

Lanes, Volumes, Timings 11: Sheridan St & 29th Avenue

2018 Future Total AM Peak
3/3/2014

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 34.3

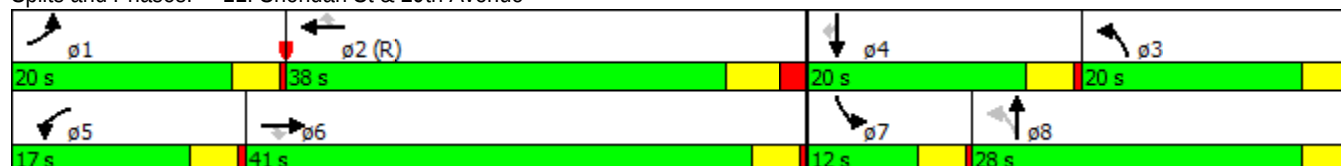
Intersection LOS: C

Intersection Capacity Utilization 71.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 11: Sheridan St & 29th Avenue



Lanes, Volumes, Timings
14: Sheridan St & I-95 W

2018 Future Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘↘	↑↑↑					↗↗↗		↘↘
Volume (vph)	0	1551	735	483	1385	0	0	0	0	533	0	764
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	4990	0	2787
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			674									109
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		404			252			911			801	
Travel Time (s)		9.2			5.7			20.7			18.2	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1686	799	525	1505	0	0	0	0	579	0	830
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					3		8
Permitted Phases			6									
Detector Phase		6	6	5	2					3		8
Switch Phase												
Minimum Initial (s)		6.0	6.0	10.0	10.0					6.0		6.0
Minimum Split (s)		12.0	12.0	16.0	16.0					12.0		12.0
Total Split (s)		42.0	42.0	20.0	62.0					28.0		28.0
Total Split (%)		46.7%	46.7%	22.2%	68.9%					31.1%		31.1%
Yellow Time (s)		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
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0					-2.0		-2.0
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0		4.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Recall Mode		Max	Max	Max	C-Max					None		None
Act Effect Green (s)		38.0	38.0	16.0	58.0					24.0		24.0
Actuated g/C Ratio		0.42	0.42	0.18	0.64					0.27		0.27
v/c Ratio		0.53	0.76	0.86	0.46					0.44		1.01
Control Delay		20.1	9.0	37.5	8.4					28.6		63.5
Queue Delay		0.3	0.9	8.2	0.3					0.0		0.0
Total Delay		20.4	9.9	45.7	8.6					28.6		63.5
LOS		C	A	D	A					C		E
Approach Delay		17.0			18.2							
Approach LOS		B			B							

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 25.1

Intersection LOS: C

Intersection Capacity Utilization 157.4%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 14: Sheridan St & I-95 W



Lanes, Volumes, Timings
17: Sheridan St & I-95 E

2018 Future Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	862	1195	0	0	1233	868	638	0	445	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3433	5085	0	0	7544	1583	4990	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	7544	1583	4990	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						547			103			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		252			328			940			778	
Travel Time (s)		5.7			7.5			21.4			17.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	937	1299	0	0	1340	943	693	0	484	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm		Perm			
Protected Phases	5	2			6							
Permitted Phases						6	8		8			
Detector Phase	5	2			6	6	8		8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			6.0	6.0	10.0		10.0			
Minimum Split (s)	10.0	10.0			12.0	12.0	16.0		16.0			
Total Split (s)	25.0	65.0			40.0	40.0	25.0		25.0			
Total Split (%)	27.8%	72.2%			44.4%	44.4%	27.8%		27.8%			
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
All-Red Time (s)	2.0	2.0			1.5	1.5	2.0		2.0			
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0	-2.0		-2.0			
Total Lost Time (s)	4.0	4.0			3.5	3.5	4.0		4.0			
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			Max	Max	Max		Max			
Act Effct Green (s)	21.0	61.0			36.5	36.5	21.0		21.0			
Actuated g/C Ratio	0.23	0.68			0.41	0.41	0.23		0.23			
v/c Ratio	1.17	0.38			0.44	0.98	0.60		1.08			
Control Delay	116.7	5.8			19.9	36.3	33.2		94.0			
Queue Delay	0.2	0.2			0.0	0.0	0.0		0.0			
Total Delay	116.9	6.0			19.9	36.3	33.2		94.0			
LOS	F	A			B	D	C		F			
Approach Delay		52.5			26.7							
Approach LOS		D			C							

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 43.3

Intersection LOS: D

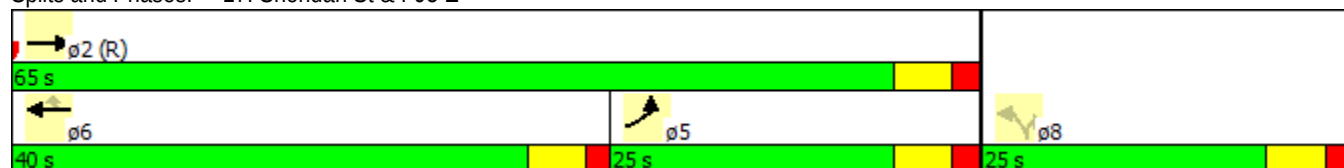
Lanes, Volumes, Timings
 17: Sheridan St & I-95 E

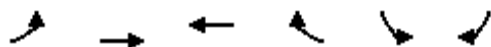
2018 Future Total AM Peak
 3/3/2014

Intersection Capacity Utilization 157.4%
 Analysis Period (min) 15

ICU Level of Service H

Splits and Phases: 17: Sheridan St & I-95 E





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	112	1248	1994	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	5085	5085	0	1863	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	5085	5085	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		328	1352		331	
Travel Time (s)		7.5	30.7		7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	1357	2167	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 51.4% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
21: 56 Street & Sheridan St

2018 Future Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	1815	94	76	873	98	119	164	175	152	164	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	361		361	0		0
Storage Lanes	1		0	1		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5050	0	1770	5009	0	3433	3267	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.628			0.556		
Satd. Flow (perm)	1770	5050	0	1770	5009	0	2269	3267	0	2009	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			33			190				336
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2636			3315			3795			1079	
Travel Time (s)		59.9			75.3			86.3			24.5	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	2075	0	83	1056	0	129	368	0	165	178	79
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.0	17.0		11.0	17.0		10.0	12.0		10.0	12.0	12.0
Total Split (s)	14.0	31.0		11.0	28.0		10.0	13.0		10.0	13.0	13.0
Total Split (%)	21.5%	47.7%		16.9%	43.1%		15.4%	20.0%		15.4%	20.0%	20.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	1.0		2.0	1.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0		6.0	5.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max		None	None		None	None	None
Act Effect Green (s)	7.4	26.6		5.1	24.5		10.2	7.2		10.2	7.2	7.2
Actuated g/C Ratio	0.12	0.44		0.08	0.40		0.17	0.12		0.17	0.12	0.12
v/c Ratio	0.43	0.93		0.56	0.52		0.28	0.67		0.38	0.81	0.16
Control Delay	33.2	28.9		46.1	16.2		20.5	20.8		21.9	60.1	0.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	33.2	28.9		46.1	16.2		20.5	20.8		21.9	60.1	0.7
LOS	C	C		D	B		C	C		C	E	A
Approach Delay		29.1			18.4			20.7			34.1	
Approach LOS		C			B			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 60.8

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
21: 56 Street & Sheridan St

2018 Future Total AM Peak
3/3/2014

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 25.7

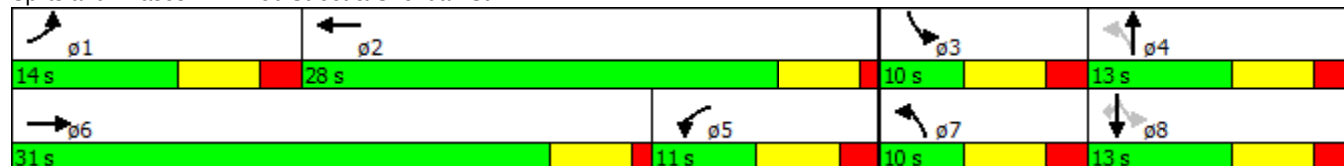
Intersection LOS: C

Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 21: 56 Street & Sheridan St



									
Lane Group	WBL	WBR	NBL	NBR	SEL	SER	SWL2	SWL	SWR
Lane Configurations									
Volume (vph)	4	17	6	4	83	2	5	17	635
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1611	3309	0	0	2787	0	1615	0
Flt Permitted	0.950		0.969		0.950			0.998	
Satd. Flow (perm)	0	1611	3309	0	0	2787	0	1615	0
Link Speed (mph)	30		30		30			30	
Link Distance (ft)	794		2108		1376			1073	
Travel Time (s)	18.0		47.9		31.3			24.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)									
Lane Group Flow (vph)	4	18	11	0	90	2	0	713	0
Sign Control	Stop		Free		Free			Stop	
Intersection Summary									
Area Type:	Other								
Control Type:	Unsignalized								
Intersection Capacity Utilization Err%	ICU Level of Service H								
Analysis Period (min)	15								

Lanes, Volumes, Timings
23: 26 Avenue/26th Ave & Sheridan St

2018 Future Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	339	1305	79	49	1339	193	369	242	76	152	83	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	600		0	228		0	150		0	295		295
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5040	0	1770	5085	1583	1770	1796	0	1770	1863	1583
Flt Permitted	0.950			0.154			0.510			0.371		
Satd. Flow (perm)	1770	5040	0	287	5085	1583	950	1796	0	691	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				327		16				327
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1352			3119			3825			696	
Travel Time (s)		30.7			70.9			86.9			15.8	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	373	1521	0	53	1455	210	401	346	0	163	89	155
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2		2	4			8		8
Detector Phase	1	6		5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	6.0		5.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.0	12.0		11.0	12.0	12.0	10.0	12.0		10.0	12.0	12.0
Total Split (s)	25.0	44.0		11.0	30.0	30.0	19.0	25.0		10.0	16.0	16.0
Total Split (%)	27.8%	48.9%		12.2%	33.3%	33.3%	21.1%	27.8%		11.1%	17.8%	17.8%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	0.0	-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	6.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max	Max	None	None		None	None	None
Act Effect Green (s)	20.8	42.1		33.0	26.0	24.0	30.2	20.2		17.2	11.2	11.2
Actuated g/C Ratio	0.23	0.47		0.37	0.29	0.27	0.34	0.23		0.19	0.13	0.13
v/c Ratio	0.90	0.64		0.24	0.98	0.32	0.87	0.83		0.79	0.38	0.32
Control Delay	60.5	19.8		16.4	51.3	1.2	47.3	49.1		53.0	40.8	1.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	60.5	19.8		16.4	51.3	1.2	47.3	49.1		53.0	40.8	1.7
LOS	E	B		B	D	A	D	D		D	D	A
Approach Delay		27.9			44.1			48.1			30.8	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 89

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 23: 26 Avenue/26th Ave & Sheridan St

2018 Future Total AM Peak
3/3/2014

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 37.1

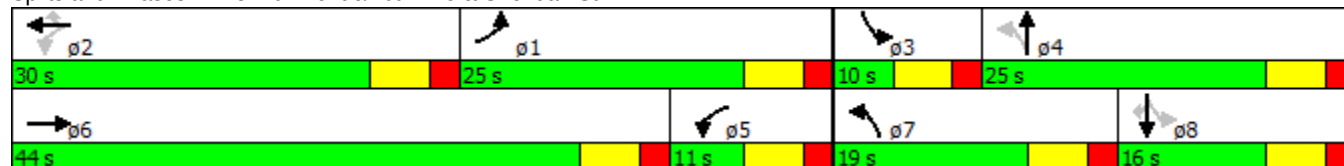
Intersection LOS: D

Intersection Capacity Utilization 83.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 23: 26 Avenue/26th Ave & Sheridan St



Lanes, Volumes, Timings
26: Dixie Hwy SB & Sheridan St

2018 Future Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	226	915	325	78	245	133	0	0	0	57	117	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	0		0	0		0	224		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3539	1583	1770	3352	0	0	0	0	0	3339	0
Flt Permitted	0.465			0.950							0.989	
Satd. Flow (perm)	866	3539	1583	1770	3352	0	0	0	0	0	3339	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			353		145						68	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3119			220			1044			924	
Travel Time (s)		70.9			5.0			23.7			21.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	246	995	353	85	411	0	0	0	0	0	273	0
Turn Type	D.P+P	NA	Perm	Prot	NA					Split	NA	
Protected Phases	1	6		5	2					7	7	
Permitted Phases	2	2	6		5							
Detector Phase	1	6	6	5	2					7	7	
Switch Phase												
Minimum Initial (s)	4.0	12.0	12.0	5.0	12.0					5.0	5.0	
Minimum Split (s)	9.0	33.0	33.0	10.0	17.0					9.0	9.0	
Total Split (s)	12.0	39.0	39.0	12.0	27.0					10.0	10.0	
Total Split (%)	15.0%	48.8%	48.8%	15.0%	33.8%					12.5%	12.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0					0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0						0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0						4.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	Max					Max	Max	
Act Effect Green (s)	29.1	34.1	34.1	6.8	31.4						6.0	
Actuated g/C Ratio	0.38	0.44	0.44	0.09	0.40						0.08	
v/c Ratio	0.60	0.64	0.39	0.56	0.29						0.85	
Control Delay	23.7	19.9	3.2	41.1	7.3						52.6	
Queue Delay	0.0	0.0	0.0	0.0	0.9						0.0	
Total Delay	23.7	19.9	3.2	41.1	8.2						52.6	
LOS	C	B	A	D	A						D	
Approach Delay		16.8			13.9						52.6	
Approach LOS		B			B						D	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 77.6

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Lane Group	ø8
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	11.0
Total Split (s)	19.0
Total Split (%)	24%
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 26: Dixie Hwy SB & Sheridan St

2018 Future Total AM Peak
 3/3/2014

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 20.3

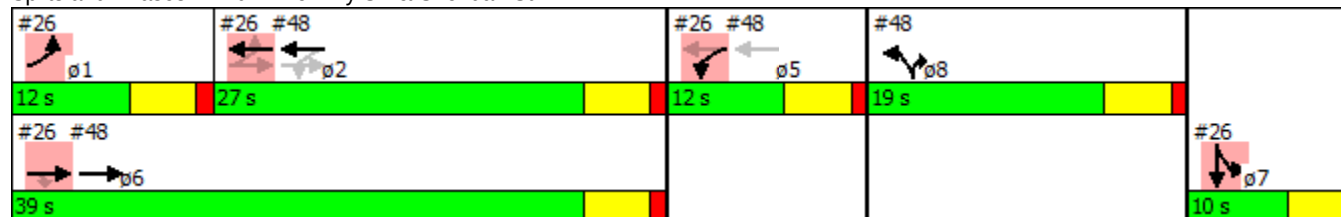
Intersection LOS: C

Intersection Capacity Utilization 48.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 26: Dixie Hwy SB & Sheridan St



Lanes, Volumes, Timings
27: 46th Ave & Taft Street/Taft St

2018 Future Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	313	42	29	209	34	29	282	21	65	268	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	96		0	85		0	210		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1829	0	1770	1824	0	1770	3504	0	0	3479	0
Flt Permitted	0.596			0.400			0.525				0.822	
Satd. Flow (perm)	1110	1829	0	745	1824	0	978	3504	0	0	2886	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			29			16			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3378			1978			2662			3810	
Travel Time (s)		76.8			45.0			60.5			86.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	386	0	32	264	0	32	330	0	0	382	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		4.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	16.0	16.0		10.0	18.0		12.0	12.0		11.0	11.0	
Total Split (s)	21.0	21.0		10.0	31.0		14.0	14.0		14.0	14.0	
Total Split (%)	46.7%	46.7%		22.2%	68.9%		31.1%	31.1%		31.1%	31.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		-2.0	0.0		0.0	-1.0			-1.0	
Total Lost Time (s)	6.0	6.0		4.0	6.0		5.0	4.0			4.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	Max	Max		None	None		Max	Max		Max	Max	
Act Effect Green (s)	15.2	15.2		18.8	16.8		9.1	10.1			10.1	
Actuated g/C Ratio	0.41	0.41		0.51	0.45		0.25	0.27			0.27	
v/c Ratio	0.17	0.51		0.06	0.31		0.13	0.34			0.48	
Control Delay	9.5	11.7		4.5	6.6		14.2	12.2			14.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	9.5	11.7		4.5	6.6		14.2	12.2			14.2	
LOS	A	B		A	A		B	B			B	
Approach Delay		11.3			6.4			12.4			14.2	
Approach LOS		B			A			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 37

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
 27: 46th Ave & Taft Street/Taft St

2018 Future Total AM Peak
 3/3/2014

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 11.3

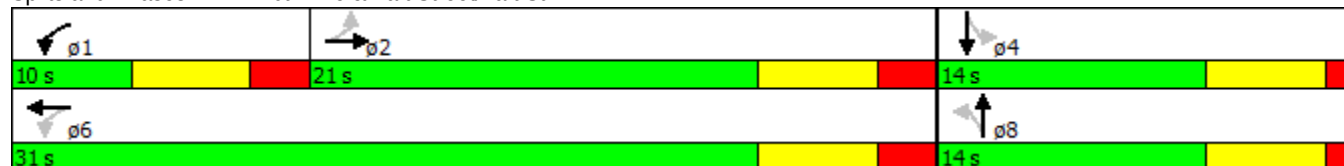
Intersection LOS: B

Intersection Capacity Utilization 56.4%

ICU Level of Service B

Analysis Period (min) 15

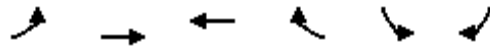
Splits and Phases: 27: 46th Ave & Taft Street/Taft St



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	578			788	755	
Travel Time (s)	13.1			17.9	17.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	0.0%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
29: Taft St & 28th Ave

2018 Future Total AM Peak
3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	36	305	331	16	31	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	91			145	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1852	0	1770	1583
Flt Permitted	0.378				0.950	
Satd. Flow (perm)	704	1863	1852	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			7			141
Link Speed (mph)		30	30		30	
Link Distance (ft)		1537	578		2152	
Travel Time (s)		34.9	13.1		48.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	332	377	0	34	141
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Detector Phase	1	6	2		8	8
Switch Phase						
Minimum Initial (s)	4.0	10.0	10.0		6.0	6.0
Minimum Split (s)	8.0	15.0	15.0		11.0	11.0
Total Split (s)	8.0	27.0	19.0		13.0	13.0
Total Split (%)	20.0%	67.5%	47.5%		32.5%	32.5%
Yellow Time (s)	3.5	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-2.0	0.0
Total Lost Time (s)	2.0	3.0	3.0		3.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes					
Recall Mode	None	None	None		Max	Max
Act Effct Green (s)	15.8	16.4	13.8		10.3	8.2
Actuated g/C Ratio	0.48	0.50	0.42		0.31	0.25
v/c Ratio	0.07	0.36	0.48		0.06	0.28
Control Delay	3.4	5.8	10.2		11.0	5.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.4	5.8	10.2		11.0	5.4
LOS	A	A	B		B	A
Approach Delay		5.6	10.2		6.5	
Approach LOS		A	B		A	

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 32.9
Natural Cycle: 40
Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
29: Taft St & 28th Ave

2018 Future Total AM Peak
3/3/2014

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 7.6

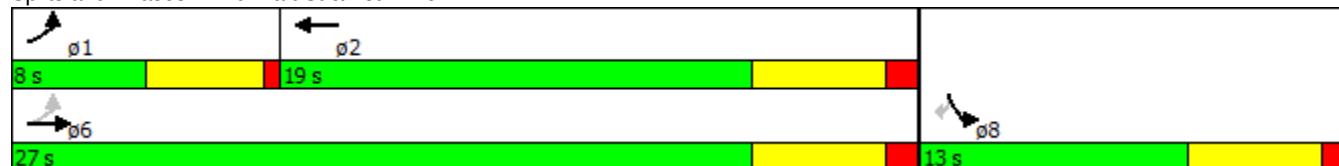
Intersection LOS: A

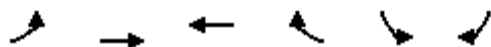
Intersection Capacity Utilization 36.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 29: Taft St & 28th Ave





