

## 22-DPJPD-22 - STAR TOWER - COMMENT RESPONSES

11-22-2023

Number	Comments	Formal Response
<b>CRA (Reviewer: Francisco Diaz Mendez, FDiaz-Mendez@hollywoodfl.org)</b>		
1	<p>All ROW restoration, i.e., sidewalks, landscape, lighting, site furniture, etc., shall be in accordance with the City/CRA Downtown Design Guidelines.</p> <p>o Per the Downtown Design Guidelines, sidewalks within the ROW shall be constructed with pictureframe concrete in lieu of decorative pavers. Please update plans and renderings accordingly.</p>	<p>The plans have been corrected to identify pictureframe concrete as requested. Please refer to sheets SP-101 and LH-101 where it has been identified.</p>

Number	Comments	Formal Response
<b>ECN (Reviewer: David Vazquez)</b>		
1	<p>While the applicant has acknowledged the Park Impact Fee Application twice (on paper), I have yet to receive it.</p>	<p>Completed Park Impact Fee Application is included with this submission</p>

Number	Comments	Formal Response
<b>ENGINEERING (Reviewer: Adam Licht/Clarissa Ip)</b>		
1	<p>It appears from Sheet SP-1.0, this application is an amendment to previously approved Planned Development. If so, please mention in the application form in the Explanation of Request section for an amendment and provide the previously approved site plan's file number to be amended. On the plan set cover page, please indicate such intent of this application and the applicable approved site plan file number to be amended. Lastly, please provide previously approved site plan with supporting studies and documents.</p> <p><b>**Comment addressed. **</b></p>	
2	<p>Please clarify if a variance/approval was granted for the property requiring a reduced number of parking stalls. Please provide the approval and ensure the calculation is correct.</p> <p><b>**Per Sheet SP-1.0, engineering related variance being requested to reduce column setback from parking stall entrance from minimum 3' to 1.5'. Currently, Engineering is not in support of this variance, please provide all relevant information required for variance requests for further review.**</b></p> <p><b><u>**Comment partially addressed, please show the setback for all proposed columns adjacent to a parking stall entrances on all floors. (i.e. Stalls 3/4, 7/8, 408/410) etc.**</u></b></p>	<p>See revised floor plan sheets. All dimensions have been provided for columns at parking stall entrances. All dimensions are 3' minimum.</p>
3	<p>Sheet SP-1.0, please clarify the parking counts between the Number 9 of the Site Data table for parking and the Parking Schedule at the bottom of the sheet. i.e. 75 tandem spaces vs. 150 tandem spaces, 267 total spaces vs. 268. In the Parking Schedule, what is Parking Space 1? Typo in the word Addition under Number 9 of the Site Data.</p> <p><b>**Comment no longer applies. Sheet SP-1.0 no longer exists, parking data is now on Sheet SP-101.</b></p> <p>New comments as per revised plans:</p> <p>o In the Site Data table, the Total Unit Parking under the Provided column does not add up to 345, please address. Subsequent parking calculation related to handicap parking required will need to be reviewed after the corrected parking count is provided.</p> <p><b>**Comment addressed. **</b></p> <p>o Provide number of Loading Space required and the number provided. Indicate in the table for minimum Loading Space vertical clearance of 14' is required.</p> <p><b><u>**Comment partially addressed. Applicant shows for three parallel loading spaces along the alley. The opening exceeds the allowable maximum of 30% of the lot length per code. In addition, loading spaces along the alley impeding vehicular traffic flow during loading and unloading is of concerns.**</u></b></p>	<p>Per discussions with staff, loading spaces have been moved from the alley and are now within the building. They are accessed from the entrance on Taylor Street. Trash trucks will service the building from the alley.</p>
4	<p>Sheet SP-1.0, Number 13 of the Site Data table, provide the referenced Diagram SP-1.</p> <p><b>**Comment no longer applies. Sheet SP-1.0 no longer exists.**</b></p>	
5	<p>Please identify the height of the garage on the first level at the entrance, loading dock and handicap stalls. Minimum loading space vertical clearance is 14'. ADA Van accessible space vertical clearance is 98".</p> <p><b>**Comment addressed. **</b></p>	

6	<p>Applicant is to provide a minimum of (2) loading stalls. Loading spaces shall be an area at the grade level at least 10 feet wide by 25 feet long with 14 feet vertical clearance. Each loading space shall be directly accessible from a street or alley without crossing or entering any other required off-street loading space and arranged for convenient and safe ingress and egress by motor truck and/or trailer combination. Such loading space shall also be accessible from the interior of any building it is intended to serve, such as the Retail bays. Indicate the loading space requirement and the number of loading spaces provided in the parking table.</p> <p><b>**Comment not addressed.</b></p> <p>The increased in the number of residential units to 348 will require three loading spaces instead of two, please show in Site Data table and provide. Parking information in the Site Data table does not call out the number of loading spaces required vs the number of loading spaces provided, please add.</p> <p><b>**Comment addressed. **</b></p> <p>o The proposed loading spaces with curb cut from the alley does not meet backout distance requirements and would not be functional. Please provide loading spaces such that they are off-street and accessed internally from the garage.</p> <p><b>**Comment not addressed, curb cut exceed code, design of loading zone area isn't functional and stall access to loading zone will require trucks to encroach into other loading zone areas to utilize loading zone stall. Please see Comment 3.**</b></p> <p>o The loading spaces shall have connectivity/access to the retail space.</p> <p><b>**Comment addressed.**</b></p>	See comment response #3
7	<p>All parking stalls shall be consecutively numbered and fully dimensioned. Please show in plans. Any stall located next to a solid obstruction is required to be a minimum of 9.5' wide. Any stall with obstructions on both sides is required to be a minimum of 10.5'.</p> <p><b>**Comment not addressed.</b></p> <p>o The numbering of the stalls is incorrect, the first floor (SP-2.0) is not numbered, the second floor starts on #1 (SP-2.1). Then each floor restarts the parking count out 1. We are looking for consecutive numbering, with the numbering continues on the next floor, meaning on sheet SP-2.3 the stall number shall be 398. Please provide a plan sheet for each floor of the garage.</p> <p><b>**Comment addressed, parking count totals 410.</b></p> <p>o In addition, all stalls shall be dimensioned to ensure they meet the code requirements when positioned next to a solid obstruction on one side, i.e. the Tandem Parkings 14 and 17, and Stall 10, the minimum stall width is 9.5'.</p> <p><b>**Comment not addressed. All stall widths shall be dimensioned. (i.e Stall 14/17 should be shown as 9'-6" wide. The 9'-6" is to be clear space. Please show and adjust pavement markings accordingly to meet the minimum requirements for parking stalls.**</b></p>	<p>All stall widths have been dimensioned. All stalls widths are a minimum of 8'-6".</p> <p>Where stalls are adjacent to a wall, stall width is 9'-6".</p> <p>Where stalls are between two wall, stall width is 10'-6".</p>
8	<p>Minimum tandem parking stall depth shall be 36'.</p> <p><b>**Comment addressed. **</b></p>	
9	<p>Applicant identifies a Valet booth/area –</p> <p>a. Identify all valet stalls and provide a line item for these stalls in the parking calculations.</p> <p><b>**Comment not addressed. Parking calculation not updated as requested. **</b></p> <p>b. Provide a valet operation plan that includes items such as but not limited to review and analysis of number of vehicles anticipated, queuing spaces required, number of staff required, hours of operation and valet site plan showing valet station location and vehicle queuing. Also, provide a plan to show how the cars will be stored and what route will be taken to the storage parking facility.</p> <p><b>**Comment not addressed. No plan has been provided. **</b></p> <p><b>**Comment no long applicable valet services have been eliminated from design.**</b></p>	
10	<p>Revise parking details, for standard and ADA compliant stalls to City of Hollywood typical details.</p> <p><b>**Comment addressed.**</b></p>	
11	<p>Per Sheet SP-1.2 cross sections on Taylor Street and US1, building façade elements will be encroaching into the public rights-of-way. Approval and agreement with the City are required for Taylor Street encroachment and from FDOT for US1.</p> <p><b>**Comment addressed. Building footprint has been updated to not encroach into public ROW**</b></p>	

12	<p>Sheet SP-2.0, provide pavement marking and signage plan to show how vehicular traffic circulation operates. Will traffic be limited to right-turn only to the upper floors of the garage? Parking stalls in the center area backing out in conflict with the vehicular traffic at the entrance / exit area is of concern.</p> <p><b>**Comment not addressed.</b></p> <p>o Sheet SP-2.0, Ground Level Floor Plan, layout has been modified.</p> <p>o Garage floor plans, Sheets SP-2.0 thru SP-2.3 show designated Retail / Valet parking spaces. Please identify these spaces in the Site Data table.</p> <p><b>**Comment not longer applicable. Valet has been removed from plan. **</b></p> <p>o Direction of vehicular traffic flow not identified on garage floor plans, pavement marking plan shall be provided for each level of the parking garage. In addition, a plan is to be provided for any off-site pavement markings in the ROW. All road names shall be labeled on the plans. <b>**</b></p> <p><b>**Comment not addressed, pavement marking plan not provided for upper garage levels. **</b></p>	Will address prior to commission.
13	<p>Traffic impact analysis is required, coordinate with Rick Mitinger, Transportation Engineer, 954-921-3900 or rmitinger@hollywoodfl.org. Include trips generated by the project and all committed trips of future projects, trip distribution and impact to the roadway network. Provide a review of existing and future multimodal transportation impacts and needs. Include a review of existing and future transportation related improvements and amenities such as street and pedestrian lighting, bus shelter, bike facility and/or sidewalks. Traffic study reviews are done on a cost recovery basis by a City's consultant.</p> <p><b>**Comment not addressed.**</b></p> <p><b>**Pending approval of traffic study review.**</b></p>	Traffic study comments have been discussed with staff and revised study will be submitted for review.
14	<p>Please identify the location of all guest stalls proposed.</p> <p><b>**Comment addressed. **</b></p>	
15	<p>All non-vehicle areas shall be stripped to clearly identify pedestrian areas and vehicular areas. (i.e., loading zone, any space next to parking stalls or walls etc.).</p> <p><b>**Comment not fully addressed.</b></p> <p>Sheet SP-2.1, area adjacent to Storage.</p> <p>Sheets SP-2.2 and SP-2.3, areas near Stalls 45-48.**</p> <p><b>**Comment not addressed. Loading zones are not stripped. In addition, this stripping should not be ADA stripping, please provide differentiation between the two different stripping patterns in the garage. **</b></p>	Please refer to sheet CM-101. Any non-ADA areas are to be striped with yellow.
16	<p>In the parking garage, all dead-end situations shall receive a parking stall stripped out for vehicle turnaround or a minimum 3-foot-wide drivable area bump out with a curb perimeter. This bump out may not encroach into any required setback.</p> <p><b>**Comment not addressed. Further review required upon receipt of garage pavement marking plan showing vehicular circulation is provided. **</b></p> <p><b>**Comment partially addressed, pavement marking plan not provided for upper levels of garage. For dead end situation at Stall 410, please identify the width of the bump out to be provided. Applicant shows depth of 3 feet. Width must be a minimum of 22 feet. **</b></p>	Adjusted parking layout to provide 12' depth and 22' width bump out for stall 410.
17	<p>Provide site triangles at all driveway access (6' X 12') and corner setback triangles.</p> <p><b>**Comment to be reviewed upon curb cuts and driveway access locations are finalized. Sight triangle requirements are as follows, for distance between property line to edge of pavement is less than 12 feet, 12'x12' sight visibility triangle is required and 6'X12' when the property line is 12 feet or greater from the edge of pavement. **</b></p> <p><b>**Comment not addressed. No dimension shown from edge of property line to edge of pavement to verify triangle sizes. Please provide. **</b></p>	Please refer to site triangles shown as requested on sheet SP-101. These have been drawn as required by code section 155.12 (D) (1) Diagram B
18	<p>Provide corner right-of-way dedication at US1 and Taylor Street minimum 25'X25' triangle, measuring 25' along property lines. Alley and US1 requires 6'X6' triangle corner right-of-way dedication, measuring 6' along property lines. Any rights-of-way dedication as required by FDOT will also needs to be met. Please indicate on plans.</p> <p><b>**Comment partially addressed. Please label the areas as ROW Dedication, not FDOT Easement or Corner Easement. Pending determination of FDOT's requirements.**</b></p> <p><b>**Comment not addressed. 25' corner triangle is to be shown at the property lines and is not shown or called out as described in the above comment. **</b></p>	The Design team held a preapp meeting on 7/20/2023 in which it was requested by FDOT that at 30'x30' Right-of-Way Easement be provided. Additionally, FDOT does not require a 6'x6' triangle dedication or easement at the corner of US1 and the alley. The 30'X30' Right-of-Way Easement as requested by FDOT is shown on sheet SP-101. Design team can connect the City of Hollywood with FDOT reviewers. Anthony Beecher[Anthony.Beecher@dot.state.fl.us] & Carina Harvey [Carina.Harvey@dot.state.fl.us]
19	<p>Please identify the material of all walkways and driveways/parking lots. Ensure details are provide that align with the requirements of the City of Hollywood.</p> <p><b>**Comment addressed. **</b></p>	

20	<p>Provide civil plans for the proposed work indicating items such as but not limited to drainage improvements, curbing, all vehicle turning radii, sight triangles, pavement marking and signage plans and details as well as change in elevations to show that handicap accessibility has been met. Show location of existing water and sewer mains on plans and show how you are planning to connect to the city system. For water and sanitary sewer connection, show any pavement restoration and details required for connections within City rights-of-way. Full road width asphalt pavement mill and resurfacing is required for Taylor Street and the alley along the frontage of the site. Area of road asphalt pavement resurfacing and restoration on US1 to be determined by FDOT. Additional pavement mill and resurfacing may be required for any off-site utility improvements or extension needed for the project.</p> <p><b>**Applicant is proposing connections to utilities on Federal highway but not showing any restoration on Sheets CU-101 or CP-101 for that area, please provide.</b></p> <p><b>Sheet CU-101, relocate water meter on to private property at the property line.**</b></p> <p><b>**Comment not addressed; no restoration has been shown on either of the plans mentioned in the narrative. On sheet CP-101 show the required restoration and milling/resurfacing needed for the proposed utility connections in addition to any other restoration requirements for FDOT.**</b></p>	Refer to sheet CU-101 for pavement restoration along North Federal Highway.
21	<p>Applicant will be required to mill &amp; resurface all adjacent streets and alleys to the project. Please add a note to the site plan stating this requirement and provide a Civil plan with hatch showing limits of any trench restoration and limits of pavement mill and resurfacing and restoration of the associated pavement markings.</p> <p><b>**Comment addressed. **</b></p>	
22	<p>All pavement markings within the City rights-of-way are to be approved by the Broward County Traffic Engineering Division. This can be provided at time of permitting.</p> <p><b>**To be provided at time of permitting. **</b></p>	
23	<p>All pavement markings within the City rights-of-way are to be approved by the Broward County Traffic Engineering Division. This can be provided at time of permitting.</p> <p><b>**To be provided at time of permitting. **</b></p>	
24	<p>Provide separate dimension for the ADA stall width and the accessible width. Applicant is required to provide a minimum of (1) van accessible space out of the required 7. Please identify this stall and the vertical clearance from the entrance of the garage to this stall for compliance.</p> <p><b>**Comment not addressed.</b></p> <p><b>Please re-calculation number of ADA spaces and ADA Van Accessible spaces required after Comment 3 related to total number of parking has been addressed.</b></p> <p><b>Please dimension all ADA stalls and accessible routes on all garage floor plan sheets. (i.e. SP-2.2) **</b></p> <p><b><u>**Comment not addressed, Stall #90 lacks dimensions and accessible aisle width. **</u></b></p>	Dimensions have been added to all accessible aisles and stalls
25	<p>Sheets SP-2.2 and SP-2.3, provide ADA accessibility between the ADA parking stalls and the Elevator Lobby accessing the elevators.</p> <p><b>**Comment addressed. **</b></p>	
26	<p>Please identify how the Trash Room will be accessed for removal and how trash trucks will be situated for trash collection. Provide trash chute for recyclables and for general trash. Trash Room shall be able to accommodate dumpsters. Note 20 on Sheet SP-1.1 indicates trash bins will be used.</p> <p><b>**Comment partially addressed. Sheet SP-1.1 has been eliminated and site layout has been modified.</b></p> <p><b>o Please identify the trash chute on the site plan for residential use.</b></p> <p><b>**Comment addressed. **</b></p> <p><b>o Show access location for the Retail Trash and Service area. Any door encroachment into the alley rights-of-way or use of right-of-way for pick-up will not be permitted.</b></p> <p><b>**Comment partially addressed, please show location for trash pickup on sheet. SP-101 and SP-2.0.**</b></p> <p><b>o Please fully dimension the adjacent to the loading staging area in front of the Trash Room.</b></p> <p><b>**Comment addressed. **</b></p> <p><b>o Please clarify that dumpsters will be used for trash collection. **</b></p> <p><b>**Comment not addressed in plans. **</b></p>	Will address prior to commission.
27	<p>Sheets SP-2.0 to SP-2.3, garage ramps are showing to be in the Down direction on all sheets with drive aisles traffic circulation going in the Up direction. Please address.</p> <p><b>**Comment addressed. **</b></p>	



28	Sheets SP-2.0 to SP-2.3, garage ramps are at 16% slopes. Speed ramps are typically limited at 12% slope, consider a transition ramp. <b>**Ramp slope on the revised plans is 15.58%.**</b> <b>**Comment addressed. **</b>	
29	Please clearly show all aisle space dimensions. Applicant is showing a dimension of 25'-10" on the east aisle but there are columns that intrude into this dimension. <b>**Comment addressed. *</b>	
30	Pavement marking and signage plans will be required to show how pavement markings and signage will be provided to inform drivers the vehicular traffic circulation is one-way while the design, drive aisle and driveway widths are sufficient for two-way traffic. <b>**Comment not addressed, please provide pavement marking plans for each of the six levels garage. **</b> <b>**Comment still not addressed. Pavement marking plan to be provided for each level of garage similarly to CM-101. Ensure pavement markings meet City and Broward County standards (i.e. stop bar setback.) **</b>	Will address prior to commission.
31	For the building columns are required to be setback a minimum of 3 feet from the entrance of the stall. <b>**Comment not addressed. Show setback for all columns to confirm no need for variance.**</b>	See revised floor plan sheets. All dimensions have been provided for columns at parking stall entrances. All dimensions are 3' minimum.
32	Provide separate civil engineering and streetscape plans and details showing existing conditions and proposed public improvements and work along site's adjacent streets within the rights-of-way. Review and approval by City CRA will be required. <b>**Comment addressed.**</b>	
33	Please note that the City, in conjunction with the Downtown Community Redevelopment Agency, is working on developing a manual setting forth requirements for rights-of-way design and improvements guidelines in the RAC area. Continued coordination will be required. <b>** Applicant acknowledged. **</b>	
34	A complete street concept redesign of US1 adjacent to this proposed development's site is currently underway. Proposed site design and all US1 rights-of-way improvements under this project shall coordinate and be compatible with the proposed improvements and vision of the corridor. Please coordinate with FDOT project consultant, Trace Consultants, Inc., Frank Panellas, PE, with notification to City CRA and Engineering, Transportation and Mobility Division staff. <b>**Applicant acknowledged and is working with Trace consultants per written response. **</b>	
35	Provide FDOT Pre Application Letter. <b>**Comment not addressed. **</b> <b>**Comment not fully addressed. Applicant provide email evidence, but a letter shall be provided from FDOT for meeting. Please provide. **</b>	FDOT NO LONGER PROVIDES A TRANSCRIPT OF PRE-APPLICATION MEETING. EMAIL EVIDENCE IS OF FDOT REVIEWER STATING TRANSCRIPTS OF MEETINGS ARE NO LONGER PROVIDED.
36	For utilities work within City rights-of-way, ROW permit will be required at the time of permit. <b>**To be provided at time of permitting. **</b>	
37	MOT plans required at the time of City Building Permit review. <b>**To be provided at time of permitting. **</b>	
38	All outside agency permits must be obtained prior to issuance of City building permit. <b>**To be provided at time of permitting. **</b>	
39	This project will be subject to impact fees (inclusive of park impact fee) under the new City Ordinance PO-2022-17, effective September 21, 2022. Impact fees payments to be made at the time of City Building Permit issuance. <b>**To be provided at time of permitting. **</b>	
40	More comments may follow upon review of the requested information	
41	Update project address on the application from 1817 Taylor Street to 410 North Federal Highway to match records from County Property Appraisal. <b>**Comment addressed. **</b>	
42	Sheet SP-2.0, please show how access is being provided for each room, i.e. Pump Room, Transformer Room, Electric Room, etc, and fully dimension all areas accordingly. <b>**Comment addressed. *</b>	

Number	Comments	Formal Response
LANDSCAPE (Reviewer: Favio Perez, fperez@hollywoodfl.org )		

1	revised calculations for trust fund payment on chart in sheet LD -101. Remove the Relocate tree symbol from disposition legend.	Tree replacement Table" has been removed. Only Tree mitigation table is applicable on tree disposition plan. Mitigation and code required trees or shortfalls related to the Tree Trust Fund are shown on Sheet LP-101. It is the request of KEITH that the Relocate symbol not be removed from the disposition legend. This clarifies that there are no anticipated relocations in the project, there is still a possibility through subsequent drawing revision.
2	provide the city approved Tree Protection detail. Detail can be downloaded from city website	Please see the requested details on sheet LD-101.
3	revise migaon deficiency calculations on sheet LP-101.	Please see the revised calculations on sheet LP-101.
4	provide the clear trunk specs for the proposed palms along the sidewalk in the tree grates	HT has been corrected to CT as requested.
5	provide additional slender palm species along SW corner to buffer the existing residence.	Single Montgomery Palms (PE) have been added to this location as requested. The NW portion has overhead lines and neither trees or palms may be accommodated.
6	16 site trees required and provided. 16" and 1 palm required for migaon. Palms are migrated 1:1 with an 8' CT palm, trees are migrated inch per inch with a 12' ht, 2" dbh trunk. Palm migaon is covered with proposed plantings. Tree migaon has not been provided. 16" / 2 = 8 trees required at 12'ht/2"dbh. 8 trees x \$350 = \$2,800 payment to Tree Trust Fund. Revised chart and calculations.	This has been corrected on sheet LP-101.
7	provide detail and mark on plan a root barrier for the proposed Oak trees in the SE island.	Please refer to sheet LP-101 where root barrier has been identified as requested. Please refer to sheet LP-501 where a root barrier detail has been added as requested.
8	Remove Tree Relocation notes (G) from detail sheet.	These notes are standard boiler plate notes that may not be removed from the standard Landscape Notes page LL-001. These notes are regardless of no anticipated relocations on the project, however there is still a possibility through subsequent drawing revision. For the purpose of there being no relocations anticipated, these notes have been temporarily struck.
9	Add note: No landscape substitutions shall be made without the City of Hollywood approval.	Please see note added to sheet LP-101.
10	Add note: No tree removal or planting allowed until subpermits are fully approved by city.	Please see note added to sheet LD-101.
11	Add note: No Cypress mulch is to be used on site. Provide Eucalyptus or Melaleuca mulch in a 3" consistent layer in all planting beds	RESPONSE: Please see note added to sheet LP-101. Refer also to existing note T. #4 on sheet LP-001 as KEITH standard note.
12	Above ground equipment: Where required for screening purposes, hedge shall be planted at equipment height for visual screening. Provide minimum of 36" ht.	RESPONSE: Please see note added to sheet LP-101.
13	Additional comments may follow upon further review of requested items and information provided.	Acknowledged

Number	Comments	Formal Response
PLANNING (Reviewer: Cameron Palmer , cpalmer@hollywoodfl.org )		
1	PLEASE NOTE: Commission Ordinance O-2006-32 which created the PD assigns 85 units to the zone	
2	Minimum required width of parking spaces which are adjacent to a wall or other solid obstruction shall be 10.5 ft. <b>Please dimension to demonstrate</b>	See Engineering comment #7. All stalls widths are dimensioned and comply with minimum widths.
3	B.2.k All parking spaces shall have concrete car stops (6 ft. long) or curbing. <b>Not Provided</b>	All parking stalls show concrete car stops.
4	Title XV, 155.08(C) For residential corner properties, curb cuts shall be setback from the property line adjacent to the street or alley a minimum distance equal to the applicable building setback, but not less than 15 feet. Curb cuts for all other corner properties shall not be less than 25 feet from the property corner intersection. <b>Please Demonstrate</b>	Dimensions have been added to sheet SP-101
5	(3) Curb cuts serving three car garage facilities may be a maximum width of 27 feet subject to compliance with the 30% total width criteria. <b>Not Met. Engineering to comment.</b>	See Engineering comment #3. Curb cuts have been reduced and loading spaces have been relocated to be within the building.
6	<b>Denote tandem spaces in Stats table, ensure they are assigned to individual units.</b>	Tandem spaces have been removed.

7	<p>(c) The maximum average tower floorplate shall be regulated by the tower's principal use as follows:</p> <p>(i) Commercial or mixed -use: Average up to 35,000 square feet; maximum of 45,000 square feet for any single tower floorplate.</p> <p>(ii) Residential and Hotel uses: Average up to 24,000 square feet; maximum of 30,000 square feet for any single tower floorplate.</p> <p><b>Please demonstrate compliance with (ii)</b></p>	<p>Project has 7 podium levels at 29,851 SF and 15 tower levels at 20,519 SF.</p> <p>Average floorplate area is 23,488 SF</p> <p>See table and diagrams on sheet SP-2.0</p>
8	<p>Article 9, SS9.3: 1 tree per 1,000 sq. ft. of pervious area of property.</p> <p><b>Please demonstrate compliance</b></p>	<p>The requested calculation has been provided on sheet LP-101. There is 1,833 SF of pervious area which required 2 trees be provided. Trees will not adequately fit the between the building and sidewalks. Therefore this requirement is deficient 2 trees and is noted in the Trust Fund Calculations as well.</p>
9	<p>Lots with a width of more than 50 ft.: 25% of the total square footage of the paved vehicular use area shall be landscaped</p> <p>Lots with a width 50 ft. or less: 15% of the total square footage of the paved vehicular use area shall be landscaped.</p> <p><b>25% of the paved area exposed to sky (vehicle access drives and loading area) must be provided in landscaped areas.</b></p>	<p>The requested calculation has been provided on sheet LP-101. The VUA area on site is labelled on LP-101 as collectively 356 SF which requires 89 SF of planting which has been provided.</p>

Number	Comments	Formal Response
<b>FIRE (Reviewer: Chris Clinton)</b>		
1	Fire review for TAC is limited to fire department access and minimum fire flow requirements for water supply for firefighting purposes. --- A complete architectural review will be completed during formal application of architectural plans to the building department.	Acknowledged
2	This is the third TAC review by Fire (J. Castano on 11-23-22) (C. Clinton on 07-09-23), and the Hydrant Flow Test has been requested both times.	Fire Flow test has been performed. Confirmation received from reviewer.
3	<p>Water supply shall meet the requirements of NFPA 1 (2018 Ed.) Section 18.4.5.3. --- To determine the minimum fire flow required for firefighting purposes, a Hydrant Flow Test will need to be scheduled through our Underground Utilities Department via email. --- underground@hollywoodfl.org</p> <p>Once Fire receives the Hydrant Flow Test results, they will be compared to the Fire Flow Calculations on plan page CU-101 to ensure there is an adequate water supply for the structure.</p>	Fire Flow test has been performed. Confirmation received from reviewer.

## TECHNICAL MEMORANDUM

To: City of Hollywood

From: Thuha Nguyen – *via planning, inc.*

Date: November 16, 2023

Re: Response to Star Tower Hollywood Traffic Impact Study Follow-up Comments

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Please find below the responses to comments received on October 19, 2023, associated with the traffic impact study of Star Tower Hollywood development, located at 1817 Taylor Street, in the City of Hollywood.

1. **Please provide the revised methodology letter for the project for the final traffic study submittal appendix. Comments were provided on September 11, 2023, but the revised methodology was not resubmitted. The methodology in the Appendix is a “Draft”.**

Response (11-02-2023): Attachment 1 is the methodology, which incorporates changes to address the comments.

**Follow-up Comment (11-03-2023): Attachment 1 is the methodology, will be included in the final report.**

Additional Response: Please see the revised report.

2. **The Project Traffic Development states the existing traffic is 2022, please revise to 2023.**

Response (11-02-2023): The typo will be corrected. Thank you.

**Follow-up Comment (11-03-2023): Addressed.**

3. **The Committed Trips section will need to provide the project turning movements from the traffic study for each committed development and include the project name and location.**

Response: The committed development project volumes by movement are not available as most of the traffic studies do not include the Star Tower Hollywood's study intersections. During a separate effort (RAC Major Roadways Congestion Assessment, please access that information [here](#)), the link-level committed trips from each development were determined and were distributed throughout the RAC major roadways. Whenever the trips pass through the Star Tower study intersections, the trips added as a committed trip.

As shown in Attachment 2A, Block 40 project contributes 37 project trips during AM peak hour on US 1 corridor, north of Young Circle. As these trips continue north towards

the Star Tower Hollywood study intersections, the 37 trips are divided equally and added to the northbound and southbound approach of the intersections. Similarly, all the other committed trips from the rest of the committed developments were added to the Star Tower Hollywood study intersections, when applicable.

Attachment 2B shows a sample link (US 1 between Taylor and Fillmore) and all the committed trips from the various developments, totaling 248 trips. The table shows how these 248 trips are accounted for in volume development.

**Follow-up Comment (11-3-2023): The committed development trips were discussed with via planning, inc. and will be included in the intersection volume development tables.**

Additional Response: Please see Appendix D in the revised report.

4. **In the Project Traffic Analysis section, it states “all study intersections is shown in Error! Reference source not found.” Please correct.**

Response (11-02-2023): The error will be fixed. Thank you.

**Follow-up Comment (11-03-2023): Addressed**

5. **The intersection summary tables need to show all movements, approaches, delays, Level of Service, and queue information for each intersection. The queue needs to be included for all movements as reported in the Synchro analyses.**

Response (11-02-2023): As noted in the report, the detailed table showing results by movement, approach, and overall intersection are presented in Appendix H. Queuing information is also included.

**Follow-up Comment (11-03-2023): The intersection summary tables were discussed with via planning, inc. and will be addressed.**

Additional Response: Please see Table 2 and Table 3 in the revised report.

6. **The report states there is only one (1) access to the project, yet the site plan shows two-way access to the alley. There are bollards shown inside the driveway access from the alley. The bollards pose a hazard as vehicles may try to turn in and not see them. Please revise the access so that it is clearly shown as not being used except in an emergency or remove it.**

Response (11-02-2023): The site plan will be revised and submitted with the next submittal.

**Follow-up Comment (11-03-2023): The response states the revised site plan will be included in the final report. It will be reviewed at that time.**

Additional Response: Please see Appendix A in the revised report.

7. **Please include all percentages in the trip generation for the reductions.**

Response (11-02-2023): The percentages have been included in the trip generation table as shown in Attachment 1 and will be included in the report.

**Follow-up Comment (11-03-2023): Addressed**

8. **The intersection volume development tables need to be revised to show each intersection individually, including the location, from the existing counts, the PSCF (which was not included) to get the existing volumes, the background growth rate and volumes, each committed development project volumes by movement, the project traffic by movement and the future with the project. This should be line by line to follow the math and verify the volumes in the analyses.**

Response (11-02-2023): We will update the volumes to include the PSCF. The volume development table will be revised to show each intersection individually. As noted in the response to Comment #3, the committed development project volumes by movement are not available as most of the traffic studies do not include the Star Tower Hollywood's study intersections.

**Follow-up Comment (11-03-2023): The intersection volume development tables were discussed with via planning, inc. and will be addressed.**

Additional Response: Please see Appendix D in the revised report.

9. **The summary table shall include the queue for all movement.**

Response (11-02-2023): As noted in the report, the detailed table showing results by movement, approach, and overall intersection are presented in Appendix H, and can be included in the report.

**Follow-up Comment (11-03-2023): The intersection volume development tables were discussed with via planning, inc. and will be addressed.**

Additional Response: Please see the revised report.

10. **The Synchro reports will be reviewed when the volumes have been corrected.**

Response (11-02-2023): Understood.

**Follow-up Comment (11-03-2023): Comment noted.**

11. **Please review the Synchro reports for inconsistencies such as Taylor and US 1 (Existing AM) include the Lanes, Volumes, Timings which is normally for signalized intersections and it shows 16-foot crosswalks in all directions, SBT shows a two-way left turn lane (there is a median there). The crosswalks are 10 feet wide. The report for this intersection is the HCM 6th TWSC, while Fillmore and US 1 is HCM Unsignalized Intersection Capacity Analysis. Fillmore and US 1 also includes 16-foot crosswalks in all directions, when only north-south has crosswalks.**

Response (11-02-2023): The Lanes, Volumes, Timings output sheets will only be provided for the signalized intersection, as requested. The SBT approach median will be corrected. Presence of crosswalks and their widths will be corrected in the Synchro model. Please note that the crosswalk width values are default Synchro simulation settings and do not affect the HCM 6<sup>th</sup> results for unsignalized intersections.

**Follow-up Comment (11-03-2023): The Synchro reports were discussed with via planning, inc. and will be addressed.**

Additional Response: Please see Table 2, Table 3, and Appendix F in the revised report.

- 12. A two-stage gap acceptance should not be used for Fillmore and US 1 as the median is only 12-feet wide. This is normally for wide medians where the side street needs to make two (2) maneuvers to cross or turn. Please run the unsignalized intersection with the HCM 6<sup>th</sup> Edition.**

Response (11-02-2023): The intersection configuration is coded to have 12-foot wide TWLTL. The discussion of two-stage gap acceptance will be removed from the report. Attachment 3 includes the HCM 6<sup>th</sup> edition results for the PM peak hour. The HCM 6<sup>th</sup> edition results yield unrealistic delays for the stop-controlled movements (up to 8,890 seconds or almost 2.5 hours per vehicle). We believe that the HCM 2000 methodology is the correct methodology to report delay and LOS. Please note that the Star Tower Hollywood does not contribute any trips to the stop-controlled eastbound and westbound approaches of this intersection.

**Follow-up Comment (11-03-2023): The intersection was discussed with via planning, inc. and will be addressed.**

Additional Response: Please see the revised report.

- 13. Further comments may be generated in the next review.**

Response (11-02-2023): Understood.

**Follow-up Comment (11-03-2023): Comment noted.**

We trust that these responses and the revised report satisfy the City's review and look forward to your approval. Thank you.



# STAR TOWER HOLLYWOOD

## TRAFFIC IMPACT STUDY

**prepared for:**

1817 Taylor Street Development, LLC  
Hollywood, Florida 33020

**prepared by:**

via planning, inc.  
2101 W Commercial Boulevard, Suite 3200  
Fort Lauderdale, Florida 33309  
Certificate of Authorization Number: 30843

via PN: 1094.07  
November 2023

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## **APPENDICES**

Appendix A: Site Plan

Appendix B: Traffic Analysis Methodology

Appendix C: Turning Movement Counts, Signal Timing Sheets, and excerpt from Peak Season Factor Category

Appendix D: Volume Development Sheets and Graphics

Appendix E: Excerpt from Hollywood RAC Major Roadways Congestion Assessment

Appendix F: Synchro Analysis Results

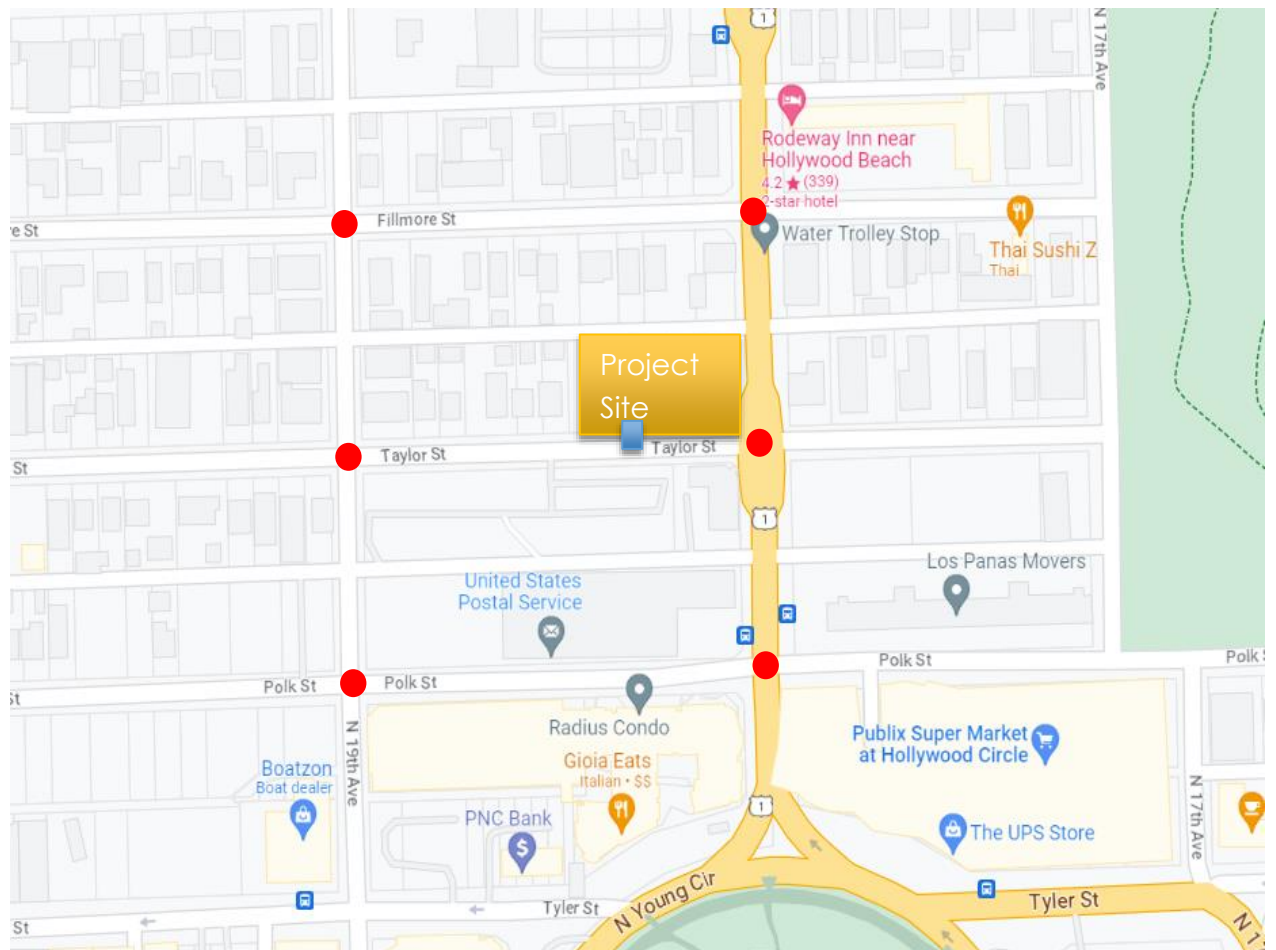
## **INTRODUCTION**

This traffic study was prepared to support the proposed development of Star Tower Hollywood, located at 1817 Taylor Street, in the City of Hollywood. Star Tower Hollywood is proposed to be a 22-story building with a total of 248 Multifamily dwelling units, approximately 3,676 square feet of Retail, and approximately 4,077 square feet of Restaurant space. The project buildout year is 2028. The development is proposed to have one full access south onto Taylor Street, west of US 1. The site plan is included in Appendix A. The methodology was submitted to the city and is included in Appendix B.

## STUDY AREA

Figure 1 shows the project location and proposed study intersections. They are:

1. Federal Highway (US 1/SR 5) and Taylor Street (unsignalized)
2. Federal Highway (US 1/SR 5) and Fillmore Street (unsignalized)
3. Federal Highway (US 1/SR 5) and Polk Street (signalized)
4. N 19th Avenue and Taylor Street (unsignalized)
5. N 19th Avenue and Fillmore Street (unsignalized)
6. N 19th Avenue and Polk Street (signalized)
7. Project driveway at Taylor Street (unsignalized)



**FIGURE 1: PROJECT LOCATION AND STUDY INTERSECTIONS**

## TRIP GENERATION

Trip generation rates from ITE's *Trip Generation Manual*, 11<sup>th</sup> Edition, for land use code (LUC) 222 Multifamily High Rise, LUC 822 Retail Plaza, and LUC 932 High Turnover (sit-down) Restaurant, were used to estimate trips. Internal capture, pass-by, and multimodal reduction rates are applied, when applicable. The net new external vehicular trip generation is expected to be 1,386/99/102 Daily/AM/PM trips. The trip generation is shown in Table 1, supporting documents are included in Appendix B.

TABLE 1: TRIP GENERATION TABLE

Land Use	Land Use Code	Intensity	Units	Weekday Daily	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
PROPOSED DEVELOPMENT										
Multifamily Housing High-Rise	222	248	DU	1,126	23	44	67	44	35	79
Retail Plaza (< 40K sqft)	822	3.676	KSF	200	5	4	9	12	12	24
High Turnover (Sit-down) Restaurant	932	4.077	KSF	437	21	18	39	23	14	37
Baseline Proposed Trips				1,763	49	66	115	79	61	140
Multimodal Reduction										
Multifamily Housing High-Rise	222	248	DU	56	1	2	3	2	2	4
Retail Plaza (< 40K sqft)	822	3.676	KSF	10	0	0	0	1	1	1
High Turnover (Sit-down) Restaurant	932	4.077	KSF	22	1	1	2	1	1	2
Total Multimodal Reduction 5%				88	2	3	6	4	3	7
Vehicular Trips										
Multifamily Housing High-Rise	222	248	DU	1,070	22	42	64	42	33	75
Retail Plaza (< 40K sqft)	822	3.676	KSF	190	5	4	9	11	11	23
High Turnover (Sit-down) Restaurant	932	4.077	KSF	415	20	17	37	22	13	35
Gross Proposed Trips				1,675	47	63	109	75	58	133
Internal Capture										
Multifamily Housing High-Rise	222	248	DU	90	2	3	5	5	4	9
Retail Plaza (< 40K sqft)	822	3.676	KSF	80	0	0	0	2	2	4
High Turnover (Sit-down) Restaurant	932	4.077	KSF	106	3	2	5	3	2	5
Total Internal Capture	16.48%	9.15%	13.53%	276	4	6	10	10	8	18
External Trips										
Multifamily Housing High-Rise	222	248	DU	980	20	39	59	37	29	66
Retail Plaza (< 40K sqft)	822	3.676	KSF	110	5	4	9	9	9	19
High Turnover (Sit-down) Restaurant	932	4.077	KSF	309	17	15	32	19	11	30
Total Driveway Volume				1,399	42	57	99	65	50	115
Pass-by Trips										
High Turnover (Sit-down) Restaurant	932	43% (in PM)		13	0	0	0	8	5	13
NET NEW TRIPS				1,386	42	57	99	57	45	102



## DATA COLLECTION & GATHERING

Traffic counts were conducted on Thursday, September 7th, 2023, during typical AM and PM peak periods. A reasonableness check was performed between the intersections, and no balancing was found to be necessary. The United States Postal Service (USPS) office located on Taylor Street contributed to some minor "unbalanced" volumes east and west of USPS on Taylor Street.

