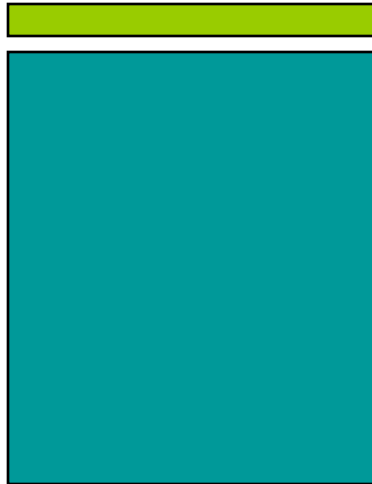


Parc Place

Hollywood, Florida

traffic study



prepared for:
MG3 Developer Group, LLC

Traf Tech
ENGINEERING, INC.

May 2017

Updated November 2017

November 17, 2017

Mr. John D. Gavenas
MG3 Developer Group, LLC
1915 Harrison Street
Hollywood, Florida 33020

**Re: Parc Place – Hollywood, Florida
Traffic Study**

Dear Mr. Gavenas:

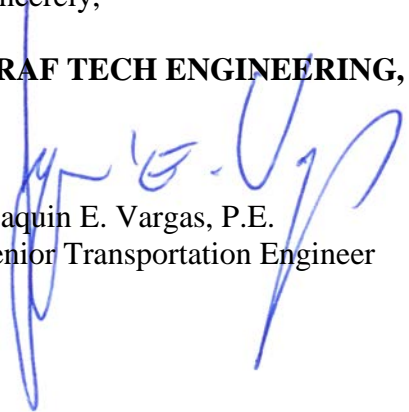
Traf Tech Engineering, Inc. is pleased to provide you with the traffic study specific to the proposed Parc Place residential and retail project planned to be located along the east side of SR5\US1 between Van Buren Street and Harrison Street in the City of Hollywood, Florida.

It has been a pleasure working with MG3 Developer Group, LLC on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer



November 17, 2017

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INTRODUCTION

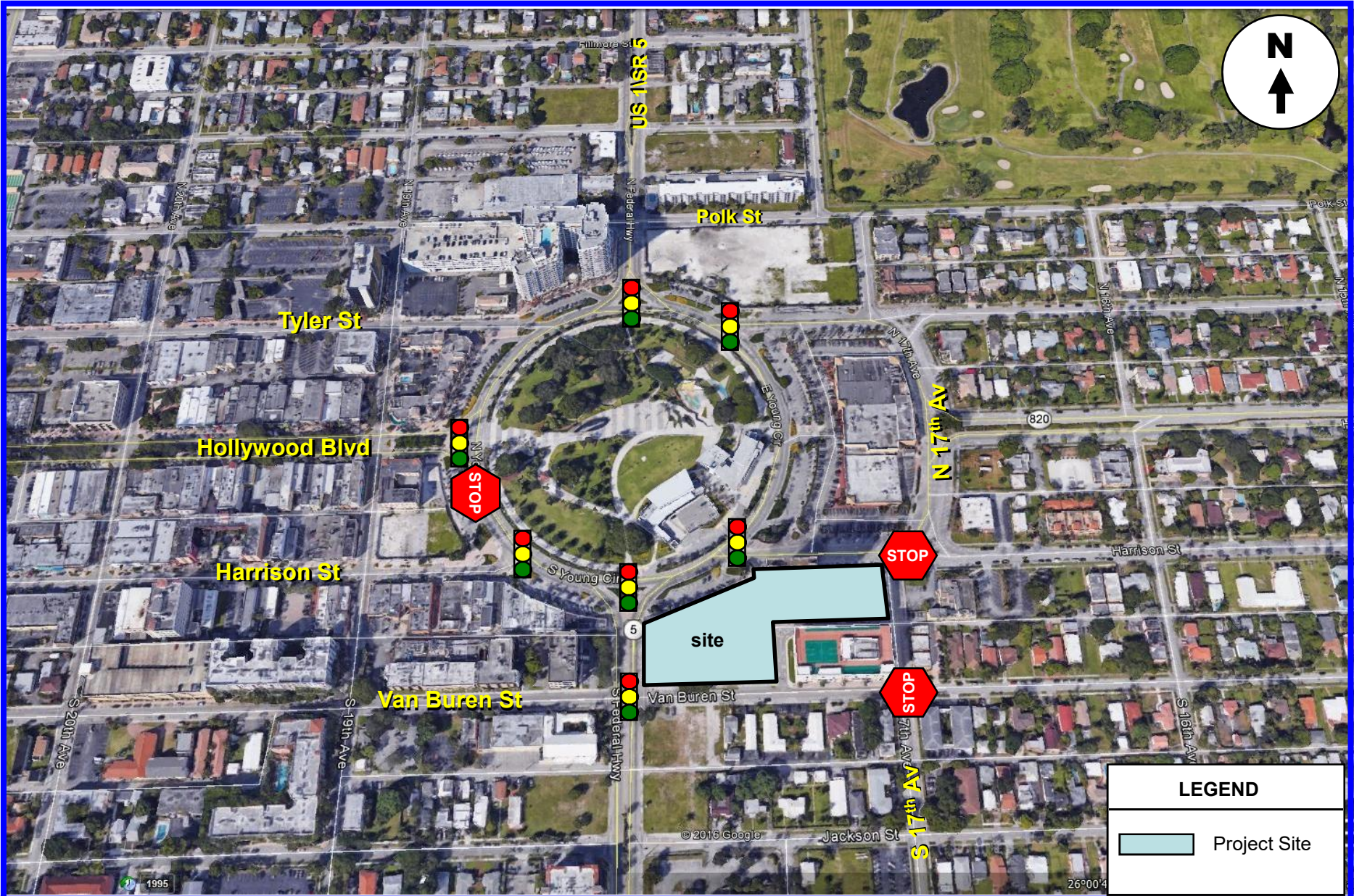
Parc Place is a residential and retail development planned to be located along the east side of SR 5\US 1 between Van Buren Street and Harrison Street within the City of Hollywood, Broward County, Florida. Figure 1 on the following page shows the location of the project site as well as the transportation network in the immediate vicinity of the project site.

Traf Tech Engineering, Inc. was retained by MG3 Developer Group, LLC to conduct a traffic study¹ in connection with the proposed mixed-use development. This study addresses trip generation, access to the site, potential traffic impacts on the adjacent roadway network, and possible improvements intended to mitigate new trips generated by the project.

This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analysis
7. Conclusions

¹ The traffic methodology was discussed and agreed upon with City of Hollywood staff. The agreed-upon traffic methodology is included as Appendix A



INVENTORY

Existing Land Use and Access

The project site is currently occupied by 178,228 square feet of primarily office use. Approximately 150,111 square feet is proposed for renovation while the remaining 28,117 square feet will be removed for new construction. Access to the existing development is provided at numerous locations including two (2) access driveways along Van Buren Street, one (1) access driveway along Harrison Street, one (1) exit-only access driveway along Young Circle and two (2) access driveways along SR 5\US 1 (one is entrance only) in addition to a continuous drop curb for much of the SR 5\US 1 frontage.

Proposed Land Uses and Access

The project site is proposed to be redeveloped with the following land uses:

- 424 high-rise residential units, and
- 20,948 square feet of retail space.

Primary access to the project site is proposed as follows:

- Two (2) full access driveways on Van Buren Street, and
- One (1) full access driveway on S. 17th Avenue.

For purposes of this traffic study, the project is anticipated to be built and occupied by the year 2022. Appendix B contains the proposed site plan for Parc Place.

EXISTING CONDITIONS

This section addresses the roadway system adjacent to and surrounding the project site.

Roadway System

The transportation network within the designated study area includes one (1) state principal arterial (SR 5\US 1 including Young Circle), one (1) state minor arterial (Hollywood Boulevard east of Young Circle), one (1) city principal arterial (Hollywood Boulevard west of Young Circle), and several local roadways (Polk Street, Tyler Street, Harrison Street, and Van Buren Street).

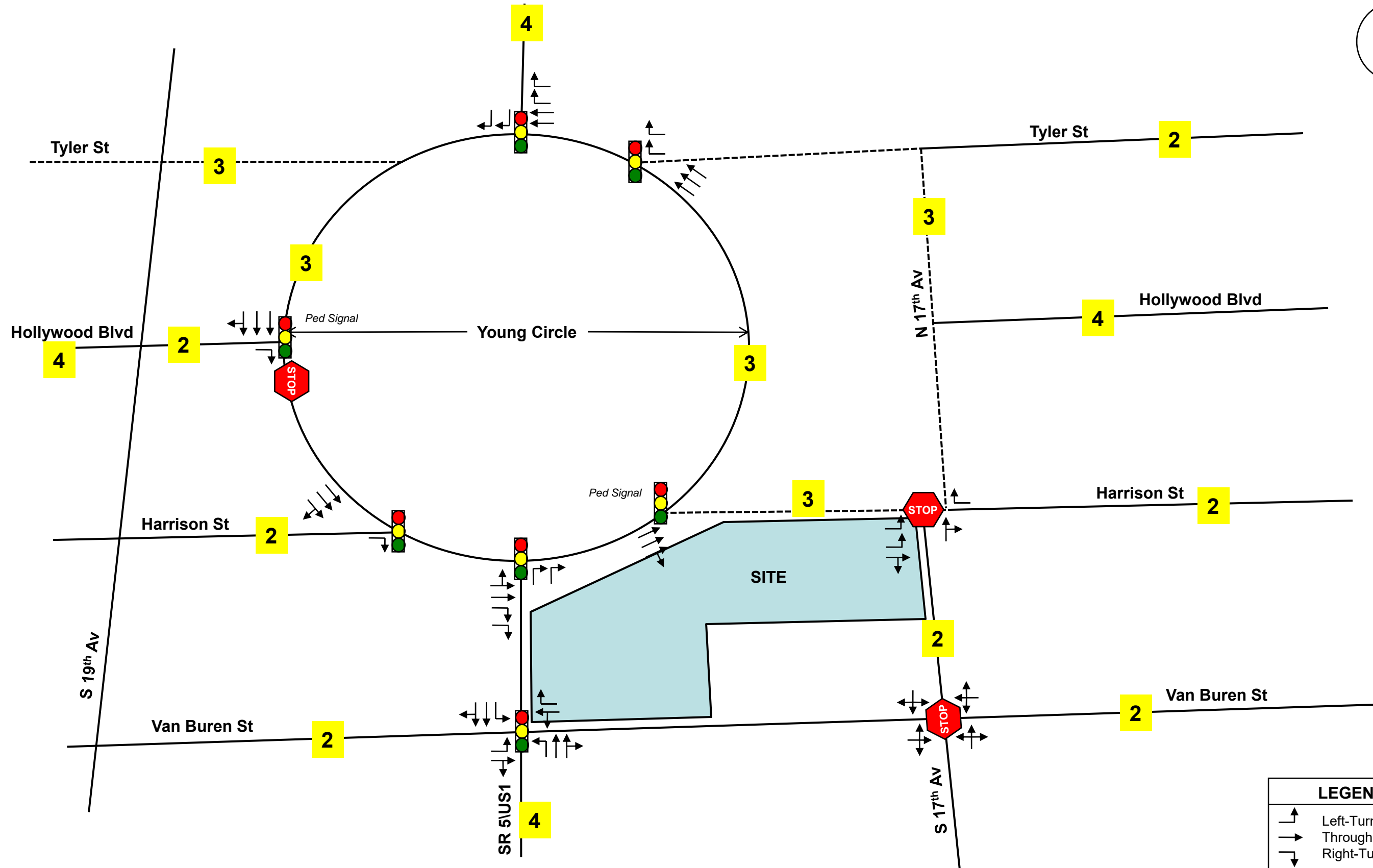
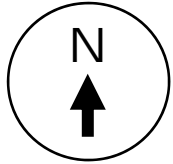
SR 5\US 1 is a four (4)-lane north-south state principal arterial with a posted speed limit of 25 miles per hour (mph) on approaches entering Young Circle and 35 mph upon exiting.

Intersections

For purposes of this study and in accordance with the agreed upon methodology, the following ten (10) intersections were selected for detailed analysis.

- Van Buren Street at S. Federal Highway,
- Van Buren Street at S. 17th Avenue (unsignalized),
- Harrison Street at W. Young Circle,
- S. Young Circle at S. Federal Highway,
- Harrison Street at E. Young Circle (pedestrian signal),
- Harrison Street at S. 17th Avenue (unsignalized),
- Harrison Street at N. 17th Avenue (unsignalized),
- Hollywood Boulevard at W. Young Circle (pedestrian signal),
- N. Young Circle at N. Federal Highway, and
- Tyler Street at N. Young Circle.

Figure 2 shows approach lanes at each intersection under study and the number of through lanes on corresponding roadway segments.



EXISTING LANE GEOMETRY

FIGURE 2
Parc Place
Hollywood, Florida

Transit Service and Facilities

Four (4) traditional Broward County Transit Routes serve the project site as follows:

- Route 1: north and south along SR5\US1,
- Route 4: east and west along Hollywood Boulevard (east of SR 5\US 1) including Young Circle,
- Route 7: east and west along Hollywood Boulevard (west of SR 5\US 1) including Young Circle, and
- Route 9: east and west along Johnson Street encompassing both Polk Street and Tyler Street.

The US 1 Breeze, a commuter limited stop service, also traverses SR5\US1 including Young Circle. A US 1 Breeze stop is located within Young Circle in close proximity of the project site.

The Hollywood Trolley, a community bus service, also has a significant presence within Young Circle and the Parc Place project area with four (4) stops within the immediate vicinity. Appendix C includes a overall system map and information for each transit route serving the project area.

Bus stops are currently located along both sides of SR 5\US 1 (north of Polk Street and south of Van Buren Street). Stops are also located along Harrison Street (east of S. 19th Avenue), Tyler Street (west of N. 19th Avenue and east of Young Circle), within the Publix Supermarket parking lot, along N. 17th Avenue behind Publix and along Hollywood Boulevard (east of 17th Avenue and east and west of 15th Avenue). Most bus stops were observed to have benches and a few also had shelters. The bus stop along Harrison Street east of S. 19th Avenue and the bus stops along Hollywood Boulevard near 15th Avenue were observed to have no amenities.

According to FDOT staff three bus stops are targeted for removal one (1) on southbound SR 5\US 1 north of Polk Street, one (1) along Tyler Street east of Young Circle and one (1) along N. 17th Avenue behind Publix. Two (2) new bus stops are proposed one (1) along W. Young Circle south of Tyler Street and another along the north side of Harrison Street east of Young Circle.

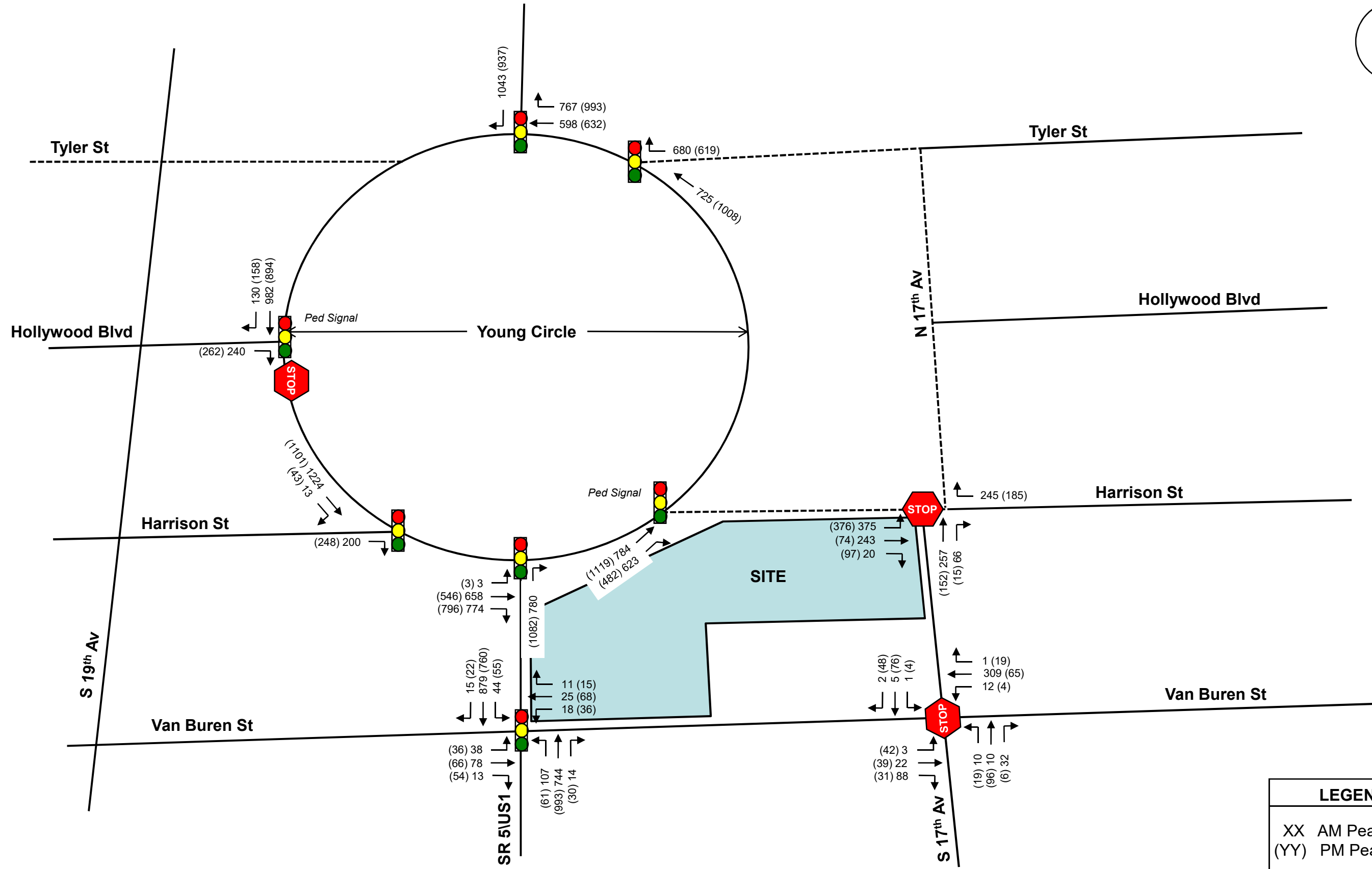
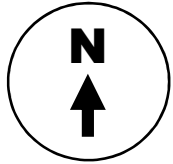
Sidewalks are in place along both sides of Van Buren Street and S. 17th Avenue adjacent to the project site. Pedestrian crosswalks with push buttons are currently in place at the (signalized) intersections of SR 5\US 1 with Van Buren Street and with S. Young Circle. Pedestrian crosswalks are present at unsignalized intersections S. 17th Avenue at Van Buren Street and S. 17th Avenue at Harrison Street along the east side of the project site.

TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Traffic Survey Specialists, Inc., collected turning movement count data at the following ten (10) locations:

- Van Buren Street at S. Federal Highway,
- Van Buren Street at S. 17th Avenue (unsignalized),
- Harrison Street at W. Young Circle,
- S. Young Circle at S. Federal Highway,
- Harrison Street at E. Young Circle (pedestrian signal),
- Harrison Street at S. 17th Avenue (unsignalized),
- Harrison Street at N. 17th Avenue (unsignalized),
- Hollywood Boulevard at W. Young Circle (pedestrian signal),
- N. Young Circle at N. Federal Highway, and
- Tyler Street at N. Young Circle.

Intersection turning movements were documented on Wednesday March 22 and Thursday March 23 of this year. Data was collected during both AM (7:00 to 9:00) and PM (4:00 to 6:00) peak periods. Existing peak hour traffic volumes are shown in Figure 3 and are included as Appendix D. Signal timing plans obtained from Broward County Traffic Engineering Division (BCTED) are also contained in Appendix D.



| LEGEND | |
|--------|--------------|
| XX | AM Peak Hour |
| (YY) | PM Peak Hour |

**INTERSECTION TURNING MOVEMENT COUNTS
(March, 2017)**

FIGURE 3
Parc Place
Hollywood, Florida

TRIP GENERATION

Trip generation for the proposed re-development project is based on rates and formulae published in the Institute of Transportation Engineer's (ITE) report *Trip Generation* (9th Edition). According to ITE, the most appropriate land use categories for the proposed Parc Place are Land Use Code (LUC) 826 - Specialty Retail and LUC 232 – High Rise Residential Condominium/Townhouse. Trip generation equations for the proposed land uses as published by ITE, are as follow:

ITE Land Use 826 – Specialty Retail

Weekday Daily Trip Generation

$$T = 42.78 (X) + 37.66$$

Where T = number of weekday daily trips

$$X = 1,000 \text{ square feet GLA}$$

Weekday AM Peak Hour of Generator

$$T = 6.84 (X) \text{ (48\% inbound and 52\% outbound)}$$

Where T = number of AM peak hour trips

$$X = 1,000 \text{ square feet GLA}$$

Weekday PM Peak Hour of Adjacent Street

$$T = 2.40 (X) + 21.48 \text{ (44\% inbound and 56\% outbound)}$$

Where T = number of PM peak hour trips

$$X = 1,000 \text{ square feet GLA}$$

As this land use assumes no activity during the AM peak hour of the adjacent street, peak hour rates specific to the generator are provided above and analyzed as if they occur during the AM peak hour.

ITE Land Use 232 – High Rise Residential Condominium/Townhouse

Weekday Daily Trip Generation

$$T = 3.77 (X) + 223.66$$

Where T = number of weekday daily trips

$$X = \text{number of units}$$

Weekday AM Peak Hour of Adjacent Street

$$T = 0.29 (X) + 28.86 \text{ (19\% inbound and 81\% outbound)}$$

Where T = number of AM peak hour trips

$$X = \text{number of units}$$

Weekday PM Peak Hour of Adjacent Street

$$T = 0.34 (X) + 15.47 \text{ (62\% inbound and 38\% outbound)}$$

Where T = number of PM peak hour trips

$$X = \text{number of units}$$

Using the above trip generation rates and formulae from the ITE document, a trip generation analysis was undertaken for the proposed development. The results of this effort are documented in report Table 1. As shown in Table 1, the proposed Parc Place is expected to produce 2,756 gross daily trips, approximately 295 gross AM peak hour trips (98 inbound and 197 outbound), and approximately 232 gross PM peak hour trips (131 inbound and 101 outbound). Internalization calculations provided in Appendix E show external project trips (those trips distributed to the area roadway network) are expected to total 291 vehicles per hour during the AM peak period (96 inbound and 195 outbound) and 206 vehicles per hour during the PM peak period (118 inbound and 88 outbound).

TABLE 1
Trip Generation Summary
Parc Place

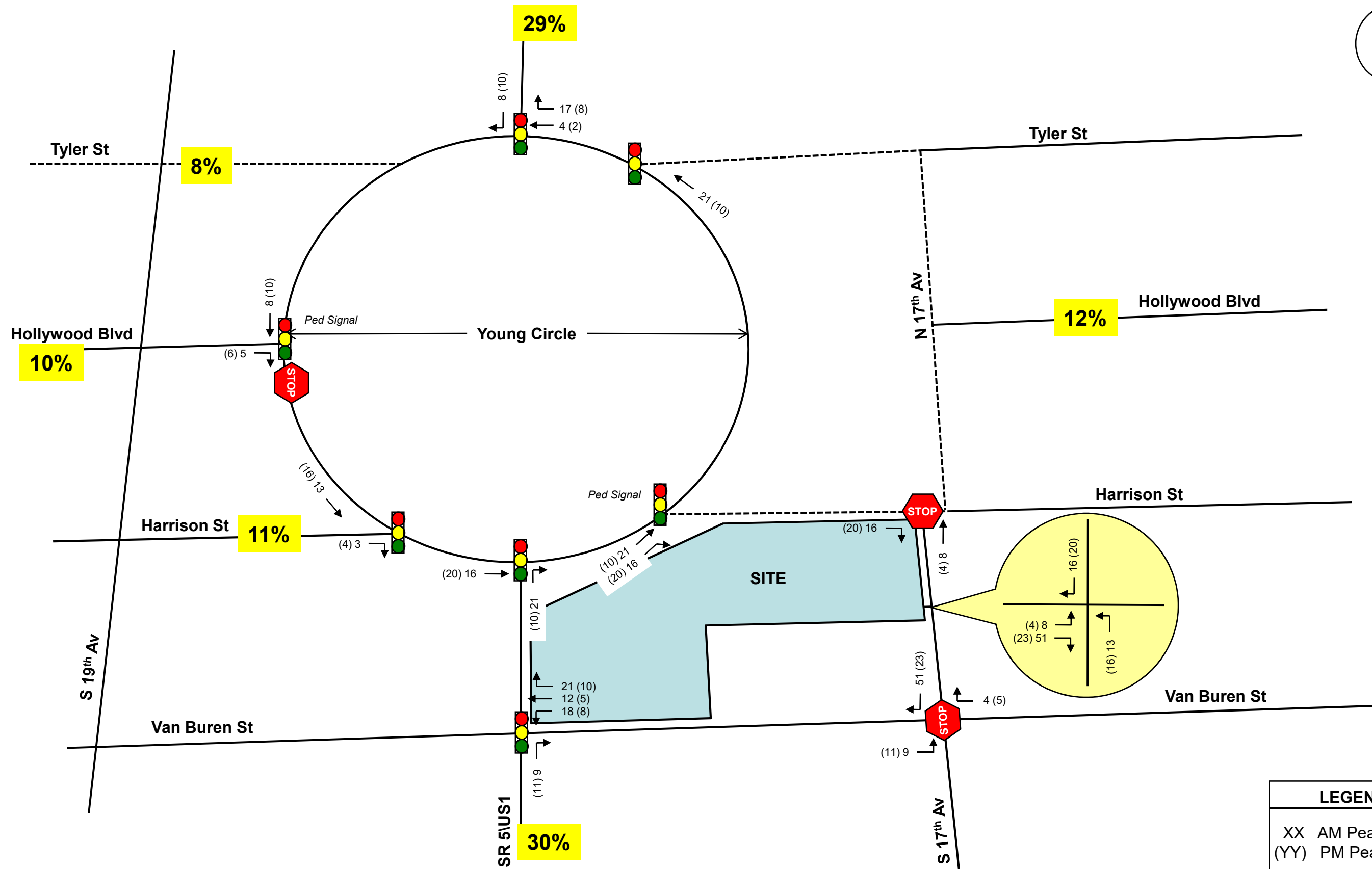
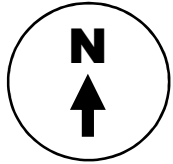
| Land Use | Size | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---------------------------|--------|--------------|--------------|-----------|------------|--------------|------------|------------|
| | | | Total Trips | Inbound | Outbound | Total Trips | Inbound | Outbound |
| Specialty Retail LUC 826 | 20,948 | 934 | 143 | 69 | 74 | 72 | 32 | 40 |
| Residential LUC 232 | 424 | 1,822 | 152 | 29 | 123 | 160 | 99 | 61 |
| Subtotal | | 2,756 | 295 | 98 | 197 | 232 | 131 | 101 |
| Internal (1% AM) (11% PM) | | | -4 | -2 | -2 | -26 | -13 | -13 |
| External Trips | | 2,756 | 291 | 96 | 195 | 206 | 118 | 88 |
| Pass-by (34% - retail) | | | -48 | -23 | -25 | -20 | -10 | -10 |
| Net New Trips | | | 243 | 73 | 170 | 186 | 108 | 78 |

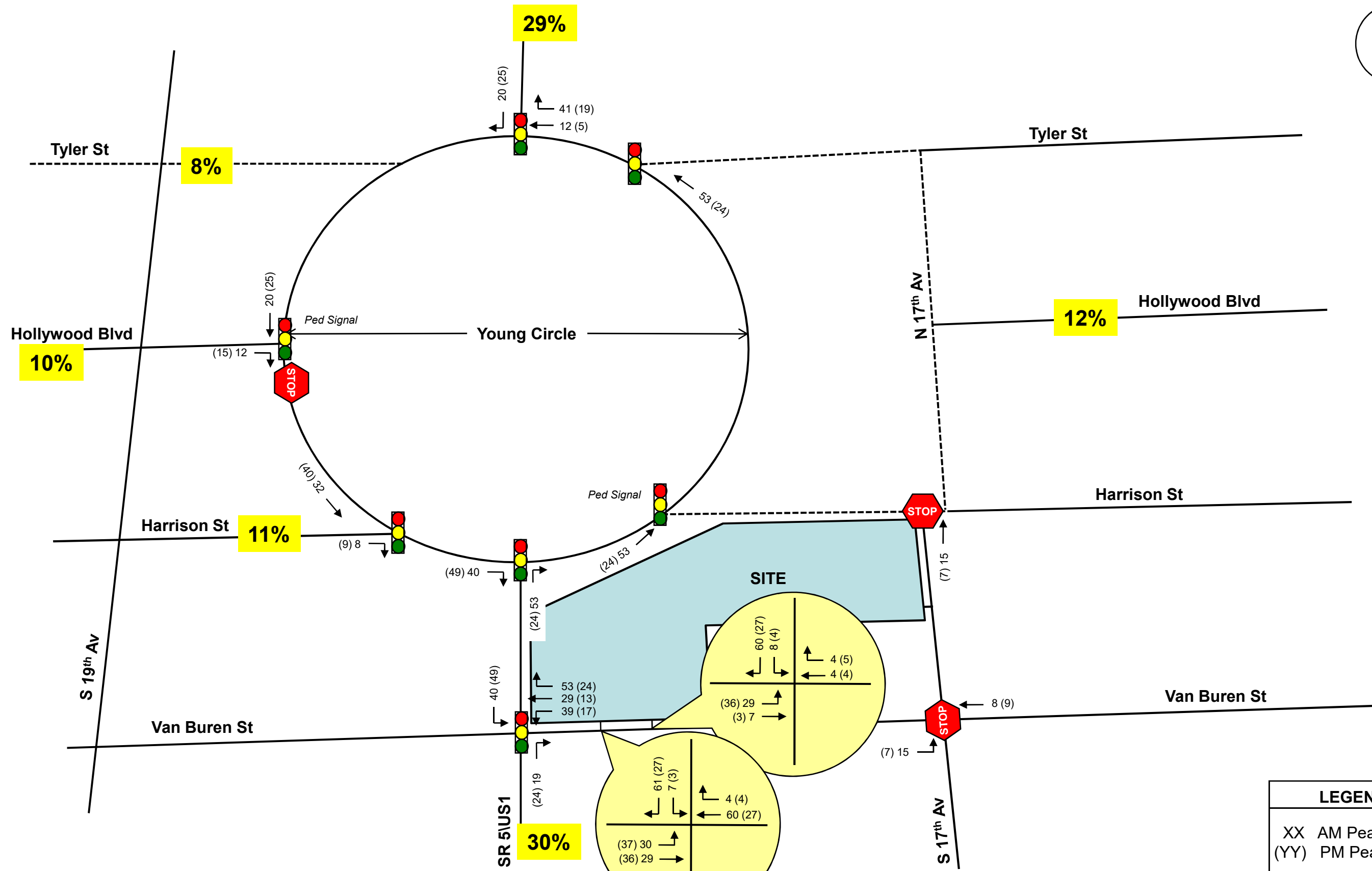
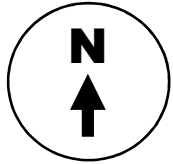
Source: ITE Trip Generation Manual (9th Edition)

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

For purposes of this study, the distribution and assignment of project-related vehicle trips are based on current travel patterns and knowledge of the immediate area. A global distribution of 30 percent to and from the north, 29 percent to and from the south, 12 percent to and from the east and 29 percent to and from the west was utilized.

Peak hour trips generated by the Parc Place development plan were assigned to area roadways and intersections using the traffic assignment detailed above and external trips shown in Table 1. Project traffic assignment is summarized in report Figures 4a (Phase 1 - Parc Place East Tower) and 4b (Phase 2 - Parc Place South Tower and West Tower, Phase 3 - Parc Place North Tower). Trips from existing land uses (to be demolished or renovated) were not removed in an effort to present a conservative approach. Neither was credit for pass-by capture (as quantified in Table 1) incorporated in an effort to present a worse-case scenario.





| LEGEND | |
|--------|--------------|
| XX | AM Peak Hour |
| (YY) | PM Peak Hour |

TRAFFIC ANALYSIS

This section of the study is divided into two (2) parts. The first part develops future conditions traffic volumes for the study area. The second part includes level-of-service analyses for both existing and future year conditions.

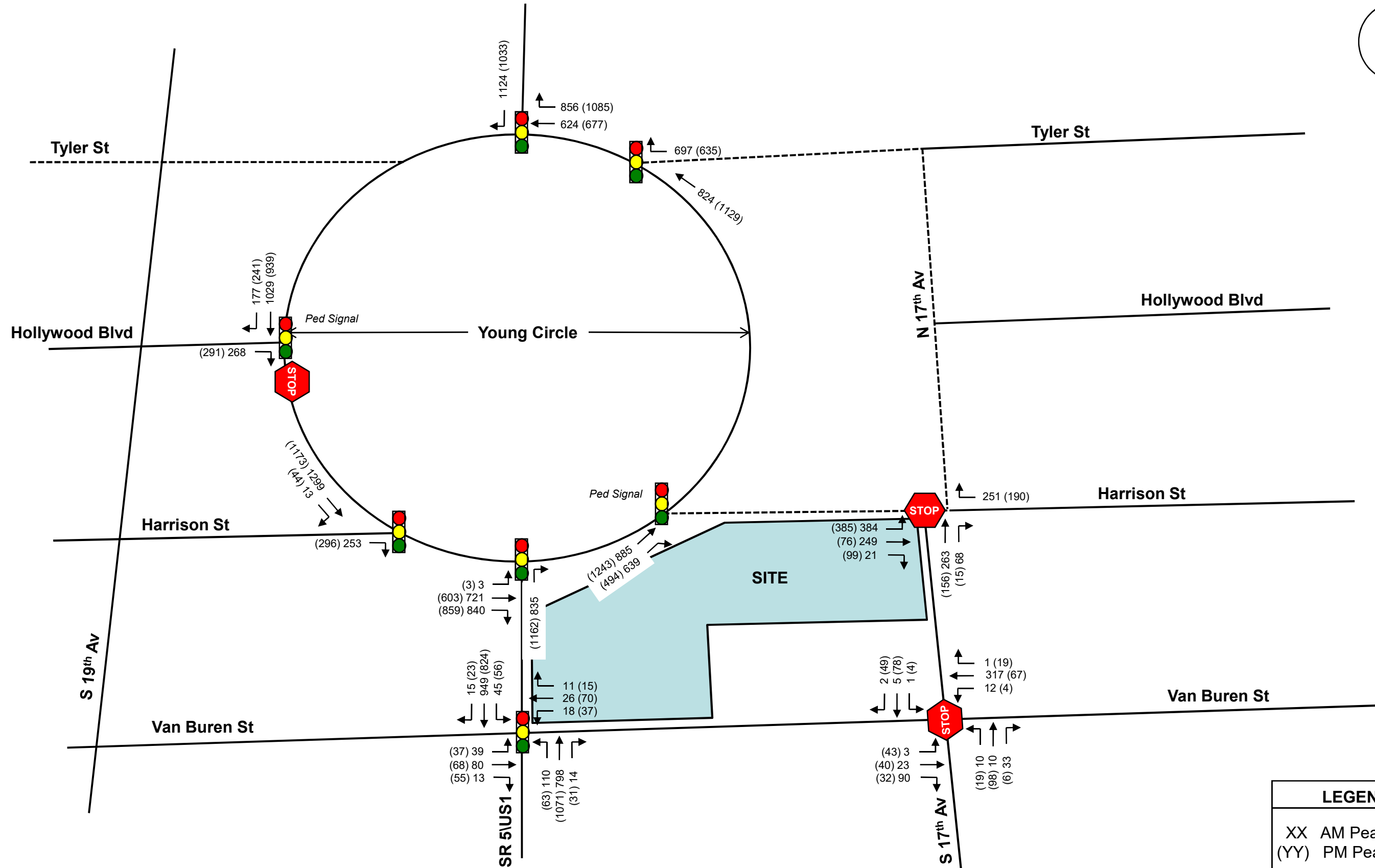
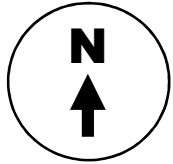
Future Conditions Traffic Volumes

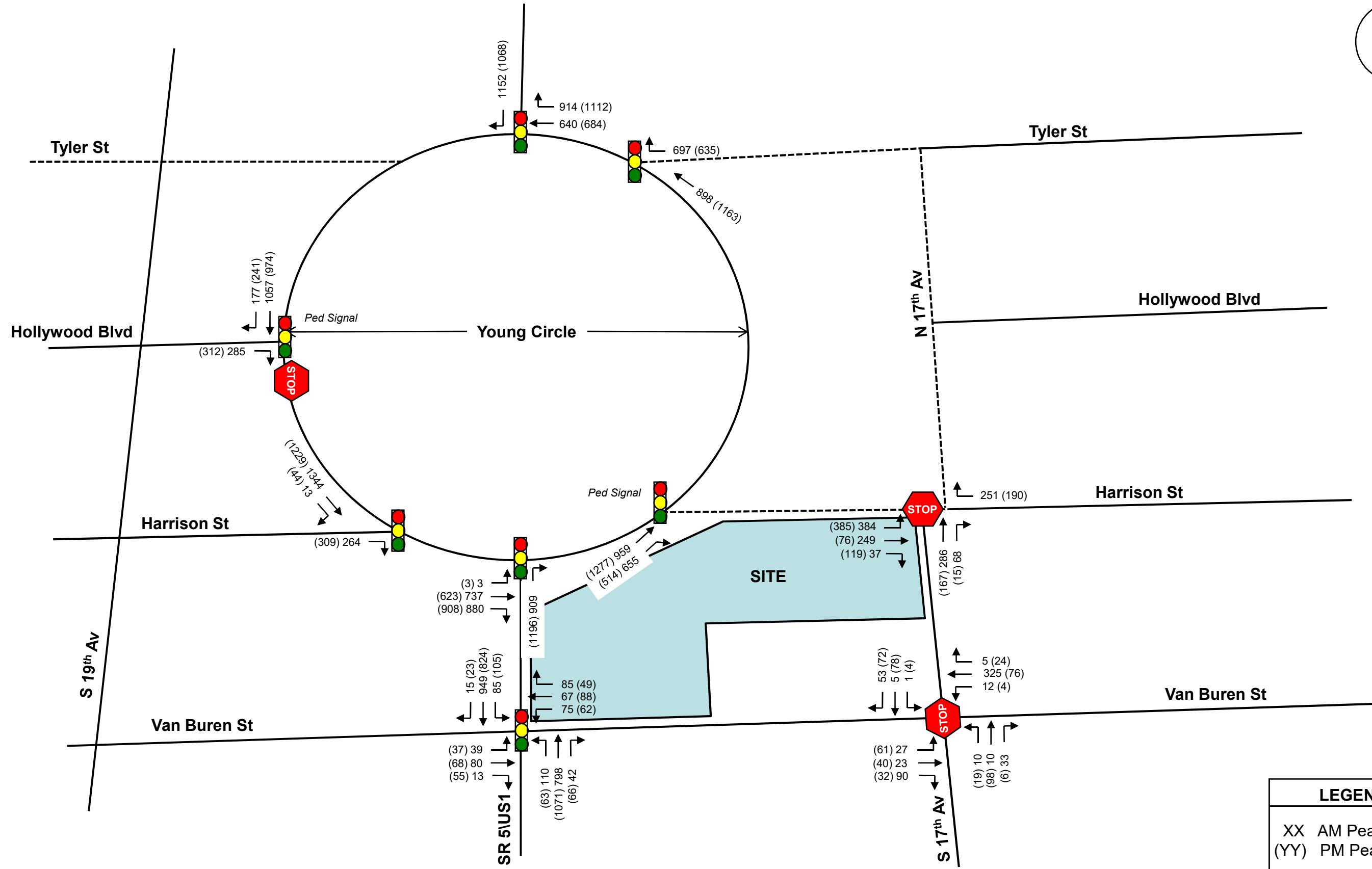
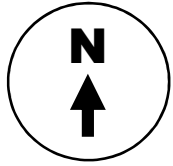
Two (2) sets of future traffic volumes have been developed. The first set includes project buildout conditions (estimated to occur in 2022) without project traffic and the second set adds vehicle trips expected to be generated by the proposed Parc Place residential and retail development.

To develop future-year traffic volumes without the proposed project, two separate analyses were undertaken. The first analysis converts existing AM and PM peak hour turning movement counts collected in the field during the month of March to average peak season conditions. According to the Florida Department of Transportation's (FDOT) Peak Season Factor Category (PSFC) report, adjustment factors of 1.01 and 0.99 are required to convert traffic counts collected during the fourth week of March to average peak season conditions west of SR 5\US 1 and east of SR 5\US 1, respectively (Appendix F includes the PSFC report). As SR 5\US 1 bisects the Parc Place project area an average of the two (1.00) was incorporated. The second analysis establishes the growth factor used to project existing peak season turning movement volumes to future conditions (year 2022). For purposes of this analysis, a 0.5% per year growth rate was applied to the March 2017 counts to develop 2022 background traffic conditions. The 0.5% growth rate is based on a review of six (6) FDOT traffic count stations located within the study area. In addition, vehicle trips from approved but unbuilt development including Block 40 and Block 55 (refer to Appendix G) were added to peak season volumes to produce 2022 background traffic conditions for the study area. Other minor (de-minimus) developments, not included individually, are accounted for in the growth rate.

Volume development worksheets (detailing peak season adjustments, traffic growth, approved but unbuilt development and traffic associated with the proposed Parc Place) for study intersections and project driveways are attached as Appendix H.

Figures 5 and 6 include future traffic volumes for the study area. Figure 5 includes background traffic (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the proposed Parc Place project.





Detailed Intersection and Driveway Level of Service Analyses

Intersection capacity analyses were performed for all study intersections and project-related driveways. The analyses were undertaken following the capacity/level of service procedures outlined in the current edition of the Highway Capacity Manual using the SYNCHRO 8 Software. The results of the intersection analyses are summarized in Table 2. Appendix I contains computer printouts of the intersection capacity analyses.

TABLE 2
Intersections Level of Service
Parc Place

| Intersection/Approaches | 2017 Existing | Future Traffic Conditions | | |
|--|---------------|---------------------------|------------------------|----------------------------------|
| | | Year 2022 Without Project | Year 2022 With Project | Year 2022 With Project With Imp. |
| <i>Van Buren St at S. Federal Hwy</i> | B (B) | B (B) | B (B) | |
| - <i>NB Approach</i> | A (A) | A (B) | B (B) | |
| - <i>SB Approach</i> | A (A) | B (B) | B (B) | |
| - <i>EB Approach</i> | D (D) | D (C) | D (C) | |
| - <i>WB Approach</i> | D (C) | D (C) | D (D) | |
| <i>Van Buren St at S. 17 Av (Unsig.)</i> | - | - | - | |
| - <i>EB Approach</i> | F (A) | F (B) | F (B) | |
| - <i>WB Approach</i> | F (B) | F (B) | F (B) | |
| <i>Harrison St at W. Young Circle</i> | B (A) | B (B) | B (B) | |
| - <i>SB Approach</i> | A (A) | A (A) | A (A) | |
| - <i>EB Approach</i> | D (D) | D (C) | D (C) | |
| <i>S. Young Circle at S. Federal Hwy</i> | B (B) | B (B) | B (B) | |
| - <i>EB Approach</i> | C (B) | B (B) | B (B) | |
| - <i>NB Approach</i> | A (B) | A (B) | A (B) | |
| <i>Harrison St at E. Young Circle</i> | A (A) | A (A) | A (A) | |
| - <i>NB Approach</i> | A (A) | A (A) | A (A) | |
| <i>Harrison St at S. 17 Av (Unsig.)</i> | - | - | - | |
| - <i>NB Approach</i> | F (F) | F (F) | F (F) | |
| <i>Hollywood Blvd at W. Young Circle</i> | C (C) | C (D) | C (D) | |
| - <i>SB Approach</i> | C (C) | C (E) | C (E) | |
| - <i>EB Approach</i> | B (A) | B (A) | B (A) | |
| <i>N. Young Circle at N. Federal Hwy</i> | C (B) | C (B) | C (B) | |
| - <i>SB Approach</i> | B (B) | B (B) | B (B) | |
| - <i>WB Approach</i> | C (B) | C (C) | C (C) | |
| <i>Tyler St at N. Young Circle</i> | C (C) | C (B) | C (B) | |
| - <i>NB Approach</i> | A (A) | B (A) | B (A) | |
| - <i>WB Approach</i> | D (C) | D (C) | D (C) | |
| <i>S. 17th Av at Driveway 1</i> | - | - | - | |
| - <i>EB Approach</i> | - | - | A (A) | |
| <i>Van Buren St at Driveway 2 (east)</i> | - | - | - | |
| - <i>SB Approach</i> | - | - | A (B) | |
| <i>Van Buren St at Driveway 3 (west)</i> | - | - | - | |
| - <i>SB Approach</i> | - | - | B (B) | |

Source: HCM 2010. LEGEND: AM Peak Hour (PM Peak Hour);

CONCLUSIONS AND RECOMMENDATIONS

Parc Place is a residential and retail development planned to be located along the east side of SR 5\US 1 between Van Buren Street and Harrison Street within the City of Hollywood, Broward County, Florida. Traf Tech Engineering, Inc. was retained by MG3 Developer Group, LLC to conduct a traffic study in connection with the proposed mixed-use development. This study addresses trip generation, access to the site, potential traffic impacts on the adjacent roadway network, and possible roadway improvements intended to mitigate new trips generated by the project, if any.

The project site is currently occupied by 178,228 square feet of primarily office use. Approximately 150,111 square feet is proposed for renovation while the remaining 28,117 square feet will be removed for new construction. Access to the existing development is provided at numerous locations including two (2) access driveways along Van Buren Street, one (1) access driveway along Harrison Street, one (1) exit-only access driveway along Young Circle and two (2) access driveways along SR 5\US 1 (one is entrance only) in addition to a continuous drop curb for much of the SR 5\US 1 frontage.

The project site is proposed to be redeveloped with the following land uses:

- 424 high-rise residential units, and
- 20,948 square feet of retail space.

Primary access to the project site is proposed as follows:

- Two (2) full access driveways on Van Buren Street, and
- One (1) full access driveway on S. 17th Avenue.

Conclusions and recommendations of the traffic study are presented below:

- The proposed Parc Place is expected to produce 2,756 gross daily trips, approximately 295 gross AM peak hour trips (98 inbound and 197 outbound), and approximately 232 gross PM peak hour trips (131 inbound and 101 outbound).
- Internalization calculations provided in Appendix E show external project trips (those trips distributed to the area roadway network) are expected to total 291 vehicles per hour during the AM peak period (96 inbound and 195 outbound) and 206 vehicles per hour during the PM peak period (118 inbound and 88 outbound).
- Signalized intersections within the project area currently operate within acceptable levels and are expected to continue operating within acceptable levels upon buildout and occupation of the Parc Place project.

-
- The stop-controlled intersection of Van Buren Street at S. 17th Avenue currently operates at LOS 'F' during the AM peak hour and LOS 'A' and 'B' during the PM peak hour. Operating conditions are not expected to waiver significantly upon buildout and occupation of Parc Place. Field observations show this intersection is critical during the AM peak hour for parents dropping off students at the Hollywood Academy of Arts and Science. Short of providing dedicated lanes (eastbound and westbound) for school queuing, which would require loss of on-street parking lanes along Van Buren Street, little can be done at this time to improve operating conditions at this location.
 - The stop-controlled intersection of Harrison Street and S. 17th Avenue (northbound approach) currently operates at LOS 'F' during both AM and PM peak hours and is expected to continue operating at LOS 'F' upon buildout and occupation of Parc Place. Although LOS 'F' is noted during both peak hours, the downstream signal at Harrison Street and Young Circle provides gaps in the traffic stream that should allow movement from S. 17th Avenue. Improving site distance for northbound vehicles and physically limiting the northbound approach to right turns only (and providing appropriate signage) may improve operating conditions. If limiting the approach to right turns only is not an option, the intersection should be monitored and upon completion of Parc Place examined to determine if full traffic signal control is warranted.
 - It is also recommended that after the project is built and occupied, the development team contact BCTED to request the signal timing of area wide traffic signals be reviewed and optimized by the County. This will also serve as potential mitigation for the impacts created by this project.

APPENDIX A
Traffic Methodology

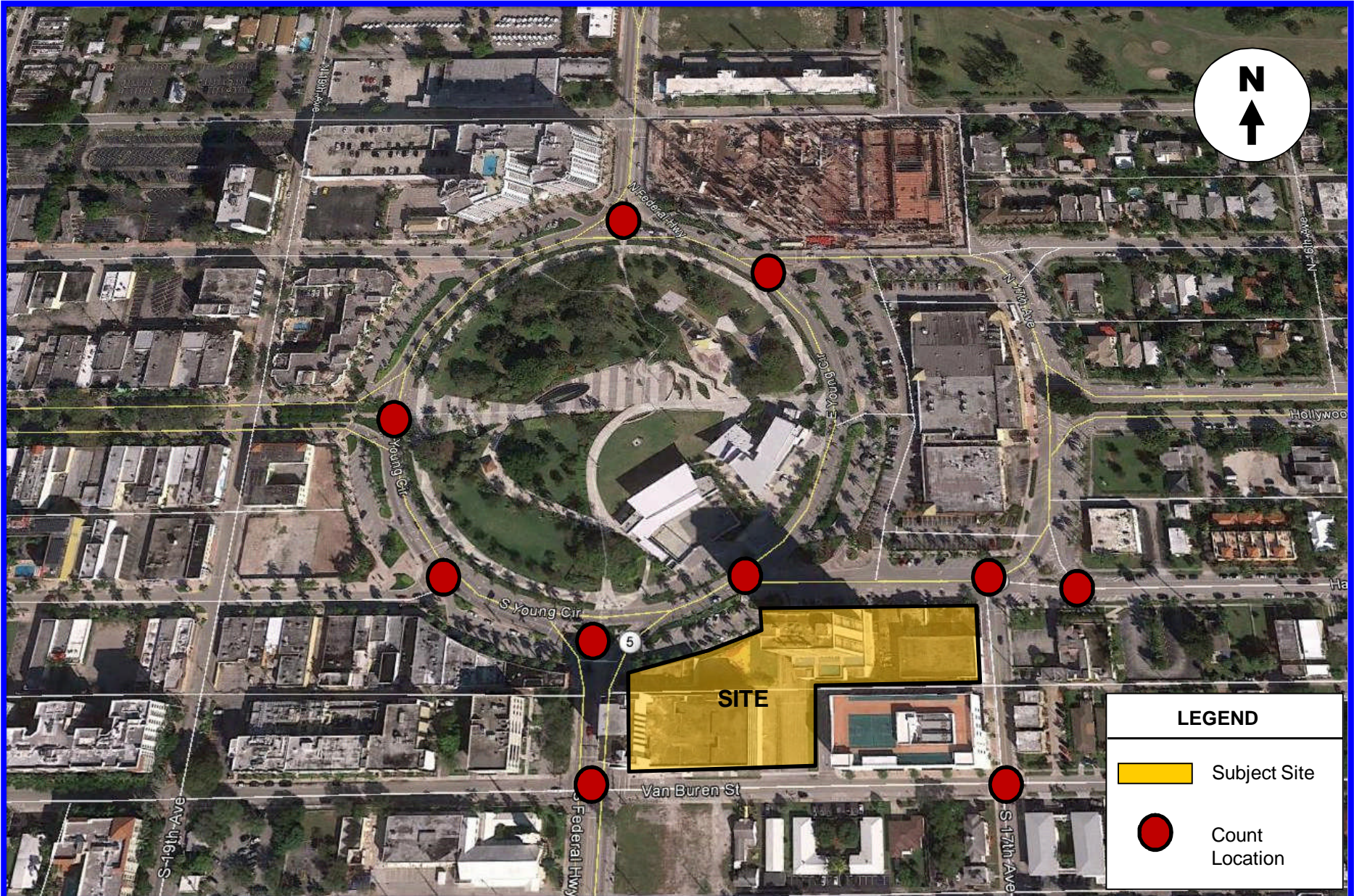
MEMORANDUM

To: Luis Lopez and Clarissa Ip
From: Joaquin Vargas
Date: March 21, 2017
Subject: Parc Place
Traffic Study Methodology

Traffic Analysis

- The trip generation analysis for the proposed uses will be based upon the Institute of Transportation Engineers (ITE) *Trip Generation Manual (9th Edition)*.
- Due to the size of this project, the trip distribution will be based upon the existing nearby land uses and the transportation network in the vicinity of the project site (i.e. no travel demand modeling will be performed). The suggested trip generation is shown in Figure 1.
- The subject traffic study will evaluate the intersections depicted in the attached Figure 1. The traffic counts will be conducted during the AM peak period (7:00 AM – 9:00 AM) and the PM peak period (4:00 PM – 6:00 PM) of a typical week. The traffic counts will include pedestrians.
- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available FDOT adjustment factors.
- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site. (Negative “growth” rates for the study area, if any, will be adjusted to at least a 0.5% growth rate.)
- The project traffic associated with approved developments in the immediate area will be obtained and included in the traffic analysis. (*Block 40 and Block 50 development trips will be included.*)
- Existing traffic signal timing data for the study intersections will be obtained from Broward County Traffic Engineering and will be included in the Appendix of the traffic study.
- Traffic analysis figures will be prepared for the following scenarios for each of the intersections analyzed:

- Existing traffic
 - Proposed project traffic distribution
 - Background conditions for buildout year
 - Future conditions with project traffic
-
- Intersection analyses will be conducted using the SYNCHRO software for existing conditions, future conditions without the project, and future conditions with the proposed project in place. Adjustments to the signal timing, if any, will be clearly documented in the traffic study.
 - All traffic data obtained for this project will be included in the Appendix of the traffic study.
 - Mode splits will be confirmed with City staff prior to the completion of the traffic study.
 - Existing and planned transit service as well as existing transit amenities in the immediate area will be documented in the traffic study.
 - All existing and recommended pedestrian features will be documented in the traffic study.
 - The project buildout year is 2022.



Traf Tech
ENGINEERING, INC.

PROJECT LOCATION MAP

FIGURE 1
Parc Place
Hollywood, Florida

APPENDIX B

Site Plan

PHASE 3
PARK PLACE NORTH TOWER
 252 UNITS
 25 STORIES

114 ONE BEDROOMS
 138 TWO BEDROOMS

7,020 SF RETAIL

350 PARKING SPACES PROVIDED

PHASE 2
PARK PLACE SOUTH TOWER
 49 UNITS
 14 STORIES

14 STUDIOS
 21 ONE BEDROOMS
 14 TWO BEDROOMS

PARK PLACE WEST TOWER
 35 UNITS
 11 STORIES

12 STUDIOS
 23 ONE BEDROOMS

5,813 SF RETAIL

466 PARKING SPACES

PHASE 1
PARK PLACE EAST TOWER
 88 UNITS
 15 STORIES

65 ONE BEDROOMS
 23 TWO BEDROOMS

8,115 SF RETAIL

120 PARKING SPACES



APPENDIX C
Transit Information

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-6414, Monday - Friday,
8:30 am - 4:30 pm

Holiday Bus Service

There is no service on the following observed holidays:

| | | |
|------------------|------------------|---------------|
| New Year's Day | Labor Day | Memorial Day |
| Independence Day | Thanksgiving Day | Christmas Day |

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at broward.org/bct and at select Broward County library locations.

TIME TABLE

ROUTE *U.S. 1* **Breeze**

**Monday - Friday
Limited Service**

Aventura Mall to
Broward Central Terminal

via U.S. 1

Effective 1/19/15

**BROWARD
COUNTY**
Transit
A service of the
Broward County Commission

facebook

You Tube

Download & Print at broward.org/bct

Wheelchair Accessible

Bike Racks

NORTHBOUND

To Broward Central Terminal/Aventura Mall

| AVENTURA MALL | HALLANDALE BCH BLVD & US 1 | YOUNG CIRCLE | DANIA BEACH BLVD & US | SE 17 ST & US 1 | BROWARD CENTRAL TERMINAL |
|---------------|-------------------------------|--------------|--------------------------|-----------------|-----------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 6:01a | 6:12a | 6:21a | 6:32a | 6:41a | 6:51a |
| 6:21a | 6:32a | 6:41a | 6:52a | 7:01a | 7:12a |
| 6:41a | 6:52a | 7:01a | 7:13a | 7:23a | 7:34a |
| 7:01a | 7:13a | 7:23a | 7:35a | 7:46a | 7:58a |
| 7:21a | 7:33a | 7:43a | 7:56a | 8:07a | 8:19a |
| 7:41a | 7:53a | 8:03a | 8:16a | 8:27a | 8:39a |
| 8:01a | 8:13a | 8:23a | 8:36a | 8:47a | 8:59a |
| 8:21a | 8:33a | 8:43a | 8:56a | 9:07a | 9:19a |
| 8:41a | 8:53a | 9:03a | 9:16a | 9:27a | 9:38a |
| 9:01a | 9:13a | 9:23a | 9:36a | 9:46a | 9:57a |
| 9:21a | 9:33a | 9:43a | 9:55a | 10:05a | 10:16a |
| 9:41a | 9:53a | 10:03a | 10:15a | 10:25a | 10:36a |
| 10:01a | 10:13a | 10:23a | 10:35a | 10:45a | 10:56a |
| 10:21a | 10:33a | 10:43a | 10:55a | 11:05a | 11:16a |
| 10:41a | 10:53a | 11:03a | 11:15a | 11:25a | 11:36a |
| 11:01a | 11:13a | 11:23a | 11:35a | 11:45a | 11:56a |
| 11:21a | 11:33a | 11:43a | 11:55a | 12:05p | 12:16p |
| 11:41a | 11:53a | 12:03p | 12:15p | 12:25p | 12:36p |
| 12:01p | 12:13p | 12:23p | 12:35p | 12:45p | 12:56p |
| 12:21p | 12:33p | 12:43p | 12:55p | 1:05p | 1:16p |
| 12:41p | 12:53p | 1:03p | 1:15p | 1:25p | 1:36p |
| 1:01p | 1:13p | 1:23p | 1:35p | 1:45p | 1:56p |
| 1:21p | 1:33p | 1:43p | 1:55p | 2:05p | 2:16p |
| 1:41p | 1:53p | 2:03p | 2:15p | 2:25p | 2:36p |
| 2:01p | 2:13p | 2:23p | 2:35p | 2:45p | 2:56p |
| 2:21p | 2:33p | 2:43p | 2:55p | 3:05p | 3:16p |
| 2:41p | 2:53p | 3:03p | 3:15p | 3:25p | 3:37p |
| 3:01p | 3:13p | 3:23p | 3:35p | 3:45p | 3:57p |
| 3:21p | 3:34p | 3:44p | 3:56p | 4:06p | 4:18p |
| 3:41p | 3:55p | 4:05p | 4:17p | 4:27p | 4:40p |
| 4:01p | 4:15p | 4:25p | 4:37p | 4:48p | 5:01p |
| 4:21p | 4:36p | 4:47p | 4:59p | 5:10p | 5:23p |
| 4:41p | 4:57p | 5:08p | 5:20p | 5:30p | 5:43p |
| 5:01p | 5:17p | 5:28p | 5:40p | 5:50p | 6:03p |
| 5:21p | 5:37p | 5:48p | 6:00p | 6:10p | 6:22p |
| 5:41p | 5:57p | 6:07p | 6:19p | 6:29p | 6:40p G |
| 6:01p | 6:15p | 6:25p | 6:37p | 6:47p | 6:58p G |
| 6:21p | 6:34p | 6:44p | 6:56p | 7:06p | 7:17p G |

Times with the letter "G" before them indicate bus returns to garage.

SOUTHBOUND

From Broward Central Terminal/Aventura Mall

| BROWARD CENTRAL TERMINAL | SE 17 ST & US 1 | DANIA BEACH BLVD & US 1 | YOUNG CIRCLE | HALLANDALE BCH BLVD & US 1 | AVENTURA MALL |
|-----------------------------|-----------------|----------------------------|--------------|-------------------------------|---------------|
| 6 | 5 | 4 | 3 | 2 | 1 |
| 6:10a | 6:20a | 6:29a | 6:41a | 6:51a | 7:02a |
| 6:30a | 6:40a | 6:49a | 7:01a | 7:12a | 7:24a |
| 6:50a | 7:00a | 7:10a | 7:23a | 7:35a | 7:48a |
| 7:10a | 7:21a | 7:31a | 7:44a | 7:57a | 8:10a |
| 7:30a | 7:41a | 7:51a | 8:04a | 8:17a | 8:30a |
| 7:50a | 8:01a | 8:11a | 8:24a | 8:37a | 8:50a |
| 8:10a | 8:21a | 8:31a | 8:44a | 8:57a | 9:10a |
| 8:30a | 8:41a | 8:51a | 9:04a | 9:17a | 9:30a |
| 8:50a | 9:01a | 9:11a | 9:24a | 9:36a | 9:48a |
| 9:10a | 9:21a | 9:31a | 9:44a | 9:55a | 10:07a |
| 9:30a | 9:41a | 9:51a | 10:04a | 10:15a | 10:27a |
| 9:50a | 10:01a | 10:11a | 10:24a | 10:35a | 10:47a |
| 10:10a | 10:21a | 10:31a | 10:44a | 10:55a | 11:07a |
| 10:30a | 10:41a | 10:51a | 11:04a | 11:15a | 11:27a |
| 10:50a | 11:01a | 11:11a | 11:24a | 11:35a | 11:47a |
| 11:10a | 11:21a | 11:31a | 11:44a | 11:55a | 12:07p |
| 11:30a | 11:41a | 11:51a | 12:04p | 12:15p | 12:27p |
| 11:50a | 12:01p | 12:11p | 12:24p | 12:35p | 12:47p |
| 12:10p | 12:21p | 12:31p | 12:44p | 12:55p | 1:07p |
| 12:30p | 12:41p | 12:51p | 1:04p | 1:15p | 1:27p |
| 12:50p | 1:01p | 1:11p | 1:24p | 1:35p | 1:47p |
| 1:10p | 1:21p | 1:31p | 1:44p | 1:55p | 2:07p |
| 1:30p | 1:41p | 1:51p | 2:04p | 2:15p | 2:27p |
| 1:50p | 2:01p | 2:11p | 2:24p | 2:35p | 2:47p |
| 2:10p | 2:21p | 2:31p | 2:44p | 2:55p | 3:07p |
| 2:30p | 2:41p | 2:51p | 3:04p | 3:15p | 3:27p |
| 2:50p | 3:01p | 3:11p | 3:24p | 3:35p | 3:47p |
| 3:10p | 3:21p | 3:31p | 3:45p | 3:56p | 4:08p |
| 3:30p | 3:42p | 3:53p | 4:07p | 4:18p | 4:30p |
| 3:50p | 4:02p | 4:13p | 4:27p | 4:39p | 4:51p |
| 4:10p | 4:22p | 4:34p | 4:48p | 5:00p | 5:12p |
| 4:30p | 4:42p | 4:55p | 5:09p | 5:21p | 5:33p |
| 4:50p | 5:02p | 5:15p | 5:29p | 5:41p | 5:53p |
| 5:10p | 5:22p | 5:35p | 5:49p | 6:01p | 6:13p |
| 5:30p | 5:42p | 5:55p | 6:09p | 6:20p | 6:32p G |
| 5:50p | 6:02p | 6:13p | 6:27p | 6:38p | 6:50p G |
| 6:10p | 6:22p | 6:33p | 6:46p | 6:57p | 7:09p G |
| 6:30p | 6:41p | 6:51p | 7:04p | 7:15p | 7:27p G |

ROUTE US 1 Breeze

Monday - Friday Limited Service
Aventura Mall to Broward Central Terminal
via US 1

LEGEND

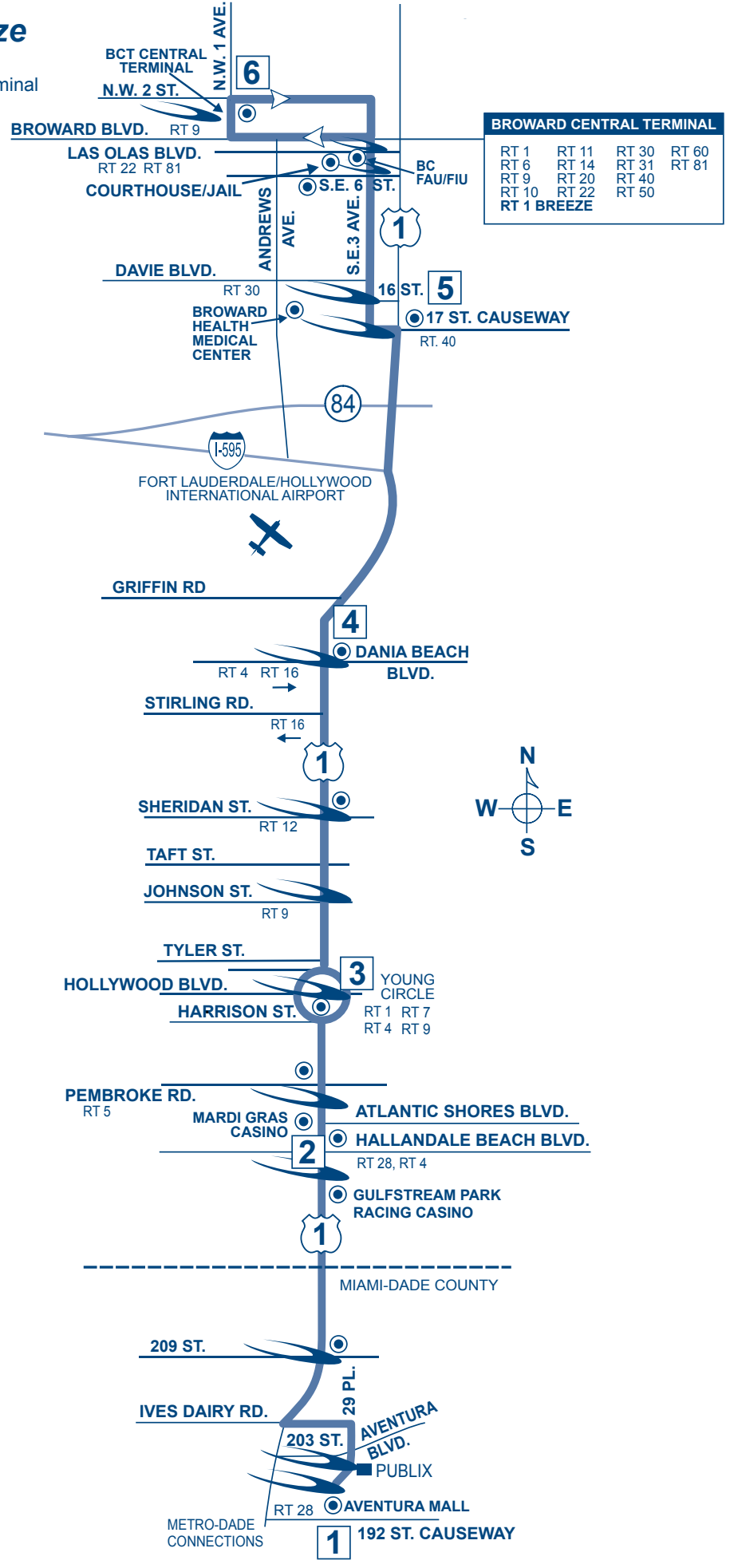
CONNECTING ROUTES → RT#

○ MAIN ROUTE

↑ TIMEPOINTS


↔ The Breeze stop location

- POINTS OF INTEREST**
- Aventura Mall
 - Gulfstream Park, Racing Casino
 - Mardi Gras Casino
 - Broward Health Medical Center
 - Courthouse/Jail
 - BC/FAU/FIU



For more details on our fares please visit our web site at broward.org/BCT/FaresAndPasses/Pages/FaresPasses.aspx or call customer service: 954.357.8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol .
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Information: 954.357.8400

Hearing-speech impaired/TTY:
954.357.8302

This publication can be made available in large print, tape cassette, or Braille, by request.



This symbol is used on bus stop signs to indicate accessible bus stops.



BROWARD COUNTY

BOARD OF COUNTY COMMISSIONERS

An equal opportunity employer and provider of services.

20,000 copies of this public document were promulgated at a gross cost of \$780., or \$.039 per copy to inform the public about the Transit Division's schedule and route information. Reprinted 1/15

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

TRANSFER POLICY 7/10/11

TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

A BCT 31-Day Premium Express Bus Pass is acceptable on all BCT regular bus service. Passengers transferring from regular route bus service to express bus service with an All Day, 7-Day or 31-Day bus pass, must pay a premium upgrade fee of \$1.00. Passengers with a regular 10-Ride bus pass or paying by cash on regular service will not be able to transfer between bus services and must pay the full premium fare when boarding the Express bus.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Express, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Express, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Express does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.



TRANSIT WATCH

**WHEN IT COMES TO OUR SAFETY,
WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665). TELL US.**

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying bus pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

| | | |
|------------------|------------------|---------------|
| New Year's Day | Labor Day | Memorial Day |
| Independence Day | Thanksgiving Day | Christmas Day |

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

TIME TABLE

ROUTE

1

Monday - Friday

Effective 10/9/16

Aventura Mall to
Broward Central Terminal

via Federal Highway/US 1



BROWARD COUNTY
Transit

A service of the
Broward County Commission

facebook

You Tube

Download & Print at Broward.org/BCT
Wheelchair Accessible
Bike Racks

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

| AVENTURA MALL | HALLANDALE BCH BLVD. & US 1 | YOUNG CIRCLE | FTL/HWD INTERNATIONAL AIRPORT | BROWARD CENTRAL TERMINAL |
|---------------|--------------------------------|--------------|----------------------------------|-----------------------------|
| 1 | 2 | 3 | 4 | 5 |
| | | 5:11a | 5:29a | 5:51a |
| 5:18a | 5:30a | 5:41a | 6:01a | 6:25a |
| 5:38a | 5:51a | 6:02a | 6:24a | 6:48a |
| 5:53a | 6:06a | 6:18a | 6:40a | 7:04a |
| 6:13a | 6:27a | 6:39a | 7:01a | 7:26a |
| 6:33a | 6:47a | 6:59a | 7:22a | 7:48a |
| 6:53a | 7:08a | 7:21a | 7:45a | 8:11a |
| 7:13a | 7:28a | 7:42a | 8:06a | 8:32a |
| 7:33a | 7:49a | 8:03a | 8:27a | 8:52a |
| 7:53a | 8:09a | 8:23a | 8:46a | 9:11a |
| 8:13a | 8:29a | 8:42a | 9:05a | 9:29a |
| 8:33a | 8:48a | 9:01a | 9:23a | 9:47a |
| 8:53a | 9:07a | 9:19a | 9:41a | 10:05a |
| 9:13a | 9:27a | 9:39a | 10:01a | 10:25a |
| 9:33a | 9:47a | 9:59a | 10:21a | 10:45a |
| 9:53a | 10:07a | 10:19a | 10:41a | 11:05a |
| 10:13a | 10:27a | 10:39a | 11:01a | 11:25a |
| 10:33a | 10:47a | 10:59a | 11:21a | 11:45a |
| 10:53a | 11:07a | 11:19a | 11:41a | 12:05p |
| 11:13a | 11:27a | 11:39a | 12:01p | 12:25p |
| 11:33a | 11:47a | 11:59a | 12:21p | 12:45p |
| 11:53a | 12:07p | 12:19p | 12:41p | 1:05p |
| 12:13p | 12:27p | 12:39p | 1:01p | 1:25p |
| 12:33p | 12:47p | 12:59p | 1:21p | 1:45p |
| 12:53p | 1:07p | 1:19p | 1:41p | 2:05p |
| 1:13p | 1:27p | 1:39p | 2:01p | 2:25p |
| 1:33p | 1:47p | 1:59p | 2:21p | 2:45p |
| 1:53p | 2:07p | 2:19p | 2:41p | 3:05p |
| 2:13p | 2:27p | 2:39p | 3:01p | 3:26p |
| 2:33p | 2:47p | 2:59p | 3:22p | 3:47p |
| 2:53p | 3:08p | 3:21p | 3:44p | 4:09p |
| 3:13p | 3:28p | 3:41p | 4:04p | 4:30p |
| 3:33p | 3:48p | 4:01p | 4:25p | 4:51p |
| 3:53p | 4:09p | 4:23p | 4:47p | 5:13p |
| 4:13p | 4:29p | 4:43p | 5:07p | 5:33p |
| 4:33p | 4:49p | 5:03p | 5:27p | 5:53p |
| 4:53p | 5:09p | 5:23p | 5:47p | 6:13p |
| 5:13p | 5:29p | 5:43p | 6:07p | 6:32p |
| 5:33p | 5:49p | 6:03p | 6:26p | 6:51p |
| 5:53p | 6:08p | 6:21p | 6:44p | 7:09p |
| 6:13p | 6:28p | 6:41p | 7:04p | 7:28p |
| 6:33p | 6:48p | 7:01p | 7:23p | 7:47p |
| 6:53p | 7:07p | 7:19p | 7:41p | 8:05p |
| 7:13p | 7:27p | 7:39p | 8:01p | 8:25p |
| 7:33p | 7:47p | 7:59p | 8:19p | 8:41p G |
| 7:53p | 8:07p | 8:18p | 8:38p | 9:00p |
| 8:13p | 8:26p | 8:37p | 8:57p | 9:17p G |
| 8:33p | 8:46p | 8:57p | 9:15p | 9:35p |
| 9:03p | 9:15p | 9:24p | 9:41p | 9:59p |
| 9:33p | 9:44p | 9:53p | 10:13p | 10:33p |
| 10:03p | 10:14p | 10:21p | 10:37p | 10:57p W |
| 10:33p | 10:43p | 10:49p | 11:04p | 11:19p G |
| 11:03p | 11:14p | 11:21p | 11:36p | 11:52p G |

SOUTHBOUND

To Aventura Mall

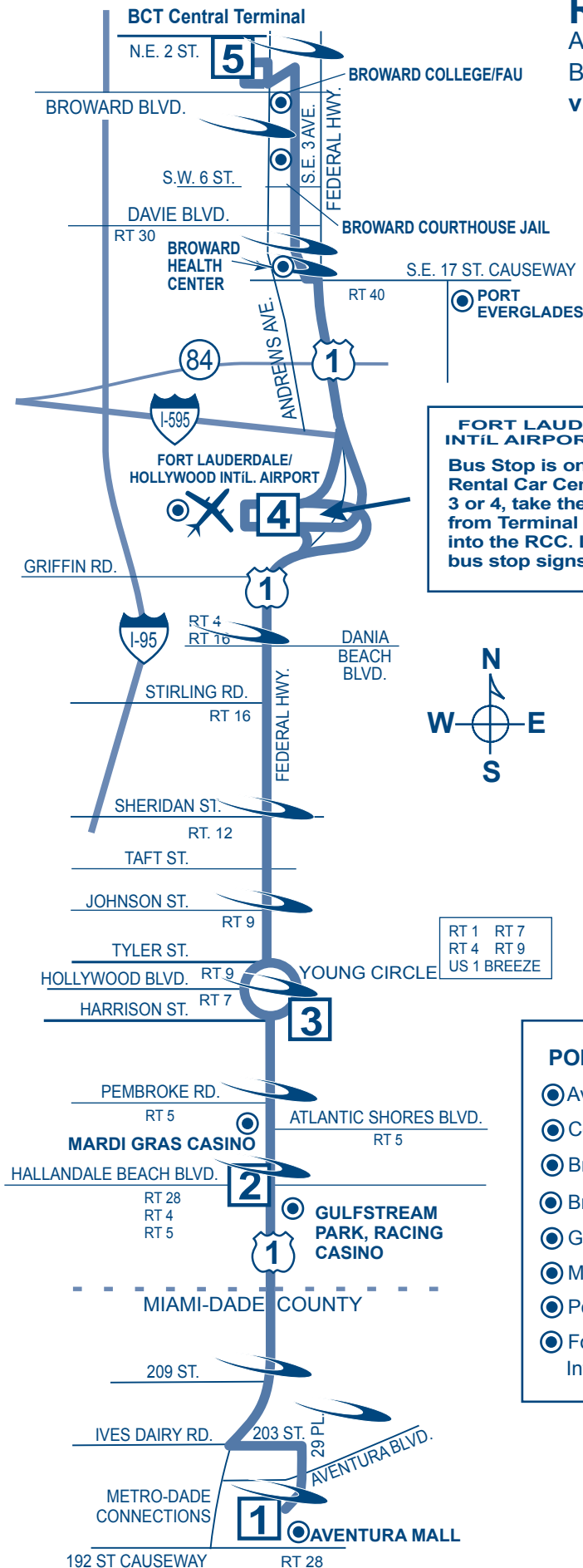
| BROWARD CENTRAL TERMINAL | FTL/HWD INTERNATIONAL AIRPORT | YOUNG CIRCLE | HALLANDALE BCH BLVD. & US 1 | AVENTURA MALL |
|-----------------------------|----------------------------------|--------------|--------------------------------|---------------|
| 5 | 4 | 3 | 2 | 1 |
| | | 5:18a | 5:29a | 5:42a |
| 5:05a | 5:23a | 5:48a | 6:00a | 6:14a |
| 5:25a | 5:44a | 6:11a | 6:24a | 6:38a |
| 5:40a | 6:00a | 6:28a | 6:41a | 6:55a |
| 6:00a | 6:22a | 6:50a | 7:03a | 7:18a |
| 6:20a | 6:42a | 7:10a | 7:24a | 7:40a |
| 6:40a | 7:02a | 7:31a | 7:46a | 8:02a |
| 7:00a | 7:24a | 7:54a | 8:09a | 8:25a |
| 7:20a | 7:45a | 8:15a | 8:30a | 8:45a |
| 7:40a | 8:05a | 8:35a | 8:49a | 9:04a |
| 8:00a | 8:25a | 8:54a | 9:07a | 9:21a |
| 8:20a | 8:44a | 9:13a | 9:26a | 9:40a |
| 8:40a | 9:04a | 9:32a | 9:45a | 9:59a |
| 9:00a | 9:23a | 9:51a | 10:04a | 10:18a |
| 9:20a | 9:43a | 10:11a | 10:24a | 10:38a |
| 9:40a | 10:03a | 10:31a | 10:44a | 10:58a |
| 10:00a | 10:23a | 10:51a | 11:04a | 11:18a |
| 10:20a | 10:43a | 11:11a | 11:24a | 11:38a |
| 10:40a | 11:03a | 11:31a | 11:44a | 11:58a |
| 11:00a | 11:23a | 11:51a | 12:04p | 12:18p |
| 11:20a | 11:43a | 12:11p | 12:24p | 12:38p |
| 11:40a | 12:03p | 12:31p | 12:44p | 12:58p |
| 12:00p | 12:23p | 12:51p | 1:04p | 1:18p |
| 12:20p | 12:43p | 1:11p | 1:24p | 1:38p |
| 12:40p | 1:03p | 1:31p | 1:44p | 1:58p |
| 1:00p | 1:23p | 1:51p | 2:04p | 2:18p |
| 1:20p | 1:43p | 2:11p | 2:24p | 2:38p |
| 1:40p | 2:03p | 2:31p | 2:44p | 2:58p |
| 2:00p | 2:23p | 2:51p | 3:04p | 3:19p |
| 2:20p | 2:43p | 3:11p | 3:25p | 3:40p |
| 2:40p | 3:03p | 3:32p | 3:46p | 4:01p |
| 3:00p | 3:24p | 3:53p | 4:08p | 4:24p |
| 3:20p | 3:44p | 4:13p | 4:28p | 4:44p |
| 3:40p | 4:04p | 4:34p | 4:49p | 5:05p |
| 4:00p | 4:25p | 4:55p | 5:10p | 5:26p |
| 4:20p | 4:45p | 5:15p | 5:30p | 5:46p |
| 4:40p | 5:05p | 5:35p | 5:50p | 6:06p |
| 5:00p | 5:25p | 5:55p | 6:09p | 6:24p |
| 5:20p | 5:45p | 6:15p | 6:29p | 6:44p |
| 5:40p | 6:05p | 6:34p | 6:48p | 7:03p |
| 6:00p | 6:24p | 6:53p | 7:07p | 7:21p |
| 6:20p | 6:44p | 7:13p | 7:26p | 7:40p |
| 6:40p | 7:04p | 7:32p | 7:45p | 7:59p |
| 7:00p | 7:22p | 7:50p | 8:03p | 8:16p |
| 7:20p | 7:42p | 8:09p | 8:21p | 8:34p G |
| 7:40p | 8:02p | 8:28p | 8:40p | 8:53p |
| 8:00p | 8:22p | 8:48p | 9:00p | 9:13p |
| 8:20p | 8:40p | 9:06p | 9:17p | 9:29p G |
| 8:45p | 9:05p | 9:29p | 9:40p | 9:52p |
| 9:15p | 9:33p | 9:57p | 10:08p | 10:20p |
| 9:45p | 10:03p | 10:27p | 10:38p | 10:50p |
| 10:15p | 10:33p | 10:57p | 11:08p | 11:20p G |
| 10:45p | 11:03p | 11:27p | 11:38p | 11:50p G |
| 11:15p | 11:33p | 11:57p | 12:08a | 12:20a G |

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

ROUTE 1

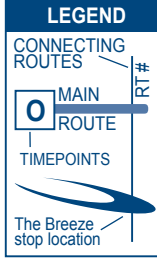
Aventura Mall to
Broward Central Terminal
via Federal Highway/US 1



| BROWARD CENTRAL TERMINAL | | | |
|--------------------------|-------|-------|-------|
| RT 1 | RT 11 | RT 30 | RT 60 |
| RT 6 | RT 14 | RT 31 | RT 81 |
| RT 9 | RT 20 | RT 40 | |
| RT 10 | RT 22 | RT 50 | |
| U.S. 1 BREEZE | | | |

FORT LAUDERDALE/HOLLYWOOD INT'L AIRPORT TERMINAL COMPLEX

Bus Stop is on upper departure level at the Rental Car Center (RCC). From Terminal 2, 3 or 4, take the shuttle bus to the RCC; from Terminal 1, access moving sidewalk into the RCC. Look for BCT and Stop 7 bus stop signs.



| | |
|-------------|------|
| RT 1 | RT 7 |
| RT 4 | RT 9 |
| US 1 BREEZE | |

- POINTS OF INTEREST**
- Aventura Mall
 - Courthouse/Jail
 - Broward Health Medical Center
 - Broward College/FAU
 - Gulfstream Park Racing Casino
 - Mardi Gras Casino
 - Port Everglades
 - Fort Lauderdale/Hollywood International Airport

For more details on our fares please
visit our web site at
Broward.org/BCT or call
customer service: 954.357.8400.



**WHEN IT COMES TO OUR SAFETY,
WE CAN ALWAYS USE AN EXTRA PAIR OF
EYES AND EARS.
BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.**

Reading a Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

**Not paying your fare is a crime per
Florida Statute 812.015.
Violation constitutes a misdemeanor,
punishable by jail time and/or a fine.**

Information: 954.357.8400

Hearing-speech impaired/TTY:
954.357.8302

This publication can be made
available in large print, tape cassette,
or Braille, by request.



This symbol is used on bus stop signs
to indicate accessible bus stops.



BOARD OF COUNTY COMMISSIONERS

An equal opportunity employer and provider of services.

21,000 copies of this public document were promulgated at a gross cost of \$819.00, or \$.039 per copy to inform the public about the Transit Division's schedule and route information. 10/16

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

TRANSFER POLICY 7/10/11

TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

A BCT 31-Day Premium Express Bus Pass is acceptable on all BCT regular bus service. Passengers transferring from regular route bus service to express bus service with an All Day, 7-Day or 31-Day bus pass, must pay a premium upgrade fee of \$1.00. Passengers with a regular 10-Ride bus pass or paying by cash on regular service will not be able to transfer between bus services and must pay the full premium fare when boarding the Express bus.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Express, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare. Transfer from MDT or Tri-Rail to Express, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Express does not connect with Palm Tran.

The Easy Card issued by MDT and
Tri-Rail is not accepted as payment on any BCT bus.

TIMETABLE

ROUTE 4

Monday - Sunday
Effective 10/31/10

Hallandale Beach Blvd. to
Fort Lauderdale/Hollywood
Airport Tri-Rail Station
via A1A



Download & Print at
www.broward.org/bct



Wheelchair Accessible
Bike Racks

Customer Service

Monday - Friday.....7 am - 8 pm
Saturday, Sunday and Holidays.....8:30 am - 5 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-6414, Monday - Friday,
8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

| | | |
|------------------|------------------|---------------|
| New Year's Day | Labor Day | Memorial Day |
| Independence Day | Thanksgiving Day | Christmas Day |

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at broward.org/bct and at select Broward County library locations.

MONDAY-FRIDAY

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND

To Fort Lauderdale Airport Tri-Rail

| HALLANDALE BCH. BLVD. & NE 14 AVE. | HALLANDALE BCH. BLVD. & SR A1A | YOUNG CIRCLE & GREYHOUND STATION | DANIA BEACH | DANIA BCH. BLVD. & US 1 | FORT LAUDERDALE AIRPORT TRI-RAIL STATION |
|---------------------------------------|-----------------------------------|-------------------------------------|-------------|----------------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 5:35a | 5:47a | 6:00a | 6:20a | 6:25a | 6:35a |
| 6:20a | 6:32a | 6:45a | 7:05a | 7:11a | 7:22a |
| 7:00a | 7:13a | 7:27a | 7:48a | 7:54a | 8:05a |
| 7:50a | 8:03a | 8:17a | 8:38a | 8:44a | 8:55a |
| 8:35a | 8:48a | 9:02a | 9:22a | 9:27a | 9:37a |
| 9:20a | 9:32a | 9:45a | 10:05a | 10:10a | 10:20a |
| 10:05a | 10:17a | 10:30a | 10:50a | 10:55a | 11:05a |
| 10:50a | 11:02a | 11:15a | 11:35a | 11:40a | 11:50a |
| 11:35a | 11:47a | 12:00p | 12:20p | 12:25p | 12:35p |
| 12:20p | 12:32p | 12:45p | 1:05p | 1:10p | 1:20p |
| 1:05p | 1:17p | 1:30p | 1:50p | 1:55p | 2:05p |
| 1:50p | 2:02p | 2:15p | 2:35p | 2:40p | 2:50p |
| 2:35p | 2:47p | 3:00p | 3:20p | 3:25p | 3:35p |
| 3:20p | 3:32p | 3:45p | 4:05p | 4:11p | 4:22p |
| 4:05p | 4:18p | 4:32p | 4:53p | 4:59p | 5:10p |
| 4:50p | 5:03p | 5:17p | 5:38p | 5:44p | 5:55p |
| 5:35p | 5:48p | 6:02p | 6:22p | 6:27p | 6:37p |
| 6:20p | 6:32p | 6:45p | 7:05p | 7:10p | 7:20p |
| 7:05p | 7:17p | 7:30p | 7:50p | 7:55p | 8:05p |
| 7:50p | 8:02p | 8:15p | 8:35p | 8:40p | 8:50p |
| 8:35p | 8:47p | 9:00p | 9:20p | 9:25p | 9:35p |
| 9:20p | 9:32p | 9:45p | 10:05p | 10:10p | 10:20p |

SOUTHBOUND

Hallandale Beach Blvd.

| FORT LAUDERDALE AIRPORT TRI-RAIL STATION | DANIA BCH. BLVD. & US 1 | DANIA BEACH | YOUNG CIRCLE & GREYHOUND STATION | HALLANDALE BCH. BLVD. & SR A1A | HALLANDALE BCH. BLVD. & NE 14 AVE. |
|--|----------------------------|-------------|-------------------------------------|-----------------------------------|---------------------------------------|
| 6 | 5 | 4 | 3 | 2 | 1 |
| 5:15a | 5:25a | 5:30a | 5:50a | 6:05a | 6:10a |
| 6:00a | 6:10a | 6:15a | 6:35a | 6:50a | 6:55a |
| 6:45a | 6:55a | 7:00a | 7:21a | 7:37a | 7:43a |
| 7:30a | 7:41a | 7:47a | 8:08a | 8:24a | 8:30a |
| 8:15a | 8:26a | 8:32a | 8:53a | 9:08a | 9:13a |
| 9:00a | 9:10a | 9:15a | 9:35a | 9:50a | 9:55a |
| 9:45a | 9:55a | 10:00a | 10:20a | 10:35a | 10:40a |
| 10:30a | 10:40a | 10:45a | 11:05a | 11:20a | 11:25a |
| 11:15a | 11:25a | 11:30a | 11:50a | 12:05p | 12:10p |
| 12:00p | 12:10p | 12:15p | 12:35p | 12:50p | 12:55p |
| 12:45p | 12:55p | 1:00p | 1:20p | 1:35p | 1:40p |
| 1:30p | 1:40p | 1:45p | 2:05p | 2:20p | 2:25p |
| 2:15p | 2:25p | 2:30p | 2:50p | 3:05p | 3:10p |
| 3:00p | 3:10p | 3:15p | 3:35p | 3:50p | 3:55p |
| 3:45p | 3:55p | 4:00p | 4:21p | 4:37p | 4:43p |
| 4:30p | 4:41p | 4:47p | 5:08p | 5:24p | 5:30p |
| 5:15p | 5:26p | 5:32p | 5:53p | 6:08p | 6:13p |
| 6:00p | 6:10p | 6:15p | 6:35p | 6:50p | 6:55p |
| 6:45p | 6:55p | 7:00p | 7:20p | 7:35p | 7:40p |
| 7:30p | 7:40p | 7:45p | 8:05p | 8:20p | 8:25p |
| 8:15p | 8:25p | 8:30p | 8:50p | 9:05p | 9:10p |
| 9:00p | 9:10p | 9:15p | 9:35p | 9:50p | 9:55p |

SATURDAY

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND

To Fort Lauderdale Airport Tri-Rail

SOUTHBOUND

Hallandale Beach Blvd.

