

## 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.

<b>Public Improvements</b>		
<b>Requirement</b>	<b>Completion Date</b>	<b>Amount</b>
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. <u>Install two radar speed indicator signs.</u>	Prior to the release of the <u>516</u> <del>60</del> <sup>th</sup> Certificate of Occupancy within Phase 1	\$763,940
Intersection improvements South 52 <sup>nd</sup> Avenue & Washington Street: <del>Traffic roundabout or signal, as required by Broward County, to be installed.</del> <u>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.</u>	Prior to the <u>516</u> <del>320</del> <sup>th</sup> Certificate of Occupancy.	\$299,459
Intersection improvements South 37 <sup>th</sup> 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> <del>320</del> <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> <del>320</del> <sup>th</sup> Certificate of Occupancy.	\$13,000
		\$18,485

<p><del>Intersection improvements South 52<sup>nd</sup> and Pembroke Road: 8' shared pedestrian walk connection / bike path extension from project entrance to existing walkway on north side of Pembroke Road—<u>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.</u></del></p>	<p>Prior to the <u>516</u> 320<sup>th</sup> Certificate of Occupancy.</p>	
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## 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**

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### **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 52<sup>nd</sup> 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
- 3) 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.

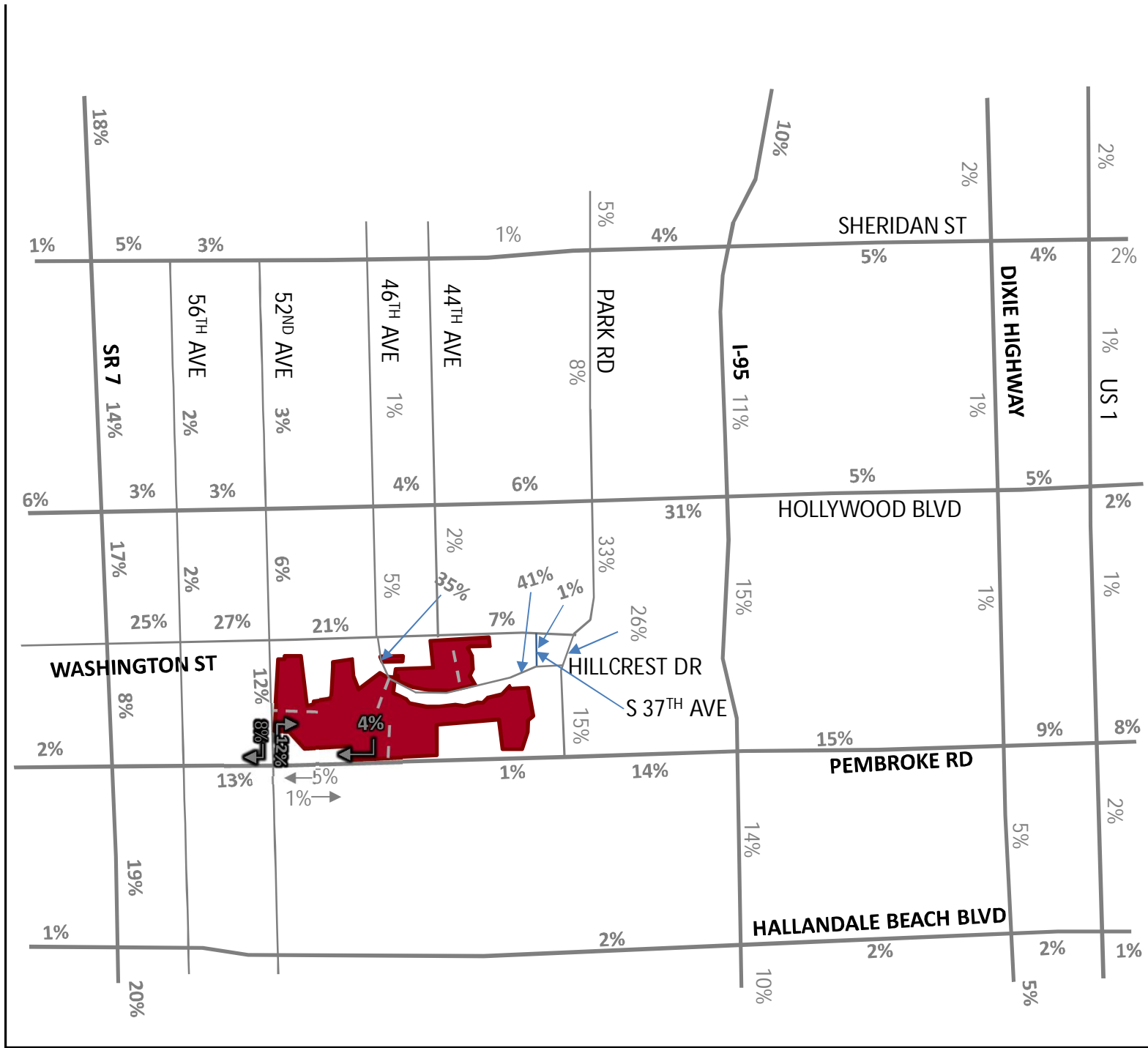
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Table 1: HCS+ Analysis Summary						
Intersection	Scenario	Overall LOS/Delay	NB	SB	EB	WB
Washington Street & Park Road	Existing (2007)	B/ 18.3	B	B	C	C
	2030 No Build	F/ 91.9	F	E	C	C
	2030 Build	F/ 109.4	F	E	C	C
	2030 Build - Improved	D/ 41.8	D	C	D	C
Washington Street & SW 52 <sup>nd</sup> Avenue	Existing (2007)	C/ 15.3	B	B	B	C
	2030 No Build	D/ 29.9	C	B	C	E
	2030 Build	F/ 52.9	C	C	E	F
	2030 Build* - Improved	-	0.29	0.19	0.46	0.56

