HOLLYWOOD RAC AMENDMENT TRAFFIC IMPACT STUDY

Hollywood, FL 33020

Prepared for:

By:

Calvin, Giordano & Associates, Inc.

EXCEPTIONAL SOLUTIONS™

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Calvin, Giordano & Associates, Inc., a corporation authorized to operate as an engineering business, EB 00006500, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby for:

PROJECT: Hollywood RAC Amendment Traffic Impact Study
LOCATION: Hollywood, Florida 33020

I acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

NAME: Pablo Chon Kan-Munoz, PE
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DATE: ___

SIGNATURE: _____

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1. INTRODUCTION

1.1 Project Background

Calvin, Giordano, and Associates Inc. (CGA) was retained by the City of Hollywood to conduct a traffic impact study to identify the potential traffic impacts of a proposed Land Use Plan Amendment (LUPA) that introduces additional residential land use in the City of Hollywood, Florida. The proposed amendment modifies the residential land use mix within designated Regional Activity Centers (RAC). This Traffic Impact Study compares existing and proposed development programs in terms of dwelling units and vehicular trip generation and evaluates its impacts at several intersections in accordance with the Broward County Planning Council Traffic Circulation Analysis requirements. Table 1 Table 2 show the approved and proposed land use. The limits of the study area are 28th Avenue to the West and Federal Highway to the East. Johnson Street to the North and Washington Street to the South. The project is expected to be completed by the year 2027.

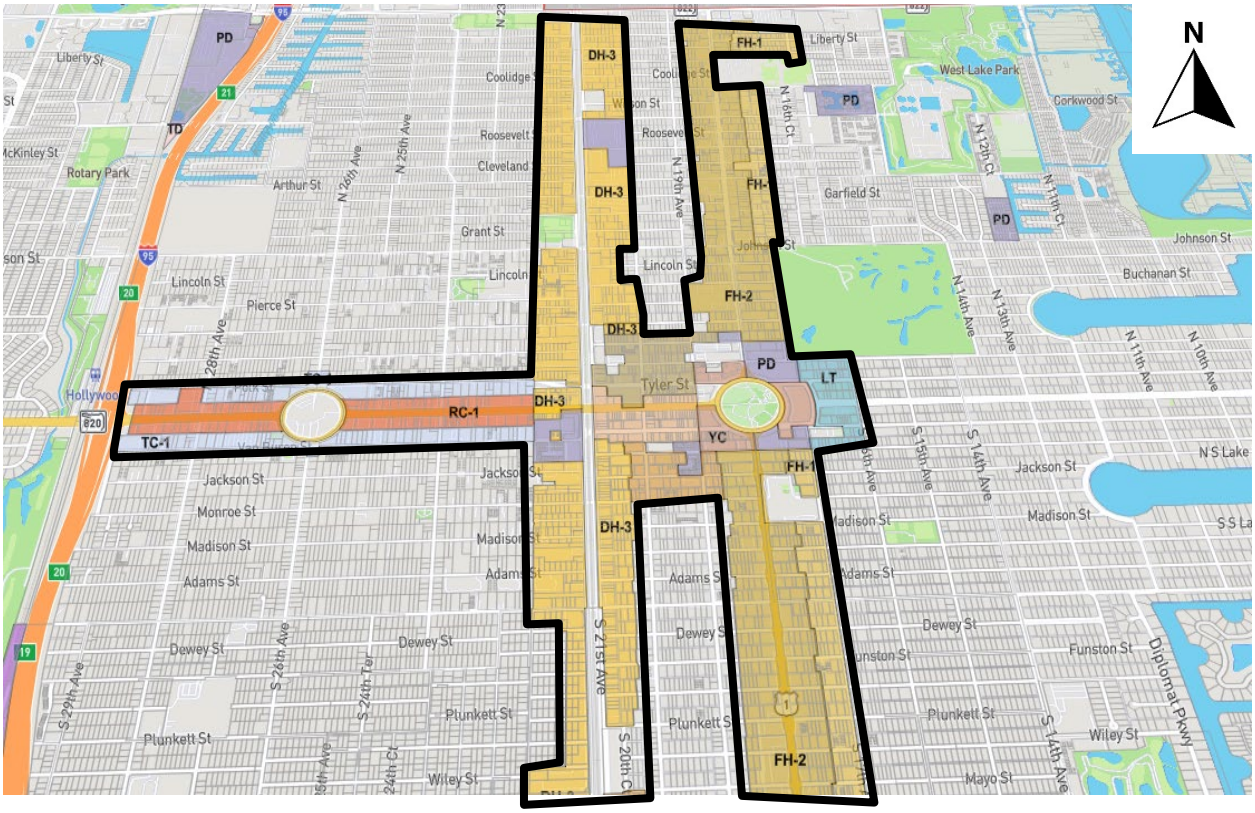

Figure 1 Study Area

Table 1.Approved Land Use

ITE Land Use-RAC	Land Use	ITE Code	Dwelling Units
Single Family Housing	Single Family Attached Housing	215	3,590
Town Houses	Single Family Detached Housing	210	1,510
Garden Apt	Multifamily Housing (Low-Rise)	220	7,500
Mid-Rise	Multifamily Housing (Mid-Rise)	221	-
High-Rise	Multifamily Housing (High-Rise)	222	3,000

Table 2.Proposed Land Use

ITE Land Use-RAC	Land Use	ITE Code	Dwelling Units
Single Family Housing	Single Family Attached Housing	215	3,590
Town Hoses	Single Family Detached Housing	210	1,510
Garden Apt	Multifamily Housing (Low-Rise)	220	7,500
Mid-Rise	Multifamily Housing (Mid-Rise)	221	1,000
High-Rise	Multifamily Housing (High-Rise)	222	10,000

1.2 Study Objective

The purpose of this study is to conduct a traffic impact analysis in accordance with the Broward County Planning Council Traffic Circulation Analysis requirements to analyze the potential traffic impacts at key intersections within the study area in the City of Hollywood, FL. This study includes an analysis of existing conditions, future conditions with (Build) and without (No Build) project, trip distribution and assignment, background traffic, and a roadway segment analysis.

2. EXISTING CONDITIONS

The study roadway network includes several major east–west and north–south corridors within the City of Hollywood. A description of the studied roadways is as follows.

2.1 Roadway Characteristics

Hollywood Boulevard functions as a principal east–west urban arterial and generally operates as a four-lane divided roadway (two lanes per direction) with a raised median, and left turn pockets. The corridor is characterized by frequent signalized intersections, commercial driveway access, sidewalks on both sides of the roadway, and a posted speed limit of approximately 35 mph.

Johnson Street serves as a major east–west arterial providing regional connectivity across the City. Johnson Street consists of two travel lanes, undivided, it accommodates high traffic volumes and includes numerous signalized intersections and access points. The posted speed limit along the corridor is 30 mph.

Washington Street is an east–west arterial within the study area. The roadway generally provides two travel lanes, undivided, it has left turning pockets, supports residential land uses, and includes closely spaced stop-controlled intersections and a few signalized intersections. Posted speed limit along Washington Street is 30 mph.

US-1 (Federal Highway) operates as a major north–south principal arterial and regional corridor. Within the study area, US-1 generally consists of four travel lanes separated by a raised median and left turning lanes, with signalized intersections at major cross streets and extensive commercial frontage. Posted speed limits along US-1 generally range from approximately 35 to 40 mph.

Dixie Highway functions as a parallel north–south arterial serving more localized traffic. The roadway typically provides four travel lanes (two lanes per direction), features more frequent driveway access and signalized intersections, and operates at lower speeds relative to US-1, with a posted speed of 35 mph.

South 26th Avenue operates as a north–south minor arterial or collector roadway within the study area. The roadway generally provides two travel lanes, serves adjacent residential and commercial uses, and includes sidewalks and signalized intersections at major crossings. Posted speed limits along South 26th Avenue is 30 mph.

3. TRAFFIC DATA COLLECTION

The Turning Movement Count (TMC) data was collected on Wednesday, January 14th, 2026, during PM (04:00 PM – 7:00 PM) periods at the 7 study intersections. The data includes heavy vehicles, bicycles, and pedestrians. The raw TMC data is provided in **Appendix A**. The data was collected at the following intersections:

- Hollywood Boulevard & 28th Avenue (Signalized)
- Hollywood Boulevard & 24th Avenue (Signalized)
- Hollywood Boulevard & Dixie Highway/ 21st Avenue (Signalized)
- Johnson Street & Dixie Highway/ 21st Avenue (Signalized)
- Washington Street & Dixie Highway/ 21st Avenue (Signalized)
- Johnson Street & US-1 (Signalized)
- Washington Street & US-1 (Signalized)

The intersection signal timing data and phasing plans were obtained from the Broward County Traffic Engineering Division (BCTED) for the signalized intersections within the study area. Copies of the existing signal timing and phasing diagrams are provided in **Appendix B**.

3.1 Adjustment Factors

The January 2026 TMCs were adjusted to peak season traffic data by applying a FDOT's Peak Season Conversion Factor (PSCF) of 1.03. The 2025 Peak Season is attached in **Appendix C**. Figure 2 below provides the PM peak TMC volumes with the applied PSCF. Figure 2 shows the existing traffic volumes at the study intersections.

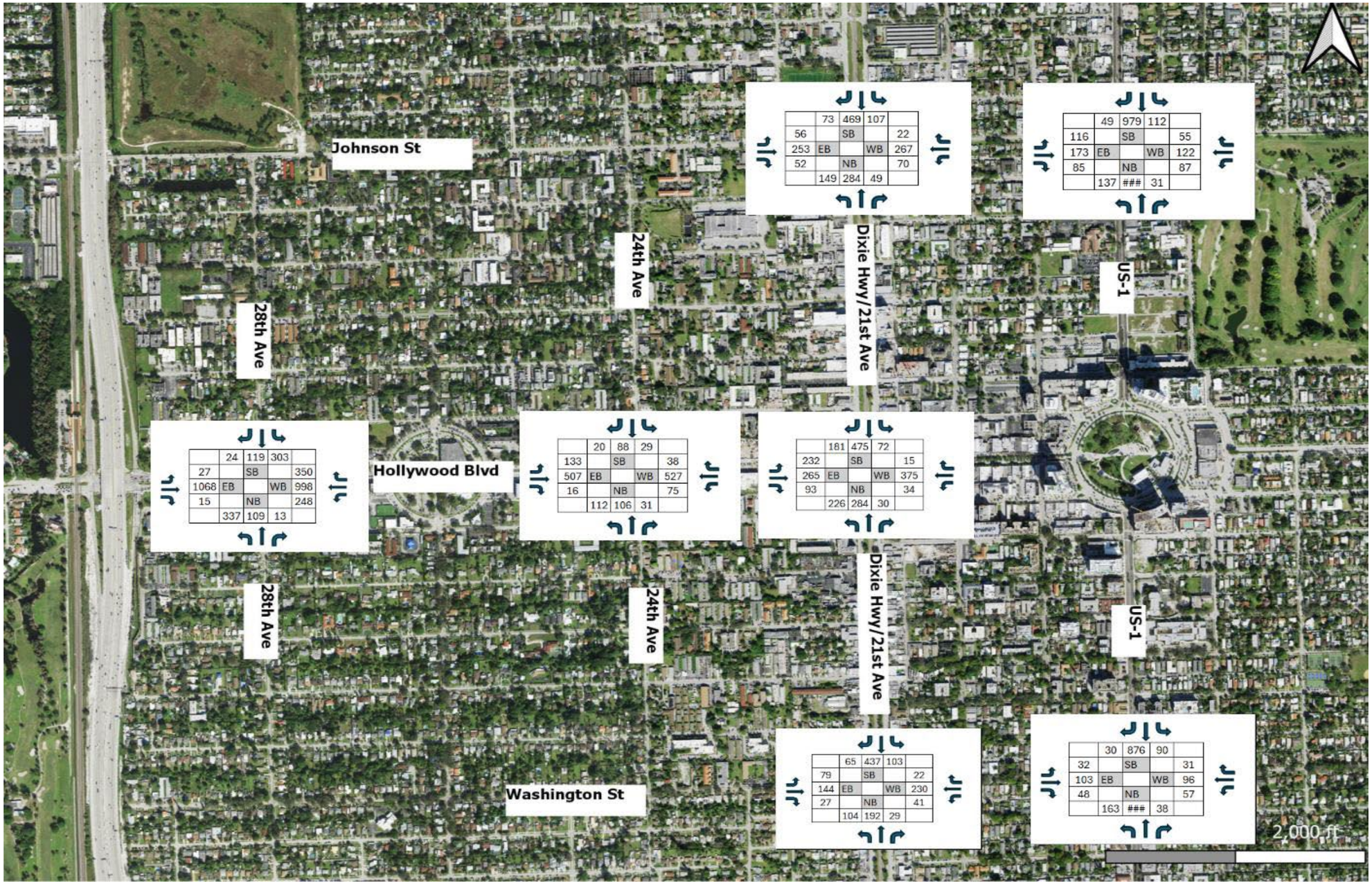

Figure 2 Existing Volumes 2024

4. EXISTING CONDITION ANALYSIS

4.1 Intersection LOS Analysis

The study area and surrounding network were modeled using Synchro 12 Signal Timing and Analysis Software to establish the existing level of service in the study area. Synchro applies methodologies outlined in the Highway Capacity Manual (HCM). Traffic Operational conditions are defined in terms of Level of Service (LOS). These service levels range from A (negligible delays) to F (forced flow) and are measured based upon approach delay as defined by HCM. The City of Hollywood has adopted level of service LOS D.

In accordance with the Broward County Planning Council Traffic Circulation Analysis requirements, the study intersections were evaluated for PM peak hours. The signalized intersections are analyzed based on overall delay and LOS, no unsignalized intersections were evaluated.

Table 3 below shows the existing level of service and delay for each intersection for the PM peak hour scenario. As shown, overall intersection operations range from acceptable to constrained across the study network. Hollywood Blvd & 24th Ave and the US-1 intersections operate efficiently at LOS C or better. Hollywood Blvd & 28th Ave operates at LOS D overall, with deficient northbound and southbound approaches (LOS F and E).

More constrained conditions are observed along the Dixie Hwy/21st Ave corridor. Hollywood Blvd & Dixie Hwy/21st Ave operates at LOS E, while Johnson St & Dixie Hwy/21st Ave operates at LOS F with multiple failing approaches and delays exceeding 100 seconds. Washington St & Dixie Hwy/21st Ave operates at LOS D overall, though eastbound and westbound approaches operate at LOS E. The Synchro output reports for the existing conditions are included in **Appendix F**.

Table 3 Level of Service and Delay

Intersection	Control Type	Movement	Existing (2026)	
			Delay (s)	LOS
Hollywood Blvd & 28th Ave	Signalized	EB	28.8	C
		WB	39.1	D
		NB	84.3	F
		SB	76	E
		Overall	44.8	D
Hollywood Blvd & 24th Ave	Signalized	EB	23.1	C
		WB	36.4	D
		NB	33.5	C
		SB	45.6	D
		Overall	31.5	C
Hollywood Blvd & Dixie Hwy/21st Ave	Signalized	EB	63.5	E
		WB	92.5	F
		NB	47	D
		SB	52.4	D
		Overall	61.4	E
Johnson St & Dixie Hwy/ 21st Ave	Signalized	EB	64.5	E
		WB	109.1	F
		NB	59.9	E
		SB	124.1	F
		Overall	92.8	F
Washington St & Dixie Hwy/ 21st Ave	Signalized	EB	61.3	E
		WB	64.4	E
		NB	50.4	D
		SB	46	D
		Overall	53.2	D
Johnson St & US-1	Signalized	EB	65.3	E
		WB	70.2	E
		NB	17.2	B
		SB	17.6	B
		Overall	28.1	C
Washington St & US-1	Signalized	EB	61.6	E
		WB	65.2	E
		NB	12.2	B
		SB	11.8	B
		Overall	19	B

Note: $ = delay exceeds 300 seconds

4.2 Intersection Queue Analysis

The existing traffic conditions for the year 2026 were analyzed, focusing on queue lengths during the PM peak hour scenario. The results are summarized below in Table 4. As shown, several movements exhibit 95th percentile queues that meet or exceed available storage, indicating potential spillback and operational constraints.

At Hollywood Blvd & 28th Ave, the northbound left exceeds storage , while the eastbound left operates near capacity. Hollywood Blvd & 24th Ave operates within available storage for all movements. Along the Dixie Hwy/21st Ave corridor, more pronounced deficiencies are observed. At Hollywood Blvd & Dixie Hwy/21st Ave, the southbound through exceeds storage and the northbound through operates at capacity. At Johnson St & Dixie Hwy/21st Ave, the westbound left and southbound left exceed storage, with the northbound through operating near capacity. At Washington St & Dixie Hwy/21st Ave, the northbound left exceeds storage (186 ft vs. 155 ft). At the US-1 intersections, operations are generally within storage limits, with a minor exceedance on the eastbound left at Johnson St & US-1 (159 ft vs. 150 ft).

Table 4 Queue Analysis

Intersection	Movement	Storage (ft)	Existing (2026)
			95th Percentile Queue (ft)
Hollywood Blvd & 28th Ave	EBL	450	#391
	WBL	240	36
	NBL	370	#415
	SBL	380	55
Hollywood Blvd & 24th Ave	EBL	210	124
	WBL	220	107
	NBL	220	135
	SBL	165	56
Hollywood Blvd & Dixie Hwy/21st Ave	EBT	330	#303
	WBT	500	58
	NBT	270	269
	SBT	255	304

Intersection	Movement	Storage (ft)	Existing (2026)
			95th Percentile Queue (ft)
Johnson St & Dixie Hwy/ 21st Ave	EBL	200	84
	WBL	170	#190
	NBT	500	#444
	SBL	160	#280
Washington St & Dixie Hwy/ 21st Ave	EBT	500	125
	WBT	500	#110
	NBL	155	#186
	SBL	180	174
Johnson St & US-1	EBL	150	159
	WBL	280	125
	NBL	230	97
	SBL	410	73
Washington St & US-1	EBT	500	#270
	WBL	160	113
	NBL	250	62
	SB	220	37

Note(s): #95th percentile queue volumes exceeds capacity, queue may be longer
m volume for 95th percentile queue is metered by upstream signal

5. BACKGROUND TRAFFIC

Background traffic was developed to account for growth in traffic by the expected build out year in 2045. It consisted of application of a yearly growth rate developed from FDOT historical count data and committed development traffic in the area.

The growth rate calculations were determined by using FDOT Florida Traffic Online (FTO) count stations in the vicinity of the study area using FDOT's Traffic Trend Analysis tool, following the Project Traffic Forecasting Handbook guidelines. The historical growth rate and historical traffic counts data are provided in **Appendix D**. The following FDOT count stations were referenced for the analysis:

- Count Station No 860306: HOLLYWOOD BLVD SR-820/HOLLYWOOD BLVD

A 1% growth annually was used for the analysis. The detailed breakdown of the total

background volumes for the study area is provided in **Appendix F**. Figures 5 and 6 show the future No Build (without project) and Future Build (with project) volumes.

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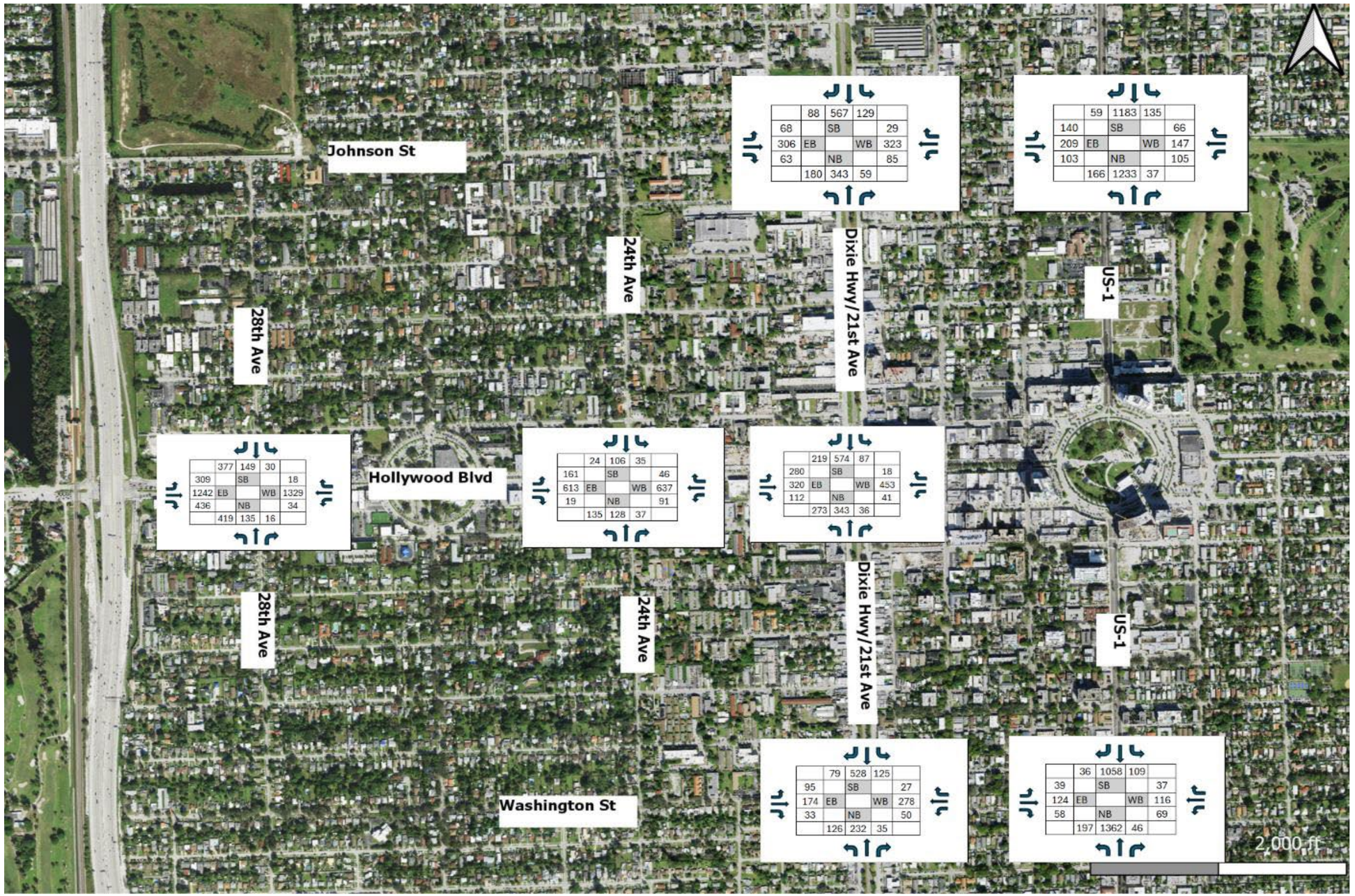

Figure 3 Future Volumes No Build 2045

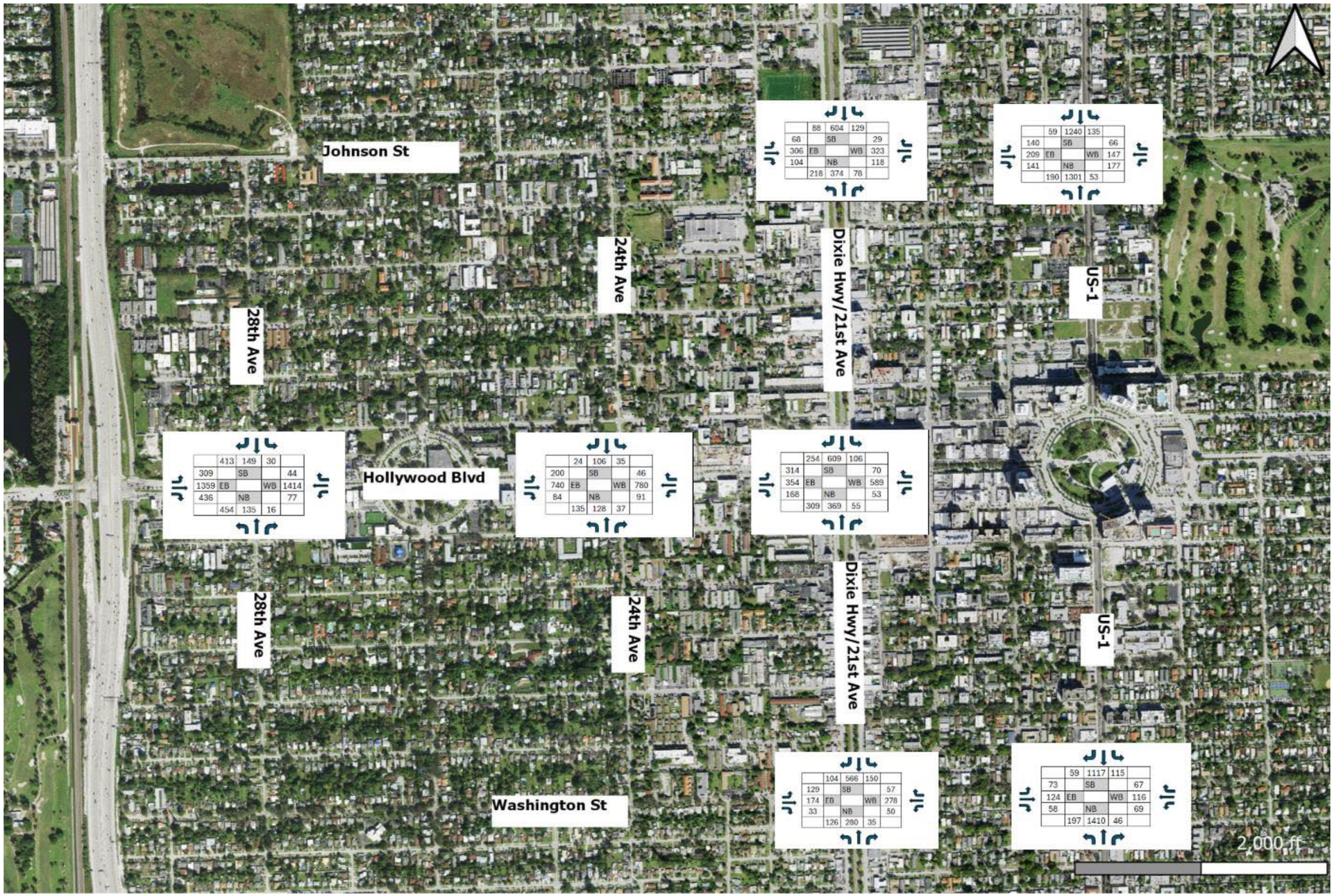

Figure 4 Future Volumes Build 2045

6. FUTURE TRAFFIC ANALYSIS

Future traffic analysis was performed with and without project traffic in the study area for the build out year 2045. The upcoming sections show the results of each scenario.

7.1 Trip Generation

Trip generation was calculated using applicable ITE residential land use codes, including Single Family Detached Housing (ITE 210), Single Family Attached Housing (ITE 215), Multifamily Housing – Low-Rise (ITE 220), Multifamily Housing – Mid-Rise (ITE 221), and Multifamily Housing – High-Rise (ITE 222). Vehicle trips were estimated on a gross basis consistent with planning-level traffic statement requirements for LUPA evaluations. No reductions for internal capture, pass-by trips, or transit usage were applied. The resulting trip estimates represent unconstrained vehicular demand and are intended for comparative purposes between existing and proposed land use conditions. Table 5 and Table 6 present the approved and proposed daily and PM Peak trips, respectively.

Table 5.Approved Land Use and Trips associated to approved Land Use.

ITE Land Use-RAC	Land Use	ITE Code	Dwelling Units	Trips		
				Daily Trips	AM Peak	PM Peak
Single Family Housing	Single Family Attached Housing	215	3,590	27,202	1,938	2,878
Town Houses	Single Family Detached Housing	210	1,510	11,456	780	902
Garden Apt	Multifamily Housing (Low-Rise)	220	7,500	48,150	3,000	3,246
Mid-Rise	Multifamily Housing (Mid-Rise)	221	-	-	-	-
High-Rise	Multifamily Housing (High-Rise)	222	3,000	11,657	810	960
		Total	**15,600**	**98,465**	**6,527**	**7,985**

Table 6.Proposed Land Use and Trips associated to proposed Land Use.

ITE Land Use-RAC	Land Use	ITE Code	Dwelling Units	Trips		
				Daily Trips	AM Peak	PM Peak
Single Family Housing	Single Family Attached Housing	215	3,590	27,202	1,938	2,878
Town Hoses	Single Family Detached Housing	210	1,510	11,456	780	902
Garden Apt	Multifamily Housing (Low-Rise)	220	7,500	48,150	3,000	3,246
Mid-Rise	Multifamily Housing (Mid-Rise)	221	1,000	4,724	428	390
High-Rise	Multifamily Housing (High-Rise)	222	10,000	37,977	2,700	3,200
		Total	**23,600**	**129,508**	**8,845**	**10,616**

Under existing conditions, the Regional Activity Center includes approximately 15,600 dwelling units and is estimated to generate 98,465 average weekday daily trips, including 6,527 trips during the AM peak hour and 7,985 trips during the PM peak hour. The proposed RAC condition increases residential development to approximately 23,600 dwelling units, primarily through the introduction of mid-rise and additional high-rise multifamily uses. Under the proposed condition, the Regional Activity Center is estimated to generate 129,508 average weekday daily trips, including 8,845 AM peak-hour trips and 10,616 PM peak-hour trips. The increase in vehicular trips reflects the higher residential density anticipated within the Regional Activity Center and is consistent with the land use intent of this designation.

7.2 Trip Assignment

Trip assignment for the proposed Regional Activity Center was developed using 2024 Annual Average Daily Traffic (AADT) data obtained from Florida Department of Transportation (FDOT) Online. The FDOT traffic count reports used in this evaluation are provided in the Appendix. These AADT volumes were used to establish existing traffic patterns and relative directional demand on the surrounding arterial and collector roadway network. Figure 5 shows the FDOT count station distribution. Table 7 shows the AADTs from Florida Traffic Online associated to each count station. The FDOT AADT reports are

included in **Appendix A**. The volume worksheets with the trips assigned to the intersections are included in **Appendix E**.

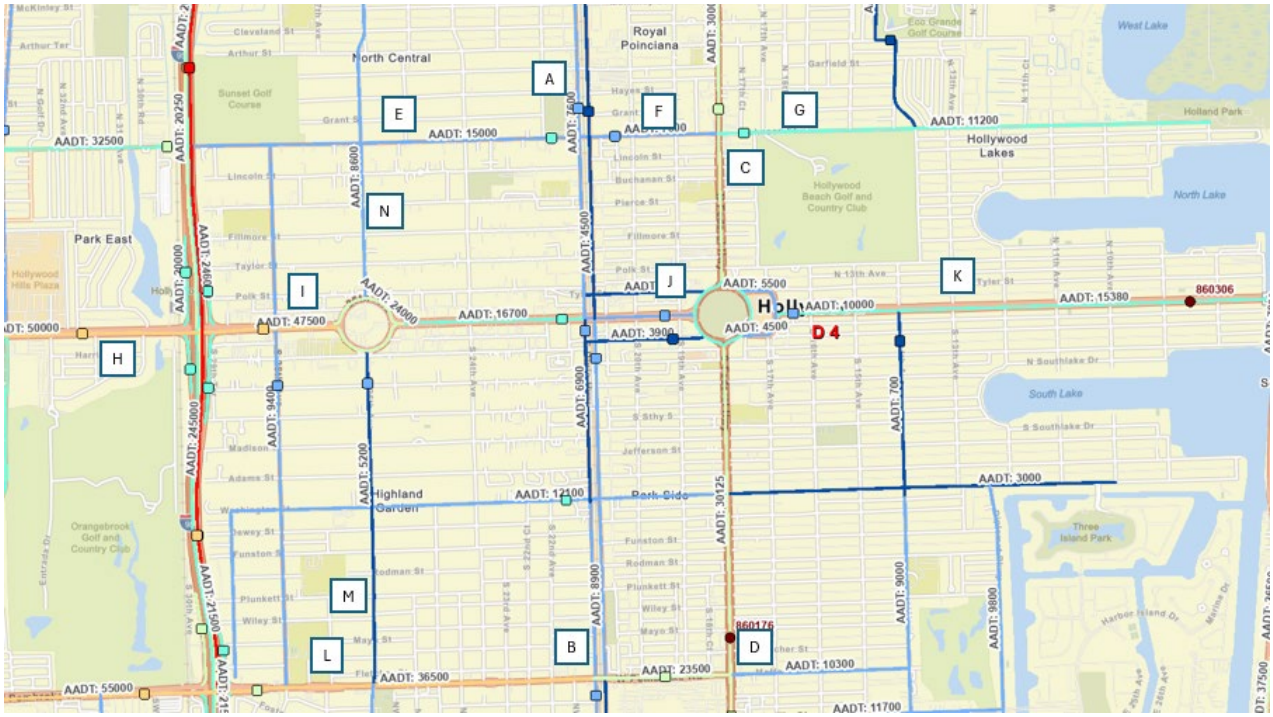

Figure 5. FDOT Count station distribution.

Table 7.Trips distribution based on 2024 AADTs.

Index	Count Station	Segment	2024 AADT*	Percentage
A	868132/868133	Dixie Hwy (N of Hollywood Blvd)	7600	(N)2%/ (S)1%
B	868103/868148	Dixie Hwy (N of Pembroke Rd)	8900	(N) 2%/ (S) 2%
C	860165	Federal Hwy (N of Hollywood Blvd)	30000	9%
D	860176	Federal Hwy (N of Pembroke Rd)	30125	9%
E	869627	Sheridan St (E of N 26th Ave)	15000	5%
F	868206	Sheridan St (E of Dixie Hwy)	31000	9%
G	865170	Sheridan St (E of Federal Hwy)	29000	9%
H	865046	Hollywood Blvd (E of N Park Rd)	50000	15%
I	860248	Hollywood Blvd (E of I-95)	47500	14%
J	869696	Hollywood Blvd (E of Dixie Hwy)	8900	3%
K	865050	Hollywood Blvd (E of Federal Hwy)	10000	3%
L	865181	Pembroke Rd	36500	11%
M	867311	S 26 Ave (N of Pembroke Rd)	5200	2%

Index	Count Station	Segment	2024 AADT*	Percentage
N	**	S 26 Ave (N of Hollywood Blvd)	8600	3%
		Total	330425	100%

* AADTs taken from Florida Traffic Online
** Count station not available, volume taken from Graphic Interphase.