The signal timing sheets and plans for the two intersections were obtained from the Broward County Traffic Engineering Division. Peak Season Conversion Factor (PSCF) was obtained from Florida Traffic Online. Turning movement counts, signal timing sheets, and excerpt from the peak season factor category report are included in Appendix C.

## PROJECT TRAFFIC DEVELOPMENT

### 2023 Existing Traffic Development

The 2023 existing traffic volumes were developed by applying the appropriate PSCF to the collected turning movement counts and. The existing traffic volumes are included in Appendix D.

### Growth Rate

The growth rate is determined based on Trends analysis of historical traffic data from nearby FDOT count station on US 1, north of Johnson Street. A 1.0% growth rate is believed to be reasonable. Supporting documents are included in Appendix B.

### Committed Trips

Committed development trips from eleven (11) developments were obtained and distributed to the major RAC roadways. The trips are obtained from the draft "*City of Hollywood RAC Major Roadways Congestion Assessment*" table. An excerpt from this table is included in Appendix E.

### 2028 Future Traffic Without Project

The 2028 Future Traffic Without *Star Tower Hollywood* (Project) was developed by growing the existing volumes by a growth rate of 1.0%, compounded annually and adding the committed trips. The 2028 future traffic without project is included in Appendix D.

### Trip Distribution

The trip distribution percentages and the project trip assignment are included in Appendix D. The trip distribution percentages for the proposed development are determined based on the traffic characteristics within the study area, existing travel patterns, roadway's lane configurations, and signal locations.

The general directional distributions are as follows:

- 40% to and from north
- 10% to and from east, and
- 30% to and from west
- 20% to and from south

All vehicles are assigned to Taylor Street only. Note that some slight rounding may occur during trips assignment.

### **2028 Future Traffic With Project**

The *Star Tower Hollywood* project traffic volumes were added to the 2028 future traffic without project traffic to develop 2028 future traffic with project. The resulting traffic volumes are included in Appendix D.

## **PROJECT TRAFFIC ANALYSIS**

### **Assumptions, Analysis Tool and Exception**

Intersection operational analysis was conducted for the study intersections using Synchro 11. The intersection delay and level of service (LOS) were reported based on the *Highway Capacity Manual* (HCM 6th) methodology. The HCM's default 3% heavy vehicle factor was applied to all intersections. Bicycle and pedestrian counts were also included.

### **Analysis Findings**

The delay, LOS, and 95<sup>th</sup> percentile queue by movement, approach, and overall intersection is shown in Table 2 and Table 3 for AM and PM peak hours, respectively. All intersections, approaches, and movements are expected to operate at LOS D or better under all scenarios except for the eastbound approach of Fillmore Street at US-1. The eastbound approach is expected to exceed LOS D by 2028 (future without project).

The HCM 6th edition results yield unrealistic delays for the stop-controlled movements (up to 8,890 seconds or almost 2.5 hours per vehicle) as shown in Table 4. It is believed that the HCM 2000 methodology reports correct delay LOS, and queue for this intersection. Note that the *Star Tower Hollywood* does not contribute any trips to the eastbound and westbound approaches of this intersection. Synchro results are included in Appendix F.

### **Queue Length Examination**

All intersections are expected to have adequate storage to accommodate the 95<sup>th</sup> percentile queue. The project traffic is expected to add no more than one (1) vehicle queue at US-1 and Polk Street. Note the back of queue in the summary tables have been rounded up representing a full car.

TABLE 2: AM PEAK HOUR - INTERSECTION DELAY, LOS, AND QUEUE

		Delay - Level of Service - Queue <sup>(1)</sup>	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
US-1 & Taylor St <sup>(2)</sup>	Existing	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	12.5			14.4			0.0			0.0		
		Approach LOS	B			B			A			A		
		Intersection Delay & LOS	0.6 (A)											
		Back of Queue (veh/ln)	0.0			1.0			-	-	-	-	-	-
	Future Without Project	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	13.6			16.3			0.0			0.0		
		Approach LOS	B			C			A			A		
		Intersection Delay & LOS	0.6 (A)											
		Back of Queue (veh/ln)	1.0			1.0			-	-	-	-	-	-
	Future With Project	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	13.9			16.5			0.0			0.0		
		Approach LOS	B			C			A			A		
		Intersection Delay & LOS	0.6 (A)											
		Back of Queue (veh/ln)	1.0			1.0			-	-	-	-	-	-
US-1 & Fillmore St (Using HCM 2000)	Existing	Movement Delay (s/veh)	-	-	-	-	-	-	2.6	-	-	1.0	-	-
		Movement LOS	-	-	-	-	-	-	A	-	-	A	-	-
		Approach Delay (s/veh)	26.4			17.7			1.3			0.5		
		Approach LOS	D			C			A			A		
		Intersection Delay & LOS	2.4 (A)											
		Back of Queue (veh/ln)	2.0			1.0			1.0	0.0	-	1.0	0.0	-
	Future Without Project	Movement Delay (s/veh)	-	-	-	-	-	-	3.6	-	-	1.2	-	-
		Movement LOS	-	-	-	-	-	-	A	-	-	A	-	-
		Approach Delay (s/veh)	39.9			22.1			1.9			0.6		
		Approach LOS	E			C			A			A		
		Intersection Delay & LOS	3.3 (A)											
		Back of Queue (veh/ln)	4.0			1.0			1.0	0.0	-	1.0	0.0	-
	Future With Project	Movement Delay (s/veh)	-	-	-	-	-	-	3.6	-	-	1.2	-	-
		Movement LOS	-	-	-	-	-	-	A	-	-	A	-	-
		Approach Delay (s/veh)	40.7			22.4			1.9			0.6		
		Approach LOS	E			C			A			A		
		Intersection Delay & LOS	3.4 (A)											
		Back of Queue (veh/ln)	4.0			1.0			1.0	0.0	-	1.0	0.0	-
US-1 & Polk St	Existing	Movement Delay (s/veh)	44.5	0.0	35.0	38.9	0.0	37.9	13.3	10.9	10.8	18.5	10.5	10.5
		Movement LOS	D	A	D	D	A	D	B	B	B	B	B	B
		Approach Delay (s/veh)	36.9			38.1			10.9			11.4		
		Approach LOS	D			D			B			B		
		Intersection Delay & LOS	15.6 (B)											
		Back of Queue (veh/ln)	2.0	0.0	5.0	2.0	0.0	9.0	1.0	10.0	10.0	4.0	9.0	9.0
	Future Without Project	Movement Delay (s/veh)	45.0	0.0	35.0	39.1	0.0	38.0	15.5	12.1	12.1	24.0	11.6	11.6
		Movement LOS	D	A	D	D	A	D	B	B	B	C	B	B
		Approach Delay (s/veh)	36.9			38.2			12.2			12.8		
		Approach LOS	D			D			B			B		
		Intersection Delay & LOS	16.3 (B)											
		Back of Queue (veh/ln)	2.0	0.0	6.0	2.0	0.0	10.0	1.0	12.0	12.0	5.0	11.0	11.0
	Future With Project	Movement Delay (s/veh)	45.3	0.0	34.8	38.8	0.0	37.8	16.2	12.3	12.3	24.7	11.8	11.8
		Movement LOS	D	A	C	D	A	D	B	B	B	C	B	B
		Approach Delay (s/veh)	37.3			38.0			12.4			13.1		
		Approach LOS	D			D			B			B		
		Intersection Delay & LOS	16.6 (B)											
		Back of Queue (veh/ln)	2.0	0.0	6.0	2.0	0.0	10.0	1.0	12.0	13.0	5.0	11.0	12.0
Taylor St & N 19th Ave	Existing	Movement Delay (s/veh)	-	-	-	-	-	-	7.6	0.0	-	7.6	0.0	-
		Movement LOS	-	-	-	-	-	-	A	A	-	A	A	-
		Approach Delay (s/veh)	10.7			11.2			0.1			0.1		
		Approach LOS	B			B			A			A		
		Intersection Delay & LOS	1.6 (A)											
		Back of Queue (veh/ln)	1.0			1.0			0.0	-	-	0.0	-	-
	Future Without Project	Movement Delay (s/veh)	-	-	-	-	-	-	7.6	0.0	-	7.6	0.0	-
		Movement LOS	-	-	-	-	-	-	A	A	-	A	A	-
		Approach Delay (s/veh)	10.9			11.4			0.1			0.1		
		Approach LOS	B			B			A			A		
		Intersection Delay & LOS	1.6 (A)											
		Back of Queue (veh/ln)	1.0			1.0			0.0	-	-	0.0	-	-
	Future With Project	Movement Delay (s/veh)	-	-	-	-	-	-	7.6	0.0	-	7.7	0.0	-
		Movement LOS	-	-	-	-	-	-	A	A	-	A	A	-
		Approach Delay (s/veh)	11.7			12.3			0.1			0.6		
		Approach LOS	B			B			A			A		
		Intersection Delay & LOS	3.5 (A)											
		Back of Queue (veh/ln)	1.0			1.0			0.0	-	-	0.0	-	-

(1) Queues are rounded to one full vehicle  
(2) EB and WB approaches are right-in and right-out only

TABLE 2: AM PEAK HOUR - INTERSECTION DELAY, LOS, AND QUEUE (CONTINUED)

		Delay - Level of Service - Queue <sup>(1)</sup>	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Fillmore St & N 19th Ave	Existing	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	9.2			9.1			9.0			9.1		
		Approach LOS	A			A			A			A		
		Intersection Delay & LOS	9.1 (A)											
		Back of Queue (veh/ln)	1.0			1.0			1.0			1.0		
	Future Without Project	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	9.5			9.5			9.3			9.5		
		Approach LOS	A			A			A			A		
		Intersection Delay & LOS	9.5 (A)											
		Back of Queue (veh/ln)	1.0			1.0			1.0			1.0		
	Future With Project	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	9.7			9.6			9.5			9.6		
		Approach LOS	A			A			A			A		
		Intersection Delay & LOS	9.6 (A)											
		Back of Queue (veh/ln)	1.0			1.0			1.0			1.0		
Polk St & N 19th Ave	Existing	Movement Delay (s/veh)	13.7	0.0	0.0	13.5	0.0	0.0	13.7	0.0	0.0	13.8	0.0	0.0
		Movement LOS	B	A	A	B	A	A	B	A	A	B	A	A
		Approach Delay (s/veh)	13.7			13.5			13.7			13.8		
		Approach LOS	B			B			B			B		
		Intersection Delay & LOS	13.7 (B)											
		Back of Queue (veh/ln)	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
	Future Without Project	Movement Delay (s/veh)	13.8	0.0	0.0	13.6	0.0	0.0	13.9	0.0	0.0	14.0	0.0	0.0
		Movement LOS	B	A	A	B	A	A	B	A	A	B	A	A
		Approach Delay (s/veh)	13.8			13.6			13.9			14.0		
		Approach LOS	B			B			B			B		
		Intersection Delay & LOS	13.8 (B)											
		Back of Queue (veh/ln)	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.0	0.0	0.0
	Future With Project	Movement Delay (s/veh)	13.8	0.0	0.0	13.7	0.0	0.0	14.0	0.0	0.0	14.3	0.0	0.0
		Movement LOS	B	A	A	B	A	A	B	A	A	B	A	A
		Approach Delay (s/veh)	13.8			13.7			14.0			14.3		
		Approach LOS	B			B			B			B		
		Intersection Delay & LOS	14 (B)											
		Back of Queue (veh/ln)	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	4.0	0.0	0.0
Taylor St & Project Driveway	Future With Project	Movement Delay (s/veh)	7.3	0.0	-	-	-	-	-	-	-	-	-	-
		Movement LOS	A	A	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	6.1			0.0			-			8.8		
		Approach LOS	-			-			-			A		
		Intersection Delay & LOS	6.4 (A)											
		Back of Queue (veh/ln)	1.0	-	-	-	-	-	-	-	-	1.0		

(1) Queues are rounded to one full vehicle

TABLE 3: PM PEAK HOUR - INTERSECTION DELAY, LOS, AND QUEUE

		Delay - Level of Service - Queue <sup>(1)</sup>	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
US-1 & Taylor St <sup>(2)</sup>	Existing	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	13.8			15.3			0.0			0.0		
		Approach LOS	B			C			A			A		
		Intersection Delay & LOS	0.4 (A)											
		Back of Queue (veh/ln)	1.0			1.0			-	-	-	-	-	-
	Future Without Project	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	15.4			17.4			0.0			0.0		
		Approach LOS	C			C			A			A		
		Intersection Delay & LOS	0.4 (A)											
		Back of Queue (veh/ln)	1.0			1.0			-	-	-	-	-	-
	Future With Project	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	15.8			17.5			0.0			0.0		
		Approach LOS	C			C			A			A		
		Intersection Delay & LOS	0.4 (A)											
		Back of Queue (veh/ln)	1.0			1.0			-	-	-	-	-	-
US-1 & Fillmore St (Using HCM 2000)	Existing	Movement Delay (s/veh)	-	-	-	-	-	-	2.8	-	-	1.2	-	-
		Movement LOS	-	-	-	-	-	-	A	-	-	A	-	-
		Approach Delay (s/veh)	29.8			13.8			1.5			0.6		
		Approach LOS	D			B			A			A		
		Intersection Delay & LOS	2.3 (A)											
		Back of Queue (veh/ln)	2.0			1.0			1.0	0.0	-	1.0	0.0	-
	Future Without Project	Movement Delay (s/veh)	-	-	-	-	-	-	4.1	-	-	1.5	-	-
		Movement LOS	-	-	-	-	-	-	A	-	-	A	-	-
		Approach Delay (s/veh)	46.7			14.7			2.1			0.7		
		Approach LOS	E			B			A			A		
		Intersection Delay & LOS	3.3 (A)											
		Back of Queue (veh/ln)	4.0			1.0			1.0	0.0	-	1.0	0.0	-
	Future With Project	Movement Delay (s/veh)	-	-	-	-	-	-	4.2	-	-	1.6	-	-
		Movement LOS	-	-	-	-	-	-	A	-	-	A	-	-
		Approach Delay (s/veh)	48.0			14.8			2.2			0.8		
		Approach LOS	E			B			A			A		
		Intersection Delay & LOS	3.4 (A)											
		Back of Queue (veh/ln)	4.0			1.0			1.0	0.0	-	1.0	0.0	-
US-1 & Polk St	Existing	Movement Delay (s/veh)	45.9	0.0	38.5	45.8	0.0	38.9	14.1	11.3	11.2	21.1	10.1	10.1
		Movement LOS	D	A	D	D	A	D	B	B	B	C	B	B
		Approach Delay (s/veh)	40.1			40.8			11.3			11.0		
		Approach LOS	D			D			B			B		
		Intersection Delay & LOS	16.4 (B)											
		Back of Queue (veh/ln)	3.0	0.0	9.0	4.0	0.0	9.0	1.0	12.0	12.0	4.0	10.0	10.0
	Future Without Project	Movement Delay (s/veh)	46.1	0.0	38.3	46.1	0.0	38.8	17.6	13.2	13.2	30.4	11.6	11.5
		Movement LOS	D	A	D	D	A	D	B	B	B	C	B	B
		Approach Delay (s/veh)	40.0			40.8			13.3			13.0		
		Approach LOS	D			D			B			B		
		Intersection Delay & LOS	17.5 (B)											
		Back of Queue (veh/ln)	3.0	0.0	9.0	4.0	0.0	9.0	2.0	15.0	16.0	5.0	12.0	13.0
	Future With Project	Movement Delay (s/veh)	46.7	0.0	38.2	46.0	0.0	38.8	18.6	13.3	13.3	31.1	11.7	11.6
		Movement LOS	D	A	D	D	A	D	B	B	B	C	B	B
		Approach Delay (s/veh)	40.3			40.7			13.5			13.1		
		Approach LOS	D			D			B			B		
		Intersection Delay & LOS	17.7 (B)											
		Back of Queue (veh/ln)	4.0	0.0	9.0	4.0	0.0	9.0	2.0	15.0	16.0	5.0	12.0	13.0
Taylor St & N 19th Ave	Existing	Movement Delay (s/veh)	-	-	-	-	-	-	7.6	0.0	-	7.6	0.0	-
		Movement LOS	-	-	-	-	-	-	A	A	-	A	A	-
		Approach Delay (s/veh)	11.0			11.1			0.4			1.1		
		Approach LOS	B			B			A			A		
		Intersection Delay & LOS	2.4 (A)											
		Back of Queue (veh/ln)	1.0			1.0			0.0	-	-	1.0	-	-
	Future Without Project	Movement Delay (s/veh)	-	-	-	-	-	-	7.6	0.0	-	7.7	0.0	-
		Movement LOS	-	-	-	-	-	-	A	A	-	A	A	-
		Approach Delay (s/veh)	11.2			11.4			0.4			1.1		
		Approach LOS	B			B			A			A		
		Intersection Delay & LOS	2.4 (A)											
		Back of Queue (veh/ln)	1.0			1.0			0.0	-	-	1.0	-	-
	Future With Project	Movement Delay (s/veh)	-	-	-	-	-	-	7.6	0.0	-	7.8	0.0	-
		Movement LOS	-	-	-	-	-	-	A	A	-	A	A	-
		Approach Delay (s/veh)	12.3			12.7			0.4			1.6		
		Approach LOS	B			B			A			A		
		Intersection Delay & LOS	3.7 (A)											
		Back of Queue (veh/ln)	1.0			1.0			0.0	-	-	1.0	-	-

(1) Queues are rounded to one full vehicle  
(2) EB and WB approaches are right-in and right-out only

TABLE 3: PM PEAK HOUR - INTERSECTION DELAY, LOS, AND QUEUE (CONTINUED)

		Delay - Level of Service - Queue <sup>(1)</sup>	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Fillmore St & N 19th Ave	Existing	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	8.6			8.8			8.9			8.6		
		Approach LOS	A			A			A			A		
		Intersection Delay & LOS	8.7 (A)											
		Back of Queue (veh/ln)	1.0			1.0			1.0			1.0		
	Future Without Project	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	8.9			9.1			9.2			8.9		
		Approach LOS	A			A			A			A		
		Intersection Delay & LOS	9 (A)											
		Back of Queue (veh/ln)	1.0			1.0			1.0			1.0		
	Future With Project	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	9.1			9.2			9.3			9.0		
		Approach LOS	A			A			A			A		
		Intersection Delay & LOS	9.2 (A)											
		Back of Queue (veh/ln)	1.0			1.0			1.0			1.0		
Polk St & N 19th Ave	Existing	Movement Delay (s/veh)	14.9	0.0	0.0	14.8	0.0	0.0	14.7	0.0	0.0	14.1	0.0	0.0
		Movement LOS	B	A	A	B	A	A	B	A	A	B	A	A
		Approach Delay (s/veh)	14.9			14.8			14.7			14.1		
		Approach LOS	B			B			B			B		
		Intersection Delay & LOS	14.7 (B)											
		Back of Queue (veh/ln)	5.0	0.0	0.0	5.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0
	Future Without Project	Movement Delay (s/veh)	15.1	0.0	0.0	14.9	0.0	0.0	14.9	0.0	0.0	14.3	0.0	0.0
		Movement LOS	B	A	A	B	A	A	B	A	A	B	A	A
		Approach Delay (s/veh)	15.1			14.9			14.9			14.3		
		Approach LOS	B			B			B			B		
		Intersection Delay & LOS	14.8 (B)											
		Back of Queue (veh/ln)	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	4.0	0.0	0.0
	Future With Project	Movement Delay (s/veh)	15.1	0.0	0.0	15.1	0.0	0.0	15.1	0.0	0.0	14.6	0.0	0.0
		Movement LOS	B	A	A	B	A	A	B	A	A	B	A	A
		Approach Delay (s/veh)	15.1			15.1			15.1			14.6		
		Approach LOS	B			B			B			B		
		Intersection Delay & LOS	15 (B)											
		Back of Queue (veh/ln)	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	4.0	0.0	0.0
Taylor St & Project Driveway	Future With Project	Movement Delay (s/veh)	7.4	0.0	-	-	-	-	-	-	-	-	-	-
		Movement LOS	A	A	-	-	-	-	-	-	-	-	-	-
		Approach Delay (s/veh)	4.9			0.0			-			8.9		
		Approach LOS	-			-			-			A		
		Intersection Delay & LOS	5.2 (A)											
		Back of Queue (veh/ln)	1.0	-	-	-	-	-	-	-	-	1.0		

(1) Queues are rounded to one full vehicle

TABLE 4: HCM 6<sup>TH</sup> EDITION DELAY, LOS AND QUEUE (US-1 AND FILLMORE STREET)

AM Peak Hour															
		Delay - Level of Service - Queue <sup>(1)</sup>	Eastbound			Westbound			Northbound			Southbound			
			L	T	R	L	T	R	L	T	R	L	T	R	
US-1 & Fillmore St	Existing	Movement Delay (s/veh)	-	-	-	-	-	-	11.0	-	-	11.2	-	-	
		Movement LOS	-	-	-	-	-	-	B	-	-	B	-	-	
		Approach Delay (s/veh)	618.6			117.9			0.6			0.2			
		Approach LOS	F			F			A			A			
		Intersection Delay & LOS	31.9 (D)												
		Back of Queue (veh/ln)	11.0			3.0			1.0	-	-	1.0	-	-	
	Future Without Project	Movement Delay (s/veh)	-	-	-	-	-	-	12.3	-	-	12.3	-	-	
		Movement LOS	-	-	-	-	-	-	B	-	-	B	-	-	
		Approach Delay (s/veh)	8700.1			-			0.7			0.2			
		Approach LOS	F			-			A			A			
		Intersection Delay & LOS	395.7 (F)												
		Back of Queue (veh/ln)	18.0			-			1.0	-	-	1.0	-	-	
	Future With Project	Movement Delay (s/veh)	-	-	-	-	-	-	12.4	-	-	12.4	-	-	
		Movement LOS	-	-	-	-	-	-	B	-	-	B	-	-	
		Approach Delay (s/veh)	8700.1			-			0.7			0.2			
		Approach LOS	F			-			A			A			
		Intersection Delay & LOS	392.9 (F)												
		Back of Queue (veh/ln)	18.0			-			1.0	-	-	1.0	-	-	
PM Peak Hour															
US-1 & Fillmore St	Existing	Movement Delay (s/veh)	-	-	-	-	-	-	11.8	-	-	12.1	-	-	
		Movement LOS	-	-	-	-	-	-	B	-	-	B	-	-	
		Approach Delay (s/veh)	949.8			191.1			0.6			0.3			
		Approach LOS	F			F			A			A			
		Intersection Delay & LOS	38.2 (E)												
		Back of Queue (veh/ln)	11.0			4.0			1.0	-	-	1.0	-	-	
	Future Without Project	Movement Delay (s/veh)	-	-	-	-	-	-	13.4	-	-	13.5	-	-	
		Movement LOS	-	-	-	-	-	-	B	-	-	B	-	-	
		Approach Delay (s/veh)	8890.0			-			0.6			0.3			
		Approach LOS	F			-			A			A			
		Intersection Delay & LOS	320.1 (F)												
		Back of Queue (veh/ln)	16.0			-			1.0	-	-	1.0	-	-	
	Future With Project	Movement Delay (s/veh)	-	-	-	-	-	-	13.5	-	-	13.6	-	-	
		Movement LOS	-	-	-	-	-	-	B	-	-	B	-	-	
		Approach Delay (s/veh)	8890.0			-			0.6			0.3			
		Approach LOS	F			-			A			A			
		Intersection Delay & LOS	317.8 (F)												
		Back of Queue (veh/ln)	16.0			-			1.0	-	-	1.0	-	-	

(1) Queues are rounded to one full vehicle



### Driveway Analysis

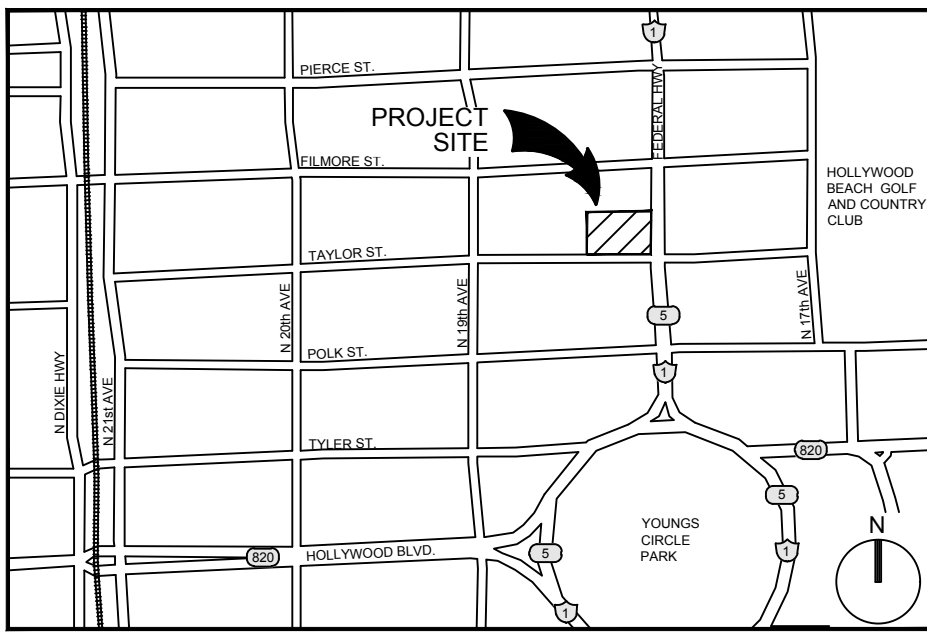
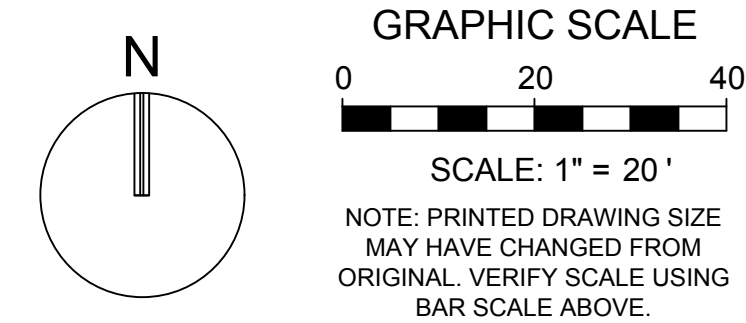
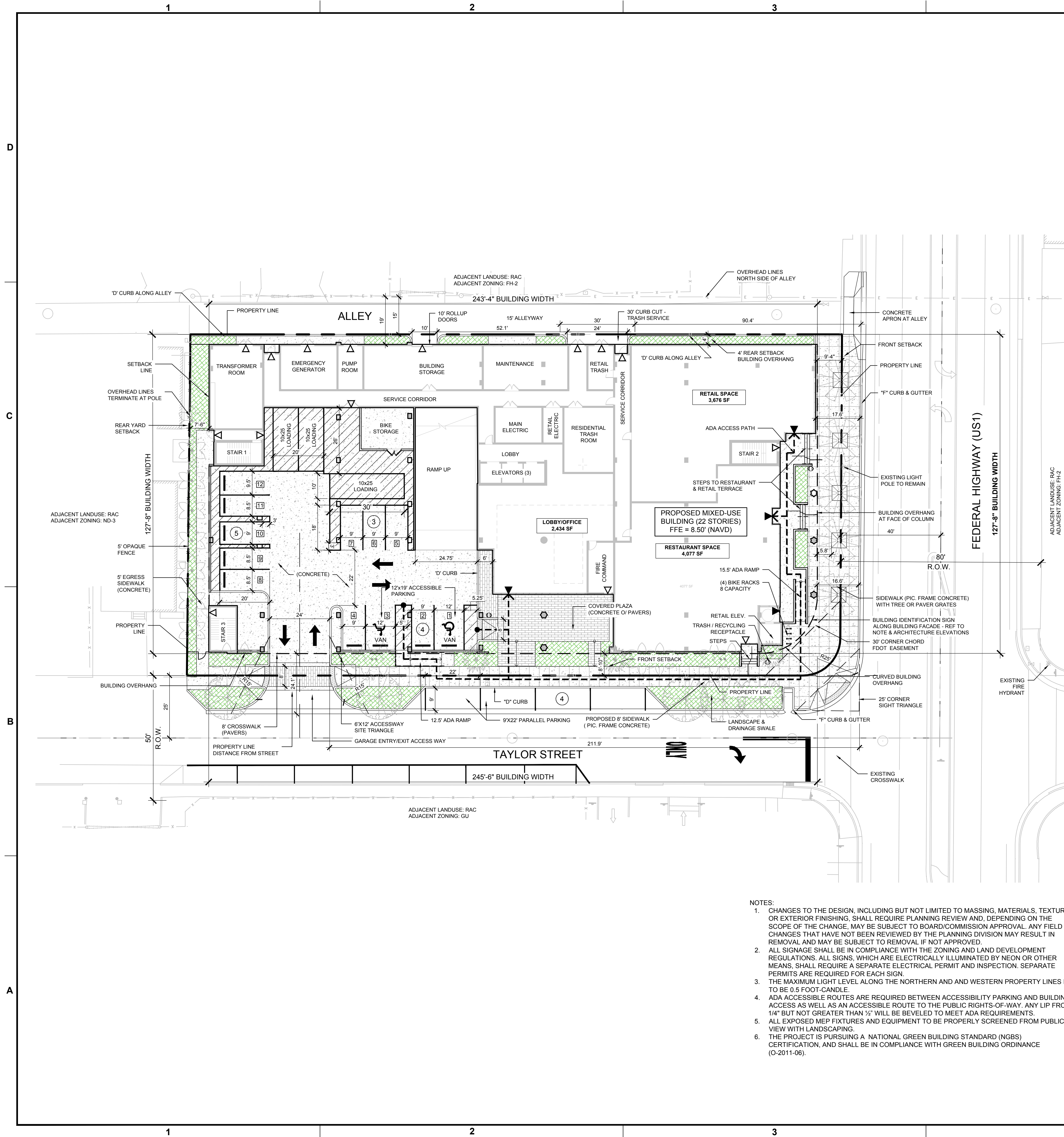
The proposed development has one access onto Taylor Street, east of US 1. The project adds a maximum of 52 and 13 driveway trips for the eastbound left and westbound right movement during the peak hour, respectively. There are no exclusive turn lanes at the project driveway; however, results show that no more than 1 vehicle queue is expected at Taylor Street at the project driveway.

### CONCLUSION

*Star Tower Hollywood*, located at 1817 Taylor Street, in the City of Hollywood is proposed to be a 22-story building with a total of 248 Multifamily dwelling units, approximately 3,676 square feet of Retail, and approximately 4,077 square feet of Restaurant space. The traffic analysis shows that traffic generated from the development is not expected to have any significant traffic impact on the roadway network.

## **APPENDIX A**

### Site Plan



LEGAL DESCRIPTION:  
LOTS 9, 10, 11, 12, 13, 14 AND 15 LESS THE EAST 15.0 FEET AND THAT PART INCLUDED IN THE EXTERNAL AREA FORMED BY A 15.0 FOOT RADIUS ARC WHICH IS TANGENT TO THE SOUTH LINE OF SAID LOT 15 AND TANGENT TO A LINE WHICH IS 15.0 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SAID LOT 15, BLOCK 44, OF "TOWN OF HOLLYWOOD", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 1, PAGE 21, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

SITE DATA PROPOSED			
PROJECT ADDRESS		410 N. Federal Hwy, Hollywood, FL 33020	
FOLIO No.		5142-15-01-8240	
1. ZONING	PD		
2. EXISTING LAND USE	RAC		
3. LAND AREA			
NET SITE AREA		35,576 SF	0.816 AC
TAYLOR ST. R/W			
US 1 FEDERAL HWY R/W		13,272 SF	
SERVICE ALLEY R/W		2,024 SF	
GROSS LOT AREA		50,872 SF	1.17 AC
		REQUIRED	PREVIOUSLY APPROVED PROVIDED
4. DENSITY			115 DU/AC 212 DU/AC 134 UNITS 248 UNITS
5. BUILDING HEIGHT			51'-11" 176'-5" 224'-0"
6. NUMBER OF STORIES			17 22
7. UNIT SIZE MINIMUM			525 SF 492 S.F.
8. UNIT SIZE AVERAGE			891.5 SF 915 SF
8 A TOTAL FLOOR AREA OF RECREATION USE WITHIN BUILDING			
8 B TOTAL BUILDING SQ. FOOTAGE		9,321 SF (INTERIOR)	
9. PARKING - SEE BELOW		508,570 SF	
STUDIO (32) @1		32	N/A 32
1 BED UNIT (122) @1		122	N/A 122
2 BED UNIT (64) @1.5		96	N/A 96
3 BED UNIT (30) @1.5		45	N/A 45
GUEST @1 SP/5 UNITS		50	N/A 50
TOTAL UNITS (248)			
TOTAL UNIT PARKING		345	N/A 345
RESTAURANT: 4,077 SF		60% OF GROSS FLOOR AREA, 1 PER 60 SF OF RESULT	41 N/A 41
RETAIL: 3,676 SF		@ 250 SF/SPACE:	15 N/A 15
FIRST FLOOR LOBBY/OFFICE: 2,434 SF		NO PARKING REQUIRED	N/A N/A N/A
ADDITIONAL PARKING		N/A	N/A 10
HANDICAP (12'x9')		9 (INCLUDED)	7 (INCLUDED) 9 (INCLUDED)
TANDEM		N/A	N/A 0
TOTAL PARKING		401	378 410
LOADING BAYS (10'x25')		3	2 3
10. SET BACK REQUIREMENTS			
MINIMUM SET BACK			
EXTERNAL ( SOUTH SIDE - TAYLOR ST)	BASE	< 25'	2'-29" 8'-10"
	TOWER		53', 47' at Balcony
REAR YARD ( 15' ALLEY)	BASE	0'	0'-12" 4'
	TOWER		11'-6, '-10" at Balcony
EXTERNAL (EAST SIDE - US 1)	BASE	< 25'	10'-0" 9'-4"
	TOWER		10-1.5", 3'-1" at Balcony
SIDE YARD (WEST SIDE)	BASE	0'	7'-6"
	TOWER		7'-6"
11. PERVIOUS AREA			1,220 SF - 3.4% 1,833 SF - 5.1%
12. IMPERVIOUS AREA			34,336 SF - 96% 33,743.6 SF - 95.6%
13. PUBLIC OPEN SPACE			5,211 SF - 14.6% 2,508.8 SF - 7.0%
COVERED PUBLIC OPEN SPACE			5,801 SF - 16.3% 3,859.7 SF - 10.8%
TOTAL AREAS		11,012 SF - 30.9% 6,368.5 SF - 17.8%	

AMENDMENTS OR VARIANCES:  
1. INCREASE DENSITY FROM 134 UNITS TO 248 UNITS. (AN INCREASE FROM 115 UNITS PER ACRE TO 212 UNITS PER ACRE)  
2. AN INCREASED BUILDING HEIGHT FROM 176'-5" TO 228'-0"  
3. A VARIANCE FROM THE PREVIOUSLY APPROVED SETBACKS WILL BE REQUESTED.

NOTES:  
1. CHANGES TO THE DESIGN, INCLUDING BUT NOT LIMITED TO MASSING, MATERIALS, TEXTURE, OR EXTERIOR FINISHING, SHALL REQUIRE PLANNING REVIEW AND, DEPENDING ON THE SCOPE OF THE CHANGE, MAY BE SUBJECT TO BOARD/COMMISSION APPROVAL. ANY FIELD CHANGES THAT HAVE NOT BEEN REVIEWED BY THE PLANNING DIVISION MAY RESULT IN REMOVAL AND MAY BE SUBJECT TO REMOVAL IF NOT APPROVED.  
2. ALL SIGNAGE SHALL BE IN COMPLIANCE WITH THE ZONING AND LAND DEVELOPMENT REGULATIONS. ALL SIGNS, WHICH ARE ELECTRICALLY ILLUMINATED BY NEON OR OTHER MEANS, SHALL REQUIRE A SEPARATE ELECTRICAL PERMIT AND INSPECTION. SEPARATE PERMITS ARE REQUIRED FOR EACH SIGN.  
3. THE MAXIMUM LIGHT LEVEL ALONG THE NORTHERN AND AND WESTERN PROPERTY LINES IS TO BE 0.5 FOOT-CANDLE.  
4. ADA ACCESSIBLE ROUTES ARE REQUIRED BETWEEN ACCESSIBILITY PARKING AND BUILDING ACCESS AS WELL AS AN ACCESSIBLE ROUTE TO THE PUBLIC RIGHTS-OF-WAY. ANY LIP FROM 1/4" BUT NOT GREATER THAN 1/2" WILL BE BEVELED TO MEET ADA REQUIREMENTS.  
5. ALL EXPOSED MEP FIXTURES AND EQUIPMENT TO BE PROPERLY SCREENED FROM PUBLIC VIEW WITH LANDSCAPING.  
6. THE PROJECT IS PURSUING A NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION, AND SHALL BE IN COMPLIANCE WITH GREEN BUILDING ORDINANCE (O-2011-06).

**KEITH**  
301 East Atlantic Blvd.  
Pompano Beach, FL 33060  
PH: (954) 788-3400

Florida Engineering Business License: CA7923  
Florida Surveyor and Mapper Business License: LB6860  
Florida Landscape Architecture Business License: LC26000457

REVISIONS		
NO.	DESCRIPTION	DATE
TAC - P&Z		09/13/2023
FINAL TAC - P&Z		11/15/2023

### PRELIMINARY PLAN NOT FOR CONSTRUCTION

THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS.  
RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.

ISSUE DATE: 06/30/2023

DESIGNED BY: CP

DRAWN BY: CP, RP

CHECKED BY: KS, PW

BID-CONTRACT:

PAUL H. WEINBERG, PLA  
FLORIDA REG. NO. LA6666804  
(FOR THE FIRM)

CLIENT

1817 TAYLOR  
DEVELOPMENT LLC

PROJECT

STAR TOWER  
HOLLYWOOD

410 N. FEDERAL HWY  
HOLLYWOOD, FL  
33020

SHEET TITLE

SITE PLAN

SHEET NUMBER SP-101

PROJECT NUMBER 13778.00

STATUS: PRELIMINARY

Plotted by: cphillips On 11/16/2023 2:50 PM

Drawing name: K:\13778.00 - Star Tower Hollywood - 1817 Taylor Street Development LCLandscape Architecture\CA013778.00-SP-101.dwg

## **APPENDIX B**

### Traffic Analysis Methodology



## TECHNICAL MEMORANDUM

**To:** City of Hollywood

**From:** Thuha Nguyen – via planning, inc.

**Date:** September 13, 2023 *(revised November 2023)*

**Re:** Star Tower Hollywood Traffic Impact Study Methodology

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*via planning, inc. (via)* was retained by *1817 Taylor St. Development LLC* to evaluate the traffic impact of Star Tower Hollywood, a proposed mixed-use development, located at 1817 Taylor St, in the City of Hollywood. Star Tower Hollywood is proposed to have a 22-story building with a total of 248 Multifamily dwelling units, approximately 3,676 square feet of Retail, and approximately 4,077 square feet of Restaurant space. The project buildout year is 2028. The development is proposed to have one full access onto Taylor Street east of US-1. The site plan is included in Attachment A. This memorandum is intended to present a traffic impact study methodology for discussion and approval from the City.

## TRIP GENERATION

Daily and peak hour trips generated from the proposed development are estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. Internal capture, pass-by, and multimodal reduction rates are applied, when applicable. The following ITE Land Use Code (LUC) will be utilized in the analysis:

Land Use	ITE Land Use Code (LUC)
Multifamily Housing High-Rise (General Urban/Suburban)	222
Retail Plaza (< 40K sqft)	822
High Turnover (sit-down) restaurant	932

The 2020 Census data was examined to justify the multimodal percentage. For this project, the multimodal percentage includes those trips by bus, by bicycles, or on foot. “Other means” which may include micro mobility options such as scooter and skateboards are not included. Star Tower is located within Tract 903.01. The data shows Tract 903.01 had a multimodal percentage of 21.6% and City of Hollywood had a

multimodal percentage of 5.5%. Based on the input from City, a multimodal reduction of 5% is proposed and utilized.

Internal capture calculations are consistent with the ITE's *Trip Generation Handbook*. Pass-by percentage is also consistent with the ITE's *Trip Generation Handbook* and is only applied for the restaurant portion of the development. Trip generation summary is shown in the table on the next page. The detailed trip generation table, multimodal percentage data, and internal capture sheets are included in Attachment B.

## TRIP DISTRIBUTION

The trip distribution percentages for the proposed development are determined based on the traffic characteristics within the study area, existing travel patterns, and engineering judgment. The general directional distribution is as follows:

- 40% to and from north
- 30% to and from west
- 10% to and from east, and
- 20% to and from south

The initial trip distribution figure is shown on the next page.

## ROADWAY SIGNIFICANT TEST

A roadway significant test was performed for all links within one (1) mile for which the project is expected to contribute traffic. The project traffic was assigned on the roadway links based on the trip distribution. Based on the significant test results, the project traffic adds trips fewer than 3% of the service volume threshold except for the following segments

- Taylor Street, from 19th Avenue to project driveway
- 19th Avenue, from Polk Street to Taylor Street

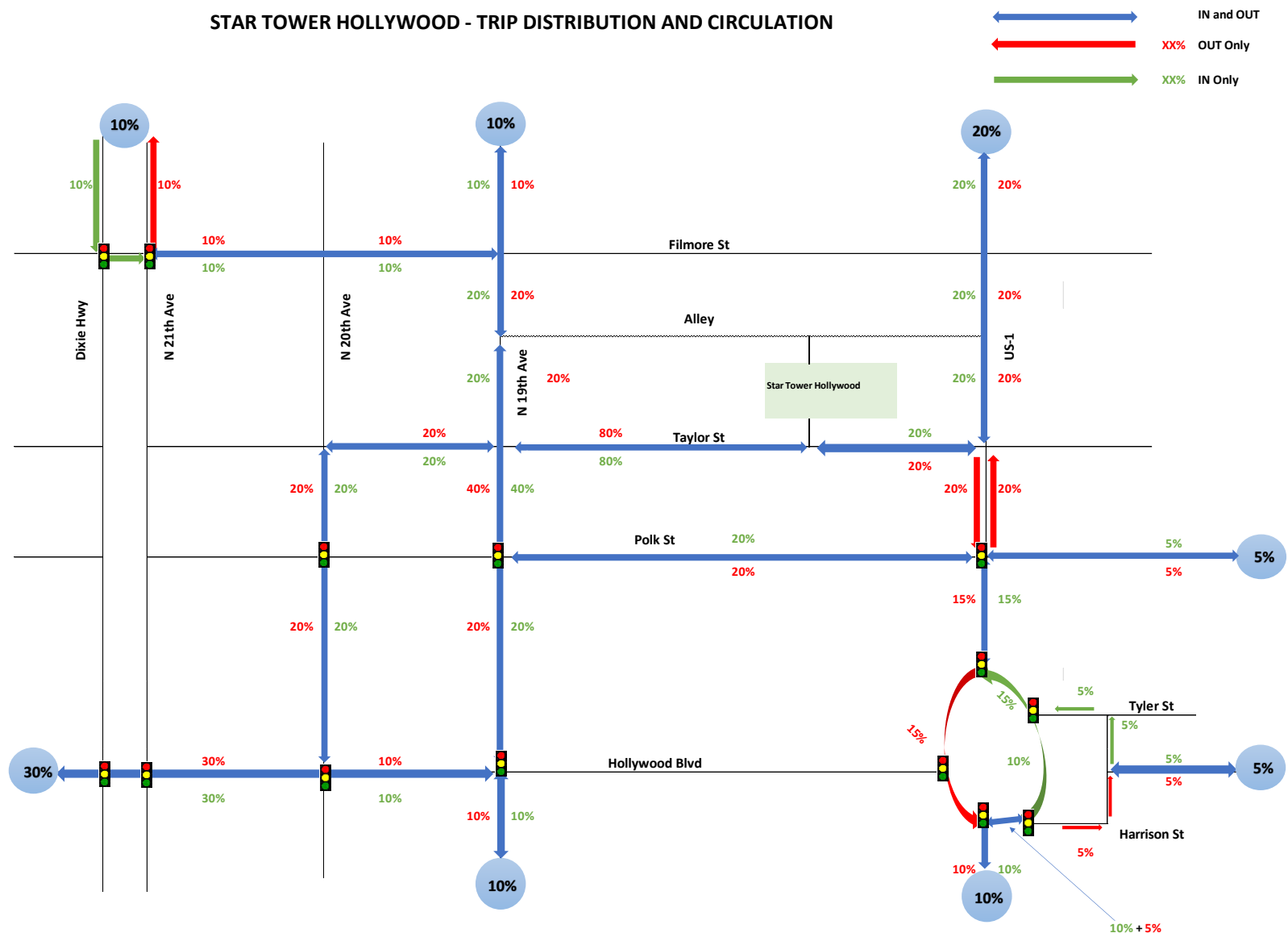
The significant test analysis table is included in Attachment C.