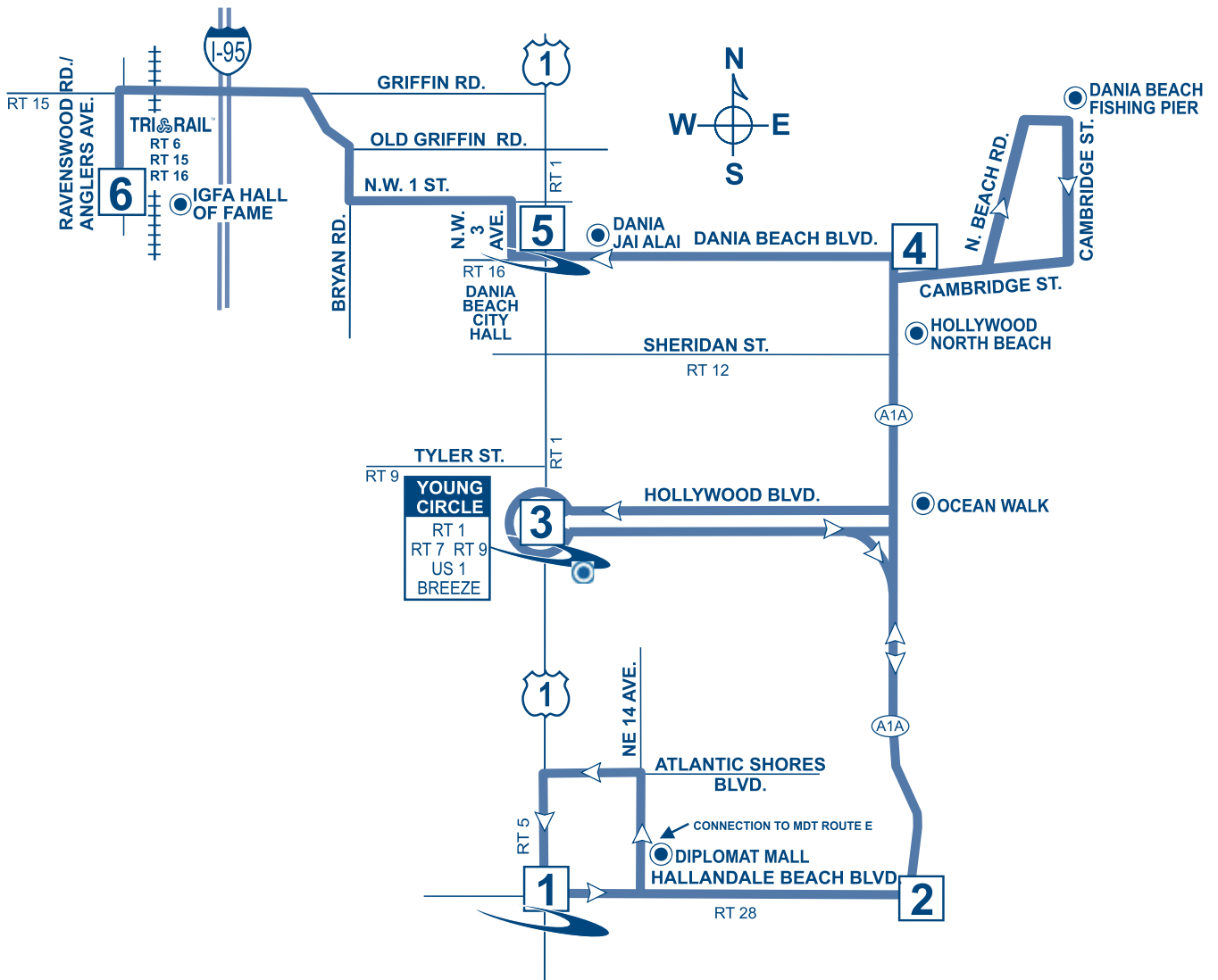
| HALLANDALE BLVD. & NE 14 AVE. | HALLANDALE BLVD. & SR A1A | YOUNG CIRCLE & GREYHOUND STATION | DANIA BEACH | DANIA BCH. BLVD. & US 1 | FORT LAUDERDALE AIRPORT TRI-RAIL STATION | FORT LAUDERDALE AIRPORT TRI-RAIL STATION | DANIA BCH. BLVD. & US 1 | DANIA BEACH | YOUNG CIRCLE & GREYHOUND STATION | HALLANDALE BLVD. & SR A1A | HALLANDALE BLVD. & NE 14 AVE. |
|----------------------------------|------------------------------|--|-------------|----------------------------|--|--|----------------------------|-------------|--|------------------------------|----------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 6 | 5 | 4 | 3 | 2 | 1 |
| | | 6:00a | 6:20a | 6:25a | 6:35a | 6:00a | 6:10a | 6:15a | 6:35a | 6:50a | 6:55a |
| 6:20a | 6:32a | 6:45a | 7:05a | 7:10a | 7:20a | 6:45a | 6:55a | 7:00a | 7:20a | 7:35a | 7:40a |
| 7:05a | 7:17a | 7:30a | 7:50a | 7:55a | 8:05a | 7:30a | 7:40a | 7:45a | 8:05a | 8:20a | 8:25a |
| 7:50a | 8:02a | 8:15a | 8:35a | 8:40a | 8:50a | 8:15a | 8:25a | 8:30a | 8:50a | 9:05a | 9:10a |
| 8:35a | 8:47a | 9:00a | 9:20a | 9:25a | 9:35a | 9:00a | 9:10a | 9:15a | 9:35a | 9:50a | 9:55a |
| 9:20a | 9:32a | 9:45a | 10:05a | 10:10a | 10:20a | 9:45a | 9:55a | 10:00a | 10:20a | 10:35a | 10:40a |
| 10:05a | 10:17a | 10:30a | 10:50a | 10:55a | 11:05a | 10:30a | 10:40a | 10:45a | 11:05a | 11:20a | 11:25a |
| 10:50a | 11:02a | 11:15a | 11:35a | 11:40a | 11:50a | 11:15a | 11:25a | 11:30a | 11:50a | 12:05p | 12:10p |
| 11:35a | 11:47a | 12:00p | 12:20p | 12:25p | 12:35p | 12:00p | 12:10p | 12:15p | 12:35p | 12:50p | 12:55p |
| 12:20p | 12:32p | 12:45p | 1:05p | 1:10p | 1:20p | 12:45p | 12:55p | 1:00p | 1:20p | 1:35p | 1:40p |
| 1:05p | 1:17p | 1:30p | 1:50p | 1:55p | 2:05p | 1:30p | 1:40p | 1:45p | 2:05p | 2:20p | 2:25p |
| 1:50p | 2:02p | 2:15p | 2:35p | 2:40p | 2:50p | 2:15p | 2:25p | 2:30p | 2:50p | 3:05p | 3:10p |
| 2:35p | 2:47p | 3:00p | 3:20p | 3:25p | 3:35p | 3:00p | 3:10p | 3:15p | 3:35p | 3:50p | 3:55p |
| 3:20p | 3:32p | 3:45p | 4:05p | 4:10p | 4:20p | 3:45p | 3:55p | 4:00p | 4:20p | 4:35p | 4:40p |
| 4:05p | 4:17p | 4:30p | 4:50p | 4:55p | 5:05p | 4:30p | 4:40p | 4:45p | 5:05p | 5:20p | 5:25p |
| 4:50p | 5:02p | 5:15p | 5:35p | 5:40p | 5:50p | 5:15p | 5:25p | 5:30p | 5:50p | 6:05p | 6:10p |
| 5:35p | 5:47p | 6:00p | 6:20p | 6:25p | 6:35p | 6:00p | 6:10p | 6:15p | 6:35p | 6:50p | 6:55p |
| 6:20p | 6:32p | 6:45p | 7:05p | 7:10p | 7:20p | 6:45p | 6:55p | 7:00p | 7:20p | 7:35p | 7:40p |
| 7:05p | 7:17p | 7:30p | 7:50p | 7:55p | 8:05p | 7:30p | 7:40p | 7:45p | 8:05p | 8:20p | 8:25p |
| 7:50p | 8:02p | 8:15p | 8:35p | 8:40p | G8:50p | 8:15p | 8:25p | 8:30p | 8:50p | 9:05p | G9:10p |
| 8:35p | 8:47p | 9:00p | 9:20p | 9:25p | G9:35p | | | | | | |

SUNDAY

| | | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 8:35a | 8:47a | 9:00a | 9:20a | 9:25a | 9:35a | 8:15a | 8:25a | 8:30a | 8:50a | 9:05a | 9:10a |
| 9:20a | 9:32a | 9:45a | 10:05a | 10:10a | 10:20a | 9:00a | 9:10a | 9:15a | 9:35a | 9:50a | 9:55a |
| 10:05a | 10:17a | 10:30a | 10:50a | 10:55a | 11:05a | 9:45a | 9:55a | 10:00a | 10:20a | 10:35a | 10:40a |
| 10:50a | 11:02a | 11:15a | 11:35a | 11:40a | 11:50a | 10:30a | 10:40a | 10:45a | 11:05a | 11:20a | 11:25a |
| 11:35a | 11:47a | 12:00p | 12:20p | 12:25p | 12:35p | 11:15a | 11:25a | 11:30a | 11:50a | 12:05p | 12:10p |
| 12:20p | 12:32p | 12:45p | 1:05p | 1:10p | 1:20p | 12:00p | 12:10p | 12:15p | 12:35p | 12:50p | 12:55p |
| 1:05p | 1:17p | 1:30p | 1:50p | 1:55p | 2:05p | 12:45p | 12:55p | 1:00p | 1:20p | 1:35p | 1:40p |
| 1:50p | 2:02p | 2:15p | 2:35p | 2:40p | 2:50p | 1:30p | 1:40p | 1:45p | 2:05p | 2:20p | 2:25p |
| 2:35p | 2:47p | 3:00p | 3:20p | 3:25p | 3:35p | 2:15p | 2:25p | 2:30p | 2:50p | 3:05p | 3:10p |
| 3:20p | 3:32p | 3:45p | 4:05p | 4:10p | 4:20p | 3:00p | 3:10p | 3:15p | 3:35p | 3:50p | 3:55p |
| 4:05p | 4:17p | 4:30p | 4:50p | 4:55p | 5:05p | 3:45p | 3:55p | 4:00p | 4:20p | 4:35p | 4:40p |
| 4:50p | 5:02p | 5:15p | 5:35p | 5:40p | 5:50p | 4:30p | 4:40p | 4:45p | 5:05p | 5:20p | 5:25p |
| 5:35p | 5:47p | 6:00p | 6:20p | 6:25p | 6:35p | 5:15p | 5:25p | 5:30p | 5:50p | 6:05p | 6:10p |
| 6:20p | 6:32p | 6:45p | 7:05p | 7:10p | 7:20p | 6:00p | 6:10p | 6:15p | 6:35p | 6:50p | 6:55p |
| 7:05p | 7:17p | 7:30p | 7:50p | 7:55p | G8:05p | 6:45p | 6:55p | 7:00p | 7:20p | 7:35p | 7:40p |
| 7:50p | 8:02p | 8:15p | 8:35p | 8:40p | G8:50p | 7:30p | 7:40p | 7:45p | 8:05p | 8:20p | G8:25p |

ROUTE 4

Hallandale Beach Blvd. to
Fort Lauderdale-Hollywood Airport
Tri-Rail Station
via A1A



LEGEND

CONNECTING ROUTES
 RT #

MAIN ROUTE

TIMEPOINTS

The Breeze stop location

POINTS OF INTEREST

- Diplomat Mall
- Hollywood North Beach
- Dania Jai Alai
- Dania Beach Fishing Pier
- IGFA Fishing Hall of Fame
- Ocean Walk

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Information: 954.357.8400

Hearing-speech impaired/TTY:
954.357.8302

This publication can be made available in large print, tape cassette, or Braille, by request.



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BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

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TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Express, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Express, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Express does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-6414, Monday - Friday, 9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

| | | |
|------------------|------------------|---------------|
| New Year's Day | Labor Day | Memorial Day |
| Independence Day | Thanksgiving Day | Christmas Day |

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

TIME TABLE

**ROUTE
7**

**Weekdays
Saturday - Sunday**

Effective 1/18/15

NW 210 Ave and
Pines Blvd to Young Circle

via Pines/Hollywood Boulevard

**BROWARD
COUNTY
Transit**

A service of the
Broward County Commission

facebook

You Tube

Download & Print at Broward.org/BCT

Wheelchair Accessible

Bike Racks

MONDAY - FRIDAY There are additional bus stops in between those listed.

EASTBOUND

To Young Circle

| PINES BLVD. & 196 AVE. | CENTURY VILLAGE PEMBROKE PINES | PEMBROKE LAKES MALL | PINES BLVD. & UNIVERSITY DR. | BCC SOUTH CAMPUS | HOLLYWOOD BLVD. & U.S. 441 | YOUNG CIRCLE |
|---------------------------|-----------------------------------|------------------------|---------------------------------|------------------|-------------------------------|--------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | | 4:55a | 5:10a | | 5:20a | 5:38a |
| | | 5:20a | 5:35a | | 5:45a | 6:05a |
| 5:45a | | 5:45a | 6:00a | | 6:11a | 6:31a |
| | | 6:10a | 6:25a | | 6:35a | 7:00a |
| | | 6:37a | 6:54a | 6:58a | 7:09a | 7:33a |
| 6:30a | | 6:53a | 7:11a | 7:15a | 7:28a | 7:56a |
| | | 7:12a | 7:31a | 7:35a | 7:48a | 8:13a |
| 7:00a | 7:15a | 7:31a | 7:49a | 7:53a | 8:05a | 8:32a |
| | | 7:55a | 8:13a | 8:16a | 8:26a | 8:50a |
| 7:42a | 7:58a | 8:15a | 8:32a | 8:36a | 8:47a | 9:15a |
| | | 8:40a | 8:57a | 9:00a | 9:09a | 9:30a |
| 8:25a | 8:42a | 9:00a | 9:17a | 9:21a | 9:31a | 9:57a |
| | | 9:23a | 9:39a | 9:42a | 9:51a | 10:14a |
| 9:10a | 9:26a | 9:43a | 9:59a | 10:02a | 10:12a | 10:38a |
| | | 10:03a | 10:19a | 10:22a | 10:31a | 10:54a |
| 9:50a | 10:06a | 10:23a | 10:40a | 10:44a | 10:54a | 11:19a |
| | | 10:45a | 11:01a | 11:04a | 11:13a | 11:34a |
| 10:36a | 10:51a | 11:07a | 11:23a | 11:27a | 11:37a | 12:06p |
| | | 11:35a | 11:51a | 11:55a | 12:05p | 12:29p |
| 11:15a | 11:30a | 11:46a | 12:02p | 12:07p | 12:17p | 12:43p |
| | | 12:13p | 12:30p | 12:34p | 12:43p | 1:06p |
| 12:00p | 12:15p | 12:31p | 12:49p | 12:53p | 1:04p | 1:29p |
| | | 12:57p | 1:15p | 1:19p | 1:29p | 1:52p |
| 12:40p | 12:56p | 1:13p | 1:31p | 1:35p | 1:45p | 2:11p |
| | | 1:37p | 1:55p | 1:59p | 2:09p | 2:32p |
| 1:20p | 1:36p | 1:53p | 2:11p | 2:15p | 2:26p | 2:52p |
| | | 2:15p | 2:33p | 2:37p | 2:47p | 3:10p |
| 2:00p | 2:16p | 2:33p | 2:51p | 2:55p | 3:06p | 3:36p |
| | | 3:02p | 3:21p | 3:25p | 3:35p | 3:58p |
| 2:40p | 2:58p | 3:17p | 3:36p | 3:40p | 3:51p | 4:18p |
| | | 3:42p | 4:00p | 4:04p | 4:14p | 4:39p |
| 3:25p | 3:43p | 4:02p | 4:20p | 4:24p | 4:35p | 5:01p |
| | | 4:25p | 4:43p | 4:47p | 4:57p | 5:22p |
| 4:05p | 4:23p | 4:42p | 5:00p | 5:04p | 5:15p | 5:41p |
| | | 5:10p | 5:28p | 5:32p | 5:43p | 6:07p |
| 4:50p | 5:09p | 5:29p | 5:48p | 5:52p | 6:03p | 6:30p |
| | | 5:53p | 6:12p | 6:16p | 6:27p | 6:51p |
| 5:34p | 5:54p | 6:14p | 6:32p | 6:36p | 6:47p | 7:15p |
| | | 6:40p | 6:56p | 7:00p | 7:10p | 7:33p G |
| 6:16p | 6:36p | 6:56p | 7:12p | 7:15p | 7:25p | 7:50p |
| | | 7:20p | 7:36p | 7:39p | 7:48p | 8:07p |
| 7:05p | 7:21p | 7:38p | 7:54p | 7:57p | 8:06p | 8:29p G |
| | | 8:02p | 8:18p | 8:21p | 8:30p | 8:50p |
| 7:45p | 8:01p | 8:18p | 8:34p | 8:37p | 8:46p | 9:07p |
| 8:15p | 8:31p | 8:48p | 9:04p | 9:07p | 9:16p | 9:38p |
| 8:55p | 9:10p | 9:27p | 9:43p | 9:46p | 9:55p | 10:16p |
| 9:55p | | 10:17p | 10:32p | 10:34p | 10:42p | 11:12p G |

WESTBOUND

To Pines Boulevard / NW 210 Ave

| YOUNG CIRCLE | HOLLYWOOD BLVD. & U.S. 441 | BCC SOUTH CAMPUS | PINES BLVD. & UNIVERSITY DR. | PEMBROKE LAKES MALL | CENTURY VILLAGE PEMBROKE PINES | PINES BLVD. & 196 AVE. |
|--------------|-------------------------------|------------------|---------------------------------|------------------------|-----------------------------------|---------------------------|
| 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| 5:00a | 5:21a | | 5:30a | 5:48a | | 6:15a |
| 5:25a | 5:46a | | 5:54a | 6:12a | | 6:39a |
| 5:45a | 6:07a | | 6:15a | 6:33a | | |
| 6:10a | 6:32a | | 6:40a | 6:58a | | 7:25a |
| 6:35a | 7:01a | 7:11a | 7:16a | 7:36a | 7:47a | 8:14a |
| 6:55a | 7:20a | 7:27a | 7:31a | 7:50a | | |
| 7:18a | 7:44a | 7:53a | 7:57a | 8:17a | 8:28a | 8:54a |
| 7:39a | 8:05a | 8:12a | 8:16a | 8:36a | | |
| 8:04a | 8:30a | 8:38a | 8:42a | 9:01a | 9:12a | 9:37a |
| 8:23a | 8:48a | 8:55a | 8:59a | 9:18a | | |
| 8:40a | 9:05a | 9:13a | 9:17a | 9:36a | 9:47a | 10:12a |
| 9:00a | 9:24a | 9:31a | 9:35a | 9:53a | | |
| 9:25a | 9:49a | 9:56a | 10:00a | 10:19a | 10:30a | 10:54a |
| 9:45a | 10:09a | 10:16a | 10:20a | 10:38a | | |
| 10:13a | 10:37a | 10:45a | 10:49a | 11:08a | 11:19a | 11:45a |
| 10:35a | 10:59a | 11:06a | 11:10a | 11:28a | | |
| 10:53a | 11:17a | 11:24a | 11:28a | 11:46a | 11:57a | 12:22p |
| 11:13a | 11:37a | 11:44a | 11:48a | 12:06p | | |
| 11:33a | 11:57a | 12:05p | 12:09p | 12:28p | 12:39p | 1:04p |
| 11:55a | 12:20p | 12:28p | 12:32p | 12:50p | | |
| 12:15p | 12:40p | 12:48p | 12:52p | 1:11p | 1:22p | 1:47p |
| 12:34p | 12:59p | 1:06p | 1:10p | 1:28p | | |
| 12:55p | 1:20p | 1:27p | 1:31p | 1:51p | 2:02p | 2:28p |
| 1:13p | 1:38p | 1:45p | 1:49p | 2:07p | | |
| 1:40p | 2:05p | 2:14p | 2:18p | 2:37p | 2:48p | 3:13p |
| 2:00p | 2:25p | 2:34p | 2:38p | 2:57p | | |
| 2:20p | 2:45p | 2:55p | 3:00p | 3:20p | 3:31p | 3:56p |
| 2:40p | 3:05p | 3:13p | 3:17p | 3:36p | | |
| 3:00p | 3:25p | 3:34p | 3:38p | 3:58p | 4:09p | 4:36p |
| 3:20p | 3:45p | 3:52p | 3:56p | 4:16p | | |
| 3:45p | 4:10p | 4:18p | 4:22p | 4:42p | 4:53p | 5:20p |
| 4:05p | 4:31p | 4:39p | 4:43p | 5:04p | | |
| 4:25p | 4:51p | 4:59p | 5:03p | 5:24p | 5:36p | 6:02p |
| 4:45p | 5:11p | 5:19p | 5:23p | 5:42p | | |
| 5:14p | 5:40p | 5:49p | 5:53p | 6:13p | 6:25p | 6:52p |
| 5:35p | 6:01p | 6:09p | 6:13p | 6:33p | | |
| 5:55p | 6:21p | 6:29p | 6:33p | 6:52p | 7:03p | 7:28p |
| 6:15p | 6:40p | 6:47p | 6:51p | 7:09p | | |
| 6:40p | 7:04p | 7:12p | 7:16p | 7:35p | 7:46p | 8:09p |
| 7:00p | 7:24p | 7:31p | 7:35p | 7:53p | | |
| 7:20p | 7:43p | 7:50p | 7:54p | 8:12p | 8:22p | 8:46p |
| 7:55p | 8:18p | 8:25p | 8:29p | 8:47p G | | |
| 8:20p | 8:41p | 8:47p | 8:51p | 9:09p | 9:18p | 9:43p |
| 8:55p | 9:15p | 9:21p | 9:25p | 9:45p G | | |
| 9:20p | 9:41p | 9:46p | 9:49p | 10:06p | | 10:34pG |
| 9:55p | 10:15p | 10:21p | 10:25p | 10:43p G | | |
| 10:35p | 10:56p | | 11:04p | 11:22p G | | |

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage.

SATURDAY EASTBOUND To Young Circle

WESTBOUND To Pines Blvd/ NW 210 Ave

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|--------|--------|--------|--------|--------|--------|----------|
| | | | 5:10a | | 5:19a | 5:39a |
| | | 5:45a | 6:00a | | 6:10a | 6:31a |
| 6:15a | | 6:15a | 6:30a | | 6:40a | 7:02a |
| | | 6:37a | 6:51a | 6:54a | 7:03a | 7:27a |
| 7:15a | 7:30a | 7:15a | 7:31a | 7:34a | 7:43a | 8:03a |
| | | 7:42a | 7:57a | 8:00a | 8:09a | 8:34a |
| 8:15a | 8:30a | 8:15a | 8:31a | 8:34a | 8:44a | 9:04a |
| | | 8:42a | 8:58a | 9:01a | 9:11a | 9:36a |
| 9:15a | 9:30a | 9:15a | 9:32a | 9:35a | 9:45a | 10:07a |
| | | 9:42a | 9:58a | 10:01a | 10:11a | 10:36a |
| 10:15a | 10:30a | 10:15a | 10:32a | 10:35a | 10:45a | 11:06a |
| | | 10:43a | 11:00a | 11:03a | 11:12a | 11:37a |
| 11:15a | 11:30a | 11:15a | 11:32a | 11:35a | 11:44a | 12:06p |
| | | 11:43a | 12:00p | 12:03p | 12:12p | 12:37p |
| 12:15p | 12:31p | 12:15p | 12:33p | 12:36p | 12:45p | 1:07p |
| | | 12:45p | 1:03p | 1:06p | 1:16p | 1:40p |
| 1:15p | 1:30p | 1:15p | 1:33p | 1:36p | 1:46p | 2:08p |
| | | 1:44p | 2:02p | 2:05p | 2:15p | 2:38p |
| 2:15p | 2:30p | 2:15p | 2:33p | 2:36p | 2:46p | 3:08p |
| | | 2:44p | 3:02p | 3:05p | 3:15p | 3:39p |
| 3:15p | 3:31p | 3:15p | 3:33p | 3:36p | 3:46p | 4:08p |
| | | 3:45p | 4:03p | 4:06p | 4:16p | 4:39p |
| 4:15p | 4:31p | 4:15p | 4:33p | 4:36p | 4:46p | 5:08p |
| | | 4:45p | 5:03p | 5:06p | 5:16p | 5:39p |
| 5:15p | 5:31p | 5:15p | 5:33p | 5:36p | 5:46p | 6:08p |
| | | 5:45p | 6:03p | 6:06p | 6:16p | 6:39p |
| 6:15p | 6:30p | 6:15p | 6:33p | 6:36p | 6:46p | 7:08p |
| | | 6:44p | 7:02p | 7:05p | 7:15p | 7:39p |
| 7:10p | 7:26p | 7:15p | 7:30p | 7:40p | 8:03p | 8:34p |
| | | 7:38p | 7:53p | 8:03p | 8:40p | 9:04p |
| 8:10p | 8:25p | 8:15p | 8:30p | 8:40p | 9:02p | 9:25p |
| | | 8:37p | 8:52p | 9:02p | 9:52p | 10:14p |
| 9:05p | | 9:27p | 9:42p | 9:52p | 10:47p | 11:17p G |
| 10:00p | | 10:22p | 10:37p | | | |

| 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|--------|--------|--------|--------|----------|--------|--------|
| 5:00a | 5:19a | | 5:27a | 5:41a | | 6:09a |
| 5:45a | 6:05a | | 6:13a | 6:27a | | 6:55a |
| 6:15a | 6:36a | | 6:44a | 6:59a | | |
| 6:45a | 7:07a | 7:13a | 7:16a | 7:31a | 7:41a | 8:03a |
| 7:15a | 7:37a | 7:43a | 7:47a | 8:03a | | |
| 7:45a | 8:09a | 8:15a | 8:19a | 8:35a | 8:45a | 9:08a |
| 8:15a | 8:39a | 8:45a | 8:49a | 9:05a | | |
| 8:45a | 9:08a | 9:15a | 9:19a | 9:35a | 9:45a | 10:08a |
| 9:15a | 9:39a | 9:46a | 9:50a | 10:05a | | |
| 9:45a | 10:09a | 10:16a | 10:20a | 10:35a | 10:45a | 11:08a |
| 10:15a | 10:39a | 10:46a | 10:50a | 11:05a | | |
| 10:45a | 11:10a | 11:17a | 11:21a | 11:38a | 11:48a | 12:10p |
| 11:15a | 11:40a | 11:47a | 11:51a | 12:09p | | |
| 11:45a | 12:09p | 12:16p | 12:20p | 12:38p | 12:48p | 1:11p |
| 12:15p | 12:38p | 12:45p | 12:49p | 1:07p | | |
| 12:45p | 1:08p | 1:15p | 1:19p | 1:36p | 1:46p | 2:09p |
| 1:15p | 1:38p | 1:45p | 1:49p | 2:06p | | |
| 1:45p | 2:08p | 2:15p | 2:19p | 2:36p | 2:46p | 3:09p |
| 2:15p | 2:38p | 2:45p | 2:49p | 3:06p | | |
| 2:45p | 3:08p | 3:15p | 3:19p | 3:37p | 3:47p | 4:11p |
| 3:15p | 3:38p | 3:45p | 3:49p | 4:06p | | |
| 3:45p | 4:09p | 4:15p | 4:19p | 4:37p | 4:47p | 5:11p |
| 4:15p | 4:39p | 4:45p | 4:49p | 5:07p | | |
| 4:45p | 5:09p | 5:15p | 5:19p | 5:37p | 5:47p | 6:10p |
| 5:15p | 5:38p | 5:44p | 5:48p | 6:06p | | |
| 5:45p | 6:08p | 6:14p | 6:18p | 6:36p | 6:46p | 7:09p |
| 6:15p | 6:38p | 6:44p | 6:47p | 7:05p | | |
| 6:45p | 7:07p | 7:13p | 7:16p | 7:33p | 7:44p | 8:06p |
| 7:15p | 7:36p | | 7:44p | 8:01p | | |
| 7:45p | 8:05p | | 8:14p | 8:30p | 8:39p | 9:00p |
| 8:15p | 8:35p | | 8:44p | 9:00p G | | |
| 8:45p | 9:05p | | 9:14p | 9:30p | | 9:58p |
| 9:15p | 9:35p | | 9:44p | 10:00p G | | |
| 9:45p | 10:05p | | 10:14p | 10:30p G | | |
| 10:30p | 10:50p | | 10:59p | 11:15p G | | |

SUNDAY EASTBOUND To Young Circle

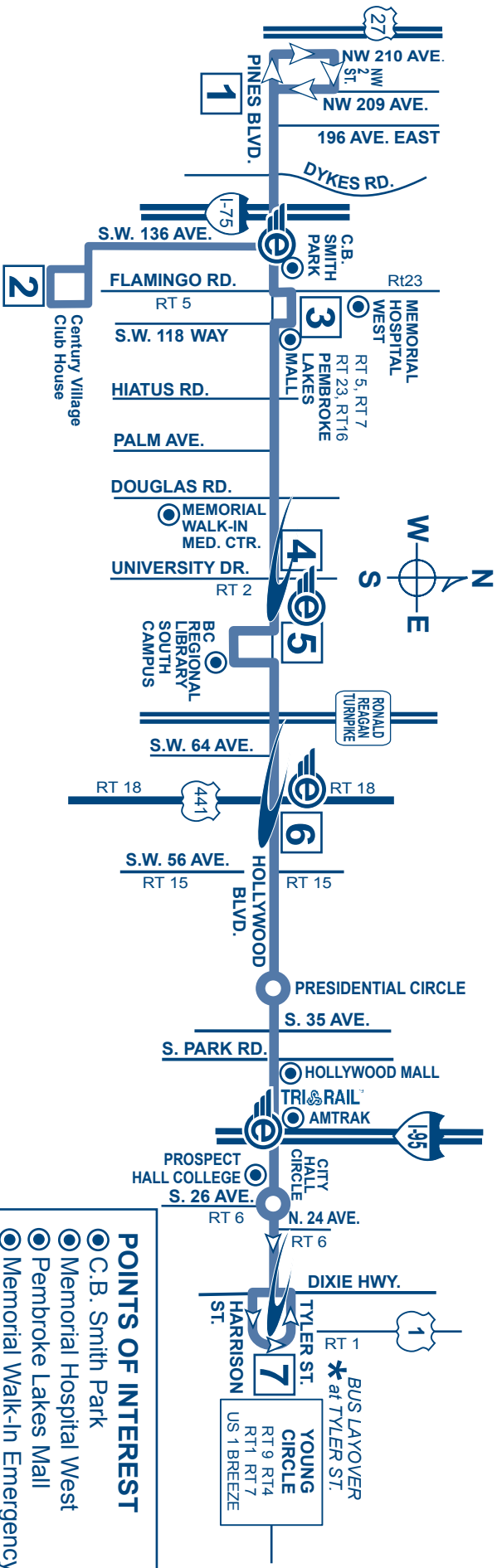
WESTBOUND To Pines Blvd/ NW 210 Ave

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|--------|--------|--------|--------|--------|---------|---------|
| 9:05a | 9:20a | 9:15a | 9:28a | 9:31a | 9:40a | 10:01a |
| | | 9:36a | 9:49a | 9:52a | 10:01a | 10:26a |
| 10:05a | 10:20a | 10:15a | 10:28a | 10:31a | 10:40a | 11:00a |
| | | 10:36a | 10:49a | 10:52a | 11:01a | 11:26a |
| 11:05a | 11:20a | 11:15a | 11:28a | 11:31a | 11:40a | 12:01p |
| | | 11:36a | 11:49a | 11:52a | 12:01p | 12:26p |
| 12:05p | 12:20p | 12:15p | 12:29p | 12:32p | 12:41p | 1:02p |
| | | 1:15p | 1:29p | 1:32p | 1:41p | 2:02p |
| 1:05p | 1:20p | 1:36p | 1:50p | 1:53p | 2:02p | 2:27p |
| | | 2:15p | 2:29p | 2:32p | 2:41p | 3:03p |
| 2:05p | 2:20p | 2:36p | 2:50p | 2:53p | 3:02p | 3:27p |
| | | 3:15p | 3:29p | 3:32p | 3:41p | 4:03p |
| 3:05p | 3:20p | 3:36p | 3:50p | 3:53p | 4:02p | 4:27p |
| | | 4:15p | 4:28p | 4:31p | 4:40p | 5:03p |
| 4:05p | 4:20p | 4:36p | 4:49p | 4:52p | 5:01p | 5:26p |
| | | 5:15p | 5:28p | 5:31p | 5:40p | 6:03p |
| 5:05p | 5:20p | 5:36p | 5:49p | 5:52p | 6:01p | 6:27p |
| | | 6:15p | 6:28p | 6:31p | 6:40p | 7:00p |
| 6:05p | 6:20p | 6:36p | 6:51p | 7:00p | 7:25p | 8:00p G |
| | | 7:15p | 7:30p | 7:39p | 8:00p | 8:25p G |
| 7:05p | 7:20p | 7:36p | 7:51p | 8:00p | 8:25p G | 9:00p |
| 8:05p | 8:20p | 8:36p | 8:51p | 9:00p | 9:28p G | |

| 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|--------|--------|--------|--------|---------|--------|--------|
| 8:40a | 9:00a | 9:43a | 9:08a | 9:26a | 9:37a | 10:00a |
| 9:15a | 9:37a | 10:08a | 9:46a | 10:04a | | |
| 9:40a | 10:02a | 10:43a | 10:11a | 10:29a | 10:40a | 11:03a |
| 10:15a | 10:37a | 11:08a | 10:46a | 11:04a | | |
| 10:40a | 11:02a | 11:43a | 11:11a | 11:29a | 11:40a | 12:03p |
| 11:15a | 11:37a | 12:08p | 11:46a | 12:04p | | |
| 11:40a | 12:02p | 12:43p | 12:12p | 12:30p | 12:41p | 1:04p |
| 12:15p | 12:37p | 1:08p | 1:12p | 1:30p | 1:41p | 2:04p |
| 12:40p | 1:02p | 1:43p | 1:47p | 2:05p | | |
| 1:15p | 1:37p | 2:08p | 2:12p | 2:30p | 2:41p | 3:04p |
| 1:40p | 2:02p | 2:43p | 2:47p | 3:05p | | |
| 2:15p | 2:37p | 3:08p | 3:12p | 3:30p | 3:41p | 4:04p |
| 2:40p | 3:02p | 3:43p | 3:47p | 4:05p | | |
| 3:15p | 3:37p | 4:08p | 4:12p | 4:30p | 4:41p | 5:04p |
| 3:40p | 4:02p | 4:43p | 4:47p | 5:05p | | |
| 4:15p | 4:37p | 5:08p | 5:12p | 5:30p | 5:41p | 6:04p |
| 4:40p | 5:02p | 5:43p | 5:47p | 6:05p | | |
| 5:15p | 5:37p | 6:08p | 6:12p | 6:29p | 6:40p | 7:04p |
| 5:40p | 6:02p | 6:42p | 6:46p | 7:04p | | |
| 6:15p | 6:37p | 7:06p | 7:10p | 7:28p | 7:39p | 8:03p |
| 6:40p | 7:01p | | 7:10p | 8:01p G | | |
| 7:15p | 7:35p | | 7:43p | 8:31p G | | |
| 7:45p | 8:05p | | 8:13p | | | |

ROUTE 7

NW 210 Ave and Pines Blvd to Young Circle
via Pines/Hollywood Boulevard



- POINTS OF INTEREST**
- C.B. Smith Park
 - Memorial Hospital West
 - Pembroke Lakes Mall
 - Memorial Walk-In Emergency Medical Center
 - BC Regional Library South Campus
 - Hollywood Mall
 - Tri-Rail / AMTRAK
 - Prospect Hall College

LEGEND

CONNECTING ROUTES

MAIN ROUTE

TIMEPOINTS

RT #

The Breeze stop location

95 Express



TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY,
WE CAN ALWAYS
USE AN EXTRA PAIR OF EYES
AND EARS. BE ALERT.
CALL 954-357-LOOK (5665).
TELL US.

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-6414, Monday - Friday,
9:00 am - 4:00 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

| | | |
|------------------|------------------|---------------|
| New Year's Day | Labor Day | Memorial Day |
| Independence Day | Thanksgiving Day | Christmas Day |

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

TRANSFER POLICY 7/10/11

TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

A BCT 31-Day Premium Express Bus Pass is acceptable on all BCT regular bus service. Passengers transferring from regular route bus service to express bus service with an All Day, 7-Day or 31-Day bus pass, must pay a premium upgrade fee of \$1.00. Passengers with a regular 10-Ride bus pass or paying by cash on regular service will not be able to transfer between bus services and must pay the full premium fare when boarding the Express bus.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Express, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Express, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Express does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

Customer Service

Monday - Friday.....7 am - 7:45 pm
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

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|------------------|------------------|---------------|
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** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

TIME TABLE

ROUTE

9

**Weekdays
Saturday - Sunday**

Effective 1/18/15

Young Circle to
Broward Central Terminal



facebook

You Tube

Download & Print at Broward.org/Bct
Wheelchair Accessible
Bike Racks

There are additional bus stops in between those listed.

MONDAY-FRIDAY

SOUTHBOUND

To Young Circle

| BROWARD CENTRAL TERMINAL | BROWARD BLVD & 31 AVE | RIVERLAND RD & US 441 | BCC CENTRAL CAMPUS | JOHNSON ST & US 441 | YOUNG CIRCLE |
|-----------------------------|--------------------------|--------------------------|-----------------------|------------------------|--------------|
| 6 | 5 | 4 | 3 | 2 | 1 |
| | 5:25a | 5:41a | 5:50a | 6:14a | 6:33a |
| 6:00a | 6:09a | 6:25a | 6:34a | 7:02a | 7:21a |
| 6:55a | 7:05a | 7:22a | 7:32a | 8:00a | 8:19a |
| 7:40a | 7:52a | 8:08a | 8:19a | 8:47a | 9:06a |
| 8:30a | 8:42a | 8:58a | 9:07a | 9:31a | 9:49a |
| 9:15a | 9:27a | 9:41a | 9:50a | 10:14a | 10:32a |
| 10:00a | 10:12a | 10:26a | 10:35a | 10:59a | 11:17a |
| 10:50a | 11:02a | 11:16a | 11:27a | 11:49a | 12:07p |
| 11:35a | 11:47a | 12:01p | 12:12p | 12:34p | 12:52p |
| 12:20p | 12:32p | 12:46p | 12:57p | 1:19p | 1:38p |
| 1:05p | 1:17p | 1:31p | 1:42p | 2:08p | 2:28p |
| 1:55p | 2:07p | 2:21p | 2:31p | 2:53p | 3:12p |
| 2:40p | 2:52p | 3:06p | 3:16p | 3:38p | 3:58p |
| 3:30p | 3:42p | 3:56p | 4:08p | 4:34p | 4:54p |
| 4:20p | 4:34p | 4:48p | 5:00p | 5:25p | 5:43p |
| 5:10p | 5:24p | 5:38p | 5:50p | 6:14p | 6:32p |
| 6:00p | 6:14p | 6:28p | 6:40p | 7:04p | 7:22p |
| 6:50p | 7:04p | 7:18p | 7:30p | 7:53p | 8:10p |
| 7:30p | 7:41p | 7:55p | 8:06p | 8:27p | 8:43p |
| 8:15p | 8:25p | 8:38p | 8:49p | 9:07p | 9:23p G |
| 9:00p | 9:10p | 9:24p | 9:35p | 9:51p | 10:07p G |

NORTHBOUND

To Broward Central Terminal

| YOUNG CIRCLE | JOHNSON ST & US 441 | BCC CENTRAL CAMPUS | RIVERLAND RD & US 441 | BROWARD BLVD & 31 AVE | BROWARD CENTRAL TERMINAL |
|--------------|------------------------|-----------------------|--------------------------|--------------------------|-----------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| | | | 5:25a | 5:40a | 5:53a |
| | | | 6:15a | 6:30a | 6:43a |
| 6:00a | 6:21a | 6:44a | 6:54a | 7:09a | 7:22a |
| 6:50a | 7:11a | 7:34a | 7:44a | 7:59a | 8:16a |
| 7:40a | 8:03a | 8:27a | 8:37a | 8:52a | 9:06a |
| 8:30a | 8:53a | 9:15a | 9:24a | 9:38a | 9:50a |
| 9:20a | 9:41a | 10:02a | 10:11a | 10:25a | 10:37a |
| 10:00a | 10:21a | 10:43a | 10:53a | 11:07a | 11:19a |
| 10:45a | 11:07a | 11:29a | 11:39a | 11:53a | 12:05p |
| 11:30a | 11:52a | 12:14p | 12:24p | 12:38p | 12:50p |
| 12:20p | 12:42p | 1:04p | 1:14p | 1:28p | 1:40p |
| 1:05p | 1:27p | 1:49p | 1:59p | 2:13p | 2:25p |
| 1:50p | 2:12p | 2:34p | 2:44p | 2:58p | 3:12p |
| 2:40p | 3:02p | 3:26p | 3:39p | 3:55p | 4:09p |
| 3:30p | 3:54p | 4:18p | 4:31p | 4:44p | 4:56p |
| 4:15p | 4:40p | 5:05p | 5:19p | 5:32p | 5:44p |
| 5:05p | 5:32p | 5:57p | 6:11p | 6:24p | 6:36p |
| 5:55p | 6:22p | 6:47p | 6:56p | 7:09p | 7:19p |
| 6:45p | 7:05p | 7:26p | 7:35p | 7:48p | 7:58p |
| 7:35p | 7:55p | 8:16p | 8:25p | 8:38p | 8:48p |
| 8:25p | 8:45p | 9:06p | 9:15p | 9:28p | 9:38pG |
| 9:00p | 9:20p | 9:41p | 9:50p | 10:03p | 10:13pG |

SATURDAY

SOUTHBOUND

To Young Circle

| BROWARD CENTRAL TERMINAL | BROWARD BLVD & 31 AVE | RIVERLAND RD & US 441 | BCC CENTRAL CAMPUS | JOHNSON ST & US 441 | YOUNG CIRCLE |
|-----------------------------|--------------------------|--------------------------|-----------------------|------------------------|--------------|
| 6 | 5 | 4 | 3 | 2 | 1 |
| | | | 5:50a | 6:12a | 6:28a |
| 6:05a | 6:14a | 6:28a | 6:36a | 6:58a | 7:14a |
| 7:05a | 7:14a | 7:28a | 7:36a | 7:58a | 8:14a |
| 8:05a | 8:14a | 8:28a | 8:36a | 8:58a | 9:15a |
| 9:05a | 9:16a | 9:31a | 9:39a | 10:01a | 10:18a |
| 10:05a | 10:16a | 10:31a | 10:39a | 11:03a | 11:23a |
| 11:05a | 11:16a | 11:31a | 11:39a | 12:03p | 12:23p |
| 12:05p | 12:16p | 12:31p | 12:39p | 1:03p | 1:23p |
| 1:05p | 1:16p | 1:31p | 1:39p | 2:03p | 2:23p |
| 2:05p | 2:16p | 2:31p | 2:39p | 3:03p | 3:23p |
| 3:05p | 3:16p | 3:31p | 3:39p | 4:03p | 4:23p |
| 4:05p | 4:15p | 4:30p | 4:37p | 5:02p | 5:22p |
| 5:05p | 5:15p | 5:30p | 5:37p | 6:02p | 6:19p |
| 6:05p | 6:15p | 6:30p | 6:37p | 7:00p | 7:17p |
| 7:05p | 7:15p | 7:30p | 7:37p | 8:00p | 8:17p |
| 8:05p | 8:15p | 8:30p | 8:37p | 9:00p | 9:17pG |
| 9:05p | 9:15p | 9:30p | 9:37p | 10:00p | 10:17pG |

NORTHBOUND

To Broward Central Terminal

| YOUNG CIRCLE | JOHNSON ST & US 441 | BCC CENTRAL CAMPUS | RIVERLAND RD & US 441 | BROWARD BLVD & 31 AVE | BROWARD CENTRAL TERMINAL |
|--------------|------------------------|-----------------------|--------------------------|--------------------------|-----------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| | | | 6:35a | 6:48a | 7:00a |
| 6:35a | 6:54a | 7:16a | 7:24a | 7:38a | 7:50a |
| 7:35a | 7:54a | 8:18a | 8:25a | 8:39a | 8:51a |
| 8:35a | 8:54a | 9:17a | 9:24a | 9:39a | 9:51a |
| 9:35a | 9:55a | 10:18a | 10:25a | 10:39a | 10:51a |
| 10:35a | 10:55a | 11:18a | 11:26a | 11:40a | 11:52a |
| 11:35a | 11:55a | 12:19p | 12:26p | 12:39p | 12:53p |
| 12:35p | 12:54p | 1:18p | 1:25p | 1:39p | 1:52p |
| 1:35p | 1:55p | 2:20p | 2:26p | 2:40p | 2:53p |
| 2:35p | 2:55p | 3:20p | 3:26p | 3:40p | 3:52p |
| 3:35p | 3:55p | 4:18p | 4:25p | 4:36p | 4:47p |
| 4:35p | 4:55p | 5:18p | 5:25p | 5:38p | 5:50p |
| 5:35p | 5:55p | 6:18p | 6:25p | 6:38p | 6:50p |
| 6:35p | 6:55p | 7:18p | 7:25p | 7:38p | 7:50p |
| 7:35p | 7:55p | 8:18p | 8:24p | 8:38p | 8:48p |
| 8:35p | 8:55p | 9:19p | 9:25p | 9:39p | 9:49pG |

SUNDAY

SOUTHBOUND

To Young Circle

| BROWARD CENTRAL TERMINAL | BROWARD BLVD & 31 AVE | RIVERLAND RD & US 441 | BCC CENTRAL CAMPUS | JOHNSON ST & US 441 | YOUNG CIRCLE |
|-----------------------------|--------------------------|--------------------------|-----------------------|------------------------|--------------|
| 9:00a | 9:10a | 9:24a | 9:32a | 9:53a | 10:08a |
| 10:00a | 10:09a | 10:25a | 10:34a | 10:55a | 11:10a |
| 11:00a | 11:09a | 11:25a | 11:34a | 11:55a | 12:10p |
| 12:00p | 12:09p | 12:25p | 12:34p | 12:55p | 1:13p |
| 1:00p | 1:11p | 1:25p | 1:34p | 1:54p | 2:11p |
| 2:00p | 2:10p | 2:24p | 2:34p | 2:54p | 3:09p |
| 3:00p | 3:10p | 3:24p | 3:34p | 3:54p | 4:09p |
| 4:00p | 4:10p | 4:24p | 4:34p | 4:54p | 5:08p |
| 5:00p | 5:09p | 5:23p | 5:33p | 5:54p | 6:08p |
| 6:00p | 6:09p | 6:23p | 6:33p | 6:54p | 7:09pG |
| 7:00p | 7:10p | 7:25p | 7:35p | 7:55p | 8:10pG |

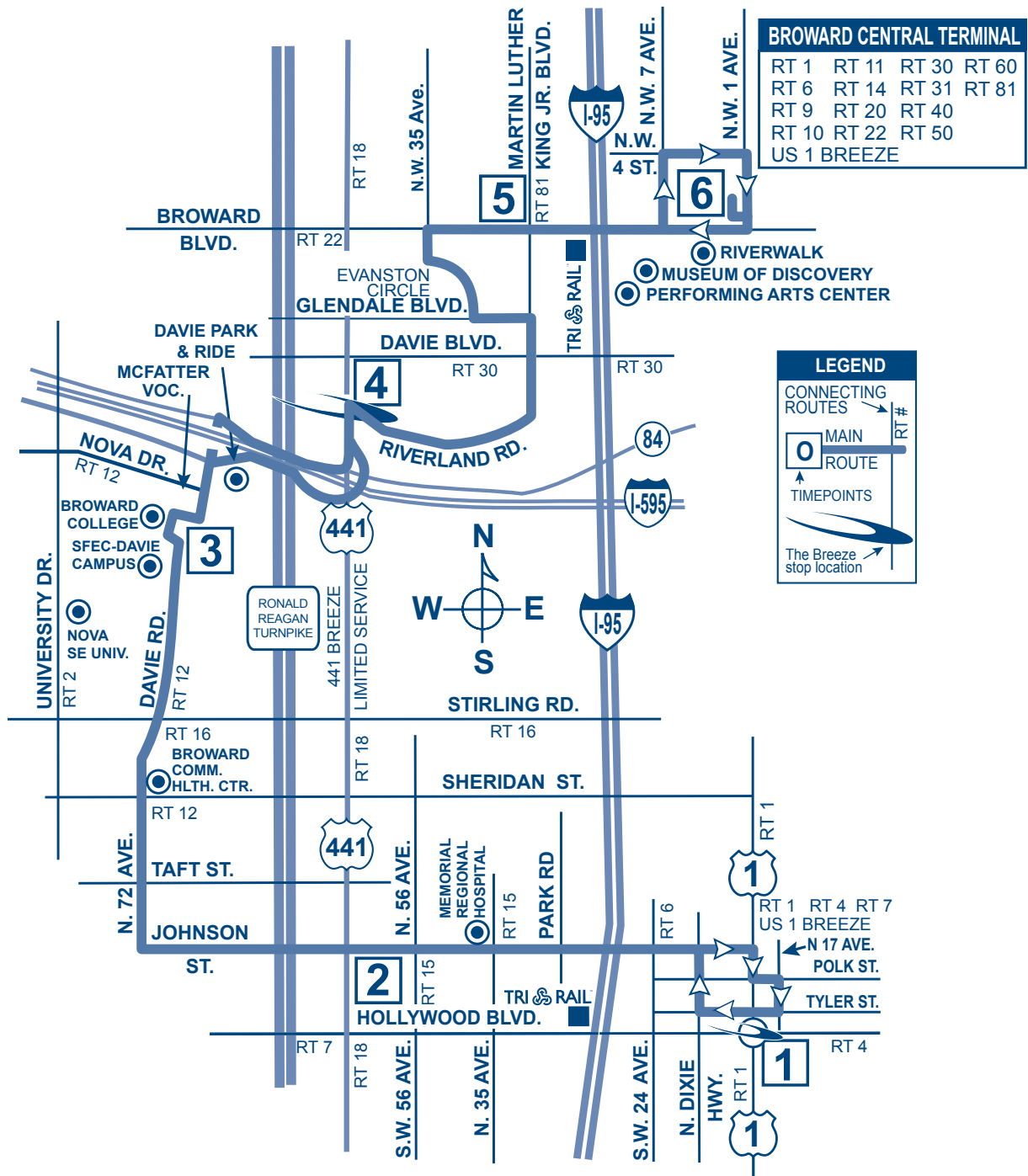
NORTHBOUND

To Broward Central Terminal

| YOUNG CIRCLE | JOHNSON ST & US 441 | BCC CENTRAL CAMPUS | RIVERLAND RD & US 441 | BROWARD BLVD & 31 AVE | BROWARD CENTRAL TERMINAL |
|--------------|------------------------|-----------------------|--------------------------|--------------------------|-----------------------------|
| 8:30a | 8:49a | 9:11a | 9:18a | 9:31a | 9:40a |
| 9:30a | 9:49a | 10:09a | 10:16a | 10:28a | 10:37a |
| 10:30a | 10:49a | 11:11a | 11:18a | 11:29a | 11:38a |
| 11:30a | 11:49a | 12:11p | 12:18p | 12:29p | 12:38p |
| 12:30p | 12:49p | 1:11p | 1:18p | 1:29p | 1:38p |
| 1:30p | 1:49p | 2:11p | 2:18p | 2:29p | 2:38p |
| 2:30p | 2:49p | 3:11p | 3:18p | 3:29p | 3:37p |
| 3:30p | 3:50p | 4:12p | 4:18p | 4:29p | 4:37p |
| 4:30p | 4:50p | 5:12p | 5:19p | 5:30p | 5:38p |
| 5:30p | 5:50p | 6:12p | 6:19p | 6:30p | 6:38p |
| 6:30p | 6:50p | 7:12p | 7:19p | 7:30p | 7:38pG |

ROUTE 9

Young Circle to Broward Central Terminal



- | POINTS OF INTEREST | |
|---|--|
| ● Broward Community Health Center-South | ● Nova Southeastern University |
| ● Memorial Regional Hospital | ● South Florida Education Center |
| ● Broward College | ● Broward Center for the Performing Arts |
| ● McFatter Vocational | ● Museum of Discovery and Science |
| ● Davie Park & Ride | ● Riverwalk Historical District |



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AND EARS.
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|------------------|------------------|---------------|
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TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Express, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare. Transfer from MDT or Tri-Rail to Express, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

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PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

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HOLLYWOOD TROLLEY



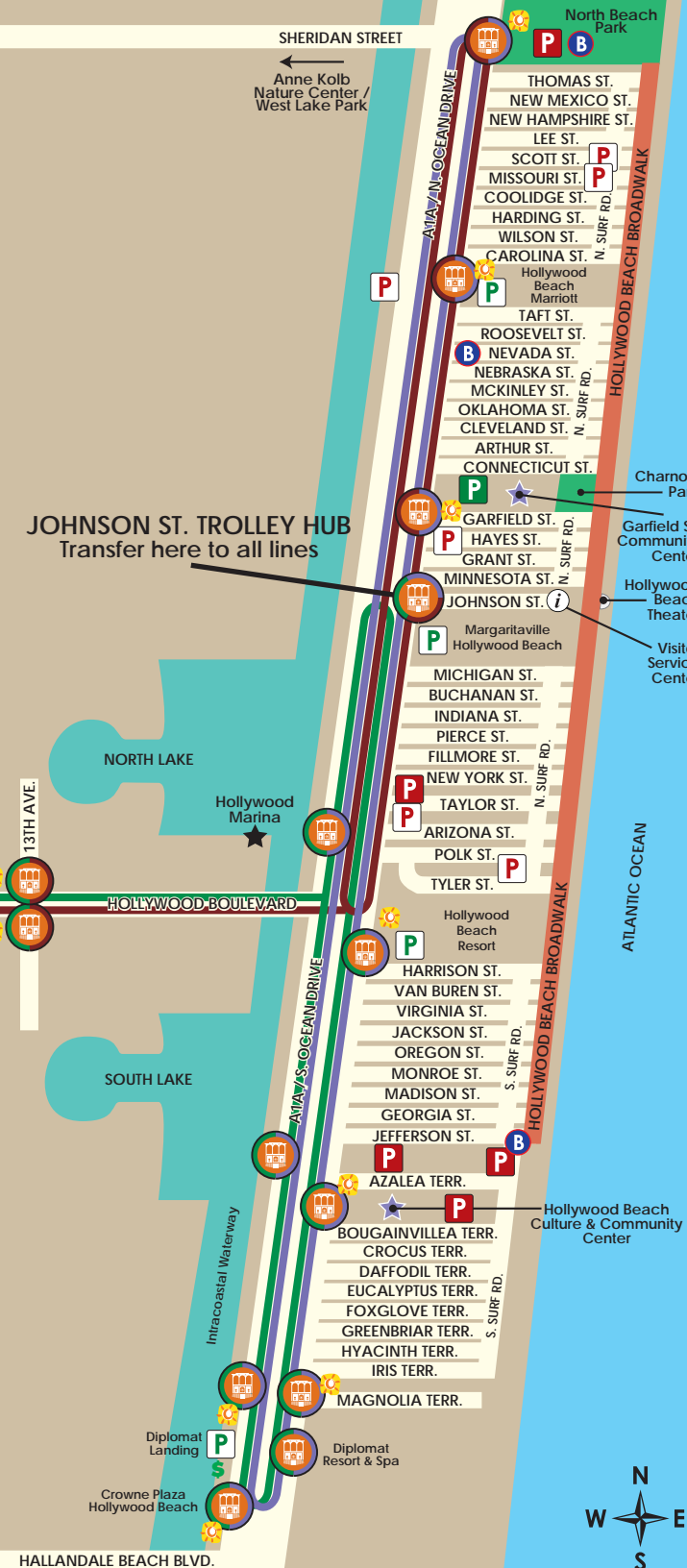
\$1 PER RIDE
MONDAY - THURSDAY • 7AM - 9PM
FRIDAY • 7AM - 11PM
SATURDAY • 10AM - 11PM
SUNDAY • 10AM - 9PM

← FROM HOLLYWOOD BEACH TO THE DOWNTOWN AND BACK →



TROLLEY INFORMATION: 954-391-8234

Revised February 2016



BEACH LINE

**Friday - Sunday ONLY*

- | | |
|----------------------------------|--|
| 01. JOHNSON STREET | 07. Magnolia Terrace (East Side) |
| 02. Arizona Street | 08. Hollywood Beach Culture & Community Center |
| 03. The Summit (West Side) | 09. Hollywood Beach Resort |
| 04. Magnolia Terrace (West Side) | 10. Garfield Street Parking Garage |
| 05. Crowne Plaza Hollywood Beach | 11. Hollywood Beach Marriott |
| 06. Diplomat Resort & Spa | 12. North Beach Park |

DOWNTOWN/BEACH - SOUTH

- | | |
|------------------------------|--|
| 01. JOHNSON STREET | 03. The Summit (West Side) |
| 02. Arizona Street | 04. Magnolia Terrace (West Side) |
| 13. 13th Ave. (North Side) | 05. Crowne Plaza Hollywood Beach |
| 14. 19th Ave. Parking Garage | 06. Diplomat Resort & Spa |
| 15. Anniversary Park | 07. Magnolia Terrace (East Side) |
| 16. 20th Ave. Parking Garage | 08. Hollywood Beach Culture & Community Center |
| 17. ArtsPark at Young Circle | 09. Hollywood Beach Resort |
| 18. 13th Ave. (South Side) | |

DOWNTOWN/BEACH - NORTH

- | | |
|------------------------------------|------------------------------|
| 01. JOHNSON STREET | 14. 19th Ave. Parking Garage |
| 10. Garfield Street Parking Garage | 15. Anniversary Park |
| 11. Hollywood Beach Marriott | 16. 20th Ave. Parking Garage |
| 12. North Beach Park | 17. ArtsPark at Young Circle |
| 02. Arizona Street | 18. 13th Avenue (South Side) |
| 13. 13th Ave. (North Side) | |

- Hollywood Trolley Stop
- Broward County Transit Stop
- BCT "US1 Breeze" Bus Stop
- B-Cycle Bike Sharing Station
- Public Parking Garage
- Private Parking Garage (open to public)
- Public Parking Lot
- Private Parking Lot (open to public)

On-Street Parking also available

- Grocery/Pharmacy
- Banking



SCHEDULE

Monday - Thursday • 7am - 9pm

Friday • 7am - 11pm

Saturday • 10am - 11pm

Sunday • 10am - 9pm

\$1 Per Ride

Children ages 5 and under ride FREE

Trolleys depart approximately every 30-40 minutes from over a dozen locations throughout Hollywood Beach and Historic Downtown

**Where's the Trolley?
Download the FREE App!
Search: Hollywood Trolley**

SERVICE INFORMATION

- All Trolleys connect from Johnson Street on Hollywood Beach
- Trolleys are equipped with bicycle racks
- Trolleys are accessible to persons with disabilities and are equipped with wheelchair lifts
- Only service animals allowed

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Hollywood Trolley, may call 954-924-2980 to file a Title VI discrimination complaint or write to:

Hollywood Community Redevelopment Agency
330 N. Federal Hwy, Hollywood FL 33020

HOLLYWOOD TROLLEY



Hollywood Community Redevelopment Agency
330 N. Federal Highway
Hollywood, FL 33020

Trolley Information: 954-391-8234

TTY: 954-921-3460

Questions, concerns or complaints?
We want to hear from you.
E-mail us at trolley@hollywoodfl.org
or call us at 954-924-2980

APPENDIX D

Turning Movement Counts and Signal Timing

Laukaitis, Benjamin

From: Suzanne Danielsen <jsdanielsen12@outlook.com>
Sent: Wednesday, April 12, 2017 2:41 PM
To: Laukaitis, Benjamin
Subject: Parc Place - Hollywood
Attachments: Figure 1.pdf

Good Afternoon Ben.

I am working with Joaquin Vargas at Traf Tech Engineering to evaluate potential traffic-related impacts associated with the proposed Parc Place residential complex to be located along the east side of South Federal Highway south of Harrison Street within municipal limits of the City of Hollywood, FL. The following signalized intersections will be analyzed:

- Van Buren Street at S. Federal Highway, 3206
- Van Buren Street at S. 17th Avenue,
- Harrison Street at W. Young Circle, 3370
- S. Young Circle at S. Federal Highway, 3445
- Harrison Street at E. Young Circle,
- Harrison Street at S. 17th Avenue, PED
- Harrison Street at N. 17th Avenue,
- Hollywood Boulevard at W. Young Circle, 3370
- N. Young Circle at N. Federal Highway, and 3161
- Tyler Street at N. Young Circle. 3202

I have attached a figure showing the locations of the above-listed intersections. Please provide signal timing plans for these locations at your earliest convenience. Of course, please call or email with any questions you may have.

Thank you!

Suzanne

J. Suzanne Danielsen, P.E.

DC ENGINEERS

12743 NW 13th Court
Coral Springs, Florida 33071
Tel: (954) 798-0926
jsdanielsen12@outlook.com

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

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|---|------|---|------|----|------|---|------|-----|-----|-----|-----|-----|-----|-----|-----|
| | | (NT) | | (ET) | | (ST) | | (WT) | | | | | | | | |
| Walk | | 7 | | 7 | | 7 | | 7 | | | | | | | | |
| Ped Clearance | | 14 | | 23 | | 14 | | 23 | | | | | | | | |
| Min Green | 1 | 12 | | 6 | 6 | 12 | | 6 | | | | | | | | |
| Gap Ext | | 3 | | 2 | 3 | 3 | | 2 | | | | | | | | |
| Max1 | | 65 | | 30 | 30 | 65 | | 30 | | | | | | | | |
| 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 | 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 | | | | | | | | |
| 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 |
| Guar Passage | | | | | | | | | | | | | | | | |
| Rest In Walk | | ON | | | | ON | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | |
| Add Init Calc | | | | | | | | | | | | | | | | |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | | | | | | | | |

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 | 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 | | | | | | |
| Track Veh 2 | | | | | | |
| Track Veh 3 | | | | | | |
| Track Veh 4 | | | | | | |
| Dwell Cyc Veh 1 | 2 | 4 | | | | |
| Dwell Cyc Veh 2 | 6 | 8 | | | | |
| 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 | | | | | | |
| Dwell Cyc Ped4 | | | | | | |
| Dwell Cyc Ped5 | | | | | | |
| Dwell Cyc Ped6 | | | | | | |
| Dwell vPed7 | | | | | | |
| Dwell Cyc Ped8 | | | | | | |
| Exit 1 | 4 | 2 | | | | |
| Exit 2 | 8 | 6 | | | | |
| Exit 3 | | | | | | |
| Exit 4 | | | | | | |

Preempt LP

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

Station : 3202 - US 1 & Tyler St (Standard File)

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|-----|------|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | | (NT) | | (WT) | | | | | | | | | | | | |
| Walk | | 7 | | 7 | | | | | | | | | | | | |
| Ped Clearance | | 8 | | 15 | | | | | | | | | | | | |
| Min Green | | 12 | | 6 | | | | | | | | | | | | |
| Gap Ext | | 3 | | 2 | | | | | | | | | | | | |
| Max1 | | 50 | | 20 | | | | | | | | | | | | |
| Max2 | | | | | | | | | | | | | | | | |
| Yellow Clr | 3.5 | 4 | 3.5 | 4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | | 2 | | 2 | | | | | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert | | | | | | | | | | | | | | | | |
| Added Initial | | | | | | | | | | | | | | | | |
| Max Initial | | | | | | | | | | | | | | | | |
| Time Before Reduce | | | | | | | | | | | | | | | | |
| Cars Before Reduce | | | | | | | | | | | | | | | | |
| Time To Reduce | | | | | | | | | | | | | | | | |
| Reduce By | | | | | | | | | | | | | | | | |
| Min Gap | | | | | | | | | | | | | | | | |
| Dynamic Max Limit | | | | | | | | | | | | | | | | |
| Dynamic Max Step | | | | | | | | | | | | | | | | |
| Enable | | ON | | ON | | | | | | | | | | | | |
| Auto Flash Entry | | | | ON | | | | | | | | | | | | |
| Auto Flash Exit | | ON | | | | | | | | | | | | | | |
| Non-Actuated 1 | | | | | | | | | | | | | | | | |
| Non-Actuated 2 | | | | | | | | | | | | | | | | |
| Lock Call | | | | | | | | | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall | | 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 | | | | | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | |
| Add Init Calc | | | | | | | | | | | | | | | | |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | | | | | | | | |

Preemption

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
|-------------------------|----|----|----|----|----|----|
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | | | | | | |
| Link to Preempt | | | | | | |
| Delay | | | | | | |
| Min Duration | | | | | | |
| Min Green | | | | | | |
| Min Walk | | | | | | |
| Ped Clear | | | | | | |
| Track Green | | | | | | |
| Min Dwell | | | | | | |
| Max Presence | | | | | | |
| Track Veh 1 | | | | | | |
| Track Veh 2 | | | | | | |
| Track Veh 3 | | | | | | |
| Track Veh 4 | | | | | | |
| Dwell Cyc Veh 1 | | | | | | |
| Dwell Cyc Veh 2 | | | | | | |
| Dwell Cyc Veh 3 | | | | | | |
| Dwell Cyc Veh 4 | | | | | | |
| Dwell Cyc Veh 5 | | | | | | |
| Dwell Cyc Veh 6 | | | | | | |
| 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 | | | | | | |
| Dwell Cyc Ped4 | | | | | | |
| Dwell Cyc Ped5 | | | | | | |
| Dwell Cyc Ped6 | | | | | | |
| Dwell vPed7 | | | | | | |
| Dwell Cyc Ped8 | | | | | | |
| Exit 1 | | | | | | |
| Exit 2 | | | | | | |
| Exit 3 | | | | | | |
| Exit 4 | | | | | | |

Preempt LP

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

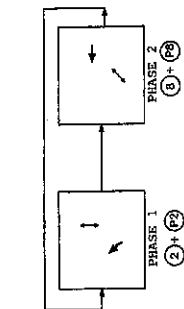


- 630-1-12, 75 LF
- 632-7-1, 1 PI
- 635-2-23, 1 AS
- 639-2-1, 200 LF
- 648-418-003, 1 EA
- 652-7-1, 1 EA
- 652-7-1, 1 EA
- 676-5-131, 1 AS
- 682-100, 1 EA
- 682-128, 1 EA

- 680-1-12, 30 LF
- 685-1-11, 2 EA
- 687-7-1, 1 EA
- 687-7-1, 1 EA

SEE CONAK
PLAN SHEET S-8

SIGNAL OPERATING PLAN NO. ONE



635-181, 4 AS
(COUNTDOWN)

680-311, 4 AS
680-100, 2 EA
680-100, 6 EA

SIGNAL HEAD DETAILS

SIGNAL TIMING

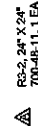
SIGNAL DETECTOR ASSIGNMENT

| DETECTOR UNIT # | DETECTOR OPERATOR | ASSIGNED TO MOVEMENT | CONNECTED TO TRAFFIC FUNCTION |
|--|-------------------------------------|----------------------|-------------------------------|
| V-1 <td>PRESSENCE <td>2 <td>ORIG </td></td></td> | PRESSENCE <td>2 <td>ORIG </td></td> | 2 <td>ORIG </td> | ORIG |
| V-2 <td>PRESSENCE <td>8 <td>TRD </td></td></td> | PRESSENCE <td>8 <td>TRD </td></td> | 8 <td>TRD </td> | TRD |

SIGNAL REMOVAL ITEMS

- 680-10, 8 EA
- 680-20, 4 EA
- 680-33, 105 LF
- 680-50, 1 EA
- 680-50, 1 EA
- 680-80, 1 EA
- 680-90, 1 PI
- 680-100, 1 PI

REMOVAL ITEMS

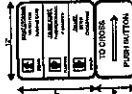


RS-2, 24" X 24"
700-46-11, 1 EA



RS-3, 24" X 24"
700-46-11, 1 EA

SIGN DETAILS



R10-30, 4 EA
SUPPLY WITH 685-11-ORIENT DIRECTIONAL ARROW TOWARDS RAMP.



R10-11A, 24" X 30"
700-46-11, 1 EA

US 1 (YOUNG CIRCLE)

TYLER ST

- 630-1-12, 30 LF
- 632-7-1, 1 PI
- 635-2-23, 1 AS
- 639-2-1, 200 LF
- 648-418-003, 1 EA
- 652-7-1, 1 EA
- 652-7-1, 1 EA
- 676-5-131, 1 AS
- 682-100, 1 EA
- 682-128, 1 EA

1. SIGNAL OPERATING PLAN NO. ONE AS SHOWN.

NOTES

| DESIGNED BY | DRAWN BY | CHECKED BY | DATE |
|-------------|----------|------------|-------|
| IS | IS | HK | 11/04 |
| IS | IS | HK | 11/04 |
| IS | IS | HK | 11/04 |

BREXWARD
DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION

DWG NO 04090503

SHEET S-6

SIGNALIZATION PLAN
US 1 (FEDERAL HWY) & TYLER STREET

C-101

3202



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

| | | | |
|---------------------|--|------------------------|-------------|
| Intersection Number | 3370 | Initial Operation Date | 8/4/87 |
| Controller Type | 2070 LN | System Number | 3370 |
| Modification Number | 8 | Modification Date | 04/22/2016 |
| Drawing/Project No | 04090504 | FPL Grid Number | 87671229800 |
| Intersection | FEDERAL HWY. (US 1/SR 5) and HARRISON STREET | | |
| Municipality | HOLLYWOOD | | |

| Controller Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|----------------------|---|--------|--------|-----|---|---|---|---|
| Face Number | | 6,6A | P8,P8A | 8R | | | | |
| Direction | | SB | XPED | EB | | | | |
| Initial Green(MIN) | | 10 | 10 | 6 | | | | |
| Vehicle Ext.(GAP) | | 3.0 | 2.0 | 1.5 | | | | |
| Maximum Green I | | 50 | 17 | 17 | | | | |
| Maximum Green II | | | | | | | | |
| Yellow Clearance | | 5.0 | 4.0 | 4.0 | | | | |
| All Red Clearance | | 2.0 | 1.0 | 2.0 | | | | |
| Phase Recall | | MIN | OFF | OFF | | | | |
| Detector Delay | | | | | | | | |
| Walk | | 7 | 10 | 7 | | | | |
| Pedestrian Clearance | | 13 | 12 | 15 | | | | |
| Permissive | | | | | | | | |
| Flash Operation | | YELLOW | DARK | RED | | | | |
| Green Return | | | | | | | | |

Attachment

Channel/Drop / IP Address

NOTES:

1. PHASE 3 ON OMITTS PHASE 4.
2. AUDIBLE PEDS: P6 TONE (CROSSING HARRISON), P8,P8A BEEP (CROSSES CIRCLE AT HARRISON AND HOLLYWOOD).
3. WITH WOIT2016041692 DATED 4/21/16, INSTALLS NEW AUDIBLE PEDS.

Submitted By _____ Approved By _____

Station : 3370 - US 1 & Harrison St (Standard File)

| Phase | 1 | 2 | 3 (ST) | 4 (ET) | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|---|----|-----------|-----------|---|---|---|---|-----|-----|-----|-----|-----|-----|-----|-----|
| Walk | | 7 | 10 | 7 | | | | | | | | | | | | |
| Ped Clearance | | 13 | 12 | 15 | | | | | | | | | | | | |
| Min Green | | 10 | 10 | 6 | | | | | | | | | | | | |
| Gap Ext | | 3 | 2 | 1.5 | | | | | | | | | | | | |
| Max1 | | 50 | 17 | 17 | | | | | | | | | | | | |
| Max2 | | | | | | | | | | | | | | | | |
| Yellow Clr | | 5 | 4 | 4 | | | | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | | 2 | 1 | 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 | | | | | | | | | | | | |
| 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 | | ON | | | | | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | |
| Add Init Calc | | | | | | | | | | | | | | | | |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | | | | | | | | |

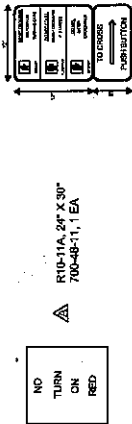
Preemption

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
|-------------------------|----|----|----|----|----|----|
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | | | | | | |
| Link to Preempt | | | | | | |
| Delay | | | | | | |
| Min Duration | | | | | | |
| Min Green | | | | | | |
| Min Walk | | | | | | |
| Ped Clear | | | | | | |
| Track Green | | | | | | |
| Min Dwell | | | | | | |
| Max Presence | | | | | | |
| Track Veh 1 | | | | | | |
| Track Veh 2 | | | | | | |
| Track Veh 3 | | | | | | |
| Track Veh 4 | | | | | | |
| Dwell Cyc Veh 1 | | | | | | |
| Dwell Cyc Veh 2 | | | | | | |
| Dwell Cyc Veh 3 | | | | | | |
| Dwell Cyc Veh 4 | | | | | | |
| Dwell Cyc Veh 5 | | | | | | |
| Dwell Cyc Veh 6 | | | | | | |
| 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 | | | | | | |
| Dwell Cyc Ped4 | | | | | | |
| Dwell Cyc Ped5 | | | | | | |
| Dwell Cyc Ped6 | | | | | | |
| Dwell vPed7 | | | | | | |
| Dwell Cyc Ped8 | | | | | | |
| Exit 1 | | | | | | |
| Exit 2 | | | | | | |
| Exit 3 | | | | | | |
| Exit 4 | | | | | | |

Preempt LP

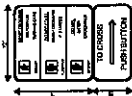
| Channel | 1 | 2 | 3 | 4 |
|------------------|-----|-----|-----|-----|
| Min | | | | |
| Max | | | | |
| Enable | | | | |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt | | | | |
| No Skip | | | | |
| Priority P1 | | | | |
| Priority P2 | | | | |
| Priority P3 | | | | |
| Priority P4 | |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

SIGN DETAILS

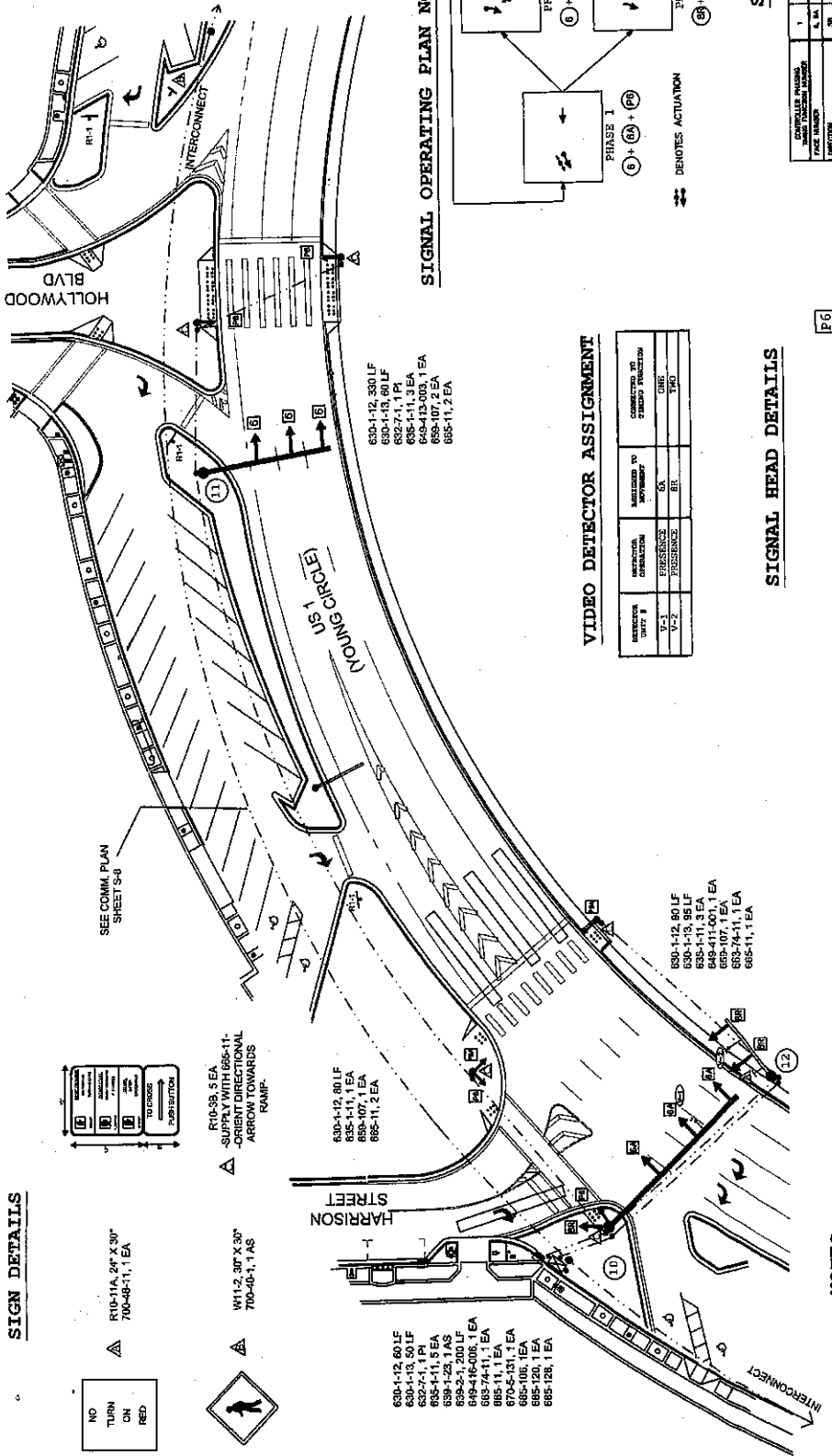


RT0-11A, 24" X 30"
700-48-11, 1 EA

W11-2, 30" X 30"
700-48-1, 1 AS

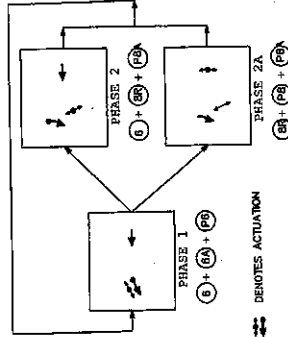


R10-39, 5 EA
SUBSTITUTED WITH 685-11,
CORNER WITH ORIGINAL
ARROW TOWARDS
RAMP.



- REMOVAL ITEMS**
- 690-10, 8 EA
 - 690-20, 6 EA
 - 690-31, 3 EA
 - 690-33, 175 LF
 - 690-50, 2 EA
 - 690-70, 6 EA
 - 690-80, 2 EA
 - 690-90, 2 EA
 - 690-100, 1 PI

SIGNAL OPERATING PLAN NO. 1 (MODIFIED)



☉ + ☉ + ☉ DENOTES ACTUATION

VIDEO DETECTOR ASSIGNMENT

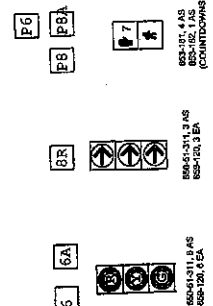
| DETECTOR IDENTIFICATION | ASSIGNMENT TO CONTROL | CONNECTED TO STRIPED FUNCTION |
|-------------------------|-----------------------|-------------------------------|
| V-1 | 6A | ONE |
| V-2 | 8R | TWO |

- 690-112, 80 LF
- 690-113, 95 LF
- 690-114, 1 EA
- 690-115, 3 EA
- 690-116, 1 EA
- 690-117, 2 EA

- 690-112, 80 LF
- 690-113, 95 LF
- 690-114, 1 EA
- 690-115, 3 EA
- 690-116, 1 EA
- 690-117, 2 EA

- 690-112, 80 LF
- 690-113, 95 LF
- 690-114, 1 EA
- 690-115, 3 EA
- 690-116, 1 EA
- 690-117, 2 EA

SIGNAL HEAD DETAILS



SIGNAL TIMING

| CONTROLLED PHASE | PHASE NUMBER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----------------------|--------------|---|---|---|---|---|---|---|---|
| YELLOW CLEARANCE | Y | | | | | | | | |
| YELLOW CHANGE | YCH | | | | | | | | |
| ALL-RED CLEARANCE | AR | | | | | | | | |
| ALL-RED CHANGE | ARCH | | | | | | | | |
| ALL-RED | AR | | | | | | | | |
| DECELERATION TIME | DM | | | | | | | | |
| ACCELERATION TIME | AM | | | | | | | | |
| PERMISSIVE TIME | PT | | | | | | | | |
| PERMISSIVE PERCENTAGE | PP | | | | | | | | |
| FLASH PATTERN | FP | | | | | | | | |
| START WALK | SW | | | | | | | | |
| START FLASH | SF | | | | | | | | |
| STOP WALK | SW | | | | | | | | |
| STOP FLASH | SF | | | | | | | | |
| STOP WALK | SW | | | | | | | | |
| STOP FLASH | SF | | | | | | | | |

NOTES

- SIGNAL OPERATING PLAN NO. ONE (MODIFIED) AS SHOWN.
- PHASE 2A (IF 2) IS PEDESTRIAN ACTUATED BY MOVEMENT 8R. PHASES 1 AND 2 ARE VEHICLE ACTUATED.
- SIGNAL HEADS 6 AND 8A TO FLASH YELLOW, HEADS 8R TO FLASH RED.
- PROGRAM T.F. TWO 'ON' TO OMIT T.F. THREE.

| | | | | |
|--|---|-----------------|-----------|--------------------|
| | DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION | DWG NO 04090504 | SHEET S-7 | SIGNALIZATION PLAN |
| | US 1 & HOLLYWOOD BLVD/HARRISON STREET | | | |

3370



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

| | | | |
|---------------------|---|------------------------|-------------|
| Intersection Number | 3445 | Initial Operation Date | 10/22/97 |
| Controller Type | 2070LN | System Number | 3445 |
| Modification Number | 10 | Modification Date | 06/13/2016 |
| Drawing/Project No | 04090501 | FPL Grid Number | 87672220105 |
| Intersection | FEDERAL HWY. (US 1/SR 5) and SOUTH YOUNG CIRCLE | | |
| Municipality | HOLLYWOOD | | |

| Controller Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|----------------------|--------|--------|--------|------|---|---|---|---|
| Face Number | 2,6,2A | 4,6,2A | 4,6 | 2,2A | | | | |
| Direction | NB/SB | EB/SB | P2,P8A | P8 | | | | |
| Initial Green(MIN) | 12 | 4 | 5 | 5 | | | | |
| Vehicle Ext.(GAP) | 3.0 | 2.0 | 0.0 | 0.0 | | | | |
| Maximum Green I | 30 | 15 | 15 | 15 | | | | |
| Maximum Green II | | | | | | | | |
| Yellow Clearance | 4.0 | 5.0 | 4.0 | 4.0 | | | | |
| All Red Clearance | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Phase Recall | MIN | OFF | OFF | OFF | | | | |
| Detector Delay | | | | | | | | |
| Walk | 7 | 5 | 5 | 5 | | | | |
| Pedestrian Clearance | 6 | 6 | 10 | 10 | | | | |
| Permissive | | | | | | | | |
| Flash Operation | SEE | NOTE | 2 | | | | | |
| Green Return | | | | | | | | |

Attachment C445 SOP Model (1).pdf
Channel/Drop / IP Address

NOTES:

- 1. HEADS 2, 2A AND 6 FLASH YELLOW. HEADS 4 FLASH RED.
- 2. SEQUENCE OF OPERATION ATTACHED.
- 3. AUDIBLE PEDS: P4/P8 BEEP (STAGED CROSSING AT US 1 SPLIT), P6 TONE ACROSS CIRCLE.
- 4. WITH WOIT2016041689 DATED 4/21/16, INSTALLS AUDIBLE PEDS.

Submitted By _____ Approved By _____

Station : 3445 - US 1 & Young Circle South (Standard File)

| Phase | 1 (ST) | 2 (SR) | 3 | 4 (NT) | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------|-----------|-----------|----|-----------|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Walk | 7 | 5 | 5 | 5 | | | | 7 | | | | | | | | |
| Ped Clearance | 6 | 6 | 10 | 10 | | | | 13 | | | | | | | | |
| Min Green | 12 | 4 | 5 | 5 | | | | | | | | | | | | |
| Gap Ext | 3 | 2 | | | | 1 | 1 | 1 | | | | | | | | |
| Max1 | 30 | 15 | 15 | 15 | | 25 | 25 | 25 | | | | | | | | |
| Max2 | | | | | | | | | | | | | | | | |
| Yellow Clr | 4 | 5 | 4 | 4 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2 | 2 | 2 | 2 | | 1.5 | 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 | ON | ON | ON |
| Min Recall | ON | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Ped Recall | ON | ON | ON | ON | ON | ON | ON | ON | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| Dual Entry | | | | | | | | | | | | | | | | |
| Sim Gap Enable | | | | | | | | | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage | | | | | | | | | | | | | | | | |
| Rest In Walk | ON | | | | | | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | |
| Add Init Calc | | | | | | | | | | | | | | | | |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | | | | | | | | |

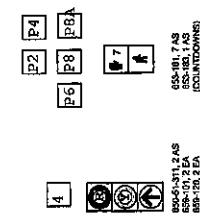
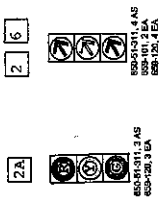
Preemption

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
|-------------------------|----|----|----|----|----|----|
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | | | | | | |
| Link to Preempt | | | | | | |
| Delay | | | | | | |
| Min Duration | | | | | | |
| Min Green | | | | | | |
| Min Walk | | | | | | |
| Ped Clear | | | | | | |
| Track Green | | | | | | |
| Min Dwell | | | | | | |
| Max Presence | | | | | | |
| Track Veh 1 | | | | | | |
| Track Veh 2 | | | | | | |
| Track Veh 3 | | | | | | |
| Track Veh 4 | | | | | | |
| Dwell Cyc Veh 1 | | | | | | |
| Dwell Cyc Veh 2 | | | | | | |
| Dwell Cyc Veh 3 | | | | | | |
| Dwell Cyc Veh 4 | | | | | | |
| Dwell Cyc Veh 5 | | | | | | |
| Dwell Cyc Veh 6 | | | | | | |
| 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 | | | | | | |
| Dwell Cyc Ped4 | | | | | | |
| Dwell Cyc Ped5 | | | | | | |
| Dwell Cyc Ped6 | | | | | | |
| Dwell vPed7 | | | | | | |
| Dwell Cyc Ped8 | | | | | | |
| Exit 1 | | | | | | |
| Exit 2 | | | | | | |
| Exit 3 | | | | | | |
| Exit 4 | | | | | | |

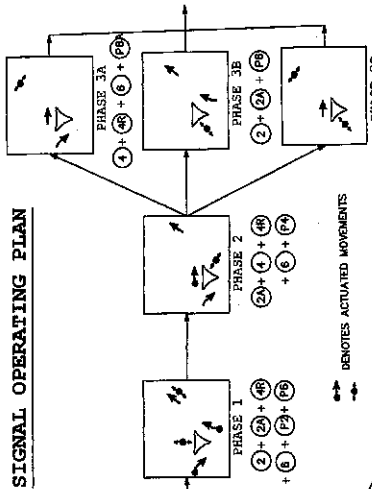
Preempt LP

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

SIGNAL HEAD DETAILS



SIGNAL OPERATING PLAN



← → DENOTES ACTIVATED MOVEMENTS

SIGNAL TIMING

| CONTROLLED PHASING TIME FUNCTION NUMBER | 1 | 2 | 3 |
|---|-------------|-----------|-----------|
| FACE NUMBER | 1 | 2 | 3 |
| DIRECTION | 180°/270° | 180°/270° | 180°/270° |
| INITIAL GREEN (MINIMUM) | 7.2 | 4 | 5 |
| VEHICLE EXTENSION (GAP) | 3.0 | 0 | 2.0 |
| MAXIMUM GREEN 1 | 50 | 10 | 25 |
| MAXIMUM GREEN 2 | 4.0 | 4.0 | 4.0 |
| YELLOW CLEARANCE | 1.0 | 1.0 | 1.0 |
| ALL-RED CLEARANCE | 1.0 | 1.0 | 1.0 |
| PHASE RECALL | MIN | OFF | OFF |
| DETECTOR DELAY | 7 | 4 | 5 |
| PEDESTRIAN WALK | 6 | 6 | 6 |
| FLASHING DON'T WALK | 6 | 6 | 6 |
| PERMISSIVE | SEE NOTE #3 | | |
| FLASH OPERATION | 1, 2 | 5 | 1, 5 |
| GREEN RETURN | | | |

SCALE 1" = 40'

VIDEO DETECTOR ASSIGNMENT

| VIDEO DETECTOR | OPERATION | ASSIGNED TO | OPERATION | ASSIGNED TO |
|----------------|-----------|-------------|-----------|-------------|
| V-1 | DETECTOR | 2 | PHASE 1 | DETECTOR |
| V-2 | DETECTOR | 4 | PHASE 2 | DETECTOR |
| V-3 | DETECTOR | 6 | PHASE 3 | DETECTOR |

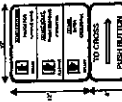
NOTES

- SPECIAL SIGNAL OPERATING PLAN AS SHOWN.
- PHASE 3 IS PEDESTRIAN ACTUATED BY MOVEMENT PB AND/OR PBA. PHASES 1 AND 2 ARE VEHICLE ACTUATED.
- SIGNAL HEADS 2A, AND 6 TO FLASH YELLOW, HEADS 4 TO FLASH RED.
- PAY ITEM NUMBERS INCLUDE REMOVAL OF TRAFFIC SIGNAL 275' EAST OF CIRCLE ON HARRISON STREET.

REMOVAL ITEMS

- 880-10, 9 EA
- 880-20, 9 EA
- 880-31, 2 EA
- 880-32, 2 EA
- 880-33, 2 EA
- 880-34, 1 EA
- 880-35, 1 EA
- 880-100, 1 PI

SIGN DETAILS



R10-11A, 24" X 30"
700-48-11, 2 EA

W11-2, 30" X 30"
700-40-1, 1 AS

R10-2B, 10 EA
SUPPLY WITH 665-11-
ORIENT DIRECTIONAL
ARROW TOWARDS
RAMP.

3445



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

| | | | |
|---------------------|---|------------------------|-------------|
| Intersection Number | 3206 | Initial Operation Date | 9/9/77 |
| Controller Type | 2070 LN | System Number | 3206 |
| Modification Number | 10 | Modification Date | 09/30/2014 |
| Drawing/Project No | 228034-1-52-01 | FPL Grid Number | 87671279106 |
| Intersection | FEDERAL HWY. (US 1/SR 5) and VAN BUREN STREET | | |
| Municipality | HOLLYWOOD | | |

| Controller Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-------------------------|--------|--------|---|------|--------|--------|---|------|
| Face Number | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Direction | SBL | NB | | EB | NBL | SB | | WB |
| Initial Green(MIN) | 4 | 10 | | 6 | 4 | 10 | | 6 |
| Vehicle Ext.(GAP) | 1.5 | 3.0 | | 2.0 | 1.5 | 3.0 | | 2.0 |
| Maximum Green I | 12 | 50 | | 20 | 12 | 50 | | 20 |
| 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 | OFF | MIN | | OFF |
| Detector Delay | | | | 20RT | | | | 20RT |
| Walk | | 7 | | 5 | | 7 | | 5 |
| Pedestrian Clearance | | 11 | | 18 | | 11 | | 18 |
| Permissive | 5 SECT | | | | 5 SECT | | | |
| Flash Operation | | YELLOW | | RED | | YELLOW | | RED |
| Green Return | | | | | | | | |

Attachment

Channel/Drop / IP Address

NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. MOD.10 UPDATES ALL RED CLEARANCE VALUES.

