#### **EXHIBIT "C"**

4. Final design of all public improvements including any additional requirements required by the Plat or Land Use Plan Amendment, shall be acquired and addressed at the time of building permit submittal.

Public Improvements	3	
Requirement	Completion Date	Amount
Hillcrest Drive Road Improvements: Hillcrest Drive widening at entrance into Executive Golf Course parcel for turn lane improvements; pedestrian safety advanced warning flashers (2) installed at locations indicated on Final Site Plan adjacent to existing crosswalk in front of Charter School; push button pedestrian caution flashers with L.E.D. crosswalks (3) to be installed at locations indicated on Final Site Plan and installation of roundabout improvements north of main entrance into 18-hole parcel. Install two radar speed indicator signs.	Prior to the release of the 516 60 <sup>th</sup> Certificate of Occupancy within Phase 1	\$763,940
Intersection improvements South 52 <sup>nd</sup> Avenue & Washington Street: Traffic roundabout or signal, as required by Broward County, to be installed. Reconstruct intersection to provide left turn lanes in all directions, and bond for traffic signal for construction if warranted, bond to be in effect for 2 years after last Certificate of Occupancy. No right of way acquisition is contemplated.	Prior to the <u>516</u> 320 <sup>th</sup> Certificate of Occupancy.	\$299,459
Intersection improvements South 37th Avenue and Hillcrest Drive: intersection realignment, walkway improvements and community identification signage amenities. Includes eight foot shared pedestrian connection / bike path installation, through City property.	Prior to the <u>516</u> 320 <sup>th</sup> Certificate of Occupancy.	\$208,242
Washington Street & South Park Road improvements: traffic signal hardware and signal timing updates to accommodate the additional protected northbound left turn phase.	Prior to the <u>516</u> 320 <sup>th</sup> Certificate of Occupancy.	\$13,000
		\$18,485

Intersection improvements South 52 <sup>nd</sup> and Pembroke	Prior to the 516	
Road: 8' shared pedestrian walk connection / bike path	320 <sup>th</sup> Certificate of	
extension from project entrance to existing walkway on	Occupancy.	
north side of Pembroke Road New sidewalk along		
east side of S 42 <sup>nd</sup> Avenue from Mahogany Lane to		
Washington St, new type D curbing along east side of		
S 42 <sup>nd</sup> Avenue and swale re grading with new		
landscaping from Washington Street to approximately		
500' south.		



#### **MEMORANDUM**

To: Barbara Blake-Boy From: Adam B. Kerr, P.E.

Kimley-Horn and Associates, Inc.

Date: April 21, 2016

Subject: Hillcrest Residential – 2030 Intersection Analyses

Hollywood, Florida

#### Introduction

It is proposed to redevelop the golf course associated with the Hillcrest Country Club as residential development. The property is generally bounded by Park Road to the east, SW 52<sup>nd</sup> Avenue to the west, Washington Street to the north, and Pembroke Road to the south. The City of Hollywood's Comprehensive Plan designates the property as an "Irregular (11.5) Residential within a Dashed-Line Area" land use. This plat associated with the property was the subject of the Broward County Land Use Plan amendment PC 07-15, adopted on December 11, 2007. The adoption of this land use in 2007 was subject to several voluntary restrictions. Five voluntary restrictions are the subject of this analysis:

- 1) Construction of a traffic signal at Washington Street and SW 52<sup>nd</sup> Avenue
- 2) An exclusive turn lane on all four approaches at Washington Street and SW 52<sup>nd</sup> Avenue
- 3) An additional southbound right-turn lane at Washington Street and South Park Road
- 4) A protected northbound left turn phase at Washington Street and South Park Road
- 5) Traffic signal hardware and signal timing updates to accommodate the additional protected northbound left turn phase at Washington Street and South Park Road

A modified development plan is now being proposed; this plan includes additional vehicular access points compared with the plan proposed in 2007. Additional access points are provided on SW 52<sup>nd</sup> Avenue, Washington Street, and Pembroke Road. Kimley-Horn has therefore prepared this analysis to reanalyze the long-range traffic projections considering the impacts of the currently-proposed plan with regards to the five voluntary restrictions listed above.

#### **Analysis**

To support the 2007 land use amendment, a study was performed by Calvin, Giordano & Associates (dated August 17, 2007) to analyze the long-range impacts of the land use change at intersections in the vicinity of the proposed Hillcrest development. This analysis was the basis for the five voluntary restrictions listed above. Kimley-Horn has performed updated analysis specific to these voluntary restrictions based on the traffic impacts anticipated to be generated by the current proposal. Updated analysis was conducted for the following intersections:



- Washington Street & Park Road
- Washington Street & SW 52<sup>nd</sup> Avenue

The intersections were analyzed for existing (2007), 2030 No Build (with background growth and without project-related traffic), and 2030 Build (with background growth and with project-related traffic) scenarios. Existing peak season (2007) counts and background traffic volumes from the 2007 study were utilized. Only the project traffic was adjusted to reflect the traffic impacts from the currently proposed project to provide a comparison of the impacts of this development plan versus the previous plan on which the voluntarily restrictions were based.

#### Washington Street & South Park Road

The intersection was analyzed using Highway Capacity Software (HCS+) to be consistent with the 2007 study. The signal timing parameters utilized in the 2007 study were utilized in this analysis. Table 1 summarizes the results of the level of service analysis. As shown in Table 1, the intersection operates at an acceptable level of service in the existing scenario. However, the intersection is not expected to operate at an acceptable level of service in the 2030 No-Build or Build scenarios. Therefore, it is proposed to modify the traffic signal to allow for protected-permissive left-turns on the northbound and southbound movements. With these modifications, the intersection will operate at an acceptable level of service in the 2030 Build scenario.

#### Washington Street & SW 52nd Avenue

The intersection of Washington Street & SW 52<sup>nd</sup> Avenue is currently controlled with all-way stop control. This intersection was analyzed using Highway Capacity Software (HCS+) to be consistent with the 2007 study. Table 1 summarizes the results of the level of service analysis. As shown in Table 1, the intersection operates at an acceptable level of service in the existing scenario. In the 2030 No-Build scenario, the westbound approach will operate at Level of Service E, although the overall intersection will operate at an acceptable level of service. However, the intersection is not expected to operate at an acceptable level of service in the 2030 Build scenario. Therefore, it is proposed to reconstruct the intersection as a roundabout. With this modification, the intersection will operate at an acceptable level of service in the 2030 Build scenario.



#### Phasing of Improvements

Phasing calculations were conducted to determine the development threshold which would necessitate the aforementioned voluntary restrictions. The phasing calculations determined that all movements would operate at an acceptable level of service for year 2020 with 516 units developed. A more aggressive development schedule would result in less background traffic; therefore this number of units could be developed at a more accelerated pace without accelerating the need for the proposed improvements. Therefore, 516 units could be developed before the voluntary restrictions would be triggered.