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	7	280	434	4	21	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			50	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		2557	1537		1232	
Travel Time (s)		58.1	34.9		28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	304	472	4	23	25
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.8% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
31: N Park Rd & Taft St

2018 Future Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	122	196	56	97	158	137	43	424	138	134	366	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	168		168	250		151	192		110	160		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3362	0
Flt Permitted	0.599			0.499			0.346			0.444		
Satd. Flow (perm)	1116	1863	1583	930	1863	1583	645	3539	1583	827	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			273			273			273		144	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1357			2557			2668			2108	
Travel Time (s)		30.8			58.1			60.6			47.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	213	61	105	172	149	47	461	150	146	599	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	
Total Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	
Total Split (%)	16.7%	33.3%	33.3%	16.7%	33.3%	33.3%	16.7%	33.3%	33.3%	16.7%	33.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	17.1	14.2	14.2	17.1	14.0	14.0	23.4	21.2	21.2	24.1	23.1	
Actuated g/C Ratio	0.34	0.28	0.28	0.34	0.28	0.28	0.46	0.42	0.42	0.48	0.46	
v/c Ratio	0.28	0.41	0.10	0.24	0.33	0.23	0.10	0.31	0.18	0.28	0.37	
Control Delay	12.6	21.1	0.3	12.2	20.3	0.9	11.3	17.2	0.5	13.7	13.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.6	21.1	0.3	12.2	20.3	0.9	11.3	17.2	0.5	13.7	13.0	
LOS	B	C	A	B	C	A	B	B	A	B	B	
Approach Delay		15.2			11.5			13.0			13.1	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 50.6

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 13.2

Intersection LOS: B

Intersection Capacity Utilization 48.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 31: N Park Rd & Taft St

 $\phi 2$	 $\phi 1$	 $\phi 3$	 $\phi 4$
20 s	10 s	10 s	20 s
 $\phi 6$	 $\phi 5$	 $\phi 7$	 $\phi 8$
20 s	10 s	10 s	20 s

Lanes, Volumes, Timings
35: N 35th Ave & Taft St

2018 Future Total AM Peak

3/3/2014

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	276	227	188	172	62	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	85		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1749	0	1770	1863	1770	1583
Flt Permitted			0.419		0.950	
Satd. Flow (perm)	1749	0	780	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	174					95
Link Speed (mph)	30			30	30	
Link Distance (ft)	1556			1357	713	
Travel Time (s)	35.4			30.8	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	547	0	204	187	67	95
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases			6			4
Detector Phase	2		6	6	4	4
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	20.0		20.0	20.0	12.0	12.0
Total Split (s)	26.0		26.0	26.0	14.0	14.0
Total Split (%)	65.0%		65.0%	65.0%	35.0%	35.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	3.0		3.0	3.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		None	None	None	None
Act Effect Green (s)	29.6		29.6	29.6	9.5	9.5
Actuated g/C Ratio	0.76		0.76	0.76	0.24	0.24
v/c Ratio	0.40		0.35	0.13	0.16	0.21
Control Delay	3.7		6.3	3.5	12.4	4.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	3.7		6.3	3.5	12.4	4.9
LOS	A		A	A	B	A
Approach Delay	3.7			4.9	8.0	
Approach LOS	A			A	A	
Intersection Summary						
Area Type:	Other					
Cycle Length: 40						
Actuated Cycle Length: 39.2						
Natural Cycle: 40						
Control Type: Semi Act-Uncoord						

Lanes, Volumes, Timings 35: N 35th Ave & Taft St

2018 Future Total AM Peak
3/3/2014

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 4.8

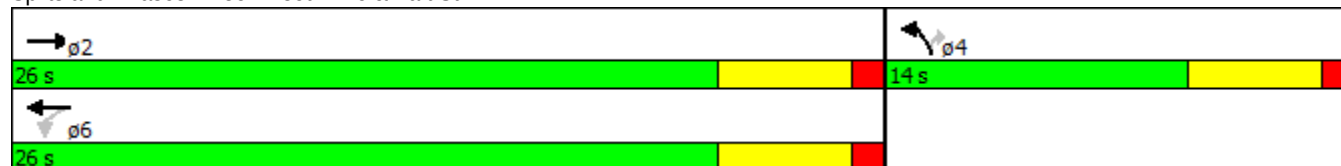
Intersection LOS: A

Intersection Capacity Utilization 56.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 35: N 35th Ave & Taft St



Lanes, Volumes, Timings
37: 26 Avenue & Taft St/Taft Street

2018 Future Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	187	64	10	218	61	70	242	8	27	118	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	110		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1792	0	1770	1801	0	1770	1853	0	1770	1788	0
Flt Permitted	0.575			0.591			0.647			0.592		
Satd. Flow (perm)	1071	1792	0	1101	1801	0	1205	1853	0	1103	1788	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48			39			5			47	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		788			3118			702			3825	
Travel Time (s)		17.9			70.9			16.0			86.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	273	0	11	303	0	76	272	0	29	175	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
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	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)	10.2	10.2		10.2	10.2		14.1	14.1		14.1	14.1	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.39	0.39		0.39	0.39	
v/c Ratio	0.20	0.51		0.04	0.57		0.16	0.38		0.07	0.24	
Control Delay	11.3	12.3		9.2	14.0		9.5	10.6		8.9	7.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.3	12.3		9.2	14.0		9.5	10.6		8.9	7.6	
LOS	B	B		A	B		A	B		A	A	
Approach Delay		12.1			13.9			10.4			7.8	
Approach LOS		B			B			B			A	
Intersection Summary												
Area Type:	Other											
Cycle Length: 40												
Actuated Cycle Length: 36.4												
Natural Cycle: 40												
Control Type: Semi Act-Uncoord												

Lanes, Volumes, Timings
 37: 26 Avenue & Taft St/Taft Street

2018 Future Total AM Peak
 3/3/2014

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 11.3

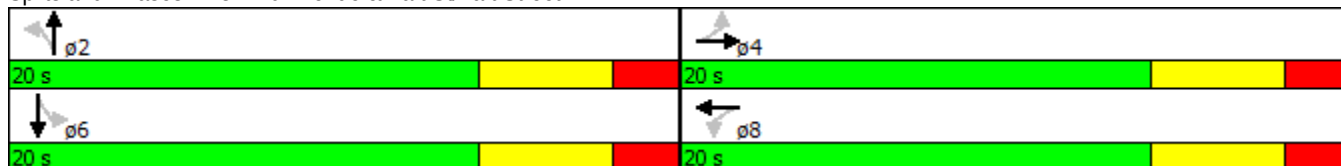
Intersection LOS: B

Intersection Capacity Utilization 55.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 37: 26 Avenue & Taft St/Taft Street



Lanes, Volumes, Timings
43: SR-7/441 & Taft Street

2018 Future Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	243	326	250	66	228	34	108	1123	56	41	939	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	399		0	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3472	0
Flt Permitted	0.272			0.380			0.131			0.135		
Satd. Flow (perm)	507	1863	1583	708	1863	1583	244	3539	1583	251	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			214			196			196			25
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1995			2594			985			3813	
Travel Time (s)		45.3			59.0			22.4			86.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	264	354	272	72	248	37	117	1221	61	45	1170	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	10.0	12.0	12.0	10.0	12.0	12.0	10.0	16.0	16.0	10.0	16.0	
Total Split (s)	14.0	21.0	21.0	10.0	17.0	17.0	10.0	34.0	34.0	10.0	34.0	
Total Split (%)	18.7%	28.0%	28.0%	13.3%	22.7%	22.7%	13.3%	45.3%	45.3%	13.3%	45.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	24.2	17.6	17.6	15.9	11.4	11.4	33.2	30.5	30.5	32.1	28.6	
Actuated g/C Ratio	0.33	0.24	0.24	0.22	0.16	0.16	0.46	0.42	0.42	0.44	0.39	
v/c Ratio	0.84	0.78	0.50	0.33	0.86	0.09	0.57	0.82	0.08	0.22	0.85	
Control Delay	45.2	43.5	10.8	22.0	59.6	0.4	22.8	26.1	0.2	12.0	28.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	45.2	43.5	10.8	22.0	59.6	0.4	22.8	26.1	0.2	12.0	28.0	
LOS	D	D	B	C	E	A	C	C	A	B	C	
Approach Delay		34.0			45.9			24.7			27.4	
Approach LOS		C			D			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 72.8

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 43: SR-7/441 & Taft Street

2018 Future Total AM Peak
3/3/2014

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 29.6

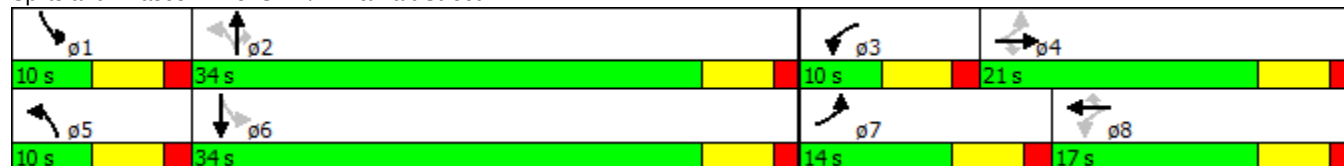
Intersection LOS: C

Intersection Capacity Utilization 80.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 43: SR-7/441 & Taft Street



Lanes, Volumes, Timings
45: 56 Avenue/56 Street & Taft Street

2018 Future Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	328	27	27	222	25	29	294	37	23	201	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1842	0	1770	1835	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.594			0.467			0.622			0.567		
Satd. Flow (perm)	1106	1842	0	870	1835	0	1159	1863	1583	1056	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			17				55			55
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2594			3378			1248			3795	
Travel Time (s)		59.0			76.8			28.4			86.3	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	386	0	29	268	0	32	320	40	25	218	39
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	2	2		6	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0	6.0	4.0	4.0	4.0
Minimum Split (s)	15.0	15.0		15.0	15.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	21.0	21.0		21.0	21.0		19.0	19.0	19.0	19.0	19.0	19.0
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Act Effect Green (s)	12.7	12.7		12.7	12.7		14.1	14.1	14.1	14.1	14.1	14.1
Actuated g/C Ratio	0.35	0.35		0.35	0.35		0.38	0.38	0.38	0.38	0.38	0.38
v/c Ratio	0.14	0.60		0.10	0.42		0.07	0.45	0.06	0.06	0.31	0.06
Control Delay	8.9	13.9		8.6	10.6		9.0	11.8	3.1	9.0	10.3	3.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.9	13.9		8.6	10.6		9.0	11.8	3.1	9.0	10.3	3.0
LOS	A	B		A	B		A	B	A	A	B	A
Approach Delay		13.3			10.4			10.7			9.2	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 36.8

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 45: 56 Avenue/56 Street & Taft Street

2018 Future Total AM Peak
3/3/2014

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 11.1

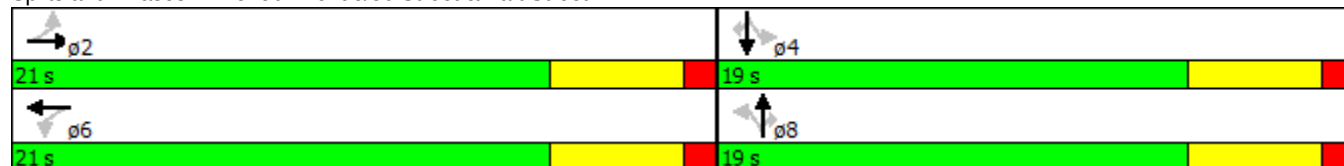
Intersection LOS: B

Intersection Capacity Utilization 62.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 45: 56 Avenue/56 Street & Taft Street



Lanes, Volumes, Timings
48: Dixie Hwy NB & Sheridan Street

2018 Future Total AM Peak

3/3/2014

	→	↘	↙	←	↖	↗			
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø1	ø5	ø7
Lane Configurations	↑↑			↑↑↑	↖↗	↗			
Volume (vph)	942	0	5	1072	499	263			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Satd. Flow (prot)	3539	0	0	5085	3433	1583			
Flt Permitted				0.940	0.950				
Satd. Flow (perm)	3539	0	0	4780	3433	1583			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)						286			
Link Speed (mph)	30			30	30				
Link Distance (ft)	220			165	3812				
Travel Time (s)	5.0			3.8	86.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	1024	0	0	1170	542	286			
Turn Type	NA		Perm	NA	Prot	Prot			
Protected Phases	6			2	8	8	1	5	7
Permitted Phases	2		2	5					
Detector Phase	6		2	2	8	8			
Switch Phase									
Minimum Initial (s)	12.0		12.0	12.0	6.0	6.0	4.0	5.0	5.0
Minimum Split (s)	33.0		17.0	17.0	11.0	11.0	9.0	10.0	9.0
Total Split (s)	39.0		27.0	27.0	19.0	19.0	12.0	12.0	10.0
Total Split (%)	48.8%		33.8%	33.8%	23.8%	23.8%	15%	15%	13%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0			
Total Lost Time (s)	5.0			5.0	5.0	5.0			
Lead/Lag			Lag	Lag			Lead		
Lead-Lag Optimize?									
Recall Mode	None		Max	Max	Max	Max	None	None	Max
Act Effect Green (s)	34.1			27.5	14.1	14.1			
Actuated g/C Ratio	0.44			0.35	0.18	0.18			
v/c Ratio	0.66			0.66	0.87	0.55			
Control Delay	4.6			19.8	48.7	8.5			
Queue Delay	0.1			0.0	0.0	0.0			
Total Delay	4.7			19.8	48.7	8.5			
LOS	A			B	D	A			
Approach Delay	4.7			19.8	34.8				
Approach LOS	A			B	C				

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 77.6

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 18.8

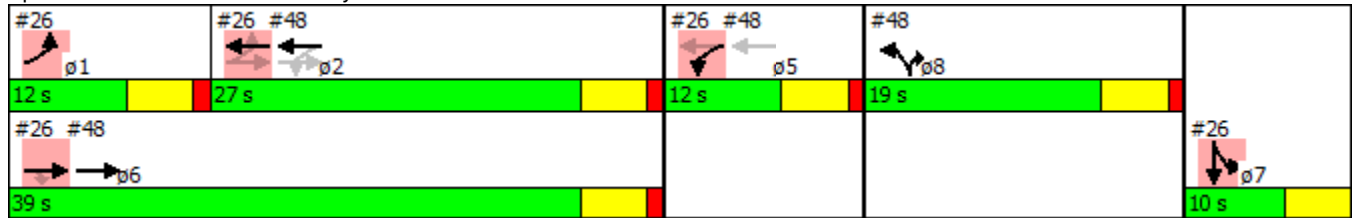
Intersection LOS: B

Intersection Capacity Utilization 50.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 48: Dixie Hwy NB & Sheridan Street



Lanes, Volumes, Timings
49: US-1 & Sheridan Street

2018 Future Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	358	482	120	119	529	200	258	959	69	168	532	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	280		280	224		0	238		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3433	0	1770	3539	1583	1770	3504	0	1770	3447	0
Flt Permitted	0.727			0.533			0.220			0.142		
Satd. Flow (perm)	1354	3433	0	993	3539	1583	410	3504	0	265	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				190		9			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1809			756			3815			786	
Travel Time (s)		41.1			17.2			86.7			17.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	389	654	0	129	575	217	280	1117	0	183	698	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	20.0	30.0		11.0	21.0	21.0	15.0	39.0		10.0	34.0	
Total Split (%)	22.2%	33.3%		12.2%	23.3%	23.3%	16.7%	43.3%		11.1%	37.8%	
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effect Green (s)	23.5	21.5		17.0	15.0	15.0	45.0	33.0		36.2	28.2	
Actuated g/C Ratio	0.26	0.24		0.19	0.17	0.17	0.50	0.37		0.40	0.31	
v/c Ratio	0.91	0.78		0.48	0.98	0.51	0.76	0.87		0.89	0.64	
Control Delay	58.6	37.0		40.9	70.5	12.2	28.9	34.9		58.4	28.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	58.6	37.0		40.9	70.5	12.2	28.9	34.9		58.4	28.6	
LOS	E	D		D	E	B	C	C		E	C	
Approach Delay		45.1			52.6			33.7			34.8	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 49: US-1 & Sheridan Street

2018 Future Total AM Peak
3/3/2014

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 40.8

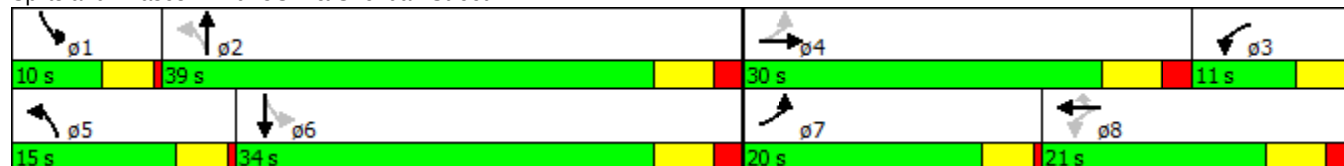
Intersection LOS: D

Intersection Capacity Utilization 89.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 49: US-1 & Sheridan Street



Lanes, Volumes, Timings
53: US-1 Federal Highway/US-1 & Taft Street

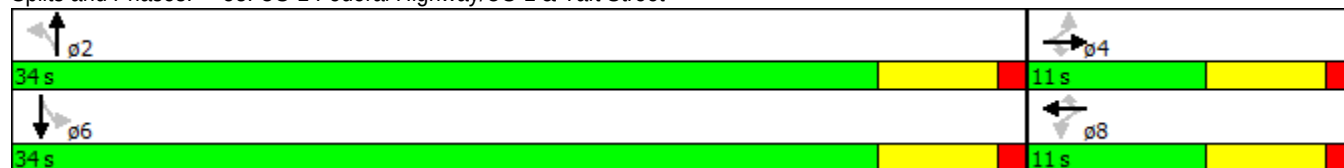
2018 Future Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	29	67	23	36	36	71	846	15	34	779	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3529	0	1770	1853	0
Flt Permitted							0.259			0.304		
Satd. Flow (perm)	1863	1863	1583	1863	1863	1583	482	3529	0	566	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73			48		8			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2012			658			742			3815	
Travel Time (s)		45.7			15.0			16.9			86.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	32	73	25	39	39	77	936	0	37	875	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	17.0	17.0		17.0	17.0	
Total Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	34.0	34.0		34.0	34.0	
Total Split (%)	24.4%	24.4%	24.4%	24.4%	24.4%	24.4%	75.6%	75.6%		75.6%	75.6%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	Max	Max		Max	Max	
Act Effect Green (s)	6.0	6.0	6.0	6.0	6.0	6.0	35.6	35.6		35.6	35.6	
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.79	0.79		0.79	0.79	
v/c Ratio	0.13	0.13	0.27	0.10	0.16	0.16	0.20	0.34		0.08	0.60	
Control Delay	18.6	18.6	8.7	18.3	18.9	7.7	4.9	3.2		3.6	6.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.6	18.6	8.7	18.3	18.9	7.7	4.9	3.2		3.6	6.7	
LOS	B	B	A	B	B	A	A	A		A	A	
Approach Delay		13.3			14.5			3.4			6.6	
Approach LOS		B			B			A			A	
Intersection Summary												
Area Type:	Other											
Cycle Length: 45												
Actuated Cycle Length: 45.3												
Natural Cycle: 45												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.60												
Intersection Signal Delay: 5.9							Intersection LOS: A					
Intersection Capacity Utilization 73.3%							ICU Level of Service D					

Analysis Period (min) 15

Splits and Phases: 53: US-1 Federal Highway/US-1 & Taft Street



	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↗
Volume (vph)	2114	12	9	1423	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	5080	0	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5080	0	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	1463			1402	1234	
Travel Time (s)	33.3			31.9	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2311	0	0	1557	0	54
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	51.1%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
56: Taft Street & Dixie Hwy SB