7.3 Intersection LOS Analysis (W/O Project; No Build 2045)

Table 8 below shows the results of the LOS analysis at the study intersections without project traffic for the PM peak hour scenario. The Synchro output reports are included in **Appendix H**.

Hollywood Blvd & 28th Ave operates at LOS F overall, with all approaches at LOS E/F and significant delays on the northbound and southbound movements, indicating minor-street capacity constraints. Hollywood Blvd & 24th Ave remains acceptable at LOS C overall. Along the Dixie Hwy/21st Ave corridor, substantial deficiencies are observed. Hollywood Blvd & Dixie Hwy/21st Ave and Johnson St & Dixie Hwy/21st Ave operate at LOS F, driven by excessive westbound delays (up to 301 seconds) and elevated delays on opposing approaches. Washington St & Dixie Hwy/21st Ave operates at LOS E overall, with the westbound approach failing, reflecting corridor-level congestion. At the US-1 intersections, operations remain acceptable (LOS C overall), with US-1 through movements operating at LOS B–C and side-street approaches at LOS E.

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Table 8 Level of Service and Delay No Build 2027

Intersection	Control Type	Movement	Future No Build (2045)	
			Delay (s)	LOS
Hollywood Blvd & 28th Ave	Signalized	EB	58	E
		WB	55.9	E
		NB	93.4	F
		SB	86.1	F
		Overall	65.3	F
Hollywood Blvd & 24th Ave	Signalized	EB	24.3	C
		WB	38.2	D
		NB	34.3	C
		SB	46.3	D
		Overall	32.8	C
Hollywood Blvd & Dixie Hwy/21st Ave	Signalized	EB	76.2	E
		WB	301.1	F
		NB	50	D
		SB	58.8	E
		Overall	106.2	F
Johnson St & Dixie Hwy/ 21st Ave	Signalized	EB	76.1	E
		WB	181.9	F
		NB	60.6	E
		SB	45.4	D
		Overall	95.3	F
Washington St & Dixie Hwy/ 21st Ave	Signalized	EB	71.7	E
		WB	81.3	F
		NB	74.4	E
		SB	49.4	D
		Overall	65	E
Johnson St & US-1	Signalized	EB	67.7	E
		WB	74	E
		NB	23.3	C
		SB	23.7	C
		Overall	33.6	C
Washington St & US-1	Signalized	EB	57.8	E
		WB	61.7	E
		NB	18.7	B
		SB	17.6	B
		Overall	23.9	C

Note: $ = delay exceeds 300 seconds

7.4 Intersection Queue Analysis (W/O Project; No Build 2045)

The results for the future without project intersection queue analysis are summarized below in Table 9. At Hollywood Blvd & 28th Ave, the eastbound and northbound left-turn queues significantly exceed storage. Hollywood Blvd & 24th Ave operates within storage limits. Along the Dixie Hwy/21st Ave corridor, substantial deficiencies are observed. At Hollywood Blvd & Dixie Hwy/21st Ave, the eastbound, northbound, and southbound through movements exceed storage. At Johnson St & Dixie Hwy/21st Ave, the westbound left exceeds storage. At Washington St & Dixie Hwy/21st Ave, the northbound and southbound left-turn queues exceed storage, with through movements near capacity. At the US-1 intersections, operations are generally within storage limits, with a minor exceedance at the eastbound left at Johnson St & US-1.

Table 9 Queue Analysis No Build 2027

Intersection	Movement	Storage (ft)	Future No Build (2045)
			95th Percentile Queue (ft)
Hollywood Blvd & 28th Ave	EBL	450	#639
	WBL	240	42
	NBL	370	#561
	SBL	380	63
Hollywood Blvd & 24th Ave	EBL	210	141
	WBL	220	127
	NBL	220	155
	SBL	165	63
Hollywood Blvd & Dixie Hwy/21st Ave	EBT	330	#414
	WBT	500	69
	NBT	270	#352
	SBT	255	#419
Johnson St & Dixie Hwy/ 21st Ave	EBL	200	100
	WBL	170	#225
	NBT	500	232
	SBL	160	#77
Washington St & Dixie Hwy/ 21st Ave	EBT	500	#164
	WBT	500	#134
	NBL	155	#264
	SBL	180	215

Intersection	Movement	Storage (ft)	Future No Build (2045) 95th Percentile Queue (ft)
Johnson St & US-1	EBL	150	182
	WBL	280	140
	NBL	230	137
	SBL	410	94
Washington St & US-1	EBT	500	#330
	WBL	160	134
	NBL	250	86
	SB	220	50

Note(s): #95th percentile queue volumes exceeds capacity, queue may be longer
m volume for 95th percentile queue is metered by upstream signal

7.5 Intersection LOS Analysis (W/Project; Build 2045)

Table 10 below shows the results of the LOS analysis at the study intersections w project traffic for the PM peak hour scenario. The synchro output reports are included in **Appendix H**. Similar to existing conditions and conditions without project traffic, under Future Build (2045) conditions, operations remain constrained across key intersections. Hollywood Blvd & 28th Ave operates at LOS F overall, with all approaches at LOS E/F and elevated delays across all movements, indicating persistent capacity limitations. Hollywood Blvd & 24th Ave operates acceptably at LOS D overall. Deficiencies persist along the Dixie Hwy/21st Ave corridor. Hollywood Blvd & Dixie Hwy/21st Ave and Johnson St & Dixie Hwy/21st Ave operate at LOS F, with delays on multiple approaches (westbound and northbound exceeding 100 seconds). Washington St & Dixie Hwy/21st Ave operates at LOS E overall, with three approaches failing (LOS F), reflecting continued corridor-level congestion. At the US-1 intersections, operations remain comparatively stable. Johnson St & US-1 operates at LOS D overall, with side-street approaches at LOS E/F and US-1 through movements at LOS C. Washington St & US-1 operates at LOS C overall.

Table 10 Level of Service and Delay Build 2045

Intersection	Control Type	Movement	Future Total (2045)	
			Delay (s)	LOS
Hollywood Blvd & 28th Ave	Signalized	EB	85.5	F
		WB	61.9	E
		NB	103.6	F
		SB	90.3	F
		Overall	80.9	F
Hollywood Blvd & 24th Ave	Signalized	EB	28.9	C
		WB	42.9	D
		NB	34.5	C
		SB	46.5	D
		Overall	36.1	D
Hollywood Blvd & Dixie Hwy/21st Ave	Signalized	EB	92.3	F
		WB	<300	F
		NB	51.9	E
		SB	63.5	D
		Overall	183.9	F
Johnson St & Dixie Hwy/ 21st Ave	Signalized	EB	99.2	F
		WB	284.6	F
		NB	119.6	F
		SB	157.4	F
		Overall	160.2	F
Washington St & Dixie Hwy/ 21st Ave	Signalized	EB	86.3	F
		WB	94.1	F
		NB	80.5	F
		SB	52.8	D
		Overall	72.7	E
Johnson St & US-1	Signalized	EB	73	E
		WB	92.9	F
		NB	25.4	C
		SB	25.5	C
		Overall	38.4	D
Washington St & US-1	Signalized	EB	63.8	E
		WB	67.2	E
		NB	24.8	C
		SB	23.4	C
		Overall	30.2	C

Note: $ = delay exceeds 300 seconds

7.6 Intersection Queue Analysis (W/Project; Build 2045)

The results for the future with project intersection queue analysis are summarized below in Table 11 below. At Hollywood Blvd & 28th Ave, the eastbound and northbound left-turn queues exceed storage. At Hollywood Blvd & 24th Ave, the eastbound left exceeds storage (while other movements remain within limits). At Hollywood Blvd & Dixie Hwy/21st Ave, the eastbound, northbound, and southbound through movements exceed storage. At Johnson St & Dixie Hwy/21st Ave, the westbound left and southbound left exceed storage with the northbound through near capacity. At Washington St & Dixie Hwy/21st Ave, the northbound and southbound left-turn queues exceed storage, with through movements approaching capacity. At the US-1 intersections, multiple exceedances are observed, including the eastbound left at Johnson St & US-1 (181 ft vs. 150 ft) and the westbound and northbound movements approaching or exceeding storage. Washington St & US-1 operates within storage limits, though the eastbound through exhibits relatively high queues.

Table 11 Queue Analysis Build 2027

Intersection	Movement	Storage (ft)	Future Total (2045)
			95th Percentile Queue (ft)
Hollywood Blvd & 28th Ave	EBL	450	#617
	WBL	240	96
	NBL	370	#605
	SBL	380	63
Hollywood Blvd & 24th Ave	EBL	210	#220
	WBL	220	143
	NBL	220	160
	SBL	165	66
Hollywood Blvd & Dixie Hwy/21st Ave	EBT	330	#472
	WBT	500	81
	NBT	270	#413
	SBT	255	#460
Johnson St & Dixie Hwy/ 21st Ave	EBL	200	100
	WBL	170	#304
	NBT	500	#339

Intersection	Movement	Storage (ft)	Future Total (2045) 95th Percentile Queue (ft)
	SBL	160	259
Washington St & Dixie Hwy/ 21st Ave	EBT	500	#248
	WBT	500	#134
	NBL	155	#270
	SBL	180	243
Johnson St & US-1	EBL	150	181
	WBL	280	#221
	NBL	230	#261
	SBL	410	118
Washington St & US-1	EBT	500	#354
	WBL	160	122
	NBL	250	112
	SB	220	82

Note(s): #95th percentile queue volumes exceeds capacity, queue may be longer
m volume for 95th percentile queue is metered by upstream signal

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7. ROADWAY SEGMENT ANALYSIS

Roadway Segment Analyses were performed along Hollywood Boulevard within the study area in accordance with FDOT's latest Q/LOS procedures. According to the FDOT Context Classification, the study area is classified as C4—Urban General. The results are shown in Table 12 below. The FDOT roadway segment analysis is provided in **Appendix I**.

Table 12 Roadway Segment Analysis Results

Roadway	Lanes	2045 Daily Traffic	LOS	2045 PM Peak Traffic	LOS	2045 Daily Trips from Residential	2045 New PM Peak Trips from Residential	Projected 2045 Daily Traffic (New + 2045 Traffic)	LOS	Change %	Projected 2045 PM Peak Traffic (New + 2045 Traffic)	LOS	Change %
Dixie Hwy (N of Hollywood Blvd)	6	38700	E	3677	F	1137	96	39837	E	3%	3773	F	3%
Dixie Hwy (N of Pembroke Rd)	6	13900	C	1321	C	1550	131	15450	C	11%	1452	C	10%
Federal Hwy (N of Hollywood Blvd)	4	34200	F	3249	F	2819	239	37019	F	8%	3488	F	7%
Federal Hwy (N of Pembroke Rd)	4	40000	F	3800	F	2830	240	42830	F	7%	4040	F	6%
Hollywood Blvd (E of N Park Rd)	4	43400	F	4123	F	4698	398	48098	F	11%	4521	F	10%
Hollywood Blvd (E of I-95)	4	57800	F	5491	F	4463	378	62263	F	8%	5869	F	7%
Hollywood Blvd (E of Dixie Hwy)	4	15900	C	1511	D	836	71	16736	D	5%	1582	D	5%
Hollywood Blvd (E of Federal Hwy)	2	15400	F	1463	F	940	80	16340	F	6%	1543	F	5%

a. 0

8. CONCLUSIONS AND RECOMMENDATIONS

Calvin, Giordano, and Associates Inc. (CGA) was retained by the City of Hollywood to conduct a traffic impact study to identify the potential traffic impacts of a proposed Land Use Plan Amendment (LUPA) that introduces additional residential land use in the City of Hollywood, Florida. The proposed amendment modifies the residential land use mix within designated Regional Activity Centers (RAC).

Based on the analysis of existing, No Build (2045), and Build (2045) conditions, the study network exhibits a progression from generally acceptable operations to corridor-level deficiencies, particularly along the Dixie Hwy/21st Ave corridor and select east–west intersections.

Under existing conditions, most intersections operate at LOS D or better overall, with localized deficiencies on minor-street approaches and isolated queue exceedances. Under Future No Build conditions, operations degrade significantly, with multiple intersections operating at LOS E or F and widespread queue spillback, particularly along Hollywood Blvd & Dixie Hwy/21st Ave and Johnson St & Dixie Hwy/21st Ave.

Under Future Build conditions, the addition of project traffic further exacerbates existing constraints. Several intersections, including Hollywood Blvd & 28th Ave and the Dixie Hwy/21st Ave corridor intersections, operate at LOS F with excessive delays and multiple movements exceeding storage. Queue analyses indicate persistent and expanded spillback conditions, especially for left-turn and through movements along Dixie Hwy.

The US-1 intersections continue to operate at acceptable overall LOS (C–D), with delays primarily concentrated on side-street approaches, consistent with arterial progression.

At the corridor level, roadway segment analysis indicates that key facilities, including Hollywood Blvd, Dixie Hwy, and US-1, operate at LOS E or F under future conditions, with the proposed development contributing incremental increases in traffic (generally 3%–11%) that do not materially change corridor LOS but add to already constrained conditions.

It is recommended that the City coordinate with the Broward County Traffic Engineering Division (BCTED) and the Florida Department of Transportation (FDOT) to further evaluate and implement potential strategies to improve overall network performance.

Future coordination should focus on corridor-level and intersection-level operational enhancements, including signal optimization and progression along key corridors (e.g., Hollywood Blvd and Dixie Hwy), as well as evaluation of timing, phasing, and cycle length consistency within coordinated systems.

Given the observed queue exceedances and spillback conditions, additional evaluation of queue management strategies and storage adequacy should be undertaken to minimize upstream blockage and maintain intersection functionality.

Opportunities to improve access management and traffic distribution should also be explored in coordination with the respective maintaining agencies, particularly along constrained corridors with high driveway density and turning activity.

Consistent with the Regional Activity Center context, multimodal considerations—including pedestrian, bicycle, and transit accommodations—should be incorporated into future planning efforts to support mode shift and reduce vehicular demand growth.

Appendix List

APPENDIX A – Turning Movement Count Data

APPENDIX B – Signal Timing and Phasing Diagrams

APPENDIX C – Peak Season Conversion Factor

APPENDIX D – Growth Rate and Historical Count Data

APPENDIX E – Volume Worksheet

APPENDIX F – Synchro Results

APPENDIX A – Turning Movement Count Data

National Data & Surveying Services

Intersection Turning Movement Count

Location: N/S 28th Ave & SR 820/Hollywood Blvd
City: Hollywood
Control: Signalized

Project ID: 26-140011-013
Date: 1/14/2026

Data - Total

NS/EW Streets:	N/S 28th Ave				N/S 28th Ave				SR 820/Hollywood Blvd				SR 820/Hollywood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	95	21	2	0	5	31	67	0	46	160	108	3	8	155	2	1	704
7:15 AM	114	21	0	0	13	38	74	0	60	257	168	7	6	225	7	0	990
7:30 AM	122	30	1	0	6	34	90	0	52	195	160	5	10	235	0	0	940
7:45 AM	111	18	1	0	4	35	74	0	45	271	164	9	9	229	4	0	974
8:00 AM	67	31	1	0	3	32	82	0	64	258	86	7	8	252	10	1	902
8:15 AM	87	14	2	0	8	34	83	0	60	220	82	6	11	193	4	1	805
8:30 AM	68	19	2	0	5	37	73	0	35	239	84	5	3	222	0	1	793
8:45 AM	74	19	2	0	5	24	72	0	43	301	94	6	7	198	4	0	849
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	738	173	11	0	49	265	615	0	405	1901	946	48	62	1709	31	4	6957
APPROACH %'s :	80.04%	18.76%	1.19%	0.00%	5.27%	28.53%	66.20%	0.00%	12.27%	57.61%	28.67%	1.45%	3.43%	94.63%	1.72%	0.22%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	414	100	3	0	26	139	320	0	221	981	578	28	33	941	21	1	3806
PEAK HR FACTOR :	0.848	0.806	0.750	0.000	0.500	0.914	0.889	0.000	0.863	0.905	0.860	0.778	0.825	0.934	0.525	0.250	0.961
	0.845				0.933				0.919				0.919				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	87	29	0	0	8	24	104	0	68	219	75	9	8	243	3	0	877
4:15 PM	67	26	4	0	10	38	60	0	44	202	104	1	9	223	3	0	791
4:30 PM	69	22	4	0	1	23	91	0	64	244	104	6	4	247	5	1	885
4:45 PM	94	25	2	0	13	28	83	0	59	215	82	6	7	223	4	2	843
5:00 PM	91	20	4	0	9	31	92	0	58	279	92	8	6	303	4	0	997
5:15 PM	92	26	3	0	4	33	80	0	44	216	82	5	2	246	4	0	837
5:30 PM	87	29	3	0	6	33	60	0	69	233	85	3	11	226	3	0	848
5:45 PM	67	34	3	0	5	22	71	0	57	270	91	4	7	293	4	1	929
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	654	211	23	0	56	232	641	0	463	1878	715	42	54	2004	30	4	7007
APPROACH %'s :	73.65%	23.76%	2.59%	0.00%	6.03%	24.97%	69.00%	0.00%	14.95%	60.62%	23.08%	1.36%	2.58%	95.79%	1.43%	0.19%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	337	109	13	0	24	119	303	0	228	998	350	20	26	1068	15	1	3611
PEAK HR FACTOR :	0.916	0.801	0.813	0.000	0.667	0.902	0.823	0.000	0.826	0.894	0.951	0.625	0.591	0.881	0.938	0.250	0.905
	0.948				0.845				0.913				0.887				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N/S 24th Ave & SR 820/Hollywood Blvd
City: Hollywood
Control: Signalized

Project ID: 26-140011-014
Date: 1/14/2026

Data - Total

NS/EW Streets:	N/S 24th Ave				N/S 24th Ave				SR 820/Hollywood Blvd				SR 820/Hollywood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	32	12	9	0	5	14	3	0	8	81	1	7	5	81	8	4	270
7:15 AM	40	16	6	0	6	15	0	0	18	113	2	2	5	112	2	1	338
7:30 AM	32	24	4	0	3	14	3	0	16	113	1	4	14	121	4	3	356
7:45 AM	33	35	2	0	3	20	10	0	18	113	4	5	5	112	3	3	366
8:00 AM	21	19	6	0	6	21	4	0	29	140	7	9	7	88	8	2	367
8:15 AM	22	16	8	0	8	8	1	0	21	120	3	11	9	121	10	4	362
8:30 AM	33	21	7	0	4	15	8	0	21	137	6	8	8	92	9	6	375
8:45 AM	34	15	4	0	12	16	8	1	30	136	5	13	4	114	4	5	401
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	247	158	46	0	47	123	37	1	161	953	29	59	57	841	48	28	2835
APPROACH %'s :	54.77%	35.03%	10.20%	0.00%	22.60%	59.13%	17.79%	0.48%	13.39%	79.28%	2.41%	4.91%	5.85%	86.34%	4.93%	2.87%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	110	71	25	0	30	60	21	1	101	533	21	41	28	415	31	17	1505
PEAK HR FACTOR :	0.809	0.845	0.781	0.000	0.625	0.714	0.656	0.250	0.842	0.952	0.750	0.788	0.778	0.857	0.775	0.708	0.938
	0.844				0.757				0.941				0.852				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	23	2	0	3	15	9	0	19	106	4	6	12	146	7	12	379
4:15 PM	18	20	5	0	3	16	8	0	16	121	6	4	19	118	14	8	376
4:30 PM	23	20	5	0	5	14	4	0	29	105	4	8	8	115	3	11	354
4:45 PM	19	35	5	0	6	18	5	0	26	127	2	9	9	117	7	9	394
5:00 PM	32	28	5	0	10	30	9	0	24	144	6	12	8	130	10	6	454
5:15 PM	23	21	12	0	7	22	1	0	21	114	3	9	12	135	9	5	394
5:30 PM	27	23	8	0	6	14	5	0	31	108	2	3	11	130	11	12	391
5:45 PM	27	31	5	0	5	19	4	0	26	126	5	3	10	117	7	9	394
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	184	201	47	0	45	148	45	0	192	951	32	54	89	1008	68	72	3136
APPROACH %'s :	42.59%	46.53%	10.88%	0.00%	18.91%	62.18%	18.91%	0.00%	15.62%	77.38%	2.60%	4.39%	7.19%	81.49%	5.50%	5.82%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	109	103	30	0	28	85	19	0	102	492	16	27	41	512	37	32	1633
PEAK HR FACTOR :	0.852	0.831	0.625	0.000	0.700	0.708	0.528	0.000	0.823	0.854	0.667	0.563	0.854	0.948	0.841	0.667	0.899
	0.931				0.673				0.856				0.948				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N/S 21st Ave NB & SR 820/Hollywood Blvd
City: Hollywood
Control: Signalized

Project ID: 26-140011-016
Date: 1/14/2026

Data - Total

NS/EW Streets:	N/S 21st Ave NB				N/S 21st Ave NB				SR 820/Hollywood Blvd				SR 820/Hollywood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	37	48	2	0	0	0	0	0	42	45	0	0	0	27	3	0	204
7:15 AM	47	53	2	0	0	0	0	0	52	63	0	1	0	35	1	1	255
7:30 AM	47	38	29	0	0	0	0	0	41	68	0	0	0	45	0	0	268
7:45 AM	42	29	61	0	0	0	0	0	37	72	0	0	0	48	0	0	289
8:00 AM	45	74	61	0	0	0	0	0	64	67	0	0	0	39	0	0	350
8:15 AM	49	61	40	0	0	0	0	0	49	64	0	0	0	43	4	0	310
8:30 AM	34	51	45	0	0	0	0	0	57	66	0	1	0	34	1	0	289
8:45 AM	37	45	46	0	0	0	0	0	43	56	0	0	0	31	6	0	264
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	338	399	286	0	0	0	0	0	385	501	0	2	0	302	15	1	2229
APPROACH %'s :	33.04%	39.00%	27.96%	0.00%					43.36%	56.42%	0.00%	0.23%	0.00%	94.97%	4.72%	0.31%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	170	215	207	0	0	0	0	0	207	269	0	1	0	164	5	0	1238
PEAK HR FACTOR :	0.867	0.726	0.848	0.000	0.000	0.000	0.000	0.000	0.809	0.934	0.000	0.250	0.000	0.854	0.313	0.000	0.884
	0.822								0.910				0.880				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	50	57	19	0	0	0	0	0	42	66	0	0	0	47	2	2	285
4:15 PM	45	48	10	0	0	0	0	0	49	64	0	0	0	46	1	1	264
4:30 PM	60	81	17	0	0	0	0	0	50	61	0	0	0	44	12	3	328
4:45 PM	62	61	6	0	0	0	0	0	59	52	0	0	0	28	5	2	275
5:00 PM	57	61	7	0	0	0	0	0	48	59	0	0	0	40	2	2	276
5:15 PM	54	76	7	0	0	0	0	0	62	78	0	0	0	40	2	3	322
5:30 PM	64	80	6	0	0	0	0	0	59	51	0	0	0	49	4	0	313
5:45 PM	44	59	9	0	0	0	0	0	56	69	0	0	0	50	7	2	296
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	436	523	81	0	0	0	0	0	425	500	0	0	0	344	35	15	2359
APPROACH %'s :	41.92%	50.29%	7.79%	0.00%					45.95%	54.05%	0.00%	0.00%	0.00%	87.31%	8.88%	3.81%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	219	276	29	0	0	0	0	0	225	257	0	0	0	179	15	7	1207
PEAK HR FACTOR :	0.855	0.863	0.806	0.000	0.000	0.000	0.000	0.000	0.907	0.824	0.000	0.000	0.000	0.895	0.536	0.583	0.937
	0.873								0.861				0.852				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Dixie Hwy/Dixie Hwy SB & SR 820/Hollywood Blvd
City: Hollywood
Control: Signalized

Project ID: 26-140011-015
Date: 1/14/2026

Data - Total

NS/EW Streets:	N Dixie Hwy/Dixie Hwy SB				N Dixie Hwy/Dixie Hwy SB				SR 820/Hollywood Blvd				SR 820/Hollywood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	5	86	21	0	0	87	7	0	3	60	0	0	269
7:15 AM	0	0	0	0	15	101	31	0	0	103	10	0	4	80	0	0	344
7:30 AM	0	0	0	0	12	151	38	0	0	89	25	0	7	85	0	0	407
7:45 AM	0	0	0	0	28	147	32	0	0	81	15	0	8	82	0	0	393
8:00 AM	0	0	0	0	14	119	26	0	0	117	17	0	5	76	0	0	374
8:15 AM	0	0	0	0	12	151	41	0	0	101	26	1	11	84	0	0	427
8:30 AM	0	0	0	0	10	127	35	0	0	114	19	0	2	67	0	0	374
8:45 AM	0	0	0	0	16	149	53	0	0	83	18	0	7	60	0	0	386
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	112	1031	277	0	0	775	137	1	47	594	0	0	2974
APPROACH %'s :					7.89%	72.61%	19.51%	0.00%	0.00%	84.88%	15.01%	0.11%	7.33%	92.67%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	66	568	137	0	0	388	83	1	31	327	0	0	1601
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.589	0.940	0.835	0.000	0.000	0.829	0.798	0.250	0.705	0.962	0.000	0.000	0.937
						0.931				0.881				0.942			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	22	121	56	0	0	85	22	1	8	90	0	0	405
4:15 PM	0	0	0	0	29	121	57	0	0	85	23	0	6	85	0	0	406
4:30 PM	0	0	0	0	19	85	44	0	0	91	19	1	11	92	0	0	362
4:45 PM	0	0	0	0	13	103	34	0	0	98	25	0	9	82	0	0	364
5:00 PM	0	0	0	0	13	127	44	0	0	96	15	0	13	84	0	0	392
5:15 PM	0	0	0	0	21	116	47	0	0	116	29	0	5	88	0	1	423
5:30 PM	0	0	0	0	15	86	45	0	0	97	22	1	6	107	0	0	379
5:45 PM	0	0	0	0	21	132	40	0	0	102	24	1	9	85	0	0	414
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	153	891	367	0	0	770	179	4	67	713	0	1	3145
APPROACH %'s :					10.84%	63.15%	26.01%	0.00%	0.00%	80.80%	18.78%	0.42%	8.58%	91.29%	0.00%	0.13%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	70	461	176	0	0	411	90	2	33	364	0	1	1608
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.833	0.873	0.936	0.000	0.000	0.886	0.776	0.500	0.635	0.850	0.000	0.250	0.950
						0.916				0.867				0.881			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Dixie Hwy/Dixie Hwy/N 21st Ave & Johnson St
City: Hollywood
Control: Signalized

Project ID: 26-140011-018
Date: 1/14/2026

Data - Total

NS/EW Streets:	N Dixie Hwy/Dixie Hwy/N 21st Ave				N Dixie Hwy/Dixie Hwy/N 21st Ave				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	14	68	5	1	10	88	11	2	50	77	8	0	11	58	5	0	408
7:15 AM	24	65	25	2	15	104	19	1	55	65	8	0	19	69	3	0	474
7:30 AM	44	47	11	1	24	121	11	1	20	63	16	0	10	79	0	0	448
7:45 AM	46	50	5	3	19	117	12	1	25	66	16	0	11	61	1	0	433
8:00 AM	18	74	13	2	13	107	14	0	27	71	20	0	9	47	3	0	418
8:15 AM	32	58	15	3	20	140	17	0	25	46	11	0	17	66	4	0	454
8:30 AM	28	47	5	5	20	125	23	2	15	62	19	0	27	60	6	0	444
8:45 AM	21	49	12	7	27	120	18	2	16	48	22	0	25	63	1	0	431
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	227	458	91	24	148	922	125	9	233	498	120	0	129	503	23	0	3510
APPROACH %'s :	28.38%	57.25%	11.38%	3.00%	12.29%	76.58%	10.38%	0.75%	27.38%	58.52%	14.10%	0.00%	19.69%	76.79%	3.51%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	132	236	54	8	71	449	56	3	127	265	60	0	49	256	7	0	1773
PEAK HR FACTOR :	0.717	0.797	0.540	0.667	0.740	0.928	0.737	0.750	0.577	0.933	0.750	0.000	0.645	0.810	0.583	0.000	0.935
			0.927				0.922				0.883				0.857		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	41	60	11	2	16	98	22	2	12	56	15	0	24	61	3	0	423
4:15 PM	30	57	12	0	24	112	21	1	16	63	16	0	14	61	4	0	431
4:30 PM	36	80	12	7	23	72	17	0	20	71	11	0	25	53	6	0	433
4:45 PM	34	56	14	5	27	98	11	0	12	62	10	0	11	60	4	0	404
5:00 PM	39	70	7	1	26	140	16	3	17	69	12	0	20	68	3	0	491
5:15 PM	24	75	16	2	22	107	21	0	9	63	12	0	17	68	8	0	444
5:30 PM	39	85	15	4	21	93	12	1	12	51	11	0	16	68	4	0	432
5:45 PM	31	46	10	5	28	115	22	3	16	63	15	0	15	55	6	0	430
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	274	529	97	26	187	835	142	10	114	498	102	0	142	494	38	0	3488
APPROACH %'s :	29.59%	57.13%	10.48%	2.81%	15.93%	71.12%	12.10%	0.85%	15.97%	69.75%	14.29%	0.00%	21.07%	73.29%	5.64%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	133	276	48	12	97	455	71	7	54	246	50	0	68	259	21	0	1797
PEAK HR FACTOR :	0.853	0.812	0.750	0.600	0.866	0.813	0.807	0.583	0.794	0.891	0.833	0.000	0.850	0.952	0.656	0.000	0.915
			0.820				0.851				0.893				0.935		

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Dixie Hwy/Dixie Hwy/S 21st Ave & Washington St
City: Hollywood
Control: Signalized

Project ID: 26-140011-020
Date: 1/14/2026

Data - Total

NS/EW Streets:	S Dixie Hwy/Dixie Hwy/S 21st Ave				S Dixie Hwy/Dixie Hwy/S 21st Ave				Washington St				Washington St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	27	3	3	13	84	10	2	11	13	6	0	6	36	2	0	222
7:15 AM	15	29	4	7	14	113	12	0	11	26	10	0	5	62	1	0	309
7:30 AM	21	22	4	4	20	166	15	5	19	44	14	0	7	58	3	0	402
7:45 AM	20	13	3	0	27	159	10	2	18	45	6	0	16	51	6	0	376
8:00 AM	10	37	7	4	18	164	5	2	22	45	14	0	11	57	7	0	403
8:15 AM	15	35	6	3	17	159	16	1	17	35	11	0	14	49	6	0	384
8:30 AM	11	28	6	6	18	157	11	2	9	42	15	0	11	26	6	0	348
8:45 AM	8	25	2	6	16	114	5	5	10	36	2	0	14	35	9	0	287
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	106	216	35	33	143	1116	84	19	117	286	78	0	84	374	40	0	2731
APPROACH %'s :	27.18%	55.38%	8.97%	8.46%	10.50%	81.94%	6.17%	1.40%	24.32%	59.46%	16.22%	0.00%	16.87%	75.10%	8.03%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	66	107	20	11	82	648	46	10	76	169	45	0	48	215	22	0	1565
PEAK HR FACTOR :	0.786	0.723	0.714	0.688	0.759	0.976	0.719	0.500	0.864	0.939	0.804	0.000	0.750	0.927	0.786	0.000	0.971
	0.864				0.954				0.895				0.950				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	17	35	8	2	21	114	10	10	13	36	5	0	14	57	15	0	357
4:15 PM	15	51	4	5	27	104	13	7	11	38	16	0	12	41	4	0	348
4:30 PM	9	51	7	6	20	97	15	6	17	35	8	0	8	56	6	0	341
4:45 PM	15	41	8	3	20	114	10	4	10	34	4	0	8	44	4	0	319
5:00 PM	18	35	7	10	19	119	17	3	17	33	3	0	9	55	5	0	350
5:15 PM	21	65	7	6	21	116	15	4	20	37	9	0	9	54	7	0	391
5:30 PM	23	44	7	2	18	86	10	5	17	41	3	0	14	71	2	0	343
5:45 PM	16	42	7	5	25	103	21	5	23	29	11	0	8	43	7	0	345
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	134	364	55	39	171	853	111	44	128	283	59	0	82	421	50	0	2794
APPROACH %'s :	22.64%	61.49%	9.29%	6.59%	14.50%	72.35%	9.41%	3.73%	27.23%	60.21%	12.55%	0.00%	14.83%	76.13%	9.04%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	78	186	28	23	83	424	63	17	77	140	26	0	40	223	21	0	1429
PEAK HR FACTOR :	0.848	0.715	1.000	0.575	0.830	0.891	0.750	0.850	0.837	0.854	0.591	0.000	0.714	0.785	0.750	0.000	0.914
	0.795				0.929				0.920				0.816				

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 1/N Federal Hwy & Johnson St
City: Hollywood
Control: Signalized

Project ID: 26-140011-019
Date: 1/14/2026

Data - Total

NS/EW Streets:	US 1/N Federal Hwy				US 1/N Federal Hwy				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	24	144	3	1	12	130	14	0	47	19	13	0	24	32	10	0	473
7:15 AM	32	218	4	0	14	217	21	0	41	18	9	0	29	32	10	0	645
7:30 AM	21	230	2	0	18	241	22	0	36	26	9	0	37	36	5	0	683
7:45 AM	22	210	2	1	21	204	17	0	25	29	20	0	23	31	8	0	613
8:00 AM	28	256	2	0	20	221	7	0	25	21	27	0	12	23	12	0	654
8:15 AM	39	218	1	0	29	199	17	0	24	24	17	0	15	47	17	0	647
8:30 AM	19	198	3	0	26	212	19	0	20	41	21	0	18	28	11	0	616
8:45 AM	32	185	7	0	21	181	12	0	15	30	25	0	20	44	10	0	582
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	217	1659	24	2	161	1605	129	0	233	208	141	0	178	273	83	0	4913
APPROACH %'s :	11.41%	87.22%	1.26%	0.11%	8.50%	84.70%	6.81%	0.00%	40.03%	35.74%	24.23%	0.00%	33.33%	51.12%	15.54%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	110	914	7	1	88	865	63	0	110	100	73	0	87	137	42	0	2597
PEAK HR FACTOR :	0.705	0.893	0.875	0.250	0.759	0.897	0.716	0.000	0.764	0.862	0.676	0.000	0.588	0.729	0.618	0.000	0.951
	0.902				0.904				0.956				0.842				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	28	225	5	0	30	222	17	0	29	22	21	0	11	21	14	0	645
4:15 PM	23	246	7	0	28	208	19	0	38	39	18	0	21	33	12	0	692
4:30 PM	39	199	6	0	20	189	7	0	30	35	23	0	24	37	9	0	618
4:45 PM	37	243	10	0	30	237	9	0	30	37	15	0	23	28	12	0	711
5:00 PM	27	245	8	0	24	211	14	0	27	42	16	0	23	34	16	0	687
5:15 PM	35	246	4	0	31	241	13	0	35	39	28	0	25	25	12	0	734
5:30 PM	34	257	8	0	24	261	12	0	21	50	24	0	13	31	13	0	748
5:45 PM	40	218	7	0	29	237	15	0	33	27	19	0	32	35	16	0	708
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	263	1879	55	0	216	1806	106	0	243	291	164	0	172	244	104	0	5543
APPROACH %'s :	11.97%	85.53%	2.50%	0.00%	10.15%	84.87%	4.98%	0.00%	34.81%	41.69%	23.50%	0.00%	33.08%	46.92%	20.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	133	991	30	0	109	950	48	0	113	168	83	0	84	118	53	0	2880
PEAK HR FACTOR :	0.899	0.964	0.750	0.000	0.879	0.910	0.857	0.000	0.807	0.840	0.741	0.000	0.840	0.868	0.828	0.000	0.963
	0.965				0.932				0.892				0.873				