#### **Conclusion**

Based on the analysis provided herein, it is recommended to modify the voluntary restrictions to include:

- 1) Construction of a roundabout at Washington Street and SW 52<sup>nd</sup> Avenue
- 2) Modification to allow a protected northbound left turn phase and southbound left turn phase at Washington Street and South Park Road
- Traffic signal hardware and signal timing updates to accommodate the additional protected northbound left turn phase at Washington Street and South Park Road

If you have questions, you may contact me at 561-840-0874 or adam.kerr@kimley-horn.com.

k:\wpb\_tpto\hulsberg\hillcrest country club\traffic analysis memo 4-20-16.docx

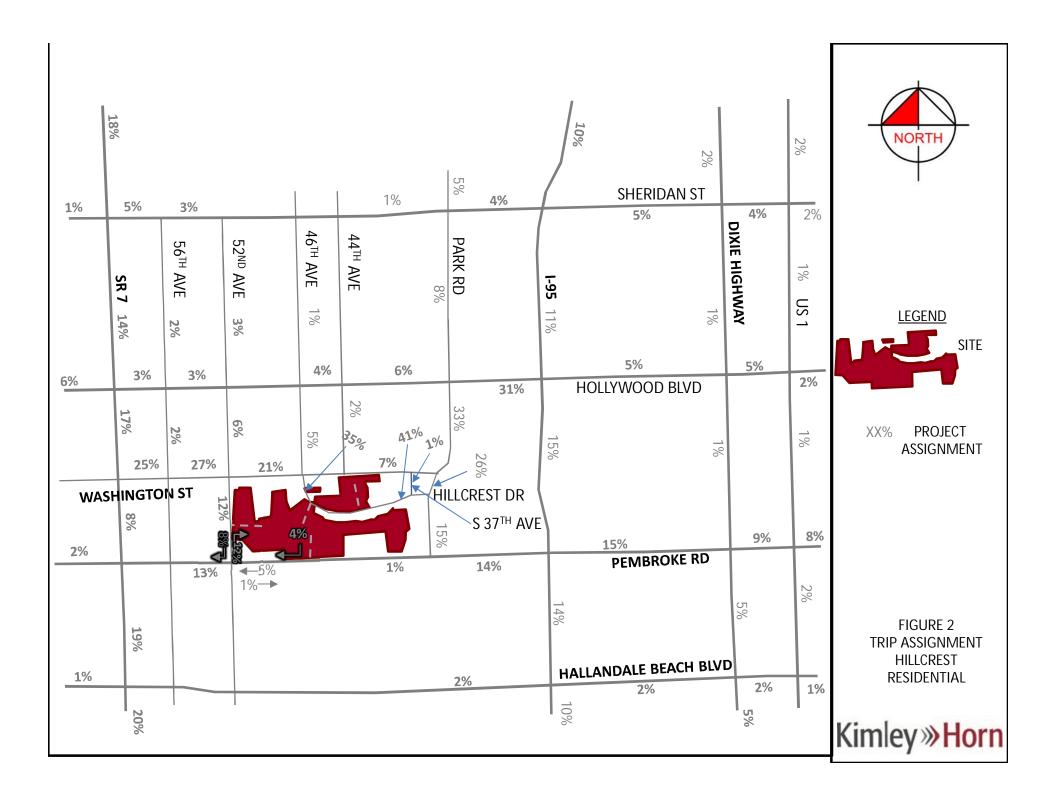


	Та	ble 1: HCS+ A	Analysis Sum	mary		
Intersection	Scenario	Overall LOS/Delay	NB	SB	ЕВ	WB
	Existing (2007)	B/ 18.3	В	В	С	С
Washington	2030 No Build	F/ 91.9	F	E	С	С
Street & Park Road	2030 Build	F/ 109.4	F	E	С	С
T ark Noad	2030 Build - Improved	D/ 41.8	D	С	D	С
	Existing (2007)	C/ 15.3	В	В	В	С
Washington	2030 No Build	D/ 29.9	С	В	С	E
Street & SW 52 <sup>nd</sup> Avenue	2030 Build	F/ 52.9	С	С	E	F
32 Avenue	2030 Build* - Improved	-	0.29	0.19	0.46	0.56

<sup>\*</sup>HCS+ does not provide LOS results for roundabouts. V/C ratio was reported for each approach.

TABLE 2
TRIP GENERATION
HILLOREST

	HILLCRE				
LAND USE	INTENSITY	DAILY		PM PEAK HOUF	2
LAIND OSL	IIVILIVOITI	TRIPS	TOTAL	IN	OUT
Existing FLU					
Golf Course	18 holes	643	53	27	26
Net New External Trips		643	53	27	26
Proposed FLU					
Condos/Townhouses	340 d.u.	1,865	164	110	54
Single Family Detached	305 d.u.	2,930	287	181	106
Open Space- Park	56.97 acres	130	5	3	2
Net New External Trips		4,925	456	294	162
Trip Differential (Proposed -	Existing)	4,282	403	267	136
<u>Daily Trips</u>					
Golf Course	[ITE 430]	=	35.74 trips / hol		
Condos/Townhouses	[ITE 230]	=	Ln(T) = 0.87 Ln(X)	X) + 2.46	
Single Family Detached	[ITE 210]	=	Ln(T) = 0.92 Ln(X)	X) + 2.72	
Open Space- Park	[ITE 412]	=	2.28 trips / acre		
AM Peak Hour					
Golf Course	[ITE 430]	=	2.06 trips / hole	์ (79% in, 21% oเ	ıt)
Condos/Townhouses	[ITE 230]	=	Ln(T) = 0.80 Ln(X)	X) + 0.26 (17% in	, 83% out)
Single Family Detached	[ITE 210]	=	T = 0.70(X) + 9.7	'4 (25% in, 75% d	out)
Open Space- Park	[ITE 412]	=	0.02 trips / acre	(61% in, 39% ou	ıt)
PM Peak Hour					
Golf Course	[ITE 430]	=	2.92 trips / hole		
Condos/Townhouses	[ITE 230]	=	Ln(T) = 0.82 Ln(X)		
Single Family Detached	[ITE 210]	=	Ln(T) = 0.90 Ln(X)	X) + 0.51 (63% in	, 37% out)
Open Space- Park	[ITE 412]	=	0.09 trips / acre	(61% in, 39% ou	ıt)



# INTERSECTION VOLUME DEVELOPMENT WORKSHEET HILLCREST HOLLYWOOD WASHINGTON STREET & S PARK ROAD EXISTING GEOMETRY

SB EB WB

Growth Rate = 3.01% 2.15% 0.78% 0.78%

NB

Buildout Year = 2030 2030 Years = 23 23

	N	orthbou	nd	Sc	outhbou	nd	E	astboun	d	V	/estbour	nd
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2007 Calvin Giordano Counts	168	549	38	100	552	300	281	7	111	13	3	61
Growth from Calvin Giordano Study	164	537	37	63	348	189	55	1	22	3	1	12
Background Traffic Volumes	332	1,086	75	163	900	489	336	8	133	16	4	73
Project Traffic												
Inbound Traffic Assignment					26.0%	7.0%						
Inbound Traffic Volumes					69	19						
Outbound Traffic Assignment		26.0%					7.0%					
Outbound Traffic Volumes		35					10					
Project Traffic		35			69	19	10					
TOTAL TRAFFIC	332	1,121	75	163	969	508	346	8	133	16	4	73

#### INTERSECTION VOLUME DEVELOPMENT WORKSHEET HILLCREST HOLLYWOOD WASHINGTON STREET & SW 52ND AVENUE **EXISTING GEOMETRY**

NB SB EB WB Growth Rate = 0.50% 0.50% 0.78% 0.78%

2030 Buildout Year = 2030 Years = 23

	N	orthbour	nd	Sc	uthbour	nd	E	astboun	d	V	/estbour	ıd
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2007 Calvin Giordano Counts	25	104	58	9	93	49	15	255	28	55	358	6
Growth from Calvin Giordano Study	3	13	7	1	11	6	3	50	5	11	70	1
Background Traffic Volumes	28	117	65	10	104	55	18	305	33	66	428	7
Project Traffic												
Inbound Traffic Assignment					6.0%			21.0%	6.0%			
Inbound Traffic Volumes					16			56	16			
Outbound Traffic Assignment	6.0%	6.0%									21.0%	
Outbound Traffic Volumes	8	8									29	
Project Traffic	8	8			16			56	16		29	
TOTAL TRAFFIC	36	125	65	10	120	55	18	361	49	66	457	7