2018 Future Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑					↖	↑↑↑	
Volume (vph)	0	138	126	103	227	0	0	0	0	50	491	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3284	0	1770	1863	0	0	0	0	1770	5065	0
Flt Permitted				0.328						0.950		
Satd. Flow (perm)	0	3284	0	611	1863	0	0	0	0	1770	5065	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		137									4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3118			218			1569			2770	
Travel Time (s)		70.9			5.0			35.7			63.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	287	0	112	247	0	0	0	0	54	549	0
Turn Type		NA		custom	NA					custom	NA	
Protected Phases		5		2	2						6	
Permitted Phases				3	3					1	1	
Detector Phase		5		2	2					1	6	
Switch Phase												
Minimum Initial (s)		4.0		7.0	7.0					4.0	4.0	
Minimum Split (s)		20.0		12.0	12.0					8.0	20.0	
Total Split (s)		20.0		14.0	14.0					9.0	20.0	
Total Split (%)		20.0%		14.0%	14.0%					9.0%	20.0%	
Yellow Time (s)		3.5		4.0	4.0					3.5	3.5	
All-Red Time (s)		0.5		1.0	1.0					0.5	0.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0		5.0	5.0					4.0	4.0	
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Recall Mode		None		Max	Max					None	None	
Act Effect Green (s)		11.2		21.3	22.5					5.1	15.1	
Actuated g/C Ratio		0.16		0.31	0.33					0.07	0.22	
v/c Ratio		0.44		0.33	0.41					0.42	0.49	
Control Delay		16.2		12.3	10.4					43.9	16.0	
Queue Delay		0.0		0.0	0.1					0.0	0.0	
Total Delay		16.2		12.3	10.6					43.9	16.0	
LOS		B		B	B					D	B	
Approach Delay		16.2			11.1						18.5	
Approach LOS		B			B						B	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 68.9

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 15.8

Intersection LOS: B

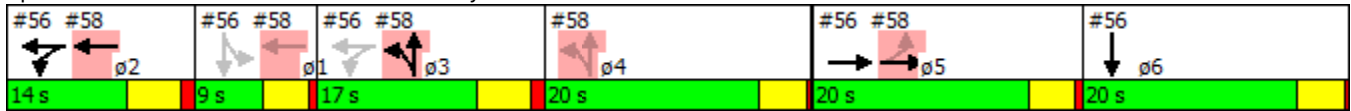
Intersection Capacity Utilization 48.0%

ICU Level of Service A

Lane Group	ø3	ø4
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	4.0
Minimum Split (s)	12.0	20.0
Total Split (s)	17.0	20.0
Total Split (%)	17%	20%
Yellow Time (s)	4.0	3.5
All-Red Time (s)	1.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	None
Act Effect Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 56: Taft Street & Dixie Hwy SB



Lanes, Volumes, Timings
58: Dixie Hwy NB & Taft Street

2018 Future Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	135	0	0	181	21	148	640	111	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	1863	0	0	3483	0	0	4949	0	0	0	0
Flt Permitted	0.614							0.992				
Satd. Flow (perm)	1144	1863	0	0	3483	0	0	4949	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11			27				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			2012			1400			3812	
Travel Time (s)		5.0			45.7			31.8			86.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	147	0	0	220	0	0	978	0	0	0	0
Turn Type	Perm	NA			NA		custom	NA				
Protected Phases		5			2		3	3				
Permitted Phases	5				1		4	4				
Detector Phase	5	5			2		3	3				
Switch Phase												
Minimum Initial (s)	4.0	4.0			7.0		7.0	7.0				
Minimum Split (s)	20.0	20.0			12.0		12.0	12.0				
Total Split (s)	20.0	20.0			14.0		17.0	17.0				
Total Split (%)	20.0%	20.0%			14.0%		17.0%	17.0%				
Yellow Time (s)	3.5	3.5			4.0		4.0	4.0				
All-Red Time (s)	0.5	0.5			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.0	4.0			5.0			5.0				
Lead/Lag	Lead	Lead			Lead		Lead	Lead				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Recall Mode	None	None			Max		Max	Max				
Act Effct Green (s)	11.2	11.2			16.0			12.2				
Actuated g/C Ratio	0.16	0.16			0.23			0.18				
v/c Ratio	0.32	0.49			0.27			1.09				
Control Delay	19.4	21.0			22.2			88.5				
Queue Delay	0.0	0.2			0.0			0.0				
Total Delay	19.4	21.2			22.2			88.5				
LOS	B	C			C			F				
Approach Delay		20.6			22.2			88.5				
Approach LOS		C			C			F				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 68.9

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 68.1

Intersection LOS: E

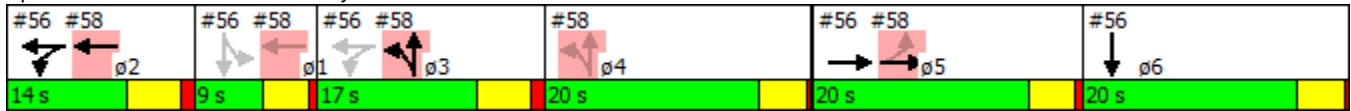
Intersection Capacity Utilization 48.0%

ICU Level of Service A

Lane Group	ø1	ø4	ø6
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	1	4	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	9.0	20.0	20.0
Total Split (%)	9%	20%	20%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Analysis Period (min) 15

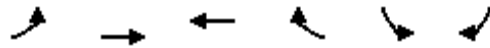
Splits and Phases: 58: Dixie Hwy NB & Taft Street



Lanes, Volumes, Timings
65: Johnson Street & 37th Avenue

2018 Future Total AM Peak

3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	214	465	302	118	31	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			190	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1863	1583	1651	0
Flt Permitted	0.562				0.988	
Satd. Flow (perm)	1047	1863	1863	1583	1651	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				128	109	
Link Speed (mph)		30	30		30	
Link Distance (ft)		927	1696		545	
Travel Time (s)		21.1	38.5		12.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	233	505	328	128	143	0
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		4	8		6	
Permitted Phases	4			8		
Detector Phase	4	4	8	8	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	20.0	20.0	20.0	20.0	20.0	
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	Max	
Act Effect Green (s)	13.2	13.2	13.2	13.2	14.0	
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.36	
v/c Ratio	0.66	0.81	0.52	0.21	0.22	
Control Delay	23.3	25.0	14.0	3.5	4.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.3	25.0	14.0	3.5	4.7	
LOS	C	C	B	A	A	
Approach Delay		24.4	11.0		4.7	
Approach LOS		C	B		A	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 39.3

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 65: Johnson Street & 37th Avenue

2018 Future Total AM Peak
3/3/2014

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 17.8

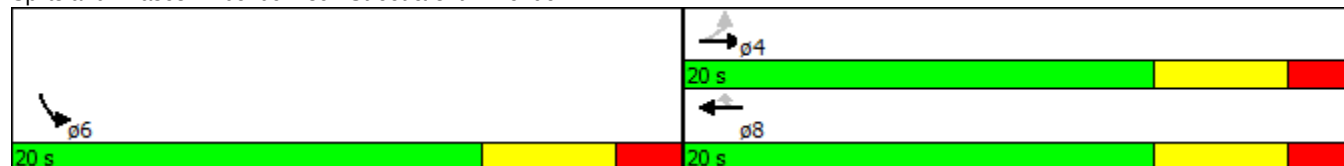
Intersection LOS: B

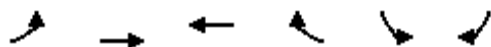
Intersection Capacity Utilization 50.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 65: Johnson Street & 37th Avenue





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	16	597	399	19	55	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1852	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1852	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		2218	927		830	
Travel Time (s)		50.4	21.1		18.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	649	455	0	60	27
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 41.4% ICU Level of Service A
Analysis Period (min) 15

Lanes, Volumes, Timings
71: 46 Avenue/46th Ave & Johnson Street

2018 Future Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	374	37	74	289	55	22	234	89	114	239	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	1839	0	1770	1818	0	1770	3394	0	1770	3539	1583
Flt Permitted	0.409			0.361			0.591			0.393		
Satd. Flow (perm)	762	1839	0	672	1818	0	1101	3394	0	732	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			19			76				218
Link Speed (mph)		30			30			30				30
Link Distance (ft)		929			2218			711			2662	
Travel Time (s)		21.1			50.4			16.2			60.5	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	447	0	80	374	0	24	351	0	124	260	26
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	9.0	17.0		9.0	17.0		10.0	11.0		9.0	11.0	11.0
Total Split (s)	9.0	29.0		9.0	29.0		10.0	13.0		9.0	12.0	12.0
Total Split (%)	15.0%	48.3%		15.0%	48.3%		16.7%	21.7%		15.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	Max	Max		None	Max		None	None		Max	None	None
Act Effect Green (s)	29.0	25.8		28.0	24.0		12.8	7.8		15.6	14.8	14.8
Actuated g/C Ratio	0.48	0.43		0.47	0.40		0.21	0.13		0.26	0.25	0.25
v/c Ratio	0.08	0.56		0.21	0.51		0.08	0.69		0.48	0.30	0.05
Control Delay	6.9	16.7		8.0	15.7		16.5	27.5		26.1	20.9	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	6.9	16.7		8.0	15.7		16.5	27.5		26.1	20.9	0.2
LOS	A	B		A	B		B	C		C	C	A
Approach Delay		16.1			14.4			26.8			21.1	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 59.8

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 19.2

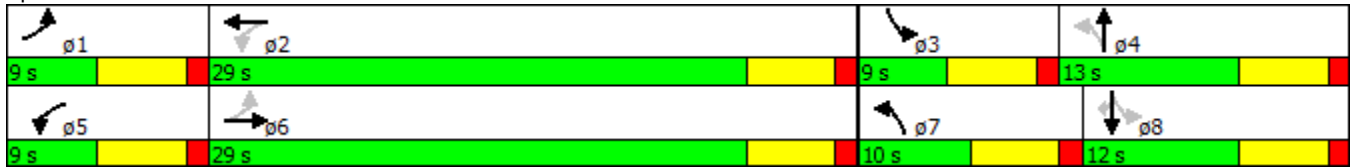
Intersection LOS: B

Intersection Capacity Utilization 58.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 71: 46 Avenue/46th Ave & Johnson Street



Lanes, Volumes, Timings
1: 46th Ave & Sheridan St

2018 Future Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	137	1447	128	140	2077	127	265	325	110	240	307	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	160		0	165		0	234		234
Storage Lanes	1		0	1		0	2		0	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5024	0	1770	5040	0	3433	3405	0	3433	3539	1583
Flt Permitted	0.133			0.125			0.370			0.333		
Satd. Flow (perm)	248	5024	0	233	5040	0	1337	3405	0	1203	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			16			53				218
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3315			1996			3810			774	
Travel Time (s)		75.3			45.4			86.6			17.6	
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	0.83	0.83	0.83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	1658	0	149	2345	0	315	518	0	289	370	231
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	10.0	18.0		10.0	18.0		10.0	12.0		10.0	12.0	12.0
Total Split (s)	10.0	34.0		12.0	36.0		13.0	16.0		13.0	16.0	16.0
Total Split (%)	13.3%	45.3%		16.0%	48.0%		17.3%	21.3%		17.3%	21.3%	21.3%
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)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max		Max	Max		None	Max	Max
Act Effect Green (s)	36.0	30.0		40.0	32.0		21.0	12.0		21.0	12.0	12.0
Actuated g/C Ratio	0.48	0.40		0.53	0.43		0.28	0.16		0.28	0.16	0.16
v/c Ratio	0.60	0.82		0.52	1.09		0.50	0.88		0.48	0.65	0.53
Control Delay	21.6	24.0		16.1	70.3		21.6	46.1		21.3	35.7	10.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	21.6	24.0		16.1	70.3		21.6	46.1		21.3	35.7	10.3
LOS	C	C		B	E		C	D		C	D	B
Approach Delay		23.8			67.1			36.9			24.4	
Approach LOS		C			E			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 1: 46th Ave & Sheridan St

2018 Future Total PM Peak
3/3/2014

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 43.6

Intersection LOS: D

Intersection Capacity Utilization 83.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: 46th Ave & Sheridan St

 ø1	 ø2	 ø3	 ø4
10 s	36 s	13 s	16 s
 ø5	 ø6	 ø7	 ø8
12 s	34 s	13 s	16 s

Lanes, Volumes, Timings
2: 40th Avenue/40th Ave & Sheridan St

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (vph)	150	1653	49	116	2271	81	72	24	82	49	13	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	250		0	100		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5065	0	1770	5060	0	1770	1647	0	1770	1621	0
Flt Permitted	0.115			0.117			0.870			0.683		
Satd. Flow (perm)	214	5065	0	218	5060	0	1621	1647	0	1272	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			14			89			91	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1996			1463			3955			752	
Travel Time (s)		45.4			33.3			89.9			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.86	0.86	0.92	0.92	0.92	0.68	0.92	0.68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	1850	0	126	2735	0	78	115	0	72	105	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	18.0		10.0	18.0		12.0	12.0		12.0	12.0	
Total Split (s)	10.0	36.0		12.0	38.0		12.0	12.0		12.0	12.0	
Total Split (%)	16.7%	60.0%		20.0%	63.3%		20.0%	20.0%		20.0%	20.0%	
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)	-2.0	-2.0		0.0	-2.0		0.0	0.0		-2.0	0.0	
Total Lost Time (s)	4.0	4.0		6.0	4.0		6.0	6.0		4.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	None		None	None		None	None	
Act Effect Green (s)	39.4	35.8		39.4	37.3		6.1	6.1		8.1	6.1	
Actuated g/C Ratio	0.69	0.63		0.69	0.65		0.11	0.11		0.14	0.11	
v/c Ratio	0.52	0.58		0.41	0.83		0.45	0.45		0.40	0.42	
Control Delay	18.4	9.9		14.7	14.5		34.9	16.2		31.3	14.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.4	9.9		14.7	14.5		34.9	16.2		31.3	14.1	
LOS	B	A		B	B		C	B		C	B	
Approach Delay		10.6			14.5			23.8			21.1	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 57.1

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
 2: 40th Avenue/40th Ave & Sheridan St

2018 Future Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 13.6

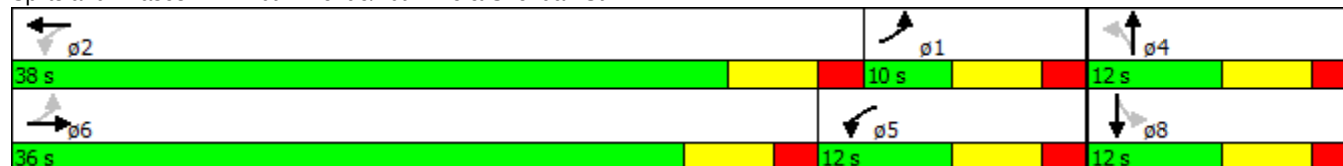
Intersection LOS: B

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: 40th Avenue/40th Ave & Sheridan St



Lanes, Volumes, Timings
6: 40th Avenue & Taft St

2018 Future Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	263	21	13	499	45	17	37	28	20	55	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1840	0	0	1840	0	0	1759	0	0	1772	0
Flt Permitted		0.998			0.999			0.990			0.991	
Satd. Flow (perm)	0	1840	0	0	1840	0	0	1759	0	0	1772	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1978			1556			736			3955	
Travel Time (s)		45.0			35.4			16.7			89.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	320	0	0	605	0	0	88	0	0	117	0
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Intersection Capacity Utilization 48.7%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
7: SR-7/441 & Sheridan Street

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	 		 	 	 
Volume (vph)	218	939	195	241	1653	285	327	999	219	274	920	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		190	562		182	330		266	425		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	3433	3539	1583	3433	3468	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	3433	3539	1583	3433	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157			136			169			11
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1120			2636			3813			1599	
Travel Time (s)		25.5			59.9			86.7			36.3	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	1021	212	262	1797	310	355	1086	238	298	1150	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	11.0	12.0	12.0	11.0	12.0	12.0	11.0	17.0	17.0	11.0	17.0	
Total Split (s)	24.0	44.0	44.0	33.0	53.0	53.0	21.0	54.0	54.0	19.0	52.0	
Total Split (%)	16.0%	29.3%	29.3%	22.0%	35.3%	35.3%	14.0%	36.0%	36.0%	12.7%	34.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	6.0	7.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	18.0	39.9	39.9	25.1	47.0	47.0	15.0	47.0	47.0	13.0	45.0	
Actuated g/C Ratio	0.12	0.27	0.27	0.17	0.31	0.31	0.10	0.31	0.31	0.09	0.30	
v/c Ratio	1.12	0.76	0.40	0.89	1.13	0.53	1.03	0.98	0.39	1.00	1.10	
Control Delay	154.7	55.2	15.4	90.6	112.7	26.6	121.9	73.3	14.0	120.0	106.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	154.7	55.2	15.4	90.6	112.7	26.6	121.9	73.3	14.0	120.0	106.1	
LOS	F	E	B	F	F	C	F	E	B	F	F	
Approach Delay		65.5			99.0			75.2			109.0	
Approach LOS		E			F			E			F	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Natural Cycle: 150

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 88.2

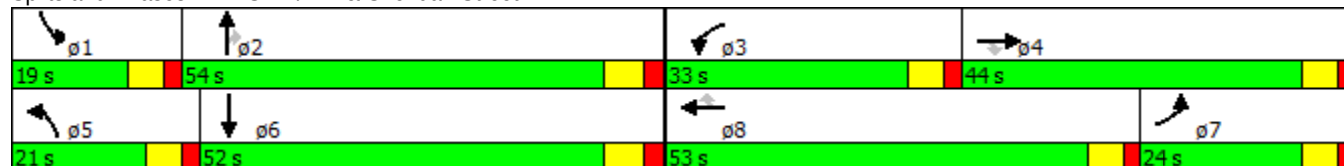
Intersection LOS: F

Intersection Capacity Utilization 104.0%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 7: SR-7/441 & Sheridan Street



Lanes, Volumes, Timings
8: Sheridan St & N Park Rd

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	99	1521	159	255	2059	199	176	310	435	227	293	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	500		0	212		212	160		160
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5014	0	1770	5019	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.160			0.148		
Satd. Flow (perm)	1770	5014	0	1770	5019	0	298	1863	1583	276	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			19				142			142
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1402			3113			630			875	
Travel Time (s)		31.9			70.8			14.3			19.9	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.85	0.85	0.92	0.92	0.92	0.85	0.92	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	1901	0	277	2656	0	191	337	473	267	318	227
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases							2		2	6		6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	4.0	4.0	4.0	6.0	6.0
Minimum Split (s)	11.0	18.0		11.0	18.0		10.0	20.0	20.0	10.0	12.0	12.0
Total Split (s)	11.0	92.0		11.0	92.0		16.0	31.0	31.0	16.0	31.0	31.0
Total Split (%)	7.3%	61.3%		7.3%	61.3%		10.7%	20.7%	20.7%	10.7%	20.7%	20.7%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		0.0	-2.0		0.0	0.0	0.0	-2.0	0.0	-2.0
Total Lost Time (s)	3.5	3.5		5.5	3.5		6.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effect Green (s)	7.5	75.5		17.5	87.5		35.0	25.0	25.0	39.0	25.0	27.0
Actuated g/C Ratio	0.05	0.51		0.12	0.59		0.23	0.17	0.17	0.26	0.17	0.18
v/c Ratio	1.26	0.75		1.33	0.90		1.14	1.08	1.23	1.39	1.02	0.56
Control Delay	235.7	30.5		226.3	31.9		152.6	130.4	160.3	238.1	115.7	26.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	235.7	30.5		226.3	31.9		152.6	130.4	160.3	238.1	115.7	26.9
LOS	F	C		F	C		F	F	F	F	F	C
Approach Delay		41.9			50.3			148.7			131.1	
Approach LOS		D			D			F			F	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 149

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Lanes, Volumes, Timings
8: Sheridan St & N Park Rd

2018 Future Total PM Peak
3/3/2014

Maximum v/c Ratio: 1.39

Intersection Signal Delay: 72.1

Intersection LOS: E

Intersection Capacity Utilization 93.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 8: Sheridan St & N Park Rd

