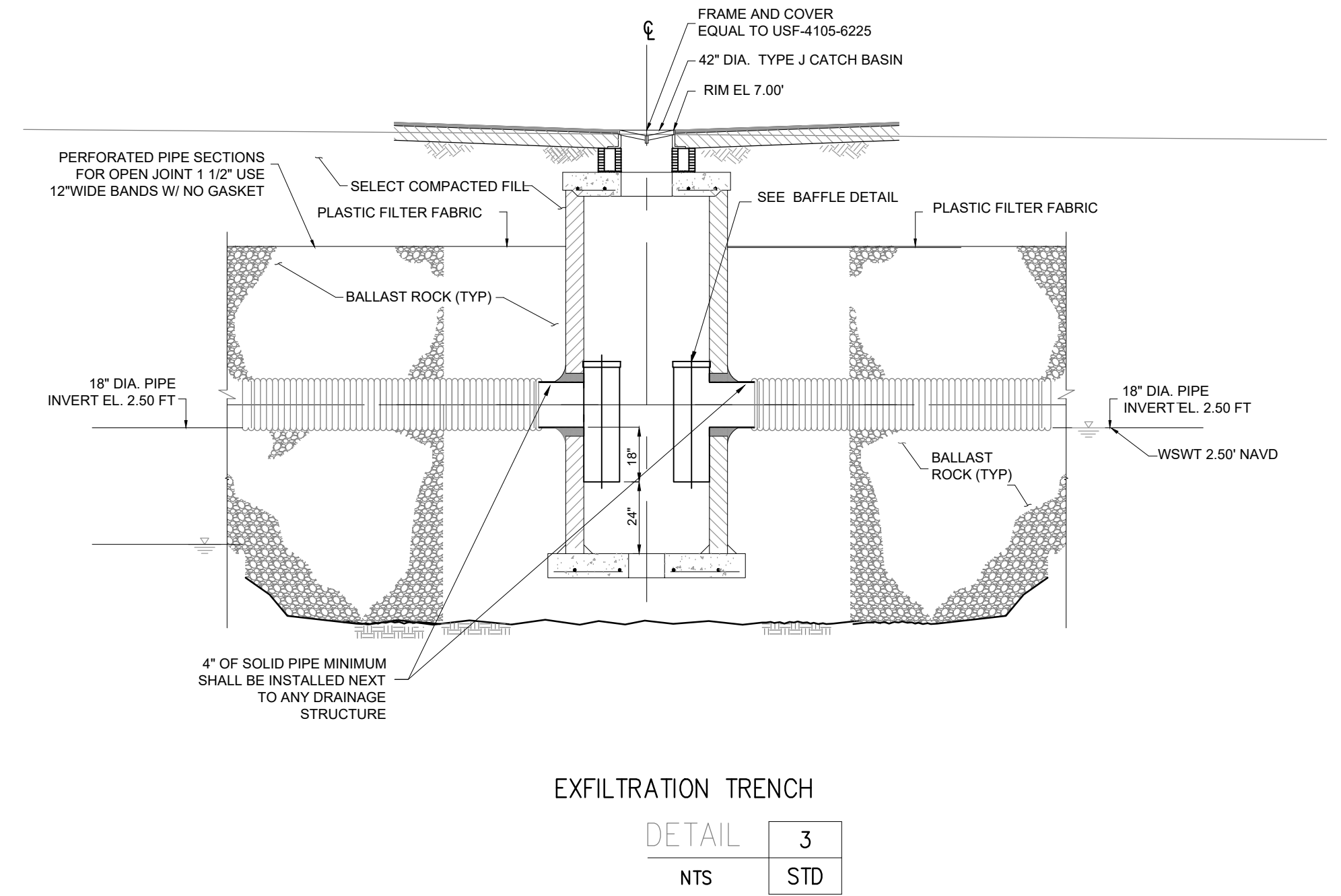
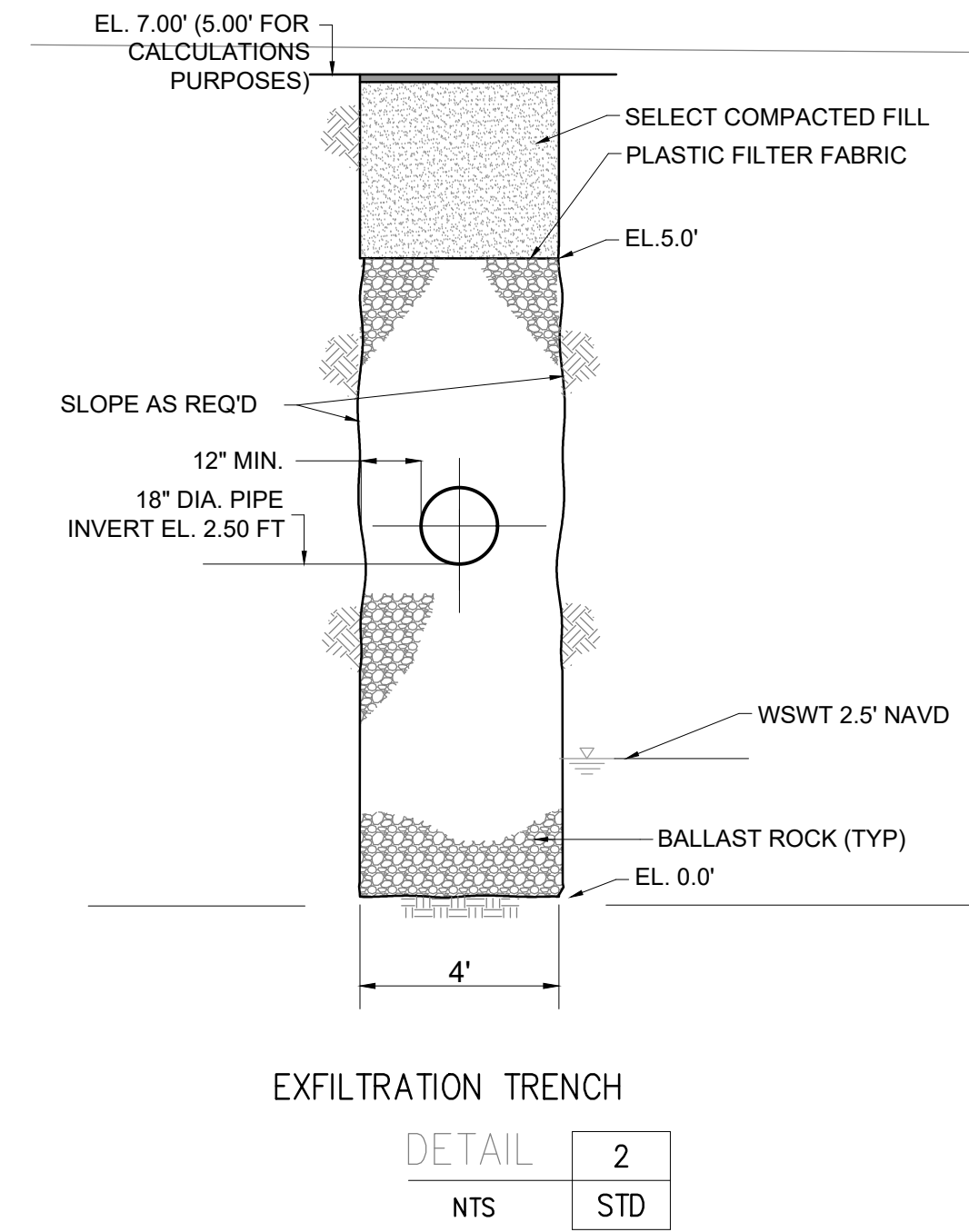
This item has been digitally signed and sealed by Jorge Szauer, PE. On April 29, 2025.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

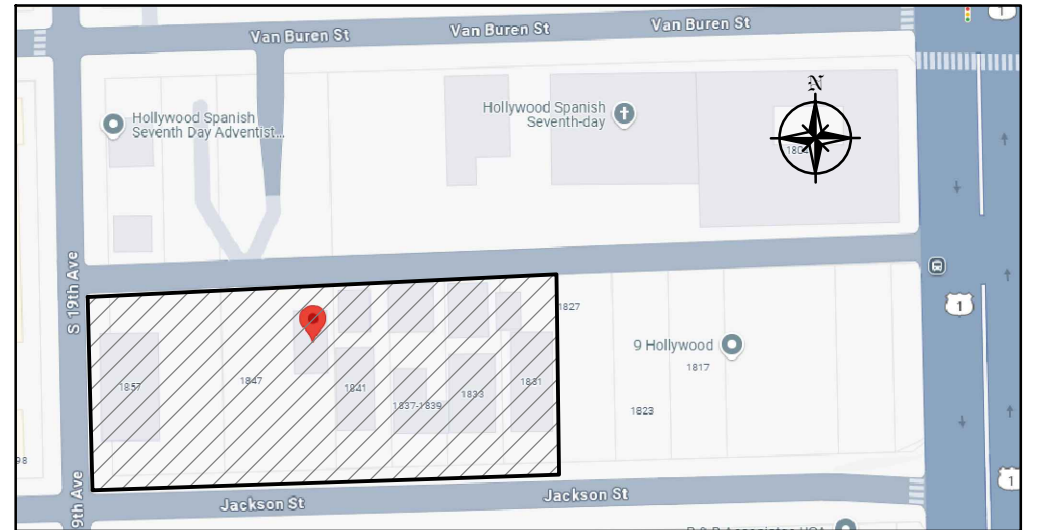
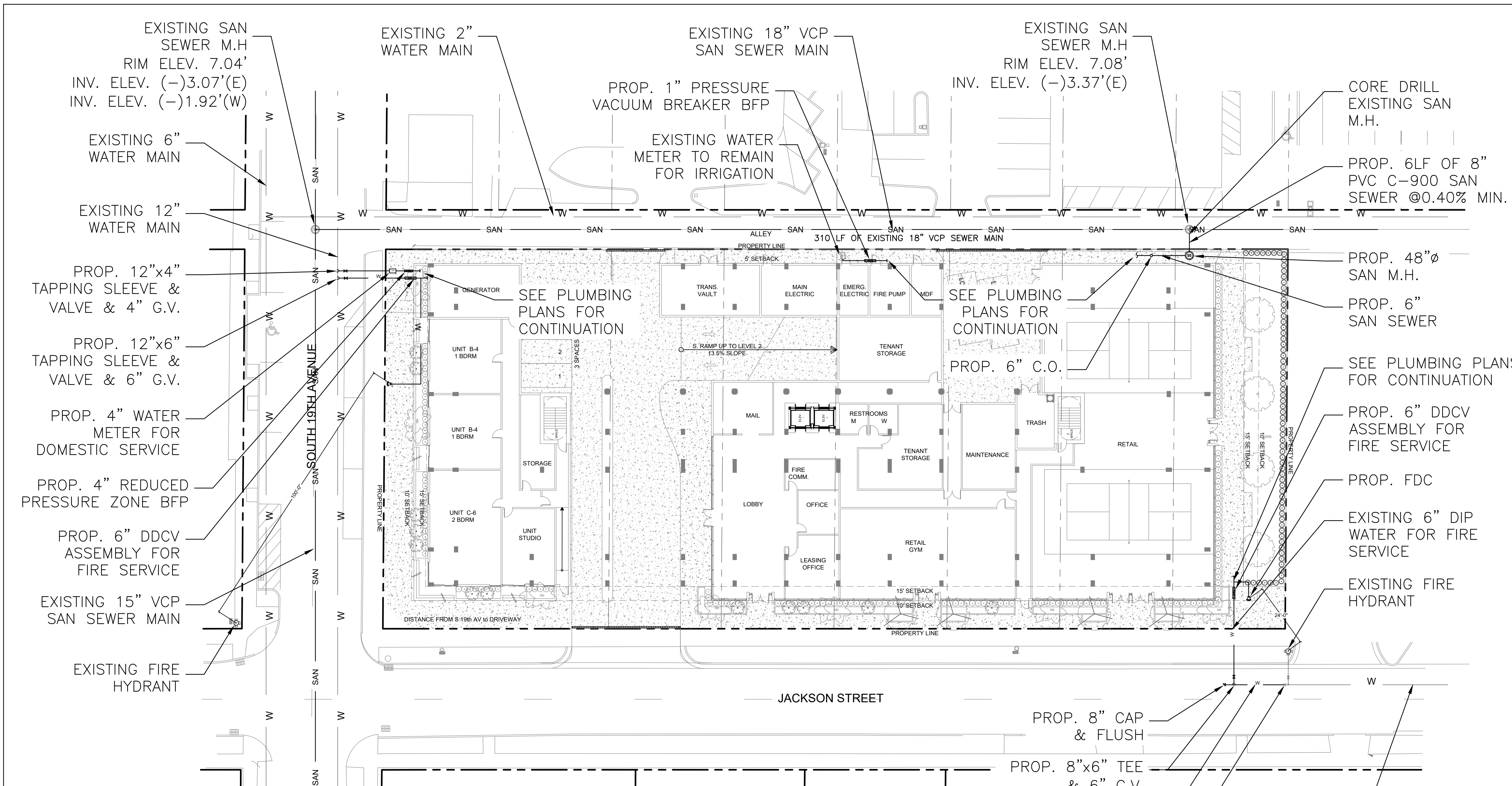


FRAME AND COVER TO BE US. FOUNDRY MODEL N° 195-EBWTL BOLTED WATER TIGHT MANHOLE RING AND COVERS OR EQUAL W THE WORDS "STROM SEWER" CAST ON COVER



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.



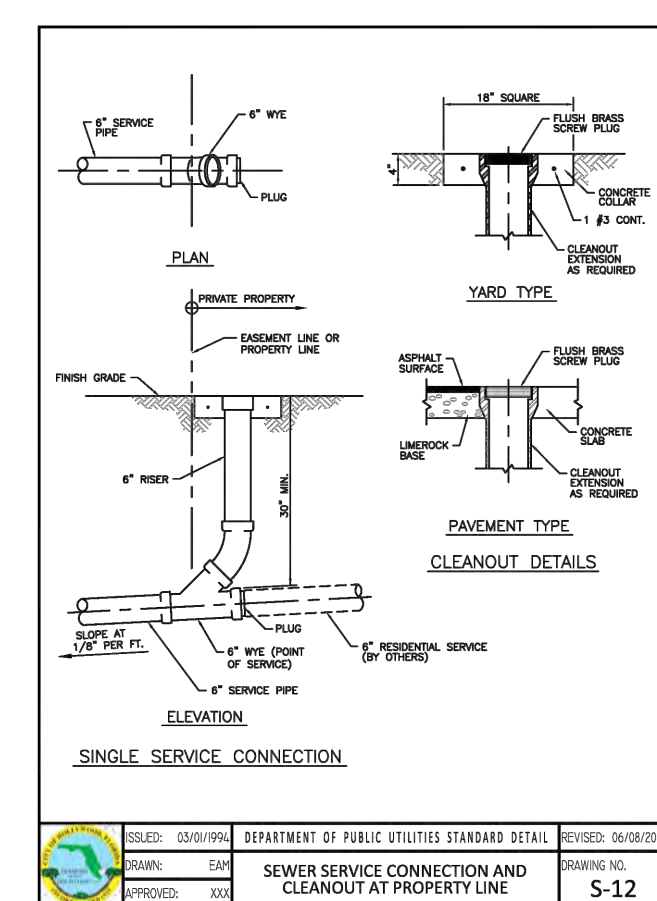
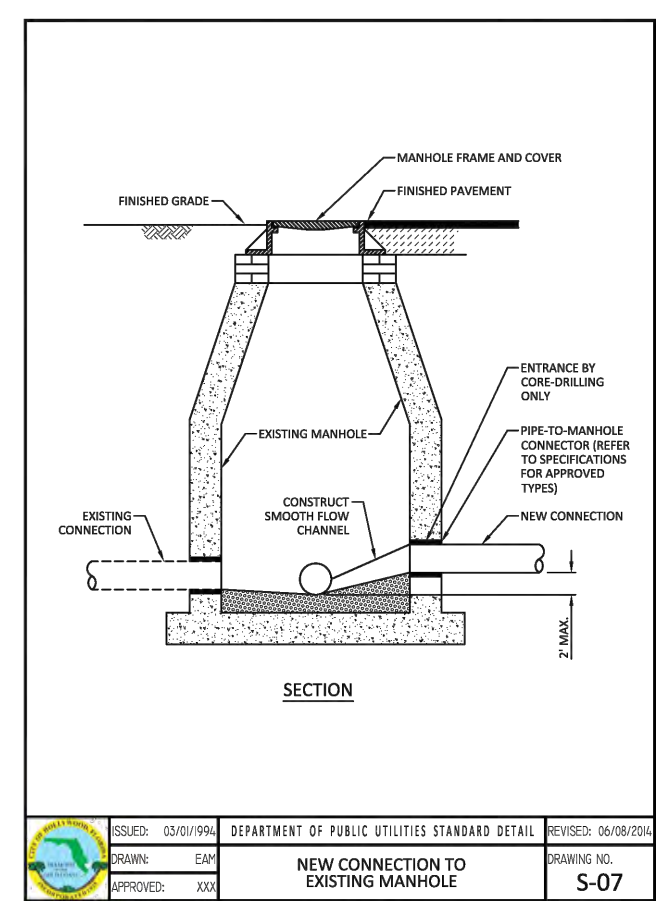
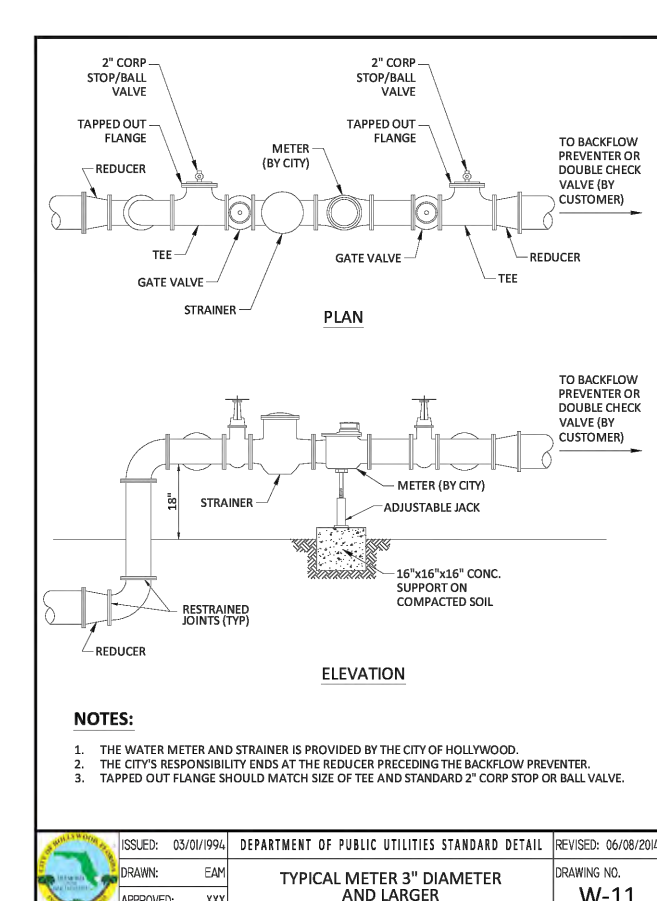
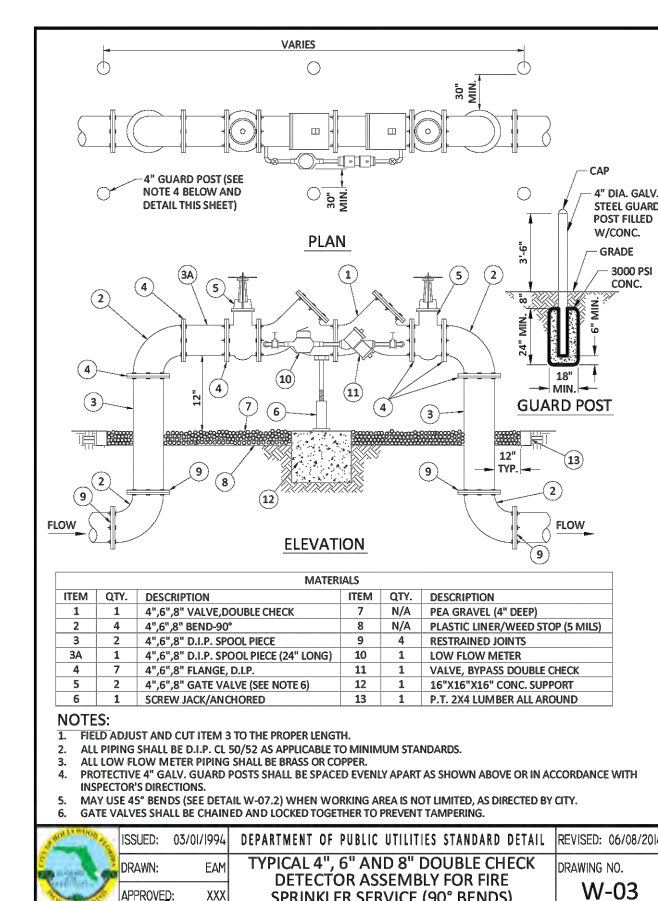
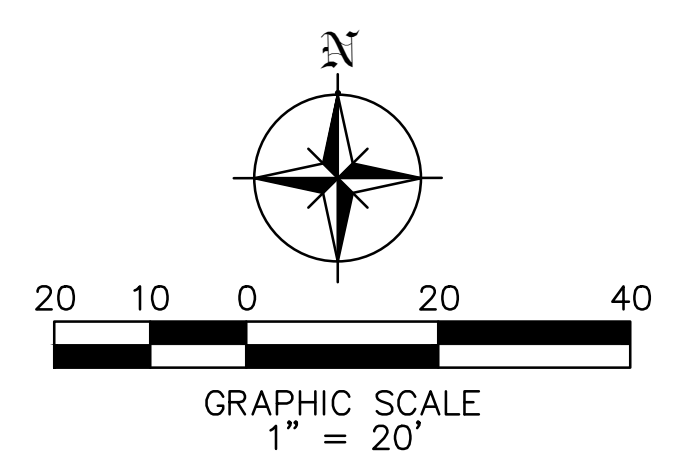


LOCATION MAP
N.T.S.

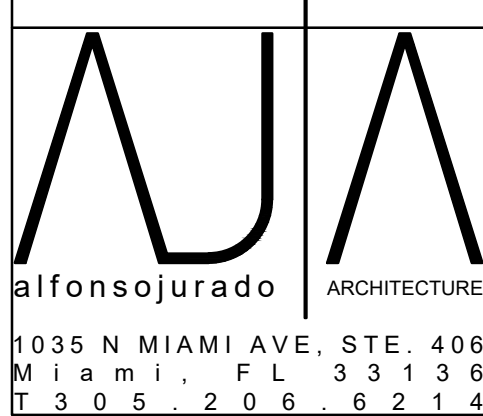
NOTE:
-ALL ELEVATIONS ARE RELATIVE TO NAVD 88.
-MINIMUM COVER FOR SEWER PIPE IS 36\"/>

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\"/>



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.



Szauer Engineering
Civil Engineers
7251 W Palmetto Park Road Suite 100
Boca Raton, FL. 33433
Phone: (561) 716-0159
Certificate of Authorization Number 30129

NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

March 20, 2025

PROP. PAVEMENT
RESTORATION

PROP. 24" WHITE
STOP BAR

PROP. R5-1 DO
NOT ENTER SIGN

PROP. R1-1
STOP SIGN

SOUTH 19TH AVENUE

PROP. R1-1
STOP SIGN

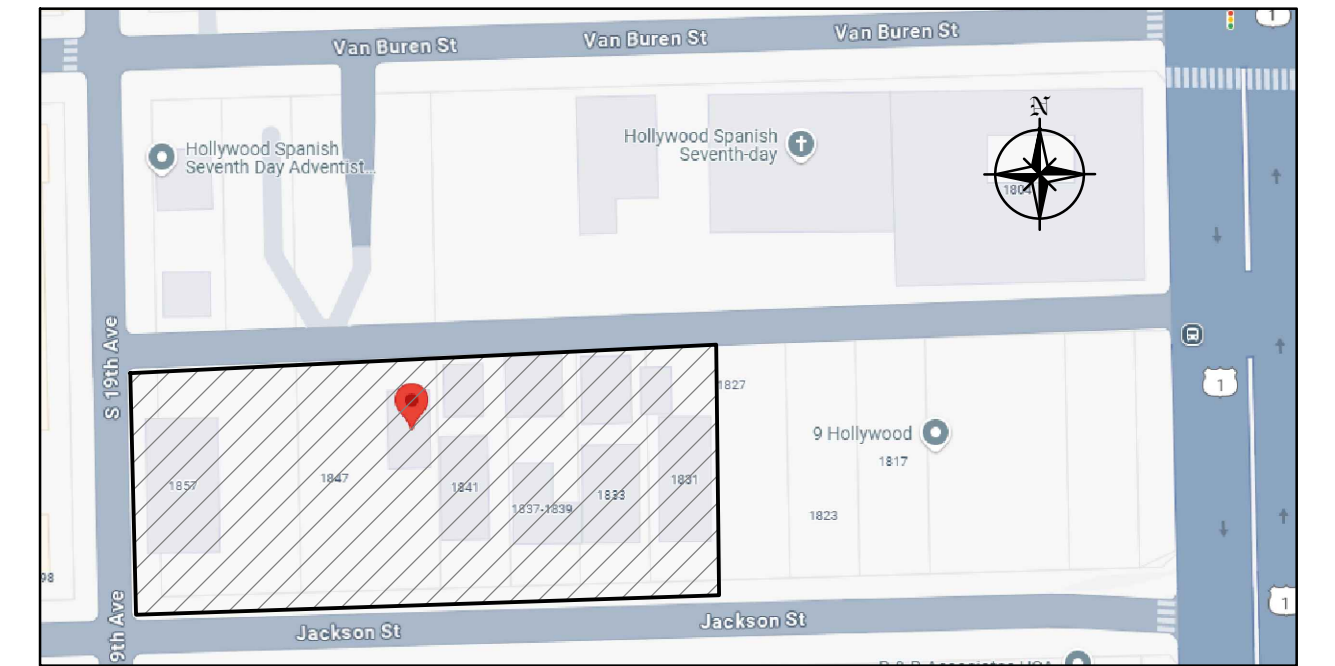
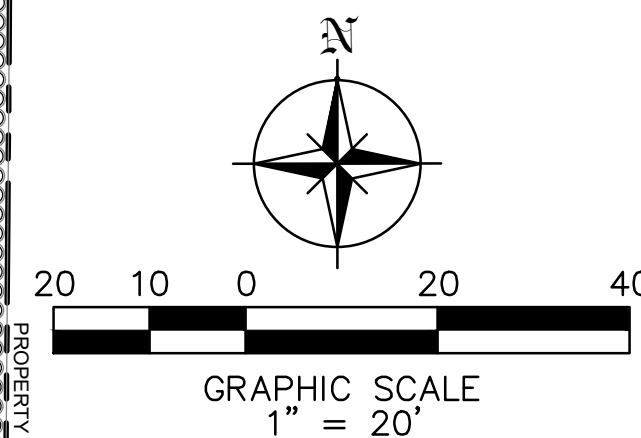
PROP. 24" WHITE
STOP BAR

DETECTABLE
WARNING (TYP.)