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 1/S Federal Hwy & Washington St
City: Hollywood
Control: Signalized

Project ID: 26-140011-021
Date: 1/14/2026

Data - Total

NS/EW Streets:	US 1/S Federal Hwy				US 1/S Federal Hwy				Washington St				Washington St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	24	129	4	0	5	105	8	0	5	4	6	0	10	9	7	0	316
7:15 AM	23	174	4	0	4	174	5	0	6	6	13	0	6	14	5	0	434
7:30 AM	42	178	10	0	6	198	2	0	9	16	16	0	14	24	8	0	523
7:45 AM	32	189	13	2	10	199	3	0	9	33	15	0	23	36	7	0	571
8:00 AM	22	187	14	1	18	207	8	0	7	29	4	0	17	29	5	0	548
8:15 AM	27	181	11	3	28	244	9	0	5	25	10	0	19	32	11	0	605
8:30 AM	15	159	7	2	32	202	6	0	5	31	12	0	8	21	6	0	506
8:45 AM	24	194	9	1	18	198	2	0	3	24	13	0	12	13	7	0	518
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	209	1391	72	9	121	1527	43	0	49	168	89	0	109	178	56	0	4021
APPROACH %'s :	12.43%	82.75%	4.28%	0.54%	7.16%	90.30%	2.54%	0.00%	16.01%	54.90%	29.08%	0.00%	31.78%	51.90%	16.33%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	123	735	48	6	62	848	22	0	30	103	45	0	73	121	31	0	2247
PEAK HR FACTOR :	0.732	0.972	0.857	0.500	0.554	0.869	0.611	0.000	0.833	0.780	0.703	0.000	0.793	0.840	0.705	0.000	0.929
	0.966				0.829				0.781				0.852				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	25	249	8	1	20	189	2	1	8	24	15	0	8	27	7	0	584
4:15 PM	29	249	11	3	12	196	8	0	8	27	18	0	16	29	9	0	615
4:30 PM	27	254	10	1	13	215	6	0	8	21	15	0	20	34	10	0	634
4:45 PM	36	274	11	1	25	215	7	0	7	23	11	0	19	13	6	0	648
5:00 PM	33	267	13	0	19	202	6	0	8	26	12	0	13	28	7	0	634
5:15 PM	37	258	5	2	21	219	10	0	8	23	10	0	12	25	9	0	639
5:30 PM	48	295	8	1	22	214	6	0	8	28	14	0	11	27	8	0	690
5:45 PM	28	252	8	0	25	211	4	0	6	20	17	0	18	20	3	0	612
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	263	2098	74	9	157	1661	49	1	61	192	112	0	117	203	59	0	5056
APPROACH %'s :	10.76%	85.84%	3.03%	0.37%	8.40%	88.92%	2.62%	0.05%	16.71%	52.60%	30.68%	0.00%	30.87%	53.56%	15.57%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	154	1094	37	4	87	850	29	0	31	100	47	0	55	93	30	0	2611
PEAK HR FACTOR :	0.802	0.927	0.712	0.500	0.870	0.970	0.725	0.000	0.969	0.893	0.839	0.000	0.724	0.830	0.833	0.000	0.946
	0.915				0.966				0.890				0.927				

APPENDIX B – Signal Timing and Phasing Diagrams

Station : 3122 - Hollywood Blvd & Dixie Hwy/21 Ave (Standard File) Hollywood & Dixie/21

Phase	1	2 (WT)	3 (NT)	4	5 (ET)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	7		7	7										
Ped Clearance		12	16		11	26										
Min Green		4	4		7	4										
Gap Ext		19	17		2	2										
Max1		30	20		30	20										
Max2																
Yellow Clr	4	4	4	4	4	4	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	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		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					ON											
Max Recall																
Ped Recall																
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	
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6	6	6
Min Walk						
Ped Clear						
Track Green	6		3	3	3	3
Min Dwell	6	8	15	15	15	15
Max Presence		180	360	360	360	360
Track Veh 1	9		9	9	9	9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	10		6	2	3	5
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						

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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2		2	3	5	6
Exit 2						
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 3122 - Hollywood Blvd & Dixie Hwy/21 Ave (Standard File) Hollywood & Dixie/21

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		1	1	125	115	1	1	5	25			27	34		30	34										
Day Plan 2											**Easy**															
		1	1	125	115	1	1	5	25			27	34		30	34										
Day Plan 3											**Easy**															
		1	1	125	115	1	1	5	25			27	34		30	34										

Broward County Timing Sheet 2/12/2026 8:44:53 AM

Station : 3122 - Hollywood Blvd & Dixie Hwy/21 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month												Day of Weekk							Day of Month									1										2										3		
Plan	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**Day Plan**
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1			2
13												1		1				1																									1								2
14												1		1	1	1	1	1																										1							2
15												1		1																															1						2
16												1		1				1																																1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
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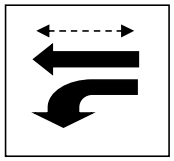
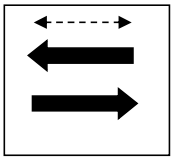
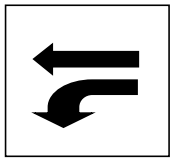
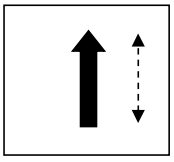
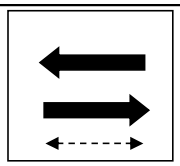
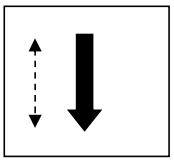
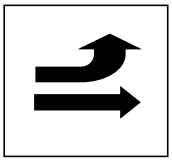
23																																																			1
24																																																			1
25																																																			1
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

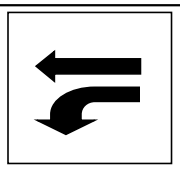
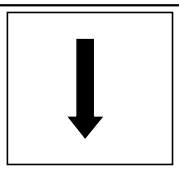
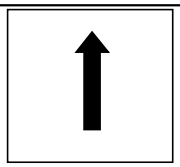
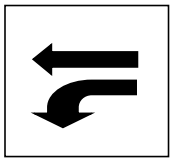
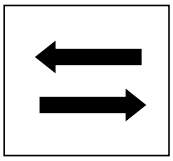
Sequence of Operation Signal 3122

Hollywood & Dixie/21

Hollywood Blvd (SR 820) and Dixie Hwy/21 Avenue

NORMAL OPERATION		
Dixie Highway	Phase	N/S 21 Avenue
	Ø 2 WB	
	Ø 3 NB	
	Ø 5 EB	
	Ø 6 SB	

NORTH

	PREEMPTION	
	TRACK CLEARANCE	
	DWELL	
	RETURN TO Ø 2	

RAILROAD PREEMPTION (IN SECONDS):

(A) TRACK CLEAR: 6G, 4Y, 1AR (WB/WBL + EB/EBL FARSIDES).
(B) DWELL: NORTH/SOUTH.
(C) RETURN: PHASE 2 (WESTBOUND).

Station : 3123 - Hollywood Blvd & 24 Ave (Standard File) Hollywood & 24 Ave

Phase	1 (EL)	2 (WR)	3	4 (NR)	5	6 (ER)	7 (NL)	8 (SR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		11		25		11		23								
Min Green	4	10		6		10	4	6								
Gap Ext	1.5	3		2.5		3	1.5	2.5								
Max1	12	35		25		35	12	25								
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		2		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		ON		ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				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				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						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6			6	6
Min Walk						
Ped Clear						
Track Green						1
Min Dwell	8	8			8	8
Max Presence	180	180			180	180
Track Veh 1						9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2			4	1
Dwell Cyc Veh 2	8	6			7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						

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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	4			4	2
Exit 2	6	7			8	6
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 3123 - Hollywood Blvd & 24 Ave (Standard File) Hollywood & 24 Ave

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
	10	100	254																							
6	30	2	2	160	80	2	1	10	50		20	70		70		90	20	50								
9		3	3	160	15	3	1		50		20	80		60		100	20	40								
15	5	4	4	160	80	4	1	10	50		20	70		70		90	20	50								
20		3	3	160	15	3	1		50		20	80		60		100	20	40								
22	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		3	3	160	15	3	1		50		20	80		60		100	20	40								
22	30	100	254																							
Day Plan 3											**Easy**															
		100	254																							
7		3	3	160	15	3	1		50		20	80		60		100	20	40								
22	30	100	254																							

Station : 3123 - Hollywood Blvd & 24 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month												Day of Weekk							Day of Month									1										2										3		
Plan	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**Day Plan**
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1			2
13												1		1				1																									1								2
14												1		1	1	1	1	1																										1							2
15												1		1																															1						2
16												1		1				1																																1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
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22																																																			1
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25																																																			1
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Station : 3144 - Dixie Hwy & Johnson St (Standard File) Johnson St & Dixie/21

Phase	1	2 (WT)	3 (NT)	4	5 (ET)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	7		7	7										
Ped Clearance		14	13		16	12										
Min Green		6	6		6	7										
Gap Ext		2	2		2											
Max1		15	20		15	20	25	25								
Max2																
Yellow Clr	3.5	4	4	3.5	4	4	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	2	1.5	1.5	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		ON	ON										
Auto Flash Entry						ON										
Auto Flash Exit			ON													
Non-Actuated 1																
Non-Actuated 2																
Lock Call											ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall						ON										
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable												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
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	6					
Min Dwell						
Max Presence						
Track Veh 1	9					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	10					
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						

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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2					
Exit 2						
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 3144 - Dixie Hwy & Johnson St (Standard File) Johnson St & Dixie/21

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		1	1	125	74	1	1	10	25			28	30		35	32										
Day Plan 2											**Easy**															
		1	1	125	74	1	1	10	25			28	30		35	32										
Day Plan 3											**Easy**															
		1	1	125	74	1	1	10	25			28	30		35	32										

Station : 3144 - Dixie Hwy & Johnson St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1							1	1	1	1	1						1																											2
9							1							1											1																											2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1					2
14												1		1	1	1	1	1																													1					2
15												1		1																																		1				2
16												1		1				1																																		1	2
17																																																				1
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31																																																				1
32																																																				1

User Comments:

Johnson St & Dixie/21

Dixie Highway/N 21 Ave and Johnson Street Intersection Number 3144 (Hollywood)		
NORMAL OPERATION		
N Dixie Hwy	**Phase**	**N 21 Ave**
P8 3 + 8	Phase 2 WB	P8 8A + 4A
3 + 8	PHASE 3 NB	2 P2
4 + 8 P4	PHASE 5 EB	7A + 4A P4
P6 6	PHASE 6 SB	7A + 4A P4
Railroad Preemption		
3 + 8	Track Clear 6G/4Y/1AR	7A + 4A
6	Dwell	2
P8 3 + 8	Return Phase 2	P8 8A + 4A

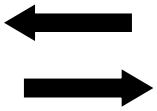
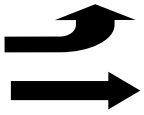
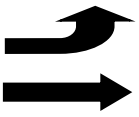
NORTH

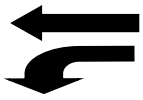
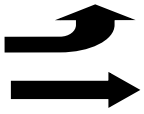
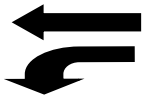
RAILROAD PREEMPTION SEQUENCE:
(A) TRACK CLEARANCE = 6 G, 4 Y, 1 AR (EB/EBL + WB/WBL FARSIDES).
(B) DEWELL NORTH/SOUTH.

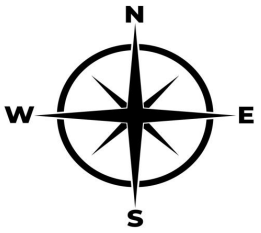
● = Detector

Sequence of Operation

Dixie Hwy / N 21 Ave and Washington Street, 3211

NORMAL OPERATION		
DIXIE	**Phase**	**S 21 Ave**
	Ø 2 WB	
	Ø 3 NB	
	Ø 5 EB	
	Ø 6 SB	

PREEMPTION		
	**TRACK CLEAR 6G/4Y/1AR**	
	**DWELL**	
	**RETURN to Ø 2**	



Broward County Timing Sheet 2/12/2026 8:45:12 AM

Station : 3211 - Dixie Hwy & Washington St (Standard File) Washington St & Dixie/21

Phase	1	2 (WT)	3 (NT)	4	5 (ET)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green		6	7		6	6										
Gap Ext																
Max1		15	20		15	20										
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		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		ON	ON										
Auto Flash Entry		ON														
Auto Flash Exit			ON													
Non-Actuated 1			ON													
Non-Actuated 2																
Lock Call																
Min Recall																
Max Recall		ON	ON		ON	ON										
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable																
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
Override Higher Preempt	ON				ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6		
Min Walk						
Ped Clear						
Track Green	6					
Min Dwell	10	8	8	8		
Max Presence		180	180	180		
Track Veh 1	9					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	10					
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						

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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2					
Exit 2						
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 3211 - Dixie Hwy & Washington St (Standard File)

Washington St & Dixie/21

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		1	1	125	52	1	1		22			32	34		25	34										
Day Plan 2											**Easy**															
		1	1	125	52	1	1		22			32	34		25	34										
Day Plan 3											**Easy**															
		1	1	125	52	1	1		22			32	34		25	34										

Station : 3211 - Dixie Hwy & Washington St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk						Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1							1	1	1	1	1						1																											2
9							1							1											1																											2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																										1	1	1	1	1	1	1				2
12											1							1																											1	1	1	1	1	1	1	2
13												1		1				1																												1						2
14												1		1	1	1	1	1																												1					2
15												1		1																																	1				2
16												1		1				1																																		1	2
17			1										1	1	1	1	1																												1	1	1	1	1				4
18																																																			1
19																																																			1
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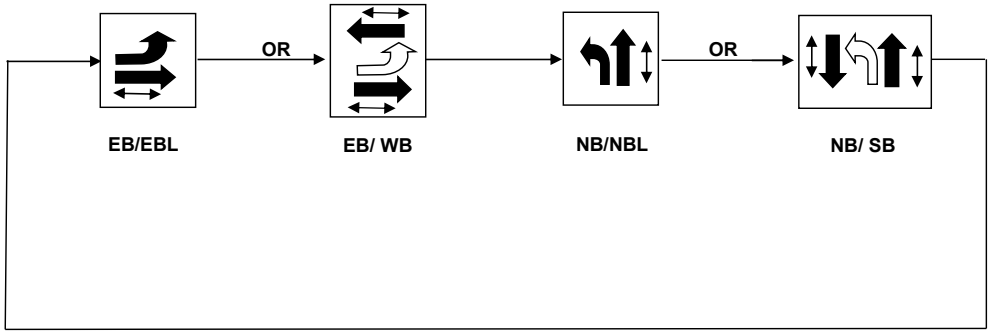
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Sequence of Operation for (3123) Hollywood Boulevard and N/S 24 Avenue Hollywood

Hollywood & 24



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3122	**Initial Operation Date**	9/76
Controller Type	2070	**System Number**	3122
Modification Number	20	**Modification Date**	06/16/2021
Drawing/Project No		**FPL Grid Number**	87572850305
Intersection	HOLLYWOOD BLVD. and DIXIE HWY./21 AVENUE		
Municipality	HOLLYWOOD	Hollywood Blvd & Dixie/21	

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction		WB	NB		EB	SB		
Initial Green(MIN)		4	4		7	4		
Vehicle Ext.(GAP)		2.0	2.0		2.0	2.0		
Maximum Green I		30	20		30	20		
Maximum Green II								
Yellow Clearance		4.0	4.0		4.0	4.0		
All Red Clearance		2.0	2.0		2.0	2.0		
Phase Recall		OFF	OFF		MIN	OFF		
Detector Delay						30-RT		
Walk		7	7		7	7		
Pedestrian Clearance		12	16		11	26		
Permissive								
Flash Operation		RED	RED		RED	RED		

Attachment

NOTES:

1. RAILROAD PREEMPTION:
   (A) TRACK CLEARANCE: 6G, 4Y, 1AR (EB/EBL + WB/WBL FARSIDES).
   (B) DWELL: NORTH/SOUTH.
   (C) RETURN TO PHASE 2 (WB).
2. OPTICALLY PROGRAMMED FARSIDE GREEN+GREEN ARROW, WESTBOUND.
3. NORTHBOUND/SOUTHBOUND GREENS UTILIZE LOUVERS.
4. MOD. 20 UPDATED PHASE 5 INITIAL GREEN.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3123	**Initial Operation Date**	06/76
Controller Type	2070 LN	**System Number**	3123
Modification Number	8	**Modification Date**	02/19/2020
Drawing/Project No	GRP. 1	**FPL Grid Number**	87572510202
Intersection	HOLLYWOOD BLVD. and N/S 24 AVENUE		
Municipality	HOLLYWOOD		

Hollywood & 24

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4		6	7	8
Direction	EBL	WB		NB		EB	NBL	SB
Initial Green(MIN)	4	10		6		10	4	6
Vehicle Ext.(GAP)	1.5	3.0		2.5		3.0	1.5	2.5
Maximum Green I	12	35		25		35	12	25
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0		4.0	4.0	4.0
All Red Clearance	2.0	2.0		2.0		2.0	2.0	2.0
Phase Recall	OFF	MIN		OFF		MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		11		25		11		23
Permissive	5 SECT						5 SECT	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN DIODE EASTBOUND; DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 8 UPDATES PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3144	**Initial Operation Date**	10/01/76
Controller Type	2070 LN (BIU)	**System Number**	3144
Modification Number	15	**Modification Date**	07/10/2024
Drawing/Project No	COUNTY	**FPL Grid Number**	87572846006
Intersection	DIXIE HWY./N 21 AVE. and JOHNSON STREET		
Municipality	HOLLYWOOD		

Johnson St & Dixie/21

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction		WB	NB		EB	SB		
Initial Green(MIN)		6	6		6	7		
Vehicle Ext.(GAP)		2.0	2.0		2.0	0.0		
Maximum Green I		12	20		15	20		
Maximum Green II								
Yellow Clearance		4.0	4.0		4.0	4.0		
All Red Clearance		2.0	2.0		2.0	2.0		
Phase Recall		OFF	OFF		OFF	MAX		
Detector Delay								
Walk		7	7		7	7		
Pedestrian Clearance		14	13		16	12		
Permissive								
Flash Operation		RED	YELLOW		RED	YELLOW		

Attachment **3144 -12.pdf**

NOTES:

1. SEQUENTIAL OPERATION.
2. DETECTION NOT USED SB, SIGNAL OPERATES SEMI-ACTUATED.
3. RAILROAD PREEMPTION SEQUENCE:
   (A) TRACK CLEAR: 6 G, 4 Y, 1AR (EB/EBL + WB/WBL FARSIDES).
   (B) DWELL: NORTH/SOUTH.
   (C) RETURN: PHASE 2 (WB).
4. MOD. 15 REFLECTS ALL RED AND SOP UPDATES (REMOVED PHASES 1+4).

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3211	**Initial Operation Date**	10/76
Controller Type	2070 LN	**System Number**	3211
Modification Number	12	**Modification Date**	08/20/2024
Drawing/Project No	GRP 4	**FPL Grid Number**	87571875002
Intersection	DIXIE HWY./N 21 AVE. and WASHINGTON STREET		
Municipality	HOLLYWOOD	Washington St & Dixie/21	

Controller Phase	1	2	3	4	5	6	7	8
Face Number		WB	NB		EB	SB		
Direction								
Initial Green(MIN)		6	7		6	6		
Vehicle Ext.(GAP)		0.0	0.0		0.0	0.0		
Maximum Green I		15	20		15	20		
Maximum Green II								
Yellow Clearance		4.0	4.0		4.0	4.0		
All Red Clearance		2.0	2.0		2.0	2.0		
Phase Recall		MAX	MAX		MAX	MAX		
Detector Delay								
Walk								
Pedestrian Clearance								
Permissive								
Flash Operation		RED	YELLOW		RED	YELLOW		

Attachment

NOTES:

1. NO DETECTION, SIGNAL OPERATES FIXED TIME.
2. RAILROAD PREEMPTION SEQUENCE:
   (A) TRACK CLEARANCE = 6G, 4Y, 1AR (WB/WBL+EB/EBL FARSIDES).
   (B) DWELL: NORTH/SOUTH.
   (C) RETURN TO PHASE 2 (WB).
3. WITH WOIT2024081307 DATED 08/15/24, REMOVES PHASES 1&4.

Submitted By _____ **Approved By** _____

Station : 3125 - Hollywood Blvd & 28 Ave (Standard File) Hollywood & 28 Ave

Phase	1 (EL)	2 (WR)	3 (SR)	4 (NR)	5 (WL)	6 (ER)	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7		7										
Ped Clearance		17	29	29		17										
Min Green	4	10	6	6	4	10										
Gap Ext	2	3	2	2.5	1.5	3										
Max1	20	45	25	25	20	45										
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	2	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	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				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
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	8
Min Walk						
Ped Clear						
Track Green				1		1
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1				9		9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1		2	3	2	4	1
Dwell Cyc Veh 2		6		5		6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						

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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1		3	4	2	1	2
Exit 2				6	5	6
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 3125 - Hollywood Blvd & 28 Ave (Standard File)

Coordination

Hollywood & 28 Ave

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6	30	2	2	160	107	2	1	10	50		19	55	35	51	19	55										
9		3	3	160	91	3	1	10	50		15	71	37	37	15	71										
15		4	4	160	145	4	1	10	50		26	60	37	37	26	60										
20		3	3	160	91	3	1	10	50		15	71	37	37	15	71										
22	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
1		100	254																							
7		3	3	160	91	3	1	10	50		15	71	37	37	15	71										
22	30	100	254																							
Day Plan 3											**Easy**															
		100	254																							
1		100	254																							
7		3	3	160	91	3	1	10	50		15	71	37	37	15	71										
22	30	100	254																							

Station : 3125 - Hollywood Blvd & 28 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month												Day of Weekk							Day of Month										1										2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1							1	1	1	1	1						1																											2
9							1							1											1																											2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																									1	1	1	1	1	1	1	1				2
12											1							1																										1	1	1	1	1	1	1	1			2
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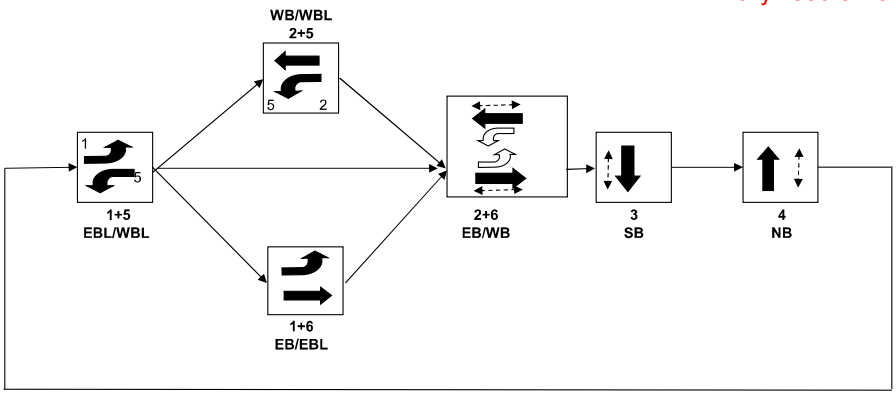
32																																																				1

User Comments:

Sequence of Operation for (3125) Hollywood Blvd (SR 820) and N/S 28 Ave
Hollywood

Hollywood & 28 Ave



PED crossing

Permissive left

Broward County | Timing Sheet | 2/17/2026 2:46:37 PM

Station : 3141 - US 1 & Johnson St (Standard File)

Johnson St & US 1

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		16		23		16		21								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	12	35	12	50	12	35								
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	2	2	2	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	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				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						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1			9			
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1	3	2	4
Dwell Cyc Veh 2	6	8	6	8	5	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						

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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	3	1	2	4	2	4
Exit 2	7	5	6	8	6	8
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 3141 - US 1 & Johnson St (Standard File) Johnson St & US 1

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6	30	2	2	160	99	2	1	10	50		28	75	20	37	19	84	20	37								
9		3	3	160	91	3	1	10	50		19	79	18	44	19	79	18	44								
15		4	4	160	87	4	1	10	50		28	76	18	38	19	85	18	38								
20		3	3	160	91	3	1	10	50		19	79	18	44	19	79	18	44								
22	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
1		100	254																							
7		3	3	160	91	3	1	10	50		19	79	18	44	19	79	18	44								
22	30																									
Day Plan 3											**Easy**															
		100	254																							
1		100	254																							
7		3	3	160	91	3	1	10	50		19	79	18	44	19	79	18	44								
22	30																									

Station : 3141 - US 1 & Johnson St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

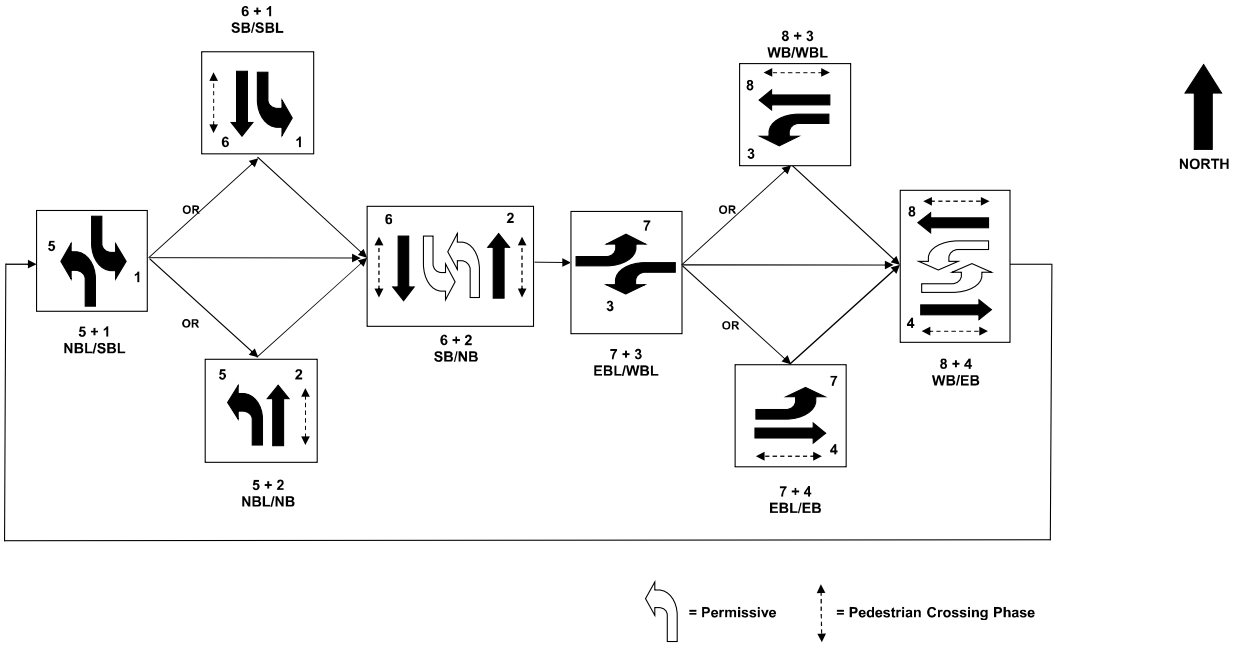
	Month												Day of Weekk							Day of Month												1											2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1							1	1	1	1	1						1																												2
9							1							1											1																												2
10									1					1						1	1	1	1	1	1	1																												2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	1	2
13												1		1				1																														1					2
14												1		1	1	1	1	1																														1				2
15												1		1																																			1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1
26																																																				1
27																																																				1
28																																																				1
29																																																				1
30																																																				1
31																																																				1
32																																																				1

User Comments:

Sequence of Operation

Johnson St & US 1

US 1 and Johnson Street
Intersection Number 3141 (Hollywood)



Broward County Timing Sheet 2/17/2026 2:46:56 PM

Station : 3210 - US 1 & Washington St (Standard File) Washington St & US 1

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		22		15		22								
Min Green	4	12		6	4	12		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	50		25	12	50		25								
Max2																
Yellow Clr	4	4	3.5	4	4	4	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	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		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
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				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
Override Higher Preempt				ON		ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	
Min Walk						
Ped Clear						
Track Green			1		1	
Min Dwell	8	8	8		8	
Max Presence	180	180	180		180	
Track Veh 1			9		9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						

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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 3210 - US 1 & Washington St (Standard File) Washington St & US 1

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6	30	2	2	160	117	2	1	10	50		27	97		36	27	97		36								
9		3	3	160	23	3	1	10	50		20	96		44	20	96		44								
15		4	4	160	108	4	1	10	50		25	90		45	25	90		45								
19		3	3	160	23	3	1	10	50		20	96		44	20	96		44								
22	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		3	3	160	23	3	1	10	50		20	96		44	20	96		44								
22	30	100	254																							
Day Plan 3											**Easy**															
		100	254																							
7		3	3	160	23	3	1	10	50		20	96		44	20	96		44								
22	30	100	254																							

Broward County Timing Sheet 2/17/2026 2:46:56 PM

Station : 3210 - US 1 & Washington St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															
		10	10	160	117	10	1	10	50		25	90		45	25	90		45								

Scheduler

	Month												Day of Weekk							Day of Month									1										2										3		
Plan	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**Day Plan**
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1			2
13												1		1				1																									1								2
14												1		1	1	1	1	1																										1							2
15												1		1																															1						2
16												1		1				1																																1	2
17		1											1	1	1	1	1																							1	1	1	1	1							4
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1
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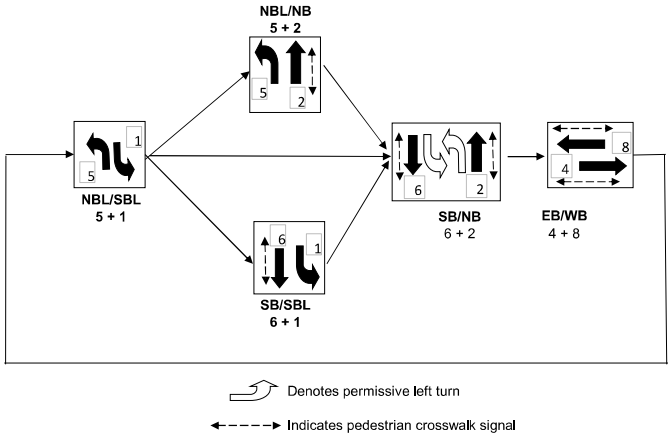
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Sequence of Operation for (3210) Federal Hwy (US1 / SR 5) and Washington Street

Hollywood



APPENDIX C – Peak Season Conversion Factor

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8600 EAST-A1A TO US1

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2025 - 01/04/2025	0.95	1.01
2	01/05/2025 - 01/11/2025	0.96	1.02
3	01/12/2025 - 01/18/2025	0.97	1.03
4	01/19/2025 - 01/25/2025	0.96	1.02
5	01/26/2025 - 02/01/2025	0.96	1.02
* 6	02/02/2025 - 02/08/2025	0.95	1.01
* 7	02/09/2025 - 02/15/2025	0.95	1.01
* 8	02/16/2025 - 02/22/2025	0.94	1.00
* 9	02/23/2025 - 03/01/2025	0.94	1.00
*10	03/02/2025 - 03/08/2025	0.93	0.99
*11	03/09/2025 - 03/15/2025	0.93	0.99
*12	03/16/2025 - 03/22/2025	0.93	0.99
*13	03/23/2025 - 03/29/2025	0.93	0.99
*14	03/30/2025 - 04/05/2025	0.93	0.99
*15	04/06/2025 - 04/12/2025	0.93	0.99
*16	04/13/2025 - 04/19/2025	0.93	0.99
*17	04/20/2025 - 04/26/2025	0.95	1.01
*18	04/27/2025 - 05/03/2025	0.96	1.02
19	05/04/2025 - 05/10/2025	0.97	1.03
20	05/11/2025 - 05/17/2025	0.98	1.04
21	05/18/2025 - 05/24/2025	1.00	1.06
22	05/25/2025 - 05/31/2025	1.01	1.07
23	06/01/2025 - 06/07/2025	1.02	1.09
24	06/08/2025 - 06/14/2025	1.03	1.10
25	06/15/2025 - 06/21/2025	1.04	1.11
26	06/22/2025 - 06/28/2025	1.04	1.11
27	06/29/2025 - 07/05/2025	1.04	1.11
28	07/06/2025 - 07/12/2025	1.04	1.11
29	07/13/2025 - 07/19/2025	1.04	1.11
30	07/20/2025 - 07/26/2025	1.04	1.11
31	07/27/2025 - 08/02/2025	1.05	1.12
32	08/03/2025 - 08/09/2025	1.06	1.13
33	08/10/2025 - 08/16/2025	1.06	1.13
34	08/17/2025 - 08/23/2025	1.07	1.14
35	08/24/2025 - 08/30/2025	1.08	1.15
36	08/31/2025 - 09/06/2025	1.09	1.16
37	09/07/2025 - 09/13/2025	1.10	1.17
38	09/14/2025 - 09/20/2025	1.11	1.18
39	09/21/2025 - 09/27/2025	1.10	1.17
40	09/28/2025 - 10/04/2025	1.09	1.16
41	10/05/2025 - 10/11/2025	1.08	1.15
42	10/12/2025 - 10/18/2025	1.06	1.13
43	10/19/2025 - 10/25/2025	1.05	1.12
44	10/26/2025 - 11/01/2025	1.04	1.11
45	11/02/2025 - 11/08/2025	1.03	1.10
46	11/09/2025 - 11/15/2025	1.02	1.09
47	11/16/2025 - 11/22/2025	1.01	1.07
48	11/23/2025 - 11/29/2025	0.99	1.05
49	11/30/2025 - 12/06/2025	0.98	1.04
50	12/07/2025 - 12/13/2025	0.96	1.02
51	12/14/2025 - 12/20/2025	0.95	1.01
52	12/21/2025 - 12/27/2025	0.96	1.02
53	12/28/2025 - 12/31/2025	0.97	1.03