 $\phi 3$ $\phi 1$	 $\phi 2$	 $\phi 4$	
16 s	31 s	92 s	11 s
 $\phi 5$	 $\phi 6$	 $\phi 7$	 $\phi 8$
16 s	31 s	11 s	92 s

Lanes, Volumes, Timings
10: N. Park Rd/N Park Rd & Johnson Street

2018 Future Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	101	353	172	146	349	167	149	548	249	142	485	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	163		163	189		189
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.537			0.336			0.308			0.427		
Satd. Flow (perm)	1000	1863	1583	626	1863	1583	574	3539	1583	795	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			273			291			291			273
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1696			1506			1124			2668	
Travel Time (s)		38.5			34.2			25.5			60.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	384	187	159	379	182	162	596	271	154	527	98
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	22.0	22.0	9.0	23.0	23.0	9.0	21.0	21.0	8.0	20.0	20.0
Total Split (%)	13.3%	36.7%	36.7%	15.0%	38.3%	38.3%	15.0%	35.0%	35.0%	13.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	17.4	15.2	15.2	16.7	15.7	15.7	17.7	16.7	16.7	18.2	15.9	15.9
Actuated g/C Ratio	0.32	0.28	0.28	0.30	0.29	0.29	0.32	0.30	0.30	0.33	0.29	0.29
v/c Ratio	0.29	0.75	0.29	0.53	0.71	0.28	0.54	0.55	0.40	0.46	0.51	0.15
Control Delay	19.5	30.1	2.1	23.2	27.2	1.5	25.9	20.4	4.3	25.6	20.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	30.1	2.1	23.2	27.2	1.5	25.9	20.4	4.3	25.6	20.6	0.5
LOS	B	C	A	C	C	A	C	C	A	C	C	A
Approach Delay		20.7			19.8			17.0			19.1	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 54.8

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
 10: N. Park Rd/N Park Rd & Johnson Street

2018 Future Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 18.9

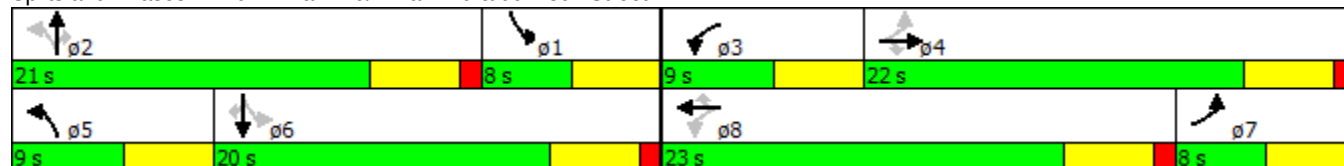
Intersection LOS: B

Intersection Capacity Utilization 64.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: N. Park Rd/N Park Rd & Johnson Street



Lanes, Volumes, Timings
11: Sheridan St & 29th Avenue

2018 Future Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		   		 	  			 		 		
Volume (vph)	114	1605	256	463	2173	149	271	60	384	563	153	702
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	337		347	180		160	150		150	0		0
Storage Lanes	1		1	2		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	7544	1583	3433	5085	1583	1770	3079	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.441			0.950		
Satd. Flow (perm)	1770	7544	1583	3433	5085	1583	821	3079	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			278			100			398			205
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3113			404			363			639	
Travel Time (s)		70.8			9.2			8.3			14.5	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	1745	278	503	2362	162	295	482	0	612	166	763
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2	8					4
Detector Phase	1	6	6	5	2	2	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	10.0	10.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	16.0	16.0	20.0	20.0		20.0	20.0	20.0
Total Split (s)	10.0	28.0	28.0	24.0	43.0	43.0	20.0	25.0		20.0	25.0	25.0
Total Split (%)	10.2%	28.6%	28.6%	24.5%	43.9%	43.9%	20.4%	25.5%		20.4%	25.5%	25.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	2.0	2.0	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-2.0	0.0	-1.5	-1.5	0.0	-2.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	2.0	4.0	2.5	4.5	6.0	2.0	4.0		4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	6.0	30.0	28.0	19.8	39.8	38.3	28.5	9.8		25.9	21.0	21.0
Actuated g/C Ratio	0.06	0.31	0.29	0.20	0.41	0.39	0.29	0.10		0.26	0.21	0.21
v/c Ratio	1.15	0.76	0.43	0.73	1.14	0.24	0.74	0.72		0.68	0.42	1.53
Control Delay	175.1	33.8	6.0	43.0	100.2	9.6	41.4	14.9		37.7	37.0	270.0
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	175.1	33.8	6.0	43.0	100.7	9.6	41.4	14.9		37.7	37.0	270.0
LOS	F	C	A	D	F	A	D	B		D	D	F
Approach Delay		38.3			86.2			25.0			152.6	
Approach LOS		D			F			C			F	

Intersection Summary

Area Type: Other
Cycle Length: 98
Actuated Cycle Length: 98
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 150

Lanes, Volumes, Timings 11: Sheridan St & 29th Avenue

2018 Future Total PM Peak
3/3/2014

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.53

Intersection Signal Delay: 79.8

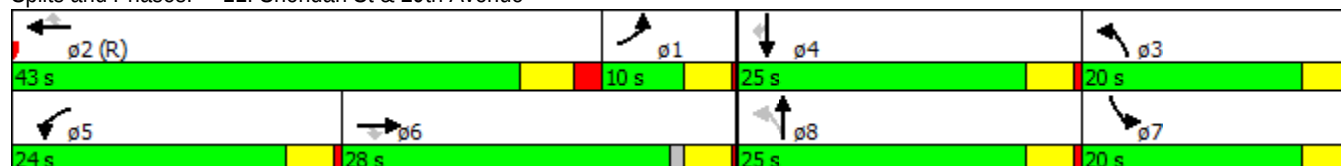
Intersection LOS: E

Intersection Capacity Utilization 110.9%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 11: Sheridan St & 29th Avenue



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	300	75	0	177	176	0	0	286	75	0	190	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1792	0	0	1818	0	0	1811	0	0	1753	0
Flt Permitted		0.962			0.976							
Satd. Flow (perm)	0	1792	0	0	1818	0	0	1811	0	0	1753	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		441			384			308			363	
Travel Time (s)		10.0			8.7			7.0			8.3	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	408	0	0	383	0	0	393	0	0	370	0
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Intersection Capacity Utilization 58.2%

ICU Level of Service B

Analysis Period (min) 15

Lanes, Volumes, Timings
14: Sheridan St & I-95 W

2018 Future Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘↘	↑↑↑					↘↘	↑	↗↗
Volume (vph)	0	1811	644	506	1755	0	0	0	0	664	0	985
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	300		300
Storage Lanes	0		1	2		0	0		0	2		2
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	1863	2787
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	3433	1863	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			700									109
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		404			252			359			801	
Travel Time (s)		9.2			5.7			8.2			18.2	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1968	700	550	1908	0	0	0	0	722	0	1071
Turn Type		NA	Perm	Prot	NA					Split		Prot
Protected Phases		6		5	2					7	7	7
Permitted Phases			6									
Detector Phase		6	6	5	2					7	7	7
Switch Phase												
Minimum Initial (s)		6.0	6.0	10.0	10.0					6.0	6.0	6.0
Minimum Split (s)		12.0	12.0	16.0	16.0					12.0	12.0	12.0
Total Split (s)		32.0	32.0	23.0	55.0					35.0	35.0	35.0
Total Split (%)		35.6%	35.6%	25.6%	61.1%					38.9%	38.9%	38.9%
Yellow Time (s)		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
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0					-2.0	0.0	-2.0
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0	6.0	4.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Recall Mode		Max	Max	Max	C-Max					Max	Max	Max
Act Effect Green (s)		28.0	28.0	19.0	51.0					31.0		31.0
Actuated g/C Ratio		0.31	0.31	0.21	0.57					0.34		0.34
v/c Ratio		0.84	0.72	0.76	0.66					0.61		1.04
Control Delay		32.9	6.9	37.3	11.9					27.2		66.2
Queue Delay		19.2	0.0	6.6	2.9					0.4		0.0
Total Delay		52.1	6.9	43.9	14.8					27.5		66.2
LOS		D	A	D	B					C		E
Approach Delay		40.2			21.3							
Approach LOS		D			C							
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green												
Natural Cycle: 70												

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 36.2

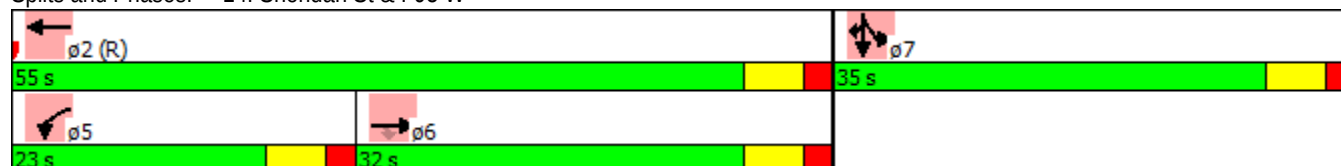
Intersection LOS: D

Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 14: Sheridan St & I-95 W



Lanes, Volumes, Timings
17: Sheridan St & I-95 E

2018 Future Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	790	1655	0	4	1522	789	727	0	675	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3433	5085	0	0	7544	1583	4990	0	1583	0	0	0
Flt Permitted	0.950				0.912		0.950					
Satd. Flow (perm)	3433	5085	0	0	6880	1583	4990	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						759			103			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		252			328			940			778	
Travel Time (s)		5.7			7.5			21.4			17.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	859	1799	0	0	1658	858	790	0	734	0	0	0
Turn Type	Prot	NA		Perm	NA	Perm	Perm		Perm			
Protected Phases	5	2			6							
Permitted Phases				6		6	8		8			
Detector Phase	5	2		6	6	6	8		8			
Switch Phase												
Minimum Initial (s)	4.0	4.0		6.0	6.0	6.0	10.0		10.0			
Minimum Split (s)	10.0	10.0		12.0	12.0	12.0	16.0		16.0			
Total Split (s)	20.0	52.0		32.0	32.0	32.0	38.0		38.0			
Total Split (%)	22.2%	57.8%		35.6%	35.6%	35.6%	42.2%		42.2%			
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0			
All-Red Time (s)	2.0	2.0		1.5	1.5	1.5	2.0		2.0			
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0	-2.0		-2.0			
Total Lost Time (s)	4.0	4.0			3.5	3.5	4.0		4.0			
Lead/Lag	Lag			Lead	Lead	Lead						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Recall Mode	None	C-Max		Max	Max	Max	Max		Max			
Act Effect Green (s)	16.0	48.0			28.5	28.5	34.0		34.0			
Actuated g/C Ratio	0.18	0.53			0.32	0.32	0.38		0.38			
v/c Ratio	1.41	0.66			0.76	0.84	0.42		1.11			
Control Delay	214.9	12.4			30.5	13.2	21.6		94.1			
Queue Delay	0.4	3.5			0.5	0.0	0.0		0.0			
Total Delay	215.3	15.8			31.0	13.2	21.6		94.1			
LOS	F	B			C	B	C		F			
Approach Delay		80.3			24.9							
Approach LOS		F			C							

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 2 (2%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.41
 Intersection Signal Delay: 54.1

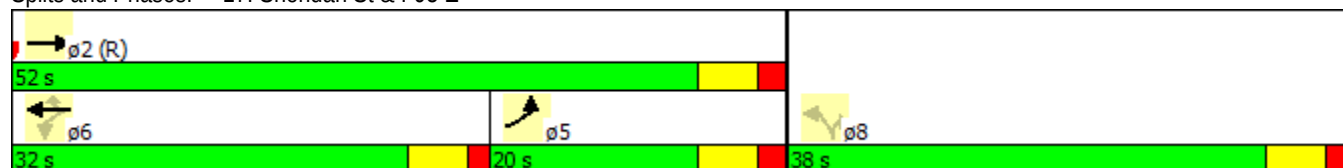
Intersection LOS: D

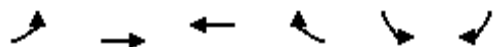
Intersection Capacity Utilization 87.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 17: Sheridan St & I-95 E





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	123	1833	2006	6	4	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	5085	5085	0	1672	0
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1770	5085	5085	0	1672	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		328	1352		331	
Travel Time (s)		7.5	30.7		7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	1992	2187	0	11	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 59.0% ICU Level of Service B

Analysis Period (min) 15

Lanes, Volumes, Timings
21: 56 Street & Sheridan St

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	1187	89	186	1756	172	164	290	112	192	388	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	361		361	0		0
Storage Lanes	1		0	1		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5034	0	1770	5019	0	3433	3391	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.233			0.312		
Satd. Flow (perm)	1770	5034	0	1770	5019	0	842	3391	0	1127	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			21			56				242
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2636			3315			3795			1079	
Travel Time (s)		59.9			75.3			86.3			24.5	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	150	1387	0	202	2096	0	178	437	0	209	422	150
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.0	17.0		11.0	17.0		10.0	12.0		10.0	12.0	12.0
Total Split (s)	14.0	34.0		19.0	39.0		11.0	23.0		14.0	26.0	26.0
Total Split (%)	15.6%	37.8%		21.1%	43.3%		12.2%	25.6%		15.6%	28.9%	28.9%
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	1.0		2.0	1.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0		6.0	5.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max		None	None		None	None	None
Act Effect Green (s)	8.0	29.0		13.0	34.0		22.2	17.2		27.8	20.0	20.0
Actuated g/C Ratio	0.09	0.32		0.14	0.38		0.25	0.19		0.31	0.22	0.22
v/c Ratio	0.96	0.85		0.79	1.10		0.51	0.63		0.38	1.02	0.28
Control Delay	104.7	34.4		60.6	81.0		26.5	33.8		22.9	85.9	1.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	104.7	34.4		60.6	81.0		26.5	33.8		22.9	85.9	1.5
LOS	F	C		E	F		C	C		C	F	A
Approach Delay		41.2			79.2			31.7			52.8	
Approach LOS		D			E			C			D	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 21: 56 Street & Sheridan St

2018 Future Total PM Peak
3/3/2014

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 58.5

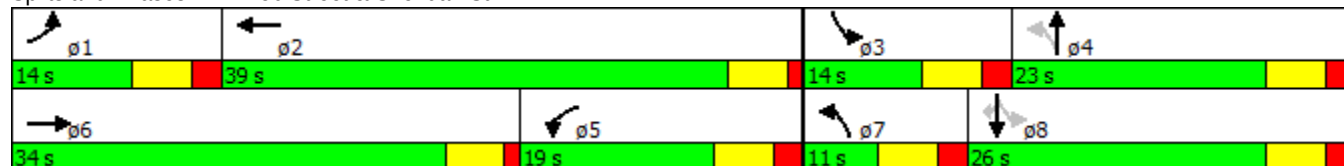
Intersection LOS: E

Intersection Capacity Utilization 89.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 21: 56 Street & Sheridan St



									
Lane Group	WBL	WBR	NBL	NBR	SEL	SER	SWL2	SWL	SWR
Lane Configurations			 						
Volume (vph)	4	26	9	8	136	5	5	36	696
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1611	3270	0	0	2787	0	1619	0
Flt Permitted	0.950		0.974		0.950			0.997	
Satd. Flow (perm)	0	1611	3270	0	0	2787	0	1619	0
Link Speed (mph)	30		30		30			30	
Link Distance (ft)	794		2108		1376			1073	
Travel Time (s)	18.0		47.9		31.3			24.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)									
Lane Group Flow (vph)	4	28	19	0	148	5	0	801	0
Sign Control	Stop		Free		Free			Stop	
Intersection Summary									
Area Type:	Other								
Control Type:	Unsignalized								
Intersection Capacity Utilization Err%	ICU Level of Service H								
Analysis Period (min)	15								

Lanes, Volumes, Timings
23: 26 Avenue/26th Ave & Sheridan St

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Volume (vph)	360	1450	236	66	1422	173	276	173	67	275	191	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	600		0	228		0	150		0	295		295
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	4979	0	1770	5085	1583	1770	1785	0	1770	1863	1583
Flt Permitted	0.950			0.182			0.508			0.308		
Satd. Flow (perm)	1770	4979	0	339	5085	1583	946	1785	0	574	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52				305		22				305
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1352			3119			3825			696	
Travel Time (s)		30.7			70.9			86.9			15.8	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	396	1852	0	72	1546	188	300	261	0	296	205	418
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2		2	4			8		8
Detector Phase	1	6		5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	6.0		5.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.0	12.0		11.0	12.0	12.0	10.0	12.0		10.0	12.0	12.0
Total Split (s)	21.0	36.0		11.0	26.0	26.0	11.0	15.0		13.0	17.0	17.0
Total Split (%)	28.0%	48.0%		14.7%	34.7%	34.7%	14.7%	20.0%		17.3%	22.7%	22.7%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	0.0	-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	6.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max	Max	None	None		None	None	None
Act Effect Green (s)	17.0	34.2		29.0	22.0	20.0	18.0	11.0		22.0	13.0	13.0
Actuated g/C Ratio	0.23	0.46		0.39	0.29	0.27	0.24	0.15		0.29	0.17	0.17
v/c Ratio	0.99	0.81		0.27	1.04	0.29	0.99	0.93		0.95	0.64	0.79
Control Delay	74.0	21.4		14.4	61.3	1.2	77.2	71.1		66.2	39.0	21.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	74.0	21.4		14.4	61.3	1.2	77.2	71.1		66.2	39.0	21.8
LOS	E	C		B	E	A	E	E		E	D	C
Approach Delay		30.6			53.2			74.4			40.0	
Approach LOS		C			D			E			D	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
 23: 26 Avenue/26th Ave & Sheridan St

2018 Future Total PM Peak
 3/3/2014

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 44.0

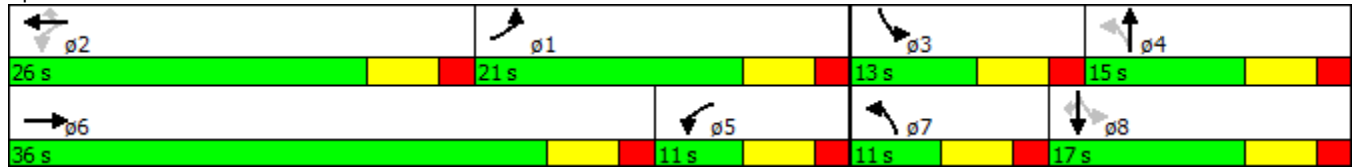
Intersection LOS: D

Intersection Capacity Utilization 89.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 23: 26 Avenue/26th Ave & Sheridan St



Lanes, Volumes, Timings
26: Dixie Hwy SB & Sheridan St

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	101	975	328	82	1466	46	0	0	0	22	142	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	0		0	0		0	224		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3539	1583	1770	3522	0	0	0	0	0	3310	0
Flt Permitted	0.119			0.950							0.996	
Satd. Flow (perm)	222	3539	1583	1770	3522	0	0	0	0	0	3310	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			357		5						121	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3119			220			1044			924	
Travel Time (s)		70.9			5.0			23.7			21.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	1060	357	89	1643	0	0	0	0	0	299	0
Turn Type	D.P+P	NA	Perm	Prot	NA					Split	NA	
Protected Phases	1	6		5	2					7	7	
Permitted Phases	2	2	6		5							
Detector Phase	1	6	6	5	2					7	7	
Switch Phase												
Minimum Initial (s)	4.0	12.0	12.0	5.0	12.0					5.0	5.0	
Minimum Split (s)	9.0	33.0	33.0	10.0	17.0					9.0	9.0	
Total Split (s)	11.0	48.0	48.0	12.0	37.0					10.0	10.0	
Total Split (%)	12.2%	53.3%	53.3%	13.3%	41.1%					11.1%	11.1%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0					0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0						0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0						4.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	Max					Max	Max	
Act Effect Green (s)	38.3	42.1	42.1	6.9	42.9						6.0	
Actuated g/C Ratio	0.44	0.49	0.49	0.08	0.50						0.07	
v/c Ratio	0.54	0.62	0.37	0.64	0.94						0.87	
Control Delay	23.6	18.7	2.8	56.2	30.4						51.0	
Queue Delay	0.0	0.0	0.0	0.0	27.1						0.0	
Total Delay	23.6	18.7	2.8	56.2	57.5						51.0	
LOS	C	B	A	E	E						D	
Approach Delay		15.4			57.5						51.0	
Approach LOS		B			E						D	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 86.6