Submitted By _____ Approved By _____

Station : 3206 - US 1 & Van Buren St (Standard File)

| 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 | | 5 | | 7 | | 5 | | | | | | | | |
| Ped Clearance | | 11 | | 18 | | 11 | | 18 | | | | | | | | |
| Min Green | 4 | 10 | | 6 | 4 | 10 | | 6 | | | | | | | | |
| Gap Ext | 1.5 | 3 | | 2 | 1.5 | 3 | | 2 | | | | | | | | |
| Max1 | 12 | 50 | | 20 | 12 | 50 | | 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 | 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 |
| Guar Passage | | | | | | | | | | | | | | | | |
| Rest In Walk | | ON | | | | ON | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | |
| Add Init Calc | | | | | | | | | | | | | | | | |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | | | | | | | | |

Preemption

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
|-------------------------|-----|-----|-----|----|-----|----|
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | | | ON | ON | | ON |
| Override Higher Preempt | | | ON | 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 | |
| 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 | | | | | | |
| 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 | | | | | | |

Preempt LP

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

Station : 3206 - US 1 & Van Buren 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 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Scheduler

| Plan | Month | | | | | | | | | | | | Day of Week | | | | | | | Day of Month | | | | | | | Day 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 | | | | | | | | | | | |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 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 | 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 | 1 | 1 | 3 |
| 4 | 1 | | | | | | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | |
| 5 | 1 | | | | | | | | | | | | 1 | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | | |
| 6 | | | | 1 | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | | |
| 7 | | | | | 1 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | |
| 8 | | | | | 1 | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | |
| 9 | | | | | 1 | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | |
| 10 | | | | | | 1 | | | | | | | | 1 | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | 2 | | | |
| 11 | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | |
| 12 | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | |
| 13 | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | |
| 14 | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | |
| 15 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | |
| 16 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | |
| 17 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 18 | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 19 | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 20 | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 21 | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 22 | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 23 | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 24 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 25 | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 26 | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 27 | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 28 | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 29 | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 30 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | 1 | |
| 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | 1 | |

User Comments:

TRAFFIC ENGINEERING DIVISION SIGNALIZED INTERSECTION

LOCATION FEDERAL HWY/US 1 & VAN BUREN ST

ORDER NO FDOT ISSUE DATE --- REVISION NO. 3 COMPLETION DATE 7/28/04

DWG. NO. 04-10-07-01 FILE NO. C-206 CITY HOLLYWOOD SCALE: 1' = 50'

DWN BY: LARRY

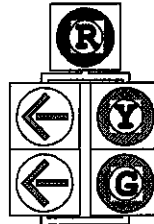
NORTH



Illuminated
Street name
4-REQ'D

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5 2



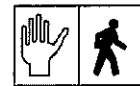
5-SECT
1-WAY
2-REQ'D

2 4 6 8

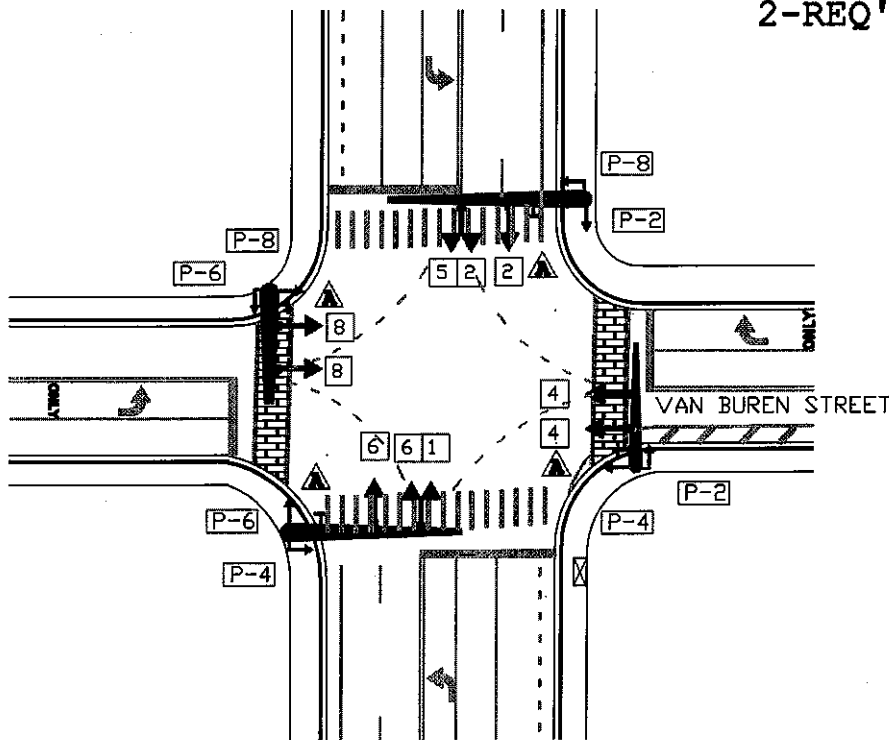


3-SECT
1-WAY
6-REQ'D

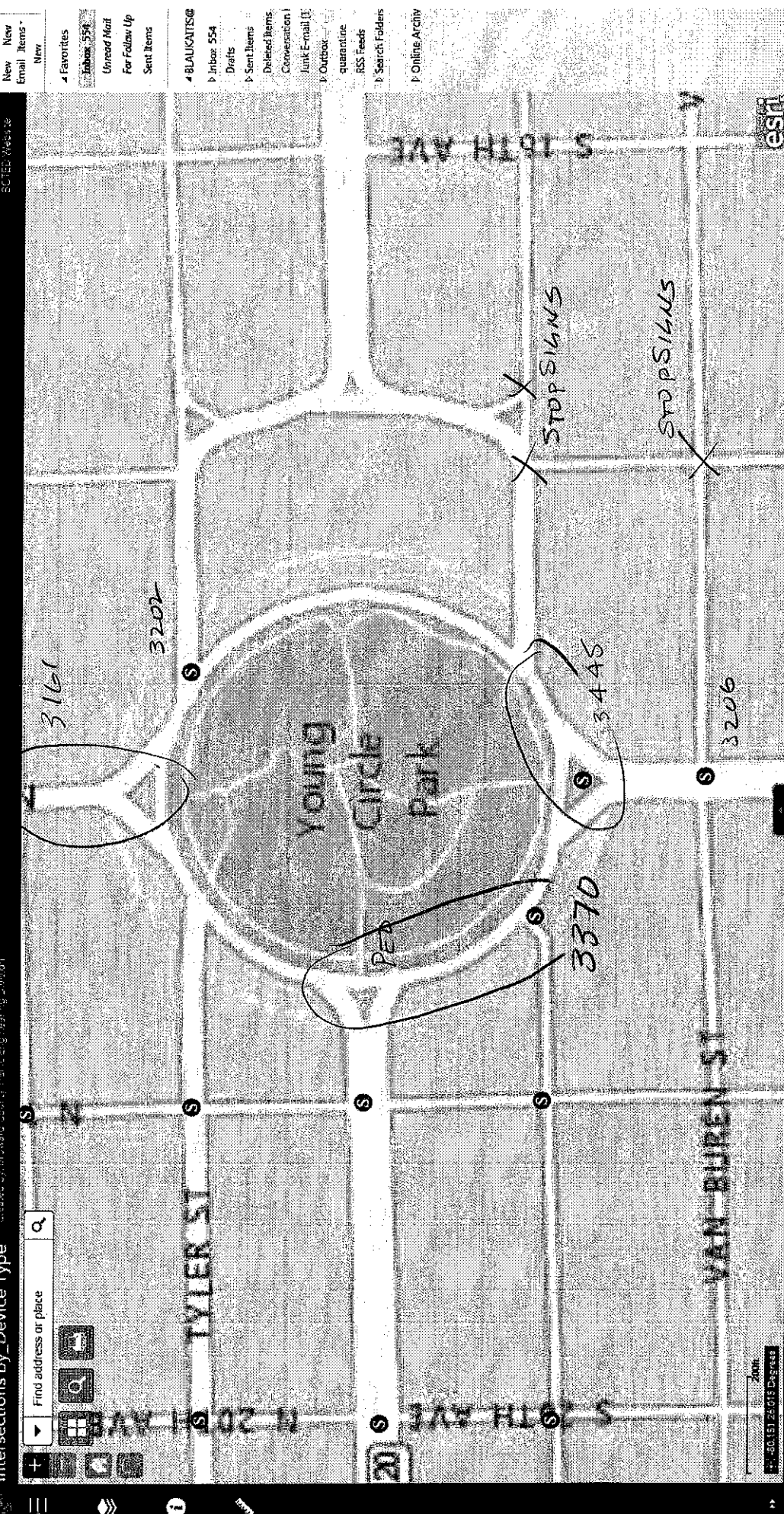
P-2 P-4 P-6 P-8



1-SECT
1-WAY
8-REQ'D



1. VIDEO DETECTION
2. SIGNALS REBUILT UNDER FDOT PROJ NO 228034-1-52-01



TRAFFIC SURVEY SPECIALISTS, INC.

E YOUNG CIRCLE & US 1
 HOLLYWOOD, FLORIDA
 COUNTED BY: MICHAEL MALONE
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : YOUN_US1
 Page : 1

ALL VEHICLES

| Date | US 1 From North | | | | E YOUNG CIRCLE From East | | | | US 1 From South | | | | N YOUNG CIRCLE From West | | | | Total |
|-----------|--------------------|------|------|-------|-----------------------------|------|------|-------|--------------------|------|------|-------|-----------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 03/22/17 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 119 | 0 | 0 | 76 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| 07:15 | 0 | 0 | 0 | 206 | 0 | 0 | 78 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 420 |
| 07:30 | 0 | 0 | 0 | 261 | 0 | 0 | 97 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 511 |
| 07:45 | 0 | 0 | 0 | 271 | 0 | 0 | 147 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 589 |
| Hr Total | 0 | 0 | 0 | 857 | 0 | 0 | 398 | 585 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1840 |
| 08:00 | 0 | 0 | 0 | 267 | 0 | 0 | 187 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 653 |
| 08:15 | 0 | 0 | 0 | 204 | 0 | 0 | 147 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 558 |
| 08:30 | 0 | 0 | 0 | 264 | 0 | 0 | 117 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 532 |
| 08:45 | 0 | 0 | 0 | 225 | 0 | 0 | 113 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 477 |
| Hr Total | 0 | 0 | 0 | 960 | 0 | 0 | 564 | 696 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2220 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 228 | 0 | 0 | 135 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 591 |
| 16:15 | 0 | 0 | 0 | 237 | 0 | 0 | 148 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 634 |
| 16:30 | 0 | 0 | 0 | 208 | 0 | 0 | 156 | 268 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 632 |
| 16:45 | 0 | 0 | 0 | 220 | 0 | 0 | 151 | 261 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 632 |
| Hr Total | 0 | 0 | 0 | 893 | 0 | 0 | 590 | 1006 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2489 |
| 17:00 | 0 | 0 | 0 | 228 | 0 | 0 | 140 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 589 |
| 17:15 | 0 | 0 | 0 | 248 | 0 | 0 | 185 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 648 |
| 17:30 | 0 | 0 | 0 | 222 | 0 | 0 | 137 | 204 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 563 |
| 17:45 | 0 | 0 | 0 | 223 | 0 | 0 | 165 | 230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 618 |
| Hr Total | 0 | 0 | 0 | 921 | 0 | 0 | 627 | 870 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2418 |
| *TOTAL* | 0 | 0 | 0 | 3631 | 0 | 0 | 2179 | 3157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8967 |

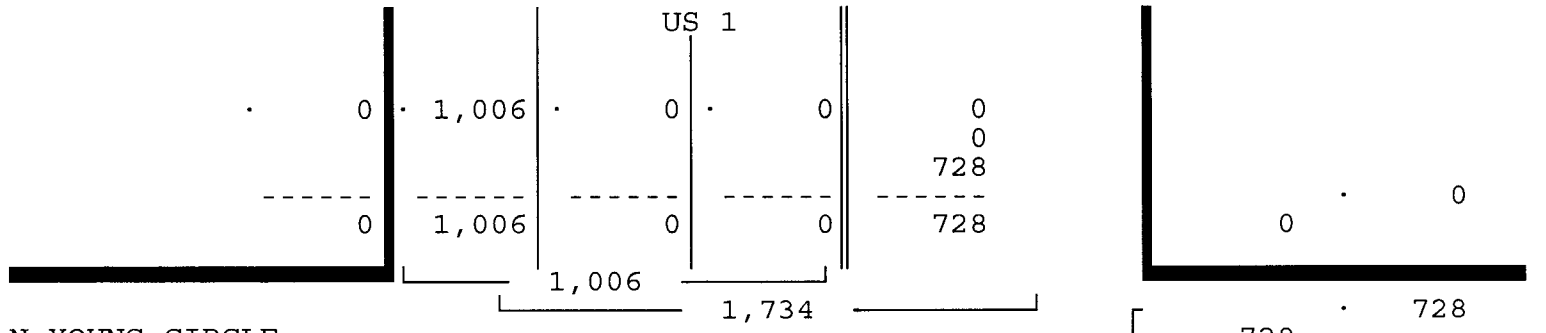
ALL VEHICLES

| US 1 From North | | | | E YOUNG CIRCLE From East | | | | US 1 From South | | | | N YOUNG CIRCLE From West | | | | Total |
|--------------------|------|------|-------|-----------------------------|------|------|-------|--------------------|------|------|-------|-----------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

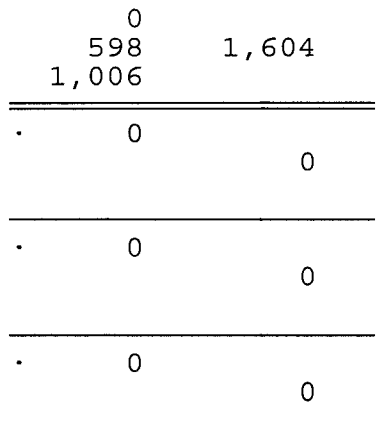
Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/22/17

| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | | |
|------------------|-------|----|----|-------|----|----|-----|-------|----|----|----|-------|----|----|----|----|
| Volume | 0 | 0 | 0 | 1006 | 0 | 0 | 598 | 728 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0% | 0% | 0% | 100% | 0% | 0% | 45% | 55% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Pk total | 1006 | | | 1326 | | | | 0 | | | | 0 | | | | |
| Highest | 07:45 | | | 08:00 | | | | 07:00 | | | | 07:00 | | | | |
| Volume | 0 | 0 | 0 | 271 | 0 | 0 | 187 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hi total | 271 | | | 386 | | | | 0 | | | | 0 | | | | |
| PHF | .93 | | | .86 | | | | .0 | | | | .0 | | | | |



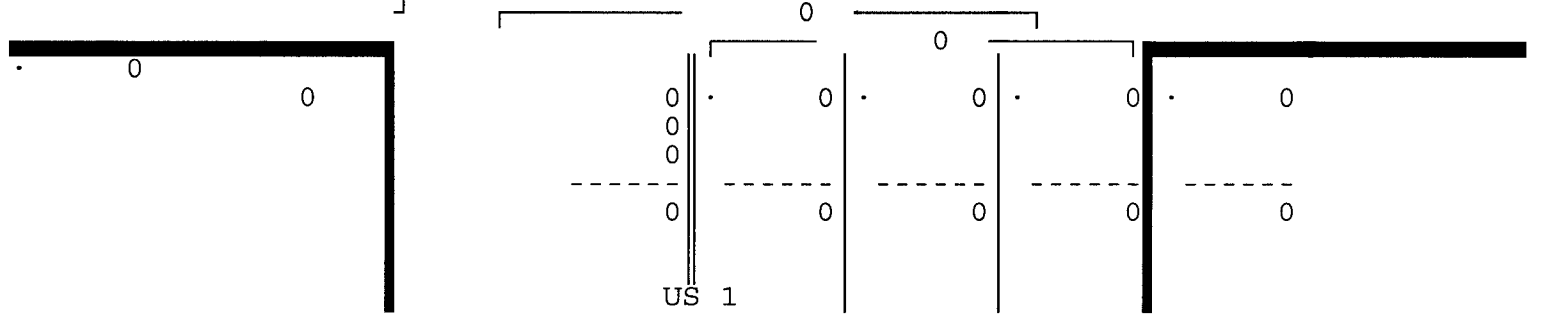
N YOUNG CIRCLE



ALL VEHICLES

Intersection Total
2,332

E YOUNG CIRCLE



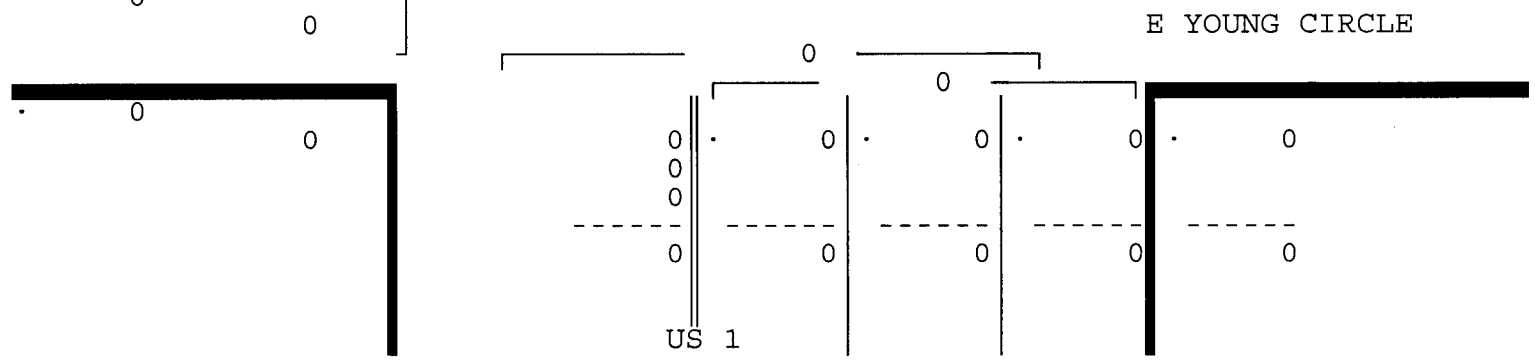
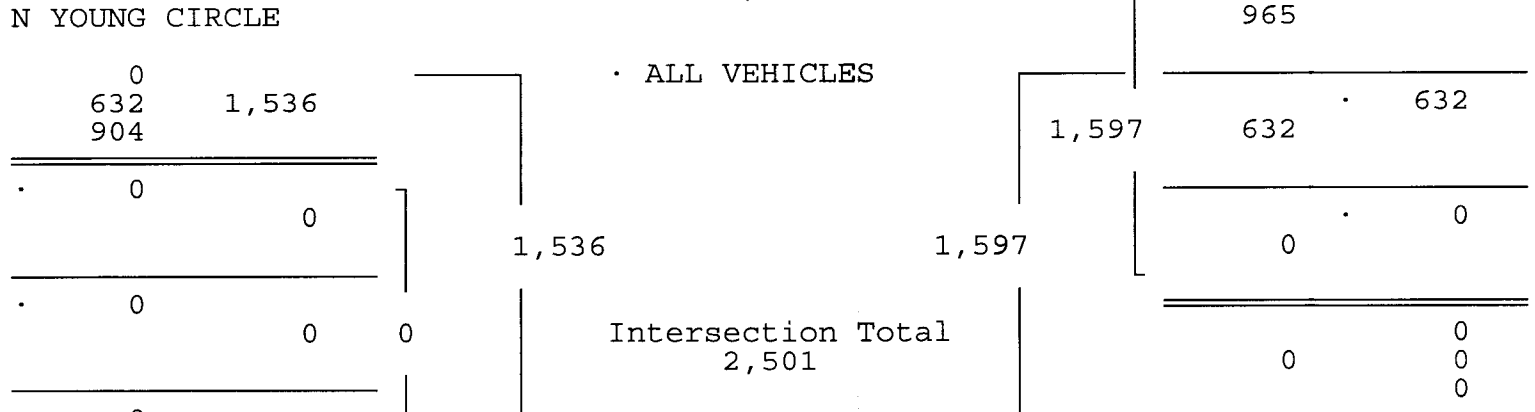
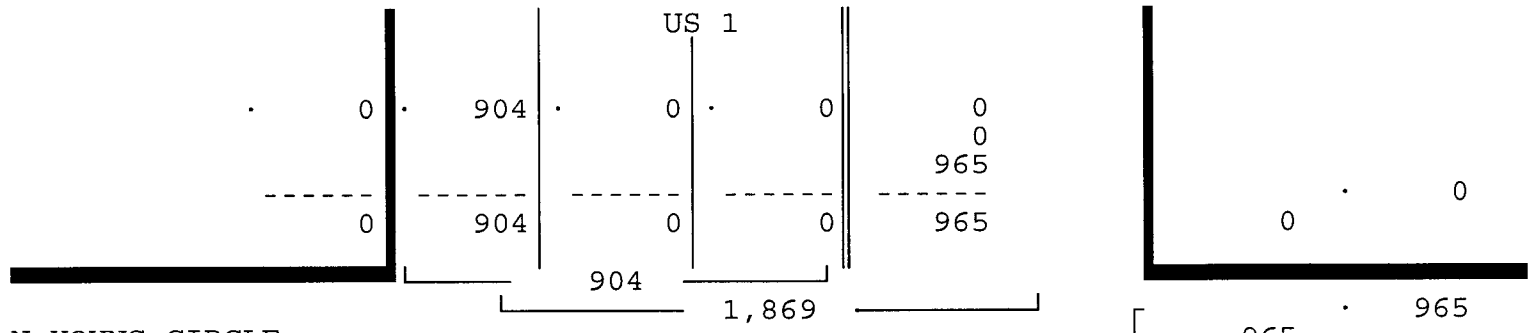
ALL VEHICLES

| US 1 From North | | | | E YOUNG CIRCLE From East | | | | US 1 From South | | | | N YOUNG CIRCLE From West | | | | Total |
|--------------------|------|------|-------|-----------------------------|------|------|-------|--------------------|------|------|-------|-----------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/22/17

| Peak start 16:30 | | | | 16:30 | | | | 16:30 | | | | 16:30 | | | | |
|------------------|-------|----|----|-------|----|----|-----|-------|----|----|----|-------|----|----|----|----|
| Volume | 0 | 0 | 0 | 904 | 0 | 0 | 632 | 965 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0% | 0% | 0% | 100% | 0% | 0% | 40% | 60% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Pk total | 904 | | | 1597 | | | | 0 | | | | 0 | | | | |
| Highest | 17:15 | | | 16:30 | | | | 07:00 | | | | 07:00 | | | | |
| Volume | 0 | 0 | 0 | 248 | 0 | 0 | 156 | 268 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hi total | 248 | | | 424 | | | | 0 | | | | 0 | | | | |
| PHF | .91 | | | .94 | | | | .0 | | | | .0 | | | | |



TRAFFIC SURVEY SPECIALISTS, INC.

E YOUNG CIRCLE & US 1
 HOLLYWOOD, FLORIDA
 COUNTED BY: MICHAEL MALONE
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : YOUN_US1
 Page : 1

TO PARKING LOT

| Date | US 1 From North | | | | E YOUNG CIRCLE From East | | | | US 1 From South | | | | N YOUNG CIRCLE From West | | | | Total |
|-----------|--------------------|------|------|-------|-----------------------------|------|------|-------|--------------------|------|------|-------|-----------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 03/22/17 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 07:15 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:30 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:45 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Hr Total | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 08:00 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 08:15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 08:30 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 08:45 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Hr Total | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:15 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:30 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:45 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Hr Total | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 17:00 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:15 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:30 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hr Total | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| *TOTAL* | 0 | 0 | 0 | 148 | 0 | 0 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |

TRAFFIC SURVEY SPECIALISTS, INC.

E YOUNG CIRCLE & US 1
 HOLLYWOOD, FLORIDA
 COUNTED BY: MICHAEL MALONE
 SIGNALIZED

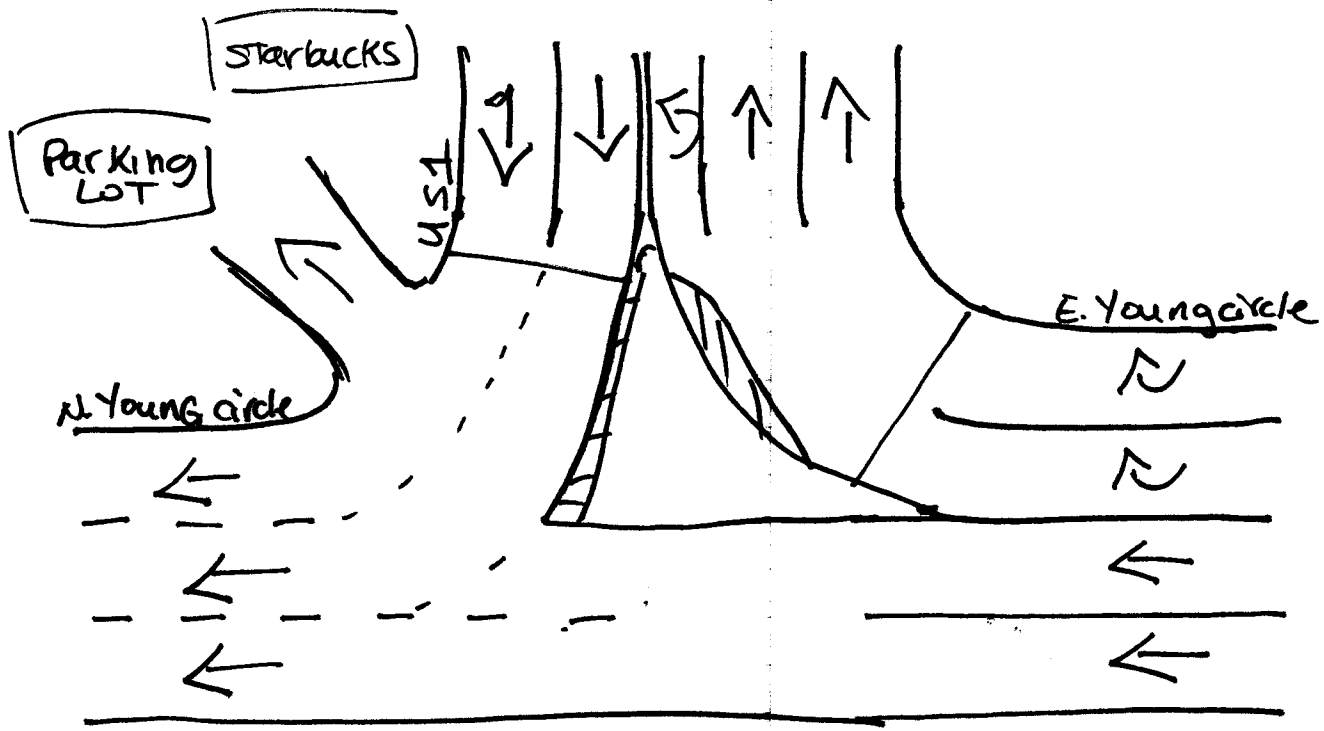
85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : YOUN_US1
 Page : 1

PEDESTRIANS & BIKES

| Date | US 1 From North | | | | E YOUNG CIRCLE From East | | | | US 1 From South | | | | N YOUNG CIRCLE From West | | | | Total |
|-----------|--------------------|-------|-------|------|-----------------------------|-------|-------|------|--------------------|-------|-------|------|-----------------------------|-------|-------|------|-------|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | |
| 07:00 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:15 | 0 | 6 | 1 | 14 | 0 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 07:30 | 0 | 1 | 0 | 7 | 0 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 07:45 | 0 | 1 | 0 | 8 | 0 | 2 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hr Total | 0 | 9 | 1 | 39 | 0 | 5 | 0 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 08:00 | 0 | 2 | 0 | 12 | 0 | 1 | 0 | 9 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 29 |
| 08:15 | 0 | 1 | 0 | 17 | 0 | 1 | 0 | 12 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 39 |
| 08:30 | 0 | 2 | 0 | 11 | 0 | 2 | 0 | 15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 32 |
| 08:45 | 0 | 2 | 0 | 11 | 0 | 3 | 0 | 14 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 34 |
| Hr Total | 0 | 7 | 0 | 51 | 0 | 7 | 0 | 50 | 0 | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 134 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 5 | 0 | 6 | 0 | 6 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:15 | 0 | 2 | 0 | 20 | 0 | 3 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 41 |
| 16:30 | 0 | 4 | 2 | 15 | 0 | 8 | 0 | 12 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 46 |
| 16:45 | 0 | 3 | 2 | 10 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 30 |
| Hr Total | 0 | 14 | 4 | 51 | 0 | 22 | 0 | 41 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 145 |
| 17:00 | 0 | 2 | 0 | 16 | 0 | 2 | 0 | 14 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 44 |
| 17:15 | 0 | 1 | 0 | 11 | 0 | 4 | 0 | 14 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 34 |
| 17:30 | 0 | 3 | 1 | 20 | 0 | 3 | 0 | 13 | 0 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 54 |
| 17:45 | 0 | 1 | 0 | 16 | 0 | 3 | 0 | 18 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 47 |
| Hr Total | 0 | 7 | 1 | 63 | 0 | 12 | 0 | 59 | 0 | 5 | 0 | 32 | 0 | 0 | 0 | 0 | 179 |
| *TOTAL* | 0 | 37 | 6 | 204 | 0 | 46 | 0 | 190 | 0 | 14 | 0 | 56 | 0 | 0 | 0 | 0 | 553 |

North ↑



Hollywood, Florida
March 22, 2017
claw truck. Luis Palomino
signaled

HOLLYWOOD BOULEVARD & N YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HOLLYOUN
 Page : 1

ALL VEHICLES

| Date | N YOUNG CIRCLE From North | | | | From East | | | | N YOUNG CIRCLE From South | | | | HOLLYWOOD BOULEVARD From West | | | | Total |
|-----------|------------------------------|------|------|-------|-----------|------|------|-------|------------------------------|------|------|-------|----------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 03/22/17 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 115 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 161 |
| 07:15 | 0 | 0 | 198 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 266 |
| 07:30 | 0 | 0 | 226 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 294 |
| 07:45 | 0 | 0 | 262 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 356 |
| Hr Total | 0 | 0 | 801 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 1077 |
| 08:00 | 0 | 0 | 278 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 376 |
| 08:15 | 0 | 0 | 213 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 297 |
| 08:30 | 0 | 0 | 229 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 323 |
| 08:45 | 0 | 0 | 218 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 306 |
| Hr Total | 0 | 0 | 938 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 | 1302 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 200 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 292 |
| 16:15 | 0 | 0 | 232 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 350 |
| 16:30 | 0 | 0 | 196 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 304 |
| 16:45 | 0 | 0 | 220 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 328 |
| Hr Total | 0 | 0 | 848 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 268 | 1274 |
| 17:00 | 0 | 0 | 215 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 315 |
| 17:15 | 0 | 0 | 238 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 363 |
| 17:30 | 0 | 0 | 202 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 290 |
| 17:45 | 0 | 0 | 239 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 346 |
| Hr Total | 0 | 0 | 894 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 | 1314 |
| *TOTAL* | 0 | 0 | 3481 | 538 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 948 | 4967 |

HOLLYWOOD BOULEVARD & N YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HOLLYOUN
 Page : 2

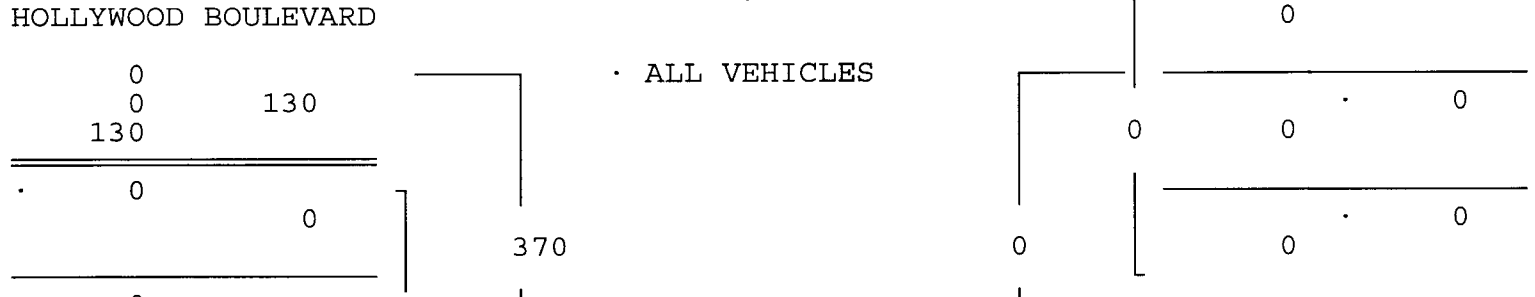
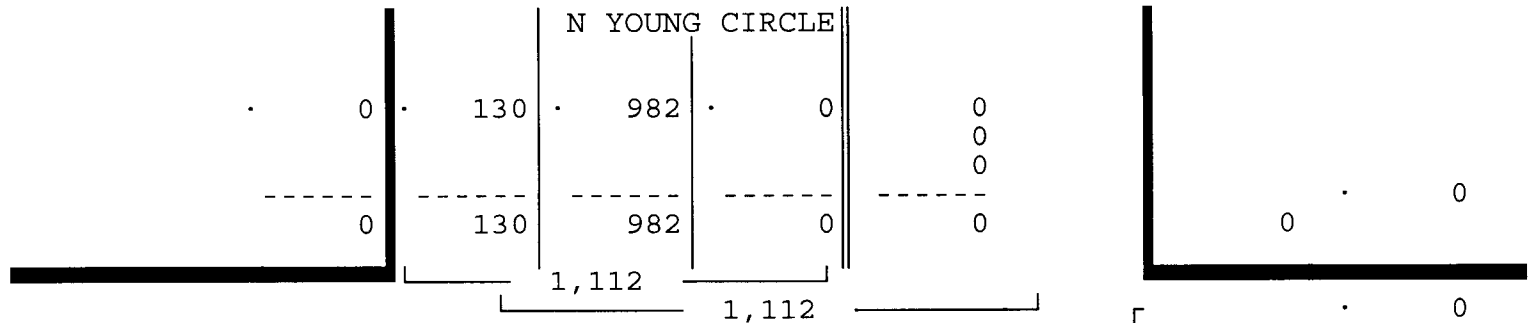
ALL VEHICLES

| N YOUNG CIRCLE | | | | N YOUNG CIRCLE | | | | HOLLYWOOD BOULEVARD | | | | Total | | | |
|----------------|------|------|-------|----------------|------|------|-------|---------------------|------|------|-------|-------|-----------|------|-------|
| From North | | | | From East | | | | From South | | | | | From West | | |
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right |

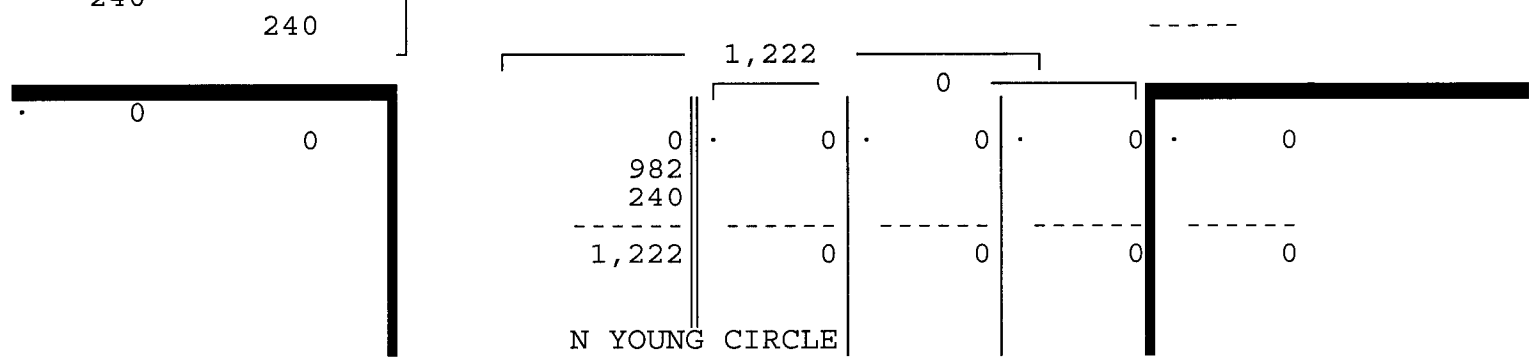
Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/22/17

| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | | | | | |
|------------------|-------|----|-----|-------|-------|----|----|-------|-------|----|----|----|-------|----|------|--|
| Volume | 0 | 0 | 982 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240 | |
| Percent | 0% | 0% | 88% | 12% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | |
| Pk total | 1112 | | | | 0 | | | | 240 | | | | | | | |
| Highest | 08:00 | | | | 07:00 | | | | 07:00 | | | | 08:30 | | | |
| Volume | 0 | 0 | 278 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | |
| Hi total | 317 | | | | 0 | | | | 0 | | | | 67 | | | |
| PHF | .88 | | | | .0 | | | | .0 | | | | .90 | | | |



Intersection Total
 1,352



HOLLYWOOD BOULEVARD & N YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HOLLYOUN
 Page : 3

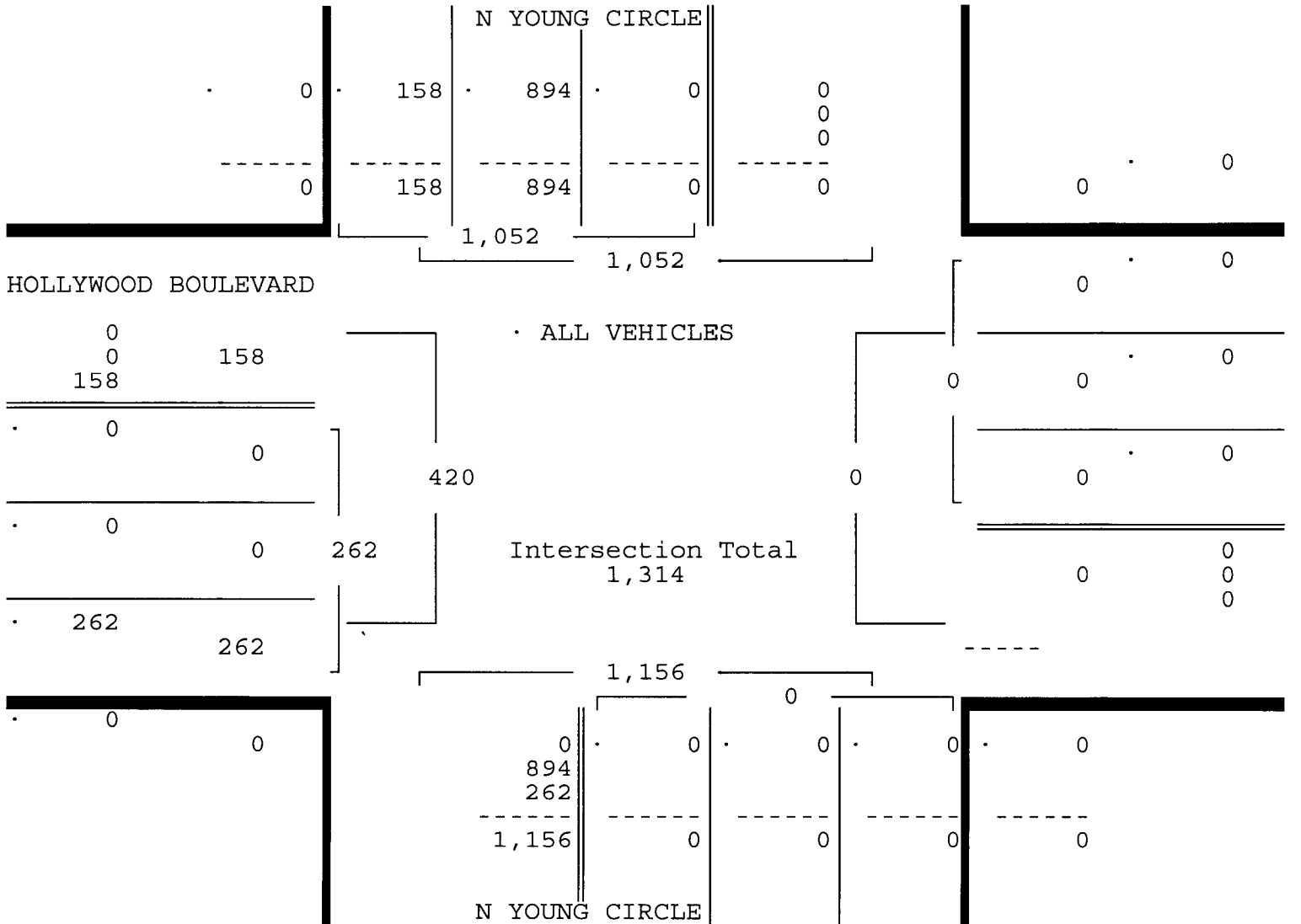
ALL VEHICLES

| N YOUNG CIRCLE From North | | | | From East | | | | N YOUNG CIRCLE From South | | | | HOLLYWOOD BOULEVARD From West | | | | Total |
|------------------------------|------|------|-------|-----------|------|------|-------|------------------------------|------|------|-------|----------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/22/17

| Peak start 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
|------------------|-------|----|-----|-------|-------|----|----|-------|-------|----|----|-------|-------|----|----|------|
| Volume | 0 | 0 | 894 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 |
| Percent | 0% | 0% | 85% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |
| Pk total | 1052 | | | | 0 | | | | 0 | | | | 262 | | | |
| Highest | 17:15 | | | | 07:00 | | | | 07:00 | | | | 17:15 | | | |
| Volume | 0 | 0 | 238 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| Hi total | 283 | | | | 0 | | | | 0 | | | | 80 | | | |
| PHF | .93 | | | | .0 | | | | .0 | | | | .82 | | | |



TRAFFIC SURVEY SPECIALISTS, INC.

HOLLYWOOD BOULEVARD & N YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HOLLYOUN
 Page : 1

TO PARKING LOT

| Date | N YOUNG CIRCLE From North | | | | From East | | | | N YOUNG CIRCLE From South | | | | HOLLYWOOD BOULEVARD From West | | | | Total |
|-----------|------------------------------|------|------|-------|-----------|------|------|-------|------------------------------|------|------|-------|----------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 03/22/17 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| *TOTAL* | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 19 |

TRAFFIC SURVEY SPECIALISTS, INC.

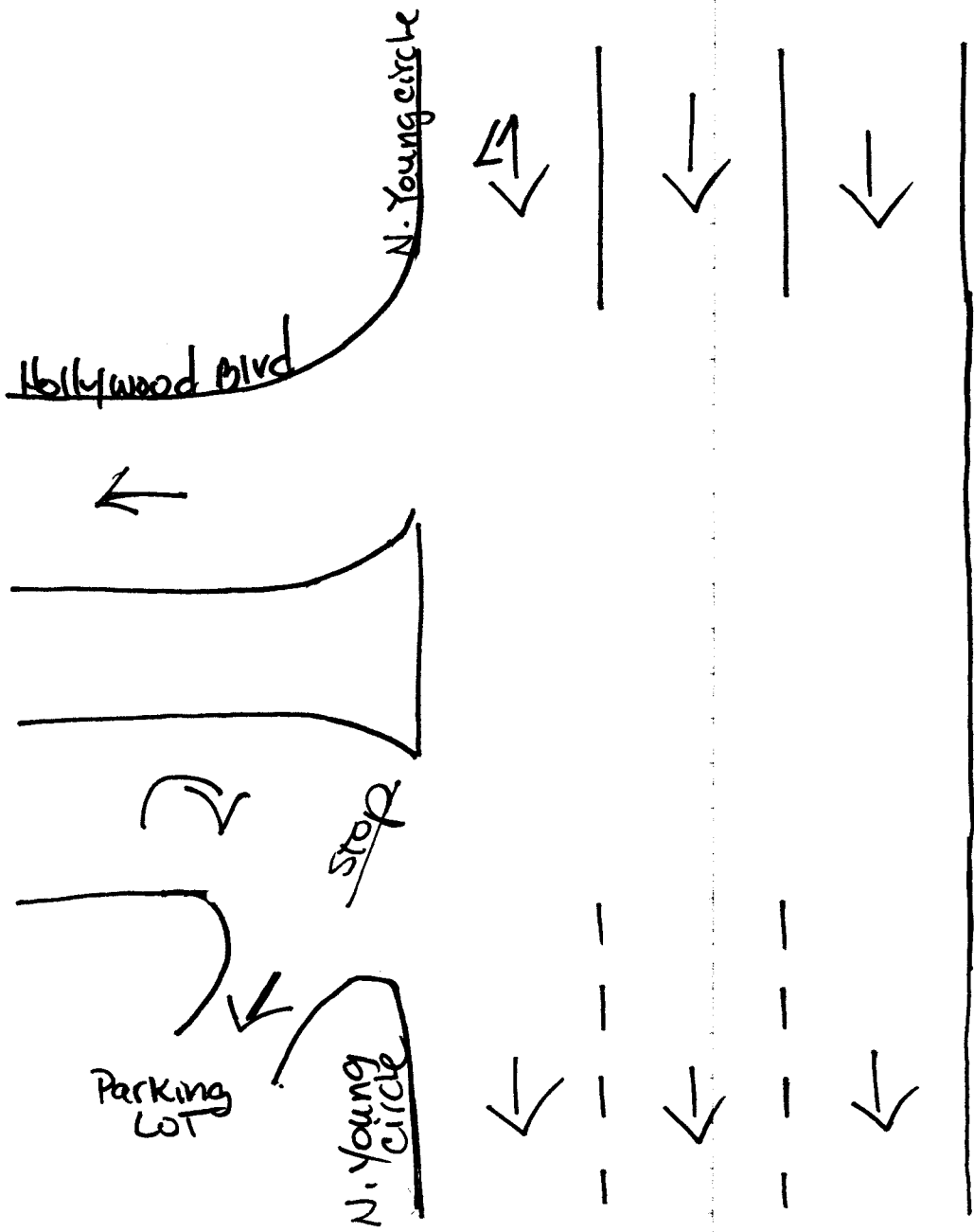
HOLLYWOOD BOULEVARD & N YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HOLLYOUN
 Page : 1

PEDESTRIANS & BIKES

| Date | N YOUNG CIRCLE From North | | | | From East | | | | N YOUNG CIRCLE From South | | | | HOLLYWOOD BOULEVARD From West | | | | Total |
|-----------------------|------------------------------|-------|-------|------|-----------|-------|-------|------|------------------------------|-------|-------|------|----------------------------------|-------|-------|------|-------|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | |
| 03/22/17 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 10 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 8 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 3 | 9 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 24 | 33 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 1 | 8 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 5 | 10 |
| 08:30 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 3 | 15 |
| 08:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 9 | 16 |
| Hr Total | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 17 | 0 | 2 | 0 | 18 | 49 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 13 | 14 |
| 16:15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 10 |
| 16:30 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 35 |
| 16:45 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 11 | 17 |
| Hr Total | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 1 | 0 | 56 | 76 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 28 | 31 |
| 17:15 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 9 | 20 |
| 17:30 | 0 | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 23 | 40 |
| 17:45 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 5 | 19 |
| Hr Total | 0 | 4 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 17 | 0 | 5 | 0 | 65 | 110 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 0 | 6 | 0 | 30 | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 49 | 0 | 10 | 0 | 163 | 268 |



Hollywood, Florida

March 22, 2017

drawn by: Luis Palomino
 NOT Signalized

HARRISON STREET & S YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: DREXYL EITNIEAR
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HARRNYOU
 Page : 1

ALL VEHICLES

| Date | S YOUNG CIRCLE From North | | | | ----- From East | | | | S YOUNG CIRCLE From South | | | | HARRISON STREET From West | | | | Total |
|-----------|------------------------------|------|------|-------|--------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 03/22/17 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 139 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 167 |
| 07:15 | 0 | 0 | 246 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 271 |
| 07:30 | 0 | 0 | 269 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 322 |
| 07:45 | 0 | 0 | 323 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 389 |
| Hr Total | 0 | 0 | 977 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 1149 |
| 08:00 | 0 | 0 | 340 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 418 |
| 08:15 | 0 | 0 | 264 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 300 |
| 08:30 | 0 | 0 | 297 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 330 |
| 08:45 | 0 | 0 | 264 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 307 |
| Hr Total | 0 | 0 | 1165 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 1355 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 244 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 297 |
| 16:15 | 0 | 0 | 316 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 372 |
| 16:30 | 0 | 0 | 257 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 316 |
| 16:45 | 0 | 0 | 280 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 351 |
| Hr Total | 0 | 0 | 1097 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 1336 |
| 17:00 | 0 | 0 | 263 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 332 |
| 17:15 | 0 | 0 | 310 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 388 |
| 17:30 | 0 | 0 | 240 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 310 |
| 17:45 | 0 | 0 | 288 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 362 |
| Hr Total | 0 | 0 | 1101 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 1392 |
| *TOTAL* | 0 | 0 | 4340 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 770 | 5232 |

HARRISON STREET & S YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: DREXYL EITNIEAR
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561) 272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HARRNYOU
 Page : 2

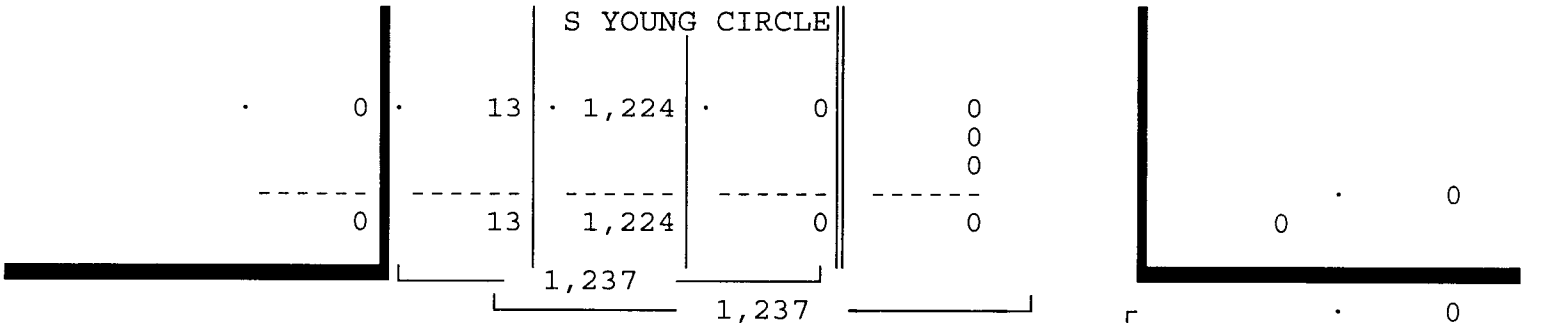
ALL VEHICLES

| S YOUNG CIRCLE | | | | S YOUNG CIRCLE | | | | S YOUNG CIRCLE | | | | HARRISON STREET | | | | Total |
|----------------|------|------|-------|----------------|------|------|-------|----------------|------|------|-------|-----------------|------|------|-------|-------|
| From North | | | | From East | | | | From South | | | | From West | | | | |
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

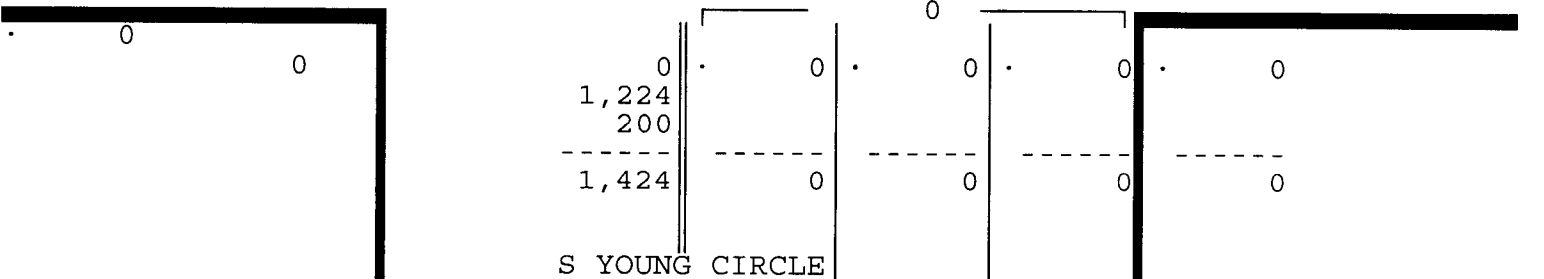
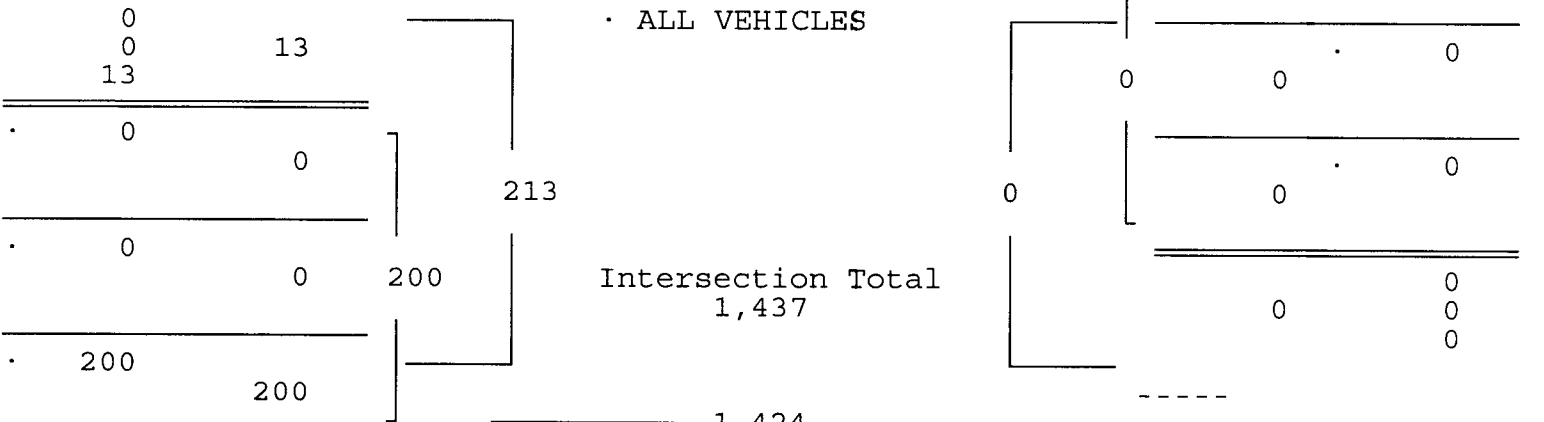
Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/22/17

| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | | |
|------------------|-------|----|------|-------|----|----|-------|-------|----|-------|----|-------|----|----|----|------|
| Volume | 0 | 0 | 1224 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Percent | 0% | 0% | 99% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |
| Pk total | 1237 | | | 0 | | | 0 | | | 200 | | | | | | |
| Highest | 08:00 | | | 07:00 | | | 07:00 | | | 08:00 | | | | | | |
| Volume | 0 | 0 | 340 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Hi total | 347 | | | 0 | | | 0 | | | 71 | | | | | | |
| PHF | .89 | | | .0 | | | .0 | | | .70 | | | | | | |



HARRISON STREET



HARRISON STREET & S YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: DREXYL EITNIEAR
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

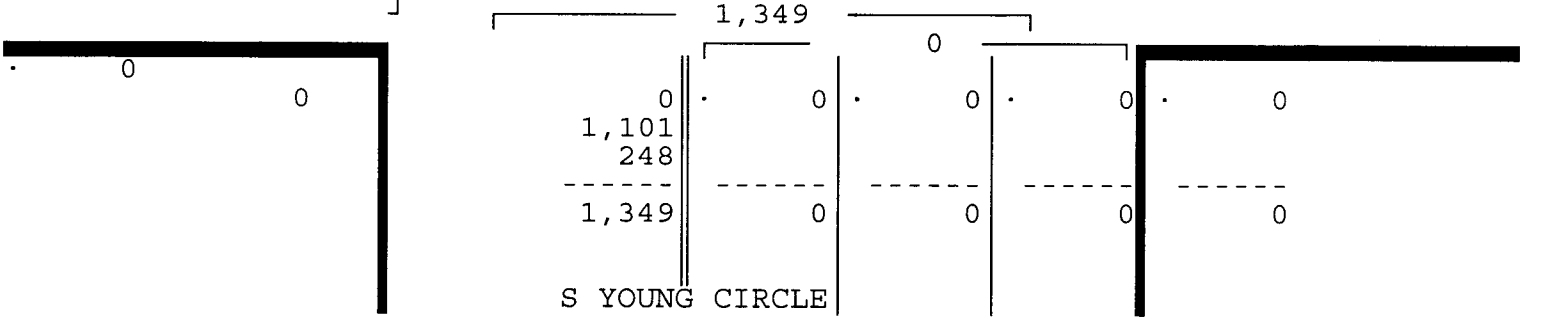
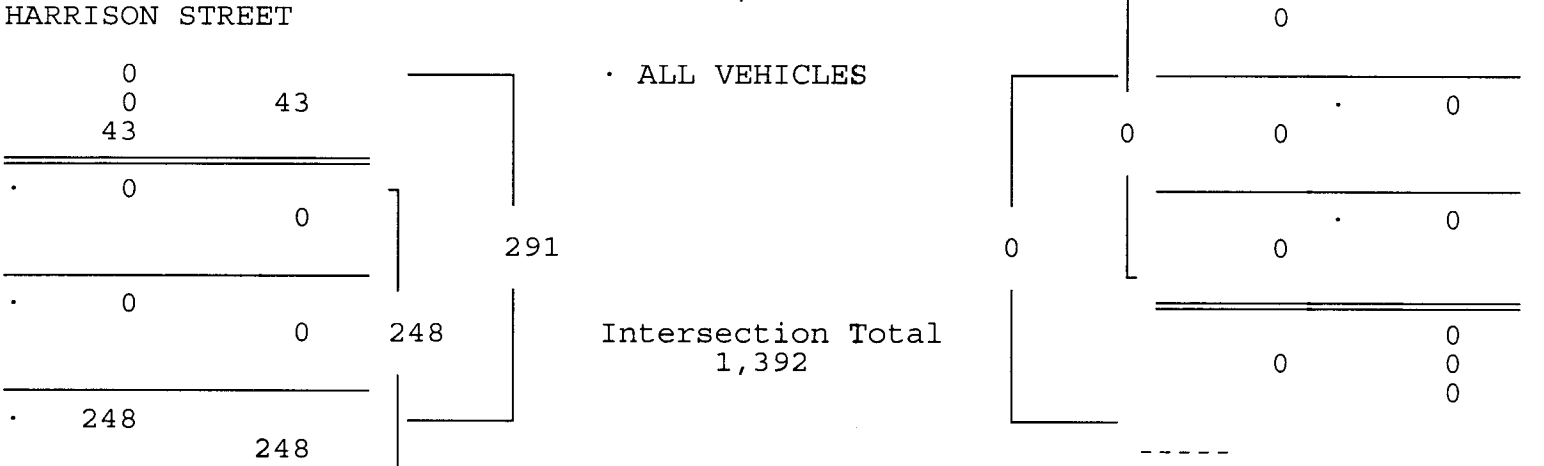
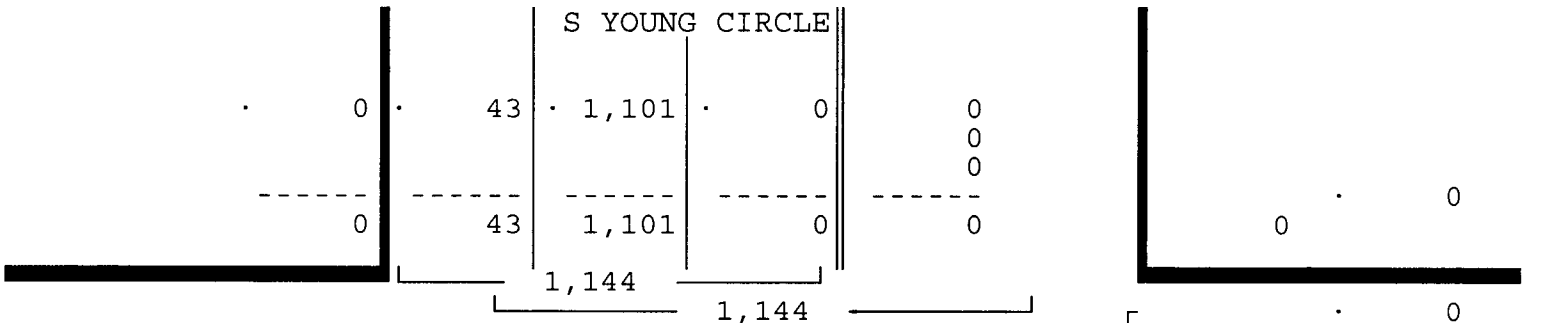
Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HARRNYOU
 Page : 3

ALL VEHICLES

| S YOUNG CIRCLE | | | | S YOUNG CIRCLE | | | | S YOUNG CIRCLE | | | | HARRISON STREET | | | | Total |
|----------------|------|------|-------|----------------|------|------|-------|----------------|------|------|-------|-----------------|------|------|-------|-------|
| From North | | | | From East | | | | From South | | | | From West | | | | |
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 03/22/17
 Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/22/17

| Peak start 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
|------------------|-------|----|------|-------|----|----|-------|-------|----|-------|----|-------|----|----|----|------|
| Volume | 0 | 0 | 1101 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| Percent | 0% | 0% | 96% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |
| Pk total | 1144 | | | 0 | | | 0 | | | 248 | | | | | | |
| Highest | 17:15 | | | 07:00 | | | 07:00 | | | 17:15 | | | | | | |
| Volume | 0 | 0 | 310 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Hi total | 319 | | | 0 | | | 0 | | | 69 | | | | | | |
| PHF | .90 | | | .0 | | | .0 | | | .90 | | | | | | |



TRAFFIC SURVEY SPECIALISTS, INC.

HARRISON STREET & S YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: DREXYL EITNIEAR
 SIGNALIZED

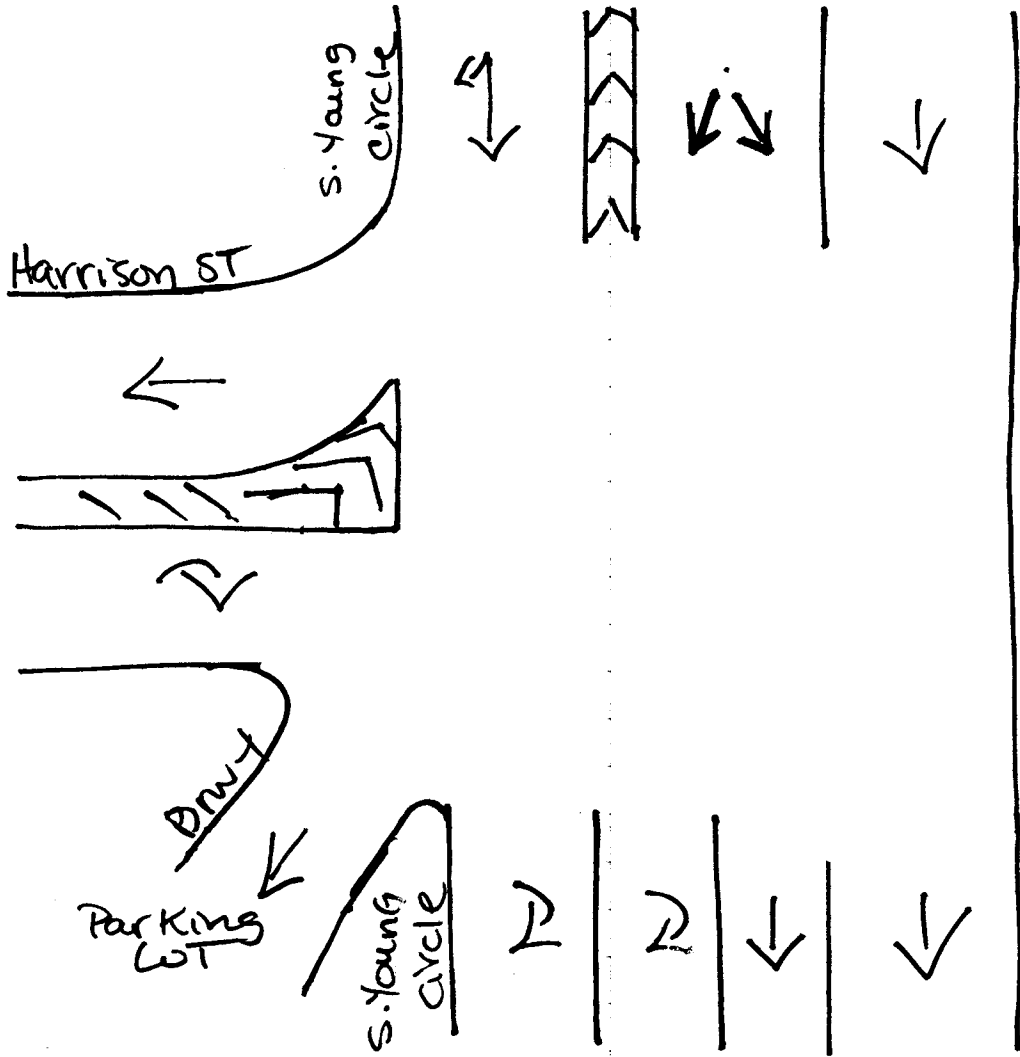
85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HARRNYOU
 Page : 1

PEDESTRIANS & BIKES

| Date | S YOUNG CIRCLE From North | | | | From East | | | | S YOUNG CIRCLE From South | | | | HARRISON STREET From West | | | | Total |
|-----------|------------------------------|-------|-------|------|-----------|-------|-------|------|------------------------------|-------|-------|------|------------------------------|-------|-------|------|-------|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | |
| 03/22/17 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 6 |
| 08:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| Hr Total | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 9 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hr Total | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 11 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Hr Total | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 8 |
| *TOTAL* | 0 | 4 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 12 | 34 |

North



Hollywood, Florida
March 22, 2017
Drawn by: Luis Palomino
signalized

S YOUNG CIRCLE & US 1
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : SYOUNUS1
 Page : 1

ALL VEHICLES

| Date | From North | | | | S YOUNG CIRCLE From East | | | | US 1 From South | | | | S YOUNG CIRCLE From West | | | | Total |
|-----------|------------|------|------|-------|-----------------------------|------|------|-------|--------------------|------|------|-------|-----------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 03/22/17 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 0 | 50 | 106 | 286 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 1 | 86 | 183 | 378 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 0 | 0 | 127 | 173 | 467 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 0 | 1 | 210 | 193 | 586 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 587 | 0 | 2 | 473 | 655 | 1717 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 1 | 201 | 198 | 631 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 0 | 0 | 112 | 181 | 501 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 0 | 1 | 135 | 202 | 497 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 0 | 1 | 131 | 180 | 476 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 762 | 0 | 3 | 579 | 761 | 2105 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243 | 0 | 0 | 103 | 173 | 519 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 0 | 1 | 143 | 219 | 611 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 292 | 0 | 1 | 127 | 179 | 599 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 | 0 | 0 | 137 | 207 | 613 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1052 | 0 | 2 | 510 | 778 | 2342 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 | 0 | 1 | 139 | 191 | 604 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 0 | 1 | 177 | 217 | 596 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 0 | 0 | 136 | 178 | 538 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265 | 0 | 1 | 139 | 206 | 611 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 963 | 0 | 3 | 591 | 792 | 2349 |
| *TOTAL* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3364 | 0 | 10 | 2153 | 2986 | 8513 |

S YOUNG CIRCLE & US 1
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : SYOUNUS1
 Page : 2

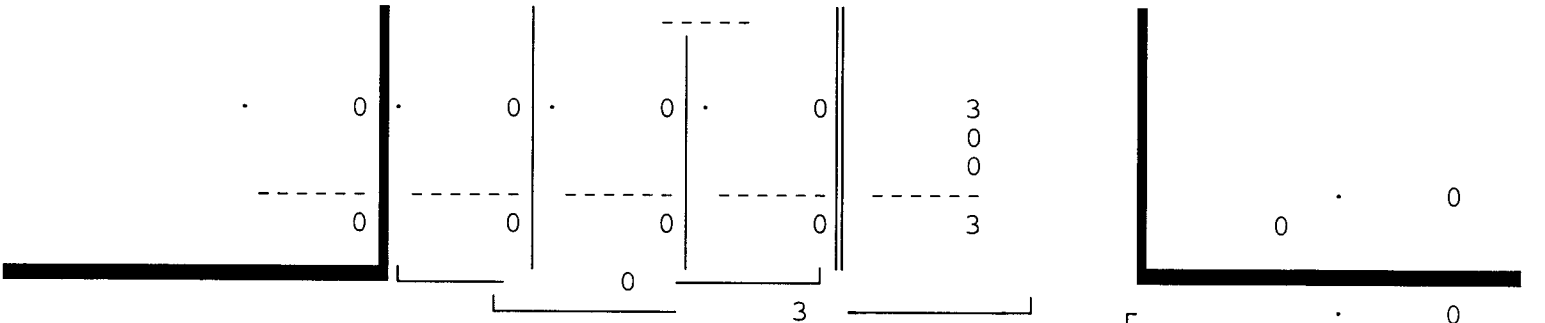
ALL VEHICLES

| From North | | | | S YOUNG CIRCLE From East | | | | US 1 From South | | | | S YOUNG CIRCLE From West | | | | Total |
|------------|------|------|-------|--------------------------|------|------|-------|-----------------|------|------|-------|--------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

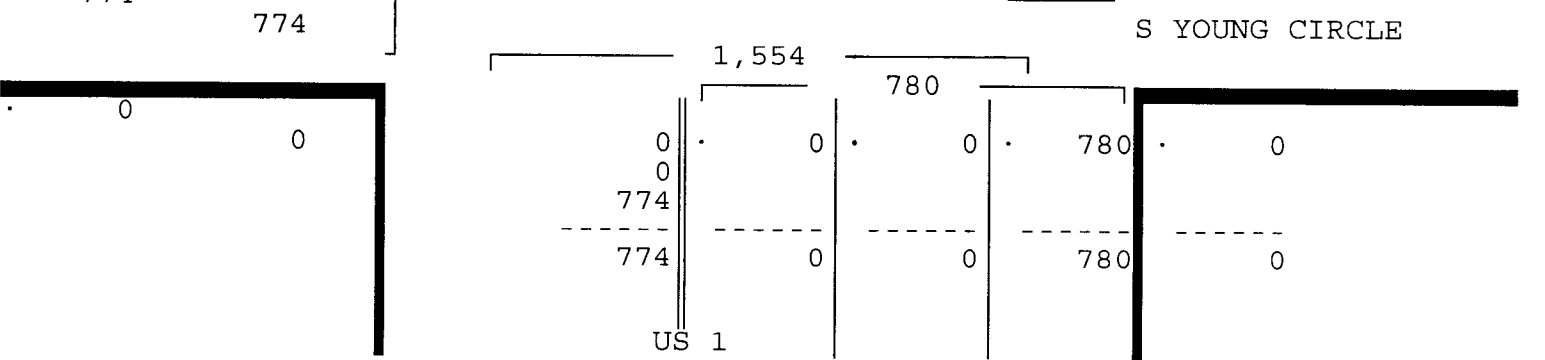
Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/22/17

| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | | Total |
|------------------|-------|----|----|-------|----|----|-------|-------|----|-------|------|-------|----|-----|-----|-------|
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 780 | 0 | 3 | 658 | 774 | |
| Percent | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 46% | 54% | |
| Pk total | 0 | | | 0 | | | 780 | | | 1435 | | | | | | |
| Highest | 07:00 | | | 07:00 | | | 08:00 | | | 07:45 | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 1 | 210 | 193 | |
| Hi total | 0 | | | 0 | | | 231 | | | 404 | | | | | | |
| PHF | .0 | | | .0 | | | .84 | | | .89 | | | | | | |



| S YOUNG CIRCLE | | | | ALL VEHICLES | | | | S YOUNG CIRCLE | | | | | | | |
|----------------|-----|-------|-------|--------------|-------|-------|-------|----------------|-----|-----|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 3 | 1,435 | 1,435 | 1,435 | 1,438 | 1,438 | 1,438 | 0 | 658 | 780 | 0 | 0 | 0 | 0 | 0 |
| 774 | 774 | 1,554 | 1,554 | 1,554 | 1,554 | 1,554 | 1,554 | 780 | 780 | 780 | 0 | 0 | 0 | 0 | 0 |



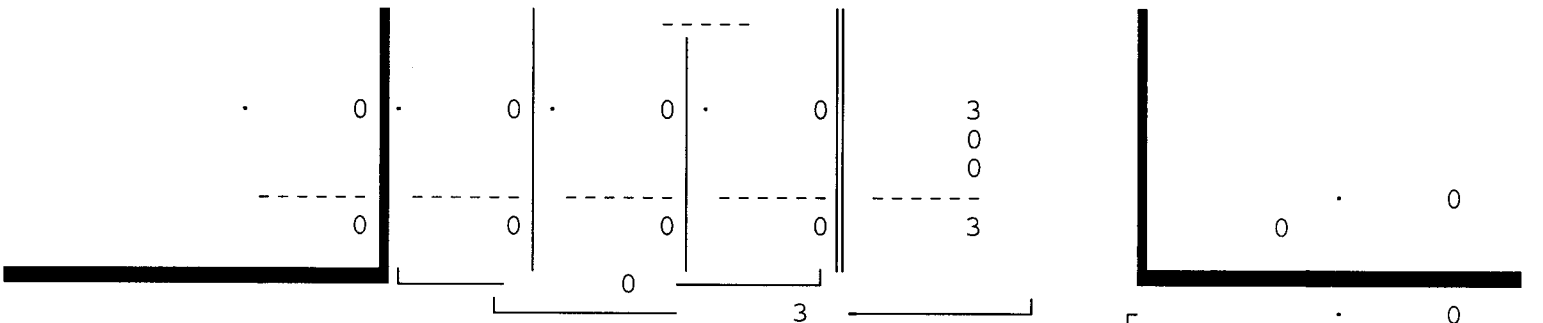
ALL VEHICLES

| From North | | | | S YOUNG CIRCLE From East | | | | US 1 From South | | | | S YOUNG CIRCLE From West | | | | Total |
|------------|------|------|-------|--------------------------|------|------|-------|-----------------|------|------|-------|--------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

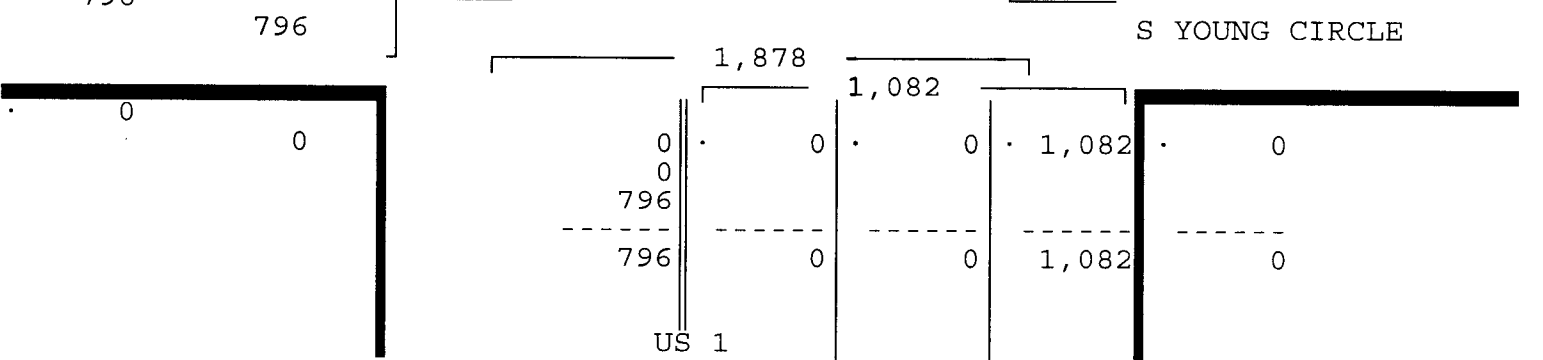
Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/22/17

| Peak start 16:15 | | | | 16:15 | | | | 16:15 | | | | 16:15 | | | | Total |
|------------------|-------|----|----|-------|----|----|-------|-------|----|-------|------|-------|-----|-----|-----|-------|
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1082 | 0 | 3 | 546 | 796 | |
| Percent | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 41% | 59% | |
| Pk total | 0 | | | 0 | | | 1082 | | | 1345 | | | | | | |
| Highest | 07:00 | | | 07:00 | | | 16:30 | | | 16:15 | | | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 292 | 0 | 1 | 143 | 219 | | |
| Hi total | 0 | | | 0 | | | 292 | | | 363 | | | | | | |
| PHF | .0 | | | .0 | | | .93 | | | .93 | | | | | | |



| S YOUNG CIRCLE | | | | ALL VEHICLES | | | | S YOUNG CIRCLE | | | | | | | |
|----------------|-----|-----|-----|--------------|-------|-------|-------|----------------|-------|-------|-------|-------|-------|-------|-------|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 3 | 3 | 3 | 1,345 | 1,345 | 1,345 | 1,345 | 1,628 | 1,628 | 1,628 | 1,628 | 1,628 | 1,628 | 1,628 | 1,628 |
| 546 | 546 | 546 | 546 | 1,345 | 1,345 | 1,345 | 1,345 | 1,628 | 1,628 | 1,628 | 1,628 | 1,628 | 1,628 | 1,628 | 1,628 |
| 796 | 796 | 796 | 796 | 1,345 | 1,345 | 1,345 | 1,345 | 1,628 | 1,628 | 1,628 | 1,628 | 1,628 | 1,628 | 1,628 | 1,628 |



S YOUNG CIRCLE & US 1
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : SYOUNUS1
 Page : 1

TO PARKING LOT

| Date | From North | | | | S YOUNG CIRCLE From East | | | | US 1 From South | | | | S YOUNG CIRCLE From West | | | | Total |
|-----------------------|------------|------|------|-------|-----------------------------|------|------|-------|--------------------|------|------|-------|-----------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 03/22/17 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| *TOTAL* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 23 |

S YOUNG CIRCLE & US 1
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 SIGNALIZED

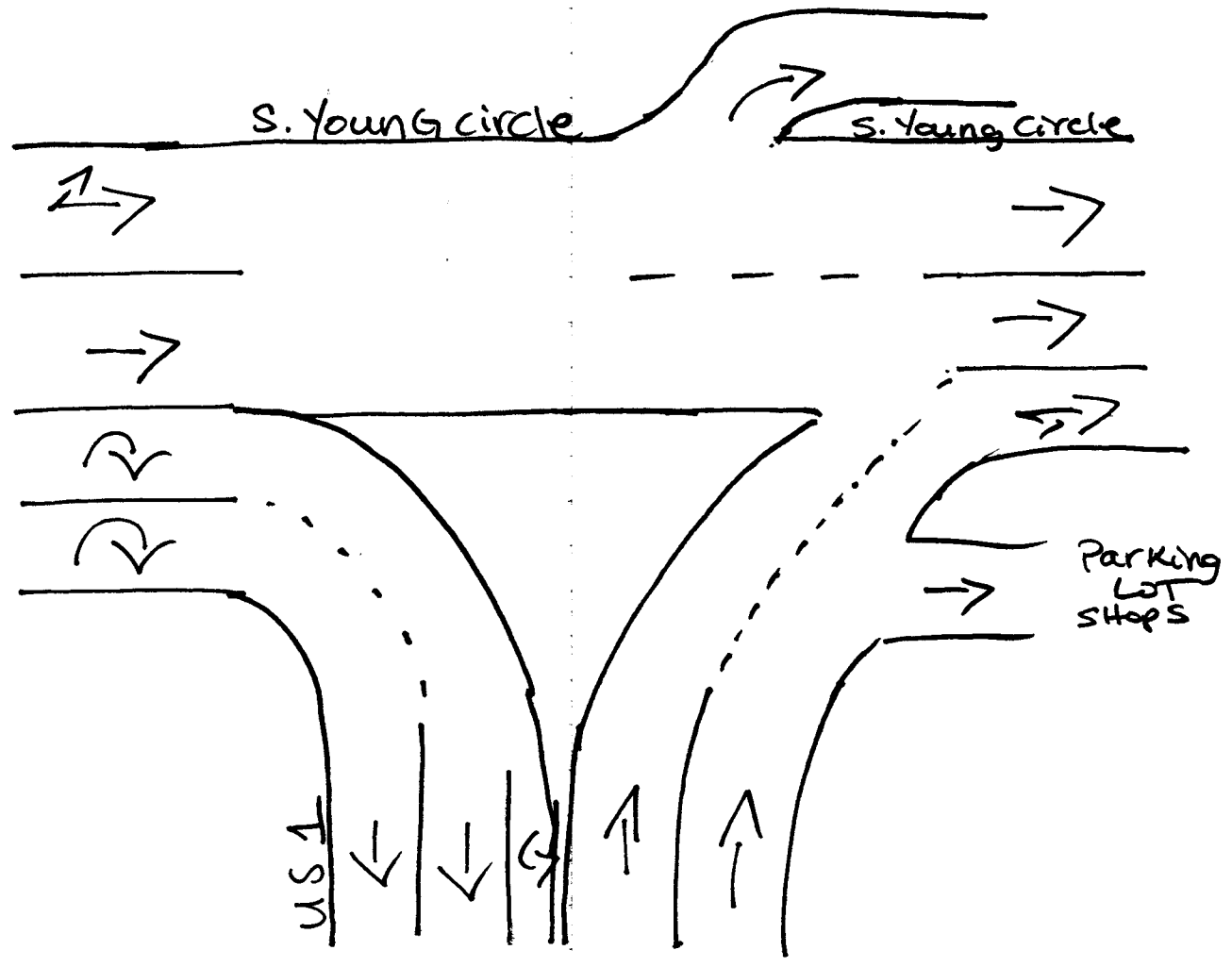
TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : SYOUNUS1
 Page : 1

PEDESTRIANS & BIKES

| Date | From North | | | | S YOUNG CIRCLE From East | | | | US 1 From South | | | | S YOUNG CIRCLE From West | | | | Total |
|-----------------------|------------|-------|-------|------|-----------------------------|-------|-------|------|--------------------|-------|-------|------|-----------------------------|-------|-------|------|-------|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | |
| 03/22/17 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 7 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 6 | 15 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 2 | 9 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 5 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 9 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 5 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 0 | 3 | 0 | 9 | 28 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 5 | 10 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 1 | 0 | 1 | 12 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 15 | 0 | 2 | 0 | 0 | 20 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 6 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 29 | 0 | 4 | 0 | 7 | 48 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 0 | 0 | 1 | 14 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 8 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 13 | 0 | 0 | 0 | 5 | 23 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 2 | 10 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 38 | 0 | 0 | 0 | 9 | 55 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 90 | 0 | 7 | 0 | 31 | 146 |

North



Hollywood, Florida

March 22, 2017

drawn by: Luis Palomino
signalized

HARRISON STREET & E YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HARREYOU
 Page : 1

ALL VEHICLES

| E YOUNG CIRCLE From North | | | | HARRISON STREET From East | | | | E YOUNG CIRCLE From South | | | | From West | | | | Total | |
|------------------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-----------|------|------|-------|-------|------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | | |
| Date 03/22/17 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 116 | 39 | 0 | 0 | 0 | 0 | 156 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 75 | 0 | 0 | 0 | 0 | 215 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 179 | 116 | 0 | 0 | 0 | 0 | 296 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 169 | 201 | 0 | 0 | 0 | 0 | 377 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 604 | 431 | 0 | 0 | 0 | 0 | 1044 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 226 | 191 | 0 | 0 | 0 | 0 | 418 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 210 | 115 | 0 | 0 | 0 | 0 | 328 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 172 | 119 | 0 | 0 | 0 | 0 | 292 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 167 | 110 | 0 | 0 | 0 | 0 | 282 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 0 | 775 | 535 | 0 | 0 | 0 | 0 | 1320 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 242 | 112 | 0 | 0 | 0 | 0 | 356 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 276 | 115 | 0 | 0 | 0 | 0 | 392 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 296 | 114 | 0 | 0 | 0 | 0 | 412 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 | 132 | 0 | 0 | 0 | 0 | 401 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1083 | 473 | 0 | 0 | 0 | 0 | 1561 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 278 | 121 | 0 | 0 | 0 | 0 | 401 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 217 | 161 | 0 | 0 | 0 | 0 | 380 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 129 | 0 | 0 | 0 | 0 | 352 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 254 | 134 | 0 | 0 | 0 | 0 | 390 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 972 | 545 | 0 | 0 | 0 | 0 | 1523 |
| *TOTAL* | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 6 | 0 | 0 | 3434 | 1984 | 0 | 0 | 0 | 0 | 5448 |

↑
 FROM THE SMALL
 PARKING LOT

HARRISON STREET & E YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561) 272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HARREYOU
 Page : 2

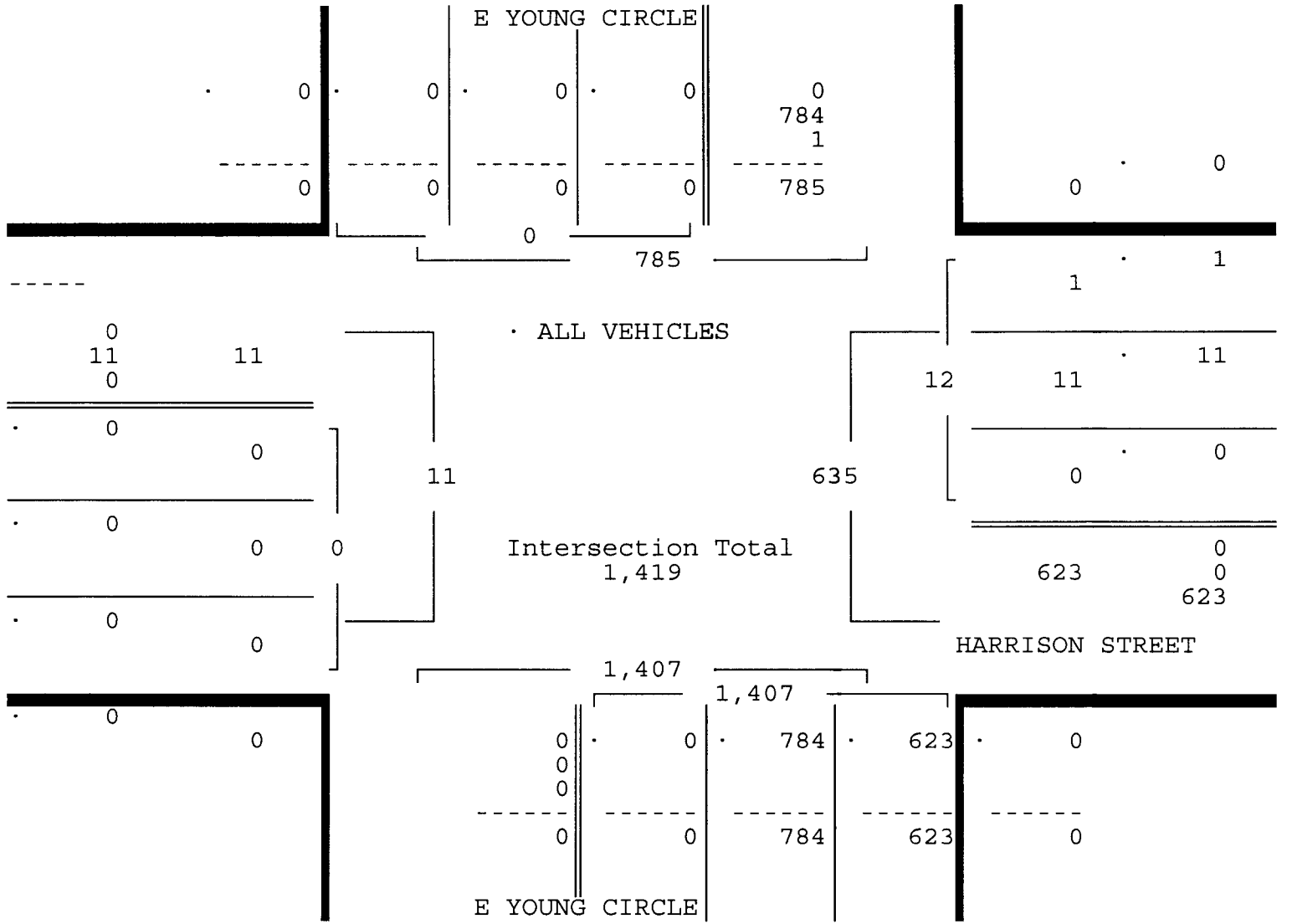
ALL VEHICLES

| E YOUNG CIRCLE From North | | | | HARRISON STREET From East | | | | E YOUNG CIRCLE From South | | | | From West | | | | Total |
|------------------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-----------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/22/17

| Peak start 07:30 | | | | 07:30 | | | | 07:30 | | | | 07:30 | | | | |
|------------------|-------|----|----|-------|----|-----|----|-------|----|-----|-----|-------|----|----|----|--|
| Volume | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 784 | 623 | 0 | 0 | 0 | 0 | |
| Percent | 0% | 0% | 0% | 0% | 0% | 92% | 8% | 0% | 0% | 56% | 44% | 0% | 0% | 0% | 0% | |
| Pk total | 0 | | | 12 | | | | 1407 | | | | 0 | | | | |
| Highest | 07:00 | | | 07:45 | | | | 08:00 | | | | 07:00 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 226 | 191 | 0 | 0 | 0 | 0 | |
| Hi total | 0 | | | 7 | | | | 417 | | | | 0 | | | | |
| PHF | .0 | | | .43 | | | | .84 | | | | .0 | | | | |



HARRISON STREET & E YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561) 272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HARREYOU
 Page : 3

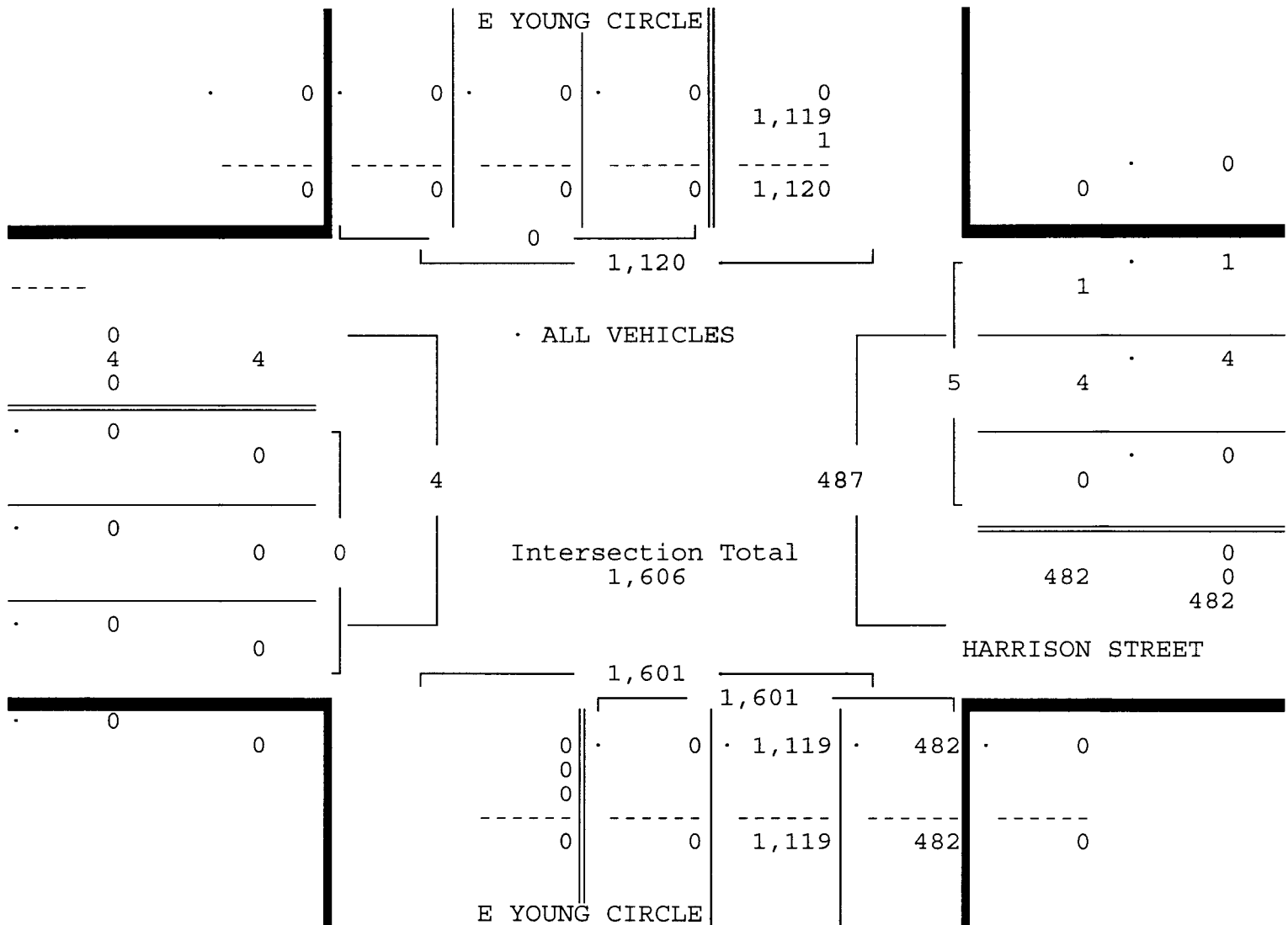
ALL VEHICLES

| E YOUNG CIRCLE From North | | | | HARRISON STREET From East | | | | E YOUNG CIRCLE From South | | | | From West | | | | Total |
|------------------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-----------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/22/17

| Peak start 16:15 | | | | 16:15 | | | | 16:15 | | | | 16:15 | | | |
|------------------|-------|----|----|-------|----|-----|-----|-------|----|------|-----|-------|----|----|----|
| Volume | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1119 | 482 | 0 | 0 | 0 | 0 |
| Percent | 0% | 0% | 0% | 0% | 0% | 80% | 20% | 0% | 0% | 70% | 30% | 0% | 0% | 0% | 0% |
| Pk total | 0 | | | 5 | | | | 1601 | | | | 0 | | | |
| Highest | 07:00 | | | 16:30 | | | | 16:30 | | | | 07:00 | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 296 | 114 | 0 | 0 | 0 | 0 |
| Hi total | 0 | | | 2 | | | | 410 | | | | 0 | | | |
| PHF | .0 | | | .62 | | | | .98 | | | | .0 | | | |



TRAFFIC SURVEY SPECIALISTS, INC.