## Trip Generation

Land Use	Land Use Code	Intensity	Units	Weekday Daily	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
PROPOSED DEVELOPMENT										
Multifamily Housing High-Rise	222	248	DU	1,126	23	44	67	44	35	79
Retail Plaza (< 40K sqft)	822	3.676	KSF	200	5	4	9	12	12	24
High Turnover (Sit-down) Restaurant	932	4.077	KSF	437	21	18	39	23	14	37
Baseline Proposed Trips				1,763	49	66	115	79	61	140
Multimodal Reduction										
Total Multimodal Reduction		5%		88	2	3	6	4	3	7
Internal Capture										
	Daily	AM	PM							
Total Internal Capture	16.48%	9.15%	13.53%	276	4	6	10	10	8	18
Pass-by Trips										
High Turnover (Sit-down) Restaurant	932	43% (in PM)		13	0	0	0	8	5	13
NET NEW TRIPS				1,386	42	57	99	57	45	102



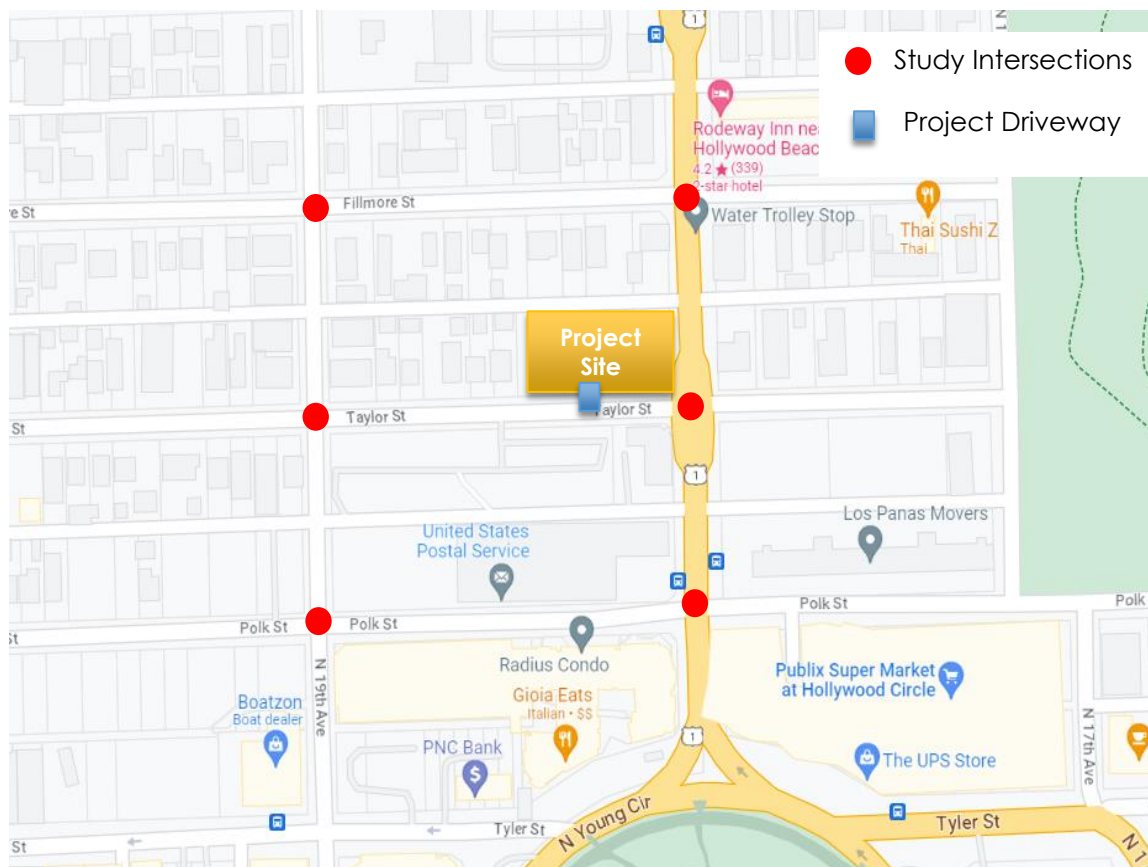
# STAR TOWER HOLLYWOOD - TRIP DISTRIBUTION AND CIRCULATION



## STUDY AREA

Study Area figure shows the project location and proposed study intersections. They are:

1. Federal Highway (US 1/SR 5) and Taylor Street (unsignalized)
2. Federal Highway (US 1/SR 5) and Fillmore Street (unsignalized)
3. Federal Highway (US 1/SR 5) and Polk Street
4. N 19th Avenue and Taylor Street (unsignalized)
5. N 19th Avenue and Fillmore Street (unsignalized)
6. N 19th Avenue and Polk Street
7. Project driveway at Taylor Street (unsignalized)



**Proposed Study Intersections and Project Driveway**

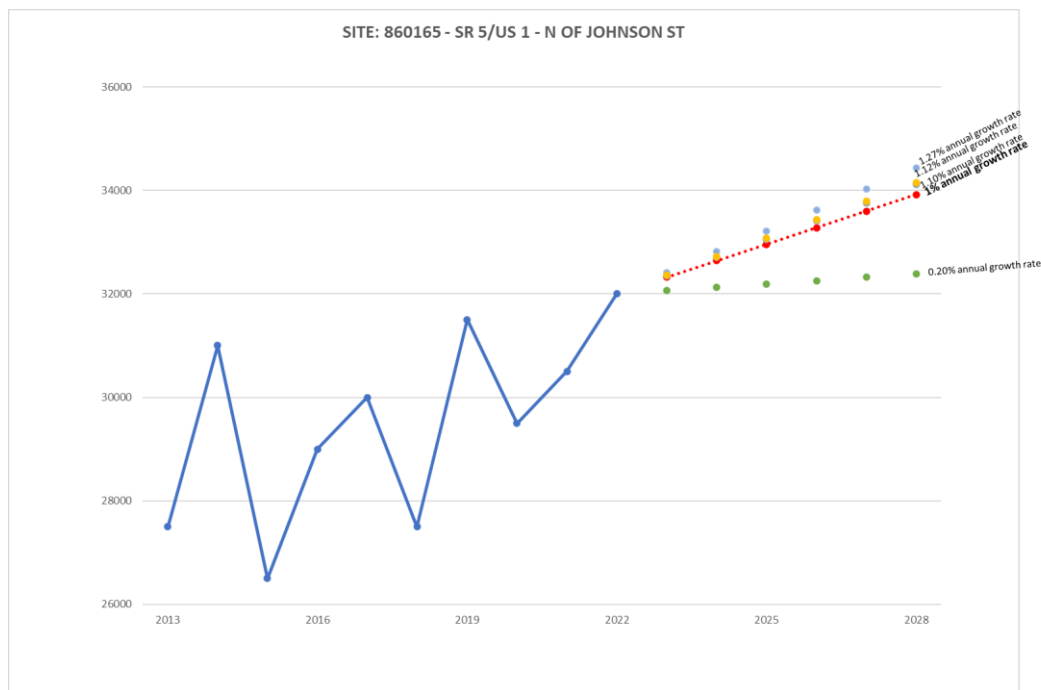
## DATA COLLECTION

Intersection turning movement counts (TMCs) will be collected at the above intersections during the A.M. peak period (7:00 to 9:00 A.M.) and the P.M. peak period (4:00 to 6:00 P.M.) on a typical weekday. The traffic data will be collected including for pedestrian, bicycle, and heavy vehicles. The volumes will be balanced to achieve loss of fewer than 10% between intersection approaches unless otherwise justified. Peak Season Conversion Factor(s) (PSCF) will be obtained from the Florida Traffic Online database and applied, as applicable.

Signal timing data will be obtained from Broward County Traffic Engineering Division and will be used as input for traffic analysis.

## GROWTH RATE

The growth rate is determined based on Trends analysis of historical traffic data from nearby FDOT count station on US-1, north of Johnson Street and knowledge of the area. From the information examined and as shown in the graph below, an annual growth rate of 1.0% is proposed. Supporting documents are included in Attachment D.



## **COMMITTED DEVELOPMENTS**

The committed developments provided by the City will be reviewed and included as committed trips while developing background traffic.

## **INTERSECTION CAPACITY ANALYSIS**

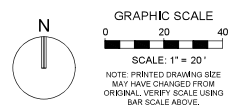
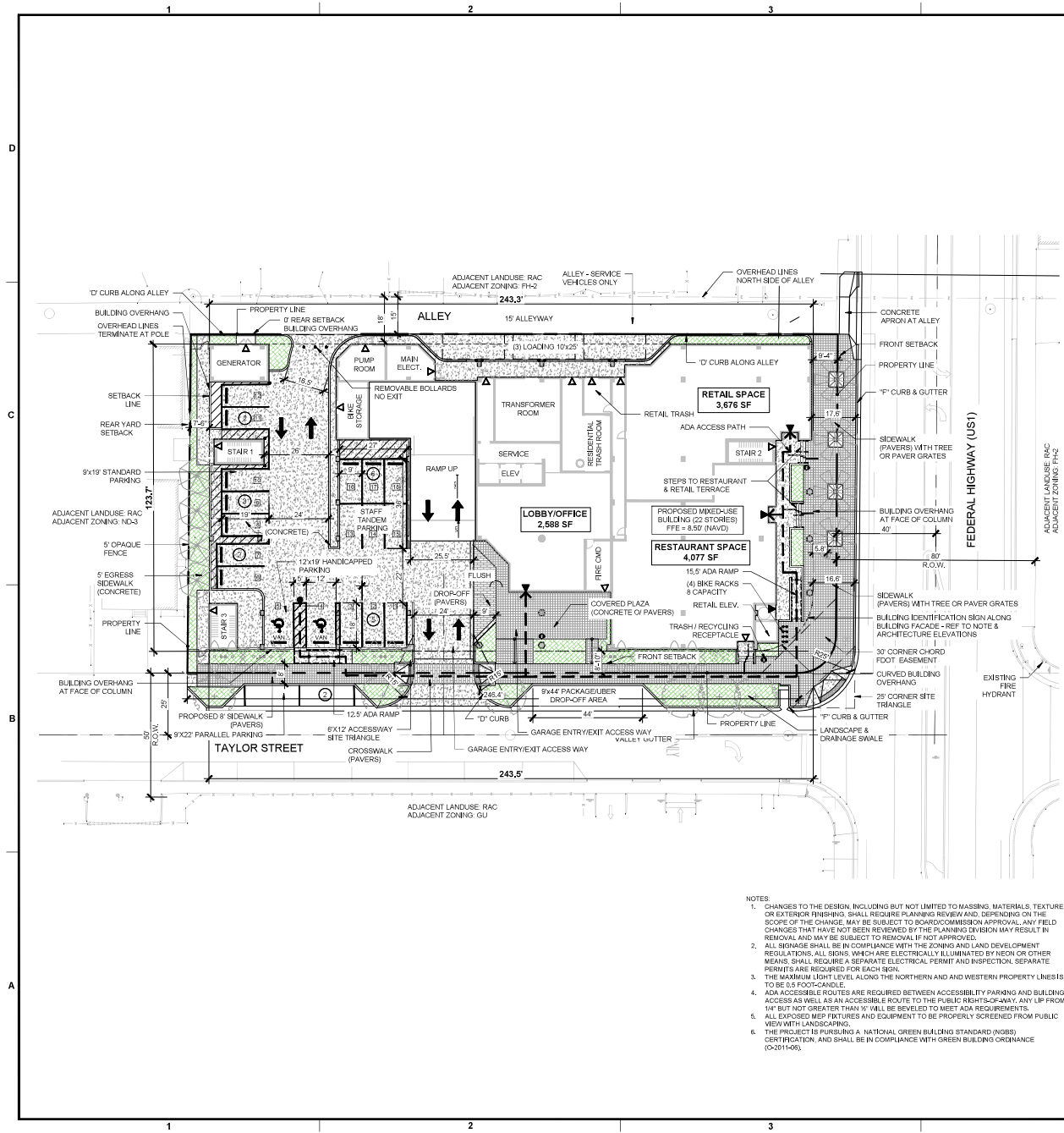
Synchro 11 software will be utilized to analyze the study intersections. The analyses will be provided for the following three scenarios:

- 2023 Existing Traffic Conditions
- 2028 Background Traffic Conditions (future volumes without project traffic)
- 2028 Total Traffic Conditions (future volumes with total project traffic)

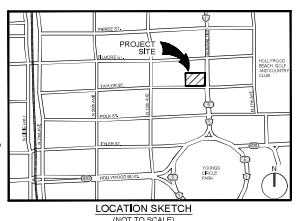
The intersection capacity analysis for each study location will be summarized to include Level of Service (LOS), queue, and delays for each movement, approach, and overall intersection. Mitigation measures will be identified for any adverse impact resulting from the project traffic. If any overall intersection LOS fails to meet the adopted LOS due to project traffic, mitigation measures will be identified.

## **ATTACHMENT A**

Site Plan



LEGAL DESCRIPTION:  
LOTS 9, 10, 11, 12, 13, 14 AND 15 LESS THE EAST 15.0 FEET AND THAT PART INCLUDED IN THE EXTERNAL AREA FORMED BY A 15.0 FOOT RADIAL ARC WHICH IS TANGENT TO THE SOUTH LINE OF SAID LOT 15 AND TANGENT TO A LINE WHICH IS 15.0 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SAID LOT 15, BLOCK 44 OF TOWN OF HOLLYWOOD, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 1, PAGE 21, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.



SITE DATA PROPOSED			
PROJECT ADDRESS		410 N Federal Hwy, Hollywood, FL 33020	
FOLIO NO.		5/42-15-01-840	
1. ZONING		PD	
2. EXISTING LAND USE		RAC	
3. LAND AREA			
	TOTAL TRACT	35,676 SF	0.816 AC
	TAYLOR ST. 3/W		
	US 1 FEDERAL HWY R/W	13,272 SF	
	SERVICE ALLEY R/W	2,024 SF	
GROSS LOT AREA		50,872 SF	1.17 AC
	REQUIRED	PREVIOUSLY APPROVED	PROVIDED
4. DENSITY		115 DU/AC	212 DU/AC
		134 UNITS	248 UNITS
		51'-11"	224'-0"
5. BUILDING HEIGHT		17'-5"	
6. NUMBER OF STORIES		17	22
7. UNIT SIZE MINIMUM		625 SF	492.5 F.
8. UNIT SIZE AVERAGE		891.3 SF	915 SF
9. PARKING - SEE BELOW			
	STUDIO (32) (G1)	32	NA
	1 BED UNIT (122) (G1)	122	NA
	2 BED UNIT (64) (G1.5)	96	NA
	3 BED UNIT (30) (G1.5)	45	NA
	GUEST (11) SPS UNITS	50	50
TOTAL UNITS (248)			
	TOTAL UNIT PARKING	345	NA
	RESTAURANT: 4,077 SF	86% OF GROSS FLOOR AREA	41
		1 PER 60 SF OF RESULT	NA
	RETAIL: 3,676 SF (G 250 SF/SPACE)	15	NA
FIRST FLOOR LOBBY/OFFICE: 2,588 SF	NO PARKING REQUIRED	NA	NA
	ADDITIONAL PARKING	NA	NA
	HANDICAP (12.4%)	8 (INCLUDED)	7 (INCLUDED)
	TANDEM	NA	8 (INCLUDED)
	TOTAL PARKING	401	378
	LOADING BAYS (10x25)	3	2
10. SET BACK REQUIREMENTS			
	MINIMUM SET BACK		
	EXTERNAL (SOUTH SIDE - TAYLOR ST) BASE	< 2'-0"	2'-0"
	TOWER		53' 47" at Balcony
	REAR YARD (1' ALLEY) BASE	0'	0'-12"
	TOWER		11'-6" 1'-10" at Balcony
	EXTERNAL (EAST SIDE - US 1) BASE	< 25'	10'-0"
	TOWER		10'-1.5' 3'-1" at Balcony
	REAR YARD (WEST SIDE) BASE	0'	7'-6"
	TOWER		7'-6"
11. PERVIOUS AREA		1,220 SF - 3.4%	1,796.4 SF - 5.0%
12. IMPERVIOUS AREA		34,336 SF - 96%	33,779.6 SF - 95.0%
13. PUBLIC OPEN SPACE		5,211 SF - 14.6%	2,508.8 SF - 7.0%
COVERED PUBLIC OPEN SPACE		5,801 SF - 16.3%	3,859.7 SF - 10.8%
TOTAL AREAS		11,012 SF - 30.0%	6,388.5 SF - 17.8%

- AMENDMENTS OR VARIANCES:
1. INCREASE DENSITY FROM 134 UNITS TO 248 UNITS (AN INCREASE FROM 115 UNITS PER ACRE TO 212 UNITS PER ACRE).
  2. AN INCREASED BUILDING HEIGHT FROM 176'-0" TO 224'-0".
  3. A VARIANCE FROM THE REQUIRED 20' EXTERNAL SETBACKS WILL BE REQUESTED.
  4. REDUCE COLUMN SETBACK FROM PARKING STALL ENTRANCE FROM MINIMUM 3' TO MINIMUM 1'-4".

- NOTES:
1. CHANGES TO THE DESIGN, INCLUDING BUT NOT LIMITED TO MASSING, MATERIALS, TEXTURE, OR EXTERIOR FINISHING, SHALL REQUIRE PLANNING REVIEW AND, DEPENDING ON THE SCOPE OF THE CHANGE, MAY BE SUBJECT TO BOARD/COMMISSION APPROVAL. ANY FIELD CHANGES THAT HAVE NOT BEEN REVIEWED BY THE PLANNING DIVISION MAY RESULT IN REMOVAL AND MAY BE SUBJECT TO REMOVAL IF NOT APPROVED.
  2. ALL SIGNAGE SHALL BE IN COMPLIANCE WITH THE ZONING AND LAND DEVELOPMENT REGULATIONS. ALL SIGNS WHICH ARE ELECTRICALLY ILLUMINATED BY NEON OR OTHER MEANS, SHALL REQUIRE A SEPARATE ELECTRICAL PERMIT AND INSPECTION. SEPARATE PERMITS ARE REQUIRED FOR EACH SIGN.
  3. THE MAXIMUM LIGHT LEVEL ALONG THE NORTHERN AND WESTERN PROPERTY LINES IS TO BE 0.5 FOOT-CANDLE.
  4. ADA ACCESSIBLE ROUTES ARE REQUIRED BETWEEN ACCESSIBILITY PARKING AND BUILDING ACCESS AS WELL AS AN ACCESSIBLE ROUTE TO THE PUBLIC RIGHT-OF-WAY. ANY LIP FROM 1/4" BUT NOT GREATER THAN 1/2" WILL BE BEVELED TO MEET ADA REQUIREMENTS.
  5. ALL EXPOSED MEP FITTINGS AND EQUIPMENT TO BE PROPERLY SCREENED FROM PUBLIC VIEW WITH LANDSCAPING.
  6. THE PROJECT IS PURSUING A NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION, AND SHALL BE IN COMPLIANCE WITH GREEN BUILDING ORDINANCE (20-2011-06).

301 East Atlantic Blvd.  
Pompano Beach, FL 33060  
PH: (954) 788-3400

Florida Engineering Business License: CA7979  
Florida Survey and Mapper Business License: LB886  
Florida Landscape Architecture Business License: LC300000197

REVISIONS

NO.	DESCRIPTION	DATE
1	DRAFT FOR R&Z	08/25/2023

PRELIMINARY PLAN  
NOT FOR CONSTRUCTION

THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS. RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.

ISSUE DATE: 06/30/2023  
DESIGNED BY: CP  
DRAWN BY: CP, RP  
CHECKED BY: KS, PW  
BID-CONTRACT:

PAUL H. WEINBERG, PLA  
FLORIDA REG. NO. LA6666804  
(FOR THE FIRM)

CLIENT  
**1817 TAYLOR DEVELOPMENT LLC**

PROJECT  
**STAR TOWER HOLLYWOOD**

SHEET TITLE  
**SITE PLAN**

SHEET NUMBER **SP-101**  
PROJECT NUMBER **13778.00**

STATUS: PRELIMINARY

## **ATTACHMENT B**

Trip Generation Table, Multimodal Reduction, and Internal Capture Sheets

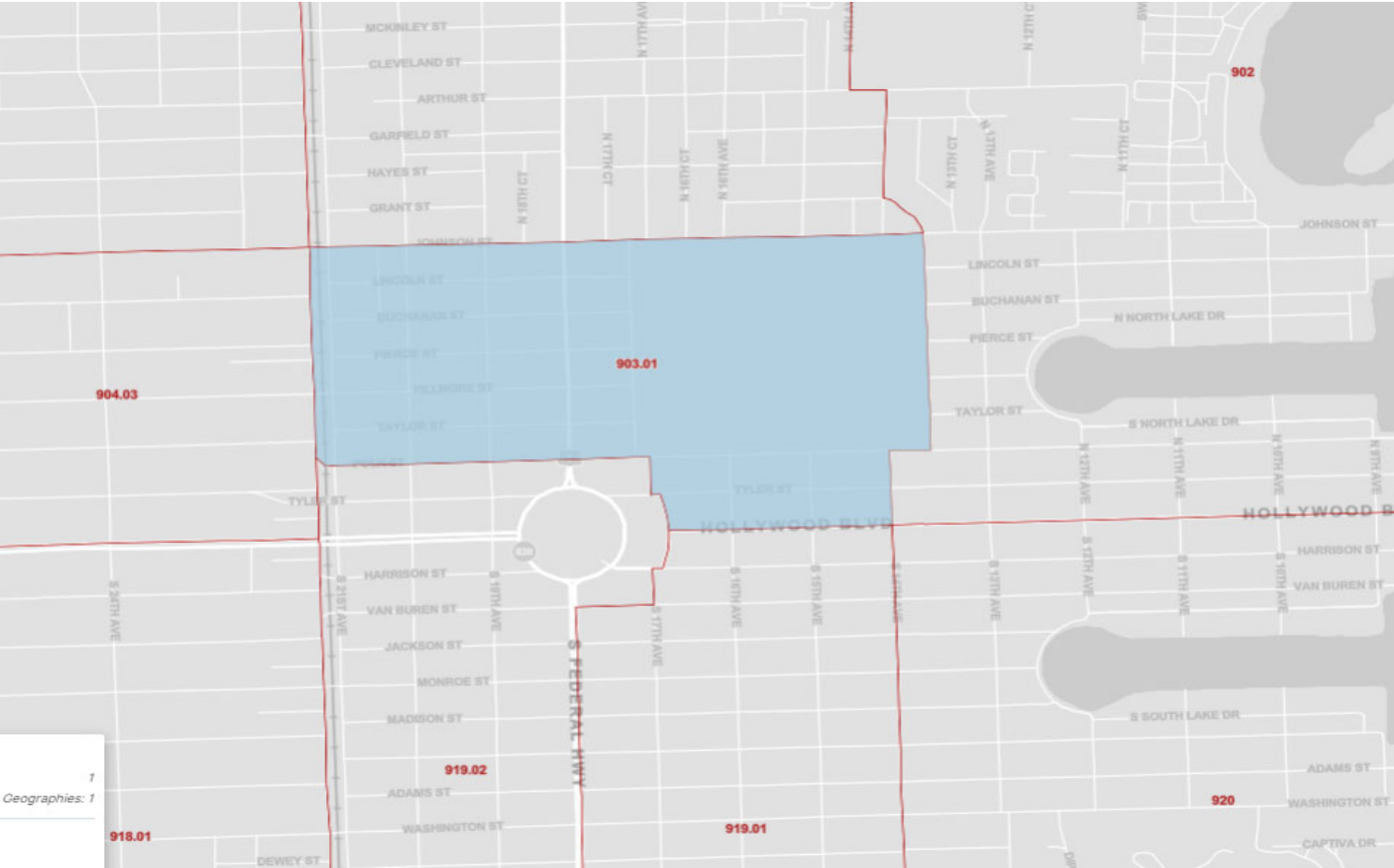
## Trip Generation

Land Use	Land Use Code	Intensity	Units	Weekday Daily	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
PROPOSED DEVELOPMENT										
Multifamily Housing High-Rise	222	248	DU	1,126	23	44	67	44	35	79
Retail Plaza (< 40K sqft)	822	3.676	KSF	200	5	4	9	12	12	24
High Turnover (Sit-down) Restaurant	932	4.077	KSF	437	21	18	39	23	14	37
Baseline Proposed Trips				1,763	49	66	115	79	61	140
Multimodal Reduction										
Multifamily Housing High-Rise	222	248	DU	56	1	2	3	2	2	4
Retail Plaza (< 40K sqft)	822	3.676	KSF	10	0	0	0	1	1	1
High Turnover (Sit-down) Restaurant	932	4.077	KSF	22	1	1	2	1	1	2
Total Multimodal Reduction 5%				88	2	3	6	4	3	7
Vehicular Trips										
Multifamily Housing High-Rise	222	248	DU	1,070	22	42	64	42	33	75
Retail Plaza (< 40K sqft)	822	3.676	KSF	190	5	4	9	11	11	23
High Turnover (Sit-down) Restaurant	932	4.077	KSF	415	20	17	37	22	13	35
Gross Proposed Trips				1,675	47	63	109	75	58	133
Internal Capture										
Multifamily Housing High-Rise	222	248	DU	90	2	3	5	5	4	9
Retail Plaza (< 40K sqft)	822	3.676	KSF	80	0	0	0	2	2	4
High Turnover (Sit-down) Restaurant	932	4.077	KSF	106	3	2	5	3	2	5
Total Internal Capture	16.48%	9.15%	13.53%	276	4	6	10	10	8	18
External Trips										
Multifamily Housing High-Rise	222	248	DU	980	20	39	59	37	29	66
Retail Plaza (< 40K sqft)	822	3.676	KSF	110	5	4	9	9	9	19
High Turnover (Sit-down) Restaurant	932	4.077	KSF	309	17	15	32	19	11	30
Total Driveway Volume				1,399	42	57	99	65	50	115
Pass-by Trips										
High Turnover (Sit-down) Restaurant	932	43% (in PM)		13	0	0	0	8	5	13
NET NEW TRIPS				1,386	42	57	99	57	45	102



MEANS OF TRANSPORTATION TO WORK (2020)

	Census Tract 903.01		City of Hollywood	
1. Workers 16 years and over	1,351		78,964	
2. Car, truck, or van (drove alone or carpooled)	869	64.3%	68,934	87.3%
3. Public transportation (excluding taxicab)	79	5.8%	2,254	2.9%
4. Taxicab	84	6.2%	310	0.4%
5. Motorcycle	0	0.0%	263	0.3%
6. Bicycle	110	8.1%	706	0.9%
7. Walked	103	7.6%	1,367	1.7%
8. Other means	72	5.3%	1,279	1.6%
9. Worked from home	34	2.5%	3,851	4.9%
Total Multimodal Percentage (via transit, by bike, and on foot)		21.6%		5.5%



B08301 | MEANS OF TRANSPORTATION TO WORK

American Community Survey

Universe: Workers 16 years and over

--2020: ACS 5-Year Estimates Detailed ...

Notes

Geos

Topics

Codes

Year

Hide

Transpose

Margin of Error

Restore

Excel

CSV

ZIP

Share

Print

Map

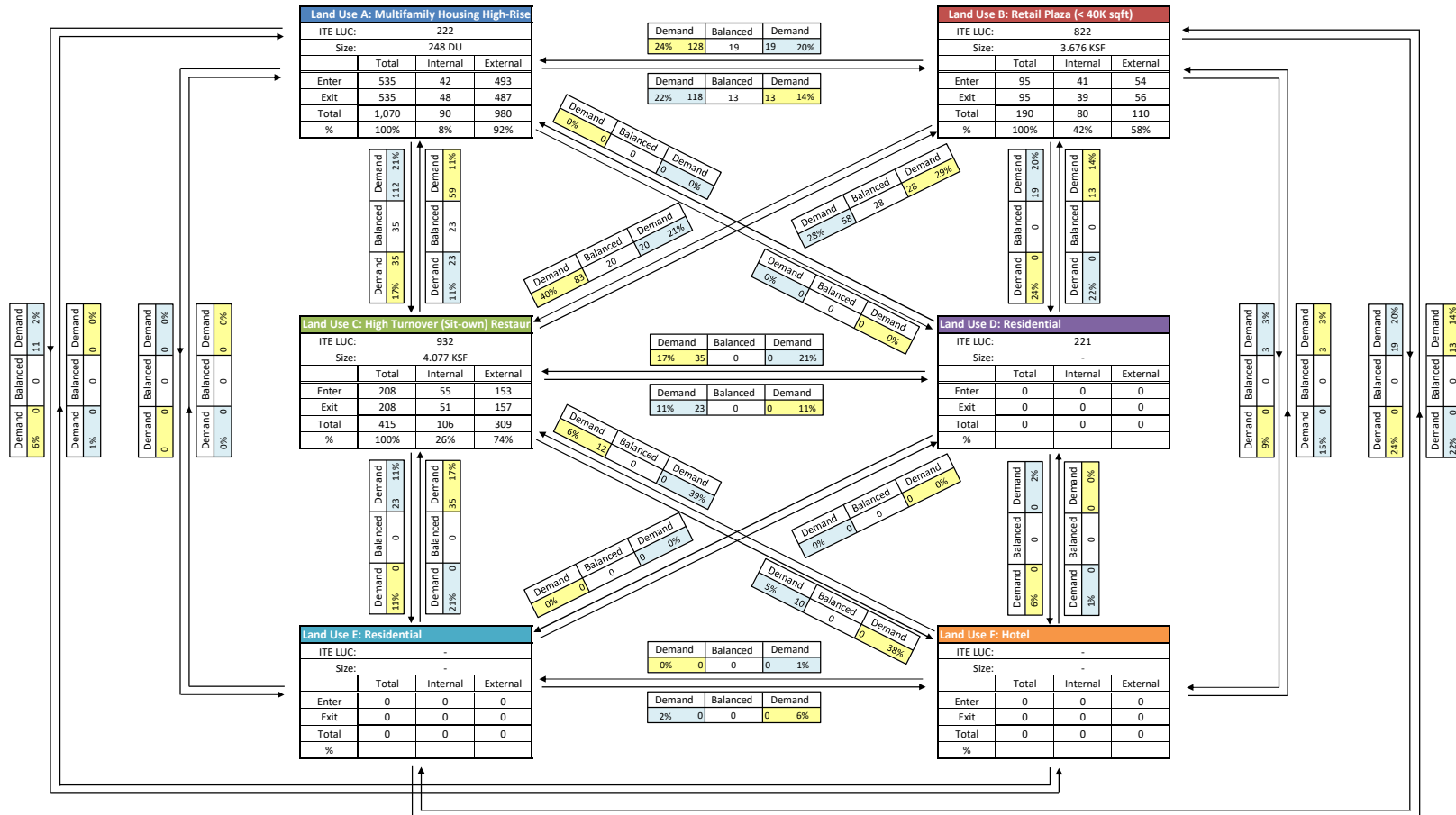
Census Tract 903.01, Broward County, Florida

Hollywood city, Florida

Label	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	1,351	±309	78,964	±1,684
▼ Car, truck, or van:	869	±218	68,934	±1,725
Drove alone	705	±204	60,847	±1,591
▼ Carpooled:	164	±89	8,087	±1,032
In 2-person carpool	164	±89	6,306	±949
In 3-person carpool	0	±14	1,031	±316
In 4-person carpool	0	±14	281	±240
In 5- or 6-person carpool	0	±14	205	±177
In 7-or-more-person carpool	0	±14	264	±319
▼ Public transportation (excluding taxicab):	79	±62	2,254	±526
Bus	79	±62	1,960	±488
Subway or elevated rail	0	±14	68	±86
Long-distance train or commuter rail	0	±14	158	±92
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14	27	±48
Ferryboat	0	±14	41	±64
Taxicab	84	±131	310	±182
Motorcycle	0	±14	263	±118
Bicycle	110	±130	706	±255
Walked	103	±109	1,367	±290
Other means	72	±50	1,279	±397
Worked from home	34	±45	3,851	±644

# Multi-Use Internal Capture

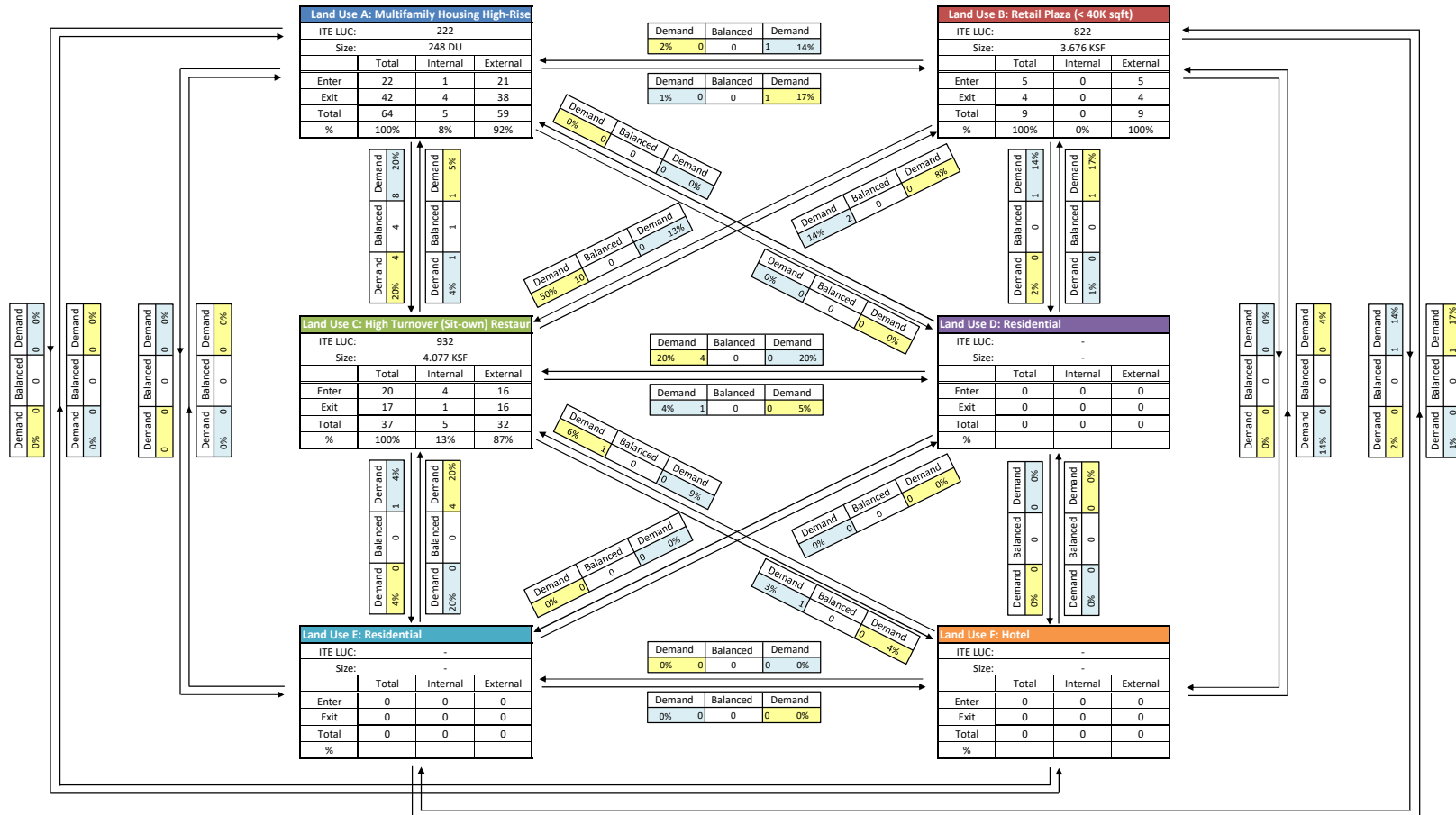
Project Number: 1094  
Project Name: Star Hollywood  
Scenario: Daily



Internal and External Trip Summary							
Origin Land Use		Total		Internal		External	
		Enter	Exit	Enter	Exit	Enter	Exit
A	Multifamily Housing High-Rise	535	535	42	48	493	487
B	Retail Plaza (< 40K sqft)	95	95	41	39	54	56
C	High Turnover (Sit-own) Restaurant	208	208	55	51	153	157
D	Residential	0	0	0	0	0	0
E	Residential	0	0	0	0	0	0
F	Hotel	0	0	0	0	0	0
Internal Capture		16.48%					

# Multi-Use Internal Capture

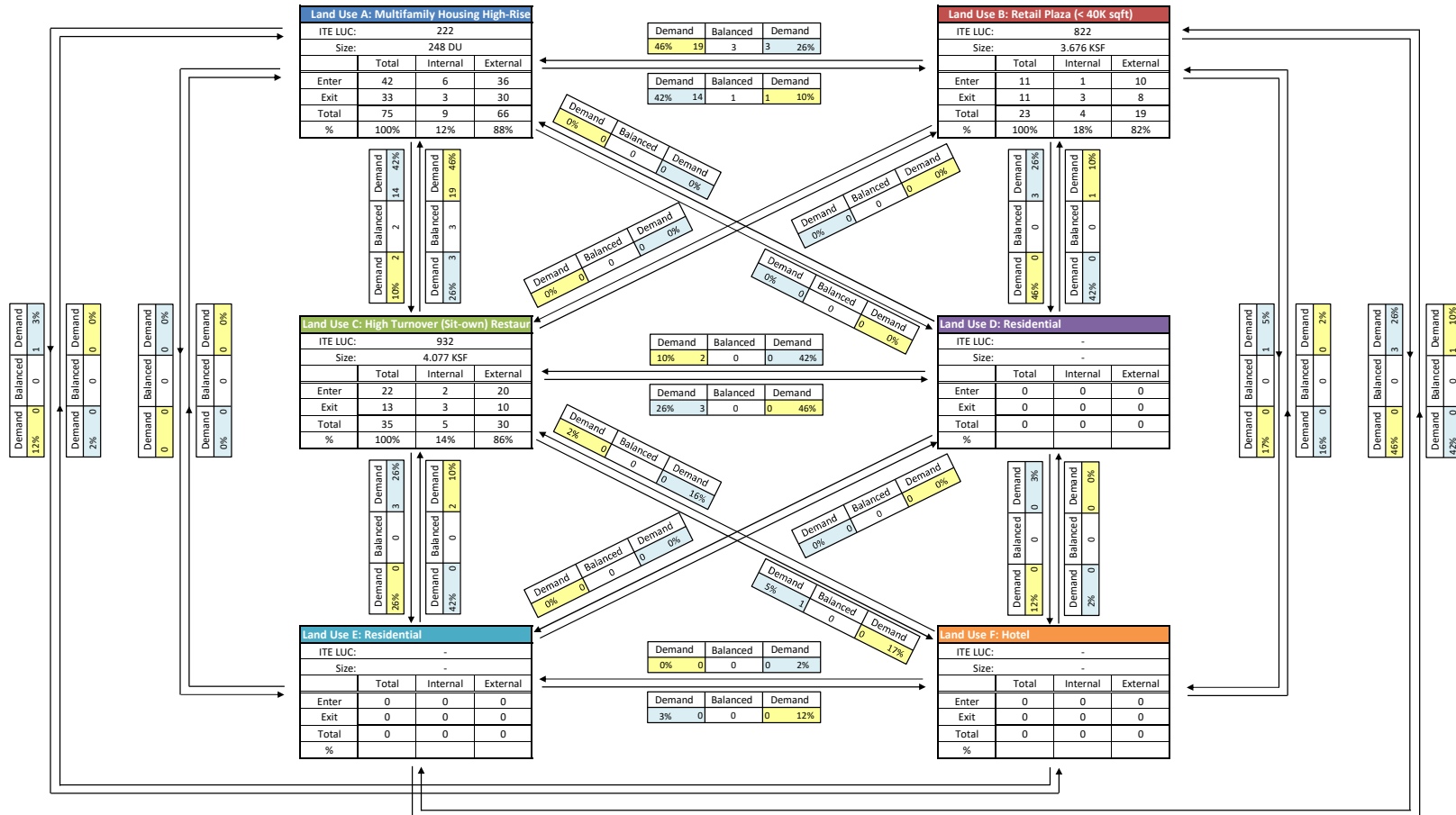
Project Number: 1094  
Project Name: Star Hollywood  
Scenario: AM Peak Hour



Internal and External Trip Summary							
Origin Land Use		Total		Internal		External	
		Enter	Exit	Enter	Exit	Enter	Exit
A	Multifamily Housing High-Rise	22	42	1	4	21	38
B	Retail Plaza (< 40K sqft)	5	4	0	0	5	4
C	High Turnover (Sit-own) Restaurant	20	17	4	1	16	16
D	Residential	0	0	0	0	0	0
E	Residential	0	0	0	0	0	0
F	Hotel	0	0	0	0	0	0
Internal Capture		9.15%					