PROP. DIRECTIONAL
ARROWS (TYP.)

PROP. PAVEMENT
RESTORATION

JACKSON STREET



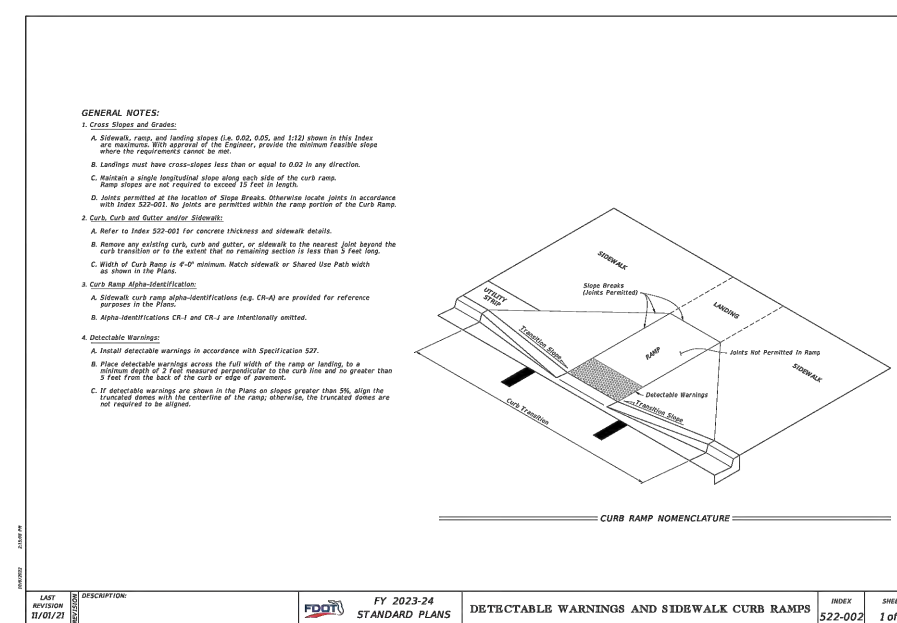
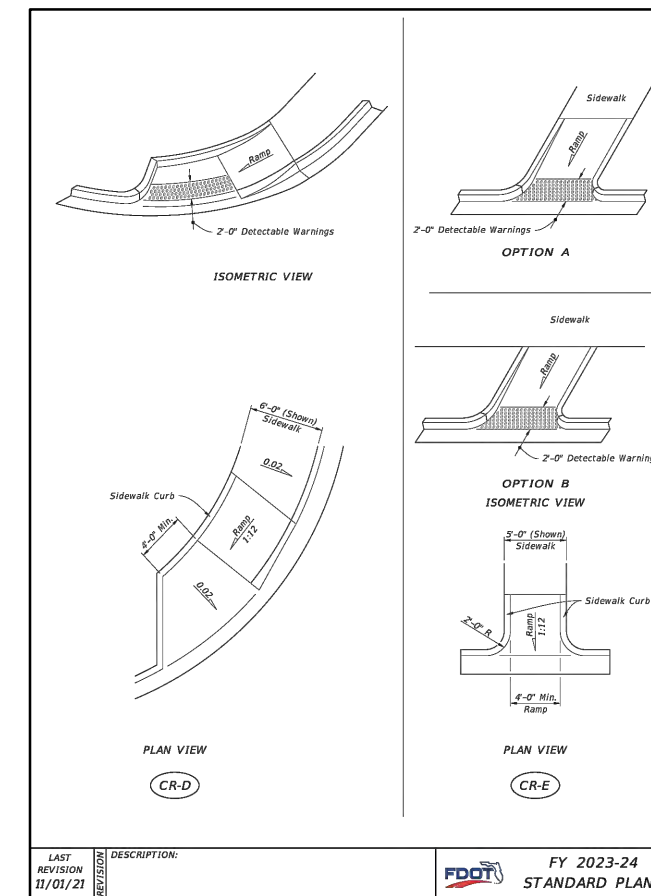
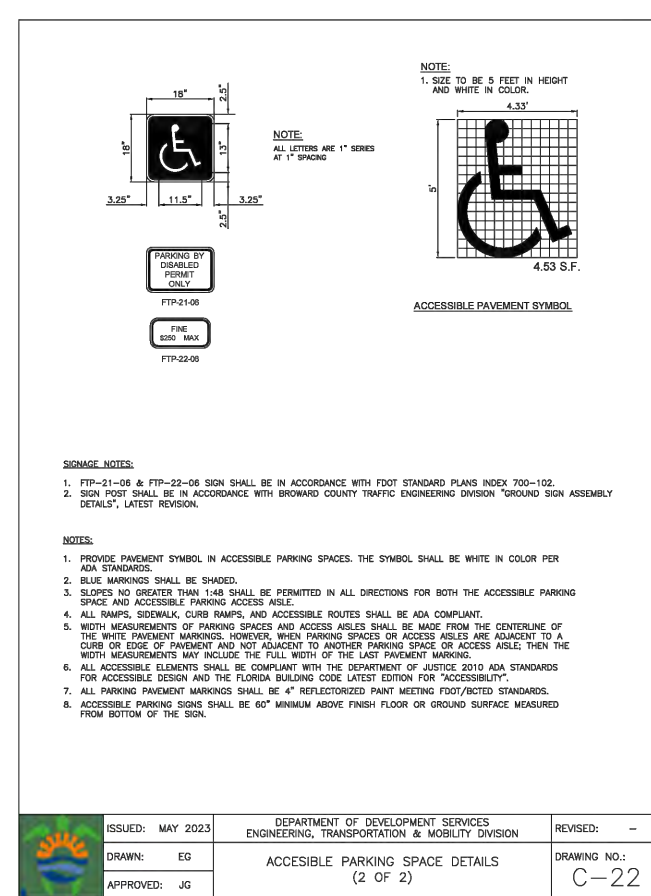
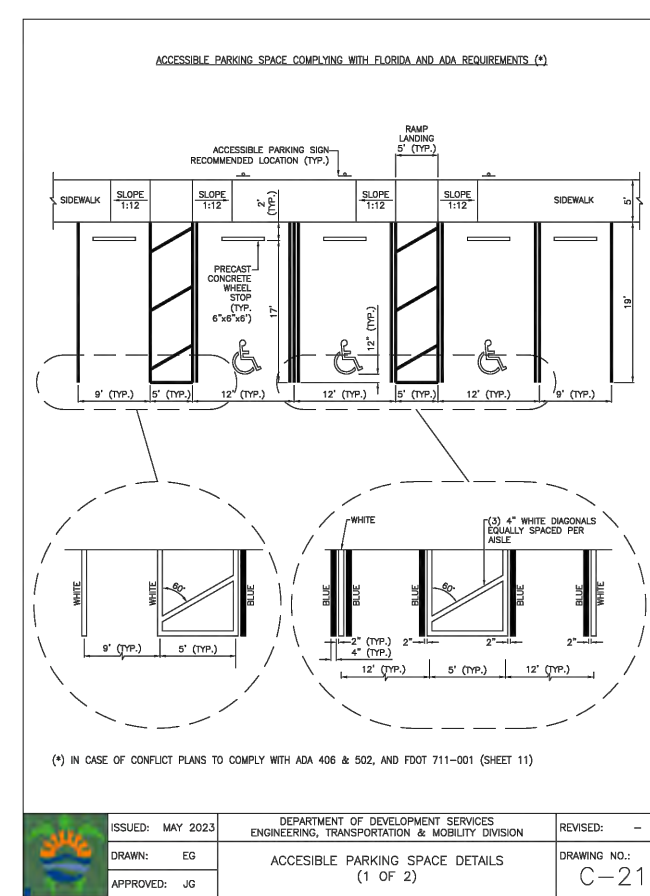
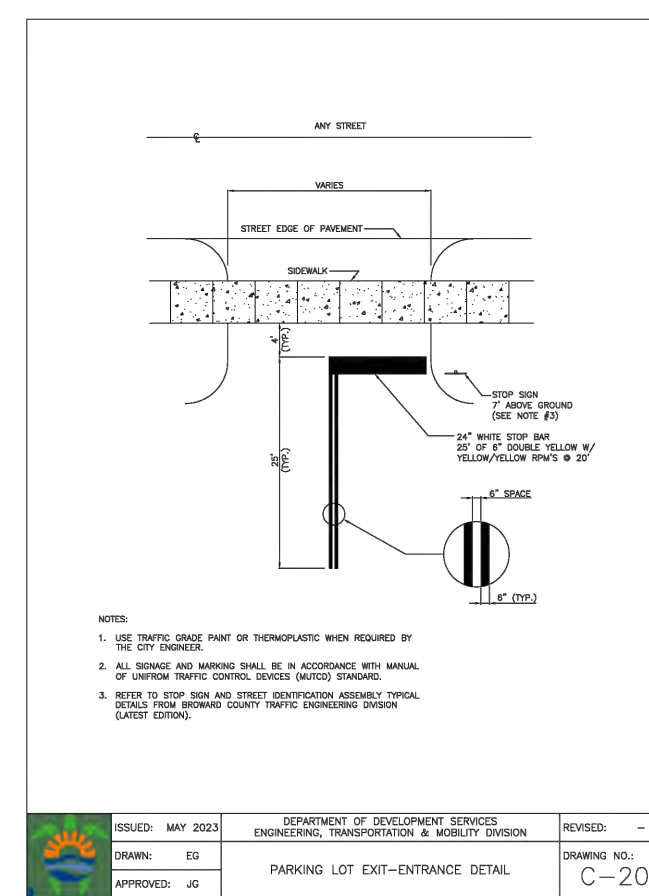
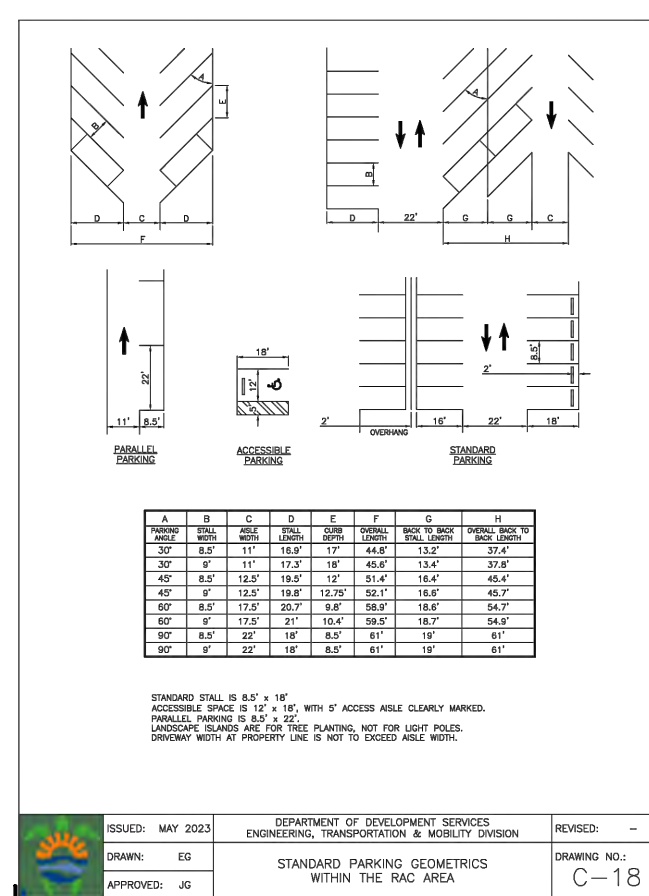
LOCATION MAP
N.T.S.

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



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

Szauer Engineering
Civil Engineers
7251 W Palmetto Park Road Suite 100
Boca Raton, FL 33433
Phone: (561) 716-0159
Certificate of Authorization Number 30129

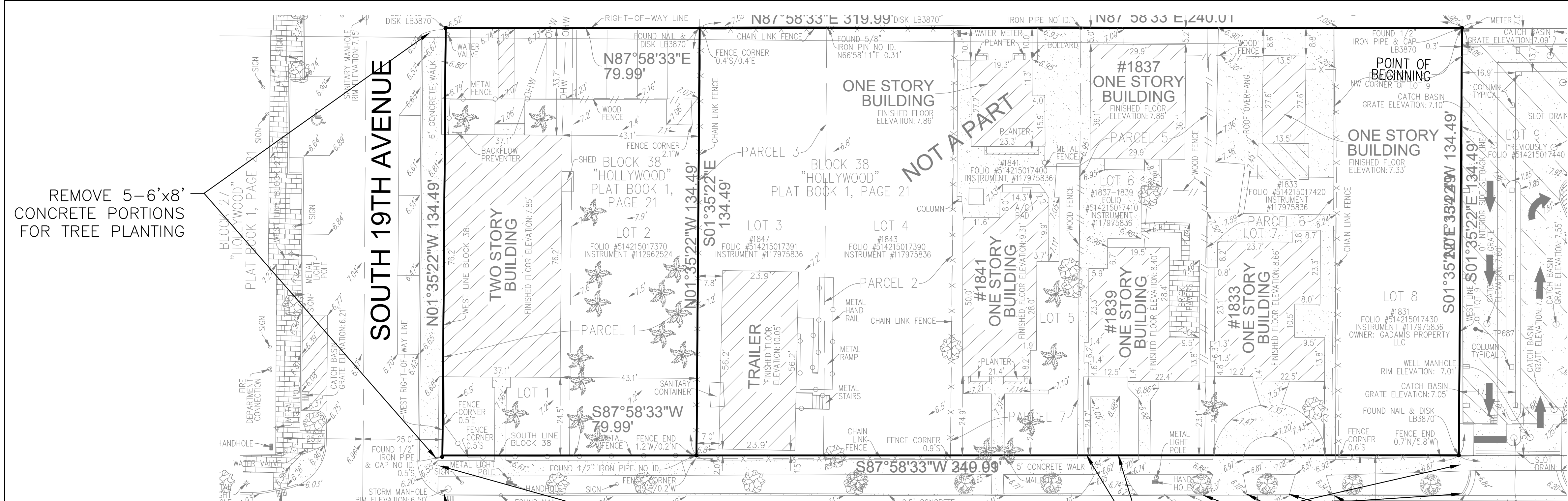
NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

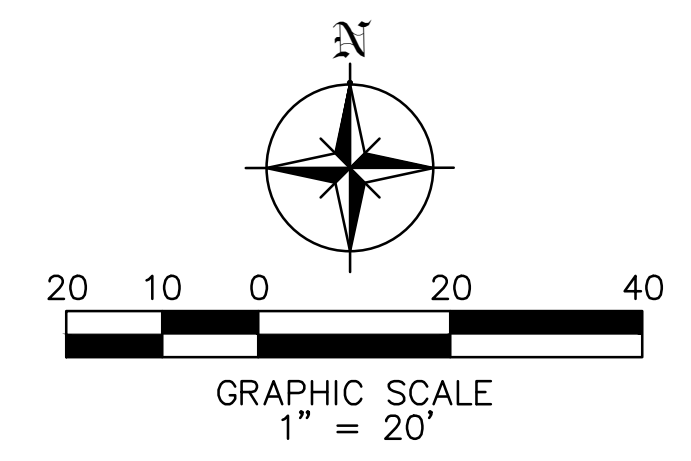
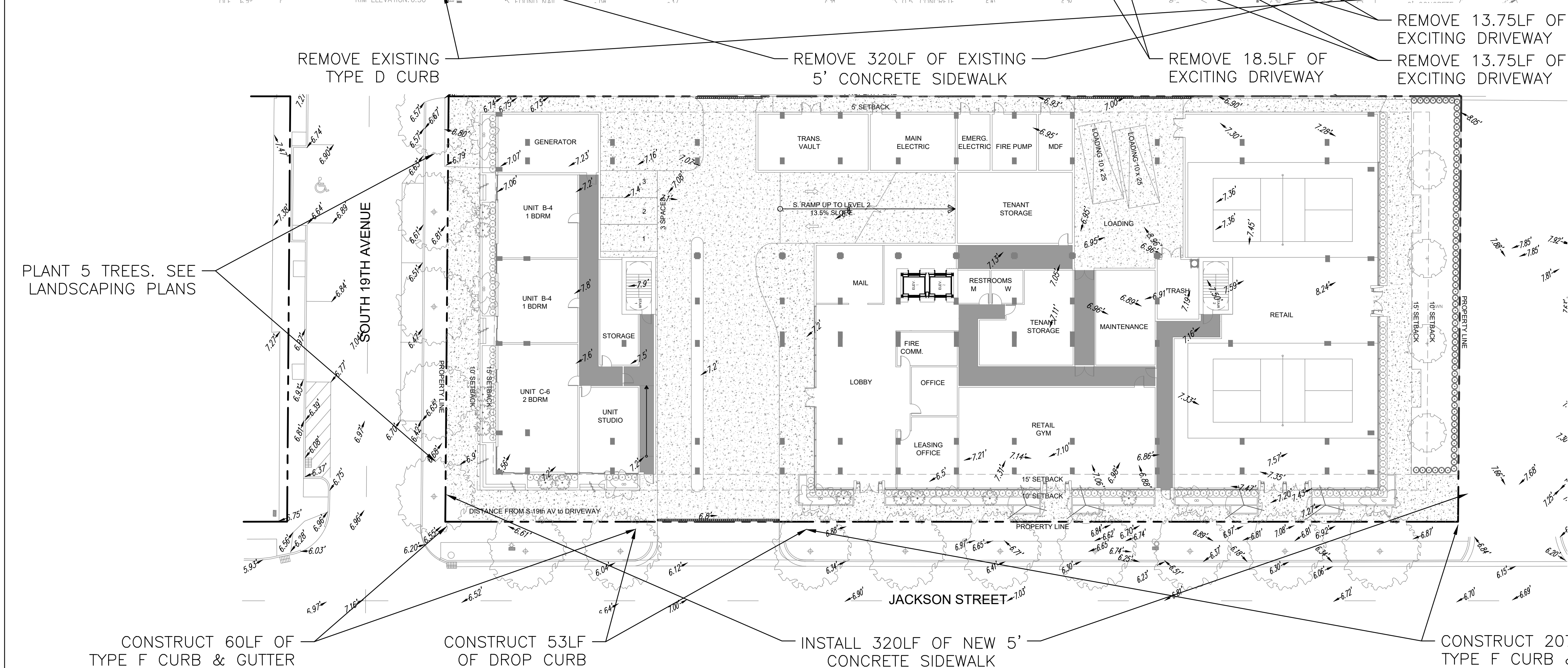
March 20, 2025

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.

PAVING MARKINGS
AS SHOWN
C-05



LOCATION MAP
N.T.S.



- LEGEND**
- PROPERTY LINE
 - CONCRETE
 - PAVERS

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

Szauer Engineering
Civil Engineers
7251 W Palmetto Park Road Suite 100
Boca Raton, FL 33433
Phone: (561) 716-0159
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