## INTERSECTION VOLUME DEVELOPMENT WORKSHEET HILLCREST HOLLYWOOD WASHINGTON STREET & S PARK ROAD

**EXISTING GEOMETRY** 

Peak Season = 1 1 Buildout Year = 2020 2020 Years = 13 13

	N	orthbou	nd	S	outhbou	nd	F	astboun	Ч	١٨	/estboun	ıd
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2007 Calvin Clandona Caveta		-					= :	7				
2007 Calvin Giordano Counts	168	549	38	100	552	300	281	/	111	13	3	61
Peak Season Volume	168	549	38	100	552	300	281	7	111	13	3	61
Growth from Calvin Giordano Study	79	258	18	32	176	96	30	1	12	1	0	6
Background Traffic Volumes	247	807	56	132	728	396	311	8	123	14	3	67
ŭ												
Project Traffic												
Inbound Traffic Assignment					26.0%	7.0%						
Inbound Traffic Volumes					56	15						
		26.0%			30	13	7.0%					
Outbound Traffic Assignment												
Outbound Traffic Volumes		28					8					
Project Traffic		28			56	15	8					
TOTAL TRAFFIC	247	835	56	132	784	411	319	8	123	14	3	67

#### INTERSECTION VOLUME DEVELOPMENT WORKSHEET HILLCREST HOLLYWOOD WASHINGTON STREET & SW 52ND AVENUE

**EXISTING GEOMETRY** 

NB SB EB WB Growth Rate = 0.50% 0.50% 0.78% 0.78%

Peak Season = 1 1 Buildout Year = 2020 2020 13 Years = 13

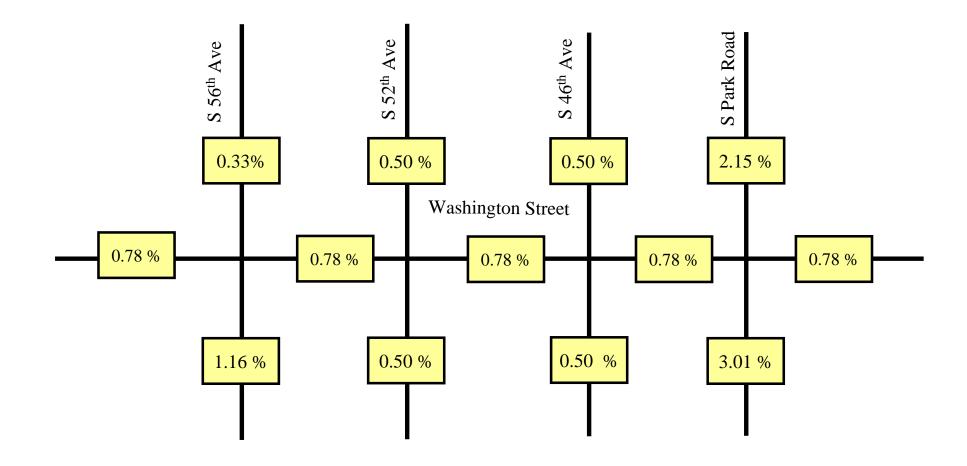
	N	orthbou	nd	Sc	outhbou	nd	E	astboun	d	V	/estboun	ıd
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
2007 Calvin Giordano Counts	25	104	58	9	93	49	15	255	28	55	358	6
Peak Season Volume	25	104	58	9	93	49	15	255	28	55	358	6
Growth from Calvin Giordano Study	2	7	4	1	6	3	2	27	3	6	38	1
Background Traffic Volumes	27	111	62	10	99	52	17	282	31	61	396	7
Project Traffic												
Inbound Traffic Assignment					6.0%			21.0%	6.0%			
Inbound Traffic Volumes					13			45	13			
Outbound Traffic Assignment	6.0%	6.0%									21.0%	
Outbound Traffic Volumes	7	7									23	
Project Traffic	7	7			13			45	13		23	
TOTAL TRAFFIC	34	118	62	10	112	52	17	327	44	61	419	7