# Multi-Use Internal Capture

Project Number: 1094  
Project Name: Star Hollywood  
Scenario: PM Peak Hour



## **ATTACHMENT C**

### Roadway Significant Test Results

**2028 AM Peak-hour analysis**

Roadway	From	To	Dir	Existing Lanes	Class	In/Out	Project Dist.	Total Project Trips	LOS D Peak Hour Peak Direction	Total Project Impact	Significant (>3%) ?
Federal Hwy	Plunkett St	Harrison St	NB	4LD	II	I	10%	5	1,712	0.27%	N
			SB			O	10%	6	1,712	0.37%	N
	Tyler St	Polk St	NB	4LD	II	I	15%	7	1,712	0.41%	N
			SB			O	15%	9	1,712	0.55%	N
	Polk St	Taylor St	NB	4LD	II	I	20%	9	1,712	0.54%	N
			SB			O	20%	13	1,712	0.73%	N
	Taylor St	Alley	NB	4LD	II	O	20%	13	1,712	0.73%	N
			SB			I	20%	9	1,712	0.54%	N
	Alley	Coolidge St	NB	4LD	II	O	20%	13	1,712	0.73%	N
			SB			I	20%	9	1,712	0.54%	N
19th Ave	Plunkett St	Hollywood Blvd	NB	2L	II	I	10%	5	675	0.69%	N
			SB			O	10%	6	675	0.93%	N
	Hollywood Blvd	Polk St	NB	2L	II	I	20%	9	675	1.38%	N
			SB			O	20%	13	675	1.86%	N
	Polk St	Taylor St	NB	2L	II	I	40%	19	675	2.76%	N
			SB			O	40%	25	675	3.72%	Y
	Taylor St	Alley	NB	2L	II	O	20%	13	675	1.86%	N
			SB			I	20%	9	675	1.38%	N
	Alley	Fillmore St	NB	2L	II	O	20%	13	675	1.86%	N
			SB			I	20%	9	675	1.38%	N
	Fillmore St	Coolidge St	NB	2L	II	O	10%	6	675	0.93%	N
			SB			I	10%	5	675	0.69%	N
20th Ave	Hollywood Blvd	Taylor St	NB	2L	II	I	20%	9	675	1.38%	N
			SB			O	20%	13	675	1.86%	N
21st Ave	Fillmore St	Taft St	NB	3L	II	O	10%	6	2,381	0.26%	N
	Taft St	Harding St	NB	2L	II	O	10%	6	1,540	0.41%	N
Dixie Hwy	Fillmore St	Wilson St	SB	3L	II	I	10%	5	2,381	0.20%	N
	Wilson St	Harding St	SB	4L	II	I	10%	5	3,204	0.15%	N
Hollywood Blvd	26th Ave	Dixie Hwy	EB	4LD	II	I	30%	14	1,540	0.91%	N
			WB			O	30%	19	1,540	1.22%	N
	Dixie Hwy	20th Ave	EB	2LD	II	I	30%	14	709	1.97%	N
			WB			O	30%	19	709	2.65%	N
	20th Ave	19th Ave	EB	2LD	II	I	10%	5	709	0.66%	N
			WB			O	10%	6	709	0.88%	N
	19th Ave	Youngs Cir	EB	2LD	II	O	0%	0	709	0.00%	N
			WB			I	0%	0	709	0.00%	N
17th Ave	11th Ave		EB	4LD	II	O	5%	3	1,540	0.20%	N
			WB			I	5%	2	1,540	0.15%	N
Young Cir	N Federal Hwy	S Federal Hwy	SB	3L	II	O	15%	9	2,520	0.37%	N
	S Federal Hwy	Harrison St	EB	3L	II	I/O	10%/5%	8	2,520	0.31%	N
	Harrison St	Tyler St	NB	3L	II	O	10%	6	2,520	0.25%	N
	Tyler St	N Federal Hwy	NB	3L	II	I	15%	7	2,520	0.28%	N
17th Ave	Harrison St	Hollywood Blvd	NB	2L	II	O	5%	3	1,467	0.21%	N
	Hollywood Blvd	Tyler St	NB			I	5%	2	1,467	0.16%	N
Tyler St	17th Ave	Youngs Cir	WB	2L	II	I	5%	2	1,467	0.16%	N
Polk St	19th Ave	Federal Hwy	EB	2L	II	O	20%	13	675	1.86%	N
			WB			I	20%	9	675	1.38%	N
	Federal Hwy	8th Ave	EB	2L	II	O	5%	3	675	0.46%	N
			WB			I	5%	2	675	0.34%	N
Taylor St	20th Ave	19th Ave	EB	2L	II	I	20%	9	675	1.38%	N
			WB			O	20%	13	675	1.86%	N
	19th Ave	Project Driveway	EB	2L	II	I	80%	37	675	5.52%	Y
			WB			O	80%	50	675	7.43%	Y
	Project Driveway	Federal Hwy	EB	2L	II	O	20%	13	675	1.86%	N
			WB			I	20%	9	675	1.38%	N

**2028 PM Peak-hour analysis**

Roadway	From	To	Dir	Existing Lanes	Class	In/Out	Project Dist.	Total Project Trips	LOS D Peak Hour Peak Direction	Total Project Impact	Significant (>3%) ?
Federal Hwy	Plunkett St	Harrison St	NB	4LD	II	I	10%	6	1,712	0.33%	N
			SB			O	10%	5	1,712	0.26%	N
	Tyler St	Polk St	NB	4LD	II	I	15%	9	1,712	0.50%	N
			SB			O	15%	7	1,712	0.40%	N
	Polk St	Taylor St	NB	4LD	II	I	20%	11	1,712	0.67%	N
			SB			O	20%	9	1,712	0.53%	N
	Taylor St	Alley	NB	4LD	II	O	20%	9	1,712	0.53%	N
			SB			I	20%	11	1,712	0.67%	N
	Alley	Coolidge St	NB	4LD	II	O	20%	9	1,712	0.53%	N
			SB			I	20%	11	1,712	0.67%	N
19th Ave	Plunkett St	Hollywood Blvd	NB	2L	II	I	10%	6	675	0.84%	N
			SB			O	10%	5	675	0.67%	N
	Hollywood Blvd	Polk St	NB	2L	II	I	20%	11	675	1.69%	N
			SB			O	20%	9	675	1.34%	N
	Polk St	Taylor St	NB	2L	II	I	40%	23	675	3.37%	Y
			SB			O	40%	18	675	2.67%	N
	Taylor St	Alley	NB	2L	II	O	20%	9	675	1.34%	N
			SB			I	20%	11	675	1.69%	N
	Alley	Fillmore St	NB	2L	II	O	20%	9	675	1.34%	N
			SB			I	20%	11	675	1.69%	N
	Fillmore St	Coolidge St	NB	2L	II	O	10%	5	675	0.67%	N
			SB			I	10%	6	675	0.84%	N
20th Ave	Hollywood Blvd	Taylor St	NB	2L	II	I	20%	11	675	1.69%	N
			SB			O	20%	9	675	1.34%	N
21st Ave	Fillmore St	Taft St	NB	3L	II	O	10%	5	2,381	0.19%	N
	Taft St	Harding St	NB	2L	II	O	10%	5	1,540	0.29%	N
Dixie Hwy	Fillmore St	Wilson St	SB	3L	II	I	10%	6	2,381	0.24%	N
	Wilson St	Harding St	SB	4L	II	I	10%	6	3,204	0.18%	N
Hollywood Blvd	26th Ave	Dixie Hwy	EB	4LD	II	I	30%	17	1,540	1.11%	N
			WB			O	30%	14	1,540	0.88%	N
	Dixie Hwy	20th Ave	EB	2LD	II	I	30%	17	709	2.41%	N
			WB			O	30%	14	709	1.91%	N
	20th Ave	19th Ave	EB	2LD	II	I	10%	6	709	0.80%	N
			WB			O	10%	5	709	0.64%	N
	19th Ave	Youngs Cir	EB	2LD	II	O	0%	0	709	0.00%	N
			WB			I	0%	0	709	0.00%	N
	17th Ave	11th Ave	EB	4LD	II	O	5%	2	1,540	0.15%	N
			WB			I	5%	3	1,540	0.18%	N
Young Cir	N Federal Hwy	S Federal Hwy	SB	3L	II	O	15%	7	2,520	0.27%	N
	S Federal Hwy	Harrison St	EB	3L	II	I/O	10%/5%	8	2,520	0.32%	N
	Harrison St	Tyler St	NB	3L	II	O	10%	5	2,520	0.18%	N
	Tyler St	N Federal Hwy	NB	3L	II	I	15%	9	2,520	0.34%	N
17th Ave	Harrison St	Hollywood Blvd	NB	2L	II	O	5%	2	1,467	0.15%	N
	Hollywood Blvd	Tyler St	NB			I	5%	3	1,467	0.19%	N
Tyler St	17th Ave	Youngs Cir	WB	2L	II	I	5%	3	1,467	0.19%	N
Polk St	19th Ave	Federal Hwy	EB	2L	II	O	20%	9	675	1.34%	N
			WB			I	20%	11	675	1.69%	N
	Federal Hwy	8th Ave	EB	2L	II	O	5%	2	675	0.33%	N
			WB			I	5%	3	675	0.42%	N
Taylor St	20th Ave	19th Ave	EB	2L	II	I	20%	11	675	1.69%	N
			WB			O	20%	9	675	1.34%	N
	19th Ave	Project Driveway	EB	2L	II	I	80%	46	675	6.75%	Y
			WB			O	80%	36	675	5.34%	Y
	Project Driveway	Federal Hwy	EB	2L	II	O	20%	9	675	1.34%	N
			WB			I	20%	11	675	1.69%	N

## **ATTACHMENT D**

### Trends Analysis



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0165 - SR 5/US 1 - N OF JOHNSON ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
----	-----		-----		-----	-----	-----	-----	
2022	32000	C	N	15000	S	17000	9.00	53.50	7.80
2021	30500	C	N	16000	S	14500	9.00	54.50	7.80
2020	29500	F	N	14500	S	15000	9.00	53.50	3.10
2019	31500	C	N	15500	S	16000	9.00	54.70	3.10
2018	27500	C	N	14000	S	13500	9.00	54.10	3.10
2017	30000	C	N	15000	S	15000	9.00	53.80	3.50
2016	29000	C	N	14500	S	14500	9.00	55.20	3.50
2015	26500	C	N	13000	S	13500	9.00	54.90	3.50
2014	31000	C	N	15500	S	15500	9.00	54.50	5.70
2013	27500	C	N	14000	S	13500	9.00	54.60	5.70
2012	31500	C	N	16500	S	15000	9.00	55.00	5.70
2011	28500	C	N	14500	S	14000	9.00	54.50	1.70
2010	29000	C	N	14500	S	14500	9.37	54.06	1.70
2009	31500	C	N	15500	S	16000	9.31	53.74	1.70
2008	35000	C	N	17500	S	17500	9.70	54.48	2.00
2007	32500	C	N	16500	S	16000	9.10	53.47	2.00

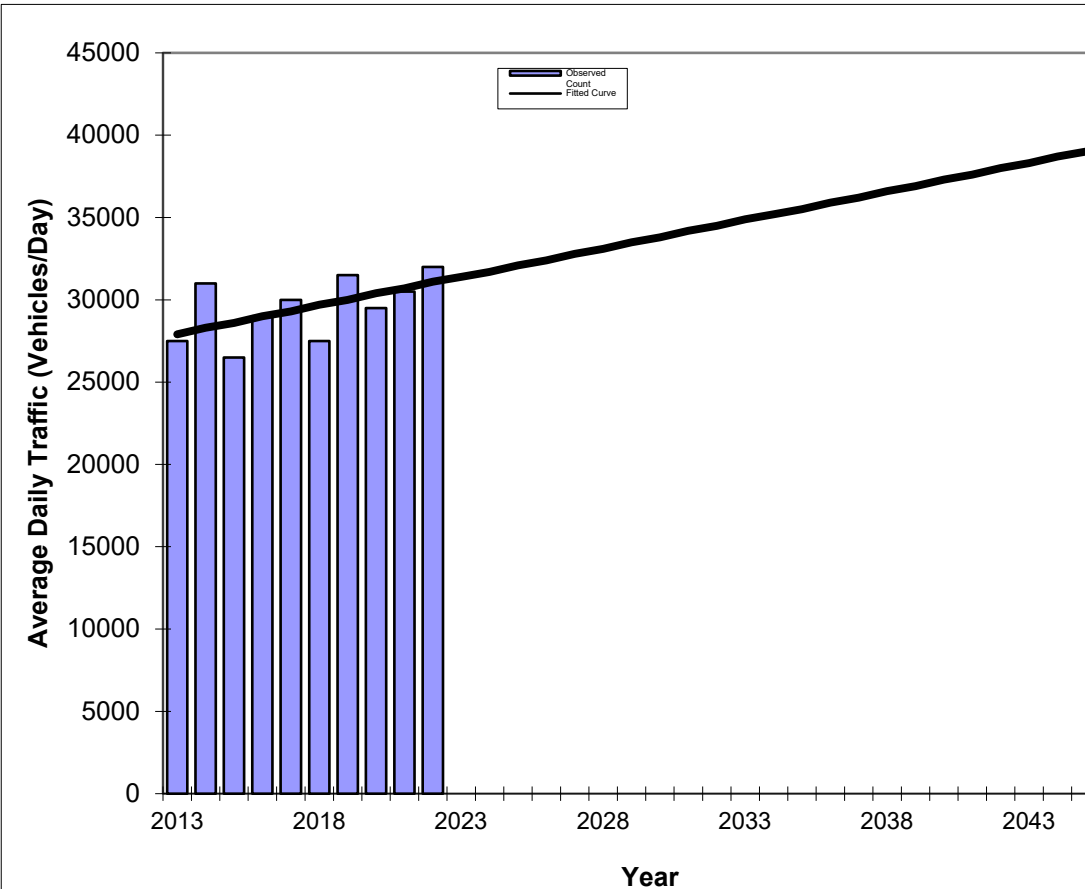
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends - V03.a

### FEDERAL HIGHWAY --

FIN#	449825.1
Location	1

County:	Broward (86)
Station #:	860165
Highway:	FEDERAL HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	27500	27900
2014	31000	28300
2015	26500	28600
2016	29000	29000
2017	30000	29300
2018	27500	29700
2019	31500	30000
2020	29500	30400
2021	30500	30700
2022	32000	31100
2027 Opening Year Trend		
2027	N/A	32800
2032 Mid-Year Trend		
2032	N/A	34500
2045 Design Year Trend		
2045	N/A	39000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	345
Trend R-squared:	31.76%
Trend Annual Historic Growth Rate:	1.27%
Trend Growth Rate (2022 to Design Year):	1.10%
Printed:	8-Aug-23

**Straight Line Growth Option**

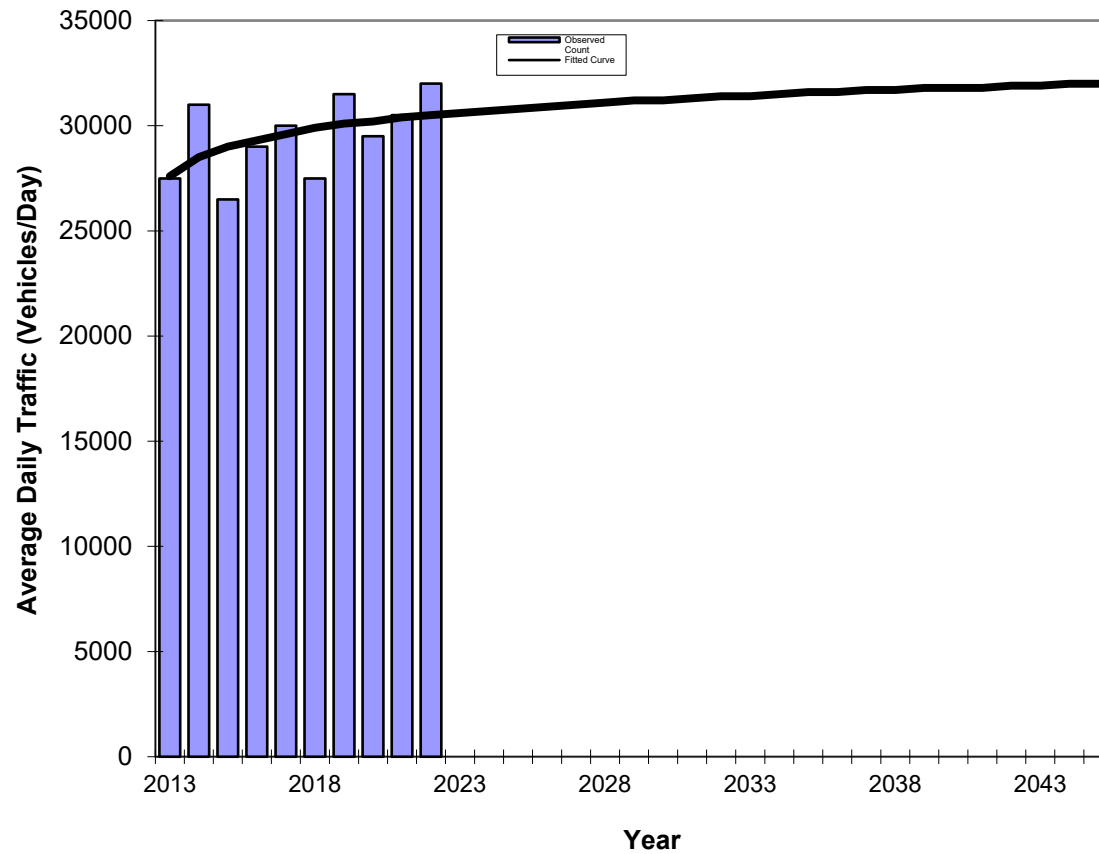
\*Axle-Adjusted

## Traffic Trends - V03.a

### FEDERAL HIGHWAY --

FIN#	449825.1
Location	1

County:	Broward (86)
Station #:	860165
Highway:	FEDERAL HIGHWAY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	27500	27600
2014	31000	28500
2015	26500	29000
2016	29000	29300
2017	30000	29600
2018	27500	29900
2019	31500	30100
2020	29500	30200
2021	30500	30400
2022	32000	30500
2027 Opening Year Trend		
2027	N/A	31000
2032 Mid-Year Trend		
2032	N/A	31400
2045 Design Year Trend		
2045	N/A	32000
TRANPLAN Forecasts/Trends		

Trend R-squared: 24.96%  
 Compounded Annual Historic Growth Rate: 1.12%  
 Compounded Growth Rate (2022 to Design Year): 0.21%  
 Printed: 8-Aug-23

**Decaying Exponential Growth Option**

\*Axle-Adjusted

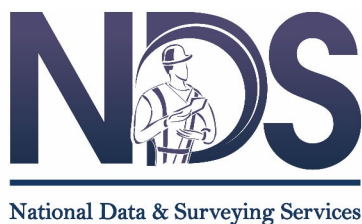
## **APPENDIX C**

TMC, Signal Timing Sheets, and excerpt from Peak Season Factor

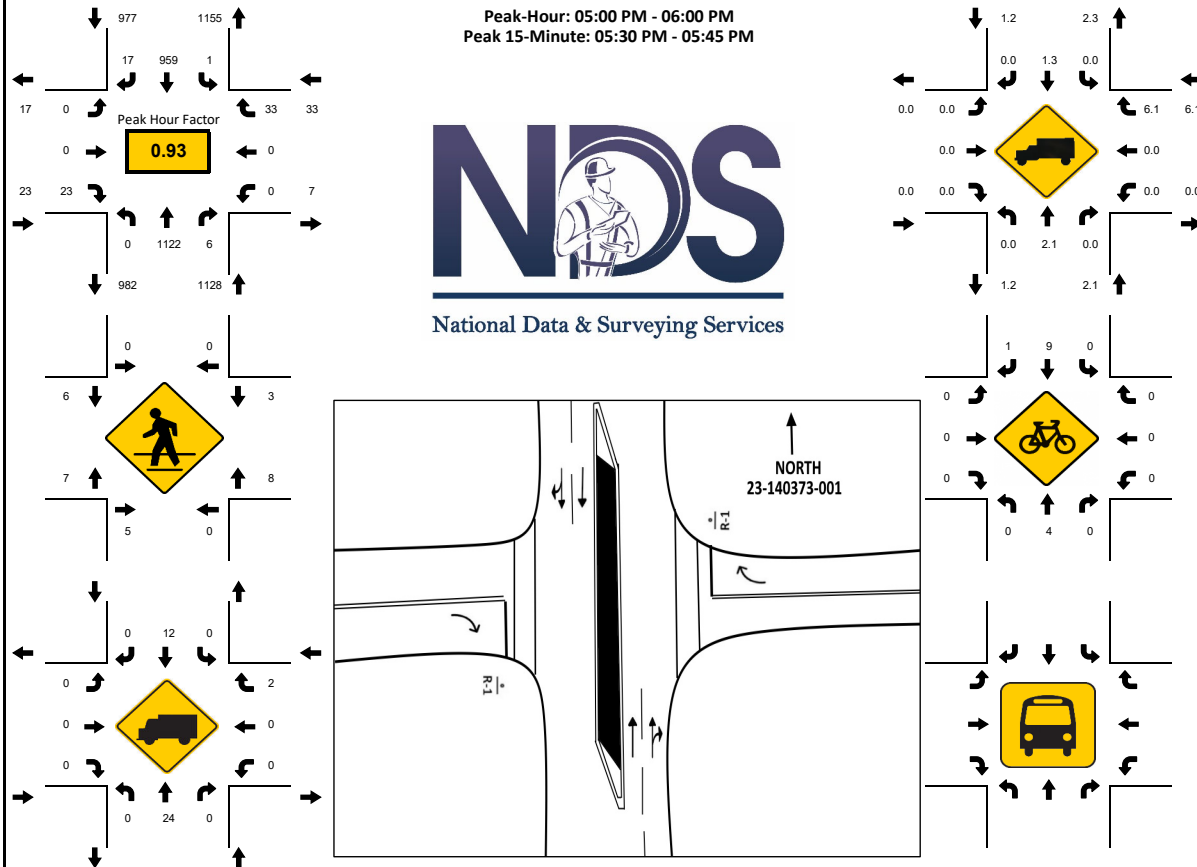
Category report

**US 1 AND TAYLOR ST**

PROJECT ID: 23-140373-001  
DATE: Thu, Sep 07, 2023

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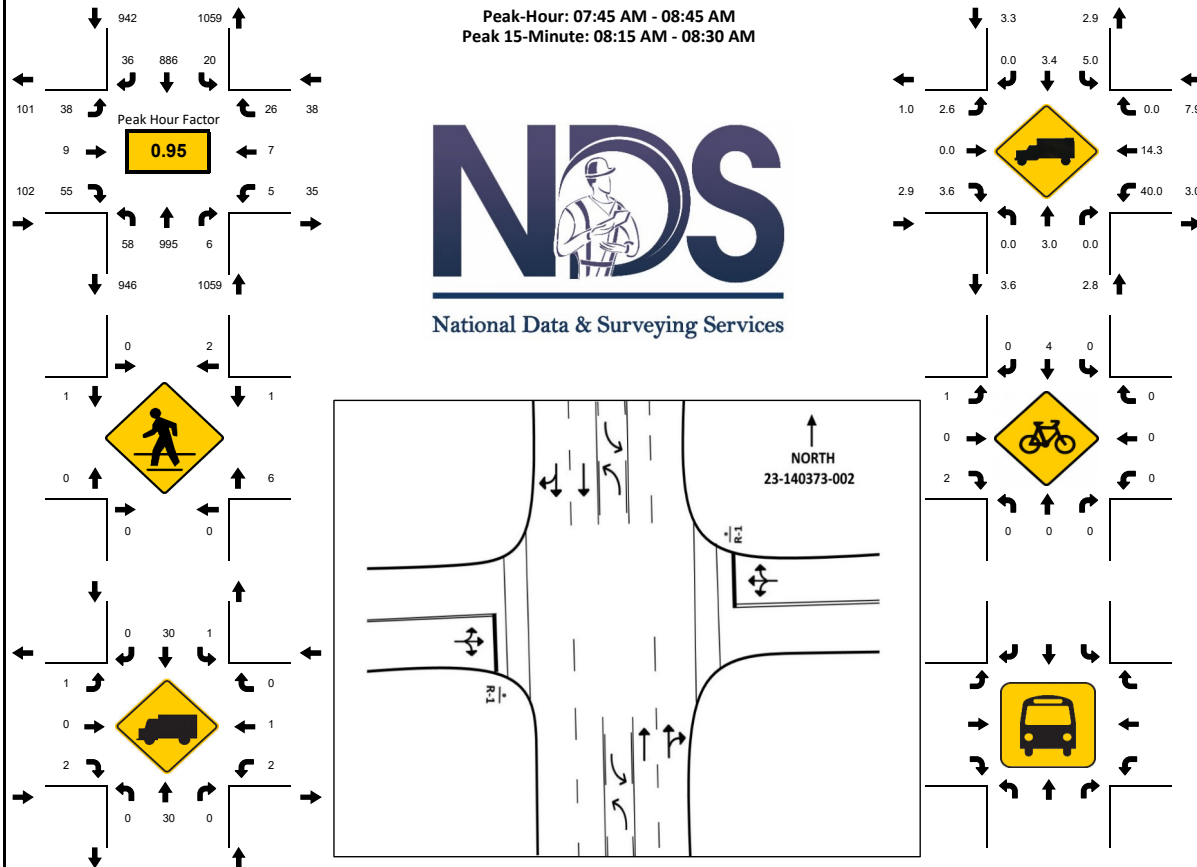
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DATE: Thu, Sep 07, 2023

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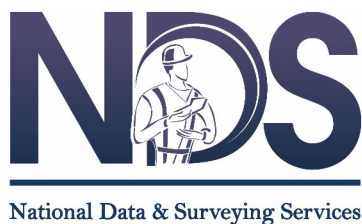
**US 1 AND FILLMORE ST**



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DATE: Thu, Sep 07, 2023

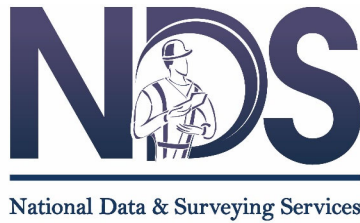
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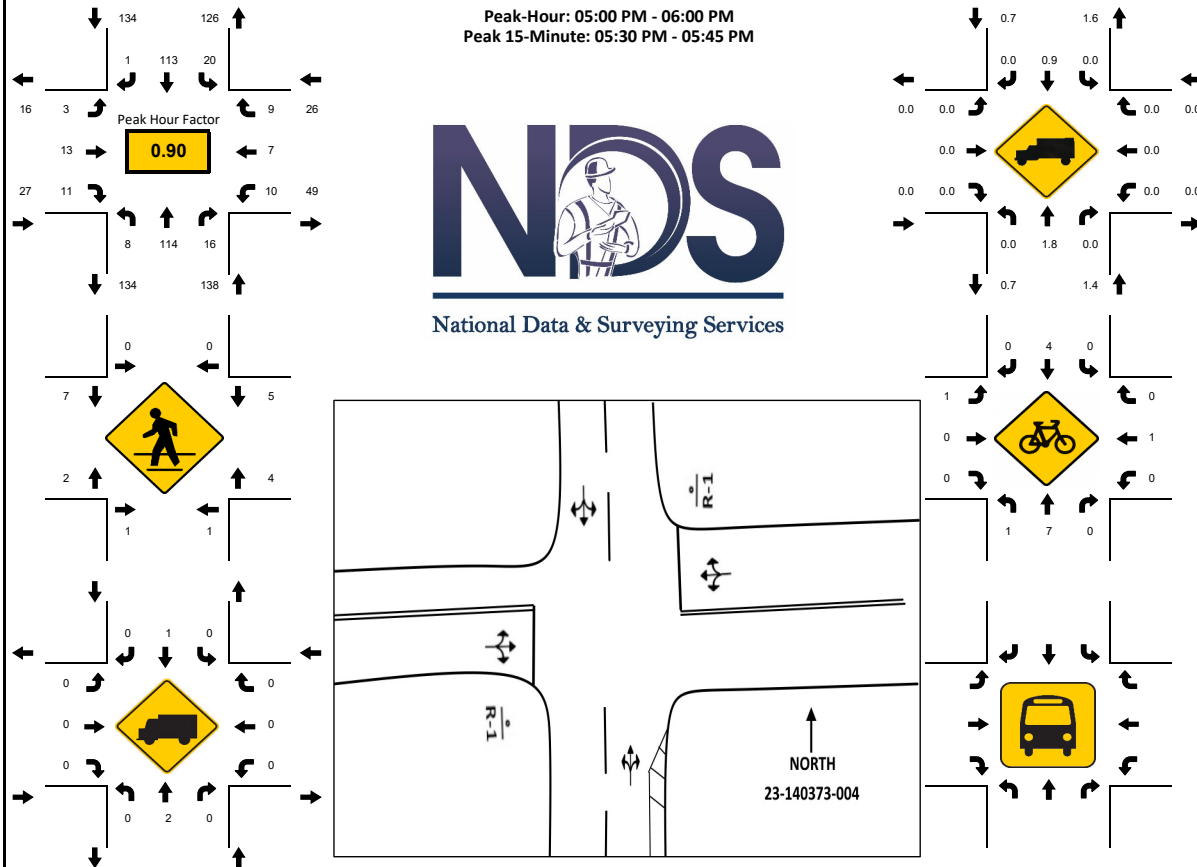
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**N 19<sup>th</sup> AVE AND TAYLOR ST**

PROJECT ID: 23-140373-004  
DATE: Thu, Sep 07, 2023

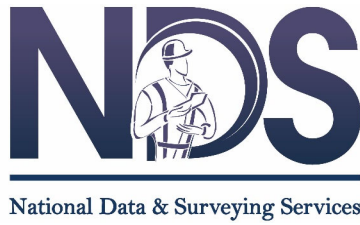
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DATE: Thu, Sep 07, 2023

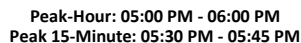


15-Min Count Period Beginning At	N 19th Ave Northbound					N 19th Ave Southbound					Taylor St Eastbound					Taylor St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	25	3	0		1	26	1	0		1	1	5	0		3	0	1	0		67	260
4:15 PM	2	23	1	0		0	34	0	0		0	0	0	0		2	1	0	0		63	274
4:30 PM	2	16	7	0		1	25	1	0		1	1	0	0		2	3	0	0		59	284
4:45 PM	2	25	6	1		1	25	0	0		1	1	1	0		4	2	2	0		71	315
5:00 PM	2	28	0	1		0	30	1	0		1	3	6	0		2	4	2	1		81	325
5:15 PM	1	28	3	0		5	27	0	0		0	4	1	0		2	0	2	0		73	244
5:30 PM	1	30	7	0		9	27	0	0		2	4	3	0		3	2	2	0		90	171
5:45 PM	3	28	6	0		6	29	0	0		0	2	1	0		2	1	3	0		81	81
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	12	120	28	4		36	120	4	0		8	16	24	0		12	16	12	4		416	
Heavy Trucks	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		8	
Pedestrians		4					0					16					16				36	
Bicycles	4	16	0	0		0	8	0	0		4	0	0	0		0	4	0	0		36	
Buses																						
Stopped Buses																						

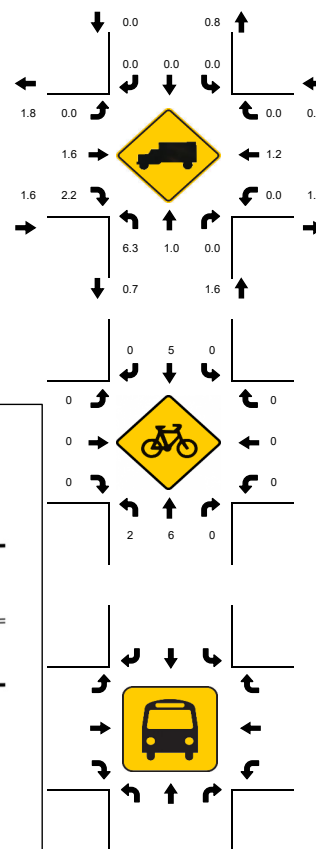
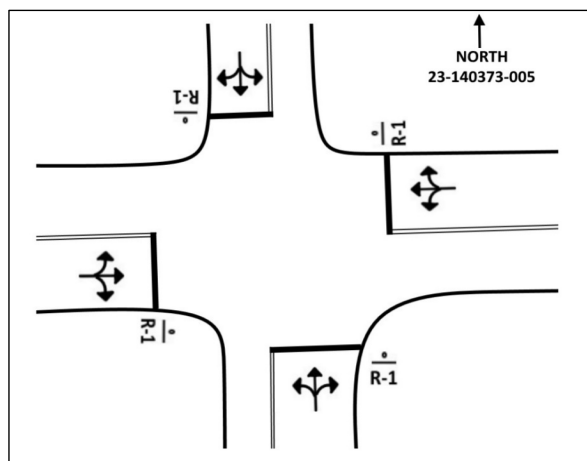
**N 19<sup>th</sup> AVE AND FILLMORE ST**

[illegible]

PROJECT ID: 23-140373-005  
DATE: Thu, Sep 07, 2023



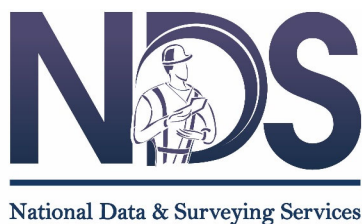
National Data &amp; Surveying Services

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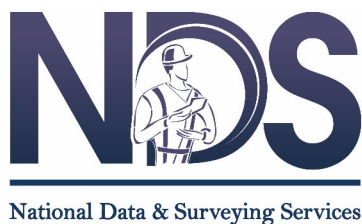


**US 1 AND POLK ST**

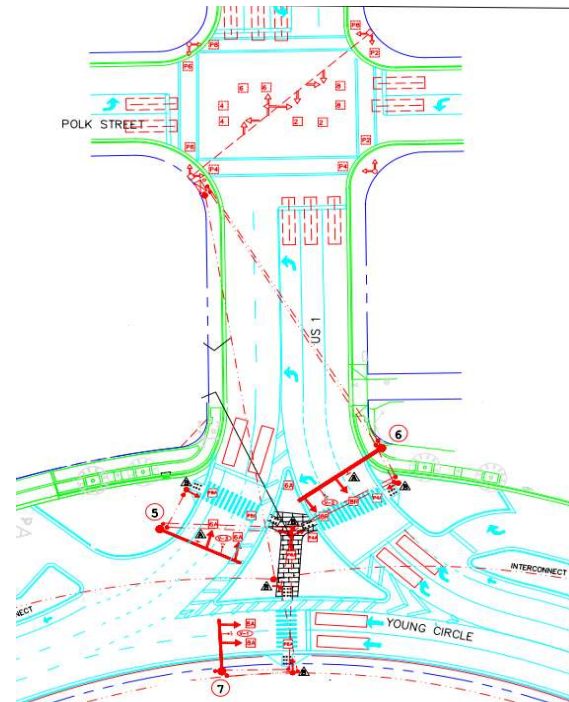
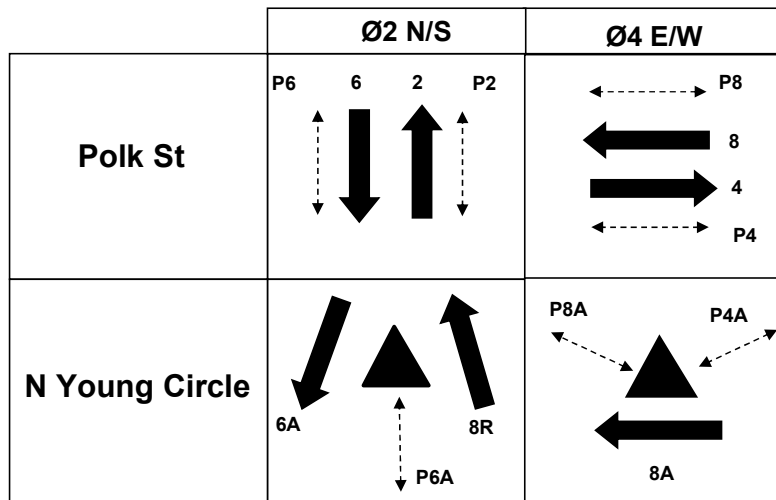
**PROJECT ID:** 23-140373-003  
**DATE:** Thu, Sep 07, 2023

[illegible]

**PROJECT ID:** 23-140373-003  
**DATE:** Thu, Sep 07, 2023

[illegible]

# 3161 US 1 (SR 5) Polk Street/N. Young Circle Sequence of Operation





**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

Intersection Number	3161	Initial Operation Date	9/25/76
Controller Type	2070	System Number	
Modification Number	17	Modification Date	06/07/2022
Drawing/Project No	413794-1-52-01	FPL Grid Number	87672261804
Intersection	FEDERAL HWY. (US 1/SR 5) and POLK STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction		N/S		E/W				
Initial Green(MIN)		10		6				
Vehicle Ext.(GAP)		0.0		2.0				
Maximum Green I		35		20				
Maximum Green II								
Yellow Clearance		4.0		4.0				
All Red Clearance		2.0		2.0				
Phase Recall		MAX		OFF				
Detector Delay								
Walk		7+A		7+A				
Pedestrian Clearance		13		25				
Permissive								
Flash Operation		YELLOW		RED				

**Attachment**

**NOTES:**

1. PHASE 2 PEDS: P2, P6 AND P6A.
2. PHASE 4 PEDS: P4, P8, P4A AND P8A.
3. AUDIBLE PEDESTRIAN SIGNALS: P2,P6,P6A TONE (N/S), P4,P4A,P8,P8A BEEP (E/W).
4. WITH WOIT2022051138 DATED 5/12/22, IMPLEMENTS MOD. 17.

Submitted By \_\_\_\_\_

Approved By \_\_\_\_\_

Station : 3161 - US 1 &amp; Polk/Young Circle N ( Standard File )

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		13		25												
Min Green		10		6												
Gap Ext				2												
Max1		35		20												
Max2																
Yellow Clr	3.5	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	2	2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON														
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

**Preemption**

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

**Preempt LP**

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



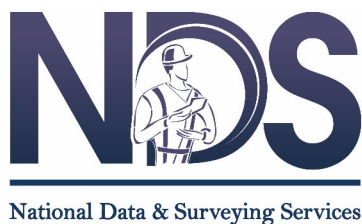




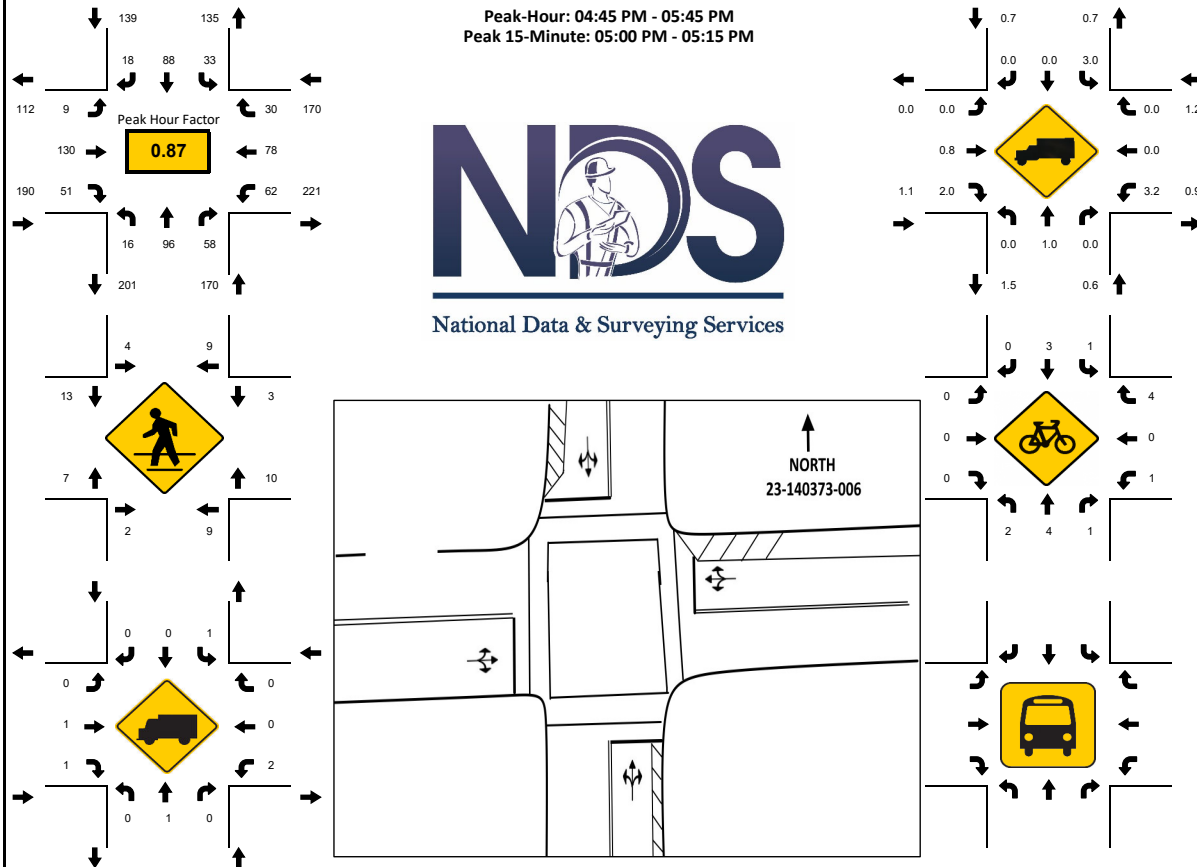


**N 19<sup>th</sup> AVE AND POLK ST**

**PROJECT ID:** 23-140373-006  
**DATE:** Thu, Sep 07, 2023

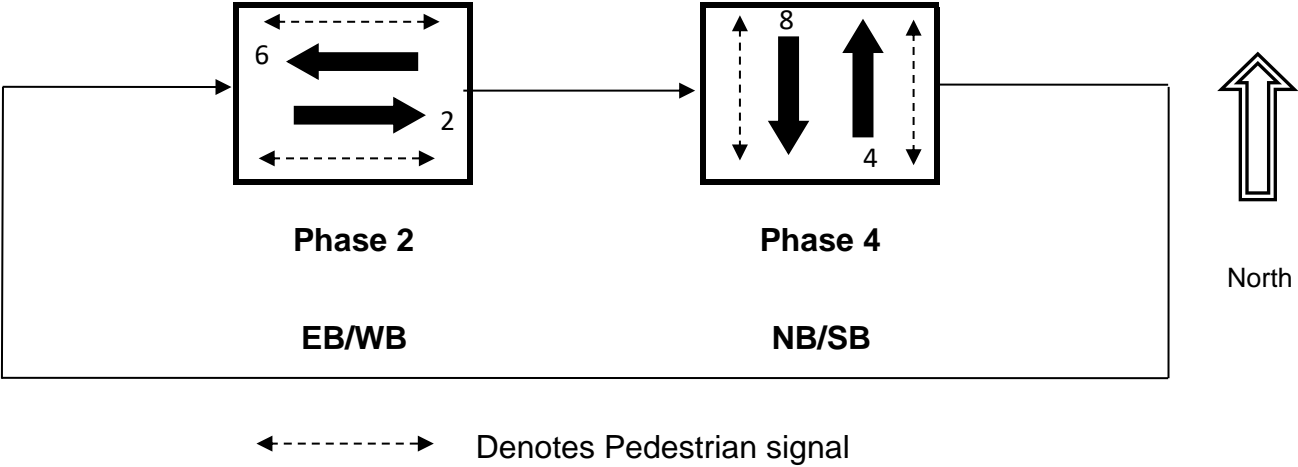
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PROJECT ID: 23-140373-006  
DATE: Thu, Sep 07, 2023



15-Min Count Period Beginning At	N 19th Ave Northbound					N 19th Ave Southbound					Polk St Eastbound					Polk St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	1	20	12	0		4	23	4	0		3	26	2	0		8	20	5	0		128	550
4:15 PM	0	21	14	0		6	28	3	0		2	18	4	0		9	15	3	0		123	614
4:30 PM	5	14	23	0		7	20	1	0		4	27	6	0		11	21	7	0		146	644
4:45 PM	4	24	12	0		7	23	3	0		4	27	12	0		12	19	6	0		153	669
5:00 PM	8	25	17	0		8	22	7	0		1	40	16	0		22	20	6	0		192	659
5:15 PM	1	23	17	0		8	19	6	0		3	30	12	0		14	15	5	0		153	467
5:30 PM	3	24	12	0		10	24	2	0		1	33	11	0		14	24	13	0		171	314
5:45 PM	2	24	8	0		13	16	2	0		1	33	5	0		9	18	12	0		143	143
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	32	100	68	0		40	96	28	0		16	160	64	0		88	96	52	0		840	
Heavy Trucks	0	4	0	0		4	0	0	0		0	4	4	0		4	0	0	0		20	
Pedestrians		28					20					36					16				100	
Bicycles	4	8	4	0		4	8	0	0		0	0	0	0		4	0	12	0		44	
Buses																						
Stopped Buses																						

Signal Operating Plan for (3162) Polk Street and N. 19 Ave  
Hollywood





**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

<b>Intersection Number</b>	3162	<b>Initial Operation Date</b>	10/76
<b>Controller Type</b>	2070 LN	<b>System Number</b>	
<b>Modification Number</b>	10	<b>Modification Date</b>	05/25/2018
<b>Drawing/Project No</b>	GRP 4	<b>FPL Grid Number</b>	87672141809
<b>Intersection</b>	POLK STREET and N 19 AVENUE		
<b>Municipality</b>	HOLLYWOOD		

<b>Controller Phase</b>	1	2	3	4	5	6	7	8
<b>Face Number</b>		2,6		4,8				
<b>Direction</b>		E/W		N/S				
<b>Initial Green(MIN)</b>		7		7				
<b>Vehicle Ext.(GAP)</b>		0.0		0.0				
<b>Maximum Green I</b>		29		29				
<b>Maximum Green II</b>								
<b>Yellow Clearance</b>		4.0		4.0				
<b>All Red Clearance</b>		2.0		2.0				
<b>Phase Recall</b>		MPX		MPX				
<b>Detector Delay</b>								
<b>Walk</b>		19		19				
<b>Pedestrian Clearance</b>		10		10				
<b>Permissive</b>								
<b>Flash Operation</b>		YELLOW		RED				

**Attachment**

**NOTES:**

1. FLASH OPERATION: 0200-0600, 7 DAYS.
2. PHASE 4 IS COORDINATED PHASE.
3. FIXED TIME OPERATION, PED AND MAX RECALL USED.
4. MOD. 10 UPDATES FIXED TIME SETTINGS.