ROW PLAN
AS SHOWN
C-06

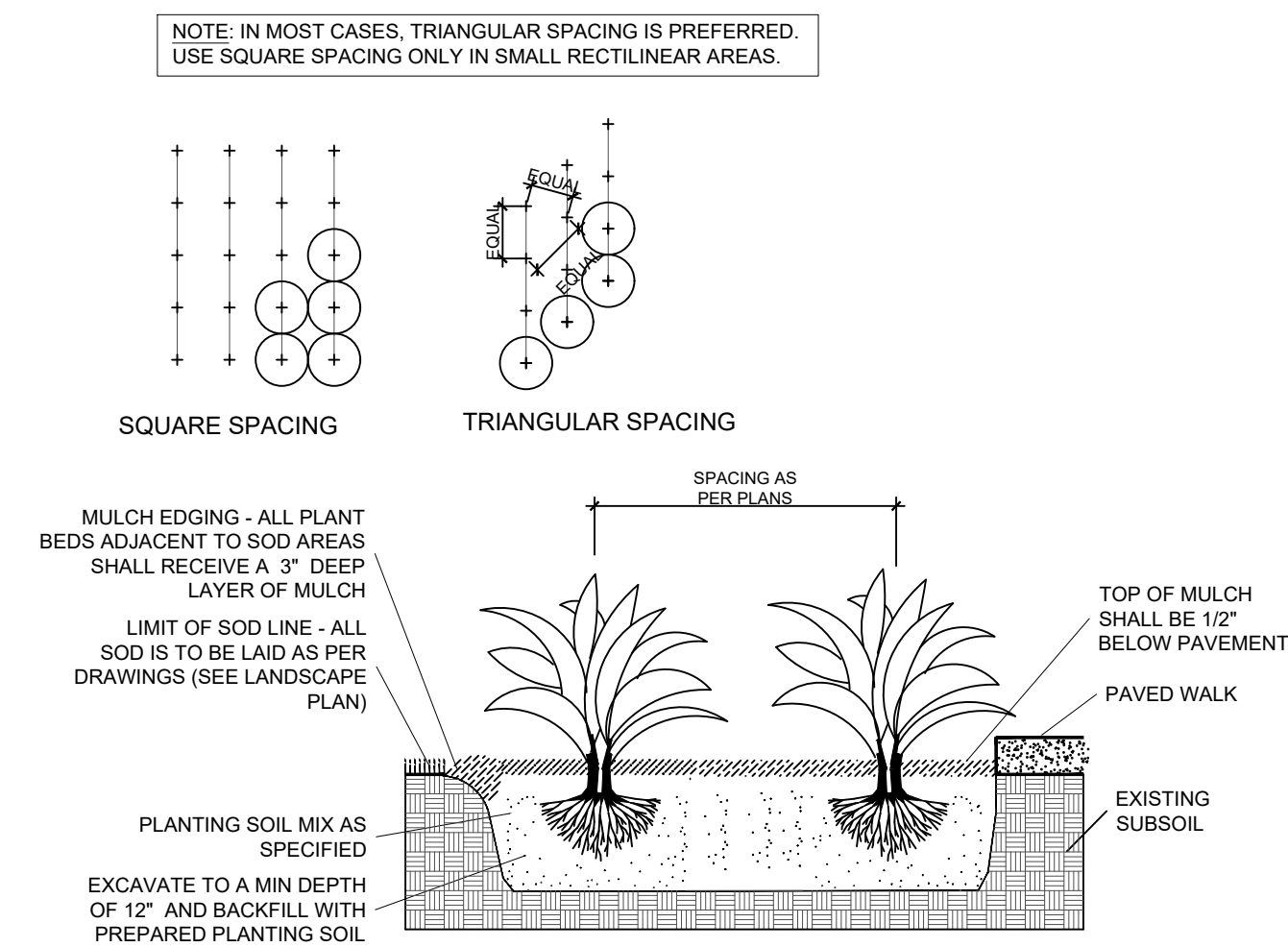
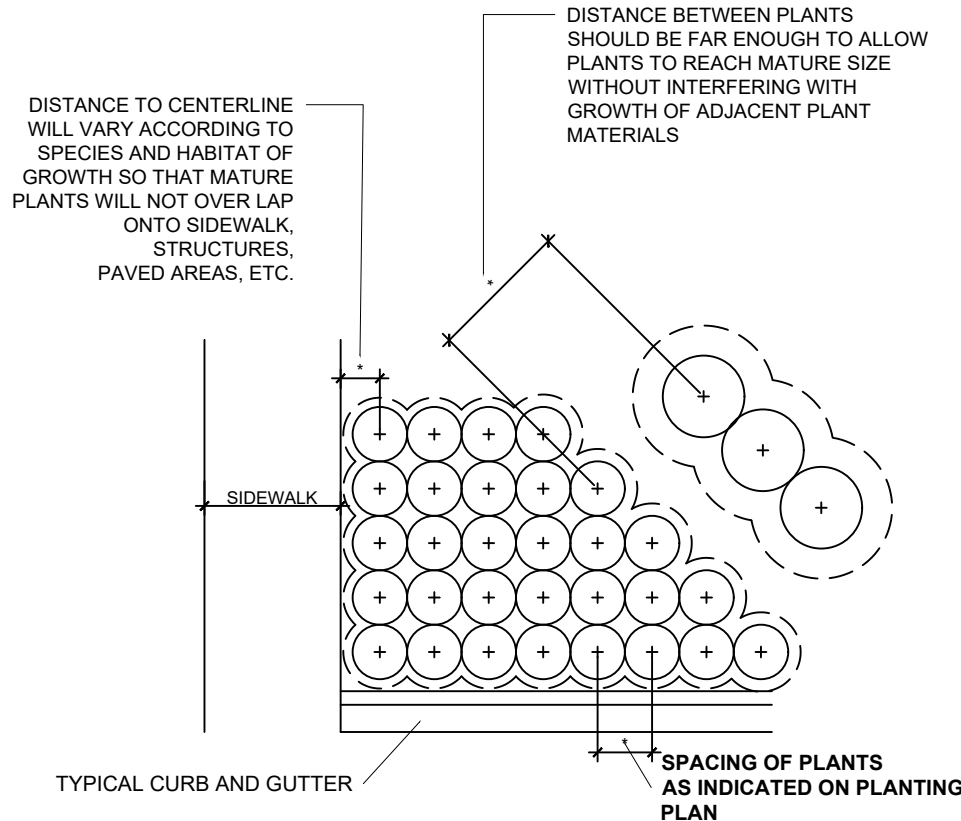
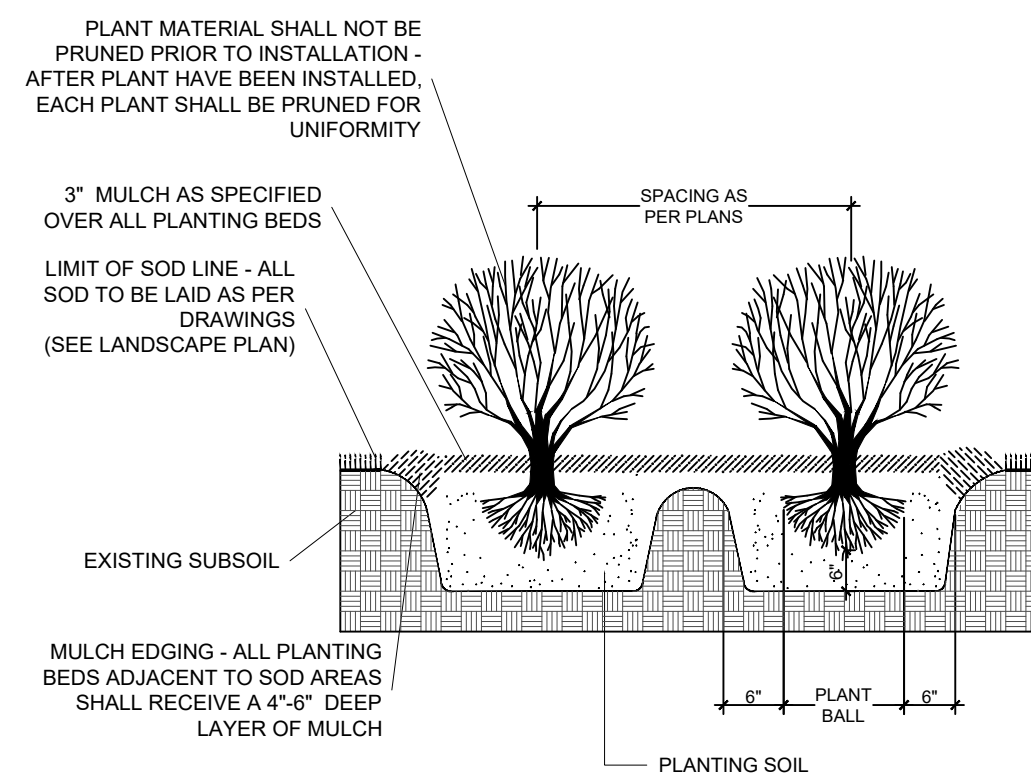
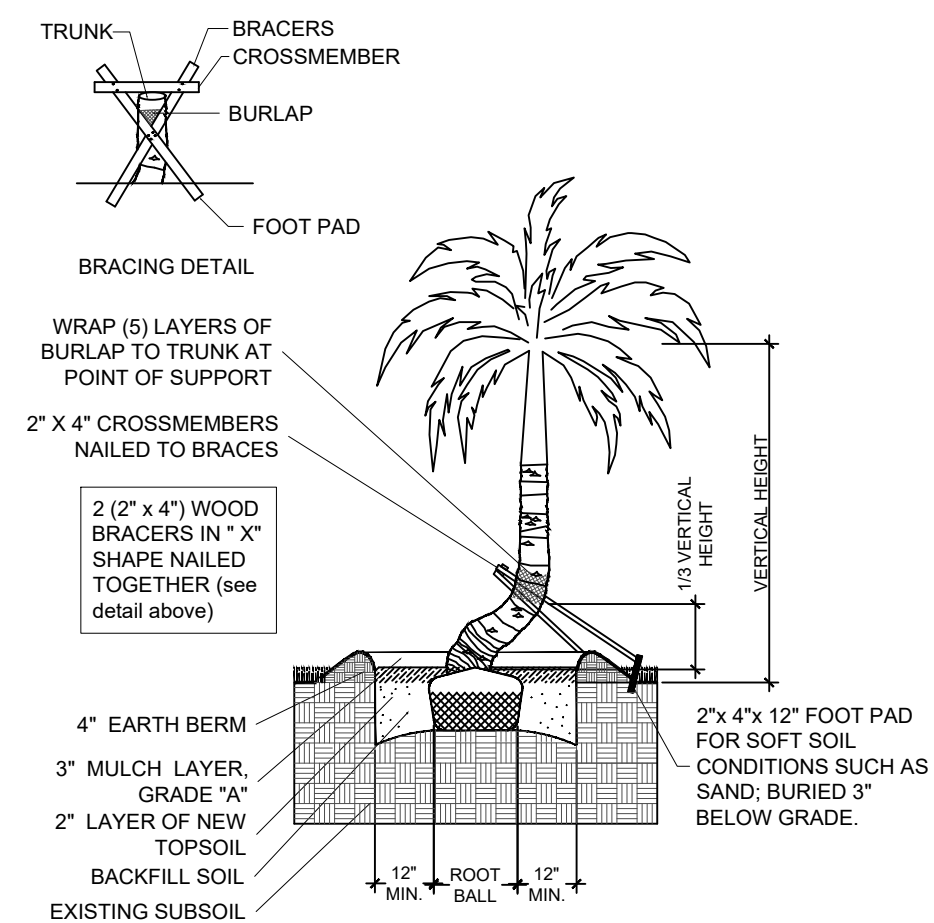
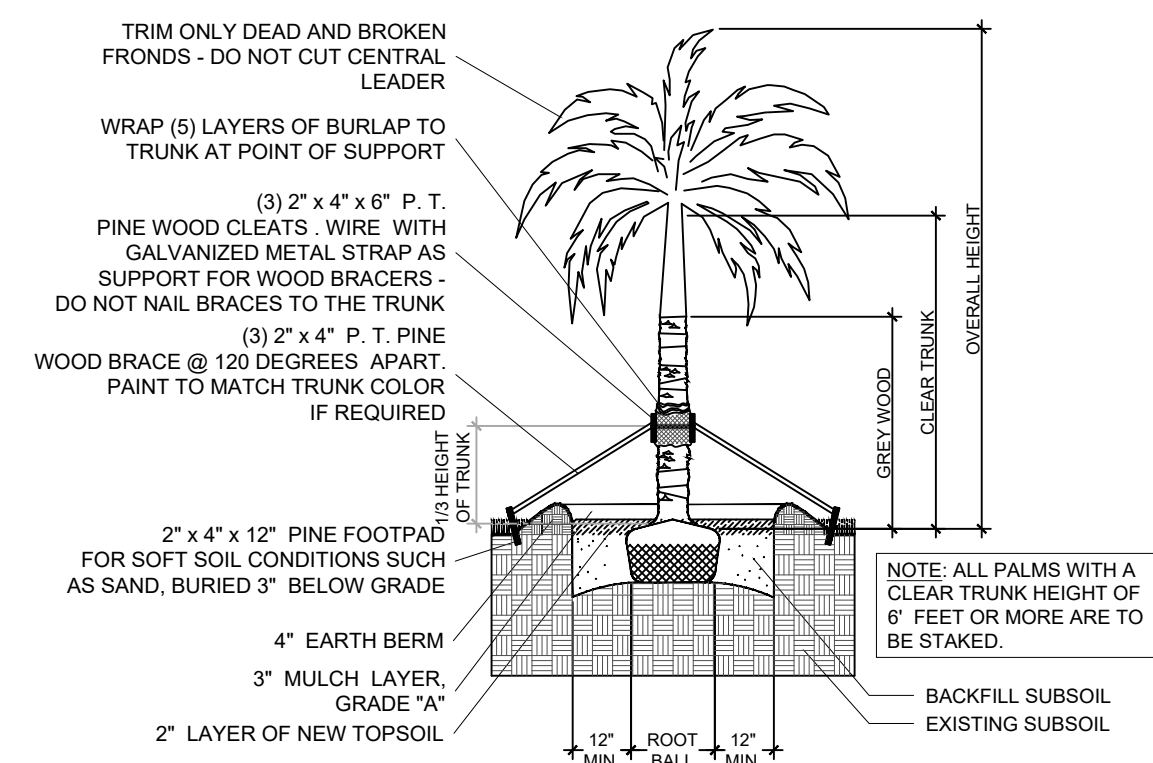
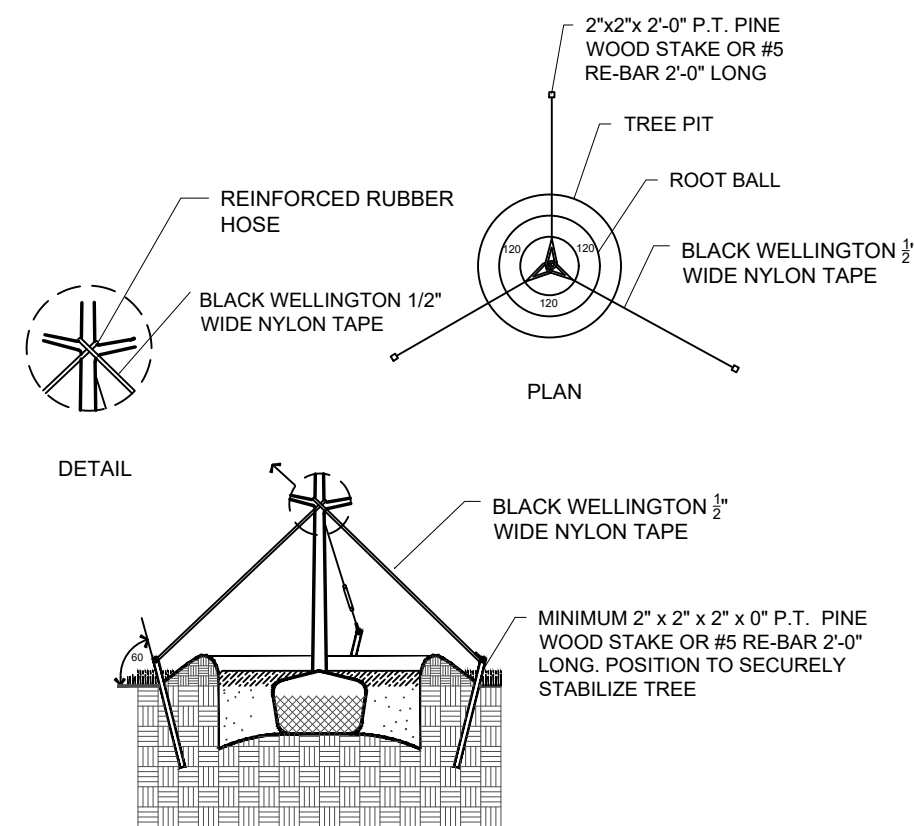
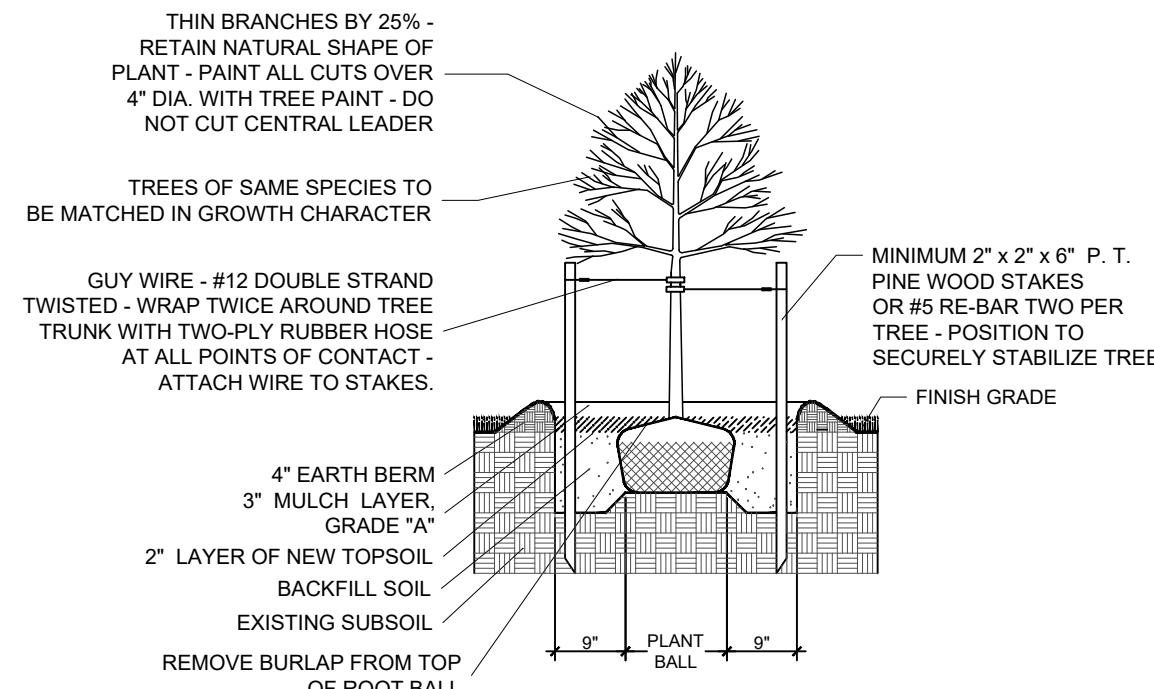
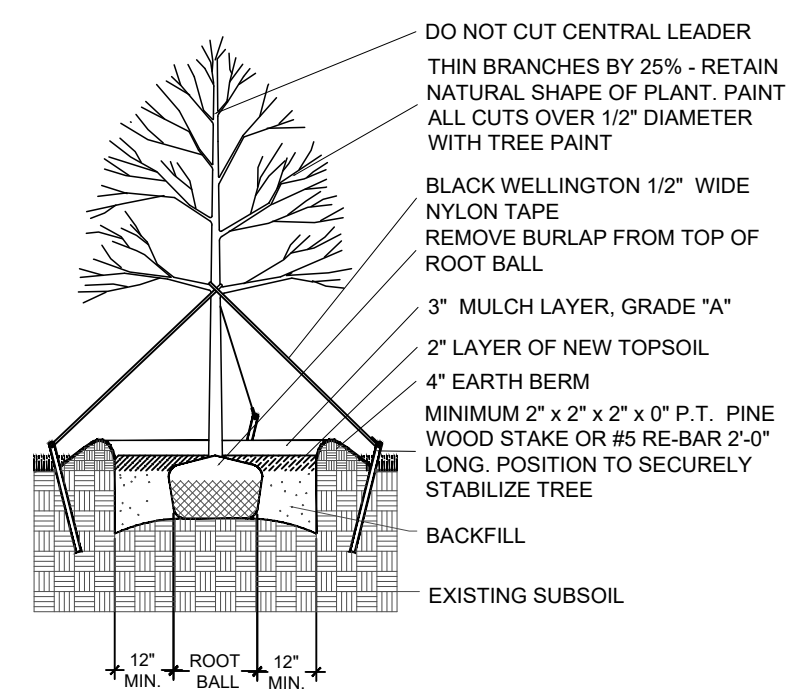


TREES			
SYMBOL	QUAN.	PROPOSED MATERIAL	DESCRIPTION
	4	Lagerstroemia indica 'Natchez'	12' HT. X 5' SPR. 2" DBH.
		WHITE CREPE MYRTLE	F.G.
	14	*Coccoloba diversifolia	16' HT. X 8' SPR. 4" DBH.
		PIGEON PLUM	F.G.
	4	Elaeocarpus decipiens	12' HT. X 4' SPR. 4" DBH.
		JAPANESE BLUEBERRY	F.G.
	9	*Thrinax radiata	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.

* DENOTES NATIVE SPECIES

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

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



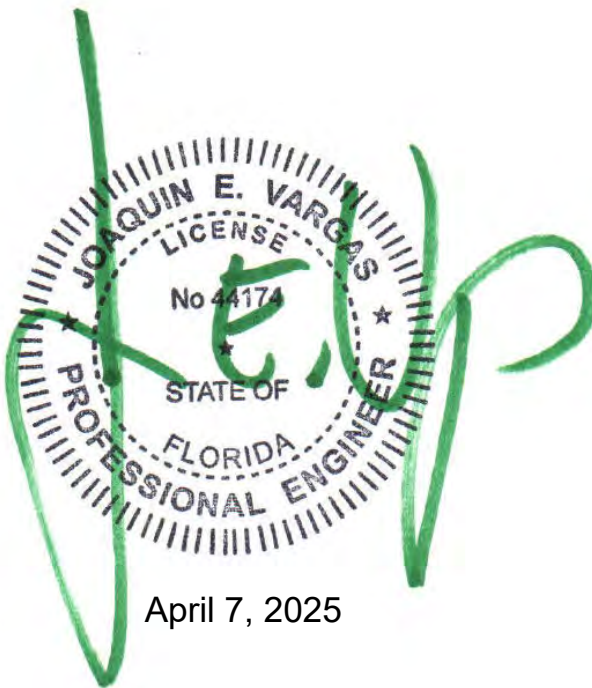


Nine Hollywood Phase 2

Hollywood Florida

prepared for:
Gadamis Property, LLC

Traffic Study



April 7, 2025

TRAFTECH
ENGINEERING, INC.

April 7, 2025

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 with 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:

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

- o 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.

- o Obtained the signal timing plan for the signalized intersections from Broward County Traffic Engineering Division. Attachment B also contains the signal timing plans.
- o 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.
- o 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			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	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

- o 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:

- o 25% to and from the west via Hollywood Boulevard
 - o 55% to and from the north via US 1/Federal Highway
 - o 20% to and from the south via US 1/Federal Highway
- o Figure 4 documents the project traffic distribution and assignment based on the above traffic percentages.
- o 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.

- o 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		WESTBOUND		NORTHBOUND		SOUTHBOUND		Intersection LOS	Intersection Delay (sec)
		Approach		Approach		Approach		Approach			
		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	8.6/8.9/7.1	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	9.0/9.4/5.8	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	9.8/9.86/9.75	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	9.45/9.55/9.62	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.

- o 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

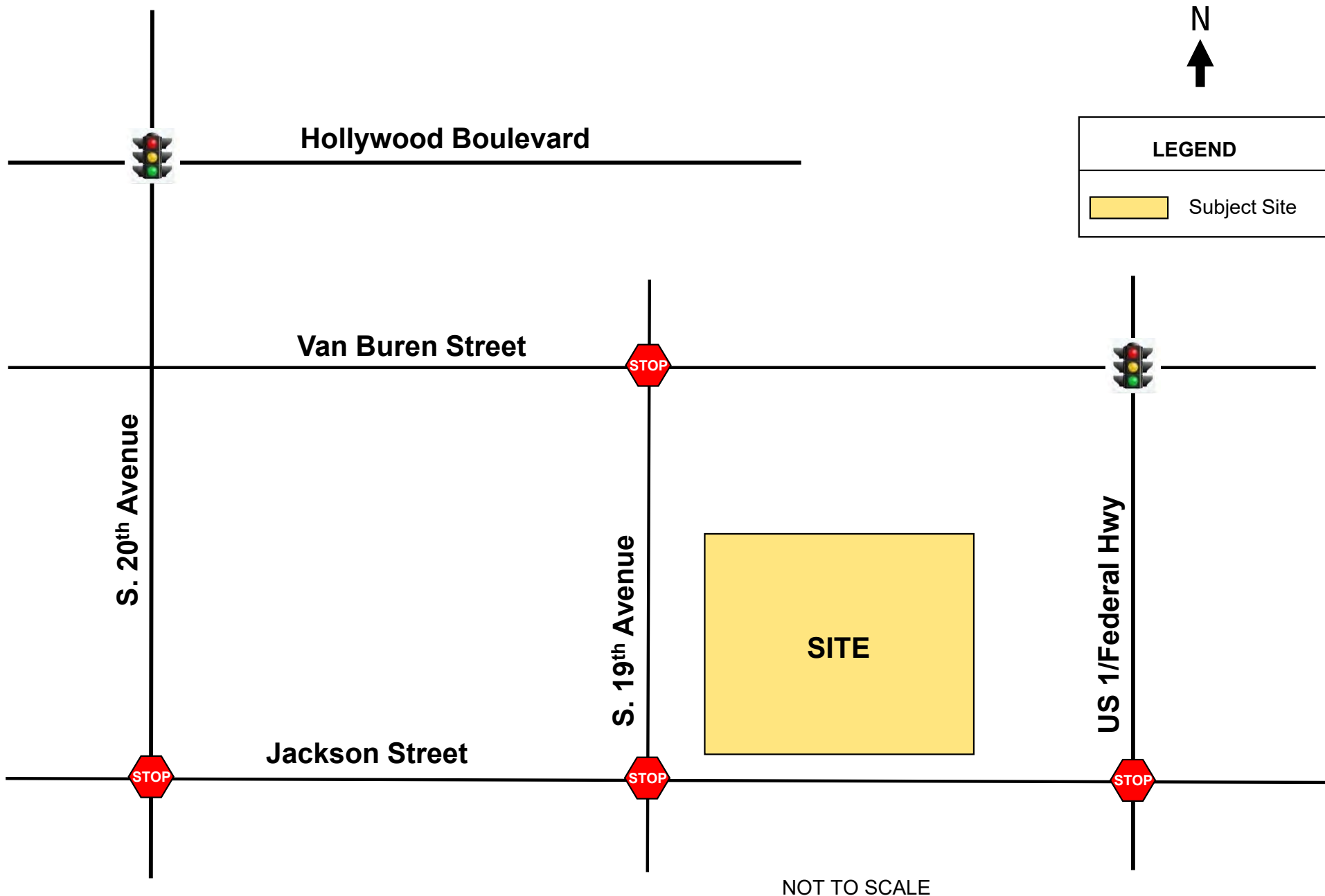
** Volumes extracted from Figure 4 and Synchro outputs

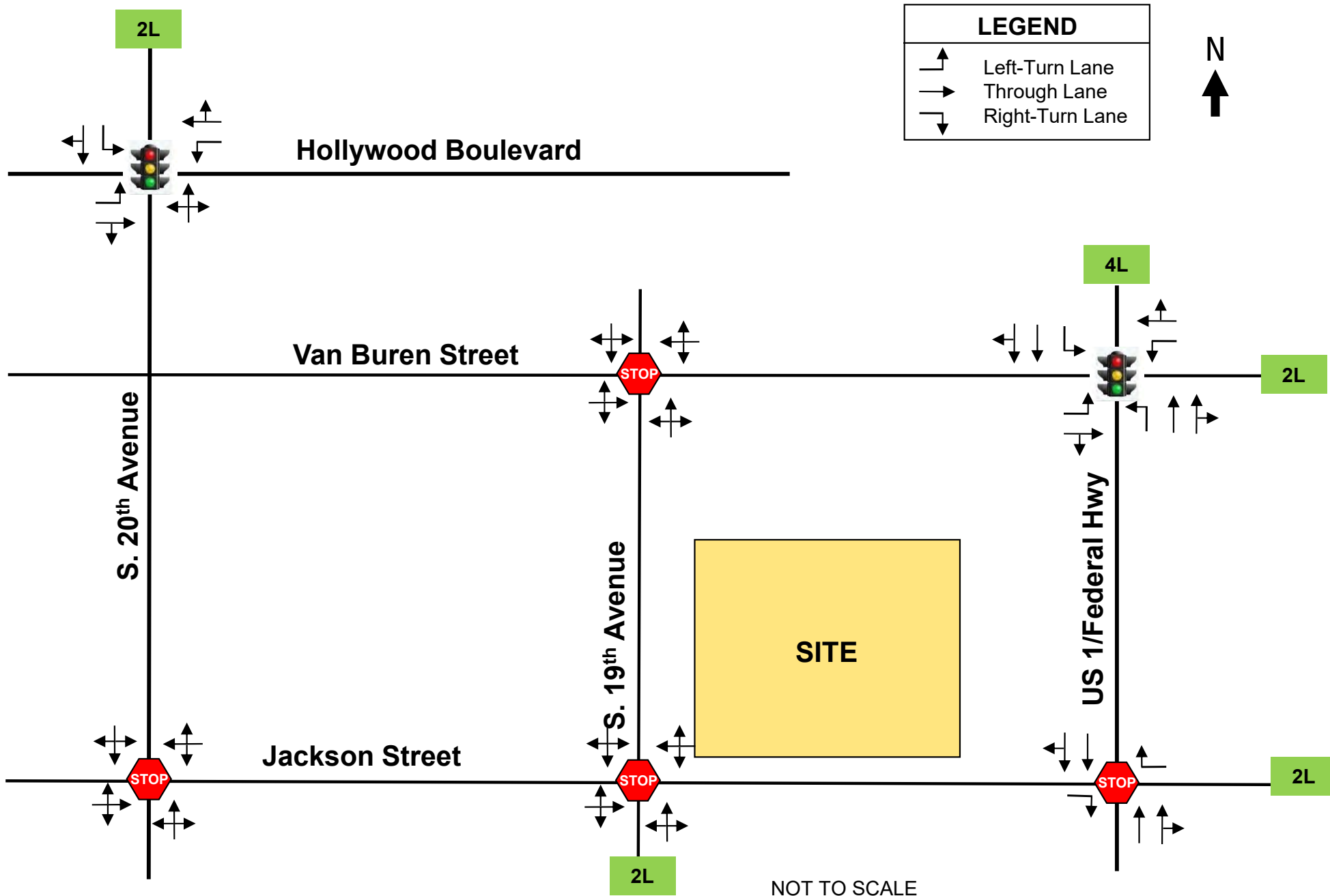
Please give me a call if you have any questions.