* PEAK SEASON

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2025 - 01/04/2025	1.03	1.05
2	01/05/2025 - 01/11/2025	1.02	1.04
3	01/12/2025 - 01/18/2025	1.00	1.02
4	01/19/2025 - 01/25/2025	0.99	1.01
* 5	01/26/2025 - 02/01/2025	0.98	1.00
* 6	02/02/2025 - 02/08/2025	0.98	1.00
* 7	02/09/2025 - 02/15/2025	0.97	0.99
* 8	02/16/2025 - 02/22/2025	0.97	0.99
* 9	02/23/2025 - 03/01/2025	0.97	0.99
*10	03/02/2025 - 03/08/2025	0.97	0.99
*11	03/09/2025 - 03/15/2025	0.97	0.99
*12	03/16/2025 - 03/22/2025	0.97	0.99
*13	03/23/2025 - 03/29/2025	0.97	0.99
*14	03/30/2025 - 04/05/2025	0.98	1.00
*15	04/06/2025 - 04/12/2025	0.98	1.00
*16	04/13/2025 - 04/19/2025	0.98	1.00
*17	04/20/2025 - 04/26/2025	0.99	1.01
18	04/27/2025 - 05/03/2025	0.99	1.01
19	05/04/2025 - 05/10/2025	0.99	1.01
20	05/11/2025 - 05/17/2025	1.00	1.02
21	05/18/2025 - 05/24/2025	1.00	1.02
22	05/25/2025 - 05/31/2025	1.01	1.03
23	06/01/2025 - 06/07/2025	1.01	1.03
24	06/08/2025 - 06/14/2025	1.02	1.04
25	06/15/2025 - 06/21/2025	1.02	1.04
26	06/22/2025 - 06/28/2025	1.02	1.04
27	06/29/2025 - 07/05/2025	1.02	1.04
28	07/06/2025 - 07/12/2025	1.02	1.04
29	07/13/2025 - 07/19/2025	1.02	1.04
30	07/20/2025 - 07/26/2025	1.02	1.04
31	07/27/2025 - 08/02/2025	1.02	1.04
32	08/03/2025 - 08/09/2025	1.02	1.04
33	08/10/2025 - 08/16/2025	1.02	1.04
34	08/17/2025 - 08/23/2025	1.03	1.05
35	08/24/2025 - 08/30/2025	1.03	1.05
36	08/31/2025 - 09/06/2025	1.03	1.05
37	09/07/2025 - 09/13/2025	1.03	1.05
38	09/14/2025 - 09/20/2025	1.04	1.06
39	09/21/2025 - 09/27/2025	1.03	1.05
40	09/28/2025 - 10/04/2025	1.02	1.04
41	10/05/2025 - 10/11/2025	1.01	1.03
42	10/12/2025 - 10/18/2025	1.01	1.03
43	10/19/2025 - 10/25/2025	1.02	1.04
44	10/26/2025 - 11/01/2025	1.02	1.04
45	11/02/2025 - 11/08/2025	1.03	1.05
46	11/09/2025 - 11/15/2025	1.04	1.06
47	11/16/2025 - 11/22/2025	1.04	1.06
48	11/23/2025 - 11/29/2025	1.04	1.06
49	11/30/2025 - 12/06/2025	1.04	1.06
50	12/07/2025 - 12/13/2025	1.03	1.05
51	12/14/2025 - 12/20/2025	1.03	1.05
52	12/21/2025 - 12/27/2025	1.02	1.04
53	12/28/2025 - 12/31/2025	1.00	1.02

* PEAK SEASON

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2025 - 01/04/2025	1.05	1.07
2	01/05/2025 - 01/11/2025	1.04	1.06
3	01/12/2025 - 01/18/2025	1.02	1.04
4	01/19/2025 - 01/25/2025	1.01	1.03
5	01/26/2025 - 02/01/2025	1.00	1.02
6	02/02/2025 - 02/08/2025	0.99	1.01
7	02/09/2025 - 02/15/2025	0.98	1.00
* 8	02/16/2025 - 02/22/2025	0.97	0.99
* 9	02/23/2025 - 03/01/2025	0.97	0.99
*10	03/02/2025 - 03/08/2025	0.97	0.99
*11	03/09/2025 - 03/15/2025	0.97	0.99
*12	03/16/2025 - 03/22/2025	0.97	0.99
*13	03/23/2025 - 03/29/2025	0.98	1.00
*14	03/30/2025 - 04/05/2025	0.98	1.00
*15	04/06/2025 - 04/12/2025	0.99	1.01
*16	04/13/2025 - 04/19/2025	0.99	1.01
*17	04/20/2025 - 04/26/2025	0.99	1.01
*18	04/27/2025 - 05/03/2025	0.99	1.01
*19	05/04/2025 - 05/10/2025	0.98	1.00
*20	05/11/2025 - 05/17/2025	0.98	1.00
21	05/18/2025 - 05/24/2025	0.98	1.00
22	05/25/2025 - 05/31/2025	0.99	1.01
23	06/01/2025 - 06/07/2025	1.01	1.03
24	06/08/2025 - 06/14/2025	1.02	1.04
25	06/15/2025 - 06/21/2025	1.03	1.05
26	06/22/2025 - 06/28/2025	1.04	1.06
27	06/29/2025 - 07/05/2025	1.04	1.06
28	07/06/2025 - 07/12/2025	1.05	1.07
29	07/13/2025 - 07/19/2025	1.05	1.07
30	07/20/2025 - 07/26/2025	1.04	1.06
31	07/27/2025 - 08/02/2025	1.03	1.05
32	08/03/2025 - 08/09/2025	1.02	1.04
33	08/10/2025 - 08/16/2025	1.01	1.03
34	08/17/2025 - 08/23/2025	1.00	1.02
35	08/24/2025 - 08/30/2025	1.00	1.02
36	08/31/2025 - 09/06/2025	1.00	1.02
37	09/07/2025 - 09/13/2025	1.00	1.02
38	09/14/2025 - 09/20/2025	1.00	1.02
39	09/21/2025 - 09/27/2025	1.00	1.02
40	09/28/2025 - 10/04/2025	1.00	1.02
41	10/05/2025 - 10/11/2025	1.00	1.02
42	10/12/2025 - 10/18/2025	1.00	1.02
43	10/19/2025 - 10/25/2025	1.00	1.02
44	10/26/2025 - 11/01/2025	1.00	1.02
45	11/02/2025 - 11/08/2025	1.00	1.02
46	11/09/2025 - 11/15/2025	1.00	1.02
47	11/16/2025 - 11/22/2025	1.00	1.02
48	11/23/2025 - 11/29/2025	1.01	1.03
49	11/30/2025 - 12/06/2025	1.03	1.05
50	12/07/2025 - 12/13/2025	1.04	1.06
51	12/14/2025 - 12/20/2025	1.05	1.07
52	12/21/2025 - 12/27/2025	1.04	1.06
53	12/28/2025 - 12/31/2025	1.02	1.04

* PEAK SEASON

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8659 BROWARD I595

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2025 - 01/04/2025	0.97	1.00
2	01/05/2025 - 01/11/2025	1.04	1.07
3	01/12/2025 - 01/18/2025	1.12	1.15
4	01/19/2025 - 01/25/2025	1.09	1.12
5	01/26/2025 - 02/01/2025	1.07	1.10
6	02/02/2025 - 02/08/2025	1.05	1.08
7	02/09/2025 - 02/15/2025	1.03	1.06
8	02/16/2025 - 02/22/2025	1.01	1.04
9	02/23/2025 - 03/01/2025	0.99	1.02
*10	03/02/2025 - 03/08/2025	0.98	1.01
*11	03/09/2025 - 03/15/2025	0.96	0.99
*12	03/16/2025 - 03/22/2025	0.96	0.99
*13	03/23/2025 - 03/29/2025	0.96	0.99
*14	03/30/2025 - 04/05/2025	0.96	0.99
*15	04/06/2025 - 04/12/2025	0.96	0.99
*16	04/13/2025 - 04/19/2025	0.96	0.99
*17	04/20/2025 - 04/26/2025	0.97	1.00
*18	04/27/2025 - 05/03/2025	0.98	1.01
*19	05/04/2025 - 05/10/2025	0.98	1.01
*20	05/11/2025 - 05/17/2025	0.99	1.02
*21	05/18/2025 - 05/24/2025	0.99	1.02
*22	05/25/2025 - 05/31/2025	0.99	1.02
23	06/01/2025 - 06/07/2025	1.00	1.03
24	06/08/2025 - 06/14/2025	1.00	1.03
25	06/15/2025 - 06/21/2025	1.00	1.03
26	06/22/2025 - 06/28/2025	1.01	1.04
27	06/29/2025 - 07/05/2025	1.02	1.05
28	07/06/2025 - 07/12/2025	1.03	1.06
29	07/13/2025 - 07/19/2025	1.04	1.07
30	07/20/2025 - 07/26/2025	1.03	1.06
31	07/27/2025 - 08/02/2025	1.02	1.05
32	08/03/2025 - 08/09/2025	1.01	1.04
33	08/10/2025 - 08/16/2025	1.01	1.04
34	08/17/2025 - 08/23/2025	1.01	1.04
35	08/24/2025 - 08/30/2025	1.01	1.04
36	08/31/2025 - 09/06/2025	1.02	1.05
37	09/07/2025 - 09/13/2025	1.02	1.05
38	09/14/2025 - 09/20/2025	1.03	1.06
39	09/21/2025 - 09/27/2025	1.02	1.05
40	09/28/2025 - 10/04/2025	1.01	1.04
41	10/05/2025 - 10/11/2025	1.00	1.03
42	10/12/2025 - 10/18/2025	0.99	1.02
43	10/19/2025 - 10/25/2025	0.98	1.01
44	10/26/2025 - 11/01/2025	0.98	1.01
45	11/02/2025 - 11/08/2025	0.97	1.00
46	11/09/2025 - 11/15/2025	0.97	1.00
47	11/16/2025 - 11/22/2025	0.97	1.00
48	11/23/2025 - 11/29/2025	0.97	1.00
49	11/30/2025 - 12/06/2025	0.97	1.00
50	12/07/2025 - 12/13/2025	0.97	1.00
51	12/14/2025 - 12/20/2025	0.97	1.00
52	12/21/2025 - 12/27/2025	1.04	1.07
53	12/28/2025 - 12/31/2025	1.12	1.15

* PEAK SEASON

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8675 BROWARD I75 URBAN

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2025 - 01/04/2025	1.02	1.04
2	01/05/2025 - 01/11/2025	1.02	1.04
3	01/12/2025 - 01/18/2025	1.02	1.04
4	01/19/2025 - 01/25/2025	1.01	1.03
5	01/26/2025 - 02/01/2025	1.00	1.02
* 6	02/02/2025 - 02/08/2025	0.99	1.01
* 7	02/09/2025 - 02/15/2025	0.97	0.99
* 8	02/16/2025 - 02/22/2025	0.97	0.99
* 9	02/23/2025 - 03/01/2025	0.97	0.99
*10	03/02/2025 - 03/08/2025	0.97	0.99
*11	03/09/2025 - 03/15/2025	0.97	0.99
*12	03/16/2025 - 03/22/2025	0.97	0.99
*13	03/23/2025 - 03/29/2025	0.98	1.00
*14	03/30/2025 - 04/05/2025	0.98	1.00
*15	04/06/2025 - 04/12/2025	0.98	1.00
*16	04/13/2025 - 04/19/2025	0.98	1.00
*17	04/20/2025 - 04/26/2025	0.99	1.01
*18	04/27/2025 - 05/03/2025	0.99	1.01
19	05/04/2025 - 05/10/2025	1.00	1.02
20	05/11/2025 - 05/17/2025	1.00	1.02
21	05/18/2025 - 05/24/2025	1.00	1.02
22	05/25/2025 - 05/31/2025	1.01	1.03
23	06/01/2025 - 06/07/2025	1.01	1.03
24	06/08/2025 - 06/14/2025	1.02	1.04
25	06/15/2025 - 06/21/2025	1.02	1.04
26	06/22/2025 - 06/28/2025	1.02	1.04
27	06/29/2025 - 07/05/2025	1.02	1.04
28	07/06/2025 - 07/12/2025	1.02	1.04
29	07/13/2025 - 07/19/2025	1.02	1.04
30	07/20/2025 - 07/26/2025	1.02	1.04
31	07/27/2025 - 08/02/2025	1.02	1.04
32	08/03/2025 - 08/09/2025	1.02	1.04
33	08/10/2025 - 08/16/2025	1.02	1.04
34	08/17/2025 - 08/23/2025	1.02	1.04
35	08/24/2025 - 08/30/2025	1.02	1.04
36	08/31/2025 - 09/06/2025	1.02	1.04
37	09/07/2025 - 09/13/2025	1.02	1.04
38	09/14/2025 - 09/20/2025	1.02	1.04
39	09/21/2025 - 09/27/2025	1.02	1.04
40	09/28/2025 - 10/04/2025	1.01	1.03
41	10/05/2025 - 10/11/2025	1.00	1.02
42	10/12/2025 - 10/18/2025	0.99	1.01
43	10/19/2025 - 10/25/2025	1.00	1.02
44	10/26/2025 - 11/01/2025	1.00	1.02
45	11/02/2025 - 11/08/2025	1.01	1.03
46	11/09/2025 - 11/15/2025	1.02	1.04
47	11/16/2025 - 11/22/2025	1.02	1.04
48	11/23/2025 - 11/29/2025	1.02	1.04
49	11/30/2025 - 12/06/2025	1.02	1.04
50	12/07/2025 - 12/13/2025	1.02	1.04
51	12/14/2025 - 12/20/2025	1.02	1.04
52	12/21/2025 - 12/27/2025	1.02	1.04
53	12/28/2025 - 12/31/2025	1.02	1.04

* PEAK SEASON

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8676 BROWARD I75 RURAL

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2025 - 01/04/2025	0.95	1.01
2	01/05/2025 - 01/11/2025	0.95	1.01
3	01/12/2025 - 01/18/2025	0.95	1.01
4	01/19/2025 - 01/25/2025	0.95	1.01
* 5	01/26/2025 - 02/01/2025	0.94	1.00
* 6	02/02/2025 - 02/08/2025	0.94	1.00
* 7	02/09/2025 - 02/15/2025	0.94	1.00
* 8	02/16/2025 - 02/22/2025	0.94	1.00
* 9	02/23/2025 - 03/01/2025	0.94	1.00
*10	03/02/2025 - 03/08/2025	0.94	1.00
*11	03/09/2025 - 03/15/2025	0.94	1.00
*12	03/16/2025 - 03/22/2025	0.94	1.00
*13	03/23/2025 - 03/29/2025	0.93	0.99
*14	03/30/2025 - 04/05/2025	0.93	0.99
*15	04/06/2025 - 04/12/2025	0.93	0.99
*16	04/13/2025 - 04/19/2025	0.93	0.99
*17	04/20/2025 - 04/26/2025	0.95	1.01
18	04/27/2025 - 05/03/2025	0.96	1.02
19	05/04/2025 - 05/10/2025	0.98	1.04
20	05/11/2025 - 05/17/2025	0.99	1.05
21	05/18/2025 - 05/24/2025	1.00	1.06
22	05/25/2025 - 05/31/2025	1.01	1.07
23	06/01/2025 - 06/07/2025	1.02	1.09
24	06/08/2025 - 06/14/2025	1.03	1.10
25	06/15/2025 - 06/21/2025	1.04	1.11
26	06/22/2025 - 06/28/2025	1.05	1.12
27	06/29/2025 - 07/05/2025	1.05	1.12
28	07/06/2025 - 07/12/2025	1.06	1.13
29	07/13/2025 - 07/19/2025	1.06	1.13
30	07/20/2025 - 07/26/2025	1.06	1.13
31	07/27/2025 - 08/02/2025	1.06	1.13
32	08/03/2025 - 08/09/2025	1.05	1.12
33	08/10/2025 - 08/16/2025	1.05	1.12
34	08/17/2025 - 08/23/2025	1.06	1.13
35	08/24/2025 - 08/30/2025	1.06	1.13
36	08/31/2025 - 09/06/2025	1.07	1.14
37	09/07/2025 - 09/13/2025	1.07	1.14
38	09/14/2025 - 09/20/2025	1.08	1.15
39	09/21/2025 - 09/27/2025	1.06	1.13
40	09/28/2025 - 10/04/2025	1.04	1.11
41	10/05/2025 - 10/11/2025	1.02	1.09
42	10/12/2025 - 10/18/2025	1.00	1.06
43	10/19/2025 - 10/25/2025	0.99	1.05
44	10/26/2025 - 11/01/2025	0.98	1.04
45	11/02/2025 - 11/08/2025	0.97	1.03
46	11/09/2025 - 11/15/2025	0.96	1.02
47	11/16/2025 - 11/22/2025	0.96	1.02
48	11/23/2025 - 11/29/2025	0.96	1.02
49	11/30/2025 - 12/06/2025	0.95	1.01
50	12/07/2025 - 12/13/2025	0.95	1.01
51	12/14/2025 - 12/20/2025	0.95	1.01
52	12/21/2025 - 12/27/2025	0.00	0.00
53	12/28/2025 - 12/31/2025	0.00	0.00

* PEAK SEASON

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8695 BROWARD I95

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2025 - 01/04/2025	0.98	1.01
2	01/05/2025 - 01/11/2025	1.05	1.08
3	01/12/2025 - 01/18/2025	1.11	1.14
4	01/19/2025 - 01/25/2025	1.09	1.12
5	01/26/2025 - 02/01/2025	1.08	1.11
6	02/02/2025 - 02/08/2025	1.06	1.09
7	02/09/2025 - 02/15/2025	1.04	1.07
8	02/16/2025 - 02/22/2025	1.02	1.05
9	02/23/2025 - 03/01/2025	1.00	1.03
*10	03/02/2025 - 03/08/2025	0.98	1.01
*11	03/09/2025 - 03/15/2025	0.97	1.00
*12	03/16/2025 - 03/22/2025	0.97	1.00
*13	03/23/2025 - 03/29/2025	0.97	1.00
*14	03/30/2025 - 04/05/2025	0.97	1.00
*15	04/06/2025 - 04/12/2025	0.97	1.00
*16	04/13/2025 - 04/19/2025	0.97	1.00
*17	04/20/2025 - 04/26/2025	0.97	1.00
*18	04/27/2025 - 05/03/2025	0.98	1.01
*19	05/04/2025 - 05/10/2025	0.98	1.01
*20	05/11/2025 - 05/17/2025	0.98	1.01
*21	05/18/2025 - 05/24/2025	0.98	1.01
*22	05/25/2025 - 05/31/2025	0.98	1.01
23	06/01/2025 - 06/07/2025	0.99	1.02
24	06/08/2025 - 06/14/2025	0.99	1.02
25	06/15/2025 - 06/21/2025	0.99	1.02
26	06/22/2025 - 06/28/2025	1.00	1.03
27	06/29/2025 - 07/05/2025	1.00	1.03
28	07/06/2025 - 07/12/2025	1.01	1.04
29	07/13/2025 - 07/19/2025	1.01	1.04
30	07/20/2025 - 07/26/2025	1.01	1.04
31	07/27/2025 - 08/02/2025	1.00	1.03
32	08/03/2025 - 08/09/2025	1.00	1.03
33	08/10/2025 - 08/16/2025	1.00	1.03
34	08/17/2025 - 08/23/2025	1.00	1.03
35	08/24/2025 - 08/30/2025	1.00	1.03
36	08/31/2025 - 09/06/2025	1.00	1.03
37	09/07/2025 - 09/13/2025	1.01	1.04
38	09/14/2025 - 09/20/2025	1.01	1.04
39	09/21/2025 - 09/27/2025	1.00	1.03
40	09/28/2025 - 10/04/2025	1.00	1.03
41	10/05/2025 - 10/11/2025	0.99	1.02
42	10/12/2025 - 10/18/2025	0.98	1.01
43	10/19/2025 - 10/25/2025	0.98	1.01
44	10/26/2025 - 11/01/2025	0.98	1.01
45	11/02/2025 - 11/08/2025	0.98	1.01
46	11/09/2025 - 11/15/2025	0.99	1.02
47	11/16/2025 - 11/22/2025	0.98	1.01
48	11/23/2025 - 11/29/2025	0.98	1.01
49	11/30/2025 - 12/06/2025	0.98	1.01
50	12/07/2025 - 12/13/2025	0.98	1.01
51	12/14/2025 - 12/20/2025	0.98	1.01
52	12/21/2025 - 12/27/2025	1.05	1.08
53	12/28/2025 - 12/31/2025	1.11	1.14

* PEAK SEASON

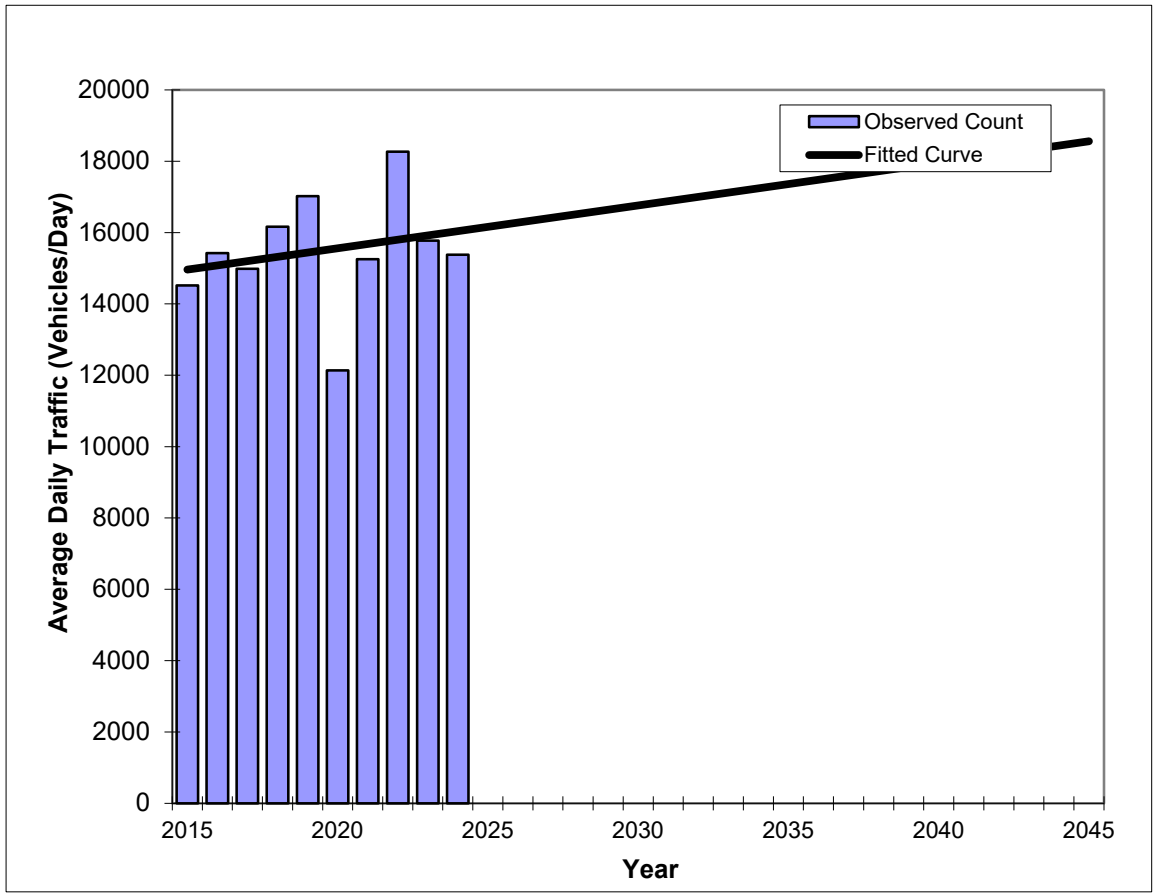
APPENDIX D – Growth Rate and Historical Count Data

Traffic Trends - V2023

HOLLYWOOD BLVD -- SR-820/HOLLYWOOD BLVD,300' W OF 8 AVE,BROWARD CO

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	860306
Roadway:	HOLLYWOOD BLVD



Year	Traffic (ADT/AADT) Count*	Trend
2015	14,518	14,960
2016	15,424	15,080
2017	14,983	15,200
2018	16,162	15,320
2019	17,020	15,440
2020	12,133	15,560
2021	15,252	15,680
2022	18,267	15,800
2023	15,772	15,920
2024	15,380	16,040
2026 Opening Year Trend		
2026	N/A	16,280
2035 Interim Year Trend		
2035	N/A	17,360
2045 Design Year Trend		
2045	N/A	18,560
Travel Demand Forecasts/Trends		

Annual Trend Increase:	120
Trend R-squared:	5.05%
Trend Annual Historic Growth Rate:	0.80%
Trend Growth Rate (2024 to Design Year)	0.75%
Printed:	4/5/2026

Linear Growth Option

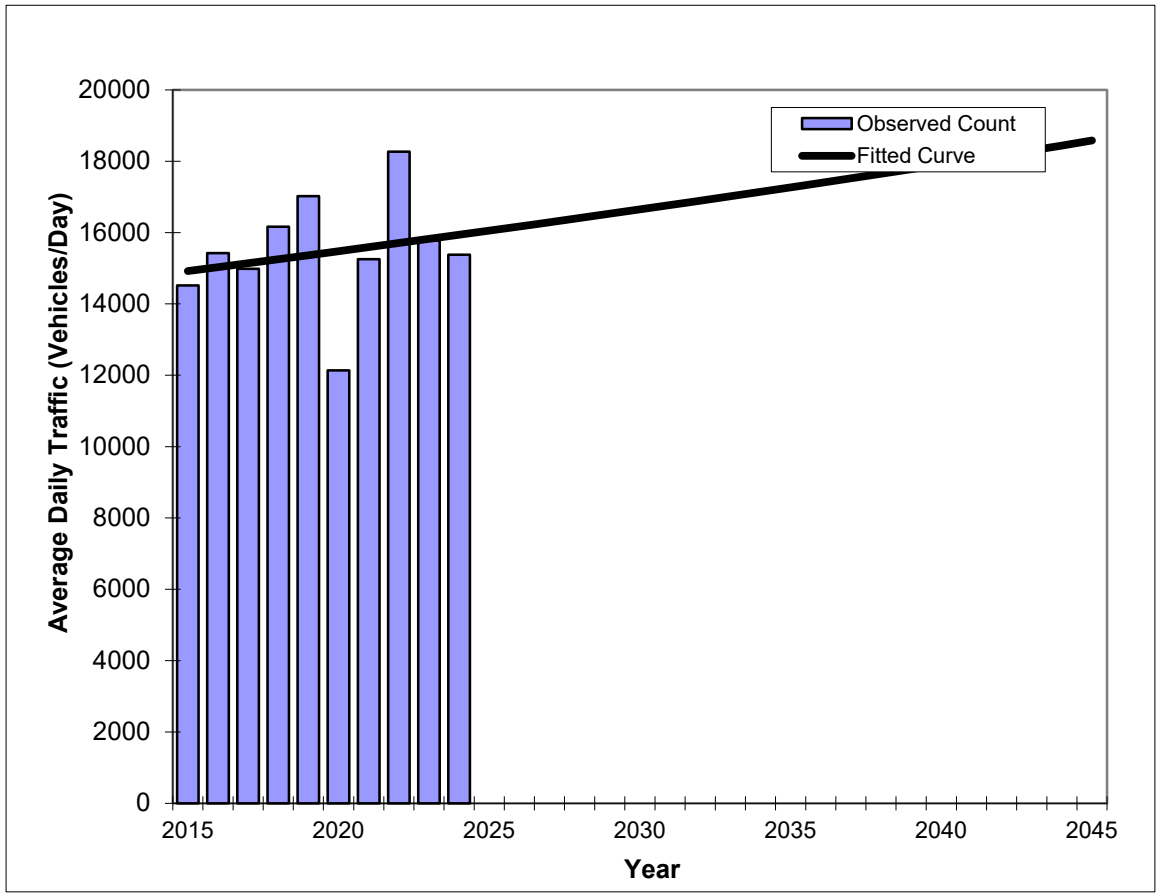
***Axle-Adjusted**

Traffic Trends - V2023

HOLLYWOOD BLVD -- SR-820/HOLLYWOOD BLVD,300' W OF 8 AVE,BROWARD CO

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	860306
Roadway:	HOLLYWOOD BLVD



Trend R-squared:	4.17%
Compounded Annual Historic Growth Rate:	0.74%
Compounded Growth Rate (2024 to Design Year)	0.73%
Printed:	4/5/2026

Exponential Growth Option

	Traffic (ADT/AADT)	
Year	**Count***	**Trend**
2015	14,518	14,920
2016	15,424	15,030
2017	14,983	15,140
2018	16,162	15,250
2019	17,020	15,360
2020	12,133	15,480
2021	15,252	15,590
2022	18,267	15,700
2023	15,772	15,820
2024	15,380	15,940
2026 Opening Year Trend		
2026	N/A	16,170
2035 Interim Year Trend		
2035	N/A	17,270
2045 Design Year Trend		
2045	N/A	18,580
Travel Demand Forecasts/Trends		

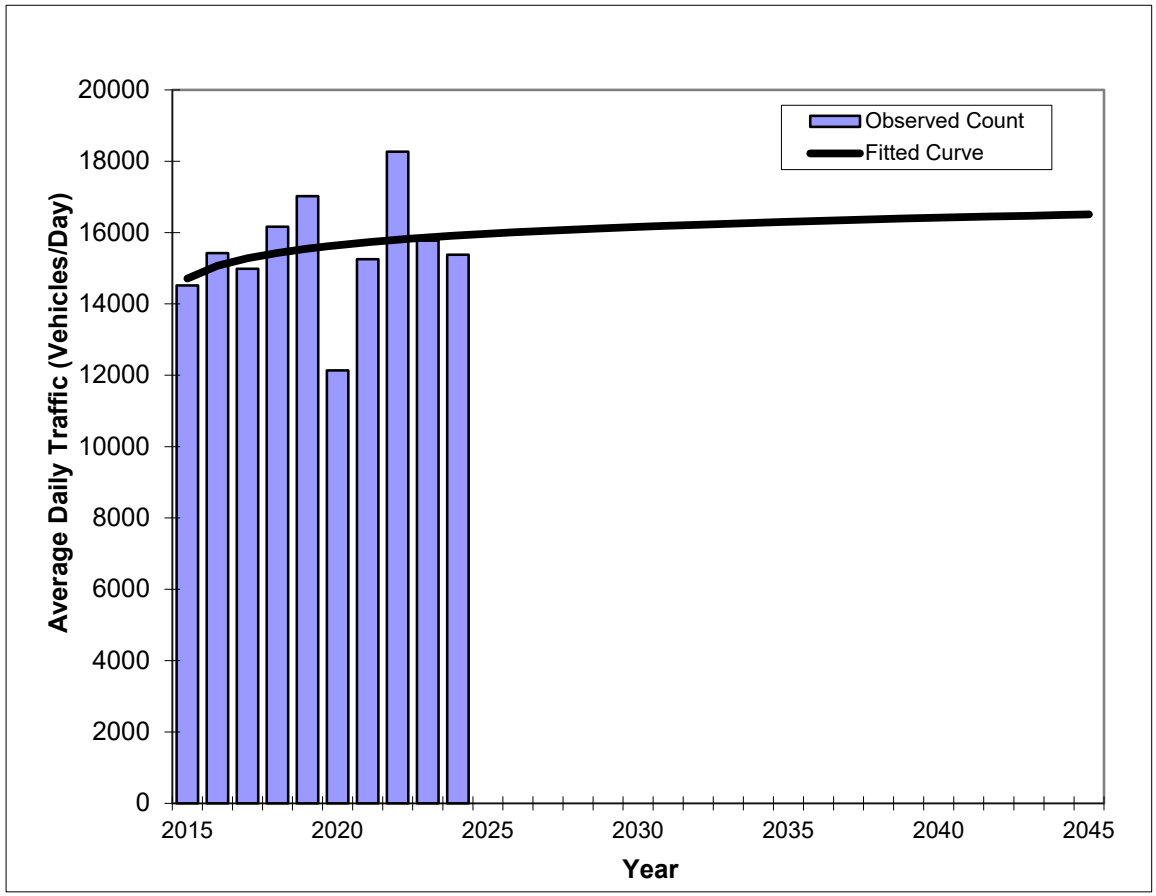
***Axle-Adjusted**

Traffic Trends - V2023

HOLLYWOOD BLVD -- SR-820/HOLLYWOOD BLVD,300' W OF 8 AVE,BROWARD CO

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	860306
Roadway:	HOLLYWOOD BLVD



Year	Traffic (ADT/AADT) Count*	Trend
2015	14,518	14,710
2016	15,424	15,070
2017	14,983	15,280
2018	16,162	15,430
2019	17,020	15,550
2020	12,133	15,650
2021	15,252	15,730
2022	18,267	15,800
2023	15,772	15,860
2024	15,380	15,920
2026 Opening Year Trend		
2026	N/A	16,010
2035 Interim Year Trend		
2035	N/A	16,300
2045 Design Year Trend		
2045	N/A	16,510
Travel Demand Forecasts/Trends		

Trend R-squared:	5.65%
Compounded Annual Historic Growth Rate:	0.88%
Compounded Growth Rate (2024 to Design Year)	0.17%
Printed:	4/5/2026

Decaying Exponential Growth Option

***Axle-Adjusted**

APPENDIX E – Volume Worksheet

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
Hollywood Blvd & 28th Ave	PM	Count Date	1/14/2026																
		Count Year	2026																
		Existing Year	2026																
		Future Year	2045																
		Raw Count		0	337	109	13	0	24	119	303	20	228	998	350	1	26	1068	15
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**347**	**112**	**13**	**0**	**25**	**123**	**312**	**21**	**235**	**1028**	**361**	**1**	**27**	**1100**	**15**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	419	135	16	0	30	149	377	25	284	1242	436	1	33	1329	18
		Background Traffic with Committed Dev.		**0**	**419**	**135**	**16**	**0**	**30**	**149**	**377**	**25**	**284**	**1242**	**436**	**1**	**33**	**1329**	**18**
		Total Trip Generation		0	35	0	0	0	0	0	36	0	0	117	0	0	43	85	26
		Trip Generation In			35						36			117					
		Trip Generation Out															43	85	26
		Project Traffic In		0	35	0	0	0	0	0	36	0	0	117	0	0	0	0	0
		Project Traffic Out		0	0	0	0	0	0	0	0	0	0	0	0	0	43	85	26
		Total Project Traffic		0	35	0	0	0	0	0	36	0	0	117	0	0	43	85	26
		Future Total Traffic		0	454	135	16	0	30	149	413	25	284	1359	436	1	76	1414	44

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
Hollywood Blvd & 24th Ave	PM	Count Date	1/14/2026																
		Count Year	2026																
		Existing Year	2026																
		Future Year	2045																
		Raw Count		0	109	103	30	0	28	85	19	27	102	492	16	32	41	512	37
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**112**	**106**	**31**	**0**	**29**	**88**	**20**	**28**	**105**	**507**	**16**	**33**	**42**	**527**	**38**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	135	128	37	0	35	106	24	34	127	613	19	40	51	637	46
		Background Traffic with Committed Dev.		**0**	**135**	**128**	**37**	**0**	**35**	**106**	**24**	**34**	**127**	**613**	**19**	**40**	**51**	**637**	**46**
		Total Trip Generation		0	0	0	0	0	0	0	0	0	39	127	65	0	0	143	0
		Trip Generation In																	
		Trip Generation Out											39	127	65			143	
		Project Traffic In		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Project Traffic Out		0	0	0	0	0	0	0	0	0	39	127	65	0	0	143	0
		Total Project Traffic		0	0	0	0	0	0	0	0	0	39	127	65	0	0	143	0
		Future Total Traffic		0	135	128	37	0	35	106	24	34	166	740	84	40	51	780	46

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
		Count Date	1/14/2026																
		Count Year	2026																
		Existing Year	2026																
		Future Year	2045																
		Raw Count		0	219	276	29	0	70	461	176	0	225	257	90	0	33	364	15
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**226**	**284**	**30**	**0**	**72**	**475**	**181**	**0**	**232**	**265**	**93**	**0**	**34**	**375**	**15**
Hollywood Blvd		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
& Dixie Hwy/	PM	Future Background Traffic		0	273	343	36	0	87	574	219	0	280	320	112	0	41	453	18
21st Ave		**Background Traffic with Committed Dev.**		**0**	**273**	**343**	**36**	**0**	**87**	**574**	**219**	**0**	**280**	**320**	**112**	**0**	**41**	**453**	**18**
		Total Trip Generation		0	36	26	19	0	19	35	35	0	34	34	56	0	12	136	52
		Trip Generation In							19					34					
		Trip Generation Out			36	26	19			35	35		34		56		12	136	52
		Project Traffic In		0	0	0	0	0	19	0	0	0	0	34	0	0	0	0	0
		Project Traffic Out		0	36	26	19	0	0	35	35	0	34	0	56	0	12	136	52
		Total Project Traffic		0	36	26	19	0	19	35	35	0	34	34	56	0	12	136	52
		Future Total Traffic		0	309	369	55	0	106	609	254	0	314	354	168	0	53	589	70

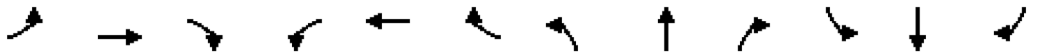
Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
		Count Date	1/14/2026																
		Count Year	2026																
		Existing Year	2026																
		Future Year	2045																
		Raw Count		12	133	276	48	7	97	455	71	0	54	246	50	0	68	259	21
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**12**	**137**	**284**	**49**	**7**	**100**	**469**	**73**	**0**	**56**	**253**	**52**	**0**	**70**	**267**	**22**
Johnson St &		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Dixie Hwy/21st	PM	Future Background Traffic		14	166	343	59	8	121	567	88	0	68	306	63	0	85	323	27
Ave		**Background Traffic with Committed Dev.**		**14**	**166**	**343**	**59**	**8**	**121**	**567**	**88**	**0**	**68**	**306**	**63**	**0**	**85**	**323**	**29**
		Total Trip Generation		0	38	31	19	0	0	37	0	0	0	0	41	0	33	0	0
		Trip Generation In								37					41		33		
		Trip Generation Out			38	31	19												
		Project Traffic In		0	0	0	0	0	0	37	0	0	0	0	41	0	33	0	0
		Project Traffic Out		0	38	31	19	0	0	0	0	0	0	0	0	0	0	0	0
		Total Project Traffic		0	38	31	19	0	0	37	0	0	0	0	41	0	33	0	0
		Future Total Traffic		14	204	374	78	8	121	604	88	0	68	306	104	0	118	323	29

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
		Count Date	1/14/2026																
		Count Year	2026																
		Existing Year	2026																
		Future Year	2045																
		Raw Count		23	78	186	28	17	83	424	63	0	77	140	26	0	40	223	21
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**24**	**80**	**192**	**29**	**18**	**85**	**437**	**65**	**0**	**79**	**144**	**27**	**0**	**41**	**230**	**22**
Washington St &		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Dixie Hwy/21st	PM	Future Background Traffic		29	97	232	35	22	103	528	79	0	95	174	33	0	50	278	27
Ave		**Background Traffic with Committed Dev.**		**29**	**97**	**232**	**35**	**22**	**103**	**528**	**79**	**0**	**95**	**174**	**33**	**0**	**50**	**278**	**27**
		Total Trip Generation		0	0	48	0	0	25	38	25	0	34	0	0	0	0	0	30
		Trip Generation In				48							34						30
		Trip Generation Out							25	38	25								
		Project Traffic In		0	0	48	0	0	0	0	0	0	34	0	0	0	0	0	30
		Project Traffic Out		0	0	0	0	0	25	38	25	0	0	0	0	0	0	0	0
		Total Project Traffic		0	0	48	0	0	25	38	25	0	34	0	0	0	0	0	30
		Future Total Traffic		29	97	280	35	22	128	566	104	0	129	174	33	0	50	278	57

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
Johnson St & US-1	PM	Count Date	1/14/2026																
		Count Year	2026																
		Existing Year	2026																
		Future Year	2045																
		Raw Count		0	133	991	30	0	109	950	48	0	113	168	83	0	84	118	53
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**137**	**1021**	**31**	**0**	**112**	**979**	**49**	**0**	**116**	**173**	**85**	**0**	**87**	**122**	**55**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	166	1233	37	0	135	1183	59	0	140	209	103	0	105	147	66
		Background Traffic with Committed Dev.		**0**	**166**	**1233**	**37**	**0**	**135**	**1183**	**59**	**0**	**140**	**209**	**103**	**0**	**105**	**147**	**66**
		Total Trip Generation		0	24	68	16	0	0	57	0	0	0	0	38	0	72	0	0
		Trip Generation In								57					38		72		
		Trip Generation Out			24	68	16												
		Project Traffic In		0	0	0	0	0	0	57	0	0	0	0	38	0	72	0	0
		Project Traffic Out		0	24	68	16	0	0	0	0	0	0	0	0	0	0	0	0
		Total Project Traffic		0	24	68	16	0	0	57	0	0	0	0	38	0	72	0	0
		Future Total Traffic		0	190	1301	53	0	135	1240	59	0	140	209	141	0	177	147	66

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
Washington St & US-1	PM	Count Date	1/14/2026																
		Count Year	2026																
		Existing Year	2026																
		Future Year	2045																
		Raw Count		4	154	1094	37	0	87	850	29	0	31	100	47	0	55	93	30
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**4**	**159**	**1127**	**38**	**0**	**90**	**876**	**30**	**0**	**32**	**103**	**48**	**0**	**57**	**96**	**31**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		5	192	1362	46	0	109	1058	36	0	39	124	58	0	69	116	37
		Background Traffic with Committed Dev.		**5**	**192**	**1362**	**46**	**0**	**109**	**1058**	**36**	**0**	**39**	**124**	**58**	**0**	**69**	**116**	**37**
		Total Trip Generation		0	0	48	0	0	6	59	23	0	34	0	0	0	0	0	30
		Trip Generation In																	
		Trip Generation Out				48			6	59	23		34						30
		Project Traffic In		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Project Traffic Out		0	0	48	0	0	6	59	23	0	34	0	0	0	0	0	30
		Total Project Traffic		0	0	48	0	0	6	59	23	0	34	0	0	0	0	0	30
		Future Total Traffic		5	192	1410	46	0	115	1117	59	0	73	124	58	0	69	116	67

APPENDIX F – Synchro Results

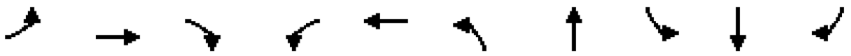


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	1028	361	28	1100	15	347	112	13	25	123	312
Future Volume (vph)	256	1028	361	28	1100	15	347	112	13	25	123	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.992				0.850
Flt Protected	0.950			0.950			0.950	0.977		0.950		
Satd. Flow (prot)	1770	3539	1583	1770	5075	0	1681	1715	0	1770	1863	1583
Flt Permitted	0.118			0.207			0.950	0.977		0.950		
Satd. Flow (perm)	220	3539	1583	386	5075	0	1681	1715	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			249		1			2				235
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			400			305			298	
Travel Time (s)		8.3			9.1			6.9			6.8	
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
Adj. Flow (vph)	281	1130	397	31	1209	16	381	123	14	27	135	343
Shared Lane Traffic (%)							33%					
Lane Group Flow (vph)	281	1130	397	31	1225	0	255	263	0	27	135	343
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6		6	2								3
Detector Phase	1	6	6	5	2		4	4		3	3	3
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		6.0	6.0		6.0	6.0	6.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	30.0	30.0	10.0	34.0		42.0	42.0		42.0	42.0	42.0
Total Split (s)	26.0	60.0	60.0	26.0	60.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	16.3%	37.5%	37.5%	16.3%	37.5%		23.1%	23.1%		23.1%	23.1%	23.1%
Maximum Green (s)	20.0	54.0	54.0	20.0	54.0		31.0	31.0		31.0	31.0	31.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		2.5	2.5		2.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)		17.0	17.0		17.0		29.0	29.0		29.0	29.0	29.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	94.5	85.2	85.2	69.2	63.9		28.4	28.4		19.0	19.0	19.0
Actuated g/C Ratio	0.59	0.53	0.53	0.43	0.40		0.18	0.18		0.12	0.12	0.12
v/c Ratio	0.76	0.60	0.41	0.15	0.60		0.86	0.86		0.13	0.61	0.87
Control Delay (s/veh)	42.8	30.3	11.1	21.0	41.2		88.6	88.3		60.2	77.1	42.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	42.8	30.3	11.1	21.0	41.2		88.6	88.3		60.2	77.1	42.9
LOS	D	C	B	C	D		F	F		E	E	D
Approach Delay (s/veh)		28.0			40.7			88.4			53.0	
Approach LOS		C			D			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 107 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 42.7		Intersection LOS: D	
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3125: N 28 Ave & Hollywood Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	281	1130	397	31	1225	255	263	27	135	343
v/c Ratio	0.76	0.60	0.41	0.15	0.60	0.86	0.86	0.13	0.61	0.87
Control Delay (s/veh)	42.8	30.3	11.1	21.0	41.2	88.6	88.3	60.2	77.1	42.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	30.3	11.1	21.0	41.2	88.6	88.3	60.2	77.1	42.9
Queue Length 50th (ft)	175	436	85	13	388	275	282	26	140	121
Queue Length 95th (ft)	#391	626	207	36	474	#415	#425	55	198	231
Internal Link Dist (ft)		287			320		225		218	
Turn Bay Length (ft)										
Base Capacity (vph)	368	1885	959	375	2026	331	340	342	360	496
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.60	0.41	0.08	0.60	0.77	0.77	0.08	0.38	0.69

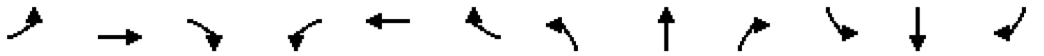
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	1028	361	28	1100	15	347	112	13	25	123	312
Future Volume (vph)	256	1028	361	28	1100	15	347	112	13	25	123	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	5075		1681	1714		1770	1863	1583
Flt Permitted	0.12	1.00	1.00	0.21	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (perm)	220	3539	1583	386	5075		1681	1714		1770	1863	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	281	1130	397	31	1209	16	381	123	14	27	135	343
RTOR Reduction (vph)	0	0	118	0	1	0	0	2	0	0	0	207
Lane Group Flow (vph)	281	1130	279	31	1224	0	255	261	0	27	135	136
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6		6	2								3
Actuated Green, G (s)	94.6	84.1	84.1	68.4	63.9		28.4	28.4		19.0	19.0	19.0
Effective Green, g (s)	94.6	84.1	84.1	68.4	63.9		28.4	28.4		19.0	19.0	19.0
Actuated g/C Ratio	0.59	0.53	0.53	0.43	0.40		0.18	0.18		0.12	0.12	0.12
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		2.5	2.5		2.0	2.0	2.0
Lane Grp Cap (vph)	369	1860	832	203	2026		298	304		210	221	187
v/s Ratio Prot	c0.12	0.32		0.00	0.24		0.15	c0.15		0.02	0.07	
v/s Ratio Perm	c0.33		0.18	0.06								c0.09
v/c Ratio	0.76	0.61	0.34	0.15	0.60		0.86	0.86		0.13	0.61	0.73
Uniform Delay, d1	32.2	26.4	21.9	27.1	38.0		63.8	63.9		63.1	67.0	68.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.1	1.5	1.1	0.1	1.3		20.4	20.5		0.1	3.5	11.3
Delay (s)	40.4	27.9	22.9	27.2	39.4		84.2	84.4		63.2	70.5	79.3
Level of Service	D	C	C	C	D		F	F		E	E	E
Approach Delay (s/veh)		28.8			39.1			84.3			76.0	
Approach LOS		C			D			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	44.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

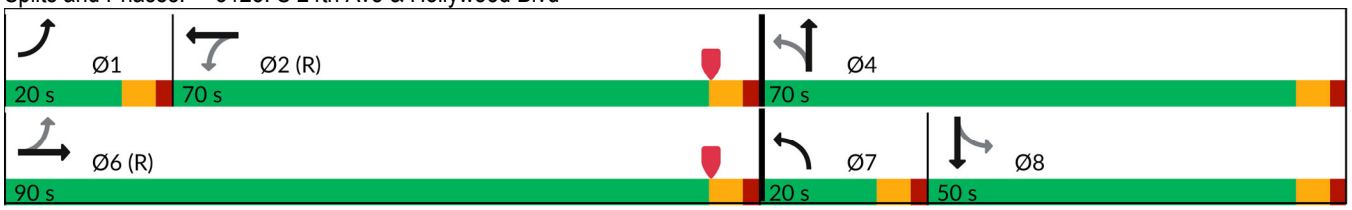


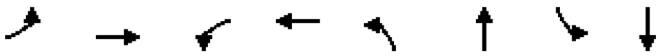
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	507	16	75	527	38	112	106	31	29	88	20
Future Volume (vph)	133	507	16	75	527	38	112	106	31	29	88	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.990			0.966			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3522	0	1770	3504	0	1770	1799	0	1770	1811	0
Flt Permitted	0.286			0.433			0.567			0.660		
Satd. Flow (perm)	533	3522	0	807	3504	0	1056	1799	0	1229	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5			11			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		214			380			292			230	
Travel Time (s)		4.9			8.6			6.6			5.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	148	563	18	83	586	42	124	118	34	32	98	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	581	0	83	628	0	124	152	0	32	120	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	1	6			2		7	4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	10.0	24.0		24.0	24.0		10.0	38.0		36.0	36.0	
Total Split (s)	20.0	90.0		70.0	70.0		20.0	70.0		50.0	50.0	
Total Split (%)	12.5%	56.3%		43.8%	43.8%		12.5%	43.8%		31.3%	31.3%	
Maximum Green (s)	14.0	84.0		64.0	64.0		14.0	64.0		44.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Walk Time (s)		7.0		7.0	7.0			7.0		7.0	7.0	
Flash Don't Walk (s)		11.0		11.0	11.0			25.0		23.0	23.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	84.0	84.0		64.0	64.0		64.0	64.0		44.0	44.0	
Actuated g/C Ratio	0.53	0.53		0.40	0.40		0.40	0.40		0.28	0.28	
v/c Ratio	0.38	0.31		0.26	0.45		0.26	0.21		0.09	0.24	
Control Delay (s/veh)	22.7	22.1		34.9	36.0		32.6	30.0		44.3	43.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	22.7	22.1		34.9	36.0		32.6	30.0		44.3	43.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C		C	D		C	C		D	D	
Approach Delay (s/veh)		22.2			35.9			31.2			43.9	
Approach LOS		C			D			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 78.5 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 30.5		Intersection LOS: C	
Intersection Capacity Utilization 55.6%		ICU Level of Service B	
Analysis Period (min) 15			

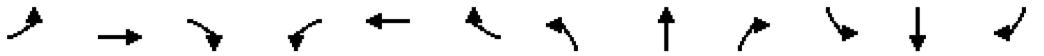
Splits and Phases: 3123: S 24th Ave & Hollywood Blvd





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	148	581	83	628	124	152	32	120
v/c Ratio	0.38	0.31	0.26	0.45	0.26	0.21	0.09	0.24
Control Delay (s/veh)	22.7	22.1	34.9	36.0	32.6	30.0	44.3	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.7	22.1	34.9	36.0	32.6	30.0	44.3	43.8
Queue Length 50th (ft)	80	180	59	253	85	97	26	94
Queue Length 95th (ft)	124	223	107	312	135	153	56	153
Internal Link Dist (ft)		134		300		212		150
Turn Bay Length (ft)								
Base Capacity (vph)	388	1850	322	1404	484	726	337	503
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	0.38	0.31	0.26	0.45	0.26	0.21	0.09	0.24

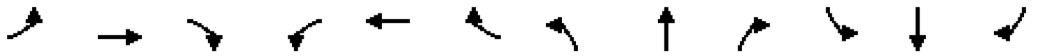
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	507	16	75	527	38	112	106	31	29	88	20
Future Volume (veh/h)	133	507	16	75	527	38	112	106	31	29	88	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	563	18	83	586	42	124	118	34	32	98	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	419	1845	59	378	1345	96	485	558	161	385	407	91
Arrive On Green	0.09	0.52	0.52	0.40	0.40	0.40	0.09	0.40	0.40	0.28	0.28	0.28
Sat Flow, veh/h	1781	3515	112	833	3363	241	1781	1396	402	1235	1479	332
Grp Volume(v), veh/h	148	284	297	83	309	319	124	0	152	32	0	120
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	833	1777	1827	1781	0	1798	1235	0	1811
Q Serve(g_s), s	7.2	14.5	14.5	10.6	20.2	20.3	7.5	0.0	8.9	3.1	0.0	8.2
Cycle Q Clear(g_c), s	7.2	14.5	14.5	10.6	20.2	20.3	7.5	0.0	8.9	3.1	0.0	8.2
Prop In Lane	1.00		0.06	1.00		0.13	1.00		0.22	1.00		0.18
Lane Grp Cap(c), veh/h	419	933	971	378	711	731	485	0	719	385	0	498
V/C Ratio(X)	0.35	0.30	0.31	0.22	0.43	0.44	0.26	0.00	0.21	0.08	0.00	0.24
Avail Cap(c_a), veh/h	419	933	971	378	711	731	485	0	719	385	0	498
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.7	21.5	21.5	32.0	34.9	34.9	34.0	0.0	31.5	43.2	0.0	45.0
Incr Delay (d2), s/veh	2.3	0.8	0.8	1.3	1.9	1.9	1.3	0.0	0.7	0.4	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	6.4	6.7	2.3	9.3	9.6	3.5	0.0	4.1	1.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.0	22.3	22.3	33.3	36.8	36.8	35.2	0.0	32.1	43.6	0.0	46.2
LnGrp LOS	C	C	C	C	D	D	D		C	D		D
Approach Vol, veh/h		729			711			276			152	
Approach Delay, s/veh		23.1			36.4			33.5			45.6	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	20.0	70.0		70.0		90.0	20.0	50.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	64.0		64.0		84.0	14.0	44.0				
Max Q Clear Time (g_c+I1), s	9.2	22.3		10.9		16.5	9.5	10.2				
Green Ext Time (p_c), s	0.1	5.1		0.8		4.0	0.0	0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			31.5									
HCM 7th LOS			C									

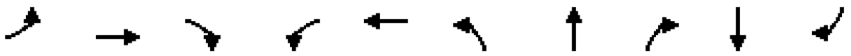


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	265	93	34	375	15	226	284	30	73	475	181
Future Volume (vph)	232	265	93	34	375	15	226	284	30	73	475	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		180	0		0	0		50	0		0
Storage Lanes	1		1	1		0	1		1	0		1
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	1.00	0.95	0.95	1.00
Frt			0.850		0.994				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1770	1863	1583	1770	1852	0	1770	3539	1583	0	3514	1583
Flt Permitted	0.950			0.950			0.950				0.993	
Satd. Flow (perm)	1770	1863	1583	1770	1852	0	1770	3539	1583	0	3514	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131		1				131			193
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		515			501			317			319	
Travel Time (s)		11.7			11.4			7.2			7.3	
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
Adj. Flow (vph)	247	282	99	36	399	16	240	302	32	78	505	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	247	282	99	36	415	0	240	302	32	0	583	193
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1		2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right		Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20		100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20		6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	5		2	2		3	3		6	6	
Permitted Phases			5						3			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	5	5	2	2		3	3	3	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	25.0	25.0		29.0	29.0	29.0	29.0	29.0	29.0
Total Split (s)	30.0	30.0	30.0	27.0	27.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	24.0%	24.0%	24.0%	21.6%	21.6%		27.2%	27.2%	27.2%	27.2%	27.2%	27.2%
Maximum Green (s)	24.0	24.0	24.0	21.0	21.0		28.0	28.0	28.0	28.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lead	Lead							Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	8.0	8.0		8.0	8.0	8.0	2.0	2.0	2.0
Recall Mode	Min	Min	Min	C-Max	C-Max		None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	12.0	12.0		16.0	16.0	16.0	16.0	16.0	16.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	0
Act Effct Green (s)	21.8	21.8	21.8	27.6	27.6		26.7	26.7	26.7		24.9	24.9
Actuated g/C Ratio	0.17	0.17	0.17	0.22	0.22		0.21	0.21	0.21		0.20	0.20
v/c Ratio	0.80	0.87	0.26	0.09	1.01		0.64	0.40	0.07		0.83	0.41
Control Delay (s/veh)	68.9	76.0	4.7	44.4	96.8		52.7	43.6	0.3		59.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	68.9	76.0	4.7	44.4	96.8		52.7	43.6	0.3		59.0	8.2
LOS	E	E	A	D	F		D	D	A		E	A
Approach Delay (s/veh)		62.0			92.7			45.0			46.4	
Approach LOS		E			F			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 115 (92%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay (s/veh): 58.7		Intersection LOS: E	
Intersection Capacity Utilization 81.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3122: Dixie Hwy/ 21st Ave & Hollywood Blvd

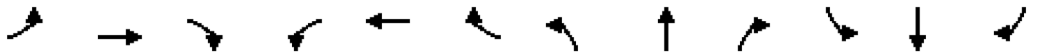


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	247	282	99	36	415	240	302	32	583	193
v/c Ratio	0.80	0.87	0.26	0.09	1.01	0.64	0.40	0.07	0.83	0.41
Control Delay (s/veh)	68.9	76.0	4.7	44.4	96.8	52.7	43.6	0.3	59.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.9	76.0	4.7	44.4	96.8	52.7	43.6	0.3	59.0	8.2
Queue Length 50th (ft)	192	223	0	25	~445	174	108	0	242	0
Queue Length 95th (ft)	#303	#356	25	58	#655	269	156	0	304	62
Internal Link Dist (ft)		435			421		237		239	
Turn Bay Length (ft)			180					50		
Base Capacity (vph)	339	357	409	391	410	402	805	461	787	504
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.79	0.24	0.09	1.01	0.60	0.38	0.07	0.74	0.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

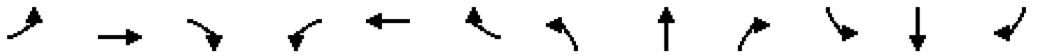
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	265	93	34	375	15	226	284	30	73	475	181
Future Volume (vph)	232	265	93	34	375	15	226	284	30	73	475	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00		0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.99	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1852		1770	3539	1583		3516	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.99	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1852		1770	3539	1583		3516	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	247	282	99	36	399	16	240	302	32	78	505	193
RTOR Reduction (vph)	0	0	82	0	1	0	0	0	25	0	0	155
Lane Group Flow (vph)	247	282	17	36	414	0	240	302	7	0	583	38
Turn Type	Split	NA	Perm	Split	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	5		2	2		3	3		6	6	
Permitted Phases			5						3			6
Actuated Green, G (s)	21.8	21.8	21.8	27.6	27.6		26.7	26.7	26.7		24.9	24.9
Effective Green, g (s)	21.8	21.8	21.8	27.6	27.6		26.7	26.7	26.7		24.9	24.9
Actuated g/C Ratio	0.17	0.17	0.17	0.22	0.22		0.21	0.21	0.21		0.20	0.20
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	8.0	8.0		8.0	8.0	8.0		2.0	2.0
Lane Grp Cap (vph)	308	324	276	390	408		378	755	338		700	315
v/s Ratio Prot	0.14	c0.15		0.02	c0.22		c0.14	0.09			c0.17	
v/s Ratio Perm			0.01						0.00			0.02
v/c Ratio	0.80	0.87	0.06	0.09	1.02		0.63	0.40	0.02		0.83	0.12
Uniform Delay, d1	49.5	50.2	43.1	38.7	48.7		44.7	42.3	38.8		48.1	41.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	13.2	21.0	0.0	0.5	48.5		7.6	1.5	0.1		8.0	0.1
Delay (s)	62.7	71.2	43.1	39.2	97.2		52.3	43.7	38.9		56.1	41.1
Level of Service	E	E	D	D	F		D	D	D		E	D
Approach Delay (s/veh)		63.5			92.5			47.0			52.4	
Approach LOS		E			F			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	61.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

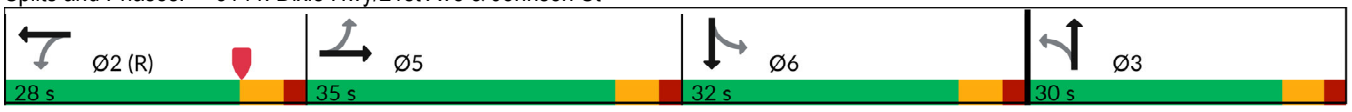


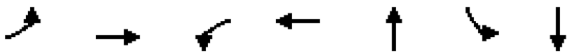
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	253	52	70	267	22	149	284	49	107	469	73
Future Volume (vph)	56	253	52	70	267	22	149	284	49	107	469	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	1		0	1		0	0		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	0.91	0.91	0.91	1.00	0.91	0.91
Frt		0.974			0.989			0.985			0.980	
Flt Protected	0.950			0.950				0.985		0.950		
Satd. Flow (prot)	1770	1814	0	1770	1842	0	0	4934	0	1770	4984	0
Flt Permitted	0.570			0.163				0.708		0.136		
Satd. Flow (perm)	1062	1814	0	304	1842	0	0	3546	0	253	4984	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			3			14			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			435			362			376	
Travel Time (s)		11.3			9.9			8.2			8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	275	57	76	290	24	162	309	53	116	510	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	332	0	76	314	0	0	524	0	116	589	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2		1	2	
Detector Template	Left	Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100			100		20	100	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		5			2			3			6	
Permitted Phases	5			2			3			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	5		2	2		3	3		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		7.0	7.0	
Minimum Split (s)	29.0	29.0		27.0	27.0		26.0	26.0		25.0	25.0	
Total Split (s)	35.0	35.0		28.0	28.0		30.0	30.0		32.0	32.0	
Total Split (%)	28.0%	28.0%		22.4%	22.4%		24.0%	24.0%		25.6%	25.6%	
Maximum Green (s)	29.0	29.0		22.0	22.0		24.0	24.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lead	Lead								Lag	Lag	
Lead-Lag Optimize?	Yes	Yes								Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		C-Max	C-Max		None	None		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	16.0	16.0		14.0	14.0		13.0	13.0		12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	25.5	25.5		24.5	24.5			21.5		29.5	29.5	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.17		0.24	0.24	
v/c Ratio	0.28	0.88		1.29	0.86			1.12dl		1.97	0.49	
Control Delay (s/veh)	44.3	71.4		254.4	72.0			61.9		514.4	42.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay (s/veh)	44.3	71.4		254.4	72.0			61.9		514.4	42.2	
LOS	D	E		F	E			E		F	D	
Approach Delay (s/veh)		67.2			107.5			61.9			119.9	
Approach LOS		E			F			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 96 (77%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.97			
Intersection Signal Delay (s/veh): 92.1		Intersection LOS: F	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			

Splits and Phases: 3144: Dixie Hwy/21st Ave & Johnson St





Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	61	332	76	314	524	116	589
v/c Ratio	0.28	0.88	1.29	0.86	1.12dl	1.97	0.49
Control Delay (s/veh)	44.3	71.4	254.4	72.0	61.9	514.4	42.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.3	71.4	254.4	72.0	61.9	514.4	42.2
Queue Length 50th (ft)	42	257	~81	252	149	~150	151
Queue Length 95th (ft)	84	#389	#190	#444	192	#280	197
Internal Link Dist (ft)		418		355	282		296
Turn Bay Length (ft)						150	
Base Capacity (vph)	246	426	59	364	692	59	1190
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.78	1.29	0.86	0.76	1.97	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

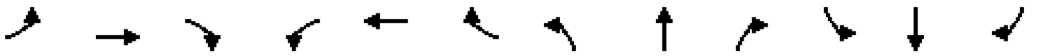
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	253	52	70	267	22	149	284	49	107	469	73
Future Volume (vph)	56	253	52	70	267	22	149	284	49	107	469	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.91		1.00	0.91	
Frt	1.00	0.97		1.00	0.99			0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1770	1815		1770	1841			4932		1770	4983	
Flt Permitted	0.57	1.00		0.16	1.00			0.71		0.14	1.00	
Satd. Flow (perm)	1061	1815		304	1841			3544		253	4983	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	275	57	76	290	24	162	309	53	116	510	79
RTOR Reduction (vph)	0	6	0	0	2	0	0	12	0	0	16	0
Lane Group Flow (vph)	61	326	0	76	312	0	0	512	0	116	573	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		5			2			3			6	
Permitted Phases	5			2			3			6		
Actuated Green, G (s)	25.5	25.5		24.5	24.5			21.5		29.5	29.5	
Effective Green, g (s)	25.5	25.5		24.5	24.5			21.5		29.5	29.5	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.17		0.24	0.24	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)	216	370		59	360			609		59	1175	
v/s Ratio Prot		c0.18			0.17						0.11	
v/s Ratio Perm	0.06			c0.25				c0.14		c0.46		
v/c Ratio	0.28	0.88		1.29	0.87			1.12dl		1.97	0.49	
Uniform Delay, d1	42.0	48.3		50.3	48.7			50.1		47.8	41.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.3	20.3		212.8	23.2			9.8		489.8	1.4	
Delay (s)	42.3	68.6		263.0	71.9			59.9		537.6	42.7	
Level of Service	D	E		F	E			E		F	D	
Approach Delay (s/veh)		64.5			109.1			59.9			124.1	
Approach LOS		E			F			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	92.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group



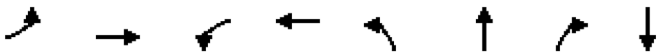
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	144	27	41	230	22	104	192	29	103	437	65
Future Volume (vph)	79	144	27	41	230	22	104	192	29	103	437	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	0		50	170		0
Storage Lanes	1		0	1		0	1		1	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	0.95	1.00	0.86	0.86	0.86
Frt		0.976			0.987				0.850		0.984	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1770	1818	0	1770	1839	0	1770	3539	1583	0	6255	0
Flt Permitted	0.589			0.154			0.373				0.764	
Satd. Flow (perm)	1097	1818	0	287	1839	0	695	3539	1583	0	4817	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			3				131		22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		328			603			296			343	
Travel Time (s)		7.5			13.7			6.7			7.8	
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
Adj. Flow (vph)	87	158	30	45	253	24	114	211	32	113	480	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	188	0	45	277	0	114	211	32	0	664	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1		2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right		Thru	
Leading Detector (ft)	20	100		20	100		20	100	20		100	
Trailing Detector (ft)	0	0		0	0		0	0	0		0	
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	
Detector 1 Size(ft)	20	6		20	6		20	6	20		6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		5			2			3			6	
Permitted Phases	5			2	2		3		3	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	5		2	2		3	3	3	6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	6.0	6.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Total Split (s)	25.0	25.0		32.0	32.0		34.0	34.0	34.0	34.0	34.0	
Total Split (%)	20.0%	20.0%		25.6%	25.6%		27.2%	27.2%	27.2%	27.2%	27.2%	
Maximum Green (s)	19.0	19.0		26.0	26.0		28.0	28.0	28.0	28.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	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	Lead								Lag	Lag	
Lead-Lag Optimize?	Yes	Yes								Yes	Yes	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	
Recall Mode	Max	Max		C-Max	C-Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	19.0	19.0		26.0	26.0		28.0	28.0	28.0		28.0	
Actuated g/C Ratio	0.15	0.15		0.21	0.21		0.22	0.22	0.22		0.22	
v/c Ratio	0.52	0.67		0.76	0.72		0.74	0.27	0.07		1.49dl	
Control Delay (s/veh)	61.3	61.1		111.8	57.5		73.1	41.1	0.3		44.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	61.3	61.1		111.8	57.5		73.1	41.1	0.3		44.7	
LOS	E	E		F	E		E	D	A		D	
Approach Delay (s/veh)		61.1			65.1			47.7			44.7	
Approach LOS		E			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 52 (42%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 52.2		Intersection LOS: D	
Intersection Capacity Utilization 53.3%		ICU Level of Service A	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

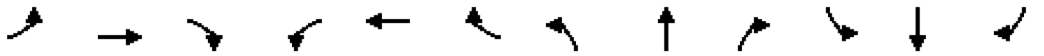
Splits and Phases: 3211: Dixie Hwy/21st Ave & Washington St



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	87	188	45	277	114	211	32	664
v/c Ratio	0.52	0.67	0.76	0.72	0.74	0.27	0.07	1.49dl
Control Delay (s/veh)	61.3	61.1	111.8	57.5	73.1	41.1	0.3	44.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.3	61.1	111.8	57.5	73.1	41.1	0.3	44.7
Queue Length 50th (ft)	67	143	35	211	88	75	0	138
Queue Length 95th (ft)	125	226	#110	314	#186	112	0	174
Internal Link Dist (ft)		248		523		216		263
Turn Bay Length (ft)			50				50	
Base Capacity (vph)	166	281	59	384	155	792	456	1096
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	0.52	0.67	0.76	0.72	0.74	0.27	0.07	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

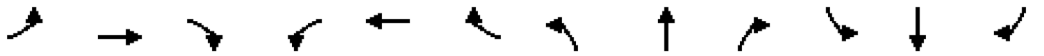


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	144	27	41	230	22	104	192	29	103	437	65
Future Volume (vph)	79	144	27	41	230	22	104	192	29	103	437	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00		0.86	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1770	1818		1770	1839		1770	3539	1583		6252	
Flt Permitted	0.59	1.00		0.15	1.00		0.37	1.00	1.00		0.76	
Satd. Flow (perm)	1098	1818		287	1839		695	3539	1583		4815	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	87	158	30	45	253	24	114	211	32	113	480	71
RTOR Reduction (vph)	0	5	0	0	2	0	0	0	25	0	17	0
Lane Group Flow (vph)	87	183	0	45	275	0	114	211	7	0	647	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		5			2			3			6	
Permitted Phases	5			2	2		3		3	6		
Actuated Green, G (s)	19.0	19.0		26.0	26.0		28.0	28.0	28.0		28.0	
Effective Green, g (s)	19.0	19.0		26.0	26.0		28.0	28.0	28.0		28.0	
Actuated g/C Ratio	0.15	0.15		0.21	0.21		0.22	0.22	0.22		0.22	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2		0.2	
Lane Grp Cap (vph)	166	276		59	382		155	792	354		1078	
v/s Ratio Prot		c0.10			0.15			0.06				
v/s Ratio Perm	0.08			c0.16			c0.16		0.00		c0.13	
v/c Ratio	0.52	0.66		0.76	0.72		0.74	0.27	0.02		1.49dl	
Uniform Delay, d1	48.8	50.0		46.6	46.1		45.1	40.0	37.8		43.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	11.3	11.9		62.0	11.1		26.4	0.8	0.1		2.5	
Delay (s)	60.2	61.9		108.6	57.2		71.5	40.8	37.9		46.0	
Level of Service	E	E		F	E		E	D	D		D	
Approach Delay (s/veh)		61.3			64.4			50.4			46.0	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	53.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

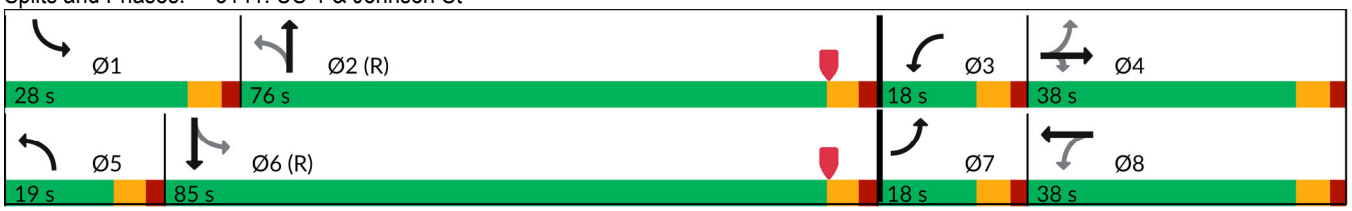


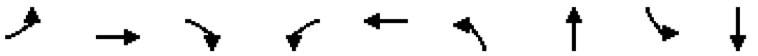
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	173	85	87	122	55	137	1021	31	112	979	49
Future Volume (vph)	116	173	85	87	122	55	137	1021	31	112	979	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		60	250		0	210		0	400		0
Storage Lanes	1		1	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
Frt			0.850		0.954			0.996			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1777	0	1770	3525	0	1770	3514	0
Flt Permitted	0.304			0.374			0.202			0.199		
Satd. Flow (perm)	566	1863	1583	697	1777	0	376	3525	0	371	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143		13			2			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			342			669			539	
Travel Time (s)		7.1			7.8			15.2			12.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	121	180	89	91	127	57	143	1064	32	117	1020	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	180	89	91	184	0	143	1096	0	117	1071	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	12.0		4.0	12.0	
Minimum Split (s)	10.0	36.0	36.0	10.0	34.0		19.0	29.0		22.5	29.0	
Total Split (s)	18.0	38.0	38.0	18.0	38.0		19.0	76.0		28.0	85.0	
Total Split (%)	11.3%	23.8%	23.8%	11.3%	23.8%		11.9%	47.5%		17.5%	53.1%	
Maximum Green (s)	12.0	32.0	32.0	12.0	32.0		13.0	70.0		22.0	79.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	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	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	3.0		1.5	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Don't Walk (s)		23.0	23.0		21.0			16.0			16.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	32.0	20.9	20.9	29.9	19.9		105.9	97.4		104.2	96.5	
Actuated g/C Ratio	0.20	0.13	0.13	0.19	0.12		0.66	0.61		0.65	0.60	
v/c Ratio	0.62	0.74	0.27	0.46	0.79		0.44	0.51		0.38	0.50	
Control Delay (s/veh)	63.5	84.4	2.4	56.0	86.1		13.7	20.0		12.8	20.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	63.5	84.4	2.4	56.0	86.1		13.7	20.0		12.8	20.3	
LOS	E	F	A	E	F		B	B		B	C	
Approach Delay (s/veh)		59.2			76.2			19.2			19.5	
Approach LOS		E			E			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 99 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 29.4		Intersection LOS: C	
Intersection Capacity Utilization 72.4%		ICU Level of Service C	
Analysis Period (min) 15			

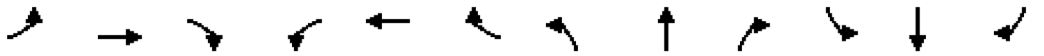
Splits and Phases: 3141: US-1 & Johnson St





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	121	180	89	91	184	143	1096	117	1071
v/c Ratio	0.62	0.74	0.27	0.46	0.79	0.44	0.51	0.38	0.50
Control Delay (s/veh)	63.5	84.4	2.4	56.0	86.1	13.7	20.0	12.8	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.5	84.4	2.4	56.0	86.1	13.7	20.0	12.8	20.3
Queue Length 50th (ft)	106	187	0	79	180	48	338	39	331
Queue Length 95th (ft)	159	267	4	125	259	87	471	73	463
Internal Link Dist (ft)		234			262		589		459
Turn Bay Length (ft)	60		60	250		210		400	
Base Capacity (vph)	206	372	431	219	365	371	2145	449	2121
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.48	0.21	0.42	0.50	0.39	0.51	0.26	0.50

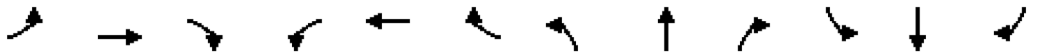
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	173	85	87	122	55	137	1021	31	112	979	49
Future Volume (veh/h)	116	173	85	87	122	55	137	1021	31	112	979	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	180	89	91	127	57	143	1064	32	117	1020	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	248	210	191	144	65	362	2195	66	348	2128	106
Arrive On Green	0.07	0.13	0.13	0.06	0.12	0.12	0.04	0.62	0.62	0.04	0.62	0.62
Sat Flow, veh/h	1781	1870	1585	1781	1223	549	1781	3522	106	1781	3444	172
Grp Volume(v), veh/h	121	180	89	91	0	184	143	537	559	117	526	545
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1772	1781	1777	1851	1781	1777	1839
Q Serve(g_s), s	9.4	14.8	8.3	7.1	0.0	16.4	4.7	26.1	26.1	3.9	25.7	25.7
Cycle Q Clear(g_c), s	9.4	14.8	8.3	7.1	0.0	16.4	4.7	26.1	26.1	3.9	25.7	25.7
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.06	1.00		0.09
Lane Grp Cap(c), veh/h	191	248	210	191	0	209	362	1107	1154	348	1098	1136
V/C Ratio(X)	0.63	0.73	0.42	0.48	0.00	0.88	0.40	0.48	0.48	0.34	0.48	0.48
Avail Cap(c_a), veh/h	198	374	317	223	0	354	431	1107	1154	527	1098	1136
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	66.6	63.8	57.9	0.0	69.4	12.9	16.3	16.3	12.8	16.6	16.6
Incr Delay (d2), s/veh	4.5	1.5	0.5	0.7	0.0	6.5	0.3	1.5	1.5	0.2	1.5	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	7.2	3.4	3.3	0.0	7.8	1.9	11.1	11.6	1.6	11.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.8	68.1	64.3	58.6	0.0	76.0	13.1	17.8	17.7	13.0	18.1	18.0
LnGrp LOS	E	E	E	E		E	B	B	B	B	B	B
Approach Vol, veh/h		390			275			1239			1188	
Approach Delay, s/veh		65.3			70.2			17.2			17.6	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	105.7	15.1	27.2	12.8	104.9	17.5	24.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	70.0	12.0	32.0	13.0	79.0	12.0	32.0
Max Q Clear Time (g_c+I1), s	5.9	28.1	9.1	16.8	6.7	27.7	11.4	18.4
Green Ext Time (p_c), s	0.1	9.3	0.0	0.7	0.1	9.2	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	28.1
HCM 7th LOS	C

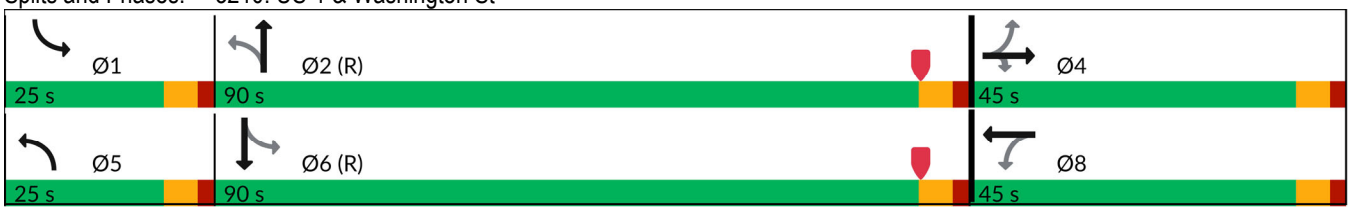


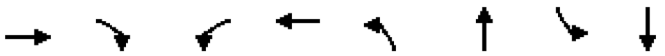
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	103	48	57	96	31	163	1127	38	90	876	30
Future Volume (vph)	31	103	48	57	96	31	163	1127	38	90	876	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		30	140		0	260		0	200		0
Storage Lanes	0		1	1		0	1		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	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.963			0.995			0.995	
Flt Protected		0.988		0.950			0.950			0.950		
Satd. Flow (prot)	0	1840	1583	1770	1794	0	1770	3522	0	1770	3522	0
Flt Permitted		0.613		0.441			0.269			0.198		
Satd. Flow (perm)	0	1142	1583	821	1794	0	501	3522	0	369	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		10			3			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		652			678			610			435	
Travel Time (s)		14.8			15.4			13.9			9.9	
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
Adj. Flow (vph)	33	108	51	60	101	33	172	1186	40	95	922	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	51	60	134	0	172	1226	0	95	954	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1	2		1	2	
Detector Template		Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100	20	20	100		20	100		20	100	
Trailing Detector (ft)		0	0	0	0		0	0		0	0	
Detector 1 Position(ft)		0	0	0	0		0	0		0	0	
Detector 1 Size(ft)		6	20	20	6		20	6		20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		4.0	12.0		4.0	12.0	
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0		24.0	28.0		24.0	28.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		25.0	90.0		25.0	90.0	
Total Split (%)	28.1%	28.1%	28.1%	28.1%	28.1%		15.6%	56.3%		15.6%	56.3%	
Maximum Green (s)	39.0	39.0	39.0	39.0	39.0		19.0	84.0		19.0	84.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	3.0		1.5	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Don't Walk (s)	22.0	22.0	22.0	22.0	22.0			15.0			15.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)		17.9	17.9	17.9	17.9		125.7	118.3		122.5	116.7	
Actuated g/C Ratio		0.11	0.11	0.11	0.11		0.79	0.74		0.77	0.73	
v/c Ratio		1.11	0.22	0.66	0.64		0.38	0.47		0.29	0.37	
Control Delay (s/veh)		173.7	11.7	98.7	76.0		6.1	9.6		5.9	9.1	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		173.7	11.7	98.7	76.0		6.1	9.6		5.9	9.1	
LOS		F	B	F	E		A	A		A	A	
Approach Delay (s/veh)		130.7			83.0			9.2			8.8	
Approach LOS		F			F			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 23 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay (s/veh): 22.3		Intersection LOS: C	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3210: US-1 & Washington St



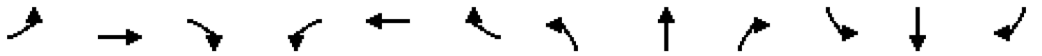


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	141	51	60	134	172	1226	95	954
v/c Ratio	1.11	0.22	0.66	0.64	0.38	0.47	0.29	0.37
Control Delay (s/veh)	173.7	11.7	98.7	76.0	6.1	9.6	5.9	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	173.7	11.7	98.7	76.0	6.1	9.6	5.9	9.1
Queue Length 50th (ft)	~170	0	62	128	32	247	17	179
Queue Length 95th (ft)	#270	33	113	197	62	358	37	269
Internal Link Dist (ft)	572			598		530		355
Turn Bay Length (ft)		30	140		260		200	
Base Capacity (vph)	278	431	200	444	558	2605	466	2569
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	0.51	0.12	0.30	0.30	0.31	0.47	0.20	0.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

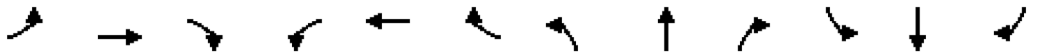
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	103	48	57	96	31	163	1127	38	90	876	30
Future Volume (veh/h)	31	103	48	57	96	31	163	1127	38	90	876	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	108	51	60	101	33	172	1186	40	95	922	32
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	198	261	122	222	73	454	2433	82	341	2383	83
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.04	0.69	0.69	0.03	0.68	0.68
Sat Flow, veh/h	232	1202	1585	1227	1350	441	1781	3508	118	1781	3504	122
Grp Volume(v), veh/h	141	0	51	60	0	134	172	601	625	95	468	486
Grp Sat Flow(s),veh/h/ln	1434	0	1585	1227	0	1791	1781	1777	1849	1781	1777	1848
Q Serve(g_s), s	5.6	0.0	4.4	7.7	0.0	10.8	4.7	25.0	25.1	2.6	18.3	18.3
Cycle Q Clear(g_c), s	16.4	0.0	4.4	24.0	0.0	10.8	4.7	25.0	25.1	2.6	18.3	18.3
Prop In Lane	0.23		1.00	1.00		0.25	1.00		0.06	1.00		0.07
Lane Grp Cap(c), veh/h	264	0	261	122	0	295	454	1233	1283	341	1208	1257
V/C Ratio(X)	0.53	0.00	0.20	0.49	0.00	0.45	0.38	0.49	0.49	0.28	0.39	0.39
Avail Cap(c_a), veh/h	397	0	386	219	0	437	589	1233	1283	501	1208	1257
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	0.0	57.7	73.9	0.0	60.3	8.3	11.3	11.3	9.2	11.1	11.1
Incr Delay (d2), s/veh	0.6	0.0	0.1	1.1	0.0	0.4	0.2	1.4	1.3	0.2	0.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	1.8	2.5	0.0	5.0	1.8	10.2	10.6	1.0	7.5	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.0	0.0	57.8	75.1	0.0	60.8	8.5	12.7	12.7	9.4	12.0	12.0
LnGrp LOS	E		E	E		E	A	B	B	A	B	B
Approach Vol, veh/h		192			194			1398			1049	
Approach Delay, s/veh		61.6			65.2			12.2			11.8	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	116.9		32.4	12.9	114.7		32.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	19.0	84.0		39.0	19.0	84.0		39.0				
Max Q Clear Time (g_c+I1), s	4.6	27.1		18.4	6.7	20.3		26.0				
Green Ext Time (p_c), s	0.1	11.7		0.5	0.1	7.8		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.0									
HCM 7th LOS			B									

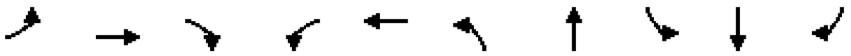


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	1242	436	34	1329	18	419	135	16	30	149	377
Future Volume (vph)	314	1242	436	34	1329	18	419	135	16	30	149	377
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.992				0.850
Flt Protected	0.950			0.950			0.950	0.977		0.950		
Satd. Flow (prot)	1770	3539	1583	1770	5075	0	1681	1715	0	1770	1863	1583
Flt Permitted	0.067			0.074			0.950	0.977		0.950		
Satd. Flow (perm)	125	3539	1583	138	5075	0	1681	1715	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			249		1			2				222
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			400			305			298	
Travel Time (s)		8.3			9.1			6.9			6.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	349	1380	484	38	1477	20	466	150	18	33	166	419
Shared Lane Traffic (%)							33%					
Lane Group Flow (vph)	349	1380	484	38	1497	0	312	322	0	33	166	419
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6		6	2								3
Detector Phase	1	6	6	5	2		4	4		3	3	3
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		6.0	6.0		6.0	6.0	6.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	30.0	30.0	10.0	34.0		42.0	42.0		42.0	42.0	42.0
Total Split (s)	26.0	60.0	60.0	26.0	60.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	16.3%	37.5%	37.5%	16.3%	37.5%		23.1%	23.1%		23.1%	23.1%	23.1%
Maximum Green (s)	20.0	54.0	54.0	20.0	54.0		31.0	31.0		31.0	31.0	31.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		2.5	2.5		2.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)		17.0	17.0		17.0		29.0	29.0		29.0	29.0	29.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	83.8	74.1	74.1	59.7	54.0		32.2	32.2		26.0	26.0	26.0
Actuated g/C Ratio	0.52	0.46	0.46	0.37	0.34		0.20	0.20		0.16	0.16	0.16
v/c Ratio	1.13	0.84	0.56	0.35	0.87		0.92	0.93		0.12	0.55	0.95
Control Delay (s/veh)	133.0	45.2	18.2	31.1	56.6		94.7	95.0		55.2	67.6	61.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	133.0	45.2	18.2	31.1	56.6		94.7	95.0		55.2	67.6	61.5
LOS	F	D	B	C	E		F	F		E	E	E
Approach Delay (s/veh)		53.2			55.9			94.9			62.8	
Approach LOS		D			E			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 107 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay (s/veh): 60.5		Intersection LOS: E	
Intersection Capacity Utilization 87.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3125: N 28 Ave & Hollywood Blvd

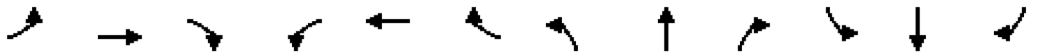


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	349	1380	484	38	1497	312	322	33	166	419
v/c Ratio	1.13	0.84	0.56	0.35	0.87	0.92	0.93	0.12	0.55	0.95
Control Delay (s/veh)	133.0	45.2	18.2	31.1	56.6	94.7	95.0	55.2	67.6	61.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	133.0	45.2	18.2	31.1	56.6	94.7	95.0	55.2	67.6	61.5
Queue Length 50th (ft)	~423	720	190	20	548	347	356	30	160	222
Queue Length 95th (ft)	#639	#889	319	42	614	#561	#577	63	239	#411
Internal Link Dist (ft)		287			320		225		218	
Turn Bay Length (ft)										
Base Capacity (vph)	310	1639	866	267	1713	339	347	342	360	485
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.84	0.56	0.14	0.87	0.92	0.93	0.10	0.46	0.86

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

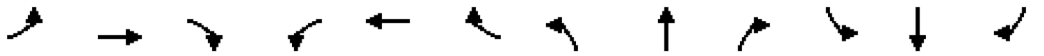
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	1242	436	34	1329	18	419	135	16	30	149	377
Future Volume (vph)	314	1242	436	34	1329	18	419	135	16	30	149	377
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	5075		1681	1714		1770	1863	1583
Flt Permitted	0.07	1.00	1.00	0.07	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (perm)	124	3539	1583	138	5075		1681	1714		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	349	1380	484	38	1477	20	466	150	18	33	166	419
RTOR Reduction (vph)	0	0	136	0	1	0	0	2	0	0	0	186
Lane Group Flow (vph)	349	1380	348	38	1496	0	312	320	0	33	166	233
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6		6	2								3
Actuated Green, G (s)	83.8	72.9	72.9	58.9	54.0		32.2	32.2		26.0	26.0	26.0
Effective Green, g (s)	83.8	72.9	72.9	58.9	54.0		32.2	32.2		26.0	26.0	26.0
Actuated g/C Ratio	0.52	0.46	0.46	0.37	0.34		0.20	0.20		0.16	0.16	0.16
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		2.5	2.5		2.0	2.0	2.0
Lane Grp Cap (vph)	309	1612	721	100	1712		338	344		287	302	257
v/s Ratio Prot	c0.17	0.39		0.01	0.29		0.19	c0.19		0.02	0.09	
v/s Ratio Perm	c0.42		0.22	0.13								c0.15
v/c Ratio	1.13	0.86	0.48	0.38	0.87		0.92	0.93		0.11	0.55	0.91
Uniform Delay, d1	53.8	38.9	30.4	36.7	49.8		62.7	62.8		57.2	61.6	65.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	90.8	6.1	2.3	0.9	6.5		29.9	31.3		0.1	1.1	31.8
Delay (s)	144.6	44.9	32.7	37.5	56.3		92.6	94.1		57.2	62.7	97.6
Level of Service	F	D	C	D	E		F	F		E	E	F
Approach Delay (s/veh)		58.0			55.9			93.4			86.1	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	65.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

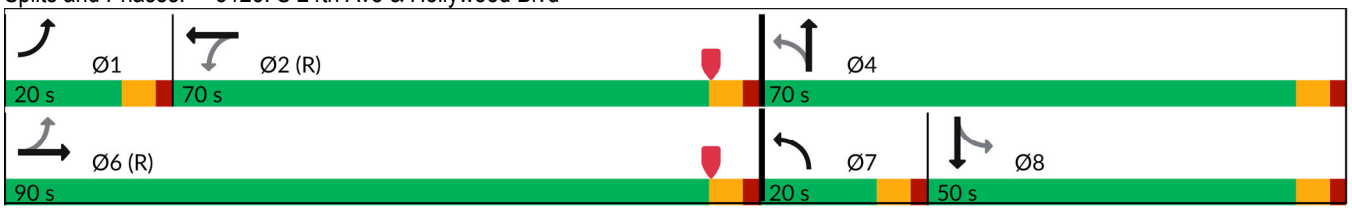


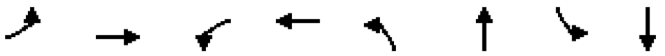
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	613	19	91	637	46	135	128	37	35	106	24
Future Volume (vph)	161	613	19	91	637	46	135	128	37	35	106	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.990			0.967			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3525	0	1770	3504	0	1770	1801	0	1770	1811	0
Flt Permitted	0.236			0.396			0.539			0.647		
Satd. Flow (perm)	440	3525	0	738	3504	0	1004	1801	0	1205	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			6			11			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		214			380			292			230	
Travel Time (s)		4.9			8.6			6.6			5.2	
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
Adj. Flow (vph)	171	652	20	97	678	49	144	136	39	37	113	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	672	0	97	727	0	144	175	0	37	139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	1	6			2		7	4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	10.0	24.0		24.0	24.0		10.0	38.0		36.0	36.0	
Total Split (s)	20.0	90.0		70.0	70.0		20.0	70.0		50.0	50.0	
Total Split (%)	12.5%	56.3%		43.8%	43.8%		12.5%	43.8%		31.3%	31.3%	
Maximum Green (s)	14.0	84.0		64.0	64.0		14.0	64.0		44.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Walk Time (s)		7.0		7.0	7.0			7.0		7.0	7.0	
Flash Don't Walk (s)		11.0		11.0	11.0			25.0		23.0	23.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	84.0	84.0		64.0	64.0		64.0	64.0		44.0	44.0	
Actuated g/C Ratio	0.53	0.53		0.40	0.40		0.40	0.40		0.28	0.28	
v/c Ratio	0.49	0.36		0.33	0.52		0.31	0.24		0.11	0.28	
Control Delay (s/veh)	25.1	22.9		37.2	37.6		33.4	30.8		44.7	44.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	25.1	22.9		37.2	37.6		33.4	30.8		44.7	44.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C		D	D		C	C		D	D	
Approach Delay (s/veh)		23.4			37.6			32.0			44.9	
Approach LOS		C			D			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 78.5 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 31.8		Intersection LOS: C	
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

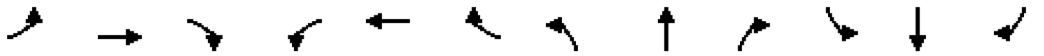
Splits and Phases: 3123: S 24th Ave & Hollywood Blvd





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	171	672	97	727	144	175	37	139
v/c Ratio	0.49	0.36	0.33	0.52	0.31	0.24	0.11	0.28
Control Delay (s/veh)	25.1	22.9	37.2	37.6	33.4	30.8	44.7	44.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.1	22.9	37.2	37.6	33.4	30.8	44.7	44.9
Queue Length 50th (ft)	94	214	71	303	100	115	30	111
Queue Length 95th (ft)	141	262	127	367	155	176	63	176
Internal Link Dist (ft)		134		300		212		150
Turn Bay Length (ft)								
Base Capacity (vph)	347	1852	295	1405	468	727	331	503
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	0.49	0.36	0.33	0.52	0.31	0.24	0.11	0.28

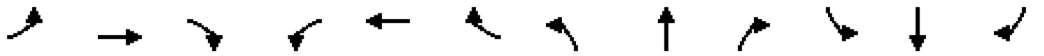
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	613	19	91	637	46	135	128	37	35	106	24
Future Volume (veh/h)	161	613	19	91	637	46	135	128	37	35	106	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	652	20	97	678	49	144	136	39	37	113	26
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	1848	57	351	1344	97	469	559	160	378	405	93
Arrive On Green	0.09	0.52	0.52	0.40	0.40	0.40	0.09	0.40	0.40	0.28	0.28	0.28
Sat Flow, veh/h	1781	3520	108	766	3361	243	1781	1397	401	1210	1471	338
Grp Volume(v), veh/h	171	329	343	97	358	369	144	0	175	37	0	139
Grp Sat Flow(s),veh/h/ln	1781	1777	1851	766	1777	1827	1781	0	1798	1210	0	1809
Q Serve(g_s), s	8.5	17.3	17.3	13.9	24.2	24.3	8.8	0.0	10.3	3.7	0.0	9.7
Cycle Q Clear(g_c), s	8.5	17.3	17.3	13.9	24.2	24.3	8.8	0.0	10.3	3.7	0.0	9.7
Prop In Lane	1.00		0.06	1.00		0.13	1.00		0.22	1.00		0.19
Lane Grp Cap(c), veh/h	381	933	972	351	711	731	469	0	719	378	0	498
V/C Ratio(X)	0.45	0.35	0.35	0.28	0.50	0.50	0.31	0.00	0.24	0.10	0.00	0.28
Avail Cap(c_a), veh/h	381	933	972	351	711	731	469	0	719	378	0	498
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	22.2	22.2	33.0	36.1	36.1	34.5	0.0	31.9	43.4	0.0	45.5
Incr Delay (d2), s/veh	3.8	1.0	1.0	1.9	2.5	2.5	1.7	0.0	0.8	0.5	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.6	7.9	2.8	11.2	11.5	4.1	0.0	4.8	1.2	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	23.2	23.2	34.9	38.6	38.6	36.2	0.0	32.7	43.9	0.0	46.9
LnGrp LOS	C	C	C	C	D	D	D		C	D		D
Approach Vol, veh/h		843			824			319			176	
Approach Delay, s/veh		24.3			38.2			34.3			46.3	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	20.0	70.0		70.0		90.0	20.0	50.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	64.0		64.0		84.0	14.0	44.0				
Max Q Clear Time (g_c+I1), s	10.5	26.3		12.3		19.3	10.8	11.7				
Green Ext Time (p_c), s	0.0	6.1		0.9		4.8	0.0	0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			32.8									
HCM 7th LOS			C									

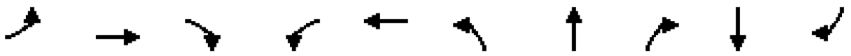


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	320	112	41	453	18	273	343	36	87	574	219
Future Volume (vph)	280	320	112	41	453	18	273	343	36	87	574	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		180	0		0	0		50	0		0
Storage Lanes	1		1	1		0	1		1	0		1
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	1.00	0.95	0.95	1.00
Frt			0.850		0.994				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1770	1863	1583	1770	1852	0	1770	3539	1583	0	3514	1583
Flt Permitted	0.950			0.950			0.950				0.993	
Satd. Flow (perm)	1770	1863	1583	1770	1852	0	1770	3539	1583	0	3514	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131		1				131			238
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		515			501			317			319	
Travel Time (s)		11.7			11.4			7.2			7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	348	122	45	492	20	297	373	39	95	624	238
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	348	122	45	512	0	297	373	39	0	719	238
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1		2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right		Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20		100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20		6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	5		2	2		3	3		6	6	
Permitted Phases			5						3			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	5	5	2	2		3	3	3	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	25.0	25.0		29.0	29.0	29.0	29.0	29.0	29.0
Total Split (s)	30.0	30.0	30.0	27.0	27.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	24.0%	24.0%	24.0%	21.6%	21.6%		27.2%	27.2%	27.2%	27.2%	27.2%	27.2%
Maximum Green (s)	24.0	24.0	24.0	21.0	21.0		28.0	28.0	28.0	28.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lead	Lead							Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	8.0	8.0		8.0	8.0	8.0	2.0	2.0	2.0
Recall Mode	Min	Min	Min	C-Max	C-Max		None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	12.0	12.0		16.0	16.0	16.0	16.0	16.0	16.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	0
Act Effct Green (s)	24.0	24.0	24.0	22.0	22.0		27.5	27.5	27.5		27.5	27.5
Actuated g/C Ratio	0.19	0.19	0.19	0.18	0.18		0.22	0.22	0.22		0.22	0.22
v/c Ratio	0.90	0.97	0.30	0.14	1.57		0.77	0.48	0.09		0.93	0.45
Control Delay (s/veh)	78.3	92.1	8.0	45.9	305.4		59.6	44.8	0.4		67.1	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	78.3	92.1	8.0	45.9	305.4		59.6	44.8	0.4		67.1	7.7
LOS	E	F	A	D	F		E	D	A		E	A
Approach Delay (s/veh)		73.5			284.4			48.6			52.3	
Approach LOS		E			F			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 115 (92%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.57			
Intersection Signal Delay (s/veh): 100.0		Intersection LOS: F	
Intersection Capacity Utilization 94.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3122: Dixie Hwy/ 21st Ave & Hollywood Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	304	348	122	45	512	297	373	39	719	238
v/c Ratio	0.90	0.97	0.30	0.14	1.57	0.77	0.48	0.09	0.93	0.45
Control Delay (s/veh)	78.3	92.1	8.0	45.9	305.4	59.6	44.8	0.4	67.1	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.3	92.1	8.0	45.9	305.4	59.6	44.8	0.4	67.1	7.7
Queue Length 50th (ft)	246	287	0	32	~613	229	141	0	305	0
Queue Length 95th (ft)	#414	#484	47	69	#837	#352	192	0	#419	68
Internal Link Dist (ft)		435			421		237		239	
Turn Bay Length (ft)			180					50		
Base Capacity (vph)	339	357	409	311	326	396	792	456	787	539
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.97	0.30	0.14	1.57	0.75	0.47	0.09	0.91	0.44

Intersection Summary

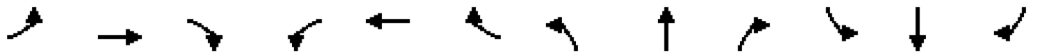
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	320	112	41	453	18	273	343	36	87	574	219
Future Volume (vph)	280	320	112	41	453	18	273	343	36	87	574	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00		0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.99	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1852		1770	3539	1583		3516	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.99	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1852		1770	3539	1583		3516	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	348	122	45	492	20	297	373	39	95	624	238
RTOR Reduction (vph)	0	0	99	0	1	0	0	0	30	0	0	186
Lane Group Flow (vph)	304	348	23	45	511	0	297	373	9	0	719	52
Turn Type	Split	NA	Perm	Split	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	5		2	2		3	3		6	6	
Permitted Phases			5						3			6
Actuated Green, G (s)	24.0	24.0	24.0	22.0	22.0		27.5	27.5	27.5		27.5	27.5
Effective Green, g (s)	24.0	24.0	24.0	22.0	22.0		27.5	27.5	27.5		27.5	27.5
Actuated g/C Ratio	0.19	0.19	0.19	0.18	0.18		0.22	0.22	0.22		0.22	0.22
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	8.0	8.0		8.0	8.0	8.0		2.0	2.0
Lane Grp Cap (vph)	339	357	303	311	325		389	778	348		773	348
v/s Ratio Prot	0.17	c0.19		0.03	c0.28		c0.17	0.11			c0.20	
v/s Ratio Perm			0.01						0.01			0.03
v/c Ratio	0.90	0.97	0.08	0.14	1.57		0.76	0.48	0.02		0.93	0.15
Uniform Delay, d1	49.3	50.2	41.4	43.5	51.5		45.7	42.5	38.2		47.8	39.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	24.3	40.4	0.0	1.0	272.2		12.8	2.0	0.1		17.4	0.1
Delay (s)	73.6	90.6	41.5	44.5	323.7		58.5	44.5	38.4		65.2	39.4
Level of Service	E	F	D	D	F		E	D	D		E	D
Approach Delay (s/veh)		76.2			301.1			50.0			58.8	
Approach LOS		E			F			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	106.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	94.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

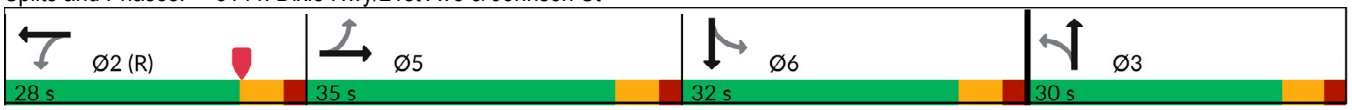


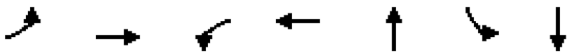
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	306	63	85	323	29	180	343	59	29	67	88
Future Volume (vph)	68	306	63	85	323	29	180	343	59	29	67	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	1		0	1		0	0		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	0.91	0.91	0.91	1.00	0.91	0.91
Frt		0.974			0.988			0.985			0.915	
Flt Protected	0.950			0.950				0.985		0.950		
Satd. Flow (prot)	1770	1814	0	1770	1840	0	0	4934	0	1770	4653	0
Flt Permitted	0.533			0.171				0.798		0.151		
Satd. Flow (perm)	993	1814	0	319	1840	0	0	3997	0	281	4653	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			3			14			97	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			435			362			376	
Travel Time (s)		11.3			9.9			8.2			8.5	
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
Adj. Flow (vph)	75	336	69	93	355	32	198	377	65	32	74	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	405	0	93	387	0	0	640	0	32	171	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2		1	2	
Detector Template	Left	Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100			100		20	100	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		5			2			3			6	
Permitted Phases	5			2			3			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	5		2	2		3	3		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		7.0	7.0	
Minimum Split (s)	29.0	29.0		27.0	27.0		26.0	26.0		25.0	25.0	
Total Split (s)	35.0	35.0		28.0	28.0		30.0	30.0		32.0	32.0	
Total Split (%)	28.0%	28.0%		22.4%	22.4%		24.0%	24.0%		25.6%	25.6%	
Maximum Green (s)	29.0	29.0		22.0	22.0		24.0	24.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lead	Lead								Lag	Lag	
Lead-Lag Optimize?	Yes	Yes								Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		C-Max	C-Max		None	None		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	16.0	16.0		14.0	14.0		13.0	13.0		12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	28.5	28.5		23.4	23.4			22.6		26.5	26.5	
Actuated g/C Ratio	0.23	0.23		0.19	0.19			0.18		0.21	0.21	
v/c Ratio	0.33	0.97		1.55	1.12			0.87		0.54	0.16	
Control Delay (s/veh)	44.9	83.1		353.7	129.3			62.4		79.2	18.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay (s/veh)	44.9	83.1		353.7	129.3			62.4		79.2	18.5	
LOS	D	F		F	F			E		E	B	
Approach Delay (s/veh)		77.2			172.8			62.4			28.1	
Approach LOS		E			F			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 96 (77%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.55			
Intersection Signal Delay (s/veh): 91.9		Intersection LOS: F	
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3144: Dixie Hwy/21st Ave & Johnson St



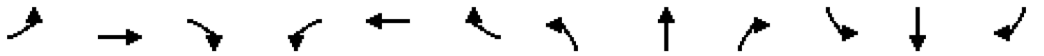


Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	75	405	93	387	640	32	171
v/c Ratio	0.33	0.97	1.55	1.12	0.87	0.54	0.16
Control Delay (s/veh)	44.9	83.1	353.7	129.3	62.4	79.2	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.9	83.1	353.7	129.3	62.4	79.2	18.5
Queue Length 50th (ft)	52	324	~111	~382	182	24	17
Queue Length 95th (ft)	100	#529	#225	#587	232	#77	39
Internal Link Dist (ft)		418		355	282		296
Turn Bay Length (ft)						150	
Base Capacity (vph)	230	426	60	347	778	59	1061
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.95	1.55	1.12	0.82	0.54	0.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

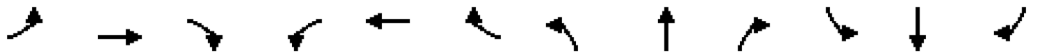
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	306	63	85	323	29	180	343	59	29	67	88
Future Volume (vph)	68	306	63	85	323	29	180	343	59	29	67	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.91		1.00	0.91	
Frt	1.00	0.97		1.00	0.99			0.98		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1770	1815		1770	1840			4932		1770	4653	
Flt Permitted	0.53	1.00		0.17	1.00			0.80		0.15	1.00	
Satd. Flow (perm)	992	1815		318	1840			3995		281	4653	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	75	336	69	93	355	32	198	377	65	32	74	97
RTOR Reduction (vph)	0	6	0	0	2	0	0	11	0	0	76	0
Lane Group Flow (vph)	75	399	0	93	385	0	0	629	0	32	95	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		5			2			3			6	
Permitted Phases	5			2			3			6		
Actuated Green, G (s)	28.5	28.5		23.4	23.4			22.6		26.5	26.5	
Effective Green, g (s)	28.5	28.5		23.4	23.4			22.6		26.5	26.5	
Actuated g/C Ratio	0.23	0.23		0.19	0.19			0.18		0.21	0.21	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)	226	413		59	344			722		59	986	
v/s Ratio Prot		c0.22			0.21						0.02	
v/s Ratio Perm	0.08			c0.29				c0.16		c0.11		
v/c Ratio	0.33	0.97		1.58	1.12			0.87		0.54	0.10	
Uniform Delay, d1	40.3	47.8		50.8	50.8			49.8		43.9	39.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.3	34.9		325.8	84.3			10.8		31.4	0.2	
Delay (s)	40.6	82.7		376.6	135.1			60.6		75.2	39.8	
Level of Service	D	F		F	F			E		E	D	
Approach Delay (s/veh)		76.1			181.9			60.6			45.4	
Approach LOS		E			F			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	95.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



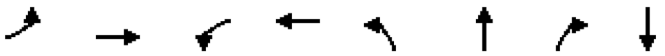
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	174	33	50	278	27	128	232	35	125	528	79
Future Volume (vph)	95	174	33	50	278	27	128	232	35	125	528	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		50	170		0
Storage Lanes	1		0	1		0	1		1	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	0.95	1.00	0.86	0.86	0.86
Frt		0.976			0.987				0.850		0.984	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1770	1818	0	1770	1839	0	1770	3539	1583	0	6255	0
Flt Permitted	0.559			0.154			0.320				0.764	
Satd. Flow (perm)	1041	1818	0	287	1839	0	596	3539	1583	0	4817	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			4				131		22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		328			603			296			343	
Travel Time (s)		7.5			13.7			6.7			7.8	
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
Adj. Flow (vph)	104	191	36	55	305	30	141	255	38	137	580	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	227	0	55	335	0	141	255	38	0	804	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1		2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right		Thru	
Leading Detector (ft)	20	100		20	100		20	100	20		100	
Trailing Detector (ft)	0	0		0	0		0	0	0		0	
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	
Detector 1 Size(ft)	20	6		20	6		20	6	20		6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		5			2			3			6	
Permitted Phases	5			2			3		3	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	5		2	2		3	3	3	6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	6.0	6.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Total Split (s)	25.0	25.0		32.0	32.0		34.0	34.0	34.0	34.0	34.0	
Total Split (%)	20.0%	20.0%		25.6%	25.6%		27.2%	27.2%	27.2%	27.2%	27.2%	
Maximum Green (s)	19.0	19.0		26.0	26.0		28.0	28.0	28.0	28.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	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	Lead								Lag	Lag	
Lead-Lag Optimize?	Yes	Yes								Yes	Yes	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	
Recall Mode	Max	Max		C-Max	C-Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	19.0	19.0		26.0	26.0		28.0	28.0	28.0		28.0	
Actuated g/C Ratio	0.15	0.15		0.21	0.21		0.22	0.22	0.22		0.22	
v/c Ratio	0.66	0.81		0.93	0.87		1.06	0.32	0.08		1.80dl	
Control Delay (s/veh)	70.6	72.0		149.8	70.4		142.0	41.9	0.4		48.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	70.6	72.0		149.8	70.4		142.0	41.9	0.4		48.4	
LOS	E	E		F	E		F	D	A		D	
Approach Delay (s/veh)		71.5			81.6			70.8			48.4	
Approach LOS		E			F			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 52 (42%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay (s/veh): 63.9		Intersection LOS: E	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3211: Dixie Hwy/21st Ave & Washington St



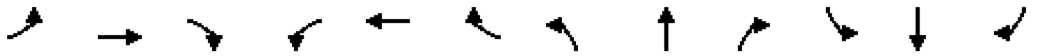
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	104	227	55	335	141	255	38	804
v/c Ratio	0.66	0.81	0.93	0.87	1.06	0.32	0.08	1.80dl
Control Delay (s/veh)	70.6	72.0	149.8	70.4	142.0	41.9	0.4	48.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.6	72.0	149.8	70.4	142.0	41.9	0.4	48.4
Queue Length 50th (ft)	81	178	45	265	~127	92	0	175
Queue Length 95th (ft)	#164	#310	#134	#433	#264	133	0	215
Internal Link Dist (ft)		248		523		216		263
Turn Bay Length (ft)							50	
Base Capacity (vph)	158	281	59	385	133	792	456	1096
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	0.66	0.81	0.93	0.87	1.06	0.32	0.08	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

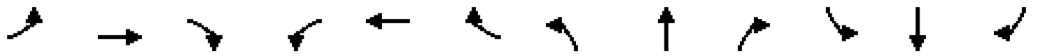


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	174	33	50	278	27	128	232	35	125	528	79
Future Volume (vph)	95	174	33	50	278	27	128	232	35	125	528	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00		0.86	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1770	1818		1770	1838		1770	3539	1583		6251	
Flt Permitted	0.56	1.00		0.15	1.00		0.32	1.00	1.00		0.76	
Satd. Flow (perm)	1041	1818		287	1838		597	3539	1583		4814	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	104	191	36	55	305	30	141	255	38	137	580	87
RTOR Reduction (vph)	0	5	0	0	3	0	0	0	29	0	17	0
Lane Group Flow (vph)	104	222	0	55	332	0	141	255	9	0	787	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		5			2			3			6	
Permitted Phases	5			2			3		3	6		
Actuated Green, G (s)	19.0	19.0		26.0	26.0		28.0	28.0	28.0		28.0	
Effective Green, g (s)	19.0	19.0		26.0	26.0		28.0	28.0	28.0		28.0	
Actuated g/C Ratio	0.15	0.15		0.21	0.21		0.22	0.22	0.22		0.22	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2		0.2	
Lane Grp Cap (vph)	158	276		59	382		133	792	354		1078	
v/s Ratio Prot		c0.12			0.18			0.07				
v/s Ratio Perm	0.10			c0.19			c0.24		0.01		c0.16	
v/c Ratio	0.66	0.80		0.93	0.87		1.06	0.32	0.02		1.80dl	
Uniform Delay, d1	49.9	51.2		48.6	47.8		48.5	40.6	37.8		45.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	19.5	21.5		98.9	22.6		95.0	1.1	0.1		4.4	
Delay (s)	69.4	72.7		147.5	70.4		143.5	41.6	38.0		49.4	
Level of Service	E	E		F	E		F	D	D		D	
Approach Delay (s/veh)		71.7			81.3			74.4			49.4	
Approach LOS		E			F			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	65.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

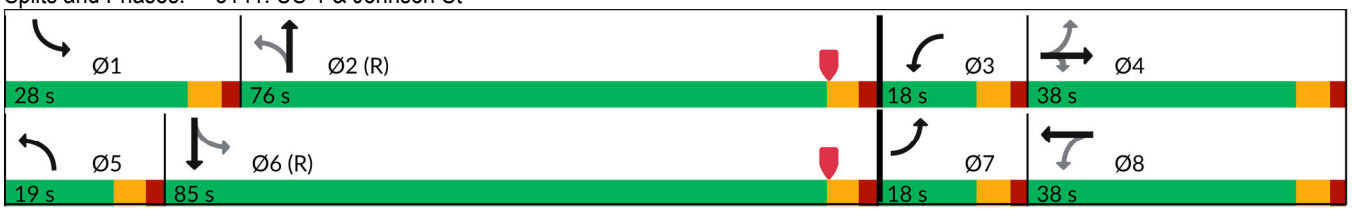


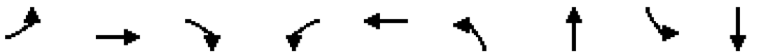
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	209	103	105	147	66	166	1233	37	135	1183	59
Future Volume (vph)	140	209	103	105	147	66	166	1233	37	135	1183	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		60	250		0	210		0	400		0
Storage Lanes	1		1	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
Frt			0.850		0.953			0.996			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1775	0	1770	3525	0	1770	3514	0
Flt Permitted	0.261			0.305			0.131			0.115		
Satd. Flow (perm)	486	1863	1583	568	1775	0	244	3525	0	214	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143		13			2			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			342			669			539	
Travel Time (s)		7.1			7.8			15.2			12.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	146	218	107	109	153	69	173	1284	39	141	1232	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	218	107	109	222	0	173	1323	0	141	1293	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	12.0		4.0	12.0	
Minimum Split (s)	10.0	36.0	36.0	10.0	34.0		19.0	29.0		22.5	29.0	
Total Split (s)	18.0	38.0	38.0	18.0	38.0		19.0	76.0		28.0	85.0	
Total Split (%)	11.3%	23.8%	23.8%	11.3%	23.8%		11.9%	47.5%		17.5%	53.1%	
Maximum Green (s)	12.0	32.0	32.0	12.0	32.0		13.0	70.0		22.0	79.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	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	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	3.0		1.5	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Don't Walk (s)		23.0	23.0		21.0			16.0			16.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	35.7	24.2	24.2	34.0	23.3		99.5	89.0		102.8	90.6	
Actuated g/C Ratio	0.22	0.15	0.15	0.21	0.15		0.62	0.56		0.64	0.57	
v/c Ratio	0.73	0.78	0.30	0.55	0.83		0.69	0.68		0.55	0.65	
Control Delay (s/veh)	69.0	83.4	4.8	56.2	85.6		29.1	29.4		19.2	27.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	69.0	83.4	4.8	56.2	85.6		29.1	29.4		19.2	27.1	
LOS	E	F	A	E	F		C	C		B	C	
Approach Delay (s/veh)		61.0			75.9			29.3			26.4	
Approach LOS		E			E			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 99 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 36.3		Intersection LOS: D	
Intersection Capacity Utilization 83.3%		ICU Level of Service E	
Analysis Period (min) 15			

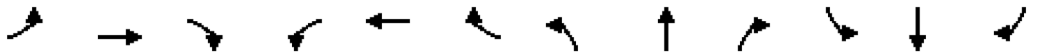
Splits and Phases: 3141: US-1 & Johnson St





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	146	218	107	109	222	173	1323	141	1293
v/c Ratio	0.73	0.78	0.30	0.55	0.83	0.69	0.68	0.55	0.65
Control Delay (s/veh)	69.0	83.4	4.8	56.2	85.6	29.1	29.4	19.2	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.0	83.4	4.8	56.2	85.6	29.1	29.4	19.2	27.1
Queue Length 50th (ft)	126	227	0	92	220	64	515	51	482
Queue Length 95th (ft)	182	309	23	140	303	138	728	94	659
Internal Link Dist (ft)		234			262		589		459
Turn Bay Length (ft)	60		60	250		210		400	
Base Capacity (vph)	206	372	431	215	365	280	1960	357	1991
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.59	0.25	0.51	0.61	0.62	0.68	0.39	0.65

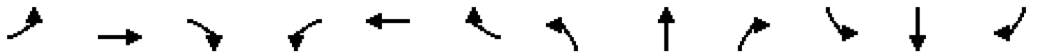
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	209	103	105	147	66	166	1233	37	135	1183	59
Future Volume (veh/h)	140	209	103	105	147	66	166	1233	37	135	1183	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	218	107	109	153	69	173	1284	39	141	1232	61
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	280	238	200	170	77	288	2079	63	273	2011	99
Arrive On Green	0.08	0.15	0.15	0.06	0.14	0.14	0.05	0.59	0.59	0.05	0.58	0.58
Sat Flow, veh/h	1781	1870	1585	1781	1221	551	1781	3521	107	1781	3446	170
Grp Volume(v), veh/h	146	218	107	109	0	222	173	648	675	141	635	658
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1771	1781	1777	1851	1781	1777	1840
Q Serve(g_s), s	11.2	17.9	9.8	8.3	0.0	19.7	6.3	37.6	37.6	5.1	37.0	37.1
Cycle Q Clear(g_c), s	11.2	17.9	9.8	8.3	0.0	19.7	6.3	37.6	37.6	5.1	37.0	37.1
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.06	1.00		0.09
Lane Grp Cap(c), veh/h	197	280	238	200	0	247	288	1049	1093	273	1037	1073
V/C Ratio(X)	0.74	0.78	0.45	0.55	0.00	0.90	0.60	0.62	0.62	0.52	0.61	0.61
Avail Cap(c_a), veh/h	197	374	317	218	0	354	340	1049	1093	437	1037	1073
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	65.4	62.0	54.9	0.0	67.7	19.0	21.1	21.1	18.3	21.6	21.6
Incr Delay (d2), s/veh	12.3	5.0	0.5	0.9	0.0	15.2	0.9	2.7	2.6	0.6	2.7	2.6
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(50%),veh/ln	5.8	9.0	4.0	3.8	0.0	10.0	2.6	16.4	17.1	2.1	16.2	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.4	70.4	62.5	55.8	0.0	82.9	19.9	23.8	23.7	18.9	24.3	24.2
LnGrp LOS	E	E	E	E		F	B	C	C	B	C	C
Approach Vol, veh/h		471			331			1496			1434	
Approach Delay, s/veh		67.7			74.0			23.3			23.7	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	100.5	16.3	30.0	14.3	99.4	18.0	28.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	70.0	12.0	32.0	13.0	79.0	12.0	32.0
Max Q Clear Time (g_c+I1), s	7.1	39.6	10.3	19.9	8.3	39.1	13.2	21.7
Green Ext Time (p_c), s	0.1	11.5	0.0	0.8	0.1	12.1	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	33.6
HCM 7th LOS	C

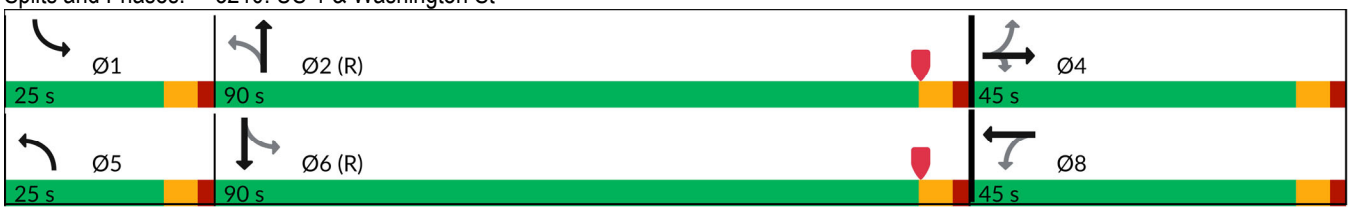


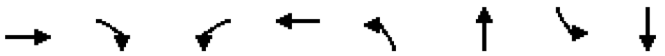
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	124	58	69	116	37	197	1362	46	109	1058	36
Future Volume (vph)	39	124	58	69	116	37	197	1362	46	109	1058	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		30	140		0	260		0	200		0
Storage Lanes	0		1	1		0	1		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	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.964			0.995			0.995	
Flt Protected		0.988		0.950			0.950			0.950		
Satd. Flow (prot)	0	1840	1583	1770	1796	0	1770	3522	0	1770	3522	0
Flt Permitted		0.568		0.388			0.204			0.128		
Satd. Flow (perm)	0	1058	1583	723	1796	0	380	3522	0	238	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		10			3			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		652			678			610			435	
Travel Time (s)		14.8			15.4			13.9			9.9	
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
Adj. Flow (vph)	41	131	61	73	122	39	207	1434	48	115	1114	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	61	73	161	0	207	1482	0	115	1152	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1	2		1	2	
Detector Template		Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100	20	20	100		20	100		20	100	
Trailing Detector (ft)		0	0	0	0		0	0		0	0	
Detector 1 Position(ft)		0	0	0	0		0	0		0	0	
Detector 1 Size(ft)		6	20	20	6		20	6		20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		4.0	12.0		4.0	12.0	
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0		24.0	28.0		24.0	28.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		25.0	90.0		25.0	90.0	
Total Split (%)	28.1%	28.1%	28.1%	28.1%	28.1%		15.6%	56.3%		15.6%	56.3%	
Maximum Green (s)	39.0	39.0	39.0	39.0	39.0		19.0	84.0		19.0	84.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	3.0		1.5	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Don't Walk (s)	22.0	22.0	22.0	22.0	22.0			15.0			15.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)		21.5	21.5	21.5	21.5		120.8	111.7		120.2	111.4	
Actuated g/C Ratio		0.13	0.13	0.13	0.13		0.76	0.70		0.75	0.70	
v/c Ratio		1.21	0.23	0.75	0.65		0.57	0.60		0.44	0.47	
Control Delay (s/veh)		199.8	14.1	107.7	72.7		11.1	15.1		9.9	12.7	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		199.8	14.1	107.7	72.7		11.1	15.1		9.9	12.7	
LOS		F	B	F	E		B	B		A	B	
Approach Delay (s/veh)		151.2			83.6			14.6			12.4	
Approach LOS		F			F			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 23 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay (s/veh): 27.8		Intersection LOS: C	
Intersection Capacity Utilization 82.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3210: US-1 & Washington St



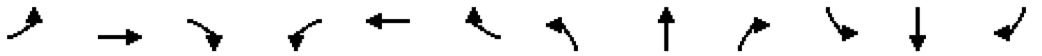


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	61	73	161	207	1482	115	1152
v/c Ratio	1.21	0.23	0.75	0.65	0.57	0.60	0.44	0.47
Control Delay (s/veh)	199.8	14.1	107.7	72.7	11.1	15.1	9.9	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	199.8	14.1	107.7	72.7	11.1	15.1	9.9	12.7
Queue Length 50th (ft)	~222	0	76	155	46	397	24	265
Queue Length 95th (ft)	#330	44	134	226	86	607	50	413
Internal Link Dist (ft)	572			598		530		355
Turn Bay Length (ft)		30	140		260		200	
Base Capacity (vph)	257	431	176	445	464	2460	369	2453
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	0.67	0.14	0.41	0.36	0.45	0.60	0.31	0.47

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

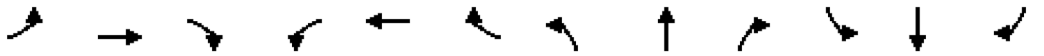
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	124	58	69	116	37	197	1362	46	109	1058	36
Future Volume (veh/h)	39	124	58	69	116	37	197	1362	46	109	1058	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	131	61	73	122	39	207	1434	48	115	1114	38
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	233	323	134	277	89	365	2271	76	253	2203	75
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.05	0.65	0.65	0.04	0.63	0.63
Sat Flow, veh/h	244	1141	1585	1191	1358	434	1781	3509	117	1781	3506	120
Grp Volume(v), veh/h	172	0	61	73	0	161	207	725	757	115	564	588
Grp Sat Flow(s),veh/h/ln	1385	0	1585	1191	0	1792	1781	1777	1849	1781	1777	1849
Q Serve(g_s), s	8.2	0.0	5.1	9.7	0.0	12.6	6.7	38.9	39.1	3.7	27.7	27.7
Cycle Q Clear(g_c), s	20.8	0.0	5.1	30.3	0.0	12.6	6.7	38.9	39.1	3.7	27.7	27.7
Prop In Lane	0.24		1.00	1.00		0.24	1.00		0.06	1.00		0.06
Lane Grp Cap(c), veh/h	310	0	323	134	0	366	365	1150	1197	253	1117	1162
V/C Ratio(X)	0.55	0.00	0.19	0.54	0.00	0.44	0.57	0.63	0.63	0.46	0.51	0.51
Avail Cap(c_a), veh/h	376	0	386	181	0	437	479	1150	1197	400	1117	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.0	0.0	52.7	72.9	0.0	55.7	13.3	16.8	16.8	15.7	16.2	16.2
Incr Delay (d2), s/veh	0.6	0.0	0.1	1.3	0.0	0.3	0.5	2.6	2.5	0.5	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(50%),veh/ln	6.6	0.0	2.1	3.0	0.0	5.8	2.7	16.5	17.2	1.5	11.8	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.5	0.0	52.8	74.2	0.0	56.0	13.8	19.4	19.4	16.1	17.8	17.8
LnGrp LOS	E		D	E		E	B	B	B	B	B	B
Approach Vol, veh/h		233			234			1689			1267	
Approach Delay, s/veh		57.8			61.7			18.7			17.6	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	109.5		38.7	14.8	106.5		38.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	19.0	84.0		39.0	19.0	84.0		39.0				
Max Q Clear Time (g_c+I1), s	5.7	41.1		22.8	8.7	29.7		32.3				
Green Ext Time (p_c), s	0.1	15.5		0.6	0.1	10.4		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			23.9									
HCM 7th LOS			C									

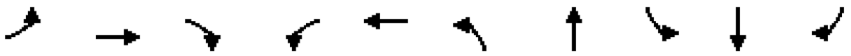


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	309	1359	436	77	1414	44	454	135	16	30	149	413
Future Volume (vph)	309	1359	436	77	1414	44	454	135	16	30	149	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.996			0.992				0.850
Flt Protected	0.950			0.950			0.950	0.975		0.950		
Satd. Flow (prot)	1770	3539	1583	1770	5065	0	1681	1712	0	1770	1863	1583
Flt Permitted	0.067			0.074			0.950	0.975		0.950		
Satd. Flow (perm)	125	3539	1583	138	5065	0	1681	1712	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			228		3			2				219
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			400			305			298	
Travel Time (s)		8.3			9.1			6.9			6.8	
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
Adj. Flow (vph)	340	1493	479	85	1554	48	499	148	18	33	164	454
Shared Lane Traffic (%)							34%					
Lane Group Flow (vph)	340	1493	479	85	1602	0	329	336	0	33	164	454
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6		6	2								3
Detector Phase	1	6	6	5	2		4	4		3	3	3
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		6.0	6.0		6.0	6.0	6.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	30.0	30.0	10.0	34.0		42.0	42.0		42.0	42.0	42.0
Total Split (s)	26.0	60.0	60.0	26.0	60.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	16.3%	37.5%	37.5%	16.3%	37.5%		23.1%	23.1%		23.1%	23.1%	23.1%
Maximum Green (s)	20.0	54.0	54.0	20.0	54.0		31.0	31.0		31.0	31.0	31.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		2.5	2.5		2.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)		17.0	17.0		17.0		29.0	29.0		29.0	29.0	29.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	80.5	66.1	66.1	62.4	54.0		32.3	32.3		29.3	29.3	29.3
Actuated g/C Ratio	0.50	0.41	0.41	0.39	0.34		0.20	0.20		0.18	0.18	0.18
v/c Ratio	1.25	1.02	0.61	0.61	0.94		0.97	0.97		0.10	0.48	0.97
Control Delay (s/veh)	177.7	74.7	22.4	46.3	62.3		104.8	103.3		54.1	63.3	67.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	177.7	74.7	22.4	46.3	62.3		104.8	103.3		54.1	63.3	67.3
LOS	F	E	C	D	E		F	F		D	E	E
Approach Delay (s/veh)		79.0			61.5			104.0			65.6	
Approach LOS		E			E			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 107 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay (s/veh): 75.0		Intersection LOS: E	
Intersection Capacity Utilization 89.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3125: N 28 Ave & Hollywood Blvd

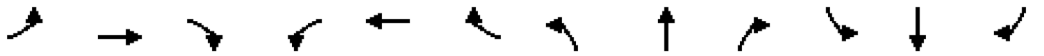


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	340	1493	479	85	1602	329	336	33	164	454
v/c Ratio	1.25	1.02	0.61	0.61	0.94	0.97	0.97	0.10	0.48	0.97
Control Delay (s/veh)	177.7	74.7	22.4	46.3	62.3	104.8	103.3	54.1	63.3	67.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	177.7	74.7	22.4	46.3	62.3	104.8	103.3	54.1	63.3	67.3
Queue Length 50th (ft)	~403	~884	210	47	604	~378	~384	29	156	273
Queue Length 95th (ft)	#617	#1082	354	96	#680	#605	#613	63	237	#499
Internal Link Dist (ft)		287			320		225		218	
Turn Bay Length (ft)										
Base Capacity (vph)	273	1461	787	267	1711	338	346	342	360	483
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.25	1.02	0.61	0.32	0.94	0.97	0.97	0.10	0.46	0.94

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

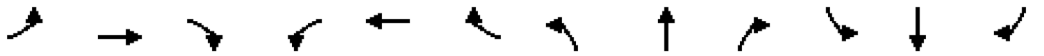
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	309	1359	436	77	1414	44	454	135	16	30	149	413
Future Volume (vph)	309	1359	436	77	1414	44	454	135	16	30	149	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	5062		1681	1712		1770	1863	1583
Flt Permitted	0.07	1.00	1.00	0.07	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (perm)	124	3539	1583	138	5062		1681	1712		1770	1863	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	340	1493	479	85	1554	48	499	148	18	33	164	454
RTOR Reduction (vph)	0	0	134	0	2	0	0	2	0	0	0	179
Lane Group Flow (vph)	340	1493	345	85	1600	0	329	334	0	33	164	275
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6		6	2								3
Actuated Green, G (s)	80.4	66.0	66.0	62.3	53.9		32.3	32.3		29.3	29.3	29.3
Effective Green, g (s)	80.4	66.0	66.0	62.3	53.9		32.3	32.3		29.3	29.3	29.3
Actuated g/C Ratio	0.50	0.41	0.41	0.39	0.34		0.20	0.20		0.18	0.18	0.18
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		2.5	2.5		2.0	2.0	2.0
Lane Grp Cap (vph)	273	1459	652	139	1705		339	345		324	341	289
v/s Ratio Prot	c0.16	0.42		0.03	0.32		c0.20	0.20		0.02	0.09	
v/s Ratio Perm	c0.46		0.22	0.21								c0.17
v/c Ratio	1.25	1.02	0.53	0.61	0.94		0.97	0.97		0.10	0.48	0.95
Uniform Delay, d1	53.7	47.0	35.3	39.5	51.4		63.4	63.4		54.4	58.5	64.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	137.3	29.6	3.1	5.5	11.4		40.8	39.8		0.1	0.4	39.6
Delay (s)	191.0	76.6	38.4	45.0	62.8		104.2	103.1		54.4	58.9	104.3
Level of Service	F	E	D	D	E		F	F		D	E	F
Approach Delay (s/veh)		85.5			61.9			103.6			90.3	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	80.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

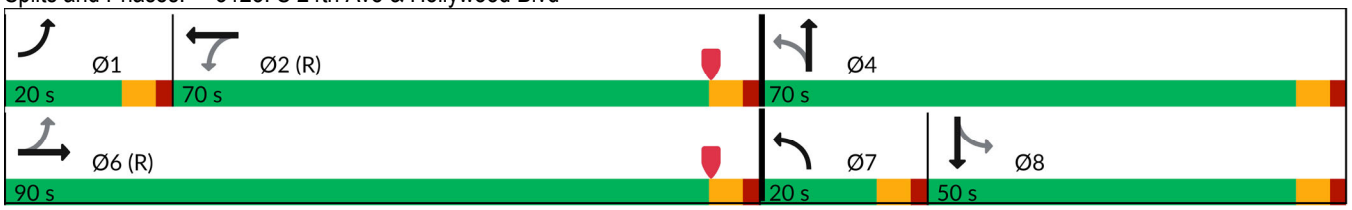


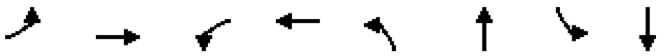
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	740	84	91	780	46	135	128	37	35	106	24
Future Volume (vph)	200	740	84	91	780	46	135	128	37	35	106	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.992			0.966			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3486	0	1770	3511	0	1770	1799	0	1770	1811	0
Flt Permitted	0.154			0.303			0.530			0.642		
Satd. Flow (perm)	287	3486	0	564	3511	0	987	1799	0	1196	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			4			11			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		214			380			292			230	
Travel Time (s)		4.9			8.6			6.6			5.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	222	822	93	101	867	51	150	142	41	39	118	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	222	915	0	101	918	0	150	183	0	39	145	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	1	6			2		7	4			8	
Permitted Phases	6			2			4			8		
Minimum Split (s)	10.0	24.0		24.0	24.0		10.0	38.0		36.0	36.0	
Total Split (s)	20.0	90.0		70.0	70.0		20.0	70.0		50.0	50.0	
Total Split (%)	12.5%	56.3%		43.8%	43.8%		12.5%	43.8%		31.3%	31.3%	
Maximum Green (s)	14.0	84.0		64.0	64.0		14.0	64.0		44.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Walk Time (s)		7.0		7.0	7.0			7.0		7.0	7.0	
Flash Don't Walk (s)		11.0		11.0	11.0			25.0		23.0	23.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	84.0	84.0		64.0	64.0		64.0	64.0		44.0	44.0	
Actuated g/C Ratio	0.53	0.53		0.40	0.40		0.40	0.40		0.28	0.28	
v/c Ratio	0.79	0.50		0.45	0.65		0.32	0.25		0.12	0.29	
Control Delay (s/veh)	42.2	25.3		43.0	41.5		33.7	31.1		44.9	45.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	42.2	25.3		43.0	41.5		33.7	31.1		44.9	45.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C		D	D		C	C		D	D	
Approach Delay (s/veh)		28.6			41.6			32.3			45.2	
Approach LOS		C			D			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 78.5 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 35.2		Intersection LOS: D	
Intersection Capacity Utilization 68.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3123: S 24th Ave & Hollywood Blvd