# NTS

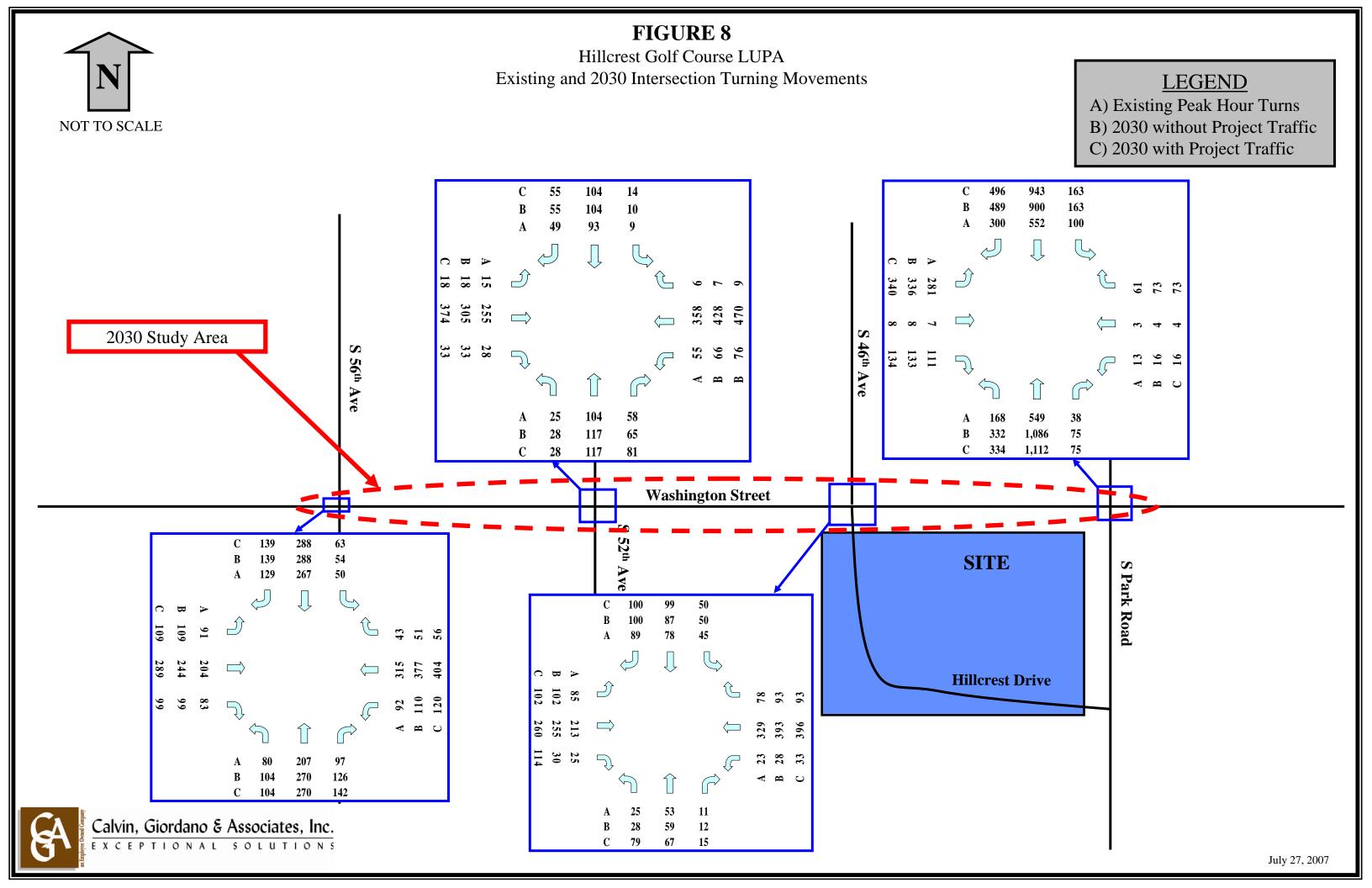
### FIGURE 7

Hillcrest Golf Course LUPA

## **Long-term Compound Growth Rates (2007-2030)**







General Information				Cita Infarr	motion					
				Site Inform	nation	14/2-2/2	in atom 9 CM/ FOR			
Analyst Agency/Co.	Kinala			Intersection Jurisdiction		Hollyv	ington &SW 52nd vood	<u> </u>		
Agency/Co.  Date Performed	Kimley 4/20/2			Analysis Yea	r		sting (2007)			
Analysis Time Period		lay Peak								
Project ID										
ast/West Street: Washingto	n Street			North/South S	Street: SW 52nd	l Ave				
/olume Adjustments	and Site C	naracteri	stics	•						
pproach	1		Eastbound			We	stbound			
Novement	L		Т	R	L		Т	R		
olume (veh/h)	15	5	255	28	55		358	6		
Thrus Left Lane										
pproach			Northbound			Sou	ıthbound			
Novement	L	_	T 104	R 58	9		T	R		
olume (veh/h)	2	<del>-</del>	104	58	9		93	0		
Thrus Left Lane							<u> </u>			
	East	bound	We	stbound	North	bound	South	bound		
	L1	L2	L1	L2	L1	L2	L1	L2		
Configuration	LTR	Ī	LTR		LTR		LTR			
PHF	0.95		0.95		0.95		0.95			
low Rate (veh/h)	312		439	1	196		106			
Heavy Vehicles	2		2	1	2		2			
o. Lanes	1	1		1		1		1		
Geometry Group		1		1		1		1		
uration, T			<u> </u>	0	.25		•			
Saturation Headway		Worksh	eet							
rop. Left-Turns	0.0		0.1	1	0.1		0.1			
rop. Right-Turns	0.1	<u> </u>	0.0	+	0.3		0.0			
rop. Heavy Vehicle	0.0	<u> </u>	0.0	+	0.0		0.0			
		0.0		0.0		0.0		0.0		
LT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2		
RT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7		
adj, computed	-0.0		0.1		-0.1		0.1			
Departure Headway a	nd Service	Time								
d, initial value (s)	3.20		3.20		3.20		3.20			
, initial	0.28		0.39		0.17		0.09			
d, final value (s)	5.61		5.47		6.11		6.53			
, final value	0.49		0.67		0.33		0.19			
love-up time, m (s)	2	.0		2.0	2.	.0	2.	.0		
Service Time, t <sub>s</sub> (s)	3.6		3.5		4.1		4.5			
Capacity and Level of		1			<u> </u>		I			
apacity and Level O	1	bound	14/-	stbound	NI c = 41-	bound	Carret	bound		
	+	1		1		1	+	1		
	L1	L2	L1	L2	L1	L2	L1	L2		
apacity (veh/h)	562	<u> </u>	637		446		356			
elay (s/veh)	13.81		18.76		12.13		11.07			
os	В		С		В		В			
pproach: Delay (s/veh)	+	3.81		8.76	_	.13	_	.07		
LOS	+ '	<u>3.0 г</u> В	<del>-                                     </del>	C	_	3	E			
	<del> </del>	ם								
ntersection Delay (s/veh)	<del> </del>				5.29 C					

		ALL-WA		1						
General Information				Site Inforr	nation					
Analyst				Intersection			ington &SW 52n	d		
Agency/Co.		/-Horn		Jurisdiction Analysis Year	<u> </u>		Hollywood 2030 No Build			
Date Performed Analysis Time Period	4/20/2 Week	016 day Peak		- Allalysis Teal		2030	No Build			
•	Week	ady r can								
Project ID East/West Street: <i>Washingt</i> d	on Stroot			North/South S	Street: SW 52na	I Avo				
		h - u 4 - u! -	4100	North/South S	Street. 3W 52Hd	Ave				
Volume Adjustments Approach	and Site C		TICS Eastbound		<u> </u>	\\/c	stbound			
Movement	<del>   </del>		T	R	+		T	R		
/olume (veh/h)	16	3	305	33	66		428	7		
%Thrus Left Lane										
Approach	i	<u> </u>	Northbound		i	Sou	uthbound			
Movement	L		T	R	L		Т	R		
/olume (veh/h)	2	8	117	65	10		104	55		
6Thrus Left Lane										
	Eas	tbound	We	stbound	North	bound	South	hbound		
	L1	L2	L1	L2	L1	L2	L1	L2		
Configuration	LTR		LTR		LTR		LTR	+		
PHF	0.95	+	0.95		0.95		0.95	+		
Flow Rate (veh/h)	373	+	526	+	220		176	+		
6 Heavy Vehicles	2	<del>                                     </del>	2	+	220	<del>                                     </del>	2	+		
No. Lanes	+	1	<del>                                     </del>	1	_	<u> </u> 1	+	1		
Geometry Group	<del>-</del>	1	-	1		<u>'</u> 1	_	<u>1</u> 1		
•		<u> </u>			.25	<u> </u>		<u> </u>		
Ouration, T	A dissatura a na	· Markaha	-4	0.	.23					
Saturation Headway		. Worksne		1	1 0.4	1		Т		
Prop. Left-Turns	0.0		0.1		0.1		0.1	-		
Prop. Right-Turns	0.1		0.0		0.3		0.3			
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0			
nLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2		
nRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7		
adj, computed	-0.0		0.1		-0.1		-0.1	1		
Departure Headway a		Time		•	•			-		
id, initial value (s)	3.20	1	3.20		3.20		3.20	T		
r, initial	0.33		0.47		0.20		0.16	†		
id, final value (s)	6.58	+	6.32		7.25		7.40	†		
r, final value	0.68	<del>                                     </del>	0.92	+	0.44		0.36	+		
Move-up time, m (s)	-	2.0		2.0	2.	0		.0		
,	4.6	<u></u>	4.3	1	5.2	Ť	5.4	Ť		
Service Time, t <sub>s</sub> (s)			4.3		0.2	<u> </u>	0.4			
Capacity and Level o	t Service				1		1			
	Eas	tbound	We	stbound	North	bound	South	hbound		
	L1	L2	L1	L2	L1	L2	L1	L2		
Capacity (veh/h)	520		563	1	453		426	1		
Delay (s/veh)	22.54	<del>                                     </del>	46.26		15.89		14.53	<del>                                     </del>		
OS	+	+					-	+		
	С		E		C		В			
Approach: Delay (s/veh)	2	2.54	4	6.26	_	89		.53		
LOS		С		E	(		<u> </u>	В		
ntersection Delay (s/veh)				29	9.95					
ntersection LOS					D					

Copyright © 2008 University of Florida, All Rights Reserved

HCS+TM Version 5.4

Generated: 4/20/2016 2:31 PM

General Information				Site Inform	nation			
				i-	nation	Mash	ington 8 CM/ FOR	d
Analyst Agency/Co.	Kinala			Intersection Jurisdiction		Hollyv	ington &SW 52nd vood	<u>a</u>
Agency/Co. Date Performed	Kimley 4/20/2			Analysis Yea	r		Build - No Improv	vements
Analysis Time Period		day Peak						
Project ID	-			1				
East/West Street: Washingto	n Street			North/South S	Street: SW 52nd	l Ave		
/olume Adjustments	and Site C	naracteri	stics	-				
pproach			Eastbound			We	stbound	
Novement	L		T	R	L		T	R
olume (veh/h)	18	3	361	49	66		457	7
6Thrus Left Lane								
pproach			Northbound			Sou	thbound	
Movement	L	_	T 425	R 65	L 10		T 120	R FF
olume (veh/h)	30		125	65	10		120	55
Thrus Left Lane								
	East	bound	We	stbound	North	bound	South	bound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
low Rate (veh/h)	449		557		236		193	
6 Heavy Vehicles	2		2		2		2	
lo. Lanes	1	1		1		1		1
Geometry Group		1		1		1		1
Ouration, T				0	.25		•	
Saturation Headway		Worksh	eet					
Prop. Left-Turns	0.0	1	0.1	1	0.2		0.1	
rop. Right-Turns	0.1	<del>                                     </del>	0.0		0.3		0.3	
rop. Heavy Vehicle	0.0		0.0	+	0.0		0.0	
		0.0	_			0.0	+	0.0
LT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
RT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
adj, computed	-0.0		0.1		-0.1		-0.1	
Departure Headway a	ınd Service	Time						
d, initial value (s)	3.20		3.20		3.20		3.20	
, initial	0.40		0.50		0.21		0.17	
d, final value (s)	7.06		6.96		7.96		8.14	
, final value	0.88		1.08		0.52		0.44	
love-up time, m (s)	2	.0		2.0	2.	.0	2.	.0
Service Time, t <sub>s</sub> (s)	5.1		5.0		6.0		6.1	
Capacity and Level of	f Service							
rapacity and Level O	1	bound	14/-	stbound	NI a -stl-	bound	Count	nbound
	+			7		1		1
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	504		557		429		415	
elay (s/veh)	42.49		87.90		19.30		17.30	
os	E		F		С		С	
pproach: Delay (s/veh)	4	2.49	8	7.90	19.	.30	17.	.30
LOS	†	E	<del>-                                     </del>	F		2	(	
ntersection Delay (s/veh)	1				2.92			
ntersection LOS	1				F			