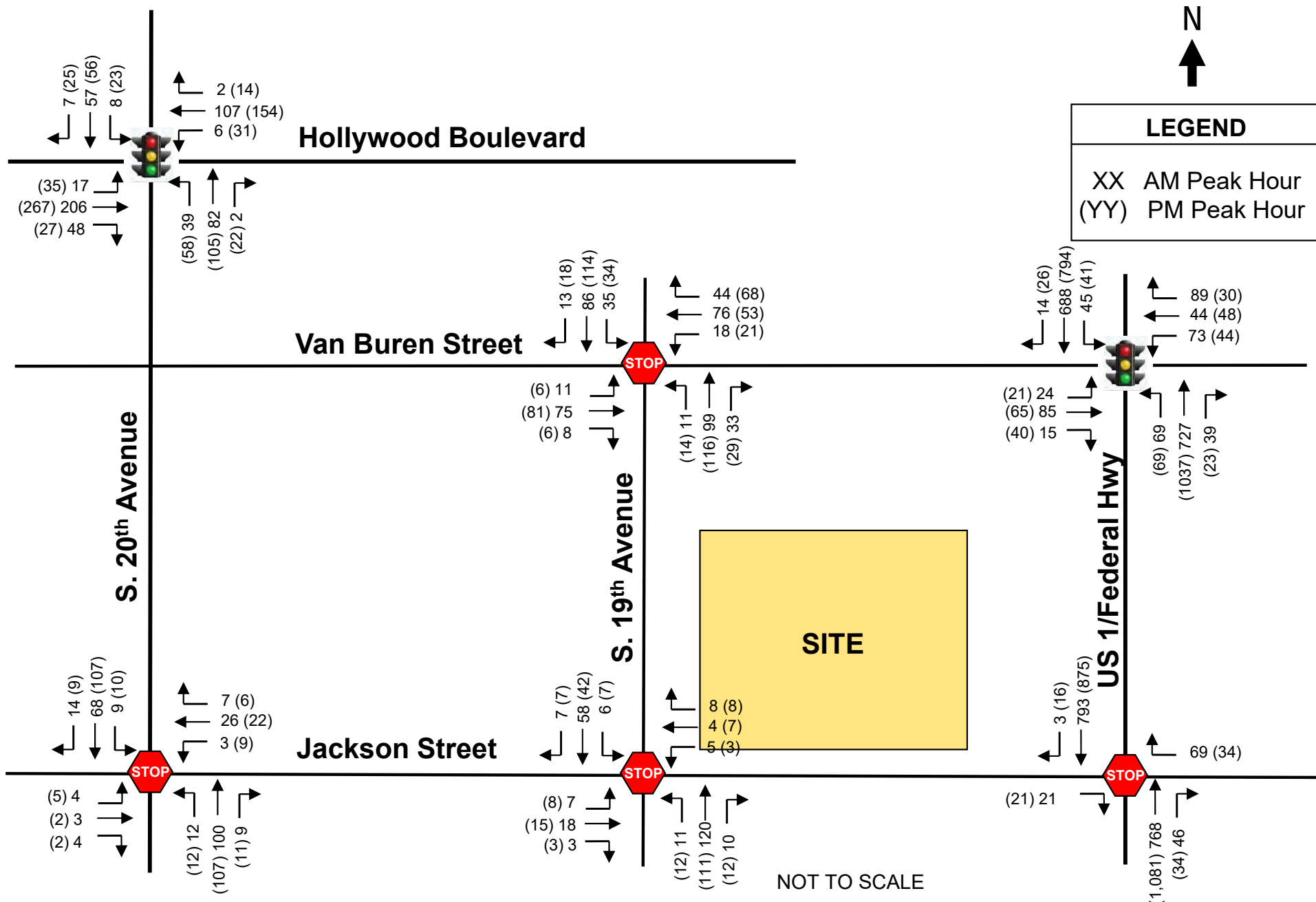
Sincerely,

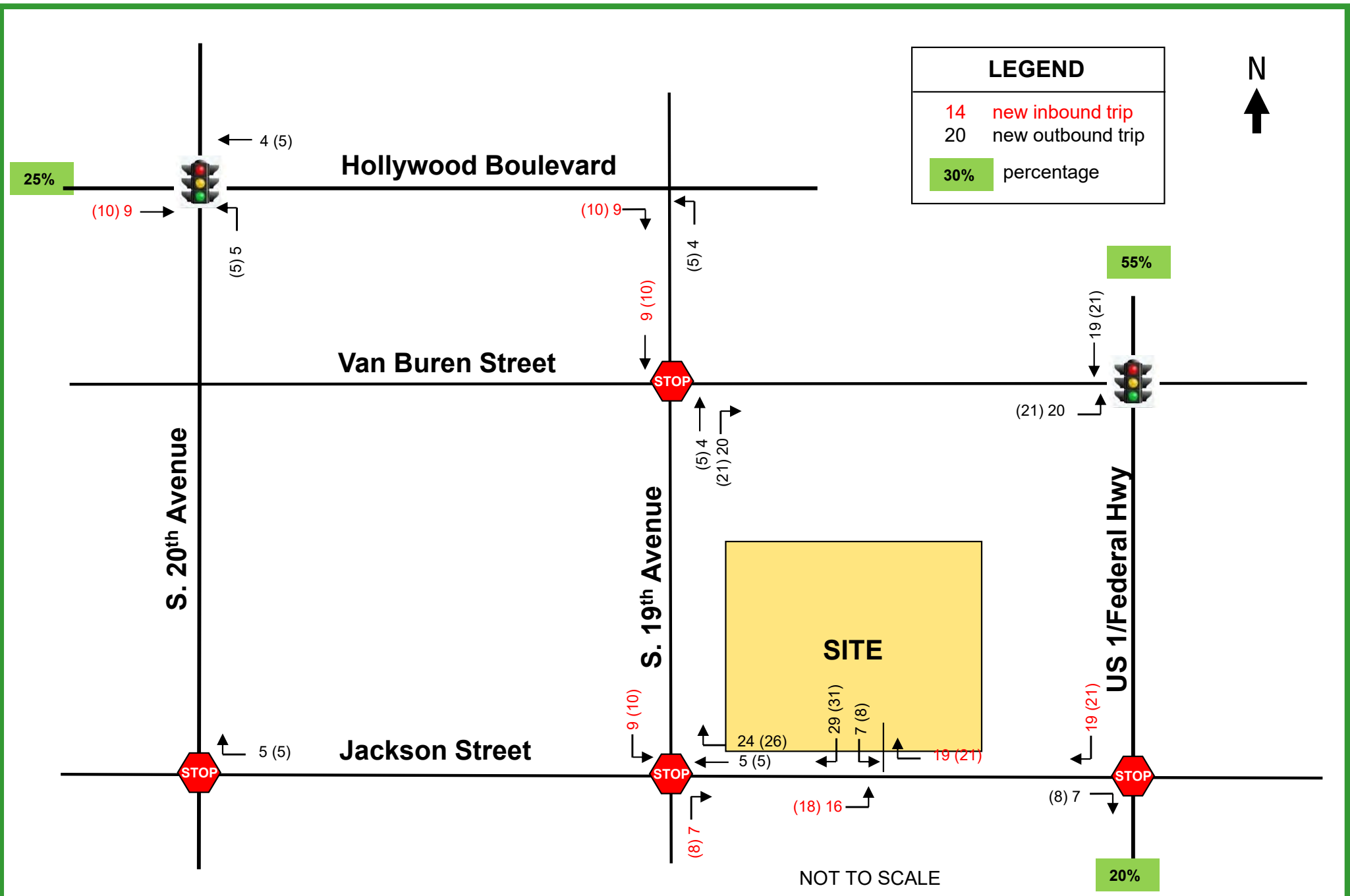
TRAF TECH ENGINEERING, INC.

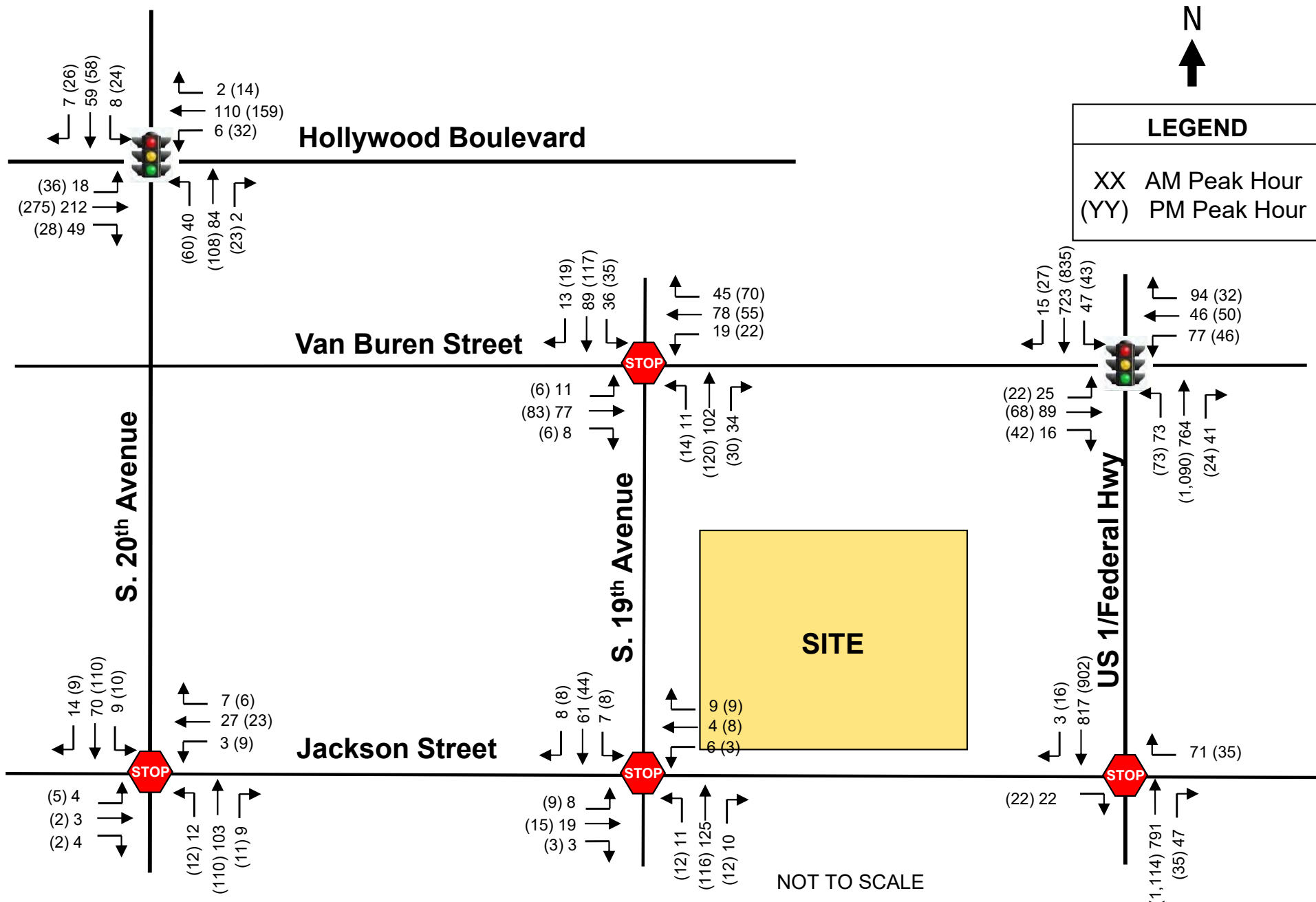
Joaquin E. Vargas, P.E.
Senior Transportation Engineer





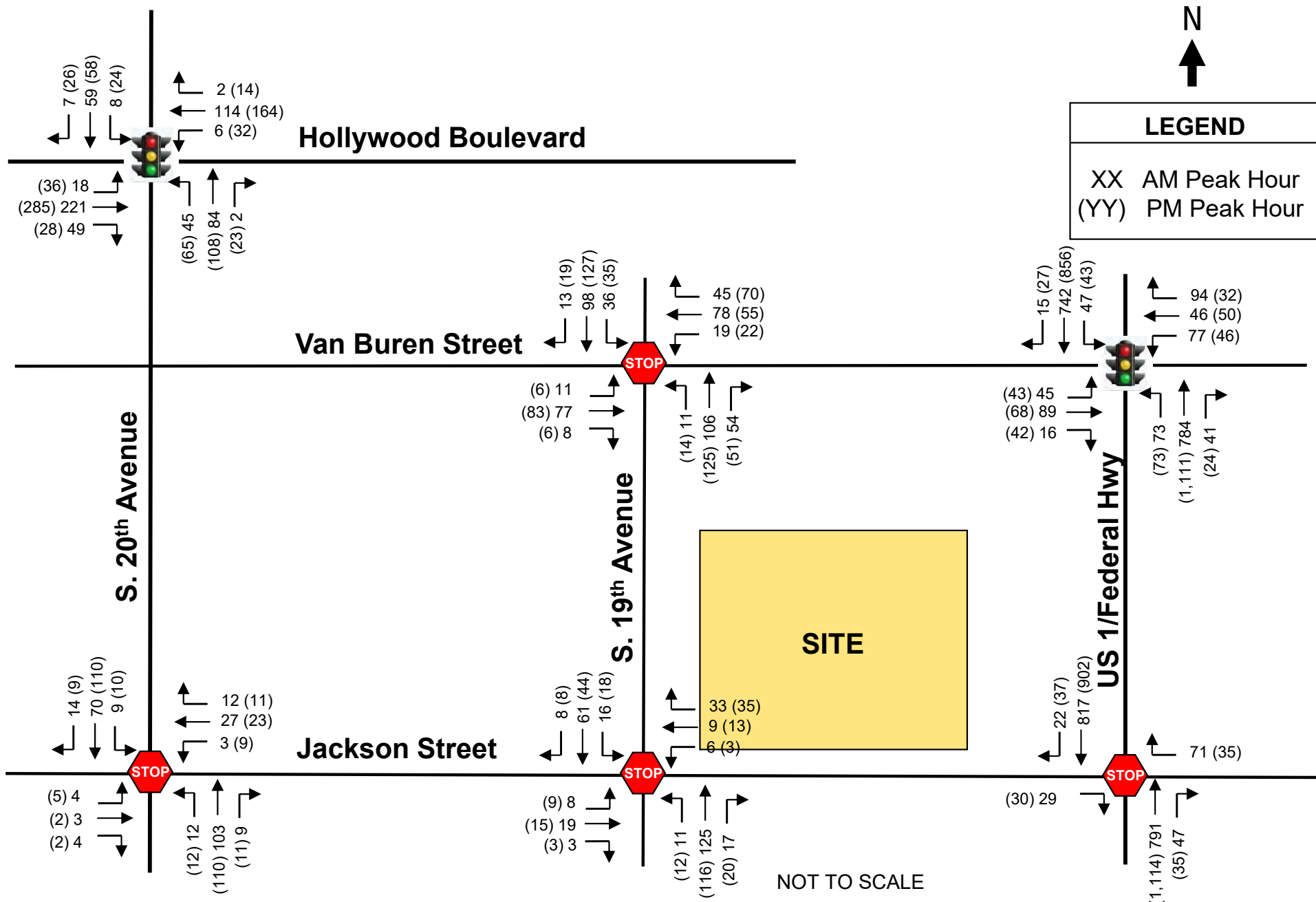






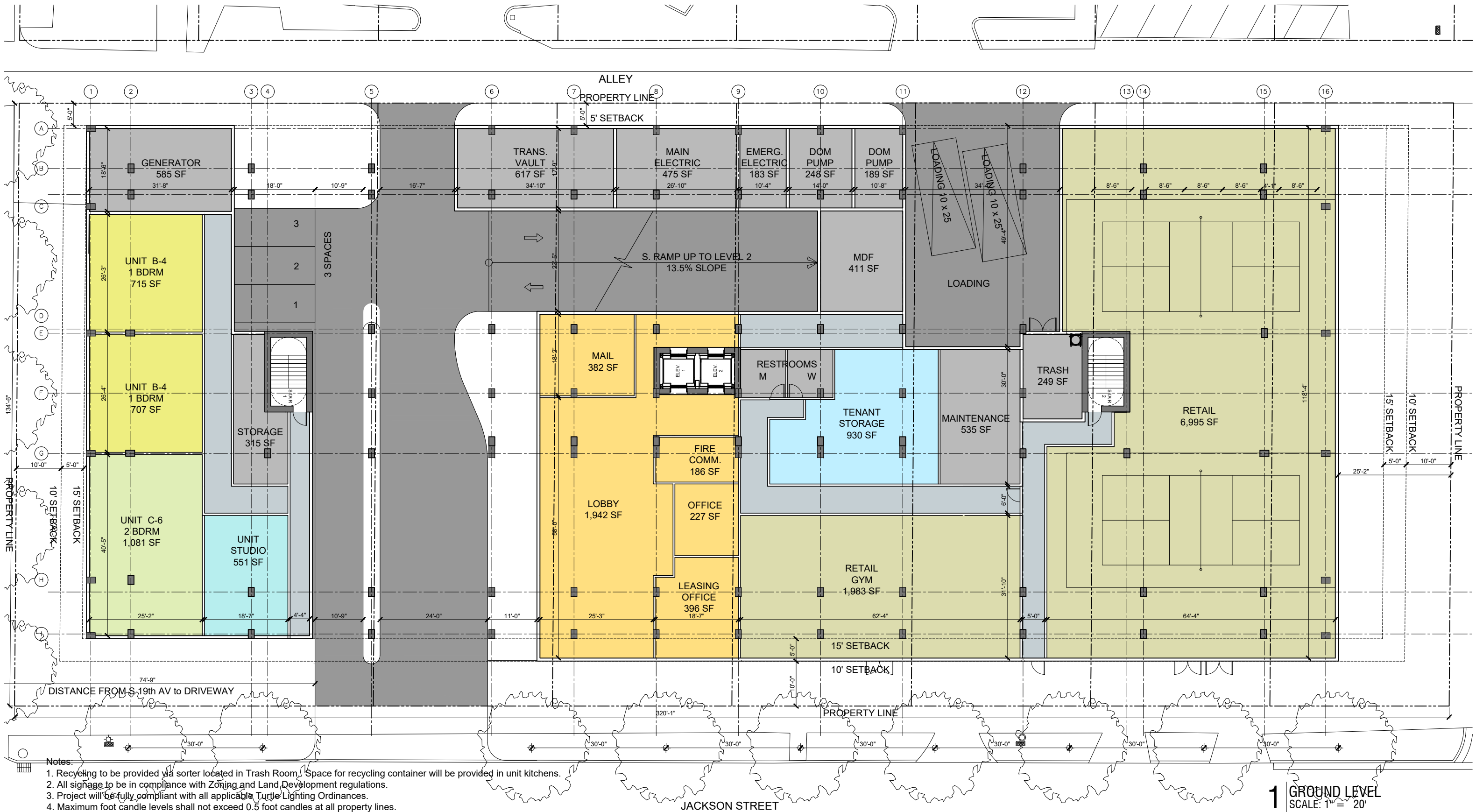
**BACKGROUND TRAFFIC – Year 2028
 AM & (PM) Peak Hour**

FIGURE 5
 Nine Hollywood Phase 2
 Hollywood, Florida



Attachement A

Site Plan Nine Hollywood Phase 2



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

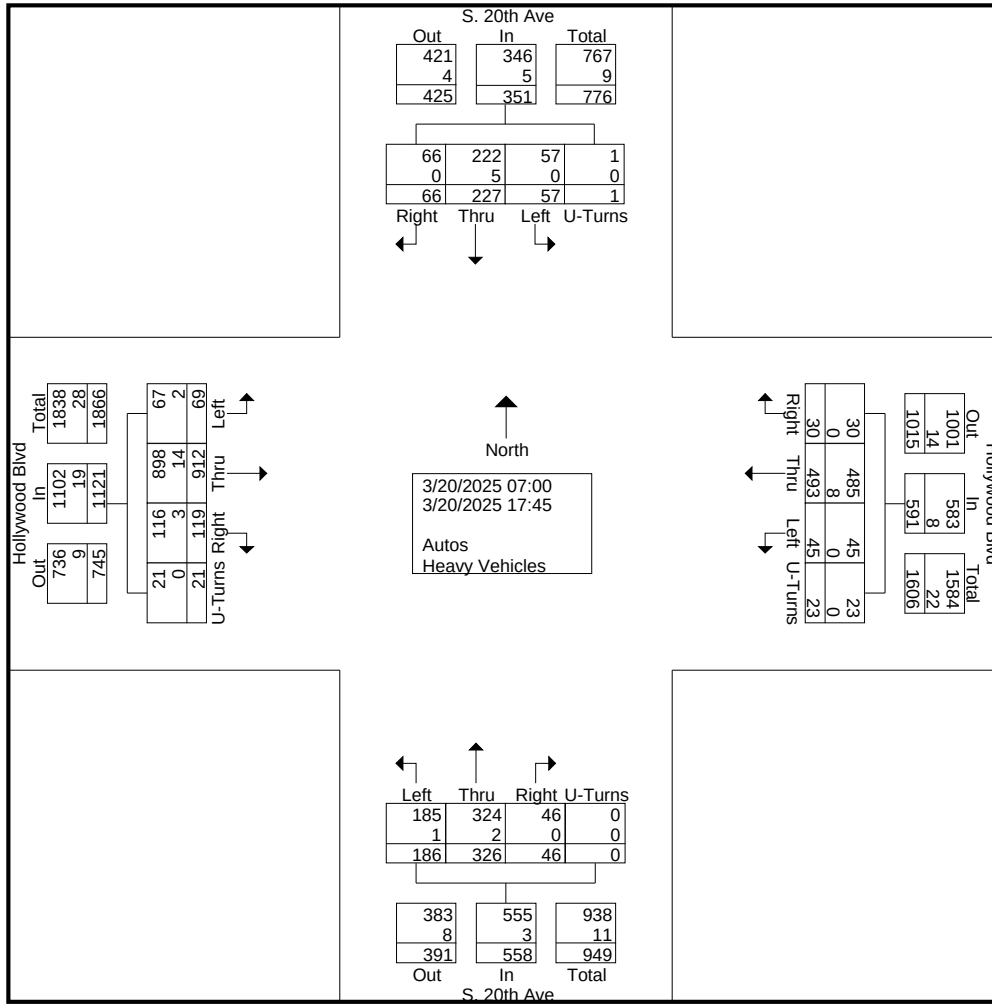
Traff Tech Engineering Inc.

File Name : 1- S.20th Ave & Hollywood Blvd

Site Code : 00000000

Start Date : 3/20/2025

Page No : 2



Traff Tech Engineering Inc.

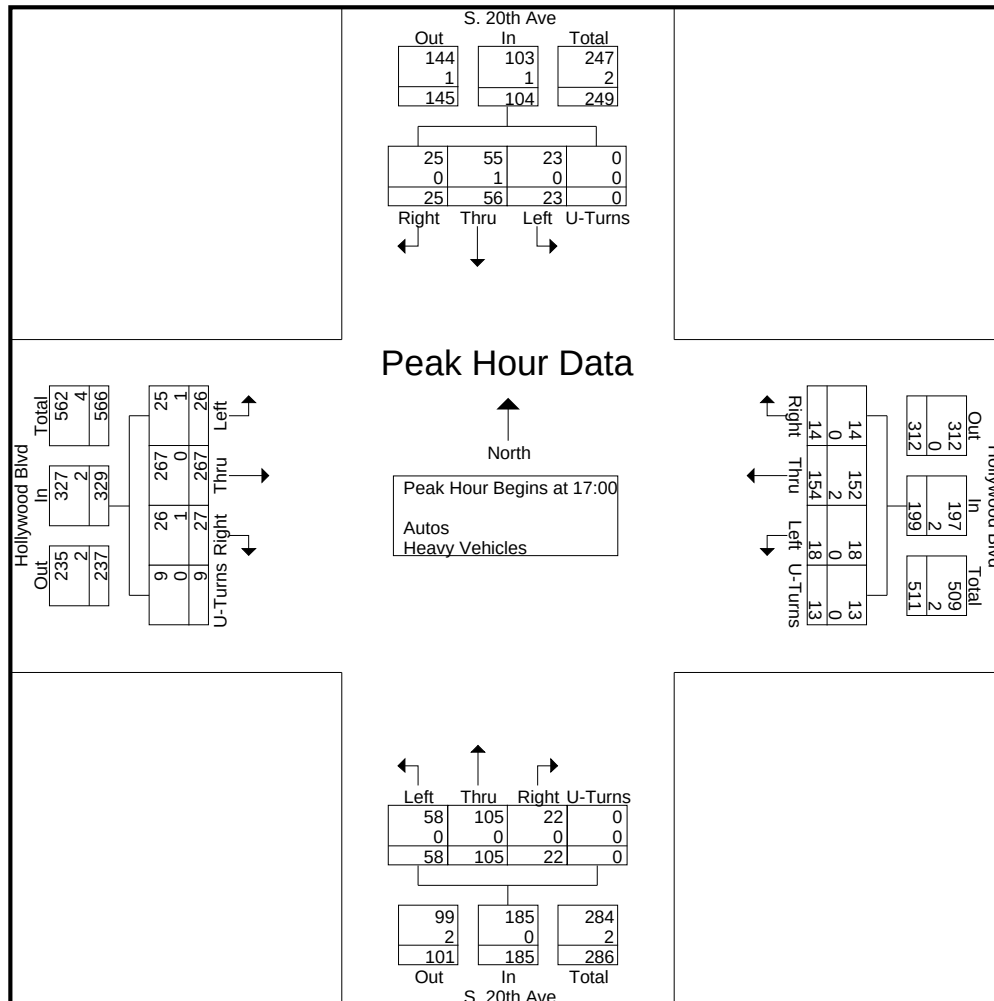
File Name : 1- S.20th Ave & Hollywood Blvd

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.