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Lane Group	ø8
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	11.0
Total Split (s)	20.0
Total Split (%)	22%
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 26: Dixie Hwy SB & Sheridan St

2018 Future Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 38.9

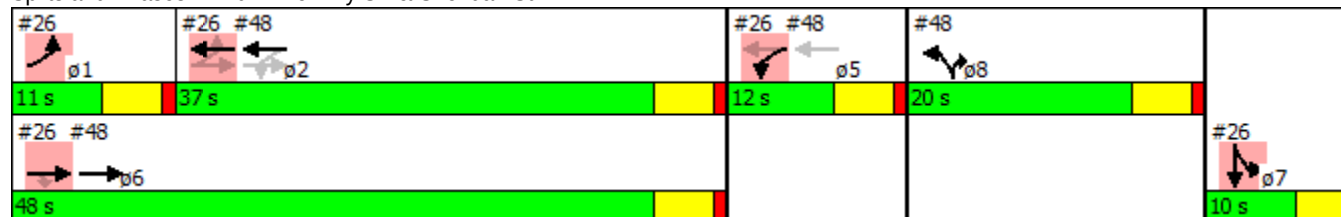
Intersection LOS: D

Intersection Capacity Utilization 67.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 26: Dixie Hwy SB & Sheridan St



Lanes, Volumes, Timings
27: 46th Ave & Taft Street/Taft St

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	229	35	46	398	62	49	330	44	23	395	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	96		0	85		0	210		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1825	0	1770	1825	0	1770	3476	0	0	3479	0
Flt Permitted	0.480			0.453			0.440				0.917	
Satd. Flow (perm)	894	1825	0	844	1825	0	820	3476	0	0	3197	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			28			35			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3378			1978			2662			3810	
Travel Time (s)		76.8			45.0			60.5			86.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	287	0	50	500	0	53	407	0	0	504	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		4.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	16.0	16.0		10.0	18.0		12.0	12.0		11.0	11.0	
Total Split (s)	16.0	16.0		10.0	26.0		14.0	14.0		14.0	14.0	
Total Split (%)	40.0%	40.0%		25.0%	65.0%		35.0%	35.0%		35.0%	35.0%	
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		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		-2.0	0.0		0.0	-1.0			-1.0	
Total Lost Time (s)	6.0	6.0		4.0	6.0		5.0	4.0			4.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	Max	Max		None	None		Max	Max		Max	Max	
Act Effect Green (s)	11.9	11.9		17.5	15.5		9.1	10.1			10.1	
Actuated g/C Ratio	0.33	0.33		0.49	0.43		0.25	0.28			0.28	
v/c Ratio	0.14	0.46		0.09	0.62		0.25	0.40			0.55	
Control Delay	12.3	14.1		4.8	11.0		16.0	11.7			13.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	12.3	14.1		4.8	11.0		16.0	11.7			13.7	
LOS	B	B		A	B		B	B			B	
Approach Delay		13.8			10.4			12.2			13.7	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 35.7

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
 27: 46th Ave & Taft Street/Taft St

2018 Future Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 12.4

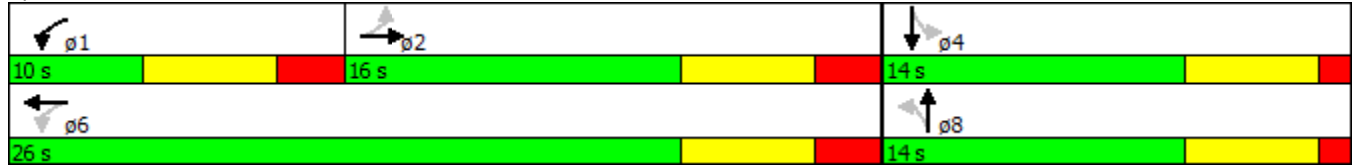
Intersection LOS: B

Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15

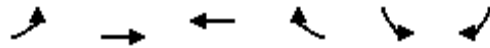
Splits and Phases: 27: 46th Ave & Taft Street/Taft St



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	578			788	755	
Travel Time (s)	13.1			17.9	17.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	0.0%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
29: Taft St & 28th Ave

2018 Future Total PM Peak
3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	101	398	428	25	67	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	91			145	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1850	0	1770	1583
Flt Permitted	0.284				0.950	
Satd. Flow (perm)	529	1863	1850	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			9			102
Link Speed (mph)		30	30		30	
Link Distance (ft)		1537	578		2152	
Travel Time (s)		34.9	13.1		48.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	110	433	492	0	73	102
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Detector Phase	1	6	2		8	8
Switch Phase						
Minimum Initial (s)	4.0	10.0	10.0		6.0	6.0
Minimum Split (s)	8.0	15.0	15.0		11.0	11.0
Total Split (s)	8.0	28.0	20.0		12.0	12.0
Total Split (%)	20.0%	70.0%	50.0%		30.0%	30.0%
Yellow Time (s)	3.5	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-2.0	0.0
Total Lost Time (s)	2.0	3.0	3.0		3.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes					
Recall Mode	None	None	None		Max	Max
Act Effect Green (s)	20.4	19.3	15.2		9.3	7.3
Actuated g/C Ratio	0.58	0.55	0.44		0.27	0.21
v/c Ratio	0.21	0.42	0.61		0.15	0.25
Control Delay	3.7	5.5	12.1		13.2	6.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.7	5.5	12.1		13.2	6.2
LOS	A	A	B		B	A
Approach Delay		5.1	12.1		9.1	
Approach LOS		A	B		A	

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 34.9
Natural Cycle: 40
Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 8.6

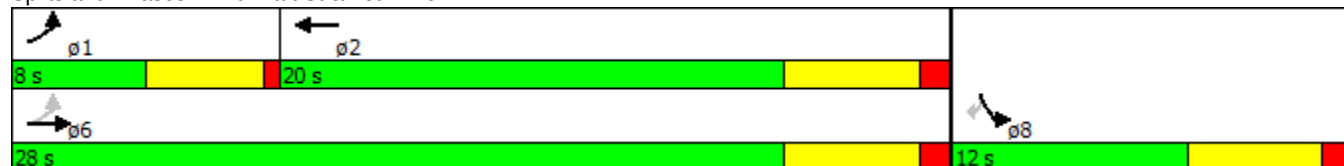
Intersection LOS: A

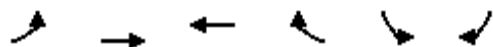
Intersection Capacity Utilization 44.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 29: Taft St & 28th Ave





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	24	505	510	16	10	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			50	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		2557	1537		1232	
Travel Time (s)		58.1	34.9		28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	549	554	17	11	17
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 36.8% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
31: N Park Rd & Taft St

2018 Future Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	219	193	43	152	249	229	70	555	155	146	516	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	168		168	250		151	192		110	160		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3454	0
Flt Permitted	0.414			0.600			0.247			0.298		
Satd. Flow (perm)	771	1863	1583	1118	1863	1583	460	3539	1583	555	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			273			273			273			37
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1357			2557			2668			2108	
Travel Time (s)		30.8			58.1			60.6			47.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	238	210	47	165	271	249	76	603	168	159	670	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	
Total Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	
Total Split (%)	16.7%	33.3%	33.3%	16.7%	33.3%	33.3%	16.7%	33.3%	33.3%	16.7%	33.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	21.2	16.7	16.7	20.2	14.1	14.1	22.3	16.2	16.2	23.1	18.2	
Actuated g/C Ratio	0.38	0.30	0.30	0.36	0.25	0.25	0.40	0.29	0.29	0.41	0.32	
v/c Ratio	0.60	0.38	0.07	0.35	0.58	0.41	0.23	0.59	0.26	0.44	0.59	
Control Delay	19.4	20.5	0.2	13.3	24.7	4.6	15.0	21.2	1.4	19.5	19.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.4	20.5	0.2	13.3	24.7	4.6	15.0	21.2	1.4	19.5	19.0	
LOS	B	C	A	B	C	A	B	C	A	B	B	
Approach Delay		18.1			14.7			16.7			19.1	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 56.2

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 17.1

Intersection LOS: B

Intersection Capacity Utilization 62.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 31: N Park Rd & Taft St

 $\phi 2$	 $\phi 1$	 $\phi 3$	 $\phi 4$
20 s	10 s	10 s	20 s
 $\phi 6$	 $\phi 5$	 $\phi 7$	 $\phi 8$
20 s	10 s	10 s	20 s

Lanes, Volumes, Timings
35: N 35th Ave & Taft St

2018 Future Total PM Peak

3/3/2014

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Volume (vph)	243	59	76	321	239	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	85		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1814	0	1770	1863	1770	1583
Flt Permitted			0.528		0.950	
Satd. Flow (perm)	1814	0	984	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	40					248
Link Speed (mph)	30			30	30	
Link Distance (ft)	1556			1357	713	
Travel Time (s)	35.4			30.8	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	328	0	83	349	260	248
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases			6			4
Detector Phase	2		6	6	4	4
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	20.0		20.0	20.0	12.0	12.0
Total Split (s)	21.0		21.0	21.0	19.0	19.0
Total Split (%)	52.5%		52.5%	52.5%	47.5%	47.5%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	3.0		3.0	3.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		None	None	None	None
Act Effect Green (s)	18.1		18.1	18.1	12.5	12.5
Actuated g/C Ratio	0.49		0.49	0.49	0.34	0.34
v/c Ratio	0.36		0.17	0.38	0.43	0.35
Control Delay	7.1		7.3	8.1	11.6	3.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	7.1		7.3	8.1	11.6	3.2
LOS	A		A	A	B	A
Approach Delay	7.1			7.9	7.5	
Approach LOS	A			A	A	
Intersection Summary						
Area Type:	Other					
Cycle Length:	40					
Actuated Cycle Length:	36.7					
Natural Cycle:	40					
Control Type:	Semi Act-Uncoord					

Lanes, Volumes, Timings 35: N 35th Ave & Taft St

2018 Future Total PM Peak
3/3/2014

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 7.5

Intersection LOS: A

Intersection Capacity Utilization 52.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 35: N 35th Ave & Taft St

→ ø2		↖ ø4	
21 s		19 s	
← ø6			
21 s			

Lanes, Volumes, Timings
37: 26 Avenue & Taft St/Taft Street

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	244	109	23	296	59	84	251	17	64	232	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	110		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1777	0	1770	1816	0	1770	1846	0	1770	1803	0
Flt Permitted	0.482			0.486			0.567			0.582		
Satd. Flow (perm)	898	1777	0	905	1816	0	1056	1846	0	1084	1803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62			28			9			37	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		788			3118			702			3825	
Travel Time (s)		17.9			70.9			16.0			86.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	383	0	25	386	0	91	291	0	70	320	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
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	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)	11.6	11.6		11.6	11.6		14.1	14.1		14.1	14.1	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.37	0.37		0.37	0.37	
v/c Ratio	0.31	0.65		0.09	0.67		0.23	0.42		0.17	0.46	
Control Delay	13.2	15.0		9.8	16.7		11.0	11.6		10.3	11.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.2	15.0		9.8	16.7		11.0	11.6		10.3	11.2	
LOS	B	B		A	B		B	B		B	B	
Approach Delay		14.7			16.3			11.4			11.1	
Approach LOS		B			B			B			B	
Intersection Summary												
Area Type:	Other											
Cycle Length: 40												
Actuated Cycle Length: 37.8												
Natural Cycle: 40												
Control Type: Semi Act-Uncoord												

Lanes, Volumes, Timings
 37: 26 Avenue & Taft St/Taft Street

2018 Future Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 13.5

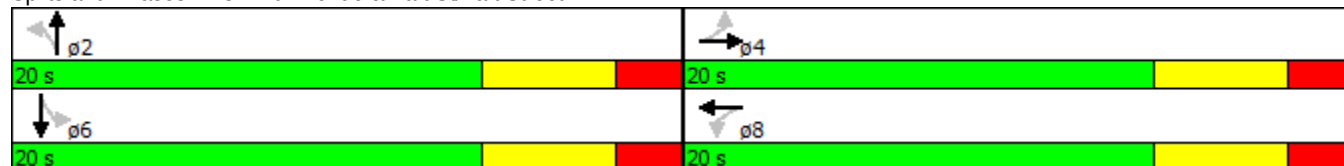
Intersection LOS: B

Intersection Capacity Utilization 64.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 37: 26 Avenue & Taft St/Taft Street



Lanes, Volumes, Timings
43: SR-7/441 & Taft Street

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	142	255	210	99	355	37	257	1221	73	28	1061	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	399		50	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3447	0
Flt Permitted	0.195			0.384			0.095			0.109		
Satd. Flow (perm)	363	1863	1583	715	1863	1583	177	3539	1583	203	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			230			230			164			32
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1995			2594			985			3813	
Travel Time (s)		45.3			59.0			22.4			86.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	277	228	108	386	40	279	1327	79	30	1394	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	10.0	12.0	12.0	10.0	12.0	12.0	10.0	16.0	16.0	10.0	16.0	
Total Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	16.0	46.0	46.0	10.0	40.0	
Total Split (%)	11.1%	26.7%	26.7%	11.1%	26.7%	26.7%	17.8%	51.1%	51.1%	11.1%	44.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	24.1	20.5	20.5	23.0	18.5	18.5	50.5	44.5	44.5	39.0	34.5	
Actuated g/C Ratio	0.27	0.23	0.23	0.26	0.21	0.21	0.56	0.49	0.49	0.43	0.38	
v/c Ratio	0.92	0.65	0.42	0.46	1.01	0.08	0.98	0.76	0.09	0.18	1.04	
Control Delay	81.9	41.3	7.0	30.6	86.4	0.3	72.6	23.0	0.2	12.3	63.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	81.9	41.3	7.0	30.6	86.4	0.3	72.6	23.0	0.2	12.3	63.6	
LOS	F	D	A	C	F	A	E	C	A	B	E	
Approach Delay		38.9			68.6			30.2			62.5	
Approach LOS		D			E			C			E	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 43: SR-7/441 & Taft Street

2018 Future Total PM Peak
3/3/2014

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 47.0

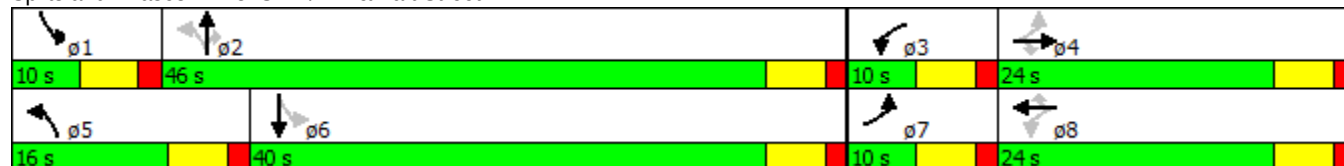
Intersection LOS: D

Intersection Capacity Utilization 95.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 43: SR-7/441 & Taft Street



Lanes, Volumes, Timings
45: 56 Avenue/56 Street & Taft Street

2018 Future Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	255	42	36	385	64	30	376	34	30	467	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1824	0	1770	1822	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.311			0.535			0.356			0.465		
Satd. Flow (perm)	579	1824	0	997	1822	0	663	1863	1583	866	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			23				55			66
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2594			3378			1248			3795	
Travel Time (s)		59.0			76.8			28.4			86.3	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	323	0	39	488	0	33	409	37	33	508	66
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	2	2		6	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0	6.0	4.0	4.0	4.0
Minimum Split (s)	15.0	15.0		15.0	15.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	19.0	19.0		19.0	19.0		21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	47.5%	47.5%		47.5%	47.5%		52.5%	52.5%	52.5%	52.5%	52.5%	52.5%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Act Effect Green (s)	13.0	13.0		13.0	13.0		16.0	16.0	16.0	16.0	16.0	16.0
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.41	0.41	0.41	0.41	0.41	0.41
v/c Ratio	0.27	0.52		0.12	0.79		0.12	0.53	0.05	0.09	0.66	0.10
Control Delay	13.8	13.1		9.9	23.1		9.1	12.3	2.4	8.4	15.5	3.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	13.1		9.9	23.1		9.1	12.3	2.4	8.4	15.5	3.2
LOS	B	B		A	C		A	B	A	A	B	A
Approach Delay		13.2			22.1			11.3			13.7	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 39

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
 45: 56 Avenue/56 Street & Taft Street

2018 Future Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 15.3

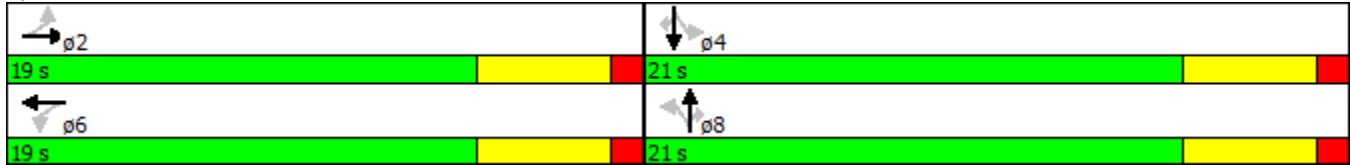
Intersection LOS: B

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 45: 56 Avenue/56 Street & Taft Street



Lanes, Volumes, Timings
48: Dixie Hwy NB & Sheridan Street

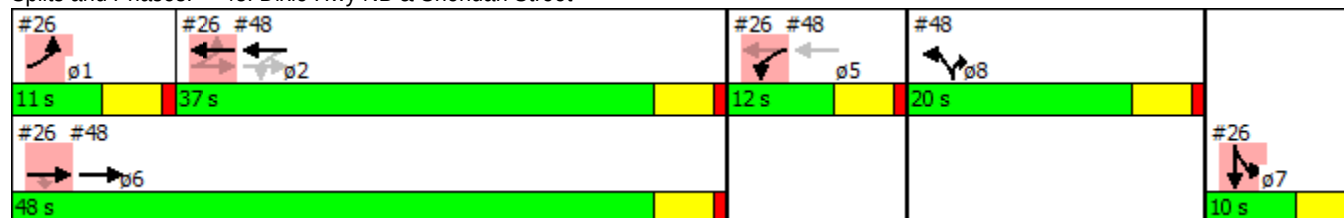
2018 Future Total PM Peak

3/3/2014

	→	↘	↙	←	↖	↗			
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø1	ø5	ø7
Lane Configurations	↑↑			↑↑↑	↖↗	↗			
Volume (vph)	1023	0	4	1064	507	129			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Satd. Flow (prot)	3539	0	0	5085	3433	1583			
Flt Permitted				0.940	0.950				
Satd. Flow (perm)	3539	0	0	4780	3433	1583			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)						140			
Link Speed (mph)	30			30	30				
Link Distance (ft)	220			165	3812				
Travel Time (s)	5.0			3.8	86.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	1112	0	0	1161	551	140			
Turn Type	NA		Perm	NA	Prot	Prot			
Protected Phases	6			2	8	8	1	5	7
Permitted Phases	2		2	5					
Detector Phase	6		2	2	8	8			
Switch Phase									
Minimum Initial (s)	12.0		12.0	12.0	6.0	6.0	4.0	5.0	5.0
Minimum Split (s)	33.0		17.0	17.0	11.0	11.0	9.0	10.0	9.0
Total Split (s)	48.0		37.0	37.0	20.0	20.0	11.0	12.0	10.0
Total Split (%)	53.3%		41.1%	41.1%	22.2%	22.2%	12%	13%	11%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0			
Total Lost Time (s)	5.0			5.0	5.0	5.0			
Lead/Lag			Lag	Lag			Lead		
Lead-Lag Optimize?									
Recall Mode	None		Max	Max	Max	Max	None	None	Max
Act Effect Green (s)	42.1			39.1	15.1	15.1			
Actuated g/C Ratio	0.49			0.45	0.17	0.17			
v/c Ratio	0.65			0.51	0.92	0.36			
Control Delay	4.5			15.7	59.4	9.0			
Queue Delay	0.0			0.1	47.4	0.0			
Total Delay	4.5			15.8	106.8	9.0			
LOS	A			B	F	A			
Approach Delay	4.5			15.8	87.0				
Approach LOS	A			B	F				
Intersection Summary									
Area Type:	Other								
Cycle Length:	90								
Actuated Cycle Length:	86.6								
Natural Cycle:	90								
Control Type:	Semi Act-Uncoord								
Maximum v/c Ratio:	0.94								
Intersection Signal Delay:	28.2				Intersection LOS: C				
Intersection Capacity Utilization	51.1%				ICU Level of Service A				