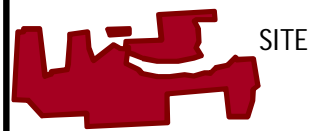
\*HCS+ does not provide LOS results for roundabouts. V/C ratio was reported for each approach.

TABLE 2  
TRIP GENERATION  
HILLCREST

LAND USE	INTENSITY	DAILY TRIPS	PM PEAK HOUR		
			TOTAL	IN	OUT
<u>Existing FLU</u>					
Golf Course	18 holes	643	53	27	26
<i>Net New External Trips</i>		643	53	27	26
<u>Proposed FLU</u>					
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
<i>Net New External Trips</i>		4,925	456	294	162
<i>Trip Differential (Proposed - Existing)</i>		4,282	403	267	136
<u>Daily Trips</u>					
Golf Course	[ITE 430]	=	35.74 trips / hole		
Condos/Townhouses	[ITE 230]	=	$\text{Ln}(T) = 0.87 \text{Ln}(X) + 2.46$		
Single Family Detached	[ITE 210]	=	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.72$		
Open Space- Park	[ITE 412]	=	2.28 trips / acre		
<u>AM Peak Hour</u>					
Golf Course	[ITE 430]	=	2.06 trips / hole (79% in, 21% out)		
Condos/Townhouses	[ITE 230]	=	$\text{Ln}(T) = 0.80 \text{Ln}(X) + 0.26$ (17% in, 83% out)		
Single Family Detached	[ITE 210]	=	$T = 0.70(X) + 9.74$ (25% in, 75% out)		
Open Space- Park	[ITE 412]	=	0.02 trips / acre (61% in, 39% out)		
<u>PM Peak Hour</u>					
Golf Course	[ITE 430]	=	2.92 trips / hole (51% in, 49% out)		
Condos/Townhouses	[ITE 230]	=	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$ (67% in, 33% out)		
Single Family Detached	[ITE 210]	=	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.51$ (63% in, 37% out)		
Open Space- Park	[ITE 412]	=	0.09 trips / acre (61% in, 39% out)		



**LEGEND**



SITE

XX% PROJECT ASSIGNMENT

FIGURE 2  
TRIP ASSIGNMENT  
HILLCREST  
RESIDENTIAL



INTERSECTION VOLUME DEVELOPMENT WORKSHEET

HILLCREST HOLLYWOOD

WASHINGTON STREET & S PARK ROAD

EXISTING GEOMETRY

	NB	SB	EB	WB
Growth Rate =	3.01%	2.15%	0.78%	0.78%
Buildout Year =	2030	2030		
Years =	23	23		

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	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					
<b>TOTAL TRAFFIC</b>	<b>332</b>	<b>1,121</b>	<b>75</b>	<b>163</b>	<b>969</b>	<b>508</b>	<b>346</b>	<b>8</b>	<b>133</b>	<b>16</b>	<b>4</b>	<b>73</b>

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%
Buildout Year =	2030	2030		
Years =	23	23		

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	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	
<b>TOTAL TRAFFIC</b>	<b>36</b>	<b>125</b>	<b>65</b>	<b>10</b>	<b>120</b>	<b>55</b>	<b>18</b>	<b>361</b>	<b>49</b>	<b>66</b>	<b>457</b>	<b>7</b>