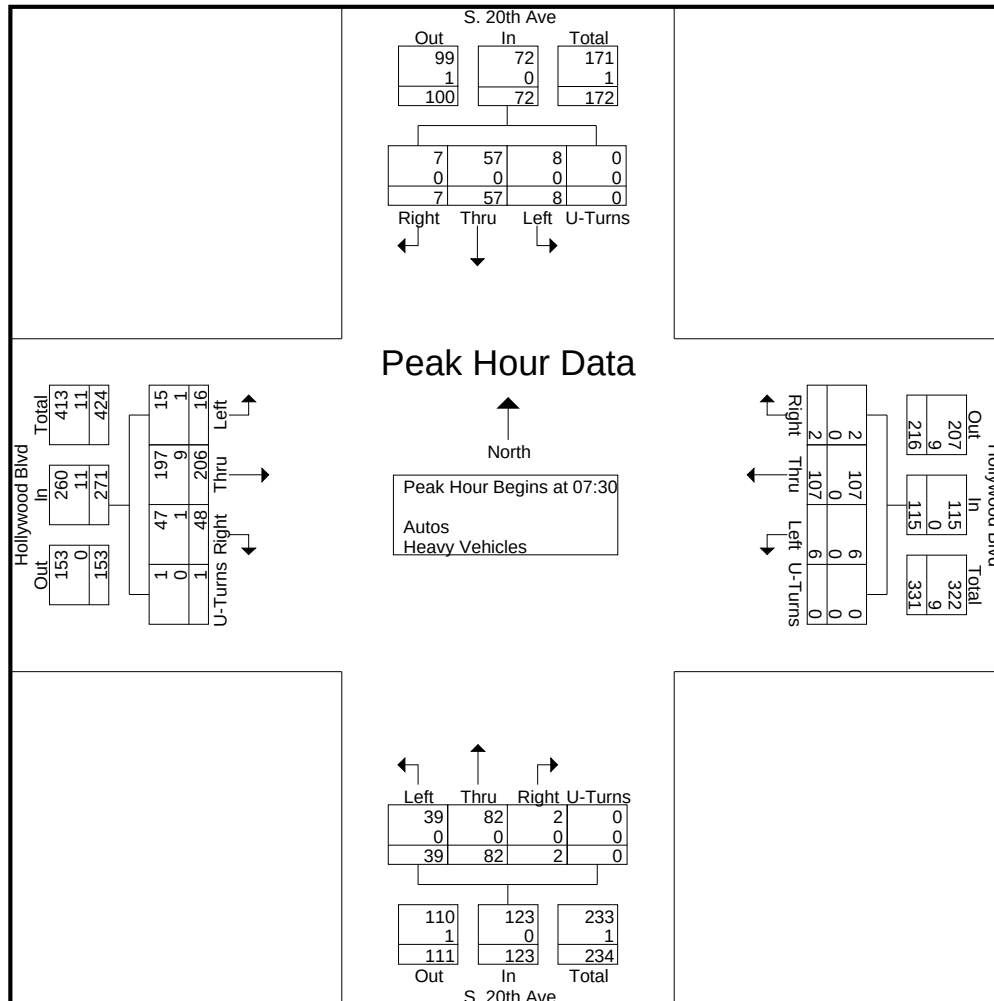
File Name : 1- S.20th Ave & Hollywood Blvd

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.

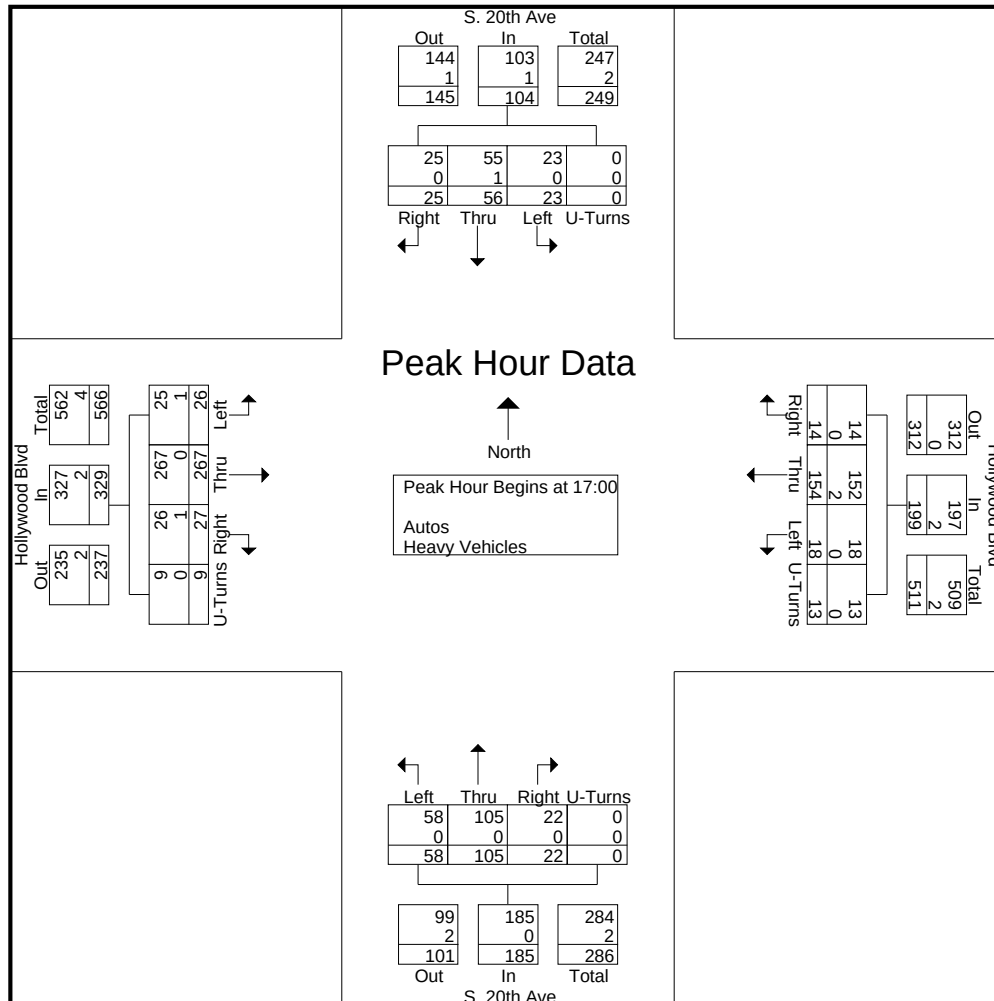
File Name : 1- S.20th Ave & Hollywood Blvd

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				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
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

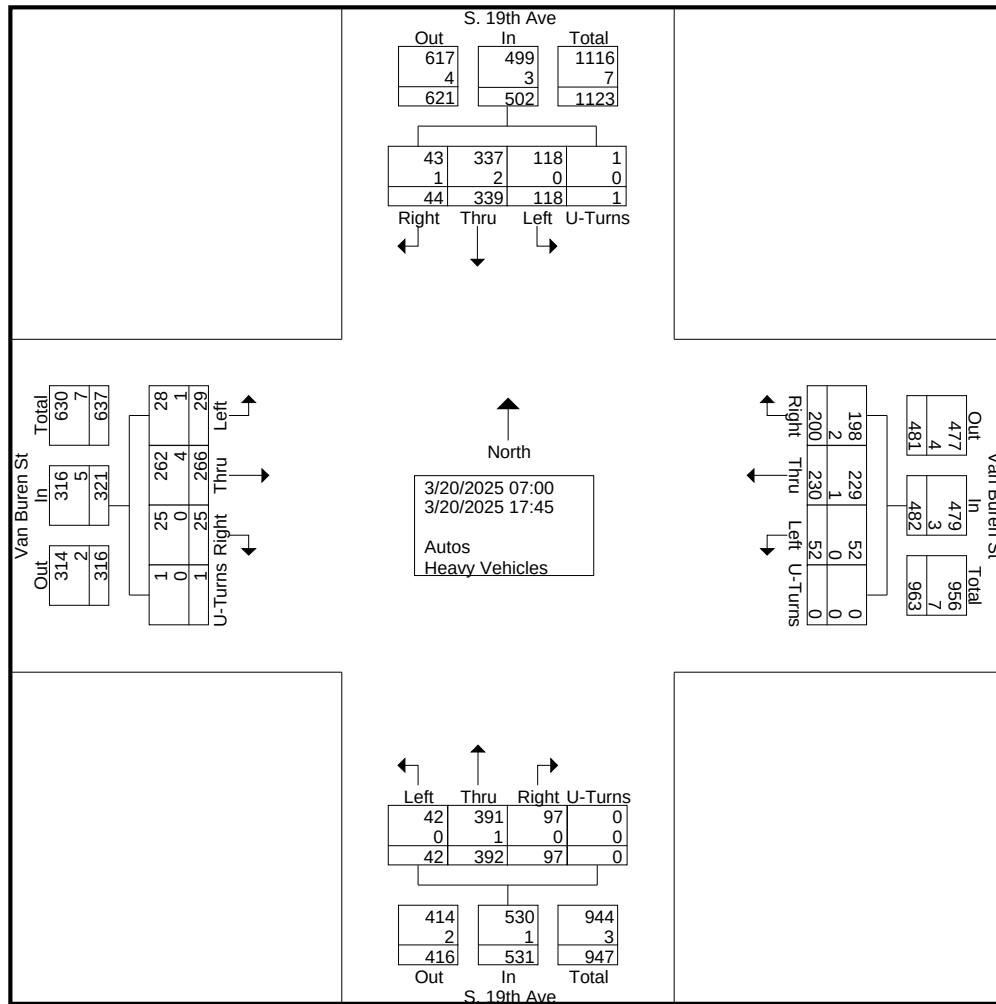
Traff Tech Engineering Inc.

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

Site Code : 00000000

Start Date : 3/20/2025

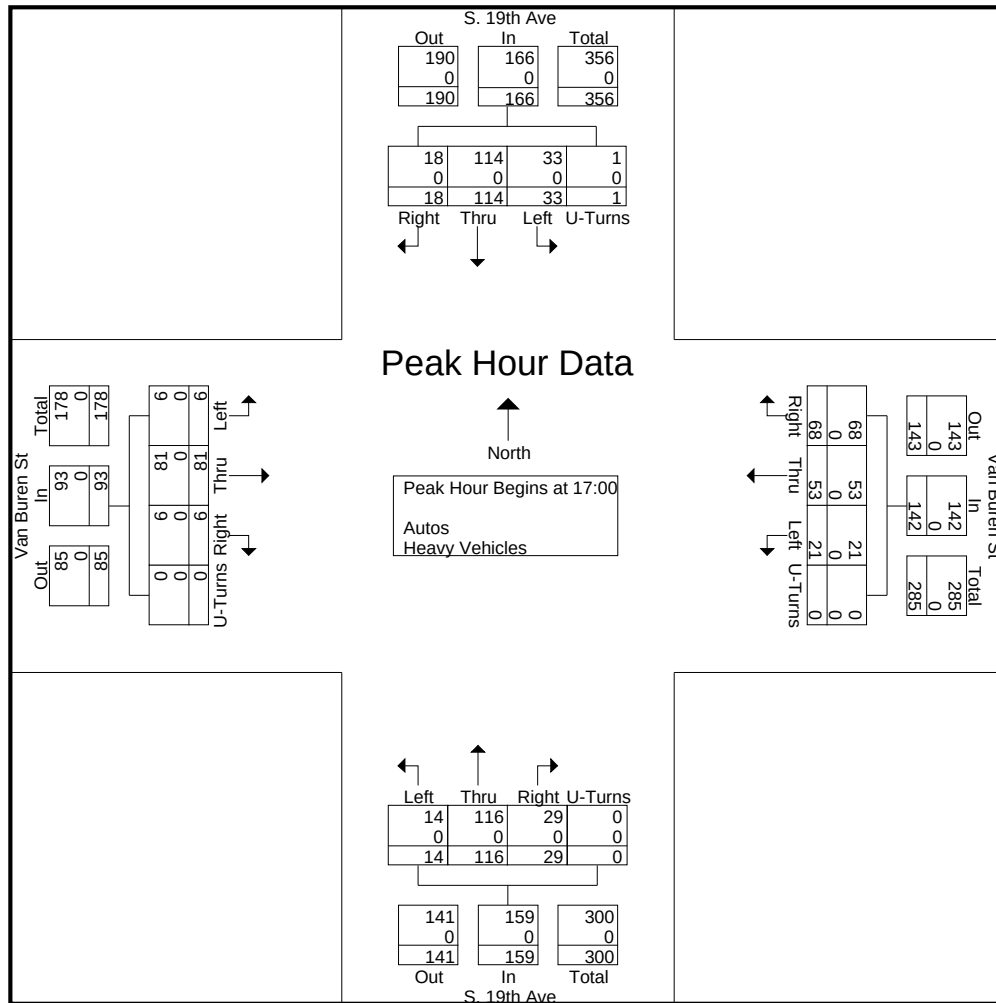
Page No : 2



Traff Tech Engineering Inc.

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

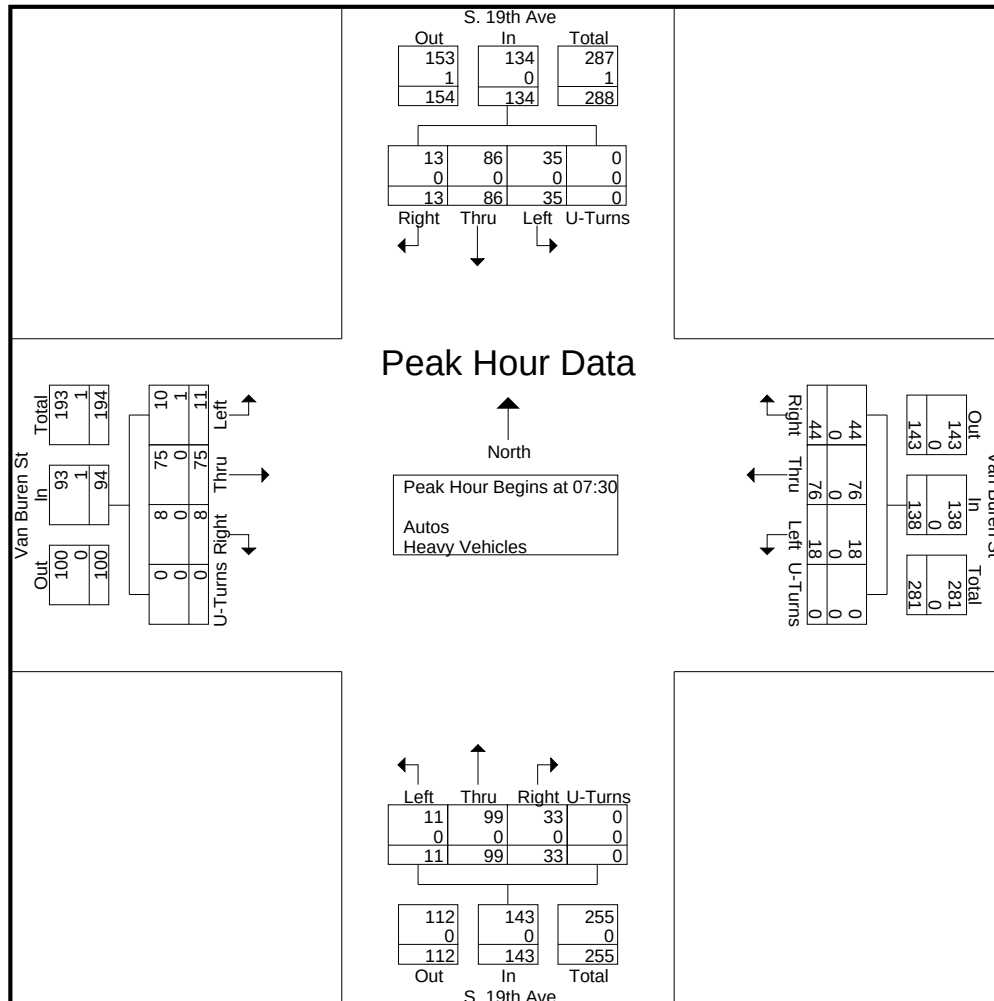
	S. 19th Ave From North					Van Buren St From East					S. 19th Ave From South					Van Buren St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 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

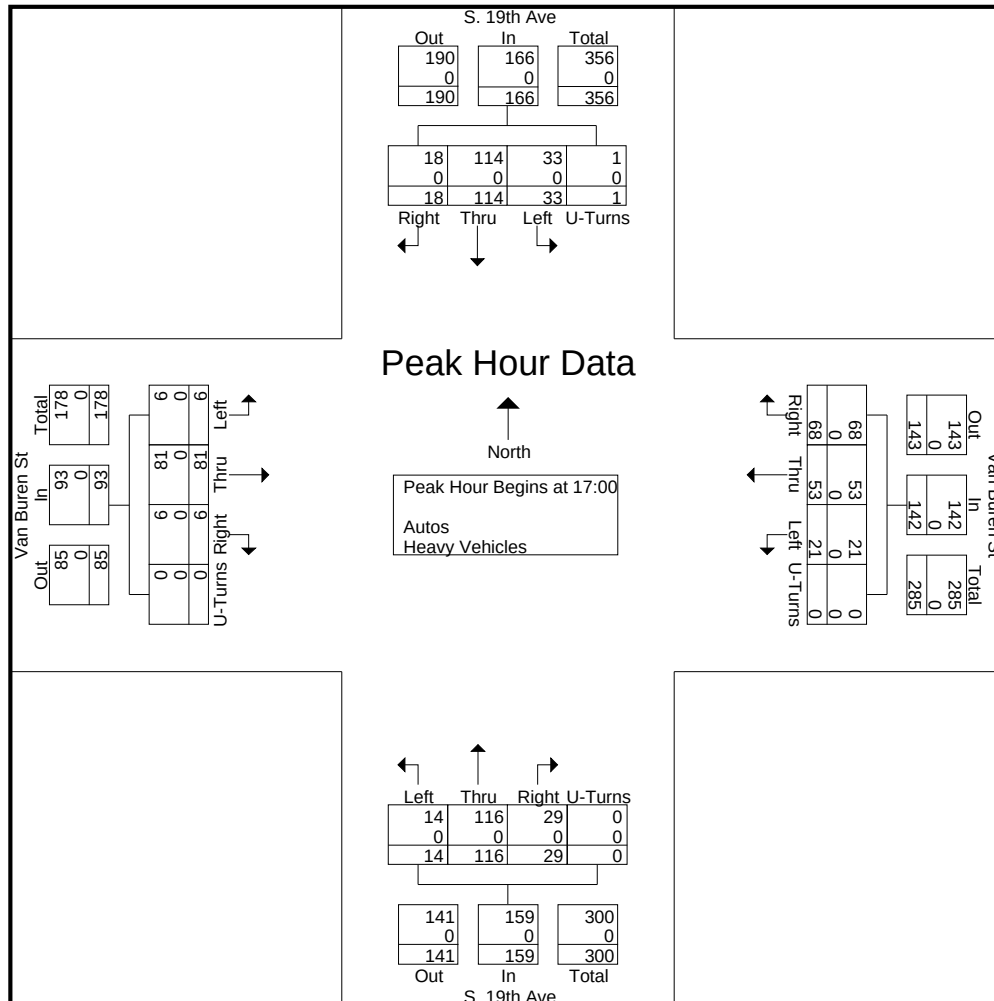
	S. 19th Ave From North					Van Buren St From East					S. 19th Ave From South					Van Buren St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 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
 Page No : 1

Groups Printed- Peds & Bikes

	S. 19th Ave From North				Van Buren St From East				S. 19th Ave From South				Van Buren St From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
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
 Site Code : 00000000
 Start Date : 3/20/2025
 Page No : 1

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

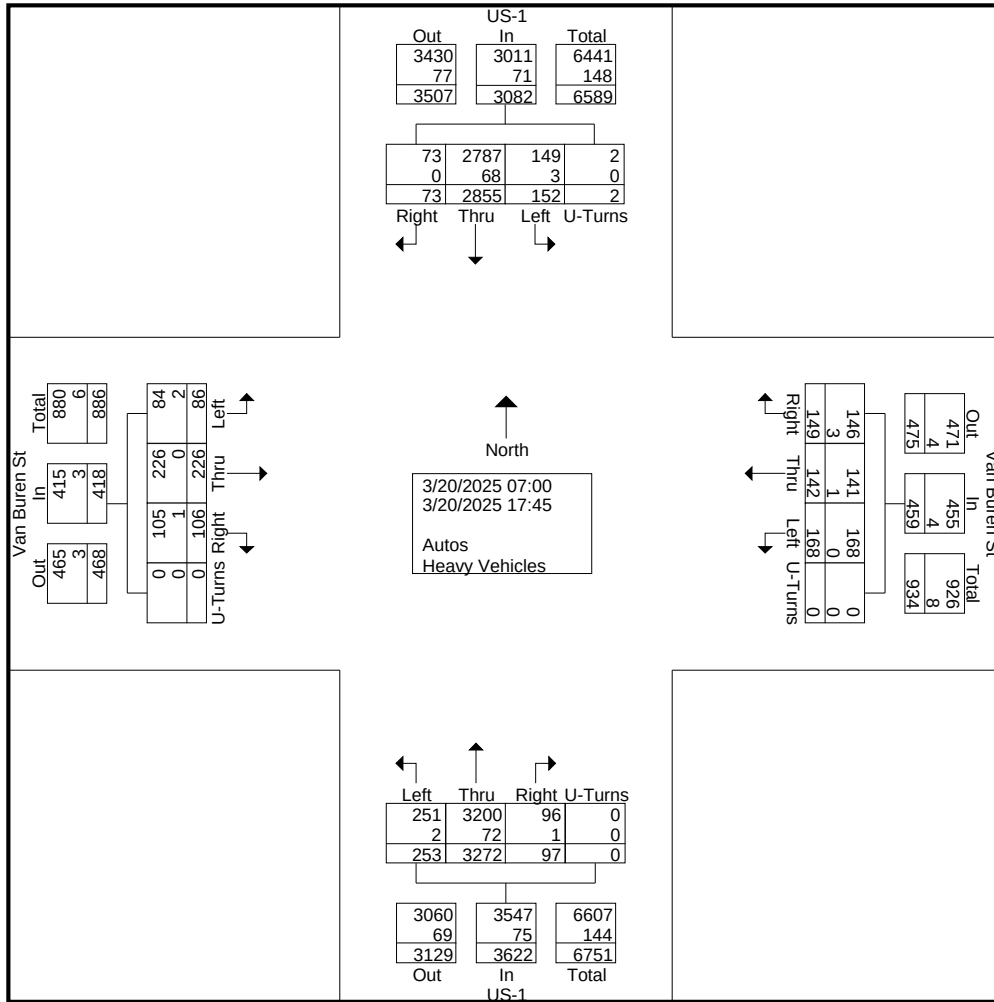
Traff Tech Engineering Inc.

File Name : 3- US-1 & Van Buren St

Site Code : 00000000

Start Date : 3/20/2025

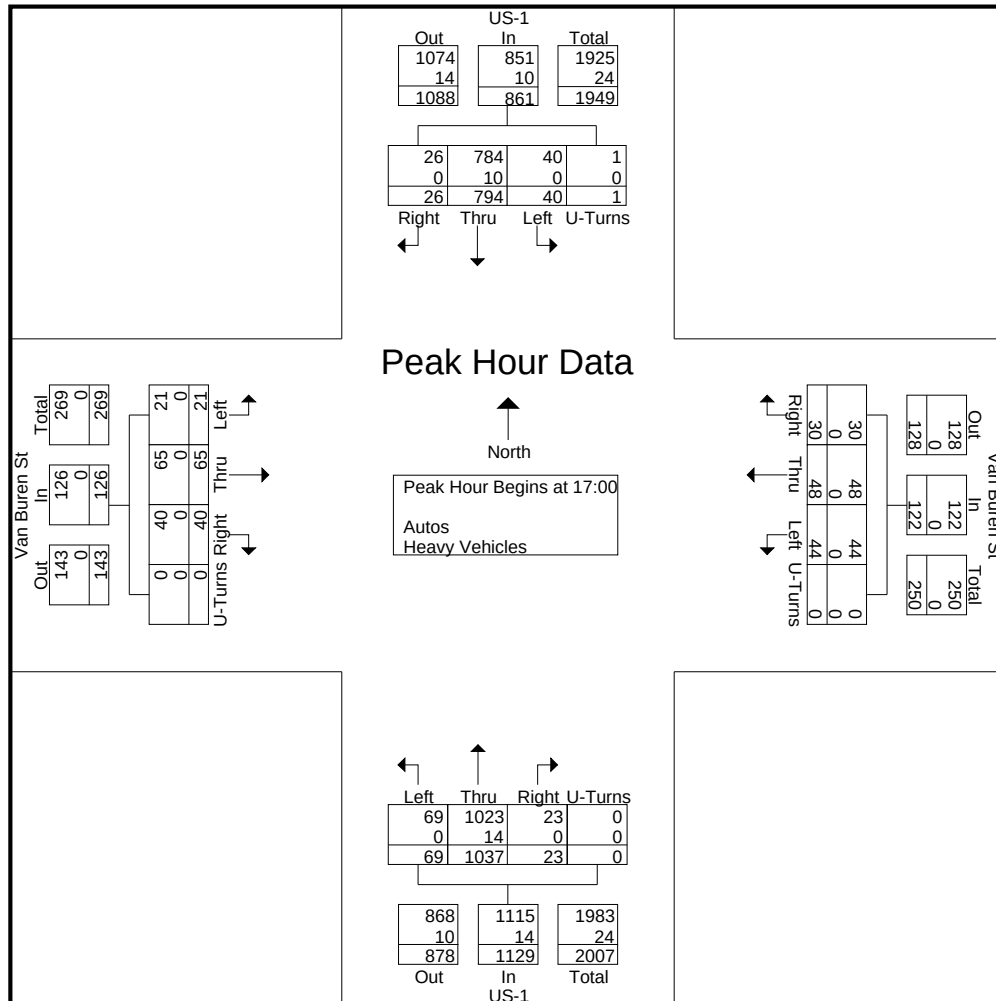
Page No : 2



Traff Tech Engineering Inc.