Analysis Period (min) 15

Splits and Phases: 48: Dixie Hwy NB & Sheridan Street



Lanes, Volumes, Timings
49: US-1 & Sheridan Street

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	262	586	192	155	564	169	264	652	107	240	980	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	280		280	224		0	238		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3408	0	1770	3539	1583	1770	3465	0	1770	3476	0
Flt Permitted	0.211			0.267			0.208			0.233		
Satd. Flow (perm)	393	3408	0	497	3539	1583	387	3465	0	434	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52				232		24			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1809			756			3815			786	
Travel Time (s)		41.1			17.2			86.7			17.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	285	846	0	168	613	184	287	825	0	261	1206	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	12.0	25.0		8.0	21.0	21.0	13.0	32.0		15.0	34.0	
Total Split (%)	15.0%	31.3%		10.0%	26.3%	26.3%	16.3%	40.0%		18.8%	42.5%	
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effect Green (s)	29.0	19.0		21.0	15.0	15.0	28.2	26.2		30.0	28.0	
Actuated g/C Ratio	0.36	0.24		0.26	0.19	0.19	0.35	0.33		0.38	0.35	
v/c Ratio	1.02	1.00		0.87	0.92	0.38	0.98	0.72		0.76	0.98	
Control Delay	83.9	60.5		63.2	54.2	4.3	82.6	27.1		35.3	48.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	83.9	60.5		63.2	54.2	4.3	82.6	27.1		35.3	48.4	
LOS	F	E		E	D	A	F	C		D	D	
Approach Delay		66.4			46.3			41.5			46.1	
Approach LOS		E			D			D			D	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 49: US-1 & Sheridan Street

2018 Future Total PM Peak
3/3/2014

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 49.9

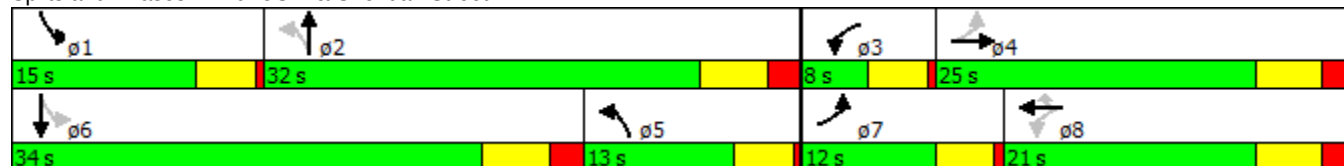
Intersection LOS: D

Intersection Capacity Utilization 93.4%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 49: US-1 & Sheridan Street



Lanes, Volumes, Timings
53: US-1 Federal Highway/US-1 & Taft Street

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	63	64	81	22	48	37	83	1003	25	44	1148	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	1706	0	1770	1742	0	1770	3525	0	1770	1853	0
Flt Permitted	0.697			0.667			0.085			0.240		
Satd. Flow (perm)	1298	1706	0	1242	1742	0	158	3525	0	447	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		84			40			11			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2012			658			742			3815	
Travel Time (s)		45.7			15.0			16.9			86.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	158	0	24	92	0	90	1117	0	48	1291	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		17.0	17.0		17.0	17.0	
Total Split (s)	11.0	11.0		11.0	11.0		49.0	49.0		49.0	49.0	
Total Split (%)	18.3%	18.3%		18.3%	18.3%		81.7%	81.7%		81.7%	81.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)	6.0	6.0		6.0	6.0		46.9	46.9		46.9	46.9	
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.74	0.74		0.74	0.74	
v/c Ratio	0.55	0.66		0.20	0.45		0.77	0.43		0.14	0.93	
Control Delay	44.7	28.8		29.2	23.9		53.9	3.6		3.6	22.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	44.7	28.8		29.2	23.9		53.9	3.6		3.6	22.6	
LOS	D	C		C	C		D	A		A	C	
Approach Delay		33.6			25.0			7.3			21.9	
Approach LOS		C			C			A			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 63												
Natural Cycle: 80												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.93												
Intersection Signal Delay: 16.8							Intersection LOS: B					
Intersection Capacity Utilization 94.8%							ICU Level of Service F					

Analysis Period (min) 15

Splits and Phases: 53: US-1 Federal Highway/US-1 & Taft Street



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↗
Volume (vph)	1836	14	14	2695	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	5080	0	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5080	0	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	1463			1402	1234	
Travel Time (s)	33.3			31.9	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2011	0	0	2944	0	55
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	65.0%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings
56: Taft Street & Dixie Hwy SB

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	187	92	105	303	0	0	0	0	87	461	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3362	0	1770	1863	0	0	0	0	1770	5045	0
Flt Permitted				0.333						0.950		
Satd. Flow (perm)	0	3362	0	620	1863	0	0	0	0	1770	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73									8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3118			218			1569			2770	
Travel Time (s)		70.9			5.0			35.7			63.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	303	0	114	329	0	0	0	0	95	530	0
Turn Type		NA		custom	NA					custom	NA	
Protected Phases		5		2	2						6	
Permitted Phases				3	3					1	1	
Detector Phase		5		2	2					1	6	
Switch Phase												
Minimum Initial (s)		4.0		7.0	7.0					4.0	4.0	
Minimum Split (s)		20.0		12.0	12.0					8.0	20.0	
Total Split (s)		20.0		14.0	14.0					9.0	20.0	
Total Split (%)		20.0%		14.0%	14.0%					9.0%	20.0%	
Yellow Time (s)		3.5		4.0	4.0					3.5	3.5	
All-Red Time (s)		0.5		1.0	1.0					0.5	0.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0		5.0	5.0					4.0	4.0	
Lead/Lag		Lag		Lead	Lead					Lag	Lead	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Recall Mode		None		Max	Max					None	None	
Act Effect Green (s)		13.8		21.1	21.1					5.0	14.0	
Actuated g/C Ratio		0.19		0.30	0.30					0.07	0.20	
v/c Ratio		0.43		0.35	0.59					0.76	0.53	
Control Delay		20.9		13.2	13.6					73.0	16.5	
Queue Delay		0.0		0.0	0.3					0.0	0.0	
Total Delay		20.9		13.2	13.9					73.0	16.5	
LOS		C		B	B					E	B	
Approach Delay		20.9			13.7						25.1	
Approach LOS		C			B						C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 71

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 20.5

Intersection LOS: C

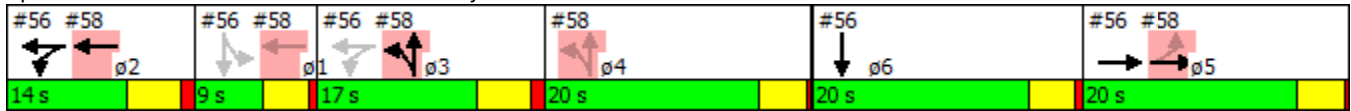
Intersection Capacity Utilization 45.9%

ICU Level of Service A

Lane Group	ø3	ø4
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	4.0
Minimum Split (s)	12.0	20.0
Total Split (s)	17.0	20.0
Total Split (%)	17%	20%
Yellow Time (s)	4.0	3.5
All-Red Time (s)	1.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	None
Act Effect Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 56: Taft Street & Dixie Hwy SB



Lanes, Volumes, Timings
58: Dixie Hwy NB & Taft Street

2018 Future Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	207	0	0	234	19	174	432	117	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	1863	0	0	3500	0	0	4904	0	0	0	0
Flt Permitted	0.583							0.988				
Satd. Flow (perm)	1086	1863	0	0	3500	0	0	4904	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7			42				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			2012			1400			3812	
Travel Time (s)		5.0			45.7			31.8			86.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	225	0	0	275	0	0	786	0	0	0	0
Turn Type	Perm	NA			NA		custom	NA				
Protected Phases		5			2		3	3				
Permitted Phases	5				1		4	4				
Detector Phase	5	5			2		3	3				
Switch Phase												
Minimum Initial (s)	4.0	4.0			7.0		7.0	7.0				
Minimum Split (s)	20.0	20.0			12.0		12.0	12.0				
Total Split (s)	20.0	20.0			14.0		17.0	17.0				
Total Split (%)	20.0%	20.0%			14.0%		17.0%	17.0%				
Yellow Time (s)	3.5	3.5			4.0		4.0	4.0				
All-Red Time (s)	0.5	0.5			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.0	4.0			5.0			5.0				
Lead/Lag	Lag	Lag			Lead		Lead	Lead				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Recall Mode	None	None			Max		Max	Max				
Act Effct Green (s)	13.8	13.8			18.1			12.0				
Actuated g/C Ratio	0.19	0.19			0.25			0.17				
v/c Ratio	0.23	0.62			0.31			0.91				
Control Delay	18.7	24.4			22.9			44.8				
Queue Delay	0.0	0.6			0.0			0.7				
Total Delay	18.7	25.0			22.9			45.5				
LOS	B	C			C			D				
Approach Delay		23.9			22.9			45.5				
Approach LOS		C			C			D				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 71

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 36.4

Intersection LOS: D

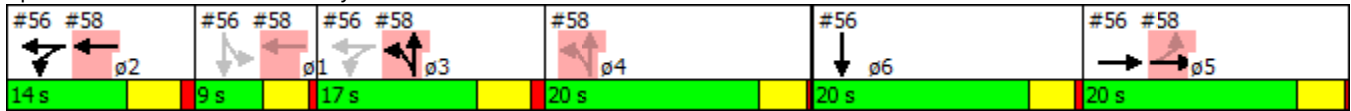
Intersection Capacity Utilization 45.9%

ICU Level of Service A

Lane Group	ø1	ø4	ø6
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	1	4	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	9.0	20.0	20.0
Total Split (%)	9%	20%	20%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

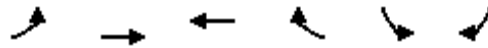
Analysis Period (min) 15

Splits and Phases: 58: Dixie Hwy NB & Taft Street



Lanes, Volumes, Timings
65: Johnson Street & 37th Avenue

2018 Future Total PM Peak
3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	76	394	617	82	70	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			190	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1863	1583	1658	0
Flt Permitted	0.222				0.987	
Satd. Flow (perm)	414	1863	1863	1583	1658	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				89	174	
Link Speed (mph)		30	30		30	
Link Distance (ft)		927	1696		545	
Travel Time (s)		21.1	38.5		12.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	83	428	671	89	278	0
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		4	8		6	
Permitted Phases	4			8		
Detector Phase	4	4	8	8	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	30.0	30.0	30.0	30.0	20.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	Max	
Act Effect Green (s)	20.7	20.7	20.7	20.7	14.1	
Actuated g/C Ratio	0.44	0.44	0.44	0.44	0.30	
v/c Ratio	0.46	0.52	0.82	0.12	0.45	
Control Delay	18.3	11.9	21.2	2.6	8.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.3	11.9	21.2	2.6	8.9	
LOS	B	B	C	A	A	
Approach Delay		12.9	19.0		8.9	
Approach LOS		B	B		A	

Intersection Summary

Area Type: Other
Cycle Length: 50
Actuated Cycle Length: 46.9
Natural Cycle: 50
Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 65: Johnson Street & 37th Avenue

2018 Future Total PM Peak
3/3/2014

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 15.2

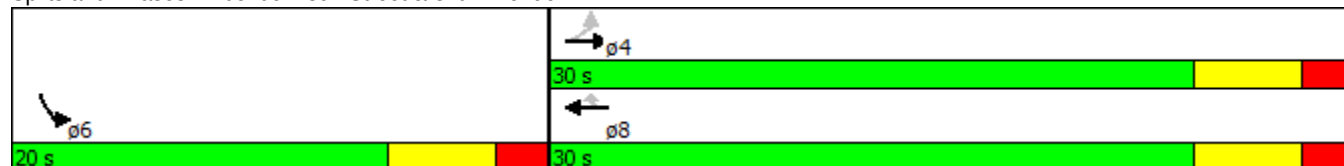
Intersection LOS: B

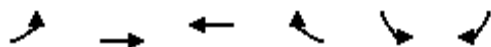
Intersection Capacity Utilization 67.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 65: Johnson Street & 37th Avenue





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	21	429	727	61	41	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1844	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1844	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		2218	927		830	
Travel Time (s)		50.4	21.1		18.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	466	856	0	45	43
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 52.0% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
71: 46 Avenue/46th Ave & Johnson Street

2018 Future Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	307	40	116	514	59	58	311	51	69	321	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	1831	0	1770	1835	0	1770	3465	0	1770	3539	1583
Flt Permitted	0.169			0.429			0.542			0.384		
Satd. Flow (perm)	315	1831	0	799	1835	0	1010	3465	0	715	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			11			25				218
Link Speed (mph)		30			30			30				30
Link Distance (ft)		929			2218			711			2662	
Travel Time (s)		21.1			50.4			16.2			60.5	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	377	0	126	623	0	63	393	0	75	349	33
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	9.0	17.0		9.0	17.0		10.0	11.0		9.0	11.0	11.0
Total Split (s)	9.0	28.0		10.0	29.0		10.0	13.0		9.0	12.0	12.0
Total Split (%)	15.0%	46.7%		16.7%	48.3%		16.7%	21.7%		15.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	Max	Max		None	Max		None	None		Max	None	None
Act Effect Green (s)	28.2	25.0		29.0	24.0		13.0	8.0		13.4	11.0	11.0
Actuated g/C Ratio	0.47	0.42		0.48	0.40		0.22	0.13		0.22	0.18	0.18
v/c Ratio	0.16	0.49		0.27	0.84		0.22	0.81		0.33	0.54	0.07
Control Delay	8.2	16.0		8.3	29.2		18.3	39.6		20.8	29.7	0.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	8.2	16.0		8.3	29.2		18.3	39.6		20.8	29.7	0.3
LOS	A	B		A	C		B	D		C	C	A
Approach Delay		15.3			25.7			36.6			26.1	
Approach LOS		B			C			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 26.1

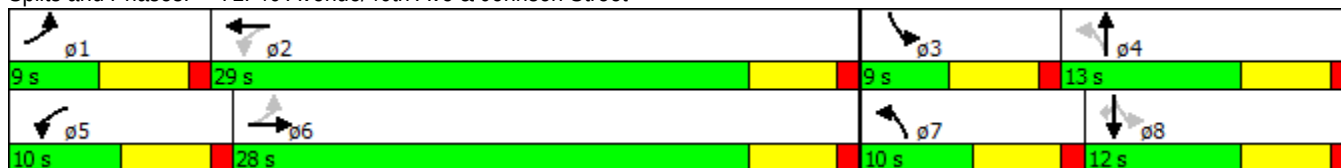
Intersection LOS: C

Intersection Capacity Utilization 64.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 71: 46 Avenue/46th Ave & Johnson Street



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	150	0	0	1153	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1611	0	0	1863	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	0	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	384			554	359	
Travel Time (s)	8.7			12.6	8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	163	0	0	1253	384
Sign Control	Free			Stop	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	76.6%			ICU Level of Service D		
Analysis Period (min)	15					

APPENDIX – J

McKinley Charter School

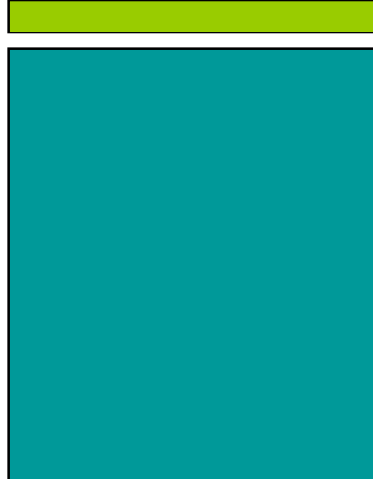
Traffic Study



McKinley Charter School

2025 McKinley Street
Broward County, Florida

traffic impact study



prepared for:
MG3

Traf Tech
ENGINEERING, INC.

August 2013

Revised October 2013

Table 1 summarizes the trip generation associated with the peak shift of the proposed charter school. As indicated in Table 1, the proposed school is anticipated to generate approximately 1,864 trips per day, approximately 618 trips during the school's entering peak (339 inbound and 279 outbound), and approximately 348 trips during the school's exiting peak (157 inbound and 191 outbound).

TABLE 1 McKinley Charter School Trip Generation Summary						
Land Use	Size	Daily Trips	AM Peak Trips		PM Peak Trips	
			Inbound	Outbound	Inbound	Outbound
School	1,126 students	1,824	334	274	152	186
Buses	5	40	5	5	5	5
Total		1,864	339	279	157	191

Source: ITE Trip Generation Manual (9th Edition)

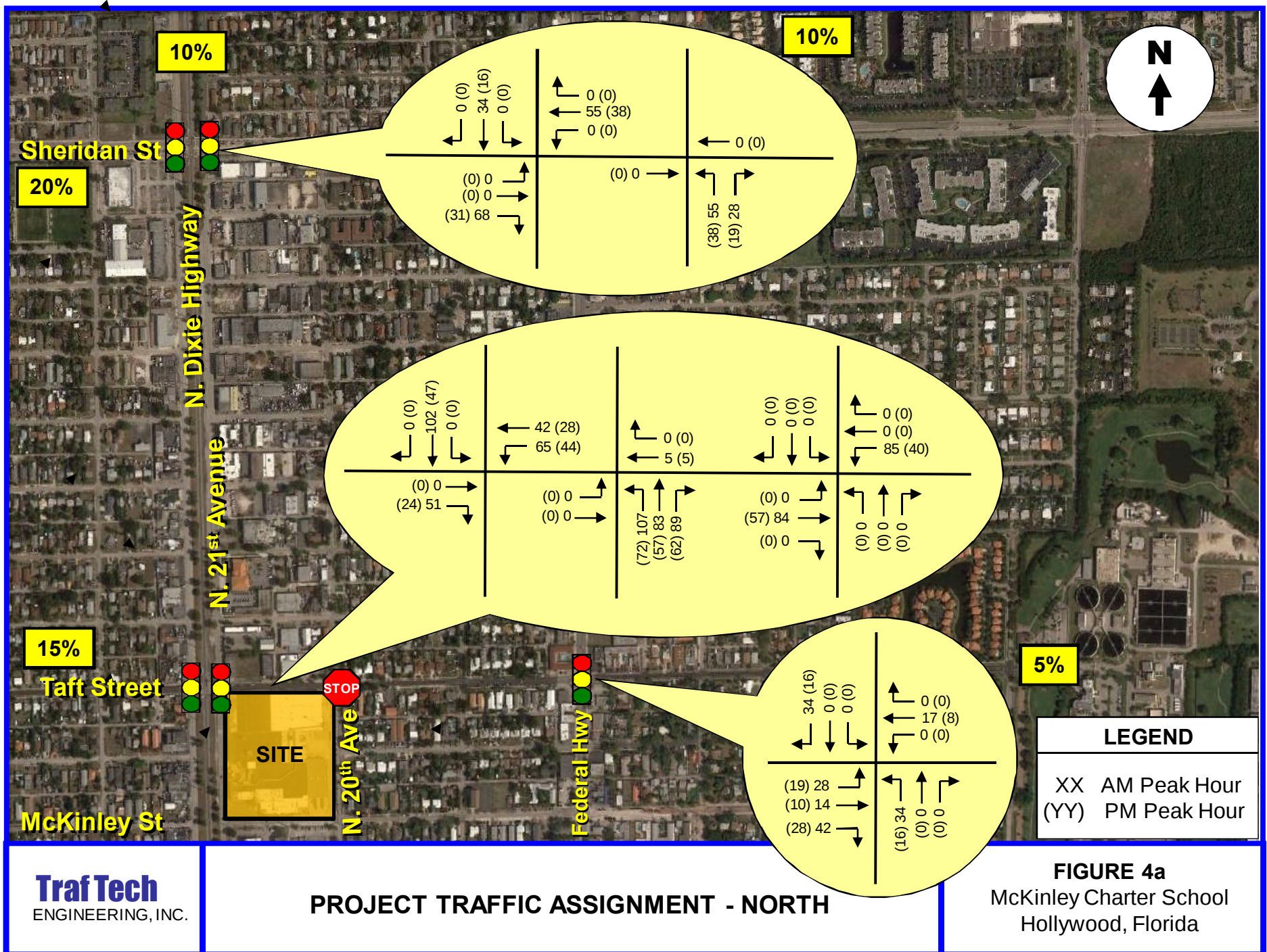
Additionally, of the 1,126 students associated with Shift 1, 122 will be allowed to drive (student drivers). Therefore, for purposes of vehicle accumulation, 1004 students will be used (refer to Stacking section on Page 20).