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

	NB	SB	EB	WB
Growth Rate =	3.01%	2.15%	0.78%	0.78%
Peak Season =	1	1		
Buildout Year =	2020	2020		
Years =	13	13		

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	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
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
Project Traffic												
Inbound Traffic Assignment					26.0%	7.0%						
Inbound Traffic Volumes					56	15						
Outbound Traffic Assignment		26.0%					7.0%					
Outbound Traffic Volumes		28					8					
Project Traffic		28			56	15	8					
<b>TOTAL TRAFFIC</b>	<b>247</b>	<b>835</b>	<b>56</b>	<b>132</b>	<b>784</b>	<b>411</b>	<b>319</b>	<b>8</b>	<b>123</b>	<b>14</b>	<b>3</b>	<b>67</b>

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		
Years =	13	13		

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	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	
<b>TOTAL TRAFFIC</b>	<b>34</b>	<b>118</b>	<b>62</b>	<b>10</b>	<b>112</b>	<b>52</b>	<b>17</b>	<b>327</b>	<b>44</b>	<b>61</b>	<b>419</b>	<b>7</b>

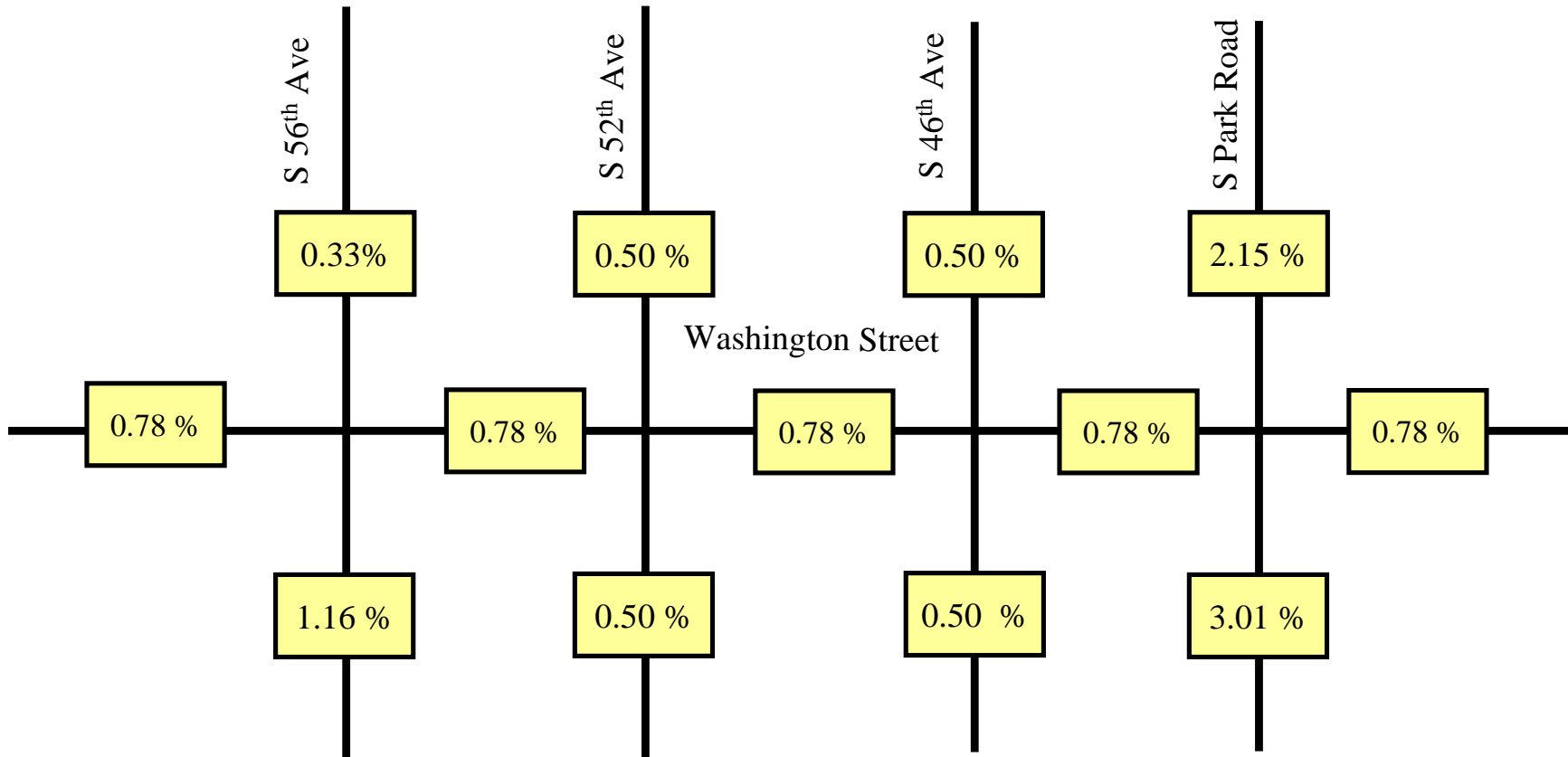


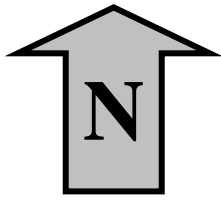
NTS

# FIGURE 7

Hillcrest Golf Course LUPA

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





NOT TO SCALE

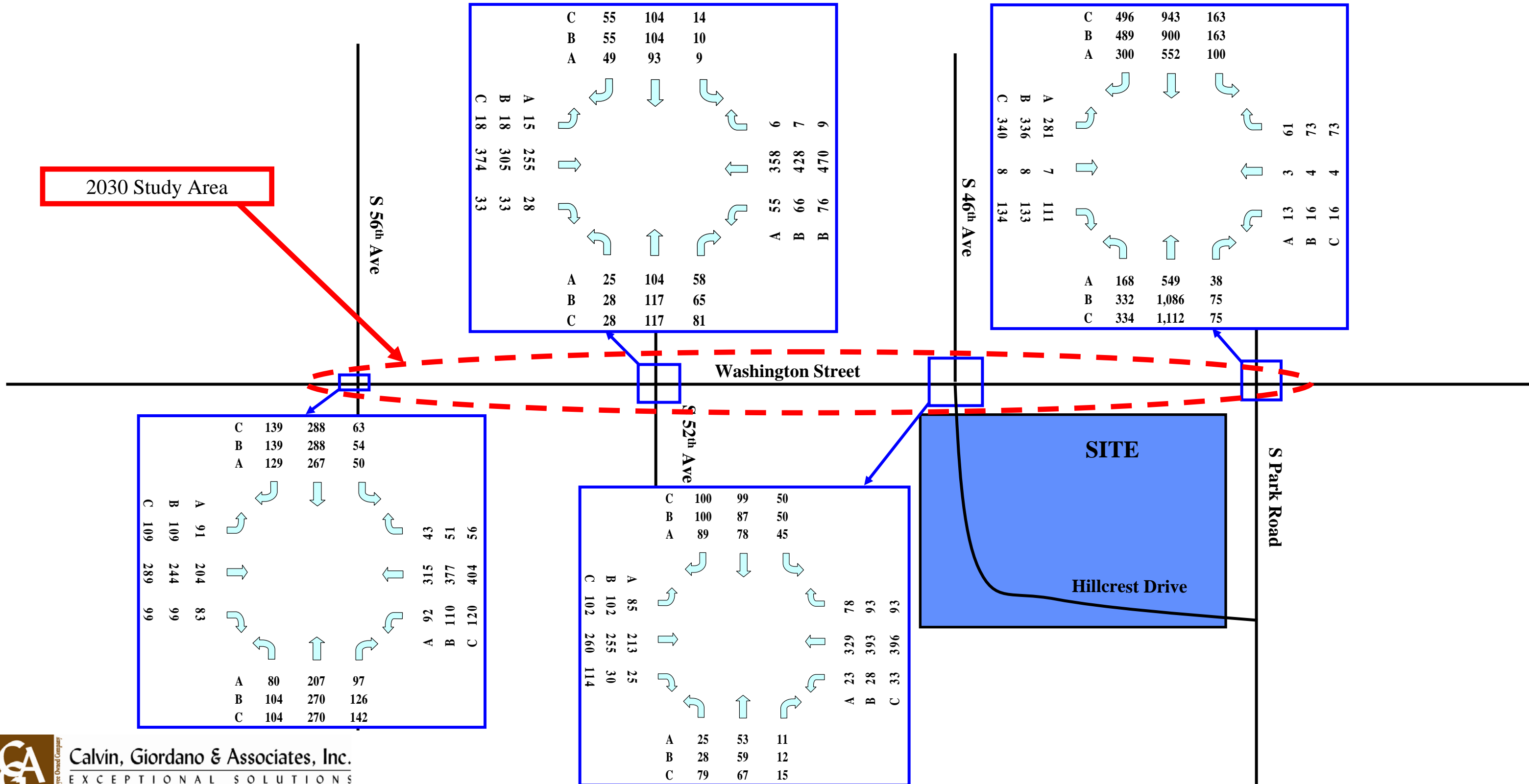
# FIGURE 8

## Hillcrest Golf Course LUPA Existing and 2030 Intersection Turning Movements

**LEGEND**

- A) Existing Peak Hour Turns
- B) 2030 without Project Traffic
- C) 2030 with Project Traffic