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

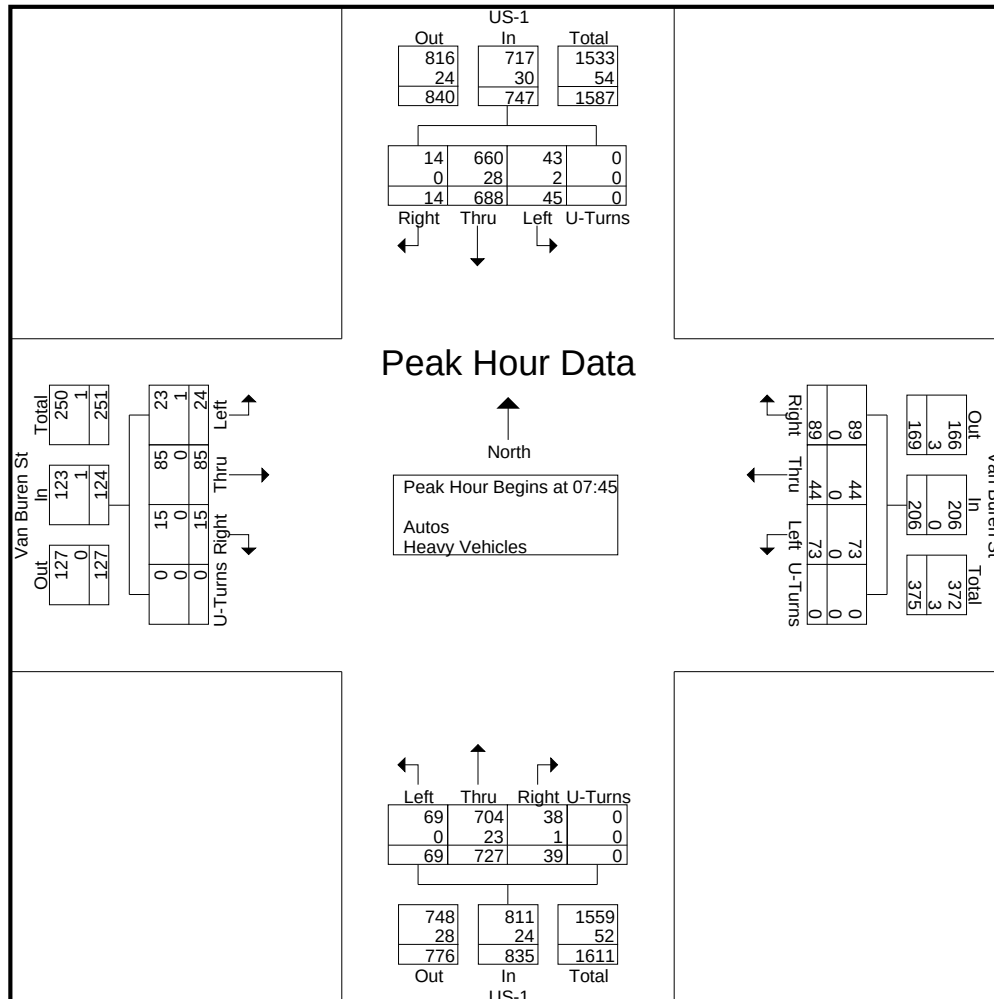
	US-1 From North					Van Buren St From East					US-1 From South					Van Buren St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 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

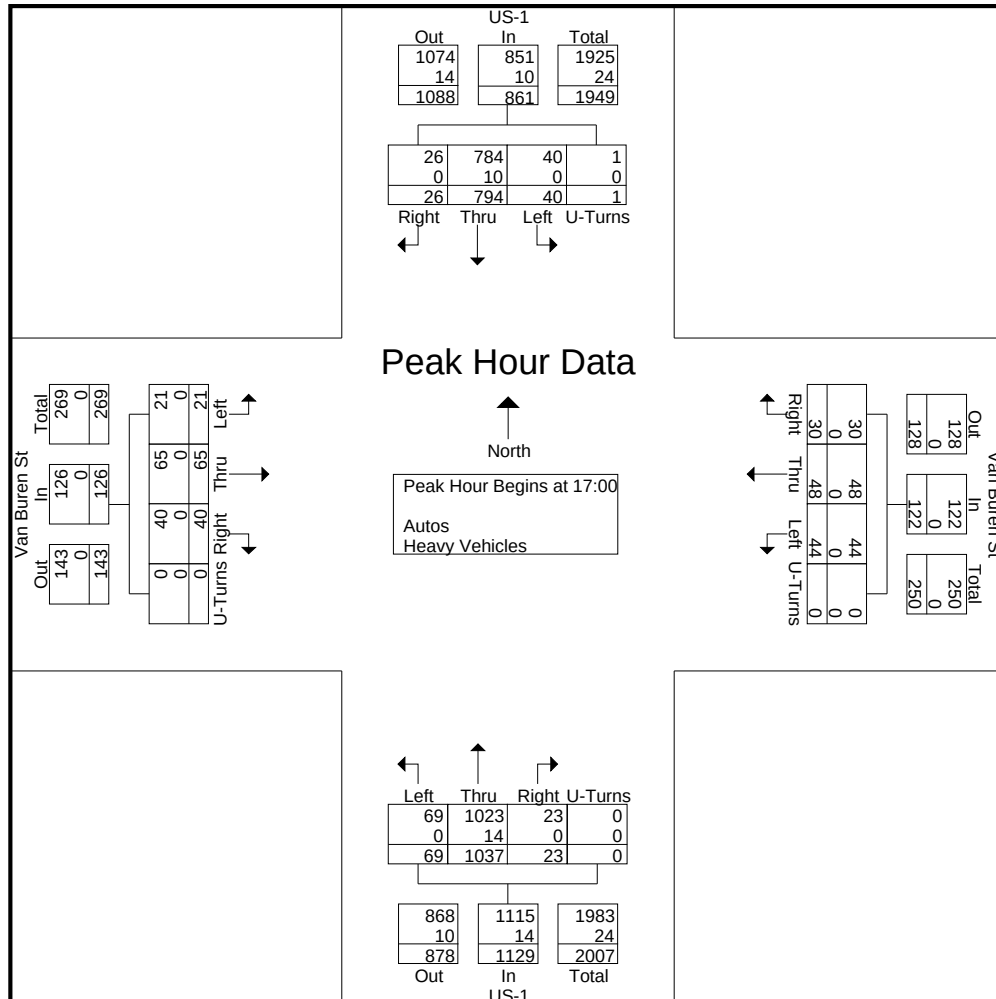
	US-1 From North					Van Buren St From East					US-1 From South					Van Buren St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 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
 Page No : 5

	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				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
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

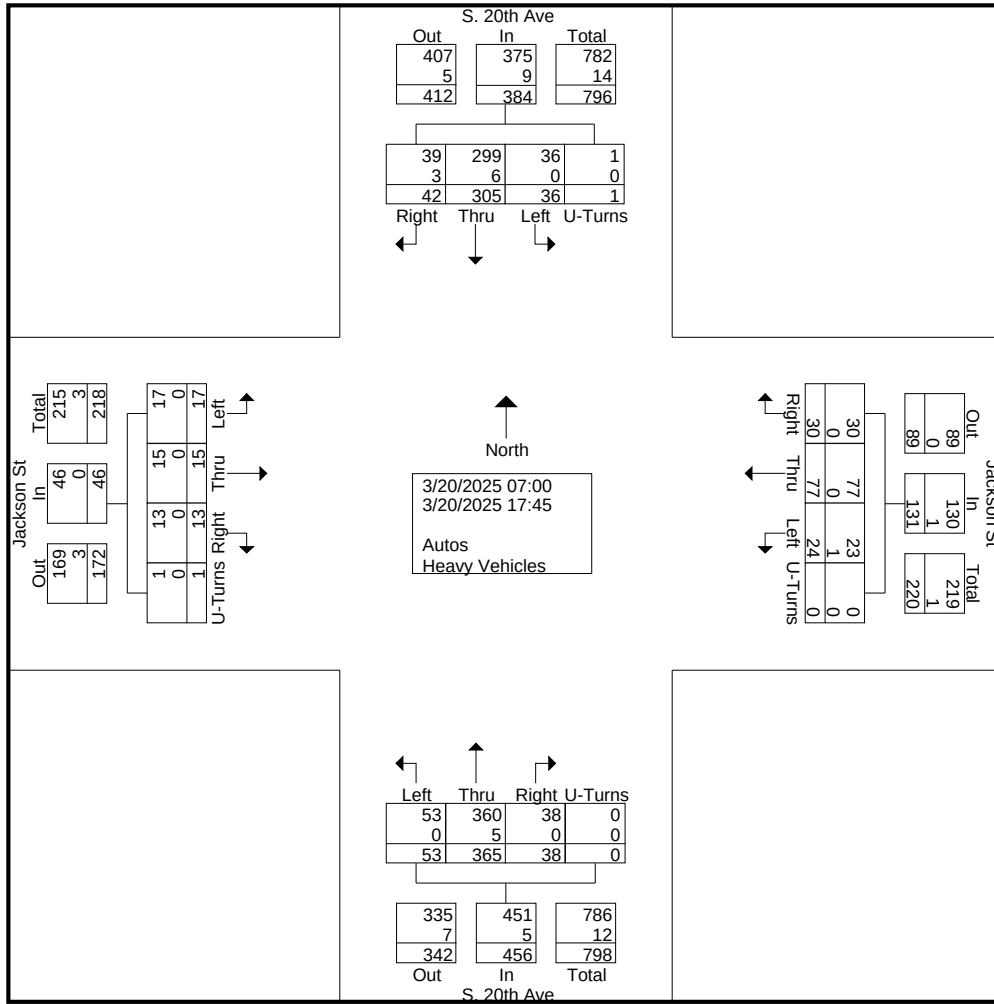
Traff Tech Engineering Inc.

File Name : 4- S.20th Ave & Jackson St

Site Code : 00000000

Start Date : 3/20/2025

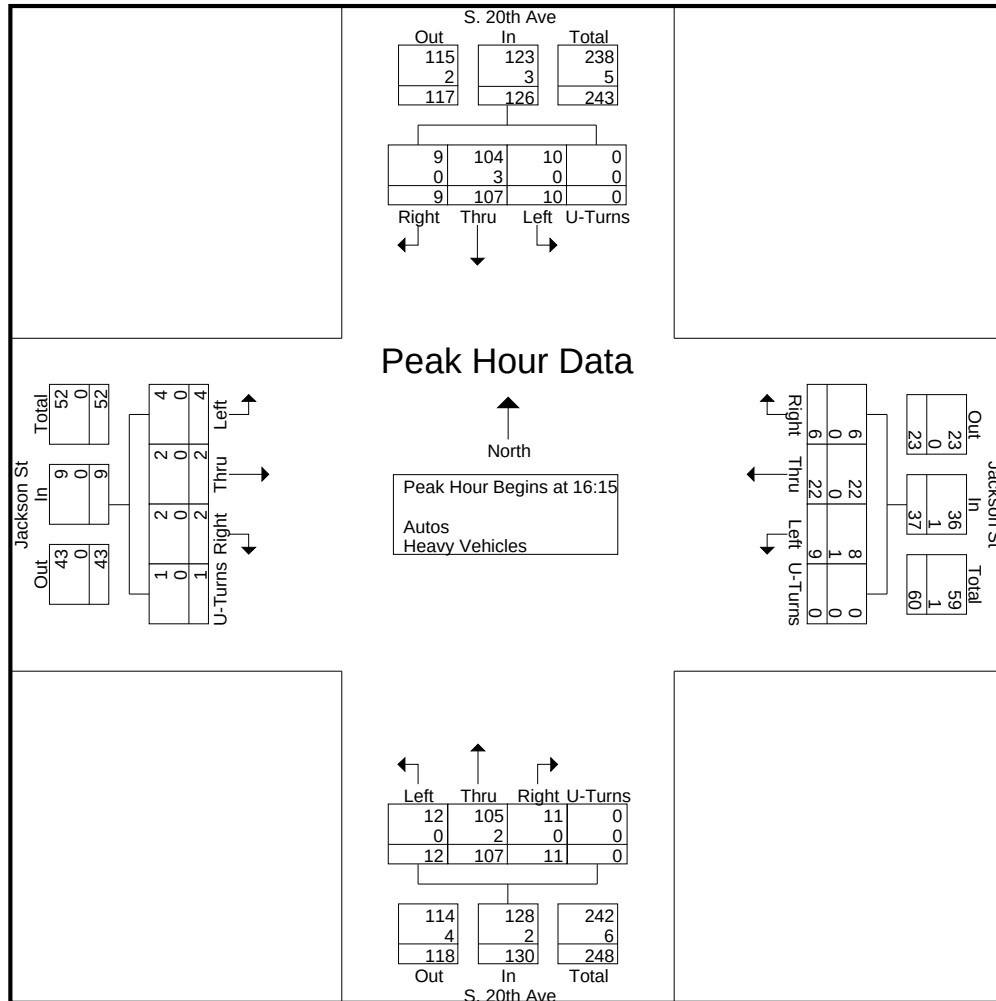
Page No : 2



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.

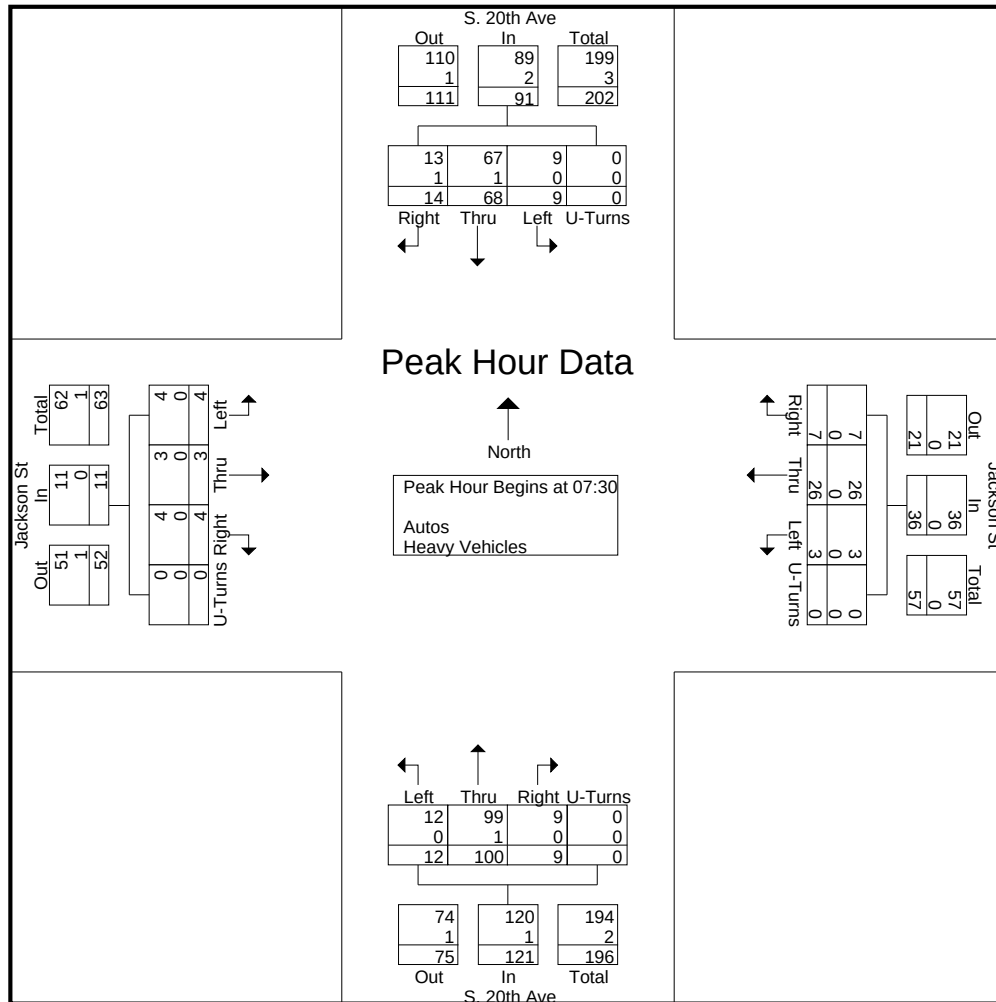
File Name : 4- S.20th Ave & Jackson St
 Site Code : 00000000
 Start Date : 3/20/2025
 Page No : 4

	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

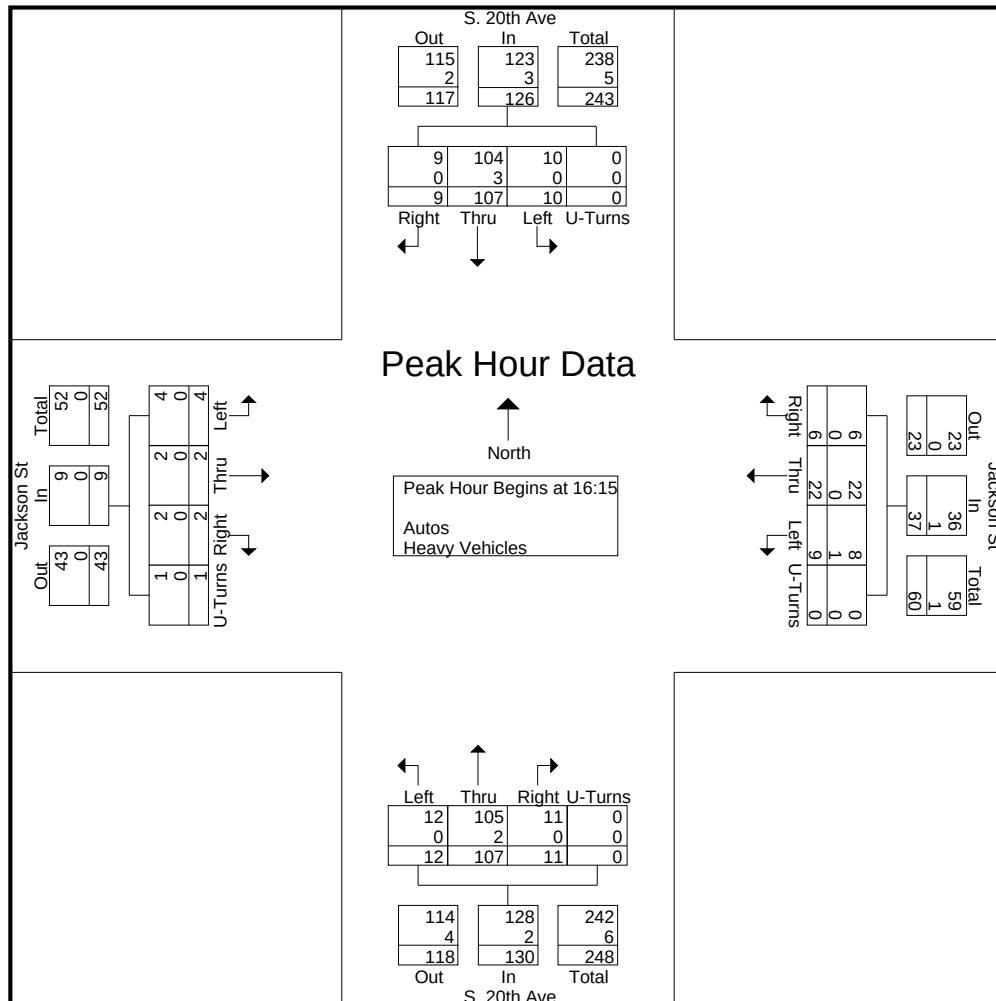
07:30	3	15	0	0	18	2	7	1	0	10	1	17	1	0	19	1	0	0	0	1	48
07:45	3	19	2	0	24	0	8	1	0	9	2	22	6	0	30	1	1	0	0	2	65
08:00	4	16	4	0	24	3	3	0	0	6	1	30	2	0	33	1	2	1	0	4	67
08:15	4	18	3	0	25	2	8	1	0	11	5	31	3	0	39	1	0	3	0	4	79
Total Volume	14	68	9	0	91	7	26	3	0	36	9	100	12	0	121	4	3	4	0	11	259
% App. Total	15.4	74.7	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				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
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

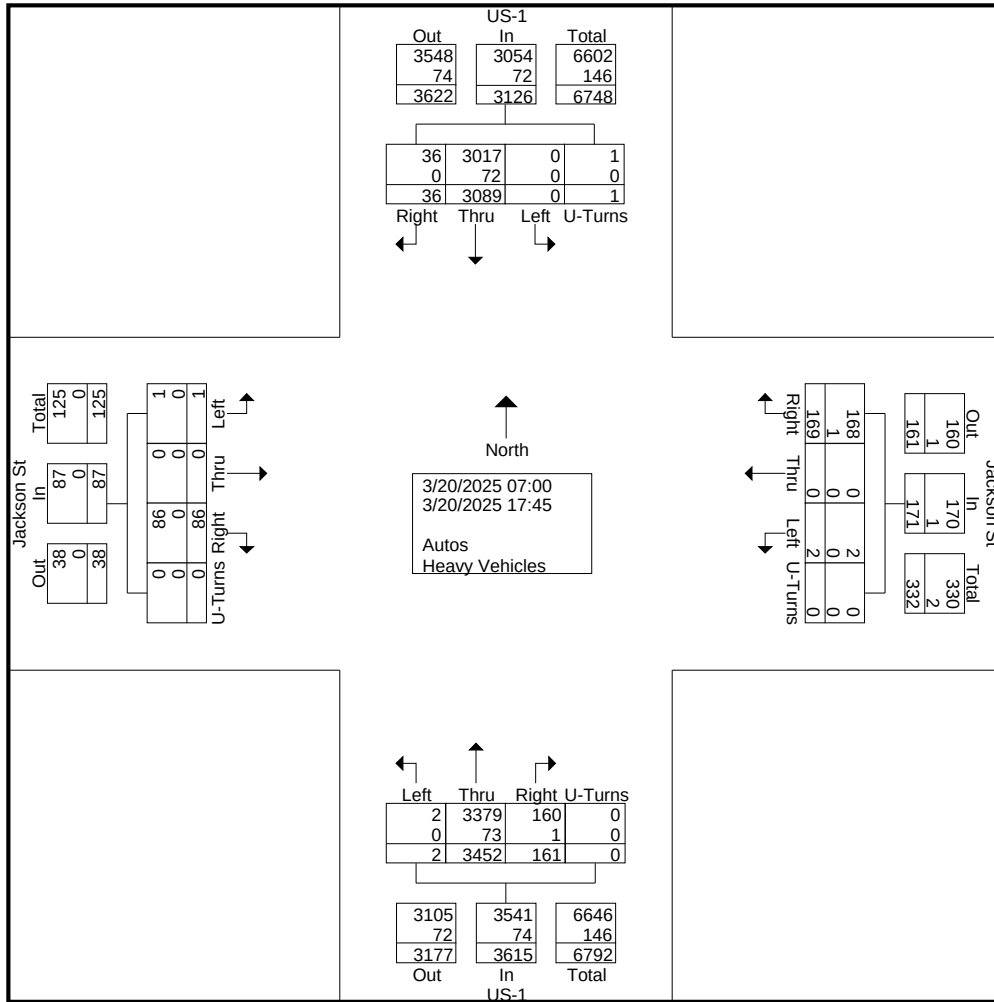
Traff Tech Engineering Inc.

File Name : 5- US-1 & Jackson St

Site Code : 00000000

Start Date : 3/20/2025

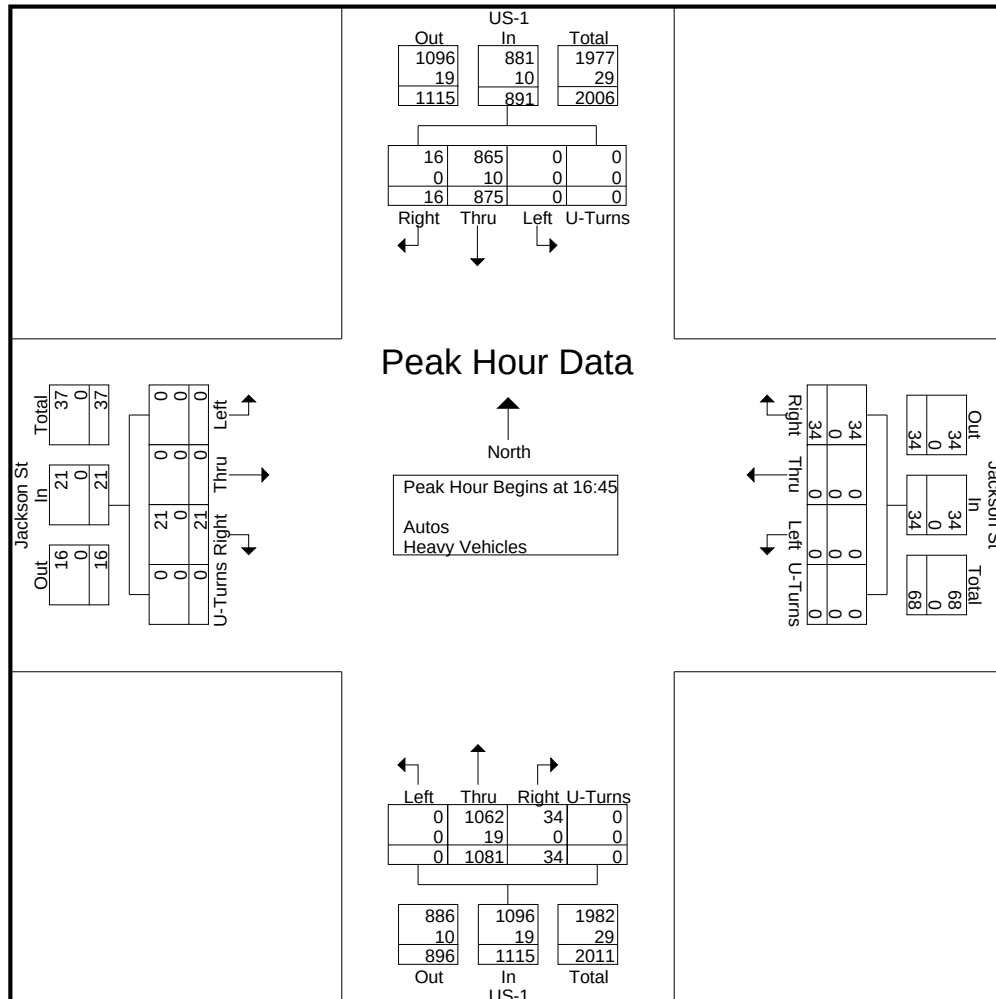
Page No : 2



Traff Tech Engineering Inc.