HARRISON STREET & E YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 NOT SIGNALIZED

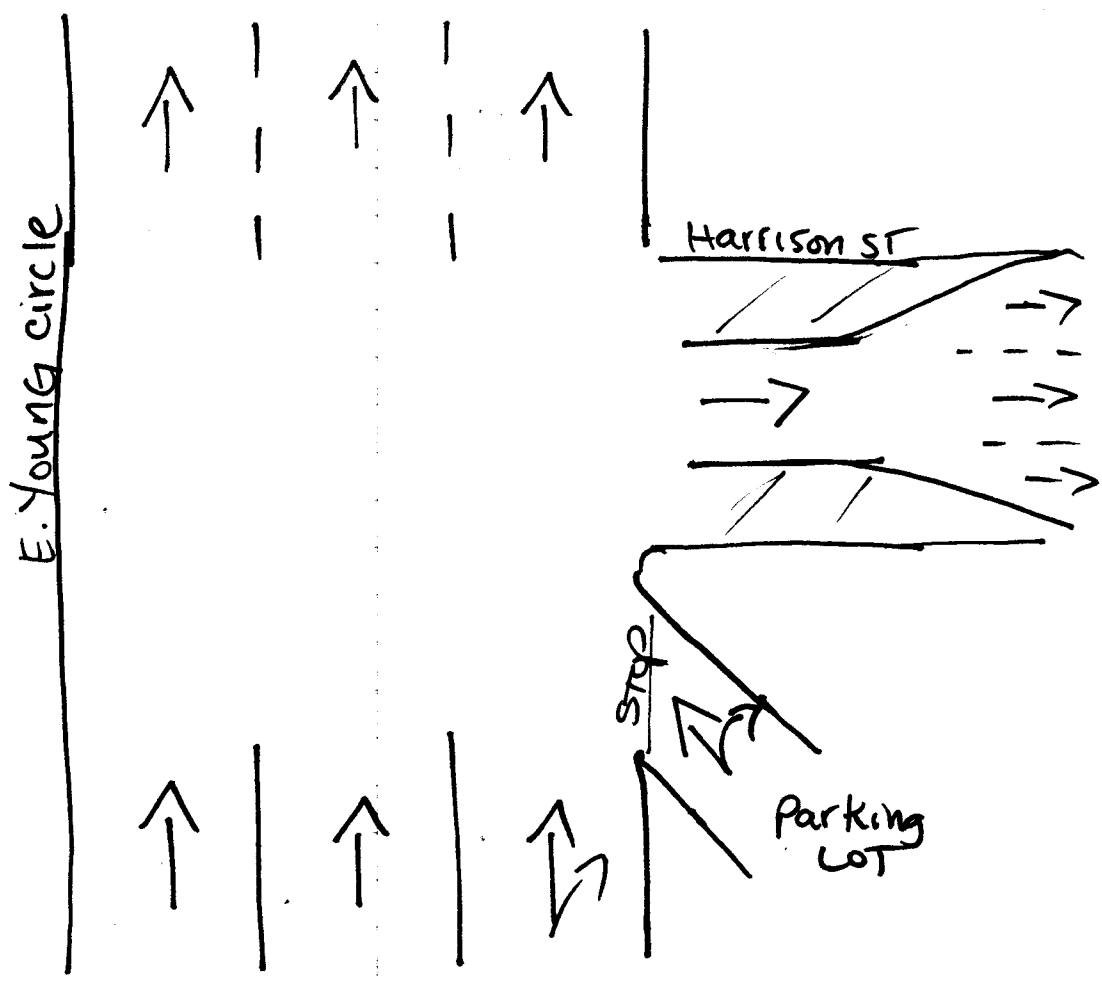
85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : HARREYOU
 Page : 1

PEDESTRIANS & BIKES

| Date | E YOUNG CIRCLE From North | | | | HARRISON STREET From East | | | | E YOUNG CIRCLE From South | | | | From West | | | | Total |
|-----------|------------------------------|-------|-------|------|------------------------------|-------|-------|------|------------------------------|-------|-------|------|-----------|-------|-------|------|-------|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | |
| 03/22/17 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:45 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hr Total | 0 | 1 | 0 | 11 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:00 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:15 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 08:30 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hr Total | 0 | 3 | 0 | 5 | 0 | 11 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:30 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:45 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hr Total | 0 | 7 | 0 | 5 | 0 | 8 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:45 | 0 | 3 | 0 | 7 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Hr Total | 0 | 5 | 0 | 17 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| *TOTAL* | 0 | 16 | 0 | 38 | 0 | 39 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |

North



Hollywood, Florida
March 22, 2017
drawn by: Luis Palomino
NOT signalized

TYLER STREET & E YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: KAYLA BARNETT
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/23/17
 File I.D. : TYL_EYOU
 Page : 1

ALL VEHICLES

| E YOUNG CIRCLE From North | | | | TYLER STREET From East | | | | E YOUNG CIRCLE From South | | | | ----- From West | | | | Total |
|------------------------------|------|------|-------|---------------------------|------|------|-------|------------------------------|------|------|-------|--------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| Date 03/23/17 | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 196 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 236 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 247 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 317 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 428 | 0 | 0 | 568 | 0 | 0 | 0 | 0 | 0 | 996 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 401 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 394 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 293 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 0 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 282 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 644 | 0 | 0 | 726 | 0 | 0 | 0 | 0 | 0 | 1370 |
| * BREAK * | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 190 | 0 | 0 | 0 | 0 | 0 | 348 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 399 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 377 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 0 | 216 | 0 | 0 | 0 | 0 | 0 | 381 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 641 | 0 | 0 | 864 | 0 | 0 | 0 | 0 | 0 | 1505 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 0 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 420 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 0 | 0 | 253 | 0 | 0 | 0 | 0 | 0 | 400 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 0 | 247 | 0 | 0 | 0 | 0 | 0 | 391 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 0 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 416 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 619 | 0 | 0 | 1008 | 0 | 0 | 0 | 0 | 0 | 1627 |
| *TOTAL* | 0 | 0 | 0 | 0 | 0 | 0 | 2332 | 0 | 0 | 3166 | 0 | 0 | 0 | 0 | 0 | 5498 |

TYLER STREET & E YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: KAYLA BARNETT
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/23/17
 File I.D. : TYL_EYOU
 Page : 2

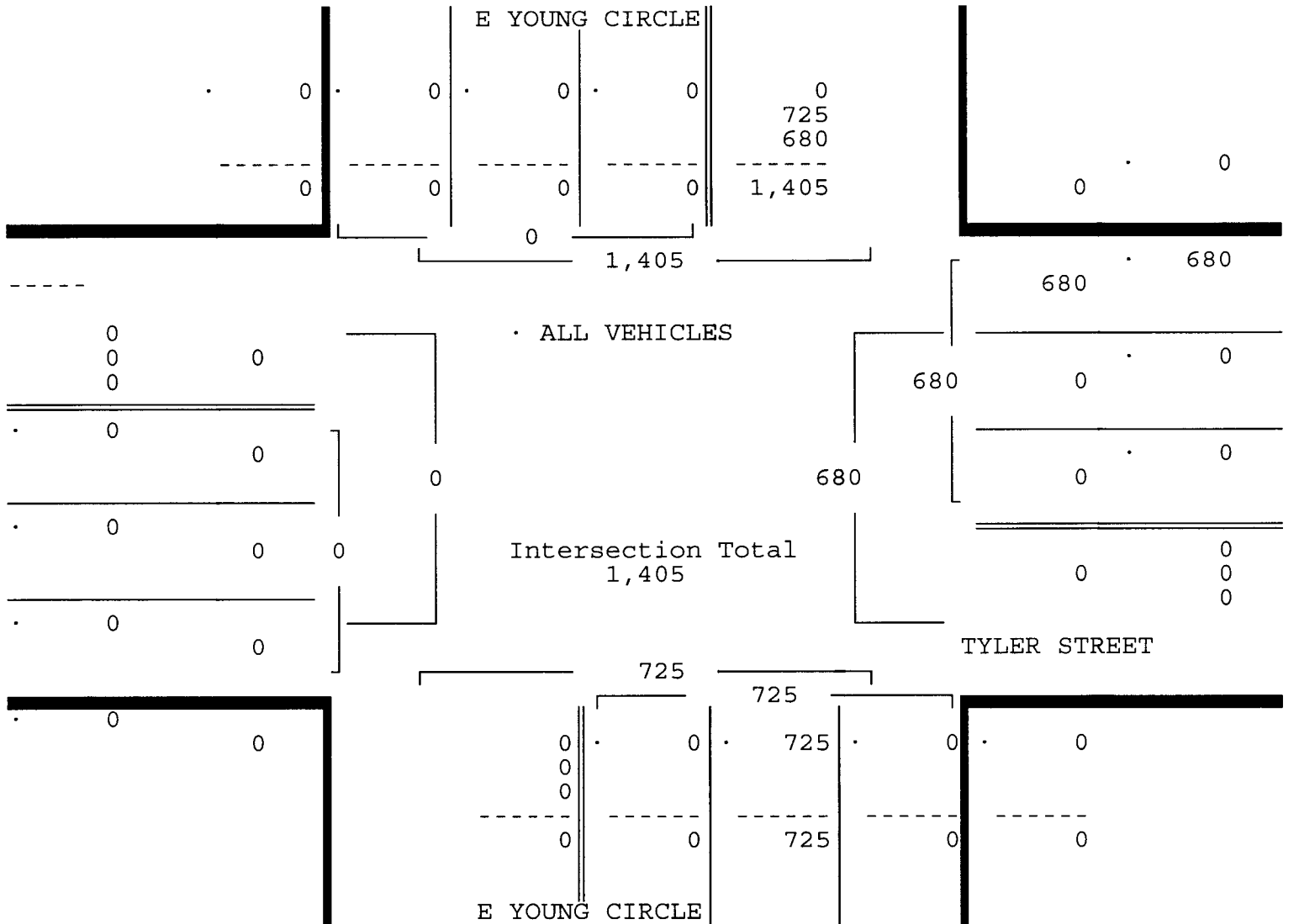
ALL VEHICLES

| E YOUNG CIRCLE | | | | TYLER STREET | | | | E YOUNG CIRCLE | | | | ----- | | | | Total |
|----------------|------|------|-------|--------------|------|------|-------|----------------|------|------|-------|-----------|------|------|-------|-------|
| From North | | | | From East | | | | From South | | | | From West | | | | |
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 03/23/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/23/17

| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | |
|------------------|-------|----|----|-------|----|----|------|-------|----|----|------|-------|----|----|----|
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 680 | 0 | 0 | 0 | 725 | 0 | 0 | 0 | 0 |
| Percent | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% |
| Pk total | 0 | | | 680 | | | | 725 | | | | 0 | | | |
| Highest | 07:00 | | | 08:00 | | | | 08:15 | | | | 07:00 | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 0 | 0 | 0 | 203 | 0 | 0 | 0 | 0 |
| Hi total | 0 | | | 209 | | | | 203 | | | | 0 | | | |
| PHF | .0 | | | .81 | | | | .89 | | | | .0 | | | |



TYLER STREET & E YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: KAYLA BARNETT
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/23/17
 File I.D. : TYL_EYOU
 Page : 3

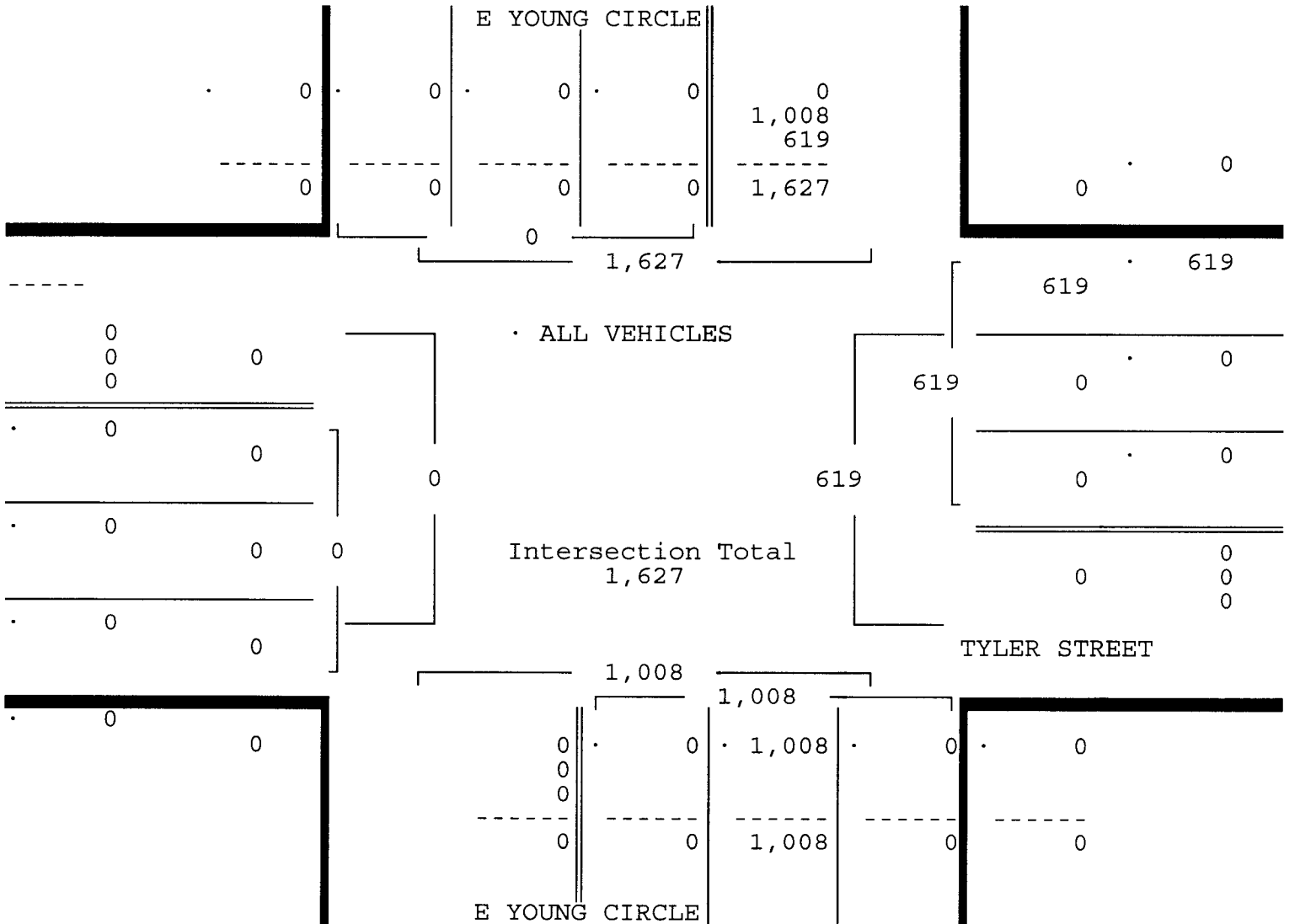
ALL VEHICLES

| E YOUNG CIRCLE | | | | TYLER STREET | | | | E YOUNG CIRCLE | | | | From West | | | | Total |
|----------------|------|------|-------|--------------|------|------|-------|----------------|------|------|-------|-----------|------|------|-------|-------|
| From North | | | | From East | | | | From South | | | | From West | | | | |
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 03/23/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/23/17

| Peak start 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | |
|------------------|-------|----|----|-------|----|----|------|-------|----|------|----|-------|----|----|----|
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 619 | 0 | 0 | 1008 | 0 | 0 | 0 | 0 | 0 |
| Percent | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% |
| Pk total | 0 | | | 619 | | | | 1008 | | | | 0 | | | |
| Highest | 07:00 | | | 17:00 | | | | 17:45 | | | | 07:00 | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 0 | 0 | 259 | 0 | 0 | 0 | 0 | 0 |
| Hi total | 0 | | | 171 | | | | 259 | | | | 0 | | | |
| PHF | .0 | | | .90 | | | | .97 | | | | .0 | | | |



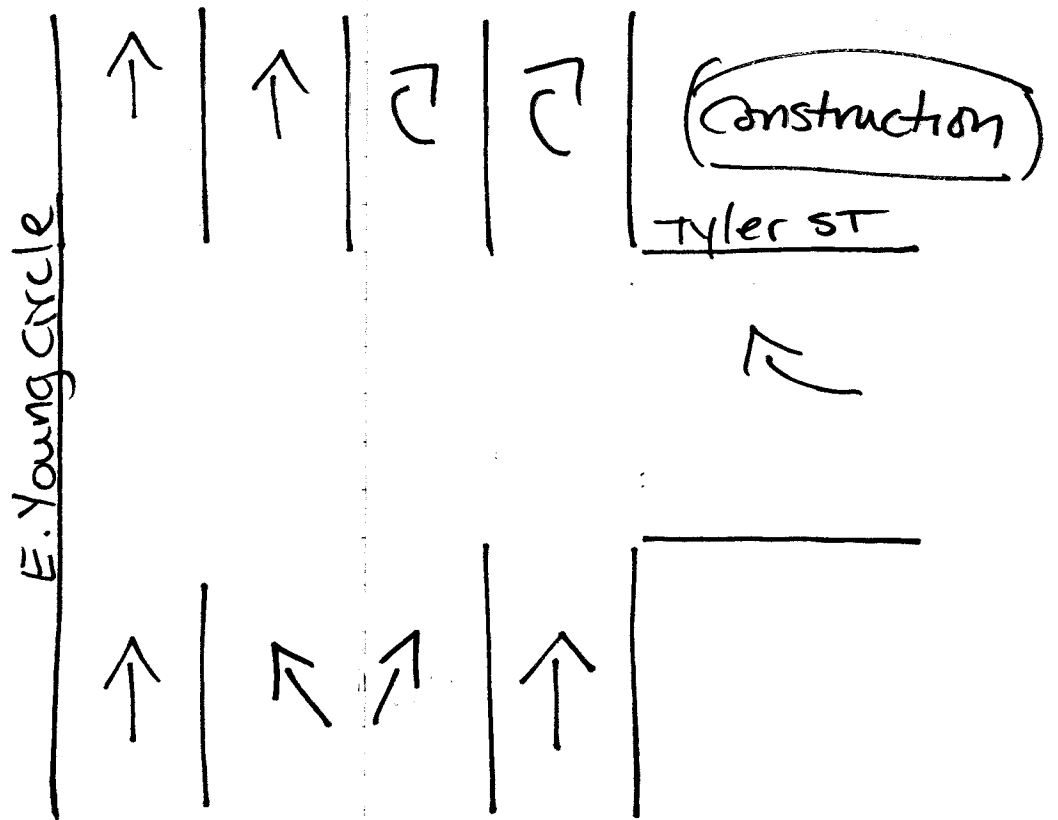
TYLER STREET & E YOUNG CIRCLE
 HOLLYWOOD, FLORIDA
 COUNTED BY: KAYLA BARNETT
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/23/17
 File I.D. : TYL_EYOU
 Page : 1

PEDESTRIANS & BIKES

| Date | E YOUNG CIRCLE From North | | | | TYLER STREET From East | | | | E YOUNG CIRCLE From South | | | | From West | | | | Total |
|-----------------------|------------------------------|-------|-------|------|---------------------------|-------|-------|------|------------------------------|-------|-------|------|-----------|-------|-------|------|-------|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | |
| 03/23/17 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 11 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 8 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 11 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 12 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 34 | 0 | 0 | 0 | 0 | 42 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 9 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 13 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 10 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 6 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 0 | 22 | 0 | 0 | 0 | 0 | 38 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 12 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 8 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 6 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 40 | 0 | 0 | 0 | 0 | 42 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 14 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 20 | 0 | 108 | 0 | 0 | 0 | 0 | 136 |



Hollywood, Florida

March 23, 2017

drawn by: Luis Palomino
 signaled

TRAFFIC SURVEY SPECIALISTS, INC.

VAN BUREN STREET & US 1
 HOLLYWOOD, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/23/17
 File I.D. : VANB_US1
 Page : 1

ALL VEHICLES

| Date | US 1 From North | | | | VAN BUREN STREET From East | | | | US 1 From South | | | | VAN BUREN STREET From West | | | | Total |
|-----------------------|--------------------|------|------|-------|-------------------------------|------|------|-------|--------------------|------|------|-------|-------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 07:00 | 0 | 12 | 107 | 0 | 0 | 2 | 5 | 4 | 0 | 9 | 127 | 3 | 0 | 2 | 9 | 4 | 284 |
| 07:15 | 0 | 16 | 163 | 2 | 0 | 2 | 4 | 2 | 0 | 8 | 144 | 2 | 0 | 6 | 5 | 6 | 360 |
| 07:30 | 0 | 19 | 183 | 1 | 0 | 5 | 3 | 3 | 0 | 22 | 174 | 1 | 0 | 6 | 8 | 6 | 431 |
| 07:45 | 0 | 12 | 205 | 1 | 0 | 0 | 1 | 1 | 1 | 21 | 157 | 2 | 0 | 14 | 21 | 5 | 441 |
| Hr Total | 0 | 59 | 658 | 4 | 0 | 9 | 13 | 10 | 1 | 60 | 602 | 8 | 0 | 28 | 43 | 21 | 1516 |
| 08:00 | 0 | 9 | 227 | 5 | 0 | 3 | 7 | 3 | 0 | 30 | 233 | 4 | 0 | 11 | 37 | 6 | 575 |
| 08:15 | 0 | 15 | 221 | 4 | 0 | 7 | 11 | 4 | 0 | 32 | 178 | 4 | 0 | 7 | 7 | 2 | 492 |
| 08:30 | 1 | 7 | 226 | 5 | 0 | 8 | 6 | 3 | 0 | 23 | 176 | 4 | 0 | 6 | 13 | 0 | 478 |
| 08:45 | 0 | 9 | 186 | 4 | 0 | 4 | 7 | 8 | 0 | 16 | 180 | 9 | 0 | 3 | 3 | 4 | 433 |
| Hr Total | 1 | 40 | 860 | 18 | 0 | 22 | 31 | 18 | 0 | 101 | 767 | 21 | 0 | 27 | 60 | 12 | 1978 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 19 | 178 | 6 | 0 | 9 | 17 | 2 | 0 | 11 | 176 | 1 | 0 | 3 | 10 | 15 | 447 |
| 16:15 | 0 | 11 | 188 | 7 | 0 | 17 | 8 | 5 | 0 | 15 | 217 | 6 | 0 | 9 | 16 | 9 | 508 |
| 16:30 | 0 | 12 | 174 | 4 | 0 | 3 | 14 | 3 | 0 | 15 | 205 | 4 | 0 | 9 | 12 | 9 | 464 |
| 16:45 | 2 | 11 | 203 | 4 | 0 | 8 | 12 | 3 | 0 | 13 | 220 | 4 | 0 | 9 | 9 | 7 | 505 |
| Hr Total | 2 | 53 | 743 | 21 | 0 | 37 | 51 | 13 | 0 | 54 | 818 | 15 | 0 | 30 | 47 | 40 | 1924 |
| 17:00 | 0 | 13 | 204 | 7 | 0 | 13 | 11 | 3 | 0 | 12 | 234 | 3 | 0 | 9 | 16 | 14 | 539 |
| 17:15 | 0 | 11 | 184 | 5 | 0 | 5 | 17 | 5 | 0 | 11 | 220 | 14 | 0 | 9 | 16 | 10 | 507 |
| 17:30 | 0 | 18 | 161 | 7 | 0 | 8 | 24 | 4 | 0 | 21 | 271 | 6 | 0 | 13 | 21 | 13 | 567 |
| 17:45 | 0 | 13 | 211 | 3 | 0 | 10 | 16 | 3 | 0 | 17 | 268 | 7 | 0 | 5 | 13 | 17 | 583 |
| Hr Total | 0 | 55 | 760 | 22 | 0 | 36 | 68 | 15 | 0 | 61 | 993 | 30 | 0 | 36 | 66 | 54 | 2196 |
| *TOTAL* | 3 | 207 | 3021 | 65 | 0 | 104 | 163 | 56 | 1 | 276 | 3180 | 74 | 0 | 121 | 216 | 127 | 7614 |

VAN BUREN STREET & US 1
 HOLLYWOOD, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/23/17
 File I.D. : VANB_US1
 Page : 2

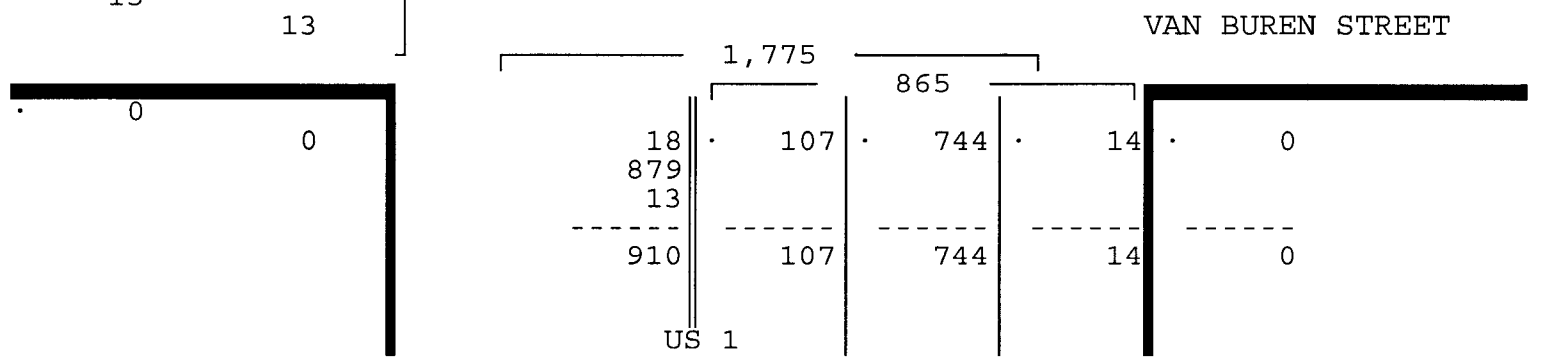
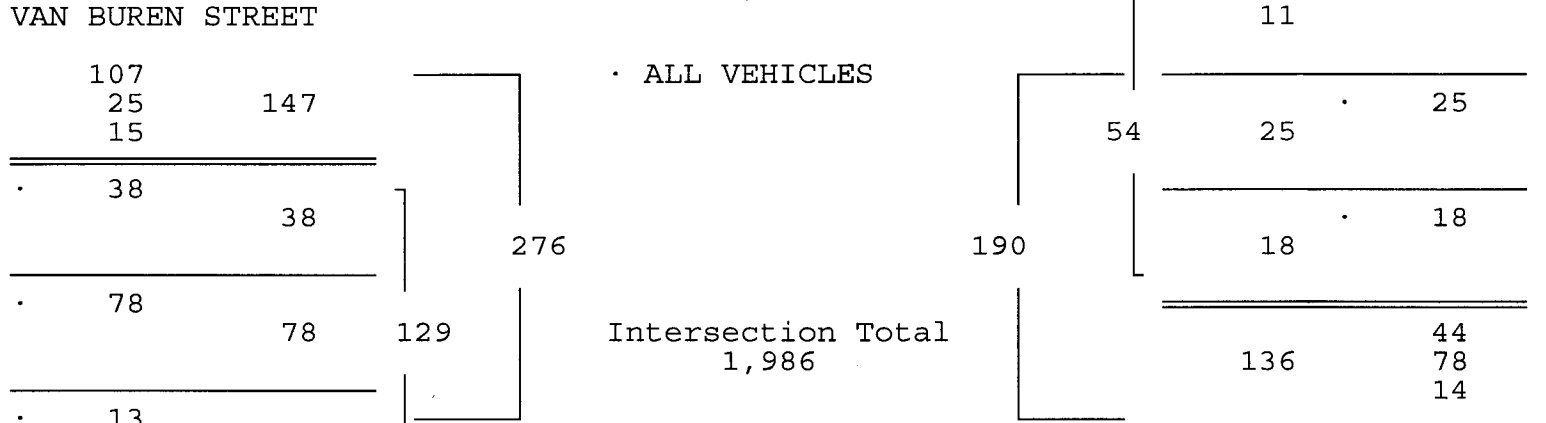
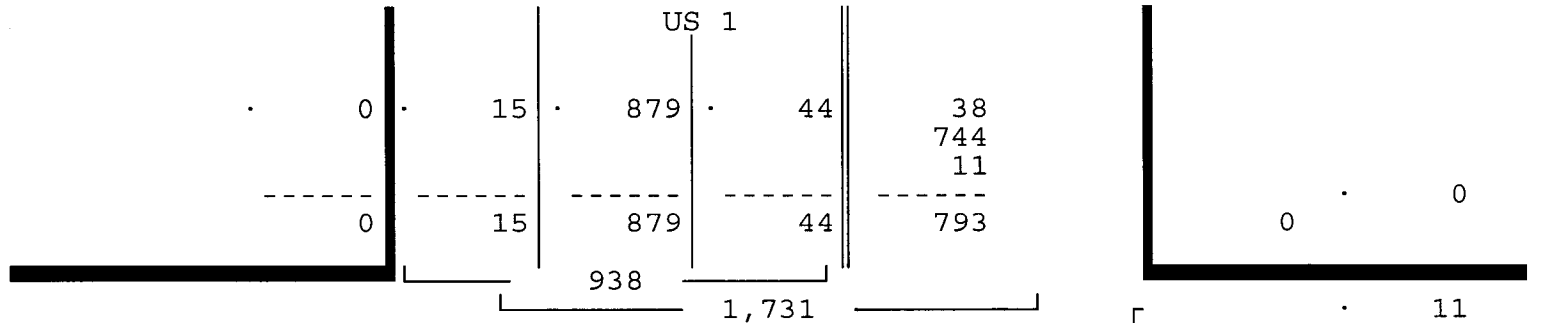
ALL VEHICLES

| US 1 From North | | | | VAN BUREN STREET From East | | | | US 1 From South | | | | VAN BUREN STREET From West | | | | Total |
|--------------------|------|------|-------|-------------------------------|------|------|-------|--------------------|------|------|-------|-------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 03/23/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/23/17

| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | | | |
|------------------|-------|----|-----|-------|-------|-----|-----|-------|----|-----|-----|-------|----|-----|-----|-----|----|
| Volume | 1 | 43 | 879 | 15 | 0 | 18 | 25 | 11 | 0 | 1 | 106 | 744 | 14 | 0 | 38 | 78 | 13 |
| Percent | 0% | 5% | 94% | 2% | 0% | 33% | 46% | 20% | 0% | 12% | 86% | 2% | 0% | 29% | 60% | 10% | |
| Pk total | 938 | | | 54 | 865 | | | 129 | | | | | | | | | |
| Highest | 08:00 | | | 08:15 | 08:00 | | | 08:00 | | | | | | | | | |
| Volume | 0 | 9 | 227 | 5 | 0 | 7 | 11 | 4 | 0 | 30 | 233 | 4 | 0 | 11 | 37 | 6 | |
| Hi total | 241 | | | 22 | 267 | | | 54 | | | | | | | | | |
| PHF | .97 | | | .61 | .81 | | | .60 | | | | | | | | | |



TRAFFIC SURVEY SPECIALISTS, INC.

VAN BUREN STREET & US 1
 HOLLYWOOD, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/23/17
 File I.D. : VANB_US1
 Page : 3

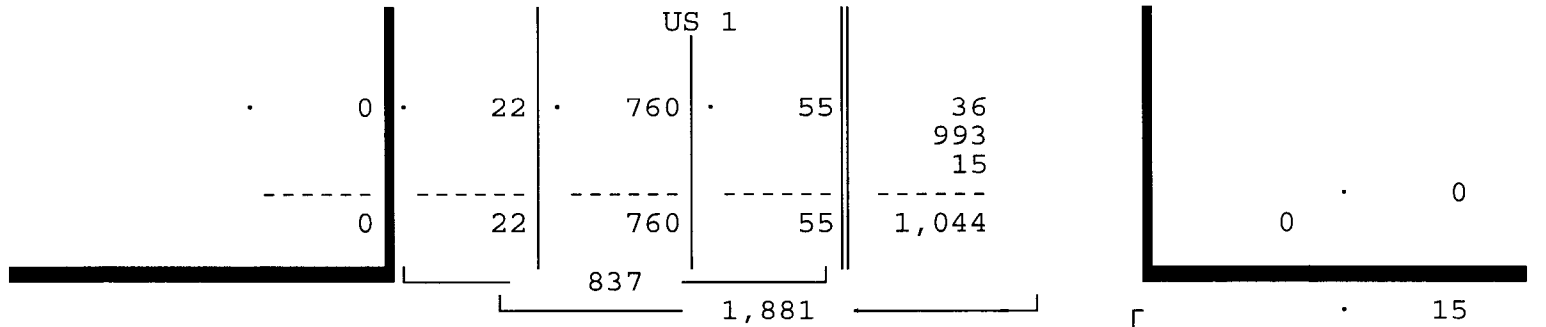
ALL VEHICLES

| US 1 From North | | | | VAN BUREN STREET From East | | | | US 1 From South | | | | VAN BUREN STREET From West | | | | Total |
|--------------------|------|------|-------|-------------------------------|------|------|-------|--------------------|------|------|-------|-------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

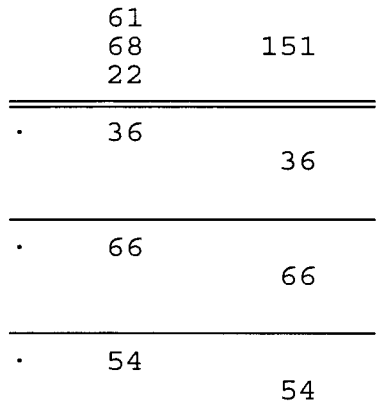
Date 03/23/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/23/17

| Peak start 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
|------------------|-------|----|-----|-------|----|-----|-----|-------|----|----|-----|-------|----|-----|-----|-----|
| Volume | 0 | 55 | 760 | 22 | 0 | 36 | 68 | 15 | 0 | 61 | 993 | 30 | 0 | 36 | 66 | 54 |
| Percent | 0% | 7% | 91% | 3% | 0% | 30% | 57% | 13% | 0% | 6% | 92% | 3% | 0% | 23% | 42% | 35% |
| Pk total | 837 | | | 119 | | | | 1084 | | | | 156 | | | | |
| Highest | 17:45 | | | 17:30 | | | | 17:30 | | | | 17:30 | | | | |
| Volume | 0 | 13 | 211 | 3 | 0 | 8 | 24 | 4 | 0 | 21 | 271 | 6 | 0 | 13 | 21 | 13 |
| Hi total | 227 | | | 36 | | | | 298 | | | | 47 | | | | |
| PHF | .92 | | | .83 | | | | .91 | | | | .83 | | | | |



VAN BUREN STREET



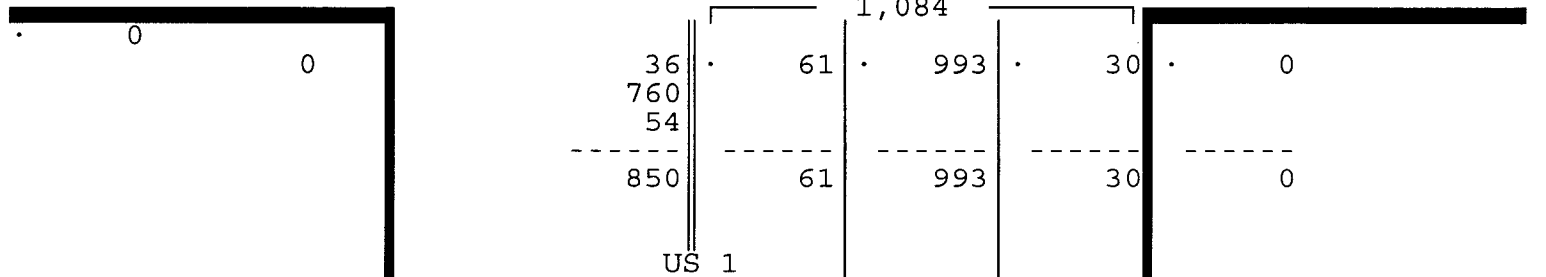
ALL VEHICLES

Intersection Total
2,196

119

270

VAN BUREN STREET



TRAFFIC SURVEY SPECIALISTS, INC.

VAN BUREN STREET & US 1
 HOLLYWOOD, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 SIGNALIZED

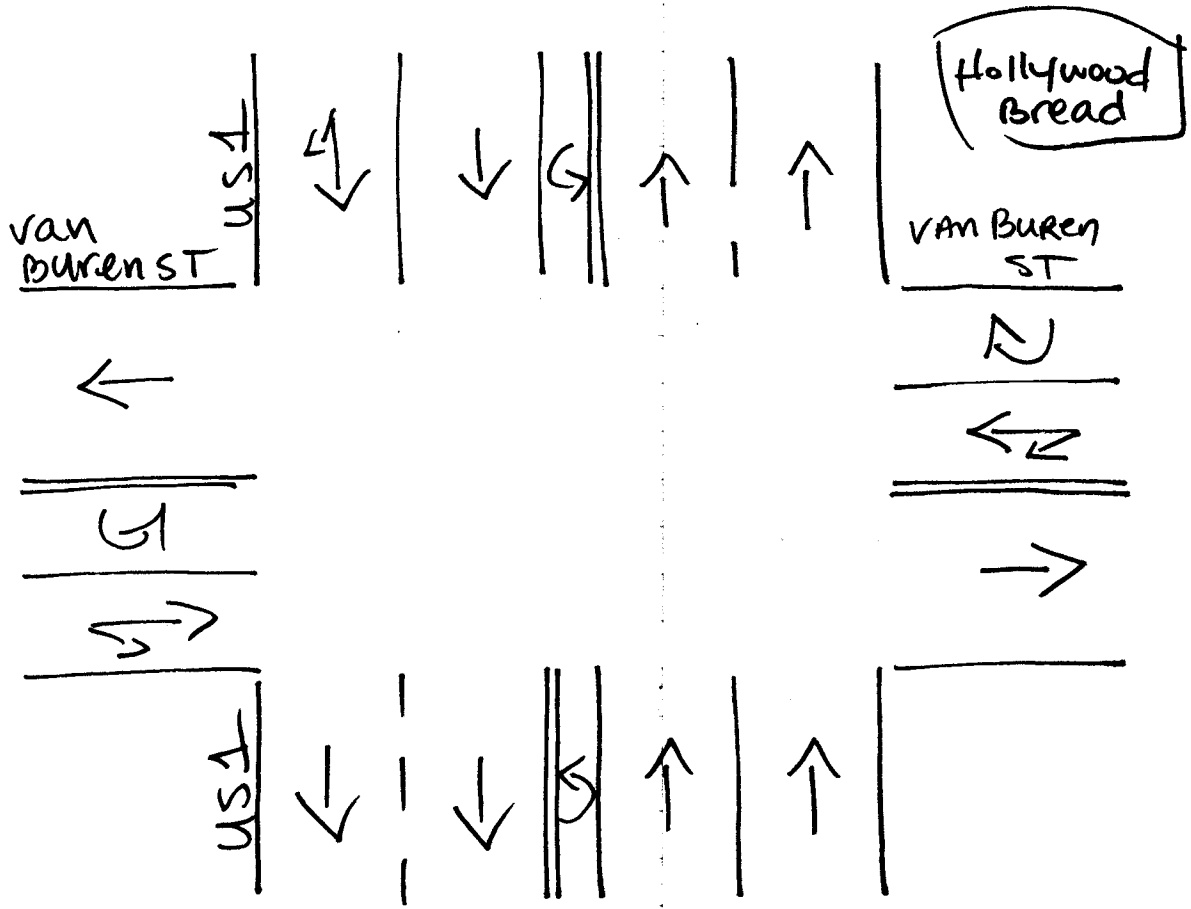
85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/23/17
 File I.D. : VANB_US1
 Page : 1

PEDESTRIANS & BIKES

| Date | US 1 From North | | | | VAN BUREN STREET From East | | | | US 1 From South | | | | VAN BUREN STREET From West | | | | Total |
|-----------------------|--------------------|-------|-------|------|-------------------------------|-------|-------|------|--------------------|-------|-------|------|-------------------------------|-------|-------|------|-------|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | |
| 03/23/17 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 12 |
| 07:15 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 12 |
| 07:30 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 30 |
| 07:45 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 29 |
| Hr Total | 0 | 0 | 0 | 28 | 0 | 7 | 0 | 20 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 20 | 83 |
| 08:00 | 0 | 0 | 0 | 23 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 35 |
| 08:15 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 16 |
| 08:30 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 13 |
| 08:45 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 13 |
| Hr Total | 0 | 1 | 0 | 33 | 0 | 7 | 0 | 17 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 12 | 77 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 8 | 22 |
| 16:15 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 5 | 14 |
| 16:30 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 16 |
| 16:45 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 8 |
| Hr Total | 0 | 1 | 0 | 14 | 0 | 7 | 0 | 9 | 0 | 2 | 0 | 3 | 0 | 8 | 0 | 16 | 60 |
| 17:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 4 | 11 |
| 17:15 | 0 | 1 | 0 | 5 | 0 | 2 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 6 | 23 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 7 | 18 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 3 | 22 |
| Hr Total | 0 | 2 | 0 | 6 | 0 | 8 | 0 | 18 | 0 | 4 | 0 | 9 | 0 | 7 | 0 | 20 | 74 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 0 | 4 | 0 | 81 | 0 | 29 | 0 | 64 | 0 | 9 | 0 | 18 | 0 | 21 | 0 | 68 | 294 |

North



Hollywood, Florida

March 23, 2017

drawn by: Luis Palomino
signalized

TRAFFIC SURVEY SPECIALISTS, INC.

HARRISON STREET & S 17TH AVENUE
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/23/17
 File I.D. : HARR17AV
 Page : 1

ALL VEHICLES

| Date | S 17TH AVENUE From North | | | | HARRISON STREET From East | | | | S 17TH AVENUE From South | | | | HARRISON STREET From West | | | | Total |
|-----------|-----------------------------|------|------|-------|------------------------------|------|------|-------|-----------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 03/23/17 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 6 | 4 | 0 | 50 | 6 | 1 | 108 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 10 | 2 | 0 | 57 | 14 | 0 | 125 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 16 | 6 | 0 | 61 | 29 | 0 | 179 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 73 | 12 | 0 | 75 | 83 | 0 | 310 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 0 | 0 | 105 | 24 | 0 | 243 | 132 | 1 | 722 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 89 | 21 | 0 | 115 | 88 | 0 | 392 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 70 | 31 | 0 | 92 | 46 | 8 | 308 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 25 | 2 | 0 | 93 | 26 | 12 | 196 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 14 | 1 | 0 | 98 | 14 | 10 | 196 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 0 | 0 | 198 | 55 | 0 | 398 | 174 | 30 | 1092 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 58 | 4 | 0 | 75 | 14 | 24 | 219 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 45 | 6 | 0 | 74 | 19 | 16 | 199 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 40 | 1 | 0 | 88 | 21 | 21 | 216 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 26 | 7 | 0 | 78 | 18 | 19 | 183 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 0 | 0 | 169 | 18 | 0 | 315 | 72 | 80 | 817 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 40 | 2 | 0 | 93 | 21 | 24 | 228 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 38 | 5 | 0 | 94 | 23 | 21 | 237 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 44 | 5 | 0 | 91 | 17 | 28 | 223 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 30 | 3 | 0 | 98 | 13 | 24 | 211 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 0 | 0 | 152 | 15 | 0 | 376 | 74 | 97 | 899 |
| *TOTAL* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 802 | 0 | 0 | 624 | 112 | 0 | 1332 | 452 | 208 | 3530 |

HARRISON STREET & S 17TH AVENUE
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/23/17
 File I.D. : HARR17AV
 Page : 2

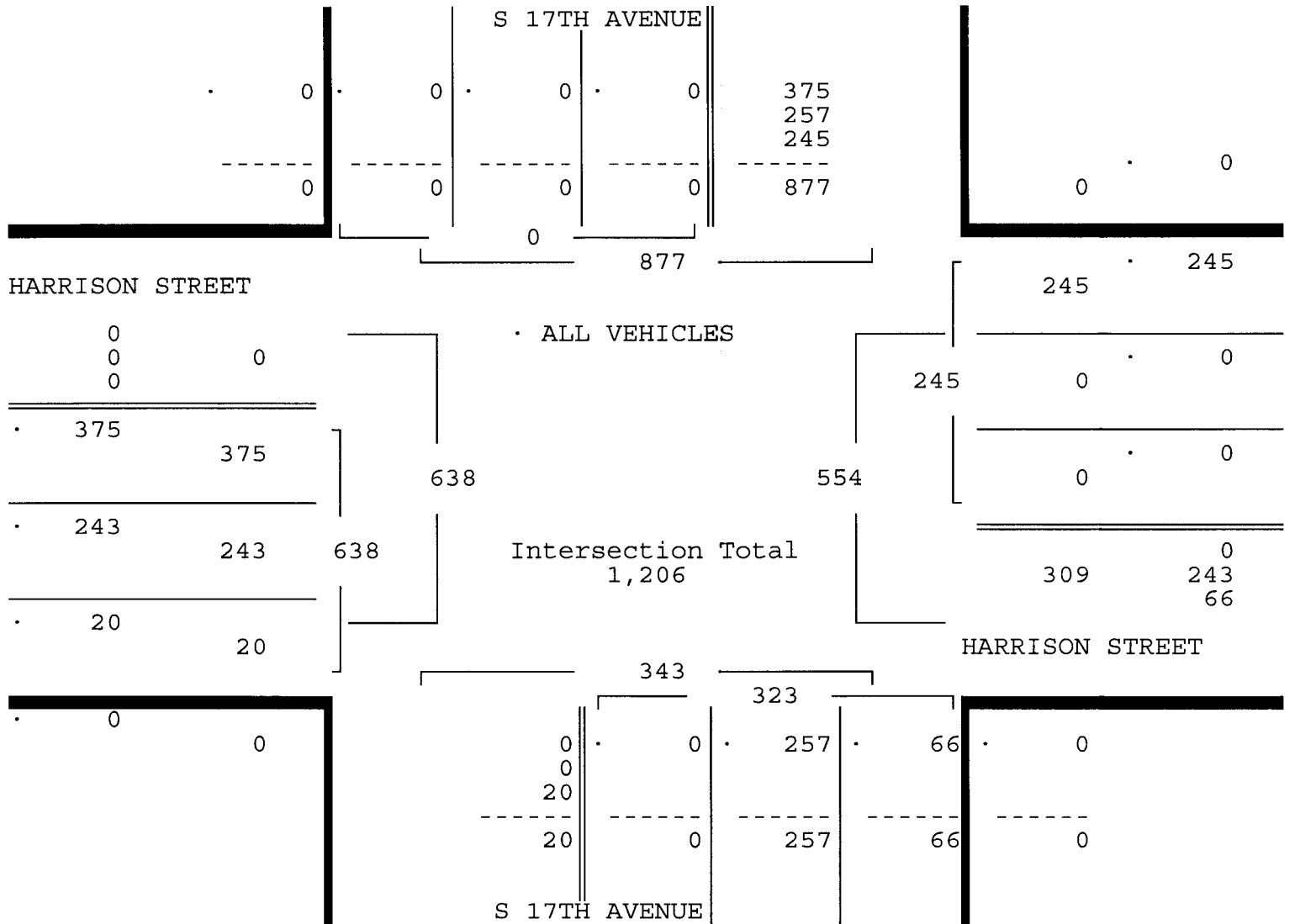
ALL VEHICLES

| S 17TH AVENUE | | | | HARRISON STREET | | | | S 17TH AVENUE | | | | HARRISON STREET | | | | Total |
|---------------|------|------|-------|-----------------|------|------|-------|---------------|------|------|-------|-----------------|------|------|-------|-------|
| From North | | | | From East | | | | From South | | | | From West | | | | |
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 03/23/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/23/17

| Peak start 07:45 | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | |
|------------------|-------|----|----|-------|----|----|------|-------|----|-----|-----|-------|-----|-----|----|
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 0 | 0 | 257 | 66 | 0 | 375 | 243 | 20 |
| Percent | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 80% | 20% | 0% | 59% | 38% | 3% |
| Pk total | 0 | | | 245 | | | | 323 | | | | 638 | | | |
| Highest | 07:00 | | | 08:00 | | | | 08:00 | | | | 08:00 | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 89 | 21 | 0 | 115 | 88 | 0 |
| Hi total | 0 | | | 79 | | | | 110 | | | | 203 | | | |
| PHF | .0 | | | .78 | | | | .73 | | | | .79 | | | |



HARRISON STREET & S 17TH AVENUE
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/23/17
 File I.D. : HARR17AV
 Page : 3

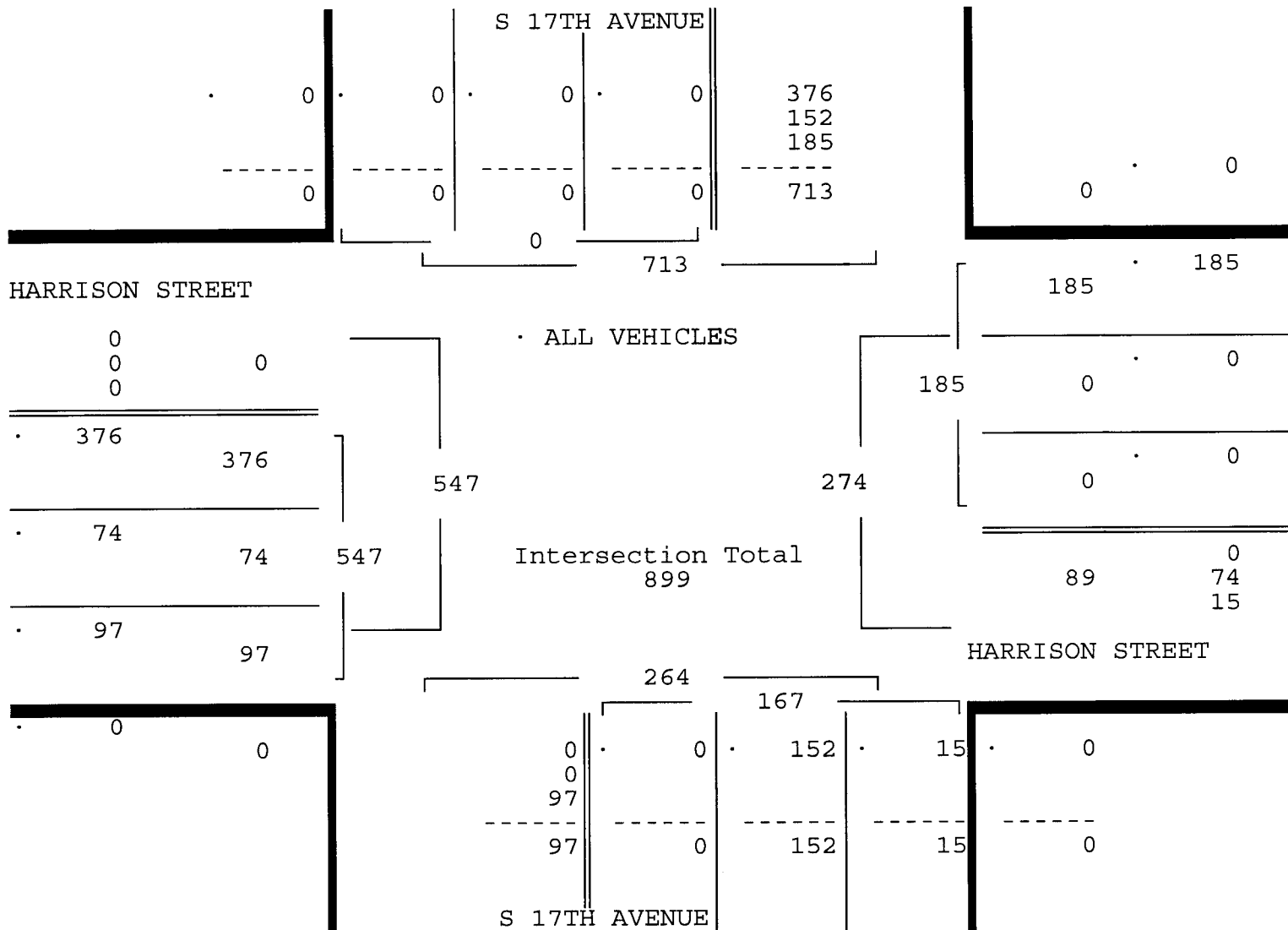
ALL VEHICLES

| S 17TH AVENUE From North | | | | HARRISON STREET From East | | | | S 17TH AVENUE From South | | | | HARRISON STREET From West | | | | Total |
|-----------------------------|------|------|-------|------------------------------|------|------|-------|-----------------------------|------|------|-------|------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 03/23/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/23/17

| Peak start 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | Total |
|------------------|-------|----|----|-------|----|----|------|-------|----|-----|----|-------|-----|-----|-----|-------|
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 0 | 0 | 152 | 15 | 0 | 376 | 74 | 97 | |
| Percent | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 91% | 9% | 0% | 69% | 14% | 18% | |
| Pk total | 0 | | | 185 | | | | 167 | | | | 547 | | | | |
| Highest | 07:00 | | | 17:15 | | | | 17:30 | | | | 17:00 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 44 | 5 | 0 | 93 | 21 | 24 | |
| Hi total | 0 | | | 56 | | | | 49 | | | | 138 | | | | |
| PHF | .0 | | | .83 | | | | .85 | | | | .99 | | | | |



TRAFFIC SURVEY SPECIALISTS, INC.

HARRISON STREET & S 17TH AVENUE
 HOLLYWOOD, FLORIDA
 COUNTED BY: SEBASTIAN SALVO
 NOT SIGNALIZED

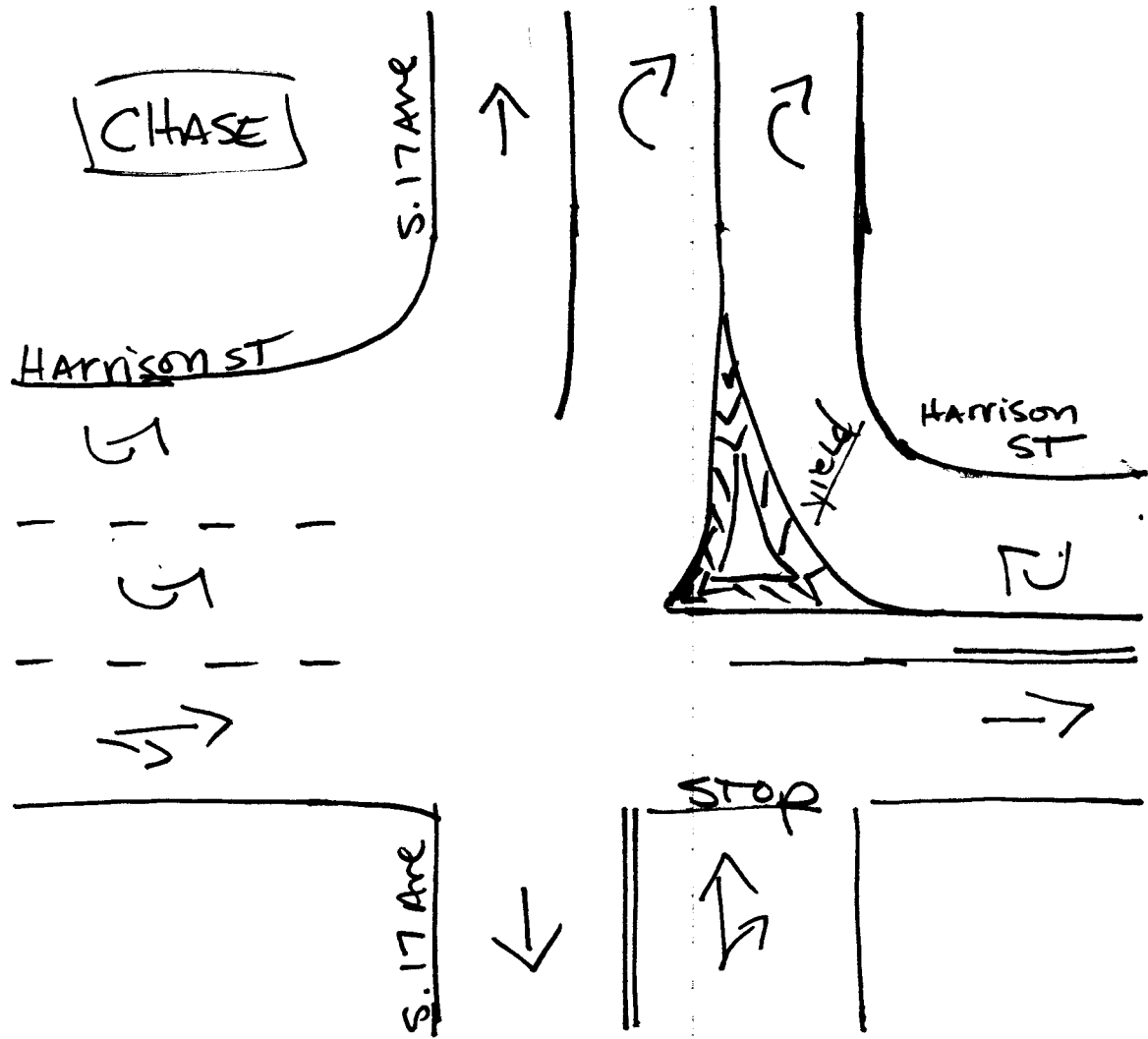
85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/23/17
 File I.D. : HARR17AV
 Page : 1

PEDESTRIANS & BIKES

| Date | S 17TH AVENUE From North | | | | HARRISON STREET From East | | | | S 17TH AVENUE From South | | | | HARRISON STREET From West | | | | Total |
|-----------|-----------------------------|-------|-------|------|------------------------------|-------|-------|------|-----------------------------|-------|-------|------|------------------------------|-------|-------|------|-------|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 10 | 12 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 31 | 35 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 190 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 204 | 238 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 202 | 242 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 51 | 55 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 6 | 8 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 12 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 265 | 317 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 5 | 8 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 14 | 24 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 5 | 16 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 4 | 0 | 13 | 0 | 1 | 0 | 24 | 51 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 7 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 1 | 24 |
| *TOTAL* | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 84 | 0 | 8 | 0 | 35 | 0 | 1 | 0 | 494 | 630 |

↑
North



Hollywood, Florida
March 23, 2017
drawn by: Luis Palomero
NOT signalized

VAN BUREN STREET & S 17TH AVENUE
 HOLLYWOOD, FLORIDA
 COUNTED BY; KAYLA BURNETT
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : VANB17AV
 Page : 1

ALL VEHICLES

| Date | S 17TH AVENUE From North | | | | VAN BUREN STREET From East | | | | S 17TH AVENUE From South | | | | VAN BUREN STREET From West | | | | Total |
|-----------|-----------------------------|------|------|-------|-------------------------------|------|------|-------|-----------------------------|------|------|-------|-------------------------------|------|------|-------|-------|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |
| 03/22/17 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 8 | 18 |
| 07:15 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 8 | 21 | 46 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 4 | 31 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 6 | 20 | 68 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 5 | 104 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 6 | 32 | 155 |
| Hr Total | 0 | 0 | 1 | 0 | 0 | 11 | 151 | 0 | 0 | 10 | 0 | 13 | 0 | 0 | 20 | 81 | 287 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 1 | 134 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 4 | 28 | 186 |
| 08:15 | 0 | 1 | 5 | 2 | 0 | 2 | 40 | 1 | 0 | 4 | 10 | 4 | 1 | 2 | 6 | 8 | 86 |
| 08:30 | 0 | 0 | 10 | 9 | 0 | 0 | 14 | 0 | 0 | 3 | 17 | 1 | 0 | 1 | 6 | 2 | 63 |
| 08:45 | 0 | 1 | 10 | 4 | 0 | 0 | 11 | 2 | 0 | 4 | 8 | 1 | 0 | 7 | 5 | 3 | 56 |
| Hr Total | 0 | 2 | 25 | 15 | 0 | 3 | 199 | 3 | 0 | 11 | 35 | 25 | 1 | 10 | 21 | 41 | 391 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 1 | 15 | 9 | 0 | 1 | 10 | 3 | 0 | 5 | 12 | 0 | 0 | 7 | 8 | 9 | 80 |
| 16:15 | 0 | 1 | 12 | 17 | 0 | 0 | 26 | 4 | 0 | 8 | 13 | 1 | 0 | 9 | 14 | 10 | 115 |
| 16:30 | 0 | 2 | 21 | 15 | 0 | 0 | 16 | 5 | 0 | 5 | 19 | 3 | 0 | 7 | 11 | 7 | 111 |
| 16:45 | 1 | 0 | 15 | 12 | 0 | 0 | 12 | 2 | 0 | 4 | 22 | 0 | 0 | 7 | 12 | 6 | 93 |
| Hr Total | 1 | 4 | 63 | 53 | 0 | 1 | 64 | 14 | 0 | 22 | 66 | 4 | 0 | 30 | 45 | 32 | 399 |
| 17:00 | 0 | 0 | 17 | 12 | 0 | 1 | 13 | 7 | 0 | 2 | 30 | 1 | 0 | 11 | 11 | 5 | 110 |
| 17:15 | 0 | 2 | 19 | 16 | 0 | 0 | 17 | 3 | 0 | 6 | 20 | 1 | 0 | 6 | 9 | 12 | 111 |
| 17:30 | 0 | 0 | 21 | 12 | 0 | 1 | 17 | 5 | 0 | 6 | 28 | 1 | 0 | 14 | 10 | 10 | 125 |
| 17:45 | 0 | 2 | 19 | 8 | 0 | 2 | 18 | 4 | 0 | 5 | 18 | 3 | 0 | 11 | 9 | 4 | 103 |
| Hr Total | 0 | 4 | 76 | 48 | 0 | 4 | 65 | 19 | 0 | 19 | 96 | 6 | 0 | 42 | 39 | 31 | 449 |
| *TOTAL* | 1 | 10 | 165 | 116 | 0 | 19 | 479 | 36 | 0 | 62 | 197 | 48 | 1 | 82 | 125 | 185 | 1526 |

VAN BUREN STREET & S 17TH AVENUE
 HOLLYWOOD, FLORIDA
 COUNTED BY; KAYLA BURNETT
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : VANB17AV
 Page : 2

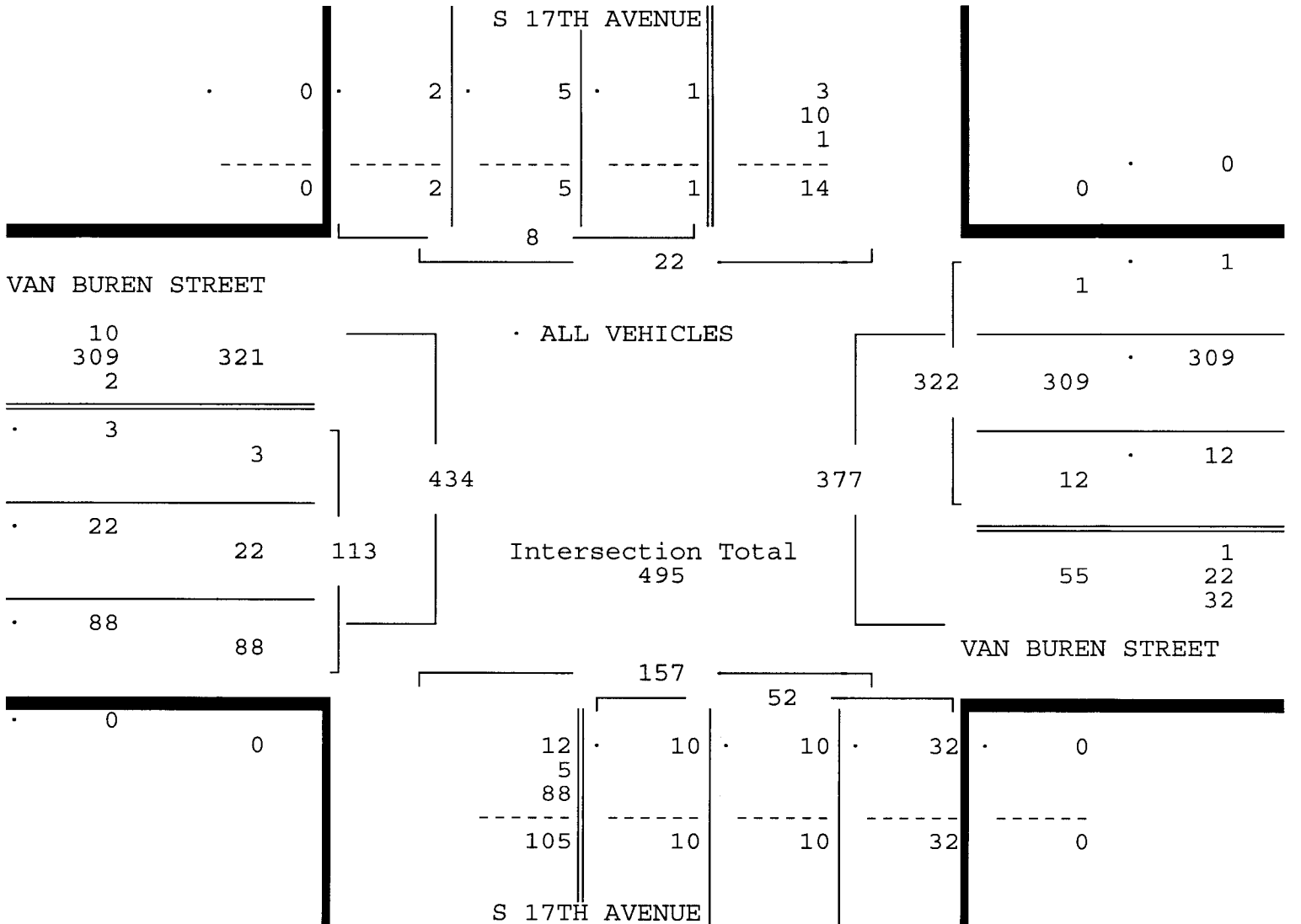
ALL VEHICLES

| S 17TH AVENUE From North | | | | VAN BUREN STREET From East | | | | S 17TH AVENUE From South | | | | VAN BUREN STREET From West | | | | Total |
|-----------------------------|------|------|-------|-------------------------------|------|------|-------|-----------------------------|------|------|-------|-------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/22/17

| Peak start 07:30 | | | | 07:30 | | | | 07:30 | | | | 07:30 | | | | |
|------------------|-------|-----|-----|-------|----|----|-------|-------|----|-------|-----|-------|----|----|-----|-----|
| Volume | 0 | 1 | 5 | 2 | 0 | 12 | 309 | 1 | 0 | 10 | 10 | 32 | 1 | 2 | 22 | 88 |
| Percent | 0% | 12% | 62% | 25% | 0% | 4% | 96% | 0% | 0% | 19% | 19% | 62% | 1% | 2% | 19% | 78% |
| Pk total | 8 | | | 322 | | | 52 | | | 113 | | | | | | |
| Highest | 08:15 | | | 08:00 | | | 08:00 | | | 07:45 | | | | | | |
| Volume | 0 | 1 | 5 | 2 | 0 | 1 | 134 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 6 | 32 |
| Hi total | 8 | | | 135 | | | 19 | | | 38 | | | | | | |
| PHF | .25 | | | .60 | | | .68 | | | .74 | | | | | | |



VAN BUREN STREET & S 17TH AVENUE
 HOLLYWOOD, FLORIDA
 COUNTED BY: KAYLA BURNETT
 NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : VANB17AV
 Page : 3

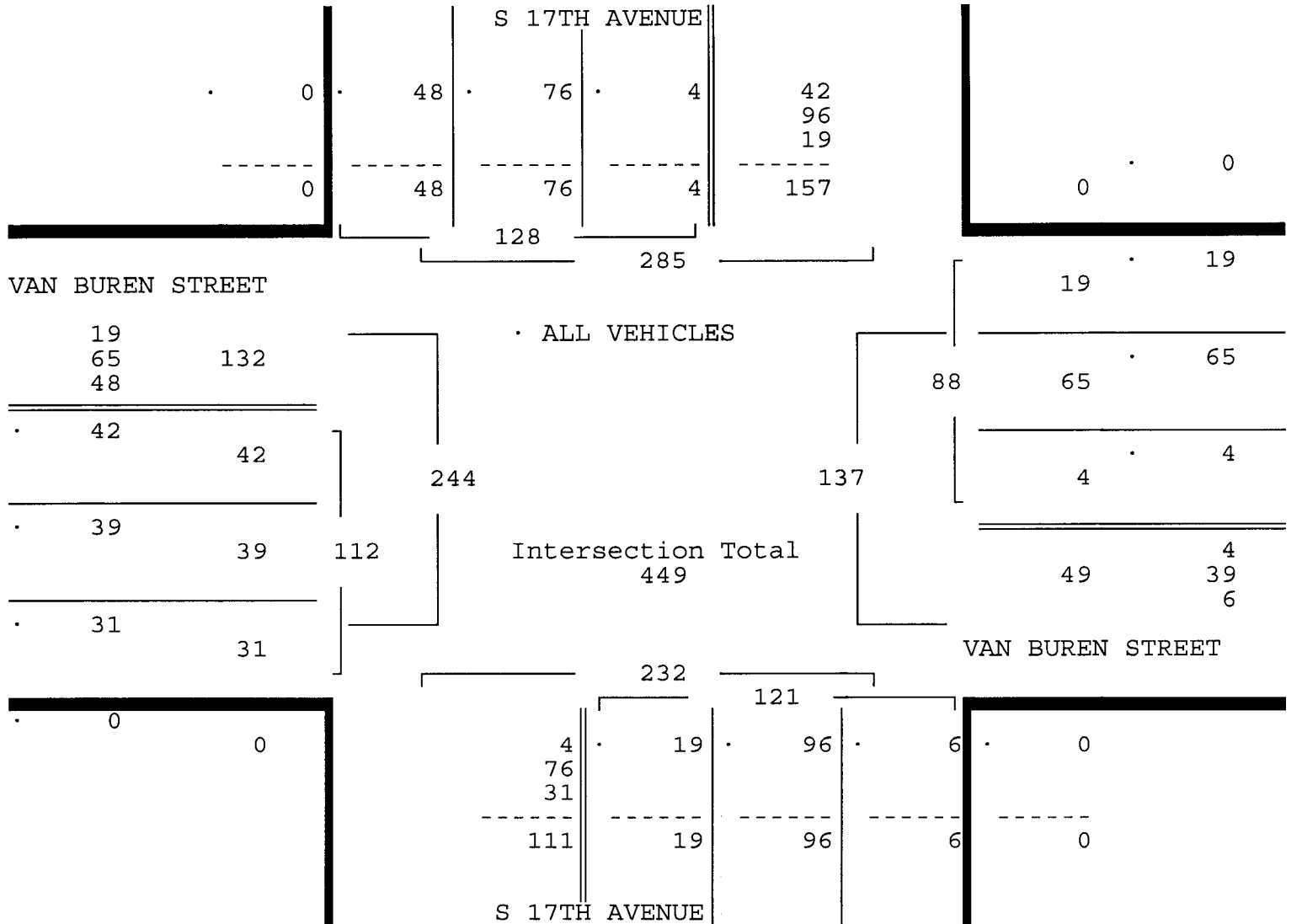
ALL VEHICLES

| S 17TH AVENUE From North | | | | VAN BUREN STREET From East | | | | S 17TH AVENUE From South | | | | VAN BUREN STREET From West | | | | Total |
|-----------------------------|------|------|-------|-------------------------------|------|------|-------|-----------------------------|------|------|-------|-------------------------------|------|------|-------|-------|
| UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | |

Date 03/22/17

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/22/17

| Peak start 17:00 | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
|------------------|-------|----|-----|-------|----|----|-------|-------|----|-------|-----|-------|----|-----|-----|-----|
| Volume | 0 | 4 | 76 | 48 | 0 | 4 | 65 | 19 | 0 | 19 | 96 | 6 | 0 | 42 | 39 | 31 |
| Percent | 0% | 3% | 59% | 38% | 0% | 5% | 74% | 22% | 0% | 16% | 79% | 5% | 0% | 38% | 35% | 28% |
| Pk total | 128 | | | 88 | | | 121 | | | 112 | | | | | | |
| Highest | 17:15 | | | 17:45 | | | 17:30 | | | 17:30 | | | | | | |
| Volume | 0 | 2 | 19 | 16 | 0 | 2 | 18 | 4 | 0 | 6 | 28 | 1 | 0 | 14 | 10 | 10 |
| Hi total | 37 | | | 24 | | | 35 | | | 34 | | | | | | |
| PHF | .86 | | | .92 | | | .86 | | | .82 | | | | | | |



VAN BUREN STREET & S 17TH AVENUE
 HOLLYWOOD, FLORIDA
 COUNTED BY; KAYLA BURNETT
 NOT SIGNALIZED

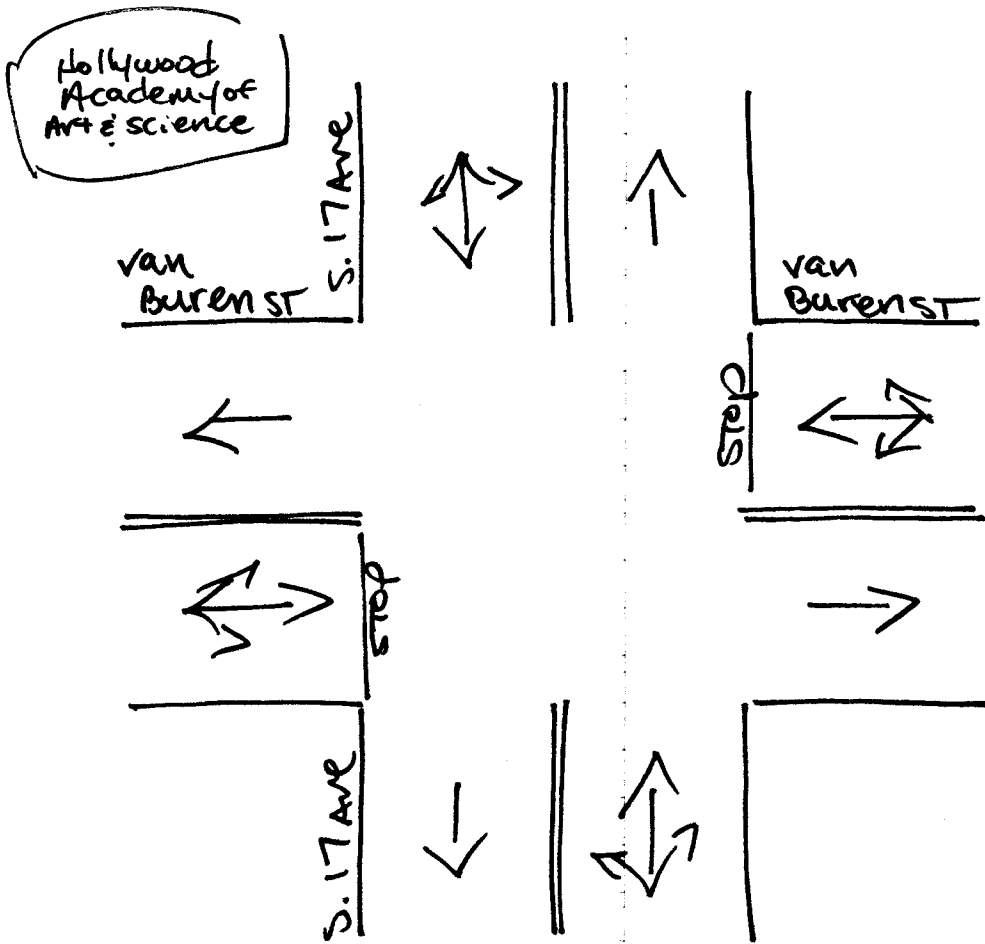
85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00170062
 Start Date: 03/22/17
 File I.D. : VANB17AV
 Page : 1

PEDESTRIANS & BIKES

| Date | S 17TH AVENUE From North | | | | VAN BUREN STREET From East | | | | S 17TH AVENUE From South | | | | VAN BUREN STREET From West | | | | Total |
|-----------------------|-----------------------------|-------|-------|------|-------------------------------|-------|-------|------|-----------------------------|-------|-------|------|-------------------------------|-------|-------|------|-------|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | |
| 03/22/17 | ----- | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 9 |
| 07:15 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 22 |
| 07:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 37 | 55 |
| 07:45 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 103 | 133 |
| Hr Total | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 157 | 219 |
| 08:00 | 0 | 1 | 0 | 6 | 0 | 1 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 197 |
| 08:15 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 62 | 157 |
| 08:30 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 24 | 84 |
| 08:45 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 12 |
| Hr Total | 0 | 1 | 0 | 95 | 0 | 1 | 0 | 71 | 0 | 2 | 0 | 57 | 0 | 1 | 0 | 222 | 450 |
| ----- * BREAK * ----- | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 25 |
| 16:15 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 26 |
| 16:30 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 13 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 12 |
| Hr Total | 0 | 1 | 0 | 12 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 51 | 76 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 14 | 19 |
| 17:15 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 19 |
| 17:30 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 17 | 24 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 11 |
| Hr Total | 0 | 1 | 0 | 2 | 0 | 4 | 0 | 9 | 0 | 1 | 0 | 6 | 0 | 2 | 0 | 48 | 73 |
| ----- | | | | | | | | | | | | | | | | | |
| *TOTAL* | 0 | 3 | 0 | 122 | 0 | 8 | 0 | 130 | 0 | 3 | 0 | 66 | 0 | 8 | 0 | 478 | 818 |

North



Hollywood, Florida

March 22, 2017

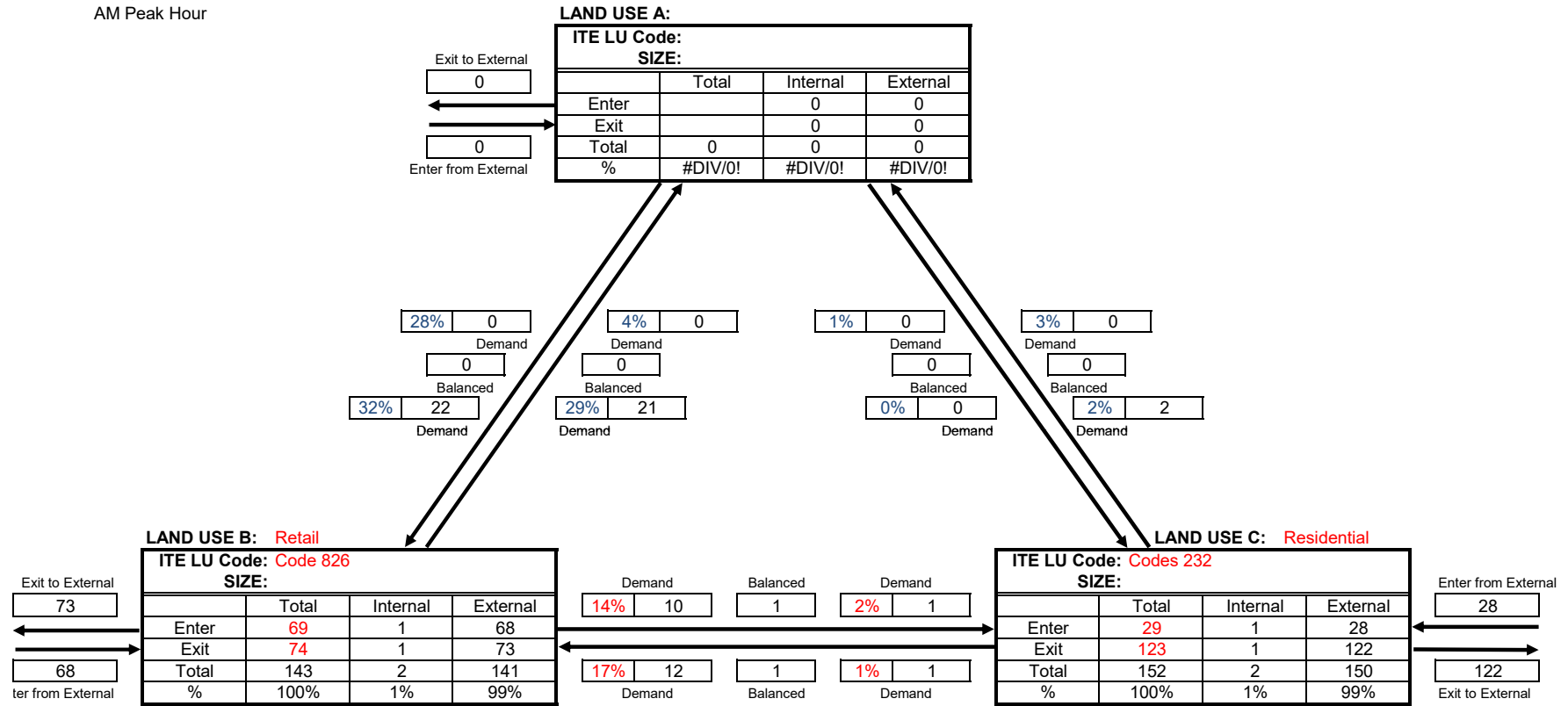
drawn by: Luis Palomino

NOT signalized

APPENDIX E
Internalization Calculations

**PROPOSED LAND USES
Trip Generation
and Internal Capture Summary**

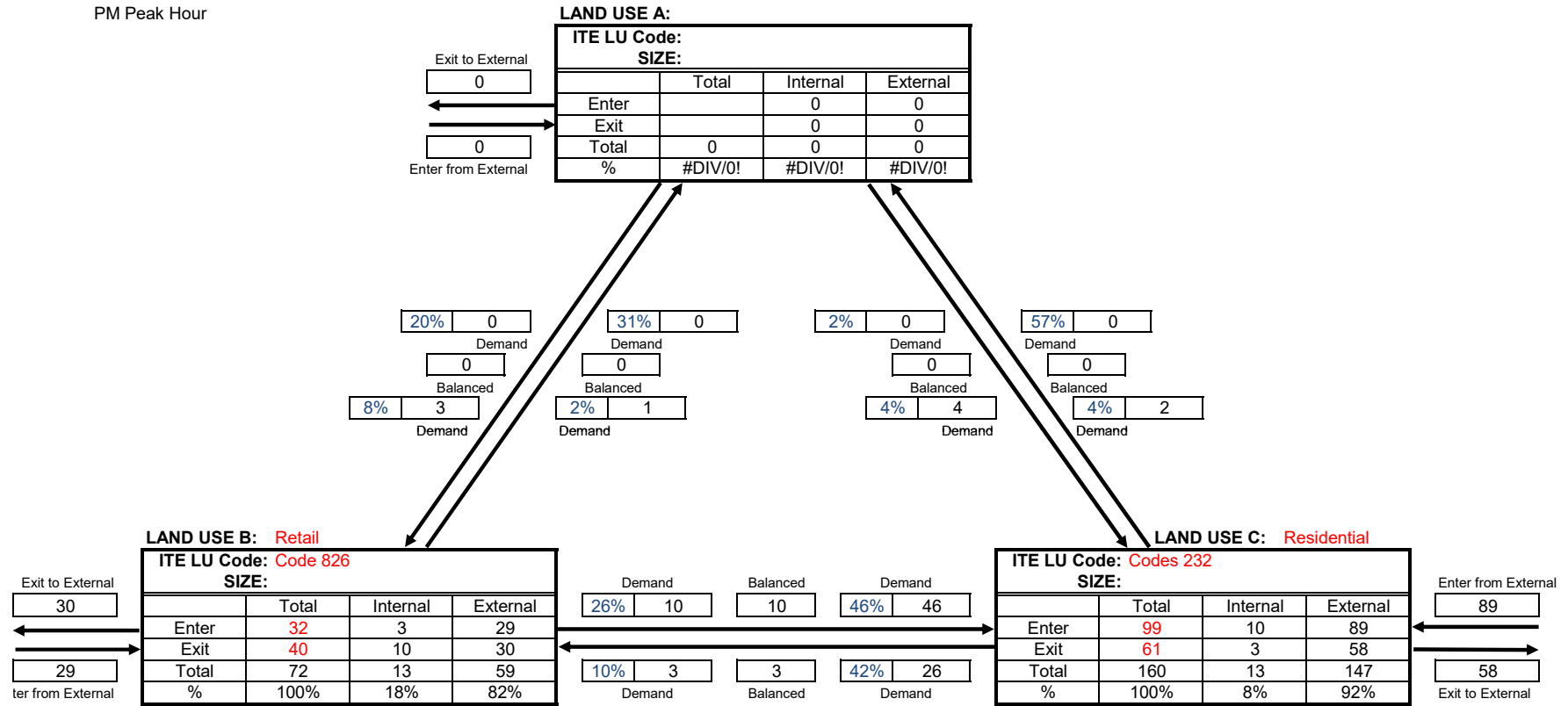
Analyst: Danielsen
Date: 18-Apr-17
AM Peak Hour



| Net External Trips for Multi-Use Development | | | | |
|--|------------|------------|------------|------------------|
| | LAND USE A | LAND USE B | LAND USE C | TOTAL |
| Enter | 0 | 68 | 28 | 96 |
| Exit | 0 | 73 | 122 | 195 |
| Total | 0 | 141 | 150 | 291 |
| Single-Use Trip Gen. Est. | 0 | 143 | 152 | 295 |
| | | | | INTERNAL CAPTURE |
| | | | | 1% |

**PROPOSED LAND USES
Trip Generation
and Internal Capture Summary**

Analyst: Danielsen
Date: 18-Apr-17
PM Peak Hour



| Net External Trips for Multi-Use Development | | | | |
|--|------------|------------|------------|------------------|
| | LAND USE A | LAND USE B | LAND USE C | TOTAL |
| Enter | 0 | 29 | 89 | 118 |
| Exit | 0 | 30 | 58 | 88 |
| Total | 0 | 59 | 147 | 206 |
| Single-Use Trip Gen. Est. | 0 | 72 | 160 | 232 |
| | | | | INTERNAL CAPTURE |
| | | | | 11% |

APPENDIX F

Peak Season Conversion Factors

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8600 EAST-A1A TO US1

| WEEK | DATES | SF | MOCF: 0.91 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2015 - 01/03/2015 | 0.96 | 1.05 |
| 2 | 01/04/2015 - 01/10/2015 | 0.95 | 1.04 |
| * 3 | 01/11/2015 - 01/17/2015 | 0.94 | 1.03 |
| * 4 | 01/18/2015 - 01/24/2015 | 0.94 | 1.03 |
| * 5 | 01/25/2015 - 01/31/2015 | 0.93 | 1.02 |
| * 6 | 02/01/2015 - 02/07/2015 | 0.93 | 1.02 |
| * 7 | 02/08/2015 - 02/14/2015 | 0.92 | 1.01 |
| * 8 | 02/15/2015 - 02/21/2015 | 0.91 | 1.00 |
| * 9 | 02/22/2015 - 02/28/2015 | 0.89 | 0.98 |
| *10 | 03/01/2015 - 03/07/2015 | 0.88 | 0.97 |
| *11 | 03/08/2015 - 03/14/2015 | 0.87 | 0.96 |
| *12 | 03/15/2015 - 03/21/2015 | 0.89 | 0.98 |
| *13 | 03/22/2015 - 03/28/2015 | 0.90 | 0.99 |
| *14 | 03/29/2015 - 04/04/2015 | 0.92 | 1.01 |
| *15 | 04/05/2015 - 04/11/2015 | 0.94 | 1.03 |
| 16 | 04/12/2015 - 04/18/2015 | 0.95 | 1.04 |
| 17 | 04/19/2015 - 04/25/2015 | 0.97 | 1.07 |
| 18 | 04/26/2015 - 05/02/2015 | 0.98 | 1.08 |
| 19 | 05/03/2015 - 05/09/2015 | 1.00 | 1.10 |
| 20 | 05/10/2015 - 05/16/2015 | 1.01 | 1.11 |
| 21 | 05/17/2015 - 05/23/2015 | 1.03 | 1.13 |
| 22 | 05/24/2015 - 05/30/2015 | 1.05 | 1.15 |
| 23 | 05/31/2015 - 06/06/2015 | 1.07 | 1.18 |
| 24 | 06/07/2015 - 06/13/2015 | 1.09 | 1.20 |
| 25 | 06/14/2015 - 06/20/2015 | 1.08 | 1.19 |
| 26 | 06/21/2015 - 06/27/2015 | 1.08 | 1.19 |
| 27 | 06/28/2015 - 07/04/2015 | 1.07 | 1.18 |
| 28 | 07/05/2015 - 07/11/2015 | 1.06 | 1.16 |
| 29 | 07/12/2015 - 07/18/2015 | 1.07 | 1.18 |
| 30 | 07/19/2015 - 07/25/2015 | 1.07 | 1.18 |
| 31 | 07/26/2015 - 08/01/2015 | 1.08 | 1.19 |
| 32 | 08/02/2015 - 08/08/2015 | 1.09 | 1.20 |
| 33 | 08/09/2015 - 08/15/2015 | 1.09 | 1.20 |
| 34 | 08/16/2015 - 08/22/2015 | 1.10 | 1.21 |
| 35 | 08/23/2015 - 08/29/2015 | 1.12 | 1.23 |
| 36 | 08/30/2015 - 09/05/2015 | 1.13 | 1.24 |
| 37 | 09/06/2015 - 09/12/2015 | 1.14 | 1.25 |
| 38 | 09/13/2015 - 09/19/2015 | 1.12 | 1.23 |
| 39 | 09/20/2015 - 09/26/2015 | 1.11 | 1.22 |
| 40 | 09/27/2015 - 10/03/2015 | 1.09 | 1.20 |
| 41 | 10/04/2015 - 10/10/2015 | 1.08 | 1.19 |
| 42 | 10/11/2015 - 10/17/2015 | 1.07 | 1.18 |
| 43 | 10/18/2015 - 10/24/2015 | 1.06 | 1.16 |
| 44 | 10/25/2015 - 10/31/2015 | 1.04 | 1.14 |
| 45 | 11/01/2015 - 11/07/2015 | 1.03 | 1.13 |
| 46 | 11/08/2015 - 11/14/2015 | 1.02 | 1.12 |
| 47 | 11/15/2015 - 11/21/2015 | 1.01 | 1.11 |
| 48 | 11/22/2015 - 11/28/2015 | 0.99 | 1.09 |
| 49 | 11/29/2015 - 12/05/2015 | 0.98 | 1.08 |
| 50 | 12/06/2015 - 12/12/2015 | 0.96 | 1.05 |
| 51 | 12/13/2015 - 12/19/2015 | 0.96 | 1.05 |
| 52 | 12/20/2015 - 12/26/2015 | 0.95 | 1.04 |
| 53 | 12/27/2015 - 12/31/2015 | 0.94 | 1.03 |

* PEAK SEASON

03-MAR-2016 11:19:08

830UPD

4_8600_PKSEASON.TXT

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.96

| WEEK | DATES | SF | PSCF |
|------|-------------------------|------|------|
| 1 | 01/01/2015 - 01/03/2015 | 1.00 | 1.04 |
| 2 | 01/04/2015 - 01/10/2015 | 1.00 | 1.04 |
| 3 | 01/11/2015 - 01/17/2015 | 0.99 | 1.03 |
| * 4 | 01/18/2015 - 01/24/2015 | 0.98 | 1.02 |
| * 5 | 01/25/2015 - 01/31/2015 | 0.97 | 1.01 |
| * 6 | 02/01/2015 - 02/07/2015 | 0.96 | 1.00 |
| * 7 | 02/08/2015 - 02/14/2015 | 0.95 | 0.99 |
| * 8 | 02/15/2015 - 02/21/2015 | 0.95 | 0.99 |
| * 9 | 02/22/2015 - 02/28/2015 | 0.95 | 0.99 |
| *10 | 03/01/2015 - 03/07/2015 | 0.95 | 0.99 |
| *11 | 03/08/2015 - 03/14/2015 | 0.95 | 0.99 |
| *12 | 03/15/2015 - 03/21/2015 | 0.96 | 1.00 |
| *13 | 03/22/2015 - 03/28/2015 | 0.97 | 1.01 |
| *14 | 03/29/2015 - 04/04/2015 | 0.97 | 1.01 |
| *15 | 04/05/2015 - 04/11/2015 | 0.98 | 1.02 |
| *16 | 04/12/2015 - 04/18/2015 | 0.99 | 1.03 |
| 17 | 04/19/2015 - 04/25/2015 | 0.99 | 1.03 |
| 18 | 04/26/2015 - 05/02/2015 | 1.00 | 1.04 |
| 19 | 05/03/2015 - 05/09/2015 | 1.00 | 1.04 |
| 20 | 05/10/2015 - 05/16/2015 | 1.01 | 1.05 |
| 21 | 05/17/2015 - 05/23/2015 | 1.01 | 1.05 |
| 22 | 05/24/2015 - 05/30/2015 | 1.02 | 1.06 |
| 23 | 05/31/2015 - 06/06/2015 | 1.02 | 1.06 |
| 24 | 06/07/2015 - 06/13/2015 | 1.03 | 1.07 |
| 25 | 06/14/2015 - 06/20/2015 | 1.03 | 1.07 |
| 26 | 06/21/2015 - 06/27/2015 | 1.04 | 1.08 |
| 27 | 06/28/2015 - 07/04/2015 | 1.05 | 1.09 |
| 28 | 07/05/2015 - 07/11/2015 | 1.05 | 1.09 |
| 29 | 07/12/2015 - 07/18/2015 | 1.05 | 1.09 |
| 30 | 07/19/2015 - 07/25/2015 | 1.05 | 1.09 |
| 31 | 07/26/2015 - 08/01/2015 | 1.04 | 1.08 |
| 32 | 08/02/2015 - 08/08/2015 | 1.04 | 1.08 |
| 33 | 08/09/2015 - 08/15/2015 | 1.04 | 1.08 |
| 34 | 08/16/2015 - 08/22/2015 | 1.04 | 1.08 |
| 35 | 08/23/2015 - 08/29/2015 | 1.04 | 1.08 |
| 36 | 08/30/2015 - 09/05/2015 | 1.04 | 1.08 |
| 37 | 09/06/2015 - 09/12/2015 | 1.04 | 1.08 |
| 38 | 09/13/2015 - 09/19/2015 | 1.03 | 1.07 |
| 39 | 09/20/2015 - 09/26/2015 | 1.03 | 1.07 |
| 40 | 09/27/2015 - 10/03/2015 | 1.02 | 1.06 |
| 41 | 10/04/2015 - 10/10/2015 | 1.02 | 1.06 |
| 42 | 10/11/2015 - 10/17/2015 | 1.01 | 1.05 |
| 43 | 10/18/2015 - 10/24/2015 | 1.01 | 1.05 |
| 44 | 10/25/2015 - 10/31/2015 | 1.01 | 1.05 |
| 45 | 11/01/2015 - 11/07/2015 | 1.01 | 1.05 |
| 46 | 11/08/2015 - 11/14/2015 | 1.01 | 1.05 |
| 47 | 11/15/2015 - 11/21/2015 | 1.01 | 1.05 |
| 48 | 11/22/2015 - 11/28/2015 | 1.01 | 1.05 |
| 49 | 11/29/2015 - 12/05/2015 | 1.00 | 1.04 |
| 50 | 12/06/2015 - 12/12/2015 | 1.00 | 1.04 |
| 51 | 12/13/2015 - 12/19/2015 | 1.00 | 1.04 |
| 52 | 12/20/2015 - 12/26/2015 | 1.00 | 1.04 |
| 53 | 12/27/2015 - 12/31/2015 | 0.99 | 1.03 |