2030 Study Area



ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst				Intersection	Washington & SW 52nd			
Agency/Co.	Kimley-Horn			Jurisdiction	Hollywood			
Date Performed	4/20/2016			Analysis Year	Existing (2007)			
Analysis Time Period	Weekday Peak							
Project ID								
East/West Street: Washington Street				North/South Street: SW 52nd Ave				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	15	255	28	55	358	6		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	25	104	58	9	93	0		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	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)	312		439		196		106	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0		0.1		0.1		0.1	
Prop. Right-Turns	0.1		0.0		0.3		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-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
hadj, computed	-0.0		0.1		-0.1		0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.28		0.39		0.17		0.09	
hd, final value (s)	5.61		5.47		6.11		6.53	
x, final value	0.49		0.67		0.33		0.19	
Move-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 Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	562		637		446		356	
Delay (s/veh)	13.81		18.76		12.13		11.07	
LOS	B		C		B		B	
Approach: Delay (s/veh)	13.81		18.76		12.13		11.07	
LOS	B		C		B		B	
Intersection Delay (s/veh)	15.29							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst				Intersection	Washington & SW 52nd			
Agency/Co.	Kimley-Horn			Jurisdiction	Hollywood			
Date Performed	4/20/2016			Analysis Year	2030 No Build			
Analysis Time Period	Weekday Peak							
Project ID								
East/West Street: Washington Street				North/South Street: SW 52nd Ave				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	18	305	33	66	428	7		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	28	117	65	10	104	55		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	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	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
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	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-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
hadj, computed	-0.0		0.1		-0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.33		0.47		0.20		0.16	
hd, final value (s)	6.58		6.32		7.25		7.40	
x, final value	0.68		0.92		0.44		0.36	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t <sub>s</sub> (s)	4.6		4.3		5.2		5.4	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	520		563		453		426	
Delay (s/veh)	22.54		46.26		15.89		14.53	
LOS	C		E		C		B	
Approach: Delay (s/veh)	22.54		46.26		15.89		14.53	
LOS	C		E		C		B	
Intersection Delay (s/veh)	29.95							
Intersection LOS	D							



ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst					Intersection	Washington & SW 52nd		
Agency/Co.	Kimley-Horn				Jurisdiction	Hollywood		
Date Performed	4/20/2016				Analysis Year	2030 Build - No Improvements		
Analysis Time Period	Weekday Peak							
Project ID								
East/West Street: Washington Street					North/South Street: SW 52nd Ave			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	18	361	49	66	457	7		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	36	125	65	10	120	55		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	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)	449		557		236		193	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0		0.1		0.2		0.1	
Prop. Right-Turns	0.1		0.0		0.3		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-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
hadj, computed	-0.0		0.1		-0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.40		0.50		0.21		0.17	
hd, final value (s)	7.06		6.96		7.96		8.14	
x, final value	0.88		1.08		0.52		0.44	
Move-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 Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	504		557		429		415	
Delay (s/veh)	42.49		87.90		19.30		17.30	
LOS	E		F		C		C	
Approach: Delay (s/veh)	42.49		87.90		19.30		17.30	
LOS	E		F		C		C	
Intersection Delay (s/veh)	52.92							
Intersection LOS	F							