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

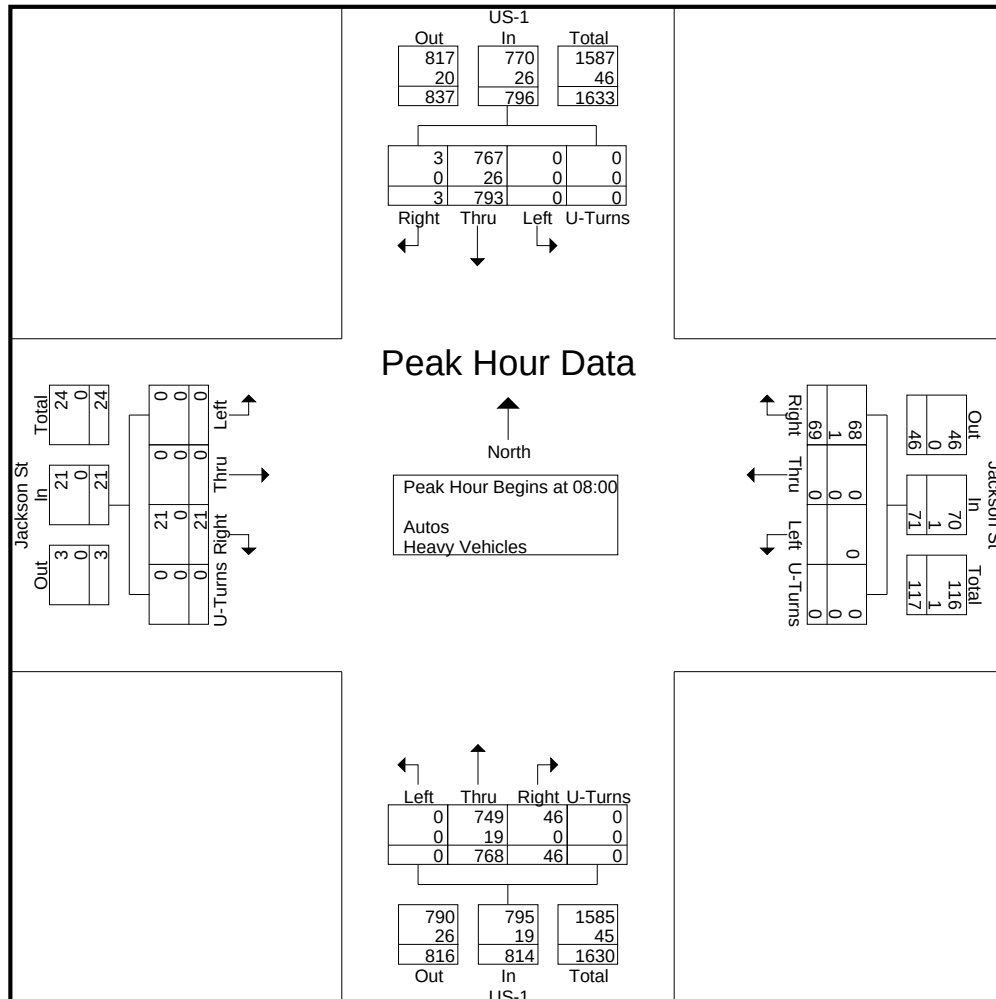
	US-1 From North					Jackson St From East					US-1 From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 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	0	0		100	0	0	0	100	98.6
% 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	
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

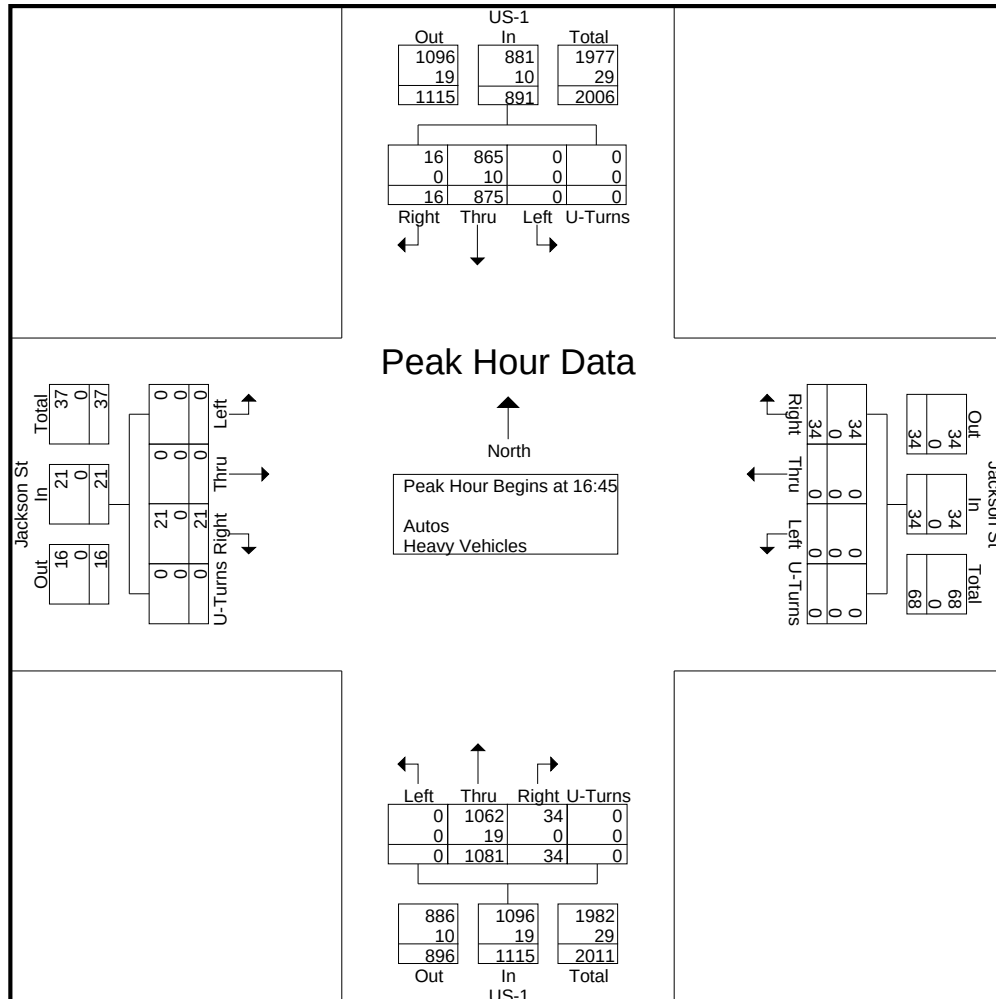
	US-1 From North					Jackson St From East					US-1 From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 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	0	0		100	0	0	0	100	98.6
% Autos	100	98.9	0	0	98.9	100	0	0	0	100	100	98.2	0	0	98.3						
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				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
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
 Page No : 1

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

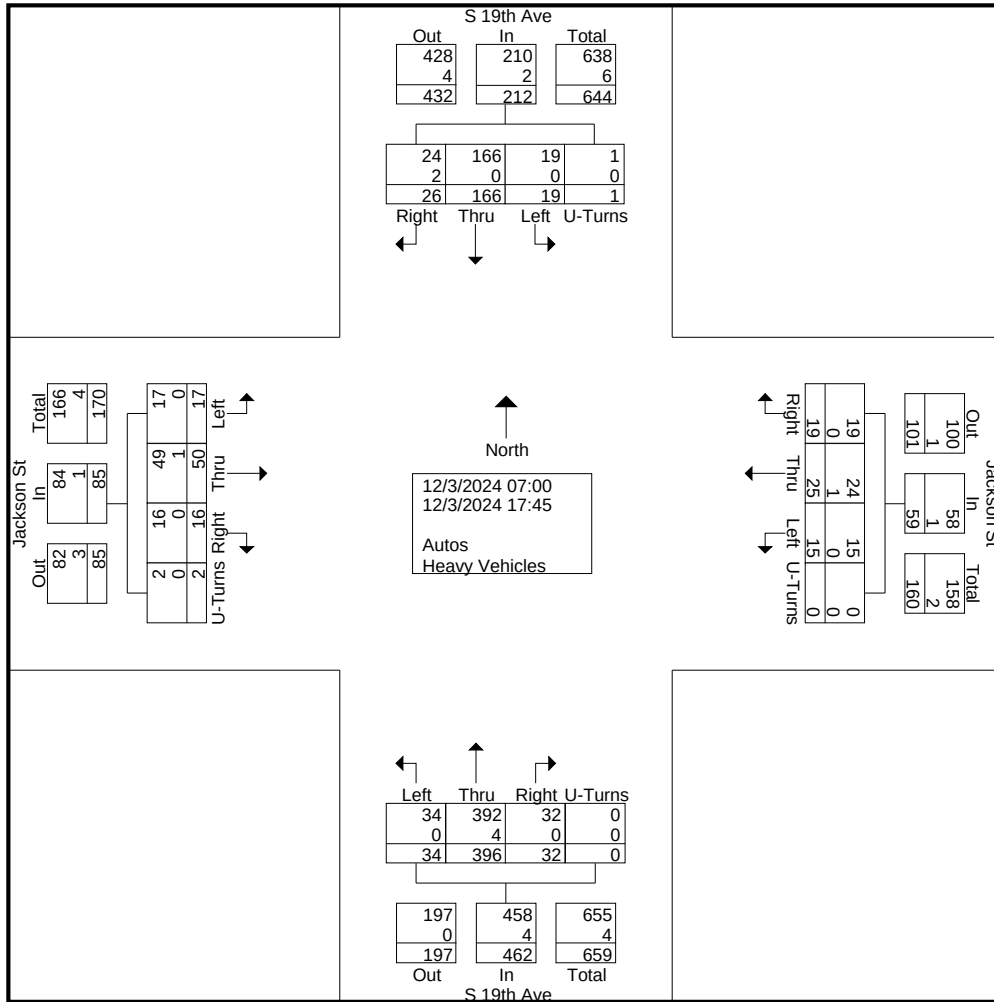
Traff Tech Engineering Inc.

File Name : 19th Ave & Jackson St

Site Code : 00000000

Start Date : 12/3/2024

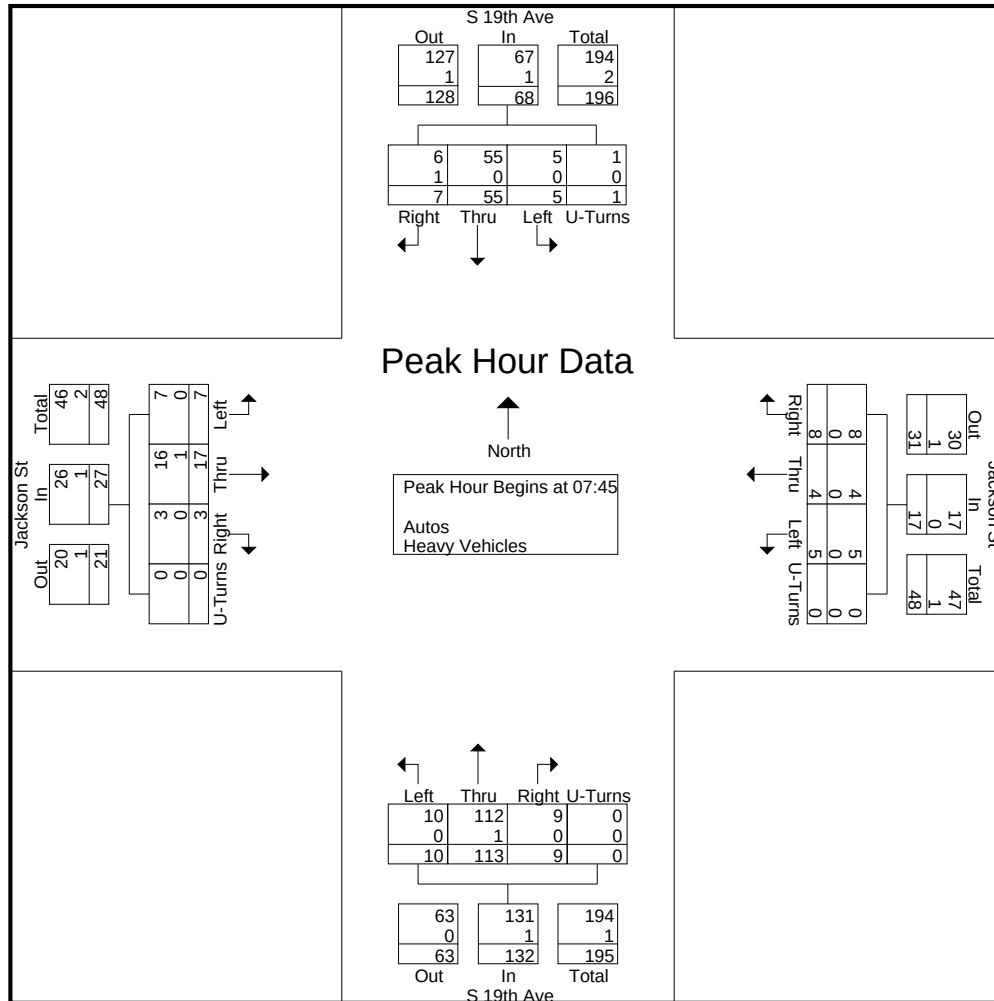
Page No : 2



Traff Tech Engineering Inc.

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

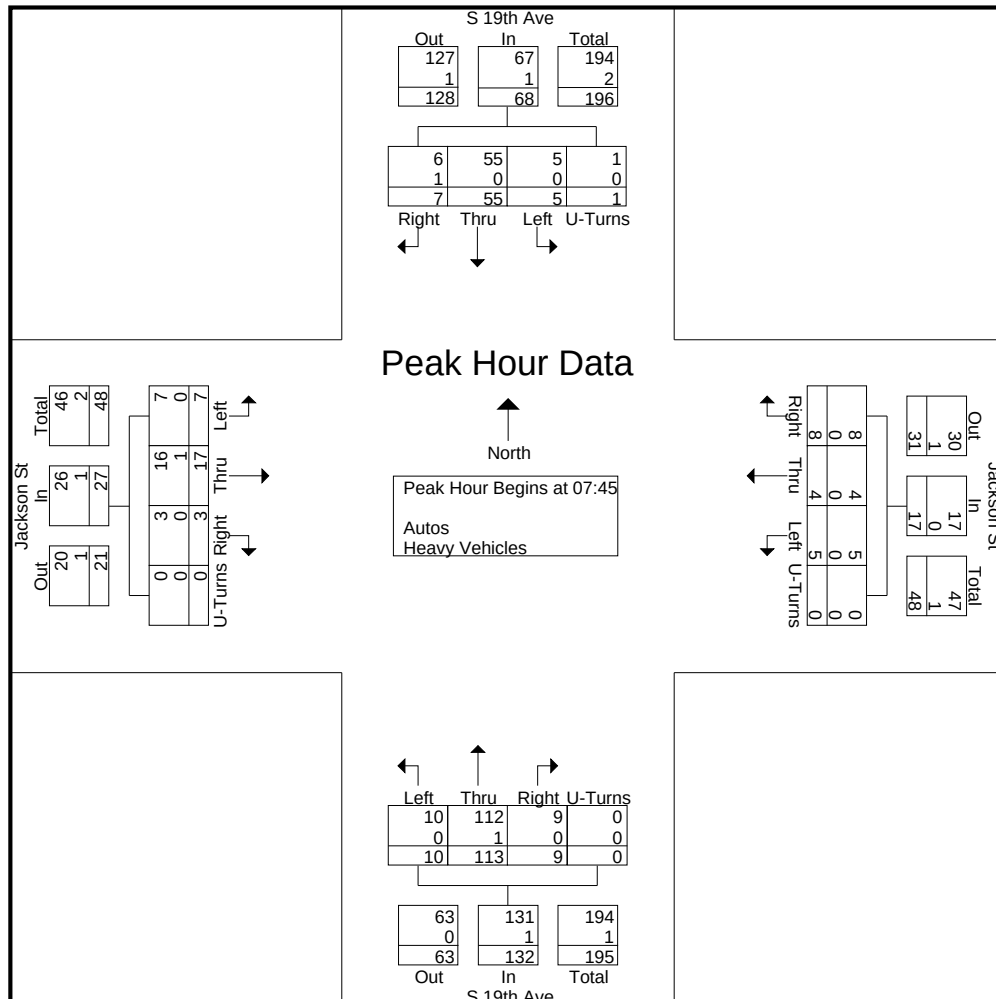
	S 19th Ave From North					Jackson St From East					S 19th Ave From South					Jackson St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - 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

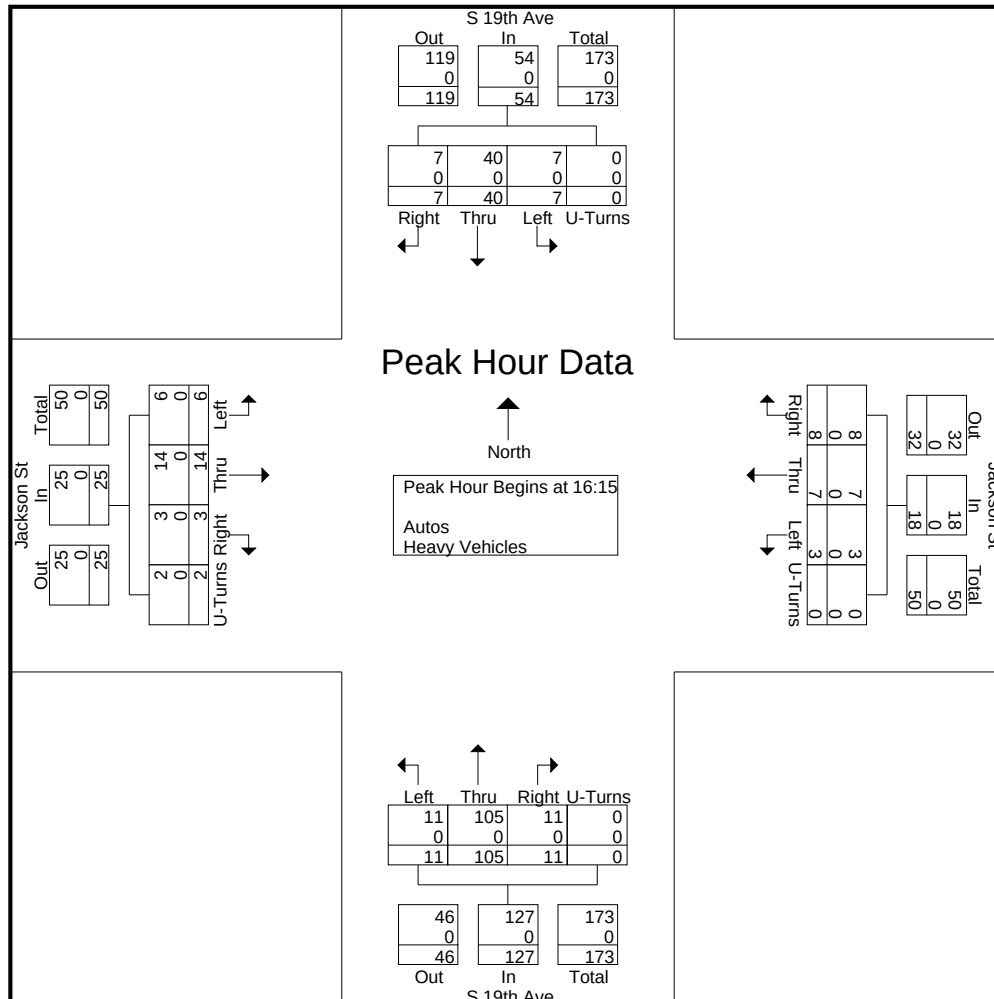
Page No : 5

	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				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
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

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

* PEAK SEASON

09-MAR-2024 18:41:40

830UPD

4_8601_PKSEASON.TXT

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

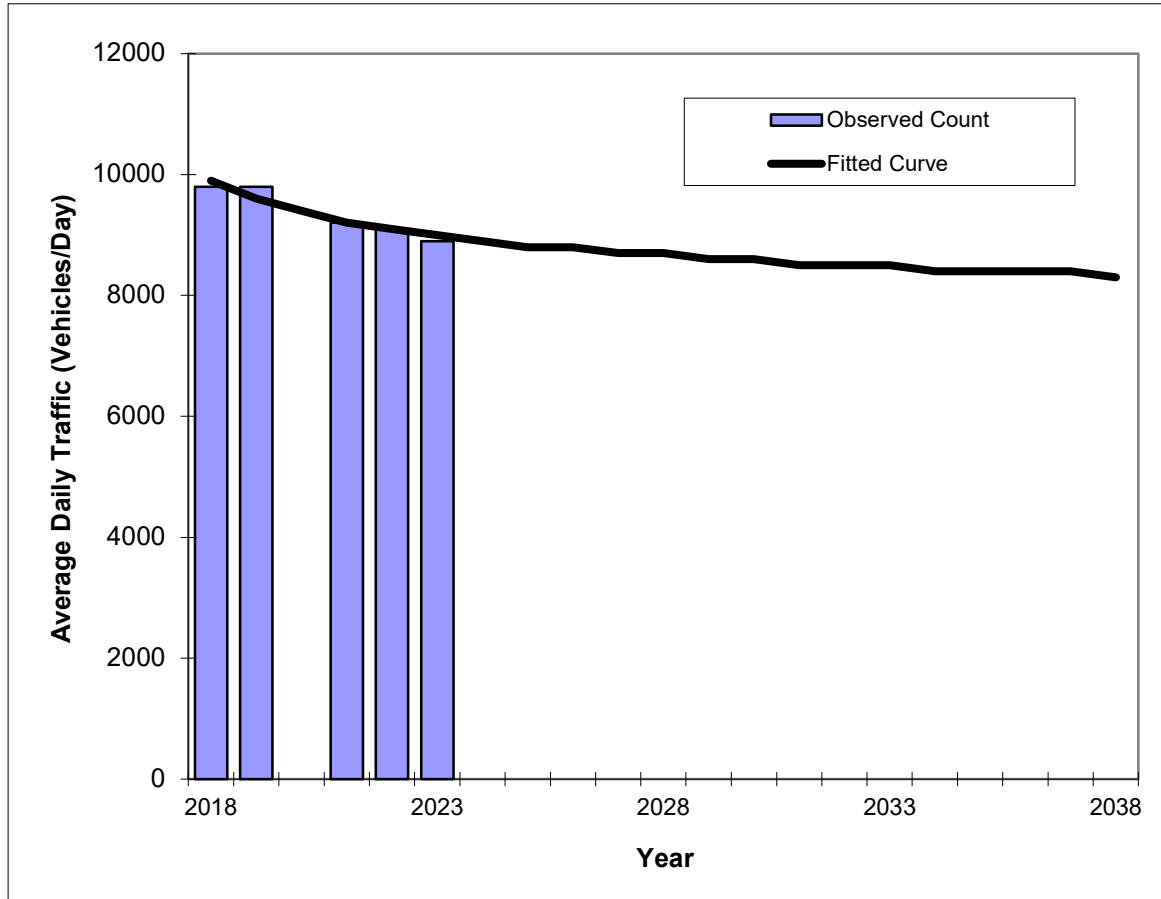
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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	