**Submitted By** \_\_\_\_\_

**Approved By** \_\_\_\_\_

Broward County

Timing Sheet

9/6/2023 1:39:59 PM

Station : 3162 - Polk St &amp; N 19 Ave ( Standard File )

Phase	1	2 (ET)	3	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		19		19												
Ped Clearance		10		10												
Min Green		7		7												
Gap Ext																
Max1		29		29												
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON												
Auto Flash Entry		ON														
Auto Flash Exit				ON												
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON		ON												
Ped Recall		ON		ON												
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

**Preemption**

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

**Preempt LP**

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





[illegible]



**EXCERPT FROM PEAK SEASON FACTOR  
CATEGORY REPORT**

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2022 - 01/01/2022	1.00	1.03
2	01/02/2022 - 01/08/2022	1.01	1.04
3	01/09/2022 - 01/15/2022	1.03	1.06
4	01/16/2022 - 01/22/2022	1.02	1.05
5	01/23/2022 - 01/29/2022	1.00	1.03
6	01/30/2022 - 02/05/2022	0.99	1.02
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.96	0.99
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.98	1.01
*17	04/17/2022 - 04/23/2022	0.98	1.01
*18	04/24/2022 - 04/30/2022	0.99	1.02
*19	05/01/2022 - 05/07/2022	0.99	1.02
20	05/08/2022 - 05/14/2022	1.00	1.03
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.01	1.04
24	06/05/2022 - 06/11/2022	1.02	1.05
25	06/12/2022 - 06/18/2022	1.03	1.06
26	06/19/2022 - 06/25/2022	1.02	1.05
27	06/26/2022 - 07/02/2022	1.02	1.05
28	07/03/2022 - 07/09/2022	1.02	1.05
29	07/10/2022 - 07/16/2022	1.02	1.05
30	07/17/2022 - 07/23/2022	1.02	1.05
31	07/24/2022 - 07/30/2022	1.01	1.04
32	07/31/2022 - 08/06/2022	1.01	1.04
33	08/07/2022 - 08/13/2022	1.00	1.03
34	08/14/2022 - 08/20/2022	1.00	1.03
35	08/21/2022 - 08/27/2022	1.01	1.04
36	08/28/2022 - 09/03/2022	1.02	1.05
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.03	1.06
40	09/25/2022 - 10/01/2022	1.02	1.05
41	10/02/2022 - 10/08/2022	1.01	1.04
42	10/09/2022 - 10/15/2022	1.00	1.03
43	10/16/2022 - 10/22/2022	1.00	1.03
44	10/23/2022 - 10/29/2022	1.01	1.04
45	10/30/2022 - 11/05/2022	1.01	1.04
46	11/06/2022 - 11/12/2022	1.01	1.04
47	11/13/2022 - 11/19/2022	1.02	1.05
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.01	1.04
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	1.00	1.03
52	12/18/2022 - 12/24/2022	1.01	1.04
53	12/25/2022 - 12/31/2022	1.03	1.06

\* PEAK SEASON

23-FEB-2023 09:11:21

830UPD

4\_8601\_PKSEASON.TXT

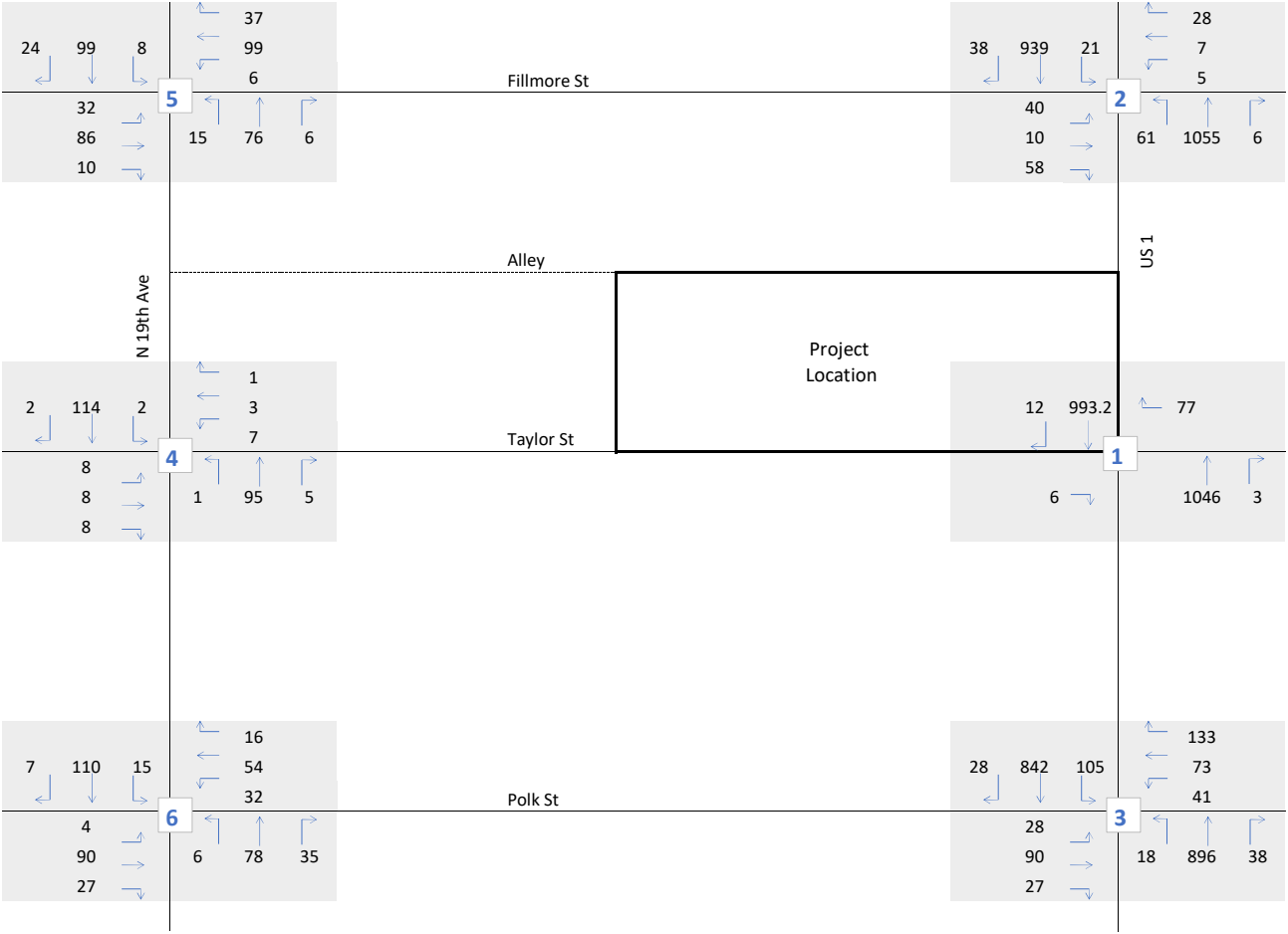
## **APPENDIX D**

### Volume Development Tables and Graphics

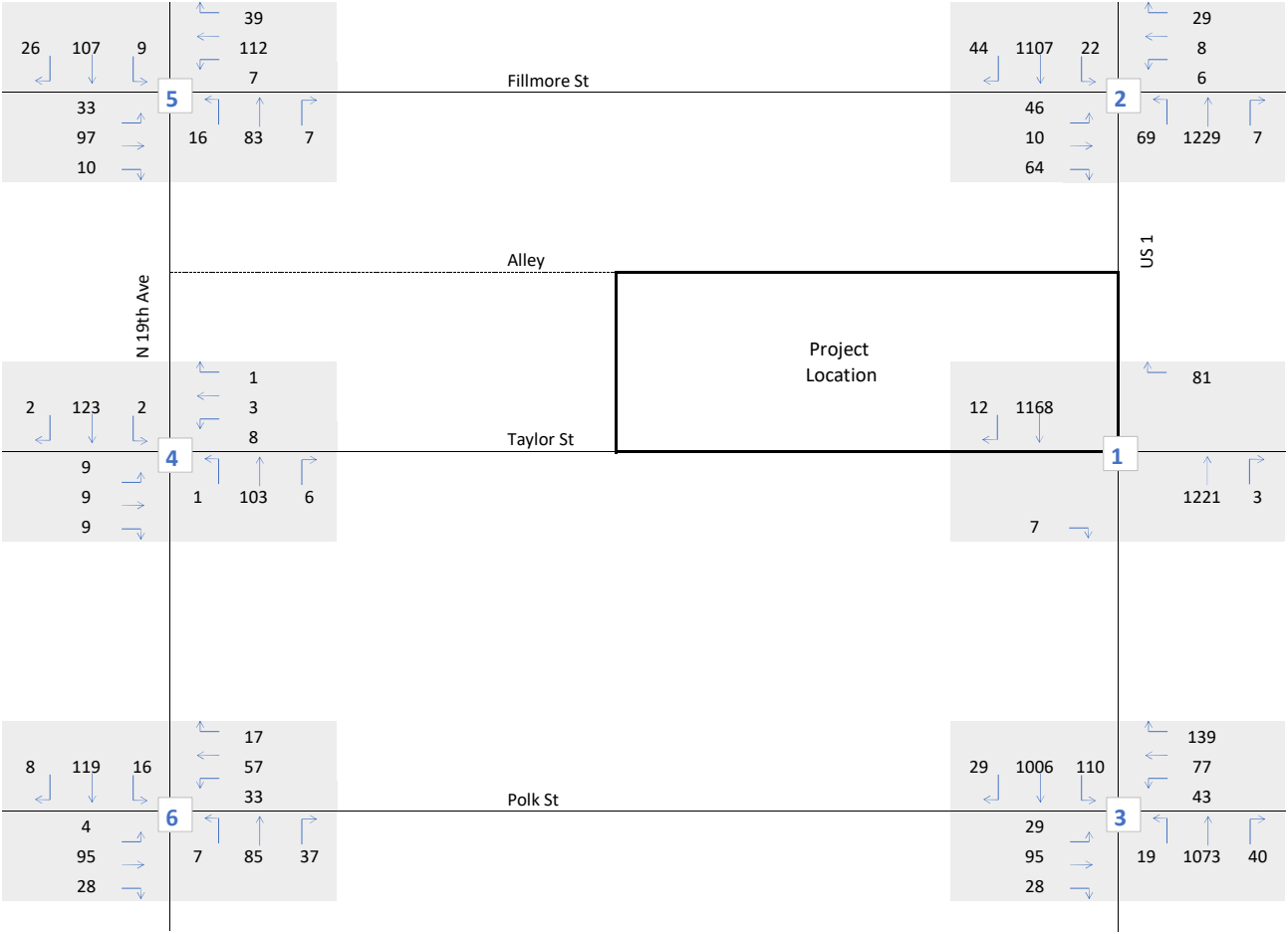
**Volume Development Table (AM)**

INTID	Intersection		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Federal Highway (US 1/SR 5)/ Taylor Street	2023 Existing Traffic	0	987	3	0	937	11	0	0	6	0	0	73
		2023 Existing Traffic (with PSCF 1.06)	0	1046	3	0	993	12	0	0	6	0	0	77
		2028 Background traffic (growth of 1%)	0	1100	3	0	1044	12	0	0	7	0	0	81
		Committed Trips	0	121	0	0	124	0	0	0	0	0	0	0
		2028 Future Traffic Without Project	0	1221	3	0	1168	12	0	0	7	0	0	81
		Project Traffic	0	11	0	0	0	8	0	0	11	0	0	0
		2028 Future Traffic With Project	0	1232	3	0	1168	21	0	0	18	0	0	81
2	Federal Highway (US 1/SR 5)/ Fillmore Street	2023 Existing Traffic	58	995	6	20	886	36	38	9	55	5	7	26
		2023 Existing Traffic (with PSCF 1.06)	61	1055	6	21	939	38	40	10	58	5	7	28
		2028 Background traffic (growth of 1%)	65	1109	7	22	987	40	42	10	61	6	8	29
		Committed Trips	4	120	0	0	120	4	4	0	3	0	0	0
		2028 Future Traffic Without Project	69	1229	7	22	1107	44	46	10	64	6	8	29
		Project Traffic	0	11	0	0	8	0	0	0	0	0	0	0
		2028 Future Traffic With Project	69	1240	7	22	1115	44	46	10	64	6	8	29
3	Federal Highway (US 1/SR 5)/ Polk Street	2023 Existing Traffic	17	845	36	99	794	26	26	85	25	39	69	125
		2023 Existing Traffic (with PSCF 1.06)	18	896	38	105	842	28	28	90	27	41	73	133
		2028 Background traffic (growth of 1%)	19	941	40	110	885	29	29	95	28	43	77	139
		Committed Trips	0	132	0	0	121	0	0	0	0	0	0	0
		2028 Future Traffic Without Project	19	1073	40	110	1006	29	29	95	28	43	77	139
		Project Traffic	6	0	0	3	9	0	11	0	0	0	2	0
		2028 Future Traffic With Project	25	1073	40	113	1014	29	40	95	28	43	79	139
4	N 19th Avenue/ Taylor Street	2023 Existing Traffic	1	90	5	2	108	2	8	8	8	7	3	1
		2023 Existing Traffic (with PSCF 1.06)	1	95	5	2	114	2	8	8	8	7	3	1
		2028 Background traffic (growth of 1%)	1	100	6	2	120	2	9	9	9	8	3	1
		Committed Trips	0	3	0	0	3	0	0	0	0	0	0	0
		2028 Future Traffic Without Project	1	103	6	2	123	2	9	9	9	8	3	1
		Project Traffic	0	0	17	8	0	0	0	8	0	23	11	11
		2028 Future Traffic With Project	1	103	22	11	123	2	9	17	9	31	15	13
5	N 19th Avenue/ Fillmore Street	2023 Existing Traffic	14	72	6	8	93	23	30	81	9	6	93	35
		2023 Existing Traffic (with PSCF 1.06)	15	76	6	8	99	24	32	86	10	6	99	37
		2028 Background traffic (growth of 1%)	16	80	7	9	104	26	33	90	10	7	104	39
		Committed Trips	0	3	0	0	3	0	0	7	0	0	8	0
		2028 Future Traffic Without Project	16	83	7	9	107	26	33	97	10	7	112	39
		Project Traffic	6	6	0	0	4	0	0	0	4	0	0	0
		2028 Future Traffic With Project	21	89	7	9	111	26	33	97	14	7	112	39
6	N 19th Avenue/ Polk Street	2023 Existing Traffic	6	74	33	14	104	7	4	85	25	30	51	15
		2023 Existing Traffic (with PSCF 1.06)	6	78	35	15	110	7	4	90	27	32	54	16
		2028 Background traffic (growth of 1%)	7	82	37	16	116	8	4	95	28	33	57	17
		Committed Trips	0	3	0	0	3	0	0	0	0	0	0	0
		2028 Future Traffic Without Project	7	85	37	16	119	8	4	95	28	33	57	17
		Project Traffic	0	8	0	11	11	0	0	0	0	0	0	8
		2028 Future Traffic With Project	7	94	37	27	130	8	4	95	28	33	57	25
7	Project Driveway/ Taylor Street	2023 Existing Traffic	0	0	0	0	0	0	0	6	0	0	11	0
		2023 Existing Traffic (with PSCF 1.06)	0	0	0	0	0	0	0	6	0	0	12	0
		2028 Background traffic (growth of 1%)	0	0	0	0	0	0	0	7	0	0	12	0
		Committed Trips	0	0	0	0	0	0	0	0	0	0	0	0
		2028 Future Traffic Without Project	0	0	0	0	0	0	0	7	0	0	12	0
		Project Traffic	0	0	0	11	0	46	34	0	0	0	0	0
		2028 Future Traffic With Project	0	0	0	11	0	46	34	7	0	0	12	8

Existing AM



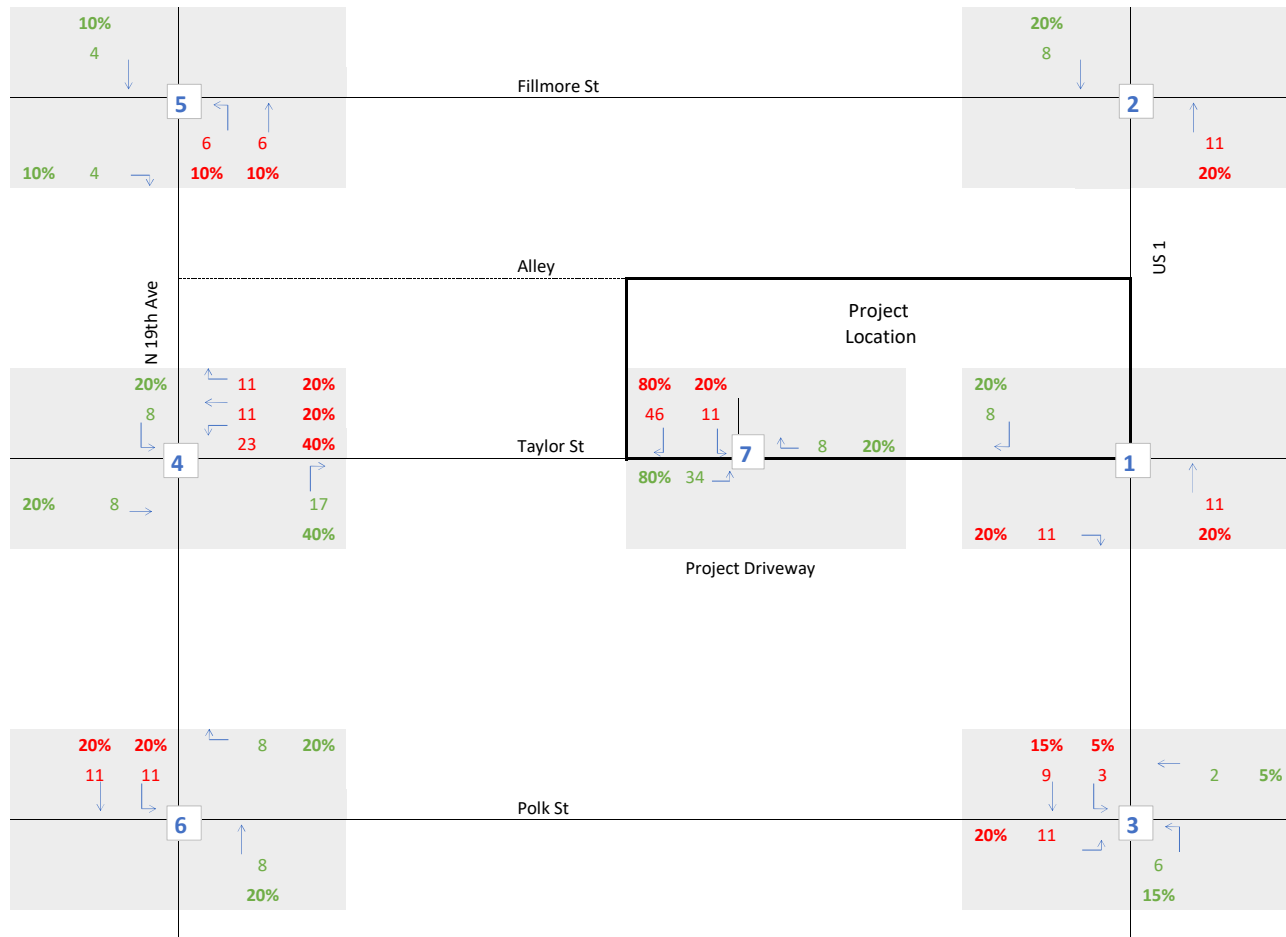
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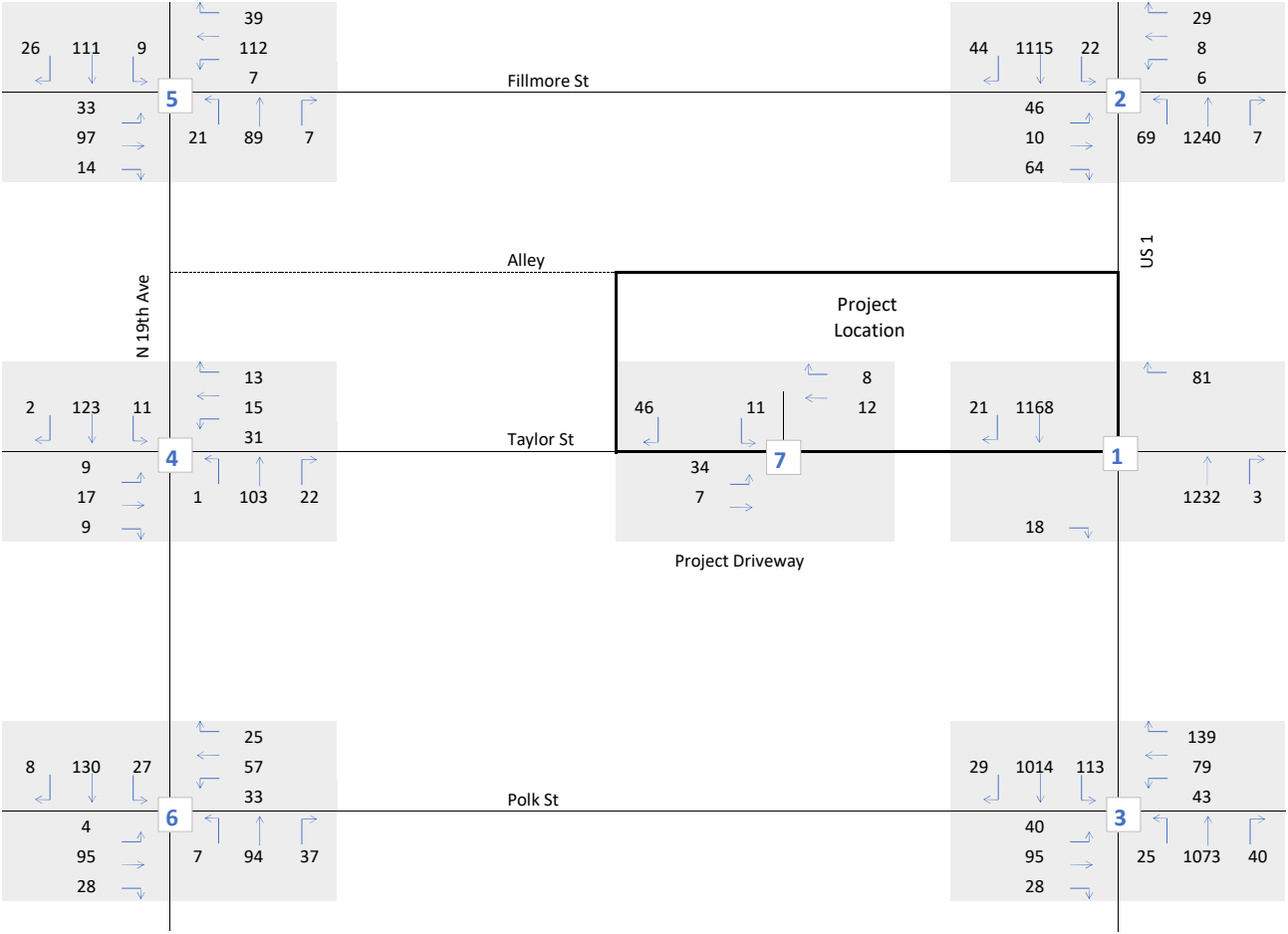


# Trip Distribution AM

XX Inbound  
XX Outbound



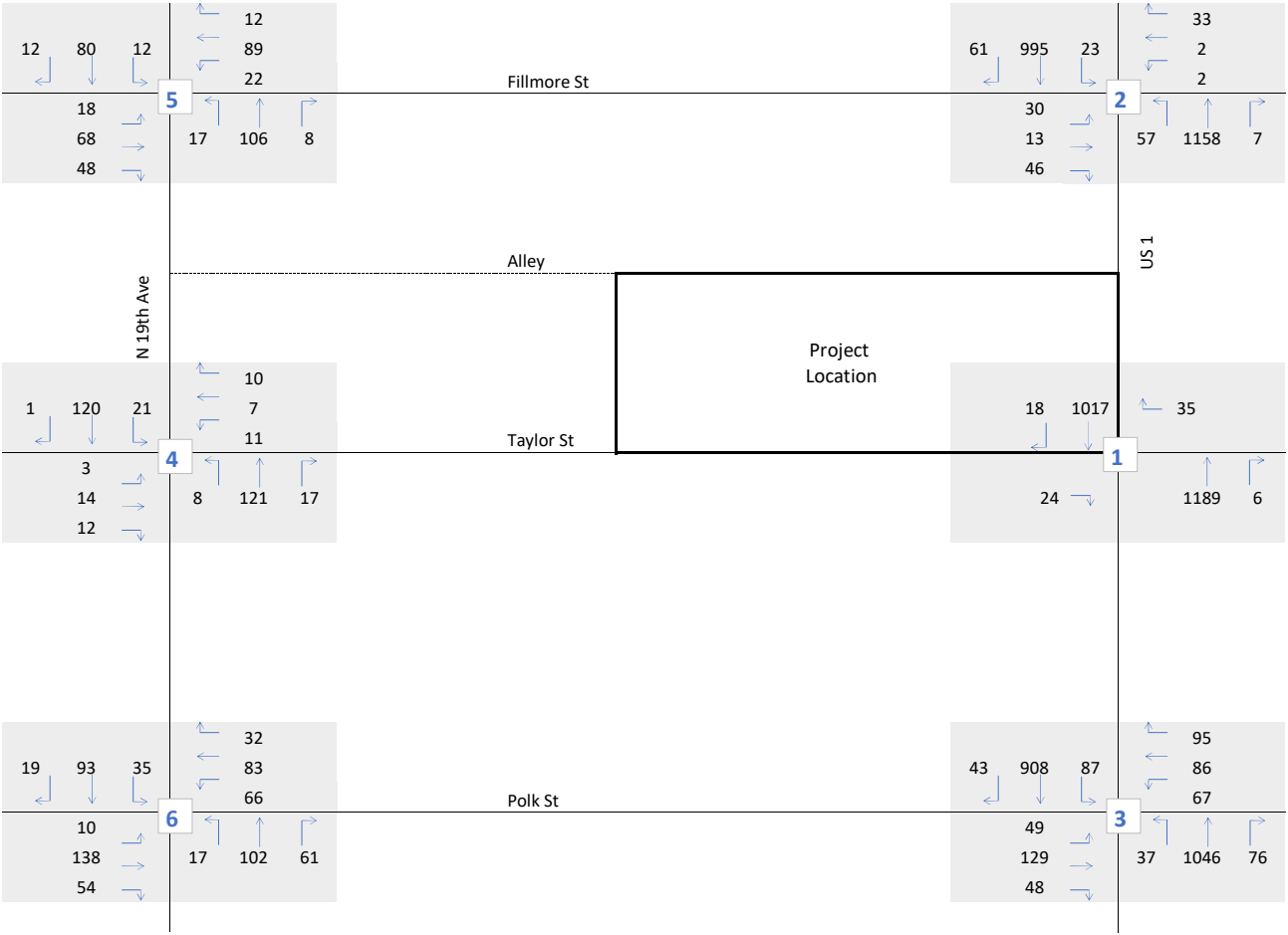
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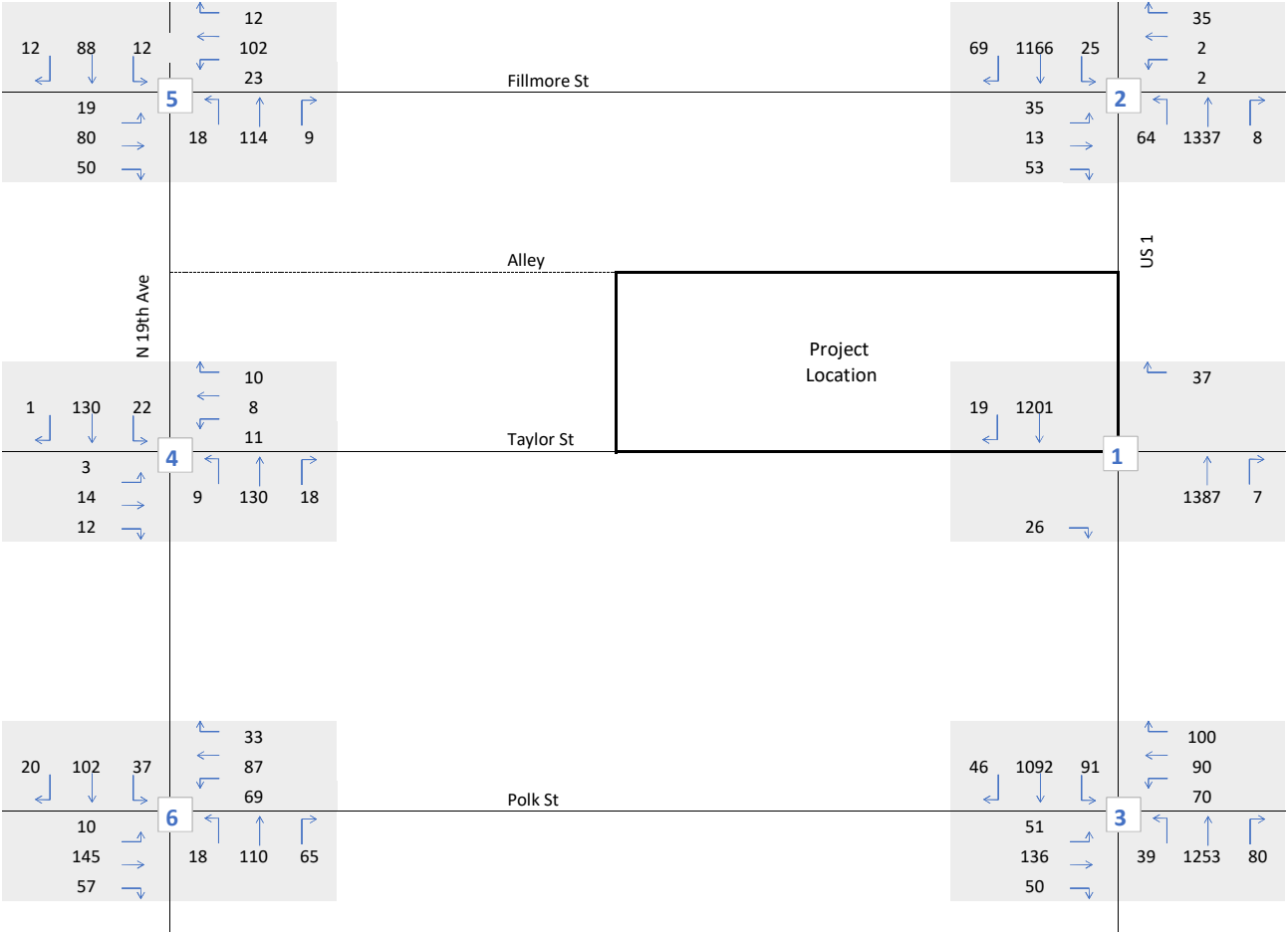
**Volume Development Table (PM)**

INTID	Intersection		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Federal Highway (US 1/SR 5)/ Taylor Street	2023 Existing Traffic	0	1122	6	0	959	17	0	0	23	0	0	33
		2023 Existing Traffic (with PSCF 1.06)	0	1189	6	0	1017	18	0	0	24	0	0	35
		2028 Background traffic (growth of 1%)	0	1250	7	0	1068	19	0	0	26	0	0	37
		Committed Trips	0	137	0	0	133	0	0	0	0	0	0	0
		2028 Future Traffic Without Project	0	1387	7	0	1201	19	0	0	26	0	0	37
		Project Traffic	0	9	0	0	0	11	0	0	9	0	0	0
		2028 Future Traffic With Project	0	1396	7	0	1201	30	0	0	35	0	0	37
2	Federal Highway (US 1/SR 5)/ Fillmore Street	2023 Existing Traffic	54	1092	7	22	939	58	28	12	43	2	2	31
		2023 Existing Traffic (with PSCF 1.06)	57	1158	7	23	995	61	30	13	46	2	2	33
		2028 Background traffic (growth of 1%)	60	1217	8	25	1046	65	31	13	48	2	2	35
		Committed Trips	4	120	0	0	120	4	4	0	5	0	0	0
		2028 Future Traffic Without Project	64	1337	8	25	1166	69	35	13	53	2	2	35
		Project Traffic	0	9	0	0	11	0	0	0	0	0	0	0
		2028 Future Traffic With Project	64	1346	8	25	1177	69	35	13	53	2	2	35
3	Federal Highway (US 1/SR 5)/ Polk Street	2023 Existing Traffic	35	987	72	82	857	41	46	122	45	63	81	90
		2023 Existing Traffic (with PSCF 1.06)	37	1046	76	87	908	43	49	129	48	67	86	95
		2028 Background traffic (growth of 1%)	39	1100	80	91	955	46	51	136	50	70	90	100
		Committed Trips	0	153	0	0	137	0	0	0	0	0	0	0
		2028 Future Traffic Without Project	39	1253	80	91	1092	46	51	136	50	70	90	100
		Project Traffic	9	0	0	2	7	0	9	0	0	0	3	0
		2028 Future Traffic With Project	48	1253	80	94	1099	46	60	136	50	70	93	100
4	N 19th Avenue/ Taylor Street	2023 Existing Traffic	8	114	16	20	113	1	3	13	11	10	7	9
		2023 Existing Traffic (with PSCF 1.06)	8	121	17	21	120	1	3	14	12	11	7	10
		2028 Background traffic (growth of 1%)	9	127	18	22	126	1	3	14	12	11	8	10
		Committed Trips	0	3	0	0	4	0	0	0	0	0	0	0
		2028 Future Traffic Without Project	9	130	18	22	130	1	3	14	12	11	8	10
		Project Traffic	0	0	23	11	0	0	0	11	0	18	9	9
		2028 Future Traffic With Project	9	130	41	34	130	1	3	26	12	29	17	19
5	N 19th Avenue/ Fillmore Street	2023 Existing Traffic	16	100	8	11	75	11	17	64	45	21	84	11
		2023 Existing Traffic (with PSCF 1.06)	17	106	8	12	80	12	18	68	48	22	89	12
		2028 Background traffic (growth of 1%)	18	111	9	12	84	12	19	71	50	23	94	12
		Committed Trips	0	3	0	0	4	0	0	9	0	0	8	0
		2028 Future Traffic Without Project	18	114	9	12	88	12	19	80	50	23	102	12
		Project Traffic	5	5	0	0	6	0	0	0	6	0	0	0
		2028 Future Traffic With Project	22	119	9	12	93	12	19	80	56	23	102	12
6	N 19th Avenue/ Polk Street	2023 Existing Traffic	16	96	58	33	88	18	9	130	51	62	78	30
		2023 Existing Traffic (with PSCF 1.06)	17	102	61	35	93	19	10	138	54	66	83	32
		2028 Background traffic (growth of 1%)	18	107	65	37	98	20	10	145	57	69	87	33
		Committed Trips	0	3	0	0	4	0	0	0	0	0	0	0
		2028 Future Traffic Without Project	18	110	65	37	102	20	10	145	57	69	87	33
		Project Traffic	0	11	0	9	9	0	0	0	0	0	0	11
		2028 Future Traffic With Project	18	121	65	46	111	20	10	145	57	69	87	45
7	Project Driveway/ Taylor Street	2023 Existing Traffic	0	0	0	0	0	0	0	23	0	0	17	0
		2023 Existing Traffic (with PSCF 1.06)	0	0	0	0	0	0	0	24	0	0	18	0
		2028 Background traffic (growth of 1%)	0	0	0	0	0	0	0	26	0	0	19	0
		Committed Trips	0	0	0	0	0	0	0	0	0	0	0	0
		2028 Future Traffic Without Project	0	0	0	0	0	0	0	26	0	0	19	0
		Project Traffic	0	0	0	10	0	40	52	0	0	0	0	13
		2028 Future Traffic With Project	0	0	0	10	0	40	52	26	0	0	19	13

Existing PM



No Build PM

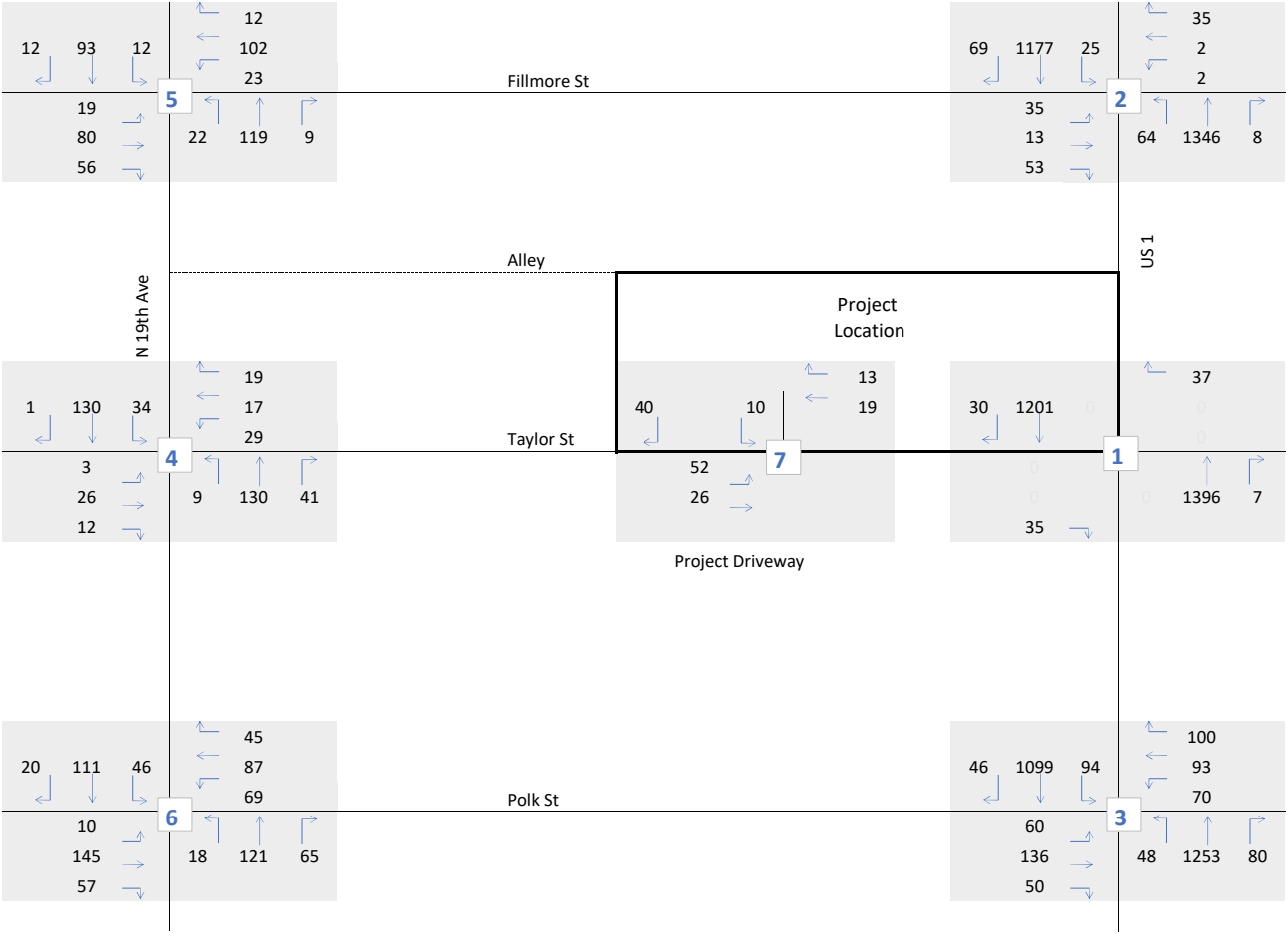


# Trip Distribution PM

XX Inbound  
XX Outbound



Build PM



## **APPENDIX E**

Excerpt from Hollywood RAC Major Roadways Congestion  
Assessment



# **CITY OF HOLLYWOOD**

## **RAC MAJOR ROADWAYS CONGESTION ASSESSMENT**

# **2027 AM PEAK HOUR TRAFFIC**

## 2027 AM Peak Hour Traffic Congestion Assessment

Roadway	From	To	2022 AM Peak Hour Traffic (1)	2027 AM Peak Hour Background Traffic (2)	Peak Hour LOS D Threshold (3)	2027 AM Peak Hour Background v/c (4)	Total AM Peak Hour Committed Trips (5)	2027 AM Total Peak Hour Traffic (6)	2027 AM Peak Hour v/c (7)
S 19TH AVE	Dewey St	Washington St	223	229	958	0.24	4	233	0.24
S 19TH AVE	Washington St	Adams St	223	229	958	0.24	4	233	0.24
S 19TH AVE	Adams St	Jefferson St	223	229	958	0.24	4	233	0.24
S 19TH AVE	Jefferson St	Madison St	223	229	958	0.24	8	237	0.25
S 19TH AVE	Madison St	Monroe St	223	229	958	0.24	18	247	0.26
S 19TH AVE	Monroe St	Jackson St	223	229	958	0.24	11	240	0.25
S 19TH AVE	Jackson St	Van Buren St	223	229	958	0.24	34	263	0.27
S 19TH AVE	Van Buren St	Harrison St	223	229	958	0.24	34	263	0.27
S 19TH AVE	Harrison St	Hollywood Blvd	223	229	958	0.24	113	342	0.36
N 19TH AVE	Hollywood Blvd	Tyler St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Tyler St	Polk St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Polk St	Taylor St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Taylor St	Fillmore St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Fillmore St	Pierce St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Pierce St	Buchanan St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Buchanan St	Lincoln St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Lincoln St	Johnson St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Johnson St	Grant St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Grant St	Hayes St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Hayes St	Dixianna St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Dixianna St	Garfield St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Garfield St	Arthur St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Arthur St	Cleveland St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Cleveland St	McKinley St	243	249	958	0.26	6	255	0.27
N 19TH AVE	McKinley St	Roosevelt St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Roosevelt St	Taft St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Taft St	Wilson St	243	249	958	0.26	6	255	0.27