General Info	ormation		Site Information	on							
Analyst Agency/Co. Date Performe Time Period	KH Analyst Kimley-Horn d 4/20/2016 Weekday Pea	k	Intersection Jurisdiction Analysis Year	Jurisdiction Hollywood							
Project Descrip	otion		•								
Volume Adj	justments										
		EB	WB	NB	SB						
	Volume, veh/h	18	66	36	10						
LT Traffic	PHF	0.95	0.95	0.95	0.95						
	Flow rate, veh/h	18	69	37	10						
	Volume, veh/h	361	457	125	120						
TH Traffic	PHF	0.95	0.95	0.95	0.95						
	Flow rate, veh/h	380	481	131	126						
	Volume, veh/h	49	7	65							
RT Traffic	PHF	0.95	0.95	0.95	0.95						
	Flow rate, veh/h	51	7	68	0						
Approach F	low Computation										
Ap	proach Flow (veh/h)			Va (veh/h)							
	Vae			449							
	Vaw			557							
	Van			236							
<u> </u>	Vas			136							
	Flow Computation										
Ap	proach Flow (veh/h)			Vc (veh/h)							
	Vce			205							
	Vcw Vcn			<u>186</u> 408							
	V cn Vcs			587							
Capacity Co				<i>501</i>							
Capacity Of		EB	WB	NB	SB						
	I Innor bound	1179	1197	1004	870						
Capacity	Upper bound			+							
	Lower bound	974	990	817	698						
v/c Ratio	Upper bound	0.38	0.47	0.24	0.16						
V/O INGIIO	Lower bound	0.46	0.56	0.29	0.19						

Copyright © 2008 University of Florida, All Rights Reserved

HCS+TM Version 5.4

Generated: 4/20/2016 3:00 PM

					SI	HORT	REPC	RT							
General Info	ormation						Site Ir	nformati	ion						
	o. <i>Kimley-Horn</i> ned 4/20/2016 <i>Weekday Pe</i>		r				Interse Area T Jurisd Analys	Гуре	All d Holl	shington& other area lywood sting (200	is				
Volume and	l Timing Input						•								
			E				WB	-		NB			SB		
		LT	TI		RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of L	anes	1	1		1	0	1	1	1	2	1	1	2	1	
Lane Group		L	LT		R		LT	R	L	T	R	L	T	R	
Volume (vph		281	7		111	13	3	61	168	549	38	100	552	300	
% Heavy Ve	hicles	2	2		2	2	2	2	2	2	2	2	2	2	
PHF		0.95	0.9	5	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Pretimed/Act	tuated (P/A)	Α	Α		Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	
Startup Lost		2.0	2.0	_	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of	Effective Green	2.0	2.0	)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type		3	3		3		3	3	3	3	3	3	3	3	
Unit Extension	on	3.0	3.0	)	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RT	OR Volume	0	0		60	0	0	60	0	0	38	0	0	60	
Lane Width	Lane Width		12.	.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
	Parking/Grade/Parking		0		Ν	Ν	0	Ν	Ν	0	N	N	0	N	
Parking/Hour											ļ				
Bus Stops/H		0	0	_	0		0	0	0	0	0	0	0	0	
	destrian Time		3.2				3.2			3.2	<u> </u>	<u> </u>	3.2		
Phasing		VB Only = 14.5		G =	03	G =	)4	NS Pe G = 35		06 G =	G	07 -	G =	08	
Timing		= 5.5	$\dashv$	Y =		Y =		Y = 5	<i>).</i> 0	Y =	Y				
Duration of A	Analysis (hrs) = 0									C = 80.0					
Lane Grou	up Capacity, (	Contro	ol D	ela	y, and	LOS	Deterr	ninatio	on						
			E	ЕΒ			WB			NB			SB		
Adjusted Flo	w Rate	163	14	10	54		17	1	177	578	0	105	581	253	
Lane Group	Capacity	321	32	2	287		324	287	311	1552	693	312	1552	693	
v/c Ratio		0.51	0.4	<b>1</b> 3	0.19		0.05	0.00	0.57	0.37	0.00	0.34	0.37	0.37	
Green Ratio		0.18	0.1	18	0.18		0.18	0.18	0.44	0.44	0.44	0.44	0.44	0.44	
Uniform Dela	ay d <sub>1</sub>	29.5	29.	.1	27.8		27.1	26.8	16.9	15.1	12.7	14.8	15.1	15.1	
Delay Factor	r k	0.12	0.1	11	0.11		0.11	0.11	0.16	0.11	0.11	0.11	0.11	0.11	
Incremental Delay d <sub>2</sub>		1.3	0.	.9	0.3		0.1	0.0	2.5	0.2	0.0	0.6	0.2	0.3	
PF Factor		1.000	1.0	000	1.000		1.000	1.000	1.000	0 1.000	1.000	1.000	1.000	1.000	
Control Delay		30.9	30	0.1	28.1		27.1	26.8	19.3	15.3	12.7	15.5	15.3	15.4	
Lane Group LOS		С	С	;	С		С	С	В	В	В	В	В	В	
Approach Delay 30.1				$\mathbb{L}_{-}$	27.1			16.2		15.3					
Approach LOS C				C B B					В						
Intersection	Delay		18	3.3		Intersection LOS B									
Convright @ 2009	All Rights !	Il Rights Reserved					HCS-TM Version 5.4 Generated: 4/20/2016								