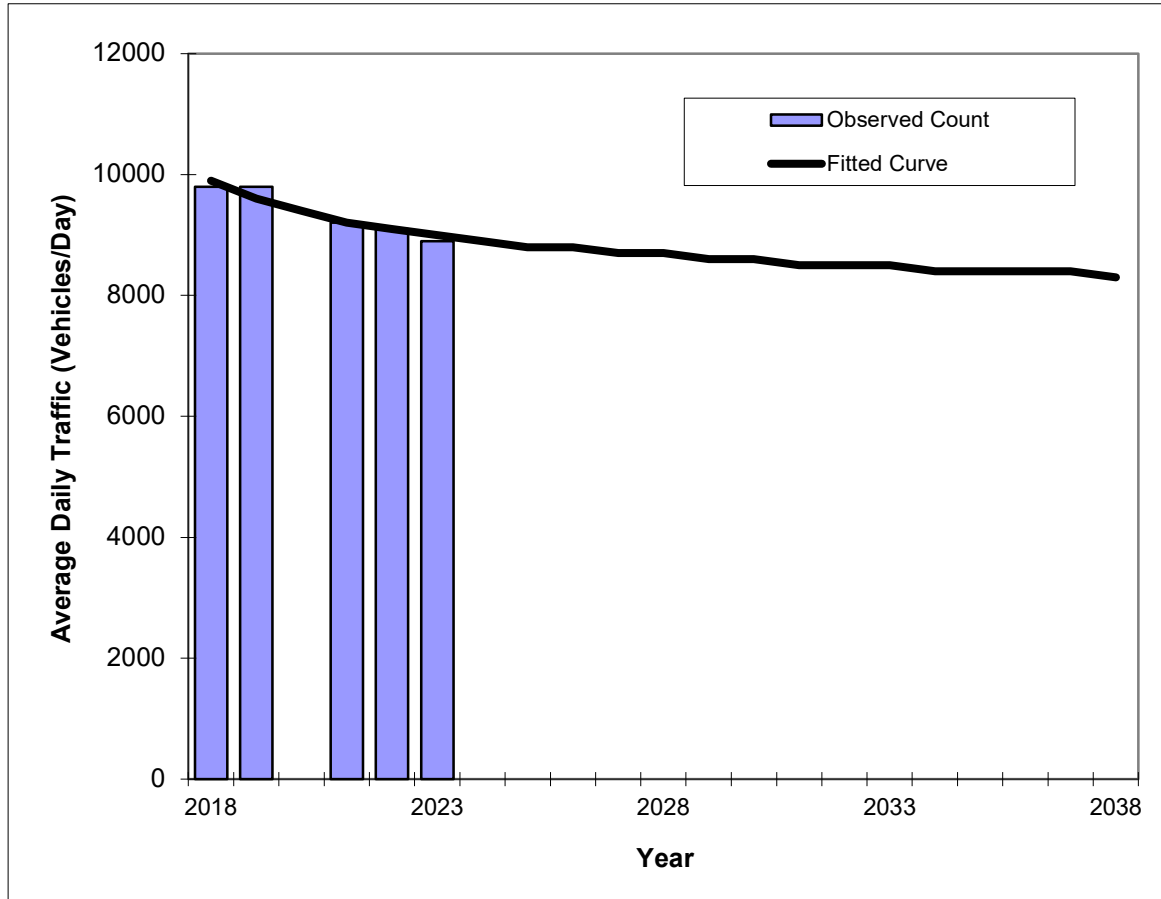
*Axle-Adjusted

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	

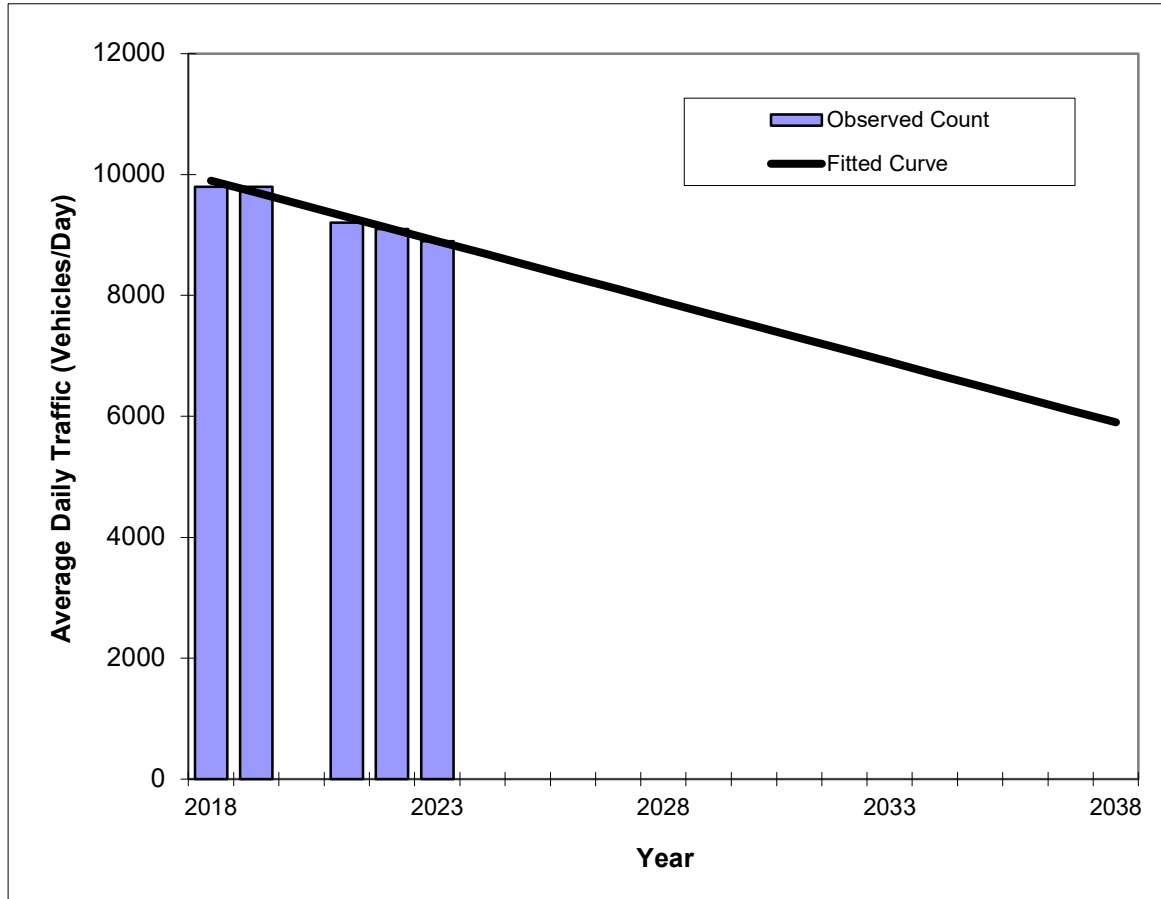
*Axle-Adjusted

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	

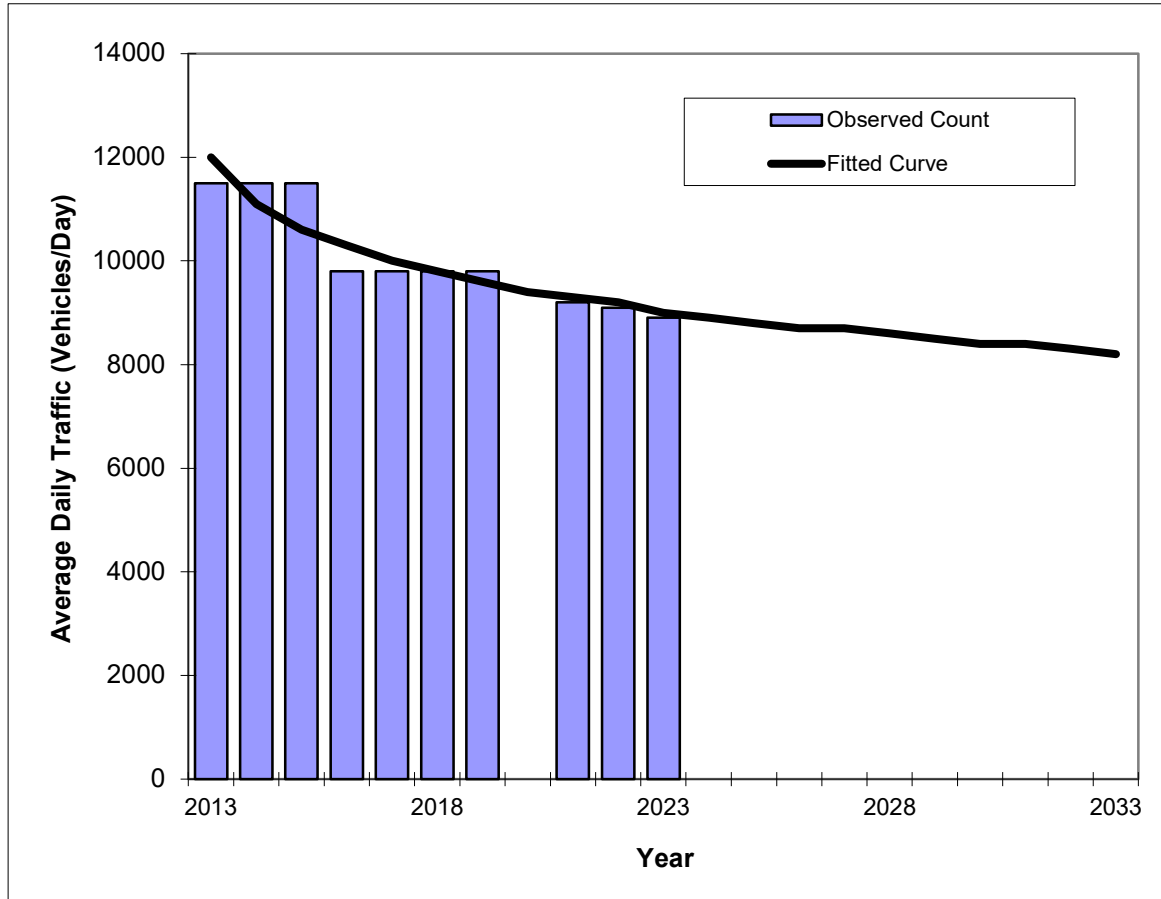
*Axle-Adjusted

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	

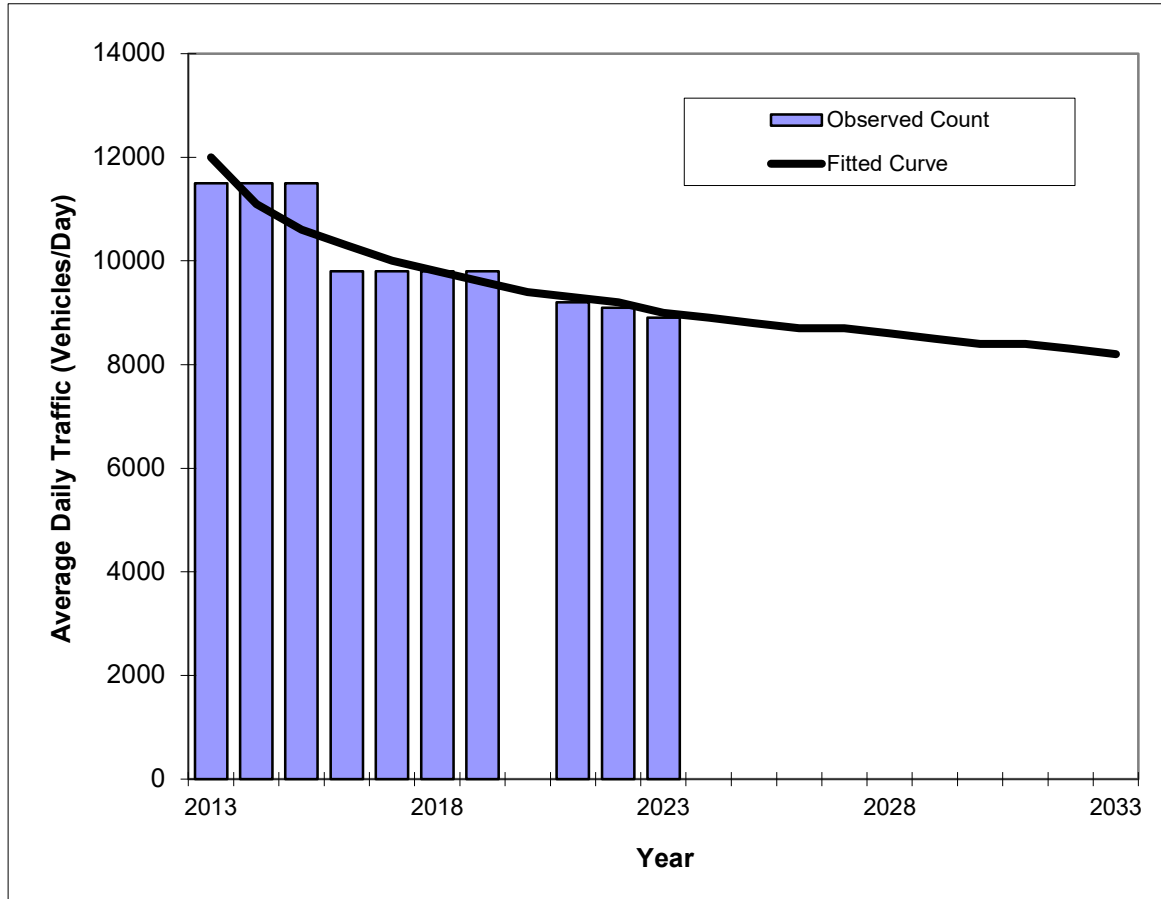
*Axle-Adjusted

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	

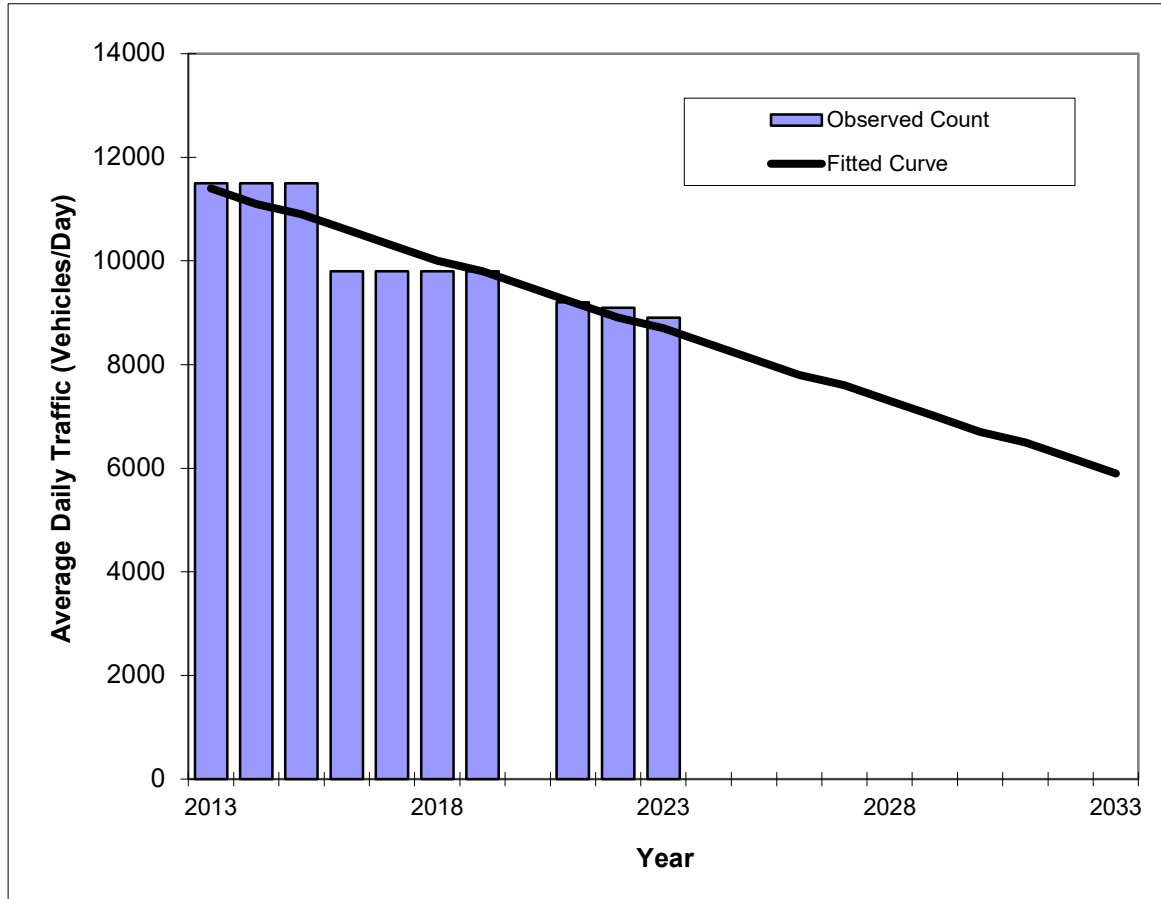
*Axle-Adjusted

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 Calculations - 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 Calculations - 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:

$R\text{-squared} = \text{Explained variation} / \text{Total variation}$

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 Avenue 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 Avenue 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 Avenue 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 Avenue 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

Description	S. 19th Avenue Northbound			S. 19th Avenue Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	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

Description	S. 19th Avenue Northbound			S. 19th Avenue Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	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

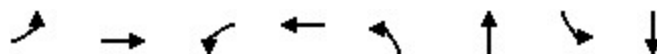
Attachement E

SYNCHRO Analyses

Timings

101: S 20th Avenue & Hollywood Boulevard

04/04/2025



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 Effect 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

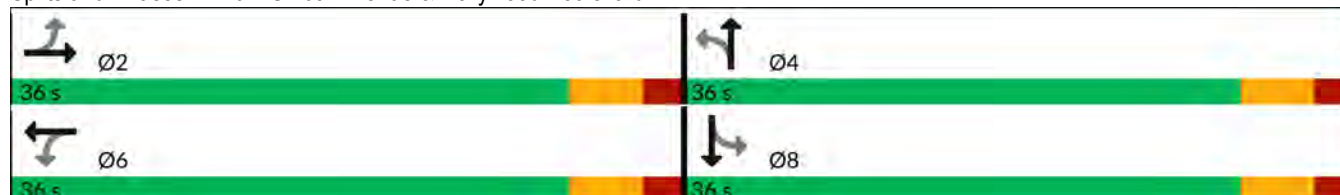
Intersection LOS: B

Intersection Capacity Utilization 58.3%

ICU Level of Service B

Analysis Period (min) 15

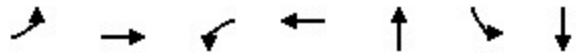
Splits and Phases: 101: S 20th Avenue & Hollywood Boulevard



Queues

101: S 20th Avenue & Hollywood Boulevard

04/04/2025



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	
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+l1), 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 Right 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

Timings

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

04/04/2025

									
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 Effect 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+l1), 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								

HCM 7th TWSC
104: S 20th Avenue & Jackson Street

04/04/2025

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	EBLn1WBLn1	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	-	-				

HCM 7th TWSC
105: Federal Highway & Jackson Street

04/04/2025

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
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	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	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		

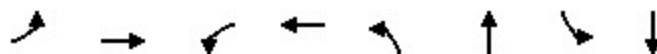
Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	806	813	-
HCM Lane V/C Ratio	-	-	0.028	0.092	-
HCM Control Delay (s/veh)	-	-	9.6	9.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.3	-

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	EBLn1WBLn1	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	-	-				

Timings

101: S 20th Avenue & Hollywood Boulevard

04/04/2025



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 Effect 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

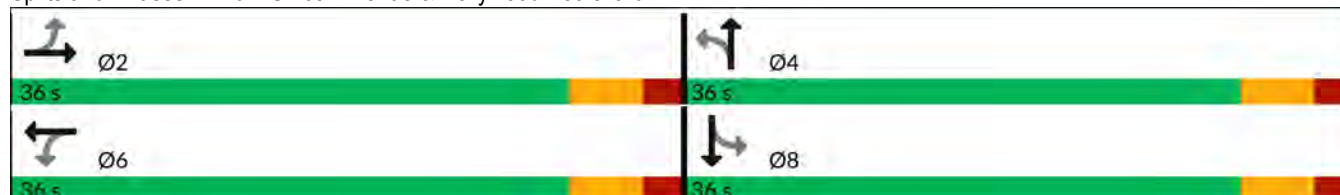
Intersection LOS: B

Intersection Capacity Utilization 58.3%

ICU Level of Service B

Analysis Period (min) 15

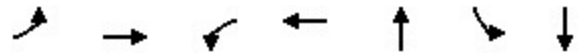
Splits and Phases: 101: S 20th Avenue & Hollywood Boulevard



Queues

101: S 20th Avenue & Hollywood Boulevard

04/04/2025



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	
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+l1), 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 Right 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

Timings

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

04/04/2025

									
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 Effect 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



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)	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								

HCM 7th TWSC
104: S 20th Avenue & Jackson Street

04/04/2025

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	EBLn1WBLn1	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	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-

HCM 7th TWSC
105: Federal Highway & Jackson Street

04/04/2025

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 EBLn1WBLn1		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	-	-	-	-	-	-	-

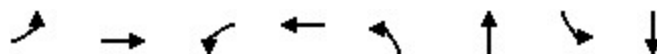
Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.55		10.61		0.57		0.7	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	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	-

Timings

101: S 20th Avenue & Hollywood Boulevard

04/04/2025



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 Effect 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

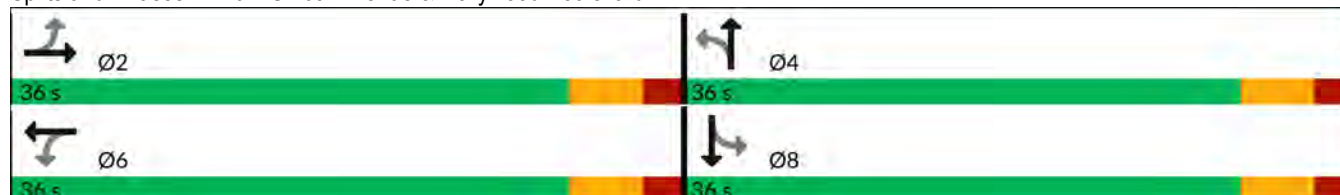
Intersection LOS: B

Intersection Capacity Utilization 58.3%

ICU Level of Service B

Analysis Period (min) 15

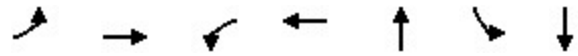
Splits and Phases: 101: S 20th Avenue & Hollywood Boulevard



Queues

101: S 20th Avenue & Hollywood Boulevard

04/04/2025



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	
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 Right 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

Timings

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

04/04/2025

									
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 Effect 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



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)	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											

HCM 7th TWSC
104: S 20th Avenue & Jackson Street

04/04/2025

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	EBLn1WBLn1	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	-	-				

HCM 7th TWSC
105: Federal Highway & Jackson Street

04/04/2025

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
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	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	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	EBLn1WBLn1	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	-	-

HCM 7th TWSC
106: S 19 Ave & Jackson Street

04/04/2025

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	EBLn1WBLn1	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	-	-				

HCM 7th TWSC
201: Jackson Street & Driveway

04/04/2025

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 -

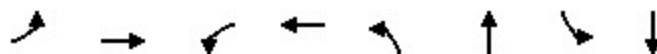
Approach	EB	WB	SB
HCM Control Delay, s/v	2.26	0	8.24
HCM LOS			A

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

Timings

101: S 20th Avenue & Hollywood Boulevard

04/04/2025



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 Effect 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

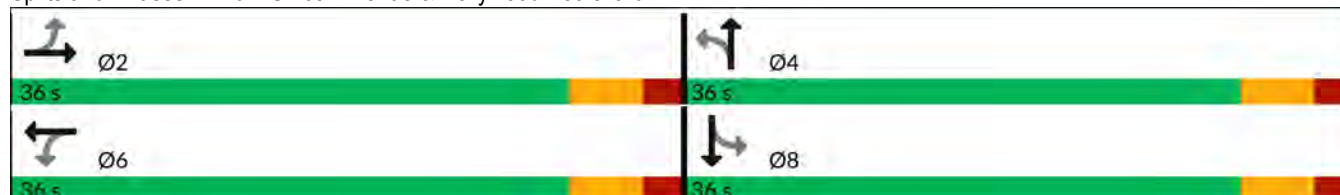
Intersection LOS: B

Intersection Capacity Utilization 63.3%

ICU Level of Service B

Analysis Period (min) 15

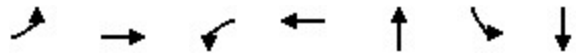
Splits and Phases: 101: S 20th Avenue & Hollywood Boulevard



Queues

101: S 20th Avenue & Hollywood Boulevard

04/04/2025



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	
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 Right 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

Timings

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

04/04/2025

									
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 Effect 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



Queues

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

04/04/2025

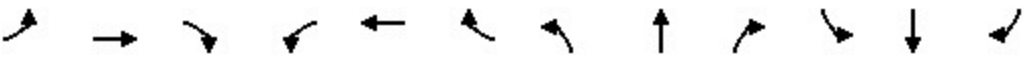


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	108	94	31	71	1093	42	846
v/c Ratio	0.17	0.55	0.68	0.13	0.15	0.44	0.11	0.34
Control Delay (s/veh)	48.1	47.3	72.3	1.2	3.9	8.2	4.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.1	47.3	72.3	1.2	3.9	8.2	4.0	7.5
Queue 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											

HCM 7th TWSC
104: S 20th Avenue & Jackson Street

04/04/2025

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	EBLn1WBLn1	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	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-

HCM 7th TWSC
105: Federal Highway & Jackson Street

04/04/2025

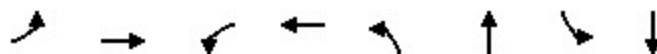
Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕			↕	
Traffic Vol, veh/h	0	0	21	0	0	34	0	1081	34	0	875	16
Future Vol, veh/h	0	0	21	0	0	34	0	1081	34	0	875	16
Conflicting Peds, #/hr	1	0	1	1	0	1	24	0	4	4	0	24
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 EBLn1WBLn1		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	EBLn1WBLn1	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	-	-				

Timings

101: S 20th Avenue & Hollywood Boulevard

04/04/2025



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 Effect 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

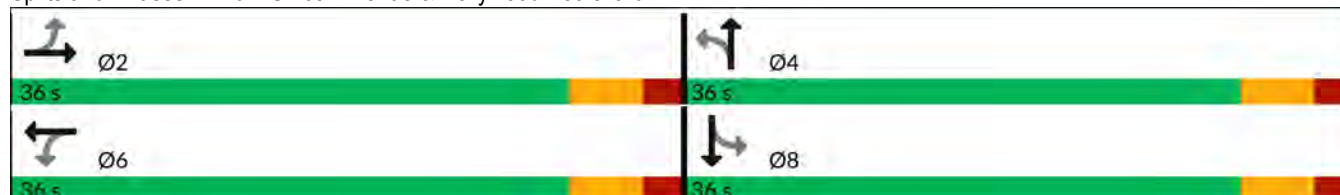
Intersection LOS: B

Intersection Capacity Utilization 64.1%

ICU Level of Service C

Analysis Period (min) 15

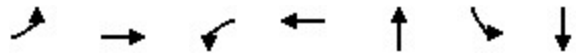
Splits and Phases: 101: S 20th Avenue & Hollywood Boulevard



Queues

101: S 20th Avenue & Hollywood Boulevard

04/04/2025



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	
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 Right 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

04/04/2025

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	

Figure 1: Schematic representation of the experimental design. The figure shows two rows of traffic light cycles. The top row shows a cycle for Ø1 (left turn, 13s green, 10s yellow, 10s red) and Ø2 (right turn, 70s green, 10s yellow, 10s red). The bottom row shows a cycle for Ø5 (left turn, 13s green, 10s yellow, 10s red) and Ø6 (right turn, 70s green, 10s yellow, 10s red). A vertical line separates these from the right side, which shows a cycle for Ø4 (left turn, 32s green, 10s yellow, 10s red) and Ø8 (right turn, 32s green, 10s yellow, 10s red). A red shield icon is placed between the two rows, indicating a change in the traffic light sequence.

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)	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											

HCM 7th TWSC
104: S 20th Avenue & Jackson Street

04/04/2025

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	EBLn1WBLn1	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	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-

HCM 7th TWSC
105: Federal Highway & Jackson Street

04/04/2025

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
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	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	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	EBLn1WBLn1	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	-	-	-	-	-	-	-

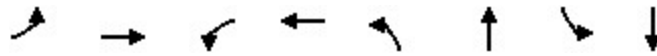
Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	9.27		10.48		0.64		1.02	
HCM LOS	A		B					

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	-	-

Timings

101: S 20th Avenue & Hollywood Boulevard

04/04/2025



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 Effect 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

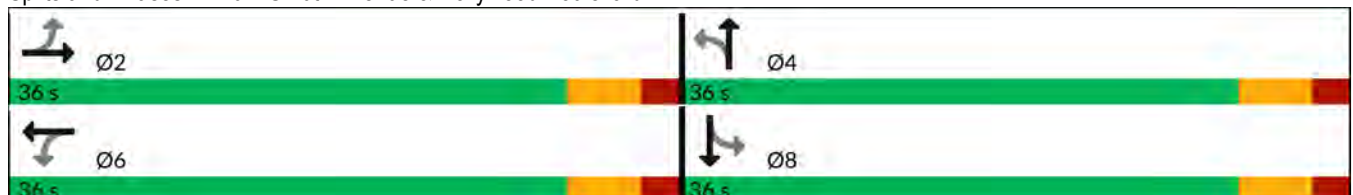
Intersection LOS: B

Intersection Capacity Utilization 64.1%

ICU Level of Service C

Analysis Period (min) 15

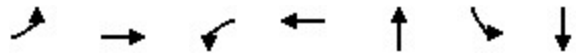
Splits and Phases: 101: S 20th Avenue & Hollywood Boulevard



Queues

101: S 20th Avenue & Hollywood Boulevard

04/04/2025



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 Right	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

Timings

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

04/04/2025

									
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 Effect 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



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)	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											

HCM 7th TWSC
104: S 20th Avenue & Jackson Street

04/04/2025

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	EBLn1WBLn1	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	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-

HCM 7th TWSC
105: Federal Highway & Jackson Street

04/04/2025

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
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	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	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	EBLn1WBLn1	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	EBLn1WBLn1	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	-	-				

HCM 7th TWSC
201: Jackson Street & Driveway

04/04/2025

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