ROUNDBABOUTS - UNSIGNALIZED INTERSECTIONS WORKSHEET					
<b>General Information</b>			<b>Site Information</b>		
Analyst	<i>KH Analyst</i>		Intersection	<i>Washington &amp; SW 52nd</i>	
Agency/Co.	<i>Kimley-Horn</i>		Jurisdiction	<i>Hollywood</i>	
Date Performed	<i>4/20/2016</i>		Analysis Year	<i>2030 Build</i>	
Time Period	<i>Weekday Peak</i>				
Project Description					
<b>Volume Adjustments</b>					
		EB	WB	NB	SB
LT Traffic	Volume, veh/h	18	66	36	10
	PHF	0.95	0.95	0.95	0.95
	Flow rate, veh/h	18	69	37	10
TH Traffic	Volume, veh/h	361	457	125	120
	PHF	0.95	0.95	0.95	0.95
	Flow rate, veh/h	380	481	131	126
RT Traffic	Volume, veh/h	49	7	65	
	PHF	0.95	0.95	0.95	0.95
	Flow rate, veh/h	51	7	68	0
<b>Approach Flow Computation</b>					
Approach Flow (veh/h)			Va (veh/h)		
V <sub>ae</sub>			449		
V <sub>aw</sub>			557		
V <sub>an</sub>			236		
V <sub>as</sub>			136		
<b>Circulating Flow Computation</b>					
Approach Flow (veh/h)			Vc (veh/h)		
V <sub>ce</sub>			205		
V <sub>cw</sub>			186		
V <sub>cn</sub>			408		
V <sub>cs</sub>			587		
<b>Capacity Computation</b>					
		EB	WB	NB	SB
Capacity	Upper bound	1179	1197	1004	870
	Lower bound	974	990	817	698
v/c Ratio	Upper bound	0.38	0.47	0.24	0.16
	Lower bound	0.46	0.56	0.29	0.19

SHORT REPORT																
General Information						Site Information										
Analyst Agency or Co. <i>Kimley-Horn</i> Date Performed <i>4/20/2016</i> Time Period <i>Weekday Peak Hour</i>						Intersection <i>Washington&amp;Park</i> Area Type <i>All other areas</i> Jurisdiction <i>Hollywood</i> Analysis Year <i>Existing (2007)</i>										
Volume and Timing Input																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Number of Lanes	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 Vehicles	2	2	2	2	2	2	2	2	2	2	2	2				
PHF	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/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A				
Startup Lost Time	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	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0	60	0	0	60	0	0	38	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	N	0	N	N	0	N	N	0	N				
Parking/Hour																
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	EB Only		WB Only		03		04		NS Perm		06		07		08	
Timing	G = 14.5		G = 14.5		G =		G =		G = 35.0		G =		G =		G =	
	Y = 5.5		Y = 5.5		Y =		Y =		Y = 5		Y =		Y =		Y =	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0										
Lane Group Capacity, Control Delay, and LOS Determination																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Adjusted Flow Rate	163	140	54		17	1	177	578	0	105	581	253				
Lane Group Capacity	321	322	287		324	287	311	1552	693	312	1552	693				
v/c Ratio	0.51	0.43	0.19		0.05	0.00	0.57	0.37	0.00	0.34	0.37	0.37				
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 Delay 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 k	0.12	0.11	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	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000				
Control Delay	30.9	30.1	28.1		27.1	26.8	19.3	15.3	12.7	15.5	15.3	15.4				
Lane Group LOS	C	C	C		C	C	B	B	B	B	B	B				
Approach Delay	30.1			27.1			16.2			15.3						
Approach LOS	C			C			B			B						
Intersection Delay	18.3			Intersection LOS						B						

SHORT REPORT																
General Information						Site Information										
Analyst Agency or Co. <i>Kimley-Horn</i> Date Performed <i>4/20/2016</i> Time Period <i>Weekday Peak Hour</i>						Intersection <i>Washington&amp;Park</i> Area Type <i>All other areas</i> Jurisdiction <i>Hollywood</i> Analysis Year <i>2030 No Build</i>										
Volume and Timing Input																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Number of Lanes	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)	336	8	133	16	4	73	332	1086	75	163	900	489				
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2				
PHF	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/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A				
Startup Lost Time	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	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				
Ped/Bike/RTOR 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	N	0	N	N	0	N	N	0	N				
Parking/Hour																
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	EB Only		WB Only		03		04		NS Perm		06		07		08	
Timing	G = 14.5		G = 14.5		G =		G =		G = 35.0		G =		G =		G =	
	Y = 5.5		Y = 5.5		Y =		Y =		Y = 5		Y =		Y =		Y =	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0										
Lane Group Capacity, Control Delay, and LOS Determination																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Adjusted Flow Rate	195	167	77		21	14	349	1143	16	172	947	452				
Lane Group Capacity	321	322	287		324	287	161	1552	693	102	1552	693				
v/c Ratio	0.61	0.52	0.27		0.06	0.05	2.17	0.74	0.02	1.69	0.61	0.65				
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 Delay 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 k	0.19	0.12	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	1.000	1.000		1.000	1.000	1.000	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	C	C	C		C	C	F	C	B	F	B	B				
Approach Delay	31.7			27.2			147.2			57.1						
Approach LOS	C			C			F			E						
Intersection Delay	91.9			Intersection LOS						F						