## 2027 AM Peak Hour Traffic Congestion Assessment

Roadway	From	To	2022 AM Peak Hour Traffic (1)	2027 AM Peak Hour Background Traffic (2)	Peak Hour LOS D Threshold (3)	2027 AM Peak Hour Background v/c (4)	Total AM Peak Hour Committed Trips (5)	2027 AM Total Peak Hour Traffic (6)	2027 AM Peak Hour v/c (7)
N 19TH AVE	Wilson St	Harding St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Harding St	Coolidge St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Coolidge St	Scott St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Scott St	Liberty St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Liberty St	Thomas St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Thomas St	Sherman St	243	249	958	0.26	6	255	0.27
N 19TH AVE	Sherman St	Sheridan St	243	249	958	0.26	6	255	0.27
S FEDERAL HWY	Pembroke Rd	Fletcher St	2,655	2,721	3,066	0.89	224	2,945	0.96
S FEDERAL HWY	Fletcher St	Mayo St	2,655	2,721	3,066	0.89	224	2,945	0.96
S FEDERAL HWY	Mayo St	Wiley St	2,655	2,721	3,066	0.89	224	2,945	0.96
S FEDERAL HWY	Wiley St	Plunkett St	2,655	2,721	3,066	0.89	224	2,945	0.96
S FEDERAL HWY	Plunkett St	Rodman St	2,655	2,721	3,066	0.89	224	2,945	0.96
S FEDERAL HWY	Rodman St	Funston St	2,655	2,721	3,066	0.89	224	2,945	0.96
S FEDERAL HWY	Funston St	Dewey St	2,655	2,721	3,066	0.89	232	2,953	0.96
S FEDERAL HWY	Dewey St	Washington St	2,655	2,721	3,066	0.89	248	2,969	0.97
S FEDERAL HWY	Washington St	Adams St	2,655	2,721	3,066	0.89	225	2,946	0.96
S FEDERAL HWY	Adams St	Jefferson St	2,655	2,721	3,066	0.89	225	2,946	0.96
S FEDERAL HWY	Jefferson St	Madison St	2,655	2,721	3,066	0.89	222	2,943	0.96
S FEDERAL HWY	Madison St	Monroe St	2,655	2,721	3,066	0.89	212	2,933	0.96
S FEDERAL HWY	Monroe St	Jackson St	2,655	2,721	3,066	0.89	217	2,938	0.96
S FEDERAL HWY	Jackson St	Van Buren St	2,655	2,721	3,066	0.89	259	2,980	0.97
S FEDERAL HWY	Van Buren St	Young Cir	2,655	2,721	3,066	0.89	261	2,982	0.97
N FEDERAL HWY	Young Cir	Polk St	2,655	2,721	3,066	0.89	263	2,984	0.97
N FEDERAL HWY	Polk St	Taylor St	2,655	2,721	3,066	0.89	241	2,962	0.97
N FEDERAL HWY	Taylor St	Fillmore St	2,655	2,721	3,066	0.89	248	2,969	0.97
N FEDERAL HWY	Fillmore St	Pierce St	2,655	2,721	3,066	0.89	247	2,968	0.97
N FEDERAL HWY	Pierce St	Buchanan St	2,655	2,721	3,066	0.89	247	2,968	0.97

## 2027 AM Peak Hour Traffic Congestion Assessment

Roadway	From	To	2022 AM Peak Hour Traffic (1)	2027 AM Peak Hour Background Traffic (2)	Peak Hour LOS D Threshold (3)	2027 AM Peak Hour Background v/c (4)	Total AM Peak Hour Committed Trips (5)	2027 AM Total Peak Hour Traffic (6)	2027 AM Peak Hour v/c (7)
FILLMORE ST	N 20th Ave	N 19th Ave	269	276	958	0.29	15	291	0.30
FILLMORE ST	N 19th Ave	N Federal Hwy	269	276	958	0.29	15	291	0.30
JOHNSON ST	N 24th Ave	N 22nd Ave	1,134	1,162	1,257	0.92	12	1,174	0.93
JOHNSON ST	N 22nd Ave	Dixie Hwy	1,134	1,162	1,257	0.92	12	1,174	0.93
JOHNSON ST	Dixie Hwy	N 21st Ave	1,080	1,107	1,257	0.88	14	1,121	0.89
JOHNSON ST	N 21st Ave	N 20th Ct	1,080	1,107	1,257	0.88	18	1,125	0.89
JOHNSON ST	N 20th Ct	N 20th Ave	1,080	1,107	1,257	0.88	18	1,125	0.89
JOHNSON ST	N 20th Ave	N 19th Ave	1,080	1,107	1,257	0.88	18	1,125	0.89
JOHNSON ST	N 19th Ave	N 18th Ct	1,080	1,107	1,257	0.88	18	1,125	0.89
JOHNSON ST	N 18th Ct	N Federal Hwy	1,080	1,107	1,257	0.88	18	1,125	0.89
JOHNSON ST	N Federal Hwy	N 17th Ct	954	978	1,257	0.78	13	991	0.79
JOHNSON ST	N 17th Ct	N 17th Ave	954	978	1,257	0.78	13	991	0.79
JOHNSON ST	N 17th Ave (south)	N 17th Ave (north)	954	978	1,257	0.78	-	978	0.78
JOHNSON ST	N 17th Ave (north)	N 16th Ct	954	978	1,257	0.78	-	978	0.78
JOHNSON ST	N 16th Ct	N 16th Ave	954	978	1,257	0.78	-	978	0.78
JOHNSON ST	N 16th Ave	N 15th Ave	954	978	1,257	0.78	-	978	0.78
JOHNSON ST	N 15th Ave	N 14th Ave	954	978	1,257	0.78	-	978	0.78
JOHNSON ST	N 14th Ave (west)	N 14th Ave (east)	954	978	1,257	0.78	-	978	0.78
TAFT ST	N 24th Ave	N 23rd ave	567	581	1,197	0.49	2	583	0.49
TAFT ST	N 23rd ave	N 22nd Ave	567	581	1,197	0.49	2	583	0.49
TAFT ST	N 22nd Ave	Dixie Hwy	567	581	1,197	0.49	2	583	0.49
TAFT ST	Dixie Hwy	N 21st Ave	711	729	1,197	0.61	2	731	0.61
TAFT ST	N 21st Ave	N 20th Ave	711	729	1,197	0.61	2	731	0.61
TAFT ST	N 20th Ave	N 19th Ave	711	729	1,197	0.61	2	731	0.61
TAFT ST	N 19th Ave	N Federal Hwy	711	729	1,197	0.61	2	731	0.61
TAFT ST	N Federal Hwy	N 17th Ct	387	397	1,257	0.32	30	427	0.34
TAFT ST	N 17th Ct	N 17th Ave	387	397	1,257	0.32	30	427	0.34

# **2027 PM PEAK HOUR TRAFFIC**

## 2027 PM Peak Hour Traffic Congestion Assessment

Roadway	From	To	2022 PM Peak Hour Traffic (1)	2027 PM Peak Hour Background Traffic (2)	Peak Hour LOS D Threshold (3)	2027 PM Peak Hour Background v/c (4)	Total PM Peak Hour Committed Trips (5)	2027 PM Total Peak Hour Traffic (6)	2027 PM Peak Hour v/c (7)
S 19TH AVE	Dewey St	Washington St	254	260	958	0.27	4	264	0.28
S 19TH AVE	Washington St	Adams St	254	260	958	0.27	4	264	0.28
S 19TH AVE	Adams St	Jefferson St	254	260	958	0.27	4	264	0.28
S 19TH AVE	Jefferson St	Madison St	254	260	958	0.27	16	276	0.29
S 19TH AVE	Madison St	Monroe St	254	260	958	0.27	17	277	0.29
S 19TH AVE	Monroe St	Jackson St	254	260	958	0.27	16	276	0.29
S 19TH AVE	Jackson St	Van Buren St	254	260	958	0.27	20	280	0.29
S 19TH AVE	Van Buren St	Harrison St	254	260	958	0.27	20	280	0.29
S 19TH AVE	Harrison St	Hollywood Blvd	254	260	958	0.27	181	441	0.46
N 19TH AVE	Hollywood Blvd	Tyler St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Tyler St	Polk St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Polk St	Taylor St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Taylor St	Fillmore St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Fillmore St	Pierce St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Pierce St	Buchanan St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Buchanan St	Lincoln St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Lincoln St	Johnson St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Johnson St	Grant St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Grant St	Hayes St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Hayes St	Dixianna St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Dixianna St	Garfield St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Garfield St	Arthur St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Arthur St	Cleveland St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Cleveland St	McKinley St	289	296	958	0.31	7	303	0.32
N 19TH AVE	McKinley St	Roosevelt St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Roosevelt St	Taft St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Taft St	Wilson St	289	296	958	0.31	7	303	0.32

## 2027 PM Peak Hour Traffic Congestion Assessment

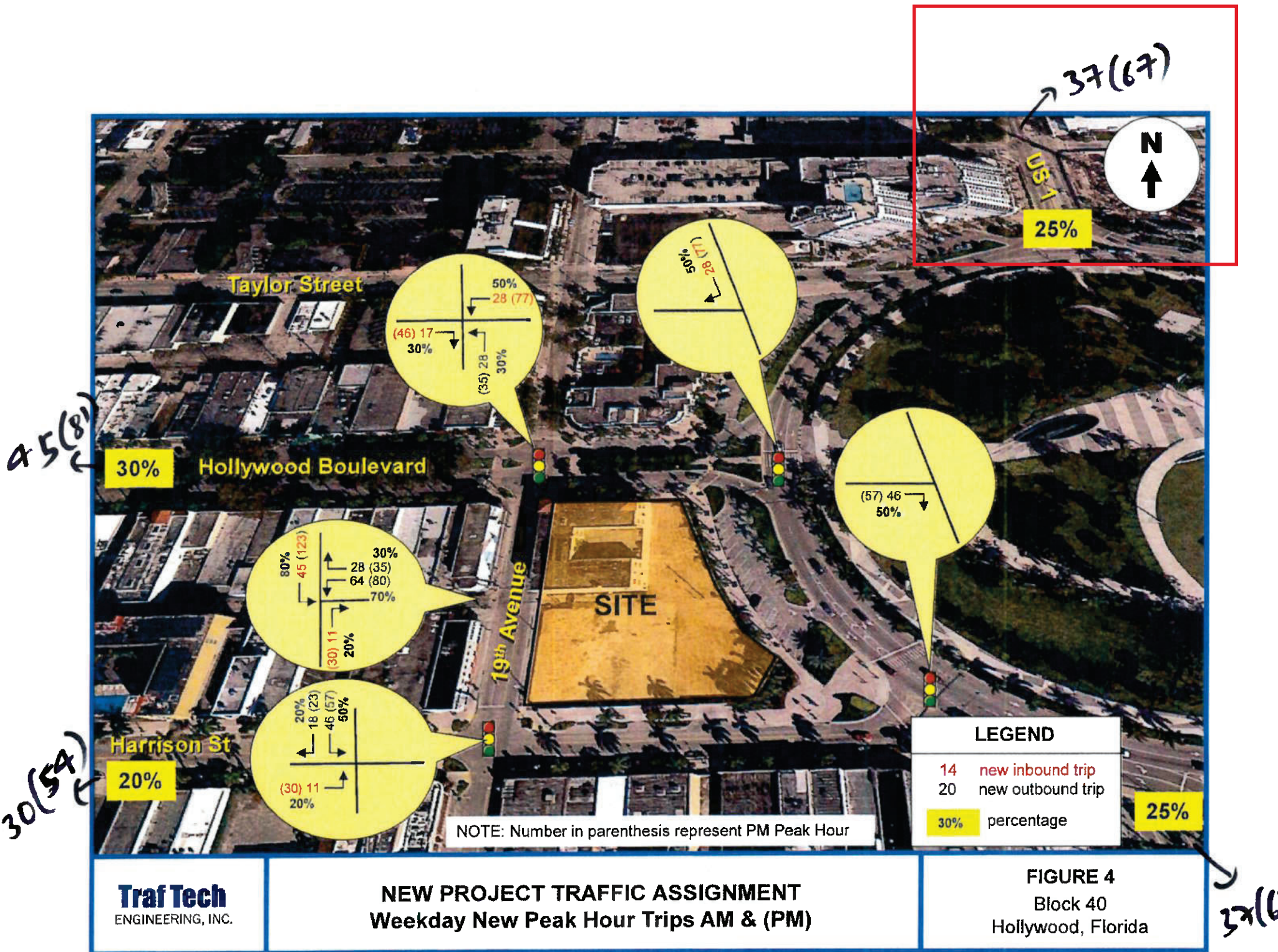
Roadway	From	To	2022 PM Peak Hour Traffic (1)	2027 PM Peak Hour Background Traffic (2)	Peak Hour LOS D Threshold (3)	2027 PM Peak Hour Background v/c (4)	Total PM Peak Hour Committed Trips (5)	2027 PM Total Peak Hour Traffic (6)	2027 PM Peak Hour v/c (7)
N 19TH AVE	Wilson St	Harding St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Harding St	Coolidge St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Coolidge St	Scott St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Scott St	Liberty St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Liberty St	Thomas St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Thomas St	Sherman St	289	296	958	0.31	7	303	0.32
N 19TH AVE	Sherman St	Sheridan St	289	296	958	0.31	7	303	0.32
S FEDERAL HWY	Pembroke Rd	Fletcher St	2,655	2,721	3,066	0.89	246	2,967	0.97
S FEDERAL HWY	Fletcher St	Mayo St	2,655	2,721	3,066	0.89	246	2,967	0.97
S FEDERAL HWY	Mayo St	Wiley St	2,655	2,721	3,066	0.89	246	2,967	0.97
S FEDERAL HWY	Wiley St	Plunkett St	2,655	2,721	3,066	0.89	246	2,967	0.97
S FEDERAL HWY	Plunkett St	Rodman St	2,655	2,721	3,066	0.89	246	2,967	0.97
S FEDERAL HWY	Rodman St	Funston St	2,655	2,721	3,066	0.89	246	2,967	0.97
S FEDERAL HWY	Funston St	Dewey St	2,655	2,721	3,066	0.89	270	2,991	0.98
S FEDERAL HWY	Dewey St	Washington St	2,655	2,721	3,066	0.89	263	2,984	0.97
S FEDERAL HWY	Washington St	Adams St	2,655	2,721	3,066	0.89	244	2,965	0.97
S FEDERAL HWY	Adams St	Jefferson St	2,655	2,721	3,066	0.89	244	2,965	0.97
S FEDERAL HWY	Jefferson St	Madison St	2,655	2,721	3,066	0.89	235	2,956	0.96
S FEDERAL HWY	Madison St	Monroe St	2,655	2,721	3,066	0.89	224	2,945	0.96
S FEDERAL HWY	Monroe St	Jackson St	2,655	2,721	3,066	0.89	225	2,946	0.96
S FEDERAL HWY	Jackson St	Van Buren St	2,655	2,721	3,066	0.89	264	2,985	0.97
S FEDERAL HWY	Van Buren St	Young Cir	2,655	2,721	3,066	0.89	280	3,001	0.98
N FEDERAL HWY	Young Cir	Polk St	2,655	2,721	3,066	0.89	306	3,027	0.99
N FEDERAL HWY	Polk St	Taylor St	2,655	2,721	3,066	0.89	273	2,994	0.98
N FEDERAL HWY	Taylor St	Fillmore St	2,655	2,721	3,066	0.89	265	2,986	0.97
N FEDERAL HWY	Fillmore St	Pierce St	2,655	2,721	3,066	0.89	265	2,986	0.97
N FEDERAL HWY	Pierce St	Buchanan St	2,655	2,721	3,066	0.89	265	2,986	0.97



## 2027 PM Peak Hour Traffic Congestion Assessment

Roadway	From	To	2022 PM Peak Hour Traffic (1)	2027 PM Peak Hour Background Traffic (2)	Peak Hour LOS D Threshold (3)	2027 PM Peak Hour Background v/c (4)	Total PM Peak Hour Committed Trips (5)	2027 PM Total Peak Hour Traffic (6)	2027 PM Peak Hour v/c (7)
FILLMORE ST	N 20th Ave	N 19th Ave	284	291	958	0.30	17	308	0.32
FILLMORE ST	N 19th Ave	N Federal Hwy	284	291	958	0.30	17	308	0.32
JOHNSON ST	N 24th Ave	N 22nd Ave	1,134	1,162	1,257	0.92	14	1,176	0.94
JOHNSON ST	N 22nd Ave	Dixie Hwy	1,134	1,162	1,257	0.92	14	1,176	0.94
JOHNSON ST	Dixie Hwy	N 21st Ave	1,080	1,107	1,257	0.88	18	1,125	0.89
JOHNSON ST	N 21st Ave	N 20th Ct	1,080	1,107	1,257	0.88	22	1,129	0.90
JOHNSON ST	N 20th Ct	N 20th Ave	1,080	1,107	1,257	0.88	22	1,129	0.90
JOHNSON ST	N 20th Ave	N 19th Ave	1,080	1,107	1,257	0.88	22	1,129	0.90
JOHNSON ST	N 19th Ave	N 18th Ct	1,080	1,107	1,257	0.88	22	1,129	0.90
JOHNSON ST	N 18th Ct	N Federal Hwy	1,080	1,107	1,257	0.88	22	1,129	0.90
JOHNSON ST	N Federal Hwy	N 17th Ct	954	978	1,257	0.78	20	998	0.79
JOHNSON ST	N 17th Ct	N 17th Ave	954	978	1,257	0.78	20	998	0.79
JOHNSON ST	N 17th Ave (south)	N 17th Ave (north)	954	978	1,257	0.78	-	978	0.78
JOHNSON ST	N 17th Ave (north)	N 16th Ct	954	978	1,257	0.78	-	978	0.78
JOHNSON ST	N 16th Ct	N 16th Ave	954	978	1,257	0.78	-	978	0.78
JOHNSON ST	N 16th Ave	N 15th Ave	954	978	1,257	0.78	-	978	0.78
JOHNSON ST	N 15th Ave	N 14th Ave	954	978	1,257	0.78	-	978	0.78
JOHNSON ST	N 14th Ave (west)	N 14th Ave (east)	954	978	1,257	0.78	-	978	0.78
TAFT ST	N 24th Ave	N 23rd ave	567	581	1,197	0.49	2	583	0.49
TAFT ST	N 23rd ave	N 22nd Ave	567	581	1,197	0.49	2	583	0.49
TAFT ST	N 22nd Ave	Dixie Hwy	567	581	1,197	0.49	2	583	0.49
TAFT ST	Dixie Hwy	N 21st Ave	711	729	1,197	0.61	2	731	0.61
TAFT ST	N 21st Ave	N 20th Ave	711	729	1,197	0.61	2	731	0.61
TAFT ST	N 20th Ave	N 19th Ave	711	729	1,197	0.61	2	731	0.61
TAFT ST	N 19th Ave	N Federal Hwy	711	729	1,197	0.61	2	731	0.61
TAFT ST	N Federal Hwy	N 17th Ct	387	397	1,257	0.32	26	423	0.34
TAFT ST	N 17th Ct	N 17th Ave	387	397	1,257	0.32	26	423	0.34

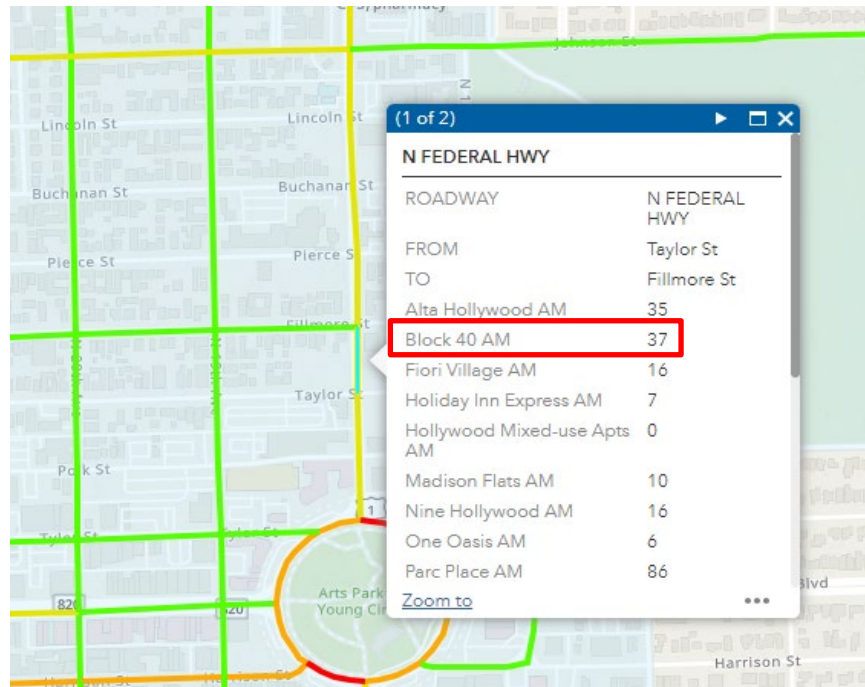
## **COMMITTED TRIPS CALCULATION EXAMPLE**



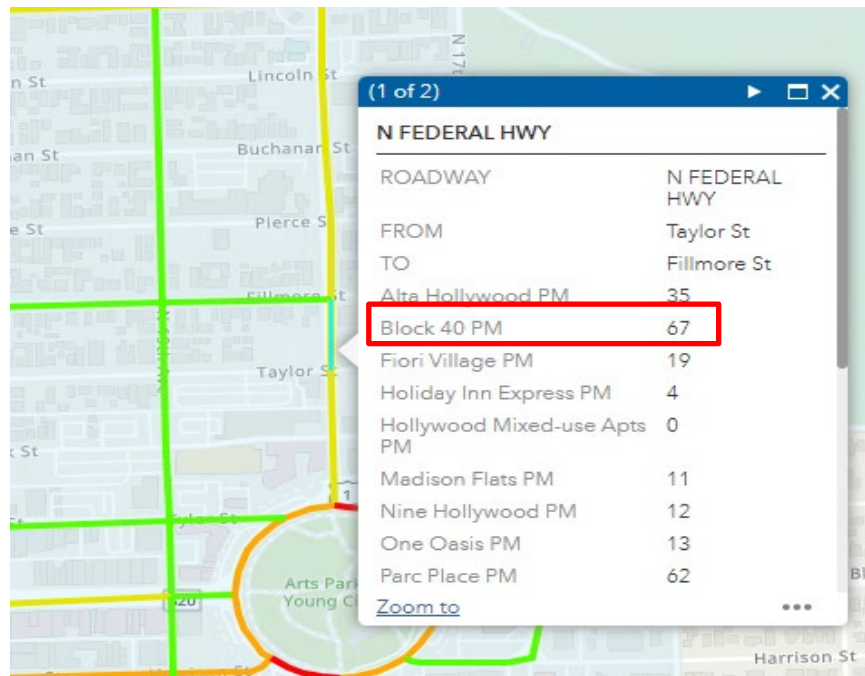


## Block 40 Project Trips

AM Peak Hour:

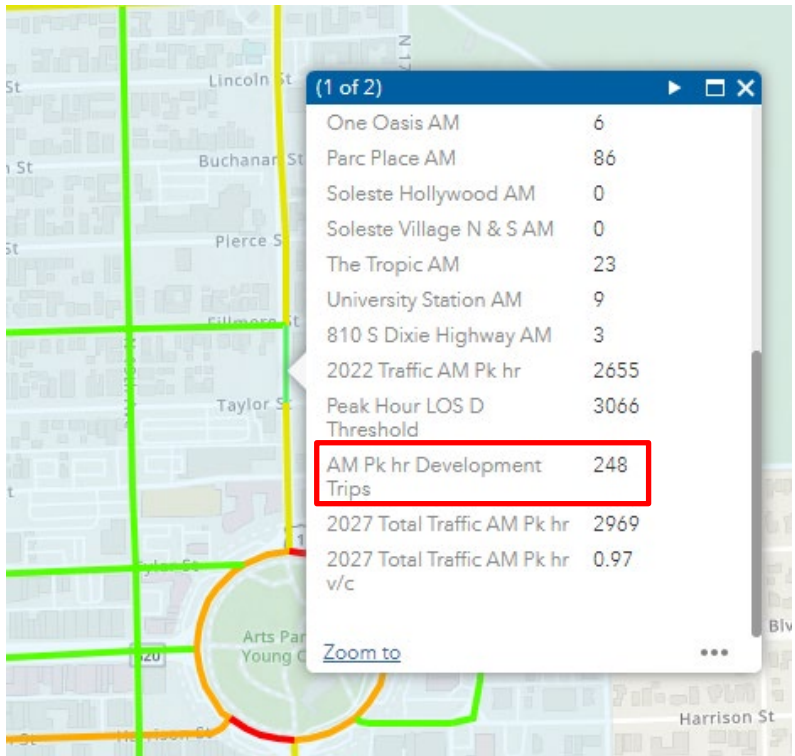
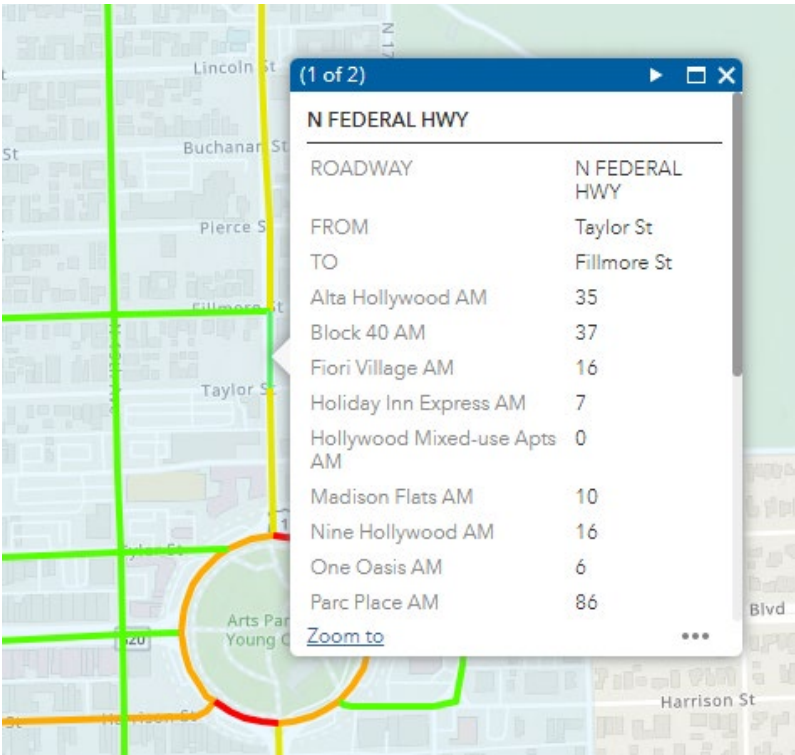


PM Peak Hour:



Source: City of Hollywood Congestion Assessment GIS Application [link](#)

Total AM Committed Trips



Intersection		NBL	NBT	NBR	SBL	SBT	SBR
Federal Highway (US 1/SR 5)/ Taylor Street	2023 Existing Traffic	0	987	3	0	937	11
	2023 Existing Traffic (with PSCF 1.06)	0	1046	3	0	993	12
	2028 Background traffic (growth of 1%)	0	1100	3	0	1044	12
	Committed Trips	0	121	0	0	<b>124</b>	0
	2028 Future Traffic Without Project	0	1221	3	0	1168	12
	Project Traffic	0	11	0	0	0	8
	2028 Future Traffic With Project	0	1232	3	0	1168	21
Federal Highway (US 1/SR 5)/ Fillmore Street	2023 Existing Traffic	58	995	6	20	886	36
	2023 Existing Traffic (with PSCF 1.06)	61	1055	6	21	939	38
	2028 Background traffic (growth of 1%)	65	1109	7	22	987	40
	Committed Trips	<b>4</b>	<b>120</b>	0	0	120	4
	2028 Future Traffic Without Project	69	1229	7	22	1107	44
	Project Traffic	0	11	0	0	8	0
	2028 Future Traffic With Project	69	1240	7	22	1115	44

124 SB + 124 NB = 248 Total Committed trips

## **APPENDIX F**

### Synchro Analysis Results

**EXISTING AM AND PM**



Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕			↕	
Traffic Vol, veh/h	0	0	6	0	0	77	0	1046	3	0	993	12
Future Vol, veh/h	0	0	6	0	0	77	0	1046	3	0	993	12
Conflicting Peds, #/hr	0	0	3	0	0	7	0	0	8	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	6	0	0	80	0	1090	3	0	1034	13
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	529	-	-	562	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.96	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.33	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	492	0	0	468	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	489	-	-	462	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.5		14.4		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR EBLn1WBLn1		SBT		SBR					
Capacity (veh/h)	-		489 462		-		-					
HCM Lane V/C Ratio	-		0.013 0.174		-		-					
HCM Control Delay (s)	-		12.5 14.4		-		-					
HCM Lane LOS	-		B B		-		-					
HCM 95th %tile Q(veh)	-		0 0.6		-		-					

Intersection												
Int Delay, s/veh	31.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	10	58	5	7	28	61	1055	6	21	939	38
Future Vol, veh/h	40	10	58	5	7	28	61	1055	6	21	939	38
Conflicting Peds, #/hr	3	0	1	7	0	9	1	0	7	9	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	42	11	61	5	7	29	64	1111	6	22	988	40

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1751	2309	524	1802	2326	577	1031	0	0	1126	0	0
Stage 1	1055	1055	-	1251	1251	-	-	-	-	-	-	-
Stage 2	696	1254	-	551	1075	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	54	37	495	49	36	457	664	-	-	610	-	-
Stage 1	239	298	-	181	240	-	-	-	-	-	-	-
Stage 2	396	240	-	484	292	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 29	25	490	22	24	448	661	-	-	603	-	-
Mov Cap-2 Maneuver	~ 29	25	-	22	24	-	-	-	-	-	-	-
Stage 1	177	271	-	133	177	-	-	-	-	-	-	-
Stage 2	262	177	-	370	266	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	\$ 618.6		117.9		0.6		0.2	
HCM LOS	F		F					

















Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	661	-	-	57 69	603	-	-
HCM Lane V/C Ratio	0.097	-	-	1.994 0.61	0.037	-	-
HCM Control Delay (s)	11	-	-	\$ 618.6 117.9	11.2	-	-
HCM Lane LOS	B	-	-	F F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	11 2.6	0.1	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

# HCM Unsignalized Intersection Capacity Analysis





















## 2: US-1 & Fillmore St

Existing AM  
11/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	10	58	5	7	28	61	1055	6	21	939	38
Future Volume (Veh/h)	40	10	58	5	7	28	61	1055	6	21	939	38
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	42	11	61	5	7	29	64	1111	6	22	988	40
Pedestrians		3			9			7			9	
Lane Width (ft)		16.0			16.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			1			1			1	
Right turn flare (veh)												
Median type								TWLTL		TWLTL		
Median storage (veh)								2		2		
Upstream signal (ft)	675											
pX, platoon unblocked	0.91	0.91		0.91	0.91	0.91				0.91		
vC, conflicting volume	1780	2309	524	1862	2326	576	1031			1126		
vC1, stage 1 conf vol	1055	1055		1251	1251							
vC2, stage 2 conf vol	725	1254		612	1075							
vCu, unblocked vol	1662	2242	524	1752	2261	341	1031			944		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)	6.6	5.6		6.6	5.6							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	78	93	88	97	96	95	90			97		
cM capacity (veh/h)	194	168	490	157	157	583	661			645		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	114	41	620	562	516	534						
Volume Left	42	5	64	0	22	0						
Volume Right	61	29	0	6	0	40						
cSH	280	325	661	1700	645	1700						
Volume to Capacity	0.41	0.13	0.10	0.33	0.03	0.31						
Queue Length 95th (ft)	47	11	8	0	3	0						
Control Delay (s)	26.4	17.7	2.6	0.0	1.0	0.0						
Lane LOS	D	C	A		A							
Approach Delay (s)	26.4	17.7	1.3		0.5							
Approach LOS	D	C										
Intersection Summary												
Average Delay				2.4								
Intersection Capacity Utilization				82.0%	ICU Level of Service				D			
Analysis Period (min)				15								

Lanes, Volumes, Timings  
3: US-1 & Polk St

Existing AM  
11/03/2023













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	90	27	41	73	133	18	896	38	105	842	28
Future Volume (vph)	28	90	27	41	73	133	18	896	38	105	842	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	125		0	150		0	150		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.96	0.99		1.00	1.00		0.99	1.00	
Frt	0.965			0.903			0.994			0.995		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1697	0	1694	1592	0	1694	3361	0	1694	3366	0
Flt Permitted	0.348			0.632			0.303			0.280		
Satd. Flow (perm)	619	1697	0	1084	1592	0	538	3361	0	497	3366	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	14			85			6			5		
Link Speed (mph)	25			25			35			35		
Link Distance (ft)	661			418			158			331		
Travel Time (s)	18.0			11.4			3.1			6.4		
Confl. Peds. (#/hr)	4		42	42		4	8		11	11		8
Confl. Bikes (#/hr)			7			2			1			11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	29	93	28	42	75	137	19	924	39	108	868	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	121	0	42	212	0	19	963	0	108	897	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		10.0	10.0		10.0	10.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		26.0	26.0		26.0	26.0	
Total Split (s)	44.0	44.0		44.0	44.0		71.0	71.0		71.0	71.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		61.7%	61.7%		61.7%	61.7%	
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		C-Max	C-Max		C-Max	C-Max	
v/c Ratio	0.33	0.48		0.28	0.72		0.05	0.38		0.29	0.35	

Existing AM 5:11 pm 09/14/2023

Synchro 11 Report  
Page 1

Lanes, Volumes, Timings  
3: US-1 & Polk St

Existing AM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	50.5	44.1		44.6	39.8		6.4	6.5		9.0	6.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	50.5	44.1		44.6	39.8		6.4	6.5		9.0	6.3	
Queue Length 50th (ft)	20	75		29	92		3	98		19	90	
Queue Length 95th (ft)	43	112		54	146		16	233		77	212	
Internal Link Dist (ft)		581			338			78			251	
Turn Bay Length (ft)	125			150			150			225		
Base Capacity (vph)	204	570		358	582		406	2539		375	2543	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.21		0.12	0.36		0.05	0.38		0.29	0.35	

Intersection Summary

Area Type: Other

Cycle Length: 115

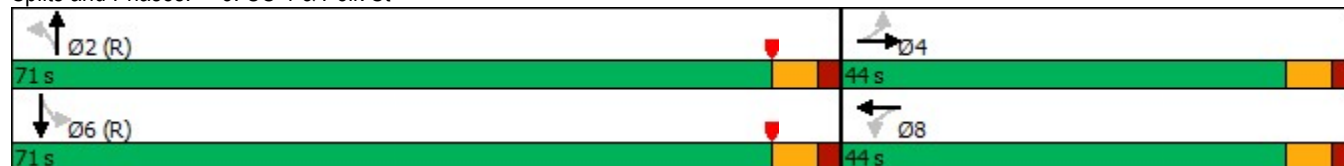
Actuated Cycle Length: 115

Offset: 15 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated






















Splits and Phases: 3: US-1 & Polk St







# HCM 6th Signalized Intersection Summary





## 3: US-1 & Polk St

Existing AM  
11/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	90	27	41	73	133	18	896	38	105	842	28
Future Volume (veh/h)	28	90	27	41	73	133	18	896	38	105	842	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.93	0.96		0.94	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	29	93	28	42	75	137	19	924	39	108	868	29
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	212	334	100	296	140	255	389	2228	94	362	2251	75
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1127	1344	405	1212	562	1027	615	3442	145	578	3476	116
Grp Volume(v), veh/h	29	0	121	42	0	212	19	473	490	108	440	457
Grp Sat Flow(s),veh/h/ln	1127	0	1748	1212	0	1589	615	1763	1824	578	1763	1830
Q Serve(g_s), s	2.6	0.0	6.4	3.3	0.0	13.3	1.7	14.9	14.9	12.7	13.5	13.5
Cycle Q Clear(g_c), s	15.9	0.0	6.4	9.8	0.0	13.3	15.2	14.9	14.9	27.6	13.5	13.5
Prop In Lane	1.00		0.23	1.00		0.65	1.00		0.08	1.00		0.06
Lane Grp Cap(c), veh/h	212	0	434	296	0	394	389	1141	1181	362	1141	1185
V/C Ratio(X)	0.14	0.00	0.28	0.14	0.00	0.54	0.05	0.41	0.41	0.30	0.39	0.39
Avail Cap(c_a), veh/h	304	0	578	395	0	525	389	1141	1181	362	1141	1185
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	34.9	38.9	0.0	37.5	13.1	9.8	9.8	16.4	9.5	9.5
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.1	0.0	0.4	0.2	1.1	1.1	2.1	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	5.0	1.8	0.0	9.0	0.5	9.5	9.8	3.3	8.8	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	0.0	35.0	38.9	0.0	37.9	13.3	10.9	10.8	18.5	10.5	10.5
LnGrp LOS	D	A	D	D	A	D	B	B	B	B	B	B
Approach Vol, veh/h	150				254				982			
Approach Delay, s/veh	36.9				38.1				10.9			
Approach LOS	D				D				B			
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	80.5			34.5			80.5			34.5		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	65.0			38.0			65.0			38.0		
Max Q Clear Time (g_c+I1), s	17.2			17.9			29.6			15.3		
Green Ext Time (p_c), s	1.0			0.5			1.2			1.0		
Intersection Summary												
HCM 6th Ctrl Delay	15.6											
HCM 6th LOS	B											

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	8	8	7	3	1	1	95	5	2	114	2
Future Vol, veh/h	8	8	8	7	3	1	1	95	5	2	114	2
Conflicting Peds, #/hr	8	0	16	20	0	12	16	0	20	12	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	10	10	9	4	1	1	119	6	3	143	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	306	314	181	325	312	154	162	0	0	145	0	0
Stage 1	167	167	-	144	144	-	-	-	-	-	-	-
Stage 2	139	147	-	181	168	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	644	600	859	626	601	889	1411	-	-	1431	-	-
Stage 1	833	758	-	856	776	-	-	-	-	-	-	-
Stage 2	862	774	-	818	758	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	621	574	830	582	575	857	1389	-	-	1395	-	-
Mov Cap-2 Maneuver	621	574	-	582	575	-	-	-	-	-	-	-
Stage 1	820	745	-	834	756	-	-	-	-	-	-	-
Stage 2	846	754	-	781	745	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.7		11.2			0.1			0.1			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1389	-	-	658	597	1395	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.046	0.023	0.002	-	-				
HCM Control Delay (s)	7.6	0	-	10.7	11.2	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	86	10	6	99	37	15	76	6	8	99	24
Future Vol, veh/h	32	86	10	6	99	37	15	76	6	8	99	24
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	39	105	12	7	121	45	18	93	7	10	121	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

















Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	9.1	9	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	25%	4%	6%
Vol Thru, %	78%	67%	70%	76%
Vol Right, %	6%	8%	26%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	128	142	131
LT Vol	15	32	6	8
Through Vol	76	86	99	99
RT Vol	6	10	37	24
Lane Flow Rate	118	156	173	160
Geometry Grp	1	1	1	1
Degree of Util (X)	0.162	0.21	0.225	0.212
Departure Headway (Hd)	4.93	4.841	4.674	4.788
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	723	738	764	746
Service Time	2.992	2.895	2.728	2.846
HCM Lane V/C Ratio	0.163	0.211	0.226	0.214
HCM Control Delay	9	9.2	9.1	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.8	0.9	0.8















Lanes, Volumes, Timings  
6: N 19th Ave & Polk St

Existing AM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	90	27	32	54	16	6	78	35	15	110	7
Future Volume (vph)	4	90	27	32	54	16	6	78	35	15	110	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99			1.00	
Frt		0.970			0.978			0.960			0.993	
Flt Protected		0.998			0.985			0.997			0.994	
Satd. Flow (prot)	0	2010	0	0	2005	0	0	1980	0	0	2060	0
Flt Permitted		0.993			0.889			0.987			0.966	
Satd. Flow (perm)	0	2000	0	0	1804	0	0	1959	0	0	2000	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			16			36			5	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		253			661			118			324	
Travel Time (s)		6.9			18.0			2.7			7.4	
Confl. Peds. (#/hr)	3		9	9		3	8		9	9		8
Confl. Bikes (#/hr)						5			6			4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	105	31	37	63	19	7	91	41	17	128	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	119	0	0	139	0	0	153	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (s)	36.0	36.0		36.0	36.0		36.0	36.0		36.0	36.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
v/c Ratio		0.17			0.16			0.17			0.18	

Lanes, Volumes, Timings  
6: N 19th Ave & Polk St

Existing AM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		11.5			12.0			10.4			13.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.5			12.0			10.4			13.6	
Queue Length 50th (ft)		31			27			27			40	
Queue Length 95th (ft)		61			55			56			71	
Internal Link Dist (ft)		173			581			38			244	
Turn Bay Length (ft)												
Base Capacity (vph)		847			761			837			836	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.17			0.16			0.17			0.18	