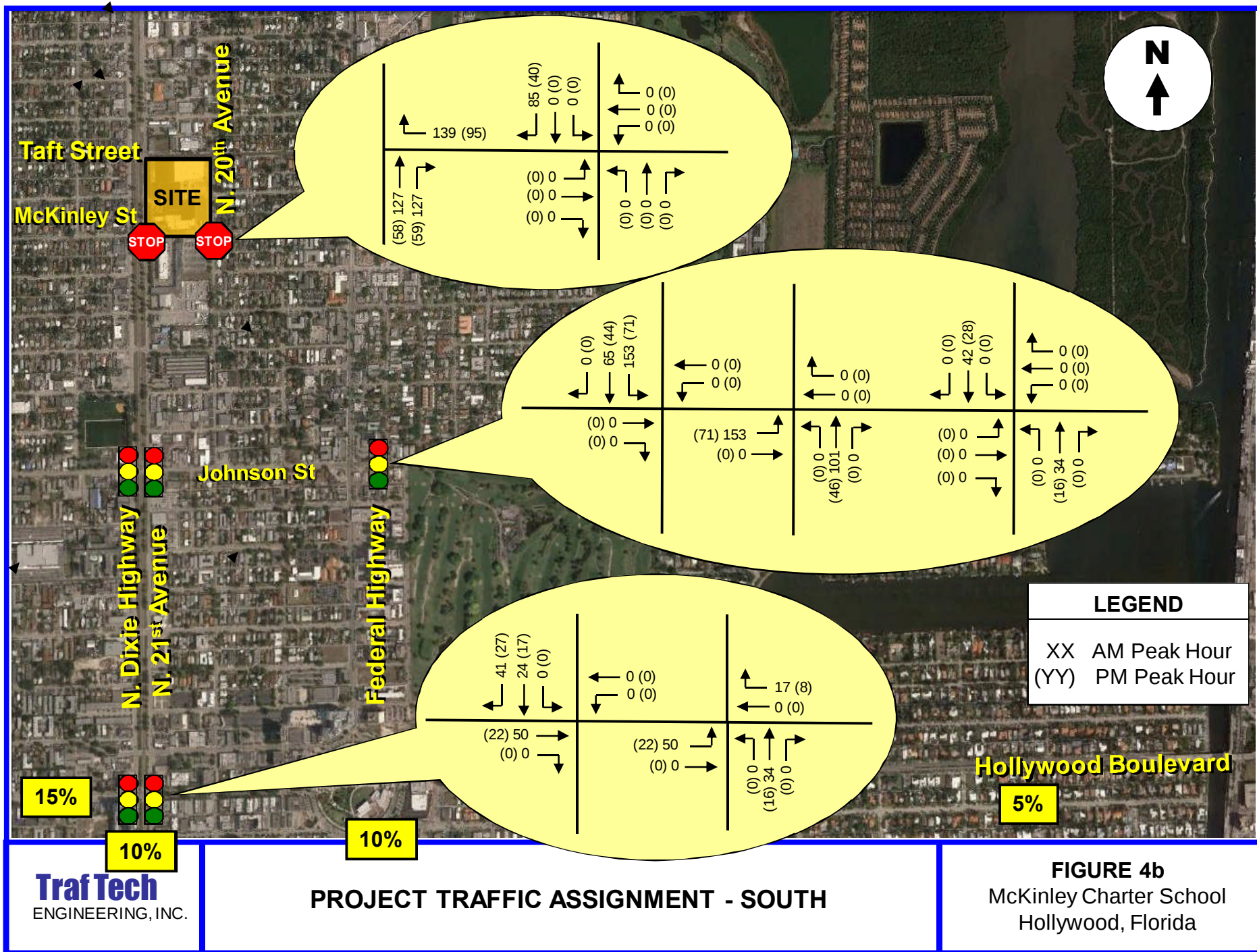
TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the proposed McKinley Charter School 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 trip distribution assumed for the school is summarized below:

- o 20% to and from the north
 - 10% to/from the north via North Dixie Highway and North 21st Avenue
 - 10% to/from the north via North Federal Highway
- o 20% to and from the south
 - 10% to/from the south via North Dixie Highway and North 21st Avenue
 - 10% to/from the south via North Federal Highway
- o 10% to and from the east
 - 5% to/from the east via Taft Street
 - 5% to/from the east via Hollywood Boulevard
- o 50% to and from the west
 - 20% to/from the west via Sheridan Street
 - 15% to/from the west via Taft Street
 - 15% to/from the west via Hollywood Boulevard

The AM and PM peak hour traffic generated by the proposed school was assigned to the nearby transportation network using the trip distribution documented above. The subject traffic assignment is summarized in Figures 4a and 4b.





LEGAL DESCRIPTION:

PARCEL 1:

That part of the S ½ of Block A lying East of the Seaboard Coastline Railroad right-of-way, " CENTRAL GOLF SECTION OF HOLLYWOOD," according to the Plat thereof, recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida, less that portion described in Official Records Book 2342, Page 264; and

That part of the S ½ of the SE ¼ of the NW ¼, lying west of U.S. I-95 (State Road No. 9); and that part of the E ½ of the NW ¼ of the SW ¼ of the NW ¼ lying west of U.S. I-95 (State Road No. 9); and that part of the SE ¼ of the SW ¼ of the NW ¼ of the NW ¼, lying west of U.S. I-95 (State Road No. 9); and that part of the W ½ of the SW ¼ of the SW ¼ of the NW ¼, lying west of U.S. I-95 (State Road No. 9), and less the South 30 feet for road right-of-way, and the W ¼ of the NW ¼ of the SW ¼ of the NW ¼, and that part of the E ½ of the SW ¼ of the SW ¼ of the NW ¼, lying west of U.S. I-95 (State Road No. 9); all the above lying in Section 9, Township 51 South, Range 42 East, Broward County, Florida.

TOGETHER WITH:

PARCEL 2:

That part of the Northwest ¼ of the Northwest ¼ of Section 9, and that part of the Northeast ¼ of the Northeast ¼ of Section 8 all in Township 51 South, Range 42 East, Broward County, Florida, more particularly described as follows:

BEGIN at the Northwest corner of said Section 9; thence run along the North line of said Section 9 (said line also being the Southerly Existing Right of Way line for Sheridan Street), N 88°55'14"E, a distance of 272.91 feet; thence along said Right of Way line S 83°52'56"E, a distance of 358.83 feet, to a point on the Westerly Right of Way line for North 29th Avenue, thence along said Right of Way line S 00°58'26"E, a distance of 624.41 feet; thence S 88°58'47"W, a distance of 293.71 feet; thence S 00°59'35"E, a distance of 669.52 feet to a point, herein described as Point A; thence S 88°57'11"W, a distance if 332.36 feet to the East line of said Section 8; thence S 88°49'07"W, a distance of 114.90 feet to a point on the Easterly Existing Right of Way line of the C.S.X. (formerly known as Seaboard Air Line) Railroad; thence along said Easterly Right of Way line N 01°06'15"W, a distance of 1338.53 feet to the North line of said Section 8; thence along said North line, N 88°53'14"E, a distance of 114.80 feet; to the POINT OF BEGINNING.

LESS the South 30 feet of the West ½ of the Southwest ¼ of the Northwest ¼ of the Northwest ¼ of said Section 9 and the South 30 feet of the North ½ of Block A lying East of the C.S.X. (formerly known as Seaboard Coastline) Railroad Right of Way, CENTRAL GOLF SECTION OF HOLLYWOOD, according to the Plat thereof recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida, more particularly described as follows:

BEGIN at the aforementioned Point A; thence run S 88°57'11"W a distance of 332.36 feet to the East line of said Section 8; thence S 88°49'07"W a distance of 114.90 feet to the said Easterly Right of Way of the C.S.X. Railroad; thence along said Easterly Right of Way of the C.S.X. Railroad a distance of 30.00 feet; thence N 88°49'07"E a distance of 114.90 feet to the East line of Said Section 8; thence N 88°57'11"E a distance of 332.42 feet; thence S 00°59'35"E a distance of 30.00 feet to the POINT OF BEGINNING.

TOGETHER WITH:

PARCEL 3:

North three-quarters (N ¾) of the East half (E ½) of the Northwest quarter (NW ¼) of the Northwest quarter (NW ¼) of Section 9, Township 51 South, Range 42 East.

AND

Northeast quarter (NE ¼) of the Southwest quarter (SW ¼) of Northwest quarter (NW ¼) of the Northwest quarter (NW ¼) of Section 9, Township 51 South, Range 42 East.

AND

South 30 feet of the W ½ of the SW ¼ of the NW ¼ of the NW ¼ of Section 9, Township 51 South, Range 42 East, AND the South 30 feet of the N ½ of Block A, lying East of the Seaboard Coastline Railroad Right-of-Way, CENTRAL GOLF SECTION OF HOLLYWOOD, according to the Plat thereof recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida.

LESS THE FOLLOWING DESCRIBED PARCEL:

The North 250 feet; and all that land lying East of the West Right-of-way line of State Road 9 and Interstate Highway I-95; all located in the North three-quarters (N ¾) of the East half (E ½) of the Northwest quarter (NW ¼) of the Northwest quarter (NW ¼), Section 9, Township 51 South, Range 42 East.

AND LESS:

That part of the NW ¼ of the NW ¼ of Section 9, Township 51 South, Range 42 East; being more particularly described as follows:

Commence at the Northwest corner of said Section 9; thence N 88°55'14"E along the North line of said Section 9, a distance of 883.90 feet; thence S 01°04'46"E, perpendicular to the last described course, a distance of 51.25 feet to the intersection of the Southerly Existing Right of Way line of Sheridan Street with the Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95); thence S 00°55'49"E along said Westerly Right of Way line, a distance of 198.75 feet to the Point of Beginning; thence S 88°55'14"W a distance of 214.85 feet to a point on the Easterly Existing Right of Way line of North 29th Avenue; thence S 00°58'26"E along said Easterly Right of Way line a distance of 359.40 feet; thence N 89°01'34"E, a distance of 138.62 feet to a point on said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95); thence N 08°41'36"E along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 174.80 feet; thence N 13°03'46"E along said Westerly Existing Limited Access Right of Way line, a distance of 193.26 feet to the Point of Beginning.

TOGETHER WITH:

PARCEL 4:

That part of the NW ¼ of the NW ¼ of Section 9, Township 51 South, Range 42 East; more particularly described as follows:

Commence at the Northwest corner of said Section 9; thence N 88°55'14"E along the North line of said Section 9, a distance of 883.90 feet; thence S 01°04'46"E, perpendicular to the last described course, a distance of 51.25 feet to the intersection of the Southerly Existing Right of Way line of Sheridan Street with the Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95); thence S 00°55'49"E along said Westerly Right of Way line, a distance of 198.75 feet to the POINT OF BEGINNING; thence S 88°55'14"W a distance of 214.85 feet to a point on the Easterly Existing Right of Way line of North 29th Avenue, thence S 00°58'26"E along said Easterly Right of Way line a distance of 359.40 feet; thence N 89°01'34"E, a distance of 138.62 feet to a point on said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95); thence N 08°41'36"E along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 174.80 feet; thence N 13°03'46"E along said Westerly Existing Limited Access Right of Way line, a distance of 193.26 feet to the POINT OF BEGINNING.

LESS THE FOLLOWING DESCRIBED PARCEL:

That part of the Northwest quarter (NW ¼) of the Northwest quarter (NW ¼) of Section 9, Township 51 South, Range 42 East, lying in Broward County, Florida being more particularly described as follows:

Commence at the Northwest corner said Section 9; thence North 88°55'14" East along the North line of said Section 9, a distance of 841.80 feet; thence South 01°04'46" East a distance of 250.00 feet to the POINT OF BEGINNING; thence South 13°03'46" West, a distance of 41.52 feet; thence South 88°55'14" West, a distance of 147.37 feet; thence North 01°00'43" West, a distance of 40.26 feet; thence North 88°55'14" East, a distance of 157.47 feet to the POINT OF BEGINNING.

Said Lands lying In the City of Hollywood, Broward County, Florida and containing a total net area of 39.401 acres, more or less.

ALTA/ACSM LAND TITLE BOUNDARY SURVEY

SHERIDAN STATION

A Portion of Sections 8 and 9, Township 51 South, Range 42 East
City of Hollywood, Broward County, Florida

PARAMOUNT TITLE SERVICES – OWNERSHIP AND ENCUMBRANCE REPORT			
SEARCH No.: 07–803–11–UPDATE 2			
NUMBER ITEM	ENCUMBRANCES	AFFECT/ DOES NOT AFFECT	PLOTTED/ NOT PLOTTED
1	DEDICATION AND EASEMENTS AS SET FORTH ON THE PLAT OF CENTRAL GOLF SECTION OF HOLLYWOOD, Plat Book 9, Page 44, Public records of Broward County, Florida.	Affects	Plotted
2	EASEMENTS RESERVED IN WARRANTY DEED: Hollywood, Inc., a Florida corporation TO B.W. Butler and Queenie E. Butler, his wife dated April 2, 1956, filed April 9, 1956 in O.R. Book 607, Page 584, as affected by QUIT CLAIM DEED: Hollywood, Inc., a Florida corporation to B.W. Butler and Queenie E. Butler, his wife dated February 8, 1962, filed February 12, 1962 in O.R. Book 2388, Page 515.	Does Not Affect	Not Plotted
3	EASEMENT RESERVED IN QUIT CLAIM DEED: Hollywood Land Company, Inc., a Florida corporation to B.W. Butler and Queenie E. Butler, his wife dated February 8, 1962, filed February 12, 1962 in O.R. Book 2388, Page 517.	Does Not Affect	Not Plotted
4	QUIT CLAIM DEED: City of Hollywood, a Florida municipal corporation to Viola A Larson, her heirs and assigns dated January 25, 1963, filed August 15, 1963 in O.R. Book 2648, Page 857.	Does Not Affect	Not Plotted
5	EASEMENT: Hollywood, Inc. to Florida Power & Light Company, a Florida corporation dated June 13, 1968, filed July 9, 1968 in O.R. Book 3701, Page 604.	Affects	Plotted
6	RIGHT OF WAY EASEMENT: B.W. Butler, Inc., a Florida corporation to Southern Bell Telephone and Telegraph Company dated September 20, 1969, filed September 24, 1969 in O.R. Book 4032, Page 288.	Affects	Not Plotted
7	DECLARATION OF EASEMENT: Realty Investment and Development Corporation to the City of Hollywood, a Florida municipal corporation dated October 1, 1971, filed November 3, 1971 in O.R. Book 4663, Page 839.	Does Not Affect	Not Plotted
8	EASEMENT: John D. Larson and Viola A. Larson TO Florida Power & Light Company, a Florida corporation dated July 7, 1972, filed August 8, 1972 in O.R. Book 4951, Page 398.	Affects	Plotted
9	RESOLUTION: State of Florida Department of Transportation to the Public dated April 29, 1991, filed May 1, 1991 in O.R. Book 18346, Page 587.	Does Not Affect	Not Plotted
10	TRANSFER OF LEASE: George Hyman Construction Co. to the State of Florida Department of Transportation dated June 15, 1990, filed June 20, 1990 in O.R. Book 17519, Page 325.	Affects	Plotted
11	SUBORDINATION OF UTILITY INTEREST: State of Florida Department of Transportation to Florida Power & Light Company dated July 10, 1991, filed July 30, 1991 in O.R. Book 18603, Page 951.	Affects	Plotted
12	QUIT CLAIM DEED: The State of Florida Department of Transportation to the City of Hollywood, a Florida municipal corporation dated June 4, 1993, filed June 8, 1993 in O.R. Book 20754, Page 994.	Affects	Plotted
13	MORTGAGE AND SECURITY AGREEMENT: Okomo Associates, LLC, a Florida limited liability company to City National Bank of Florida, a national banking association dated May 31, 2005, filed June 1, 2005 in O.R. Book 39759, Page 226.	Affects	Plotted
14	COLLATERAL ASSIGNMENT OF LEASES, RENTS AND LICENCES: Okomo Associates, LLC, a Florida limited liability company to City National Bank of Florida, a national banking association dated May 31, 2005, filed June 1, 2005 in O.R. Book 39759, Page 230.	Affects	Not Plotted
15	FINANCING STATEMENT: Okomo Associates, LLC, a Florida limited liability company to City National Bank of Florida, a national banking association on, filed June 1, 2005 in O.R. Book 39759, Page 262.	Affects	Not Plotted
16	ORDINANCE: Board of County Commissioners of Broward County, Florida to the Public dated September 24, 2007, filed September 26, 2007 in O.R. Book 44650, Page 1571.	Affects	Not Plotted
17	ORDINANCE: Board of County Commissioners of Broward County, Florida to the Public dated September 24, 2007, filed September 26, 2007 in O.R. Book 44650, Page 1600.3	Affects	Not Plotted
18	ORDINANCE: The City Commission of the City of Hollywood, Florida to The Public, dated July 16, 2008, filed September 23, 2008 in O.R. Book 45702, Page 303.	Affects	Plotted
19	TEMPORARY ROAD AND UTILITY EASEMENT: Florida Department of Transportation to City of Hollywood, a Florida municipal corporation, dated August 29, 2008, filed September 23, 2008 in O.R. Book 45702,Page 308.	Affects Exhibits A & B Only	Plotted
20	RESOLUTION: The Development Review Board of the City of Hollywood, Florida to The Public, dated November 13, 2008, filed December 18, 2008 in O.R. Book 45876, Page 1100.	Affects	Not Plotted
21	UTILITY EASEMENT: Florida Department of Transportation to City of Hollywood, a Florida municipal corporation, dated November 24, 2008, filed December 23, 2008 in O.R. Book 45882, Page 1825.	Does Not Affect	Not Plotted
22	LICENSE AGREEMENT: State of Florida Department of Transportation and 30 Railroad, LLC, dated May 5, 2010, filed July 30,2010 in O.R. Book 47269, Page 1527.	Does Not Affect	Not Plotted
23	THIRD MODIFICATION OF NOTE AND MORTGAGE AND EXTENSION AGREEMENT: Okomo Associates, LLC, a Florida limited liability company ANTI City National Bank of Florida, dated December 2, 2011, filed January 24, 2012 in O.R. Book 48466, Page 428.	Affects	Not Plotted
24	MODIFICATION OF MORTGAGE AND RECEIPT OF FUTURE ADVANCE AND MODIFICATION OF COLLATERAL ASSIGNMENT OF LEASES, RENTS AND LICENCES AND UCC-1 FINANCING STATEMENT AGREEMENT:Okomo Associates, LLC, a Florida limited liability company AND City National Bank of Florida, dated August 27, 2008, filed September 2, 2008 in O.R. Book 45649, Page 1176.	Affects	Not Plotted
25	SECOND MODIFICATION OF NOTE AND MORTGAGE AND EXTENSION AGREEMENT:Okomo Associates, LLC, a Florida limited liability company and City National Bank of Florida, dated October 20, 2009 filed October 22, 2009 in O.R. Book 46614, Page 1460.	Affects	Not Plotted

SURVEYORS CERTIFICATION:

I hereby certify that this survey was made by the undersigned in accordance with (a) the Minimum Technical Standards, as set forth in rules adopted by the Florida Board of Land Surveyors pursuant in Chapter 5J–17.050–.052, Florida Statutes and Florida Statute 472.027 and:

To City National Bank of Florida, as Lender, Okomo Associates, LLC, as Borrower, and Paramount Title Services Inc., as Title Company.