* PEAK SEASON

03-MAR-2016 11:19:09

830UPD

4_8601_PKSEASON.TXT

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8630 WEST-W OF US441

| WEEK | DATES | SF | MOCF: 0.98 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2015 - 01/03/2015 | 1.00 | 1.02 |
| 2 | 01/04/2015 - 01/10/2015 | 1.00 | 1.02 |
| 3 | 01/11/2015 - 01/17/2015 | 1.01 | 1.03 |
| 4 | 01/18/2015 - 01/24/2015 | 1.00 | 1.02 |
| 5 | 01/25/2015 - 01/31/2015 | 0.99 | 1.01 |
| * 6 | 02/01/2015 - 02/07/2015 | 0.98 | 1.00 |
| * 7 | 02/08/2015 - 02/14/2015 | 0.97 | 0.99 |
| * 8 | 02/15/2015 - 02/21/2015 | 0.97 | 0.99 |
| * 9 | 02/22/2015 - 02/28/2015 | 0.97 | 0.99 |
| *10 | 03/01/2015 - 03/07/2015 | 0.97 | 0.99 |
| *11 | 03/08/2015 - 03/14/2015 | 0.97 | 0.99 |
| *12 | 03/15/2015 - 03/21/2015 | 0.97 | 0.99 |
| *13 | 03/22/2015 - 03/28/2015 | 0.98 | 1.00 |
| *14 | 03/29/2015 - 04/04/2015 | 0.98 | 1.00 |
| *15 | 04/05/2015 - 04/11/2015 | 0.99 | 1.01 |
| *16 | 04/12/2015 - 04/18/2015 | 0.99 | 1.01 |
| *17 | 04/19/2015 - 04/25/2015 | 0.99 | 1.01 |
| *18 | 04/26/2015 - 05/02/2015 | 0.99 | 1.01 |
| 19 | 05/03/2015 - 05/09/2015 | 0.99 | 1.01 |
| 20 | 05/10/2015 - 05/16/2015 | 1.00 | 1.02 |
| 21 | 05/17/2015 - 05/23/2015 | 1.00 | 1.02 |
| 22 | 05/24/2015 - 05/30/2015 | 1.01 | 1.03 |
| 23 | 05/31/2015 - 06/06/2015 | 1.02 | 1.04 |
| 24 | 06/07/2015 - 06/13/2015 | 1.02 | 1.04 |
| 25 | 06/14/2015 - 06/20/2015 | 1.03 | 1.05 |
| 26 | 06/21/2015 - 06/27/2015 | 1.04 | 1.06 |
| 27 | 06/28/2015 - 07/04/2015 | 1.05 | 1.07 |
| 28 | 07/05/2015 - 07/11/2015 | 1.06 | 1.08 |
| 29 | 07/12/2015 - 07/18/2015 | 1.05 | 1.07 |
| 30 | 07/19/2015 - 07/25/2015 | 1.05 | 1.07 |
| 31 | 07/26/2015 - 08/01/2015 | 1.04 | 1.06 |
| 32 | 08/02/2015 - 08/08/2015 | 1.04 | 1.06 |
| 33 | 08/09/2015 - 08/15/2015 | 1.03 | 1.05 |
| 34 | 08/16/2015 - 08/22/2015 | 1.03 | 1.05 |
| 35 | 08/23/2015 - 08/29/2015 | 1.03 | 1.05 |
| 36 | 08/30/2015 - 09/05/2015 | 1.02 | 1.04 |
| 37 | 09/06/2015 - 09/12/2015 | 1.02 | 1.04 |
| 38 | 09/13/2015 - 09/19/2015 | 1.01 | 1.03 |
| 39 | 09/20/2015 - 09/26/2015 | 1.01 | 1.03 |
| 40 | 09/27/2015 - 10/03/2015 | 1.00 | 1.02 |
| 41 | 10/04/2015 - 10/10/2015 | 0.99 | 1.01 |
| 42 | 10/11/2015 - 10/17/2015 | 0.99 | 1.01 |
| 43 | 10/18/2015 - 10/24/2015 | 0.99 | 1.01 |
| 44 | 10/25/2015 - 10/31/2015 | 0.99 | 1.01 |
| 45 | 11/01/2015 - 11/07/2015 | 1.00 | 1.02 |
| 46 | 11/08/2015 - 11/14/2015 | 1.00 | 1.02 |
| 47 | 11/15/2015 - 11/21/2015 | 1.00 | 1.02 |
| 48 | 11/22/2015 - 11/28/2015 | 1.00 | 1.02 |
| 49 | 11/29/2015 - 12/05/2015 | 1.00 | 1.02 |
| 50 | 12/06/2015 - 12/12/2015 | 1.00 | 1.02 |
| 51 | 12/13/2015 - 12/19/2015 | 1.00 | 1.02 |
| 52 | 12/20/2015 - 12/26/2015 | 1.00 | 1.02 |
| 53 | 12/27/2015 - 12/31/2015 | 1.01 | 1.03 |

* PEAK SEASON

03-MAR-2016 11:19:10

830UPD

4_8630_PKSEASON.TXT

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8659 BROWARD I595

| WEEK | DATES | SF | MOCF: 0.96 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2015 - 01/03/2015 | 0.99 | 1.03 |
| 2 | 01/04/2015 - 01/10/2015 | 0.99 | 1.03 |
| 3 | 01/11/2015 - 01/17/2015 | 0.99 | 1.03 |
| * 4 | 01/18/2015 - 01/24/2015 | 0.98 | 1.02 |
| * 5 | 01/25/2015 - 01/31/2015 | 0.98 | 1.02 |
| * 6 | 02/01/2015 - 02/07/2015 | 0.97 | 1.01 |
| * 7 | 02/08/2015 - 02/14/2015 | 0.96 | 1.00 |
| * 8 | 02/15/2015 - 02/21/2015 | 0.96 | 1.00 |
| * 9 | 02/22/2015 - 02/28/2015 | 0.95 | 0.99 |
| *10 | 03/01/2015 - 03/07/2015 | 0.95 | 0.99 |
| *11 | 03/08/2015 - 03/14/2015 | 0.94 | 0.98 |
| *12 | 03/15/2015 - 03/21/2015 | 0.95 | 0.99 |
| *13 | 03/22/2015 - 03/28/2015 | 0.96 | 1.00 |
| *14 | 03/29/2015 - 04/04/2015 | 0.97 | 1.01 |
| *15 | 04/05/2015 - 04/11/2015 | 0.98 | 1.02 |
| *16 | 04/12/2015 - 04/18/2015 | 0.99 | 1.03 |
| 17 | 04/19/2015 - 04/25/2015 | 1.00 | 1.04 |
| 18 | 04/26/2015 - 05/02/2015 | 1.00 | 1.04 |
| 19 | 05/03/2015 - 05/09/2015 | 1.01 | 1.05 |
| 20 | 05/10/2015 - 05/16/2015 | 1.02 | 1.06 |
| 21 | 05/17/2015 - 05/23/2015 | 1.02 | 1.06 |
| 22 | 05/24/2015 - 05/30/2015 | 1.02 | 1.06 |
| 23 | 05/31/2015 - 06/06/2015 | 1.02 | 1.06 |
| 24 | 06/07/2015 - 06/13/2015 | 1.02 | 1.06 |
| 25 | 06/14/2015 - 06/20/2015 | 1.03 | 1.07 |
| 26 | 06/21/2015 - 06/27/2015 | 1.03 | 1.07 |
| 27 | 06/28/2015 - 07/04/2015 | 1.04 | 1.08 |
| 28 | 07/05/2015 - 07/11/2015 | 1.04 | 1.08 |
| 29 | 07/12/2015 - 07/18/2015 | 1.04 | 1.08 |
| 30 | 07/19/2015 - 07/25/2015 | 1.04 | 1.08 |
| 31 | 07/26/2015 - 08/01/2015 | 1.03 | 1.07 |
| 32 | 08/02/2015 - 08/08/2015 | 1.03 | 1.07 |
| 33 | 08/09/2015 - 08/15/2015 | 1.03 | 1.07 |
| 34 | 08/16/2015 - 08/22/2015 | 1.04 | 1.08 |
| 35 | 08/23/2015 - 08/29/2015 | 1.04 | 1.08 |
| 36 | 08/30/2015 - 09/05/2015 | 1.05 | 1.09 |
| 37 | 09/06/2015 - 09/12/2015 | 1.05 | 1.09 |
| 38 | 09/13/2015 - 09/19/2015 | 1.04 | 1.08 |
| 39 | 09/20/2015 - 09/26/2015 | 1.03 | 1.07 |
| 40 | 09/27/2015 - 10/03/2015 | 1.03 | 1.07 |
| 41 | 10/04/2015 - 10/10/2015 | 1.02 | 1.06 |
| 42 | 10/11/2015 - 10/17/2015 | 1.01 | 1.05 |
| 43 | 10/18/2015 - 10/24/2015 | 1.01 | 1.05 |
| 44 | 10/25/2015 - 10/31/2015 | 1.01 | 1.05 |
| 45 | 11/01/2015 - 11/07/2015 | 1.01 | 1.05 |
| 46 | 11/08/2015 - 11/14/2015 | 1.01 | 1.05 |
| 47 | 11/15/2015 - 11/21/2015 | 1.01 | 1.05 |
| 48 | 11/22/2015 - 11/28/2015 | 1.00 | 1.04 |
| 49 | 11/29/2015 - 12/05/2015 | 1.00 | 1.04 |
| 50 | 12/06/2015 - 12/12/2015 | 0.99 | 1.03 |
| 51 | 12/13/2015 - 12/19/2015 | 0.99 | 1.03 |
| 52 | 12/20/2015 - 12/26/2015 | 0.99 | 1.03 |
| 53 | 12/27/2015 - 12/31/2015 | 0.99 | 1.03 |

* PEAK SEASON

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2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8675 BROWARD I75 URBAN

| WEEK | DATES | SF | MOCF: 0.99 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2015 - 01/03/2015 | 0.99 | 1.00 |
| 2 | 01/04/2015 - 01/10/2015 | 1.02 | 1.03 |
| 3 | 01/11/2015 - 01/17/2015 | 1.04 | 1.05 |
| 4 | 01/18/2015 - 01/24/2015 | 1.03 | 1.04 |
| 5 | 01/25/2015 - 01/31/2015 | 1.02 | 1.03 |
| 6 | 02/01/2015 - 02/07/2015 | 1.00 | 1.01 |
| * 7 | 02/08/2015 - 02/14/2015 | 0.99 | 1.00 |
| * 8 | 02/15/2015 - 02/21/2015 | 0.99 | 1.00 |
| * 9 | 02/22/2015 - 02/28/2015 | 0.99 | 1.00 |
| *10 | 03/01/2015 - 03/07/2015 | 0.98 | 0.99 |
| *11 | 03/08/2015 - 03/14/2015 | 0.98 | 0.99 |
| *12 | 03/15/2015 - 03/21/2015 | 0.98 | 0.99 |
| *13 | 03/22/2015 - 03/28/2015 | 0.99 | 1.00 |
| *14 | 03/29/2015 - 04/04/2015 | 0.99 | 1.00 |
| *15 | 04/05/2015 - 04/11/2015 | 0.99 | 1.00 |
| *16 | 04/12/2015 - 04/18/2015 | 0.99 | 1.00 |
| *17 | 04/19/2015 - 04/25/2015 | 0.99 | 1.00 |
| *18 | 04/26/2015 - 05/02/2015 | 1.00 | 1.01 |
| *19 | 05/03/2015 - 05/09/2015 | 1.00 | 1.01 |
| 20 | 05/10/2015 - 05/16/2015 | 1.00 | 1.01 |
| 21 | 05/17/2015 - 05/23/2015 | 1.00 | 1.01 |
| 22 | 05/24/2015 - 05/30/2015 | 1.01 | 1.02 |
| 23 | 05/31/2015 - 06/06/2015 | 1.01 | 1.02 |
| 24 | 06/07/2015 - 06/13/2015 | 1.01 | 1.02 |
| 25 | 06/14/2015 - 06/20/2015 | 1.02 | 1.03 |
| 26 | 06/21/2015 - 06/27/2015 | 1.03 | 1.04 |
| 27 | 06/28/2015 - 07/04/2015 | 1.03 | 1.04 |
| 28 | 07/05/2015 - 07/11/2015 | 1.04 | 1.05 |
| 29 | 07/12/2015 - 07/18/2015 | 1.03 | 1.04 |
| 30 | 07/19/2015 - 07/25/2015 | 1.02 | 1.03 |
| 31 | 07/26/2015 - 08/01/2015 | 1.02 | 1.03 |
| 32 | 08/02/2015 - 08/08/2015 | 1.01 | 1.02 |
| 33 | 08/09/2015 - 08/15/2015 | 1.00 | 1.01 |
| 34 | 08/16/2015 - 08/22/2015 | 1.01 | 1.02 |
| 35 | 08/23/2015 - 08/29/2015 | 1.01 | 1.02 |
| 36 | 08/30/2015 - 09/05/2015 | 1.02 | 1.03 |
| 37 | 09/06/2015 - 09/12/2015 | 1.02 | 1.03 |
| 38 | 09/13/2015 - 09/19/2015 | 1.01 | 1.02 |
| 39 | 09/20/2015 - 09/26/2015 | 1.01 | 1.02 |
| 40 | 09/27/2015 - 10/03/2015 | 1.00 | 1.01 |
| 41 | 10/04/2015 - 10/10/2015 | 1.00 | 1.01 |
| 42 | 10/11/2015 - 10/17/2015 | 0.99 | 1.00 |
| 43 | 10/18/2015 - 10/24/2015 | 0.99 | 1.00 |
| 44 | 10/25/2015 - 10/31/2015 | 1.00 | 1.01 |
| 45 | 11/01/2015 - 11/07/2015 | 1.00 | 1.01 |
| 46 | 11/08/2015 - 11/14/2015 | 1.00 | 1.01 |
| 47 | 11/15/2015 - 11/21/2015 | 1.00 | 1.01 |
| 48 | 11/22/2015 - 11/28/2015 | 1.00 | 1.01 |
| 49 | 11/29/2015 - 12/05/2015 | 0.99 | 1.00 |
| 50 | 12/06/2015 - 12/12/2015 | 0.99 | 1.00 |
| 51 | 12/13/2015 - 12/19/2015 | 1.01 | 1.02 |
| 52 | 12/20/2015 - 12/26/2015 | 1.02 | 1.03 |
| 53 | 12/27/2015 - 12/31/2015 | 1.04 | 1.05 |

* PEAK SEASON

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2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8676 BROWARD I75 RURAL

MOCF: 0.94

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| 2 | 01/04/2015 - 01/10/2015 | 0.97 | 1.03 |
| 3 | 01/11/2015 - 01/17/2015 | 1.00 | 1.06 |
| * 4 | 01/18/2015 - 01/24/2015 | 0.98 | 1.04 |
| * 5 | 01/25/2015 - 01/31/2015 | 0.96 | 1.02 |
| * 6 | 02/01/2015 - 02/07/2015 | 0.94 | 1.00 |
| * 7 | 02/08/2015 - 02/14/2015 | 0.92 | 0.98 |
| * 8 | 02/15/2015 - 02/21/2015 | 0.91 | 0.97 |
| * 9 | 02/22/2015 - 02/28/2015 | 0.90 | 0.96 |
| *10 | 03/01/2015 - 03/07/2015 | 0.90 | 0.96 |
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| *13 | 03/22/2015 - 03/28/2015 | 0.93 | 0.99 |
| *14 | 03/29/2015 - 04/04/2015 | 0.95 | 1.01 |
| *15 | 04/05/2015 - 04/11/2015 | 0.98 | 1.04 |
| *16 | 04/12/2015 - 04/18/2015 | 0.99 | 1.05 |
| 17 | 04/19/2015 - 04/25/2015 | 1.00 | 1.06 |
| 18 | 04/26/2015 - 05/02/2015 | 1.01 | 1.07 |
| 19 | 05/03/2015 - 05/09/2015 | 1.02 | 1.09 |
| 20 | 05/10/2015 - 05/16/2015 | 1.04 | 1.11 |
| 21 | 05/17/2015 - 05/23/2015 | 1.04 | 1.11 |
| 22 | 05/24/2015 - 05/30/2015 | 1.05 | 1.12 |
| 23 | 05/31/2015 - 06/06/2015 | 1.06 | 1.13 |
| 24 | 06/07/2015 - 06/13/2015 | 1.07 | 1.14 |
| 25 | 06/14/2015 - 06/20/2015 | 1.07 | 1.14 |
| 26 | 06/21/2015 - 06/27/2015 | 1.06 | 1.13 |
| 27 | 06/28/2015 - 07/04/2015 | 1.06 | 1.13 |
| 28 | 07/05/2015 - 07/11/2015 | 1.06 | 1.13 |
| 29 | 07/12/2015 - 07/18/2015 | 1.06 | 1.13 |
| 30 | 07/19/2015 - 07/25/2015 | 1.07 | 1.14 |
| 31 | 07/26/2015 - 08/01/2015 | 1.07 | 1.14 |
| 32 | 08/02/2015 - 08/08/2015 | 1.08 | 1.15 |
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| 34 | 08/16/2015 - 08/22/2015 | 1.09 | 1.16 |
| 35 | 08/23/2015 - 08/29/2015 | 1.10 | 1.17 |
| 36 | 08/30/2015 - 09/05/2015 | 1.11 | 1.18 |
| 37 | 09/06/2015 - 09/12/2015 | 1.12 | 1.19 |
| 38 | 09/13/2015 - 09/19/2015 | 1.11 | 1.18 |
| 39 | 09/20/2015 - 09/26/2015 | 1.10 | 1.17 |
| 40 | 09/27/2015 - 10/03/2015 | 1.09 | 1.16 |
| 41 | 10/04/2015 - 10/10/2015 | 1.08 | 1.15 |
| 42 | 10/11/2015 - 10/17/2015 | 1.07 | 1.14 |
| 43 | 10/18/2015 - 10/24/2015 | 1.04 | 1.11 |
| 44 | 10/25/2015 - 10/31/2015 | 1.01 | 1.07 |
| 45 | 11/01/2015 - 11/07/2015 | 0.99 | 1.05 |
| 46 | 11/08/2015 - 11/14/2015 | 0.96 | 1.02 |
| 47 | 11/15/2015 - 11/21/2015 | 0.96 | 1.02 |
| 48 | 11/22/2015 - 11/28/2015 | 0.95 | 1.01 |
| 49 | 11/29/2015 - 12/05/2015 | 0.95 | 1.01 |
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| 53 | 12/27/2015 - 12/31/2015 | 1.00 | 1.06 |

* PEAK SEASON

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2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8695 BROWARD I95

MOCF: 0.96

| WEEK | DATES | SF | PSCF |
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| 2 | 01/04/2015 - 01/10/2015 | 0.99 | 1.03 |
| 3 | 01/11/2015 - 01/17/2015 | 0.99 | 1.03 |
| * 4 | 01/18/2015 - 01/24/2015 | 0.98 | 1.02 |
| * 5 | 01/25/2015 - 01/31/2015 | 0.98 | 1.02 |
| * 6 | 02/01/2015 - 02/07/2015 | 0.97 | 1.01 |
| * 7 | 02/08/2015 - 02/14/2015 | 0.96 | 1.00 |
| * 8 | 02/15/2015 - 02/21/2015 | 0.96 | 1.00 |
| * 9 | 02/22/2015 - 02/28/2015 | 0.95 | 0.99 |
| *10 | 03/01/2015 - 03/07/2015 | 0.95 | 0.99 |
| *11 | 03/08/2015 - 03/14/2015 | 0.94 | 0.98 |
| *12 | 03/15/2015 - 03/21/2015 | 0.95 | 0.99 |
| *13 | 03/22/2015 - 03/28/2015 | 0.96 | 1.00 |
| *14 | 03/29/2015 - 04/04/2015 | 0.97 | 1.01 |
| *15 | 04/05/2015 - 04/11/2015 | 0.98 | 1.02 |
| *16 | 04/12/2015 - 04/18/2015 | 0.99 | 1.03 |
| 17 | 04/19/2015 - 04/25/2015 | 1.00 | 1.04 |
| 18 | 04/26/2015 - 05/02/2015 | 1.00 | 1.04 |
| 19 | 05/03/2015 - 05/09/2015 | 1.01 | 1.05 |
| 20 | 05/10/2015 - 05/16/2015 | 1.02 | 1.06 |
| 21 | 05/17/2015 - 05/23/2015 | 1.02 | 1.06 |
| 22 | 05/24/2015 - 05/30/2015 | 1.02 | 1.06 |
| 23 | 05/31/2015 - 06/06/2015 | 1.02 | 1.06 |
| 24 | 06/07/2015 - 06/13/2015 | 1.02 | 1.06 |
| 25 | 06/14/2015 - 06/20/2015 | 1.03 | 1.07 |
| 26 | 06/21/2015 - 06/27/2015 | 1.03 | 1.07 |
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| 36 | 08/30/2015 - 09/05/2015 | 1.05 | 1.09 |
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| 39 | 09/20/2015 - 09/26/2015 | 1.03 | 1.07 |
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| 41 | 10/04/2015 - 10/10/2015 | 1.02 | 1.06 |
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| 44 | 10/25/2015 - 10/31/2015 | 1.01 | 1.05 |
| 45 | 11/01/2015 - 11/07/2015 | 1.01 | 1.05 |
| 46 | 11/08/2015 - 11/14/2015 | 1.01 | 1.05 |
| 47 | 11/15/2015 - 11/21/2015 | 1.01 | 1.05 |
| 48 | 11/22/2015 - 11/28/2015 | 1.00 | 1.04 |
| 49 | 11/29/2015 - 12/05/2015 | 1.00 | 1.04 |
| 50 | 12/06/2015 - 12/12/2015 | 0.99 | 1.03 |
| 51 | 12/13/2015 - 12/19/2015 | 0.99 | 1.03 |
| 52 | 12/20/2015 - 12/26/2015 | 0.99 | 1.03 |
| 53 | 12/27/2015 - 12/31/2015 | 0.99 | 1.03 |

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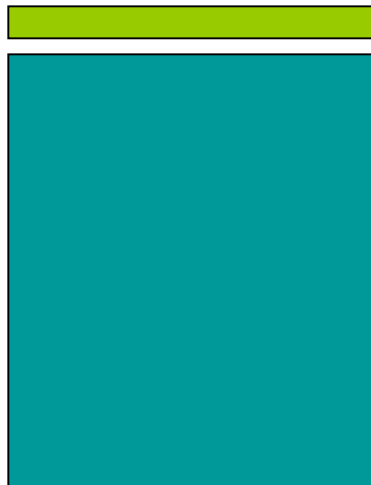
4_8695_PKSEASON.TXT

APPENDIX G

Historic Growth and Approved Development

Block 40 Hollywood, Florida

traffic study



prepared for:
Block 40 LLC

Traf Tech
ENGINEERING, INC.

June 2016
Updated August 2016

August 11, 2016

Mr. Charles R. Abele
Block 40 LLC
290 N. Federal Highway,
Hollywood, Florida 33020

Re: Block 40 (Young Circle), Hollywood, Florida – Traffic Impact Study

Dear Mr. Abele:

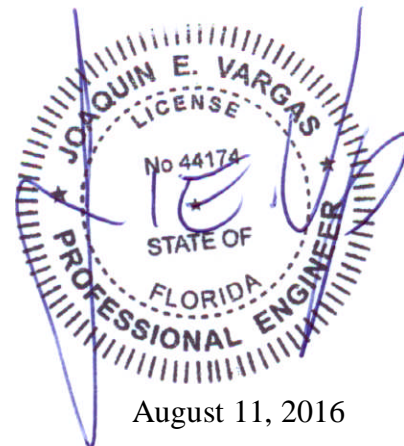
Traf Tech Engineering, Inc. is pleased to provide you with the results of the Traffic Impact Study undertaken for the proposed Block 40 project planned to be bounded by Hollywood Boulevard on the north, Harrison Street on the south, Young Circle on the east and 19th Avenue on the west. The project site is within the municipal boundaries of the City of Hollywood. The study addresses the traffic impacts created by the proposed project to the surrounding street system.

It has been a pleasure working with Block 40 LLC on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer



August 11, 2016

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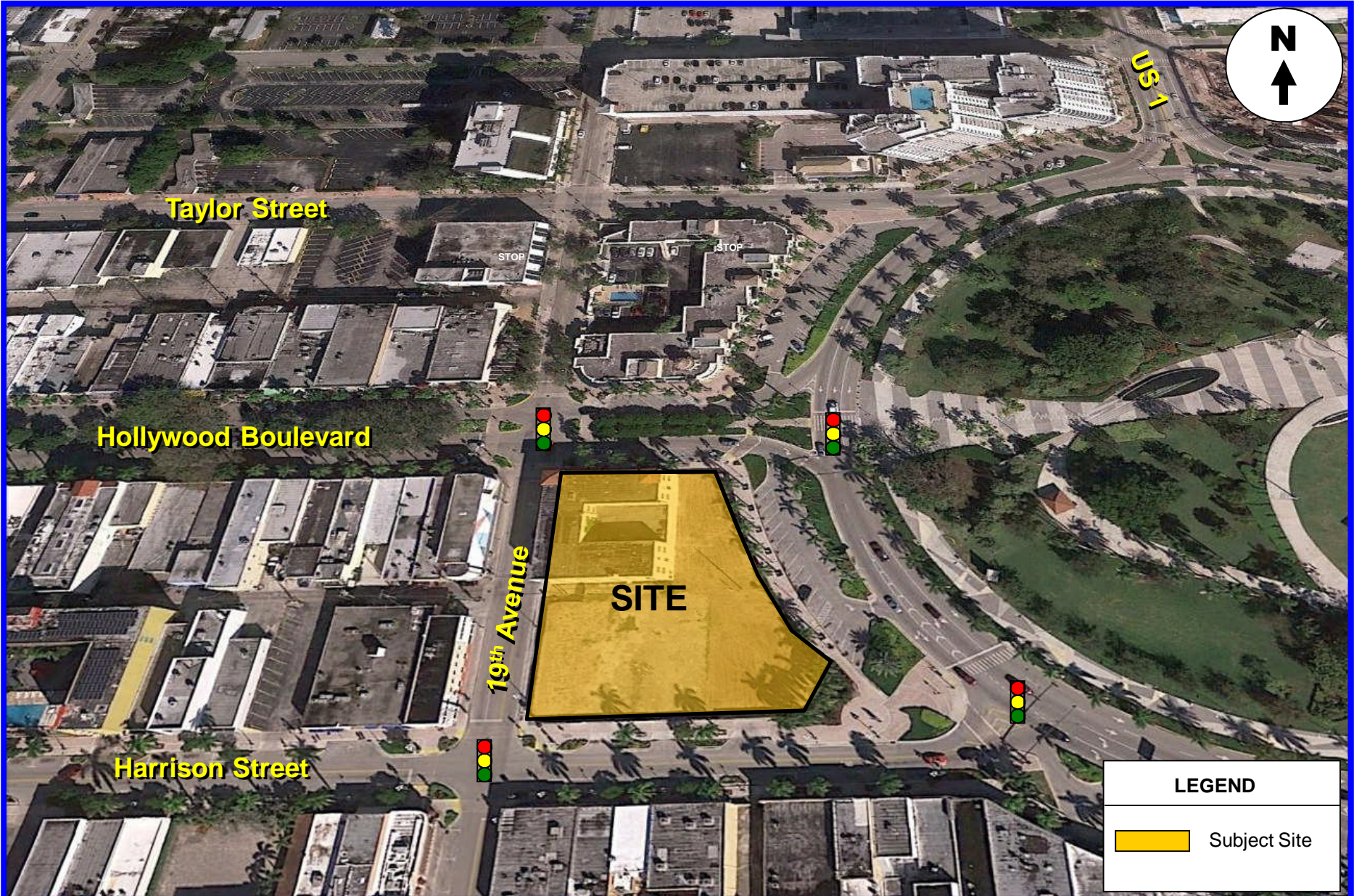
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INTRODUCTION

Block 40 is a proposed mixed-use consisting in residential, hotel and retail uses to be located in the City of Hollywood in Broward County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained by Block 40 LLC to conduct a traffic study in connection with the proposed mixed-use development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Capacity Evaluation
7. Conclusions



INVENTORY

Existing Land Use

The existing site has one commercial building.

Proposed Land Use and Access

The proposed project will be developed with the following land uses and intensity:

- 173 residential units
- 103 hotel keys
- 11,604 square feet of retail use

Access to the site will be provided via a full-access driveway off of 19th Avenue. Appendix A contains a copy of the proposed site plan for the Block 40 project.

EXISTING CONDITIONS

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

Roadway System

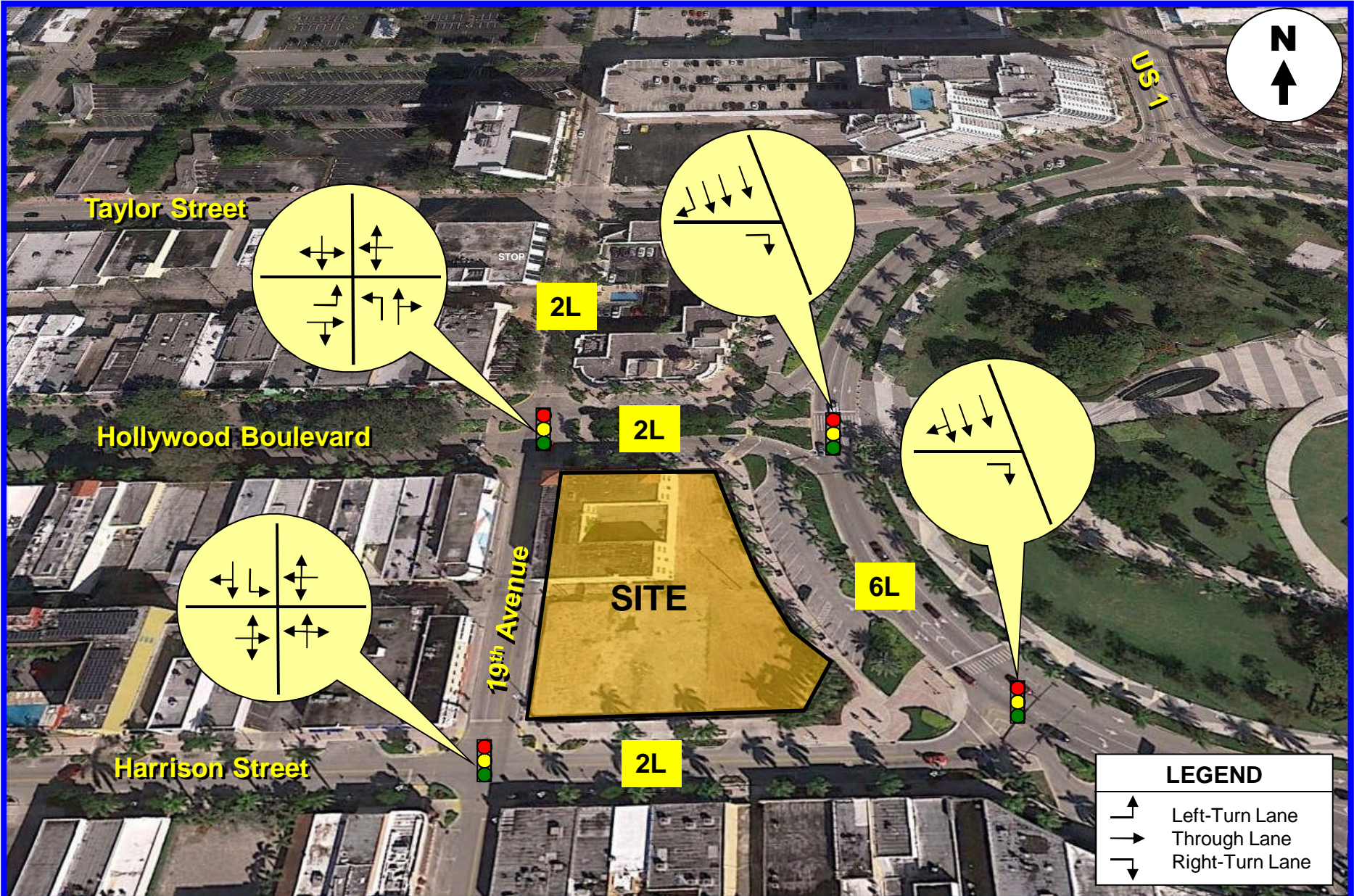
The roadway system located near the project site includes Hollywood Boulevard, Young Circle/Federal Highway, Harrison Street and 19th Avenue. In the Vicinity of the project site, Hollywood Boulevard is an east-west arterial roadway with one through lane in each direction and angled parking on both sides of each travel lane. Young Circle/Federal Highway is a one-way (counter-clockwise) traffic circle with three through lanes plus auxiliary lanes at key intersections. Harrison Street is a 2-way, 2-lane local street with parallel on-street parking on both sides of the roadway. 19th Street serves as a local street with one through lane in each direction.

Nearby Intersections

The Block 40 site is surrounded by four signalized intersections. These nearby signalized intersections are:

1. Hollywood Boulevard and 19th Avenue
2. Hollywood Boulevard and Young Circle/Federal Highway
3. Harrison Street and 19th Avenue
4. Harrison Street and Young Circle/Federal Highway

Figure 2 shows the existing lane geometry of the four signalized intersections surrounding the project site.



TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Video Data Solutions, Inc., collected traffic data at the following locations:

- Hollywood Boulevard and 19th Avenue
- Hollywood Boulevard and Young Circle/Federal Highway
- Harrison Street and 19th Avenue
- Harrison Street and Young Circle/Federal Highway

The intersection turning movement counts performed by Video Data Solutions, Inc., were collected on Thursday, June 23, 2016 during the AM and PM peak periods (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively).

Figure 3 summarizes the results of the intersection turning movement counts undertaken during the weekday peak hours. Appendix B contains the intersection turning movement counts, as collected in the field. The signal timing plans for the signalized intersections were obtained from Broward County Traffic Engineering Division and are also included in Appendix B.



TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer’s (ITE) *Trip Generation Manual* (9th Edition). According to the subject ITE manual, the most appropriate “land use” category for the proposed land uses includes: Land Use 220 – Apartment, Land Use 310 - Hotel and Land Use 826 – Specialty Retail. Table 1 summarizes the trips associated with the proposed developments.

| Table 1 Trip Generation Summary Block 40 - Hollywood, Florida | | | | | | | | |
|---|-------------|--------------|--------------------|-----------|------------|--------------------|-----------|------------|
| Land Use | Size | Daily Trips | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
| | | | In | Out | Total | In | Out | Total |
| Residential - Apartment | 173 Units | 1,150 | 18 | 70 | 88 | 70 | 37 | 107 |
| Commercial Retail | 11,604 S.F. | 514 | 0 | 0 | 0 | 14 | 17 | 31 |
| Hotel | 103 Rooms | 842 | 29 | 26 | 55 | 32 | 30 | 62 |
| Total Trips | | 2,506 | 47 | 96 | 143 | 116 | 84 | 200 |

*Compiled by: Traf Tech Engineering, Inc. (April 2016).
Source: Institute of Transportation Engineers (ITE) Trip Generation (9th Edition).*

As indicated in Table 1, the new trips anticipated to be generated by the proposed development consist of approximately 2,506 daily trips, approximately 143 trips during the AM peak hour (47 inbound and 96 outbound) and approximately 200 PM peak hour trips (116 inbound and 84 outbound).

The trip generation rates used to determine the trips associated with the proposed land uses are presented on the following page:

ITE Land Use 220 – Apartments

Daily Trips

$$T = 6.65(X)$$

Where T = number of daily trips and X = Dwelling units

AM Peak Hour of Adjacent Street (Typical Morning Rush Hour)

$$T = 0.51(X)$$

Where T = number of daily trips and X = Dwelling units

PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)

$$T = 0.62(X)$$

Where T = number of daily trips and X = Dwelling units

ITE Land Use 310 – Hotel

Daily Trips

$$T = 6.65(X)$$

Where T = number of daily trips and X = number of rooms
X = Dwelling units

AM Peak Hour of Adjacent Street (Typical Morning Rush Hour)

$$T = 0.51(X)$$

Where T = number of daily trips and X = number of rooms

PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)

$$T = 0.62(X)$$

Where T = number of daily trips and X = number of rooms

ITE Land Use 826 – Specialty Retail

Daily Trips

$$T = 44.32(X)$$

Where T = number of daily trips
X = 1,000 Square feet gross floor area

PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)

$$T = 2.71(X)$$

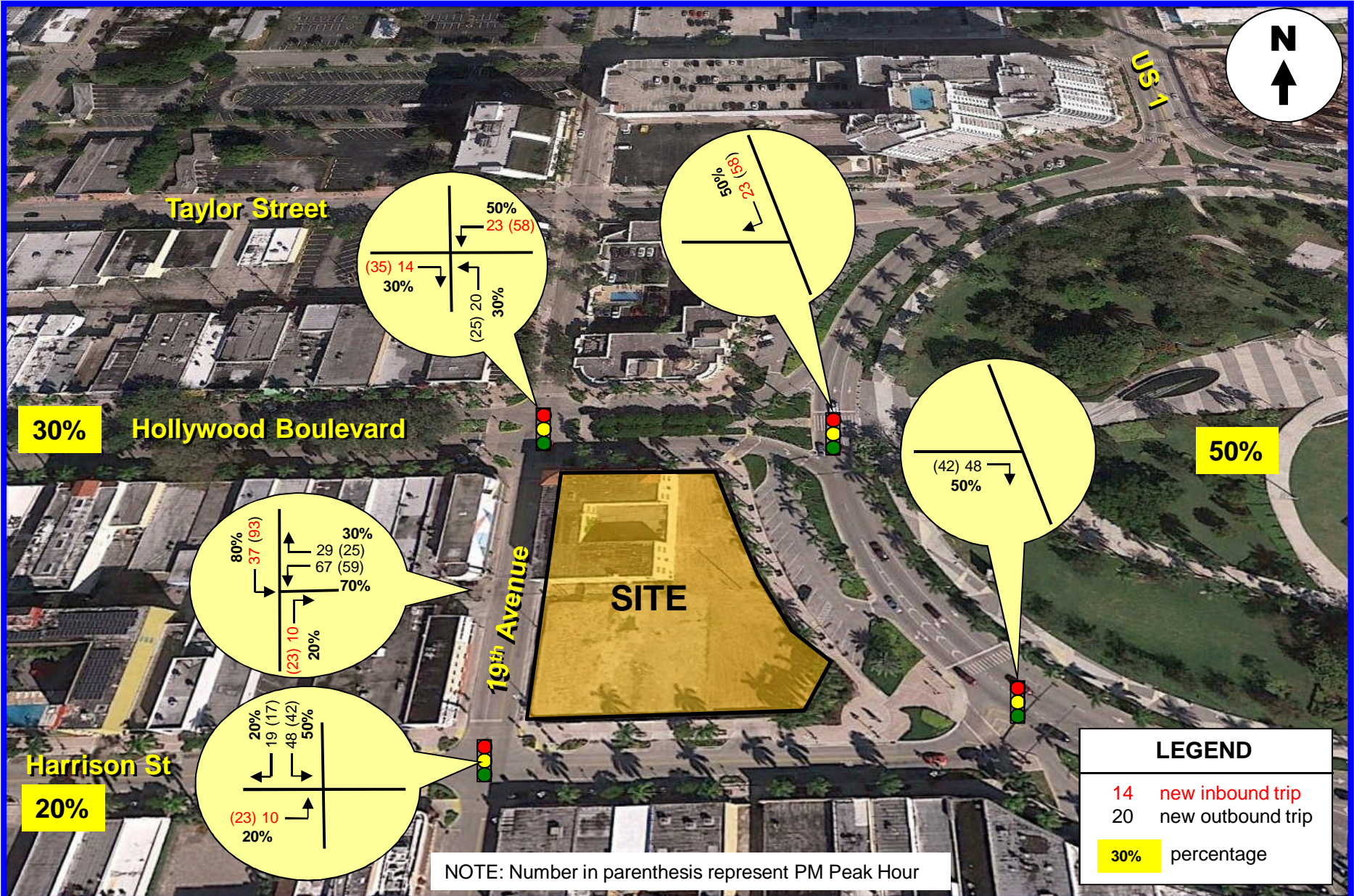
Where T = number of daily trips
X = 1,000 Square feet gross floor area

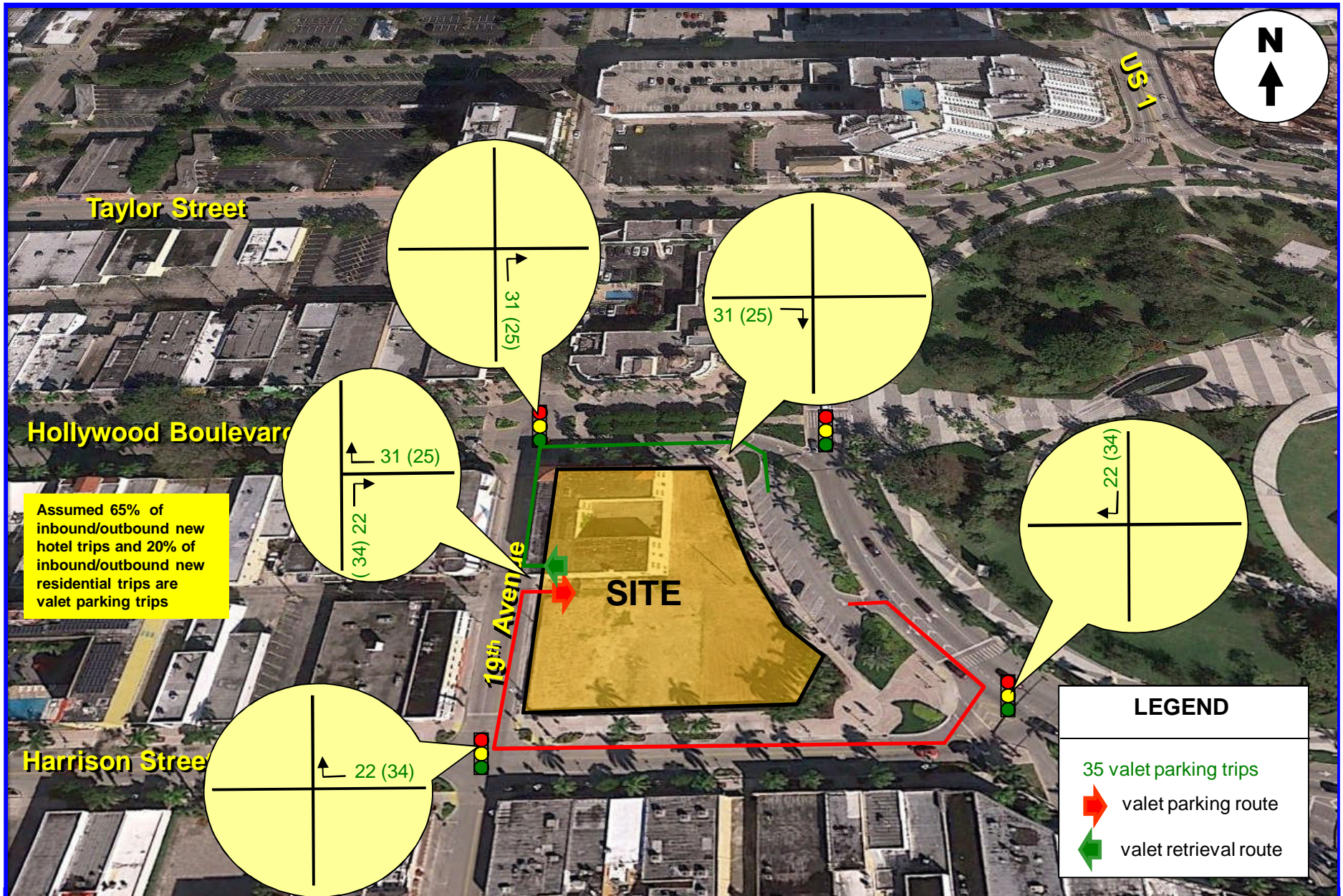
TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Based on the existing street system surrounding the project and the current traffic volumes on Hollywood Boulevard and Harrison Street, the following traffic assignment was developed for the subject mixed-use project:

- 25% to and from the north via US 1/Federal Highway
- 25% to and from the south via US 1/Federal Highway
- 30% to and from the west via Hollywood Boulevard
- 20% to and from the west via Harrison Street

The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The new project traffic assignment is summarized in Figures 4 and 4A.





TRAFFIC ANALYSIS

This section of the study is divided into three parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2018 traffic volumes (project anticipated to be built and occupied by the year 2018), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field during the month of June to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.08 is required to convert traffic counts collected during the fourth week of June to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2016 peak season traffic volumes to the year 2018. For purposes of this traffic study, a 1.0% growth rate was applied to the 2016 traffic counts in order to develop 2018 background traffic conditions. The 1.0 % traffic growth rate was applied in order to account for nearby committed developments.

The new trips generated by the Block 40 project (refer to Figures 4 and 4A) were added to the 2016 background traffic in order to develop total traffic conditions. The future traffic projections for the study intersections (peak season adjustments, traffic growth rates, committed developments and project traffic) are presented in tabular format in Appendix D. Figures 5 and 6 present the year 2018 future traffic volumes for the study area.

Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the proposed project.

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the four study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO software. The results of the capacity analyses are summarized in Table 2.

As indicated in Table 2, all intersections are currently operating adequately and will continue to operate at acceptable level of service in the year 2018 with the proposed project in place. Appendix E contains the results of the SYNCHRO analyses.

| TABLE 2 Intersection Level of Service Block 40 | | | |
|---|----------------------|----------------------------------|--------------------------|
| | | Future Traffic Conditions | |
| Intersection | 2016 Existing | 2018 w/o Project | 2018 With Project |
| Hollywood Boulevard and 19 th Avenue | B (B) | B (B) | B (C) |
| Hollywood Boulevard and Young Circle/Federal Highway | C (C) | C (C) | C (C) |
| Harrison Street and 19 th Avenue | B (B) | B (B) | B (B) |
| Harrison Street and Young Circle/Federal Highway | A (A) | A (A) | A (A) |
| 19 th Avenue and Driveway - WB | | | B (B) |

Source: Highway Capacity Manual

Valet Operation

The proposed development will provide one (1) valet service area located on Young Circle. This is the main valet drop-off/pick up area. All vehicles served by valet parking will stop at this valet station. The valet parking and retrieval routes are Figure 4A.

In order to determine the stacking requirements associated with the valet operation, a queuing analysis was undertaken. As indicated in Table 1, the maximum number of inbound vehicles associated with the hotel and residential units during a one-hour period is approximately 102 vehicles (PM peak).

The length of queue anticipated was determined using information contained in ITE's *Transportation and Land Development*, Chapter 8 – Drive-In Facilities¹. For this analysis, the following input variables were used:

Service Rate: is the average time to park/unpark a vehicle by a valet runner. A weighted average service rate was determined based on the service rate for standard parking spaces. The average time by a valet runner is approximately 3 minutes, or 20 vehicles per hour per valet runner. Assuming up to three (3) valet runners, the maximum service rate of the facility is 60 vehicles in a one-hour period.

Demand Rate: As indicated above, a maximum of 102 vehicles will arrive during the highest hour. However, it was found that approximately 65% of the vehicles arriving to limited service branded hotels, such as the proposed project, will require valet parking. Therefore, it was assumed that 65% of the trips generated by the hotel will use valet parking. Similarly, it conservatively assumed that 20% of the trips generated by the residential units will use valet parking. Thus, the maximum number of vehicles that will use valet during the highest hour is 35 vehicles.

¹ By Vergil G. Stover and Frank J. Koepke.

Consistent with valet-analysis practice in cities with high valet usage, such as Miami Beach, only the inbound traffic was used for queueing purposes. This is because the inbound vehicular demand is not controlled by the valet operator (the outbound depends on the valet operation and the number of valet runners). The inbound volume determines the stacking requirements while the outbound retrieval process is controlled by the valet operation and is coordinated via two-way radio with the valet station depending on level of congestion at the valet drop-off. Moreover, the success of the valet station (no undesired spillback condition) depends on the appropriate number of valet runners during the peak valet period. Typically, a condition stating that the appropriate number of valet runners shall be provided in order to prevent queues to block parking spaces, parking aisles and/or public streets is incorporated as part of the valet approvals.

Using equation 8-9b and Table 8-11 of ITE's *Transportation and Land Development*, the maximum length of queue anticipated at the 90% confidence level, is three (3) vehicles with three (3) valet runners. Therefore, the valet station on Young Circle should provide parking for at least three (3) vehicles.

As shown in the site plan contained in Appendix A, the proposed valet ramp provides stacking for at least three (3) vehicles, which is sufficient to storage the maximum length of queue anticipated for the project. The service rate calculations and results of the ITE queuing procedure are contained in Appendix F.





CONCLUSIONS

Block 40 is a proposed mixed-use consisting in residential, hotel and retail uses to be located in the City of Hollywood in Broward County, Florida. Traf Tech Engineering, Inc. was retained by Block 40 LLC to conduct a traffic study in connection with the proposed mixed-use development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network.

The Block 40 site will be re-developed with the following land uses and intensity:

- 173 residential units
- 103 hotel keys
- 11,604 square feet of retail use

Access to the site will be provided via a full-access driveway off of 19th Avenue. The conclusions of the traffic study are presented below:

- The new trips anticipated to be generated by the proposed development consist of approximately 2,506 daily trips, approximately 143 trips during the AM peak hour (47 inbound and 96 outbound) and approximately 200 PM peak hour trips (116 inbound and 84 outbound).
- All intersections are currently operating adequately and will continue to operate at acceptable level of service in the year 2018 with the proposed project in place.
- The valet the valet ramp on Young Circle should provide stacking for at least three (3) vehicles and up to three (3) valet runners should be assigned to this facility during the anticipated peak periods. The site plan contained in Appendix As shows that the proposed valet station provides stacking for at least three (3) vehicles, which is sufficient to storage the maximum length of queue anticipated for the project.

Traffic Impact Study



Block 55 - Young Circle February 2008

07-0708

TAC No. 07-DPY-45

E-J3T
ERNEST-JONES TRINER,
TRANSPORTATION PLANNERS AND TRAFFIC ENGINEERS

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CONSULTING ENGINEERS, INC.

Traffic Impact Study

BLOCK 55 – YOUNG CIRCLE

TAC No. 07-DPY-45

Project No. 07-0708

Prepared for:

BLOCK 55, LLC

441 NE 4th Avenue, Suite 100
Fort Lauderdale, Florida 33301

Prepared by:

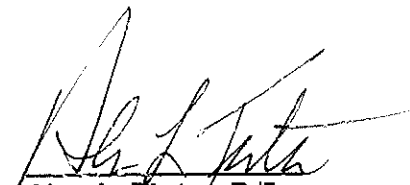


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February, 2008



Alan L. Tinter, P.E.
P.E. Reg. #28405
February, 2008

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Executive Summary

Block 55, LLC is proposing to develop property located east of US 1/Federal Highway, south of Polk Street and north of Tyler Street in Hollywood, Florida. A mixed used development comprised of Retail, Publix and Apartments is proposed at the project site. This development will include the removal of existing uses and the construction of new facilities.

The Traffic Impact Study prepared by **Ernest-Jones Tinter, Transportation Planners and Traffic Engineers**, a division of **Rhon Ernest-Jones Consulting Engineers, Inc.** includes an assessment of existing conditions, an estimation of trip generation characteristics associated with the proposed development, and an analysis of anticipated operating conditions of area roadways and intersections. In accordance with the agreed upon methodology, this analysis considers traffic generation characteristics of the existing development that will be removed and the proposed new development on the site.

This is the second traffic impact study that has been prepared for the Block 55 development due to the changes in the site plan intensities to 424 apartment units, 46,031 square feet for the publix store and 22,000 square feet of retail. All analyses have been revised to reflect these land use intensities.

Construction of the project is expected to be complete in 2010. All analyses in this study have been carried out to that year. In addition, the analyses have been projected to the Broward County Planning Horizon of 2030.

Trip generation characteristics were quantified through use of data available from the Institute of Transportation Engineers (ITE) report *Trip Generation*, 7th Edition. This document provides trip generation data for the proposed development based on daily and PM peak-hour scenarios, and indicates the percentage split between entering and exiting trips.

The table below summarizes the net new trips expected to be generated by the proposed land uses on both a PM peak hour and a daily basis. Total new vehicle trips were determined by subtracting the vehicle trips generated by the existing development from the total vehicle trips generated by the proposed development. As shown in the table the proposed development is expected to generate 287 new vehicle trips during the PM peak hour and 2,534 new vehicle trips per day.

Net New Traffic

| | Enter | Exit | Total |
|--------------|-----------|-----------|-----------|
| PM Peak Hour | 148 vph | 139 vph | 287 vph |
| Daily | 1,267 vpd | 1,267 vpd | 2,534 vpd |

Existing traffic volumes on the surrounding roadway network were projected to the anticipated build-out date of the project (2010). Site traffic was then added to represent the total anticipated roadway traffic volumes at the time that this project is completed. Capacity analyses were then performed for existing and projected future traffic volumes without the additional site traffic, as well as future conditions with the site traffic.

Key points of the analyses are summarized as follows:

- The proposed mixed use development is expected to generate 2,534 daily trips with 287 new vehicle trips during the P.M. peak hour. The total number of vehicles entering the project site during the PM peak hour is 148 and those leaving are 139.
- The Roadway Link Analyses show that the roadways in the immediate study area will operate at acceptable LOS (B, C and D) at the build out of the project and 2030. The new trips generated by the proposed development during the P.M. peak hour do not significantly contribute in deteriorating the operational performance of the analyzed roadway segments.
- **INTERSECTION ANALYSES:** The Synchro Analyses show that the intersection at US 1/Federal Highway and Polk Street will operate at LOS B upon build out of the project. Polk Street and North 17th Avenue (Southbound) will operate at LOS D upon build out of the project for P.M. peak hour conditions. Polk Street and North 17th Avenue (Northbound) will operate at LOS D upon build out of the project for P.M. peak hour conditions.

Based on the traffic analyses conducted, it has been determined that the traffic generated from the Proposed Block 55-Young Circle development does not have a detrimental effect on the operational performance of the surrounding roadway network.

Introduction

Block 55, LLC is proposing to develop property located east of US 1/Federal Highway, south of Polk Street and north of Tyler Street in Hollywood, Florida. A mixed used development comprised of Retail, Publix and Apartments is proposed at the project site. This development will include the removal of the existing uses and the construction of new facilities. Technical Advisory Committee (TAC 07-DPY-45) comments have indicated the need for a Traffic Impact Analysis to assess potential transportation-related impacts created by the proposed development. **Figure 1** shows an aerial view of the location of the subject property. **Figure 2** shows a map of the project location along with the adjacent roadway segments.

This report, prepared in accordance with a methodology meeting on October 19, 2007 includes an assessment of existing traffic conditions, an estimation of trip generation characteristics associated with the proposed development and an analysis of anticipated operating conditions of area roadways and intersections. In accordance with the methodology, this analysis considers traffic generation characteristics of the existing facilities that will be removed and the proposed new facilities on the site. A copy of the letter summarizing the methodology meeting and serving as a Methodology Statement is included as **Appendix A**. A field visit was conducted on October 17, 2007. **Appendix B** contains photographs of existing conditions during the site visit.



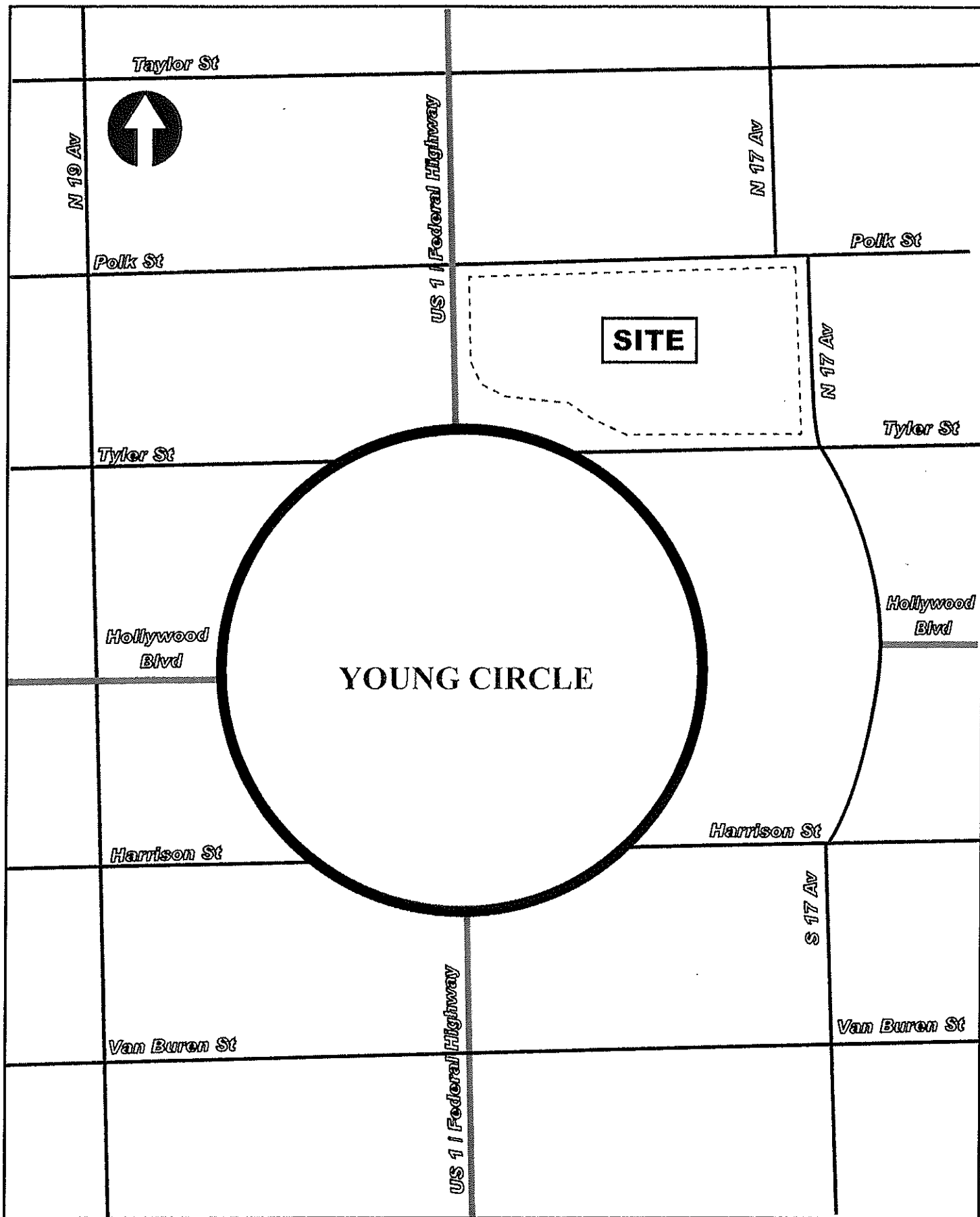
Block 55 - Young Circle
Aerial Location Map

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FIGURE

1

07-0708.



Block 55 - Young Circle

Site Location Map

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Proposed Development

A land use intensity data sheet (A.0) prepared by Cohen, Freedman, Encinosa and Associates, dated January 22, 2008 and a 1st level site plan drawing (A.1) dated January 22, 2008 are included in **Appendix T**. Vehicular ingress and egress will be accommodated along a main project driveway on Polk Street. Publix truck traffic will be accommodated using a separate ingress and egress driveway as shown in the site plan. The ingress for the truck traffic will be accommodated along a one-way driveway entrance on Polk Street while the egress will be accommodated along a one-way exit driveway on North 17th Avenue.

Construction of the project is expected to be complete in 2010. All analyses in this study have been carried out to that year. In addition, the analyses have been projected to the Broward County Planning Horizon of 2030.

were examined and a passby reduction of 40% was used for the subject land use as a reasonable estimate. This is a conservative approach, as a lower passby percentage would provide a higher credit for the existing traffic. The Internal Capture and Passby reduction calculations are included in **Appendix D**.

Total new vehicle trips were determined by subtracting the vehicle trips generated by the existing development from the total vehicle trips generated by the proposed development. As shown in **Table 1** the proposed development is expected to generate 2,534 new vehicle trips on a daily basis with 287 vehicle trips occurring during the P.M. peak hour. The total number of vehicles entering the project site during the PM peak hour is 148, and those leaving are 139.



BLOCK 55

Original Land Use

PROJECT NO: 07-0708

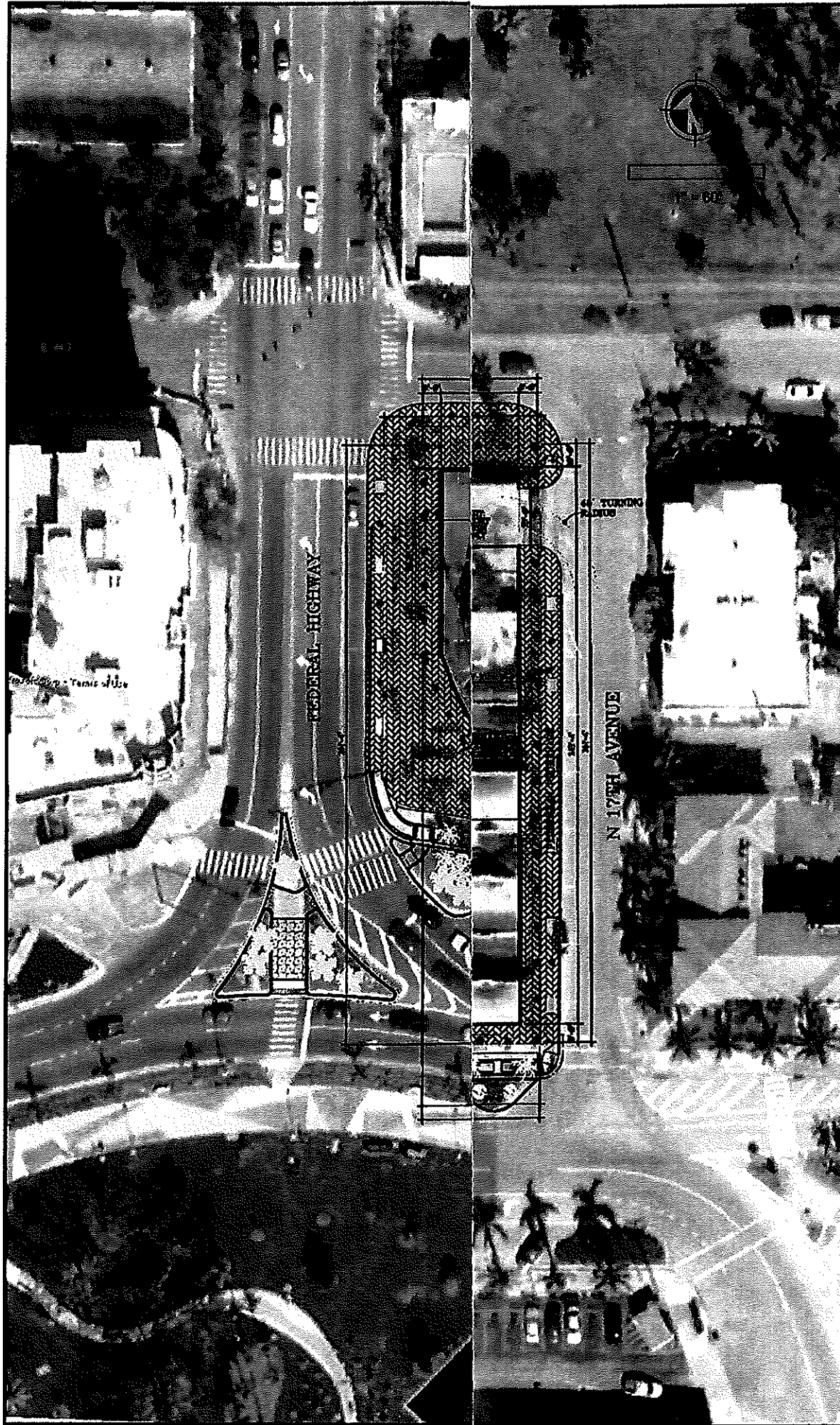
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FIGURE

4

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BLOCK 55
1st Level Site Plan

PROJECT NO.: **07-0708**

DATE: **02-27-08**

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FIGURE

5

Table 1: Trip Generation Comparison

Daily Analysis

| Land Use | LUC | Units | Size | Daily Trip Generation Equation | Site Traffic | | |
|--|-----|-------|--------|-------------------------------------|--------------|--------------|--------------|
| | | | | | Traffic vpd | Enter vpd | Exit vpd |
| Existing Land Use | | | | | | | |
| Greyhound Bus Station | 90 | Acres | 0.067 | $T=372.32 \cdot X$ | 24 | 12 | 12 |
| Retail | 814 | sf | 2,480 | $T=44.32 \cdot X$ | 110 | 55 | 55 |
| Commercial (Papa John Pizza) | 933 | sf | 1,905 | $T=716 \cdot X$ | 1364 | 682 | 682 |
| Apartments | 222 | du | 241 | $\ln(T) = 0.83 \cdot \ln(x) + 2.50$ | 1,156 | 578 | 578 |
| Total Existing Land Use Trips | | | | | 2,652 | 1,326 | 1,326 |
| Internal Capture (13 %) | | | | | 344 | 172 | 172 |
| Passby Reduction for Papa John Pizza (40%) | | | | | 474 | 237 | 237 |
| Passby for Retail (45%) | | | | | 44 | 22 | 22 |
| Net Existing Land Use Trips | | | | | 1,790 | 895 | 895 |
| Proposed Land Use | | | | | | | |
| Apartments | 222 | du | 424 | $\ln(T) = 0.83 \cdot \ln(x) + 2.50$ | 1,848 | 924 | 924 |
| Publix | 850 | sf | 46,031 | $T = 102.24 \cdot X$ | 4,706 | 2,353 | 2,353 |
| Retail | 814 | sf | 22,000 | $T = 44.32 \cdot X$ | 976 | 488 | 488 |
| Total Proposed Land Use Trips | | | | | 7,530 | 3,765 | 3,765 |
| Internal Capture (20 %) | | | | | 1,506 | 753 | 753 |
| Passby Reduction for Publix (36%) ITE | | | | | 1,356 | 678 | 678 |
| Passby Reduction for Retail (44%) ITE | | | | | 344 | 172 | 172 |
| Net Proposed Land Use Trips | | | | | 4,324 | 2,162 | 2,162 |
| Total Net Trips due to Proposed Development | | | | | 2,534 | 1,267 | 1,267 |

P.M. Peak Hour

| Land Use | LUC | Units | Size | PM Peak Hour Trip Generation Equation | Site Traffic | | |
|--|-----|-------|--------|---------------------------------------|--------------|------------|------------|
| | | | | | Traffic vph | Enter vph | Exit vph |
| Existing Land Use | | | | | | | |
| Greyhound Bus Station | 90 | Acres | 0.067 | $T=43.75 \cdot X$ | 3 | 2 | 1 |
| Retail | 814 | sf | 2,480 | $T=2.40 \cdot X + 21.48$ | 27 | 12 | 15 |
| Commercial (Papa John Pizza) | 933 | sf | 1,905 | $T=26.15 \cdot X$ | 50 | 26 | 24 |
| Apartments | 222 | du | 241 | $T=0.32 \cdot X + 12.30$ | 89 | 55 | 34 |
| Total Existing Land Use Trips | | | | | 169 | 95 | 74 |
| Internal Capture (12 %) | | | | | 20 | 11 | 9 |
| Passby Reduction for Papa John Pizza (40%) | | | | | 18 | 9 | 9 |
| Passby for Retail (45%) | | | | | 11 | 5 | 6 |
| Net Existing Land Use Trips | | | | | 120 | 70 | 50 |
| Proposed Land Use | | | | | | | |
| Apartments | 222 | du | 424 | $T=0.32 \cdot X + 12.30$ | 148 | 90 | 58 |
| Publix | 850 | sf | 46,031 | $T=10.45 \cdot X$ | 481 | 245 | 236 |
| Retail | 814 | sf | 22,000 | $T=2.40 \cdot X + 21.48$ | 74 | 33 | 41 |
| Total Trips | | | | | 703 | 368 | 335 |
| Internal Capture (18 %) | | | | | 127 | 66 | 61 |
| Passby Reduction for Publix (36%) ITE | | | | | 142 | 72 | 70 |
| Passby Reduction for Retail (44%) ITE | | | | | 27 | 12 | 15 |
| Net Trips | | | | | 407 | 218 | 189 |
| Total Net Trips due to Proposed Development | | | | | 287 | 148 | 139 |

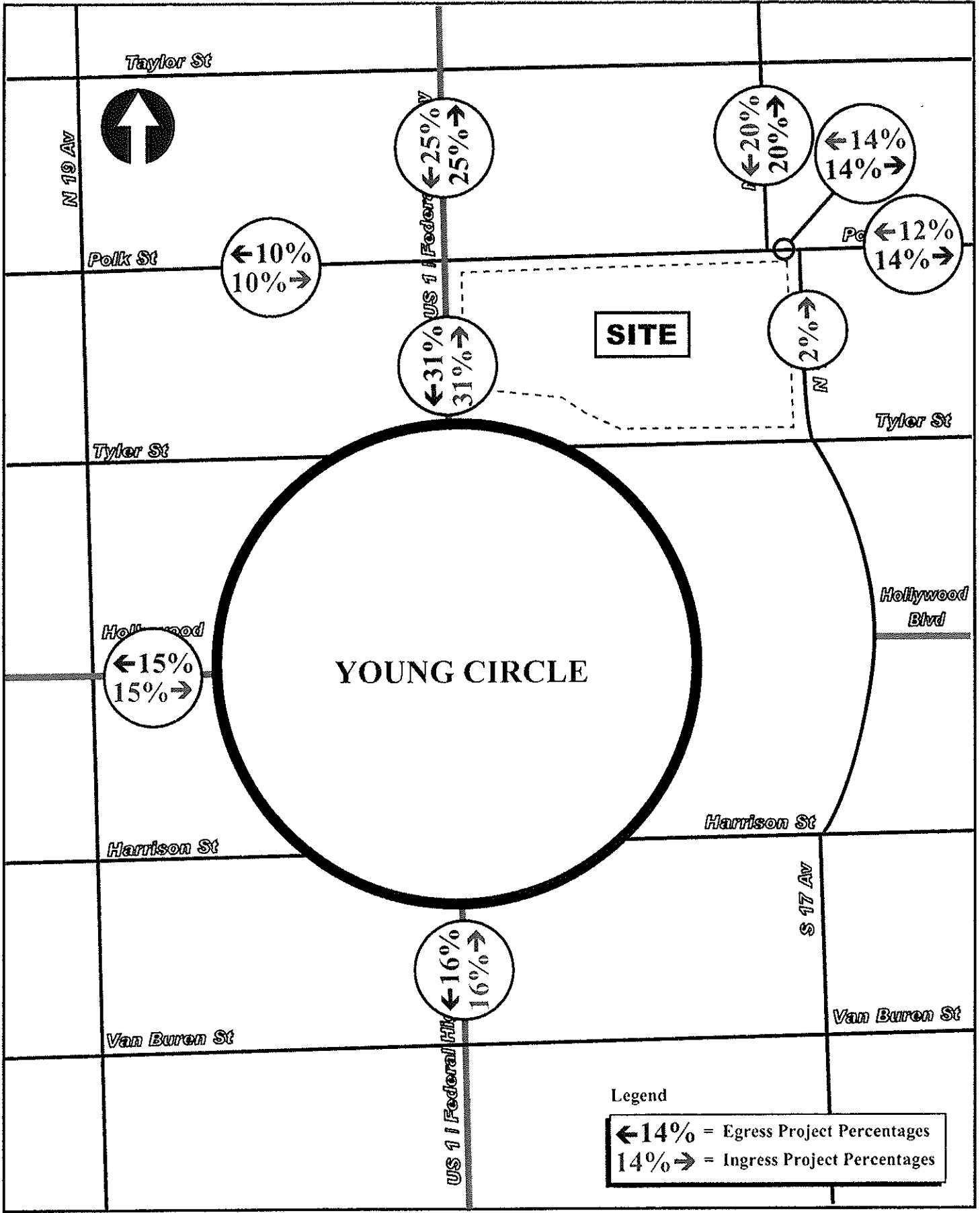
Note:

Source: Trip Generation, 7th Edition as published by the Institute of Transportation Engineers
E-J3T Project No. 07-0708
February 27, 2008

Project Traffic Distribution:

Cardinal Distribution of the project traffic was based on the review of the output from the Florida Standard Urban Transportation Model Structure (FSUTMS) model. **Appendix E** includes the FSUTMS model output. Project traffic distribution on the local roadway network surrounding the project site was based on review of turning movement counts at the surrounding intersections, examination of surrounding roadway characteristics and connectivity to the adjacent street network and the land uses. The result of the traffic distribution is shown in **Figure 6**.

Figure 7 shows the P.M. peak project traffic turning movement volumes.



Block 55 - Young Circle

Project Traffic Distribution

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Existing Traffic

The traffic volume count data was collected at the following signalized and unsignalized intersections:

Signalized Intersections:

US 1/Federal Highway and Polk Street

Unsignalized Intersections:

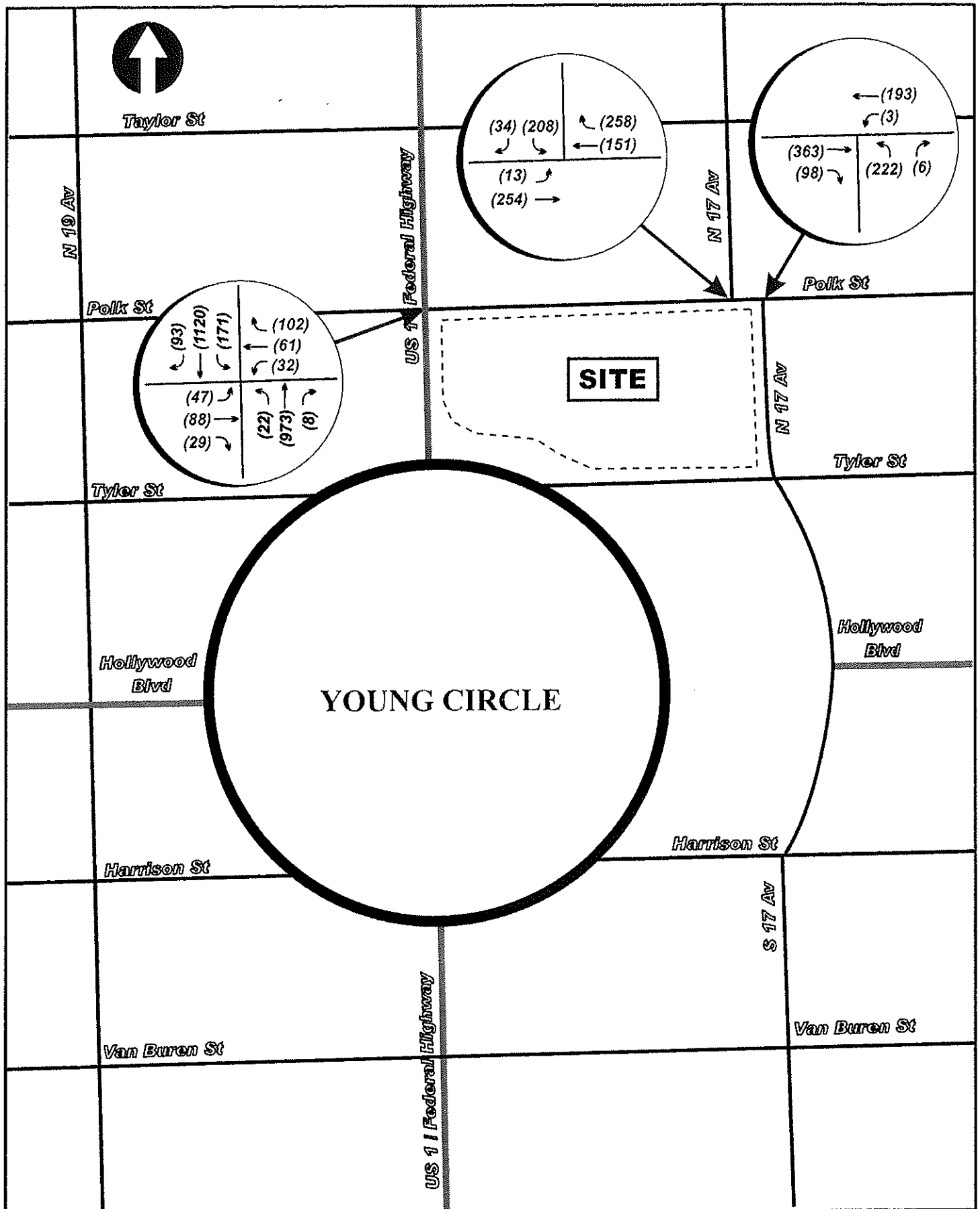
Polk Street and N 17th Avenue (Southbound)

Polk Street and N 17th Avenue (Northbound)

All data collection efforts were conducted during A.M. and P.M. peak hours of the area roadway network (7:00 A.M to 9:00 A.M and 4:00 P.M. to 6:00 P.M.). The data was collected on Wednesday, October 24, 2007. **Appendix F** includes the turning movement count data as collected.

The peak season category factor (PSCF) of 1.27 for existing traffic at signalized and unsignalized intersections has been included in accordance with the FDOT publication as shown in **Appendix G**. The peak season A.M and P.M peak hour turning movement traffic volumes for the above referenced intersections were examined to determine the worst case peak hour (representing the maximum turning movement volumes). Based on the review conducted, it was determined that P.M. peak hour turning movement volumes are higher than that of the A.M. peak hour. Therefore, this study includes the analysis on the P.M. peak hour only.

Figure 8 presents the adjusted weekday Existing Conditions turning movement volumes for the P.M peak hour. The count data is depicted graphically at each intersection within the study area for existing conditions and has been adjusted to peak season values. Peak hour roadway link volumes for study area roadways were calculated from the turning movement count data previously discussed.



Block 55 - Young Circle
Adjusted Existing Conditions Turning
Movement Volumes- PM Peak Hour

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Future Background Traffic

Future levels of service were determined through review of background traffic expected in the year 2010. Annual Average Daily Traffic (AADT) volumes as published by Broward County for the years 2000 through 2006 were examined. **Appendix H** includes Historical AADT information for the roadway segments. Count locations and respective AADT volumes are summarized in **Table 2**:

Table 2 – Historic Growth Analysis (AADT)

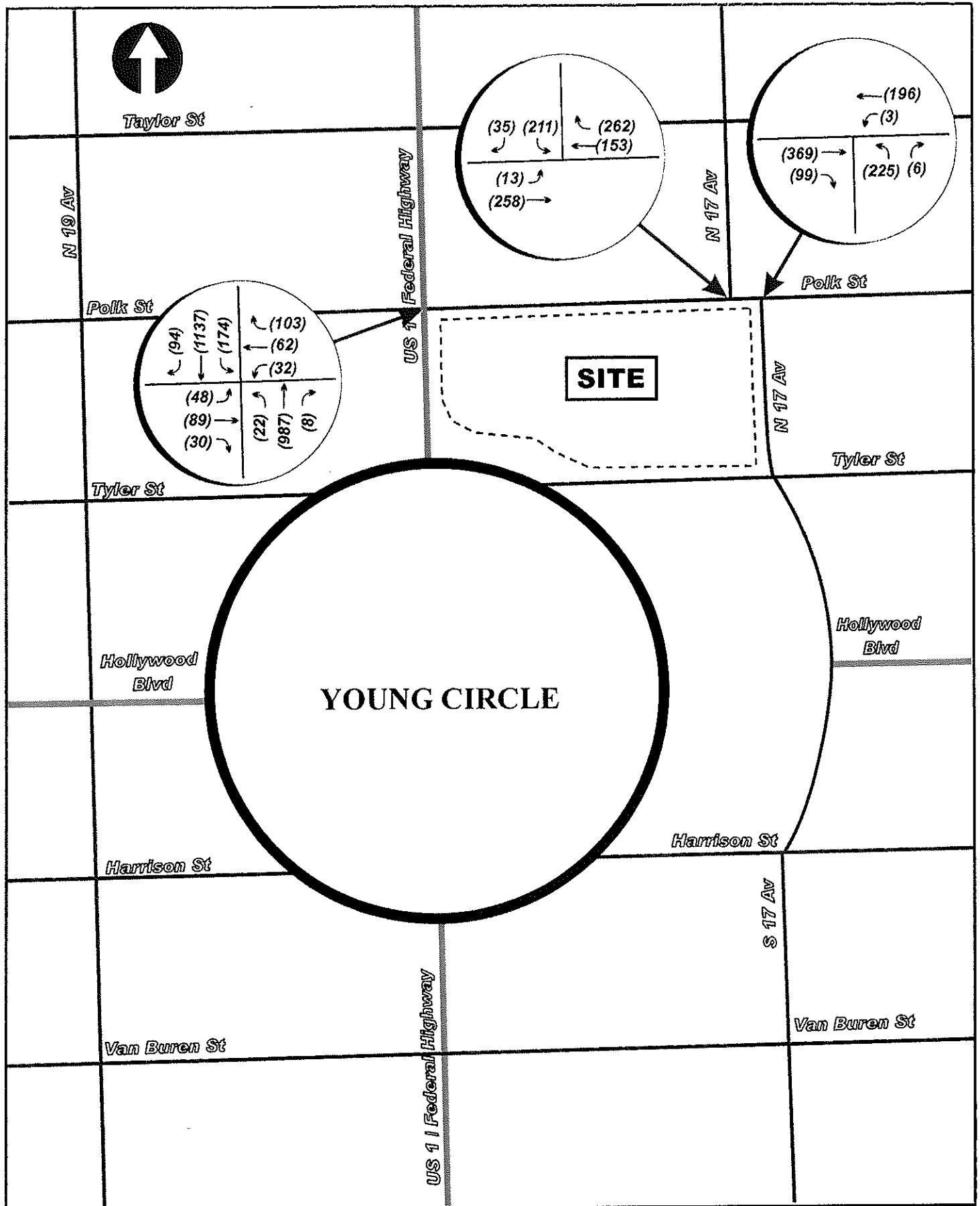
| Site Id | Roadway Segment | 2000 AADT | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | Growth Rate (%) | Adjusted Growth Rate (%) |
|---------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------|--------------------------|
| 5033 | US 1/N Federal Highway | 29,298 | 30,113 | 31,310 | 31,336 | 32,244 | 33500 | 26,851 | 0.11% | 0.50% |
| 9217 | Tyler Street | 5,984 | 8,422 | 9,909 | 7,474 | 7,288 | 7,104 | - | -7.50% | 0.50% |

Note :

- 1) Growth rate on Tyler Street were found to be negative. Therefore a minimum growth rate of 0.5% was assumed for conservative analysis
 - 2) Growth rate on US 1 was found to be low. Therefore a minimum growth rate of 0.5% was assumed for conservative analysis
 - 3) Historical AADT data for Polk Street and N. 17th Avenue was not available. Therefore the growth rate on the nearby roadway segment Tyler Street has been assumed for a conservative analysis
 - 4) Historical AADT data for US 1 was obtained from 2006 FDOT Traffic Information CD
- E-J3T Project No 07-0708
 November 14, 2007

Average annual background traffic growth rates for the roadway segments have been applied to estimate background traffic volumes along each roadway segment and at each intersection to the build-out year of 2010 as agreed in the methodology meeting of October 17, 2007.

Figure 9 shows Expected Future Background turning movement traffic volumes for the studied intersections for PM peak hour conditions.

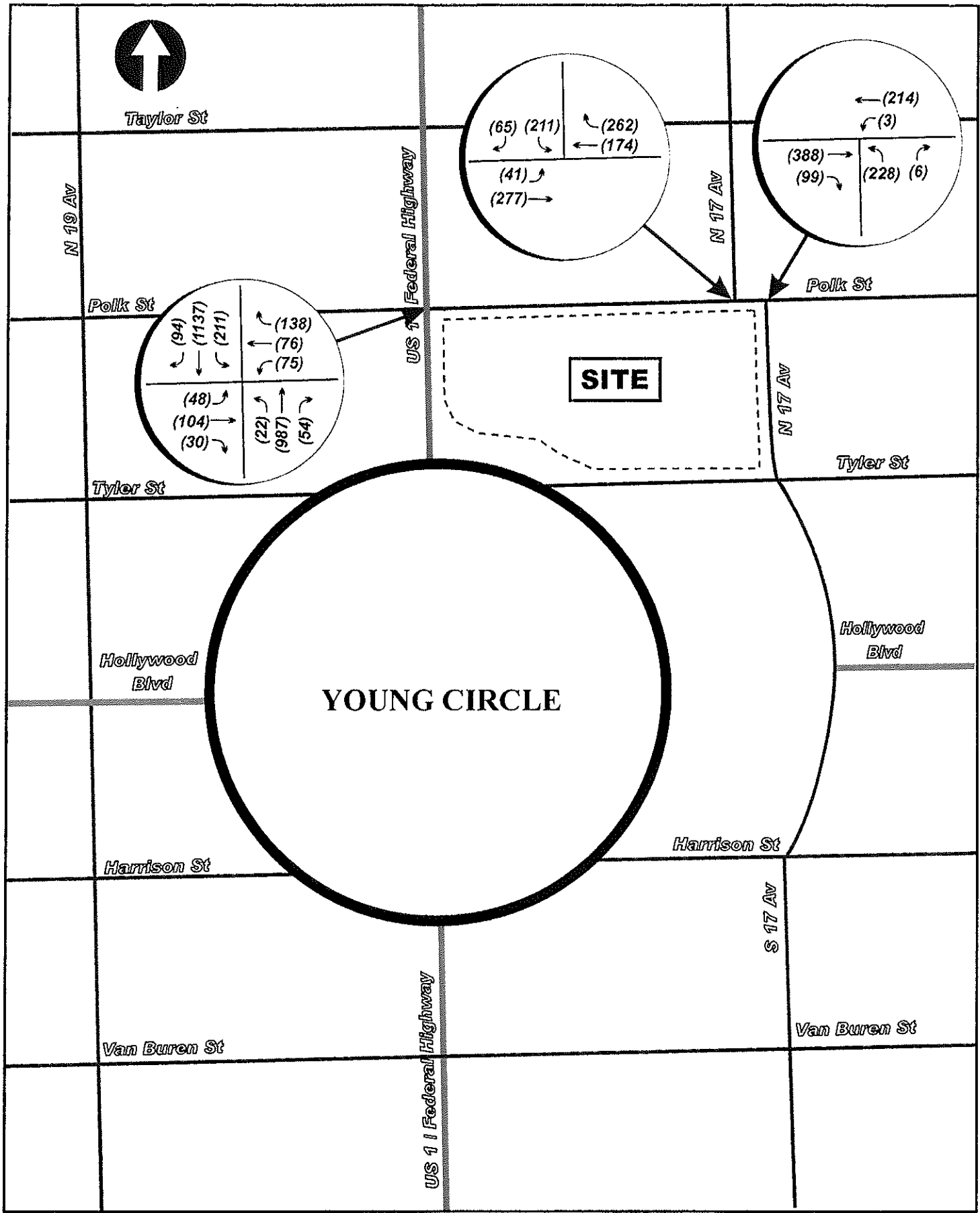


Block 55 - Young Circle
Future Background Turning Movement
Volumes- PM Peak Hour

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Future Total Traffic

Future total traffic volumes for the study area roadway network were calculated by combining project traffic volumes with future background traffic volumes. Resulting P.M. peak hour future total traffic volumes are shown in **Figure 10**. **Appendix I** shows the intersection volume development worksheets both for existing and future conditions.



Block 55 - Young Circle
Future Total Turning Movement Volumes-PM Peak Hour

E-J3T
 A Division of
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Capacity Analysis

P.M. Peak Hour Roadway Segment Analysis

Analysis of P.M. peak hour conditions on area roadway segments was performed for existing and anticipated future traffic conditions. The generalized maximum Level of Service volumes are those developed by the Florida Department of Transportation as outlined in their most recent edition of *Quality/Level of Service Handbook*. **Appendix J** includes the capacity information used in the analyses.

Projection of existing traffic volumes into 2010 shows little change in expected future operating conditions. Similarly, traffic attributable to the proposed development is shown to have minimal effect on future volume to capacity ratios.

Peak Hour Link Comparisons:

Analysis of hourly volume capacity of the following roadway segments was performed as discussed in the methodology meeting on October 17, 2007.

- US 1/Federal Highway (North of Polk Street)
- US 1/Federal Highway (South of Polk Street)
- Polk Street East of US 1/Federal Highway
- Polk Street West of US 1/Federal Highway
- N. 17th Avenue North of Polk Street
- N. 17th Avenue South of Polk Street

Table 3 summarizes the analyses for weekday P.M. peak hour conditions, projected out to the Broward County Planning Horizon of the year 2030

Table 3: Roadway Segment Analysis – PM Peak Hour

| Serial No | Roadway Segment | Existing Volume (vph) | L.O.S-D Capacity (vph) | Existing L.O.S | Year 2010 Background Volume (vph) | Year 2010 L.O.S Without Project | Proposed Project Trips (vph) | Project Trips as % of Volume | Year 2010 Volume With Project | Year 2010 L.O.S With Project | Year 2010 Background Volume (vph) | Year 2010 L.O.S Without Project | Year 2010 Volume With Project | Year 2010 L.O.S With Project |
|-----------|--|-----------------------|------------------------|----------------|-----------------------------------|---------------------------------|------------------------------|------------------------------|-------------------------------|------------------------------|-----------------------------------|---------------------------------|-------------------------------|------------------------------|
| 1 | US 1/Federal Highway, North of Polk Street | 2,506 | 3,110 | D | 2,544 | D | 72 | 2.75% | 2,616 | D | 2,611 | D | 2,683 | D |
| 2 | US 1/Federal Highway, South of Polk Street | 2,183 | 3,110 | D | 2,216 | D | 89 | 3.86% | 2,305 | D | 2,448 | D | 2,537 | D |
| 3 | Polk Street East of US 1/Federal Highway | 340 | 950 | B | 345 | B | 189 | 35.39% | 534 | C | 381 | B | 570 | C |
| 4 | Polk Street West of US 1/Federal Highway | 256 | 950 | B | 300 | B | 29 | 8.81% | 329 | B | 332 | B | 361 | B |
| 5 | N 17th Avenue North of Polk Street | 513 | 950 | C | 521 | C | 57 | 9.86% | 578 | C | 575 | C | 632 | C |
| 6 | N 17th Avenue South of Polk Street | 329 | 950 | B | 334 | B | 3 | 0.89% | 337 | B | 369 | B | 372 | B |

Notes:
 VPH - vehicles per PM Peak Hour (obtained from Turning Movement Counts data)
 L.O.S - Level of Service
 LOS D Capacity volumes from FDOT Quality/Level of Service Handbook
 Year 2008 represents the project build-out year.
 EJ3T Project No. 07-0708
 February 27, 2008

As shown in **Table 3**, the project traffic has minimal impact on the operational performance of all the City roadway segments considered in the analyses with level of service of B, C and D.