Intersection Summary

Area Type: Other

Cycle Length: 72

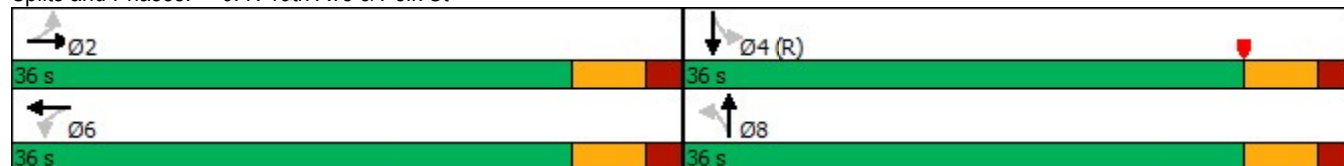
Actuated Cycle Length: 72

Offset: 66 (92%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Pretimed

Splits and Phases: 6: N 19th Ave & Polk St



# HCM 6th Signalized Intersection Summary

## 6: N 19th Ave & Polk St

Existing AM  
11/07/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	4	90	27	32	54	16	6	78	35	15	110	7
Future Volume (veh/h)	4	90	27	32	54	16	6	78	35	15	110	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	0.99		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1930	1856	1856	1930	1856	1856	1930	1856	1856	1930	1856
Adj Flow Rate, veh/h	5	105	31	37	63	19	7	91	41	17	128	8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	59	593	169	244	400	110	64	516	221	102	685	40
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	16	1423	406	429	961	264	29	1238	530	112	1643	97
Grp Volume(v), veh/h	141	0	0	119	0	0	139	0	0	153	0	0
Grp Sat Flow(s),veh/h/ln	1845	0	0	1654	0	0	1797	0	0	1852	0	0
Q Serve(g_s), 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
Cycle Q Clear(g_c), s	3.5	0.0	0.0	2.9	0.0	0.0	3.5	0.0	0.0	3.7	0.0	0.0
Prop In Lane	0.04		0.22	0.31		0.16	0.05		0.29	0.11		0.05
Lane Grp Cap(c), veh/h	820	0	0	755	0	0	801	0	0	827	0	0
V/C Ratio(X)	0.17	0.00	0.00	0.16	0.00	0.00	0.17	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	820	0	0	755	0	0	801	0	0	827	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	13.1	0.0	0.0	13.3	0.0	0.0	13.3	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	0.0	2.2	0.0	0.0	2.6	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	0.0	13.5	0.0	0.0	13.7	0.0	0.0	13.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h	141		119				139			153		
Approach Delay, s/veh	13.7		13.5				13.7			13.8		
Approach LOS	B		B				B			B		
Timer - Assigned Phs	2		4				6			8		
Phs Duration (G+Y+Rc), s	36.0		36.0				36.0			36.0		
Change Period (Y+Rc), s	6.0		6.0				6.0			6.0		
Max Green Setting (Gmax), s	30.0		30.0				30.0			30.0		
Max Q Clear Time (g_c+I1), s	5.5		5.7				4.9			5.5		
Green Ext Time (p_c), s	0.2		0.1				0.1			0.1		
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕			↕	
Traffic Vol, veh/h	0	0	24	0	0	35	0	1189	6	0	1017	18
Future Vol, veh/h	0	0	24	0	0	35	0	1189	6	0	1017	18
Conflicting Peds, #/hr	0	0	18	0	0	11	0	0	16	0	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	26	0	0	38	0	1278	6	0	1094	19

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	588	-	-	669	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.96	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.33	-	-
Pot Cap-1 Maneuver	0	0	450	0	0	398	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	436	-	-	388	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	15.3	0	0
HCM LOS	B	C		

















Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	436	388	-
HCM Lane V/C Ratio	-	-	0.059	0.097	-
HCM Control Delay (s)	-	-	13.8	15.3	-
HCM Lane LOS	-	-	B	C	-
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-

Intersection												
Int Delay, s/veh	38.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	13	46	2	2	33	57	1158	7	23	995	61
Future Vol, veh/h	30	13	46	2	2	33	57	1158	7	23	995	61
Conflicting Peds, #/hr	11	0	11	10	0	10	11	0	10	10	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	32	14	49	2	2	35	61	1245	8	25	1070	66
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1921	2549	590	1984	2578	648	1147	0	0	1263	0	0
Stage 1	1164	1164	-	1381	1381	-	-	-	-	-	-	-
Stage 2	757	1385	-	603	1197	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	40	26	448	36	25	411	599	-	-	541	-	-
Stage 1	205	265	-	150	208	-	-	-	-	-	-	-
Stage 2	364	207	-	450	255	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 21	15	438	4	14	402	591	-	-	534	-	-
Mov Cap-2 Maneuver	~ 21	15	-	4	14	-	-	-	-	-	-	-
Stage 1	133	228	-	98	135	-	-	-	-	-	-	-
Stage 2	213	135	-	323	219	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s\$	949.8		191.1			0.6			0.3			
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	591	-	-	37	51	534	-	-				
HCM Lane V/C Ratio	0.104	-	-	2.586	0.78	0.046	-	-				
HCM Control Delay (s)	11.8	-	-	\$ 949.8	191.1	12.1	-	-				
HCM Lane LOS	B	-	-	F	F	B	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	10.7	3.2	0.1	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

# HCM Unsignalized Intersection Capacity Analysis





















## 2: US-1 & Fillmore St

Existing PM  
11/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	13	46	2	2	33	57	1158	7	23	995	61
Future Volume (Veh/h)	30	13	46	2	2	33	57	1158	7	23	995	61
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	32	14	49	2	2	35	61	1245	8	25	1070	66
Pedestrians	11			10			11			11		
Lane Width (ft)	16.0			16.0			11.0			11.0		
Walking Speed (ft/s)	3.5			3.5			3.5			3.5		
Percent Blockage	1			1			1			1		
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage (veh)							2			2		
Upstream signal (ft)	675											
pX, platoon unblocked	0.86	0.86		0.86	0.86	0.86				0.86		
vC, conflicting volume	1956	2549	590	2033	2578	648	1147			1263		
vC1, stage 1 conf vol	1164	1164		1381	1381							
vC2, stage 2 conf vol	792	1385		652	1197							
vCu, unblocked vol	1790	2478	590	1880	2511	276	1147			988		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)	6.6	5.6		6.6	5.6							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	81	90	89	99	98	94	90			96		
cM capacity (veh/h)	169	144	438	139	133	607	591			587		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	95	39	684	630	560	601						
Volume Left	32	2	61	0	25	0						
Volume Right	49	35	0	8	0	66						
cSH	238	447	591	1700	587	1700						
Volume to Capacity	0.40	0.09	0.10	0.37	0.04	0.35						
Queue Length 95th (ft)	45	7	9	0	3	0						
Control Delay (s)	29.8	13.8	2.8	0.0	1.2	0.0						
Lane LOS	D	B	A		A							
Approach Delay (s)	29.8	13.8	1.5		0.6							
Approach LOS	D	B										
Intersection Summary												
Average Delay	2.3											
Intersection Capacity Utilization	86.8%			ICU Level of Service					E			
Analysis Period (min)	15											

Lanes, Volumes, Timings  
3: US-1 & Polk St

Existing PM  
11/03/2023













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	129	48	67	86	95	37	1046	76	87	908	43
Future Volume (vph)	49	129	48	67	86	95	37	1046	76	87	908	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	150		0	150		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.98	0.99		0.99	1.00			1.00	
Frt		0.959			0.921			0.990			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1690	0	1694	1624	0	1694	3337	0	1694	3353	0
Flt Permitted	0.441			0.452			0.261			0.208		
Satd. Flow (perm)	783	1690	0	791	1624	0	462	3337	0	371	3353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			52			11			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		661			418			158			331	
Travel Time (s)		18.0			11.4			3.1			6.4	
Confl. Peds. (#/hr)	5		24	24		5	18		18	18		18
Confl. Bikes (#/hr)			10			6			4			10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	52	137	51	71	91	101	39	1113	81	93	966	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	188	0	71	192	0	39	1194	0	93	1012	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		10.0	10.0		10.0	10.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		26.0	26.0		26.0	26.0	
Total Split (s)	44.0	44.0		44.0	44.0		71.0	71.0		71.0	71.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		61.7%	61.7%		61.7%	61.7%	
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		C-Max	C-Max		C-Max	C-Max	
v/c Ratio	0.43	0.67		0.57	0.64		0.11	0.48		0.34	0.41	

Existing PM 11:36 am 09/19/2023

Synchro 11 Report  
Page 1

Lanes, Volumes, Timings  
3: US-1 & Polk St

Existing PM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	51.3	52.0		60.4	41.4		7.4	8.0		11.7	7.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	51.3	52.0		60.4	41.4		7.4	8.0		11.7	7.2	
Queue Length 50th (ft)	36	123		50	100		7	150		19	116	
Queue Length 95th (ft)	66	170		86	151		28	316		78	249	
Internal Link Dist (ft)		581			338			78			251	
Turn Bay Length (ft)	125			150			150			225		
Base Capacity (vph)	258	569		261	571		341	2467		273	2478	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.33		0.27	0.34		0.11	0.48		0.34	0.41	

Intersection Summary

Area Type: Other

Cycle Length: 115

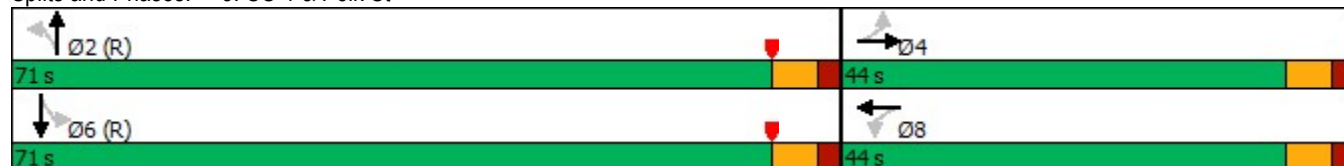
Actuated Cycle Length: 115

Offset: 15 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 3: US-1 & Polk St





























# HCM 6th Signalized Intersection Summary





## 3: US-1 & Polk St

Existing PM  
11/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	129	48	67	86	95	37	1046	76	87	908	43
Future Volume (veh/h)	49	129	48	67	86	95	37	1046	76	87	908	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.95	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	137	51	71	91	101	39	1113	81	93	966	46
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	213	293	109	223	180	200	357	2209	161	293	2273	108
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1160	1268	472	1163	781	867	552	3323	242	465	3418	163
Grp Volume(v), veh/h	52	0	188	71	0	192	39	590	604	93	498	514
Grp Sat Flow(s),veh/h/ln	1160	0	1740	1163	0	1648	552	1763	1802	465	1763	1818
Q Serve(g_s), s	4.7	0.0	10.7	6.4	0.0	11.7	4.1	19.4	19.4	14.5	15.2	15.2
Cycle Q Clear(g_c), s	16.4	0.0	10.7	17.2	0.0	11.7	19.3	19.4	19.4	33.9	15.2	15.2
Prop In Lane	1.00		0.27	1.00		0.53	1.00		0.13	1.00		0.09
Lane Grp Cap(c), veh/h	213	0	402	223	0	380	357	1172	1198	293	1172	1209
V/C Ratio(X)	0.24	0.00	0.47	0.32	0.00	0.50	0.11	0.50	0.50	0.32	0.42	0.43
Avail Cap(c_a), veh/h	328	0	575	339	0	545	357	1172	1198	293	1172	1209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.97	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	38.1	45.5	0.0	38.5	13.5	9.7	9.7	18.3	9.0	9.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.3	0.0	0.4	0.6	1.5	1.5	2.8	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.0	8.1	3.4	0.0	8.4	1.0	11.7	11.9	3.1	9.5	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	0.0	38.5	45.8	0.0	38.9	14.1	11.3	11.2	21.1	10.1	10.1
LnGrp LOS	D	A	D	D	A	D	B	B	B	C	B	B
Approach Vol, veh/h	240			263			1233			1105		
Approach Delay, s/veh	40.1			40.8			11.3			11.0		
Approach LOS	D			D			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	82.5			32.5			82.5			32.5		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	65.0			38.0			65.0			38.0		
Max Q Clear Time (g_c+I1), s	21.4			18.4			35.9			19.2		
Green Ext Time (p_c), s	1.4			0.8			1.5			0.9		
Intersection Summary												
HCM 6th Ctrl Delay	16.4											
HCM 6th LOS	B											

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	14	12	11	7	10	8	121	17	21	120	1
Future Vol, veh/h	3	14	12	11	7	10	8	121	17	21	120	1
Conflicting Peds, #/hr	9	0	11	11	0	9	11	0	11	9	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	16	13	12	8	11	9	134	19	23	133	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	371	373	156	378	364	164	145	0	0	164	0	0
Stage 1	191	191	-	173	173	-	-	-	-	-	-	-
Stage 2	180	182	-	205	191	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	584	556	887	578	562	878	1431	-	-	1408	-	-
Stage 1	808	740	-	827	754	-	-	-	-	-	-	-
Stage 2	819	747	-	795	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	548	529	869	532	535	858	1416	-	-	1388	-	-
Mov Cap-2 Maneuver	548	529	-	532	535	-	-	-	-	-	-	-
Stage 1	794	719	-	810	738	-	-	-	-	-	-	-
Stage 2	787	731	-	744	719	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11		11.1		0.4		1.1					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1416	-	-	634	617	1388	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.051	0.05	0.017	-	-				
HCM Control Delay (s)	7.6	0	-	11	11.1	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-	-				

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	68	48	22	89	12	17	106	8	12	80	12
Future Vol, veh/h	18	68	48	22	89	12	17	106	8	12	80	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	75	53	24	98	13	19	116	9	13	88	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8.8	8.9	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	13%	18%	12%
Vol Thru, %	81%	51%	72%	77%
Vol Right, %	6%	36%	10%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	134	123	104
LT Vol	17	18	22	12
Through Vol	106	68	89	80
RT Vol	8	48	12	12
Lane Flow Rate	144	147	135	114
Geometry Grp	1	1	1	1
Degree of Util (X)	0.19	0.186	0.177	0.151
Departure Headway (Hd)	4.743	4.548	4.722	4.746
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	754	786	757	753
Service Time	2.784	2.589	2.765	2.788
HCM Lane V/C Ratio	0.191	0.187	0.178	0.151
HCM Control Delay	8.9	8.6	8.8	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.7	0.6	0.5

Lanes, Volumes, Timings  
6: N 19th Ave & Polk St

Existing PM  
11/03/2023













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	138	54	66	83	32	17	102	61	35	93	19
Future Volume (vph)	10	138	54	66	83	32	17	102	61	35	93	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.98			0.99	
Frt		0.964			0.976			0.954			0.982	
Flt Protected		0.998			0.982			0.995			0.988	
Satd. Flow (prot)	0	1993	0	0	1990	0	0	1957	0	0	2015	0
Flt Permitted		0.984			0.811			0.966			0.895	
Satd. Flow (perm)	0	1964	0	0	1638	0	0	1896	0	0	1821	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			19			44			13	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		253			661			118			324	
Travel Time (s)		6.9			18.0			2.7			7.4	
Confl. Peds. (#/hr)	13		11	11		13	20		13	13		20
Confl. Bikes (#/hr)			1			4			6			5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	159	62	76	95	37	20	117	70	40	107	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	0	208	0	0	207	0	0	169	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (s)	36.0	36.0		36.0	36.0		36.0	36.0		36.0	36.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
v/c Ratio		0.28			0.30			0.25			0.22	

Existing PM 11:36 am 09/19/2023

Synchro 11 Report  
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Lanes, Volumes, Timings  
6: N 19th Ave & Polk St

Existing PM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		13.0			14.1			11.6			13.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.0			14.1			11.6			13.4	
Queue Length 50th (ft)		56			53			45			43	
Queue Length 95th (ft)		98			95			83			78	
Internal Link Dist (ft)		173			581			38			244	
Turn Bay Length (ft)												
Base Capacity (vph)		836			693			815			766	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.28			0.30			0.25			0.22	

Intersection Summary

Area Type: Other

Cycle Length: 72

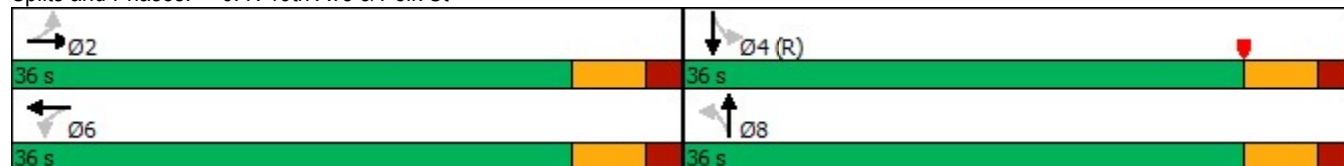
Actuated Cycle Length: 72

Offset: 66 (92%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Pretimed

Splits and Phases: 6: N 19th Ave & Polk St



# HCM 6th Signalized Intersection Summary

## 6: N 19th Ave & Polk St

Existing PM  
11/07/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	10	138	54	66	83	32	17	102	61	35	93	19
Future Volume (veh/h)	10	138	54	66	83	32	17	102	61	35	93	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.98		0.95	0.98		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1930	1856	1856	1930	1856	1856	1930	1856	1856	1930	1856
Adj Flow Rate, veh/h	11	159	62	76	95	37	20	117	70	40	107	22
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	65	539	201	278	335	118	90	446	246	190	486	92
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	29	1294	483	503	805	283	85	1070	590	308	1167	221
Grp Volume(v), veh/h	232	0	0	208	0	0	207	0	0	169	0	0
Grp Sat Flow(s),veh/h/ln	1807	0	0	1591	0	0	1745	0	0	1696	0	0
Q Serve(g_s), 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
Cycle Q Clear(g_c), s	6.1	0.0	0.0	5.3	0.0	0.0	5.5	0.0	0.0	4.2	0.0	0.0
Prop In Lane	0.05		0.27	0.37		0.18	0.10		0.34	0.24		0.13
Lane Grp Cap(c), veh/h	805	0	0	731	0	0	782	0	0	768	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.28	0.00	0.00	0.26	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	805	0	0	731	0	0	782	0	0	768	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	13.8	0.0	0.0	13.9	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	0.0	0.0	4.1	0.0	0.0	4.0	0.0	0.0	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	0.0	0.0	14.8	0.0	0.0	14.7	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h	232		208			207			169			
Approach Delay, s/veh	14.9		14.8			14.7			14.1			
Approach LOS	B		B			B			B			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	36.0		36.0			36.0			36.0			
Change Period (Y+Rc), s	6.0		6.0			6.0			6.0			
Max Green Setting (Gmax), s	30.0		30.0			30.0			30.0			
Max Q Clear Time (g_c+I1), s	8.1		6.2			7.3			7.5			
Green Ext Time (p_c), s	0.3		0.2			0.3			0.2			
Intersection Summary												
HCM 6th Ctrl Delay	14.7											
HCM 6th LOS	B											

**NO BUILD AM AND PM**

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕			↕	
Traffic Vol, veh/h	0	0	7	0	0	81	0	1221	3	0	1168	12
Future Vol, veh/h	0	0	7	0	0	81	0	1221	3	0	1168	12
Conflicting Peds, #/hr	0	0	3	0	0	7	0	0	8	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	7	0	0	84	0	1272	3	0	1217	13

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	620	-	-	653	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.96	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.33	-	-
Pot Cap-1 Maneuver	0	0	428	0	0	408	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	426	-	-	402	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	16.3	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	426	402	-
HCM Lane V/C Ratio	-	-	0.017	0.21	-
HCM Control Delay (s)	-	-	13.6	16.3	-
HCM Lane LOS	-	-	B	C	-
HCM 95th %tile Q(veh)	-	-	0.1	0.8	-



















Intersection												
Int Delay, s/veh	395.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↗			↕↗	
Traffic Vol, veh/h	46	10	64	6	8	29	69	1229	7	22	1107	44
Future Vol, veh/h	46	10	64	6	8	29	69	1229	7	22	1107	44
Conflicting Peds, #/hr	3	0	1	7	0	9	1	0	7	9	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	48	11	67	6	8	31	73	1294	7	23	1165	46
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2043	2693	616	2094	2713	669	1214	0	0	1310	0	0
Stage 1	1237	1237	-	1453	1453	-	-	-	-	-	-	-
Stage 2	806	1456	-	641	1260	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	~ 32	21	431	30	20	398	565	-	-	519	-	-
Stage 1	185	244	-	135	192	-	-	-	-	-	-	-
Stage 2	340	191	-	427	238	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 3	~ 9	427	-	9	390	563	-	-	513	-	-
Mov Cap-2 Maneuver	~ 3	~ 9	-	-	9	-	-	-	-	-	-	-
Stage 1	98	209	-	71	101	-	-	-	-	-	-	-
Stage 2	151	100	-	292	204	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, \$ 8700.1					0.7		0.2					
HCM LOS	F		-									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	563	-	-	7	-	513	-	-				
HCM Lane V/C Ratio	0.129	-	-	18.045	-	0.045	-	-				
HCM Control Delay (s)	12.3	-	-	\$ 8700.1	-	12.3	-	-				
HCM Lane LOS	B	-	-	F	-	B	-	-				
HCM 95th %tile Q(veh)	0.4	-	-	17.6	-	0.1	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

# HCM Unsignalized Intersection Capacity Analysis

## 2: US-1 & Fillmore St

No Build AM






















11/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	10	64	6	8	29	69	1229	7	22	1107	44
Future Volume (Veh/h)	46	10	64	6	8	29	69	1229	7	22	1107	44
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	48	11	67	6	8	31	73	1294	7	23	1165	46
Pedestrians	3			9			7			9		
Lane Width (ft)	16.0			16.0			11.0			11.0		
Walking Speed (ft/s)	3.5			3.5			3.5			3.5		
Percent Blockage	0			1			1			1		
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage (veh)							2			2		
Upstream signal (ft)	675											
pX, platoon unblocked	0.87	0.87		0.87	0.87	0.87				0.87		
vC, conflicting volume	2074	2693	616	2160	2712	668	1214			1310		
vC1, stage 1 conf vol	1237	1237		1452	1452							
vC2, stage 2 conf vol	837	1456		708	1260							
vCu, unblocked vol	1940	2649	616	2039	2671	332	1214			1066		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)	6.6	5.6		6.6	5.6							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	68	91	84	95	93	95	87			96		
cM capacity (veh/h)	150	128	427	116	114	567	563			556		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	126	45	720	654	606	628						
Volume Left	48	6	73	0	23	0						
Volume Right	67	31	0	7	0	46						
cSH	224	255	563	1700	556	1700						
Volume to Capacity	0.56	0.18	0.13	0.38	0.04	0.37						
Queue Length 95th (ft)	77	16	11	0	3	0						
Control Delay (s)	39.9	22.1	3.6	0.0	1.2	0.0						
Lane LOS	E	C	A		A							
Approach Delay (s)	39.9	22.1	1.9		0.6							
Approach LOS	E	C										
Intersection Summary												
Average Delay				3.3								
Intersection Capacity Utilization				92.6%	ICU Level of Service				F			
Analysis Period (min)				15								

Lanes, Volumes, Timings  
3: US-1 & Polk St













No Build AM

11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	95	28	43	77	139	19	1073	40	110	1006	29
Future Volume (vph)	29	95	28	43	77	139	19	1073	40	110	1006	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	150		0	150		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.96	0.99		1.00	1.00		1.00	1.00	
Frt		0.966			0.903			0.995			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1699	0	1694	1592	0	1694	3365	0	1694	3370	0
Flt Permitted	0.338			0.619			0.246			0.222		
Satd. Flow (perm)	601	1699	0	1062	1592	0	437	3365	0	395	3370	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			76			5			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		661			418			158			331	
Travel Time (s)		18.0			11.4			3.1			6.4	
Confl. Peds. (#/hr)	4		42	42		4	8		11	11		8
Confl. Bikes (#/hr)			7			2			1			11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	30	98	29	44	79	143	20	1106	41	113	1037	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	127	0	44	222	0	20	1147	0	113	1067	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		10.0	10.0		10.0	10.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		26.0	26.0		26.0	26.0	
Total Split (s)	44.0	44.0		44.0	44.0		71.0	71.0		71.0	71.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		61.7%	61.7%		61.7%	61.7%	
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		C-Max	C-Max		C-Max	C-Max	
v/c Ratio	0.34	0.48		0.28	0.74		0.06	0.46		0.38	0.42	

Lanes, Volumes, Timings  
3: US-1 & Polk St

No Build AM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	49.9	43.5		43.9	43.6		6.9	7.5		12.3	7.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.9	43.5		43.9	43.6		6.9	7.5		12.3	7.1	
Queue Length 50th (ft)	21	79		30	107		3	135		24	122	
Queue Length 95th (ft)	44	118		56	162		17	297		97	268	
Internal Link Dist (ft)		581			338			78			251	
Turn Bay Length (ft)	125			150			150			225		
Base Capacity (vph)	198	570		350	576		326	2514		294	2517	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.22		0.13	0.39		0.06	0.46		0.38	0.42	

Intersection Summary

Area Type: Other

Cycle Length: 115

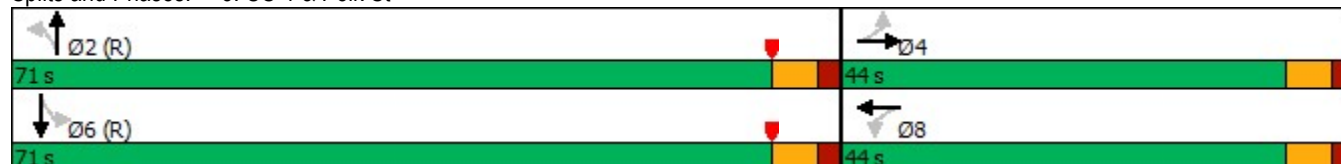
Actuated Cycle Length: 115

Offset: 15 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 3: US-1 & Polk St
























# HCM 6th Signalized Intersection Summary

## 3: US-1 & Polk St

No Build AM

11/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	95	28	43	77	139	19	1073	40	110	1006	29
Future Volume (veh/h)	29	95	28	43	77	139	19	1073	40	110	1006	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.93	0.96		0.94	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	30	98	29	44	79	143	20	1106	41	113	1037	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	206	338	100	294	141	256	323	2235	83	296	2256	65
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1118	1350	400	1207	566	1024	525	3462	128	486	3495	101
Grp Volume(v), veh/h	30	0	127	44	0	222	20	563	584	113	523	544
Grp Sat Flow(s),veh/h/ln	1118	0	1750	1207	0	1590	525	1763	1828	486	1763	1833
Q Serve(g_s), s	2.8	0.0	6.7	3.5	0.0	14.0	2.3	19.1	19.1	18.1	17.2	17.2
Cycle Q Clear(g_c), s	16.8	0.0	6.7	10.3	0.0	14.0	19.5	19.1	19.1	37.3	17.2	17.2
Prop In Lane	1.00		0.23	1.00		0.64	1.00		0.07	1.00		0.06
Lane Grp Cap(c), veh/h	206	0	438	294	0	398	323	1138	1180	296	1138	1183
V/C Ratio(X)	0.15	0.00	0.29	0.15	0.00	0.56	0.06	0.49	0.49	0.38	0.46	0.46
Avail Cap(c_a), veh/h	296	0	578	391	0	525	323	1138	1180	296	1138	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	34.9	39.0	0.0	37.6	15.2	10.6	10.6	20.3	10.3	10.3
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.1	0.0	0.5	0.4	1.5	1.5	3.7	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	5.3	1.9	0.0	9.4	0.5	11.7	12.0	4.1	10.7	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	0.0	35.0	39.1	0.0	38.0	15.5	12.1	12.1	24.0	11.6	11.6
LnGrp LOS	D	A	D	D	A	D	B	B	B	C	B	B
Approach Vol, veh/h	157				266				1167			
Approach Delay, s/veh	36.9				38.2				12.2			
Approach LOS	D				D				B			
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	80.2			34.8			80.2			34.8		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	65.0			38.0			65.0			38.0		
Max Q Clear Time (g_c+I1), s	21.5			18.8			39.3			16.0		
Green Ext Time (p_c), s	1.2			0.5			1.6			1.0		
Intersection Summary												
HCM 6th Ctrl Delay	16.3											
HCM 6th LOS	B											





Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	9	9	8	3	1	1	103	6	2	123	2
Future Vol, veh/h	9	9	9	8	3	1	1	103	6	2	123	2
Conflicting Peds, #/hr	8	0	16	20	0	12	16	0	20	12	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	11	11	10	4	1	1	129	8	3	154	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	328	337	192	348	334	165	173	0	0	157	0	0
Stage 1	178	178	-	155	155	-	-	-	-	-	-	-
Stage 2	150	159	-	193	179	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	623	582	847	605	585	877	1398	-	-	1417	-	-
Stage 1	821	750	-	845	767	-	-	-	-	-	-	-
Stage 2	850	764	-	806	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	601	557	818	560	560	845	1377	-	-	1381	-	-
Mov Cap-2 Maneuver	601	557	-	560	560	-	-	-	-	-	-	-
Stage 1	808	737	-	823	747	-	-	-	-	-	-	-
Stage 2	834	744	-	766	736	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.9		11.4		0.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1377	-	-	641	576	1381	-
HCM Lane V/C Ratio	0.001	-	-	0.053	0.026	0.002	-
HCM Control Delay (s)	7.6	0	-	10.9	11.4	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	97	10	7	112	39	16	83	7	9	107	26
Future Vol, veh/h	33	97	10	7	112	39	16	83	7	9	107	26
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	40	118	12	9	137	48	20	101	9	11	130	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

















Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	9.5	9.3	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	24%	4%	6%
Vol Thru, %	78%	69%	71%	75%
Vol Right, %	7%	7%	25%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	106	140	158	142
LT Vol	16	33	7	9
Through Vol	83	97	112	107
RT Vol	7	10	39	26
Lane Flow Rate	129	171	193	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.181	0.234	0.256	0.236
Departure Headway (Hd)	5.044	4.941	4.776	4.9
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	705	720	746	727
Service Time	3.122	3.014	2.846	2.972
HCM Lane V/C Ratio	0.183	0.237	0.259	0.238
HCM Control Delay	9.3	9.5	9.5	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.9	1	0.9

Lanes, Volumes, Timings  
6: N 19th Ave & Polk St

No Build AM













11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	95	28	33	57	17	7	85	37	16	119	8
Future Volume (vph)	4	95	28	33	57	17	7	85	37	16	119	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99			1.00	
Frt		0.970			0.978			0.961			0.993	
Flt Protected		0.998			0.985			0.997			0.994	
Satd. Flow (prot)	0	2010	0	0	2005	0	0	1982	0	0	2060	0
Flt Permitted		0.993			0.888			0.986			0.962	
Satd. Flow (perm)	0	2000	0	0	1802	0	0	1960	0	0	1991	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			16			34			5	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		253			661			118			324	
Travel Time (s)		6.9			18.0			2.7			7.4	
Confl. Peds. (#/hr)	3		9	9		3	8		9	9		8
Confl. Bikes (#/hr)						5			6			4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	110	33	38	66	20	8	99	43	19	138	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	124	0	0	150	0	0	166	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (s)	36.0	36.0		36.0	36.0		36.0	36.0		36.0	36.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
v/c Ratio		0.17			0.16			0.18			0.20	



Lanes, Volumes, Timings  
6: N 19th Ave & Polk St

No Build AM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		11.6			12.1			10.8			13.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.6			12.1			10.8			13.8	
Queue Length 50th (ft)		33			29			31			44	
Queue Length 95th (ft)		63			57			61			77	
Internal Link Dist (ft)		173			581			38			244	
Turn Bay Length (ft)												
Base Capacity (vph)		847			760			836			832	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.17			0.16			0.18			0.20	

Intersection Summary

Area Type: Other

Cycle Length: 72

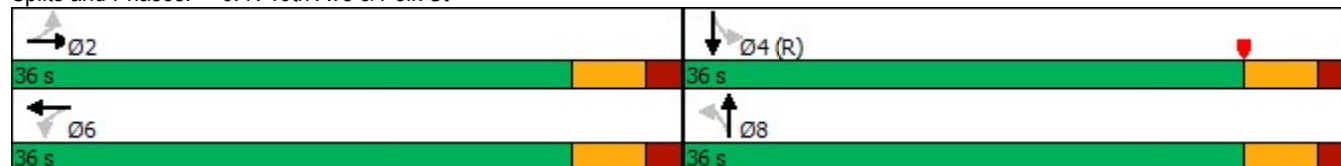
Actuated Cycle Length: 72

Offset: 66 (92%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Pretimed

Splits and Phases: 6: N 19th Ave & Polk St



# HCM 6th Signalized Intersection Summary

## 6: N 19th Ave & Polk St

No Build AM  
11/07/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	4	95	28	33	57	17	7	85	37	16	119	8
Future Volume (veh/h)	4	95	28	33	57	17	7	85	37	16	119	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	0.99		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1930	1856	1856	1930	1856	1856	1930	1856	1856	1930	1856
Adj Flow Rate, veh/h	5	110	33	38	66	20	8	99	43	19	138	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	58	591	171	241	403	111	66	521	215	105	679	42
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	15	1417	411	421	966	267	32	1251	515	117	1630	100
Grp Volume(v), veh/h	148	0	0	124	0	0	150	0	0	166	0	0
Grp Sat Flow(s),veh/h/ln	1844	0	0	1654	0	0	1798	0	0	1848	0	0
Q Serve(g_s), 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
Cycle Q Clear(g_c), s	3.7	0.0	0.0	3.0	0.0	0.0	3.8	0.0	0.0	4.0	0.0	0.0
Prop In Lane	0.03		0.22	0.31		0.16	0.05		0.29	0.11		0.05
Lane Grp Cap(c), veh/h	820	0	0	754	0	0	802	0	0	826	0	0
V/C Ratio(X)	0.18	0.00	0.00	0.16	0.00	0.00	0.19	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	820	0	0	754	0	0	802	0	0	826	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	13.1	0.0	0.0	13.4	0.0	0.0	13.4	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	0.0	0.0	2.3	0.0	0.0	2.8	0.0	0.0	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	0.0	0.0	13.6	0.0	0.0	13.9	0.0	0.0	14.0	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h	148		124			150			166			
Approach Delay, s/veh	13.8		13.6			13.9			14.0			
Approach LOS	B		B			B			B			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	36.0		36.0			36.0			36.0			
Change Period (Y+Rc), s	6.0		6.0			6.0			6.0			
Max Green Setting (Gmax), s	30.0		30.0			30.0			30.0			
Max Q Clear Time (g_c+I1), s	5.7		6.0			5.0			5.8			
Green Ext Time (p_c), s	0.2		0.2			0.1			0.2			
Intersection Summary												
HCM 6th Ctrl Delay			13.8									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕			↕	
Traffic Vol, veh/h	0	0	26	0	0	37	0	1387	7	0	1201	19
Future Vol, veh/h	0	0	26	0	0	37	0	1387	7	0	1201	19
Conflicting Peds, #/hr	0	0	18	0	0	11	0	0	16	0	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	28	0	0	40	0	1491	8	0	1291	20

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	687	-	-	777	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.96	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.33	-	-
Pot Cap-1 Maneuver	0	0	387	0	0	337	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	375	-	-	329	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.4	17.4	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	375 329	-	-
HCM Lane V/C Ratio	-	-	0.075 0.121	-	-
HCM Control Delay (s)	-	-	15.4 17.4	-	-
HCM Lane LOS	-	-	C C	-	-
HCM 95th %tile Q(veh)	-	-	0.2 0.4	-	-

















Intersection												
Int Delay, s/veh	320.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	13	53	2	2	35	64	1337	8	25	1166	69
Future Vol, veh/h	35	13	53	2	2	35	64	1337	8	25	1166	69
Conflicting Peds, #/hr	11	0	11	10	0	10	11	0	10	10	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	38	14	57	2	2	38	69	1438	9	27	1254	74
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2225	2951	686	2290	2984	745	1339	0	0	1457	0	0
Stage 1	1356	1356	-	1591	1591	-	-	-	-	-	-	-
Stage 2	869	1595	-	699	1393	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	~ 23	14	388	21	13	354	506	-	-	455	-	-
Stage 1	156	214	-	111	164	-	-	-	-	-	-	-
Stage 2	311	163	-	394	205	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	~ 3	379	-	3	346	499	-	-	449	-	-
Mov Cap-2 Maneuver	~ 3	~ 3	-	-	3	-	-	-	-	-	-	-
Stage 1	45	161	-	32	47	-	-	-	-	-	-	-
Stage 2	77	47	-	231	154	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s \$ 8890							0.6		0.3			
HCM LOS	F		-									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	499	-	-	6	-	449	-	-				
HCM Lane V/C Ratio	0.138	-	-	18.1	-	0.06	-	-				
HCM Control Delay (s)	13.4	-	-	-\$ 8890	-	13.5	-	-				
HCM Lane LOS	B	-	-	F	-	B	-	-				
HCM 95th %tile Q(veh)	0.5	-	-	15.5	-	0.2	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

# HCM Unsignalized Intersection Capacity Analysis

## 2: US-1 & Fillmore St





















No Build PM

11/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	13	53	2	2	35	64	1337	8	25	1166	69
Future Volume (Veh/h)	35	13	53	2	2	35	64	1337	8	25	1166	69
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	38	14	57	2	2	38	69	1438	9	27	1254	74
Pedestrians	11			10			11			11		
Lane Width (ft)	16.0			16.0			11.0			11.0		
Walking Speed (ft/s)	3.5			3.5			3.5			3.5		
Percent Blockage	1			1			1			1		
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage (veh)							2			2		
Upstream signal (ft)	675											
pX, platoon unblocked	0.81	0.81		0.81	0.81	0.81				0.81		
vC, conflicting volume	2263	2951	686	2346	2984	744	1339			1457		
vC1, stage 1 conf vol	1356	1356		1590	1590							
vC2, stage 2 conf vol	907	1595		756	1393							
vCu, unblocked vol	2087	2939	686	2190	2980	206	1339			1088		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)	6.6	5.6		6.6	5.6							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	71	87	85	98	98	94	86			95		
cM capacity (veh/h)	130	107	379	101	93	629	498			503		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	109	42	788	728	654	701						
Volume Left	38	2	69	0	27	0						
Volume Right	57	38	0	9	0	74						
cSH	190	414	498	1700	503	1700						
Volume to Capacity	0.57	0.10	0.14	0.43	0.05	0.41						
Queue Length 95th (ft)	77	8	12	0	4	0						
Control Delay (s)	46.7	14.7	4.1	0.0	1.5	0.0						
Lane LOS	E	B	A		A							
Approach Delay (s)	46.7	14.7	2.1		0.7							
Approach LOS	E	B										
Intersection Summary												
Average Delay				3.3								
Intersection Capacity Utilization				97.5%	ICU Level of Service				F			
Analysis Period (min)				15								













Lanes, Volumes, Timings  
3: US-1 & Polk St

No Build PM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	136	50	70	90	100	39	1253	80	91	1092	46
Future Volume (vph)	51	136	50	70	90	100	39	1253	80	91	1092	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	150		0	150		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.98	0.99			1.00			1.00	
Frt		0.960			0.921			0.991			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1692	0	1694	1624	0	1694	3343	0	1694	3357	0
Flt Permitted	0.421			0.432			0.202			0.153		
Satd. Flow (perm)	748	1692	0	756	1624	0	360	3343	0	273	3357	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			42			9			6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		661			418			158			331	
Travel Time (s)		18.0			11.4			3.1			6.4	
Confl. Peds. (#/hr)	5		24	24		5	18		18	18		18
Confl. Bikes (#/hr)			10			6			4			10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	54	145	53	74	96	106	41	1333	85	97	1162	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	198	0	74	202	0	41	1418	0	97	1211	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		10.0	10.0		10.0	10.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		26.0	26.0		26.0	26.0	
Total Split (s)	44.0	44.0		44.0	44.0		71.0	71.0		71.0	71.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		61.7%	61.7%		61.7%	61.7%	
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		C-Max	C-Max		C-Max	C-Max	
v/c Ratio	0.45	0.69		0.61	0.68		0.16	0.58		0.48	0.49	

Lanes, Volumes, Timings  
3: US-1 & Polk St

No Build PM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	52.4	52.6		63.2	46.0		8.5	9.4		19.7	8.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	52.4	52.6		63.2	46.0		8.5	9.4		19.7	8.2	
Queue Length 50th (ft)	37	130		52	115		7	205		24	158	
Queue Length 95th (ft)	69	179		90	167		32	418		#118	323	
Internal Link Dist (ft)		581			338			78			251	
Turn Bay Length (ft)	125			150			150			225		
Base Capacity (vph)	247	570		249	564		264	2456		200	2465	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.35		0.30	0.36		0.16	0.58		0.48	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 15 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

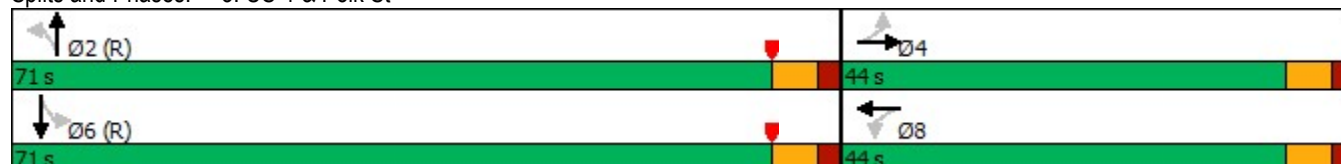
Natural Cycle: 90

Control Type: Actuated-Coordinated

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: US-1 & Polk St
























# HCM 6th Signalized Intersection Summary

## 3: US-1 & Polk St

No Build PM

11/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	136	50	70	90	100	39	1253	80	91	1092	46
Future Volume (veh/h)	51	136	50	70	90	100	39	1253	80	91	1092	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.95	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	54	145	53	74	96	106	41	1333	85	97	1162	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	210	299	109	220	184	203	286	2219	141	227	2274	96
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1150	1276	466	1154	784	865	458	3357	213	376	3440	145
Grp Volume(v), veh/h	54	0	198	74	0	202	41	698	720	97	595	616
Grp Sat Flow(s),veh/h/ln	1150	0	1742	1154	0	1649	458	1763	1808	376	1763	1823
Q Serve(g_s), s	4.9	0.0	11.3	6.8	0.0	12.3	5.8	25.6	25.8	22.6	19.9	19.9
Cycle Q Clear(g_c), s	17.2	0.0	11.3	18.1	0.0	12.3	25.7	25.6	25.8	48.3	19.9	19.9
Prop In Lane	1.00		0.27	1.00		0.52	1.00		0.12	1.00		0.08
Lane Grp Cap(c), veh/h	210	0	409	220	0	387	286	1165	1195	227	1165	1205
V/C Ratio(X)	0.26	0.00	0.48	0.34	0.00	0.52	0.14	0.60	0.60	0.43	0.51	0.51
Avail Cap(c_a), veh/h	320	0	576	331	0	545	286	1165	1195	227	1165	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.97	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	0.0	38.0	45.8	0.0	38.4	16.6	10.9	11.0	24.6	10.0	10.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.3	0.0	0.4	1.1	2.3	2.3	5.8	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	8.5	3.6	0.0	8.7	1.2	14.8	15.1	4.2	11.9	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	0.0	38.3	46.1	0.0	38.8	17.6	13.2	13.2	30.4	11.6	11.5
LnGrp LOS	D	A	D	D	A	D	B	B	B	C	B	B
Approach Vol, veh/h		252			276			1459			1308	
Approach Delay, s/veh		40.0			40.8			13.3			13.0	
Approach LOS		D			D			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		82.0		33.0		82.0		33.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		65.0		38.0		65.0		38.0				
Max Q Clear Time (g_c+I1), s		27.8		19.2		50.3		20.1				
Green Ext Time (p_c), s		1.7		0.9		1.9		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.5								
HCM 6th LOS				B								







Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	14	12	11	8	10	9	130	18	22	130	1
Future Vol, veh/h	3	14	12	11	8	10	9	130	18	22	130	1
Conflicting Peds, #/hr	9	0	11	11	0	9	11	0	11	9	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	16	13	12	9	11	10	144	20	24	144	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	397	399	167	403	389	174	156	0	0	175	0	0
Stage 1	204	204	-	185	185	-	-	-	-	-	-	-
Stage 2	193	195	-	218	204	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	561	537	875	556	544	867	1418	-	-	1395	-	-
Stage 1	796	731	-	814	745	-	-	-	-	-	-	-
Stage 2	806	737	-	782	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	525	510	857	511	517	848	1403	-	-	1376	-	-
Mov Cap-2 Maneuver	525	510	-	511	517	-	-	-	-	-	-	-
Stage 1	782	710	-	796	729	-	-	-	-	-	-	-
Stage 2	773	721	-	731	710	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.2		11.4		0.4		1.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1403	-	-	615 594	1376	-	-
HCM Lane V/C Ratio	0.007	-	-	0.052 0.054	0.018	-	-
HCM Control Delay (s)	7.6	0	-	11.2 11.4	7.7	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2 0.2	0.1	-	-

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	80	50	23	102	12	18	114	9	12	88	12
Future Vol, veh/h	19	80	50	23	102	12	18	114	9	12	88	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	88	55	25	112	13	20	125	10	13	97	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

















Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	9.1	9.2	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	13%	17%	11%
Vol Thru, %	81%	54%	74%	79%
Vol Right, %	6%	34%	9%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	149	137	112
LT Vol	18	19	23	12
Through Vol	114	80	102	88
RT Vol	9	50	12	12
Lane Flow Rate	155	164	151	123
Geometry Grp	1	1	1	1
Degree of Util (X)	0.208	0.211	0.201	0.166
Departure Headway (Hd)	4.838	4.64	4.807	4.849
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	738	770	744	736
Service Time	2.892	2.69	2.859	2.905
HCM Lane V/C Ratio	0.21	0.213	0.203	0.167
HCM Control Delay	9.2	8.9	9.1	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.8	0.7	0.6

Lanes, Volumes, Timings  
6: N 19th Ave & Polk St













No Build PM

11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	145	57	69	87	33	18	110	65	37	102	20
Future Volume (vph)	10	145	57	69	87	33	18	110	65	37	102	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.98			0.99	
Frt		0.963			0.976			0.954			0.983	
Flt Protected		0.998			0.982			0.995			0.988	
Satd. Flow (prot)	0	1991	0	0	1990	0	0	1957	0	0	2018	0
Flt Permitted		0.985			0.805			0.965			0.890	
Satd. Flow (perm)	0	1964	0	0	1626	0	0	1895	0	0	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			18			44			12	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		253			661			118			324	
Travel Time (s)		6.9			18.0			2.7			7.4	
Confl. Peds. (#/hr)	13		11	11		13	20		13	13		20
Confl. Bikes (#/hr)			1			4			6			5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	167	66	79	100	38	21	126	75	43	117	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	244	0	0	217	0	0	222	0	0	183	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (s)	36.0	36.0		36.0	36.0		36.0	36.0		36.0	36.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
v/c Ratio		0.29			0.32			0.27			0.24	

Lanes, Volumes, Timings  
6: N 19th Ave & Polk St

No Build PM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		13.2			14.4			12.0			13.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.2			14.4			12.0			13.7	
Queue Length 50th (ft)		59			57			49			47	
Queue Length 95th (ft)		103			100			90			84	
Internal Link Dist (ft)		173			581			38			244	
Turn Bay Length (ft)												
Base Capacity (vph)		837			688			815			762	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.29			0.32			0.27			0.24	

Intersection Summary

Area Type: Other

Cycle Length: 72

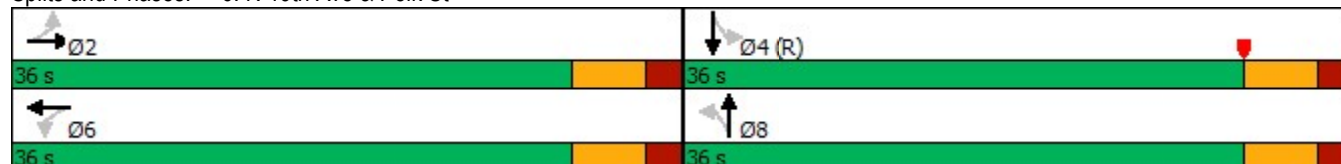
Actuated Cycle Length: 72

Offset: 66 (92%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Pretimed

Splits and Phases: 6: N 19th Ave & Polk St



# HCM 6th Signalized Intersection Summary

## 6: N 19th Ave & Polk St

No Build PM  
11/07/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	10	145	57	69	87	33	18	110	65	37	102	20
Future Volume (veh/h)	10	145	57	69	87	33	18	110	65	37	102	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.98		0.95	0.98		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1930	1856	1856	1930	1856	1856	1930	1856	1856	1930	1856
Adj Flow Rate, veh/h	11	167	66	79	100	38	21	126	75	43	117	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	64	537	204	277	338	116	89	447	246	188	490	89
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	28	1289	488	501	812	279	82	1074	590	304	1177	213
Grp Volume(v), veh/h	244	0	0	217	0	0	222	0	0	183	0	0
Grp Sat Flow(s),veh/h/ln	1806	0	0	1591	0	0	1745	0	0	1694	0	0
Q Serve(g_s), 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
Cycle Q Clear(g_c), s	6.5	0.0	0.0	5.5	0.0	0.0	6.0	0.0	0.0	4.5	0.0	0.0
Prop In Lane	0.05		0.27	0.36		0.18	0.09		0.34	0.23		0.13
Lane Grp Cap(c), veh/h	805	0	0	731	0	0	782	0	0	767	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.30	0.00	0.00	0.28	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	805	0	0	731	0	0	782	0	0	767	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.1	0.0	0.0	13.9	0.0	0.0	14.0	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	0.0	4.4	0.0	0.0	4.4	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	0.0	14.9	0.0	0.0	14.9	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h	244		217			222			183			
Approach Delay, s/veh	15.1		14.9			14.9			14.3			
Approach LOS	B		B			B			B			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	36.0		36.0			36.0			36.0			
Change Period (Y+Rc), s	6.0		6.0			6.0			6.0			
Max Green Setting (Gmax), s	30.0		30.0			30.0			30.0			
Max Q Clear Time (g_c+I1), s	8.5		6.5			7.5			8.0			
Green Ext Time (p_c), s	0.3		0.2			0.3			0.3			
Intersection Summary												
HCM 6th Ctrl Delay	14.8											
HCM 6th LOS	B											

**BUILD AM AND PM**

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕			↕	
Traffic Vol, veh/h	0	0	18	0	0	81	0	1232	3	0	1168	21
Future Vol, veh/h	0	0	18	0	0	81	0	1232	3	0	1168	21
Conflicting Peds, #/hr	0	0	3	0	0	7	0	0	8	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	19	0	0	84	0	1283	3	0	1217	22
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	625	-	-	658	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.96	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.33	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	425	0	0	404	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	423	-	-	398	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.9		16.5		0		0					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBT		NBR EBLn1WBLn1		SBT		SBR					
Capacity (veh/h)	-		423 398		-		-					
HCM Lane V/C Ratio	-		0.044 0.212		-		-					
HCM Control Delay (s)	-		13.9 16.5		-		-					
HCM Lane LOS	-		B C		-		-					
HCM 95th %tile Q(veh)	-		0.1 0.8		-		-					

















Intersection												
Int Delay, s/veh	392.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	46	10	64	6	8	29	69	1240	7	22	1115	44
Future Vol, veh/h	46	10	64	6	8	29	69	1240	7	22	1115	44
Conflicting Peds, #/hr	3	0	1	7	0	9	1	0	7	9	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	48	11	67	6	8	31	73	1305	7	23	1174	46
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2058	2713	620	2110	2733	674	1223	0	0	1321	0	0
Stage 1	1246	1246	-	1464	1464	-	-	-	-	-	-	-
Stage 2	812	1467	-	646	1269	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	~ 32	20	428	29	20	395	560	-	-	514	-	-
Stage 1	182	242	-	133	189	-	-	-	-	-	-	-
Stage 2	337	189	-	424	236	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	~ 9	424	-	9	387	558	-	-	508	-	-
Mov Cap-2 Maneuver	~ 3	~ 9	-	-	9	-	-	-	-	-	-	-
Stage 1	93	207	-	68	96	-	-	-	-	-	-	-
Stage 2	145	96	-	288	202	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, \$	8700.1				0.7		0.2					
HCM LOS	F		-									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	558	-	-	7	-	508	-	-				
HCM Lane V/C Ratio	0.13	-	-	18.045	-	0.046	-	-				
HCM Control Delay (s)	12.4	-	-	\$ 8700.1	-	12.4	-	-				
HCM Lane LOS	B	-	-	F	-	B	-	-				
HCM 95th %tile Q(veh)	0.4	-	-	17.6	-	0.1	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				



# HCM Unsignalized Intersection Capacity Analysis






















## 2: US-1 & Fillmore St

Build AM  
11/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	10	64	6	8	29	69	1240	7	22	1115	44
Future Volume (Veh/h)	46	10	64	6	8	29	69	1240	7	22	1115	44
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	48	11	67	6	8	31	73	1305	7	23	1174	46
Pedestrians	3			9			7			9		
Lane Width (ft)	16.0			16.0			11.0			11.0		
Walking Speed (ft/s)	3.5			3.5			3.5			3.5		
Percent Blockage	0			1			1			1		
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage (veh)							2			2		
Upstream signal (ft)	675											
pX, platoon unblocked	0.87	0.87		0.87	0.87	0.87				0.87		
vC, conflicting volume	2088	2713	620	2176	2732	674	1223			1321		
vC1, stage 1 conf vol	1246	1246		1464	1464							
vC2, stage 2 conf vol	842	1467		712	1269							
vCu, unblocked vol	1956	2671	620	2056	2694	337	1223			1077		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)	6.6	5.6		6.6	5.6							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	68	91	84	95	93	94	87			96		
cM capacity (veh/h)	148	126	424	114	112	562	558			550		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	126	45	726	660	610	633						
Volume Left	48	6	73	0	23	0						
Volume Right	67	31	0	7	0	46						
cSH	222	251	558	1700	550	1700						
Volume to Capacity	0.57	0.18	0.13	0.39	0.04	0.37						
Queue Length 95th (ft)	78	16	11	0	3	0						
Control Delay (s)	40.7	22.4	3.6	0.0	1.2	0.0						
Lane LOS	E	C	A		A							
Approach Delay (s)	40.7	22.4	1.9		0.6							
Approach LOS	E	C										
Intersection Summary												
Average Delay				3.4								
Intersection Capacity Utilization				93.1%	ICU Level of Service				F			
Analysis Period (min)				15								













Lanes, Volumes, Timings  
3: US-1 & Polk St

Build AM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	95	28	43	79	139	25	1073	40	113	1014	29
Future Volume (vph)	40	95	28	43	79	139	25	1073	40	113	1014	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	150		0	150		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.96	0.99		1.00	1.00		1.00	1.00	
Frt		0.966			0.904			0.995			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1699	0	1694	1594	0	1694	3365	0	1694	3370	0
Flt Permitted	0.334			0.620			0.243			0.222		
Satd. Flow (perm)	594	1699	0	1064	1594	0	432	3365	0	395	3370	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			76			5			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		661			418			158			331	
Travel Time (s)		18.0			11.4			3.1			6.4	
Confl. Peds. (#/hr)	4		42	42		4	8		11	11		8
Confl. Bikes (#/hr)			7			2			1			11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	41	98	29	44	81	143	26	1106	41	116	1045	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	127	0	44	224	0	26	1147	0	116	1075	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		10.0	10.0		10.0	10.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		26.0	26.0		26.0	26.0	
Total Split (s)	44.0	44.0		44.0	44.0		71.0	71.0		71.0	71.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		61.7%	61.7%		61.7%	61.7%	
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		C-Max	C-Max		C-Max	C-Max	
v/c Ratio	0.46	0.48		0.28	0.74		0.08	0.46		0.39	0.43	

Lanes, Volumes, Timings  
3: US-1 & Polk St

Build AM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	57.5	43.3		43.7	43.8		7.1	7.5		12.6	7.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	57.5	43.3		43.7	43.8		7.1	7.5		12.6	7.2	
Queue Length 50th (ft)	29	79		30	108		4	136		25	124	
Queue Length 95th (ft)	57	118		56	164		21	297		101	271	
Internal Link Dist (ft)		581			338			78			251	
Turn Bay Length (ft)	125			150			150			225		
Base Capacity (vph)	196	570		351	577		322	2510		294	2514	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.22		0.13	0.39		0.08	0.46		0.39	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 115

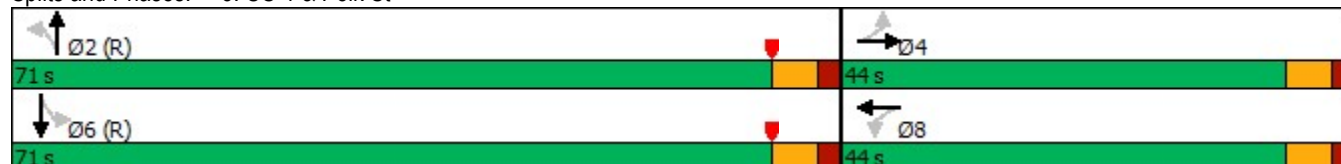
Actuated Cycle Length: 115

Offset: 15 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated






















Splits and Phases: 3: US-1 & Polk St







# HCM 6th Signalized Intersection Summary





## 3: US-1 & Polk St

Build AM  
11/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	95	28	43	79	139	25	1073	40	113	1014	29
Future Volume (veh/h)	40	95	28	43	79	139	25	1073	40	113	1014	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.93	0.96		0.94	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	41	98	29	44	81	143	26	1106	41	116	1045	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	208	341	101	297	145	257	318	2227	83	294	2248	65
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1116	1350	400	1207	576	1017	521	3462	128	486	3496	100
Grp Volume(v), veh/h	41	0	127	44	0	224	26	563	584	116	527	548
Grp Sat Flow(s),veh/h/ln	1116	0	1750	1207	0	1593	521	1763	1828	486	1763	1833
Q Serve(g_s), s	3.8	0.0	6.7	3.5	0.0	14.1	3.1	19.3	19.3	18.9	17.5	17.5
Cycle Q Clear(g_c), s	17.9	0.0	6.7	10.2	0.0	14.1	20.6	19.3	19.3	38.2	17.5	17.5
Prop In Lane	1.00		0.23	1.00		0.64	1.00		0.07	1.00		0.05
Lane Grp Cap(c), veh/h	208	0	442	297	0	402	318	1134	1176	294	1134	1179
V/C Ratio(X)	0.20	0.00	0.29	0.15	0.00	0.56	0.08	0.50	0.50	0.39	0.46	0.46
Avail Cap(c_a), veh/h	295	0	578	391	0	526	318	1134	1176	294	1134	1179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	0.0	34.6	38.8	0.0	37.4	15.7	10.8	10.8	20.8	10.4	10.4
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.1	0.0	0.5	0.5	1.6	1.5	3.9	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	5.3	1.9	0.0	9.5	0.7	11.8	12.1	4.3	10.9	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	0.0	34.8	38.8	0.0	37.8	16.2	12.3	12.3	24.7	11.8	11.8
LnGrp LOS	D	A	C	D	A	D	B	B	B	C	B	B
Approach Vol, veh/h		168			268			1173			1191	
Approach Delay, s/veh		37.3			38.0			12.4			13.1	
Approach LOS		D			D			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		35.0		80.0		35.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		65.0		38.0		65.0		38.0				
Max Q Clear Time (g_c+I1), s		22.6		19.9		40.2		16.1				
Green Ext Time (p_c), s		1.2		0.5		1.6		1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				16.6								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	17	9	31	15	13	1	103	22	11	123	2
Future Vol, veh/h	9	17	9	31	15	13	1	103	22	11	123	2
Conflicting Peds, #/hr	8	0	16	20	0	12	16	0	20	12	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	21	11	39	19	16	1	129	28	14	154	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	375	379	192	385	366	175	173	0	0	177	0	0
Stage 1	200	200	-	165	165	-	-	-	-	-	-	-
Stage 2	175	179	-	220	201	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	580	552	847	572	561	866	1398	-	-	1393	-	-
Stage 1	800	734	-	835	760	-	-	-	-	-	-	-
Stage 2	824	749	-	780	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	534	524	818	518	532	834	1377	-	-	1358	-	-
Mov Cap-2 Maneuver	534	524	-	518	532	-	-	-	-	-	-	-
Stage 1	787	715	-	813	740	-	-	-	-	-	-	-
Stage 2	778	730	-	724	714	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.7		12.3		0.1		0.6					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1377	-	-	580	569	1358	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.075	0.13	0.01	-	-				
HCM Control Delay (s)	7.6	0	-	11.7	12.3	7.7	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-	-				

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	97	14	7	112	39	21	89	7	9	111	26
Future Vol, veh/h	33	97	14	7	112	39	21	89	7	9	111	26
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	40	118	17	9	137	48	26	109	9	11	135	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	9.6	9.5	9.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	23%	4%	6%
Vol Thru, %	76%	67%	71%	76%
Vol Right, %	6%	10%	25%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	144	158	146
LT Vol	21	33	7	9
Through Vol	89	97	112	111
RT Vol	7	14	39	26
Lane Flow Rate	143	176	193	178
Geometry Grp	1	1	1	1
Degree of Util (X)	0.201	0.243	0.259	0.244
Departure Headway (Hd)	5.079	4.979	4.836	4.94
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	699	715	736	719
Service Time	3.163	3.055	2.91	3.02
HCM Lane V/C Ratio	0.205	0.246	0.262	0.248
HCM Control Delay	9.5	9.7	9.6	9.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.9	1	1













Lanes, Volumes, Timings  
6: N 19th Ave & Polk St

Build AM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	95	28	33	57	25	7	94	37	27	130	8
Future Volume (vph)	4	95	28	33	57	25	7	94	37	27	130	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99			1.00	
Frt		0.970			0.971			0.964			0.994	
Flt Protected		0.998			0.986			0.998			0.992	
Satd. Flow (prot)	0	2010	0	0	1989	0	0	1992	0	0	2058	0
Flt Permitted		0.993			0.894			0.986			0.938	
Satd. Flow (perm)	0	2000	0	0	1799	0	0	1967	0	0	1943	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			24			32			4	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		253			661			118			324	
Travel Time (s)		6.9			18.0			2.7			7.4	
Confl. Peds. (#/hr)	3		9	9		3	8		9	9		8
Confl. Bikes (#/hr)						5			6			4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	110	33	38	66	29	8	109	43	31	151	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	133	0	0	160	0	0	191	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (s)	36.0	36.0		36.0	36.0		36.0	36.0		36.0	36.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
v/c Ratio		0.17			0.17			0.19			0.24	

Lanes, Volumes, Timings  
6: N 19th Ave & Polk St

Build AM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		11.6			11.5			11.3			14.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.6			11.5			11.3			14.3	
Queue Length 50th (ft)		33			29			34			52	
Queue Length 95th (ft)		63			58			66			88	
Internal Link Dist (ft)		173			581			38			244	
Turn Bay Length (ft)												
Base Capacity (vph)		847			763			838			811	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.17			0.17			0.19			0.24	

Intersection Summary

Area Type: Other

Cycle Length: 72

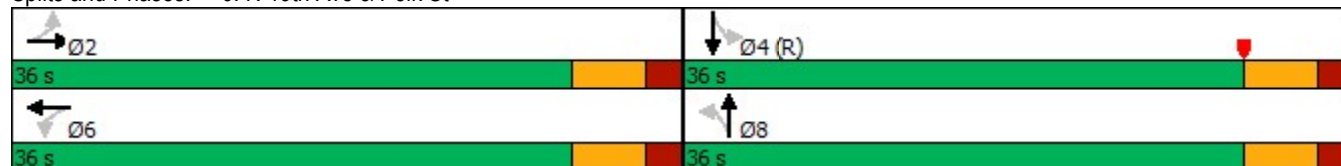
Actuated Cycle Length: 72

Offset: 66 (92%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Pretimed

Splits and Phases: 6: N 19th Ave & Polk St








# HCM 6th Signalized Intersection Summary 6: N 19th Ave & Polk St

Build AM  
11/07/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	4	95	28	33	57	25	7	94	37	27	130	8
Future Volume (veh/h)	4	95	28	33	57	25	7	94	37	27	130	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	0.99		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1930	1856	1856	1930	1856	1856	1930	1856	1856	1930	1856
Adj Flow Rate, veh/h	5	110	33	38	66	29	8	109	43	31	151	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	58	590	171	225	378	150	64	538	202	139	637	36
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	15	1417	411	385	907	360	28	1292	485	194	1529	85
Grp Volume(v), veh/h	148	0	0	133	0	0	160	0	0	191	0	0
Grp Sat Flow(s),veh/h/ln	1844	0	0	1652	0	0	1806	0	0	1809	0	0
Q Serve(g_s), 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
Cycle Q Clear(g_c), s	3.7	0.0	0.0	3.3	0.0	0.0	4.0	0.0	0.0	4.7	0.0	0.0
Prop In Lane	0.03		0.22	0.29		0.22	0.05		0.27	0.16		0.05
Lane Grp Cap(c), veh/h	820	0	0	752	0	0	805	0	0	812	0	0
V/C Ratio(X)	0.18	0.00	0.00	0.18	0.00	0.00	0.20	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	820	0	0	752	0	0	805	0	0	812	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	13.2	0.0	0.0	13.4	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	0.0	0.0	2.5	0.0	0.0	3.0	0.0	0.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	0.0	0.0	13.7	0.0	0.0	14.0	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h	148		133			160			191			
Approach Delay, s/veh	13.8		13.7			14.0			14.3			
Approach LOS	B		B			B			B			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	36.0		36.0			36.0			36.0			
Change Period (Y+Rc), s	6.0		6.0			6.0			6.0			
Max Green Setting (Gmax), s	30.0		30.0			30.0			30.0			
Max Q Clear Time (g_c+I1), s	5.7		6.7			5.3			6.0			
Green Ext Time (p_c), s	0.2		0.2			0.2			0.2			
Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	7	12	8	11	46
Future Vol, veh/h	34	7	12	8	11	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	8	13	9	12	50
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	22	0	-	0	100	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	82	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1593	-	-	-	899	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1593	-	-	-	878	1061
Mov Cap-2 Maneuver	-	-	-	-	878	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	941	-
Approach	EB	WB		SB		
HCM Control Delay, s	6.1	0		8.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1593	-	-	-	1020	
HCM Lane V/C Ratio	0.023	-	-	-	0.061	
HCM Control Delay (s)	7.3	0	-	-	8.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕			↕	
Traffic Vol, veh/h	0	0	35	0	0	37	0	1396	7	0	1201	30
Future Vol, veh/h	0	0	35	0	0	37	0	1396	7	0	1201	30
Conflicting Peds, #/hr	0	0	18	0	0	11	0	0	16	0	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	38	0	0	40	0	1501	8	0	1291	32

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	693	-	-	782	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.96	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.33	-	-
Pot Cap-1 Maneuver	0	0	384	0	0	335	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	372	-	-	327	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

















Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	17.5	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	372 327	-	-
HCM Lane V/C Ratio	-	-	0.101 0.122	-	-
HCM Control Delay (s)	-	-	15.8 17.5	-	-
HCM Lane LOS	-	-	C C	-	-
HCM 95th %tile Q(veh)	-	-	0.3 0.4	-	-

Intersection												
Int Delay, s/veh	317.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	13	53	2	2	35	64	1346	8	25	1177	69
Future Vol, veh/h	35	13	53	2	2	35	64	1346	8	25	1177	69
Conflicting Peds, #/hr	11	0	11	10	0	10	11	0	10	10	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	38	14	57	2	2	38	69	1447	9	27	1266	74
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2242	2972	692	2305	3005	749	1351	0	0	1466	0	0
Stage 1	1368	1368	-	1600	1600	-	-	-	-	-	-	-
Stage 2	874	1604	-	705	1405	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	~ 23	14	384	20	13	352	500	-	-	451	-	-
Stage 1	153	211	-	109	162	-	-	-	-	-	-	-
Stage 2	309	162	-	391	202	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	~ 3	375	-	3	344	493	-	-	445	-	-
Mov Cap-2 Maneuver	~ 3	~ 3	-	-	3	-	-	-	-	-	-	-
Stage 1	40	157	-	28	42	-	-	-	-	-	-	-
Stage 2	68	42	-	226	150	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s \$ 8890							0.6		0.3			
HCM LOS	F		-									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	493	-	-	6	-	445	-	-				
HCM Lane V/C Ratio	0.14	-	-	18.1	-	0.06	-	-				
HCM Control Delay (s)	13.5	-	-	-\$ 8890	-	13.6	-	-				
HCM Lane LOS	B	-	-	F	-	B	-	-				
HCM 95th %tile Q(veh)	0.5	-	-	15.5	-	0.2	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				






















# HCM Unsignalized Intersection Capacity Analysis2: US-1 & Fillmore St

Build PM  
11/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	13	53	2	2	35	64	1346	8	25	1177	69
Future Volume (Veh/h)	35	13	53	2	2	35	64	1346	8	25	1177	69
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	38	14	57	2	2	38	69	1447	9	27	1266	74
Pedestrians		11			10			11			11	
Lane Width (ft)		16.0			16.0			11.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								TWLTL		TWLTL		
Median storage (veh)								2		2		
Upstream signal (ft)								675				
pX, platoon unblocked	0.81	0.81		0.81	0.81	0.81				0.81		
vC, conflicting volume	2280	2972	692	2362	3004	749	1351			1466		
vC1, stage 1 conf vol	1368	1368		1600	1600							
vC2, stage 2 conf vol	912	1604		762	1405							
vCu, unblocked vol	2108	2965	692	2209	3006	212	1351			1100		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)	6.6	5.6		6.6	5.6							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	70	87	85	98	98	94	86			95		
cM capacity (veh/h)	128	105	375	100	92	624	493			498		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	109	42	792	732	660	707						
Volume Left	38	2	69	0	27	0						
Volume Right	57	38	0	9	0	74						
cSH	187	408	493	1700	498	1700						
Volume to Capacity	0.58	0.10	0.14	0.43	0.05	0.42						
Queue Length 95th (ft)	79	9	12	0	4	0						
Control Delay (s)	48.0	14.8	4.2	0.0	1.6	0.0						
Lane LOS	E	B	A		A							
Approach Delay (s)	48.0	14.8	2.2		0.8							
Approach LOS	E	B										
Intersection Summary												
Average Delay			3.4									
Intersection Capacity Utilization			98.0%		ICU Level of Service				F			
Analysis Period (min)			15									













Lanes, Volumes, Timings  
3: US-1 & Polk St

Build PM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	136	50	70	93	100	48	1253	80	94	1099	46
Future Volume (vph)	60	136	50	70	93	100	48	1253	80	94	1099	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	11	11	12	11	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	150		0	150		0	225		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.98	0.99			1.00			1.00	
Frt		0.960			0.922			0.991			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1692	0	1694	1626	0	1694	3343	0	1694	3357	0
Flt Permitted	0.413			0.432			0.201			0.153		
Satd. Flow (perm)	734	1692	0	756	1626	0	358	3343	0	273	3357	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			42			9			6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		661			418			158			331	
Travel Time (s)		18.0			11.4			3.1			6.4	
Confl. Peds. (#/hr)	5		24	24		5	18		18	18		18
Confl. Bikes (#/hr)			10			6			4			10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	64	145	53	74	99	106	51	1333	85	100	1169	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	198	0	74	205	0	51	1418	0	100	1218	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		10.0	10.0		10.0	10.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		26.0	26.0		26.0	26.0	
Total Split (s)	44.0	44.0		44.0	44.0		71.0	71.0		71.0	71.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		61.7%	61.7%		61.7%	61.7%	
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		C-Max	C-Max		C-Max	C-Max	
v/c Ratio	0.54	0.69		0.61	0.69		0.19	0.58		0.50	0.49	

Lanes, Volumes, Timings  
3: US-1 & Polk St

Build PM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	58.5	52.6		63.2	46.7		9.1	9.4		20.5	8.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.5	52.6		63.2	46.7		9.1	9.4		20.5	8.3	
Queue Length 50th (ft)	45	130		52	117		10	205		25	160	
Queue Length 95th (ft)	80	179		90	170		39	418		#137	325	
Internal Link Dist (ft)		581			338			78			251	
Turn Bay Length (ft)	125			150			150			225		
Base Capacity (vph)	242	570		249	565		262	2456		200	2465	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.35		0.30	0.36		0.19	0.58		0.50	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 15 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

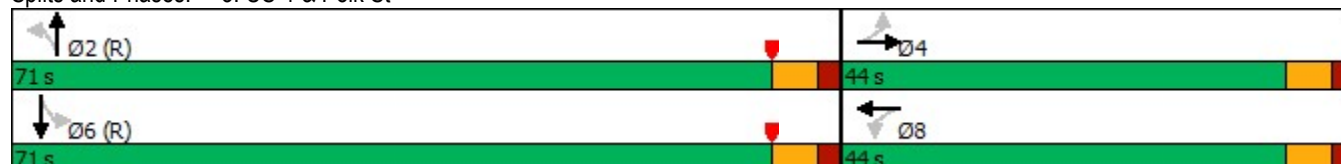
Natural Cycle: 90

Control Type: Actuated-Coordinated

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.






















Splits and Phases: 3: US-1 & Polk St







# HCM 6th Signalized Intersection Summary

## 3: US-1 & Polk St





Build PM  
11/07/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	136	50	70	93	100	48	1253	80	94	1099	46
Future Volume (veh/h)	60	136	50	70	93	100	48	1253	80	94	1099	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.95	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	64	145	53	74	99	106	51	1333	85	100	1169	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	208	300	110	221	188	201	283	2216	141	226	2272	95
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1147	1276	466	1154	798	854	455	3357	213	376	3441	144
Grp Volume(v), veh/h	64	0	198	74	0	205	51	698	720	100	598	620
Grp Sat Flow(s),veh/h/ln	1147	0	1742	1154	0	1652	455	1763	1808	376	1763	1823
Q Serve(g_s), s	5.9	0.0	11.3	6.8	0.0	12.5	7.5	25.6	25.9	23.6	20.1	20.1
Cycle Q Clear(g_c), s	18.4	0.0	11.3	18.1	0.0	12.5	27.6	25.6	25.9	49.4	20.1	20.1
Prop In Lane	1.00		0.27	1.00		0.52	1.00		0.12	1.00		0.08
Lane Grp Cap(c), veh/h	208	0	410	221	0	389	283	1164	1193	226	1164	1203
V/C Ratio(X)	0.31	0.00	0.48	0.33	0.00	0.53	0.18	0.60	0.60	0.44	0.51	0.51
Avail Cap(c_a), veh/h	317	0	576	331	0	546	283	1164	1193	226	1164	1203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.97	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	0.0	37.9	45.7	0.0	38.4	17.2	11.0	11.0	25.0	10.1	10.1
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.3	0.0	0.4	1.4	2.3	2.3	6.2	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.0	8.5	3.6	0.0	8.9	1.6	14.8	15.2	4.4	12.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	0.0	38.2	46.0	0.0	38.8	18.6	13.3	13.3	31.1	11.7	11.6
LnGrp LOS	D	A	D	D	A	D	B	B	B	C	B	B
Approach Vol, veh/h		262			279			1469			1318	
Approach Delay, s/veh		40.3			40.7			13.5			13.1	
Approach LOS		D			D			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		81.9		33.1		81.9		33.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		65.0		38.0		65.0		38.0				
Max Q Clear Time (g_c+I1), s		29.6		20.4		51.4		20.1				
Green Ext Time (p_c), s		1.8		0.9		1.9		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				17.7								
HCM 6th LOS				B								



Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	26	12	29	17	19	9	130	41	34	130	1
Future Vol, veh/h	3	26	12	29	17	19	9	130	41	34	130	1
Conflicting Peds, #/hr	9	0	11	11	0	9	11	0	11	9	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	29	13	32	19	21	10	144	46	38	144	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	448	453	167	451	430	187	156	0	0	201	0	0
Stage 1	232	232	-	198	198	-	-	-	-	-	-	-
Stage 2	216	221	-	253	232	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	519	501	875	517	516	852	1418	-	-	1365	-	-
Stage 1	769	711	-	802	735	-	-	-	-	-	-	-
Stage 2	784	719	-	749	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	467	470	857	460	484	833	1403	-	-	1346	-	-
Mov Cap-2 Maneuver	467	470	-	460	484	-	-	-	-	-	-	-
Stage 1	755	682	-	784	719	-	-	-	-	-	-	-
Stage 2	732	703	-	677	682	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.3		12.7		0.4		1.6					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1403	-	-	541	537	1346	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.084	0.134	0.028	-	-				
HCM Control Delay (s)	7.6	0	-	12.3	12.7	7.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0.1	-	-				

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	80	56	23	102	12	22	119	9	12	93	12
Future Vol, veh/h	19	80	56	23	102	12	22	119	9	12	93	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	88	62	25	112	13	24	131	10	13	102	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0













Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	9.2	9.3	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	12%	17%	10%
Vol Thru, %	79%	52%	74%	79%
Vol Right, %	6%	36%	9%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	155	137	117
LT Vol	22	19	23	12
Through Vol	119	80	102	93
RT Vol	9	56	12	12
Lane Flow Rate	165	170	151	129
Geometry Grp	1	1	1	1
Degree of Util (X)	0.223	0.221	0.203	0.174
Departure Headway (Hd)	4.871	4.665	4.858	4.885
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	765	735	729
Service Time	2.929	2.721	2.914	2.947
HCM Lane V/C Ratio	0.225	0.222	0.205	0.177
HCM Control Delay	9.3	9.1	9.2	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.8	0.8	0.6

Lanes, Volumes, Timings  
6: N 19th Ave & Polk St

Build PM  
11/03/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	145	57	69	87	45	18	121	65	46	111	20
Future Volume (vph)	10	145	57	69	87	45	18	121	65	46	111	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	16	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99			0.99	
Frt		0.963			0.970			0.957			0.985	
Flt Protected		0.998			0.983			0.996			0.987	
Satd. Flow (prot)	0	1991	0	0	1976	0	0	1967	0	0	2021	0
Flt Permitted		0.984			0.815			0.965			0.870	
Satd. Flow (perm)	0	1962	0	0	1633	0	0	1902	0	0	1777	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			25			40			11	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		253			661			118			324	
Travel Time (s)		6.9			18.0			2.7			7.4	
Confl. Peds. (#/hr)	13		11	11		13	20		13	13		20
Confl. Bikes (#/hr)			1			4			6			5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	167	66	79	100	52	21	139	75	53	128	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	244	0	0	231	0	0	235	0	0	204	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (s)	36.0	36.0		36.0	36.0		36.0	36.0		36.0	36.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
v/c Ratio		0.29			0.33			0.29			0.27	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		13.2			14.2			12.6			14.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.2			14.2			12.6			14.3	
Queue Length 50th (ft)		59			59			54			54	
Queue Length 95th (ft)		103			104			96			94	
Internal Link Dist (ft)		173			581			38			244	
Turn Bay Length (ft)												
Base Capacity (vph)		836			695			815			746	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.29			0.33			0.29			0.27	

#### Intersection Summary

Area Type: Other

Cycle Length: 72

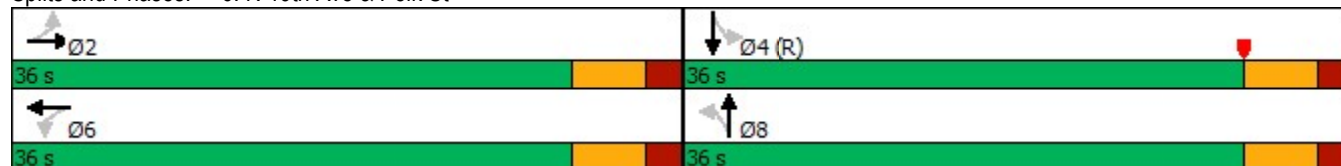
Actuated Cycle Length: 72

Offset: 66 (92%), Referenced to phase 4:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Pretimed

Splits and Phases: 6: N 19th Ave & Polk St






# HCM 6th Signalized Intersection Summary

## 6: N 19th Ave & Polk St

Build PM  
11/07/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	10	145	57	69	87	45	18	121	65	46	111	20
Future Volume (veh/h)	10	145	57	69	87	45	18	121	65	46	111	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.98		0.95	0.98		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1930	1856	1856	1930	1856	1856	1930	1856	1856	1930	1856
Adj Flow Rate, veh/h	11	167	66	79	100	52	21	139	75	53	128	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	64	537	203	260	320	149	86	467	233	206	476	79
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	28	1289	488	464	769	358	75	1120	560	344	1144	189
Grp Volume(v), veh/h	244	0	0	231	0	0	235	0	0	204	0	0
Grp Sat Flow(s),veh/h/ln	1805	0	0	1591	0	0	1755	0	0	1676	0	0
Q Serve(g_s), 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
Cycle Q Clear(g_c), s	6.5	0.0	0.0	6.0	0.0	0.0	6.3	0.0	0.0	5.1	0.0	0.0
Prop In Lane	0.05		0.27	0.34		0.23	0.09		0.32	0.26		0.11
Lane Grp Cap(c), veh/h	804	0	0	730	0	0	786	0	0	761	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.32	0.00	0.00	0.30	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	804	0	0	730	0	0	786	0	0	761	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.1	0.0	0.0	14.0	0.0	0.0	14.1	0.0	0.0	13.7	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	0.0	4.7	0.0	0.0	4.6	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	0.0	15.1	0.0	0.0	15.1	0.0	0.0	14.6	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h	244		231			235			204			
Approach Delay, s/veh	15.1		15.1			15.1			14.6			
Approach LOS	B		B			B			B			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	36.0		36.0			36.0			36.0			
Change Period (Y+Rc), s	6.0		6.0			6.0			6.0			
Max Green Setting (Gmax), s	30.0		30.0			30.0			30.0			
Max Q Clear Time (g_c+I1), s	8.5		7.1			8.0			8.3			
Green Ext Time (p_c), s	0.3		0.2			0.3			0.3			
Intersection Summary												
HCM 6th Ctrl Delay	15.0											
HCM 6th LOS	B											

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	26	19	13	10	40
Future Vol, veh/h	52	26	19	13	10	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	28	21	14	11	43
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	35	0	-	0	170	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	142	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1576	-	-	-	820	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1576	-	-	-	790	1047
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	885	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.9	0		8.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1576	-	-	-	983	
HCM Lane V/C Ratio	0.036	-	-	-	0.055	
HCM Control Delay (s)	7.4	0	-	-	8.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

## Vanessa Castillo

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**From:** Beecher, Anthony <Anthony.Beecher@dot.state.fl.us>  
**Sent:** Monday, August 7, 2023 3:47 PM  
**To:** Vanessa Castillo  
**Cc:** Carlos Morales  
**Subject:** RE: Pre-App 05: Star Tower Hollywood

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Vanessa

We do not record Pre-App meetings and it was not transcribed. From what I remember from a permits standpoint there was mention about the Planters and ADA clearance for the proposed sidewalk. Unfortunately the rest would be request by Carina or DG.

Anthony Beecher  
District Permits Coordinator - Broward  
FDOT District IV  
3400 W Commercial Blvd  
Ft. Lauderdale, FL 33309  
Phone (954) 777-4372  
[Anthony.Beecher@dot.state.fl.us](mailto:Anthony.Beecher@dot.state.fl.us)

OSP Permit Link: <https://osp.fdot.gov>



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**From:** Vanessa Castillo <vcastillo@keithteam.com>  
**Sent:** Monday, August 7, 2023 3:38 PM  
**To:** Beecher, Anthony <Anthony.Beecher@dot.state.fl.us>  
**Cc:** Carlos Morales <cmorales@keithteam.com>  
**Subject:** FW: Pre-App 05: Star Tower Hollywood

Good afternoon Anthony:

I hope you're well. Could you please provide me with the meeting minutes for the Star Tower Hollywood Pre-App held on Thursday, July 20<sup>th</sup> at 11:30 am?

I appreciate your assistance,

**CITY OF HOLLYWOOD  
PARKS, RECREATION AND CULTURAL ARTS DEPARTMENT  
PARK IMPACT FEE APPLICATION**

Pursuant to Chapter 161.07 (G)(1) of the City's Zoning and Land Development Regulations, all persons platting or subdividing land for residential purposes or for hotel/motel purposes or who are required to obtain site plan approval for a residential, hotel or motel development shall be required to pay a park impact fee. This fee is to be used for parks (passive or active open space or recreational facilities) to meet the needs created by the development.

Is this a residential or hotel/motel development?      Yes ☒      No ☐

If YES was selected please provide the following information. In NO was selected please do not complete application.

**(PRINT LEGIBLY OR TYPE)**

1. Owners Name: 1817 Taylor St Development LLC
2. Project Name: 22-DPJPD-22 - STAR TOWER
3. Project Address: 410 N. FEDERAL HWY, HOLLYWOOD, FL, 33020
4. Contact person: Alejandro Ensinck
5. Contact number: 1-305-400-1397
6. Type of unit(s): Single Family ☐      Multi-Family ☒      Hotel/Motel ☐
7. Total number of residential and/or hotel/motel units: 248 MULTIFAMILY UNITS  
<1,000 SF: 154 UNITS, >1,000 SF: 94 UNITS
8. Unit Fee per residential dwelling based on sq. ft.: <1,000 SF: 154 UNITS @ \$1,132 = \$174,328  
>1,000 SF: 94 UNITS @ \$1,401 = \$131,694
9. Unit Fee per hotel/motel room: \$1,355.00
10. Total Park Impact Fee: \$306,022      Date: 11/16/2023

The Park Impact Fee shall be paid in full prior to issuance of a building permit unless the project is to be completed in phases. This application provides an approximate Park Impact Fee however the final Park Impact Fee will be calculated and paid at time of building permit request.

This application (if applicable) should be submitted to the Technical Advisory Committee to obtain Parks, Recreation and Cultural Arts Department approval.

Please contact David Vazquez, Department of Parks, Recreation and Cultural Arts  
at 954.921.3404 or [dvazquez@hollywoodfl.org](mailto:dvazquez@hollywoodfl.org) with any inquiries.



## City of Hollywood Park Impact Schedule of Fees

Land Use	Fee
<i>Residential: single family (detached)</i>	
Less than 1,500 sf	\$2,063
1,500 sf to 2,499 sf	\$2,317
2,500 sf and greater	\$2,594
<i>Residential: multi-family (apartment/condominium/townhouse)</i>	
Less than 1,000 sf	\$1,132
1,000 sf and greater	\$1,401
<i>Residential: mobile home</i>	
Mobile Home Park	\$2,055
<i>Residential: Senior Housing</i>	
Detached	\$1,778
Attached	\$931
<i>Transient, Assisted, Group</i>	
Hotel / Motel	\$1,355

\*Square feet refers to enclosed, gross floor area excluding parking garage, screened enclosures and unfinished attics.

Fee calculation is from Chapter 38.97 of the Code of Ordinances entitled "Finance".