SHORT REPORT																
General Information						Site Information										
Analyst Agency or Co. <i>Kimley-Horn</i> Date Performed <i>4/20/2016</i> Time Period <i>Weekday Peak Hour</i>						Intersection <i>Washington&amp;Park</i> Area Type <i>All other areas</i> Jurisdiction <i>Hollywood</i> Analysis Year <i>2030 Build-No Improvements</i>										
Volume and Timing Input																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Number of Lanes	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)	346	8	133	16	4	73	332	1121	75	163	969	508				
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2				
PHF	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/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A				
Startup Lost Time	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	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				
Ped/Bike/RTOR 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	N	0	N	N	0	N	N	0	N				
Parking/Hour																
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	EB Only		WB Only		03		04		NS Perm		06		07		08	
Timing	G = 14.5		G = 14.5		G =		G =		G = 35.0		G =		G =		G =	
	Y = 5.5		Y = 5.5		Y =		Y =		Y = 5		Y =		Y =		Y =	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0										
Lane Group Capacity, Control Delay, and LOS Determination																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Adjusted Flow 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 Delay 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 k	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	C	C	C		C	C	F	C	B	F	B	C				
Approach Delay	32.1			27.2			183.5			63.2						
Approach LOS	C			C			F			E						
Intersection Delay	109.4			Intersection LOS						F						

SHORT REPORT																
General Information						Site Information										
Analyst Agency or Co. <i>Kimley-Horn</i> Date Performed <i>4/20/2016</i> Time Period <i>Weekday Peak Hour</i>						Intersection <i>Washington&amp;Park</i> Area Type <i>All other areas</i> Jurisdiction <i>Hollywood</i> Analysis Year <i>2030 Build</i>										
Volume and Timing Input																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Number of Lanes	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)	346	8	133	16	4	73	332	1121	75	163	969	508				
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2				
PHF	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/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A				
Startup Lost Time	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	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				
Ped/Bike/RTOR 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	N	0	N	N	0	N	N	0	N				
Parking/Hour																
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	EB Only		WB Only		03		04		Excl. Left		NS Perm		07		08	
Timing	G = 11.0		G = 9.0		G =		G =		G = 12.0		G = 27.0		G =		G =	
	Y = 5.5		Y = 5.5		Y =		Y =		Y = 5		Y = 5		Y =		Y =	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0										
Lane Group Capacity, Control Delay, and LOS Determination																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Adjusted Flow Rate	200	172	77		21	14	349	1180	16	172	1020	472				
Lane Group Capacity	243	244	218		201	178	359	1197	534	359	1197	534				
v/c Ratio	0.82	0.70	0.35		0.10	0.08	0.97	0.99	0.03	0.48	0.85	0.88				
Green Ratio	0.14	0.14	0.14		0.11	0.11	0.55	0.34	0.34	0.55	0.34	0.34				
Uniform Delay d <sub>1</sub>	33.6	32.9	31.3		31.9	31.8	21.4	26.3	17.7	14.3	24.6	25.0				
Delay Factor k	0.36	0.27	0.11		0.11	0.11	0.48	0.49	0.11	0.11	0.38	0.41				
Incremental Delay d <sub>2</sub>	19.9	8.9	1.0		0.2	0.2	40.0	22.5	0.0	1.0	6.1	16.1				
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	53.5	41.9	32.3		32.1	32.0	61.3	48.9	17.8	15.3	30.7	41.1				
Lane Group LOS	D	D	C		C	C	E	D	B	B	C	D				
Approach Delay	45.4			32.1			51.3			32.1						
Approach LOS	D			C			D			C						
Intersection Delay	41.8			Intersection LOS						D						

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst				Intersection	Washington & SW 52nd			
Agency/Co.	Kimley-Horn			Jurisdiction	Hollywood			
Date Performed	4/20/2016			Analysis Year	2020 Build - No Improvements			
Analysis Time Period	Weekday Peak							
Project ID								
East/West Street: Washington Street				North/South Street: SW 52nd Ave				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	17	327	44	61	419	7		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	34	118	62	10	112	52		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	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)	407		512		224		181	
% Heavy Vehicles	2		2		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0		0.1		0.2		0.1	
Prop. Right-Turns	0.1		0.0		0.3		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-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
hadj, computed	-0.0		0.1		-0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.36		0.46		0.20		0.16	
hd, final value (s)	6.67		6.51		7.45		7.60	
x, final value	0.75		0.93		0.46		0.38	
Move-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 of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	516		547		440		421	
Delay (s/veh)	27.32		47.58		16.71		15.23	
LOS	D		E		C		C	
Approach: Delay (s/veh)	27.32		47.58		16.71		15.23	
LOS	D		E		C		C	
Intersection Delay (s/veh)	31.71							
Intersection LOS	D							