Intersection Capacity Analysis

Intersection capacity analyses were completed for existing and projected peak hour conditions for the following signalized and unsignalized intersections:

Signalized Intersections:

- US 1/Federal Highway and Polk Street

Unsignalized Intersections:

- Polk Street and N. 17th Avenue (Southbound)
- Polk Street and N. 17th Avenue (Northbound)

Signal timing was specified by the Broward County Traffic Engineering Division (included in **Appendix K**) and Synchro 6, a microcomputer software program based on methods outlined in the latest edition of the Highway Capacity Manual was used for the analysis of both signalized and unsignalized intersections.

The results of the intersection capacity analysis for weekday P.M. peak hour conditions are summarized in **Table 4**.

Table 4: Intersection Analysis Summary - PM Peak Hour

| Serial.No | Intersection Location | Type | Existing LOS | Future LOS | Total LOS |
|-----------|--|--------------|--------------|------------|-----------|
| 1 | US 1/Federal Highway and Polk Street | Signalized | B | B | B |
| 2 | Polk Street and N 17th Avenue (Southbound) | Unsignalized | SB:B* | SB:C* | SB:D* |
| 3 | Polk Street and N 17th Avenue (Northbound) | Unsignalized | NB:C* | NB:D* | NB:D* |

Note:
 * - LOS for minor street has been reported
 SB - Southbound
 NB - Northbound
 E-J3T Project No.07-0708
 February 27, 2008

As shown in **Table 4** and detailed in the analyses included in **Appendices L through Q**, the project, as proposed, is not expected to have a detrimental impact on overall levels of service experienced at the subject intersections. The control delay contributed by the proposed development amounts to a maximum of 9.0 seconds per vehicle at all the intersections. For the intersection at US 1/Federal Highway, the delay encountered from Future Background traffic to Total with Project traffic is from 10.8 to 14.2 seconds. This is an increase of 3.4 seconds or a factor of 31.48%. For the intersection at Polk Street and N. 17th Avenue (Southbound), the delay encountered from Future Background traffic to Total with Project traffic is from 21.8 to 30.8 seconds. This is an increase of 9.0 seconds or a factor of 41.20%. For the intersection at Polk Street and N. 17th Avenue (Northbound), the delay encountered from Future Background traffic to Total with Project traffic is from 29.9 to 34.8 seconds. This is an increase of 4.9 seconds or a factor of 16.38%.

The intersections are projected to operate at an acceptable level of service even with the project traffic. Based on the analyses conducted, it has been determined that the project traffic does not significantly contribute in deteriorating the operational performance of the intersections beyond an acceptable level of service. Therefore, the impact of the project traffic on the surrounding roadway network is not significant.

Stacking of Vehicles

The City of Hollywood has requested that an additional left turn lane on Polk Street (to the east of the main project driveway) be considered to accommodate the traffic from the proposed development. The information regarding the stacking of vehicles on the additional left turn lane was also requested. In conjunction with this request, a detailed analysis has been performed to show the potential stacking of vehicles on the additional left turn lane on Polk Street. The vehicle stacking configuration is included in **Appendix R**. The analysis shows room for 6 vehicles but is dependent on removal of parking along the north side of Polk Street.

Vehicle Turning Template

The City of Hollywood has requested that the turning template of the vehicles accessing the main project driveway be provided. In conjunction with this request, a detailed analysis has been performed. The turning template of the standard Urban Land Institute (ULI) vehicle has been included in **Appendix S**. This analysis shows there is adequate room to make the turning movements at the project entrance/exit.

Conclusions

The foregoing analysis has addressed transportation-related impacts associated with development of the proposed Block 55-Young Circle project. Key points of the analyses are summarized as follows:

- The proposed mixed use development is expected to generate 2,534 daily trips with 287 new vehicle trips during the P.M. peak hour. The total number of vehicles entering the project site during the PM peak hour is 148, and those leaving are 139.
- The Roadway Link Analyses show that the roadways in the immediate study area will operate at acceptable LOS (B, C and D) at the build out of the project and 2030. The new trips generated by the proposed development during the P.M. peak hour do not significantly contribute in deteriorating the operational performance of the analyzed roadway segments.
- **INTERSECTION ANALYSES:** The Synchro Analyses show that the intersection at US 1/Federal Highway and Polk Street will operate at LOS B upon build out of the project. Polk Street and North 17th Avenue (Southbound) will operate at LOS D upon build out of the project for P.M. peak hour conditions. Polk Street and North 17th Avenue (Northbound) will operate at LOS D upon build out of the project for P.M. peak hour conditions.

Based on the traffic analyses conducted, it has been determined that the traffic generated from the Proposed Block 55-Young Circle development does not have a detrimental effect on the operational performance of the surrounding roadway network.

APPENDIX H

Volume Development Worksheets

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at N. Young Circle
AM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | N. Young Circle Eastbound | | | N. Young Circle Westbound | | |
|--------------------------------|---------------------------------|----------|----------|---------------------------------|----------|--------------|---------------------------|----------|----------|---------------------------|------------|------------|
| | Left | Through | Right | Left | Through | Right* | Left | Through | Right | Left | Through | Right* |
| Existing Traffic (3/22/2017) | | | | | | 1,043 | | | | 598 | 767 | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 0 | 0 | 0 | 0 | 1043 | 0 | 0 | 0 | 0 | 598 | 767 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | | | | | 43 | | | | | | 46 |
| Block 40 | | | | | | 12 | | | | 11 | 24 | |
| 2022 Background Traffic | 0 | 0 | 0 | 0 | 0 | 1,124 | 0 | 0 | 0 | 0 | 624 | 856 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | | | | 8 | | | | 4 | 17 | |
| Primary Trip (Phase 2 and 3) | | | | | | 20 | | | | 12 | 41 | |
| 2022 Total Traffic | 0 | 0 | 0 | 0 | 0 | 1,152 | 0 | 0 | 0 | 0 | 640 | 914 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at N. Young Circle
PM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | N. Young Circle Eastbound | | | N. Young Circle Westbound | | |
|--------------------------------|---------------------------------|----------|----------|---------------------------------|----------|--------------|---------------------------|----------|----------|---------------------------|------------|--------------|
| | Left | Through | Right | Left | Through | Right* | Left | Through | Right | Left | Through | Right* |
| Existing Traffic (3/22/2017) | | | | | | 937 | | | | 632 | 993 | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 0 | 0 | 0 | 0 | 937 | 0 | 0 | 0 | 0 | 632 | 993 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | | | | | 43 | | | | | | 46 |
| Block 40 | | | | | | 29 | | | | 29 | | 21 |
| 2022 Background Traffic | 0 | 0 | 0 | 0 | 0 | 1,033 | 0 | 0 | 0 | 0 | 677 | 1,085 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | | | | 10 | | | | | 2 | 8 |
| Primary Trip (Phase 2 and 3) | | | | | | 25 | | | | | 5 | 19 |
| 2022 Total Traffic | 0 | 0 | 0 | 0 | 0 | 1,068 | 0 | 0 | 0 | 0 | 684 | 1,112 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at Tyler Street
AM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | Tyler Street Eastbound | | | Tyler Street Westbound | | |
|--------------------------------|---------------------------------|------------|----------|---------------------------------|----------|----------|------------------------|----------|----------|------------------------|----------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/23/2017) | | 725 | | | | | | | | | | 680 |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 725 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 680 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | 46 | | | | | | | | | | |
| Block 40 | | 35 | | | | | | | | | | |
| 2022 Background Traffic | 0 | 824 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 697 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | 21 | | | | | | | | | | |
| Primary Trip (Phase 2 and 3) | | 53 | | | | | | | | | | |
| 2022 Total Traffic | 0 | 898 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 697 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at Tyler Street
PM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | Tyler Street Eastbound | | | Tyler Street Westbound | | |
|--------------------------------|---------------------------------|--------------|----------|---------------------------------|----------|----------|------------------------|----------|----------|------------------------|----------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/23/2017) | | 1,008 | | | | | | | | | | 619 |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 1008 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 619 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | 46 | | | | | | | | | | |
| Block 40 | | 50 | | | | | | | | | | |
| 2022 Background Traffic | 0 | 1,129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 635 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | 10 | | | | | | | | | | |
| Primary Trip (Phase 2 and 3) | | 24 | | | | | | | | | | |
| 2022 Total Traffic | 0 | 1,163 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 635 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at Hollywood Boulevard
AM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | Hollywood Boulevard Eastbound | | | Hollywood Boulevard Westbound | | |
|--------------------------------|---------------------------------|----------|----------|---------------------------------|--------------|------------|-------------------------------|----------|------------|-------------------------------|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/22/2017) | | | | | 982 | 130 | | | 240 | | | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 0 | 0 | 0 | 982 | 130 | 0 | 0 | 240 | 0 | 0 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | | | | 22 | 21 | | | 22 | | | |
| Block 40 | | | | | | 23 | | | | | | |
| 2022 Background Traffic | 0 | 0 | 0 | 0 | 1,029 | 177 | 0 | 0 | 268 | 0 | 0 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | | | 8 | | | | 5 | | | |
| Primary Trip (Phase 2 and 3) | | | | | 20 | | | | 12 | | | |
| 2022 Total Traffic | 0 | 0 | 0 | 0 | 1,057 | 177 | 0 | 0 | 285 | 0 | 0 | 0 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at Hollywood Boulevard
PM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | Hollywood Boulevard Eastbound | | | Hollywood Boulevard Westbound | | |
|--------------------------------|---------------------------------|----------|----------|---------------------------------|------------|------------|-------------------------------|----------|------------|-------------------------------|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/22/2017) | | | | | 894 | 158 | | | 262 | | | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 0 | 0 | 0 | 894 | 158 | 0 | 0 | 262 | 0 | 0 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | | | | 22 | 21 | | | 22 | | | |
| Block 40 | | | | | | 58 | | | | | | |
| 2022 Background Traffic | 0 | 0 | 0 | 0 | 939 | 241 | 0 | 0 | 291 | 0 | 0 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | | | 10 | | | | 6 | | | |
| Primary Trip (Phase 2 and 3) | | | | | 25 | | | | 15 | | | |
| 2022 Total Traffic | 0 | 0 | 0 | 0 | 974 | 241 | 0 | 0 | 312 | 0 | 0 | 0 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at Harrison Street (W)
AM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | Harrison Street (W) Eastbound | | | Harrison Street (W) Westbound | | |
|--------------------------------|---------------------------------|----------|----------|---------------------------------|--------------|-----------|-------------------------------|----------|------------|-------------------------------|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/22/2017) | | | | | 1,224 | 13 | | | 200 | | | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 0 | 0 | 0 | 1224 | 13 | 0 | 0 | 200 | 0 | 0 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | | | | 44 | | | | | | | |
| Block 40 | | | | | | | | 48 | | | | |
| 2022 Background Traffic | 0 | 0 | 0 | 0 | 1,299 | 13 | 0 | 0 | 253 | 0 | 0 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | | | 13 | | | 3 | | | | |
| Primary Trip (Phase 2 and 3) | | | | | 32 | | | 8 | | | | |
| 2022 Total Traffic | 0 | 0 | 0 | 0 | 1,344 | 13 | 0 | 0 | 264 | 0 | 0 | 0 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at Harrison Street (W)
PM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | Harrison Street (W) Eastbound | | | Harrison Street (W) Westbound | | |
|--------------------------------|---------------------------------|----------|----------|---------------------------------|--------------|-----------|-------------------------------|----------|------------|-------------------------------|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/22/2017) | | | | | 1,101 | 43 | | | 248 | | | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 0 | 0 | 0 | 1101 | 43 | 0 | 0 | 248 | 0 | 0 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | | | | 44 | | | | | | | |
| Block 40 | | | | | | | | | 42 | | | |
| 2022 Background Traffic | 0 | 0 | 0 | 0 | 1,173 | 44 | 0 | 0 | 296 | 0 | 0 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | | | 16 | | | | 4 | | | |
| Primary Trip (Phase 2 and 3) | | | | | 40 | | | | 9 | | | |
| 2022 Total Traffic | 0 | 0 | 0 | 0 | 1,229 | 44 | 0 | 0 | 309 | 0 | 0 | 0 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at S. Young Circle
AM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | S. Young Circle Eastbound | | | S. Young Circle Westbound | | |
|--------------------------------|---------------------------------|----------|------------|---------------------------------|----------|----------|---------------------------|------------|------------|---------------------------|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/22/2017) | | | 780 | | | | 3 | 658 | 774 | | | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 0 | 780 | 0 | 0 | 0 | 3 | 658 | 774 | 0 | 0 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | | 24 | | | | | 22 | 22 | | | |
| Block 40 | | | 11 | | | | | 24 | 24 | | | |
| 2022 Background Traffic | 0 | 0 | 835 | 0 | 0 | 0 | 3 | 721 | 840 | 0 | 0 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | 21 | | | | | 16 | | | | |
| Primary Trip (Phase 2 and 3) | | | 53 | | | | | | 40 | | | |
| 2022 Total Traffic | 0 | 0 | 909 | 0 | 0 | 0 | 3 | 737 | 880 | 0 | 0 | 0 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at S. Young Circle
PM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | S. Young Circle Eastbound | | | S. Young Circle Westbound | | |
|--------------------------------|---------------------------------|----------|--------------|---------------------------------|----------|----------|---------------------------|------------|------------|---------------------------|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/22/2017) | | | 1,082 | | | | 3 | 546 | 796 | | | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 0 | 1082 | 0 | 0 | 0 | 3 | 546 | 796 | 0 | 0 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | | 24 | | | | | 22 | 22 | | | |
| Block 40 | | | 29 | | | | | 21 | 21 | | | |
| 2022 Background Traffic | 0 | 0 | 1,162 | 0 | 0 | 0 | 3 | 603 | 859 | 0 | 0 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | 10 | | | | | 20 | | | | |
| Primary Trip (Phase 2 and 3) | | | 24 | | | | | | 49 | | | |
| 2022 Total Traffic | 0 | 0 | 1,196 | 0 | 0 | 0 | 3 | 623 | 908 | 0 | 0 | 0 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at Harrison Street (E)
AM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | Harrison Street (E) Eastbound | | | Harrison Street (E) Westbound | | |
|--------------------------------|---------------------------------|------------|------------|---------------------------------|----------|----------|-------------------------------|----------|----------|-------------------------------|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/22/2017) | | 784 | 623 | | | | | | | | | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 784 | 623 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | 46 | | | | | | | | | | |
| Block 40 | | 35 | | | | | | | | | | |
| 2022 Background Traffic | 0 | 885 | 639 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | 21 | 16 | | | | | | | | | |
| Primary Trip (Phase 2 and 3) | | 53 | | | | | | | | | | |
| 2022 Total Traffic | 0 | 959 | 655 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at Harrison Street (E)
PM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | Harrison Street (E) Eastbound | | | Harrison Street (E) Westbound | | |
|--------------------------------|---------------------------------|--------------|------------|---------------------------------|----------|----------|-------------------------------|----------|----------|-------------------------------|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/22/2017) | | 1,119 | 482 | | | | | | | | | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 1119 | 482 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | 46 | | | | | | | | | | |
| Block 40 | | 50 | | | | | | | | | | |
| 2022 Background Traffic | 0 | 1,243 | 494 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | 10 | 20 | | | | | | | | | |
| Primary Trip (Phase 2 and 3) | | 24 | | | | | | | | | | |
| 2022 Total Traffic | 0 | 1,277 | 514 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at Van Buren Street
AM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | Van Buren Street Eastbound | | | Van Buren Street Westbound | | |
|--------------------------------|---------------------------------|------------|-----------|---------------------------------|------------|-----------|----------------------------|-----------|-----------|----------------------------|-----------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/23/2017) | 107 | 744 | 14 | 44 | 879 | 15 | 38 | 78 | 13 | 18 | 25 | 11 |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 107 | 744 | 14 | 44 | 879 | 15 | 38 | 78 | 13 | 18 | 25 | 11 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | 24 | | | 24 | | | | | | | |
| Block 40 | | 11 | | | 24 | | | | | | | |
| 2022 Background Traffic | 110 | 798 | 14 | 45 | 949 | 15 | 39 | 80 | 13 | 18 | 26 | 11 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | 9 | | | | | | | 18 | 12 | 21 |
| Primary Trip (Phase 2 and 3) | | | 19 | 40 | | | | | | 39 | 29 | 53 |
| 2022 Total Traffic | 110 | 798 | 42 | 85 | 949 | 15 | 39 | 80 | 13 | 75 | 67 | 85 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Federal Highway\US 1 at Van Buren Street
PM Peak Hour**

| Description | Federal Highway\US 1 Northbound | | | Federal Highway\US 1 Southbound | | | Van Buren Street Eastbound | | | Van Buren Street Westbound | | |
|--------------------------------|---------------------------------|--------------|-----------|---------------------------------|------------|-----------|----------------------------|-----------|-----------|----------------------------|-----------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/23/2017) | 61 | 993 | 30 | 55 | 760 | 22 | 36 | 66 | 54 | 36 | 68 | 15 |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 61 | 993 | 30 | 55 | 760 | 22 | 36 | 66 | 54 | 36 | 68 | 15 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: | | | | | | | | | | | | |
| Block 55 | | 24 | | | 24 | | | | | | | |
| Block 40 | | 29 | | | 21 | | | | | | | |
| 2022 Background Traffic | 63 | 1,071 | 31 | 56 | 824 | 23 | 37 | 68 | 55 | 37 | 70 | 15 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | 11 | | | | | | | 8 | 5 | 10 |
| Primary Trip (Phase 2 and 3) | | | 24 | 49 | | | | | | 17 | 13 | 24 |
| 2022 Total Traffic | 63 | 1,071 | 66 | 105 | 824 | 23 | 37 | 68 | 55 | 62 | 88 | 49 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Harrison Street at S. 17th Avenue
AM Peak Hour**

| Description | S. 17th Avenue Northbound | | | S. 17th Avenue Southbound | | | Harrison Street Eastbound | | | Harrison Street Westbound | | |
|--|---------------------------|------------|-----------|---------------------------|----------|----------|---------------------------|------------|-----------|---------------------------|----------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/23/2017) | | 257 | 66 | | | | 375 | 243 | 20 | | | 245 |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 257 | 66 | 0 | 0 | 0 | 375 | 243 | 20 | 0 | 0 | 245 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: Block 55 Block 40 | | | | | | | | | | | | |
| 2022 Background Traffic | 0 | 263 | 68 | 0 | 0 | 0 | 384 | 249 | 21 | 0 | 0 | 251 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | 8 | | | | | | | 16 | | | |
| Primary Trip (Phase 2 and 3) | | 15 | | | | | | | | | | |
| 2022 Total Traffic | 0 | 286 | 68 | 0 | 0 | 0 | 384 | 249 | 37 | 0 | 0 | 251 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Harrison Street at S. 17th Avenue
PM Peak Hour**

| Description | S. 17th Avenue Northbound | | | S. 17th Avenue Southbound | | | Harrison Street Eastbound | | | Harrison Street Westbound | | |
|--|---------------------------|------------|-----------|---------------------------|----------|----------|---------------------------|-----------|------------|---------------------------|----------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/23/2017) | | 152 | 15 | | | | 376 | 74 | 97 | | | 185 |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 152 | 15 | 0 | 0 | 0 | 376 | 74 | 97 | 0 | 0 | 185 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: Block 55 Block 40 | | | | | | | | | | | | |
| 2022 Background Traffic | 0 | 156 | 15 | 0 | 0 | 0 | 385 | 76 | 99 | 0 | 0 | 190 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | 4 | | | | | | | 20 | | | |
| Primary Trip (Phase 2 and 3) | | 7 | | | | | | | | | | |
| 2022 Total Traffic | 0 | 167 | 15 | 0 | 0 | 0 | 385 | 76 | 119 | 0 | 0 | 190 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Van Buren Street at S. 17th Avenue
AM Peak Hour**

| Description | S. 17th Avenue Northbound | | | S. 17th Avenue Southbound | | | Van Buren Street Eastbound | | | Van Buren Street Westbound | | |
|--|----------------------------------|-----------|-----------|----------------------------------|----------|-----------|-----------------------------------|-----------|-----------|-----------------------------------|------------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/22/2017) | 10 | 10 | 32 | 1 | 5 | 2 | 3 | 22 | 88 | 12 | 309 | 1 |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 10 | 10 | 32 | 1 | 5 | 2 | 3 | 22 | 88 | 12 | 309 | 1 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: Block 55 Block 40 | | | | | | | | | | | | |
| 2022 Background Traffic | 10 | 10 | 33 | 1 | 5 | 2 | 3 | 23 | 90 | 12 | 317 | 1 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | | | | 51 | 9 | | | | | 4 |
| Primary Trip (Phase 2 and 3) | | | | | | | 15 | | | 8 | | |
| 2022 Total Traffic | 10 | 10 | 33 | 1 | 5 | 53 | 27 | 23 | 90 | 12 | 325 | 5 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Van Buren Street at S. 17th Avenue
PM Peak Hour**

| Description | S. 17th Avenue Northbound | | | S. 17th Avenue Southbound | | | Van Buren Street Eastbound | | | Van Buren Street Westbound | | |
|--|----------------------------------|-----------|----------|----------------------------------|-----------|-----------|-----------------------------------|-----------|-----------|-----------------------------------|-----------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/22/2017) | 19 | 96 | 6 | 4 | 76 | 48 | 42 | 39 | 31 | 4 | 65 | 19 |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 19 | 96 | 6 | 4 | 76 | 48 | 42 | 39 | 31 | 4 | 65 | 19 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: Block 55 Block 40 | | | | | | | | | | | | |
| 2022 Background Traffic | 19 | 98 | 6 | 4 | 78 | 49 | 43 | 40 | 32 | 4 | 67 | 19 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | | | | 23 | 11 | | | | | 5 |
| Primary Trip (Phase 2 and 3) | | | | | | | 7 | | | 9 | | |
| 2022 Total Traffic | 19 | 98 | 6 | 4 | 78 | 72 | 61 | 40 | 32 | 4 | 76 | 24 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Driveway 1 at S. 17th Avenue
AM Peak Hour**

| Description | S. 17th Avenue Northbound | | | S. 17th Avenue Southbound | | | Driveway 1 Eastbound | | | Westbound | | |
|--|---------------------------|------------|----------|---------------------------|-----------|-----------|----------------------|----------|-----------|-----------|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/23/2017) | | 323 | | | 20 | | | | | | | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 323 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: Block 55 Block 40 | | | | | | | | | | | | |
| 2022 Background Traffic | 0 | 331 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | 13 | | | | | 16 | 8 | | 51 | | | |
| Primary Trip (Phase 2 and 3) | | 15 | | | | | | | | | | |
| 2022 Total Traffic | 13 | 346 | 0 | 0 | 21 | 16 | 8 | 0 | 51 | 0 | 0 | 0 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Driveway 1 at S. 17th Avenue
PM Peak Hour**

| Description | S. 17th Avenue Northbound | | | S. 17th Avenue Southbound | | | Driveway 1 Eastbound | | | Westbound | | |
|--|---------------------------|---------|-------|---------------------------|---------|-------|----------------------|---------|-------|-----------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/23/2017) | | 167 | | | 97 | | | | | | | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 167 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: Block 55 Block 40 | | | | | | | | | | | | |
| 2022 Background Traffic | 0 | 171 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | 16 | | | | | 20 | 4 | | 23 | | | |
| Primary Trip (Phase 2 and 3) | | 7 | | | | | | | | | | |
| 2022 Total Traffic | 16 | 178 | 0 | 0 | 99 | 20 | 4 | 0 | 23 | 0 | 0 | 0 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Driveway 2 (East Driveway) at Van Buren Street
AM Peak Hour**

| Description | Northbound | | | East Driveway Southbound | | | Van Buren Street Eastbound | | | Van Buren Street Westbound | | |
|--|------------|----------|----------|--------------------------|----------|-----------|----------------------------|------------|----------|----------------------------|------------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/23/2017) | | | | | | | | 136 | | | 54 | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 54 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: Block 55 Block 40 | | | | | | | | | | | | |
| 2022 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 0 | 0 | 55 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | | | | | | | 9 | | 51 | |
| Primary Trip (Phase 2 and 3) | | | | 8 | | 60 | 29 | 7 | | | 4 | 4 |
| Displaced Parking Spaces | | | | 4 | | 4 | 8 | | | | | 8 |
| 2022 Total Traffic | 0 | 0 | 0 | 12 | 0 | 64 | 37 | 155 | 0 | 0 | 110 | 12 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Driveway 2 (East Driveway) at Van Buren Street
PM Peak Hour**

| Description | Northbound | | | East Driveway Southbound | | | Van Buren Street Eastbound | | | Van Buren Street Westbound | | |
|--|------------|----------|----------|--------------------------|----------|-----------|----------------------------|------------|----------|----------------------------|------------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/23/2017) | | | | | | | | 151 | | | 119 | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 0 | 0 | 119 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: Block 55 Block 40 | | | | | | | | | | | | |
| 2022 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 0 | 122 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | | | | | | | 11 | | 23 | |
| Primary Trip (Phase 2 and 3) | | | | 4 | | 27 | 36 | 3 | | | 4 | 5 |
| Displaced Parking Spaces | | | | 8 | | 8 | 4 | | | | | 4 |
| 2022 Total Traffic | 0 | 0 | 0 | 12 | 0 | 35 | 40 | 169 | 0 | 0 | 149 | 9 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Driveway 3 (West Driveway) at Van Buren Street
AM Peak Hour**

| Description | Northbound | | | West Driveway Southbound | | | Van Buren Street Eastbound | | | Van Buren Street Westbound | | |
|--|------------|----------|----------|--------------------------|----------|-----------|----------------------------|------------|----------|----------------------------|------------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/23/2017) | | | | | | | | 136 | | | 54 | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 54 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: Block 55 Block 40 | | | | | | | | | | | | |
| 2022 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 0 | 0 | 55 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | | | | | | | 9 | | 51 | |
| Primary Trip (Phase 2 and 3) | | | | 7 | | 61 | 30 | 29 | | | 60 | 4 |
| Displaced Parking Spaces | | | | 4 | | 4 | 8 | | | | | 8 |
| 2022 Total Traffic | 0 | 0 | 0 | 11 | 0 | 65 | 38 | 177 | 0 | 0 | 166 | 12 |

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Driveway 3 (West Driveway) at Van Buren Street
PM Peak Hour**

| Description | Northbound | | | West Driveway Southbound | | | Van Buren Street Eastbound | | | Van Buren Street Westbound | | |
|--|------------|----------|----------|--------------------------|----------|-----------|----------------------------|------------|----------|----------------------------|------------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (3/23/2017) | | | | | | | | 151 | | | 119 | |
| Season Adjustment 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 |
| 2017 Peak Season Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 0 | 0 | 119 | 0 |
| Annual Growth Rate | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Committed Developments: Block 55 Block 40 | | | | | | | | | | | | |
| 2022 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 0 | 122 | 0 |
| Existing Development | | | | | | | | | | | | |
| Parc Place: | | | | | | | | | | | | |
| Primary Trip (Phase 1) | | | | | | | | | 11 | | 23 | |
| Primary Trip (Phase 2 and 3) | | | | 3 | | 27 | 37 | 36 | | | 27 | 4 |
| Displaced Parking Spaces | | | | 8 | | 8 | 4 | | | | | 4 |
| 2022 Total Traffic | 0 | 0 | 0 | 11 | 0 | 35 | 41 | 202 | 0 | 0 | 172 | 8 |

APPENDIX I
Intersection Capacity Analysis

Timings
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



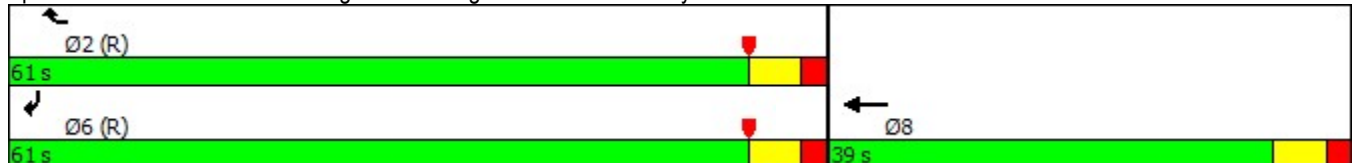
| Lane Group | WBT | WBR | SBR |
|----------------------|-------|--------|-------|
| Lane Configurations | ↑↑ | ↑↑ | ↑↑ |
| Traffic Volume (vph) | 598 | 767 | 1043 |
| Future Volume (vph) | 598 | 767 | 1043 |
| Turn Type | NA | custom | Prot |
| Protected Phases | 8 | 2 | 6 |
| Permitted Phases | | | |
| Detector Phase | 8 | 2 | 6 |
| Switch Phase | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 27.0 | 27.0 |
| Total Split (s) | 39.0 | 61.0 | 61.0 |
| Total Split (%) | 39.0% | 61.0% | 61.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | C-Min | C-Min |
| Act Effct Green (s) | 25.7 | 62.3 | 62.3 |
| Actuated g/C Ratio | 0.26 | 0.62 | 0.62 |
| v/c Ratio | 0.74 | 0.50 | 0.67 |
| Control Delay | 43.1 | 11.8 | 15.6 |
| Queue Delay | 27.1 | 0.5 | 0.0 |
| Total Delay | 70.2 | 12.3 | 15.6 |
| LOS | E | B | B |
| Approach Delay | 37.7 | | |
| Approach LOS | D | | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 45 (45%), Referenced to phase 2:WBR and 6:SBR, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 28.1
 Intersection Capacity Utilization 69.8%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 101: N Young Cir./E Young Cir. & N Federal Hwy.



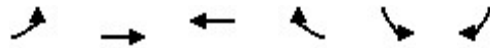
101: N Young Cir./E Young Cir. & N Federal Hwy.



| Lane Group | WBT | WBR | SBR |
|-----------------------------|------|------|------|
| Lane Group Flow (vph) | 672 | 862 | 1172 |
| v/c Ratio | 0.74 | 0.50 | 0.67 |
| Control Delay | 43.1 | 11.8 | 15.6 |
| Queue Delay | 27.1 | 0.5 | 0.0 |
| Total Delay | 70.2 | 12.3 | 15.6 |
| Queue Length 50th (ft) | 217 | 112 | 255 |
| Queue Length 95th (ft) | 272 | 323 | 387 |
| Internal Link Dist (ft) | 71 | | |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 1167 | 1737 | 1737 |
| Starvation Cap Reductn | 515 | 450 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.03 | 0.67 | 0.67 |
| Intersection Summary | | | |

HCM Signalized Intersection Capacity Analysis
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|---------------------|------|-------|--------|---------------------------|-------|
| Lane Configurations | | | ↑↑ | ↑↑ | | ↑↑ |
| Traffic Volume (vph) | 0 | 0 | 598 | 767 | 0 | 1043 |
| Future Volume (vph) | 0 | 0 | 598 | 767 | 0 | 1043 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | 6.0 | | 6.0 |
| Lane Util. Factor | | | 0.95 | 0.88 | | 0.88 |
| Frbp, ped/bikes | | | 1.00 | 1.00 | | 1.00 |
| Flpb, ped/bikes | | | 1.00 | 1.00 | | 1.00 |
| Frt | | | 1.00 | 0.85 | | 0.85 |
| Flt Protected | | | 1.00 | 1.00 | | 1.00 |
| Satd. Flow (prot) | | | 3539 | 2787 | | 2787 |
| Flt Permitted | | | 1.00 | 1.00 | | 1.00 |
| Satd. Flow (perm) | | | 3539 | 2787 | | 2787 |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 0 | 672 | 862 | 0 | 1172 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 672 | 862 | 0 | 1172 |
| Confl. Peds. (#/hr) | 48 | | | 48 | 44 | |
| Turn Type | | | NA | custom | | Prot |
| Protected Phases | | | 8 | 2 | | 6 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 25.7 | 62.3 | | 62.3 |
| Effective Green, g (s) | | | 25.7 | 62.3 | | 62.3 |
| Actuated g/C Ratio | | | 0.26 | 0.62 | | 0.62 |
| Clearance Time (s) | | | 6.0 | 6.0 | | 6.0 |
| Vehicle Extension (s) | | | 3.0 | 0.2 | | 3.0 |
| Lane Grp Cap (vph) | | | 909 | 1736 | | 1736 |
| v/s Ratio Prot | | | c0.19 | 0.31 | | c0.42 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.74 | 0.50 | | 0.68 |
| Uniform Delay, d1 | | | 34.1 | 10.3 | | 12.3 |
| Progression Factor | | | 1.14 | 0.97 | | 1.00 |
| Incremental Delay, d2 | | | 2.8 | 0.9 | | 2.1 |
| Delay (s) | | | 41.7 | 10.9 | | 14.4 |
| Level of Service | | | D | B | | B |
| Approach Delay (s) | | 0.0 | 24.4 | | 14.4 | |
| Approach LOS | | A | C | | B | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 20.1 | | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | | | 0.69 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 69.8% | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | |
| c | Critical Lane Group | | | | | |

Timings
102: N Young Cir. & Hollywood Blvd.

05/10/2017



| Lane Group | EBR | SBT | SBR | Ø2 |
|----------------------|-------|-------|-------|-------|
| Lane Configurations | ↗ | ↑↑↑ | ↘ | |
| Traffic Volume (vph) | 240 | 982 | 130 | |
| Future Volume (vph) | 240 | 982 | 130 | |
| Turn Type | Prot | NA | Perm | |
| Protected Phases | 5 | 8 | | 2 |
| Permitted Phases | | | | 8 |
| Detector Phase | 5 | 8 | 8 | |
| Switch Phase | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 12.0 | 23.0 | 23.0 | 24.0 |
| Total Split (s) | 62.0 | 38.0 | 38.0 | 62.0 |
| Total Split (%) | 62.0% | 38.0% | 38.0% | 62% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | Max | Max | C-Max |
| Act Effct Green (s) | 58.0 | 34.0 | 34.0 | |
| Actuated g/C Ratio | 0.58 | 0.34 | 0.34 | |
| v/c Ratio | 0.35 | 0.73 | 0.39 | |
| Control Delay | 12.2 | 34.6 | 29.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | |
| Total Delay | 12.2 | 34.6 | 29.9 | |
| LOS | B | C | C | |
| Approach Delay | | 34.0 | | |
| Approach LOS | | C | | |

Intersection Summary

| | |
|--|------------------------|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 0 (0%), Referenced to phase 2:Ped, Start of Yellow | |
| Natural Cycle: 50 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.73 | |
| Intersection Signal Delay: 30.1 | Intersection LOS: C |
| Intersection Capacity Utilization 46.1% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 102: N Young Cir. & Hollywood Blvd.



102: N Young Cir. & Hollywood Blvd.



| Lane Group | EBR | SBT | SBR |
|-------------------------|------|------|------|
| Lane Group Flow (vph) | 270 | 1103 | 146 |
| v/c Ratio | 0.35 | 0.73 | 0.39 |
| Control Delay | 12.2 | 34.6 | 29.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 12.2 | 34.6 | 29.9 |
| Queue Length 50th (ft) | 81 | 250 | 83 |
| Queue Length 95th (ft) | 131 | 254 | m105 |
| Internal Link Dist (ft) | | 246 | |
| Turn Bay Length (ft) | | | 60 |
| Base Capacity (vph) | 761 | 1504 | 376 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.35 | 0.73 | 0.39 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
102: N Young Cir. & Hollywood Blvd.

05/10/2017



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations | | ↗ | | | ↑↑↑ | ↘ |
| Traffic Volume (vph) | 0 | 240 | 0 | 0 | 982 | 130 |
| Future Volume (vph) | 0 | 240 | 0 | 0 | 982 | 130 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 0.91 | 1.00 |
| Frbp, ped/bikes | | 1.00 | | | 1.00 | 0.86 |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 |
| Frt | | 0.86 | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1305 | | | 4424 | 1106 |
| Flt Permitted | | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1305 | | | 4424 | 1106 |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 270 | 0 | 0 | 1103 | 146 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 265 | 0 | 0 | 1103 | 146 |
| Confl. Peds. (#/hr) | | 19 | 12 | | | 12 |
| Parking (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | | Prot | | | NA | Perm |
| Protected Phases | | 5 | | | 8 | |
| Permitted Phases | | | | | | 8 |
| Actuated Green, G (s) | | 58.0 | | | 34.0 | 34.0 |
| Effective Green, g (s) | | 58.0 | | | 34.0 | 34.0 |
| Actuated g/C Ratio | | 0.58 | | | 0.34 | 0.34 |
| Clearance Time (s) | | 4.0 | | | 4.0 | 4.0 |
| Vehicle Extension (s) | | 0.2 | | | 0.2 | 0.2 |
| Lane Grp Cap (vph) | | 756 | | | 1504 | 376 |
| v/s Ratio Prot | | c0.20 | | | c0.25 | |
| v/s Ratio Perm | | | | | | 0.13 |
| v/c Ratio | | 0.35 | | | 0.73 | 0.39 |
| Uniform Delay, d1 | | 11.1 | | | 29.0 | 25.1 |
| Progression Factor | | 1.00 | | | 1.09 | 1.07 |
| Incremental Delay, d2 | | 0.1 | | | 2.5 | 2.3 |
| Delay (s) | | 11.2 | | | 34.2 | 29.1 |
| Level of Service | | B | | | C | C |
| Approach Delay (s) | 11.2 | | | 0.0 | 33.6 | |
| Approach LOS | B | | | A | C | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 29.6 | | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | | | 0.49 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | | | 46.1% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

103: Harrison St. (W) & N Young Cir.



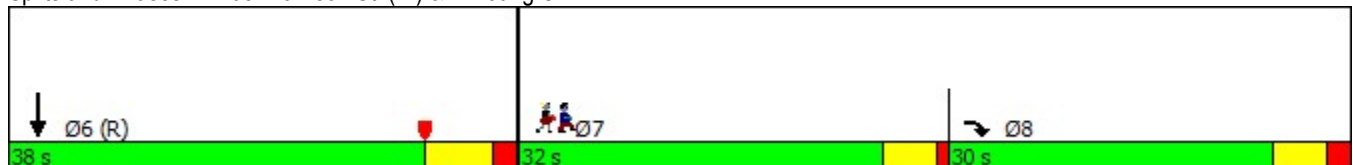
| Lane Group | EBR | SBT | Ø7 |
|----------------------|-------|-------|------|
| Lane Configurations | ↗ | ↑↑↑ | |
| Traffic Volume (vph) | 200 | 1224 | |
| Future Volume (vph) | 200 | 1224 | |
| Turn Type | Prot | NA | |
| Protected Phases | 8 | 6 | 7 |
| Permitted Phases | | | |
| Detector Phase | 8 | 6 | |
| Switch Phase | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 |
| Minimum Split (s) | 28.0 | 27.0 | 27.0 |
| Total Split (s) | 30.0 | 38.0 | 32.0 |
| Total Split (%) | 30.0% | 38.0% | 32% |
| Yellow Time (s) | 4.0 | 5.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 7.0 | |
| Lead/Lag | Lag | | Lead |
| Lead-Lag Optimize? | Yes | | Yes |
| Recall Mode | None | C-Min | None |
| Act Effct Green (s) | 22.2 | 64.8 | |
| Actuated g/C Ratio | 0.22 | 0.65 | |
| v/c Ratio | 0.82 | 0.51 | |
| Control Delay | 57.9 | 6.3 | |
| Queue Delay | 22.5 | 0.1 | |
| Total Delay | 80.3 | 6.4 | |
| LOS | F | A | |
| Approach Delay | | 6.4 | |
| Approach LOS | | A | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 38 (38%), Referenced to phase 6:SBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 16.7
 Intersection Capacity Utilization 51.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 103: Harrison St. (W) & N Young Cir.



103: Harrison St. (W) & N Young Cir.



| Lane Group | EBR | SBT |
|-----------------------------|------|------|
| Lane Group Flow (vph) | 235 | 1455 |
| v/c Ratio | 0.82 | 0.51 |
| Control Delay | 57.9 | 6.3 |
| Queue Delay | 22.5 | 0.1 |
| Total Delay | 80.3 | 6.4 |
| Queue Length 50th (ft) | 142 | 63 |
| Queue Length 95th (ft) | 196 | 112 |
| Internal Link Dist (ft) | | 274 |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 333 | 2862 |
| Starvation Cap Reductn | 0 | 433 |
| Spillback Cap Reductn | 92 | 424 |
| Storage Cap Reductn | 0 | 0 |
| Reduced v/c Ratio | 0.98 | 0.60 |
| Intersection Summary | | |

HCM Signalized Intersection Capacity Analysis
 103: Harrison St. (W) & N Young Cir.

05/10/2017



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 200 | 0 | 0 | 1224 | 13 |
| Future Volume (vph) | 0 | 200 | 0 | 0 | 1224 | 13 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 7.0 | |
| Lane Util. Factor | | 1.00 | | | 0.91 | |
| Frbp, ped/bikes | | 1.00 | | | 1.00 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | |
| Frt | | 0.86 | | | 1.00 | |
| Flt Protected | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | 1305 | | | 4416 | |
| Flt Permitted | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | 1305 | | | 4416 | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 0 | 235 | 0 | 0 | 1440 | 15 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 0 | 235 | 0 | 0 | 1454 | 0 |
| Confl. Peds. (#/hr) | 5 | | | | | |
| Confl. Bikes (#/hr) | | | | | | 4 |
| Parking (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | | Prot | | | NA | |
| Protected Phases | | 8 | | | 6 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | 22.2 | | | 64.8 | |
| Effective Green, g (s) | | 22.2 | | | 64.8 | |
| Actuated g/C Ratio | | 0.22 | | | 0.65 | |
| Clearance Time (s) | | 6.0 | | | 7.0 | |
| Vehicle Extension (s) | | 1.5 | | | 3.0 | |
| Lane Grp Cap (vph) | | 289 | | | 2861 | |
| v/s Ratio Prot | | c0.18 | | | c0.33 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | 0.81 | | | 0.51 | |
| Uniform Delay, d1 | | 36.9 | | | 9.2 | |
| Progression Factor | | 1.00 | | | 0.57 | |
| Incremental Delay, d2 | | 15.1 | | | 0.5 | |
| Delay (s) | | 52.0 | | | 5.8 | |
| Level of Service | | D | | | A | |
| Approach Delay (s) | 52.0 | | | 0.0 | 5.8 | |
| Approach LOS | D | | | A | A | |

| Intersection Summary | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 12.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 51.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Timings
104: S Federal Hwy. & S Young Cir.

05/10/2017

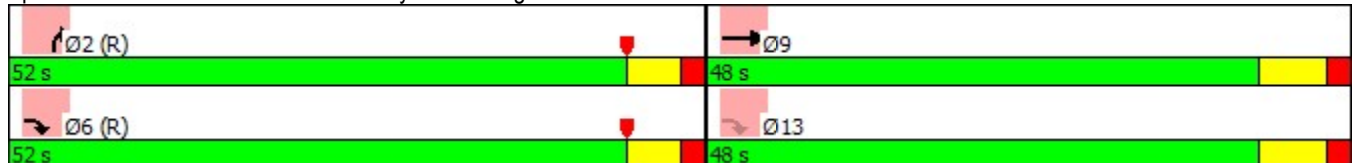


| Lane Group | EBT | EBR | NBR | Ø13 |
|----------------------|-------|--------|-------|------|
| Lane Configurations | ↑↑ | ↑↑ | ↑↑ | |
| Traffic Volume (vph) | 658 | 774 | 780 | |
| Future Volume (vph) | 658 | 774 | 780 | |
| Turn Type | NA | custom | Prot | |
| Protected Phases | 9 | 6 | 2 | 13 |
| Permitted Phases | | 13 | | |
| Detector Phase | 9 | 6 | 2 | |
| Switch Phase | | | | |
| Minimum Initial (s) | 4.0 | 5.0 | 12.0 | 5.0 |
| Minimum Split (s) | 25.0 | 25.0 | 26.0 | 25.0 |
| Total Split (s) | 48.0 | 52.0 | 52.0 | 48.0 |
| Total Split (%) | 48.0% | 52.0% | 52.0% | 48% |
| Yellow Time (s) | 5.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.0 | 6.0 | 6.0 | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | C-Min | C-Min | None |
| Act Effct Green (s) | 27.3 | 88.0 | 59.7 | |
| Actuated g/C Ratio | 0.27 | 0.88 | 0.60 | |
| v/c Ratio | 0.78 | 0.37 | 0.54 | |
| Control Delay | 46.7 | 2.1 | 8.1 | |
| Queue Delay | 0.3 | 0.3 | 0.0 | |
| Total Delay | 47.0 | 2.4 | 8.2 | |
| LOS | D | A | A | |
| Approach Delay | 22.9 | | | |
| Approach LOS | C | | | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBR and 6:EBR, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 17.7
 Intersection LOS: B
 Intersection Capacity Utilization 56.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 104: S Federal Hwy. & S Young Cir.



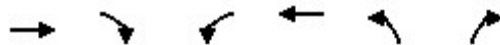
104: S Federal Hwy. & S Young Cir.



| Lane Group | EBT | EBR | NBR |
|-----------------------------|------|------|------|
| Lane Group Flow (vph) | 756 | 890 | 897 |
| v/c Ratio | 0.78 | 0.37 | 0.54 |
| Control Delay | 46.7 | 2.1 | 8.1 |
| Queue Delay | 0.3 | 0.3 | 0.0 |
| Total Delay | 47.0 | 2.4 | 8.2 |
| Queue Length 50th (ft) | 269 | 0 | 67 |
| Queue Length 95th (ft) | 224 | 2 | 73 |
| Internal Link Dist (ft) | 121 | | |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 1450 | 2389 | 1662 |
| Starvation Cap Reductn | 231 | 810 | 53 |
| Spillback Cap Reductn | 0 | 189 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.62 | 0.56 | 0.56 |
| Intersection Summary | | | |

HCM Signalized Intersection Capacity Analysis
 104: S Federal Hwy. & S Young Cir.

05/10/2017



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|-------|--------|------|------|------|-------|
| Lane Configurations | ↑↑ | ↑↑ | | | | ↑↑ |
| Traffic Volume (vph) | 658 | 774 | 0 | 0 | 0 | 780 |
| Future Volume (vph) | 658 | 774 | 0 | 0 | 0 | 780 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 6.0 | | | | 6.0 |
| Lane Util. Factor | 0.95 | 0.88 | | | | 0.88 |
| Frbp, ped/bikes | 1.00 | 0.97 | | | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | | 1.00 |
| Frt | 1.00 | 0.85 | | | | 0.85 |
| Flt Protected | 1.00 | 1.00 | | | | 1.00 |
| Satd. Flow (prot) | 3539 | 2716 | | | | 2787 |
| Flt Permitted | 1.00 | 1.00 | | | | 1.00 |
| Satd. Flow (perm) | 3539 | 2716 | | | | 2787 |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 756 | 890 | 0 | 0 | 0 | 897 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 756 | 890 | 0 | 0 | 0 | 897 |
| Confl. Peds. (#/hr) | | 16 | | | | |
| Turn Type | NA | custom | | | | Prot |
| Protected Phases | 9 | 6 | | | | 2 |
| Permitted Phases | | 13 | | | | |
| Actuated Green, G (s) | 27.3 | 87.0 | | | | 59.7 |
| Effective Green, g (s) | 27.3 | 87.0 | | | | 59.7 |
| Actuated g/C Ratio | 0.27 | 0.87 | | | | 0.60 |
| Clearance Time (s) | 7.0 | 6.0 | | | | 6.0 |
| Vehicle Extension (s) | 2.0 | 3.0 | | | | 3.0 |
| Lane Grp Cap (vph) | 966 | 2525 | | | | 1663 |
| v/s Ratio Prot | c0.21 | 0.21 | | | | c0.32 |
| v/s Ratio Perm | | 0.12 | | | | |
| v/c Ratio | 0.78 | 0.35 | | | | 0.54 |
| Uniform Delay, d1 | 33.6 | 1.2 | | | | 12.0 |
| Progression Factor | 1.25 | 3.07 | | | | 0.53 |
| Incremental Delay, d2 | 3.3 | 0.0 | | | | 1.2 |
| Delay (s) | 45.3 | 3.8 | | | | 7.5 |
| Level of Service | D | A | | | | A |
| Approach Delay (s) | 22.9 | | | 0.0 | 7.5 | |
| Approach LOS | C | | | A | A | |

| Intersection Summary | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 17.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.62 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 13.0 |
| Intersection Capacity Utilization | 56.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| | | |
|----------------------|-------|------|
| Lane Group | NBT | Ø11 |
| Lane Configurations | ↑↑↑ | |
| Traffic Volume (vph) | 784 | |
| Future Volume (vph) | 784 | |
| Turn Type | NA | |
| Protected Phases | 2 | 11 |
| Permitted Phases | | |
| Detector Phase | 2 | |
| Switch Phase | | |
| Minimum Initial (s) | 12.0 | 5.0 |
| Minimum Split (s) | 24.0 | 26.0 |
| Total Split (s) | 74.0 | 26.0 |
| Total Split (%) | 74.0% | 26% |
| Yellow Time (s) | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | |
| Total Lost Time (s) | 6.0 | |
| Lead/Lag | | |
| Lead-Lag Optimize? | | |
| Recall Mode | C-Min | None |
| Act Effct Green (s) | 100.0 | |
| Actuated g/C Ratio | 1.00 | |
| v/c Ratio | 0.36 | |
| Control Delay | 0.2 | |
| Queue Delay | 0.0 | |
| Total Delay | 0.2 | |
| LOS | A | |
| Approach Delay | 0.2 | |
| Approach LOS | A | |

Intersection Summary

| | |
|---|------------------------|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 90 (90%), Referenced to phase 2:NBT and 6:, Start of Yellow | |
| Natural Cycle: 50 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.36 | |
| Intersection Signal Delay: 0.2 | Intersection LOS: A |
| Intersection Capacity Utilization 66.1% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 105: E Young Cir./E Young Cir. & Harrison St. (E)



105: E Young Cir./E Young Cir. & Harrison St. (E)



| | |
|-------------------------|------|
| Lane Group | NBT |
| Lane Group Flow (vph) | 1675 |
| v/c Ratio | 0.36 |
| Control Delay | 0.2 |
| Queue Delay | 0.0 |
| Total Delay | 0.2 |
| Queue Length 50th (ft) | 0 |
| Queue Length 95th (ft) | 0 |
| Internal Link Dist (ft) | 17 |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | 4607 |
| Starvation Cap Reductn | 0 |
| Spillback Cap Reductn | 0 |
| Storage Cap Reductn | 0 |
| Reduced v/c Ratio | 0.36 |
| Intersection Summary | |

HCM Signalized Intersection Capacity Analysis
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|------|------|-------|---------------------------|------|------|
| Lane Configurations | | | ↑↑↑ | | | |
| Traffic Volume (vph) | 0 | 0 | 784 | 623 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 784 | 623 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | | | |
| Lane Util. Factor | | | 0.91 | | | |
| Frbp, ped/bikes | | | 0.97 | | | |
| Flpb, ped/bikes | | | 1.00 | | | |
| Frt | | | 0.93 | | | |
| Flt Protected | | | 1.00 | | | |
| Satd. Flow (prot) | | | 4610 | | | |
| Flt Permitted | | | 1.00 | | | |
| Satd. Flow (perm) | | | 4610 | | | |
| Peak-hour factor, PHF | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Adj. Flow (vph) | 0 | 0 | 933 | 742 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 1675 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | 13 | | 9 | | |
| Confl. Bikes (#/hr) | | 2 | | 15 | | |
| Turn Type | | | NA | | | |
| Protected Phases | | | 2 | | | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 100.0 | | | |
| Effective Green, g (s) | | | 100.0 | | | |
| Actuated g/C Ratio | | | 1.00 | | | |
| Clearance Time (s) | | | 6.0 | | | |
| Vehicle Extension (s) | | | 2.0 | | | |
| Lane Grp Cap (vph) | | | 4610 | | | |
| v/s Ratio Prot | | | c0.36 | | | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.36 | | | |
| Uniform Delay, d1 | | | 0.0 | | | |
| Progression Factor | | | 1.00 | | | |
| Incremental Delay, d2 | | | 0.2 | | | |
| Delay (s) | | | 0.2 | | | |
| Level of Service | | | A | | | |
| Approach Delay (s) | 0.0 | | 0.2 | | 0.0 | |
| Approach LOS | A | | A | | A | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 0.2 | HCM 2000 Level of Service | | A |
| HCM 2000 Volume to Capacity ratio | | | 0.41 | | | |
| Actuated Cycle Length (s) | | | 100.0 | Sum of lost time (s) | | 12.0 |
| Intersection Capacity Utilization | | | 66.1% | ICU Level of Service | | C |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

Timings
106: S Federal Hwy. & Van Buren St.

05/10/2017



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↖ | ↕ | ↖ | ↕ |
| Traffic Volume (vph) | 38 | 78 | 18 | 25 | 11 | 107 | 744 | 44 | 879 |
| Future Volume (vph) | 38 | 78 | 18 | 25 | 11 | 107 | 744 | 44 | 879 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA | pm+pt | NA |
| Protected Phases | | 4 | | 8 | | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | 8 | | 8 | 2 | | 6 | |
| Detector Phase | 4 | 4 | 8 | 8 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 10.0 | 4.0 | 10.0 |
| Minimum Split (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 11.0 | 24.0 | 11.0 | 24.0 |
| Total Split (s) | 32.0 | 32.0 | 32.0 | 32.0 | 32.0 | 15.0 | 53.0 | 15.0 | 53.0 |
| Total Split (%) | 32.0% | 32.0% | 32.0% | 32.0% | 32.0% | 15.0% | 53.0% | 15.0% | 53.0% |
| 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 |
| Recall Mode | None | None | None | None | None | None | C-Min | None | C-Min |
| Act Effct Green (s) | 10.8 | 10.8 | | 10.8 | 10.8 | 73.5 | 67.3 | 70.1 | 63.9 |
| Actuated g/C Ratio | 0.11 | 0.11 | | 0.11 | 0.11 | 0.74 | 0.67 | 0.70 | 0.64 |
| v/c Ratio | 0.32 | 0.52 | | 0.31 | 0.05 | 0.30 | 0.37 | 0.11 | 0.46 |
| Control Delay | 46.1 | 47.5 | | 44.8 | 0.4 | 5.3 | 8.7 | 3.9 | 10.4 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| Total Delay | 46.1 | 47.5 | | 44.8 | 0.4 | 5.3 | 8.7 | 3.9 | 10.8 |
| LOS | D | D | | D | A | A | A | A | B |
| Approach Delay | | 47.1 | | 35.6 | | | 8.3 | | 10.5 |
| Approach LOS | | D | | D | | | A | | B |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 12.6
 Intersection Capacity Utilization 62.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 106: S Federal Hwy. & Van Buren St.



106: S Federal Hwy. & Van Buren St.

























| Lane Group | EBL | EBT | WBT | WBR | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 44 | 106 | 50 | 13 | 124 | 881 | 51 | 1039 |
| v/c Ratio | 0.32 | 0.52 | 0.31 | 0.05 | 0.30 | 0.37 | 0.11 | 0.46 |
| Control Delay | 46.1 | 47.5 | 44.8 | 0.4 | 5.3 | 8.7 | 3.9 | 10.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| Total Delay | 46.1 | 47.5 | 44.8 | 0.4 | 5.3 | 8.7 | 3.9 | 10.8 |
| Queue Length 50th (ft) | 26 | 60 | 30 | 0 | 16 | 123 | 6 | 92 |
| Queue Length 95th (ft) | 56 | 104 | 61 | 0 | 33 | 176 | 14 | 310 |
| Internal Link Dist (ft) | | 621 | 258 | | | 295 | | 199 |
| Turn Bay Length (ft) | 65 | | | 60 | 172 | | 100 | |
| Base Capacity (vph) | 333 | 478 | 393 | 458 | 434 | 2370 | 517 | 2254 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 672 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.13 | 0.22 | 0.13 | 0.03 | 0.29 | 0.38 | 0.10 | 0.66 |

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 106: S Federal Hwy. & Van Buren St.

05/10/2017

| |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |  | | |  |  |  |  |  |  |  | | |
| Traffic Volume (vph) | 38 | 78 | 13 | 18 | 25 | 11 | 107 | 744 | 14 | 44 | 879 | 15 | |
| Future Volume (vph) | 38 | 78 | 13 | 18 | 25 | 11 | 107 | 744 | 14 | 44 | 879 | 15 | |
| 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 | 0.95 | | |
| Frbp, ped/bikes | 1.00 | 1.00 | | | 1.00 | 0.94 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Flpb, ped/bikes | 0.95 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | 0.99 | 1.00 | | |
| Frt | 1.00 | 0.98 | | | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 1683 | 1818 | | | 1821 | 1483 | 1768 | 3523 | | 1760 | 3528 | | |
| Flt Permitted | 0.72 | 1.00 | | | 0.82 | 1.00 | 0.23 | 1.00 | | 0.30 | 1.00 | | |
| Satd. Flow (perm) | 1284 | 1818 | | | 1516 | 1483 | 420 | 3523 | | 564 | 3528 | | |
| Peak-hour factor, PHF | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | |
| Adj. Flow (vph) | 44 | 91 | 15 | 21 | 29 | 13 | 124 | 865 | 16 | 51 | 1022 | 17 | |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | |
| Lane Group Flow (vph) | 44 | 99 | 0 | 0 | 50 | 1 | 124 | 880 | 0 | 51 | 1038 | 0 | |
| Confl. Peds. (#/hr) | 40 | | 4 | 4 | | 40 | 9 | | 27 | 27 | | 9 | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | 7 | | | 5 | |
| Turn Type | Perm | NA | | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | | |
| Actuated Green, G (s) | 10.8 | 10.8 | | | 10.8 | 10.8 | 73.4 | 66.1 | | 69.0 | 63.9 | | |
| Effective Green, g (s) | 10.8 | 10.8 | | | 10.8 | 10.8 | 73.4 | 66.1 | | 69.0 | 63.9 | | |
| Actuated g/C Ratio | 0.11 | 0.11 | | | 0.11 | 0.11 | 0.73 | 0.66 | | 0.69 | 0.64 | | |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | |
| Lane Grp Cap (vph) | 138 | 196 | | | 163 | 160 | 406 | 2328 | | 450 | 2254 | | |
| v/s Ratio Prot | | c0.05 | | | | | c0.02 | 0.25 | | 0.01 | c0.29 | | |
| v/s Ratio Perm | 0.03 | | | | 0.03 | 0.00 | 0.20 | | | 0.07 | | | |
| v/c Ratio | 0.32 | 0.50 | | | 0.31 | 0.01 | 0.31 | 0.38 | | 0.11 | 0.46 | | |
| Uniform Delay, d1 | 41.2 | 42.1 | | | 41.1 | 39.8 | 4.7 | 7.7 | | 5.0 | 9.2 | | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | 0.97 | 0.98 | | |
| Incremental Delay, d2 | 1.3 | 2.0 | | | 1.1 | 0.0 | 0.4 | 0.5 | | 0.1 | 0.7 | | |
| Delay (s) | 42.5 | 44.1 | | | 42.2 | 39.8 | 5.2 | 8.1 | | 5.0 | 9.7 | | |
| Level of Service | D | D | | | D | D | A | A | | A | A | | |
| Approach Delay (s) | | 43.7 | | | 41.7 | | | 7.8 | | | 9.5 | | |
| Approach LOS | | D | | | D | | | A | | | A | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 11.8 | | HCM 2000 Level of Service | | | | | | B | | |
| HCM 2000 Volume to Capacity ratio | | | 0.45 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | | | | | 18.0 | | | |
| Intersection Capacity Utilization | | | 62.2% | | ICU Level of Service | | | | | B | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

Timings
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017

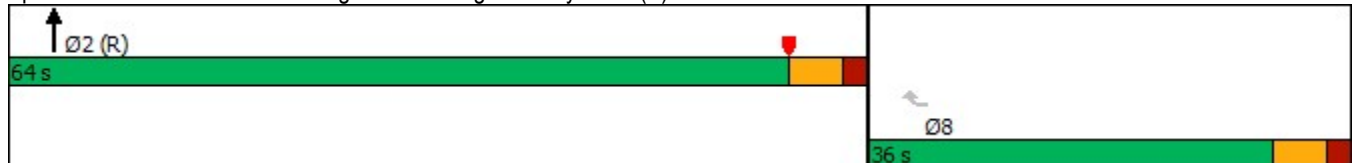


| Lane Group | WBR | NBT |
|----------------------|-------|-------|
| Lane Configurations | ↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 680 | 725 |
| Future Volume (vph) | 680 | 725 |
| Turn Type | Perm | NA |
| Protected Phases | | 2 |
| Permitted Phases | 8 | |
| Detector Phase | 8 | 2 |
| Switch Phase | | |
| Minimum Initial (s) | 6.0 | 12.0 |
| Minimum Split (s) | 28.0 | 24.0 |
| Total Split (s) | 36.0 | 64.0 |
| Total Split (%) | 36.0% | 64.0% |
| Yellow Time (s) | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 |
| Lead/Lag | | |
| Lead-Lag Optimize? | | |
| Recall Mode | None | C-Min |
| Act Effct Green (s) | 24.3 | 63.7 |
| Actuated g/C Ratio | 0.24 | 0.64 |
| v/c Ratio | 0.88 | 0.26 |
| Control Delay | 34.2 | 10.3 |
| Queue Delay | 5.0 | 0.0 |
| Total Delay | 39.2 | 10.4 |
| LOS | D | B |
| Approach Delay | | 10.4 |
| Approach LOS | | B |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 38 (38%), Referenced to phase 2:NBT and 6:, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 24.3
 Intersection Capacity Utilization 47.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 107: E Young Cir. /E Young Cir. & Tyler St. (E)



107: E Young Cir. /E Young Cir. & Tyler St. (E)



| Lane Group | WBR | NBT |
|-----------------------------|------|------|
| Lane Group Flow (vph) | 782 | 833 |
| v/c Ratio | 0.88 | 0.26 |
| Control Delay | 34.2 | 10.3 |
| Queue Delay | 5.0 | 0.0 |
| Total Delay | 39.2 | 10.4 |
| Queue Length 50th (ft) | 181 | 99 |
| Queue Length 95th (ft) | 219 | 123 |
| Internal Link Dist (ft) | | 614 |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 1047 | 3267 |
| Starvation Cap Reductn | 0 | 0 |
| Spillback Cap Reductn | 201 | 635 |
| Storage Cap Reductn | 0 | 0 |
| Reduced v/c Ratio | 0.92 | 0.32 |
| Intersection Summary | | |

HCM Signalized Intersection Capacity Analysis
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations | | ↑↑ | ↑↑↑ | | | |
| Traffic Volume (vph) | 0 | 680 | 725 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 680 | 725 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | | |
| Lane Util. Factor | | 0.88 | 0.91 | | | |
| Frbp, ped/bikes | | 1.00 | 1.00 | | | |
| Flpb, ped/bikes | | 1.00 | 1.00 | | | |
| Frt | | 0.85 | 1.00 | | | |
| Flt Protected | | 1.00 | 1.00 | | | |
| Satd. Flow (prot) | | 2787 | 5085 | | | |
| Flt Permitted | | 1.00 | 1.00 | | | |
| Satd. Flow (perm) | | 2787 | 5085 | | | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 0 | 782 | 833 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 215 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 567 | 833 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 28 | | | 5 | 5 | |
| Turn Type | | Perm | NA | | | |
| Protected Phases | | | 2 | | | |
| Permitted Phases | | 8 | | | | |
| Actuated Green, G (s) | | 24.3 | 63.7 | | | |
| Effective Green, g (s) | | 24.3 | 63.7 | | | |
| Actuated g/C Ratio | | 0.24 | 0.64 | | | |
| Clearance Time (s) | | 6.0 | 6.0 | | | |
| Vehicle Extension (s) | | 2.0 | 3.0 | | | |
| Lane Grp Cap (vph) | | 677 | 3239 | | | |
| v/s Ratio Prot | | | c0.16 | | | |
| v/s Ratio Perm | | c0.20 | | | | |
| v/c Ratio | | 0.84 | 0.26 | | | |
| Uniform Delay, d1 | | 36.0 | 7.9 | | | |
| Progression Factor | | 1.00 | 1.17 | | | |
| Incremental Delay, d2 | | 8.5 | 0.2 | | | |
| Delay (s) | | 44.5 | 9.4 | | | |
| Level of Service | | D | A | | | |
| Approach Delay (s) | 44.5 | | 9.4 | | 0.0 | |
| Approach LOS | D | | A | | A | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 26.4 | | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | | | 0.42 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 47.8% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 201: N 17 Ave. & Harrison St. (E)

05/10/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↗↘ | ↘ | | | | ↗ | | ↘ | | | | |
| Traffic Volume (veh/h) | 375 | 243 | 20 | 0 | 0 | 245 | 0 | 257 | 66 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 375 | 243 | 20 | 0 | 0 | 245 | 0 | 257 | 66 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 |
| Hourly flow rate (vph) | 493 | 320 | 26 | 0 | 0 | 322 | 0 | 338 | 87 | 0 | 0 | 0 |
| Pedestrians | | 422 | | | 67 | | | 5 | | | | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | | |
| Percent Blockage | | 40 | | | 6 | | | 0 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 507 | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 351 | | | 1907 | 1324 | 405 | 1629 | 1337 | 422 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 351 | | | 1907 | 1324 | 405 | 1629 | 1337 | 422 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 70 | | | 100 | | | 100 | 0 | 86 | 0 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1202 | | | 24 | 108 | 602 | 0 | 106 | 378 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | NB 1 |
|------------------------|------|------|------|------|------|
| Volume Total | 246 | 246 | 346 | 322 | 425 |
| Volume Left | 246 | 246 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 26 | 322 | 87 |
| cSH | 1623 | 1623 | 1700 | 1700 | 130 |
| Volume to Capacity | 0.30 | 0.30 | 0.20 | 0.19 | 3.27 |
| Queue Length 95th (ft) | 32 | 32 | 0 | 0 | Err |
| Control Delay (s) | 8.2 | 8.2 | 0.0 | 0.0 | Err |
| Lane LOS | A | A | | | F |
| Approach Delay (s) | 4.8 | | | 0.0 | Err |
| Approach LOS | | | | | F |

Intersection Summary

| | | | | | |
|-----------------------------------|--|--------|--|----------------------|---|
| Average Delay | | 2682.0 | | | |
| Intersection Capacity Utilization | | 54.4% | | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
 202: N 17 Ave. & Van Buren St.

05/10/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 3 | 22 | 88 | 12 | 309 | 1 | 10 | 10 | 32 | 1 | 5 | 2 |
| Future Volume (Veh/h) | 3 | 22 | 88 | 12 | 309 | 1 | 10 | 10 | 32 | 1 | 5 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 |
| Hourly flow rate (vph) | 5 | 33 | 133 | 18 | 468 | 2 | 15 | 15 | 48 | 2 | 8 | 3 |
| Pedestrians | | 336 | | | 108 | | | 38 | | | 57 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 32 | | | 10 | | | 4 | | | 5 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 712 | 550 | 384 | 378 | 528 | 204 | 347 | | | 171 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 712 | 550 | 384 | 378 | 528 | 204 | 347 | | | 171 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 88 | 69 | 92 | 0 | 100 | 98 | | | 100 | | |
| cM capacity (veh/h) | 0 | 265 | 435 | 218 | 273 | 710 | 824 | | | 1262 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 171 | 488 | 78 | 13 | | | | | | | | |
| Volume Left | 5 | 18 | 15 | 2 | | | | | | | | |
| Volume Right | 133 | 2 | 48 | 3 | | | | | | | | |
| cSH | 0 | 271 | 824 | 1262 | | | | | | | | |
| Volume to Capacity | Err | 1.80 | 0.02 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | Err | 819 | 1 | 0 | | | | | | | | |
| Control Delay (s) | Err | 407.3 | 2.0 | 1.2 | | | | | | | | |
| Lane LOS | F | F | A | A | | | | | | | | |
| Approach Delay (s) | Err | 407.3 | 2.0 | 1.2 | | | | | | | | |
| Approach LOS | F | F | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | Err | | | | | | | | | |
| Intersection Capacity Utilization | | | 41.9% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

Timings
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



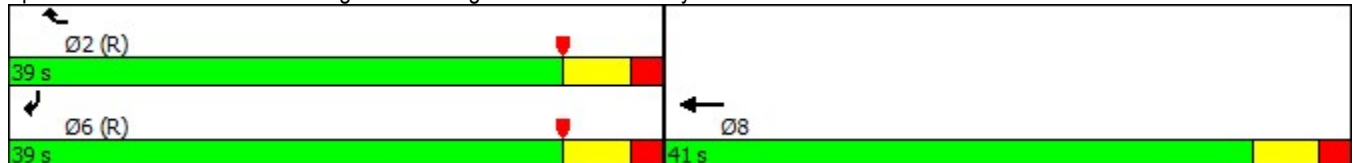
| Lane Group | WBT | WBR | SBR |
|----------------------|-------|--------|-------|
| Lane Configurations | ↑↑ | ↑↑ | ↑↑ |
| Traffic Volume (vph) | 598 | 767 | 1043 |
| Future Volume (vph) | 598 | 767 | 1043 |
| Turn Type | NA | custom | Prot |
| Protected Phases | 8 | 2 | 6 |
| Permitted Phases | | | |
| Detector Phase | 8 | 2 | 6 |
| Switch Phase | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 27.0 | 27.0 |
| Total Split (s) | 41.0 | 39.0 | 39.0 |
| Total Split (%) | 51.3% | 48.8% | 48.8% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | C-Min | C-Min |
| Act Effct Green (s) | 20.8 | 47.2 | 47.2 |
| Actuated g/C Ratio | 0.26 | 0.59 | 0.59 |
| v/c Ratio | 0.68 | 0.49 | 0.66 |
| Control Delay | 30.1 | 11.5 | 14.5 |
| Queue Delay | 0.4 | 6.0 | 0.0 |
| Total Delay | 30.5 | 17.5 | 14.5 |
| LOS | C | B | B |
| Approach Delay | 23.2 | | |
| Approach LOS | C | | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 45 (56%), Referenced to phase 2:WBR and 6:SBR, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 19.4
 Intersection Capacity Utilization 70.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 101: N Young Cir./E Young Cir. & N Federal Hwy.



101: N Young Cir./E Young Cir. & N Federal Hwy.



| Lane Group | WBT | WBR | SBR |
|-----------------------------|------|------|------|
| Lane Group Flow (vph) | 623 | 799 | 1086 |
| v/c Ratio | 0.68 | 0.49 | 0.66 |
| Control Delay | 30.1 | 11.5 | 14.5 |
| Queue Delay | 0.4 | 6.0 | 0.0 |
| Total Delay | 30.5 | 17.5 | 14.5 |
| Queue Length 50th (ft) | 147 | 117 | 186 |
| Queue Length 95th (ft) | 181 | 202 | 318 |
| Internal Link Dist (ft) | 71 | | |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 1548 | 1645 | 1645 |
| Starvation Cap Reductn | 437 | 779 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.56 | 0.92 | 0.66 |
| Intersection Summary | | | |

HCM Signalized Intersection Capacity Analysis
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|------|-------|--------|---------------------------|-------|
| Lane Configurations | | | ↑↑ | ↑↑ | | ↑↑ |
| Traffic Volume (vph) | 0 | 0 | 598 | 767 | 0 | 1043 |
| Future Volume (vph) | 0 | 0 | 598 | 767 | 0 | 1043 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | 6.0 | | 6.0 |
| Lane Util. Factor | | | 0.95 | 0.88 | | 0.88 |
| Frbp, ped/bikes | | | 1.00 | 1.00 | | 1.00 |
| Flpb, ped/bikes | | | 1.00 | 1.00 | | 1.00 |
| Frt | | | 1.00 | 0.85 | | 0.85 |
| Flt Protected | | | 1.00 | 1.00 | | 1.00 |
| Satd. Flow (prot) | | | 3539 | 2787 | | 2787 |
| Flt Permitted | | | 1.00 | 1.00 | | 1.00 |
| Satd. Flow (perm) | | | 3539 | 2787 | | 2787 |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 0 | 623 | 799 | 0 | 1086 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 623 | 799 | 0 | 1086 |
| Confl. Peds. (#/hr) | | | | 52 | | |
| Confl. Bikes (#/hr) | | | | 5 | | |
| Turn Type | | | NA | custom | | Prot |
| Protected Phases | | | 8 | 2 | | 6 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 20.8 | 47.2 | | 47.2 |
| Effective Green, g (s) | | | 20.8 | 47.2 | | 47.2 |
| Actuated g/C Ratio | | | 0.26 | 0.59 | | 0.59 |
| Clearance Time (s) | | | 6.0 | 6.0 | | 6.0 |
| Vehicle Extension (s) | | | 3.0 | 0.2 | | 3.0 |
| Lane Grp Cap (vph) | | | 920 | 1644 | | 1644 |
| v/s Ratio Prot | | | c0.18 | 0.29 | | c0.39 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.68 | 0.49 | | 0.66 |
| Uniform Delay, d1 | | | 26.6 | 9.4 | | 11.0 |
| Progression Factor | | | 1.00 | 1.00 | | 1.00 |
| Incremental Delay, d2 | | | 2.0 | 1.0 | | 2.1 |
| Delay (s) | | | 28.6 | 10.5 | | 13.1 |
| Level of Service | | | C | B | | B |
| Approach Delay (s) | | 0.0 | 18.4 | | 13.1 | |
| Approach LOS | | A | B | | B | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 16.1 | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.67 | | | |
| Actuated Cycle Length (s) | | | 80.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 70.0% | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

Timings
102: N Young Cir. & Hollywood Blvd.

05/10/2017



| Lane Group | EBR | SBT | SBR | Ø2 |
|----------------------|-------|-------|-------|-------|
| Lane Configurations | ↗ | ↑↑↑ | ↘ | |
| Traffic Volume (vph) | 240 | 982 | 130 | |
| Future Volume (vph) | 240 | 982 | 130 | |
| Turn Type | Prot | NA | Perm | |
| Protected Phases | 5 | 8 | | 2 |
| Permitted Phases | | | | 8 |
| Detector Phase | 5 | 8 | 8 | |
| Switch Phase | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 12.0 | 23.0 | 23.0 | 24.0 |
| Total Split (s) | 51.0 | 29.0 | 29.0 | 51.0 |
| Total Split (%) | 63.8% | 36.3% | 36.3% | 64% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | Max | Max | C-Max |
| Act Effct Green (s) | 47.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.59 | 0.31 | 0.31 | |
| v/c Ratio | 0.33 | 0.76 | 0.72 | |
| Control Delay | 9.7 | 26.9 | 43.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | |
| Total Delay | 9.7 | 26.9 | 43.5 | |
| LOS | A | C | D | |
| Approach Delay | | 28.8 | | |
| Approach LOS | | C | | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:Ped, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 25.4
 Intersection Capacity Utilization 45.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 102: N Young Cir. & Hollywood Blvd.



102: N Young Cir. & Hollywood Blvd.



| Lane Group | EBR | SBT | SBR |
|-------------------------|------|------|-------|
| Lane Group Flow (vph) | 255 | 1045 | 138 |
| v/c Ratio | 0.33 | 0.76 | 0.72 |
| Control Delay | 9.7 | 26.9 | 43.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 9.7 | 26.9 | 43.5 |
| Queue Length 50th (ft) | 58 | 128 | 45 |
| Queue Length 95th (ft) | 102 | 203 | m#130 |
| Internal Link Dist (ft) | | 246 | |
| Turn Bay Length (ft) | | | 60 |
| Base Capacity (vph) | 769 | 1382 | 193 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.33 | 0.76 | 0.72 |

Intersection Summary

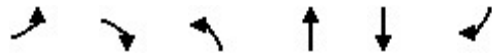
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | ↗ | | | ↑↑↑ | ↘ |
| Traffic Volume (vph) | 0 | 240 | 0 | 0 | 982 | 130 |
| Future Volume (vph) | 0 | 240 | 0 | 0 | 982 | 130 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 0.91 | 1.00 |
| Frbp, ped/bikes | | 1.00 | | | 1.00 | 0.48 |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 |
| Frt | | 0.86 | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1305 | | | 4424 | 620 |
| Flt Permitted | | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1305 | | | 4424 | 620 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 0 | 255 | 0 | 0 | 1045 | 138 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 253 | 0 | 0 | 1045 | 138 |
| Confl. Peds. (#/hr) | | 17 | | | | 65 |
| Confl. Bikes (#/hr) | | 1 | | | | 5 |
| Parking (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | | Prot | | | NA | Perm |
| Protected Phases | | 5 | | | 8 | |
| Permitted Phases | | | | | | 8 |
| Actuated Green, G (s) | | 47.0 | | | 25.0 | 25.0 |
| Effective Green, g (s) | | 47.0 | | | 25.0 | 25.0 |
| Actuated g/C Ratio | | 0.59 | | | 0.31 | 0.31 |
| Clearance Time (s) | | 4.0 | | | 4.0 | 4.0 |
| Vehicle Extension (s) | | 0.2 | | | 0.2 | 0.2 |
| Lane Grp Cap (vph) | | 766 | | | 1382 | 193 |
| v/s Ratio Prot | | c0.19 | | | c0.24 | |
| v/s Ratio Perm | | | | | | 0.22 |
| v/c Ratio | | 0.33 | | | 0.76 | 0.72 |
| Uniform Delay, d1 | | 8.4 | | | 24.8 | 24.3 |
| Progression Factor | | 1.00 | | | 0.94 | 0.95 |
| Incremental Delay, d2 | | 0.1 | | | 3.3 | 17.2 |
| Delay (s) | | 8.5 | | | 26.6 | 40.2 |
| Level of Service | | A | | | C | D |
| Approach Delay (s) | 8.5 | | | 0.0 | 28.2 | |
| Approach LOS | A | | | A | C | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay | 24.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.48 | | |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 45.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

103: Harrison St. (W) & N Young Cir.



| Lane Group | EBR | SBT | Ø7 |
|----------------------|-------|-------|------|
| Lane Configurations | ↗ | ↑↑↑ | |
| Traffic Volume (vph) | 200 | 1224 | |
| Future Volume (vph) | 200 | 1224 | |
| Turn Type | Prot | NA | |
| Protected Phases | 8 | 6 | 7 |
| Permitted Phases | | | |
| Detector Phase | 8 | 6 | |
| Switch Phase | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 |
| Minimum Split (s) | 28.0 | 27.0 | 27.0 |
| Total Split (s) | 24.0 | 29.0 | 27.0 |
| Total Split (%) | 30.0% | 36.3% | 34% |
| Yellow Time (s) | 4.0 | 5.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 7.0 | |
| Lead/Lag | Lag | | Lead |
| Lead-Lag Optimize? | Yes | | Yes |
| Recall Mode | None | C-Min | None |
| Act Effct Green (s) | 18.0 | 49.0 | |
| Actuated g/C Ratio | 0.22 | 0.61 | |
| v/c Ratio | 0.77 | 0.51 | |
| Control Delay | 45.6 | 4.3 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 45.6 | 4.3 | |
| LOS | D | A | |
| Approach Delay | | 4.3 | |
| Approach LOS | | A | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 38 (48%), Referenced to phase 6:SBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 10.0
 Intersection Capacity Utilization 51.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 103: Harrison St. (W) & N Young Cir.



103: Harrison St. (W) & N Young Cir.



| Lane Group | EBR | SBT |
|-----------------------------|------|------|
| Lane Group Flow (vph) | 225 | 1390 |
| v/c Ratio | 0.77 | 0.51 |
| Control Delay | 45.6 | 4.3 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay | 45.6 | 4.3 |
| Queue Length 50th (ft) | 105 | 44 |
| Queue Length 95th (ft) | 164 | 58 |
| Internal Link Dist (ft) | | 274 |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 326 | 2704 |
| Starvation Cap Reductn | 0 | 54 |
| Spillback Cap Reductn | 0 | 0 |
| Storage Cap Reductn | 0 | 0 |
| Reduced v/c Ratio | 0.69 | 0.52 |
| Intersection Summary | | |

HCM Signalized Intersection Capacity Analysis
 103: Harrison St. (W) & N Young Cir.

05/10/2017



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 200 | 0 | 0 | 1224 | 13 |
| Future Volume (vph) | 0 | 200 | 0 | 0 | 1224 | 13 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 7.0 | |
| Lane Util. Factor | | 1.00 | | | 0.91 | |
| Frbp, ped/bikes | | 1.00 | | | 1.00 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | |
| Frt | | 0.86 | | | 1.00 | |
| Flt Protected | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | 1305 | | | 4416 | |
| Flt Permitted | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | 1305 | | | 4416 | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 225 | 0 | 0 | 1375 | 15 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 0 | 225 | 0 | 0 | 1389 | 0 |
| Confl. Peds. (#/hr) | | 2 | | | | 3 |
| Confl. Bikes (#/hr) | | | | | | 2 |
| Parking (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | | Prot | | | NA | |
| Protected Phases | | 8 | | | 6 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | 18.0 | | | 49.0 | |
| Effective Green, g (s) | | 18.0 | | | 49.0 | |
| Actuated g/C Ratio | | 0.22 | | | 0.61 | |
| Clearance Time (s) | | 6.0 | | | 7.0 | |
| Vehicle Extension (s) | | 1.5 | | | 3.0 | |
| Lane Grp Cap (vph) | | 293 | | | 2704 | |
| v/s Ratio Prot | | c0.17 | | | c0.31 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | 0.77 | | | 0.51 | |
| Uniform Delay, d1 | | 29.0 | | | 8.8 | |
| Progression Factor | | 1.00 | | | 0.38 | |
| Incremental Delay, d2 | | 10.4 | | | 0.5 | |
| Delay (s) | | 39.4 | | | 3.9 | |
| Level of Service | | D | | | A | |
| Approach Delay (s) | 39.4 | | | 0.0 | 3.9 | |
| Approach LOS | D | | | A | A | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 8.8 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 51.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Timings
104: S Federal Hwy. & S Young Cir.

05/10/2017

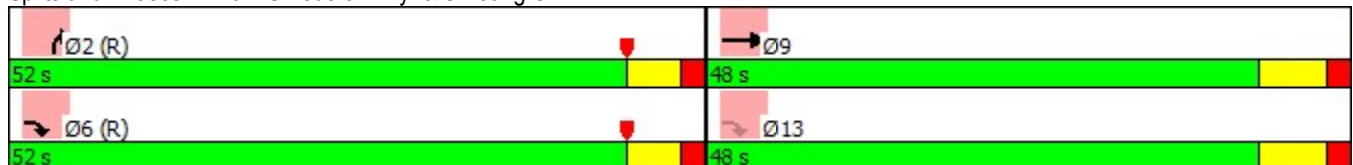


| Lane Group | EBT | EBR | NBR | Ø13 |
|----------------------|-------|--------|-------|------|
| Lane Configurations | ↑↑ | ↑↑ | ↑↑ | |
| Traffic Volume (vph) | 658 | 774 | 780 | |
| Future Volume (vph) | 658 | 774 | 780 | |
| Turn Type | NA | custom | Prot | |
| Protected Phases | 9 | 6 | 2 | 13 |
| Permitted Phases | | 13 | | |
| Detector Phase | 9 | 6 | 2 | |
| Switch Phase | | | | |
| Minimum Initial (s) | 4.0 | 5.0 | 12.0 | 5.0 |
| Minimum Split (s) | 25.0 | 25.0 | 26.0 | 25.0 |
| Total Split (s) | 48.0 | 52.0 | 52.0 | 48.0 |
| Total Split (%) | 48.0% | 52.0% | 52.0% | 48% |
| Yellow Time (s) | 5.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.0 | 6.0 | 6.0 | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | C-Min | C-Min | None |
| Act Effct Green (s) | 24.7 | 88.0 | 62.3 | |
| Actuated g/C Ratio | 0.25 | 0.88 | 0.62 | |
| v/c Ratio | 0.77 | 0.34 | 0.46 | |
| Control Delay | 40.8 | 0.9 | 11.8 | |
| Queue Delay | 0.5 | 0.3 | 3.1 | |
| Total Delay | 41.3 | 1.3 | 14.9 | |
| LOS | D | A | B | |
| Approach Delay | 19.6 | | | |
| Approach LOS | B | | | |

Intersection Summary

| | |
|--|------------------------|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 0 (0%), Referenced to phase 2:NBR and 6:EBR, Start of Yellow | |
| Natural Cycle: 55 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.77 | |
| Intersection Signal Delay: 18.0 | Intersection LOS: B |
| Intersection Capacity Utilization 56.3% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 104: S Federal Hwy. & S Young Cir.



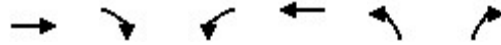
104: S Federal Hwy. & S Young Cir.



| Lane Group | EBT | EBR | NBR |
|-----------------------------|------|------|------|
| Lane Group Flow (vph) | 671 | 790 | 796 |
| v/c Ratio | 0.77 | 0.34 | 0.46 |
| Control Delay | 40.8 | 0.9 | 11.8 |
| Queue Delay | 0.5 | 0.3 | 3.1 |
| Total Delay | 41.3 | 1.3 | 14.9 |
| Queue Length 50th (ft) | 209 | 0 | 139 |
| Queue Length 95th (ft) | 250 | 0 | 223 |
| Internal Link Dist (ft) | 121 | | |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 1450 | 2335 | 1735 |
| Starvation Cap Reductn | 354 | 901 | 808 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 0.55 | 0.86 |
| Intersection Summary | | | |

HCM Signalized Intersection Capacity Analysis
 104: S Federal Hwy. & S Young Cir.

05/10/2017



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|-------|--------|-------|------|---------------------------|-------|
| Lane Configurations | ↑↑ | ↑↑ | | | | ↑↑ |
| Traffic Volume (vph) | 658 | 774 | 0 | 0 | 0 | 780 |
| Future Volume (vph) | 658 | 774 | 0 | 0 | 0 | 780 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 6.0 | | | | 6.0 |
| Lane Util. Factor | 0.95 | 0.88 | | | | 0.88 |
| Frbp, ped/bikes | 1.00 | 0.95 | | | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | | 1.00 |
| Frt | 1.00 | 0.85 | | | | 0.85 |
| Flt Protected | 1.00 | 1.00 | | | | 1.00 |
| Satd. Flow (prot) | 3539 | 2658 | | | | 2787 |
| Flt Permitted | 1.00 | 1.00 | | | | 1.00 |
| Satd. Flow (perm) | 3539 | 2658 | | | | 2787 |
| Peak-hour factor, PHF | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Adj. Flow (vph) | 671 | 790 | 0 | 0 | 0 | 796 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 671 | 790 | 0 | 0 | 0 | 796 |
| Confl. Peds. (#/hr) | | 37 | | | | |
| Confl. Bikes (#/hr) | | 8 | | | | |
| Turn Type | NA | custom | | | | Prot |
| Protected Phases | 9 | 6 | | | | 2 |
| Permitted Phases | | 13 | | | | |
| Actuated Green, G (s) | 24.7 | 87.0 | | | | 62.3 |
| Effective Green, g (s) | 24.7 | 87.0 | | | | 62.3 |
| Actuated g/C Ratio | 0.25 | 0.87 | | | | 0.62 |
| Clearance Time (s) | 7.0 | 6.0 | | | | 6.0 |
| Vehicle Extension (s) | 2.0 | 3.0 | | | | 3.0 |
| Lane Grp Cap (vph) | 874 | 2471 | | | | 1736 |
| v/s Ratio Prot | c0.19 | 0.20 | | | | c0.29 |
| v/s Ratio Perm | | 0.10 | | | | |
| v/c Ratio | 0.77 | 0.32 | | | | 0.46 |
| Uniform Delay, d1 | 35.0 | 1.2 | | | | 9.9 |
| Progression Factor | 1.00 | 1.00 | | | | 1.00 |
| Incremental Delay, d2 | 3.7 | 0.0 | | | | 0.9 |
| Delay (s) | 38.7 | 1.2 | | | | 10.8 |
| Level of Service | D | A | | | | B |
| Approach Delay (s) | 18.4 | | | 0.0 | 10.8 | |
| Approach LOS | B | | | A | B | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 15.7 | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.55 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 13.0 |
| Intersection Capacity Utilization | | | 56.3% | | ICU Level of Service | B |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |



| | | |
|----------------------|-------|------|
| Lane Group | NBT | Ø11 |
| Lane Configurations | ↑↑↑ | |
| Traffic Volume (vph) | 784 | |
| Future Volume (vph) | 784 | |
| Turn Type | NA | |
| Protected Phases | 2 | 11 |
| Permitted Phases | | |
| Detector Phase | 2 | |
| Switch Phase | | |
| Minimum Initial (s) | 12.0 | 5.0 |
| Minimum Split (s) | 24.0 | 26.0 |
| Total Split (s) | 61.0 | 19.0 |
| Total Split (%) | 76.3% | 24% |
| Yellow Time (s) | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | |
| Total Lost Time (s) | 6.0 | |
| Lead/Lag | | |
| Lead-Lag Optimize? | | |
| Recall Mode | C-Min | None |
| Act Effct Green (s) | 80.0 | |
| Actuated g/C Ratio | 1.00 | |
| v/c Ratio | 0.32 | |
| Control Delay | 0.2 | |
| Queue Delay | 0.0 | |
| Total Delay | 0.2 | |
| LOS | A | |
| Approach Delay | 0.2 | |
| Approach LOS | A | |

Intersection Summary

| | |
|---|------------------------|
| Cycle Length: 80 | |
| Actuated Cycle Length: 80 | |
| Offset: 10 (13%), Referenced to phase 2:NBT and 6:, Start of Yellow | |
| Natural Cycle: 50 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.32 | |
| Intersection Signal Delay: 0.2 | Intersection LOS: A |
| Intersection Capacity Utilization 66.1% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 105: E Young Cir./E Young Cir. & Harrison St. (E)



105: E Young Cir./E Young Cir. & Harrison St. (E)



| | |
|-----------------------------|------|
| Lane Group | NBT |
| Lane Group Flow (vph) | 1450 |
| v/c Ratio | 0.32 |
| Control Delay | 0.2 |
| Queue Delay | 0.0 |
| Total Delay | 0.2 |
| Queue Length 50th (ft) | 0 |
| Queue Length 95th (ft) | 0 |
| Internal Link Dist (ft) | 17 |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | 4562 |
| Starvation Cap Reductn | 0 |
| Spillback Cap Reductn | 0 |
| Storage Cap Reductn | 0 |
| Reduced v/c Ratio | 0.32 |
| Intersection Summary | |

HCM Signalized Intersection Capacity Analysis
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|------|------|-------|---------------------------|------|------|
| Lane Configurations | | | ↑↑↑ | | | |
| Traffic Volume (vph) | 0 | 0 | 784 | 623 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 784 | 623 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | | | |
| Lane Util. Factor | | | 0.91 | | | |
| Frbp, ped/bikes | | | 0.96 | | | |
| Flpb, ped/bikes | | | 1.00 | | | |
| Frt | | | 0.93 | | | |
| Flt Protected | | | 1.00 | | | |
| Satd. Flow (prot) | | | 4563 | | | |
| Flt Permitted | | | 1.00 | | | |
| Satd. Flow (perm) | | | 4563 | | | |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 0 | 0 | 808 | 642 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 1450 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | | 18 | | |
| Confl. Bikes (#/hr) | | | | 10 | | |
| Turn Type | | | NA | | | |
| Protected Phases | | | 2 | | | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 80.0 | | | |
| Effective Green, g (s) | | | 80.0 | | | |
| Actuated g/C Ratio | | | 1.00 | | | |
| Clearance Time (s) | | | 6.0 | | | |
| Vehicle Extension (s) | | | 2.0 | | | |
| Lane Grp Cap (vph) | | | 4563 | | | |
| v/s Ratio Prot | | | c0.32 | | | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.32 | | | |
| Uniform Delay, d1 | | | 0.0 | | | |
| Progression Factor | | | 1.00 | | | |
| Incremental Delay, d2 | | | 0.2 | | | |
| Delay (s) | | | 0.2 | | | |
| Level of Service | | | A | | | |
| Approach Delay (s) | 0.0 | | 0.2 | | 0.0 | |
| Approach LOS | A | | A | | A | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 0.2 | HCM 2000 Level of Service | | A |
| HCM 2000 Volume to Capacity ratio | | | 0.37 | | | |
| Actuated Cycle Length (s) | | | 80.0 | Sum of lost time (s) | | 12.0 |
| Intersection Capacity Utilization | | | 66.1% | ICU Level of Service | | C |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

Timings
106: S Federal Hwy. & Van Buren St.