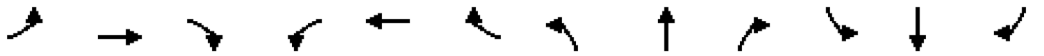




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	222	915	101	918	150	183	39	145
v/c Ratio	0.79	0.50	0.45	0.65	0.32	0.25	0.12	0.29
Control Delay (s/veh)	42.2	25.3	43.0	41.5	33.7	31.1	44.9	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.2	25.3	43.0	41.5	33.7	31.1	44.9	45.3
Queue Length 50th (ft)	125	318	78	413	104	121	31	116
Queue Length 95th (ft)	#220	378	143	491	160	184	66	183
Internal Link Dist (ft)		134		300		212		150
Turn Bay Length (ft)								
Base Capacity (vph)	280	1835	225	1406	463	726	328	503
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	0.79	0.50	0.45	0.65	0.32	0.25	0.12	0.29

Intersection Summary

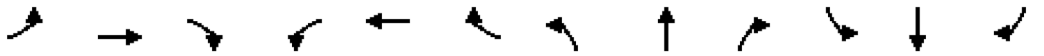
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	740	84	91	780	46	135	128	37	35	106	24
Future Volume (veh/h)	200	740	84	91	780	46	135	128	37	35	106	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	222	822	93	101	867	51	150	142	41	39	118	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	1689	191	266	1364	80	464	558	161	375	405	93
Arrive On Green	0.09	0.52	0.52	0.40	0.40	0.40	0.09	0.40	0.40	0.28	0.28	0.28
Sat Flow, veh/h	1781	3218	364	610	3410	201	1781	1395	403	1201	1473	337
Grp Volume(v), veh/h	222	454	461	101	452	466	150	0	183	39	0	145
Grp Sat Flow(s),veh/h/ln	1781	1777	1805	610	1777	1834	1781	0	1798	1201	0	1810
Q Serve(g_s), s	11.4	26.1	26.1	20.2	32.7	32.7	9.2	0.0	10.9	3.9	0.0	10.1
Cycle Q Clear(g_c), s	11.4	26.1	26.1	26.3	32.7	32.7	9.2	0.0	10.9	3.9	0.0	10.1
Prop In Lane	1.00		0.20	1.00		0.11	1.00		0.22	1.00		0.19
Lane Grp Cap(c), veh/h	320	933	948	266	711	734	464	0	719	375	0	498
V/C Ratio(X)	0.69	0.49	0.49	0.38	0.64	0.64	0.32	0.00	0.25	0.10	0.00	0.29
Avail Cap(c_a), veh/h	320	933	948	266	711	734	464	0	719	375	0	498
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	24.2	24.2	39.0	38.6	38.6	34.6	0.0	32.1	43.5	0.0	45.7
Incr Delay (d2), s/veh	11.8	1.8	1.8	4.1	4.3	4.2	1.8	0.0	0.9	0.6	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	11.6	11.8	3.4	15.2	15.7	4.3	0.0	5.0	1.2	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.5	26.1	26.0	43.1	42.9	42.8	36.5	0.0	32.9	44.0	0.0	47.2
LnGrp LOS	D	C	C	D	D	D	D		C	D		D
Approach Vol, veh/h		1137			1019			333			184	
Approach Delay, s/veh		28.9			42.9			34.5			46.5	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	20.0	70.0		70.0		90.0	20.0	50.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	64.0		64.0		84.0	14.0	44.0				
Max Q Clear Time (g_c+I1), s	13.4	34.7		12.9		28.1	11.2	12.1				
Green Ext Time (p_c), s	0.0	8.1		0.9		7.4	0.0	0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			36.1									
HCM 7th LOS			D									

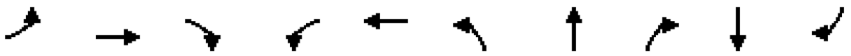


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	354	168	53	589	70	309	369	55	106	609	254
Future Volume (vph)	314	354	168	53	589	70	309	369	55	106	609	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		180	0		0	0		50	0		0
Storage Lanes	1		1	1		0	1		1	0		1
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	1.00	0.95	0.95	1.00
Frt			0.850		0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1770	1863	1583	1770	1833	0	1770	3539	1583	0	3514	1583
Flt Permitted	0.950			0.950			0.950				0.993	
Satd. Flow (perm)	1770	1863	1583	1770	1833	0	1770	3539	1583	0	3514	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139		4				131			270
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		515			501			317			319	
Travel Time (s)		11.7			11.4			7.2			7.3	
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
Adj. Flow (vph)	334	377	179	56	627	74	329	393	59	113	648	270
Shared Lane Traffic (%)												
Lane Group Flow (vph)	334	377	179	56	701	0	329	393	59	0	761	270
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1		2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right		Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20		100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20		6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	Perm	Split	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	5		2	2		3	3		6	6	
Permitted Phases			5						3			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	5	5	2	2		3	3	3	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	25.0	25.0		29.0	29.0	29.0	29.0	29.0	29.0
Total Split (s)	30.0	30.0	30.0	27.0	27.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	24.0%	24.0%	24.0%	21.6%	21.6%		27.2%	27.2%	27.2%	27.2%	27.2%	27.2%
Maximum Green (s)	24.0	24.0	24.0	21.0	21.0		28.0	28.0	28.0	28.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lead	Lead							Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes							Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	8.0	8.0		8.0	8.0	8.0	2.0	2.0	2.0
Recall Mode	Min	Min	Min	C-Min	C-Min		None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	12.0	12.0		16.0	16.0	16.0	16.0	16.0	16.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	0
Act Effct Green (s)	24.0	24.0	24.0	21.0	21.0		28.0	28.0	28.0		28.0	28.0
Actuated g/C Ratio	0.19	0.19	0.19	0.17	0.17		0.22	0.22	0.22		0.22	0.22
v/c Ratio	0.99	1.06	0.43	0.19	2.25		0.83	0.50	0.13		0.97	0.48
Control Delay (s/veh)	95.8	111.5	15.6	46.6	599.4		65.0	44.9	0.6		73.2	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	95.8	111.5	15.6	46.6	599.4		65.0	44.9	0.6		73.2	7.7
LOS	F	F	B	D	F		E	D	A		E	A
Approach Delay (s/veh)		86.3			558.5			50.0			56.0	
Approach LOS		F			F			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 115 (92%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.25			
Intersection Signal Delay (s/veh): 172.4		Intersection LOS: F	
Intersection Capacity Utilization 109.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 3122: Dixie Hwy/ 21st Ave & Hollywood Blvd

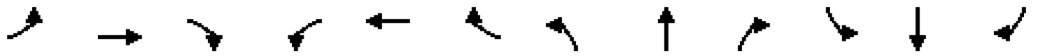


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	334	377	179	56	701	329	393	59	761	270
v/c Ratio	0.99	1.06	0.43	0.19	2.25	0.83	0.50	0.13	0.97	0.48
Control Delay (s/veh)	95.8	111.5	15.6	46.6	599.4	65.0	44.9	0.6	73.2	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	95.8	111.5	15.6	46.6	599.4	65.0	44.9	0.6	73.2	7.7
Queue Length 50th (ft)	276	~339	28	40	~940	259	149	0	328	0
Queue Length 95th (ft)	#472	#537	96	81	#1184	#413	201	0	#460	73
Internal Link Dist (ft)		435			421		237		239	
Turn Bay Length (ft)			180					50		
Base Capacity (vph)	339	357	416	297	311	396	792	456	787	564
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.06	0.43	0.19	2.25	0.83	0.50	0.13	0.97	0.48

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

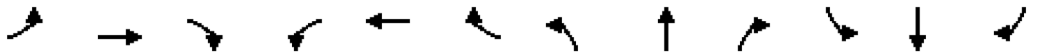
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	354	168	53	589	70	309	369	55	106	609	254
Future Volume (vph)	314	354	168	53	589	70	309	369	55	106	609	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00		0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.99	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1833		1770	3539	1583		3513	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.99	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1833		1770	3539	1583		3513	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	334	377	179	56	627	74	329	393	59	113	648	270
RTOR Reduction (vph)	0	0	112	0	3	0	0	0	46	0	0	210
Lane Group Flow (vph)	334	377	67	56	698	0	329	393	13	0	761	60
Turn Type	Split	NA	Perm	Split	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	5		2	2		3	3		6	6	
Permitted Phases			5						3			6
Actuated Green, G (s)	24.0	24.0	24.0	21.0	21.0		28.0	28.0	28.0		28.0	28.0
Effective Green, g (s)	24.0	24.0	24.0	21.0	21.0		28.0	28.0	28.0		28.0	28.0
Actuated g/C Ratio	0.19	0.19	0.19	0.17	0.17		0.22	0.22	0.22		0.22	0.22
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	8.0	8.0		8.0	8.0	8.0		2.0	2.0
Lane Grp Cap (vph)	339	357	303	297	307		396	792	354		786	354
v/s Ratio Prot	0.19	c0.20		0.03	c0.38		c0.19	0.11			c0.22	
v/s Ratio Perm			0.04						0.01			0.04
v/c Ratio	0.99	1.06	0.22	0.19	2.27		0.83	0.50	0.04		0.97	0.17
Uniform Delay, d1	50.3	50.5	42.6	44.7	52.0		46.2	42.3	38.0		48.1	39.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	44.4	63.2	0.1	1.4	582.9		17.1	2.1	0.2		24.1	0.1
Delay (s)	94.8	113.7	42.7	46.1	634.9		63.3	44.4	38.1		72.2	39.2
Level of Service	F	F	D	D	F		E	D	D		E	D
Approach Delay (s/veh)		92.3			591.4			51.9			63.5	
Approach LOS		F			F			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	183.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	109.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

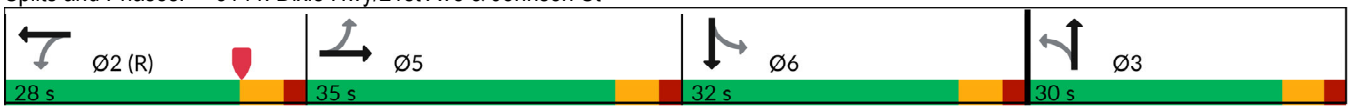


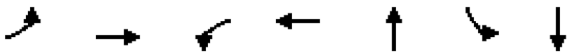
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	306	104	118	323	29	218	374	78	129	604	88
Future Volume (vph)	68	306	104	118	323	29	218	374	78	129	604	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	1		0	1		0	0		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	0.91	0.91	0.91	1.00	0.91	0.91
Frt		0.962			0.988			0.982			0.981	
Flt Protected	0.950			0.950				0.984		0.950		
Satd. Flow (prot)	1770	1792	0	1770	1840	0	0	4914	0	1770	4989	0
Flt Permitted	0.533			0.182				0.680		0.154		
Satd. Flow (perm)	993	1792	0	339	1840	0	0	3396	0	287	4989	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			3			17			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			435			362			376	
Travel Time (s)		11.3			9.9			8.2			8.5	
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
Adj. Flow (vph)	75	336	114	130	355	32	240	411	86	142	664	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	450	0	130	387	0	0	737	0	142	761	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2		1	2	
Detector Template	Left	Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100			100		20	100	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	6		20	6			6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		5			2			3			6	
Permitted Phases	5			2			3			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	5		2	2		3	3		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		7.0	7.0	
Minimum Split (s)	29.0	29.0		27.0	27.0		26.0	26.0		25.0	25.0	
Total Split (s)	35.0	35.0		28.0	28.0		30.0	30.0		32.0	32.0	
Total Split (%)	28.0%	28.0%		22.4%	22.4%		24.0%	24.0%		25.6%	25.6%	
Maximum Green (s)	29.0	29.0		22.0	22.0		24.0	24.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Lead/Lag	Lead	Lead								Lag	Lag	
Lead-Lag Optimize?	Yes	Yes								Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		C-Max	C-Max		None	None		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	16.0	16.0		14.0	14.0		13.0	13.0		12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	29.0	29.0		22.0	22.0			24.0		26.0	26.0	
Actuated g/C Ratio	0.23	0.23		0.18	0.18			0.19		0.21	0.21	
v/c Ratio	0.33	1.06		2.20	1.19			1.73dl		2.41	0.72	
Control Delay (s/veh)	44.6	104.8		618.0	155.0			113.8		704.6	49.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay (s/veh)	44.6	104.8		618.0	155.0			113.8		704.6	49.5	
LOS	D	F		F	F			F		F	D	
Approach Delay (s/veh)		96.2			271.4			113.8			152.5	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 96 (77%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.41			
Intersection Signal Delay (s/veh): 153.8		Intersection LOS: F	
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			

Splits and Phases: 3144: Dixie Hwy/21st Ave & Johnson St





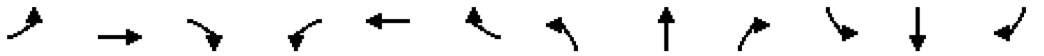
Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	75	450	130	387	737	142	761
v/c Ratio	0.33	1.06	2.20	1.19	1.73dl	2.41	0.72
Control Delay (s/veh)	44.6	104.8	618.0	155.0	113.8	704.6	49.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.6	104.8	618.0	155.0	113.8	704.6	49.5
Queue Length 50th (ft)	52	~397	~171	~382	~249	~192	209
Queue Length 95th (ft)	100	#610	#304	#587	#339	#328	259
Internal Link Dist (ft)		418		355	282		296
Turn Bay Length (ft)						150	
Base Capacity (vph)	230	425	59	326	665	59	1052
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	1.06	2.20	1.19	1.11	2.41	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

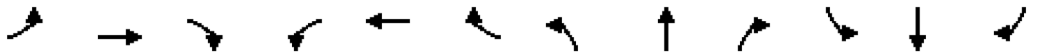
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	306	104	118	323	29	218	374	78	129	604	88
Future Volume (vph)	68	306	104	118	323	29	218	374	78	129	604	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.91		1.00	0.91	
Frt	1.00	0.96		1.00	0.99			0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1770	1792		1770	1840			4916		1770	4988	
Flt Permitted	0.53	1.00		0.18	1.00			0.68		0.15	1.00	
Satd. Flow (perm)	992	1792		339	1840			3399		287	4988	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	75	336	114	130	355	32	240	411	86	142	664	97
RTOR Reduction (vph)	0	10	0	0	2	0	0	14	0	0	15	0
Lane Group Flow (vph)	75	440	0	130	385	0	0	723	0	142	746	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		5			2			3			6	
Permitted Phases	5			2			3			6		
Actuated Green, G (s)	29.0	29.0		22.0	22.0			24.0		26.0	26.0	
Effective Green, g (s)	29.0	29.0		22.0	22.0			24.0		26.0	26.0	
Actuated g/C Ratio	0.23	0.23		0.18	0.18			0.19		0.21	0.21	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lane Grp Cap (vph)	230	415		59	323			652		59	1037	
v/s Ratio Prot		c0.25			0.21						0.15	
v/s Ratio Perm	0.08			c0.38				c0.21		c0.50		
v/c Ratio	0.33	1.06		2.20	1.19			1.73dl		2.41	0.72	
Uniform Delay, d1	39.9	48.0		51.5	51.5			50.5		49.5	46.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.3	61.0		592.6	112.3			69.1		681.5	4.3	
Delay (s)	40.2	109.0		644.1	163.8			119.6		731.0	50.4	
Level of Service	D	F		F	F			F		F	D	
Approach Delay (s/veh)		99.2			284.6			119.6			157.4	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	160.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.65		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group



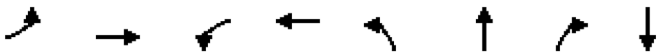
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	174	33	50	278	57	126	280	35	150	566	104
Future Volume (vph)	129	174	33	50	278	57	126	280	35	150	566	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		50	170		0
Storage Lanes	1		0	1		0	1		1	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	0.95	1.00	0.86	0.86	0.86
Frt		0.976			0.974				0.850		0.981	
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1770	1818	0	1770	1814	0	1770	3539	1583	0	6230	0
Flt Permitted	0.542			0.154			0.288				0.768	
Satd. Flow (perm)	1010	1818	0	287	1814	0	536	3539	1583	0	4828	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			8				131		27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		328			603			296			343	
Travel Time (s)		7.5			13.7			6.7			7.8	
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
Adj. Flow (vph)	142	191	36	55	305	63	138	308	38	165	622	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	227	0	55	368	0	138	308	38	0	901	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1		2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right		Thru	
Leading Detector (ft)	20	100		20	100		20	100	20		100	
Trailing Detector (ft)	0	0		0	0		0	0	0		0	
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	
Detector 1 Size(ft)	20	6		20	6		20	6	20		6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		5			2			3			6	
Permitted Phases	5			2			3		3	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	5		2	2		3	3	3	6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	6.0	6.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Total Split (s)	25.0	25.0		32.0	32.0		34.0	34.0	34.0	34.0	34.0	
Total Split (%)	20.0%	20.0%		25.6%	25.6%		27.2%	27.2%	27.2%	27.2%	27.2%	
Maximum Green (s)	19.0	19.0		26.0	26.0		28.0	28.0	28.0	28.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	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	Lead								Lag	Lag	
Lead-Lag Optimize?	Yes	Yes								Yes	Yes	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	
Recall Mode	Max	Max		C-Max	C-Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	19.0	19.0		26.0	26.0		28.0	28.0	28.0		28.0	
Actuated g/C Ratio	0.15	0.15		0.21	0.21		0.22	0.22	0.22		0.22	
v/c Ratio	0.93	0.81		0.93	0.96		1.15	0.39	0.08		2.06dl	
Control Delay (s/veh)	108.7	72.0		149.8	85.3		172.0	42.9	0.4		51.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	108.7	72.0		149.8	85.3		172.0	42.9	0.4		51.7	
LOS	F	E		F	F		F	D	A		D	
Approach Delay (s/veh)		86.1			93.7			76.4			51.7	
Approach LOS		F			F			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 52 (42%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay (s/veh): 71.2		Intersection LOS: E	
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3211: Dixie Hwy/21st Ave & Washington St



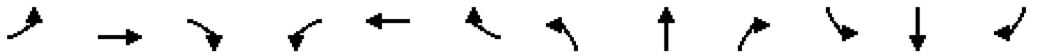
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	142	227	55	368	138	308	38	901
v/c Ratio	0.93	0.81	0.93	0.96	1.15	0.39	0.08	2.06dl
Control Delay (s/veh)	108.7	72.0	149.8	85.3	172.0	42.9	0.4	51.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	108.7	72.0	149.8	85.3	172.0	42.9	0.4	51.7
Queue Length 50th (ft)	117	178	45	296	~133	114	0	200
Queue Length 95th (ft)	#248	#310	#134	#495	#270	160	0	243
Internal Link Dist (ft)		248		523		216		263
Turn Bay Length (ft)							50	
Base Capacity (vph)	153	281	59	383	120	792	456	1102
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	0.93	0.81	0.93	0.96	1.15	0.39	0.08	0.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

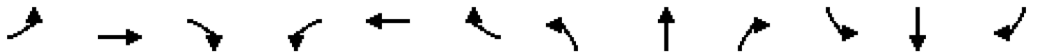
dl Defacto Left Lane. Recode with 1 though lane as a left lane.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	174	33	50	278	57	126	280	35	150	566	104
Future Volume (vph)	129	174	33	50	278	57	126	280	35	150	566	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00		0.86	
Frt	1.00	0.98		1.00	0.97		1.00	1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1770	1818		1770	1815		1770	3539	1583		6229	
Flt Permitted	0.54	1.00		0.15	1.00		0.29	1.00	1.00		0.77	
Satd. Flow (perm)	1010	1818		287	1815		536	3539	1583		4830	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	142	191	36	55	305	63	138	308	38	165	622	114
RTOR Reduction (vph)	0	5	0	0	6	0	0	0	29	0	21	0
Lane Group Flow (vph)	142	222	0	55	362	0	138	308	9	0	880	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		5			2			3			6	
Permitted Phases	5			2			3		3	6		
Actuated Green, G (s)	19.0	19.0		26.0	26.0		28.0	28.0	28.0		28.0	
Effective Green, g (s)	19.0	19.0		26.0	26.0		28.0	28.0	28.0		28.0	
Actuated g/C Ratio	0.15	0.15		0.21	0.21		0.22	0.22	0.22		0.22	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2		0.2	
Lane Grp Cap (vph)	153	276		59	377		120	792	354		1081	
v/s Ratio Prot		0.12			c0.20			0.09				
v/s Ratio Perm	c0.14			0.19			c0.26		0.01		c0.18	
v/c Ratio	0.93	0.80		0.93	0.96		1.15	0.39	0.02		2.06dl	
Uniform Delay, d1	52.3	51.2		48.6	49.0		48.5	41.2	37.8		46.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	55.8	21.5		98.9	37.2		128.1	1.4	0.1		6.7	
Delay (s)	108.1	72.7		147.5	86.1		176.6	42.7	38.0		52.8	
Level of Service	F	E		F	F		F	D	D		D	
Approach Delay (s/veh)		86.3			94.1			80.5			52.8	
Approach LOS		F			F			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	72.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

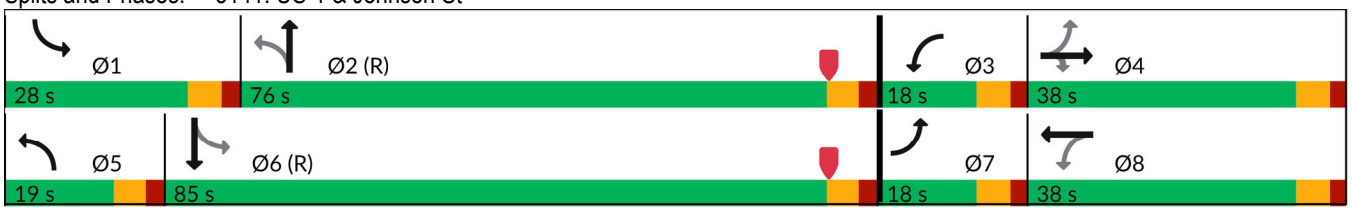


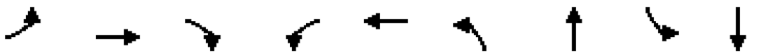
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	209	141	177	147	66	190	1301	53	135	1240	59
Future Volume (vph)	140	209	141	177	147	66	190	1301	53	135	1240	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		60	250		0	210		0	400		0
Storage Lanes	1		1	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
Frt			0.850		0.953			0.994			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1775	0	1770	3518	0	1770	3514	0
Flt Permitted	0.299			0.251			0.101			0.094		
Satd. Flow (perm)	557	1863	1583	468	1775	0	188	3518	0	175	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143		13			3			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			342			669			539	
Travel Time (s)		7.1			7.8			15.2			12.3	
Peak Hour Factor	0.96	0.90	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	146	232	147	184	153	69	198	1355	55	141	1292	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	232	147	184	222	0	198	1410	0	141	1353	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	12.0		4.0	12.0	
Minimum Split (s)	10.0	36.0	36.0	10.0	34.0		19.0	29.0		22.5	29.0	
Total Split (s)	18.0	38.0	38.0	18.0	38.0		19.0	76.0		28.0	85.0	
Total Split (%)	11.3%	23.8%	23.8%	11.3%	23.8%		11.9%	47.5%		17.5%	53.1%	
Maximum Green (s)	12.0	32.0	32.0	12.0	32.0		13.0	70.0		22.0	79.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	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	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	3.0		1.5	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Don't Walk (s)		23.0	23.0		21.0			16.0			16.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	35.7	24.2	24.2	36.7	24.7		101.2	87.6		98.4	86.2	
Actuated g/C Ratio	0.22	0.15	0.15	0.23	0.15		0.63	0.55		0.62	0.54	
v/c Ratio	0.69	0.82	0.41	0.90	0.78		0.78	0.73		0.62	0.71	
Control Delay (s/veh)	64.4	88.2	12.0	91.7	79.4		43.8	32.0		27.8	31.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	64.4	88.2	12.0	91.7	79.4		43.8	32.0		27.8	31.5	
LOS	E	F	B	F	E		D	C		C	C	
Approach Delay (s/veh)		60.2			85.0			33.4			31.1	
Approach LOS		E			F			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 99 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 41.2		Intersection LOS: D	
Intersection Capacity Utilization 87.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3141: US-1 & Johnson St

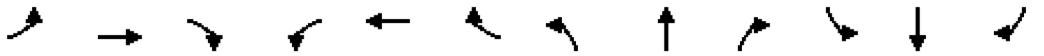




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	146	232	147	184	222	198	1410	141	1353
v/c Ratio	0.69	0.82	0.41	0.90	0.78	0.78	0.73	0.62	0.71
Control Delay (s/veh)	64.4	88.2	12.0	91.7	79.4	43.8	32.0	27.8	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.4	88.2	12.0	91.7	79.4	43.8	32.0	27.8	31.5
Queue Length 50th (ft)	125	243	4	162	218	87	579	52	567
Queue Length 95th (ft)	181	328	68	#221	302	#261	812	118	707
Internal Link Dist (ft)		234			262		589		459
Turn Bay Length (ft)	60		60	250		210		400	
Base Capacity (vph)	217	372	431	205	365	261	1927	334	1894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.62	0.34	0.90	0.61	0.76	0.73	0.42	0.71

Intersection Summary

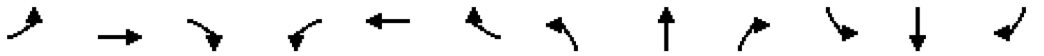
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	209	141	177	147	66	190	1301	53	135	1240	59
Future Volume (veh/h)	140	209	141	177	147	66	190	1301	53	135	1240	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	232	147	184	153	69	198	1355	55	141	1292	61
Peak Hour Factor	0.96	0.90	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	261	221	196	170	77	280	2053	83	251	1993	94
Arrive On Green	0.08	0.14	0.14	0.08	0.14	0.14	0.06	0.59	0.59	0.05	0.58	0.58
Sat Flow, veh/h	1781	1870	1585	1781	1221	551	1781	3481	141	1781	3455	163
Grp Volume(v), veh/h	146	232	147	184	0	222	198	691	719	141	664	689
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1771	1781	1777	1845	1781	1777	1841
Q Serve(g_s), s	11.2	19.5	14.1	12.0	0.0	19.7	7.3	41.7	41.9	5.2	40.4	40.5
Cycle Q Clear(g_c), s	11.2	19.5	14.1	12.0	0.0	19.7	7.3	41.7	41.9	5.2	40.4	40.5
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	198	261	221	196	0	247	280	1048	1088	251	1025	1062
V/C Ratio(X)	0.74	0.89	0.66	0.94	0.00	0.90	0.71	0.66	0.66	0.56	0.65	0.65
Avail Cap(c_a), veh/h	198	374	317	196	0	354	320	1048	1088	415	1025	1062
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	67.6	65.3	59.3	0.0	67.7	22.1	22.0	22.1	20.3	22.9	22.9
Incr Delay (d2), s/veh	12.2	13.1	1.3	45.8	0.0	15.1	4.5	3.3	3.2	0.7	3.2	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	10.3	5.8	4.2	0.0	10.0	3.6	18.3	19.1	2.2	17.8	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.3	80.7	66.6	105.1	0.0	82.8	26.6	25.3	25.2	21.0	26.0	26.0
LnGrp LOS	E	F	E	F		F	C	C	C	C	C	C
Approach Vol, veh/h		525			406			1608			1494	
Approach Delay, s/veh		73.0			92.9			25.4			25.5	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	100.4	18.0	28.3	15.4	98.3	18.0	28.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	70.0	12.0	32.0	13.0	79.0	12.0	32.0
Max Q Clear Time (g_c+I1), s	7.2	43.9	14.0	21.5	9.3	42.5	13.2	21.7
Green Ext Time (p_c), s	0.1	11.8	0.0	0.8	0.1	12.7	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	38.4
HCM 7th LOS	D

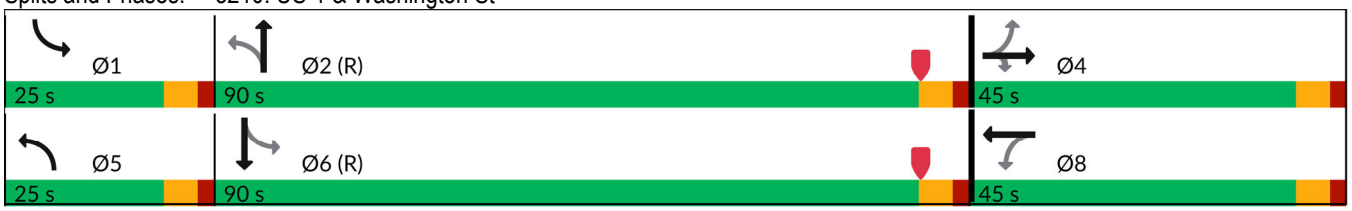


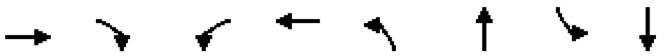
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	124	58	69	116	67	197	1410	46	115	1117	59
Future Volume (vph)	73	124	58	69	116	67	197	1410	46	115	1117	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		30	140		0	260		0	200		0
Storage Lanes	0		1	1		0	1		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	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.945			0.995			0.992	
Flt Protected		0.982		0.950			0.950			0.950		
Satd. Flow (prot)	0	1829	1583	1770	1760	0	1770	3522	0	1770	3511	0
Flt Permitted		0.566		0.419			0.157			0.097		
Satd. Flow (perm)	0	1054	1583	780	1760	0	292	3522	0	181	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		17			3			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		652			678			610			435	
Travel Time (s)		14.8			15.4			13.9			9.9	
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
Adj. Flow (vph)	77	131	61	73	122	71	207	1484	48	121	1176	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	61	73	193	0	207	1532	0	121	1238	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2		1	2		1	2	
Detector Template		Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		100	20	20	100		20	100		20	100	
Trailing Detector (ft)		0	0	0	0		0	0		0	0	
Detector 1 Position(ft)		0	0	0	0		0	0		0	0	
Detector 1 Size(ft)		6	20	20	6		20	6		20	6	
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		4.0	12.0		4.0	12.0	
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0		24.0	28.0		24.0	28.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		25.0	90.0		25.0	90.0	
Total Split (%)	28.1%	28.1%	28.1%	28.1%	28.1%		15.6%	56.3%		15.6%	56.3%	
Maximum Green (s)	39.0	39.0	39.0	39.0	39.0		19.0	84.0		19.0	84.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	3.0		1.5	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Don't Walk (s)	22.0	22.0	22.0	22.0	22.0			15.0			15.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)		32.2	32.2	32.2	32.2		111.2	99.8		108.5	98.5	
Actuated g/C Ratio		0.20	0.20	0.20	0.20		0.70	0.62		0.68	0.62	
v/c Ratio		0.99	0.17	0.47	0.53		0.67	0.70		0.55	0.57	
Control Delay (s/veh)		120.4	11.2	64.7	56.1		20.2	24.0		20.2	21.2	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		120.4	11.2	64.7	56.1		20.2	24.0		20.2	21.2	
LOS		F	B	E	E		C	C		C	C	
Approach Delay (s/veh)		95.6			58.4			23.5			21.1	
Approach LOS		F			E			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 23 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay (s/veh): 30.5		Intersection LOS: C	
Intersection Capacity Utilization 87.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3210: US-1 & Washington St

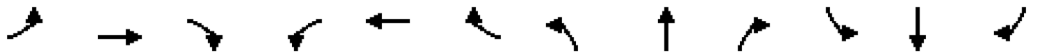




Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	208	61	73	193	207	1532	121	1238
v/c Ratio	0.99	0.17	0.47	0.53	0.67	0.70	0.55	0.57
Control Delay (s/veh)	120.4	11.2	64.7	56.1	20.2	24.0	20.2	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	120.4	11.2	64.7	56.1	20.2	24.0	20.2	21.2
Queue Length 50th (ft)	220	0	69	167	65	555	36	392
Queue Length 95th (ft)	#354	41	122	243	112	771	82	573
Internal Link Dist (ft)	572			598		530		355
Turn Bay Length (ft)		30	140		260		200	
Base Capacity (vph)	256	431	190	441	385	2197	318	2163
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	0.81	0.14	0.38	0.44	0.54	0.70	0.38	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	124	58	69	116	67	197	1410	46	115	1117	59
Future Volume (veh/h)	73	124	58	69	116	67	197	1410	46	115	1117	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	131	61	73	122	71	207	1484	48	121	1176	62
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	177	386	94	270	157	317	2120	68	223	2004	106
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.06	0.60	0.60	0.04	0.58	0.58
Sat Flow, veh/h	352	725	1585	1191	1109	645	1781	3513	113	1781	3434	181
Grp Volume(v), veh/h	208	0	61	73	0	193	207	749	783	121	608	630
Grp Sat Flow(s),veh/h/ln	1078	0	1585	1191	0	1754	1781	1777	1850	1781	1777	1838
Q Serve(g_s), s	17.5	0.0	4.8	6.6	0.0	15.0	7.5	46.3	46.5	4.4	34.7	34.7
Cycle Q Clear(g_c), s	32.4	0.0	4.8	39.0	0.0	15.0	7.5	46.3	46.5	4.4	34.7	34.7
Prop In Lane	0.37		1.00	1.00		0.37	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	294	0	386	94	0	428	317	1072	1116	223	1037	1073
V/C Ratio(X)	0.71	0.00	0.16	0.78	0.00	0.45	0.65	0.70	0.70	0.54	0.59	0.59
Avail Cap(c_a), veh/h	294	0	386	94	0	428	421	1072	1116	363	1037	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.9	0.0	47.6	77.8	0.0	51.4	18.5	21.8	21.8	21.3	21.1	21.1
Incr Delay (d2), s/veh	6.6	0.0	0.1	30.6	0.0	0.3	0.9	3.8	3.7	0.8	2.4	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	2.0	3.8	0.0	6.7	3.1	20.2	21.1	1.8	15.1	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.5	0.0	47.7	108.4	0.0	51.7	19.3	25.5	25.5	22.0	23.5	23.5
LnGrp LOS	E		D	F		D	B	C	C	C	C	C
Approach Vol, veh/h		269			266			1739			1359	
Approach Delay, s/veh		63.8			67.2			24.8			23.4	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	102.5		45.0	15.6	99.4		45.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	19.0	84.0		39.0	19.0	84.0		39.0				
Max Q Clear Time (g_c+I1), s	6.4	48.5		34.4	9.5	36.7		41.0				
Green Ext Time (p_c), s	0.1	15.4		0.4	0.1	11.6		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			30.2									
HCM 7th LOS			C									