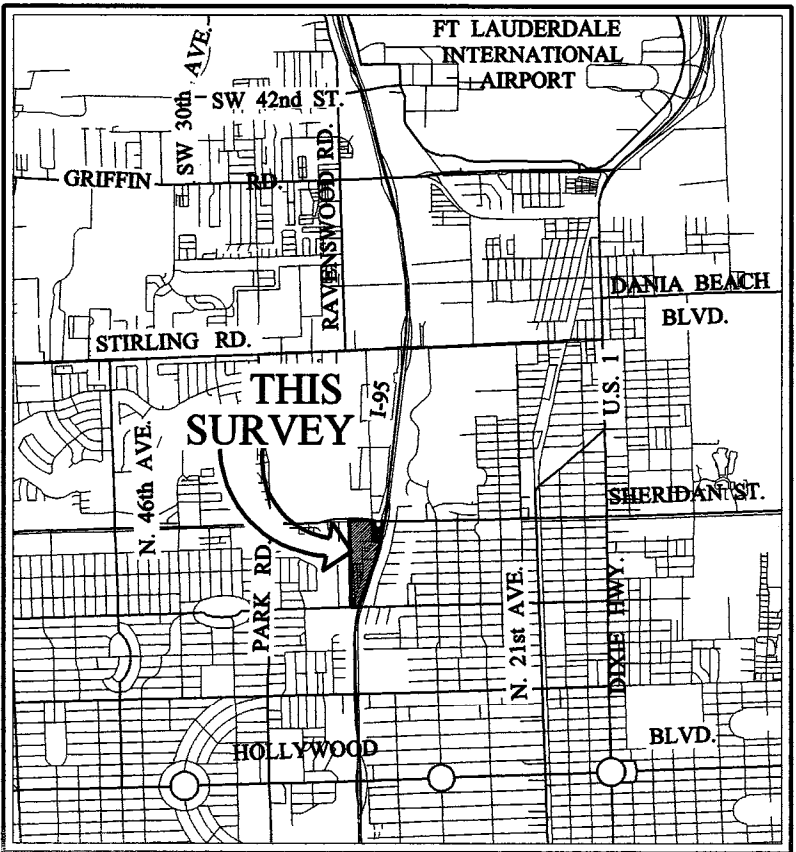
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4 (in square feet or acres), 6(b), 8, 11(a), 13, 14, 16, 17, 18, 19, 20(a), and if buildings are located on the land, optional items 7(a) and 9, and 10(a) of Table A thereof.

The field work was completed on 03–27–2014

Date of Plat or Map: 03–27–2014

CALVIN, GIORDANO & ASSOCIATES, INC.

Signature: Gregory J. Clohens
Gregory J. Clohens
Professional Surveyor and Mapper
Florida Registration No. 4479



LOCATION MAP

SCALE: 1"=6000'

SURVEYOR'S NOTES:

- Not valid without the signature and original raised seal of a Florida Licensed Surveyor and Mapper.
- Lands shown hereon were not abstracted by the surveyor for rights-of-way, easements, ownership, or other instruments of record. This survey was performed with the benefit of Ownership and Encumbrance Report, Search No. 07–803–11–Update 2, prepared by Paramount Title Services, Inc. certified through the 27th day of March 2014, at 11:00 O'Clock P.M.

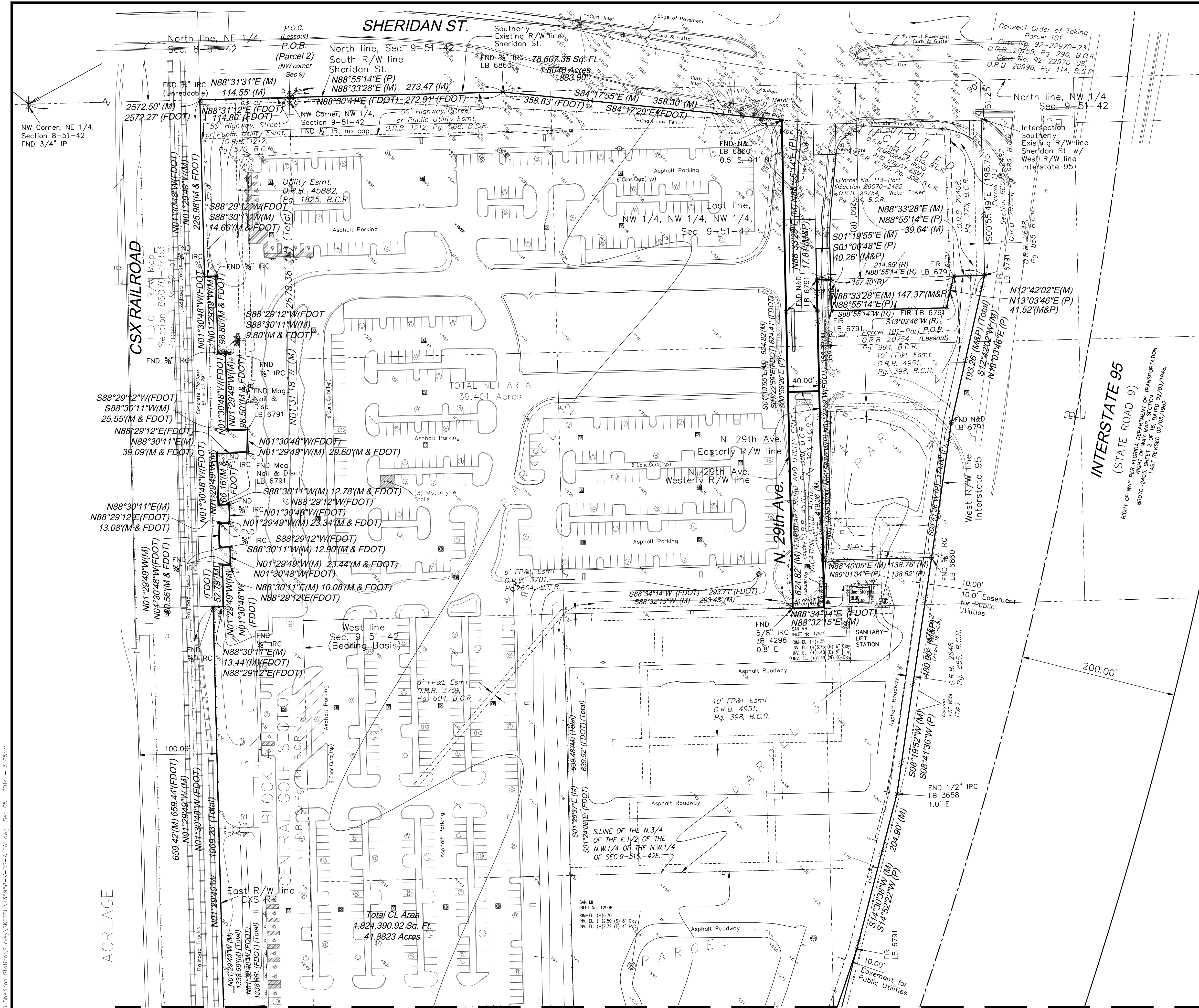
- Bearings shown hereon and labeled "(M)" are relative to State Plane Coordinates, Florida East Zone, as shown on "Eastern Broward County Secondary G.P.S. Control Network" prepared by the Broward County Surveyors Office. Control points utilized in the survey were D-41 and E-42. The bearing on the West line of the Northwest ¼ of Section 9–51–42 has a bearing of N01°31'18"W.

FLOOD ZONE INFORMATION:

Community Name: City of Hollywood
Community Number: 125113
County: Broward
State: Florida
Map & Panel Number: 12011C0308
Suffix: F
Flood Zone: AE
Base Elevation: 7' Base Flood Elevation
F.I.R.M. Index Date: 10–02–97
F.I.R.M. Panel Effective Date: 08–18–92

- Benchmarks if any shown hereon are referenced to the North American Vertical Datum of 1988.
- Benchmark of Origin: NGS BM# N-239: NGS disc on top of conc. post in PVC tube w/missing hinged lip – 163'(±) S. of C of Taft St. – 31'(±) W. of W. RR rail along Dixie Hwy.
- Underground improvements and/or encroachments were not located with this survey unless otherwise shown.
- "FDOT" indicates dimensions as described in Memorandum of Lease recorded in Official Records Book 38849, Pages 1148 through 1152 of the Public Records of Broward County, Florida and as shown on A BOUNDARY SURVEY FOR THE FLORIDA DEPARTMENT OF TRANSPORTATION prepared by Kimley-Horn & Associates and dated 08/07/00.
- "P" indicates dimensions as shown on Florida Department of Transportation Right-of-Way Map for Section 86070–2403, last revised 2–5–62, Section 86070–2453, Sheet 2 of 16, last revised 02/05/62 and Section 86070–2495, Sheets 2 and 3 of 5, last revised 11–03–2000.
- Gross area = 41.921 acres (area calculated to centerlines of Sheridan Street, Taft Street and North 29th Avenue.
- Parking Area:
Total Regular Parking Stalls: 816
Total Handicap Parking Stalls: 18
Total Motorcycle Parking Stalls: 3
Total Parking Stalls: 837

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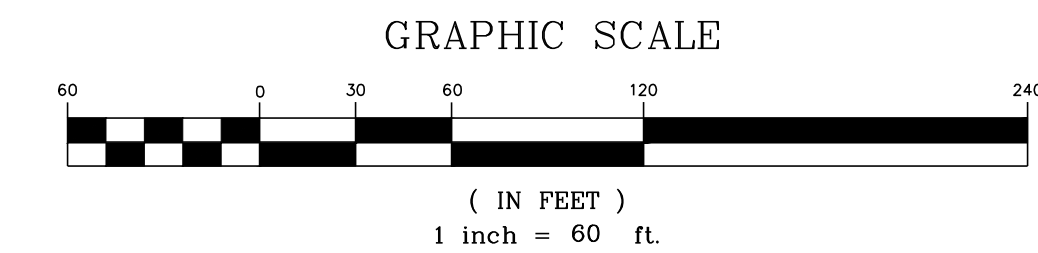


SYMBOL LEGEND:

- Sign
- Wood Power Pole
- Concrete Power Pole/Light
- Metal Light Pole
- Gate Valve
- Fire Hydrant
- Storm Manhole
- Catch Basin
- Guy Anchor
- Water Meter
- Communications Manhole
- Yard Drain
- Sanitary Sewer Manhole
- Bollard
- BellSouth Riser
- Electric Handhole
- Parking Spaces
- Handicap Parking

LEGEND:

- APPROX. = Approximate
- B.C.R. = Broward County Records
- BFP = Backflow Preventor
- Baseline
- BM = Benchmark
- BSR = Bell South Riser
- (M) = Field Measured
- CA = Central Angle
- C.B. = Catch Basin
- CCP = Concrete Power Pole
- CLP = Chain Link Fence
- CLP = Concrete Light Pole
- CONC. = Concrete
- CPP = Concrete Power Pole
- CV = Control Valve
- DESC. = Description
- EHH = Electric Hand Hole
- ESB = Electric Service Box
- EL = Elevation
- ELEC. = Electric
- EMH = Electric Manhole
- EOP = Edge of Pavement
- EOW = Edge of Water
- FB/PG = Field Book and Page
- F.D.O.T. = Florida Department of Transportation
- FH = Fire Hydrant
- FIP = Found Iron Pipe
- FIR = Found Iron Rod
- FIPC = Found Iron Pipe and Cap
- FIRC = Found Iron Rod and Cap
- FLP = Fiberglass Light Pole
- FND = Found
- FP&L = Florida Power and Light Company
- GV = Gate Valve
- I.D. = Identification
- I.P. = Iron Pipe
- IPC = Iron Pipe with Survey Cap
- IR = Iron Rod
- IRC = Iron Rod with Survey Cap
- L = Arc Length
- LB = Licensed Business
- LP = Light Pole
- MLP = Metal Light Pole
- MH = Manhole
- N&D = Nail & Disc
- O.R.B. = Official Records Book
- (P) = Dimension from F.D.O.T. R/W maps for Section 86070-2403, -2453, -2495
- P.B. = Page
- P.O.B. = Point Of Beginning
- P.O.C. = Point Of Commencement
- PCP = Permanent Control Point
- PLS = Professional Licensed Surveyor
- PRM = Permanent Reference Monument
- R = Radius Distance
- (R) = Record
- (FDOOT) = Indicates bearings and distances as described on Memorandum of lease recorded in Official Records Book 38849, Pages 1148 through 1152 of the Public records of Broward County, Florida, and as shown on a BOUNDARY SURVEY FOR THE FLORIDA DEPARTMENT OF TRANSPORTATION, prepared by Kimley-Horn & associates, dated 08/07/00.
- RR = Railroad
- R/W = Right-of-Way
- SB = Steel Bollard
- SEC = Section
- SIR = Set Iron Rod & Cap
- SLHH = Street Light Hand Hole
- ST = Street
- TSHH = Traffic Signal Hand Hole
- TYP. = Typical
- WPP = Wood Power Pole
- = Spot Elevation
- = L.A. R/W = Limited Access R/W Line



NO	DATE	REVISION	BY	NO	DATE	REVISION	BY
1	9/5/14	Revised gross acreage (see note #10)	LMK				

DESIGNED DATE	03/17/14
DRAWN DATE	03/17/14
CHECKED DATE	03/17/14



Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS[®]
1800 Eller Drive, Suite 600, Fort Lauderdale, Florida 33316
Phone: 954.921.7781 • Fax: 954.921.8807
Certificate of Authorization LB6791

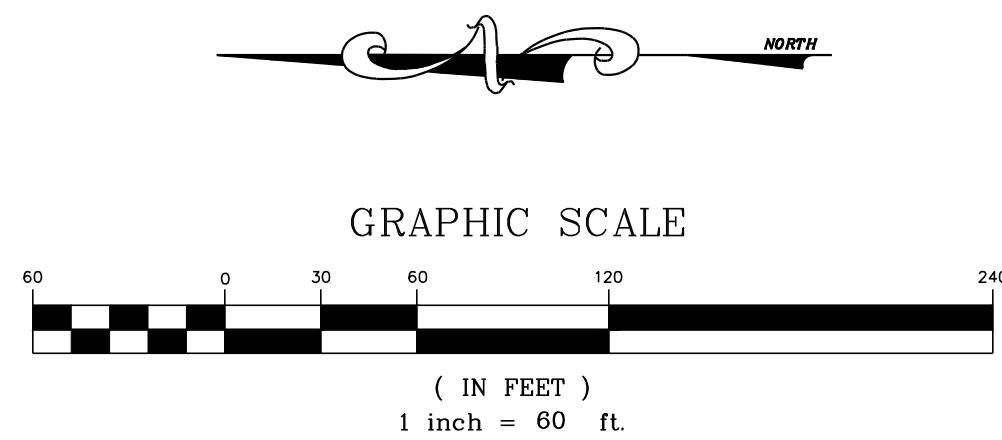
SHERIDAN STATION
A Portion of Sections 8 and 9, Township 51 South, Range 42 East
City of Hollywood, Broward County, Florida

ALTA/ACSM LAND TITLE
BOUNDARY SURVEY

FB/PG: 750/14-24
771/36-58
779/1-6, 779/15-16
534/51
778/47-48

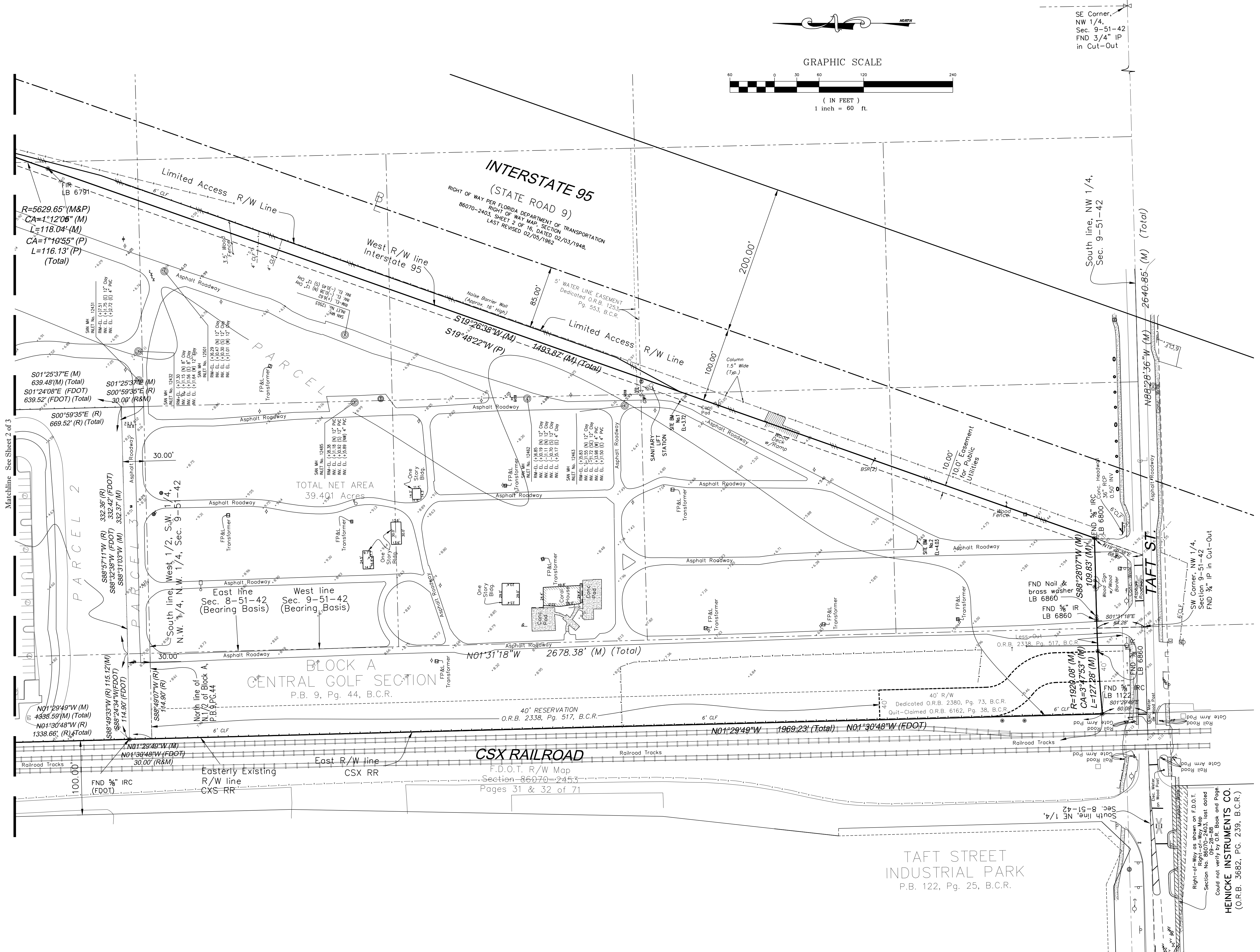
SCALE	1"=60'	SHEET	2 of 3
PROJECT No	13-5958		
CAD FILE	14-L-10		

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SE Corner,
NW 1/4,
Sec. 9-51-42
FND 3/4" IP
in Cut-Out

- SYMBOL LEGEND:**
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 - Wood Power Pole
 - Concrete Power Pole/Light
 - Metal Light Pole
 - Gate Valve
 - Fire Hydrant
 - Storm Manhole
 - Catch Basin
 - Guy Anchor
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- (P) = Dimension from F.D.O.T. R/W maps for Section 86070-2403, -2453, -2495
- P.B. = Plot Book
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ALTA/ACSM LAND TITLE

BOUNDARY SURVEY

FB/PG: 750/14-24 771/36-58 779/1-6, 779/15-16 534/51 778/47-48	SCALE 1"=60'	PROJECT No 13-5958	3 of 3
		CAD FILE 14-L-10	