05/10/2017



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 38 | 78 | 18 | 25 | 11 | 107 | 744 | 44 | 879 |
| Future Volume (vph) | 38 | 78 | 18 | 25 | 11 | 107 | 744 | 44 | 879 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA | pm+pt | NA |
| Protected Phases | | 4 | | 8 | | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | 8 | | 8 | 2 | | 6 | |
| Detector Phase | 4 | 4 | 8 | 8 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 10.0 | 4.0 | 10.0 |
| Minimum Split (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 11.0 | 24.0 | 11.0 | 24.0 |
| Total Split (s) | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 15.0 | 43.0 | 15.0 | 43.0 |
| Total Split (%) | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% | 18.8% | 53.8% | 18.8% | 53.8% |
| 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 |
| Recall Mode | None | None | None | None | None | None | C-Min | None | C-Min |
| Act Effct Green (s) | 9.3 | 9.3 | | 9.3 | 9.3 | 58.3 | 54.8 | 55.4 | 51.6 |
| Actuated g/C Ratio | 0.12 | 0.12 | | 0.12 | 0.12 | 0.73 | 0.68 | 0.69 | 0.64 |
| v/c Ratio | 0.26 | 0.44 | | 0.26 | 0.04 | 0.25 | 0.33 | 0.09 | 0.42 |
| Control Delay | 35.1 | 35.5 | | 34.8 | 0.3 | 5.0 | 8.3 | 4.2 | 10.5 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 |
| Total Delay | 35.1 | 35.5 | | 34.8 | 0.3 | 5.0 | 8.3 | 4.2 | 11.2 |
| LOS | D | D | | C | A | A | A | A | B |
| Approach Delay | | 35.4 | | 27.6 | | | 7.9 | | 10.9 |
| Approach LOS | | D | | C | | | A | | B |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 8 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 11.7
 Intersection Capacity Utilization 57.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 106: S Federal Hwy. & Van Buren St.



106: S Federal Hwy. & Van Buren St.



| Lane Group | EBL | EBT | WBT | WBR | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 40 | 97 | 46 | 12 | 114 | 806 | 47 | 951 |
| v/c Ratio | 0.26 | 0.44 | 0.26 | 0.04 | 0.25 | 0.33 | 0.09 | 0.42 |
| Control Delay | 35.1 | 35.5 | 34.8 | 0.3 | 5.0 | 8.3 | 4.2 | 10.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 |
| Total Delay | 35.1 | 35.5 | 34.8 | 0.3 | 5.0 | 8.3 | 4.2 | 11.2 |
| Queue Length 50th (ft) | 19 | 42 | 21 | 0 | 13 | 103 | 5 | 133 |
| Queue Length 95th (ft) | 45 | 83 | 50 | 0 | 31 | 164 | 16 | 212 |
| Internal Link Dist (ft) | | 621 | 258 | | | 295 | | 199 |
| Turn Bay Length (ft) | 65 | | | 60 | 172 | | 100 | |
| Base Capacity (vph) | 269 | 370 | 305 | 408 | 489 | 2415 | 577 | 2274 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 929 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.26 | 0.15 | 0.03 | 0.23 | 0.33 | 0.08 | 0.71 |

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 106: S Federal Hwy. & Van Buren St.

05/10/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|-------|------|------|------|------|-------|------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | | ↖ | ↗ | ↖ | ↕ | | ↖ | ↗ | |
| Traffic Volume (vph) | 38 | 78 | 13 | 18 | 25 | 11 | 107 | 744 | 14 | 44 | 879 | 15 |
| Future Volume (vph) | 38 | 78 | 13 | 18 | 25 | 11 | 107 | 744 | 14 | 44 | 879 | 15 |
| 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 | 0.95 | |
| Frbp, ped/bikes | 1.00 | 1.00 | | | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 0.99 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1759 | 1815 | | | 1819 | 1548 | 1766 | 3525 | | 1763 | 3526 | |
| Flt Permitted | 0.73 | 1.00 | | | 0.82 | 1.00 | 0.25 | 1.00 | | 0.34 | 1.00 | |
| Satd. Flow (perm) | 1346 | 1815 | | | 1526 | 1548 | 466 | 3525 | | 628 | 3526 | |
| 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) | 40 | 83 | 14 | 19 | 27 | 12 | 114 | 791 | 15 | 47 | 935 | 16 |
| RTOR Reduction (vph) | 0 | 8 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 40 | 89 | 0 | 0 | 46 | 1 | 114 | 805 | 0 | 47 | 950 | 0 |
| Confl. Peds. (#/hr) | 6 | | 9 | 9 | | 6 | 20 | | 18 | 18 | | 20 |
| Confl. Bikes (#/hr) | | | 4 | | | 2 | | | 8 | | | 7 |
| Turn Type | Perm | NA | | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 8.1 | 8.1 | | | 8.1 | 8.1 | 55.9 | 50.0 | | 51.9 | 48.0 | |
| Effective Green, g (s) | 8.1 | 8.1 | | | 8.1 | 8.1 | 55.9 | 50.0 | | 51.9 | 48.0 | |
| Actuated g/C Ratio | 0.10 | 0.10 | | | 0.10 | 0.10 | 0.70 | 0.62 | | 0.65 | 0.60 | |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 136 | 183 | | | 154 | 156 | 421 | 2203 | | 462 | 2115 | |
| v/s Ratio Prot | | c0.05 | | | | | c0.02 | 0.23 | | 0.00 | c0.27 | |
| v/s Ratio Perm | 0.03 | | | | 0.03 | 0.00 | 0.17 | | | 0.06 | | |
| v/c Ratio | 0.29 | 0.49 | | | 0.30 | 0.01 | 0.27 | 0.37 | | 0.10 | 0.45 | |
| Uniform Delay, d1 | 33.3 | 34.0 | | | 33.3 | 32.3 | 4.4 | 7.3 | | 5.1 | 8.8 | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.2 | 2.0 | | | 1.1 | 0.0 | 0.3 | 0.5 | | 0.1 | 0.7 | |
| Delay (s) | 34.5 | 36.0 | | | 34.4 | 32.4 | 4.8 | 7.8 | | 5.2 | 9.5 | |
| Level of Service | C | D | | | C | C | A | A | | A | A | |
| Approach Delay (s) | | 35.6 | | | 34.0 | | | 7.4 | | | 9.3 | |
| Approach LOS | | D | | | C | | | A | | | A | |

| Intersection Summary | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 10.8 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.44 | | |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 57.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

Timings
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017

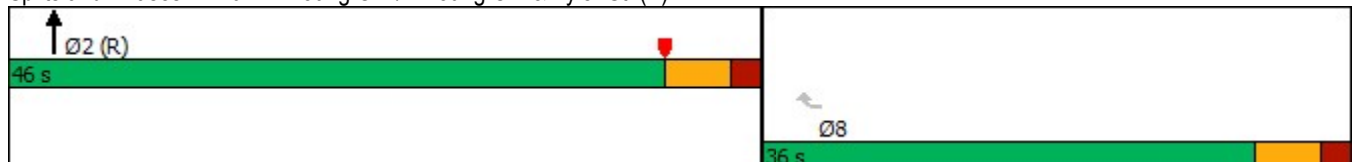


| Lane Group | WBR | NBT |
|----------------------|-------|-------|
| Lane Configurations | ↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 680 | 725 |
| Future Volume (vph) | 680 | 725 |
| Turn Type | Perm | NA |
| Protected Phases | | 2 |
| Permitted Phases | 8 | |
| Detector Phase | 8 | 2 |
| Switch Phase | | |
| Minimum Initial (s) | 6.0 | 12.0 |
| Minimum Split (s) | 28.0 | 24.0 |
| Total Split (s) | 36.0 | 46.0 |
| Total Split (%) | 43.9% | 56.1% |
| Yellow Time (s) | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 |
| Lead/Lag | | |
| Lead-Lag Optimize? | | |
| Recall Mode | None | C-Min |
| Act Effct Green (s) | 19.4 | 50.6 |
| Actuated g/C Ratio | 0.24 | 0.62 |
| v/c Ratio | 0.83 | 0.24 |
| Control Delay | 27.8 | 8.0 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay | 27.8 | 8.0 |
| LOS | C | A |
| Approach Delay | | 8.0 |
| Approach LOS | | A |

Intersection Summary

Cycle Length: 82
 Actuated Cycle Length: 82
 Offset: 38 (46%), Referenced to phase 2:NBT and 6:, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 17.6
 Intersection Capacity Utilization 47.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 107: E Young Cir. /E Young Cir. & Tyler St. (E)



107: E Young Cir. /E Young Cir. & Tyler St. (E)



| Lane Group | WBR | NBT |
|-----------------------------|------|------|
| Lane Group Flow (vph) | 708 | 755 |
| v/c Ratio | 0.83 | 0.24 |
| Control Delay | 27.8 | 8.0 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay | 27.8 | 8.0 |
| Queue Length 50th (ft) | 128 | 57 |
| Queue Length 95th (ft) | 177 | 97 |
| Internal Link Dist (ft) | | 614 |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 1178 | 3138 |
| Starvation Cap Reductn | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 |
| Storage Cap Reductn | 0 | 0 |
| Reduced v/c Ratio | 0.60 | 0.24 |
| Intersection Summary | | |

HCM Signalized Intersection Capacity Analysis
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017




















| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|------------------------|------|-------|-------|------|------|------|
| Lane Configurations | | ↑↑ | ↑↑↑ | | | |
| Traffic Volume (vph) | 0 | 680 | 725 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 680 | 725 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | | |
| Lane Util. Factor | | 0.88 | 0.91 | | | |
| Frt | | 0.85 | 1.00 | | | |
| Flt Protected | | 1.00 | 1.00 | | | |
| Satd. Flow (prot) | | 2787 | 5085 | | | |
| Flt Permitted | | 1.00 | 1.00 | | | |
| Satd. Flow (perm) | | 2787 | 5085 | | | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 708 | 755 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 191 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 517 | 755 | 0 | 0 | 0 |
| Turn Type | | Perm | NA | | | |
| Protected Phases | | | 2 | | | |
| Permitted Phases | | 8 | | | | |
| Actuated Green, G (s) | | 19.4 | 50.6 | | | |
| Effective Green, g (s) | | 19.4 | 50.6 | | | |
| Actuated g/C Ratio | | 0.24 | 0.62 | | | |
| Clearance Time (s) | | 6.0 | 6.0 | | | |
| Vehicle Extension (s) | | 2.0 | 3.0 | | | |
| Lane Grp Cap (vph) | | 659 | 3137 | | | |
| v/s Ratio Prot | | | c0.15 | | | |
| v/s Ratio Perm | | c0.19 | | | | |
| v/c Ratio | | 0.78 | 0.24 | | | |
| Uniform Delay, d1 | | 29.3 | 7.1 | | | |
| Progression Factor | | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | | 5.6 | 0.2 | | | |
| Delay (s) | | 35.0 | 7.2 | | | |
| Level of Service | | C | A | | | |
| Approach Delay (s) | 35.0 | | 7.2 | | 0.0 | |
| Approach LOS | C | | A | | A | |

| Intersection Summary | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 20.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 82.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 47.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 201: N 17 Ave. & Harrison St. (E)

05/10/2017

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|--|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |   |  | | | |  | |  | | | | |
| Traffic Volume (veh/h) | 375 | 243 | 20 | 0 | 0 | 245 | 0 | 257 | 66 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 375 | 243 | 20 | 0 | 0 | 245 | 0 | 257 | 66 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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 |
| Hourly flow rate (vph) | 399 | 259 | 21 | 0 | 0 | 261 | 0 | 273 | 70 | 0 | 0 | 0 |
| Pedestrians | | 1 | | | 10 | | | 11 | | | | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | | |
| Percent Blockage | | 0 | | | 1 | | | 1 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 507 | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 291 | | | 1210 | 1078 | 290 | 1274 | 1089 | 1 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 291 | | | 1210 | 1078 | 290 | 1274 | 1089 | 1 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 75 | | | 100 | | | 100 | 0 | 90 | 0 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1257 | | | 127 | 163 | 734 | 0 | 161 | 1083 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | NB 1 | | | | | | | |
| Volume Total | 200 | 200 | 280 | 261 | 343 | | | | | | | |
| Volume Left | 200 | 200 | 0 | 0 | 0 | | | | | | | |
| Volume Right | 0 | 0 | 21 | 261 | 70 | | | | | | | |
| cSH | 1623 | 1623 | 1700 | 1700 | 194 | | | | | | | |
| Volume to Capacity | 0.25 | 0.25 | 0.16 | 0.15 | 1.77 | | | | | | | |
| Queue Length 95th (ft) | 24 | 24 | 0 | 0 | 600 | | | | | | | |
| Control Delay (s) | 7.9 | 7.9 | 0.0 | 0.0 | 408.3 | | | | | | | |
| Lane LOS | A | A | | | F | | | | | | | |
| Approach Delay (s) | 4.7 | | | 0.0 | 408.3 | | | | | | | |
| Approach LOS | | | | | F | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 111.6 | | | | | | | | | |
| Intersection Capacity Utilization | | | 53.6% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 202: N 17 Ave. & Van Buren St.

05/10/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 3 | 22 | 88 | 12 | 309 | 1 | 10 | 10 | 32 | 1 | 5 | 2 |
| Future Volume (Veh/h) | 3 | 22 | 88 | 12 | 309 | 1 | 10 | 10 | 32 | 1 | 5 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 3 | 25 | 99 | 13 | 347 | 1 | 11 | 11 | 36 | 1 | 6 | 2 |
| Pedestrians | | 48 | | | 9 | | | 6 | | | 2 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 5 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 284 | 135 | 61 | 186 | 118 | 40 | 56 | | | 56 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 284 | 135 | 61 | 186 | 118 | 40 | 56 | | | 56 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 96 | 90 | 98 | 52 | 100 | 99 | | | 100 | | |
| cM capacity (veh/h) | 380 | 709 | 953 | 634 | 725 | 1021 | 1478 | | | 1535 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 127 | 361 | 58 | 9 | | | | | | | | |
| Volume Left | 3 | 13 | 11 | 1 | | | | | | | | |
| Volume Right | 99 | 1 | 36 | 2 | | | | | | | | |
| cSH | 864 | 722 | 1478 | 1535 | | | | | | | | |
| Volume to Capacity | 0.15 | 0.50 | 0.01 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 13 | 71 | 1 | 0 | | | | | | | | |
| Control Delay (s) | 9.9 | 14.9 | 1.5 | 0.8 | | | | | | | | |
| Lane LOS | A | B | A | A | | | | | | | | |
| Approach Delay (s) | 9.9 | 14.9 | 1.5 | 0.8 | | | | | | | | |
| Approach LOS | A | B | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 12.1 | | | | | | | | | |
| Intersection Capacity Utilization | | | 39.8% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

Timings
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



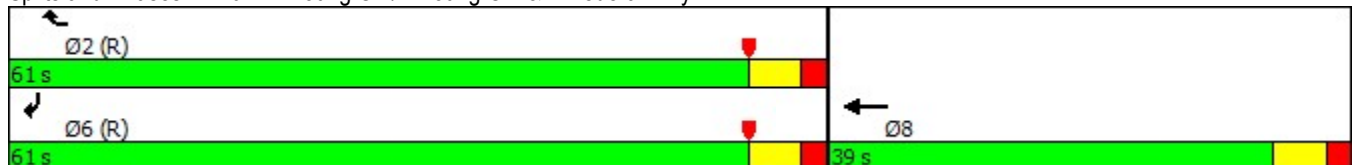
| Lane Group | WBT | WBR | SBR |
|----------------------|-------|--------|-------|
| Lane Configurations | ↑↑ | ↑↑ | ↑↑ |
| Traffic Volume (vph) | 624 | 856 | 1124 |
| Future Volume (vph) | 624 | 856 | 1124 |
| Turn Type | NA | custom | Prot |
| Protected Phases | 8 | 2 | 6 |
| Permitted Phases | | | |
| Detector Phase | 8 | 2 | 6 |
| Switch Phase | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 27.0 | 27.0 |
| Total Split (s) | 39.0 | 61.0 | 61.0 |
| Total Split (%) | 39.0% | 61.0% | 61.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | C-Min | C-Min |
| Act Effct Green (s) | 26.7 | 61.3 | 61.3 |
| Actuated g/C Ratio | 0.27 | 0.61 | 0.61 |
| v/c Ratio | 0.74 | 0.56 | 0.74 |
| Control Delay | 42.9 | 12.6 | 18.1 |
| Queue Delay | 52.4 | 1.1 | 0.0 |
| Total Delay | 95.4 | 13.6 | 18.1 |
| LOS | F | B | B |
| Approach Delay | 48.1 | | |
| Approach LOS | D | | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 45 (45%), Referenced to phase 2:WBR and 6:SBR, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 35.1
 Intersection Capacity Utilization 72.8%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 101: N Young Cir./E Young Cir. & N Federal Hwy.



101: N Young Cir./E Young Cir. & N Federal Hwy.



| Lane Group | WBT | WBR | SBR |
|-----------------------------|------|------|------|
| Lane Group Flow (vph) | 701 | 962 | 1263 |
| v/c Ratio | 0.74 | 0.56 | 0.74 |
| Control Delay | 42.9 | 12.6 | 18.1 |
| Queue Delay | 52.4 | 1.1 | 0.0 |
| Total Delay | 95.4 | 13.6 | 18.1 |
| Queue Length 50th (ft) | 234 | 114 | 298 |
| Queue Length 95th (ft) | 280 | 373 | 456 |
| Internal Link Dist (ft) | 71 | | |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 1167 | 1709 | 1709 |
| Starvation Cap Reductn | 547 | 470 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.13 | 0.78 | 0.74 |
| Intersection Summary | | | |

HCM Signalized Intersection Capacity Analysis
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|------|-------|--------|---------------------------|-------|
| Lane Configurations | | | ↑↑ | ↑↑ | | ↑↑ |
| Traffic Volume (vph) | 0 | 0 | 624 | 856 | 0 | 1124 |
| Future Volume (vph) | 0 | 0 | 624 | 856 | 0 | 1124 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | 6.0 | | 6.0 |
| Lane Util. Factor | | | 0.95 | 0.88 | | 0.88 |
| Frbp, ped/bikes | | | 1.00 | 1.00 | | 1.00 |
| Flpb, ped/bikes | | | 1.00 | 1.00 | | 1.00 |
| Frt | | | 1.00 | 0.85 | | 0.85 |
| Flt Protected | | | 1.00 | 1.00 | | 1.00 |
| Satd. Flow (prot) | | | 3539 | 2787 | | 2787 |
| Flt Permitted | | | 1.00 | 1.00 | | 1.00 |
| Satd. Flow (perm) | | | 3539 | 2787 | | 2787 |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 0 | 701 | 962 | 0 | 1263 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 701 | 962 | 0 | 1263 |
| Confl. Peds. (#/hr) | 48 | | | 48 | 44 | |
| Turn Type | | | NA | custom | | Prot |
| Protected Phases | | | 8 | 2 | | 6 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 26.7 | 61.3 | | 61.3 |
| Effective Green, g (s) | | | 26.7 | 61.3 | | 61.3 |
| Actuated g/C Ratio | | | 0.27 | 0.61 | | 0.61 |
| Clearance Time (s) | | | 6.0 | 6.0 | | 6.0 |
| Vehicle Extension (s) | | | 3.0 | 0.2 | | 3.0 |
| Lane Grp Cap (vph) | | | 944 | 1708 | | 1708 |
| v/s Ratio Prot | | | c0.20 | 0.35 | | c0.45 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.74 | 0.56 | | 0.74 |
| Uniform Delay, d1 | | | 33.5 | 11.4 | | 13.7 |
| Progression Factor | | | 1.16 | 0.91 | | 1.00 |
| Incremental Delay, d2 | | | 2.7 | 1.2 | | 2.9 |
| Delay (s) | | | 41.7 | 11.6 | | 16.6 |
| Level of Service | | | D | B | | B |
| Approach Delay (s) | | 0.0 | 24.3 | | 16.6 | |
| Approach LOS | | A | C | | B | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 21.0 | | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | | | 0.74 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 72.8% | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

Timings
102: N Young Cir. & Hollywood Blvd.

05/10/2017



| Lane Group | EBR | SBT | SBR | Ø2 |
|----------------------|-------|-------|-------|-------|
| Lane Configurations | ↗ | ↑↑↑ | ↘ | |
| Traffic Volume (vph) | 268 | 1029 | 177 | |
| Future Volume (vph) | 268 | 1029 | 177 | |
| Turn Type | Prot | NA | Perm | |
| Protected Phases | 5 | 8 | | 2 |
| Permitted Phases | | | 8 | |
| Detector Phase | 5 | 8 | 8 | |
| Switch Phase | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 12.0 | 23.0 | 23.0 | 24.0 |
| Total Split (s) | 62.0 | 38.0 | 38.0 | 62.0 |
| Total Split (%) | 62.0% | 38.0% | 38.0% | 62% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | Max | Max | C-Max |
| Act Effct Green (s) | 58.0 | 34.0 | 34.0 | |
| Actuated g/C Ratio | 0.58 | 0.34 | 0.34 | |
| v/c Ratio | 0.40 | 0.77 | 0.53 | |
| Control Delay | 13.0 | 34.3 | 32.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | |
| Total Delay | 13.0 | 34.3 | 32.2 | |
| LOS | B | C | C | |
| Approach Delay | | 34.0 | | |
| Approach LOS | | C | | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:Ped, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 30.2
 Intersection Capacity Utilization 49.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 102: N Young Cir. & Hollywood Blvd.



102: N Young Cir. & Hollywood Blvd.



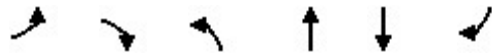
| Lane Group | EBR | SBT | SBR |
|-------------------------|------|------|------|
| Lane Group Flow (vph) | 301 | 1156 | 199 |
| v/c Ratio | 0.40 | 0.77 | 0.53 |
| Control Delay | 13.0 | 34.3 | 32.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 13.0 | 34.3 | 32.2 |
| Queue Length 50th (ft) | 94 | 262 | 116 |
| Queue Length 95th (ft) | 151 | 277 | m147 |
| Internal Link Dist (ft) | | 246 | |
| Turn Bay Length (ft) | | | 60 |
| Base Capacity (vph) | 760 | 1504 | 376 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.40 | 0.77 | 0.53 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations | | ↗ | | | ↖↖↖ | ↗ |
| Traffic Volume (vph) | 0 | 268 | 0 | 0 | 1029 | 177 |
| Future Volume (vph) | 0 | 268 | 0 | 0 | 1029 | 177 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 0.91 | 1.00 |
| Frbp, ped/bikes | | 1.00 | | | 1.00 | 0.86 |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 |
| Frt | | 0.86 | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1305 | | | 4424 | 1106 |
| Flt Permitted | | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1305 | | | 4424 | 1106 |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 301 | 0 | 0 | 1156 | 199 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 297 | 0 | 0 | 1156 | 199 |
| Confl. Peds. (#/hr) | | 19 | 12 | | | 12 |
| Parking (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | | Prot | | | NA | Perm |
| Protected Phases | | 5 | | | 8 | |
| Permitted Phases | | | | | | 8 |
| Actuated Green, G (s) | | 58.0 | | | 34.0 | 34.0 |
| Effective Green, g (s) | | 58.0 | | | 34.0 | 34.0 |
| Actuated g/C Ratio | | 0.58 | | | 0.34 | 0.34 |
| Clearance Time (s) | | 4.0 | | | 4.0 | 4.0 |
| Vehicle Extension (s) | | 0.2 | | | 0.2 | 0.2 |
| Lane Grp Cap (vph) | | 756 | | | 1504 | 376 |
| v/s Ratio Prot | | c0.23 | | | c0.26 | |
| v/s Ratio Perm | | | | | | 0.18 |
| v/c Ratio | | 0.39 | | | 0.77 | 0.53 |
| Uniform Delay, d1 | | 11.4 | | | 29.5 | 26.6 |
| Progression Factor | | 1.00 | | | 1.06 | 1.03 |
| Incremental Delay, d2 | | 0.1 | | | 2.8 | 3.8 |
| Delay (s) | | 11.5 | | | 34.0 | 31.2 |
| Level of Service | | B | | | C | C |
| Approach Delay (s) | 11.5 | | | 0.0 | 33.6 | |
| Approach LOS | B | | | A | C | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 29.6 | | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | | | 0.53 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | | | 49.0% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

103: Harrison St. (W) & N Young Cir.



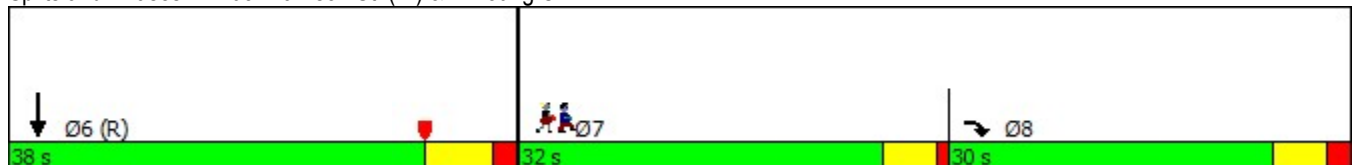
| Lane Group | EBR | SBT | Ø7 |
|----------------------|-------|-------|------|
| Lane Configurations | ↗ | ↑↑↑ | |
| Traffic Volume (vph) | 253 | 1299 | |
| Future Volume (vph) | 253 | 1299 | |
| Turn Type | Prot | NA | |
| Protected Phases | 8 | 6 | 7 |
| Permitted Phases | | | |
| Detector Phase | 8 | 6 | |
| Switch Phase | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 |
| Minimum Split (s) | 28.0 | 27.0 | 27.0 |
| Total Split (s) | 30.0 | 38.0 | 32.0 |
| Total Split (%) | 30.0% | 38.0% | 32% |
| Yellow Time (s) | 4.0 | 5.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 7.0 | |
| Lead/Lag | Lag | | Lead |
| Lead-Lag Optimize? | Yes | | Yes |
| Recall Mode | None | C-Min | None |
| Act Effct Green (s) | 28.9 | 58.1 | |
| Actuated g/C Ratio | 0.29 | 0.58 | |
| v/c Ratio | 0.79 | 0.60 | |
| Control Delay | 48.1 | 8.7 | |
| Queue Delay | 57.2 | 0.2 | |
| Total Delay | 105.4 | 8.9 | |
| LOS | F | A | |
| Approach Delay | | 8.9 | |
| Approach LOS | | A | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 38 (38%), Referenced to phase 6:SBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 24.5
 Intersection Capacity Utilization 56.4%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 103: Harrison St. (W) & N Young Cir.



103: Harrison St. (W) & N Young Cir.



| Lane Group | EBR | SBT |
|-----------------------------|-------|------|
| Lane Group Flow (vph) | 298 | 1543 |
| v/c Ratio | 0.79 | 0.60 |
| Control Delay | 48.1 | 8.7 |
| Queue Delay | 57.2 | 0.2 |
| Total Delay | 105.4 | 8.9 |
| Queue Length 50th (ft) | 172 | 80 |
| Queue Length 95th (ft) | 241 | 138 |
| Internal Link Dist (ft) | | 274 |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 382 | 2567 |
| Starvation Cap Reductn | 0 | 220 |
| Spillback Cap Reductn | 129 | 336 |
| Storage Cap Reductn | 0 | 0 |
| Reduced v/c Ratio | 1.18 | 0.69 |
| Intersection Summary | | |

HCM Signalized Intersection Capacity Analysis
 103: Harrison St. (W) & N Young Cir.

05/10/2017



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 253 | 0 | 0 | 1299 | 13 |
| Future Volume (vph) | 0 | 253 | 0 | 0 | 1299 | 13 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 7.0 | |
| Lane Util. Factor | | 1.00 | | | 0.91 | |
| Frbp, ped/bikes | | 1.00 | | | 1.00 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | |
| Frt | | 0.86 | | | 1.00 | |
| Flt Protected | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | 1305 | | | 4417 | |
| Flt Permitted | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | 1305 | | | 4417 | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 0 | 298 | 0 | 0 | 1528 | 15 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 298 | 0 | 0 | 1543 | 0 |
| Confl. Peds. (#/hr) | 5 | | | | | |
| Confl. Bikes (#/hr) | | | | | | 4 |
| Parking (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | | Prot | | | NA | |
| Protected Phases | | 8 | | | 6 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | 28.9 | | | 58.1 | |
| Effective Green, g (s) | | 28.9 | | | 58.1 | |
| Actuated g/C Ratio | | 0.29 | | | 0.58 | |
| Clearance Time (s) | | 6.0 | | | 7.0 | |
| Vehicle Extension (s) | | 1.5 | | | 3.0 | |
| Lane Grp Cap (vph) | | 377 | | | 2566 | |
| v/s Ratio Prot | | c0.23 | | | c0.35 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | 0.79 | | | 0.60 | |
| Uniform Delay, d1 | | 32.8 | | | 13.5 | |
| Progression Factor | | 1.00 | | | 0.55 | |
| Incremental Delay, d2 | | 10.1 | | | 0.8 | |
| Delay (s) | | 42.8 | | | 8.2 | |
| Level of Service | | D | | | A | |
| Approach Delay (s) | 42.8 | | | 0.0 | 8.2 | |
| Approach LOS | D | | | A | A | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 13.8 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 56.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Timings
104: S Federal Hwy. & S Young Cir.

05/10/2017

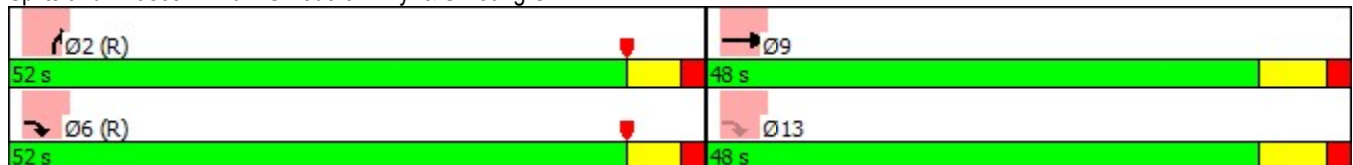


| Lane Group | EBT | EBR | NBR | Ø13 |
|----------------------|-------|--------|-------|------|
| Lane Configurations | ↑↑ | ↑↑ | ↑↑ | |
| Traffic Volume (vph) | 721 | 840 | 835 | |
| Future Volume (vph) | 721 | 840 | 835 | |
| Turn Type | NA | custom | Prot | |
| Protected Phases | 9 | 6 | 2 | 13 |
| Permitted Phases | | 13 | | |
| Detector Phase | 9 | 6 | 2 | |
| Switch Phase | | | | |
| Minimum Initial (s) | 4.0 | 5.0 | 12.0 | 5.0 |
| Minimum Split (s) | 25.0 | 25.0 | 26.0 | 25.0 |
| Total Split (s) | 48.0 | 52.0 | 52.0 | 48.0 |
| Total Split (%) | 48.0% | 52.0% | 52.0% | 48% |
| Yellow Time (s) | 5.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.0 | 6.0 | 6.0 | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | C-Min | C-Min | None |
| Act Effct Green (s) | 29.8 | 88.0 | 57.2 | |
| Actuated g/C Ratio | 0.30 | 0.88 | 0.57 | |
| v/c Ratio | 0.79 | 0.41 | 0.60 | |
| Control Delay | 40.8 | 1.8 | 10.0 | |
| Queue Delay | 0.6 | 0.4 | 0.0 | |
| Total Delay | 41.4 | 2.2 | 10.0 | |
| LOS | D | A | A | |
| Approach Delay | 20.3 | | | |
| Approach LOS | C | | | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBR and 6:EBR, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 16.7
 Intersection Capacity Utilization 60.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 104: S Federal Hwy. & S Young Cir.



104: S Federal Hwy. & S Young Cir.



| Lane Group | EBT | EBR | NBR |
|-----------------------------|------|------|------|
| Lane Group Flow (vph) | 829 | 966 | 960 |
| v/c Ratio | 0.79 | 0.41 | 0.60 |
| Control Delay | 40.8 | 1.8 | 10.0 |
| Queue Delay | 0.6 | 0.4 | 0.0 |
| Total Delay | 41.4 | 2.2 | 10.0 |
| Queue Length 50th (ft) | 296 | 3 | 69 |
| Queue Length 95th (ft) | 191 | 2 | 321 |
| Internal Link Dist (ft) | 121 | | |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 1450 | 2383 | 1594 |
| Starvation Cap Reductn | 271 | 794 | 0 |
| Spillback Cap Reductn | 0 | 219 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.70 | 0.61 | 0.60 |
| Intersection Summary | | | |

HCM Signalized Intersection Capacity Analysis
 104: S Federal Hwy. & S Young Cir.

05/10/2017



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|-------|--------|------|------|------|-------|
| Lane Configurations | ↑↑ | ↑↑ | | | | ↑↑ |
| Traffic Volume (vph) | 721 | 840 | 0 | 0 | 0 | 835 |
| Future Volume (vph) | 721 | 840 | 0 | 0 | 0 | 835 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 6.0 | | | | 6.0 |
| Lane Util. Factor | 0.95 | 0.88 | | | | 0.88 |
| Frbp, ped/bikes | 1.00 | 0.97 | | | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | | 1.00 |
| Frt | 1.00 | 0.85 | | | | 0.85 |
| Flt Protected | 1.00 | 1.00 | | | | 1.00 |
| Satd. Flow (prot) | 3539 | 2710 | | | | 2787 |
| Flt Permitted | 1.00 | 1.00 | | | | 1.00 |
| Satd. Flow (perm) | 3539 | 2710 | | | | 2787 |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 829 | 966 | 0 | 0 | 0 | 960 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 829 | 966 | 0 | 0 | 0 | 960 |
| Confl. Peds. (#/hr) | | 16 | | | | |
| Turn Type | NA | custom | | | | Prot |
| Protected Phases | 9 | 6 | | | | 2 |
| Permitted Phases | | 13 | | | | |
| Actuated Green, G (s) | 29.8 | 87.0 | | | | 57.2 |
| Effective Green, g (s) | 29.8 | 87.0 | | | | 57.2 |
| Actuated g/C Ratio | 0.30 | 0.87 | | | | 0.57 |
| Clearance Time (s) | 7.0 | 6.0 | | | | 6.0 |
| Vehicle Extension (s) | 2.0 | 3.0 | | | | 3.0 |
| Lane Grp Cap (vph) | 1054 | 2520 | | | | 1594 |
| v/s Ratio Prot | c0.23 | 0.22 | | | | c0.34 |
| v/s Ratio Perm | | 0.14 | | | | |
| v/c Ratio | 0.79 | 0.38 | | | | 0.60 |
| Uniform Delay, d1 | 32.2 | 1.3 | | | | 14.0 |
| Progression Factor | 1.14 | 2.44 | | | | 0.55 |
| Incremental Delay, d2 | 2.8 | 0.0 | | | | 1.6 |
| Delay (s) | 39.5 | 3.1 | | | | 9.3 |
| Level of Service | D | A | | | | A |
| Approach Delay (s) | 19.9 | | | 0.0 | 9.3 | |
| Approach LOS | B | | | A | A | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 16.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 13.0 |
| Intersection Capacity Utilization | 60.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| | | |
|----------------------|-------|------|
| Lane Group | NBT | Ø11 |
| Lane Configurations | ↑↑↑ | |
| Traffic Volume (vph) | 885 | |
| Future Volume (vph) | 885 | |
| Turn Type | NA | |
| Protected Phases | 2 | 11 |
| Permitted Phases | | |
| Detector Phase | 2 | |
| Switch Phase | | |
| Minimum Initial (s) | 12.0 | 5.0 |
| Minimum Split (s) | 24.0 | 26.0 |
| Total Split (s) | 74.0 | 26.0 |
| Total Split (%) | 74.0% | 26% |
| Yellow Time (s) | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | |
| Total Lost Time (s) | 6.0 | |
| Lead/Lag | | |
| Lead-Lag Optimize? | | |
| Recall Mode | C-Min | None |
| Act Effct Green (s) | 100.0 | |
| Actuated g/C Ratio | 1.00 | |
| v/c Ratio | 0.39 | |
| Control Delay | 0.2 | |
| Queue Delay | 0.0 | |
| Total Delay | 0.2 | |
| LOS | A | |
| Approach Delay | 0.2 | |
| Approach LOS | A | |

Intersection Summary

| | |
|---|------------------------|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 90 (90%), Referenced to phase 2:NBT and 6:, Start of Yellow | |
| Natural Cycle: 55 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.39 | |
| Intersection Signal Delay: 0.2 | Intersection LOS: A |
| Intersection Capacity Utilization 69.1% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 105: E Young Cir./E Young Cir. & Harrison St. (E)



105: E Young Cir./E Young Cir. & Harrison St. (E)



| | |
|-------------------------|------|
| Lane Group | NBT |
| Lane Group Flow (vph) | 1815 |
| v/c Ratio | 0.39 |
| Control Delay | 0.2 |
| Queue Delay | 0.0 |
| Total Delay | 0.2 |
| Queue Length 50th (ft) | 0 |
| Queue Length 95th (ft) | 0 |
| Internal Link Dist (ft) | 17 |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | 4629 |
| Starvation Cap Reductn | 0 |
| Spillback Cap Reductn | 0 |
| Storage Cap Reductn | 0 |
| Reduced v/c Ratio | 0.39 |
| Intersection Summary | |

HCM Signalized Intersection Capacity Analysis
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|------|------|-------|---------------------------|------|------|
| Lane Configurations | | | ↑↑↑ | | | |
| Traffic Volume (vph) | 0 | 0 | 885 | 639 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 885 | 639 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | | | |
| Lane Util. Factor | | | 0.91 | | | |
| Frbp, ped/bikes | | | 0.97 | | | |
| Flpb, ped/bikes | | | 1.00 | | | |
| Frt | | | 0.94 | | | |
| Flt Protected | | | 1.00 | | | |
| Satd. Flow (prot) | | | 4635 | | | |
| Flt Permitted | | | 1.00 | | | |
| Satd. Flow (perm) | | | 4635 | | | |
| Peak-hour factor, PHF | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Adj. Flow (vph) | 0 | 0 | 1054 | 761 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 1815 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | 13 | | 9 | | |
| Confl. Bikes (#/hr) | | 2 | | 15 | | |
| Turn Type | | | NA | | | |
| Protected Phases | | | 2 | | | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 100.0 | | | |
| Effective Green, g (s) | | | 100.0 | | | |
| Actuated g/C Ratio | | | 1.00 | | | |
| Clearance Time (s) | | | 6.0 | | | |
| Vehicle Extension (s) | | | 2.0 | | | |
| Lane Grp Cap (vph) | | | 4635 | | | |
| v/s Ratio Prot | | | c0.39 | | | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.39 | | | |
| Uniform Delay, d1 | | | 0.0 | | | |
| Progression Factor | | | 1.00 | | | |
| Incremental Delay, d2 | | | 0.2 | | | |
| Delay (s) | | | 0.2 | | | |
| Level of Service | | | A | | | |
| Approach Delay (s) | 0.0 | | 0.2 | | 0.0 | |
| Approach LOS | A | | A | | A | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 0.2 | HCM 2000 Level of Service | | A |
| HCM 2000 Volume to Capacity ratio | | | 0.44 | | | |
| Actuated Cycle Length (s) | | | 100.0 | Sum of lost time (s) | | 12.0 |
| Intersection Capacity Utilization | | | 69.1% | ICU Level of Service | | C |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

Timings
106: S Federal Hwy. & Van Buren St.

05/10/2017



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↖ | ↕ | ↖ | ↕ |
| Traffic Volume (vph) | 39 | 80 | 18 | 26 | 11 | 110 | 798 | 45 | 949 |
| Future Volume (vph) | 39 | 80 | 18 | 26 | 11 | 110 | 798 | 45 | 949 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA | pm+pt | NA |
| Protected Phases | | 4 | | 8 | | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | 8 | | 8 | 2 | | 6 | |
| Detector Phase | 4 | 4 | 8 | 8 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 10.0 | 4.0 | 10.0 |
| Minimum Split (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 11.0 | 24.0 | 11.0 | 24.0 |
| Total Split (s) | 32.0 | 32.0 | 32.0 | 32.0 | 32.0 | 15.0 | 53.0 | 15.0 | 53.0 |
| Total Split (%) | 32.0% | 32.0% | 32.0% | 32.0% | 32.0% | 15.0% | 53.0% | 15.0% | 53.0% |
| 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 |
| Recall Mode | None | None | None | None | None | None | C-Min | None | C-Min |
| Act Effct Green (s) | 10.9 | 10.9 | | 10.9 | 10.9 | 73.4 | 67.2 | 70.0 | 63.7 |
| Actuated g/C Ratio | 0.11 | 0.11 | | 0.11 | 0.11 | 0.73 | 0.67 | 0.70 | 0.64 |
| v/c Ratio | 0.32 | 0.53 | | 0.31 | 0.05 | 0.34 | 0.40 | 0.12 | 0.50 |
| Control Delay | 46.1 | 47.6 | | 44.7 | 0.4 | 5.9 | 9.0 | 4.5 | 11.9 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| Total Delay | 46.1 | 47.6 | | 44.7 | 0.4 | 5.9 | 9.0 | 4.5 | 12.3 |
| LOS | D | D | | D | A | A | A | A | B |
| Approach Delay | | 47.2 | | 35.7 | | | 8.6 | | 12.0 |
| Approach LOS | | D | | D | | | A | | B |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 13.3
 Intersection Capacity Utilization 64.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 106: S Federal Hwy. & Van Buren St.



106: S Federal Hwy. & Van Buren St.



| Lane Group | EBL | EBT | WBT | WBR | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 45 | 108 | 51 | 13 | 128 | 944 | 52 | 1120 |
| v/c Ratio | 0.32 | 0.53 | 0.31 | 0.05 | 0.34 | 0.40 | 0.12 | 0.50 |
| Control Delay | 46.1 | 47.6 | 44.7 | 0.4 | 5.9 | 9.0 | 4.5 | 11.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| Total Delay | 46.1 | 47.6 | 44.7 | 0.4 | 5.9 | 9.0 | 4.5 | 12.3 |
| Queue Length 50th (ft) | 27 | 61 | 30 | 0 | 16 | 136 | 7 | 110 |
| Queue Length 95th (ft) | 56 | 105 | 61 | 0 | 34 | 193 | 16 | 323 |
| Internal Link Dist (ft) | | 621 | 258 | | | 295 | | 199 |
| Turn Bay Length (ft) | 65 | | | 60 | 172 | | 100 | |
| Base Capacity (vph) | 333 | 478 | 394 | 458 | 402 | 2368 | 489 | 2250 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 572 |
| Spillback Cap Reductn | 0 | 0 | 0 | 3 | 0 | 133 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.14 | 0.23 | 0.13 | 0.03 | 0.32 | 0.42 | 0.11 | 0.67 |

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 106: S Federal Hwy. & Van Buren St.

05/10/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|-------|------|------|------|------|-------|------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | | ↖ | ↗ | ↖ | ↕ | | ↖ | ↗ | |
| Traffic Volume (vph) | 39 | 80 | 13 | 18 | 26 | 11 | 110 | 798 | 14 | 45 | 949 | 15 |
| Future Volume (vph) | 39 | 80 | 13 | 18 | 26 | 11 | 110 | 798 | 14 | 45 | 949 | 15 |
| 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 | 0.95 | |
| Frbp, ped/bikes | 1.00 | 1.00 | | | 1.00 | 0.94 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 0.95 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1684 | 1819 | | | 1822 | 1483 | 1769 | 3524 | | 1762 | 3529 | |
| Flt Permitted | 0.72 | 1.00 | | | 0.82 | 1.00 | 0.20 | 1.00 | | 0.28 | 1.00 | |
| Satd. Flow (perm) | 1283 | 1819 | | | 1520 | 1483 | 373 | 3524 | | 521 | 3529 | |
| Peak-hour factor, PHF | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 45 | 93 | 15 | 21 | 30 | 13 | 128 | 928 | 16 | 52 | 1103 | 17 |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 45 | 101 | 0 | 0 | 51 | 1 | 128 | 943 | 0 | 52 | 1119 | 0 |
| Confl. Peds. (#/hr) | 40 | | 4 | 4 | | 40 | 9 | | 27 | 27 | | 9 |
| Confl. Bikes (#/hr) | | | 1 | | | | | | 7 | | | 5 |
| Turn Type | Perm | NA | | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 10.9 | 10.9 | | | 10.9 | 10.9 | 73.4 | 66.0 | | 68.8 | 63.7 | |
| Effective Green, g (s) | 10.9 | 10.9 | | | 10.9 | 10.9 | 73.4 | 66.0 | | 68.8 | 63.7 | |
| Actuated g/C Ratio | 0.11 | 0.11 | | | 0.11 | 0.11 | 0.73 | 0.66 | | 0.69 | 0.64 | |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 139 | 198 | | | 165 | 161 | 377 | 2325 | | 421 | 2247 | |
| v/s Ratio Prot | | c0.06 | | | | | c0.03 | 0.27 | | 0.01 | c0.32 | |
| v/s Ratio Perm | 0.04 | | | | 0.03 | 0.00 | 0.22 | | | 0.08 | | |
| v/c Ratio | 0.32 | 0.51 | | | 0.31 | 0.01 | 0.34 | 0.41 | | 0.12 | 0.50 | |
| Uniform Delay, d1 | 41.1 | 42.0 | | | 41.1 | 39.7 | 5.2 | 7.9 | | 5.1 | 9.7 | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.09 | 1.07 | |
| Incremental Delay, d2 | 1.4 | 2.1 | | | 1.1 | 0.0 | 0.5 | 0.5 | | 0.1 | 0.8 | |
| Delay (s) | 42.5 | 44.1 | | | 42.1 | 39.8 | 5.7 | 8.4 | | 5.7 | 11.1 | |
| Level of Service | D | D | | | D | D | A | A | | A | B | |
| Approach Delay (s) | | 43.6 | | | 41.7 | | | 8.1 | | | 10.9 | |
| Approach LOS | | D | | | D | | | A | | | B | |

| Intersection Summary | | |
|-----------------------------------|-------|---------------------------|
| HCM 2000 Control Delay | 12.5 | HCM 2000 Level of Service |
| HCM 2000 Volume to Capacity ratio | 0.49 | B |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) |
| Intersection Capacity Utilization | 64.3% | 18.0 |
| Analysis Period (min) | 15 | ICU Level of Service |
| | | C |

c Critical Lane Group

Timings
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



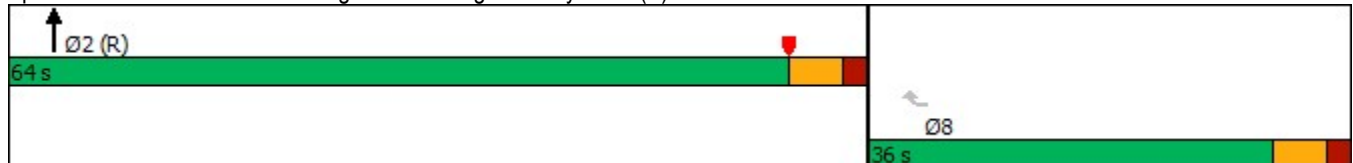
| Lane Group | WBR | NBT |
|----------------------|-------|-------|
| Lane Configurations | ↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 697 | 824 |
| Future Volume (vph) | 697 | 824 |
| Turn Type | Perm | NA |
| Protected Phases | | 2 |
| Permitted Phases | 8 | |
| Detector Phase | 8 | 2 |
| Switch Phase | | |
| Minimum Initial (s) | 6.0 | 12.0 |
| Minimum Split (s) | 28.0 | 24.0 |
| Total Split (s) | 36.0 | 64.0 |
| Total Split (%) | 36.0% | 64.0% |
| Yellow Time (s) | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 |
| Lead/Lag | | |
| Lead-Lag Optimize? | | |
| Recall Mode | None | C-Min |
| Act Effct Green (s) | 27.1 | 60.9 |
| Actuated g/C Ratio | 0.27 | 0.61 |
| v/c Ratio | 0.88 | 0.31 |
| Control Delay | 36.4 | 11.3 |
| Queue Delay | 15.8 | 0.1 |
| Total Delay | 52.1 | 11.4 |
| LOS | D | B |
| Approach Delay | | 11.4 |
| Approach LOS | | B |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 38 (38%), Referenced to phase 2:NBT and 6:, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 30.0
 Intersection Capacity Utilization 50.3%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 107: E Young Cir. /E Young Cir. & Tyler St. (E)



107: E Young Cir. /E Young Cir. & Tyler St. (E)



| Lane Group | WBR | NBT |
|-----------------------------|------|------|
| Lane Group Flow (vph) | 801 | 947 |
| v/c Ratio | 0.88 | 0.31 |
| Control Delay | 36.4 | 11.3 |
| Queue Delay | 15.8 | 0.1 |
| Total Delay | 52.1 | 11.4 |
| Queue Length 50th (ft) | 208 | 115 |
| Queue Length 95th (ft) | 248 | 139 |
| Internal Link Dist (ft) | | 614 |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 1014 | 3149 |
| Starvation Cap Reductn | 0 | 0 |
| Spillback Cap Reductn | 214 | 718 |
| Storage Cap Reductn | 0 | 0 |
| Reduced v/c Ratio | 1.00 | 0.39 |
| Intersection Summary | | |

HCM Signalized Intersection Capacity Analysis
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|---------------------|-------|-------|------|---------------------------|------|
| Lane Configurations | | ↗↘ | ↑↑↑ | | | |
| Traffic Volume (vph) | 0 | 697 | 824 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 697 | 824 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | | |
| Lane Util. Factor | | 0.88 | 0.91 | | | |
| Frbp, ped/bikes | | 1.00 | 1.00 | | | |
| Flpb, ped/bikes | | 1.00 | 1.00 | | | |
| Frt | | 0.85 | 1.00 | | | |
| Flt Protected | | 1.00 | 1.00 | | | |
| Satd. Flow (prot) | | 2787 | 5085 | | | |
| Flt Permitted | | 1.00 | 1.00 | | | |
| Satd. Flow (perm) | | 2787 | 5085 | | | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 0 | 801 | 947 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 158 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 643 | 947 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 28 | | | 5 | 5 | |
| Turn Type | | Perm | NA | | | |
| Protected Phases | | | 2 | | | |
| Permitted Phases | | 8 | | | | |
| Actuated Green, G (s) | | 27.1 | 60.9 | | | |
| Effective Green, g (s) | | 27.1 | 60.9 | | | |
| Actuated g/C Ratio | | 0.27 | 0.61 | | | |
| Clearance Time (s) | | 6.0 | 6.0 | | | |
| Vehicle Extension (s) | | 2.0 | 3.0 | | | |
| Lane Grp Cap (vph) | | 755 | 3096 | | | |
| v/s Ratio Prot | | | c0.19 | | | |
| v/s Ratio Perm | | c0.23 | | | | |
| v/c Ratio | | 0.85 | 0.31 | | | |
| Uniform Delay, d1 | | 34.5 | 9.4 | | | |
| Progression Factor | | 1.00 | 1.09 | | | |
| Incremental Delay, d2 | | 8.8 | 0.2 | | | |
| Delay (s) | | 43.4 | 10.5 | | | |
| Level of Service | | D | B | | | |
| Approach Delay (s) | 43.4 | | 10.5 | | 0.0 | |
| Approach LOS | D | | B | | A | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 25.5 | | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | | | 0.47 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 50.3% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |
| c | Critical Lane Group | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 201: N 17 Ave. & Harrison St. (E)

05/10/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 384 | 249 | 21 | 0 | 0 | 251 | 0 | 263 | 68 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 384 | 249 | 21 | 0 | 0 | 251 | 0 | 263 | 68 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 |
| Hourly flow rate (vph) | 505 | 328 | 28 | 0 | 0 | 330 | 0 | 346 | 89 | 0 | 0 | 0 |
| Pedestrians | | 422 | | | 67 | | | 5 | | | | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | | |
| Percent Blockage | | 40 | | | 6 | | | 0 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 507 | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 361 | | | 1944 | 1357 | 414 | 1667 | 1371 | 422 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 361 | | | 1944 | 1357 | 414 | 1667 | 1371 | 422 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 69 | | | 100 | | | 100 | 0 | 85 | 0 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1192 | | | 22 | 102 | 595 | 0 | 100 | 378 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | NB 1 |
|------------------------|------|------|------|------|------|
| Volume Total | 252 | 252 | 356 | 330 | 435 |
| Volume Left | 252 | 252 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 28 | 330 | 89 |
| cSH | 1623 | 1623 | 1700 | 1700 | 123 |
| Volume to Capacity | 0.31 | 0.31 | 0.21 | 0.19 | 3.54 |
| Queue Length 95th (ft) | 34 | 34 | 0 | 0 | Err |
| Control Delay (s) | 8.2 | 8.2 | 0.0 | 0.0 | Err |
| Lane LOS | A | A | | | F |
| Approach Delay (s) | 4.8 | | | 0.0 | Err |
| Approach LOS | | | | | F |

Intersection Summary

| | | | | | |
|-----------------------------------|--|--------|--|----------------------|---|
| Average Delay | | 2677.6 | | | |
| Intersection Capacity Utilization | | 55.5% | | ICU Level of Service | B |
| Analysis Period (min) | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
 202: N 17 Ave. & Van Buren St.

05/10/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 3 | 23 | 90 | 12 | 317 | 1 | 10 | 10 | 33 | 1 | 5 | 2 |
| Future Volume (Veh/h) | 3 | 23 | 90 | 12 | 317 | 1 | 10 | 10 | 33 | 1 | 5 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 |
| Hourly flow rate (vph) | 5 | 35 | 136 | 18 | 480 | 2 | 15 | 15 | 50 | 2 | 8 | 3 |
| Pedestrians | | 336 | | | 108 | | | 38 | | | 57 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 32 | | | 10 | | | 4 | | | 5 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 718 | 552 | 384 | 383 | 529 | 205 | 347 | | | 173 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 718 | 552 | 384 | 383 | 529 | 205 | 347 | | | 173 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 87 | 69 | 92 | 0 | 100 | 98 | | | 100 | | |
| cM capacity (veh/h) | 0 | 264 | 435 | 213 | 272 | 709 | 824 | | | 1259 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 176 | 500 | 80 | 13 | | | | | | | | |
| Volume Left | 5 | 18 | 15 | 2 | | | | | | | | |
| Volume Right | 136 | 2 | 50 | 3 | | | | | | | | |
| cSH | 0 | 270 | 824 | 1259 | | | | | | | | |
| Volume to Capacity | Err | 1.85 | 0.02 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | Err | 855 | 1 | 0 | | | | | | | | |
| Control Delay (s) | Err | 428.4 | 1.9 | 1.2 | | | | | | | | |
| Lane LOS | F | F | A | A | | | | | | | | |
| Approach Delay (s) | Err | 428.4 | 1.9 | 1.2 | | | | | | | | |
| Approach LOS | F | F | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | Err | | | | | | | | | |
| Intersection Capacity Utilization | | | 42.3% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

Timings
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017

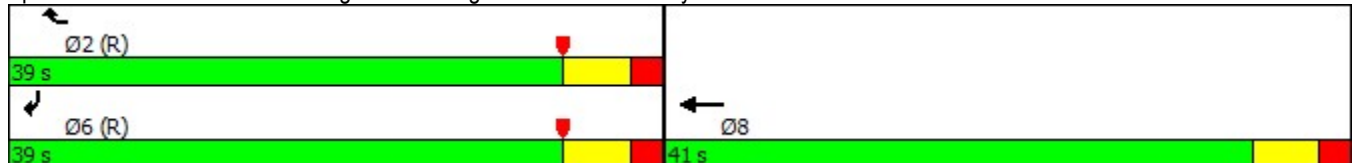


| Lane Group | WBT | WBR | SBR |
|----------------------|-------|--------|-------|
| Lane Configurations | ↑↑ | ↑↑ | ↑↑ |
| Traffic Volume (vph) | 677 | 1085 | 1033 |
| Future Volume (vph) | 677 | 1085 | 1033 |
| Turn Type | NA | custom | Prot |
| Protected Phases | 8 | 2 | 6 |
| Permitted Phases | | | |
| Detector Phase | 8 | 2 | 6 |
| Switch Phase | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 27.0 | 27.0 |
| Total Split (s) | 41.0 | 39.0 | 39.0 |
| Total Split (%) | 51.3% | 48.8% | 48.8% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | C-Min | C-Min |
| Act Effct Green (s) | 23.2 | 44.8 | 44.8 |
| Actuated g/C Ratio | 0.29 | 0.56 | 0.56 |
| v/c Ratio | 0.69 | 0.72 | 0.69 |
| Control Delay | 28.4 | 17.9 | 16.7 |
| Queue Delay | 0.8 | 49.5 | 0.0 |
| Total Delay | 29.2 | 67.4 | 16.7 |
| LOS | C | E | B |
| Approach Delay | 52.7 | | |
| Approach LOS | D | | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 45 (56%), Referenced to phase 2:WBR and 6:SBR, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 39.4
 Intersection LOS: D
 Intersection Capacity Utilization 70.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 101: N Young Cir./E Young Cir. & N Federal Hwy.



101: N Young Cir./E Young Cir. & N Federal Hwy.



| Lane Group | WBT | WBR | SBR |
|-------------------------|------|------|------|
| Lane Group Flow (vph) | 705 | 1130 | 1076 |
| v/c Ratio | 0.69 | 0.72 | 0.69 |
| Control Delay | 28.4 | 17.9 | 16.7 |
| Queue Delay | 0.8 | 49.5 | 0.0 |
| Total Delay | 29.2 | 67.4 | 16.7 |
| Queue Length 50th (ft) | 163 | 219 | 202 |
| Queue Length 95th (ft) | 195 | #372 | 338 |
| Internal Link Dist (ft) | 71 | | |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 1548 | 1560 | 1560 |
| Starvation Cap Reductn | 516 | 586 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.68 | 1.16 | 0.69 |

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|------|-------|--------|---------------------------|------|
| Lane Configurations | | | ↑↑ | ↑↑ | | ↑↑ |
| Traffic Volume (vph) | 0 | 0 | 677 | 1085 | 0 | 1033 |
| Future Volume (vph) | 0 | 0 | 677 | 1085 | 0 | 1033 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | 6.0 | | 6.0 |
| Lane Util. Factor | | | 0.95 | 0.88 | | 0.88 |
| Frbp, ped/bikes | | | 1.00 | 1.00 | | 1.00 |
| Flpb, ped/bikes | | | 1.00 | 1.00 | | 1.00 |
| Frt | | | 1.00 | 0.85 | | 0.85 |
| Flt Protected | | | 1.00 | 1.00 | | 1.00 |
| Satd. Flow (prot) | | | 3539 | 2787 | | 2787 |
| Flt Permitted | | | 1.00 | 1.00 | | 1.00 |
| Satd. Flow (perm) | | | 3539 | 2787 | | 2787 |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 0 | 705 | 1130 | 0 | 1076 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 705 | 1130 | 0 | 1076 |
| Confl. Peds. (#/hr) | | | | 52 | | |
| Confl. Bikes (#/hr) | | | | 5 | | |
| Turn Type | | | NA | custom | | Prot |
| Protected Phases | | | 8 | 2 | | 6 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 23.2 | 44.8 | | 44.8 |
| Effective Green, g (s) | | | 23.2 | 44.8 | | 44.8 |
| Actuated g/C Ratio | | | 0.29 | 0.56 | | 0.56 |
| Clearance Time (s) | | | 6.0 | 6.0 | | 6.0 |
| Vehicle Extension (s) | | | 3.0 | 0.2 | | 3.0 |
| Lane Grp Cap (vph) | | | 1026 | 1560 | | 1560 |
| v/s Ratio Prot | | | c0.20 | c0.41 | | 0.39 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.69 | 0.72 | | 0.69 |
| Uniform Delay, d1 | | | 25.2 | 13.0 | | 12.6 |
| Progression Factor | | | 1.00 | 1.00 | | 1.00 |
| Incremental Delay, d2 | | | 1.9 | 3.0 | | 2.5 |
| Delay (s) | | | 27.1 | 16.0 | | 15.1 |
| Level of Service | | | C | B | | B |
| Approach Delay (s) | | 0.0 | 20.3 | | 15.1 | |
| Approach LOS | | A | C | | B | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 18.4 | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.71 | | | |
| Actuated Cycle Length (s) | | | 80.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 70.0% | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

Timings
102: N Young Cir. & Hollywood Blvd.

05/10/2017



| Lane Group | EBR | SBT | SBR | Ø2 |
|----------------------|-------|-------|-------|-------|
| Lane Configurations | ↗ | ↑↑↑ | ↗ | |
| Traffic Volume (vph) | 291 | 939 | 241 | |
| Future Volume (vph) | 291 | 939 | 241 | |
| Turn Type | Prot | NA | Perm | |
| Protected Phases | 5 | 8 | | 2 |
| Permitted Phases | | | | 8 |
| Detector Phase | 5 | 8 | 8 | |
| Switch Phase | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 12.0 | 23.0 | 23.0 | 24.0 |
| Total Split (s) | 51.0 | 29.0 | 29.0 | 51.0 |
| Total Split (%) | 63.8% | 36.3% | 36.3% | 64% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | Max | Max | C-Max |
| Act Effct Green (s) | 47.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.59 | 0.31 | 0.31 | |
| v/c Ratio | 0.40 | 0.72 | 1.33 | |
| Control Delay | 10.6 | 26.9 | 200.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | |
| Total Delay | 10.6 | 26.9 | 200.2 | |
| LOS | B | C | F | |
| Approach Delay | | 62.2 | | |
| Approach LOS | | E | | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:Ped, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 52.0
 Intersection Capacity Utilization 48.5%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service A

Splits and Phases: 102: N Young Cir. & Hollywood Blvd.



102: N Young Cir. & Hollywood Blvd.



| Lane Group | EBR | SBT | SBR |
|-------------------------|------|------|-------|
| Lane Group Flow (vph) | 310 | 999 | 256 |
| v/c Ratio | 0.40 | 0.72 | 1.33 |
| Control Delay | 10.6 | 26.9 | 200.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 10.6 | 26.9 | 200.2 |
| Queue Length 50th (ft) | 74 | 134 | ~166 |
| Queue Length 95th (ft) | 128 | 205 | m#299 |
| Internal Link Dist (ft) | | 246 | |
| Turn Bay Length (ft) | | | 60 |
| Base Capacity (vph) | 769 | 1382 | 193 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.40 | 0.72 | 1.33 |

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.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------|------|-------|------|------|------|-------|
| Lane Configurations | | ↗ | | | ↑↑↑ | ↗ |
| Traffic Volume (vph) | 0 | 291 | 0 | 0 | 939 | 241 |
| Future Volume (vph) | 0 | 291 | 0 | 0 | 939 | 241 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 0.91 | 1.00 |
| Frbp, ped/bikes | | 1.00 | | | 1.00 | 0.48 |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 |
| Frt | | 0.86 | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1305 | | | 4424 | 620 |
| Flt Permitted | | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1305 | | | 4424 | 620 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 0 | 310 | 0 | 0 | 999 | 256 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 307 | 0 | 0 | 999 | 256 |
| Confl. Peds. (#/hr) | | 17 | | | | 65 |
| Confl. Bikes (#/hr) | | 1 | | | | 5 |
| Parking (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | | Prot | | | NA | Perm |
| Protected Phases | | 5 | | | 8 | |
| Permitted Phases | | | | | | 8 |
| Actuated Green, G (s) | | 47.0 | | | 25.0 | 25.0 |
| Effective Green, g (s) | | 47.0 | | | 25.0 | 25.0 |
| Actuated g/C Ratio | | 0.59 | | | 0.31 | 0.31 |
| Clearance Time (s) | | 4.0 | | | 4.0 | 4.0 |
| Vehicle Extension (s) | | 0.2 | | | 0.2 | 0.2 |
| Lane Grp Cap (vph) | | 766 | | | 1382 | 193 |
| v/s Ratio Prot | | c0.24 | | | 0.23 | |
| v/s Ratio Perm | | | | | | c0.41 |
| v/c Ratio | | 0.40 | | | 0.72 | 1.33 |
| Uniform Delay, d1 | | 8.9 | | | 24.4 | 27.5 |
| Progression Factor | | 1.00 | | | 0.98 | 0.97 |
| Incremental Delay, d2 | | 0.1 | | | 2.7 | 172.8 |
| Delay (s) | | 9.0 | | | 26.6 | 199.4 |
| Level of Service | | A | | | C | F |
| Approach Delay (s) | 9.0 | | | 0.0 | 61.8 | |
| Approach LOS | A | | | A | E | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay | 51.4 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.72 | | |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 48.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Timings

05/10/2017

103: Harrison St. (W) & N Young Cir.



| Lane Group | EBR | SBT | Ø7 |
|----------------------|-------|-------|------|
| Lane Configurations | ↗ | ↑↑↑ | |
| Traffic Volume (vph) | 296 | 1173 | |
| Future Volume (vph) | 296 | 1173 | |
| Turn Type | Prot | NA | |
| Protected Phases | 8 | 6 | 7 |
| Permitted Phases | | | |
| Detector Phase | 8 | 6 | |
| Switch Phase | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 |
| Minimum Split (s) | 28.0 | 27.0 | 27.0 |
| Total Split (s) | 24.0 | 29.0 | 27.0 |
| Total Split (%) | 30.0% | 36.3% | 34% |
| Yellow Time (s) | 4.0 | 5.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 7.0 | |
| Lead/Lag | Lag | | Lead |
| Lead-Lag Optimize? | Yes | | Yes |
| Recall Mode | None | C-Min | None |
| Act Effct Green (s) | 29.7 | 37.3 | |
| Actuated g/C Ratio | 0.37 | 0.47 | |
| v/c Ratio | 0.69 | 0.66 | |
| Control Delay | 31.1 | 7.9 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 31.1 | 7.9 | |
| LOS | C | A | |
| Approach Delay | | 7.9 | |
| Approach LOS | | A | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 38 (48%), Referenced to phase 6:SBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 12.4
 Intersection Capacity Utilization 57.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 103: Harrison St. (W) & N Young Cir.



103: Harrison St. (W) & N Young Cir.



| Lane Group | EBR | SBT |
|-------------------------|------|------|
| Lane Group Flow (vph) | 333 | 1367 |
| v/c Ratio | 0.69 | 0.66 |
| Control Delay | 31.1 | 7.9 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay | 31.1 | 7.9 |
| Queue Length 50th (ft) | 141 | 60 |
| Queue Length 95th (ft) | #261 | 71 |
| Internal Link Dist (ft) | | 274 |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 484 | 2056 |
| Starvation Cap Reductn | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 |
| Storage Cap Reductn | 0 | 0 |
| Reduced v/c Ratio | 0.69 | 0.66 |

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 103: Harrison St. (W) & N Young Cir.

05/10/2017



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 296 | 0 | 0 | 1173 | 44 |
| Future Volume (vph) | 0 | 296 | 0 | 0 | 1173 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 7.0 | |
| Lane Util. Factor | | 1.00 | | | 0.91 | |
| Frbp, ped/bikes | | 1.00 | | | 1.00 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | |
| Frt | | 0.86 | | | 0.99 | |
| Flt Protected | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | 1305 | | | 4396 | |
| Flt Permitted | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | 1305 | | | 4396 | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 333 | 0 | 0 | 1318 | 49 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 4 | 0 |
| Lane Group Flow (vph) | 0 | 333 | 0 | 0 | 1363 | 0 |
| Confl. Peds. (#/hr) | | 2 | | | | 3 |
| Confl. Bikes (#/hr) | | | | | | 2 |
| Parking (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | | Prot | | | NA | |
| Protected Phases | | 8 | | | 6 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | 29.7 | | | 37.3 | |
| Effective Green, g (s) | | 29.7 | | | 37.3 | |
| Actuated g/C Ratio | | 0.37 | | | 0.47 | |
| Clearance Time (s) | | 6.0 | | | 7.0 | |
| Vehicle Extension (s) | | 1.5 | | | 3.0 | |
| Lane Grp Cap (vph) | | 484 | | | 2049 | |
| v/s Ratio Prot | | c0.26 | | | c0.31 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | 0.69 | | | 0.67 | |
| Uniform Delay, d1 | | 21.2 | | | 16.5 | |
| Progression Factor | | 1.00 | | | 0.40 | |
| Incremental Delay, d2 | | 3.2 | | | 1.4 | |
| Delay (s) | | 24.5 | | | 7.9 | |
| Level of Service | | C | | | A | |
| Approach Delay (s) | 24.5 | | | 0.0 | 7.9 | |
| Approach LOS | C | | | A | A | |

| Intersection Summary | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 11.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 57.7% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Timings
104: S Federal Hwy. & S Young Cir.

05/10/2017

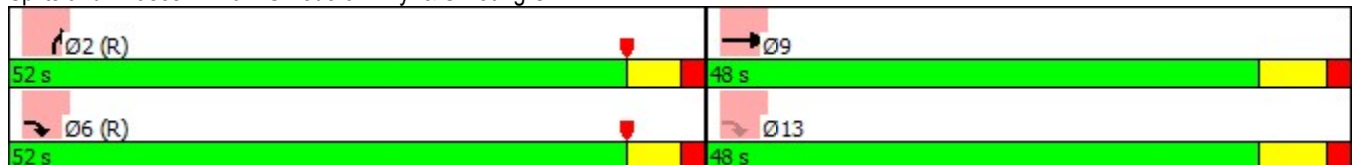


| Lane Group | EBT | EBR | NBR | Ø13 |
|----------------------|-------|--------|-------|------|
| Lane Configurations | ↑↑ | ↑↑ | ↑↑ | |
| Traffic Volume (vph) | 603 | 859 | 1162 | |
| Future Volume (vph) | 603 | 859 | 1162 | |
| Turn Type | NA | custom | Prot | |
| Protected Phases | 9 | 6 | 2 | 13 |
| Permitted Phases | | 13 | | |
| Detector Phase | 9 | 6 | 2 | |
| Switch Phase | | | | |
| Minimum Initial (s) | 4.0 | 5.0 | 12.0 | 5.0 |
| Minimum Split (s) | 25.0 | 25.0 | 26.0 | 25.0 |
| Total Split (s) | 48.0 | 52.0 | 52.0 | 48.0 |
| Total Split (%) | 48.0% | 52.0% | 52.0% | 48% |
| Yellow Time (s) | 5.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.0 | 6.0 | 6.0 | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | C-Min | C-Min | None |
| Act Effct Green (s) | 22.9 | 88.0 | 64.1 | |
| Actuated g/C Ratio | 0.23 | 0.88 | 0.64 | |
| v/c Ratio | 0.76 | 0.37 | 0.66 | |
| Control Delay | 42.0 | 1.0 | 14.5 | |
| Queue Delay | 0.3 | 0.4 | 32.4 | |
| Total Delay | 42.3 | 1.4 | 46.9 | |
| LOS | D | A | D | |
| Approach Delay | 18.3 | | | |
| Approach LOS | B | | | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBR and 6:EBR, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 30.9
 Intersection LOS: C
 Intersection Capacity Utilization 68.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 104: S Federal Hwy. & S Young Cir.



104: S Federal Hwy. & S Young Cir.



| Lane Group | EBT | EBR | NBR |
|-----------------------------|------|------|------|
| Lane Group Flow (vph) | 615 | 877 | 1186 |
| v/c Ratio | 0.76 | 0.37 | 0.66 |
| Control Delay | 42.0 | 1.0 | 14.5 |
| Queue Delay | 0.3 | 0.4 | 32.4 |
| Total Delay | 42.3 | 1.4 | 46.9 |
| Queue Length 50th (ft) | 193 | 0 | 245 |
| Queue Length 95th (ft) | 234 | 0 | 389 |
| Internal Link Dist (ft) | 121 | | |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 1450 | 2344 | 1785 |
| Starvation Cap Reductn | 311 | 865 | 664 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.54 | 0.59 | 1.06 |
| Intersection Summary | | | |

HCM Signalized Intersection Capacity Analysis
 104: S Federal Hwy. & S Young Cir.

05/10/2017



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|-------|--------|-------|------|---------------------------|-------|
| Lane Configurations | ↑↑ | ↑↑ | | | | ↑↑ |
| Traffic Volume (vph) | 603 | 859 | 0 | 0 | 0 | 1162 |
| Future Volume (vph) | 603 | 859 | 0 | 0 | 0 | 1162 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 6.0 | | | | 6.0 |
| Lane Util. Factor | 0.95 | 0.88 | | | | 0.88 |
| Frbp, ped/bikes | 1.00 | 0.96 | | | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | | 1.00 |
| Frt | 1.00 | 0.85 | | | | 0.85 |
| Flt Protected | 1.00 | 1.00 | | | | 1.00 |
| Satd. Flow (prot) | 3539 | 2668 | | | | 2787 |
| Flt Permitted | 1.00 | 1.00 | | | | 1.00 |
| Satd. Flow (perm) | 3539 | 2668 | | | | 2787 |
| Peak-hour factor, PHF | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Adj. Flow (vph) | 615 | 877 | 0 | 0 | 0 | 1186 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 615 | 877 | 0 | 0 | 0 | 1186 |
| Confl. Peds. (#/hr) | | 37 | | | | |
| Confl. Bikes (#/hr) | | 8 | | | | |
| Turn Type | NA | custom | | | | Prot |
| Protected Phases | 9 | 6 | | | | 2 |
| Permitted Phases | | 13 | | | | |
| Actuated Green, G (s) | 22.9 | 87.0 | | | | 64.1 |
| Effective Green, g (s) | 22.9 | 87.0 | | | | 64.1 |
| Actuated g/C Ratio | 0.23 | 0.87 | | | | 0.64 |
| Clearance Time (s) | 7.0 | 6.0 | | | | 6.0 |
| Vehicle Extension (s) | 2.0 | 3.0 | | | | 3.0 |
| Lane Grp Cap (vph) | 810 | 2481 | | | | 1786 |
| v/s Ratio Prot | c0.17 | 0.23 | | | | c0.43 |
| v/s Ratio Perm | | 0.10 | | | | |
| v/c Ratio | 0.76 | 0.35 | | | | 0.66 |
| Uniform Delay, d1 | 36.0 | 1.2 | | | | 11.2 |
| Progression Factor | 1.00 | 1.00 | | | | 1.00 |
| Incremental Delay, d2 | 3.7 | 0.0 | | | | 2.0 |
| Delay (s) | 39.6 | 1.3 | | | | 13.2 |
| Level of Service | D | A | | | | B |
| Approach Delay (s) | 17.1 | | | 0.0 | 13.2 | |
| Approach LOS | B | | | A | B | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 15.4 | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.69 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 13.0 |
| Intersection Capacity Utilization | | | 68.2% | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |



| | | |
|----------------------|-------|------|
| Lane Group | NBT | Ø11 |
| Lane Configurations | ↑↑↑ | |
| Traffic Volume (vph) | 1243 | |
| Future Volume (vph) | 1243 | |
| Turn Type | NA | |
| Protected Phases | 2 | 11 |
| Permitted Phases | | |
| Detector Phase | 2 | |
| Switch Phase | | |
| Minimum Initial (s) | 12.0 | 5.0 |
| Minimum Split (s) | 24.0 | 26.0 |
| Total Split (s) | 61.0 | 19.0 |
| Total Split (%) | 76.3% | 24% |
| Yellow Time (s) | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | |
| Total Lost Time (s) | 6.0 | |
| Lead/Lag | | |
| Lead-Lag Optimize? | | |
| Recall Mode | C-Min | None |
| Act Effct Green (s) | 80.0 | |
| Actuated g/C Ratio | 1.00 | |
| v/c Ratio | 0.38 | |
| Control Delay | 0.2 | |
| Queue Delay | 0.0 | |
| Total Delay | 0.2 | |
| LOS | A | |
| Approach Delay | 0.2 | |
| Approach LOS | A | |

Intersection Summary

| | |
|---|------------------------|
| Cycle Length: 80 | |
| Actuated Cycle Length: 80 | |
| Offset: 10 (13%), Referenced to phase 2:NBT and 6:, Start of Yellow | |
| Natural Cycle: 55 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.38 | |
| Intersection Signal Delay: 0.2 | Intersection LOS: A |
| Intersection Capacity Utilization 71.1% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 105: E Young Cir./E Young Cir. & Harrison St. (E)



105: E Young Cir./E Young Cir. & Harrison St. (E)



| | |
|-----------------------------|------|
| Lane Group | NBT |
| Lane Group Flow (vph) | 1790 |
| v/c Ratio | 0.38 |
| Control Delay | 0.2 |
| Queue Delay | 0.0 |
| Total Delay | 0.2 |
| Queue Length 50th (ft) | 0 |
| Queue Length 95th (ft) | 0 |
| Internal Link Dist (ft) | 17 |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | 4743 |
| Starvation Cap Reductn | 0 |
| Spillback Cap Reductn | 0 |
| Storage Cap Reductn | 0 |
| Reduced v/c Ratio | 0.38 |
| Intersection Summary | |

HCM Signalized Intersection Capacity Analysis
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|------|------|-------|---------------------------|------|------|
| Lane Configurations | | | ↑↑↑ | | | |
| Traffic Volume (vph) | 0 | 0 | 1243 | 494 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 1243 | 494 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | | | |
| Lane Util. Factor | | | 0.91 | | | |
| Frbp, ped/bikes | | | 0.98 | | | |
| Flpb, ped/bikes | | | 1.00 | | | |
| Frt | | | 0.96 | | | |
| Flt Protected | | | 1.00 | | | |
| Satd. Flow (prot) | | | 4747 | | | |
| Flt Permitted | | | 1.00 | | | |
| Satd. Flow (perm) | | | 4747 | | | |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 0 | 0 | 1281 | 509 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 1790 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | | 18 | | |
| Confl. Bikes (#/hr) | | | | 10 | | |
| Turn Type | | | NA | | | |
| Protected Phases | | | 2 | | | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 80.0 | | | |
| Effective Green, g (s) | | | 80.0 | | | |
| Actuated g/C Ratio | | | 1.00 | | | |
| Clearance Time (s) | | | 6.0 | | | |
| Vehicle Extension (s) | | | 2.0 | | | |
| Lane Grp Cap (vph) | | | 4747 | | | |
| v/s Ratio Prot | | | c0.38 | | | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.38 | | | |
| Uniform Delay, d1 | | | 0.0 | | | |
| Progression Factor | | | 1.00 | | | |
| Incremental Delay, d2 | | | 0.2 | | | |
| Delay (s) | | | 0.2 | | | |
| Level of Service | | | A | | | |
| Approach Delay (s) | 0.0 | | 0.2 | | 0.0 | |
| Approach LOS | A | | A | | A | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 0.2 | HCM 2000 Level of Service | | A |
| HCM 2000 Volume to Capacity ratio | | | 0.44 | | | |
| Actuated Cycle Length (s) | | | 80.0 | Sum of lost time (s) | | 12.0 |
| Intersection Capacity Utilization | | | 71.1% | ICU Level of Service | | C |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

Timings
106: S Federal Hwy. & Van Buren St.

05/10/2017



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↖ | ↕ | ↖ | ↗ |
| Traffic Volume (vph) | 37 | 68 | 37 | 70 | 15 | 63 | 1071 | 56 | 824 |
| Future Volume (vph) | 37 | 68 | 37 | 70 | 15 | 63 | 1071 | 56 | 824 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA | pm+pt | NA |
| Protected Phases | | 4 | | 8 | | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | 8 | | 8 | 2 | | 6 | |
| Detector Phase | 4 | 4 | 8 | 8 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 10.0 | 4.0 | 10.0 |
| Minimum Split (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 11.0 | 24.0 | 11.0 | 24.0 |
| Total Split (s) | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 15.0 | 43.0 | 15.0 | 43.0 |
| Total Split (%) | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% | 18.8% | 53.8% | 18.8% | 53.8% |
| 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 |
| Recall Mode | None | None | None | None | None | None | C-Min | None | C-Min |
| Act Effct Green (s) | 11.0 | 11.0 | | 11.0 | 11.0 | 53.5 | 49.3 | 52.1 | 46.8 |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.14 | 0.14 | 0.67 | 0.62 | 0.65 | 0.58 |
| v/c Ratio | 0.23 | 0.48 | | 0.53 | 0.05 | 0.16 | 0.54 | 0.18 | 0.44 |
| Control Delay | 32.3 | 26.1 | | 40.6 | 0.3 | 5.2 | 11.9 | 5.6 | 11.5 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 |
| Total Delay | 32.3 | 26.1 | | 40.6 | 0.3 | 5.2 | 11.9 | 5.6 | 12.9 |
| LOS | C | C | | D | A | A | B | A | B |
| Approach Delay | | 27.5 | | 35.6 | | | 11.6 | | 12.4 |
| Approach LOS | | C | | D | | | B | | B |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 8 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 14.2
 Intersection Capacity Utilization 72.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 106: S Federal Hwy. & Van Buren St.



106: S Federal Hwy. & Van Buren St.

























| Lane Group | EBL | EBT | WBT | WBR | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 39 | 131 | 113 | 16 | 67 | 1172 | 60 | 901 |
| v/c Ratio | 0.23 | 0.48 | 0.53 | 0.05 | 0.16 | 0.54 | 0.18 | 0.44 |
| Control Delay | 32.3 | 26.1 | 40.6 | 0.3 | 5.2 | 11.9 | 5.6 | 11.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 |
| Total Delay | 32.3 | 26.1 | 40.6 | 0.3 | 5.2 | 11.9 | 5.6 | 12.9 |
| Queue Length 50th (ft) | 18 | 39 | 53 | 0 | 8 | 187 | 7 | 129 |
| Queue Length 95th (ft) | 43 | 85 | 97 | m0 | 23 | 294 | 21 | 207 |
| Internal Link Dist (ft) | | 621 | 258 | | | 295 | | 199 |
| Turn Bay Length (ft) | 65 | | | 60 | 172 | | 100 | |
| Base Capacity (vph) | 253 | 380 | 309 | 408 | 478 | 2170 | 396 | 2062 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 902 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.34 | 0.37 | 0.04 | 0.14 | 0.54 | 0.15 | 0.78 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
 106: S Federal Hwy. & Van Buren St.

05/10/2017

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |  | | |  |  |  |  |  |  |  |  | |
| Traffic Volume (vph) | 37 | 68 | 55 | 37 | 70 | 15 | 63 | 1071 | 31 | 56 | 824 | 23 | |
| Future Volume (vph) | 37 | 68 | 55 | 37 | 70 | 15 | 63 | 1071 | 31 | 56 | 824 | 23 | |
| 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 | 0.95 | | |
| Frbp, ped/bikes | 1.00 | 0.99 | | | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Flpb, ped/bikes | 0.99 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Frt | 1.00 | 0.93 | | | 1.00 | 0.85 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 1760 | 1715 | | | 1826 | 1550 | 1766 | 3518 | | 1768 | 3519 | | |
| Flt Permitted | 0.68 | 1.00 | | | 0.83 | 1.00 | 0.26 | 1.00 | | 0.19 | 1.00 | | |
| Satd. Flow (perm) | 1268 | 1715 | | | 1548 | 1550 | 492 | 3518 | | 351 | 3519 | | |
| 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) | 39 | 72 | 59 | 39 | 74 | 16 | 67 | 1139 | 33 | 60 | 877 | 24 | |
| RTOR Reduction (vph) | 0 | 40 | 0 | 0 | 0 | 14 | 0 | 2 | 0 | 0 | 2 | 0 | |
| Lane Group Flow (vph) | 39 | 91 | 0 | 0 | 113 | 2 | 67 | 1170 | 0 | 60 | 899 | 0 | |
| Confl. Peds. (#/hr) | 6 | | 9 | 9 | | 6 | 20 | | 18 | 18 | | 20 | |
| Confl. Bikes (#/hr) | | | 4 | | | 2 | | | 8 | | | 7 | |
| Turn Type | Perm | NA | | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | | |
| Actuated Green, G (s) | 11.0 | 11.0 | | | 11.0 | 11.0 | 52.3 | 46.9 | | 49.7 | 45.6 | | |
| Effective Green, g (s) | 11.0 | 11.0 | | | 11.0 | 11.0 | 52.3 | 46.9 | | 49.7 | 45.6 | | |
| Actuated g/C Ratio | 0.14 | 0.14 | | | 0.14 | 0.14 | 0.65 | 0.59 | | 0.62 | 0.57 | | |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | |
| Lane Grp Cap (vph) | 174 | 235 | | | 212 | 213 | 407 | 2062 | | 290 | 2005 | | |
| v/s Ratio Prot | | 0.05 | | | | | c0.01 | c0.33 | | 0.01 | 0.26 | | |
| v/s Ratio Perm | 0.03 | | | | c0.07 | 0.00 | 0.10 | | | 0.12 | | | |
| v/c Ratio | 0.22 | 0.39 | | | 0.53 | 0.01 | 0.16 | 0.57 | | 0.21 | 0.45 | | |
| Uniform Delay, d1 | 30.7 | 31.4 | | | 32.1 | 29.8 | 5.4 | 10.3 | | 6.7 | 9.9 | | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | 0.7 | 1.1 | | | 2.6 | 0.0 | 0.2 | 1.1 | | 0.4 | 0.7 | | |
| Delay (s) | 31.4 | 32.5 | | | 34.7 | 29.8 | 5.6 | 11.4 | | 7.0 | 10.7 | | |
| Level of Service | C | C | | | C | C | A | B | | A | B | | |
| Approach Delay (s) | | 32.2 | | | 34.1 | | | 11.1 | | | 10.4 | | |
| Approach LOS | | C | | | C | | | B | | | B | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 13.5 | | | | | | | | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.54 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 80.0 | | | | | | | | | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | | | 72.6% | | | | | | | | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

Timings
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



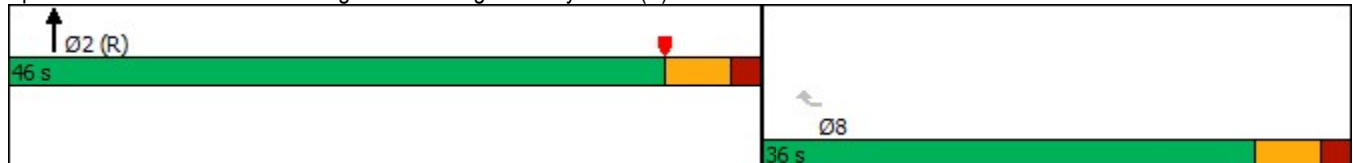
| Lane Group | WBR | NBT |
|----------------------|-------|-------|
| Lane Configurations | ↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 635 | 1129 |
| Future Volume (vph) | 635 | 1129 |
| Turn Type | Perm | NA |
| Protected Phases | | 2 |
| Permitted Phases | 8 | |
| Detector Phase | 8 | 2 |
| Switch Phase | | |
| Minimum Initial (s) | 6.0 | 12.0 |
| Minimum Split (s) | 28.0 | 24.0 |
| Total Split (s) | 36.0 | 46.0 |
| Total Split (%) | 43.9% | 56.1% |
| Yellow Time (s) | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 |
| Lead/Lag | | |
| Lead-Lag Optimize? | | |
| Recall Mode | None | C-Min |
| Act Effct Green (s) | 22.3 | 47.7 |
| Actuated g/C Ratio | 0.27 | 0.58 |
| v/c Ratio | 0.82 | 0.40 |
| Control Delay | 33.0 | 10.5 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay | 33.0 | 10.5 |
| LOS | C | B |
| Approach Delay | | 10.5 |
| Approach LOS | | B |

Intersection Summary

Cycle Length: 82
 Actuated Cycle Length: 82
 Offset: 38 (46%), Referenced to phase 2:NBT and 6:, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 18.6
 Intersection Capacity Utilization 54.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 107: E Young Cir. /E Young Cir. & Tyler St. (E)



107: E Young Cir. /E Young Cir. & Tyler St. (E)



| Lane Group | WBR | NBT |
|-----------------------------|------|------|
| Lane Group Flow (vph) | 661 | 1176 |
| v/c Ratio | 0.82 | 0.40 |
| Control Delay | 33.0 | 10.5 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay | 33.0 | 10.5 |
| Queue Length 50th (ft) | 160 | 110 |
| Queue Length 95th (ft) | 205 | 169 |
| Internal Link Dist (ft) | | 614 |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 1067 | 2960 |
| Starvation Cap Reductn | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 |
| Storage Cap Reductn | 0 | 0 |
| Reduced v/c Ratio | 0.62 | 0.40 |
| Intersection Summary | | |

HCM Signalized Intersection Capacity Analysis
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|------------------------|------|-------|-------|------|------|------|
| Lane Configurations | | ↑↑ | ↑↑↑ | | | |
| Traffic Volume (vph) | 0 | 635 | 1129 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 635 | 1129 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | | |
| Lane Util. Factor | | 0.88 | 0.91 | | | |
| Frt | | 0.85 | 1.00 | | | |
| Flt Protected | | 1.00 | 1.00 | | | |
| Satd. Flow (prot) | | 2787 | 5085 | | | |
| Flt Permitted | | 1.00 | 1.00 | | | |
| Satd. Flow (perm) | | 2787 | 5085 | | | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 661 | 1176 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 55 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 606 | 1176 | 0 | 0 | 0 |
| Turn Type | | Perm | NA | | | |
| Protected Phases | | | 2 | | | |
| Permitted Phases | | 8 | | | | |
| Actuated Green, G (s) | | 22.3 | 47.7 | | | |
| Effective Green, g (s) | | 22.3 | 47.7 | | | |
| Actuated g/C Ratio | | 0.27 | 0.58 | | | |
| Clearance Time (s) | | 6.0 | 6.0 | | | |
| Vehicle Extension (s) | | 2.0 | 3.0 | | | |
| Lane Grp Cap (vph) | | 757 | 2957 | | | |
| v/s Ratio Prot | | | c0.23 | | | |
| v/s Ratio Perm | | c0.22 | | | | |
| v/c Ratio | | 0.80 | 0.40 | | | |
| Uniform Delay, d1 | | 27.8 | 9.3 | | | |
| Progression Factor | | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | | 5.8 | 0.4 | | | |
| Delay (s) | | 33.5 | 9.7 | | | |
| Level of Service | | C | A | | | |
| Approach Delay (s) | 33.5 | | 9.7 | | 0.0 | |
| Approach LOS | C | | A | | A | |

| Intersection Summary | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 18.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.53 | | |
| Actuated Cycle Length (s) | 82.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 54.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 201: N 17 Ave. & Harrison St. (E)

05/10/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 385 | 76 | 99 | 0 | 0 | 190 | 0 | 156 | 15 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 385 | 76 | 99 | 0 | 0 | 190 | 0 | 156 | 15 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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 |
| Hourly flow rate (vph) | 410 | 81 | 105 | 0 | 0 | 202 | 0 | 166 | 16 | 0 | 0 | 0 |
| Pedestrians | | 1 | | | 10 | | | 11 | | | | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | | |
| Percent Blockage | | 0 | | | 1 | | | 1 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 507 | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 197 | | | 1066 | 964 | 154 | 1010 | 1017 | 1 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 197 | | | 1066 | 964 | 154 | 1010 | 1017 | 1 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 75 | | | 100 | | | 100 | 12 | 98 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1361 | | | 158 | 189 | 874 | 44 | 176 | 1083 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | NB 1 | | | | | | | |
| Volume Total | 205 | 205 | 186 | 202 | 182 | | | | | | | |
| Volume Left | 205 | 205 | 0 | 0 | 0 | | | | | | | |
| Volume Right | 0 | 0 | 105 | 202 | 16 | | | | | | | |
| cSH | 1623 | 1623 | 1700 | 1700 | 203 | | | | | | | |
| Volume to Capacity | 0.25 | 0.25 | 0.11 | 0.12 | 0.90 | | | | | | | |
| Queue Length 95th (ft) | 25 | 25 | 0 | 0 | 177 | | | | | | | |
| Control Delay (s) | 8.0 | 8.0 | 0.0 | 0.0 | 87.7 | | | | | | | |
| Lane LOS | A | A | | | F | | | | | | | |
| Approach Delay (s) | 5.5 | | | 0.0 | 87.7 | | | | | | | |
| Approach LOS | | | | | F | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 19.6 | | | | | | | | | |
| Intersection Capacity Utilization | | | 43.1% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 202: N 17 Ave. & Van Buren St.