SHORT REPORT																
General Information						Site Information										
Analyst Agency or Co. <i>Kimley-Horn</i> Date Performed <i>4/20/2016</i> Time Period <i>Weekday Peak Hour</i>						Intersection <i>Washington&amp;Park</i> Area Type <i>All other areas</i> Jurisdiction <i>Hollywood</i> Analysis Year <i>2020 Build-No Improvements</i>										
Volume and Timing Input																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Number of Lanes	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)	319	8	123	14	3	67	247	835	56	132	784	411				
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2				
PHF	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/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A				
Startup Lost Time	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	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0	60	0	0	60	0	0	56	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	N	0	N	N	0	N	N	0	N				
Parking/Hour																
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	EB Only		WB Only		03		04		NS Perm		06		07		08	
Timing	G = 14.5		G = 14.5		G =		G =		G = 35.0		G =		G =		G =	
	Y = 5.5		Y = 5.5		Y =		Y =		Y = 5		Y =		Y =		Y =	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0										
Lane Group Capacity, Control Delay, and LOS Determination																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Adjusted Flow Rate	185	159	66		18	7	260	879	0	139	825	369				
Lane Group Capacity	321	322	287		324	287	205	1552	693	185	1552	693				
v/c Ratio	0.58	0.49	0.23		0.06	0.02	1.27	0.57	0.00	0.75	0.53	0.53				
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 Delay d <sub>1</sub>	29.9	29.4	28.0		27.1	26.9	22.5	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	0.11	0.31	0.13	0.14				
Incremental Delay d <sub>2</sub>	2.6	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	1.000	1.000	1.000	1.000	1.000	1.000				
Control Delay	32.5	30.6	28.4		27.2	27.0	175.9	17.3	12.7	34.6	16.8	17.3				
Lane Group LOS	C	C	C		C	C	F	B	B	C	B	B				
Approach Delay	31.1			27.1			53.5			18.8						
Approach LOS	C			C			D			B						
Intersection Delay	34.2			Intersection LOS						C						



SHORT REPORT																
General Information						Site Information										
Analyst Agency or Co. <i>Kimley-Horn</i> Date Performed <i>4/20/2016</i> Time Period <i>Weekday Peak Hour</i>						Intersection <i>Washington&amp;Park</i> Area Type <i>All other areas</i> Jurisdiction <i>Hollywood</i> Analysis Year <i>2020 Build-Opt-No Imp</i>										
Volume and Timing Input																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Number of Lanes	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)	319	8	123	14	3	67	247	835	56	132	784	411				
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2				
PHF	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/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A				
Startup Lost Time	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	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0	60	0	0	60	0	0	56	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	N	0	N	N	0	N	N	0	N				
Parking/Hour																
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	EB Only		WB Only		03		04		NS Perm		06		07		08	
Timing	G = 11.5		G = 11.5		G =		G =		G = 41.0		G =		G =		G =	
	Y = 5.5		Y = 5.5		Y =		Y =		Y = 5		Y =		Y =		Y =	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0										
Lane Group Capacity, Control Delay, and LOS Determination																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Adjusted Flow Rate	185	159	66		18	7	260	879	0	139	825	369				
Lane Group Capacity	254	256	228		257	228	268	1818	811	245	1818	811				
v/c Ratio	0.73	0.62	0.29		0.07	0.03	0.97	0.48	0.00	0.57	0.45	0.45				
Green Ratio	0.14	0.14	0.14		0.14	0.14	0.51	0.51	0.51	0.51	0.51	0.51				
Uniform Delay d <sub>1</sub>	32.8	32.2	30.6		29.6	29.5	18.9	12.6	9.5	13.4	12.4	12.4				
Delay Factor k	0.29	0.20	0.11		0.11	0.11	0.48	0.11	0.11	0.16	0.11	0.11				
Incremental Delay d <sub>2</sub>	10.1	4.6	0.7		0.1	0.1	46.6	0.2	0.0	3.1	0.2	0.4				
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	42.9	36.8	31.3		29.7	29.5	65.5	12.8	9.5	16.5	12.6	12.8				
Lane Group LOS	D	D	C		C	C	E	B	A	B	B	B				
Approach Delay	38.7			29.7			24.9			13.0						
Approach LOS	D			C			C			B						
Intersection Delay	21.4			Intersection LOS						C						