Copyright © 2008 University of Florida, All Rights Reserved

HCS+TM Version 5.4

Generated: 4/20/2016 1:50 PM

					SI	HORT	REPC	RT							
General Info	ormation						Site Ir	nformati	on						
	o. <i>Kimley-Horn</i> ned 4/20/2016 Weekday Pe		r				Area <sup>-</sup> Jurisd		All d Hol	oth Iyv	ington& ner area vood No Build	S			
Volume and	l Timing Input														
			EI		- T		WB	1 p.=			NB	D.T.	SB		D.T.
Number of L	anos	LT 1	Ti 1	_	RT 1	LT 0	TH 1	RT 1	LT 1		TH 2	RT 1	LT 1	TH 2	RT 1
Lane Group		L	LT		R	0	LT	R	L	_	T	R	L	T	R
Volume (vph)		336	8		133	16	4	73	332		1086	75	163	900	489
% Heavy Ve		2	2		2	2	2	2	2		2	2	2	2	2
PHF	1110100	0.95	0.9	5	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95
Pretimed/Act	tuated (P/A)	A	A		A	A	A	A	A		A	A	A	A	A
Startup Lost		2.0	2.0	,	2.0		2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
· ·	Effective Green	2.0	2.0		2.0		2.0	2.0	2.0	T	2.0	2.0	2.0	2.0	2.0
Arrival Type		3	3		3		3	3	3		3	3	3	3	3
Unit Extension	on	3.0	3.0	)	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Ped/Bike/RT	OR Volume	0	0		60	0	0	60	0		0	60	0	0	60
Lane Width		12.0	12.	0	12.0		12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking		N	0		N	Ν	0	N	Ν		0	N	Ν	0	N
Parking/Hour															
Bus Stops/Hour		0	0		0		0	0	0		0	0	0	0	0
	destrian Time		3.2				3.2				3.2			3.2	
Phasing	<del></del>	WB Only 6 = 14.5		G =	03	G =	)4	NS Pe G = 35		L	06	G :	07	G =	)8
Timing		s = 14.5				Y =		Y = 5	5.0	Y		Y =		Y =	
Duration of A	Analysis (hrs) = 0	).25								С	ycle Ler	ngth C =	= 80.0	•	
Lane Gro	up Capacity,	Contro	ol D	ela	y, and	LOS	Deteri	minatio	on						
			E	В			WB				NB			SB	
Adjusted Flo	w Rate	195	16	7	77		21	14	349		1143	16	172	947	452
Lane Group	Capacity	321	32.	2	287		324	287	161		1552	693	102	1552	693
v/c Ratio		0.61	0.5	2	0.27		0.06	0.05	2.17	,	0.74	0.02	1.69	0.61	0.65
Green Ratio		0.18	0.1	8	0.18		0.18	0.18	0.44		0.44	0.44	0.44	0.44	0.44
Uniform Dela	ay d <sub>1</sub>	30.1	29.	6	28.2		27.1	27.1	22.5		18.7	12.8	22.5	17.3	17.7
Delay Factor	r k	0.19	0.1	2	0.11		0.11	0.11	0.50		0.29	0.11	0.50	0.20	0.23
Incremental	Delay d <sub>2</sub>	3.3	1.	5	0.5		0.1	0.1	545.	5	1.9	0.0	347.4	0.7	2.2
PF Factor		1.000	1.0	00	1.000		1.000	1.000	1.00	0	1.000	1.000	1.000	1.000	1.000
Control Delay		33.4	31	.1	28.7		27.2	27.1	568.	0	20.6	12.8	369.9	18.0	19.9
Lane Group LOS		С	C		С		С	С	F		С	В	F	В	В
Approach Delay 31.7		•		27.2	•			147.2	•		57.1	-			
Approach LOS C						С				F		1	E		
Intersection			91	.9				Intersed	ction L	0	S			F	
Copyright © 2008 University of Florida, All Rights Reserved						1	HCS+ <sup>TM</sup> Version 5.4 Generated: 4/20/2016 1:54 F								1.54 DM

Copyright © 2008 University of Florida, All Rights Reserved

HCS+TM Version 5.4

Generated: 4/20/2016 1:54 PM

				SI	HORT	REPO	RT								
General Info	ormation					Site Ir	nformati	on							
	o. <i>Kimley-Hom</i> ned 4/20/2016 <i>Weekday Pe</i>		r			Intersection Washington&Park Area Type All other areas Jurisdiction Hollywood Analysis Year  Washington&Park All other areas Hollywood 2030 Build-No Improvements									
Volume and	Timing Input														
			EB			WB			NB		SB				
Niveshau of L		LT _	TH 1	RT	LT	TH	RT 1	LT	TH	RT	LT	TH 2	RT		
Number of L	anes	1		1	U	0 1		1	2 T	1	1	T	1 R		
Lane Group		L 246	LT 8	R 122	16	LT 4	R 73	332	1121	75	L 162	<b></b>	<del>                                     </del>		
Volume (vph	-	346		133	16				2	<del></del>	163	969	508 2		
% Heavy Ve	nicies	2	2	2	2	2	2	2		2	2	2	<del>-</del> -		
PHF	t t l . (D/A)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Pretimed/Act	` '	A	A	2.0	Α	A	A	A	A	A 2.0	A 2.0	A	2.0		
Startup Lost	Effective Green	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Arrival Type	Ellective Green	3	3	3		3	3	3	3	3	3	3	3		
Unit Extension		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Ped/Bike/RT		0	0	60	0	0	60	0	0	60	0	0	60		
Lane Width	OK volume	12.0	12.0	12.0	0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		
Parking/Grade/Parking		N N	0	N N	N	0	N N	N	0	N N	N	0	N		
Parking/Hour			Ť						† <u> </u>	<u> </u>		<u> </u>	<del>  ``</del>		
Bus Stops/Hour		0	0	0		0	0	0	0	0	0	0	0		
Minimum Pedestrian Time			3.2			3.2			3.2			3.2			
Phasing		NB Only		03		)4	NS Pe		06		07		08		
Timing		= 14.5 $= 5.5$	G = Y =		G = Y =	G = 3: Y = 5			G = Y =		G = G = Y = Y =				
Duration of A	nalysis (hrs) = <i>0</i>		+ -	-	11-		1 – 0		Cycle Le			-			
	up Capacity,		ol Dela	ay, and	LOS	Deterr	ninatio								
			EB			WB			NB			SB			
Adjusted Flo	w Rate	200	172	77		21	14	349	1180	16	172	1020	472		
Lane Group	Capacity	321	322	287		324	287	137	1552	693	93	1552	693		
v/c Ratio		0.62	0.53	0.27		0.06	0.05	2.55	0.76	0.02	1.85	0.66	0.68		
Green Ratio		0.18	0.18	0.18		0.18	0.18	0.44	0.44	0.44	0.44	0.44	0.44		
Uniform Dela	ay d <sub>1</sub>	30.2	29.7	28.2		27.1	27.1	22.5	19.0	12.8	22.5	17.8	18.0		
Delay Factor	rk	0.21	0.14	0.11		0.11	0.11	0.50	0.31	0.11	0.50	0.23	0.25		
Incremental	Delay d <sub>2</sub>	3.7	1.7	0.5		0.1	0.1	717.3	2.3	0.0	420.6	1.0	2.7		
PF Factor		1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		
Control Delay		34.0	31.4	28.7		27.2	27.1	739.8	21.2	12.8	443.1	18.8	20.8		
Lane Group LOS		С	С	С		С	С	F	С	В	F	В	С		
Approach Delay 32.1				27.2			183.5		63.2						
Approach LOS C					C F					E					
Intersection Delay 109.4					Intersection LOS F										
Copyright © 2008 University of Florida, All Rights Reserved						HCS+ <sup>TM</sup> Version 5.4 Generated: 4/21/2016 10:34 A									

HCS+TM Version 5.4

					SI	HORT	REPO	DRT								
General Info	ormation						Site I	nformat	ion							
	o. <i>Kimley-Hori</i> ned 4/20/2016 <i>Weekday P</i>		r				Area <sup>-</sup> Jurisd		All Ho	oth llyv	ington& ner area vood Build					
Volume and	Timing Input						•									
		ļ.,_		В	1 57 1 7		WB				NB		<b>—</b>	SB		
Number of L	onos	LT 1	1	Ή	RT 1	LT 0	TH 1	RT 1	LT 1	-	TH 2	RT 1	LT 1	TH 2	RT 1	
		L	L'	_	R	0	LT	R	L	-	T	R	1 /	T	R	
Lane Group Volume (vph	<u> </u>	346	8	_	133	16	4	73	332		1121	75	163	969	508	
% Heavy Ve	-	2	2	_	2	2	2	2	2		2	2	2	2	2	
PHF	IIICIES	0.95	0.9		0.95	0.95	0.95	0.95	0.95		0.95	0.95		0.95	0.95	
Pretimed/Act	tuated (P/A)	0.95 A	0.8	_	0.93 A	0.93 A	0.93 A	0.93 A	0.93 A		0.93 A	0.93 A	0.93 A	0.93 A	0.95 A	
Startup Lost	. ,	2.0	2.	-	2.0		2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
<u> </u>	Effective Green	<del>                                     </del>	2. 2.	-	2.0		2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type	Lifective Green	3	3	_	3		3	3	3		3	3	3	3	3	
Unit Extension	an .	3.0	3.	_	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RT		0	0.	_	60	0	0	60	0	-	0	60	0	0	60	
Lane Width	OK volume	12.0	12		12.0		12.0	12.0	12.0	_	12.0	12.0		12.0	12.0	
Parking/Grade/Parking		N N	0	_	N N	N	0	N N	N		0	N N	N N	0	N	
Parking/Hour		<del>  ``</del>	Ť			<u> </u>	Ť	<del>  '`</del>	<del>  ``</del>			<u> </u>	<del>                                     </del>	Ť	<del>                                     </del>	
Bus Stops/Hour		0	(	)	0		0	0	0		0	0	0	0	0	
Minimum Pe	destrian Time		3	2			3.2				3.2			3.2		
Phasing	EB Only	WB Only	/		03	04		Excl. l	Left	N	NS Perm		07		08	
Timing		G = 9.0 $G = 5.5$		G =		G =		G = 1	2.0	_	= 27.0		<del>}</del> =	G = Y =		
Duration of A	Y = 5.5 Analysis (hrs) =			Y =		Y =	Y = 5 $Y = 5$ Cycle Length (									
D.	up Capacity,		ol C	)ela	v. and	LOS	Deteri	minati	on		, 0.0 _0.	.9	00.0			
	<u>,</u>	T		EB	<b>y</b> ,	T	WB		T		NB			SB		
Adjusted Flo	w Rate	200	1-	72	77		21	14	349	14400		16	172	1020	472	
Adjusted 1 to			╁		//		21	17	1373		1197	1		1197	772	
Lane Group	Capacity	2 <i>4</i> 3	24	14	218		201	178	359	)	1197	534	359	1197	534	
v/c Ratio		0.82	0.	70	0.35		0.10	0.08	0.97	7	0.99	0.03	0.48	0.85	0.88	
Green Ratio		0.14	0.	14	0.14		0.11	0.11	0.55	5	0.34	0.34	0.55	0.34	0.34	
Uniform Dela	ay d <sub>1</sub>	33.6	32	2.9	31.3		31.9	31.8	21.4	1	26.3	17.7	14.3	24.6	25.0	
Delay Factor	rk	0.36	0.2	27	0.11		0.11	0.11	0.48	}	0.49	0.11	0.11	0.38	0.41	
Incremental		19.9	+	3.9	1.0		0.2	0.2	40.0		22.5	0.0		6.1	16.1	
PF Factor		1.000	—	000	1.000	1	1.000		1.00		1.000	1.00		1.000	1.000	
Control Delay		53.5	4	1.9	32.3		32.1	32.0	61.3	3	48.9	17.8	15.3	30.7	41.1	
Lane Group LOS		D	1	)	С		С	С	E		D	В	В	С	D	
	Approach Delay 45.4					32.1		$\top$		51.3			32.1	1		
Approach LOS D			1	C				D			C					
	Intersection Delay 41.8			Intersection LOS					D							
Copyright © 2008 University of Florida, All Rights Reserved					HCS+ <sup>TM</sup> Version 5.4 Generated: 4/21/2016						10:35 AM					

HCS+TM Version 5.4

Generated: 4/21/2016 10:35 AM

Canaral Information				Cita Infan	matian							
General Information				Site Inforr	mation	11477		.,				
Analyst	IZ:I			Intersection Jurisdiction			Washington &SW 52nd Hollywood					
Agency/Co. Date Performed	Kimley 4/20/2			Analysis Year	r		2020 Build - No Improvements					
Analysis Time Period		day Peak					•					
Project ID	-											
ast/West Street: Washingto	n Street			North/South S	Street: SW 52na	Ave						
/olume Adjustments		haracteri	stics									
approach	1	iai aotoi i	Eastbound			We	stbound					
Novement	L		т 327	R	L		Т	R				
olume (veh/h)	17	17		44	61		419	7				
6Thrus Left Lane												
pproach			Northbound			Sou	ithbound					
Movement	L	1	T 118	R 62	L 10		T 112	R 52				
olume (veh/h)	34	34		62	10		112	52				
Thrus Left Lane												
	East	bound	We	stbound	North	bound	South	bound				
	L1	L2	L1	L2	L1	L2	L1	L2				
Configuration	LTR		LTR		LTR		LTR					
PHF	0.95		0.95		0.95		0.95					
low Rate (veh/h)	407		512	1	224		181					
6 Heavy Vehicles	2		2	1	2		2					
lo. Lanes	İ	1		1	•	1		<u>.</u> 1				
Geometry Group		1	i	1		1		1				
ouration, T			-	0.	.25		-					
Saturation Headway	Adiustment	Worksh	eet									
Prop. Left-Turns	0.0	1	0.1	1	0.2		0.1	ľ				
Prop. Right-Turns	0.1		0.0	1	0.3		0.3					
Prop. Heavy Vehicle	0.0		0.0	+	0.0		0.0					
	0.0	0.2	0.0	0.2	0.0	0.2	0.0	0.2				
LT-adj	+	+	<del></del>	+	<del></del>	<del> </del>	- <del>}</del>	-				
RT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6				
HV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7				
adj, computed	-0.0		0.1		-0.1		-0.1					
Departure Headway a	nd Service	Time										
d, initial value (s)	3.20		3.20		3.20		3.20					
, initial	0.36		0.46		0.20		0.16					
d, final value (s)	6.67		6.51		7.45		7.60					
, final value	0.75		0.93		0.46		0.38					
Nove-up time, m (s)	2	.0		2.0	2.	0	2.	.0				
Service Time, t <sub>s</sub> (s)	4.7		4.5		5.4		5.6					
Capacity and Level o	f Service				4							
	1	bound	1/10	stbound	Morth	bound	Courth	bound				
	+			1		1	_	1				
	L1	L2	L1	L2	L1	L2	L1	L2				
apacity (veh/h)	516		547		440		421					
elay (s/veh)	27.32		47.58		16.71		15.23					
os	D		E		С		С					
pproach: Delay (s/veh)	27.32 47.58 16.71 15.23											
LOS	†	D		E	_	2	(					
ntersection Delay (s/veh)					1.71		1					
ntersection LOS	ļ				D							

					SI	HORT	REPC	RT								
General Info	ormation						Site Ir	nformat	ion							
	o. <i>Kimley-Horr</i> ned 4/20/2016 <i>Weekday Pe</i>		r				Interso Area Jurisd Analys	Гуре	All Ho	oth llyv	ington& er area vood Build-No	S		/ements		
Volume and	Timing Input															
				В			WB	1			NB				SB	
Number of L		LT 1	1	Ή	RT 1	LT 0	TH 1	RT 1	LT 1		TH 2	1	RT_	LT 1	TH 2	RT 1
	Number of Lanes		H	-	•	U	-	<u> </u>	-		Z T	H				<del>-</del> -
Lane Group	`	319	L'	-	R 123	14	<i>LT</i> 3	<i>R</i> 67	247		835	50 50		L 132	T 784	R 411
Volume (vph % Heavy Vel	-	2	2	-	2	2	2	2	247	-	2	2		2	2	2
PHF	Tilcles	0.95	0.9	-	0.95	0.95	0.95	0.95	0.95	_	0.95	0.9		0.95	0.95	0.95
Pretimed/Act	tuated (P/A)	0.95 A	0.8	_	0.95 A	0.93 A	0.93 A	0.93 A	0.93 A		0.93 A	<i>0.</i> 8		0.93 A	0.93 A	0.93 A
Startup Lost		2.0	2.	-	2.0		2.0	2.0	2.0	$\exists$	2.0	2.		2.0	2.0	2.0
<u> </u>	Effective Green	╂	2.	-	2.0		2.0	2.0	2.0	$\exists$	2.0	2.		2.0	2.0	2.0
Arrival Type		3	3	-	3		3	3	3		3	3		3	3	3
Unit Extension	on	3.0	3.	-	3.0		3.0	3.0	3.0		3.0	3.		3.0	3.0	3.0
Ped/Bike/RT		0	C	-	60	0	0	60	0		0	5		0	0	60
Lane Width		12.0	12	.0	12.0		12.0	12.0	12.0	2.0 12.0		12.0		12.0	12.0	12.0
Parking/Grade/Parking		N	C	,	Ν	Ν	0	N	Ν		0	Ν		N	0	Ν
Parking/Hour																
Bus Stops/H		0	₩	)	0		0	0	0		0	Ĭ	)	0	0	0
	destrian Time		3.				3.2				3.2				3.2	
Phasing		WB Only		G =	03	G =	)4	SPG = 3		Ļ	06 =		G =	07	G =	)8
Timing		6 = 14.5 $6 = 5.5$	,	Y =				Y = 5	5.0	Y			Y =	= Y =		
Duration of A	Analysis (hrs) = (					•	Cycle Length					gth C = 80.0				
Lane Grou	up Capacity,	Contro	ol C	)ela	y, and	LOS	Determination									
				EB	_		WB		$oldsymbol{ol}}}}}}}}}}}}}}}}}$		NB				SB	
Adjusted Flo	w Rate	185	15	59	66		18	7	260	1	879	0	)	139	825	369
Lane Group	Capacity	321	32	22	287		324	287	205		1552	69	93	185	1552	693
v/c Ratio		0.58	0.	49	0.23		0.06	0.02	1.27	7	0.57	0.0	00	0.75	0.53	0.53
Green Ratio		0.18	0.	18	0.18		0.18	0.18	0.44	Į.	0.44	0.4	14	0.44	0.44	0.44
Uniform Dela	ay d <sub>1</sub>	29.9	29	0.4	28.0		27.1	26.9	22.5	5	16.8	12	.7	18.9	16.5	16.5
Delay Factor	·k	0.17	0.	11	0.11		0.11	0.11	0.50		0.16	0.1	11	0.31	0.13	0.14
Incremental	Delay d <sub>2</sub>	2.6	1	1.2	0.4		0.1	0.0	153.	.4	0.5	0	.0	15.8	0.4	0.8
PF Factor		1.000	1.	000	1.000		1.000	1.000	1.00	0	1.000	1.0	000	1.000	1.000	1.000
Control Delay		32.5	3	0.6	28.4		27.2	27.0	175.	9	17.3	12	2.7	34.6	16.8	17.3
Lane Group LOS		С		)	С		С	С	F		В	В		С	В	В
Approach Delay 31.1				27.1		53.5					18.8					
Approach LOS C				С				D				В				
Intersection I	Delay		3	4.2				Interse	ction I	0	S				С	
Copyright © 2008 University of Florida, All Rights Reserved						HCS+ <sup>TM</sup> Version 5.4 Generated: 4/22/2016							10:20 AM			

					SI	HORT	REPC	RT									
General Info	ormation						Site Information										
Analyst Agency or C Date Perforn Time Period	o. <i>Kimley-Horn</i> ned 4/20/2016 Weekday Pe	ak Hour	•				Interse Area Jurisd Analys	Гуре	All Ho	oth Ilyv	ington& ner area vood Build-Op	S		ηp			
Volume and	l Timing Input																
			E				WB		L		NB				SB		
November of L		LT	T 1	<del>     </del>	RT	LT	TH	RT	LT		TH	_	T_	LT	TH	RT	
Number of L	anes	1	LT		1	0	1	1	1		2 T	1		1	2 T	1	
Lane Group	.\	L 210	8	<del></del>	R 123	14	<i>LT</i> 3	<i>R</i> 67	247		835	50 50		L 132	784	R 411	
Volume (vph		319 2	2	$\dashv$	2	2	2	2	247		2	2		2	2	2	
% Heavy Ve	riicies		0.9	_	0.95	0.95	0.95	0.95	0.95	_	0.95	0.9		0.95	0.95	0.95	
Pretimed/Act	tueted (D/A)	0.95 A	0.9 A	-	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A	'	0.95 A	O.S		0.95 A	0.95 A	0.95 A	
	` ′	2.0	2.0	<del></del>	2.0	A	2.0	2.0	2.0		2.0	2.		2.0	2.0	2.0	
Startup Lost	Effective Green	2.0	2.0	<del></del>	2.0		2.0	2.0	2.0		2.0	2. 2.		2.0	2.0	2.0	
	Ellective Green	3	3	<del></del>	3		3	3	3		3	3		3	3	3	
Arrival Type Unit Extension		3.0	-	┵	3.0		3.0	3.0	3.0		3.0	3.		3.0	3.0	3.0	
-			3.0 0					<del> </del>	_		0	┢			0	_	
Ped/Bike/RT Lane Width	OR volume	0 12.0	12.0		60 12.0	0	0 12.0	60 12.0	12.0	_	12.0	56 12.0		0 12.0	12.0	60 12.0	
Parking/Grade/Parking		N	0		N	N	0	N 12.0	12.0 N	_	0	N N		N N	0	N N	
Parking/Hour		7.4	Ŭ	$\dashv$	7.4	7.4		''	'			H'		7.4	, , ,	- 1	
Bus Stops/Hour		0	0		0		0	0	0		0	(	)	0	0	0	
<del></del>	destrian Time		3.2	2			3.2				3.2				3.2		
Phasing		VB Only		•	03									07		)8	
Timing		= 11.5		G =		G =		G = 41.0					G =	G = G = Y = Y =			
	Y = 5.5 $Y$ Analysis (hrs) = 0	= 5.5 25	$\dashv$	Y =		Y =		Y = 5 Y = Cycle Leng									
	up Capacity, (		J D	ela	v. and	LOS	Deteri	minatio	on		y 0.0 <u>L</u> 0.	·g.		- 00.0			
	ар сарасиј,	1		EB	<i>y</i> ,		WB		T		NB				SB		
Adjusted Flo	w Rate	185	15	9	66		18	7	260	)	879	0	)	139	825	369	
Lane Group	Capacity	254	25	6	228		257	228	268	1	1818	81	1	245	1818	811	
v/c Ratio		0.73	0.6	52	0.29		0.07	0.03	0.97	7	0.48	0.0	00	0.57	0.45	0.45	
Green Ratio		0.14	0.1	14	0.14		0.14	0.14	0.51	1	0.51	0.5	51	0.51	0.51	0.51	
Uniform Dela	ay d₁	32.8	32	.2	30.6		29.6	29.5	18.9	<del>-</del>	12.6	9.	5	13.4	12.4	12.4	
Delay Factor	· '	0.29	0.2	20	0.11	1	0.11	0.11	0.48	}	0.11	0.1	11	0.16	0.11	0.11	
Incremental	Delay d <sub>2</sub>	10.1	4	.6	0.7		0.1	0.1	46.6	3	0.2	0.	.0	3.1	0.2	0.4	
PF Factor		1.000	1.0	000	1.000		1.000	1.000	1.00	00	1.000	1.0	000	1.000	1.000	1.000	
Control Delay		42.9	36	5.8	31.3		29.7	29.5	65.	5	12.8	9.5		16.5	12.6	12.8	
Lane Group	Lane Group LOS		L	)	С		С	С	E		В	Α		В	В	В	
Approach Delay 38.7				29.7	•	24.9					13.0						
Approach LOS D					C C					В							
Intersection	Delay		21	1.4				Interse	ction I	0	S				С		
Copyright © 2008 University of Florida, All Rights Reserved					1	HCS+ <sup>TM</sup> Version 5.4 Generated: 4/22/2016 10:17 /								10·17 AM			

Copyright © 2008 University of Florida, All Rights Reserved

HCS+TM Version 5.4

Generated: 4/22/2016 10:17 AM