05/10/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 43 | 40 | 32 | 4 | 67 | 19 | 19 | 98 | 6 | 4 | 78 | 49 |
| Future Volume (Veh/h) | 43 | 40 | 32 | 4 | 67 | 19 | 19 | 98 | 6 | 4 | 78 | 49 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 48 | 45 | 36 | 4 | 75 | 21 | 21 | 110 | 7 | 4 | 88 | 55 |
| Pedestrians | | 48 | | | 9 | | | 6 | | | 2 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 5 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 388 | 340 | 170 | 352 | 364 | 124 | 191 | | | 126 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 388 | 340 | 170 | 352 | 364 | 124 | 191 | | | 126 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 89 | 92 | 96 | 99 | 86 | 98 | 98 | | | 100 | | |
| cM capacity (veh/h) | 448 | 540 | 830 | 503 | 524 | 916 | 1319 | | | 1448 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 129 | 100 | 138 | 147 | | | | | | | | |
| Volume Left | 48 | 4 | 21 | 4 | | | | | | | | |
| Volume Right | 36 | 21 | 7 | 55 | | | | | | | | |
| cSH | 552 | 575 | 1319 | 1448 | | | | | | | | |
| Volume to Capacity | 0.23 | 0.17 | 0.02 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 23 | 16 | 1 | 0 | | | | | | | | |
| Control Delay (s) | 13.5 | 12.6 | 1.3 | 0.2 | | | | | | | | |
| Lane LOS | B | B | A | A | | | | | | | | |
| Approach Delay (s) | 13.5 | 12.6 | 1.3 | 0.2 | | | | | | | | |
| Approach LOS | B | B | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 6.2 | | | | | | | | | |
| Intersection Capacity Utilization | | | 34.6% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

Timings
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017

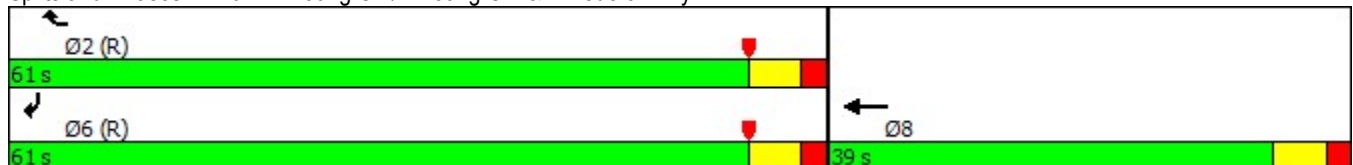


| Lane Group | WBT | WBR | SBR |
|----------------------|-------|--------|-------|
| Lane Configurations | ↑↑ | ↑↑ | ↑↑ |
| Traffic Volume (vph) | 640 | 914 | 1152 |
| Future Volume (vph) | 640 | 914 | 1152 |
| Turn Type | NA | custom | Prot |
| Protected Phases | 8 | 2 | 6 |
| Permitted Phases | | | |
| Detector Phase | 8 | 2 | 6 |
| Switch Phase | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 27.0 | 27.0 |
| Total Split (s) | 39.0 | 61.0 | 61.0 |
| Total Split (%) | 39.0% | 61.0% | 61.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | C-Min | C-Min |
| Act Effct Green (s) | 27.2 | 60.8 | 60.8 |
| Actuated g/C Ratio | 0.27 | 0.61 | 0.61 |
| v/c Ratio | 0.75 | 0.61 | 0.76 |
| Control Delay | 43.2 | 13.6 | 19.2 |
| Queue Delay | 52.5 | 1.1 | 0.0 |
| Total Delay | 95.8 | 14.7 | 19.2 |
| LOS | F | B | B |
| Approach Delay | 48.1 | | |
| Approach LOS | D | | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 45 (45%), Referenced to phase 2:WBR and 6:SBR, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 35.8
 Intersection LOS: D
 Intersection Capacity Utilization 73.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 101: N Young Cir./E Young Cir. & N Federal Hwy.



101: N Young Cir./E Young Cir. & N Federal Hwy.



| Lane Group | WBT | WBR | SBR |
|-------------------------|------|------|------|
| Lane Group Flow (vph) | 719 | 1027 | 1294 |
| v/c Ratio | 0.75 | 0.61 | 0.76 |
| Control Delay | 43.2 | 13.6 | 19.2 |
| Queue Delay | 52.5 | 1.1 | 0.0 |
| Total Delay | 95.8 | 14.7 | 19.2 |
| Queue Length 50th (ft) | 237 | 125 | 316 |
| Queue Length 95th (ft) | m285 | 398 | 477 |
| Internal Link Dist (ft) | 71 | | |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 1167 | 1694 | 1694 |
| Starvation Cap Reductn | 559 | 405 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.18 | 0.80 | 0.76 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|------|-------|--------|---------------------------|-------|
| Lane Configurations | | | ↑↑ | ↑↑ | | ↑↑ |
| Traffic Volume (vph) | 0 | 0 | 640 | 914 | 0 | 1152 |
| Future Volume (vph) | 0 | 0 | 640 | 914 | 0 | 1152 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | 6.0 | | 6.0 |
| Lane Util. Factor | | | 0.95 | 0.88 | | 0.88 |
| Frbp, ped/bikes | | | 1.00 | 1.00 | | 1.00 |
| Flpb, ped/bikes | | | 1.00 | 1.00 | | 1.00 |
| Frt | | | 1.00 | 0.85 | | 0.85 |
| Flt Protected | | | 1.00 | 1.00 | | 1.00 |
| Satd. Flow (prot) | | | 3539 | 2787 | | 2787 |
| Flt Permitted | | | 1.00 | 1.00 | | 1.00 |
| Satd. Flow (perm) | | | 3539 | 2787 | | 2787 |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 0 | 719 | 1027 | 0 | 1294 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 719 | 1027 | 0 | 1294 |
| Confl. Peds. (#/hr) | 48 | | | 48 | 44 | |
| Turn Type | | | NA | custom | | Prot |
| Protected Phases | | | 8 | 2 | | 6 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 27.2 | 60.8 | | 60.8 |
| Effective Green, g (s) | | | 27.2 | 60.8 | | 60.8 |
| Actuated g/C Ratio | | | 0.27 | 0.61 | | 0.61 |
| Clearance Time (s) | | | 6.0 | 6.0 | | 6.0 |
| Vehicle Extension (s) | | | 3.0 | 0.2 | | 3.0 |
| Lane Grp Cap (vph) | | | 962 | 1694 | | 1694 |
| v/s Ratio Prot | | | c0.20 | 0.37 | | c0.46 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.75 | 0.61 | | 0.76 |
| Uniform Delay, d1 | | | 33.3 | 12.2 | | 14.3 |
| Progression Factor | | | 1.18 | 0.92 | | 1.00 |
| Incremental Delay, d2 | | | 2.7 | 1.4 | | 3.3 |
| Delay (s) | | | 42.0 | 12.6 | | 17.7 |
| Level of Service | | | D | B | | B |
| Approach Delay (s) | | 0.0 | 24.7 | | 17.7 | |
| Approach LOS | | A | C | | B | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 21.7 | | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | | | 0.76 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 73.8% | | ICU Level of Service | D |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

Timings
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



| Lane Group | EBR | SBT | SBR | Ø2 |
|----------------------|-------|-------|-------|-------|
| Lane Configurations | ↗ | ↑↑↑ | ↘ | |
| Traffic Volume (vph) | 285 | 1057 | 177 | |
| Future Volume (vph) | 285 | 1057 | 177 | |
| Turn Type | Prot | NA | Perm | |
| Protected Phases | 5 | 8 | | 2 |
| Permitted Phases | | | | 8 |
| Detector Phase | 5 | 8 | 8 | |
| Switch Phase | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 12.0 | 23.0 | 23.0 | 24.0 |
| Total Split (s) | 62.0 | 38.0 | 38.0 | 62.0 |
| Total Split (%) | 62.0% | 38.0% | 38.0% | 62% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | Max | Max | C-Max |
| Act Effct Green (s) | 58.0 | 34.0 | 34.0 | |
| Actuated g/C Ratio | 0.58 | 0.34 | 0.34 | |
| v/c Ratio | 0.42 | 0.79 | 0.53 | |
| Control Delay | 13.5 | 34.4 | 31.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | |
| Total Delay | 13.5 | 34.4 | 31.5 | |
| LOS | B | C | C | |
| Approach Delay | | 34.0 | | |
| Approach LOS | | C | | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:Ped, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 30.2
 Intersection LOS: C
 Intersection Capacity Utilization 50.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 102: N Young Cir. & Hollywood Blvd.



102: N Young Cir. & Hollywood Blvd.



| Lane Group | EBR | SBT | SBR |
|-------------------------|------|------|------|
| Lane Group Flow (vph) | 320 | 1188 | 199 |
| v/c Ratio | 0.42 | 0.79 | 0.53 |
| Control Delay | 13.5 | 34.4 | 31.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 13.5 | 34.4 | 31.5 |
| Queue Length 50th (ft) | 103 | 271 | 109 |
| Queue Length 95th (ft) | 164 | 288 | m145 |
| Internal Link Dist (ft) | | 246 | |
| Turn Bay Length (ft) | | | 60 |
| Base Capacity (vph) | 760 | 1504 | 376 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.42 | 0.79 | 0.53 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations | | ↗ | | | ↕↕↕ | ↘ |
| Traffic Volume (vph) | 0 | 285 | 0 | 0 | 1057 | 177 |
| Future Volume (vph) | 0 | 285 | 0 | 0 | 1057 | 177 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 0.91 | 1.00 |
| Frbp, ped/bikes | | 1.00 | | | 1.00 | 0.86 |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 |
| Frt | | 0.86 | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1305 | | | 4424 | 1106 |
| Flt Permitted | | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1305 | | | 4424 | 1106 |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 320 | 0 | 0 | 1188 | 199 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 317 | 0 | 0 | 1188 | 199 |
| Confl. Peds. (#/hr) | | 19 | 12 | | | 12 |
| Parking (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | | Prot | | | NA | Perm |
| Protected Phases | | 5 | | | 8 | |
| Permitted Phases | | | | | | 8 |
| Actuated Green, G (s) | | 58.0 | | | 34.0 | 34.0 |
| Effective Green, g (s) | | 58.0 | | | 34.0 | 34.0 |
| Actuated g/C Ratio | | 0.58 | | | 0.34 | 0.34 |
| Clearance Time (s) | | 4.0 | | | 4.0 | 4.0 |
| Vehicle Extension (s) | | 0.2 | | | 0.2 | 0.2 |
| Lane Grp Cap (vph) | | 756 | | | 1504 | 376 |
| v/s Ratio Prot | | c0.24 | | | c0.27 | |
| v/s Ratio Perm | | | | | | 0.18 |
| v/c Ratio | | 0.42 | | | 0.79 | 0.53 |
| Uniform Delay, d1 | | 11.7 | | | 29.8 | 26.6 |
| Progression Factor | | 1.00 | | | 1.04 | 1.01 |
| Incremental Delay, d2 | | 0.1 | | | 3.0 | 3.6 |
| Delay (s) | | 11.8 | | | 34.1 | 30.5 |
| Level of Service | | B | | | C | C |
| Approach Delay (s) | 11.8 | | | 0.0 | 33.6 | |
| Approach LOS | B | | | A | C | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 29.5 | | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | | | 0.56 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | | | 50.8% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

103: Harrison St. (W) & N Young Cir.



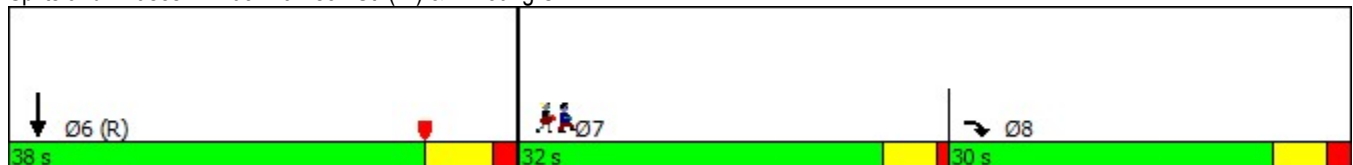
| Lane Group | EBR | SBT | Ø7 |
|----------------------|-------|-------|------|
| Lane Configurations | ↗ | ↑↑↑ | |
| Traffic Volume (vph) | 264 | 1344 | |
| Future Volume (vph) | 264 | 1344 | |
| Turn Type | Prot | NA | |
| Protected Phases | 8 | 6 | 7 |
| Permitted Phases | | | |
| Detector Phase | 8 | 6 | |
| Switch Phase | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 |
| Minimum Split (s) | 28.0 | 27.0 | 27.0 |
| Total Split (s) | 30.0 | 38.0 | 32.0 |
| Total Split (%) | 30.0% | 38.0% | 32% |
| Yellow Time (s) | 4.0 | 5.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 7.0 | |
| Lead/Lag | Lag | | Lead |
| Lead-Lag Optimize? | Yes | | Yes |
| Recall Mode | None | C-Min | None |
| Act Effct Green (s) | 31.0 | 56.0 | |
| Actuated g/C Ratio | 0.31 | 0.56 | |
| v/c Ratio | 0.77 | 0.64 | |
| Control Delay | 44.8 | 9.6 | |
| Queue Delay | 10.5 | 0.4 | |
| Total Delay | 55.3 | 10.0 | |
| LOS | E | B | |
| Approach Delay | | 10.0 | |
| Approach LOS | | B | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 38 (38%), Referenced to phase 6:SBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 17.4
 Intersection Capacity Utilization 58.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 103: Harrison St. (W) & N Young Cir.



103: Harrison St. (W) & N Young Cir.



| Lane Group | EBR | SBT |
|-----------------------------|------|------|
| Lane Group Flow (vph) | 311 | 1596 |
| v/c Ratio | 0.77 | 0.64 |
| Control Delay | 44.8 | 9.6 |
| Queue Delay | 10.5 | 0.4 |
| Total Delay | 55.3 | 10.0 |
| Queue Length 50th (ft) | 177 | 88 |
| Queue Length 95th (ft) | 251 | 152 |
| Internal Link Dist (ft) | | 274 |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 404 | 2475 |
| Starvation Cap Reductn | 0 | 178 |
| Spillback Cap Reductn | 70 | 370 |
| Storage Cap Reductn | 0 | 0 |
| Reduced v/c Ratio | 0.93 | 0.76 |
| Intersection Summary | | |

HCM Signalized Intersection Capacity Analysis
 103: Harrison St. (W) & N Young Cir.

05/10/2017



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 264 | 0 | 0 | 1344 | 13 |
| Future Volume (vph) | 0 | 264 | 0 | 0 | 1344 | 13 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 7.0 | |
| Lane Util. Factor | | 1.00 | | | 0.91 | |
| Frbp, ped/bikes | | 1.00 | | | 1.00 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | |
| Frt | | 0.86 | | | 1.00 | |
| Flt Protected | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | 1305 | | | 4417 | |
| Flt Permitted | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | 1305 | | | 4417 | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph) | 0 | 311 | 0 | 0 | 1581 | 15 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 311 | 0 | 0 | 1596 | 0 |
| Confl. Peds. (#/hr) | 5 | | | | | |
| Confl. Bikes (#/hr) | | | | | | 4 |
| Parking (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | | Prot | | | NA | |
| Protected Phases | | 8 | | | 6 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | 31.0 | | | 56.0 | |
| Effective Green, g (s) | | 31.0 | | | 56.0 | |
| Actuated g/C Ratio | | 0.31 | | | 0.56 | |
| Clearance Time (s) | | 6.0 | | | 7.0 | |
| Vehicle Extension (s) | | 1.5 | | | 3.0 | |
| Lane Grp Cap (vph) | | 404 | | | 2473 | |
| v/s Ratio Prot | | c0.24 | | | c0.36 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | 0.77 | | | 0.65 | |
| Uniform Delay, d1 | | 31.3 | | | 15.2 | |
| Progression Factor | | 1.00 | | | 0.55 | |
| Incremental Delay, d2 | | 7.8 | | | 1.0 | |
| Delay (s) | | 39.0 | | | 9.3 | |
| Level of Service | | D | | | A | |
| Approach Delay (s) | 39.0 | | | 0.0 | 9.3 | |
| Approach LOS | D | | | A | A | |

| Intersection Summary | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 14.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 58.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Timings
104: S Federal Hwy. & S Young Cir.

05/10/2017

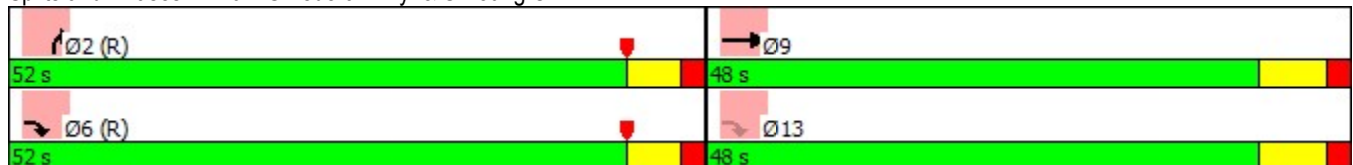


| Lane Group | EBT | EBR | NBR | Ø13 |
|----------------------|-------|--------|-------|------|
| Lane Configurations | ↑↑ | ↑↑ | ↑↑ | |
| Traffic Volume (vph) | 737 | 880 | 909 | |
| Future Volume (vph) | 737 | 880 | 909 | |
| Turn Type | NA | custom | Prot | |
| Protected Phases | 9 | 6 | 2 | 13 |
| Permitted Phases | | 13 | | |
| Detector Phase | 9 | 6 | 2 | |
| Switch Phase | | | | |
| Minimum Initial (s) | 4.0 | 5.0 | 12.0 | 5.0 |
| Minimum Split (s) | 25.0 | 25.0 | 26.0 | 25.0 |
| Total Split (s) | 48.0 | 52.0 | 52.0 | 48.0 |
| Total Split (%) | 48.0% | 52.0% | 52.0% | 48% |
| Yellow Time (s) | 5.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.0 | 6.0 | 6.0 | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | C-Min | C-Min | None |
| Act Effct Green (s) | 30.3 | 88.0 | 56.7 | |
| Actuated g/C Ratio | 0.30 | 0.88 | 0.57 | |
| v/c Ratio | 0.79 | 0.42 | 0.66 | |
| Control Delay | 37.5 | 1.8 | 10.7 | |
| Queue Delay | 0.7 | 0.4 | 0.0 | |
| Total Delay | 38.2 | 2.2 | 10.7 | |
| LOS | D | A | B | |
| Approach Delay | 18.6 | | | |
| Approach LOS | B | | | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBR and 6:EBR, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 15.8
 Intersection Capacity Utilization 63.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 104: S Federal Hwy. & S Young Cir.



104: S Federal Hwy. & S Young Cir.



| Lane Group | EBT | EBR | NBR |
|-----------------------------|------|------|------|
| Lane Group Flow (vph) | 847 | 1011 | 1045 |
| v/c Ratio | 0.79 | 0.42 | 0.66 |
| Control Delay | 37.5 | 1.8 | 10.7 |
| Queue Delay | 0.7 | 0.4 | 0.0 |
| Total Delay | 38.2 | 2.2 | 10.7 |
| Queue Length 50th (ft) | 270 | 3 | 78 |
| Queue Length 95th (ft) | 185 | 2 | 111 |
| Internal Link Dist (ft) | 121 | | |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 1450 | 2382 | 1580 |
| Starvation Cap Reductn | 284 | 780 | 0 |
| Spillback Cap Reductn | 0 | 485 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.73 | 0.63 | 0.66 |
| Intersection Summary | | | |

HCM Signalized Intersection Capacity Analysis
 104: S Federal Hwy. & S Young Cir.

05/10/2017



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|-------|--------|------|------|------|-------|
| Lane Configurations | ↑↑ | ↑↑ | | | | ↑↑ |
| Traffic Volume (vph) | 737 | 880 | 0 | 0 | 0 | 909 |
| Future Volume (vph) | 737 | 880 | 0 | 0 | 0 | 909 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 6.0 | | | | 6.0 |
| Lane Util. Factor | 0.95 | 0.88 | | | | 0.88 |
| Frbp, ped/bikes | 1.00 | 0.97 | | | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | | 1.00 |
| Frt | 1.00 | 0.85 | | | | 0.85 |
| Flt Protected | 1.00 | 1.00 | | | | 1.00 |
| Satd. Flow (prot) | 3539 | 2709 | | | | 2787 |
| Flt Permitted | 1.00 | 1.00 | | | | 1.00 |
| Satd. Flow (perm) | 3539 | 2709 | | | | 2787 |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 847 | 1011 | 0 | 0 | 0 | 1045 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 847 | 1011 | 0 | 0 | 0 | 1045 |
| Confl. Peds. (#/hr) | | 16 | | | | |
| Turn Type | NA | custom | | | | Prot |
| Protected Phases | 9 | 6 | | | | 2 |
| Permitted Phases | | 13 | | | | |
| Actuated Green, G (s) | 30.3 | 87.0 | | | | 56.7 |
| Effective Green, g (s) | 30.3 | 87.0 | | | | 56.7 |
| Actuated g/C Ratio | 0.30 | 0.87 | | | | 0.57 |
| Clearance Time (s) | 7.0 | 6.0 | | | | 6.0 |
| Vehicle Extension (s) | 2.0 | 3.0 | | | | 3.0 |
| Lane Grp Cap (vph) | 1072 | 2519 | | | | 1580 |
| v/s Ratio Prot | c0.24 | 0.23 | | | | c0.38 |
| v/s Ratio Perm | | 0.15 | | | | |
| v/c Ratio | 0.79 | 0.40 | | | | 0.66 |
| Uniform Delay, d1 | 31.9 | 1.3 | | | | 15.0 |
| Progression Factor | 1.05 | 2.29 | | | | 0.53 |
| Incremental Delay, d2 | 2.8 | 0.0 | | | | 2.0 |
| Delay (s) | 36.4 | 3.0 | | | | 10.0 |
| Level of Service | D | A | | | | A |
| Approach Delay (s) | 18.2 | | | 0.0 | 10.0 | |
| Approach LOS | B | | | A | A | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 15.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 13.0 |
| Intersection Capacity Utilization | 63.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| | | |
|----------------------|-------|------|
| Lane Group | NBT | Ø11 |
| Lane Configurations | ↑↑↑ | |
| Traffic Volume (vph) | 959 | |
| Future Volume (vph) | 959 | |
| Turn Type | NA | |
| Protected Phases | 2 | 11 |
| Permitted Phases | | |
| Detector Phase | 2 | |
| Switch Phase | | |
| Minimum Initial (s) | 12.0 | 5.0 |
| Minimum Split (s) | 24.0 | 26.0 |
| Total Split (s) | 74.0 | 26.0 |
| Total Split (%) | 74.0% | 26% |
| Yellow Time (s) | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | |
| Total Lost Time (s) | 6.0 | |
| Lead/Lag | | |
| Lead-Lag Optimize? | | |
| Recall Mode | C-Min | None |
| Act Effct Green (s) | 100.0 | |
| Actuated g/C Ratio | 1.00 | |
| v/c Ratio | 0.41 | |
| Control Delay | 0.2 | |
| Queue Delay | 0.0 | |
| Total Delay | 0.2 | |
| LOS | A | |
| Approach Delay | 0.2 | |
| Approach LOS | A | |

Intersection Summary

| | |
|---|------------------------|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 90 (90%), Referenced to phase 2:NBT and 6:, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.41 | |
| Intersection Signal Delay: 0.2 | Intersection LOS: A |
| Intersection Capacity Utilization 70.5% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 105: E Young Cir./E Young Cir. & Harrison St. (E)





| | |
|-------------------------|------|
| Lane Group | NBT |
| Lane Group Flow (vph) | 1922 |
| v/c Ratio | 0.41 |
| Control Delay | 0.2 |
| Queue Delay | 0.0 |
| Total Delay | 0.2 |
| Queue Length 50th (ft) | 0 |
| Queue Length 95th (ft) | 0 |
| Internal Link Dist (ft) | 17 |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | 4643 |
| Starvation Cap Reductn | 0 |
| Spillback Cap Reductn | 0 |
| Storage Cap Reductn | 0 |
| Reduced v/c Ratio | 0.41 |
| Intersection Summary | |

HCM Signalized Intersection Capacity Analysis
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|------|------|-------|---------------------------|------|------|
| Lane Configurations | | | ↑↑↑ | | | |
| Traffic Volume (vph) | 0 | 0 | 959 | 655 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 959 | 655 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | | | |
| Lane Util. Factor | | | 0.91 | | | |
| Frbp, ped/bikes | | | 0.97 | | | |
| Flpb, ped/bikes | | | 1.00 | | | |
| Frt | | | 0.94 | | | |
| Flt Protected | | | 1.00 | | | |
| Satd. Flow (prot) | | | 4649 | | | |
| Flt Permitted | | | 1.00 | | | |
| Satd. Flow (perm) | | | 4649 | | | |
| Peak-hour factor, PHF | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Adj. Flow (vph) | 0 | 0 | 1142 | 780 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 1922 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | 13 | | 9 | | |
| Confl. Bikes (#/hr) | | 2 | | 15 | | |
| Turn Type | | | NA | | | |
| Protected Phases | | | 2 | | | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 100.0 | | | |
| Effective Green, g (s) | | | 100.0 | | | |
| Actuated g/C Ratio | | | 1.00 | | | |
| Clearance Time (s) | | | 6.0 | | | |
| Vehicle Extension (s) | | | 2.0 | | | |
| Lane Grp Cap (vph) | | | 4649 | | | |
| v/s Ratio Prot | | | c0.41 | | | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.41 | | | |
| Uniform Delay, d1 | | | 0.0 | | | |
| Progression Factor | | | 1.00 | | | |
| Incremental Delay, d2 | | | 0.2 | | | |
| Delay (s) | | | 0.2 | | | |
| Level of Service | | | A | | | |
| Approach Delay (s) | 0.0 | | 0.2 | | 0.0 | |
| Approach LOS | A | | A | | A | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 0.2 | HCM 2000 Level of Service | | A |
| HCM 2000 Volume to Capacity ratio | | | 0.47 | | | |
| Actuated Cycle Length (s) | | | 100.0 | Sum of lost time (s) | | 12.0 |
| Intersection Capacity Utilization | | | 70.5% | ICU Level of Service | | C |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

Timings
106: S Federal Hwy. & Van Buren St.

05/10/2017



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↖ | ↕ | ↖ | ↕ |
| Traffic Volume (vph) | 39 | 80 | 75 | 67 | 85 | 110 | 798 | 85 | 949 |
| Future Volume (vph) | 39 | 80 | 75 | 67 | 85 | 110 | 798 | 85 | 949 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA | pm+pt | NA |
| Protected Phases | | 4 | | 8 | | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | 8 | | 8 | 2 | | 6 | |
| Detector Phase | 4 | 4 | 8 | 8 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 10.0 | 4.0 | 10.0 |
| Minimum Split (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 11.0 | 24.0 | 11.0 | 24.0 |
| Total Split (s) | 32.0 | 32.0 | 32.0 | 32.0 | 32.0 | 15.0 | 53.0 | 15.0 | 53.0 |
| Total Split (%) | 32.0% | 32.0% | 32.0% | 32.0% | 32.0% | 15.0% | 53.0% | 15.0% | 53.0% |
| 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 |
| Recall Mode | None | None | None | None | None | None | C-Min | None | C-Min |
| Act Effct Green (s) | 16.8 | 16.8 | | 16.8 | 16.8 | 66.9 | 60.2 | 64.6 | 57.2 |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.17 | 0.17 | 0.67 | 0.60 | 0.65 | 0.57 |
| v/c Ratio | 0.27 | 0.35 | | 0.68 | 0.30 | 0.38 | 0.46 | 0.25 | 0.55 |
| Control Delay | 38.2 | 35.4 | | 52.5 | 9.1 | 8.8 | 13.6 | 7.8 | 18.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| Total Delay | 38.2 | 35.4 | | 52.5 | 9.1 | 8.8 | 13.6 | 7.8 | 18.7 |
| LOS | D | D | | D | A | A | B | A | B |
| Approach Delay | | 36.2 | | 36.2 | | | 13.1 | | 17.8 |
| Approach LOS | | D | | D | | | B | | B |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 18.7
 Intersection Capacity Utilization 65.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 106: S Federal Hwy. & Van Buren St.



106: S Federal Hwy. & Van Buren St.

























| Lane Group | EBL | EBT | WBT | WBR | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 45 | 108 | 165 | 99 | 128 | 977 | 99 | 1120 |
| v/c Ratio | 0.27 | 0.35 | 0.68 | 0.30 | 0.38 | 0.46 | 0.25 | 0.55 |
| Control Delay | 38.2 | 35.4 | 52.5 | 9.1 | 8.8 | 13.6 | 7.8 | 18.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| Total Delay | 38.2 | 35.4 | 52.5 | 9.1 | 8.8 | 13.6 | 7.8 | 18.7 |
| Queue Length 50th (ft) | 25 | 57 | 100 | 1 | 22 | 176 | 16 | 326 |
| Queue Length 95th (ft) | 51 | 93 | 147 | 35 | 49 | 267 | 57 | 352 |
| Internal Link Dist (ft) | | 621 | 258 | | | 295 | | 199 |
| Turn Bay Length (ft) | 65 | | | 60 | 172 | | 100 | |
| Base Capacity (vph) | 257 | 478 | 375 | 458 | 363 | 2105 | 423 | 2021 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 473 |
| 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 | 0.18 | 0.23 | 0.44 | 0.22 | 0.35 | 0.46 | 0.23 | 0.72 |

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 106: S Federal Hwy. & Van Buren St.

05/10/2017

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations |  |  | | |  |  |  |  |  |  |  |  | |
| Traffic Volume (vph) | 39 | 80 | 13 | 75 | 67 | 85 | 110 | 798 | 42 | 85 | 949 | 15 | |
| Future Volume (vph) | 39 | 80 | 13 | 75 | 67 | 85 | 110 | 798 | 42 | 85 | 949 | 15 | |
| 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 | 0.95 | | |
| Frbp, ped/bikes | 1.00 | 1.00 | | | 1.00 | 0.94 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Flpb, ped/bikes | 0.96 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Frt | 1.00 | 0.98 | | | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 1.00 | | |
| Flt Protected | 0.95 | 1.00 | | | 0.97 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | 1700 | 1819 | | | 1811 | 1483 | 1769 | 3495 | | 1764 | 3529 | | |
| Flt Permitted | 0.56 | 1.00 | | | 0.78 | 1.00 | 0.18 | 1.00 | | 0.25 | 1.00 | | |
| Satd. Flow (perm) | 1001 | 1819 | | | 1445 | 1483 | 341 | 3495 | | 462 | 3529 | | |
| Peak-hour factor, PHF | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | |
| Adj. Flow (vph) | 45 | 93 | 15 | 87 | 78 | 99 | 128 | 928 | 49 | 99 | 1103 | 17 | |
| RTOR Reduction (vph) | 0 | 7 | 0 | 0 | 0 | 82 | 0 | 3 | 0 | 0 | 1 | 0 | |
| Lane Group Flow (vph) | 45 | 101 | 0 | 0 | 165 | 17 | 128 | 974 | 0 | 99 | 1119 | 0 | |
| Confl. Peds. (#/hr) | 40 | | 4 | 4 | | 40 | 9 | | 27 | 27 | | 9 | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | 7 | | | 5 | |
| Turn Type | Perm | NA | | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | | |
| Actuated Green, G (s) | 16.8 | 16.8 | | | 16.8 | 16.8 | 66.9 | 59.0 | | 63.5 | 57.3 | | |
| Effective Green, g (s) | 16.8 | 16.8 | | | 16.8 | 16.8 | 66.9 | 59.0 | | 63.5 | 57.3 | | |
| Actuated g/C Ratio | 0.17 | 0.17 | | | 0.17 | 0.17 | 0.67 | 0.59 | | 0.64 | 0.57 | | |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | |
| Lane Grp Cap (vph) | 168 | 305 | | | 242 | 249 | 340 | 2062 | | 374 | 2022 | | |
| v/s Ratio Prot | | 0.06 | | | | | c0.03 | 0.28 | | 0.02 | c0.32 | | |
| v/s Ratio Perm | 0.04 | | | | c0.11 | 0.01 | 0.22 | | | 0.15 | | | |
| v/c Ratio | 0.27 | 0.33 | | | 0.68 | 0.07 | 0.38 | 0.47 | | 0.26 | 0.55 | | |
| Uniform Delay, d1 | 36.2 | 36.7 | | | 39.1 | 35.0 | 7.8 | 11.7 | | 7.5 | 13.4 | | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.10 | 1.15 | | |
| Incremental Delay, d2 | 0.9 | 0.6 | | | 7.7 | 0.1 | 0.7 | 0.8 | | 0.4 | 1.0 | | |
| Delay (s) | 37.1 | 37.3 | | | 46.9 | 35.1 | 8.5 | 12.4 | | 8.7 | 16.4 | | |
| Level of Service | D | D | | | D | D | A | B | | A | B | | |
| Approach Delay (s) | | 37.2 | | | 42.5 | | | 12.0 | | | 15.8 | | |
| Approach LOS | | D | | | D | | | B | | | B | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 18.0 | | | | | | | | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.56 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | | | | | | | | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | | | 65.7% | | | | | | | | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

Timings
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017

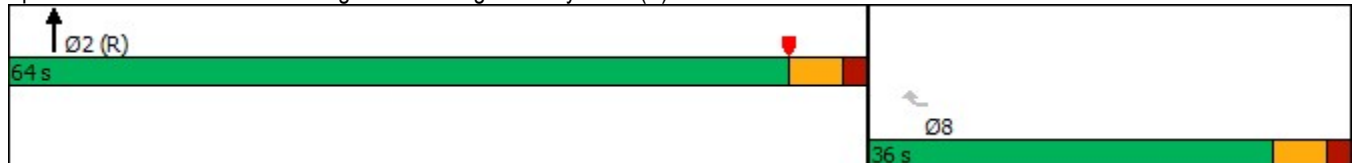


| Lane Group | WBR | NBT |
|----------------------|-------|-------|
| Lane Configurations | ↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 697 | 898 |
| Future Volume (vph) | 697 | 898 |
| Turn Type | Perm | NA |
| Protected Phases | | 2 |
| Permitted Phases | 8 | |
| Detector Phase | 8 | 2 |
| Switch Phase | | |
| Minimum Initial (s) | 6.0 | 12.0 |
| Minimum Split (s) | 28.0 | 24.0 |
| Total Split (s) | 36.0 | 64.0 |
| Total Split (%) | 36.0% | 64.0% |
| Yellow Time (s) | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 |
| Lead/Lag | | |
| Lead-Lag Optimize? | | |
| Recall Mode | None | C-Min |
| Act Effct Green (s) | 28.3 | 59.7 |
| Actuated g/C Ratio | 0.28 | 0.60 |
| v/c Ratio | 0.88 | 0.34 |
| Control Delay | 37.5 | 12.2 |
| Queue Delay | 32.5 | 0.1 |
| Total Delay | 70.0 | 12.3 |
| LOS | E | B |
| Approach Delay | | 12.3 |
| Approach LOS | | B |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 38 (38%), Referenced to phase 2:NBT and 6:, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 37.5
 Intersection Capacity Utilization 51.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service A

Splits and Phases: 107: E Young Cir. /E Young Cir. & Tyler St. (E)



107: E Young Cir. /E Young Cir. & Tyler St. (E)



| Lane Group | WBR | NBT |
|-------------------------|------|------|
| Lane Group Flow (vph) | 801 | 1032 |
| v/c Ratio | 0.88 | 0.34 |
| Control Delay | 37.5 | 12.2 |
| Queue Delay | 32.5 | 0.1 |
| Total Delay | 70.0 | 12.3 |
| Queue Length 50th (ft) | 220 | 124 |
| Queue Length 95th (ft) | 260 | 163 |
| Internal Link Dist (ft) | | 614 |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 995 | 3106 |
| Starvation Cap Reductn | 0 | 0 |
| Spillback Cap Reductn | 236 | 747 |
| Storage Cap Reductn | 0 | 0 |
| Reduced v/c Ratio | 1.06 | 0.44 |

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

















11/16/2017



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations | | ↔↔ | ↑↑↑ | | | |
| Traffic Volume (vph) | 0 | 697 | 898 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 697 | 898 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | | |
| Lane Util. Factor | | 0.88 | 0.91 | | | |
| Frbp, ped/bikes | | 1.00 | 1.00 | | | |
| Flpb, ped/bikes | | 1.00 | 1.00 | | | |
| Frt | | 0.85 | 1.00 | | | |
| Flt Protected | | 1.00 | 1.00 | | | |
| Satd. Flow (prot) | | 2787 | 5085 | | | |
| Flt Permitted | | 1.00 | 1.00 | | | |
| Satd. Flow (perm) | | 2787 | 5085 | | | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 0 | 801 | 1032 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 127 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 674 | 1032 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 28 | | | 5 | 5 | |
| Turn Type | | Perm | NA | | | |
| Protected Phases | | | 2 | | | |
| Permitted Phases | | 8 | | | | |
| Actuated Green, G (s) | | 28.3 | 59.7 | | | |
| Effective Green, g (s) | | 28.3 | 59.7 | | | |
| Actuated g/C Ratio | | 0.28 | 0.60 | | | |
| Clearance Time (s) | | 6.0 | 6.0 | | | |
| Vehicle Extension (s) | | 2.0 | 3.0 | | | |
| Lane Grp Cap (vph) | | 788 | 3035 | | | |
| v/s Ratio Prot | | | c0.20 | | | |
| v/s Ratio Perm | | c0.24 | | | | |
| v/c Ratio | | 0.86 | 0.34 | | | |
| Uniform Delay, d1 | | 33.9 | 10.2 | | | |
| Progression Factor | | 1.00 | 1.09 | | | |
| Incremental Delay, d2 | | 8.7 | 0.3 | | | |
| Delay (s) | | 42.6 | 11.4 | | | |
| Level of Service | | D | B | | | |
| Approach Delay (s) | 42.6 | | 11.4 | | 0.0 | |
| Approach LOS | D | | B | | A | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 25.1 | | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | | | 0.51 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 51.7% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 201: N 17 Ave. & Harrison St. (E)

05/10/2017

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | |  | |  | | | | |
| Traffic Volume (veh/h) | 384 | 249 | 37 | 0 | 0 | 251 | 0 | 286 | 68 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 384 | 249 | 37 | 0 | 0 | 251 | 0 | 286 | 68 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 |
| Hourly flow rate (vph) | 505 | 328 | 49 | 0 | 0 | 330 | 0 | 376 | 89 | 0 | 0 | 0 |
| Pedestrians | | 422 | | | 67 | | | 5 | | | | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | | |
| Percent Blockage | | 40 | | | 6 | | | 0 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 507 | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 382 | | | 1954 | 1368 | 424 | 1682 | 1392 | 422 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 382 | | | 1954 | 1368 | 424 | 1682 | 1392 | 422 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 69 | | | 100 | | | 100 | 0 | 85 | 0 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1171 | | | 22 | 101 | 587 | 0 | 97 | 378 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | NB 1 | | | | | | | |
| Volume Total | 252 | 252 | 377 | 330 | 465 | | | | | | | |
| Volume Left | 252 | 252 | 0 | 0 | 0 | | | | | | | |
| Volume Right | 0 | 0 | 49 | 330 | 89 | | | | | | | |
| cSH | 1623 | 1623 | 1700 | 1700 | 120 | | | | | | | |
| Volume to Capacity | 0.31 | 0.31 | 0.22 | 0.19 | 3.89 | | | | | | | |
| Queue Length 95th (ft) | 34 | 34 | 0 | 0 | Err | | | | | | | |
| Control Delay (s) | 8.2 | 8.2 | 0.0 | 0.0 | Err | | | | | | | |
| Lane LOS | A | A | | | F | | | | | | | |
| Approach Delay (s) | 4.7 | | | 0.0 | Err | | | | | | | |
| Approach LOS | | | | | F | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2775.0 | | | | | | | | | |
| Intersection Capacity Utilization | | | 56.6% | | ICU Level of Service | | | | B | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 202: N 17 Ave. & Van Buren St.

05/10/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 27 | 23 | 90 | 12 | 325 | 5 | 10 | 10 | 33 | 1 | 5 | 53 |
| Future Volume (Veh/h) | 27 | 23 | 90 | 12 | 325 | 5 | 10 | 10 | 33 | 1 | 5 | 53 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 |
| Hourly flow rate (vph) | 41 | 35 | 136 | 18 | 492 | 8 | 15 | 15 | 50 | 2 | 8 | 80 |
| Pedestrians | | 336 | | | 108 | | | 38 | | | 57 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 32 | | | 10 | | | 4 | | | 5 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 769 | 591 | 422 | 422 | 606 | 205 | 424 | | | 173 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 769 | 591 | 422 | 422 | 606 | 205 | 424 | | | 173 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 86 | 67 | 91 | 0 | 99 | 98 | | | 100 | | |
| cM capacity (veh/h) | 0 | 251 | 414 | 195 | 246 | 709 | 772 | | | 1259 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 212 | 518 | 80 | 90 | | | | | | | | |
| Volume Left | 41 | 18 | 15 | 2 | | | | | | | | |
| Volume Right | 136 | 8 | 50 | 80 | | | | | | | | |
| cSH | 0 | 246 | 772 | 1259 | | | | | | | | |
| Volume to Capacity | Err | 2.11 | 0.02 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | Err | 975 | 1 | 0 | | | | | | | | |
| Control Delay (s) | Err | 543.9 | 2.0 | 0.2 | | | | | | | | |
| Lane LOS | F | F | A | A | | | | | | | | |
| Approach Delay (s) | Err | 543.9 | 2.0 | 0.2 | | | | | | | | |
| Approach LOS | F | F | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | Err | | | | | | | | | |
| Intersection Capacity Utilization | | | 42.4% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

Timings
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017

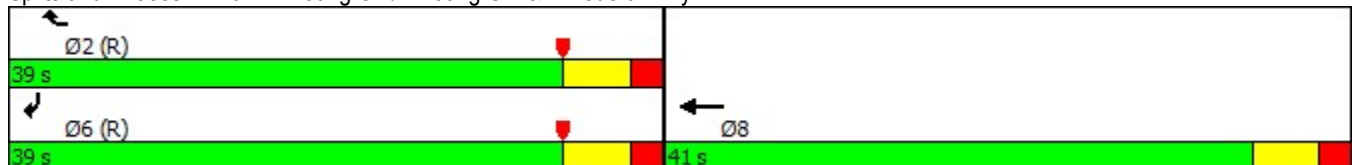


| Lane Group | WBT | WBR | SBR |
|----------------------|-------|--------|-------|
| Lane Configurations | ↑↑ | ↑↑ | ↑↑ |
| Traffic Volume (vph) | 684 | 1112 | 1068 |
| Future Volume (vph) | 684 | 1112 | 1068 |
| Turn Type | NA | custom | Prot |
| Protected Phases | 8 | 2 | 6 |
| Permitted Phases | | | |
| Detector Phase | 8 | 2 | 6 |
| Switch Phase | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 36.0 | 27.0 | 27.0 |
| Total Split (s) | 41.0 | 39.0 | 39.0 |
| Total Split (%) | 51.3% | 48.8% | 48.8% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | C-Min | C-Min |
| Act Effct Green (s) | 23.4 | 44.6 | 44.6 |
| Actuated g/C Ratio | 0.29 | 0.56 | 0.56 |
| v/c Ratio | 0.69 | 0.75 | 0.72 |
| Control Delay | 28.3 | 18.7 | 17.7 |
| Queue Delay | 0.9 | 49.4 | 0.0 |
| Total Delay | 29.2 | 68.1 | 17.7 |
| LOS | C | E | B |
| Approach Delay | 53.3 | | |
| Approach LOS | D | | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 45 (56%), Referenced to phase 2:WBR and 6:SBR, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 40.0
 Intersection LOS: D
 Intersection Capacity Utilization 71.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 101: N Young Cir./E Young Cir. & N Federal Hwy.



101: N Young Cir./E Young Cir. & N Federal Hwy.



| Lane Group | WBT | WBR | SBR |
|-------------------------|------|------|------|
| Lane Group Flow (vph) | 713 | 1158 | 1113 |
| v/c Ratio | 0.69 | 0.75 | 0.72 |
| Control Delay | 28.3 | 18.7 | 17.7 |
| Queue Delay | 0.9 | 49.4 | 0.0 |
| Total Delay | 29.2 | 68.1 | 17.7 |
| Queue Length 50th (ft) | 165 | 230 | 215 |
| Queue Length 95th (ft) | 197 | #428 | 360 |
| Internal Link Dist (ft) | 71 | | |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 1548 | 1553 | 1553 |
| Starvation Cap Reductn | 521 | 572 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.69 | 1.18 | 0.72 |

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 101: N Young Cir./E Young Cir. & N Federal Hwy.

05/10/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|------|-------|--------|---------------------------|------|
| Lane Configurations | | | ↑↑ | ↑↑ | | ↑↑ |
| Traffic Volume (vph) | 0 | 0 | 684 | 1112 | 0 | 1068 |
| Future Volume (vph) | 0 | 0 | 684 | 1112 | 0 | 1068 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | 6.0 | | 6.0 |
| Lane Util. Factor | | | 0.95 | 0.88 | | 0.88 |
| Frbp, ped/bikes | | | 1.00 | 1.00 | | 1.00 |
| Flpb, ped/bikes | | | 1.00 | 1.00 | | 1.00 |
| Frt | | | 1.00 | 0.85 | | 0.85 |
| Flt Protected | | | 1.00 | 1.00 | | 1.00 |
| Satd. Flow (prot) | | | 3539 | 2787 | | 2787 |
| Flt Permitted | | | 1.00 | 1.00 | | 1.00 |
| Satd. Flow (perm) | | | 3539 | 2787 | | 2787 |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 0 | 712 | 1158 | 0 | 1112 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 713 | 1158 | 0 | 1113 |
| Confl. Peds. (#/hr) | | | | 52 | | |
| Confl. Bikes (#/hr) | | | | 5 | | |
| Turn Type | | | NA | custom | | Prot |
| Protected Phases | | | 8 | 2 | | 6 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 23.4 | 44.6 | | 44.6 |
| Effective Green, g (s) | | | 23.4 | 44.6 | | 44.6 |
| Actuated g/C Ratio | | | 0.29 | 0.56 | | 0.56 |
| Clearance Time (s) | | | 6.0 | 6.0 | | 6.0 |
| Vehicle Extension (s) | | | 3.0 | 0.2 | | 3.0 |
| Lane Grp Cap (vph) | | | 1035 | 1553 | | 1553 |
| v/s Ratio Prot | | | c0.20 | c0.42 | | 0.40 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.69 | 0.75 | | 0.72 |
| Uniform Delay, d1 | | | 25.1 | 13.4 | | 13.0 |
| Progression Factor | | | 1.00 | 1.00 | | 1.00 |
| Incremental Delay, d2 | | | 1.9 | 3.3 | | 2.9 |
| Delay (s) | | | 27.0 | 16.7 | | 15.9 |
| Level of Service | | | C | B | | B |
| Approach Delay (s) | | 0.0 | 20.6 | | 15.9 | |
| Approach LOS | | A | C | | B | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 18.9 | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.73 | | | |
| Actuated Cycle Length (s) | | | 80.0 | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 71.3% | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

Timings
102: N Young Cir. & Hollywood Blvd.

05/10/2017



| Lane Group | EBR | SBT | SBR | Ø2 |
|----------------------|-------|-------|-------|-------|
| Lane Configurations | ↗ | ↑↑↑ | ↘ | |
| Traffic Volume (vph) | 312 | 974 | 241 | |
| Future Volume (vph) | 312 | 974 | 241 | |
| Turn Type | Prot | NA | Perm | |
| Protected Phases | 5 | 8 | | 2 |
| Permitted Phases | | | | 8 |
| Detector Phase | 5 | 8 | 8 | |
| Switch Phase | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 12.0 | 23.0 | 23.0 | 24.0 |
| Total Split (s) | 51.0 | 29.0 | 29.0 | 51.0 |
| Total Split (%) | 63.8% | 36.3% | 36.3% | 64% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | Max | Max | C-Max |
| Act Effct Green (s) | 47.0 | 25.0 | 25.0 | |
| Actuated g/C Ratio | 0.59 | 0.31 | 0.31 | |
| v/c Ratio | 0.43 | 0.75 | 1.33 | |
| Control Delay | 11.1 | 27.3 | 199.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | |
| Total Delay | 11.1 | 27.3 | 199.6 | |
| LOS | B | C | F | |
| Approach Delay | | 61.4 | | |
| Approach LOS | | E | | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:Ped, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 51.1
 Intersection Capacity Utilization 50.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service A

Splits and Phases: 102: N Young Cir. & Hollywood Blvd.



102: N Young Cir. & Hollywood Blvd.



| Lane Group | EBR | SBT | SBR |
|-------------------------|------|------|-------|
| Lane Group Flow (vph) | 332 | 1036 | 256 |
| v/c Ratio | 0.43 | 0.75 | 1.33 |
| Control Delay | 11.1 | 27.3 | 199.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.1 | 27.3 | 199.6 |
| Queue Length 50th (ft) | 82 | 143 | ~166 |
| Queue Length 95th (ft) | 141 | 213 | m#291 |
| Internal Link Dist (ft) | | 246 | |
| Turn Bay Length (ft) | | | 60 |
| Base Capacity (vph) | 769 | 1382 | 193 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.43 | 0.75 | 1.33 |

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.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
 102: N Young Cir. & Hollywood Blvd.

05/10/2017



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|-------|-------|------|---------------------------|-------|
| Lane Configurations | | ↗ | | | ↖↖↖ | ↗ |
| Traffic Volume (vph) | 0 | 312 | 0 | 0 | 974 | 241 |
| Future Volume (vph) | 0 | 312 | 0 | 0 | 974 | 241 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 0.91 | 1.00 |
| Frbp, ped/bikes | | 1.00 | | | 1.00 | 0.48 |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 |
| Frt | | 0.86 | | | 1.00 | 0.85 |
| Flt Protected | | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1305 | | | 4424 | 620 |
| Flt Permitted | | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1305 | | | 4424 | 620 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 0 | 332 | 0 | 0 | 1036 | 256 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 330 | 0 | 0 | 1036 | 256 |
| Confl. Peds. (#/hr) | | 17 | | | | 65 |
| Confl. Bikes (#/hr) | | 1 | | | | 5 |
| Parking (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | | Prot | | | NA | Perm |
| Protected Phases | | 5 | | | 8 | |
| Permitted Phases | | | | | | 8 |
| Actuated Green, G (s) | | 47.0 | | | 25.0 | 25.0 |
| Effective Green, g (s) | | 47.0 | | | 25.0 | 25.0 |
| Actuated g/C Ratio | | 0.59 | | | 0.31 | 0.31 |
| Clearance Time (s) | | 4.0 | | | 4.0 | 4.0 |
| Vehicle Extension (s) | | 0.2 | | | 0.2 | 0.2 |
| Lane Grp Cap (vph) | | 766 | | | 1382 | 193 |
| v/s Ratio Prot | | c0.25 | | | 0.23 | |
| v/s Ratio Perm | | | | | | c0.41 |
| v/c Ratio | | 0.43 | | | 0.75 | 1.33 |
| Uniform Delay, d1 | | 9.1 | | | 24.7 | 27.5 |
| Progression Factor | | 1.00 | | | 0.97 | 0.96 |
| Incremental Delay, d2 | | 0.1 | | | 3.0 | 172.3 |
| Delay (s) | | 9.3 | | | 27.0 | 198.6 |
| Level of Service | | A | | | C | F |
| Approach Delay (s) | 9.3 | | | 0.0 | 61.0 | |
| Approach LOS | A | | | A | E | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 50.4 | | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | | | 0.74 | | | |
| Actuated Cycle Length (s) | | | 80.0 | | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | | | 50.7% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

Timings

05/10/2017

103: Harrison St. (W) & N Young Cir.



| Lane Group | EBR | SBT | Ø7 |
|----------------------|-------|-------|------|
| Lane Configurations | ↗ | ↑↑↑ | |
| Traffic Volume (vph) | 309 | 1229 | |
| Future Volume (vph) | 309 | 1229 | |
| Turn Type | Prot | NA | |
| Protected Phases | 8 | 6 | 7 |
| Permitted Phases | | | |
| Detector Phase | 8 | 6 | |
| Switch Phase | | | |
| Minimum Initial (s) | 6.0 | 10.0 | 10.0 |
| Minimum Split (s) | 28.0 | 27.0 | 27.0 |
| Total Split (s) | 24.0 | 29.0 | 27.0 |
| Total Split (%) | 30.0% | 36.3% | 34% |
| Yellow Time (s) | 4.0 | 5.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.0 | 7.0 | |
| Lead/Lag | Lag | | Lead |
| Lead-Lag Optimize? | Yes | | Yes |
| Recall Mode | None | C-Min | None |
| Act Effct Green (s) | 31.2 | 35.8 | |
| Actuated g/C Ratio | 0.39 | 0.45 | |
| v/c Ratio | 0.68 | 0.73 | |
| Control Delay | 30.2 | 9.0 | |
| Queue Delay | 0.0 | 0.0 | |
| Total Delay | 30.2 | 9.0 | |
| LOS | C | A | |
| Approach Delay | | 9.0 | |
| Approach LOS | | A | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 38 (48%), Referenced to phase 6:SBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 13.2
 Intersection Capacity Utilization 59.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 103: Harrison St. (W) & N Young Cir.



103: Harrison St. (W) & N Young Cir.



| Lane Group | EBR | SBT |
|-------------------------|------|------|
| Lane Group Flow (vph) | 347 | 1430 |
| v/c Ratio | 0.68 | 0.73 |
| Control Delay | 30.2 | 9.0 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay | 30.2 | 9.0 |
| Queue Length 50th (ft) | 145 | 67 |
| Queue Length 95th (ft) | #280 | 76 |
| Internal Link Dist (ft) | | 274 |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 509 | 1970 |
| Starvation Cap Reductn | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 |
| Storage Cap Reductn | 0 | 0 |
| Reduced v/c Ratio | 0.68 | 0.73 |

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 103: Harrison St. (W) & N Young Cir.

05/10/2017



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------|------|-------|------|------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 309 | 0 | 0 | 1229 | 44 |
| Future Volume (vph) | 0 | 309 | 0 | 0 | 1229 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 7.0 | |
| Lane Util. Factor | | 1.00 | | | 0.91 | |
| Frbp, ped/bikes | | 1.00 | | | 1.00 | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | |
| Frt | | 0.86 | | | 0.99 | |
| Flt Protected | | 1.00 | | | 1.00 | |
| Satd. Flow (prot) | | 1305 | | | 4397 | |
| Flt Permitted | | 1.00 | | | 1.00 | |
| Satd. Flow (perm) | | 1305 | | | 4397 | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 347 | 0 | 0 | 1381 | 49 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 0 | 347 | 0 | 0 | 1427 | 0 |
| Confl. Peds. (#/hr) | | 2 | | | | 3 |
| Confl. Bikes (#/hr) | | | | | | 2 |
| Parking (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Turn Type | | Prot | | | NA | |
| Protected Phases | | 8 | | | 6 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | 31.2 | | | 35.8 | |
| Effective Green, g (s) | | 31.2 | | | 35.8 | |
| Actuated g/C Ratio | | 0.39 | | | 0.45 | |
| Clearance Time (s) | | 6.0 | | | 7.0 | |
| Vehicle Extension (s) | | 1.5 | | | 3.0 | |
| Lane Grp Cap (vph) | | 508 | | | 1967 | |
| v/s Ratio Prot | | c0.27 | | | c0.32 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | 0.68 | | | 0.73 | |
| Uniform Delay, d1 | | 20.3 | | | 18.1 | |
| Progression Factor | | 1.00 | | | 0.41 | |
| Incremental Delay, d2 | | 3.0 | | | 1.8 | |
| Delay (s) | | 23.3 | | | 9.1 | |
| Level of Service | | C | | | A | |
| Approach Delay (s) | 23.3 | | | 0.0 | 9.1 | |
| Approach LOS | C | | | A | A | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 11.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.76 | | |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 59.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Timings
104: S Federal Hwy. & S Young Cir.

05/10/2017

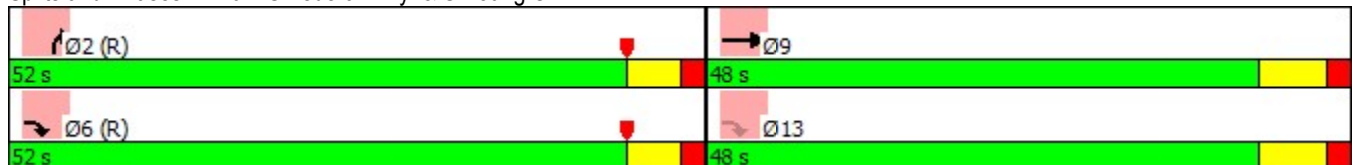


| Lane Group | EBT | EBR | NBR | Ø13 |
|----------------------|-------|--------|-------|------|
| Lane Configurations | ↑↑ | ↑↑ | ↑↑ | |
| Traffic Volume (vph) | 623 | 908 | 1196 | |
| Future Volume (vph) | 623 | 908 | 1196 | |
| Turn Type | NA | custom | Prot | |
| Protected Phases | 9 | 6 | 2 | 13 |
| Permitted Phases | | 13 | | |
| Detector Phase | 9 | 6 | 2 | |
| Switch Phase | | | | |
| Minimum Initial (s) | 4.0 | 5.0 | 12.0 | 5.0 |
| Minimum Split (s) | 25.0 | 25.0 | 26.0 | 25.0 |
| Total Split (s) | 48.0 | 52.0 | 52.0 | 48.0 |
| Total Split (%) | 48.0% | 52.0% | 52.0% | 48% |
| Yellow Time (s) | 5.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.0 | 6.0 | 6.0 | |
| Lead/Lag | | | | |
| Lead-Lag Optimize? | | | | |
| Recall Mode | None | C-Min | C-Min | None |
| Act Effct Green (s) | 23.6 | 88.0 | 63.4 | |
| Actuated g/C Ratio | 0.24 | 0.88 | 0.63 | |
| v/c Ratio | 0.76 | 0.40 | 0.69 | |
| Control Delay | 41.6 | 1.1 | 15.5 | |
| Queue Delay | 0.3 | 0.4 | 40.8 | |
| Total Delay | 42.0 | 1.5 | 56.2 | |
| LOS | D | A | E | |
| Approach Delay | 18.0 | | | |
| Approach LOS | B | | | |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBR and 6:EBR, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 34.7
 Intersection LOS: C
 Intersection Capacity Utilization 69.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 104: S Federal Hwy. & S Young Cir.



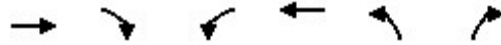
104: S Federal Hwy. & S Young Cir.



| Lane Group | EBT | EBR | NBR |
|-----------------------------|------|------|------|
| Lane Group Flow (vph) | 636 | 927 | 1220 |
| v/c Ratio | 0.76 | 0.40 | 0.69 |
| Control Delay | 41.6 | 1.1 | 15.5 |
| Queue Delay | 0.3 | 0.4 | 40.8 |
| Total Delay | 42.0 | 1.5 | 56.2 |
| Queue Length 50th (ft) | 198 | 0 | 264 |
| Queue Length 95th (ft) | 240 | 0 | 417 |
| Internal Link Dist (ft) | 121 | | |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 1450 | 2341 | 1768 |
| Starvation Cap Reductn | 329 | 837 | 638 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.57 | 0.62 | 1.08 |
| Intersection Summary | | | |

HCM Signalized Intersection Capacity Analysis
 104: S Federal Hwy. & S Young Cir.

05/10/2017



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|-------|--------|-------|------|---------------------------|-------|
| Lane Configurations | ↑↑ | ↑↑ | | | | ↑↑ |
| Traffic Volume (vph) | 623 | 908 | 0 | 0 | 0 | 1196 |
| Future Volume (vph) | 623 | 908 | 0 | 0 | 0 | 1196 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 6.0 | | | | 6.0 |
| Lane Util. Factor | 0.95 | 0.88 | | | | 0.88 |
| Frbp, ped/bikes | 1.00 | 0.96 | | | | 1.00 |
| Flpb, ped/bikes | 1.00 | 1.00 | | | | 1.00 |
| Frt | 1.00 | 0.85 | | | | 0.85 |
| Flt Protected | 1.00 | 1.00 | | | | 1.00 |
| Satd. Flow (prot) | 3539 | 2664 | | | | 2787 |
| Flt Permitted | 1.00 | 1.00 | | | | 1.00 |
| Satd. Flow (perm) | 3539 | 2664 | | | | 2787 |
| Peak-hour factor, PHF | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Adj. Flow (vph) | 636 | 927 | 0 | 0 | 0 | 1220 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 636 | 927 | 0 | 0 | 0 | 1220 |
| Confl. Peds. (#/hr) | | 37 | | | | |
| Confl. Bikes (#/hr) | | 8 | | | | |
| Turn Type | NA | custom | | | | Prot |
| Protected Phases | 9 | 6 | | | | 2 |
| Permitted Phases | | 13 | | | | |
| Actuated Green, G (s) | 23.6 | 87.0 | | | | 63.4 |
| Effective Green, g (s) | 23.6 | 87.0 | | | | 63.4 |
| Actuated g/C Ratio | 0.24 | 0.87 | | | | 0.63 |
| Clearance Time (s) | 7.0 | 6.0 | | | | 6.0 |
| Vehicle Extension (s) | 2.0 | 3.0 | | | | 3.0 |
| Lane Grp Cap (vph) | 835 | 2477 | | | | 1766 |
| v/s Ratio Prot | c0.18 | 0.24 | | | | c0.44 |
| v/s Ratio Perm | | 0.11 | | | | |
| v/c Ratio | 0.76 | 0.37 | | | | 0.69 |
| Uniform Delay, d1 | 35.6 | 1.3 | | | | 11.9 |
| Progression Factor | 1.00 | 1.00 | | | | 1.00 |
| Incremental Delay, d2 | 3.7 | 0.0 | | | | 2.2 |
| Delay (s) | 39.3 | 1.3 | | | | 14.2 |
| Level of Service | D | A | | | | B |
| Approach Delay (s) | 16.8 | | | 0.0 | 14.2 | |
| Approach LOS | B | | | A | B | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 15.6 | | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | | | 0.71 | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | 13.0 |
| Intersection Capacity Utilization | | | 69.9% | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |



| | | |
|----------------------|-------|------|
| Lane Group | NBT | Ø11 |
| Lane Configurations | ↑↑↑ | |
| Traffic Volume (vph) | 1277 | |
| Future Volume (vph) | 1277 | |
| Turn Type | NA | |
| Protected Phases | 2 | 11 |
| Permitted Phases | | |
| Detector Phase | 2 | |
| Switch Phase | | |
| Minimum Initial (s) | 12.0 | 5.0 |
| Minimum Split (s) | 24.0 | 26.0 |
| Total Split (s) | 61.0 | 19.0 |
| Total Split (%) | 76.3% | 24% |
| Yellow Time (s) | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | |
| Total Lost Time (s) | 6.0 | |
| Lead/Lag | | |
| Lead-Lag Optimize? | | |
| Recall Mode | C-Min | None |
| Act Effct Green (s) | 80.0 | |
| Actuated g/C Ratio | 1.00 | |
| v/c Ratio | 0.39 | |
| Control Delay | 0.2 | |
| Queue Delay | 0.0 | |
| Total Delay | 0.2 | |
| LOS | A | |
| Approach Delay | 0.2 | |
| Approach LOS | A | |

Intersection Summary

| | |
|---|------------------------|
| Cycle Length: 80 | |
| Actuated Cycle Length: 80 | |
| Offset: 10 (13%), Referenced to phase 2:NBT and 6:, Start of Yellow | |
| Natural Cycle: 55 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.39 | |
| Intersection Signal Delay: 0.2 | Intersection LOS: A |
| Intersection Capacity Utilization 71.8% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 105: E Young Cir./E Young Cir. & Harrison St. (E)



105: E Young Cir./E Young Cir. & Harrison St. (E)



| | |
|-------------------------|------|
| Lane Group | NBT |
| Lane Group Flow (vph) | 1846 |
| v/c Ratio | 0.39 |
| Control Delay | 0.2 |
| Queue Delay | 0.0 |
| Total Delay | 0.2 |
| Queue Length 50th (ft) | 0 |
| Queue Length 95th (ft) | 0 |
| Internal Link Dist (ft) | 17 |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | 4742 |
| Starvation Cap Reductn | 0 |
| Spillback Cap Reductn | 0 |
| Storage Cap Reductn | 0 |
| Reduced v/c Ratio | 0.39 |
| Intersection Summary | |

HCM Signalized Intersection Capacity Analysis
 105: E Young Cir./E Young Cir. & Harrison St. (E)

05/10/2017



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|------|------|-------|---------------------------|------|------|
| Lane Configurations | | | ↑↑↑ | | | |
| Traffic Volume (vph) | 0 | 0 | 1277 | 514 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 1277 | 514 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 6.0 | | | |
| Lane Util. Factor | | | 0.91 | | | |
| Frbp, ped/bikes | | | 0.97 | | | |
| Flpb, ped/bikes | | | 1.00 | | | |
| Frt | | | 0.96 | | | |
| Flt Protected | | | 1.00 | | | |
| Satd. Flow (prot) | | | 4744 | | | |
| Flt Permitted | | | 1.00 | | | |
| Satd. Flow (perm) | | | 4744 | | | |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 0 | 0 | 1316 | 530 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 1846 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | | | | 18 | | |
| Confl. Bikes (#/hr) | | | | 10 | | |
| Turn Type | | | NA | | | |
| Protected Phases | | | 2 | | | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | | | 80.0 | | | |
| Effective Green, g (s) | | | 80.0 | | | |
| Actuated g/C Ratio | | | 1.00 | | | |
| Clearance Time (s) | | | 6.0 | | | |
| Vehicle Extension (s) | | | 2.0 | | | |
| Lane Grp Cap (vph) | | | 4744 | | | |
| v/s Ratio Prot | | | c0.39 | | | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | | | 0.39 | | | |
| Uniform Delay, d1 | | | 0.0 | | | |
| Progression Factor | | | 1.00 | | | |
| Incremental Delay, d2 | | | 0.2 | | | |
| Delay (s) | | | 0.2 | | | |
| Level of Service | | | A | | | |
| Approach Delay (s) | 0.0 | | 0.2 | | 0.0 | |
| Approach LOS | A | | A | | A | |
| Intersection Summary | | | | | | |
| HCM 2000 Control Delay | | | 0.2 | HCM 2000 Level of Service | | A |
| HCM 2000 Volume to Capacity ratio | | | 0.46 | | | |
| Actuated Cycle Length (s) | | | 80.0 | Sum of lost time (s) | | 12.0 |
| Intersection Capacity Utilization | | | 71.8% | ICU Level of Service | | C |
| Analysis Period (min) | | | 15 | | | |
| c Critical Lane Group | | | | | | |

Timings
106: S Federal Hwy. & Van Buren St.

05/10/2017



| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↖ | ↕ | ↖ | ↕ |
| Traffic Volume (vph) | 37 | 68 | 62 | 88 | 49 | 63 | 1071 | 105 | 824 |
| Future Volume (vph) | 37 | 68 | 62 | 88 | 49 | 63 | 1071 | 105 | 824 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA | pm+pt | NA |
| Protected Phases | | 4 | | 8 | | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | 8 | | 8 | 2 | | 6 | |
| Detector Phase | 4 | 4 | 8 | 8 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 10.0 | 4.0 | 10.0 |
| Minimum Split (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 11.0 | 24.0 | 11.0 | 24.0 |
| Total Split (s) | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 15.0 | 43.0 | 15.0 | 43.0 |
| Total Split (%) | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% | 18.8% | 53.8% | 18.8% | 53.8% |
| 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 |
| Recall Mode | None | None | None | None | None | None | C-Min | None | C-Min |
| Act Effct Green (s) | 13.0 | 13.0 | | 13.0 | 13.0 | 49.5 | 44.0 | 50.8 | 44.7 |
| Actuated g/C Ratio | 0.16 | 0.16 | | 0.16 | 0.16 | 0.62 | 0.55 | 0.64 | 0.56 |
| v/c Ratio | 0.21 | 0.41 | | 0.66 | 0.15 | 0.16 | 0.63 | 0.36 | 0.46 |
| Control Delay | 30.3 | 23.0 | | 44.0 | 0.9 | 6.1 | 15.9 | 8.4 | 12.9 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 |
| Total Delay | 30.3 | 23.0 | | 44.0 | 0.9 | 6.1 | 15.9 | 8.4 | 14.5 |
| LOS | C | C | | D | A | A | B | A | B |
| Approach Delay | | 24.7 | | 33.4 | | | 15.4 | | 13.8 |
| Approach LOS | | C | | C | | | B | | B |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 8 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 16.8
 Intersection Capacity Utilization 78.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 106: S Federal Hwy. & Van Buren St.



106: S Federal Hwy. & Van Buren St.

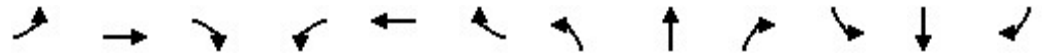


| Lane Group | EBL | EBT | WBT | WBR | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 39 | 131 | 160 | 52 | 67 | 1209 | 112 | 901 |
| v/c Ratio | 0.21 | 0.41 | 0.66 | 0.15 | 0.16 | 0.63 | 0.36 | 0.46 |
| Control Delay | 30.3 | 23.0 | 44.0 | 0.9 | 6.1 | 15.9 | 8.4 | 12.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 |
| Total Delay | 30.3 | 23.0 | 44.0 | 0.9 | 6.1 | 15.9 | 8.4 | 14.5 |
| Queue Length 50th (ft) | 17 | 37 | 75 | 0 | 10 | 220 | 16 | 142 |
| Queue Length 95th (ft) | 43 | 84 | 133 | 0 | 24 | 326 | 36 | 211 |
| Internal Link Dist (ft) | | 621 | 258 | | | 295 | | 199 |
| Turn Bay Length (ft) | 65 | | | 60 | 172 | | 100 | |
| Base Capacity (vph) | 233 | 380 | 299 | 408 | 460 | 1926 | 351 | 1967 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 835 |
| 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 | 0.17 | 0.34 | 0.54 | 0.13 | 0.15 | 0.63 | 0.32 | 0.80 |

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 106: S Federal Hwy. & Van Buren St.

05/10/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|-------|------|-------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 37 | 68 | 55 | 62 | 88 | 49 | 63 | 1071 | 66 | 105 | 824 | 23 |
| Future Volume (vph) | 37 | 68 | 55 | 62 | 88 | 49 | 63 | 1071 | 66 | 105 | 824 | 23 |
| 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 | 0.95 | |
| Frbp, ped/bikes | 1.00 | 0.99 | | | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.93 | | | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1761 | 1716 | | | 1819 | 1550 | 1765 | 3495 | | 1769 | 3519 | |
| Flt Permitted | 0.63 | 1.00 | | | 0.81 | 1.00 | 0.27 | 1.00 | | 0.15 | 1.00 | |
| Satd. Flow (perm) | 1165 | 1716 | | | 1498 | 1550 | 499 | 3495 | | 285 | 3519 | |
| 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) | 39 | 72 | 59 | 66 | 94 | 52 | 67 | 1139 | 70 | 112 | 877 | 24 |
| RTOR Reduction (vph) | 0 | 39 | 0 | 0 | 0 | 44 | 0 | 5 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 39 | 92 | 0 | 0 | 160 | 8 | 67 | 1204 | 0 | 112 | 899 | 0 |
| Confl. Peds. (#/hr) | 6 | | 9 | 9 | | 6 | 20 | | 18 | 18 | | 20 |
| Confl. Bikes (#/hr) | | | 4 | | | 2 | | | 8 | | | 7 |
| Turn Type | Perm | NA | | Perm | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | | 6 |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 13.0 | 13.0 | | | 13.0 | 13.0 | 48.4 | 42.9 | | 49.6 | 43.5 | |
| Effective Green, g (s) | 13.0 | 13.0 | | | 13.0 | 13.0 | 48.4 | 42.9 | | 49.6 | 43.5 | |
| Actuated g/C Ratio | 0.16 | 0.16 | | | 0.16 | 0.16 | 0.60 | 0.54 | | 0.62 | 0.54 | |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 189 | 278 | | | 243 | 251 | 388 | 1874 | | 289 | 1913 | |
| v/s Ratio Prot | | 0.05 | | | | | 0.01 | c0.34 | | c0.03 | 0.26 | |
| v/s Ratio Perm | 0.03 | | | | c0.11 | 0.01 | 0.09 | | | 0.21 | | |
| v/c Ratio | 0.21 | 0.33 | | | 0.66 | 0.03 | 0.17 | 0.64 | | 0.39 | 0.47 | |
| Uniform Delay, d1 | 29.0 | 29.7 | | | 31.4 | 28.2 | 6.8 | 13.1 | | 8.0 | 11.2 | |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.5 | 0.7 | | | 6.3 | 0.1 | 0.2 | 1.7 | | 0.9 | 0.8 | |
| Delay (s) | 29.6 | 30.4 | | | 37.7 | 28.3 | 7.0 | 14.8 | | 8.9 | 12.0 | |
| Level of Service | C | C | | | D | C | A | B | | A | B | |
| Approach Delay (s) | | 30.2 | | | 35.4 | | | 14.4 | | | 11.7 | |
| Approach LOS | | C | | | D | | | B | | | B | |

| Intersection Summary | | |
|-----------------------------------|-------|---------------------------|
| HCM 2000 Control Delay | 16.0 | HCM 2000 Level of Service |
| HCM 2000 Volume to Capacity ratio | 0.62 | B |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) |
| Intersection Capacity Utilization | 78.1% | 18.0 |
| Analysis Period (min) | 15 | ICU Level of Service |
| | | D |

c Critical Lane Group

Timings
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017



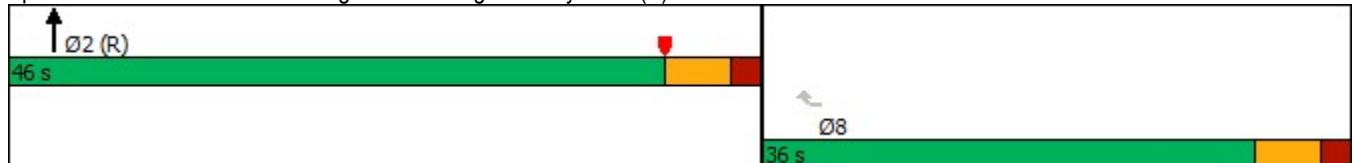
| Lane Group | WBR | NBT |
|----------------------|-------|-------|
| Lane Configurations | ↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 635 | 1163 |
| Future Volume (vph) | 635 | 1163 |
| Turn Type | Perm | NA |
| Protected Phases | | 2 |
| Permitted Phases | 8 | |
| Detector Phase | 8 | 2 |
| Switch Phase | | |
| Minimum Initial (s) | 6.0 | 12.0 |
| Minimum Split (s) | 28.0 | 24.0 |
| Total Split (s) | 36.0 | 46.0 |
| Total Split (%) | 43.9% | 56.1% |
| Yellow Time (s) | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 |
| Lead/Lag | | |
| Lead-Lag Optimize? | | |
| Recall Mode | None | C-Min |
| Act Effct Green (s) | 22.4 | 47.6 |
| Actuated g/C Ratio | 0.27 | 0.58 |
| v/c Ratio | 0.82 | 0.41 |
| Control Delay | 33.3 | 10.7 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay | 33.3 | 10.7 |
| LOS | C | B |
| Approach Delay | | 10.7 |
| Approach LOS | | B |

Intersection Summary

Cycle Length: 82
 Actuated Cycle Length: 82
 Offset: 38 (46%), Referenced to phase 2:NBT and 6:, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 18.6
 Intersection Capacity Utilization 54.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 107: E Young Cir. /E Young Cir. & Tyler St. (E)



107: E Young Cir. /E Young Cir. & Tyler St. (E)



| Lane Group | WBR | NBT |
|-----------------------------|------|------|
| Lane Group Flow (vph) | 661 | 1211 |
| v/c Ratio | 0.82 | 0.41 |
| Control Delay | 33.3 | 10.7 |
| Queue Delay | 0.0 | 0.0 |
| Total Delay | 33.3 | 10.7 |
| Queue Length 50th (ft) | 161 | 115 |
| Queue Length 95th (ft) | 206 | 175 |
| Internal Link Dist (ft) | | 614 |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | 1062 | 2953 |
| Starvation Cap Reductn | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 |
| Storage Cap Reductn | 0 | 0 |
| Reduced v/c Ratio | 0.62 | 0.41 |
| Intersection Summary | | |

HCM Signalized Intersection Capacity Analysis
 107: E Young Cir. /E Young Cir. & Tyler St. (E)

11/16/2017




















| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|------------------------|------|-------|-------|------|------|------|
| Lane Configurations | | ↑↑ | ↑↑↑ | | | |
| Traffic Volume (vph) | 0 | 635 | 1163 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 635 | 1163 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | | |
| Lane Util. Factor | | 0.88 | 0.91 | | | |
| Frt | | 0.85 | 1.00 | | | |
| Flt Protected | | 1.00 | 1.00 | | | |
| Satd. Flow (prot) | | 2787 | 5085 | | | |
| Flt Permitted | | 1.00 | 1.00 | | | |
| Satd. Flow (perm) | | 2787 | 5085 | | | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 661 | 1211 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 49 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 612 | 1211 | 0 | 0 | 0 |
| Turn Type | | Perm | NA | | | |
| Protected Phases | | | 2 | | | |
| Permitted Phases | | 8 | | | | |
| Actuated Green, G (s) | | 22.4 | 47.6 | | | |
| Effective Green, g (s) | | 22.4 | 47.6 | | | |
| Actuated g/C Ratio | | 0.27 | 0.58 | | | |
| Clearance Time (s) | | 6.0 | 6.0 | | | |
| Vehicle Extension (s) | | 2.0 | 3.0 | | | |
| Lane Grp Cap (vph) | | 761 | 2951 | | | |
| v/s Ratio Prot | | | c0.24 | | | |
| v/s Ratio Perm | | c0.22 | | | | |
| v/c Ratio | | 0.80 | 0.41 | | | |
| Uniform Delay, d1 | | 27.8 | 9.5 | | | |
| Progression Factor | | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | | 5.8 | 0.4 | | | |
| Delay (s) | | 33.6 | 9.9 | | | |
| Level of Service | | C | A | | | |
| Approach Delay (s) | 33.6 | | 9.9 | | 0.0 | |
| Approach LOS | C | | A | | A | |

| Intersection Summary | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 18.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.54 | | |
| Actuated Cycle Length (s) | 82.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 54.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 201: N 17 Ave. & Harrison St. (E)

05/10/2017

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |   |  | | | |  | |  | | | | |
| Traffic Volume (veh/h) | 385 | 76 | 119 | 0 | 0 | 190 | 0 | 167 | 15 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 385 | 76 | 119 | 0 | 0 | 190 | 0 | 167 | 15 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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 |
| Hourly flow rate (vph) | 410 | 81 | 127 | 0 | 0 | 202 | 0 | 178 | 16 | 0 | 0 | 0 |
| Pedestrians | | 1 | | | 10 | | | 11 | | | | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | | |
| Percent Blockage | | 0 | | | 1 | | | 1 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 507 | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 219 | | | 1078 | 976 | 166 | 1016 | 1039 | 1 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 219 | | | 1078 | 976 | 166 | 1016 | 1039 | 1 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 75 | | | 100 | | | 100 | 4 | 98 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1336 | | | 155 | 186 | 861 | 24 | 171 | 1083 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | NB 1 | | | | | | | |
| Volume Total | 205 | 205 | 208 | 202 | 194 | | | | | | | |
| Volume Left | 205 | 205 | 0 | 0 | 0 | | | | | | | |
| Volume Right | 0 | 0 | 127 | 202 | 16 | | | | | | | |
| cSH | 1623 | 1623 | 1700 | 1700 | 199 | | | | | | | |
| Volume to Capacity | 0.25 | 0.25 | 0.12 | 0.12 | 0.98 | | | | | | | |
| Queue Length 95th (ft) | 25 | 25 | 0 | 0 | 206 | | | | | | | |
| Control Delay (s) | 8.0 | 8.0 | 0.0 | 0.0 | 107.2 | | | | | | | |
| Lane LOS | A | A | | | F | | | | | | | |
| Approach Delay (s) | 5.3 | | | 0.0 | 107.2 | | | | | | | |
| Approach LOS | | | | | F | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 23.7 | | | | | | | | | |
| Intersection Capacity Utilization | | | 43.5% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 202: N 17 Ave. & Van Buren St.

05/10/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 61 | 40 | 32 | 4 | 76 | 24 | 19 | 98 | 6 | 4 | 78 | 72 |
| Future Volume (Veh/h) | 61 | 40 | 32 | 4 | 76 | 24 | 19 | 98 | 6 | 4 | 78 | 72 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 69 | 45 | 36 | 4 | 85 | 27 | 21 | 110 | 7 | 4 | 88 | 81 |
| Pedestrians | | 48 | | | 9 | | | 6 | | | 2 | |
| Lane Width (ft) | | 12.0 | | | 12.0 | | | 12.0 | | | 12.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 5 | | | 1 | | | 1 | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 412 | 352 | 182 | 366 | 390 | 124 | 217 | | | 126 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 412 | 352 | 182 | 366 | 390 | 124 | 217 | | | 126 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 84 | 92 | 96 | 99 | 83 | 97 | 98 | | | 100 | | |
| cM capacity (veh/h) | 420 | 531 | 816 | 492 | 506 | 916 | 1291 | | | 1448 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 150 | 116 | 138 | 173 | | | | | | | | |
| Volume Left | 69 | 4 | 21 | 4 | | | | | | | | |
| Volume Right | 36 | 27 | 7 | 81 | | | | | | | | |
| cSH | 512 | 565 | 1291 | 1448 | | | | | | | | |
| Volume to Capacity | 0.29 | 0.21 | 0.02 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 30 | 19 | 1 | 0 | | | | | | | | |
| Control Delay (s) | 14.9 | 13.0 | 1.3 | 0.2 | | | | | | | | |
| Lane LOS | B | B | A | A | | | | | | | | |
| Approach Delay (s) | 14.9 | 13.0 | 1.3 | 0.2 | | | | | | | | |
| Approach LOS | B | B | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 6.9 | | | | | | | | | |
| Intersection Capacity Utilization | | | 36.2% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 301: N 17 Ave. & Driveway 1

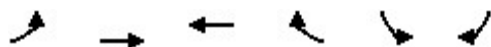
05/21/2017



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|------|------|------|----------------------|------|------|------|------|------|
| Lane Configurations | | ↔ | | | | | | ↑ | | | ↓ | |
| Traffic Volume (veh/h) | 8 | 0 | 51 | 0 | 0 | 0 | 13 | 346 | 0 | 0 | 21 | 16 |
| Future Volume (Veh/h) | 8 | 0 | 51 | 0 | 0 | 0 | 13 | 346 | 0 | 0 | 21 | 16 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 0 | 55 | 0 | 0 | 0 | 14 | 376 | 0 | 0 | 23 | 17 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 436 | 436 | 32 | 490 | 444 | 376 | 40 | | | 376 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 436 | 436 | 32 | 490 | 444 | 376 | 40 | | | 376 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 100 | 95 | 100 | 100 | 100 | 99 | | | 100 | | |
| cM capacity (veh/h) | 527 | 509 | 1043 | 459 | 504 | 670 | 1570 | | | 1182 | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | | | | | | | |
| Volume Total | 64 | 390 | 40 | | | | | | | | | |
| Volume Left | 9 | 14 | 0 | | | | | | | | | |
| Volume Right | 55 | 0 | 17 | | | | | | | | | |
| cSH | 917 | 1570 | 1700 | | | | | | | | | |
| Volume to Capacity | 0.07 | 0.01 | 0.02 | | | | | | | | | |
| Queue Length 95th (ft) | 6 | 1 | 0 | | | | | | | | | |
| Control Delay (s) | 9.2 | 0.3 | 0.0 | | | | | | | | | |
| Lane LOS | A | A | | | | | | | | | | |
| Approach Delay (s) | 9.2 | 0.3 | 0.0 | | | | | | | | | |
| Approach LOS | A | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 1.5 | | | | | | | | | |
| Intersection Capacity Utilization | | | 35.9% | | | | ICU Level of Service | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 302: Van Buren St. & Driveway 2

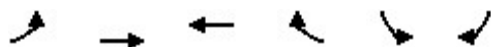
05/21/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 37 | 155 | 110 | 12 | 12 | 64 |
| Future Volume (Veh/h) | 37 | 155 | 110 | 12 | 12 | 64 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 40 | 168 | 120 | 13 | 13 | 70 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | 389 | | | | |
| pX, platoon unblocked | | | | | 1.00 | |
| vC, conflicting volume | 133 | | | | 374 | 126 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 133 | | | | 370 | 126 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 98 | 92 |
| cM capacity (veh/h) | 1452 | | | | 611 | 924 |
| Direction, Lane # | EB 1 | WB 1 | SB 1 | | | |
| Volume Total | 208 | 133 | 83 | | | |
| Volume Left | 40 | 0 | 13 | | | |
| Volume Right | 0 | 13 | 70 | | | |
| cSH | 1452 | 1700 | 855 | | | |
| Volume to Capacity | 0.03 | 0.08 | 0.10 | | | |
| Queue Length 95th (ft) | 2 | 0 | 8 | | | |
| Control Delay (s) | 1.6 | 0.0 | 9.7 | | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 1.6 | 0.0 | 9.7 | | | |
| Approach LOS | | | A | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.7 | | | |
| Intersection Capacity Utilization | | | 31.3% | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
 303: Van Buren St. & Driveway 3
















05/21/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 38 | 177 | 166 | 12 | 11 | 65 |
| Future Volume (Veh/h) | 38 | 177 | 166 | 12 | 11 | 65 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 41 | 192 | 180 | 13 | 12 | 71 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | 199 | | | | |
| pX, platoon unblocked | | | | | 0.94 | |
| vC, conflicting volume | 193 | | | | 460 | 186 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 193 | | | | 399 | 186 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 98 | 92 |
| cM capacity (veh/h) | 1380 | | | | 556 | 856 |
| Direction, Lane # | EB 1 | WB 1 | SB 1 | | | |
| Volume Total | 233 | 193 | 83 | | | |
| Volume Left | 41 | 0 | 12 | | | |
| Volume Right | 0 | 13 | 71 | | | |
| cSH | 1380 | 1700 | 794 | | | |
| Volume to Capacity | 0.03 | 0.11 | 0.10 | | | |
| Queue Length 95th (ft) | 2 | 0 | 9 | | | |
| Control Delay (s) | 1.6 | 0.0 | 10.1 | | | |
| Lane LOS | A | | B | | | |
| Approach Delay (s) | 1.6 | 0.0 | 10.1 | | | |
| Approach LOS | | | B | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.4 | | | |
| Intersection Capacity Utilization | | 35.5% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |

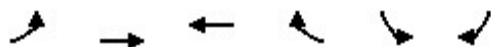
HCM Unsignalized Intersection Capacity Analysis
301: N 17 Ave. & Driveway 1

05/21/2017

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | | |  | |
| Traffic Volume (veh/h) | 4 | 0 | 23 | 0 | 0 | 0 | 16 | 178 | 0 | 0 | 99 | 20 |
| Future Volume (Veh/h) | 4 | 0 | 23 | 0 | 0 | 0 | 16 | 178 | 0 | 0 | 99 | 20 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 0 | 25 | 0 | 0 | 0 | 17 | 193 | 0 | 0 | 108 | 22 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 346 | 346 | 119 | 371 | 357 | 193 | 130 | | | 193 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 346 | 346 | 119 | 371 | 357 | 193 | 130 | | | 193 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 97 | 100 | 100 | 100 | 99 | | | 100 | | |
| cM capacity (veh/h) | 603 | 570 | 933 | 565 | 562 | 849 | 1455 | | | 1380 | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | | | | | | | |
| Volume Total | 29 | 210 | 130 | | | | | | | | | |
| Volume Left | 4 | 17 | 0 | | | | | | | | | |
| Volume Right | 25 | 0 | 22 | | | | | | | | | |
| cSH | 867 | 1455 | 1700 | | | | | | | | | |
| Volume to Capacity | 0.03 | 0.01 | 0.08 | | | | | | | | | |
| Queue Length 95th (ft) | 3 | 1 | 0 | | | | | | | | | |
| Control Delay (s) | 9.3 | 0.7 | 0.0 | | | | | | | | | |
| Lane LOS | A | A | | | | | | | | | | |
| Approach Delay (s) | 9.3 | 0.7 | 0.0 | | | | | | | | | |
| Approach LOS | A | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 1.1 | | | | | | | | | |
| Intersection Capacity Utilization | | | 26.9% | | | ICU Level of Service | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

HCM Unsignalized Intersection Capacity Analysis
 302: Van Buren St. & Driveway 2

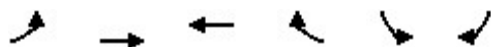
05/21/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 40 | 169 | 149 | 9 | 12 | 35 |
| Future Volume (Veh/h) | 40 | 169 | 149 | 9 | 12 | 35 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 43 | 184 | 162 | 10 | 13 | 38 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | 389 | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 172 | | | | 437 | 167 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 172 | | | | 437 | 167 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 98 | 96 |
| cM capacity (veh/h) | 1405 | | | | 559 | 877 |
| Direction, Lane # | EB 1 | WB 1 | SB 1 | | | |
| Volume Total | 227 | 172 | 51 | | | |
| Volume Left | 43 | 0 | 13 | | | |
| Volume Right | 0 | 10 | 38 | | | |
| cSH | 1405 | 1700 | 766 | | | |
| Volume to Capacity | 0.03 | 0.10 | 0.07 | | | |
| Queue Length 95th (ft) | 2 | 0 | 5 | | | |
| Control Delay (s) | 1.7 | 0.0 | 10.0 | | | |
| Lane LOS | A | | B | | | |
| Approach Delay (s) | 1.7 | 0.0 | 10.0 | | | |
| Approach LOS | | | B | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.0 | | | |
| Intersection Capacity Utilization | | | 32.8% | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
 303: Van Buren St. & Driveway 3

05/21/2017



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 41 | 202 | 172 | 8 | 11 | 35 |
| Future Volume (Veh/h) | 41 | 202 | 172 | 8 | 11 | 35 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 45 | 220 | 187 | 9 | 12 | 38 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | 199 | | | | |
| pX, platoon unblocked | | | | | 0.98 | |
| vC, conflicting volume | 196 | | | | 502 | 192 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 196 | | | | 481 | 192 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 98 | 96 |
| cM capacity (veh/h) | 1377 | | | | 516 | 850 |
| Direction, Lane # | EB 1 | WB 1 | SB 1 | | | |
| Volume Total | 265 | 196 | 50 | | | |
| Volume Left | 45 | 0 | 12 | | | |
| Volume Right | 0 | 9 | 38 | | | |
| cSH | 1377 | 1700 | 736 | | | |
| Volume to Capacity | 0.03 | 0.12 | 0.07 | | | |
| Queue Length 95th (ft) | 3 | 0 | 5 | | | |
| Control Delay (s) | 1.5 | 0.0 | 10.3 | | | |
| Lane LOS | A | | B | | | |
| Approach Delay (s) | 1.5 | 0.0 | 10.3 | | | |
| Approach LOS | | | B | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.8 | | | |
| Intersection Capacity Utilization | | | 35.8% | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |