MEMORIAL REGIONAL HOSPITAL SURGICAL AND CRITICAL CARE TOWER EXPANSION TRAFFIC IMPACT STUDY

March 2025

Prepared for:

Memorial Healthcare System

Prepared By:

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PROFESSIONAL ENGINEER CERTIFICATE

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

PROJECT: Memorial Regional Hospital Surgical and Critical Care Tower Expansion — Traffic Impact Study

LOCATION: Hollywood, Florida

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

This item has been digitally signed and sealed by Pablo Chon Kan, PE on the date indicated here. Printed copies of this document are not considered signed and sealed, and the signature must be verified on any electronic copies.

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EXECUTIVE SUMMARY

Calvin, Giordano, and Associates Inc. (CGA) was appointed by Memorial Healthcare System (MHS) to conduct a traffic impact study for the Memorial Regional Hospital's (MRH) Surgical & Critical Care Tower Expansion in the City of Hollywood, Florida, which is anticipated to be completed in 2030. This study aimed to evaluate the current and projected traffic conditions and offer recommendations to mitigate potential impacts.

The CGA team focused on several intersections and roadway segments surrounding the project. The following intersections were included in the analysis:

- Johnson Street and N 35th Avenue (Signalized Intersection)
- Johnson Street and N Park Road (Signalized Intersection)
- N 35th Avenue and Hospital Drive (Memorial Medical Office Centre Driveway) (Signalized Intersection)
- Garfield Street and N 35th Avenue (Roundabout)
- Garfield Street and N Park Road (Two-way Stop Controlled Intersection)
- Johnson Street and Emergency Entry Access (Two-way Stop Controlled Intersection)
- Johnson Street and N 38th Avenue (Employee Parking Access) (Two-way Stop Controlled Intersection)

CGA team also conducted a segment analysis consisting of the following segments:

- N 35th Avenue – North of Garfield Street
- N 35th Avenue – Between Garfield Street & Memorial Medical Office Centre Driveway
- N 35th Avenue – Between Memorial Medical Office Centre Driveway and Johnson Street
- Johnson Street - Between N 35th Avenue and Hospital Employee Parking Garage

The assessment covered existing conditions, future scenario without the project, and future scenario with the project conditions following the Surgical and Critical Care Tower expansion. The data collection effort included 24-hour turning movement counts, signal timing, and phasing plans. The methodology for the study was developed in collaboration with the City of Hollywood. Intersection geometry, pavement markings, signage, storage lengths, and lane assignments were reviewed and corroborated during field visits. The traffic data was adjusted for Peak Season traffic growth using annual trends and collected traffic data for the future scenario.

The expansion of MRH is projected to generate an additional 3,534 daily trips, with 269 and 282 trips during the AM and PM peak hours, respectively. The trips generated were assigned to the network in the future total traffic conditions, anticipating the Surgical and Critical Care Tower expansion completion. Synchro 11 software was used to evaluate the intersection capacity and delays for the above-mentioned intersections for existing, future build without project, and future total traffic with project.

The analysis shows a reduction in the Level of Service (LOS) of N 35th Avenue and Johnson Street intersection correlated with increases in the delays specifically during the AM peak period. To help mitigate the reduction in the LOS at N 35th Avenue and Johnson Street intersection, an intersection optimization was performed. The optimization improved the intersections' LOS from E to D in the AM Peak Period. For the PM Peak Period the overall delay remained at LOS D. The study also analyzed roadway segments showing that Johnson Street and N 35th Avenue maintained the same LOS before and after the introduction of the project traffic in future conditions.

The report provides an evaluation of the expected traffic impacts from the MRH Surgical & Critical Care Tower Expansion and recommendations to mitigate the effects of the project.

1. INTRODUCTION

Calvin, Giordano, and Associates Inc. (CGA) was assigned by Memorial Healthcare System (MHS) to complete a traffic impact study for the expansion of Memorial Regional Hospital (MRH) Surgical and Critical Care Tower in the City of Hollywood, Florida. The expansion is expected to be completed in 2030.

CGA has followed the methodology developed in collaboration with the City of Hollywood. This report summarizes the data collection, project trip generation, trip distribution and assignment, intersection analysis, and 95th percentile queueing analysis. The intersections analyzed are listed below:

- Johnson Street and N 35th Avenue (Signalized Intersection)
- Johnson Street and Park Road (Signalized Intersection)
- N 35th Avenue and Hospital Drive (Memorial Medical Office Centre Driveway) (Signalized Intersection)
- Garfield Street and N 35th Avenue (Roundabout)
- Garfield Street and N Park Road (Two-way Stop Controlled Intersection)
- Johnson Street and Emergency Entry Access (Two-way Stop Controlled Intersection)
- Johnson Street and N 38th Avenue (Employee Parking Access) (Two-way Stop Controlled Intersection)

The following segments were analyzed:

- N 35th Avenue – North of Garfield Street
- N 35th Avenue – Between Garfield Street & Memorial Medical Office Centre Driveway
- N 35th Avenue – Between Memorial Medical Office Centre Driveway and Johnson Street
- Johnson Street - Between N 35th Avenue and Hospital Employee Parking Garage

The purpose of this study is to analyze the nearby impacted intersections and segments based on existing and future (2030) traffic due to the expansion of the Memorial Regional Hospital (MRH) Surgical and Critical Care Tower in Hollywood, Florida and provide conclusions and recommendations to mitigate the effects of the project. The study area is located in the City of Hollywood, Florida. The study area is shown in Figure 1 below. A copy of the site plan included in **Appendix A**

Figure 1 Study Area

2. EXISTING CONDITIONS

An analysis of the study area was conducted to verify the intersections' geometry, pavement markings, signing, storage lengths, and lane assignments. The studied roads are described below:

Johnson Street: Johnson Street is a two-lane two-way street that runs in an east-west direction. The road has 12 feet lanes. This street provides turn lanes, sidewalks, and a marked median to separate opposing traffic. The posted speed limit on Johnson Street is 30 mph.

N 35th Avenue: N 35th Avenue in Hollywood is a wide roadway (average lane width 11 feet) and runs in a north-south direction. It is characterized by four lanes, two in each direction, divided by a median. The road has a posted speed limit of 30 mph.

N Park Road: N Park Road in Hollywood runs in a north-south direction. It is characterized by four lanes, two in each direction, divided by a grassed median. The lanes have a standard width of 12 feet, allowing for smooth traffic flow. The road has a posted speed limit of 30 mph.

Garfield Street: Garfield Street is an east-west, two-lane two-way traffic, local roadway with a posted speed limit of 30 mph. Garfield Street has a dead end at the west end of the road between N Park Road and N 35th Avenue. There is an existing gate at the west end of the road that will be open during the construction phase to allow construction traffic only. Figure 2 shows the permitted traffic movements at each of the studied intersections.

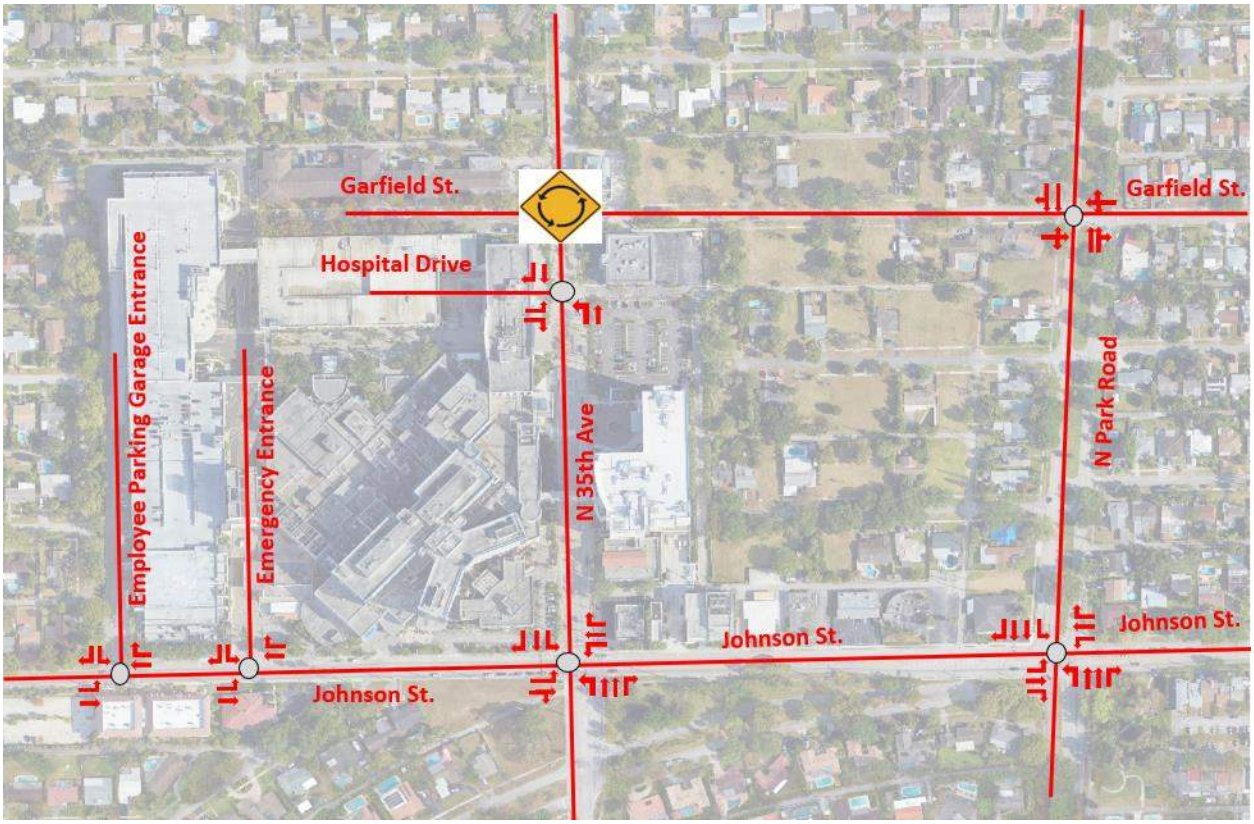


Figure 2 Permitted Movements

3. TRAFFIC OPERATION ANALYSIS

3.1 Traffic Data Collection

CGA collected 24-hr turning movement counts (TMC) on Wednesday, December 12, 2023, at seven intersections. The data includes heavy vehicles, bicycles, and pedestrians. Data was collected during the morning (6:00 AM – 10:00 AM) and afternoon (04:00 PM – 08:00 PM) periods within the study area. The peak periods were identified, and the peak periods volumes used to perform the analysis. The turning movement data is included in **Appendix B.**

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

3.1.1 Adjustment Factors

The December 2023 turning movement counts were adjusted to peak season traffic data by applying the FDOT's Peak Season Conversion Factor (PSCF) of 1.03. The 2022 Peak Season is attached in **Appendix D.**

3.1.2 Future Traffic

Future traffic conditions are defined as the expected traffic conditions for the roadway network in the year 2030 without the construction of the project. The future traffic is estimated based on the expected growth of the area. Future total traffic volumes used in the analysis are the sum of the future traffic and additional traffic generated by the project. Volume development worksheets for the study intersections are included in **Appendix E**.

3.1.3 Background Area Growth

Traffic growth on the transportation network was determined based upon historic growth trends at nearby FDOT traffic count stations. FDOT count stations referenced in this analysis include:

- FDOT Count Station No. 8023 is located on Johnson Street, west of N 35th Avenue.
- FDOT Count Station No. 8008 is located on Johnson Street, east of N 35th Avenue
- FDOT Count Station No. 9622 is located on N Park Road, north of Johnson Street.
- FDOT Count Station No. 9623 is located on N 35th Avenue, south of Johnson Street.

The historic growth rate analysis, based on FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) and ten (10) year periods. The linear growth trend yielded a growth rate of negative 9.15%, so an annual growth rate of one percent (1.0%) in the vicinity of the redevelopment was calculated. To provide for a conservative analysis, the growth rate of one percent (1.0%) was applied annually to the existing traffic volumes for future (2030) traffic conditions. Detailed growth calculations are contained in **Appendix F**.

3.1.4 Project Traffic

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project. The construction plan includes a surgical and critical care tower comprising 8 floors and a mechanical penthouse, with floors four through eight allocated for patient rooms. The bed count will increase by 150 beds with the beds being distributed from floor 4 to 8, representing 155,235 square feet of the new building. Furthermore, an area of 40,413 square feet in level three will be dedicated to mechanical space only, this area will be excluded of the analysis. In addition, the analysis considers the first three floors, designated for outpatient services and surgical operations and comprising 172, 394 square feet. Hence, the analysis includes a total of 327,629 square feet.

3.1.4.1 Trip Generation

Trip generation calculations for the proposed expansion were performed using rates and/or equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed project was determined using ITE Land Use Code (LUC) 610 Hospital. To provide a conservative analysis, credit for trips generated by the existing development was not taken in any of the analyses prepared in this study.

Table 1 Trip Generation from ITE

Land Use	Land Use Code	Units (1,000 sft GFA)	Equation	Directional Distribution		AM Peak Hour Trips (Gross)		
				IN	OUT	IN	OUT	Total
Hospital Expansion	610	328	T = 0.82(X)	67%	33%	180	89	269
Land Use	**Land Use Code**	**Units**	**Equation**	**Directional Distribution**		**PM Peak Hour Trips (Gross)**		
				IN	**OUT**	**IN**	**OUT**	**Total**
Hospital Expansion	610	328	T = 0.86(X)	35%	65%	99	183	282
Land Use	**Land Use Code**	**Units**	**Equation**	**Directional Distribution**		**Daily Trips (Gross)**		
				IN	**OUT**	**IN**	**OUT**	**Total**
Hospital Expansion	610	328	T= 10.77 (X)	50%	50%	1767	1767	3534

Based on Table 1, the expansion of the hospital will generate an additional 3,534 daily trips and 269 trips and 282 trips during the AM peak and PM peak hours, respectively. The excerpts from the ITE manual are provided in **Appendix G.**

3.1.4.2 Trip Distribution

The trip distribution was determined based on the FDOT traffic online data, CGA's collected traffic data, and engineering judgement. Figure 3 below shows the trip distribution.

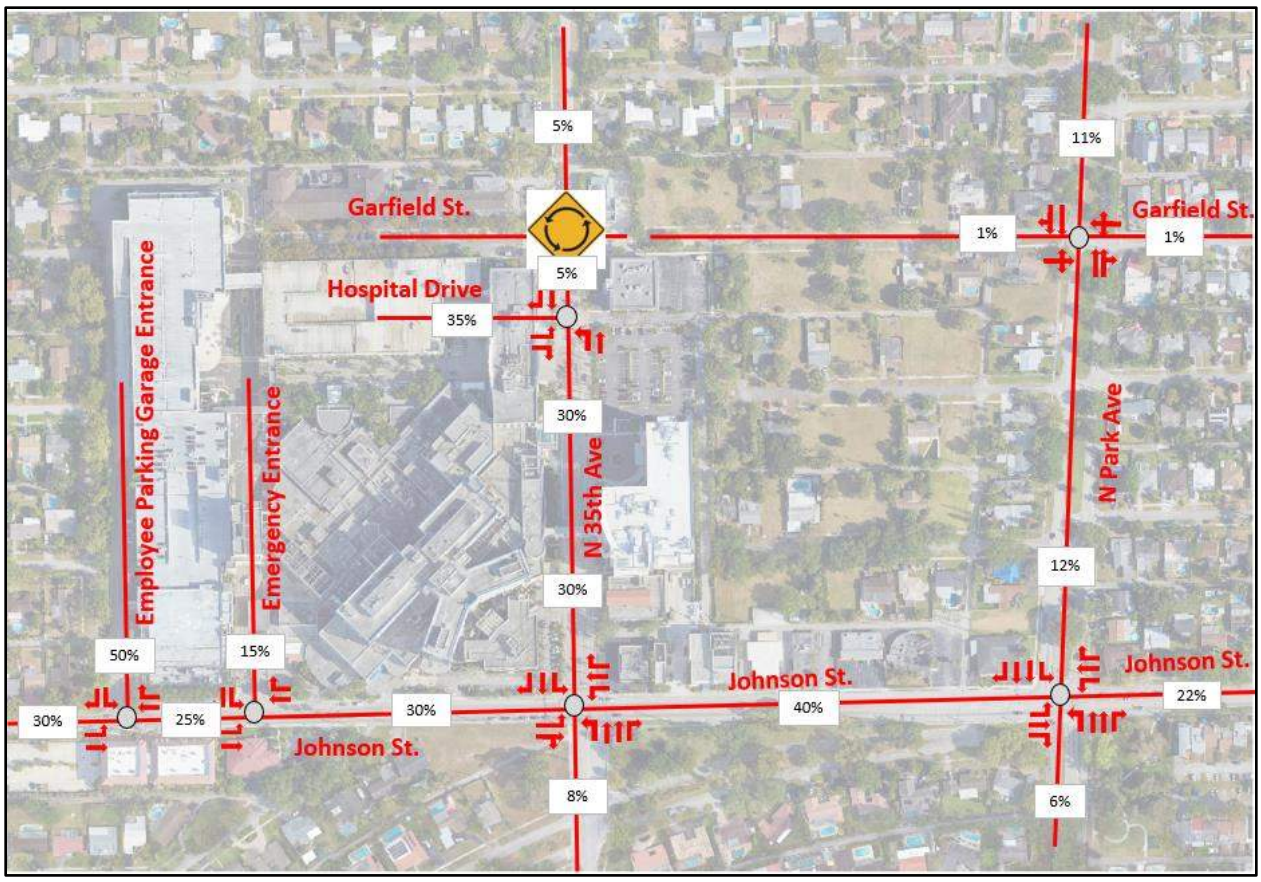


Figure 3 Trip Distribution

3.2 Intersection Capacity Analysis

The study area and surrounding network were modeled using Synchro 11 Signal Timing and Analysis Software (Synchro) to establish the Level of Service (LOS) for the intersections within the study area. Synchro applies methodologies outlined in the Highway Capacity Manual (HCM). The City of Hollywood has adopted Level of Service D as its operational standard. For each intersection, analyses were conducted for three different scenarios: existing conditions, future condition without project, and future total condition with project. The study intersections were evaluated for AM peak hours and PM peak hours. The existing volumes can be found in **Appendix E** after applying the Peak Season Correction Factor (PSCF) to determine the existing season volumes.

Table 2 below shows the Level of Service and delay for each intersection in the two peak hour scenarios for existing, future without project, and future total traffic with project. As shown, the intersections currently operate at an acceptable Level of Service of D or better.

After the completion of the project in (2030), the delays at Johnson Street and N 35 Avenue are expected to increase. The AM peak hour intersection average delay increased to 56.7 seconds, while the PM peak hours average intersection delay went up to 37.6 seconds. Meaning that from the scenario in 2030 without project to the one with the project there will be an increase of 24.5 seconds for the AM peak hours and 4.7 seconds for the PM peak hours, which results in LOS E and LOS D for the AM Peak Period and PM Peak Period, respectively. N 35th Avenue and Hospital Drive (Memorial Medical Office Center Driveway) maintained the same LOS B from the No Build to the Build scenario. N Park Road and Johnson Street intersection average overall delay increased from 43.1 seconds to 48.4 seconds in the AM Peak, while the PM Peak Period increased from 40.1 seconds to 42.5 seconds. From the No Build to the Build condition, the LOS remains at D. It is noted that Johnson Street and Employee Entrance Driveway intersection is controlled by a deputy during peak hours. As such, the model may not fully represent the actual operation of the intersection. The remaining four intersections are either stop-controlled or regulated by yield-control (roundabout), and the results show very minor changes in the delay. The Synchro output reports are included in **Appendix H**.

Table 2 Level of Service and Delay

Level of Service (LOS) and Delay													
Intersection	Intersection Control Type	Movement	Existing (2023)				Future No Build (2030)				Future Build (2030)			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
N Park Road & Johnson Street	Signalized	EB	36.5	D	29.2	C	44.3	D	34.4	C	52.9	D	39.0	D
		WB	35.4	D	30.0	C	42.0	D	34.3	C	50.5	D	37.6	D
		NB	36.3	D	43.1	D	37.1	D	44.7	D	37.0	D	45.3	D
		SB	47.4	D	43.6	D	50.1	D	45.5	D	53.4	D	47.0	D
		Overall	**38.8**	**D**	**36.9**	**D**	**43.1**	**D**	**40.1**	**D**	**48.4**	**D**	**42.4**	**D**
N 35th Avenue & Johnson Street	Signalized	EB	25.5	C	30.5	C	30.4	C	34.9	C	75.6	E	42.0	D
		WB	22.6	C	20.7	C	26.4	C	22.2	C	68.3	E	23.5	C
		NB	40.9	D	42.6	D	39.3	D	42.6	D	31.5	C	42.3	D
		SB	39.2	D	37.4	D	38.0	D	40.5	D	30.4	C	47.2	D
		Overall	**30.2**	**C**	**30.4**	**C**	**32.2**	**C**	**32.9**	**C**	**55.4**	**E**	**37.2**	**D**
N Park Road & Garfield Street	TWSC	EB	30.8	D	41.3	E	35.3	E	51	F	37	E	52.2	F
		WB	21.3	C	12.2	B	22.9	C	12.6	B	23.5	C	12.8	B
		NB	0		0		0		0		0		0	
		SB	0		0.1		0		0.1		0		0	
		Overall	**0.2**		**0.3**		**0.2**		**0.3**		**0.2**		**0.3**	
N 35th Avenue & Garfield Street	Roundabout	EB	4.7	A	6.5	A	4.9	A	6.8	A	4.0	A	5.4	A
		WB	4	A	4.8	A	4.1	A	4.9	A	3.4	A	4.1	A
		NB	4.8	A	5.3	A	5	A	5.5	A	4.0	A	4.4	A
		SB	6.6	A	5.7	A	6.9	A	5.9	A	5.4	A	4.7	A
		Overall	**5.8**	**A**	**5.8**	**A**	**6.1**	**A**	**6**	**A**	**4.8**	**A**	**4.8**	**A**

Intersection	Intersection Control Type	Movement	Existing (2023)				Future No Build (2030)				Future Build (2030)			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
N 35th Avenue & MM Office Center Driveway	Signalized	EB	23.1	C	20.5	C	16.2	B	20.4	C	16.3	B	20.4	C
		NB	6.4	A	5.3	A	23.0	C	5.4	A	33.4	C	5.4	A
		SB	4.2	A	5.8	A	12	B	6.0	A	11.9	B	60	A
		Overall	**8.4**	**A**	**11.2**	**B**	**18.5**	**B**	**11.3**	**B**	**33.4**	**C**	**11.3**	**B**
Johnson Street and Emergency Driveway	TWSC	EB	2.2		1.1		2.3		1.1		2.6		1.3	
		WB	0		0		0		0		0		0	
		SB	27.1	D	25.2	D	32.3	D	30.1	D	38.4	E	35	D
		Overall	**1.9**		**3.2**		**2.1**		**3.7**		**2.7**		**4.8**	
Johnson Street and Employee Entrance Driveway*	TWSC*	EB	3.8		0.1		4.1		0.2		4.8		0.6	
		WB	0.1		0.1		0.1		0.1		0.1		0.1	
		NB	13	B	17.4	B	13.6	B	35.2	E	13.6	B		
		SB	19.2	C	36	E	22.5	C	53.9	F	26.3	D	93	F
		Overall	**4.8**		**10.3**		**5.4**		**15.7**		**6.4**		**26.7**	

*Intersection controlled by a deputy during peak hours. The model may not fully represent the actual operation of the intersection.

3.3 95th Percentile Queue Length Analysis

A 95th percentile queue analysis was performed for the turn lanes at the study intersections. A summary of the 95th percentile queues for the studied intersections' movements is presented in Table 3. The table provides details of intersection control types, movements, and storage lengths for existing (2023), future no-build (2030), and future build (2030) scenarios during AM and PM peak hours. Additionally, it indicates instances where the 95th percentile volume exceeds capacity and where queue lengths are influenced by upstream signal metering.

The 95th percentile queue analysis shows modest increases in queue length derived from the yearly growth and additional increases resulting from additional traffic generated by the project in 2030. It is noted that queues at the intersection of Johnson Street and N 35 Avenue exceed the storage available in the Existing scenario. In general, in the No Build scenario queues increase across the network. For the Build scenario, the AM Peak Period shows larger increases in queue length for most intersections. It is noted that the left turn at the southbound approach at the intersection of Johnson Street and N 35th Avenue exceeds the storage. The Johnson Street and Employee Entrance Driveway saw an increase of 113 ft (from 263 ft to 375 ft) in the southbound direction (coming out of the Employee Entrance Driveway), spilling upstream to the employee parking garage. It should be noted that this intersection was modeled as a TWSC; however, currently there are deputies controlling the operations during peak hours which increases the capacity of the intersection and allowing right-turn movements only.

Table 3 95th Percentile Queue Analysis

Intersection Queue Analysis									
Intersection	Intersection Control Type	Movement	Storage Length (ft)	Existing (2023)		Future No Build (2030)		Future Build (2030)	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
				Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
N Park Road & Johnson Street	Signalized	EBL	210	171	231	194	#410	#257	#436
		EBR	200	39	53	46	97	50	109
		WBL	190	152	177	183	#317	189	#258
		WBR	360	49	56	53	60	58	59
		NBL	150	207	115	220	120	231	127
		NBR	150	65	80	75	104	75	101
		SBL	160	110	128	117	135	117	136
		SBR	160	85	102	86	126	112	127
N 35th Avenue & Johnson Street	Signalized	EBL	130	46	34	44	37	66	44
		WBL	195	82	103	80	127	128	163
		WBR	280	99	39	87	46	136	55
		NBL	155	225	74	54	77	235	82
		NBR	155	56	47	229	52	50	52
		SBL	275	220	#360	225	#299	233	#346
		SBR	280	3	51	0	52	0	54
N Park Road & Garfield Street	TWSC	EBL	-	2.5	10	2.5	10	2.5	10
		WBL	-	2.5	0	5	0	5	0
		NBL	-	0	0	0	0	0	0
		SBL	-	0		0	0	0	0

Intersection Queue Analysis

Intersection	Intersection Control Type	Movement	Storage Length (ft)	Existing (2023)		Future No Build (2030)		Future Build (2030)	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
				Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
N 35th Avenue & Garfield Street	Roundabout	EBL	-	0	25	0	25	0	25
		WBL	-	0	0	0	0	0	0
		NBL	-	25	25	25	25	25	25
		SBL	-	25	25	25	25	25	25
N 35th Avenue & MM Office Center Dwy	Signalized	EBL	125	24	42	23	44	26	44
		NBL	155	40	56	36	57	38	57
Johnson Street and Emergency Driveway	TWSC	EBL	-	17.5	7.5	20	7.5	22.5	7.5
		SBL	-	17.5	37.5	22.5	47.5	30	60
		SBR	-	10	30	12.5	35	12.5	40
Johnson Street and Employee Entrance Driveway*	TWSC*	EBL	-	45	0	48	0	57.5	2.5
		WBL	-	0	0	0	0	0	0
		NBL	-	0	17.5	0	23		-
		SBR	-	92.5	235	98	263	122.5	375

Note: # 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.
*Intersection controlled by a deputy during peak hours.

3.4 Intersection Improvement Plan

Considering the reduction in the Level of Service at the eastbound and westbound approaches of the intersection of N 35th Avenue and Johnson Street, a signal timing optimization was implemented.

The results are documented in Table 4 Level of Service and Delay, and Table 5 Queue Length. The results show that optimizing the traffic signals for N 35th Avenue and Johnson Street could significantly improve the LOS and reduce delays at this intersection. The optimization was performed using Synchro and considered the optimization of the cycle and the splits.

Table 4 Level of Service and Delay with Signal Optimization

Intersection	Movement	Future Build (2030)				Future Build (2030) with Signal Optimization			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
N 35th Avenue & Johnson Street	EB	75.6	E	42.0	D	38.2	D	43.8	D
	WB	68.3	E	23.5	C	39.3	D	24.9	C
	NB	31.5	C	42.3	D	34.9	C	42.9	D
	SB	30.4	C	47.2	D	35.4	D	44.2	D
	Overall	**55.4**	**E**	**37.2**	**D**	**37.4**	**D**	**37.2**	**D**

Table 5 Intersection 95th Percentile Queue Length with Signal Optimization

Intersection	Intersection Control Type	Movement	Storage Length (ft)	Future Build (2030)		Future Build (2030) with Signal Optimization	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
				Queue (ft)	Queue (ft)	Queue (ft)	Queue (ft)
N 35th Avenue & Johnson Street	Signalized	EBL	130	66	44	50	44
		WBL	195	128	163	#98	#209
		WBR	290	136	55	55	45
		NBL	155	235	82	#209	77
		NBR	266	50	52	29	47
		SBL	275	233	#346	#219	#315
		SBR	280	0	54	0	53

With the optimized settings, the intersection's cycle decreased from 129 seconds to 120 seconds, furthermore, the overall delay for the AM Peak Period decreased in in 18 seconds and remained the same at 37.2 seconds PM Peak Period. This means going from LOS E to LOS D in the future conditions with the project for the AM Peak Period and remaining at LOS D in the PM Peak Period. The optimization process was applied to balance the existing demand of the eastbound and westbound approaches and the demand from the southbound and northbound approaches.

4. ROADWAY SEGMENTS ANALYSIS

The CGA traffic team also analyzed the roadway segment along N 35th Avenue between Johnson Street and Garfield Street and the segment of Johnson Street between N 35th Avenue and the Hospital Employee Parking Garage by following FDOT's latest Q/LOS procedures (2023). The N 35th Avenue between Johnson Street and Garfield Street is segmented into three different segments, and a total of four segments were analyzed in this study.

- N 35th Avenue – North of Garfield Street
- N 35th Avenue – Between Garfield Street & Memorial Medical Office Centre Driveway
- N 35th Avenue – Between Memorial Medical Office Centre Driveway and Johnson Street
- Johnson Street - Between N 35th Avenue and Hospital Employee Parking Garage

The area is considered as C5 – Urban Center based on the FDOT Context Classification. In the new 2023 FDOT Q/LOS procedures, the Generalized Service Volume Tables for highways and arterials are organized by context classification rather than area type. An excerpt of the FDOT context classification is shown in Figure 4 below and Table 6 provides the generalized service volume based on the context classification.

Figure 6: FDOT Context Classification

Figure 4 FDOT Context Classification

Table 6 FDOT Generalized Service Volume Tables

FDOT

C2T, C4, C5, & C6 — Motor Vehicle Arterial Generalized Service Volume Tables

(C2T-Rural Town)

Peak Hour Directional	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,150
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600

(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

The roadway segment analysis for N 35th Avenue and Johnson Street, was conducted for the existing year (2024) with projections for the future year (2030), both with and without the project. Table 7 shows the results of roadway segment analysis.

Table 7 Roadway Segments Analysis

Roadway	Segment	2023 (Existing Year)						Future Year (2030) without Project						Future Year (2030) with Project Traffic					
		Daily Conditions			Peak Hour Conditions			Daily Conditions			Peak Hour Conditions			Daily Conditions			Peak Hour Conditions		
		AADT	Capacity at "LOS D"	LOS	Volume	Capacity at "LOS D"	LOS	AADT	Capacity at "LOS D"	LOS	Volume	Capacity at "LOS D"	LOS	AADT	Capacity at "LOS D"	LOS	Volume	Capacity at "LOS D"	LOS
N 35th Avenue	North of Garfield Street	4141	10008	D	420	1250	D	4440	10008	D	450	1250	D	4616	10008	D	464	1250	D
	Between Garfield Street & Memorial Medical Office Centre Driveway	5743	12479	D	503	1250	D	6157	12479	D	539	1250	D	6334	12479	D	553	1250	D
	Between Memorial Medical Office Centre Driveway and Johnson Street	11663	11885	D	900	1250	D	12504	11885	E	965	1250	D	13565	11885	E	1064	1250	D
Johnson Street	Between N 35th Avenue and Hospital Employee Parking Garage	20828	36194	C	1697	3450	C	22330	36194	C	1819	3450	C	23391	36194	C	1904	3450	C

Note:
1. Context Classification - C5 Urban Center
2."LOS D" Capcity for AADT Calculation Adjustment
   a. 2 Lane Divided Roadway with an exclusive left turn lane (s): Multiply by 1.05
   b. Non-State Signalized Roadway : Multiply by 0.90.
   c. Multilane Undivided Roadway with an exclusive Left Turn Lane (s) : Multiply by 0.95
   d. Exclusive Right Turn Lane(s): Multiply by 1.05
   e. 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

The analysis focuses on daily and peak hour traffic conditions, considering Average Annual Daily Traffic (AADT) and capacity at Level of Service D.

- For N 35th Avenue north of Garfield Street, the AADT increases from 4,141 in 2023 to 4,440 in 2030 without the project, and to 4,616 with the project. Despite these increases, the LOS remains at D for both daily and peak hour conditions, suggesting that traffic conditions are expected to deteriorate slightly but will maintain the same LOS.
- N 35th Ave Between Garfield Street and Memorial Medical Office Centre Driveway, AADT rises from 5,743 in 2023 to 6,157 in 2030 without the project and 6,334 with the project. Similarly, the LOS remains at D for all analyzed conditions, indicating a stable traffic flow.
- N 35th Ave Between Memorial Medical Office Centre Driveway and Johnson St, an increase in AADT is observed from 11,663 in 2023 to 12,504 in 2030 without the project, and 13,565 with the project. This segment experiences a deterioration in LOS from D in 2023 to E in 2030 due to the regular growth of the network and retains the same LOS E before and after the implementation of the project.
- For Johnson Street between N 35th Avenue and N Park Road, the data shows a stable traffic condition with a slight increase in AADT from 20,828 in 2023 to 22,330 in 2030 without the project, and to 23,391 with the project. The LOS remains at C for all conditions, indicating that this segment can manage the traffic volume efficiently compared to the segments on N 35th Avenue.

Overall, the analysis suggests that the analyzed segments could retain the same base level of service (2030) even when the traffic increases influenced by the proposed project. In addition, Johnson Street is expected to maintain its current Level of Service despite increased traffic volumes.

5. CONCLUSIONS AND RECOMMENDATIONS

The traffic impact study conducted by Calvin, Giordano, and Associates Inc. (CGA) for the expansion of Memorial Regional Hospital (MRH) Surgical and Critical Care Tower in the City of Hollywood, Florida, analyzed the potential traffic effects on the surrounding

road network. The study examined existing, future without project, and future with buildout traffic, focusing on key intersections and roadway segments within the study area.

The findings from the intersection analysis, 95th percentile queueing analysis, and roadway segment analysis indicate that while some intersections and roadway segments can maintain acceptable Levels of Service through 2030, others are expected to experience a slight reduction in the Level of Service due to the expansion of Surgical and Critical Care Tower of MRH. Specifically, the study shows that the Level of Service of the intersection of N 35th Avenue and Johnson Street is expected to decline along with the storage capacity at certain movements.

Based on the findings of this traffic impact study, CGA recommends the following actions to mitigate the anticipated traffic impacts at the intersection of N 35th Avenue and Johnson Street associated with the MRH expansion:

- **Intersection Improvements:** Implement signal optimization at N 35th Avenue and Johnson Street, to improve traffic flow and enhance the Level of Service. This includes adjusting signal timings to better accommodate peak-hour traffic volumes. Other measures such as a left turn lane extension for the southbound left turn lane were reviewed however may not be feasible due to existing geometric constraints of the corridor. Potential modifications to the signal plan may be applied during peak hours to improve flow southbound approach.

This recommendation aims to ensure that the roadway network surrounding MRH can accommodate the increased traffic demand resulting from the hospital's expansion, thereby minimizing the impact on the surrounding community, and maintaining efficient and safe traffic conditions.

Appendix List

APPENDIX A – Site Plan

APPENDIX B – Turning Movement Count Data

APPENDIX C – Signal Timing and Phasing Diagrams

APPENDIX D – Peak Season Conversion Factor

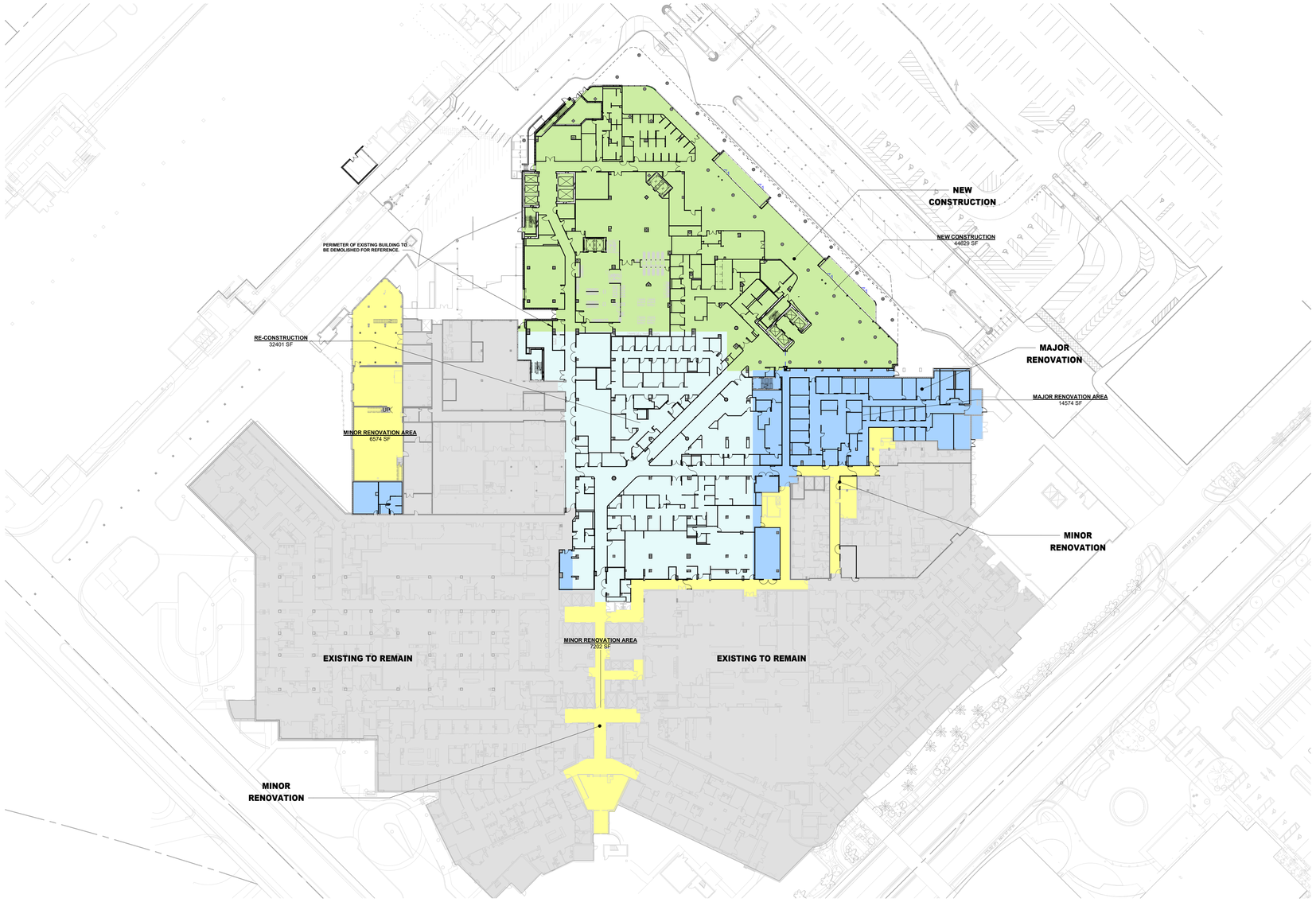
APPENDIX E – Volume Worksheet

APPENDIX F – Growth Rate

APPENDIX G – Trip Generation excerpts from ITE Manual

APPENDIX H – Synchro Results

APPENDIX A – Site Plan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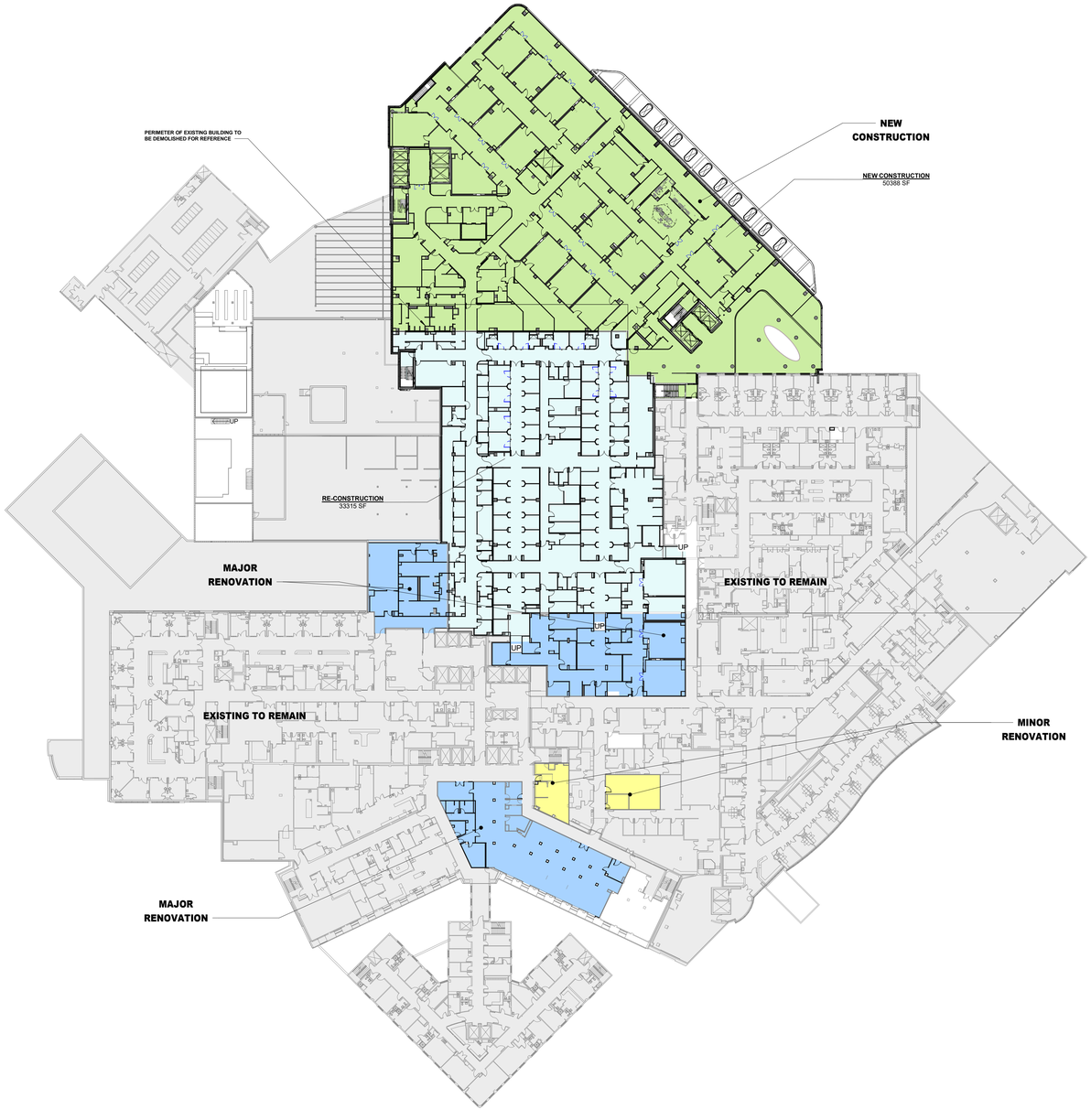
NEW CONSTRUCTION
44629 SF
PERIMETER OF EXISTING BUILDING TO
BE DEMOLISHED FOR REFERENCE
RE-CONSTRUCTION
32401 SF
MAJOR
RENOVATION
MAJOR RENOVATION AREA
14574 SF
UP
MINOR RENOVATION AREA
6574 SF
MINOR
RENOVATION
MINOR RENOVATION AREA
7202 SF
EXISTING TO REMAIN
EXISTING TO REMAIN
MINOR
RENOVATION

LEVEL 01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EXISTING TO REMAIN
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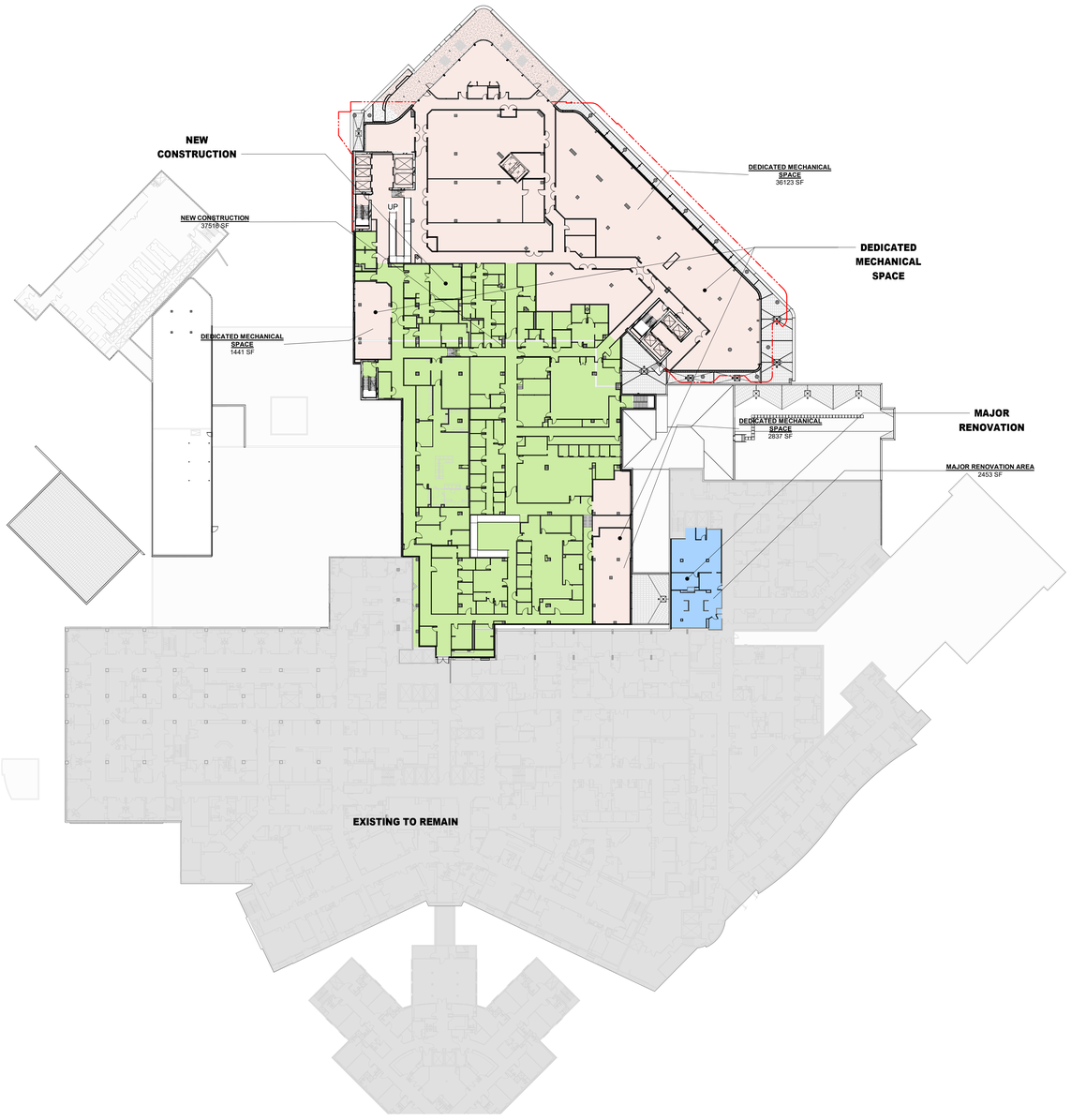
MAJOR RENOVATION
UP
UP
UP
UP

LEVEL 02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NEW CONSTRUCTION
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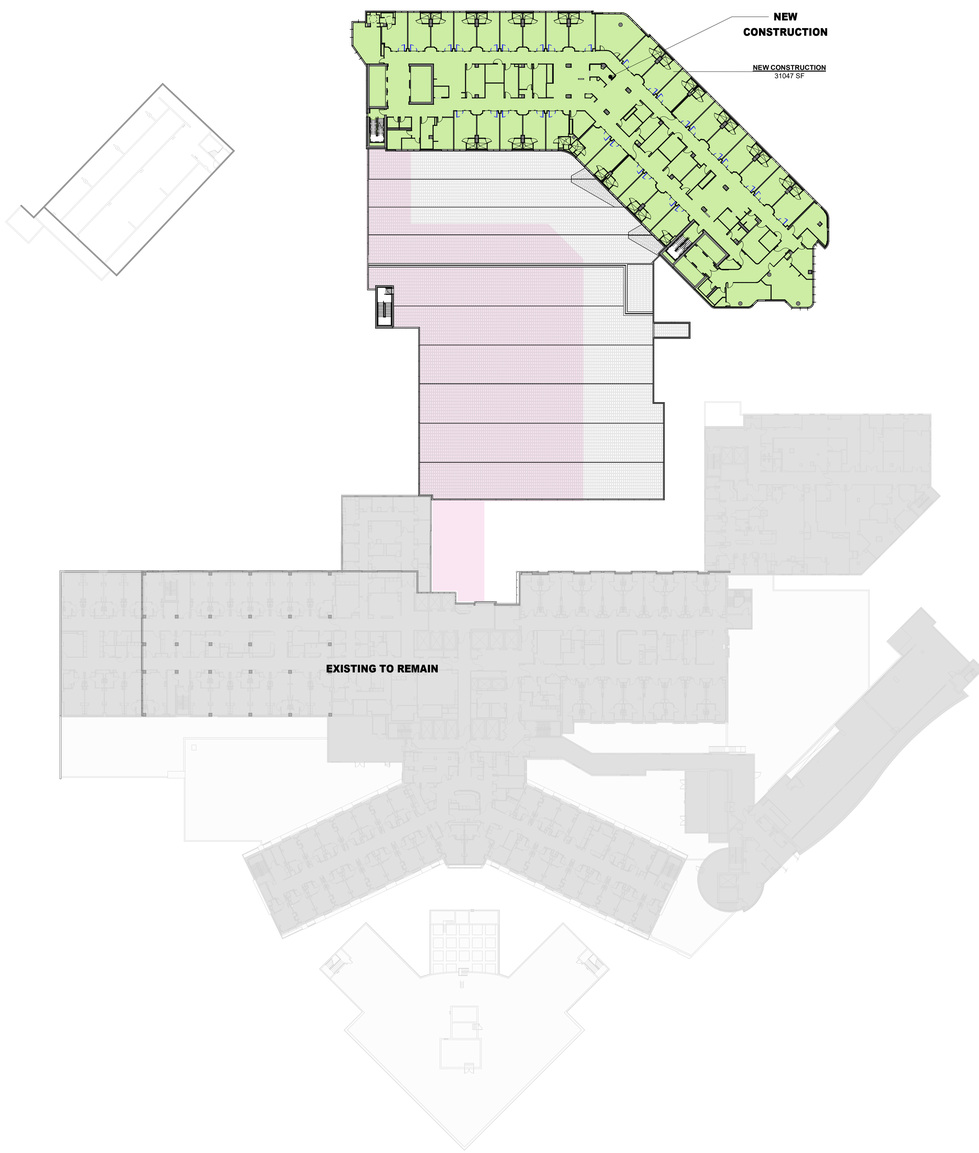
1441 SF
UP
DEDICATED MECHANICAL SPACE
36123 SF
DEDICATED MECHANICAL SPACE
MAJOR RENOVATION
DEDICATED MECHANICAL SPACE
2837 SF
MAJOR RENOVATION AREA
2453 SF
EXISTING TO REMAIN

LEVEL 03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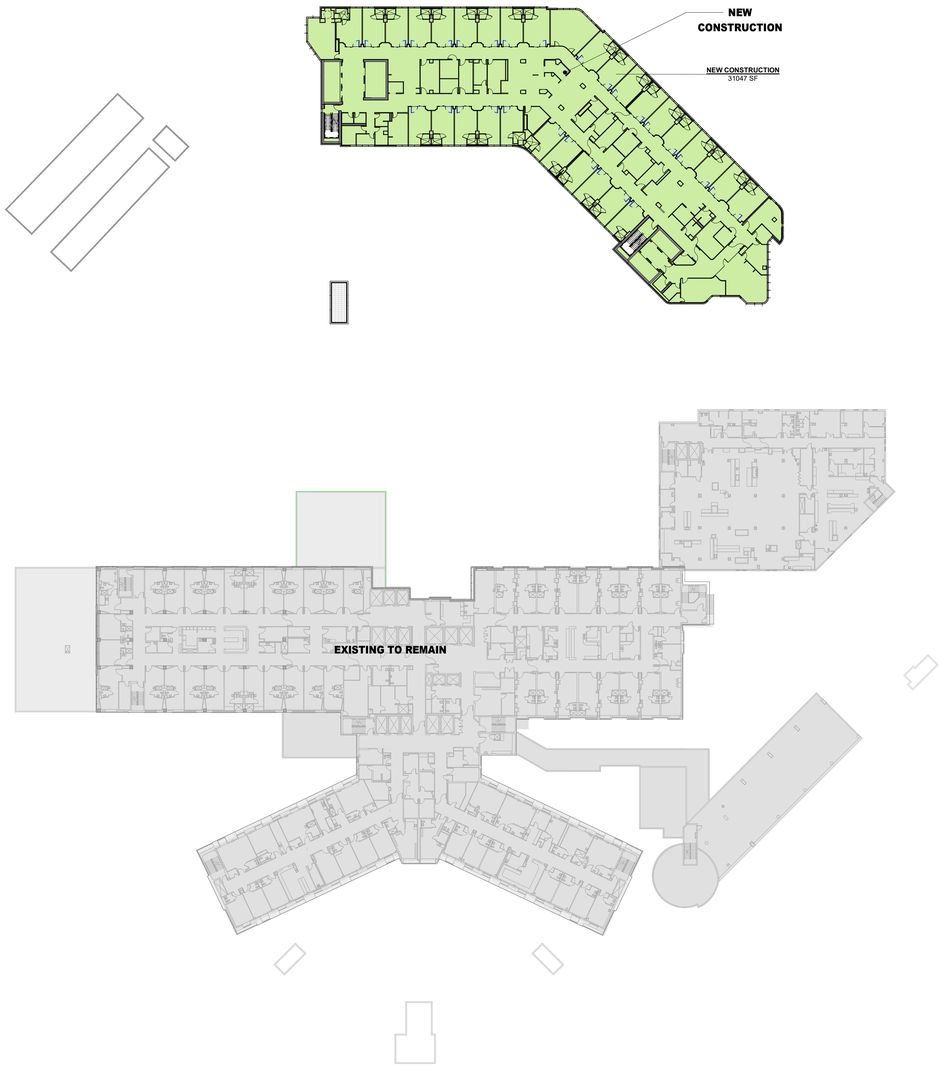
LEVEL 04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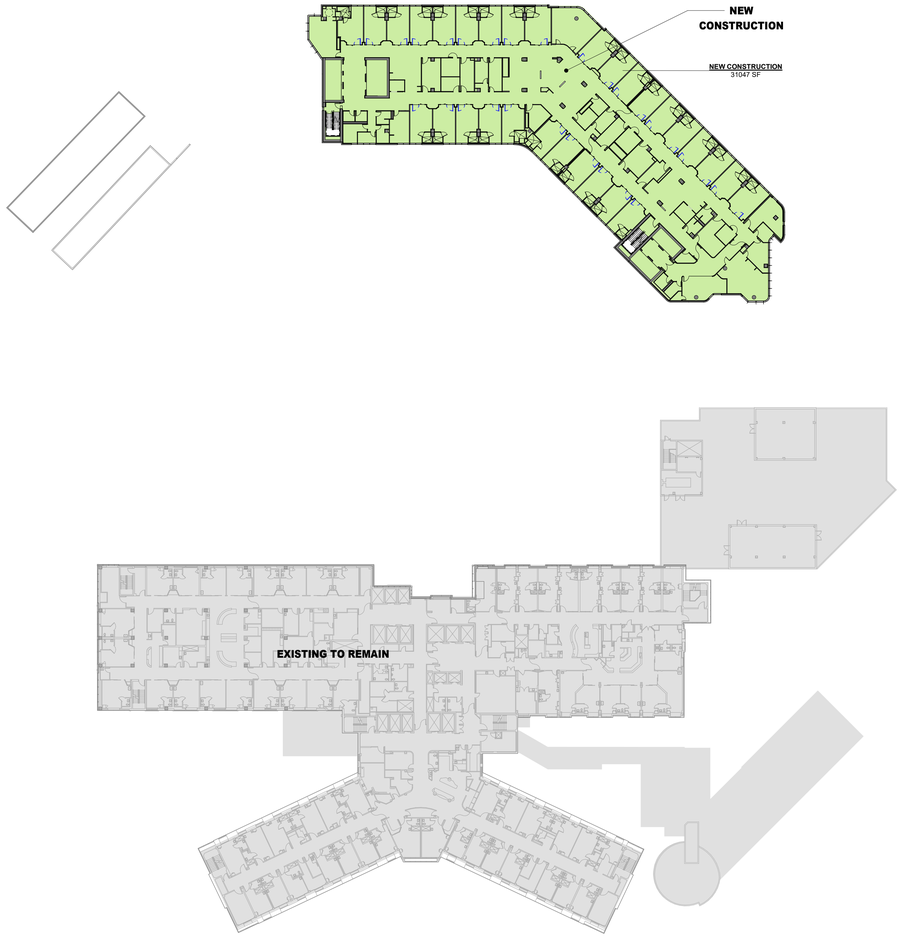
LEVEL 05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LEVEL 06


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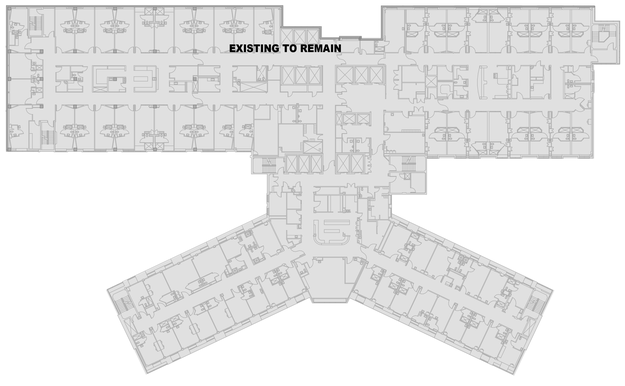
31047 SF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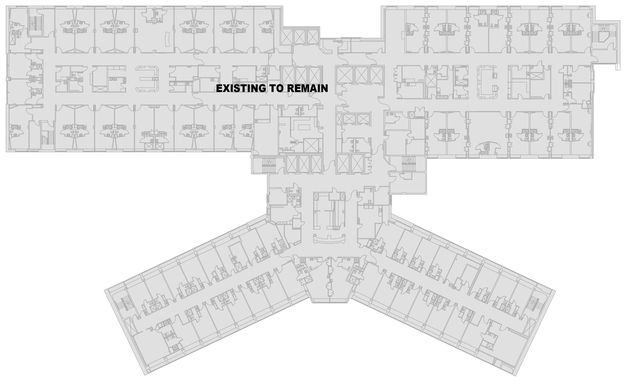
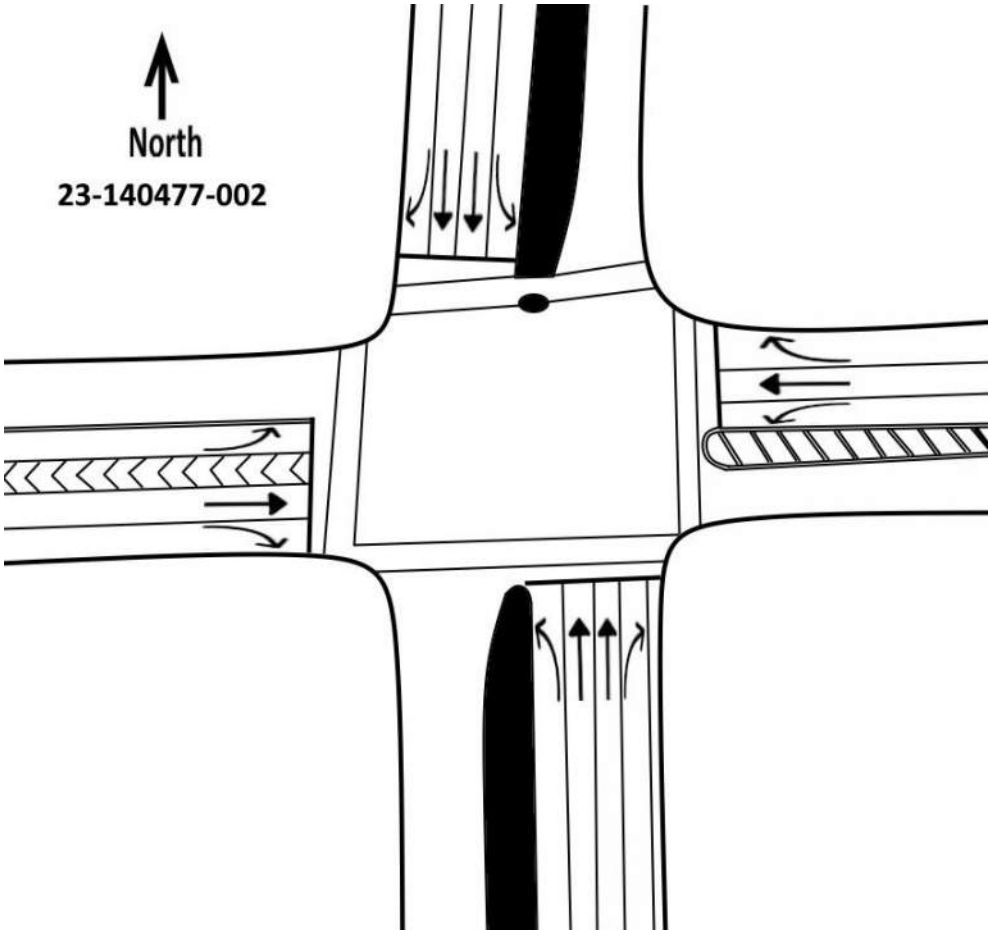

EXISTING TO REMAIN

LEVEL 08

APPENDIX B – Turning Movement Count Data

National Data & Surveying Services

N/S Street: **N Park Rd**	Speed: **30 MPH**



E/W Street: **Johnson St**

Speed: **30 MPH**

Site Code: **23-140477-002**

Date: **12/06/2023**

Weather: **Sunny**

City: **Hollywood**

County: **Broward**

Count Times: **06:00 - 10:00**

16:00 - 20:00

Control: **Signalized**

SIGNAL TIMING

PHASES	**1**	**2**	**3**
SL/ST	00:09	-	-
NL/SL	-	00:19	00:13
NT/ST	00:26	00:34	00:33
EL/WL	00:19	00:25	00:27
ET/WT	00:49	00:51	00:51

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Park Rd & Johnson St
City: Hollywood
Control: Signalized

Project ID: 23-140477-002
Date: 12/6/2023

Data - Total

NS/EW Streets:	N Park Rd				N Park Rd				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	27	22	7	0	5	14	26	0	11	13	8	0	11	18	4	0	166
6:15 AM	41	19	17	0	5	21	66	0	19	23	15	0	8	40	5	0	279
6:30 AM	61	44	11	0	7	35	69	0	21	47	16	0	11	55	9	0	386
6:45 AM	52	46	18	0	11	34	61	0	32	72	18	0	25	54	12	0	435
7:00 AM	27	78	64	0	13	49	51	0	36	93	14	0	31	77	21	0	554
7:15 AM	33	68	49	0	21	41	62	0	50	109	23	0	46	95	34	0	631
7:30 AM	42	106	54	1	17	59	75	0	56	115	27	0	51	109	30	0	742
7:45 AM	62	121	48	0	34	86	86	0	62	96	20	0	54	117	33	0	819
8:00 AM	42	112	50	0	24	80	73	1	43	142	24	0	41	102	36	0	770
8:15 AM	55	133	42	0	27	95	69	0	48	100	22	0	39	77	34	0	741
8:30 AM	47	113	47	0	15	78	73	0	41	114	37	0	37	82	28	0	712
8:45 AM	32	109	39	0	22	81	51	0	49	105	27	0	29	58	26	0	628
9:00 AM	34	80	38	0	29	94	65	1	29	90	33	0	46	75	35	0	649
9:15 AM	38	82	33	0	17	66	38	0	34	84	18	0	23	63	27	0	523
9:30 AM	37	91	34	1	17	88	36	0	36	72	30	0	36	55	22	0	555
9:45 AM	35	84	24	0	15	76	41	0	32	87	28	0	37	67	23	0	549
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	665	1308	575	2	279	997	942	2	599	1362	360	0	525	1144	379	0	9139
APPROACH %'s :	26.08%	51.29%	22.55%	0.08%	12.57%	44.91%	42.43%	0.09%	25.81%	58.68%	15.51%	0.00%	25.63%	55.86%	18.51%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	201	472	194	1	102	320	303	1	209	453	93	0	185	405	133	0	3072
PEAK HR FACTOR :	0.810	0.887	0.898	0.250	0.750	0.842	0.881	0.250	0.843	0.798	0.861	0.000	0.856	0.865	0.924	0.000	0.938
	0.939				0.881				0.903				0.886				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	42	105	58	1	25	112	51	0	47	87	40	0	45	88	34	0	735
4:15 PM	19	116	49	0	32	88	44	1	61	101	39	0	46	87	44	1	728
4:30 PM	23	86	61	0	19	115	41	0	63	126	33	0	43	102	42	0	754
4:45 PM	35	125	55	1	28	121	54	1	61	92	31	0	46	99	39	0	788
5:00 PM	25	119	54	1	21	164	55	0	71	118	38	0	48	95	40	0	849
5:15 PM	26	125	60	0	34	151	54	0	73	89	46	0	55	86	47	0	846
5:30 PM	28	121	52	1	41	127	55	0	69	119	22	0	53	117	37	0	842
5:45 PM	28	140	68	0	27	146	63	0	45	107	34	0	43	97	42	0	840
6:00 PM	29	126	41	0	26	141	49	0	52	109	31	0	67	110	35	1	817
6:15 PM	53	110	59	0	21	108	78	0	41	87	35	0	46	80	24	0	742
6:30 PM	49	106	49	1	25	95	68	0	40	78	23	0	33	90	28	0	685
6:45 PM	24	76	49	0	17	90	34	0	37	91	24	0	56	81	24	0	603
7:00 PM	25	80	64	0	17	70	46	0	45	62	22	0	57	56	24	0	568
7:15 PM	28	72	31	0	16	62	40	0	52	88	42	0	22	62	22	0	537
7:30 PM	19	68	34	0	17	68	25	0	68	78	37	0	33	58	15	0	520
7:45 PM	21	72	31	0	26	53	25	0	48	54	19	0	36	59	18	0	462
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	474	1647	815	5	392	1711	782	2	873	1486	516	0	729	1367	515	2	11316
APPROACH %'s :	16.12%	56.00%	27.71%	0.17%	13.58%	59.27%	27.09%	0.07%	30.37%	51.69%	17.95%	0.00%	27.90%	52.32%	19.71%	0.08%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	107	505	234	2	123	588	227	0	258	433	140	0	199	395	166	0	3377
PEAK HR FACTOR :	0.955	0.902	0.860	0.500	0.750	0.896	0.901	0.000	0.884	0.910	0.761	0.000	0.905	0.844	0.883	0.000	0.994
	0.898				0.977				0.915				0.918				

Prepared by National Data & Surveying Services

N Park Rd & Johnson St

Peak Hour Turning Movement Count

ID: 23-140477-002
City: Hollywood

Day: Wednesday
Date: 12/6/2023

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 6:00 AM - 10:00 AM
NOON: NONE
PM: 4:00 PM - 08:00 PM

SOUTHBOUND (N Park Rd)

AM	303	320	102	1	815	AM
NOON	0	0	0	0	0	NOON
PM	227	588	123	0	929	PM

EASTBOUND (Johnson St)

AM	NOON	PM	
909	0	729	
0	0	0	0
209	0	258	0
453	0	433	0
93	0	140	0
AM	NOON	PM	

WESTBOUND (Johnson St)

PM	NOON	AM	
166	0	133	0
395	0	405	0
199	0	185	0
0	0	0	0
790	0	749	
PM	NOON	AM	

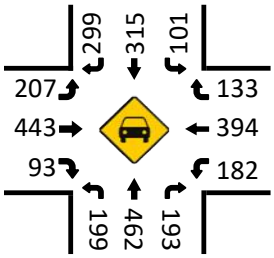
NORTHBOUND (N Park Rd)

PM	929	2	107	505	234	PM
NOON	0	0	0	0	0	NOON
AM	599	1	201	472	194	AM

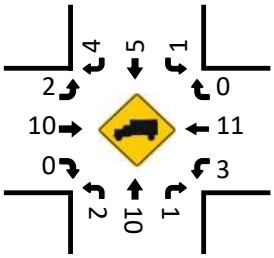
CONTROL: Signalized

TEV	3072 AM	0 NOON	3377 PM
PHF	0.94		0.99

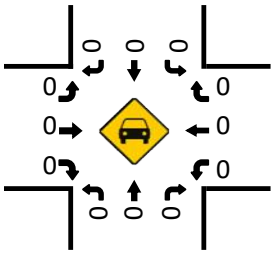
Cars (AM)



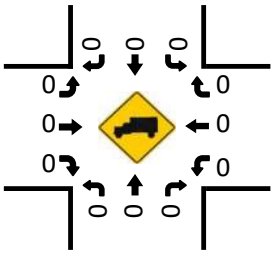
HT (AM)



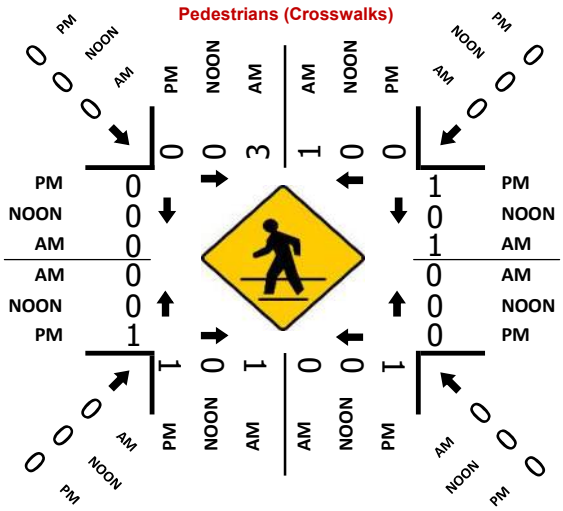
Cars (NOON)



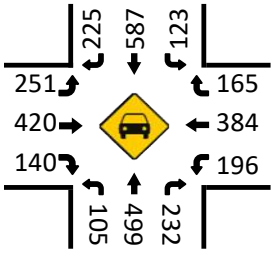
HT (NOON)



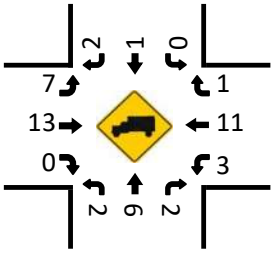
Pedestrians (Crosswalks)



Cars (PM)



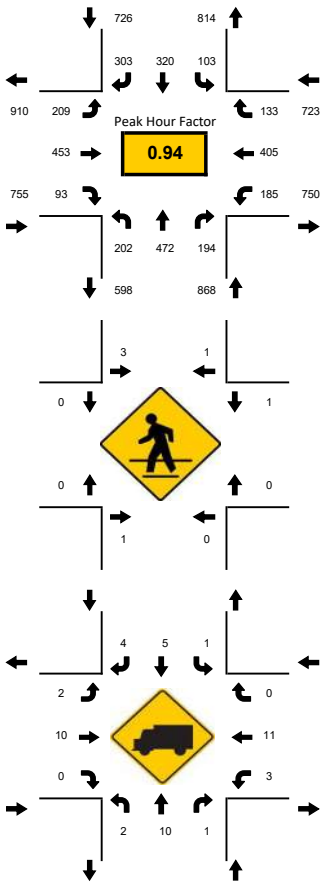
HT (PM)

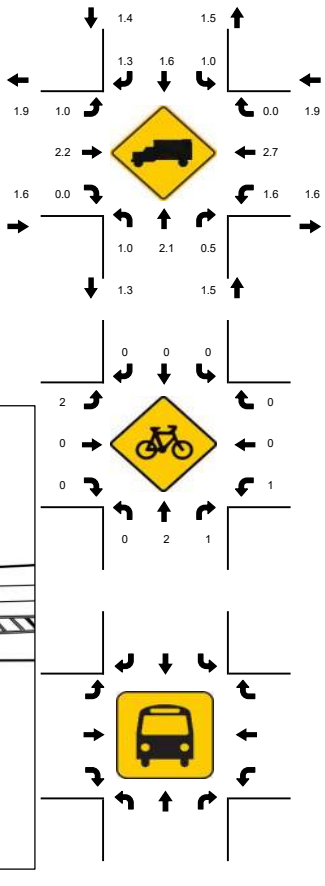


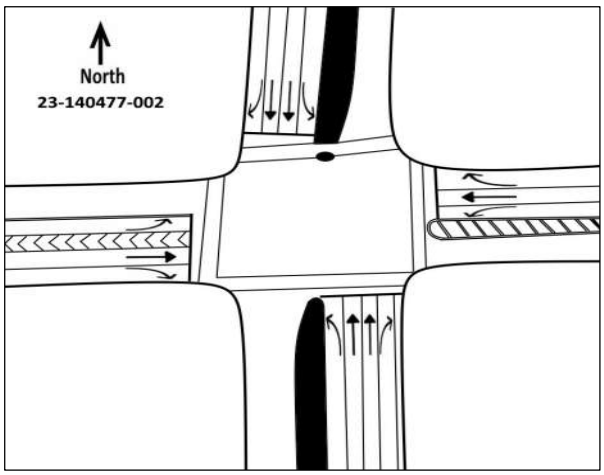
LOCATION: N Park Rd & Johnson St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140477-002
DATE: Wed, Dec 06, 2023

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:45 AM - 08:00 AM





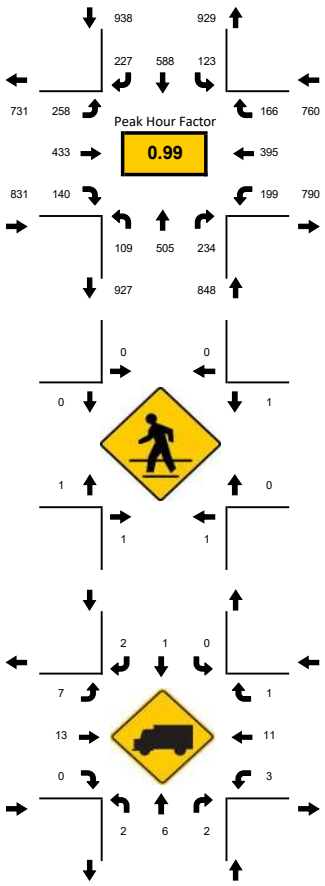


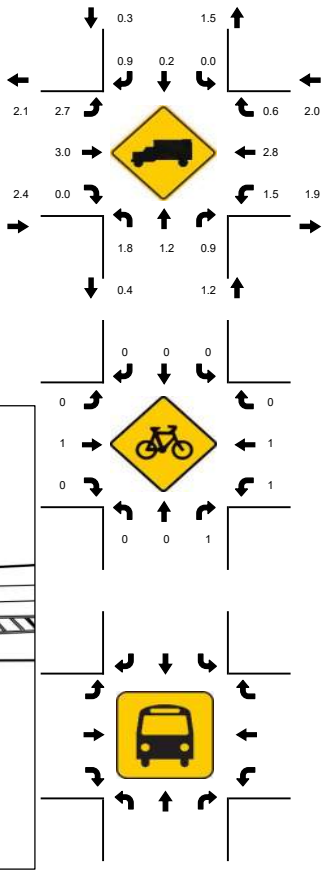
15-Min Count Period Beginning At	N Park Rd Northbound					N Park Rd Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
6:00 AM	27	22	7	0		5	14	26	0		11	13	8	0		11	18	4	0		166	1266
6:15 AM	41	19	17	0		5	21	66	0		19	23	15	0		8	40	5	0		279	1654
6:30 AM	61	44	11	0		7	35	69	0		21	47	16	0		11	55	9	0		386	2006
6:45 AM	52	46	18	0		11	34	61	0		32	72	18	0		25	54	12	0		435	2362
7:00 AM	27	78	64	0		13	49	51	0		36	93	14	0		31	77	21	0		554	2746
7:15 AM	33	68	49	0		21	41	62	0		50	109	23	0		46	95	34	0		631	2962
7:30 AM	42	106	54	1		17	59	75	0		56	115	27	0		51	109	30	0		742	3072
7:45 AM	62	121	48	0		34	86	86	0		62	96	20	0		54	117	33	0		819	3042
8:00 AM	42	112	50	0		24	80	73	1		43	142	24	0		41	102	36	0		770	2851
8:15 AM	55	133	42	0		27	95	69	0		48	100	22	0		39	77	34	0		741	2730
8:30 AM	47	113	47	0		15	78	73	0		41	114	37	0		37	82	28	0		712	2512
8:45 AM	32	109	39	0		22	81	51	0		49	105	27	0		29	58	26	0		628	2355
9:00 AM	34	80	38	0		29	94	65	1		29	90	33	0		46	75	35	0		649	2276
9:15 AM	38	82	33	0		17	66	38	0		34	84	18	0		23	63	27	0		523	1627
9:30 AM	37	91	34	1		17	88	36	0		36	72	30	0		36	55	22	0		555	1104
9:45 AM	35	84	24	0		15	76	41	0		32	87	28	0		37	67	23	0		549	549
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	248	532	216	4		136	380	344	4		248	568	108	0		216	468	144	0		**3616**	
Heavy Trucks	8	12	4	0		4	12	8	0		8	16	0	0		4	16	0	0		**92**	
Pedestrians		4					12					0					4				**20**	
Bicycles	0	8	4	0		0	0	0	0		8	0	0	0		4	0	0	0		**24**	
Buses																						
Stopped Buses																						

LOCATION: N Park Rd & Johnson St
CITY/STATE: Hollywood, FL

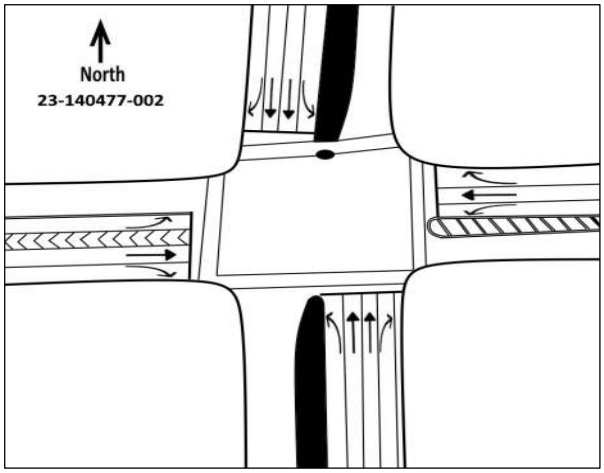
PROJECT ID: 23-140477-002
DATE: Wed, Dec 06, 2023

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM





National Data & Surveying Services



15-Min Count Period Beginning At	N Park Rd Northbound					N Park Rd Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	42	105	58	1		25	112	51	0		47	87	40	0		45	88	34	0		735	3005
4:15 PM	19	116	49	0		32	88	44	1		61	101	39	0		46	87	44	1		728	3119
4:30 PM	23	86	61	0		19	115	41	0		63	126	33	0		43	102	42	0		754	3237
4:45 PM	35	125	55	1		28	121	54	1		61	92	31	0		46	99	39	0		788	3325
5:00 PM	25	119	54	1		21	164	55	0		71	118	38	0		48	95	40	0		849	3377
5:15 PM	26	125	60	0		34	151	54	0		73	89	46	0		55	86	47	0		846	3345
5:30 PM	28	121	52	1		41	127	55	0		69	119	22	0		53	117	37	0		842	3241
5:45 PM	28	140	68	0		27	146	63	0		45	107	34	0		43	97	42	0		840	3084
6:00 PM	29	126	41	0		26	141	49	0		52	109	31	0		67	110	35	1		817	2847
6:15 PM	53	110	59	0		21	108	78	0		41	87	35	0		46	80	24	0		742	2598
6:30 PM	49	106	49	1		25	95	68	0		40	78	23	0		33	90	28	0		685	2393
6:45 PM	24	76	49	0		17	90	34	0		37	91	24	0		56	81	24	0		603	2228
7:00 PM	25	80	64	0		17	70	46	0		45	62	22	0		57	56	24	0		568	2087
7:15 PM	28	72	31	0		16	62	40	0		52	88	42	0		22	62	22	0		537	1519
7:30 PM	19	68	34	0		17	68	25	0		68	78	37	0		33	58	15	0		520	982
7:45 PM	21	72	31	0		26	53	25	0		48	54	19	0		36	59	18	0		462	462
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	112	560	272	4		164	656	252	0		292	476	184	0		220	468	188	0		**3848**	
Heavy Trucks	4	12	8	0		0	4	4	0		8	24	0	0		8	16	4	0		**92**	
Pedestrians		4					0					4					4				**12**	
Bicycles	0	0	4	0		0	0	0	0		0	4	0	0		4	4	0	0		**16**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

N/S Street: **N 35th Ave**	Speed: **30 MPH**

Site Code: **23-140477-001**

Date: **12/06/2023**

Weather: **Sunny**

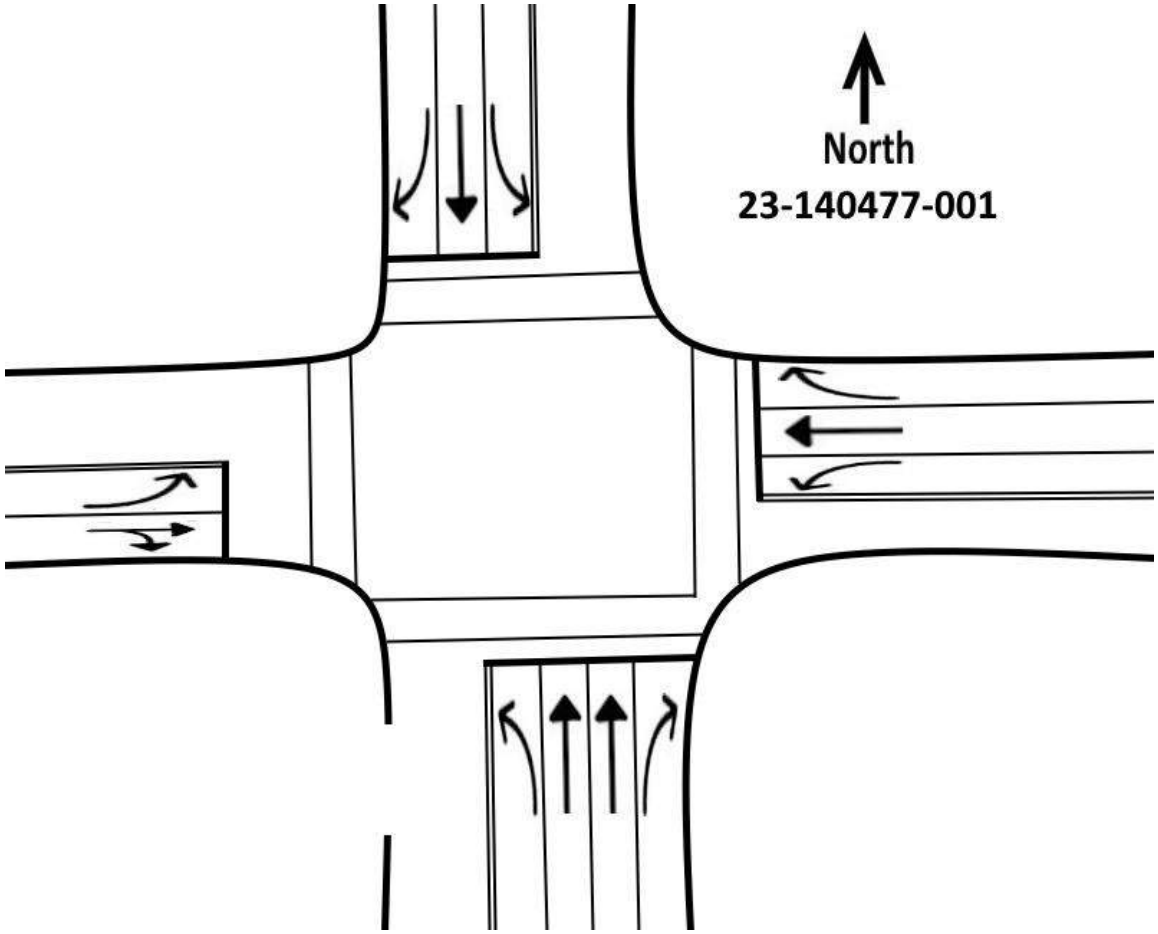
City: **Hollywood**

County: **Broward**

Count Times: **06:00 - 10:00**

16:00 - 20:00

Control: **Signalized**



E/W Street: **Johnson St**

Speed: **30 MPH**

SIGNAL TIMING

PHASES	**1**	**2**	**3**
NL/SL	00:23	-	-
SL/ST	-	00:25	00:24
NL/NT	-	00:12	00:18
NT/ST	00:24	-	-
WL/WT	00:20	-	-
EL/WL	-	00:16	-
ET/WT	00:28	00:46	00:44

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 35th Ave & Johnson St
City: Hollywood
Control: Signalized

Project ID: 23-140477-001
Date: 12/6/2023

Data - Total

NS/EW Streets:	N 35th Ave				N 35th Ave				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	22	18	3	0	11	11	5	0	6	19	1	1	5	44	20	0	166
6:15 AM	62	36	9	0	14	6	9	0	11	35	5	0	13	87	42	0	329
6:30 AM	73	65	9	0	29	20	12	0	15	44	6	0	16	105	71	0	465
6:45 AM	55	41	13	0	28	25	14	0	15	86	13	0	18	92	54	0	454
7:00 AM	40	26	17	0	32	14	14	0	15	89	12	0	23	96	36	0	414
7:15 AM	59	43	20	0	55	31	19	0	8	109	10	0	21	101	51	0	527
7:30 AM	68	49	25	0	63	32	18	0	11	107	13	0	27	132	56	0	601
7:45 AM	51	60	32	0	52	30	8	0	9	115	8	0	33	157	86	0	641
8:00 AM	58	59	26	0	59	27	14	0	10	104	13	0	28	113	68	0	579
8:15 AM	52	43	29	0	50	27	12	0	26	112	13	0	27	139	47	0	577
8:30 AM	37	49	26	0	51	30	20	0	20	92	15	0	25	106	69	0	540
8:45 AM	22	50	24	0	54	21	14	0	27	113	12	0	21	85	35	0	478
9:00 AM	22	43	21	0	38	27	13	0	24	99	6	0	27	114	39	0	473
9:15 AM	15	47	11	0	35	22	9	0	15	78	25	0	15	80	43	0	395
9:30 AM	28	34	16	0	49	25	16	0	19	89	15	0	17	85	33	0	426
9:45 AM	17	55	15	0	38	36	29	0	20	81	14	0	22	74	35	0	436
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	681	718	296	0	658	384	226	0	251	1372	181	1	338	1610	785	0	7501
APPROACH %'s :	40.18%	42.36%	17.46%	0.00%	51.89%	30.28%	17.82%	0.00%	13.91%	76.01%	10.03%	0.06%	12.37%	58.91%	28.72%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	229	211	112	0	224	116	52	0	56	438	47	0	115	541	257	0	2398
PEAK HR FACTOR :	0.842	0.879	0.875	0.000	0.889	0.906	0.722	0.000	0.538	0.952	0.904	0.000	0.871	0.861	0.747	0.000	0.935
	0.965				0.867				0.896				0.827				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	28	27	29	0	68	58	33	0	14	78	28	0	29	119	31	0	542
4:15 PM	19	21	17	0	80	38	34	0	10	111	24	0	29	116	19	0	518
4:30 PM	19	18	26	0	87	39	38	0	5	97	25	0	32	126	22	0	534
4:45 PM	19	16	30	0	70	36	22	0	18	98	26	0	36	129	32	0	532
5:00 PM	14	16	25	0	86	48	32	0	10	107	30	0	45	103	28	0	544
5:15 PM	19	13	27	0	72	51	25	0	7	104	28	0	38	107	49	0	540
5:30 PM	17	24	31	0	76	38	18	0	7	104	20	0	41	125	31	0	532
5:45 PM	13	25	34	0	60	51	11	0	14	101	28	0	46	114	33	0	530
6:00 PM	23	24	19	0	50	37	17	0	9	113	25	0	26	127	29	0	499
6:15 PM	44	26	19	0	54	21	19	0	16	95	19	0	23	139	43	0	518
6:30 PM	48	31	21	0	52	32	28	0	19	69	13	0	31	138	49	1	532
6:45 PM	16	16	8	0	45	27	15	0	10	92	11	0	27	101	18	0	386
7:00 PM	16	13	22	0	43	22	21	0	5	72	20	0	29	77	21	0	361
7:15 PM	9	14	18	0	65	43	37	0	3	91	42	0	17	92	20	0	451
7:30 PM	9	8	19	0	56	26	10	0	13	110	25	1	16	68	13	0	374
7:45 PM	13	13	10	0	44	15	21	0	5	62	27	0	24	71	16	0	321
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	326	305	355	0	1008	582	381	0	165	1504	391	1	489	1752	454	1	7714
APPROACH %'s :	33.06%	30.93%	36.00%	0.00%	51.14%	29.53%	19.33%	0.00%	8.01%	72.97%	18.97%	0.05%	18.14%	64.99%	16.84%	0.04%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	71	63	108	0	315	174	117	0	40	406	109	0	151	465	131	0	2150
PEAK HR FACTOR :	0.934	0.875	0.900	0.000	0.905	0.853	0.770	0.000	0.556	0.949	0.908	0.000	0.839	0.901	0.668	0.000	0.988
	0.931				0.913				0.944				0.948				

Prepared by National Data & Surveying Services

N 35th Ave & Johnson St

Peak Hour Turning Movement Count

ID: 23-140477-001
City: Hollywood

Day: Wednesday
Date: 12/6/2023

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	6:00 AM - 10:00 AM
NOON	NONE
PM	4:00 PM - 08:00 PM

SOUTHBOUND (N 35th Ave)

AM	52	116	224	0	524	AM
NOON	0	0	0	0	0	NOON
PM	117	174	315	0	234	PM

EASTBOUND (Johnson St)

AM	NOON	PM		
822	0	653	⇦	
0	0	0	↶	0
56	0	40	↱	0
438	0	406	→	0
47	0	109	↷	0
AM	NOON	PM		

WESTBOUND (Johnson St)

PM	NOON	AM		
131	0	257	↶	0
465	0	541	←	0
151	0	115	↰	0
0	0	0	↩	0
829	0	774	⇨	
PM	NOON	AM		

NORTHBOUND (N 35th Ave)

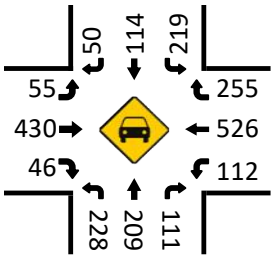
PM	434	0	71	63	108	PM
NOON	0	0	0	0	0	NOON
AM	278	0	229	211	112	AM

CONTROL

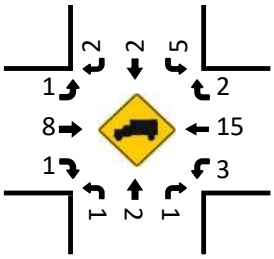
Signalized

TEV	2398 AM	0 NOON	2150 PM
PHF	0.94		0.99

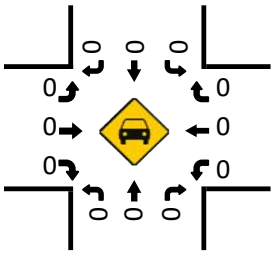
Cars (AM)



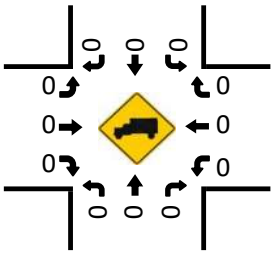
HT (AM)



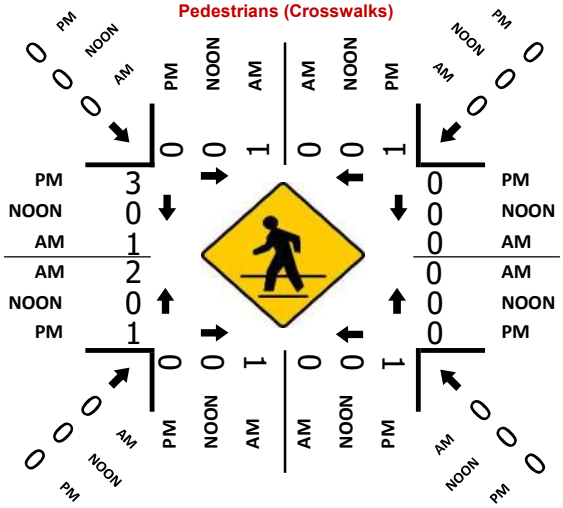
Cars (NOON)



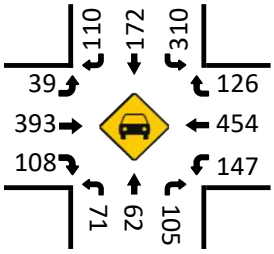
HT (NOON)



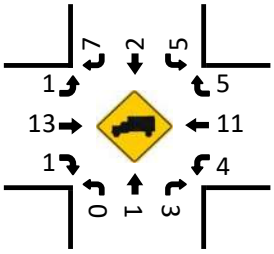
Pedestrians (Crosswalks)



Cars (PM)



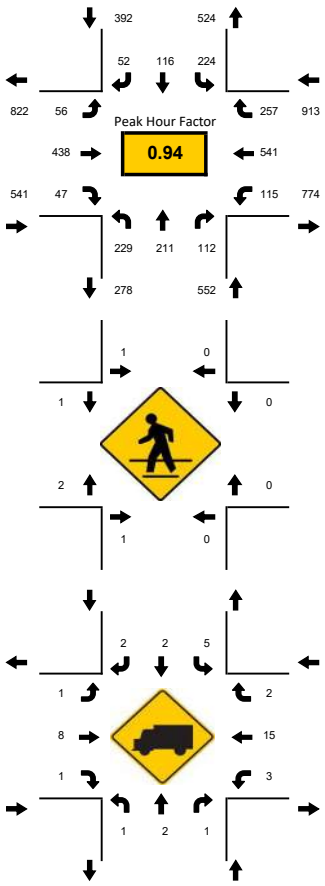
HT (PM)

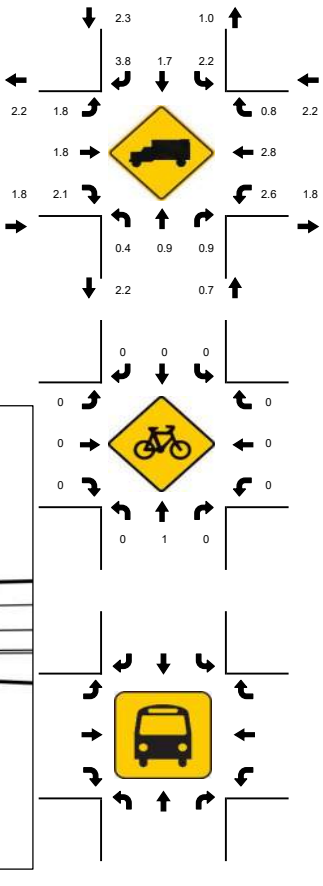


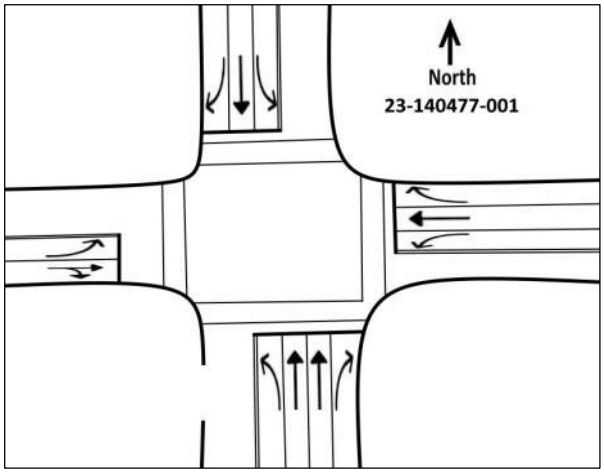
LOCATION: N 35th Ave & Johnson St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140477-001
DATE: Wed, Dec 06, 2023

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:45 AM - 08:00 AM





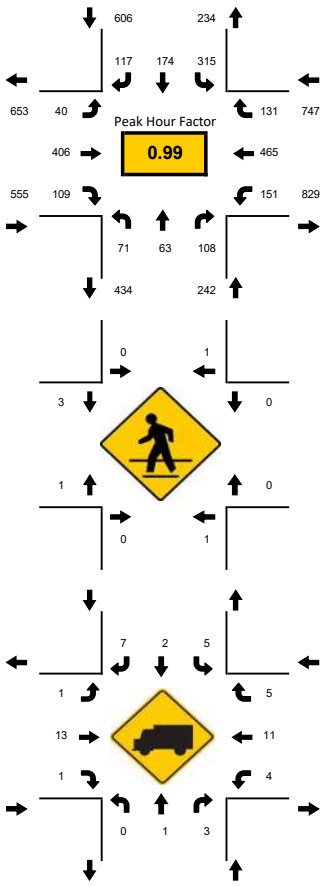


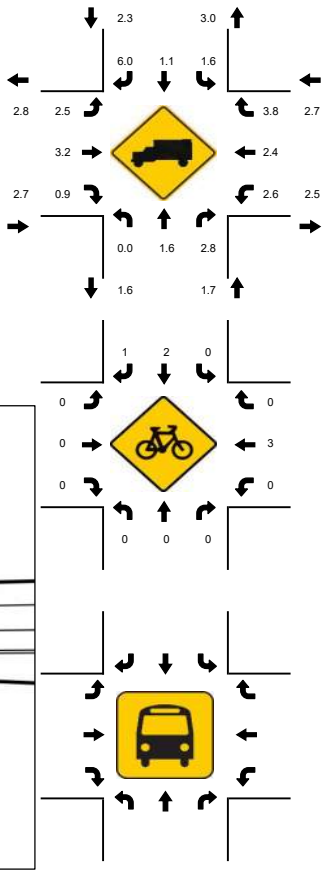
15-Min Count Period Beginning At	N 35th Ave Northbound					N 35th Ave Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
6:00 AM	22	18	3	0		11	11	5	0		6	19	1	1		5	44	20	0		166	1414
6:15 AM	62	36	9	0		14	6	9	0		11	35	5	0		13	87	42	0		329	1662
6:30 AM	73	65	9	0		29	20	12	0		15	44	6	0		16	105	71	0		465	1860
6:45 AM	55	41	13	0		28	25	14	0		15	86	13	0		18	92	54	0		454	1996
7:00 AM	40	26	17	0		32	14	14	0		15	89	12	0		23	96	36	0		414	2183
7:15 AM	59	43	20	0		55	31	19	0		8	109	10	0		21	101	51	0		527	2348
7:30 AM	68	49	25	0		63	32	18	0		11	107	13	0		27	132	56	0		601	2398
7:45 AM	51	60	32	0		52	30	8	0		9	115	8	0		33	157	86	0		641	2337
8:00 AM	58	59	26	0		59	27	14	0		10	104	13	0		28	113	68	0		579	2174
8:15 AM	52	43	29	0		50	27	12	0		26	112	13	0		27	139	47	0		577	2068
8:30 AM	37	49	26	0		51	30	20	0		20	92	15	0		25	106	69	0		540	1886
8:45 AM	22	50	24	0		54	21	14	0		27	113	12	0		21	85	35	0		478	1772
9:00 AM	22	43	21	0		38	27	13	0		24	99	6	0		27	114	39	0		473	1730
9:15 AM	15	47	11	0		35	22	9	0		15	78	25	0		15	80	43	0		395	1257
9:30 AM	28	34	16	0		49	25	16	0		19	89	15	0		17	85	33	0		426	862
9:45 AM	17	55	15	0		38	36	29	0		20	81	14	0		22	74	35	0		436	436
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	272	240	128	0		252	128	72	0		104	460	52	0		132	628	344	0		**2812**	
Heavy Trucks	4	4	4	0		12	8	4	0		4	12	4	0		8	20	4	0		**88**	
Pedestrians		4					4					8					0				**16**	
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

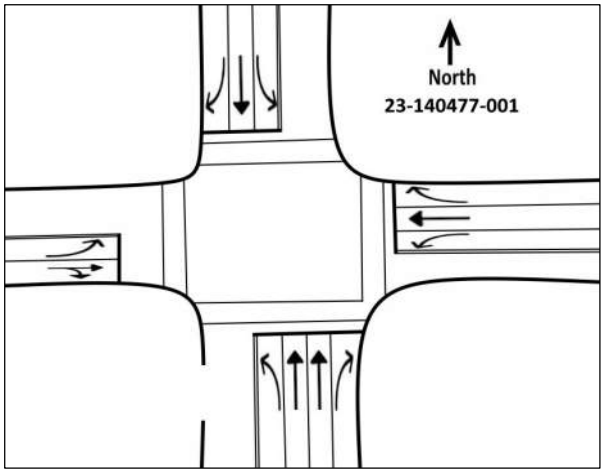
LOCATION: N 35th Ave & Johnson St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140477-001
DATE: Wed, Dec 06, 2023

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM







15-Min Count Period Beginning At	N 35th Ave Northbound					N 35th Ave Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	28	27	29	0		68	58	33	0		14	78	28	0		29	119	31	0		542	2126
4:15 PM	19	21	17	0		80	38	34	0		10	111	24	0		29	116	19	0		518	2128
4:30 PM	19	18	26	0		87	39	38	0		5	97	25	0		32	126	22	0		534	2150
4:45 PM	19	16	30	0		70	36	22	0		18	98	26	0		36	129	32	0		532	2148
5:00 PM	14	16	25	0		86	48	32	0		10	107	30	0		45	103	28	0		544	2146
5:15 PM	19	13	27	0		72	51	25	0		7	104	28	0		38	107	49	0		540	2101
5:30 PM	17	24	31	0		76	38	18	0		7	104	20	0		41	125	31	0		532	2079
5:45 PM	13	25	34	0		60	51	11	0		14	101	28	0		46	114	33	0		530	2079
6:00 PM	23	24	19	0		50	37	17	0		9	113	25	0		26	127	29	0		499	1935
6:15 PM	44	26	19	0		54	21	19	0		16	95	19	0		23	139	43	0		518	1797
6:30 PM	48	31	21	0		52	32	28	0		19	69	13	0		31	138	49	1		532	1730
6:45 PM	16	16	8	0		45	27	15	0		10	92	11	0		27	101	18	0		386	1572
7:00 PM	16	13	22	0		43	22	21	0		5	72	20	0		29	77	21	0		361	1507
7:15 PM	9	14	18	0		65	43	37	0		3	91	42	0		17	92	20	0		451	1146
7:30 PM	9	8	19	0		56	26	10	0		13	110	25	1		16	68	13	0		374	695
7:45 PM	13	13	10	0		44	15	21	0		5	62	27	0		24	71	16	0		321	321
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	76	72	120	0		348	204	152	0		72	428	120	0		180	516	196	0		**2484**	
Heavy Trucks	0	4	8	0		12	4	12	0		4	24	4	0		8	28	8	0		**116**	
Pedestrians		4					4					4					0				**12**	
Bicycles	0	0	0	0		0	4	4	0		0	0	0	0		0	4	0	0		**12**	
Buses																						
Stopped Buses																						

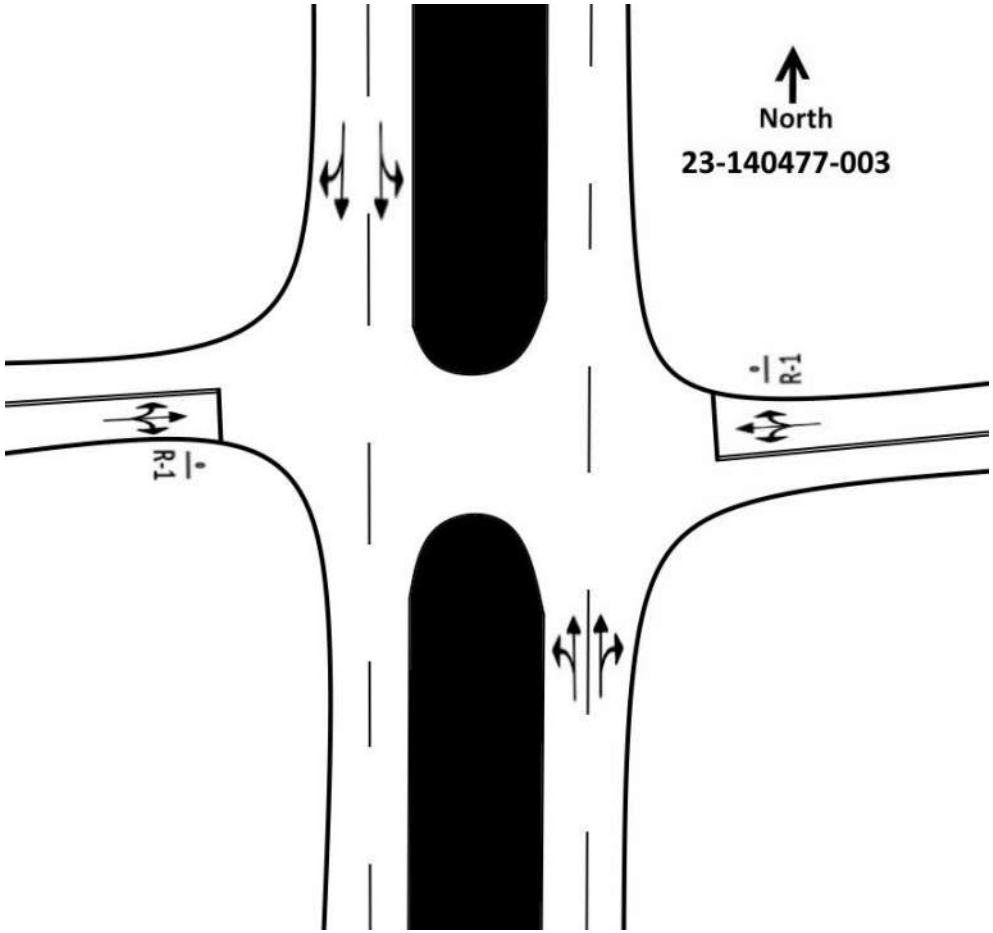
National Data & Surveying Services

Site Code:	**23-140477-003**
Date:	**12/06/2023**
Weather:	**Sunny**
City:	**Hollywood**
County:	**Broward**
Count Times:	**06:00 - 10:00**
	16:00 - 20:00
Control:	**2-Way Stop(EB/WB)**

N

N/S Street: **N Park Rd**

Speed: **30 MPH**



E/W Street: **Garfield St**

Speed: **30 MPH**

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Park Rd & Garfield St
City: Hollywood
Control: 2-Way Stop(EB/WB)

Project ID: 23-140477-003
Date: 12/6/2023

Data - Total

NS/EW Streets:	N Park Rd				N Park Rd				Garfield St				Garfield St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	38	0	0	1	47	0	1	0	0	0	0	0	0	0	0	87
6:15 AM	0	42	1	0	0	93	0	0	1	0	0	0	0	0	0	0	137
6:30 AM	0	73	1	0	0	107	0	0	0	0	0	0	1	0	0	0	182
6:45 AM	0	91	0	0	0	109	0	0	0	0	0	0	1	0	2	0	203
7:00 AM	0	139	1	0	0	110	0	0	0	0	0	0	1	0	1	0	252
7:15 AM	1	166	0	0	0	122	0	0	1	0	2	0	1	0	2	0	295
7:30 AM	0	186	0	0	0	161	0	0	0	0	1	0	1	0	1	0	350
7:45 AM	0	226	0	0	0	199	0	0	1	0	0	0	1	1	1	0	429
8:00 AM	3	201	2	0	2	192	1	0	1	0	0	0	1	0	5	0	408
8:15 AM	0	207	1	0	0	177	1	0	0	0	0	0	0	0	0	0	386
8:30 AM	0	186	0	0	0	170	0	0	1	0	1	0	0	0	1	0	359
8:45 AM	1	180	0	0	0	167	0	0	1	0	0	0	2	0	0	0	351
9:00 AM	0	143	0	0	1	181	1	0	0	0	0	0	0	0	0	0	326
9:15 AM	0	145	1	0	0	125	1	1	0	0	0	0	0	0	1	0	274
9:30 AM	0	145	1	0	0	129	0	0	1	0	0	0	0	0	1	0	277
9:45 AM	0	128	0	1	1	135	0	0	0	0	0	0	0	0	0	0	265
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	2296	8	1	5	2224	4	2	7	0	4	0	9	1	15	0	4581
APPROACH %'s :	0.22%	99.39%	0.35%	0.04%	0.22%	99.51%	0.18%	0.09%	63.64%	0.00%	36.36%	0.00%	36.00%	4.00%	60.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	3	820	3	0	2	738	2	0	3	0	1	0	2	1	7	0	1582
PEAK HR FACTOR :	0.250	0.907	0.375	0.000	0.250	0.927	0.500	0.000	0.750	0.000	0.250	0.000	0.500	0.250	0.350	0.000	0.922
		0.914				0.932				0.500				0.417			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	184	2	0	2	170	1	0	2	0	1	0	0	0	1	0	363
4:15 PM	2	209	1	0	0	154	1	1	1	0	2	0	1	0	0	0	372
4:30 PM	0	192	1	0	0	185	2	0	1	0	1	0	0	0	0	0	382
4:45 PM	0	223	0	0	0	180	0	0	1	0	1	0	2	0	1	0	408
5:00 PM	1	234	0	0	1	250	1	0	4	0	1	0	0	0	0	0	492
5:15 PM	1	243	0	0	2	248	3	0	1	0	2	0	0	0	3	0	503
5:30 PM	0	230	2	0	2	219	0	1	0	1	1	0	0	0	0	0	456
5:45 PM	0	218	0	0	0	212	1	0	0	0	1	0	0	0	0	0	432
6:00 PM	1	199	0	3	2	225	0	1	0	0	0	0	0	0	0	0	431
6:15 PM	0	175	0	1	1	193	1	1	1	0	0	0	0	0	2	0	375
6:30 PM	0	166	1	0	1	185	0	1	1	0	1	0	0	0	0	0	356
6:45 PM	0	144	2	0	1	145	0	1	1	0	0	0	1	0	1	0	296
7:00 PM	0	140	3	0	1	124	0	0	1	0	0	0	0	0	1	0	270
7:15 PM	0	148	0	0	0	124	0	0	1	0	0	0	1	0	0	0	274
7:30 PM	0	150	1	0	0	93	0	0	0	0	1	0	1	0	1	0	247
7:45 PM	0	140	0	0	0	103	0	0	0	0	0	0	0	0	2	0	245
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	2995	13	4	13	2810	10	6	15	1	12	0	6	0	12	0	5902
APPROACH %'s :	0.17%	99.27%	0.43%	0.13%	0.46%	98.98%	0.35%	0.21%	53.57%	3.57%	42.86%	0.00%	33.33%	0.00%	66.67%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	2	925	2	0	5	929	5	1	5	1	5	0	0	0	3	0	1883
PEAK HR FACTOR :	0.500	0.952	0.250	0.000	0.625	0.929	0.417	0.250	0.313	0.250	0.625	0.000	0.000	0.000	0.250	0.000	0.936
		0.952				0.929				0.550				0.250			

Prepared by National Data & Surveying Services

N Park Rd & Garfield St

Peak Hour Turning Movement Count

ID: 23-140477-003
City: Hollywood

Day: Wednesday
Date: 12/6/2023

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	6:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 08:00 PM

SOUTHBOUND (N Park Rd)

AM	2	738	2	0	830	AM
NOON	0	0	0	0	0	NOON
PM	5	929	5	1	934	PM

EASTBOUND (Garfield St)

AM	NOON	PM
6	0	7
0	0	0
3	0	5
0	0	1
1	0	5

WESTBOUND (Garfield St)

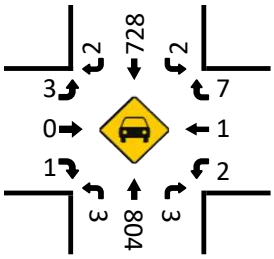
PM	NOON	AM
3	0	7
0	0	1
0	0	2
0	0	0
8	0	5

NORTHBOUND (N Park Rd)

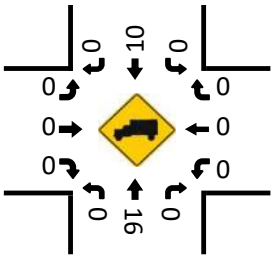
PM	934	0	2	925	2	PM
NOON	0	0	0	0	0	NOON
AM	741	0	3	820	3	AM

CONTROL			
2-Way Stop(EB/WB)			
TEV	1582	0	1883
	AM	NOON	PM
PHF	0.92		0.94

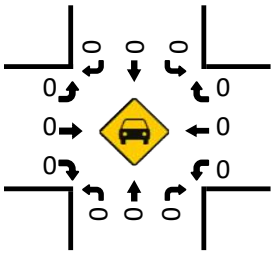
Cars (AM)



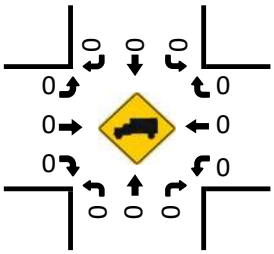
HT (AM)



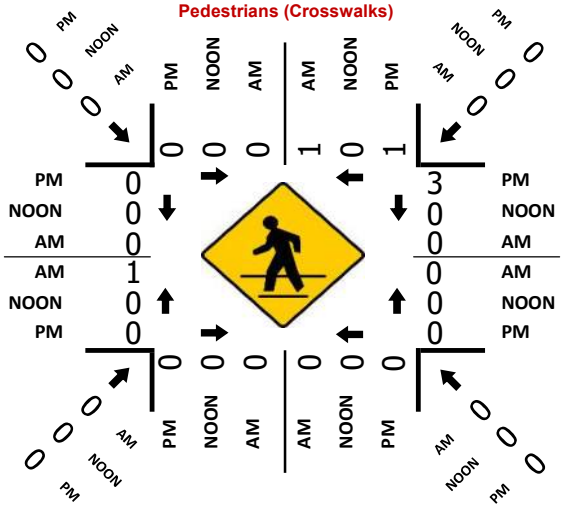
Cars (NOON)



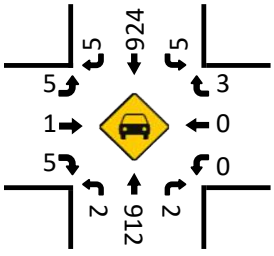
HT (NOON)



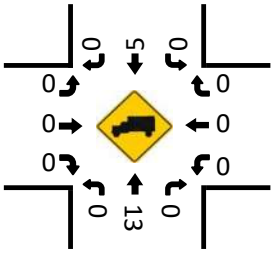
Pedestrians (Crosswalks)



Cars (PM)



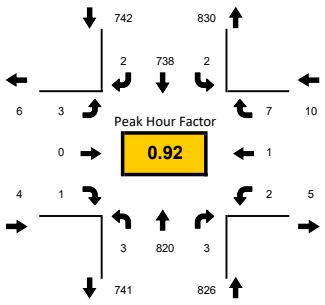
HT (PM)

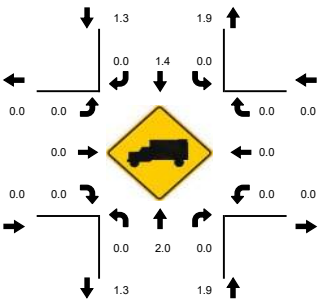


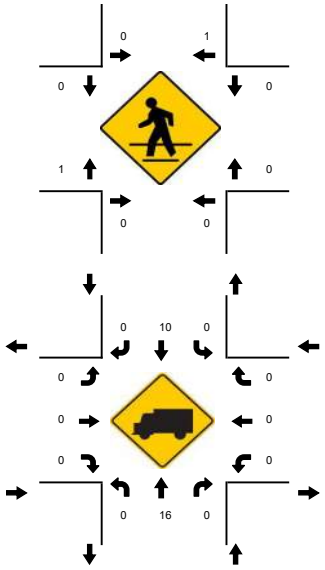
LOCATION: N Park Rd & Garfield St
CITY/STATE: Hollywood, FL

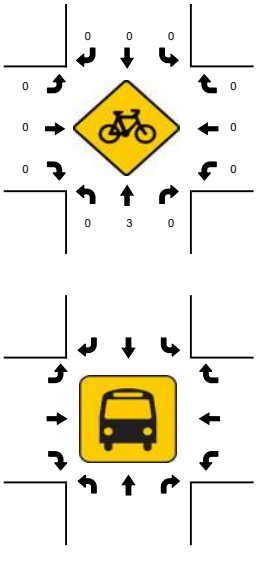
PROJECT ID: 23-140477-003
DATE: Wed, Dec 06, 2023

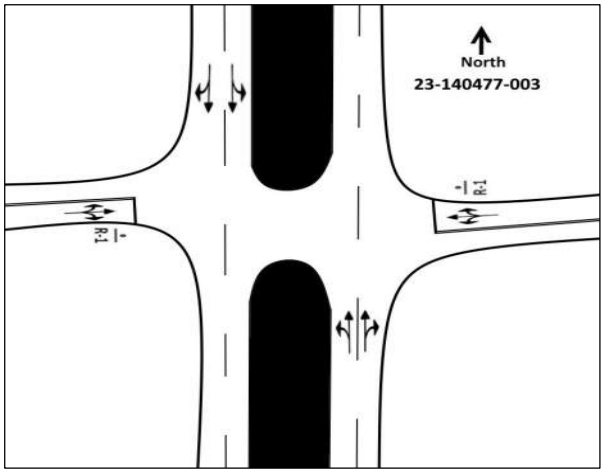
Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 07:45 AM - 08:00 AM









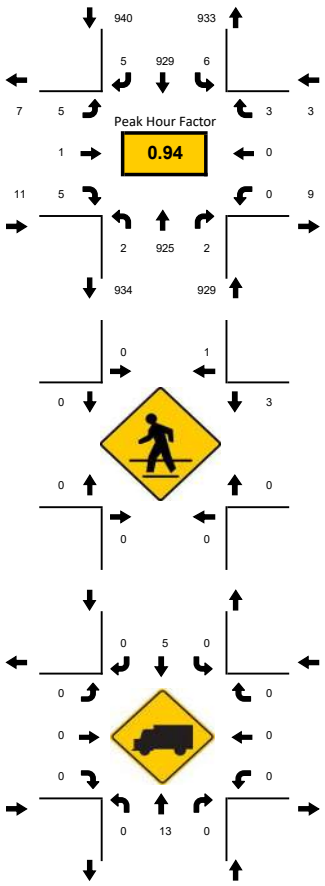


15-Min Count Period Beginning At	N Park Rd Northbound					N Park Rd Southbound					Garfield St Eastbound					Garfield St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
6:00 AM	0	38	0	0		1	47	0	1		0	0	0	0		0	0	0	0		87	609
6:15 AM	0	42	1	0		0	93	0	0		1	0	0	0		0	0	0	0		137	774
6:30 AM	0	73	1	0		0	107	0	0		0	0	0	0		1	0	0	0		182	932
6:45 AM	0	91	0	0		0	109	0	0		0	0	0	0		1	0	2	0		203	1100
7:00 AM	0	139	1	0		0	110	0	0		0	0	0	0		1	0	1	0		252	1326
7:15 AM	1	166	0	0		0	122	0	0		1	0	2	0		1	0	2	0		295	1482
7:30 AM	0	186	0	0		0	161	0	0		0	0	1	0		1	0	1	0		350	1573
7:45 AM	0	226	0	0		0	199	0	0		1	0	0	0		1	1	1	0		429	1582
8:00 AM	3	201	2	0		2	192	1	0		1	0	0	0		1	0	5	0		408	1504
8:15 AM	0	207	1	0		0	177	1	0		0	0	0	0		0	0	0	0		386	1422
8:30 AM	0	186	0	0		0	170	0	0		1	0	1	0		0	0	1	0		359	1310
8:45 AM	1	180	0	0		0	167	0	0		1	0	0	0		2	0	0	0		351	1228
9:00 AM	0	143	0	0		1	181	1	0		0	0	0	0		0	0	0	0		326	1142
9:15 AM	0	145	1	0		0	125	1	1		0	0	0	0		0	0	1	0		274	816
9:30 AM	0	145	1	0		0	129	0	0		1	0	0	0		0	0	1	0		277	542
9:45 AM	0	128	0	1		1	135	0	0		0	0	0	0		0	0	0	0		265	265
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	12	904	8	0		8	796	4	0		4	0	4	0		4	4	20	0		**1768**	
Heavy Trucks	0	20	0	0		0	12	0	0		0	0	0	0		0	0	0	0		**32**	
Pedestrians		0					4					4					0				**8**	
Bicycles	0	12	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

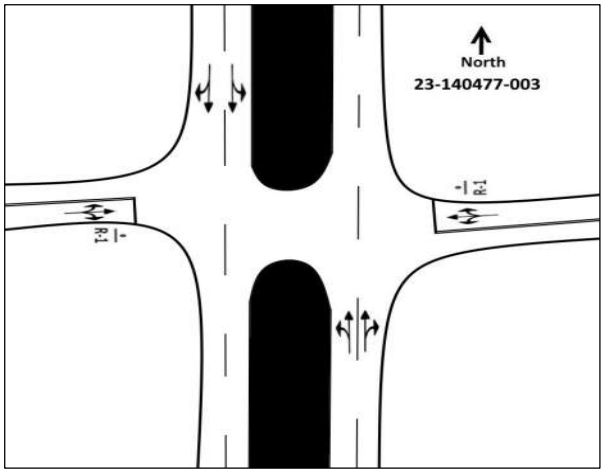
LOCATION: N Park Rd & Garfield St
CITY/STATE: Hollywood, FL

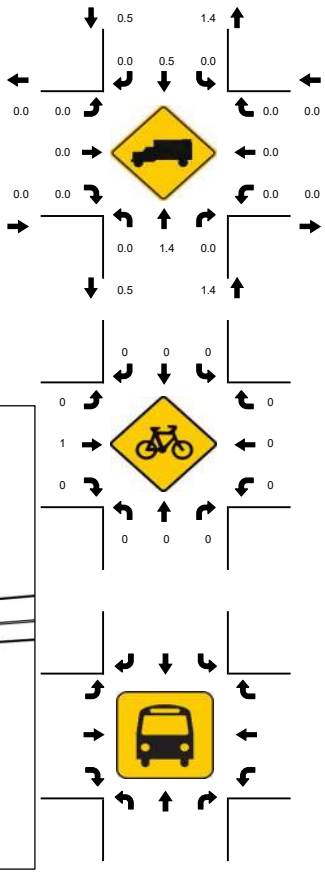
PROJECT ID: 23-140477-003
DATE: Wed, Dec 06, 2023

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services





15-Min Count Period Beginning At	N Park Rd Northbound					N Park Rd Southbound					Garfield St Eastbound					Garfield St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	184	2	0		2	170	1	0		2	0	1	0		0	0	1	0		363	1525
4:15 PM	2	209	1	0		0	154	1	1		1	0	2	0		1	0	0	0		372	1654
4:30 PM	0	192	1	0		0	185	2	0		1	0	1	0		0	0	0	0		382	1785
4:45 PM	0	223	0	0		0	180	0	0		1	0	1	0		2	0	1	0		408	1859
5:00 PM	1	234	0	0		1	250	1	0		4	0	1	0		0	0	0	0		492	1883
5:15 PM	1	243	0	0		2	248	3	0		1	0	2	0		0	0	3	0		503	1822
5:30 PM	0	230	2	0		2	219	0	1		0	1	1	0		0	0	0	0		456	1694
5:45 PM	0	218	0	0		0	212	1	0		0	0	1	0		0	0	0	0		432	1594
6:00 PM	1	199	0	3		2	225	0	1		0	0	0	0		0	0	0	0		431	1458
6:15 PM	0	175	0	1		1	193	1	1		1	0	0	0		0	0	2	0		375	1297
6:30 PM	0	166	1	0		1	185	0	1		1	0	1	0		0	0	0	0		356	1196
6:45 PM	0	144	2	0		1	145	0	1		1	0	0	0		1	0	1	0		296	1087
7:00 PM	0	140	3	0		1	124	0	0		1	0	0	0		0	0	1	0		270	1036
7:15 PM	0	148	0	0		0	124	0	0		1	0	0	0		1	0	0	0		274	766
7:30 PM	0	150	1	0		0	93	0	0		0	0	1	0		1	0	1	0		247	492
7:45 PM	0	140	0	0		0	103	0	0		0	0	0	0		0	0	2	0		245	245
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	972	8	0		8	1000	12	4		16	4	8	0		0	0	12	0		**2048**	
Heavy Trucks	0	20	0	0		0	12	0	0		0	0	0	0		0	0	0	0		**32**	
Pedestrians		0					4					0					4				**8**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

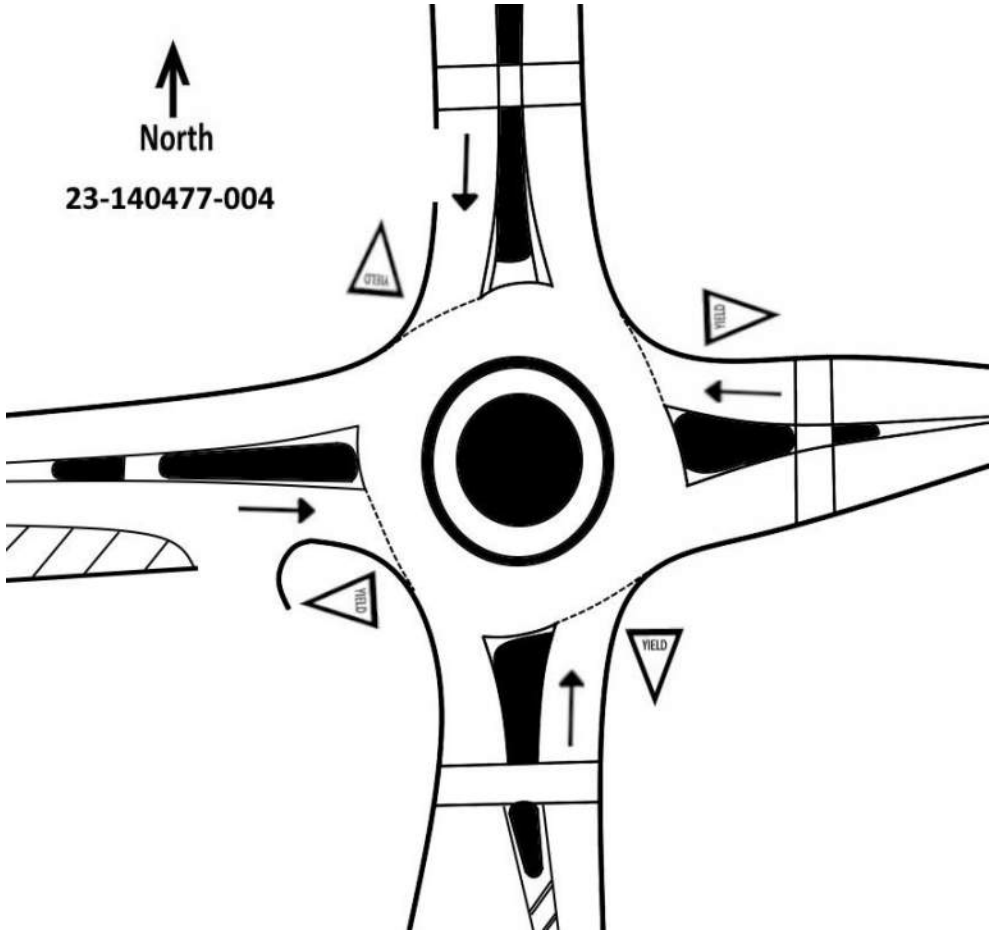
National Data & Surveying Services

Site Code:	**23-140477-004**
Date:	**12/06/2023**
Weather:	**Sunny**
City:	**Hollywood**
County:	**Broward**
Count Times:	**06:00 - 10:00**
	16:00 - 20:00
Control:	**4-Way Yield**

N

N/S Street: **N 35th Ave**

Speed: **30 MPH**



E/W Street: **Garfield St**

Speed: **30 MPH**

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 35th Ave & Garfield St
City: Hollywood
Control: 4-Way Yield

Project ID: 23-140477-004
Date: 12/6/2023

Data - Total

NS/EW Streets:	N 35th Ave				N 35th Ave				Garfield St				Garfield St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	7	1	0	0	0	13	1	0	1	0	4	0	0	0	0	0	27
6:15 AM	5	4	0	1	0	20	12	0	2	0	2	0	0	0	0	0	46
6:30 AM	15	4	0	3	1	26	33	0	2	0	5	0	1	0	0	0	90
6:45 AM	14	6	0	3	0	27	15	0	3	0	6	0	0	0	0	0	74
7:00 AM	14	8	0	1	0	25	3	0	2	0	7	0	0	0	0	0	60
7:15 AM	11	15	0	4	0	33	8	0	6	0	6	2	0	0	0	0	85
7:30 AM	9	30	0	3	1	47	7	1	9	0	6	0	1	0	0	0	114
7:45 AM	8	32	1	5	0	62	9	1	5	0	5	1	1	0	0	0	130
8:00 AM	19	14	0	5	2	80	6	2	1	0	3	0	5	0	1	0	138
8:15 AM	5	23	2	5	2	56	4	1	1	0	3	0	3	0	0	0	105
8:30 AM	8	13	4	7	2	44	1	0	1	1	11	0	4	1	2	0	99
8:45 AM	5	12	3	6	1	58	5	0	3	0	6	0	4	0	0	0	103
9:00 AM	6	11	1	8	0	36	3	0	5	0	9	0	4	1	1	0	85
9:15 AM	3	19	5	6	1	32	3	0	1	0	6	0	6	0	2	0	84
9:30 AM	6	22	0	5	0	38	5	0	6	1	12	0	3	1	3	0	102
9:45 AM	8	19	2	7	3	39	2	0	9	0	15	0	3	0	1	0	108
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	143	233	18	69	13	636	117	5	57	2	106	3	35	3	10	0	1450
APPROACH %'s :	30.89%	50.32%	3.89%	14.90%	1.69%	82.49%	15.18%	0.65%	33.93%	1.19%	63.10%	1.79%	72.92%	6.25%	20.83%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	41	99	3	18	5	245	26	5	16	0	17	1	10	0	1	0	487
PEAK HR FACTOR :	0.539	0.773	0.375	0.900	0.625	0.766	0.722	0.625	0.444	0.000	0.708	0.250	0.500	0.000	0.250	0.000	0.882
		0.875				0.781				0.567				0.458			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	29	6	10	0	33	2	1	12	0	24	1	8	1	2	0	130
4:15 PM	2	27	2	5	2	54	1	1	10	0	25	0	7	0	5	1	142
4:30 PM	5	25	1	7	0	48	4	0	20	0	26	0	6	1	5	0	148
4:45 PM	2	25	0	6	1	50	0	0	20	1	22	0	7	0	5	0	139
5:00 PM	8	22	0	1	2	55	2	1	28	0	18	0	9	1	0	0	147
5:15 PM	4	50	0	5	0	45	3	0	18	0	15	0	1	0	1	0	142
5:30 PM	4	30	0	6	0	49	3	0	11	0	19	0	3	0	2	0	127
5:45 PM	2	31	0	3	0	51	5	1	8	0	14	0	0	0	1	0	116
6:00 PM	5	12	0	1	0	43	7	0	6	0	19	0	2	0	1	0	96
6:15 PM	3	12	1	3	1	41	10	2	5	1	12	0	3	0	1	0	95
6:30 PM	4	8	2	4	0	49	11	2	4	0	13	0	3	0	2	0	102
6:45 PM	3	6	0	0	0	34	2	0	3	0	9	0	0	0	0	0	57
7:00 PM	1	10	0	1	0	31	3	0	3	0	6	0	0	0	0	0	55
7:15 PM	0	11	0	2	1	28	1	0	12	0	12	0	0	0	0	0	67
7:30 PM	1	15	0	3	0	19	0	0	9	0	8	0	1	0	0	0	56
7:45 PM	2	6	0	1	0	23	0	0	2	0	4	0	3	0	0	0	41
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	47	319	12	58	7	653	54	8	171	2	246	1	53	3	25	1	1660
APPROACH %'s :	10.78%	73.17%	2.75%	13.30%	0.97%	90.44%	7.48%	1.11%	40.71%	0.48%	58.57%	0.24%	64.63%	3.66%	30.49%	1.22%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	19	122	1	19	3	198	9	1	86	1	81	0	23	2	11	0	576
PEAK HR FACTOR :	0.594	0.610	0.250	0.679	0.375	0.900	0.563	0.250	0.768	0.250	0.779	0.000	0.639	0.500	0.550	0.000	0.973
		0.682				0.879				0.913				0.750			

Prepared by National Data & Surveying Services

N 35th Ave & Garfield St

Peak Hour Turning Movement Count

ID: 23-140477-004
City: Hollywood

Day: Wednesday
Date: 12/6/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	6:00 AM - 10:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 08:00 PM

SOUTHBOUND (N 35th Ave)

AM	26	245	5	5	121	AM
NOON	0	0	0	0	0	NOON
PM	9	198	3	1	220	PM

EASTBOUND (Garfield St)

AM	NOON	PM	
68	0	30	
1	0	0	0
16	0	86	0
0	0	1	0
17	0	81	0
AM	NOON	PM	

WESTBOUND (Garfield St)

PM	NOON	AM	
11	0	1	0
2	0	0	0
23	0	10	0
0	0	0	0
5	0	8	
PM	NOON	AM	

CONTROL

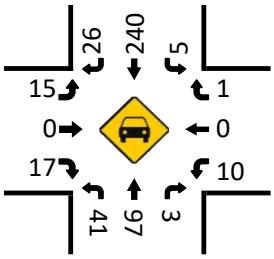
4-Way Yield

TEV	487 AM	0 NOON	576 PM
PHF	0.88		0.97

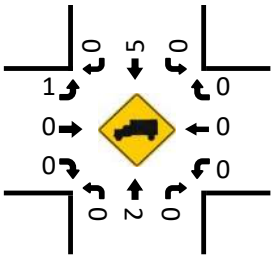
NORTHBOUND (N 35th Ave)

PM	321	19	19	122	1	PM
NOON	0	0	0	0	0	NOON
AM	290	18	41	99	3	AM

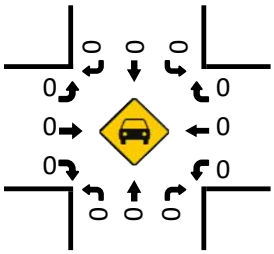
Cars (AM)



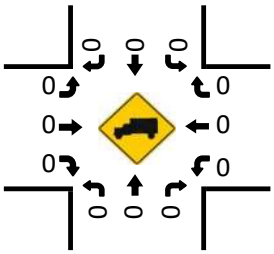
HT (AM)



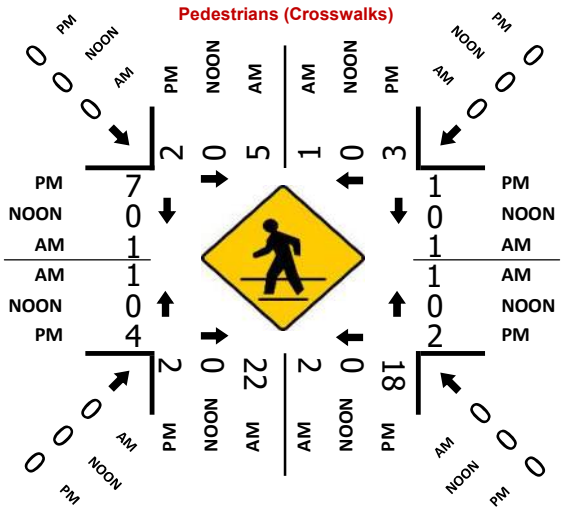
Cars (NOON)



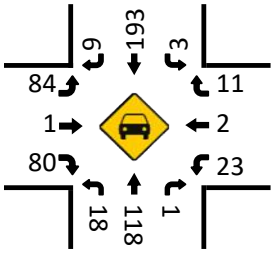
HT (NOON)



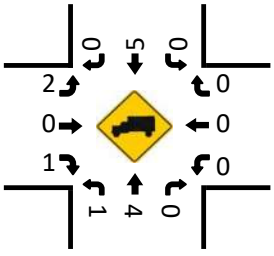
Pedestrians (Crosswalks)



Cars (PM)



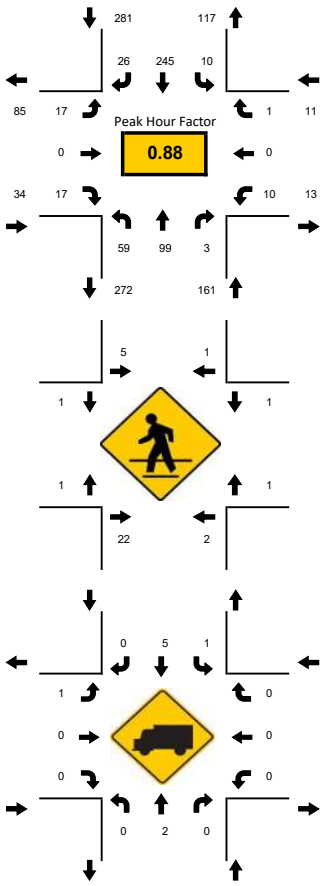
HT (PM)

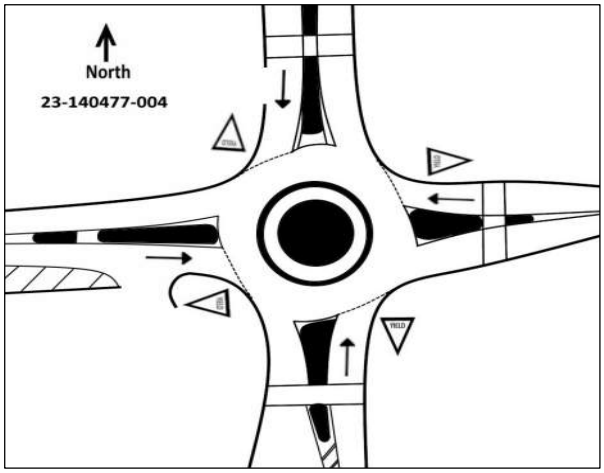


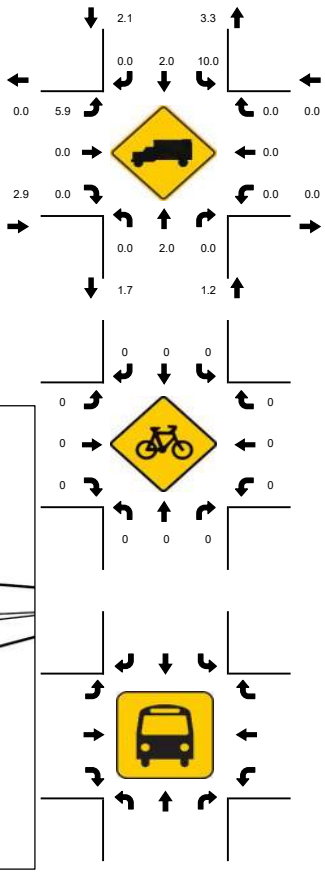
LOCATION: N 35th Ave & Garfield St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140477-004
DATE: Wed, Dec 06, 2023

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 08:00 AM - 08:15 AM





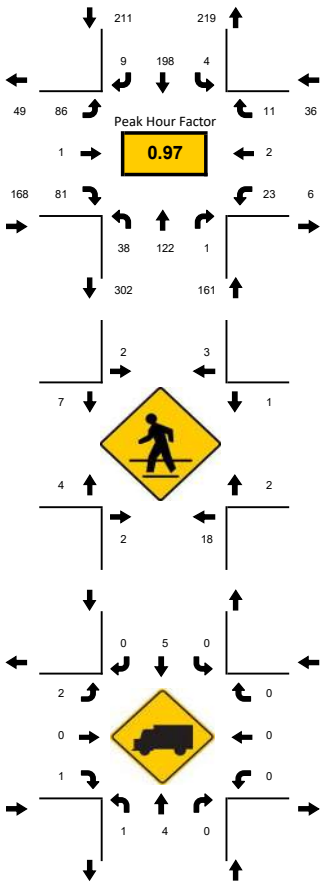


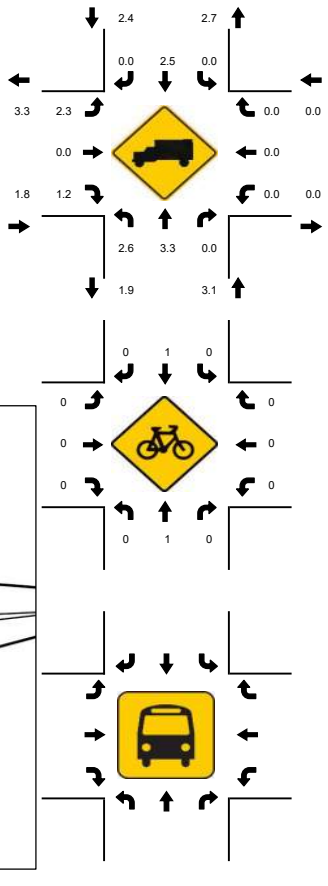
15-Min Count Period Beginning At	N 35th Ave Northbound					N 35th Ave Southbound					Garfield St Eastbound					Garfield St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
6:00 AM	7	1	0	0		0	13	1	0		1	0	4	0		0	0	0	0		27	237
6:15 AM	5	4	0	1		0	20	12	0		2	0	2	0		0	0	0	0		46	270
6:30 AM	15	4	0	3		1	26	33	0		2	0	5	0		1	0	0	0		90	309
6:45 AM	14	6	0	3		0	27	15	0		3	0	6	0		0	0	0	0		74	333
7:00 AM	14	8	0	1		0	25	3	0		2	0	7	0		0	0	0	0		60	389
7:15 AM	11	15	0	4		0	33	8	0		6	0	6	2		0	0	0	0		85	467
7:30 AM	9	30	0	3		1	47	7	1		9	0	6	0		1	0	0	0		114	487
7:45 AM	8	32	1	5		0	62	9	1		5	0	5	1		1	0	0	0		130	472
8:00 AM	19	14	0	5		2	80	6	2		1	0	3	0		5	0	1	0		138	445
8:15 AM	5	23	2	5		2	56	4	1		1	0	3	0		3	0	0	0		105	392
8:30 AM	8	13	4	7		2	44	1	0		1	1	11	0		4	1	2	0		99	371
8:45 AM	5	12	3	6		1	58	5	0		3	0	6	0		4	0	0	0		103	374
9:00 AM	6	11	1	8		0	36	3	0		5	0	9	0		4	1	1	0		85	379
9:15 AM	3	19	5	6		1	32	3	0		1	0	6	0		6	0	2	0		84	294
9:30 AM	6	22	0	5		0	38	5	0		6	1	12	0		3	1	3	0		102	210
9:45 AM	8	19	2	7		3	39	2	0		9	0	15	0		3	0	1	0		108	108
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	**Total**	
All Vehicles	76	128	8	20		8	320	36	8		36	0	24	4		20	0	4	0		**692**	
Heavy Trucks	0	4	0	0		0	12	0	4		4	0	0	0		0	0	0	0		**20**	
Pedestrians		36					20					4					4				**64**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

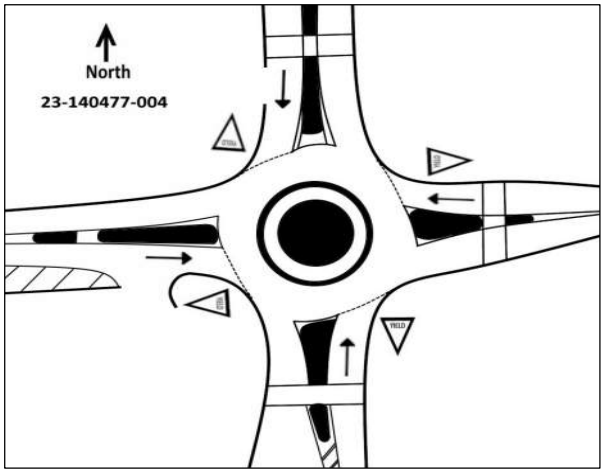
LOCATION: N 35th Ave & Garfield St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140477-004
DATE: Wed, Dec 06, 2023

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 04:30 PM - 04:45 PM







15-Min Count Period Beginning At	N 35th Ave Northbound					N 35th Ave Southbound					Garfield St Eastbound					Garfield St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	1	29	6	10		0	33	2	1		12	0	24	1		8	1	2	0		130	559
4:15 PM	2	27	2	5		2	54	1	1		10	0	25	0		7	0	5	1		142	576
4:30 PM	5	25	1	7		0	48	4	0		20	0	26	0		6	1	5	0		148	576
4:45 PM	2	25	0	6		1	50	0	0		20	1	22	0		7	0	5	0		139	555
5:00 PM	8	22	0	1		2	55	2	1		28	0	18	0		9	1	0	0		147	532
5:15 PM	4	50	0	5		0	45	3	0		18	0	15	0		1	0	1	0		142	481
5:30 PM	4	30	0	6		0	49	3	0		11	0	19	0		3	0	2	0		127	434
5:45 PM	2	31	0	3		0	51	5	1		8	0	14	0		0	0	1	0		116	409
6:00 PM	5	12	0	1		0	43	7	0		6	0	19	0		2	0	1	0		96	350
6:15 PM	3	12	1	3		1	41	10	2		5	1	12	0		3	0	1	0		95	309
6:30 PM	4	8	2	4		0	49	11	2		4	0	13	0		3	0	2	0		102	281
6:45 PM	3	6	0	0		0	34	2	0		3	0	9	0		0	0	0	0		57	235
7:00 PM	1	10	0	1		0	31	3	0		3	0	6	0		0	0	0	0		55	219
7:15 PM	0	11	0	2		1	28	1	0		12	0	12	0		0	0	0	0		67	164
7:30 PM	1	15	0	3		0	19	0	0		9	0	8	0		1	0	0	0		56	97
7:45 PM	2	6	0	1		0	23	0	0		2	0	4	0		3	0	0	0		41	41
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	**Total**	
All Vehicles	32	200	4	28		8	220	16	4		112	4	104	0		36	4	20	0		**792**	
Heavy Trucks	4	4	0	0		0	12	0	0		8	0	4	0		0	0	0	0		**32**	
Pedestrians		40					12					20					8				**80**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

N/S Street: **N 35th Ave**	Speed: **30 MPH**

Site Code: **23-140477-005**

Date: **12/06/2023**

Weather: **Sunny**

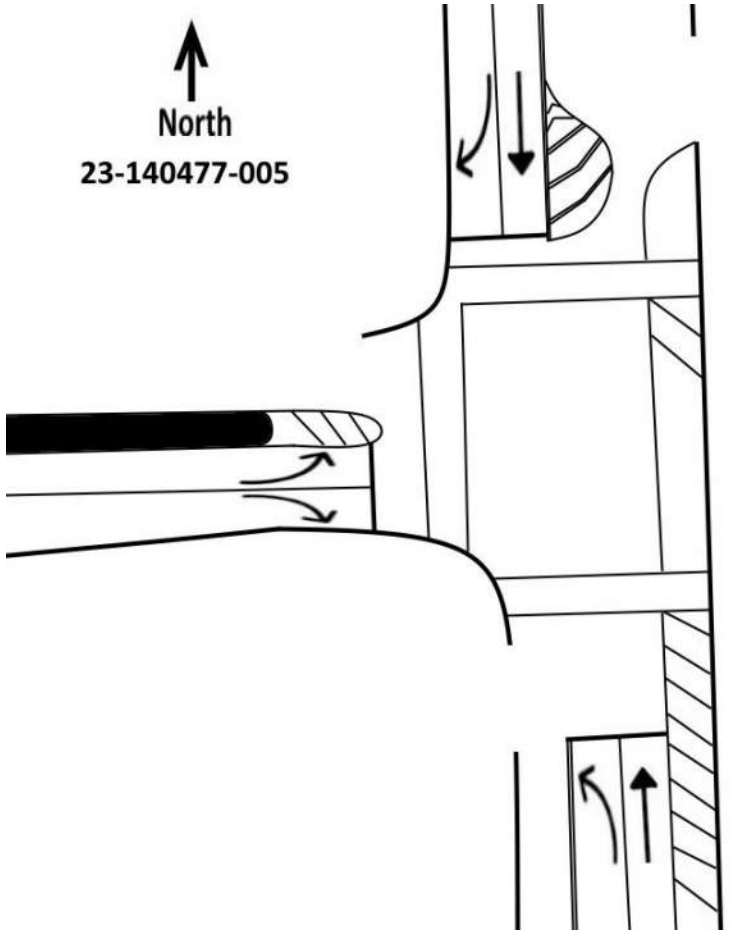
City: **Hollywood**

County: **Broward**

Count Times: **06:00 - 10:00**

16:00 - 20:00

Control: **Signalized**



E/W Street: **Memorial Medical Office Centre Dwy**

Speed: **30 MPH**

SIGNAL TIMING

PHASES	**1**	**2**	**3**
NT/ST	00:24	00:29	00:20
EL	00:33	00:26	00:33

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 35th Ave & Memorial Medical Office Centre Dwy
City: Hollywood
Control: Signalized

Project ID: 23-140477-005
Date: 12/6/2023

Data - Total

NS/EW Streets:	N 35th Ave				N 35th Ave				Memorial Medical Office Centre Dwy				Memorial Medical Office Centre Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	32	8	0	0	0	16	2	0	1	0	9	0	0	0	0	0	68
6:15 AM	77	9	0	0	0	15	8	0	2	0	16	0	0	0	0	0	127
6:30 AM	121	23	0	0	0	29	3	0	1	0	24	0	0	0	0	0	201
6:45 AM	74	20	0	0	0	29	8	0	3	0	28	0	0	0	0	0	162
7:00 AM	46	20	0	0	0	27	7	0	3	0	31	0	0	0	0	0	134
7:15 AM	62	32	0	0	0	36	5	0	3	0	74	0	0	0	0	0	212
7:30 AM	62	43	0	0	0	44	8	0	2	0	52	0	0	0	0	0	211
7:45 AM	94	46	0	0	0	65	7	0	4	0	28	0	0	0	0	0	244
8:00 AM	89	44	0	0	0	70	16	0	5	0	32	0	0	0	0	0	256
8:15 AM	69	37	0	0	0	55	13	0	9	0	30	0	0	0	0	0	213
8:30 AM	85	36	0	0	0	60	6	0	4	0	42	0	0	0	0	0	233
8:45 AM	79	33	0	0	0	66	11	0	2	0	26	1	0	0	0	0	218
9:00 AM	68	28	0	1	0	47	11	0	5	0	24	0	0	0	0	0	184
9:15 AM	64	33	0	0	0	40	7	2	9	0	27	0	0	0	0	0	182
9:30 AM	52	26	0	0	0	47	14	0	14	0	42	0	0	0	0	0	195
9:45 AM	65	35	0	0	0	52	11	0	9	0	43	0	0	0	0	0	215
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1139	473	0	1	0	698	137	2	76	0	528	1	0	0	0	0	3055
APPROACH %'s :	70.61%	29.32%	0.00%	0.06%	0.00%	83.39%	16.37%	0.24%	12.56%	0.00%	87.27%	0.17%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	337	163	0	0	0	250	42	0	22	0	132	0	0	0	0	0	946
PEAK HR FACTOR :	0.896	0.886	0.000	0.000	0.000	0.893	0.656	0.000	0.611	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.924
	0.893				0.849				0.837								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	40	35	0	0	0	65	9	0	13	0	79	1	0	0	0	0	242
4:15 PM	23	25	0	0	0	79	7	0	9	0	65	0	0	0	0	0	208
4:30 PM	22	26	0	0	0	85	6	0	13	0	70	1	0	0	0	0	223
4:45 PM	34	22	0	0	0	69	13	0	10	0	61	0	0	0	0	0	209
5:00 PM	31	25	0	0	0	81	6	0	13	0	82	0	0	0	0	0	238
5:15 PM	24	40	0	0	0	61	4	0	13	0	72	0	0	0	0	0	214
5:30 PM	34	30	0	0	0	71	4	0	12	0	56	1	0	0	0	0	208
5:45 PM	40	23	0	0	0	59	9	0	12	0	50	1	0	0	0	0	194
6:00 PM	45	13	0	1	0	62	10	1	7	0	38	0	0	0	0	0	177
6:15 PM	56	20	0	0	0	56	2	0	0	0	38	0	0	0	0	0	172
6:30 PM	81	21	0	0	0	57	8	0	2	0	44	1	0	0	0	0	214
6:45 PM	34	5	0	0	0	46	1	0	4	0	33	0	0	0	0	0	123
7:00 PM	20	11	0	0	0	31	5	0	2	0	52	1	0	0	0	0	122
7:15 PM	20	10	0	0	0	37	4	0	4	0	95	0	0	0	0	0	170
7:30 PM	21	10	0	0	0	25	6	0	8	0	62	0	0	0	0	0	132
7:45 PM	21	8	0	1	0	29	1	1	3	0	40	0	0	0	0	0	104
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	546	324	0	2	0	913	95	2	125	0	937	6	0	0	0	0	2950
APPROACH %'s :	62.61%	37.16%	0.00%	0.23%	0.00%	90.40%	9.41%	0.20%	11.70%	0.00%	87.73%	0.56%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	111	113	0	0	0	296	29	0	49	0	285	1	0	0	0	0	884
PEAK HR FACTOR :	0.816	0.706	0.000	0.000	0.000	0.871	0.558	0.000	0.942	0.000	0.869	0.250	0.000	0.000	0.000	0.000	0.929
	0.875				0.893				0.882								

Prepared by National Data & Surveying Services

N 35th Ave & Memorial Medical Office Centre Dwy

Peak Hour Turning Movement Count

ID: 23-140477-005
City: Hollywood

Day: Wednesday
Date: 12/6/2023

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	6:00 AM - 10:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 08:00 PM

SOUTHBOUND (N 35th Ave)

AM	42	250	0	0	185	AM
NOON	0	0	0	0	0	NOON
PM	29	296	0	0	162	PM

EASTBOUND (Memorial Medical Office Centre Dwy)

AM	NOON	PM	
379	0	141	
0	0	1	0
22	0	49	0
0	0	0	0
132	0	285	0

WESTBOUND (Memorial Medical Office Centre Dwy)

	PM	NOON	AM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
	0	0	0

CONTROL

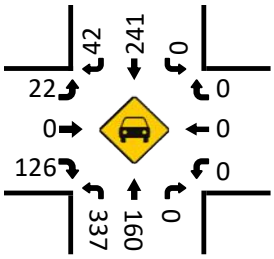
Signalized

TEV	946	0	884
	AM	NOON	PM
PHF	0.92		0.93

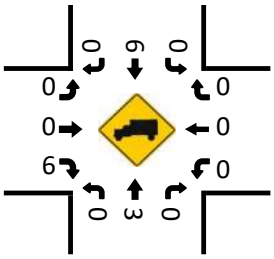
NORTHBOUND (N 35th Ave)

PM	581	0	111	113	0	PM
NOON	0	0	0	0	0	NOON
AM	382	0	337	163	0	AM

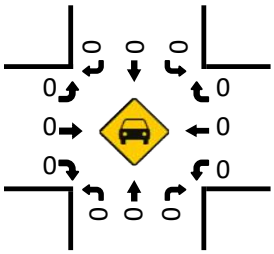
Cars (AM)



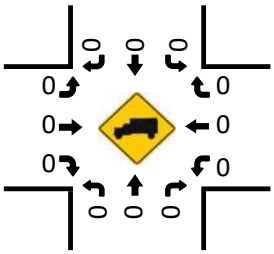
HT (AM)



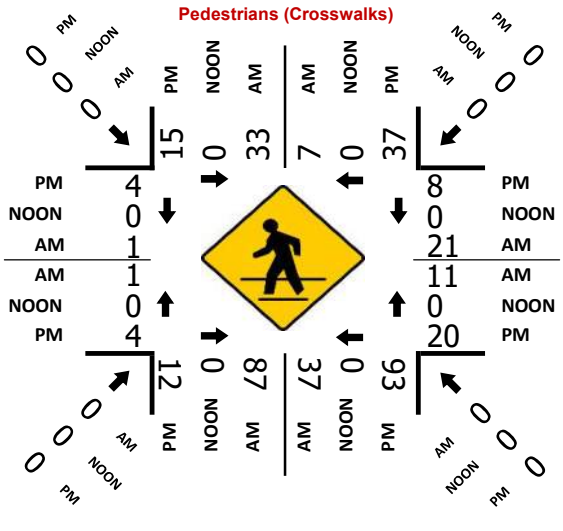
Cars (NOON)



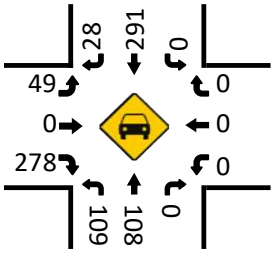
HT (NOON)



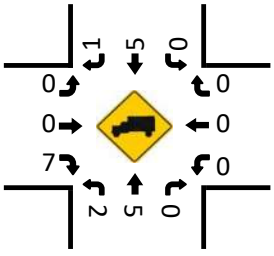
Pedestrians (Crosswalks)



Cars (PM)



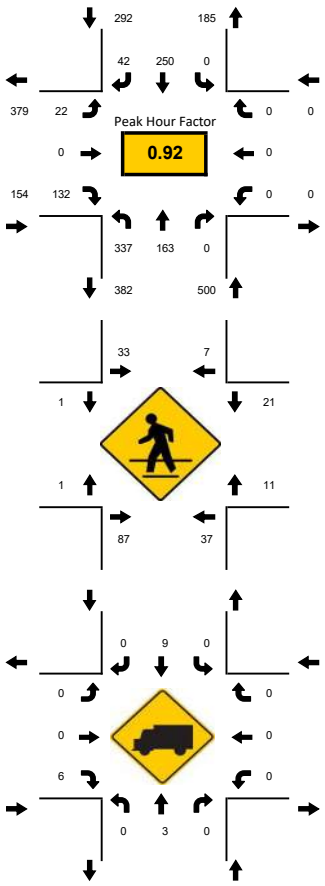
HT (PM)

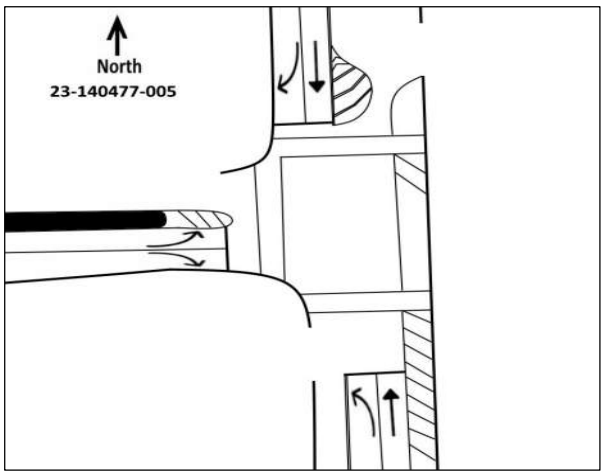


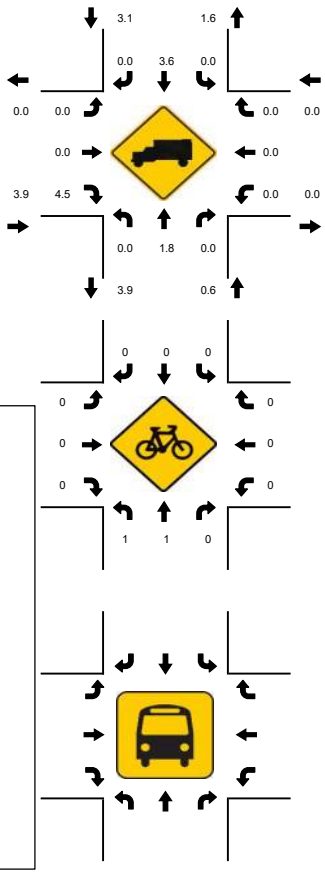
LOCATION: N 35th Ave & Memorial Medical Office Centre Dwy
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140477-005
DATE: Wed, Dec 06, 2023

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:00 AM - 08:15 AM







15-Min Count Period Beginning At	N 35th Ave Northbound					N 35th Ave Southbound					emorial Medical Office Centre Dv Eastbound					emorial Medical Office Centre Dv Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
6:00 AM	32	8	0	0		0	16	2	0		1	0	9	0		0	0	0	0		68	558
6:15 AM	77	9	0	0		0	15	8	0		2	0	16	0		0	0	0	0		127	624
6:30 AM	121	23	0	0		0	29	3	0		1	0	24	0		0	0	0	0		201	709
6:45 AM	74	20	0	0		0	29	8	0		3	0	28	0		0	0	0	0		162	719
7:00 AM	46	20	0	0		0	27	7	0		3	0	31	0		0	0	0	0		134	801
7:15 AM	62	32	0	0		0	36	5	0		3	0	74	0		0	0	0	0		212	923
7:30 AM	62	43	0	0		0	44	8	0		2	0	52	0		0	0	0	0		211	924
7:45 AM	94	46	0	0		0	65	7	0		4	0	28	0		0	0	0	0		244	946
8:00 AM	89	44	0	0		0	70	16	0		5	0	32	0		0	0	0	0		256	920
8:15 AM	69	37	0	0		0	55	13	0		9	0	30	0		0	0	0	0		213	848
8:30 AM	85	36	0	0		0	60	6	0		4	0	42	0		0	0	0	0		233	817
8:45 AM	79	33	0	0		0	66	11	0		2	0	26	1		0	0	0	0		218	779
9:00 AM	68	28	0	1		0	47	11	0		5	0	24	0		0	0	0	0		184	776
9:15 AM	64	33	0	0		0	40	7	2		9	0	27	0		0	0	0	0		182	592
9:30 AM	52	26	0	0		0	47	14	0		14	0	42	0		0	0	0	0		195	410
9:45 AM	65	35	0	0		0	52	11	0		9	0	43	0		0	0	0	0		215	215
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	376	184	0	0		0	280	64	0		36	0	168	0		0	0	0	0		**1108**	
Heavy Trucks	0	8	0	0		0	16	0	0		0	0	12	0		0	0	0	0		**36**	
Pedestrians		160					64					4					48				**276**	
Bicycles	4	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

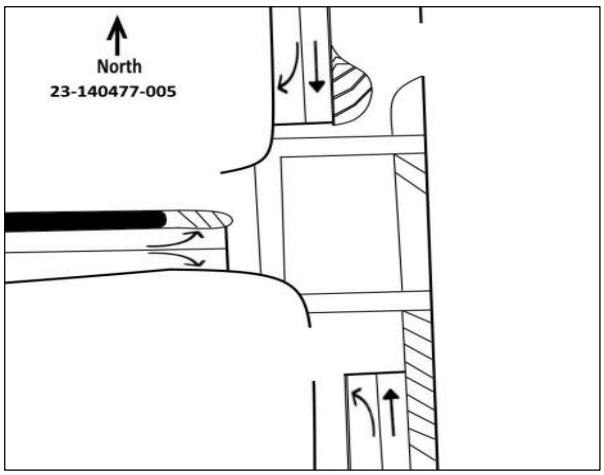
LOCATION: N 35th Ave & Memorial Medical Office Centre Dwy
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140477-005
DATE: Wed, Dec 06, 2023

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

Peak Hour Factor: **0.93**

National Data & Surveying Services



15-Min Count Period Beginning At	N 35th Ave Northbound					N 35th Ave Southbound					emorial Medical Office Centre Dv Eastbound					emorial Medical Office Centre Dv Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	40	35	0	0		0	65	9	0		13	0	79	1		0	0	0	0		242	882
4:15 PM	23	25	0	0		0	79	7	0		9	0	65	0		0	0	0	0		208	878
4:30 PM	22	26	0	0		0	85	6	0		13	0	70	1		0	0	0	0		223	884
4:45 PM	34	22	0	0		0	69	13	0		10	0	61	0		0	0	0	0		209	869
5:00 PM	31	25	0	0		0	81	6	0		13	0	82	0		0	0	0	0		238	854
5:15 PM	24	40	0	0		0	61	4	0		13	0	72	0		0	0	0	0		214	793
5:30 PM	34	30	0	0		0	71	4	0		12	0	56	1		0	0	0	0		208	751
5:45 PM	40	23	0	0		0	59	9	0		12	0	50	1		0	0	0	0		194	757
6:00 PM	45	13	0	1		0	62	10	1		7	0	38	0		0	0	0	0		177	686
6:15 PM	56	20	0	0		0	56	2	0		0	0	38	0		0	0	0	0		172	631
6:30 PM	81	21	0	0		0	57	8	0		2	0	44	1		0	0	0	0		214	629
6:45 PM	34	5	0	0		0	46	1	0		4	0	33	0		0	0	0	0		123	547
7:00 PM	20	11	0	0		0	31	5	0		2	0	52	1		0	0	0	0		122	528
7:15 PM	20	10	0	0		0	37	4	0		4	0	95	0		0	0	0	0		170	406
7:30 PM	21	10	0	0		0	25	6	0		8	0	62	0		0	0	0	0		132	236
7:45 PM	21	8	0	1		0	29	1	1		3	0	40	0		0	0	0	0		104	104
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	**Total**	
All Vehicles	136	160	0	0		0	340	52	0		52	0	328	4		0	0	0	0		**1072**	
Heavy Trucks	4	8	0	0		0	8	4	0		0	0	12	0		0	0	0	0		**36**	
Pedestrians		144					80					12					48				**284**	
Bicycles	0	4	0	0		0	4	0	0		0	0	8	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

N/S Street: **Adult Emergency Dwy**	Speed: **N/A**

E/W Street: **Johnson St**

Speed: **30 MPH**

Site Code: **23-140475-002**

Date: **12/06/2023**

Weather: **Sunny**

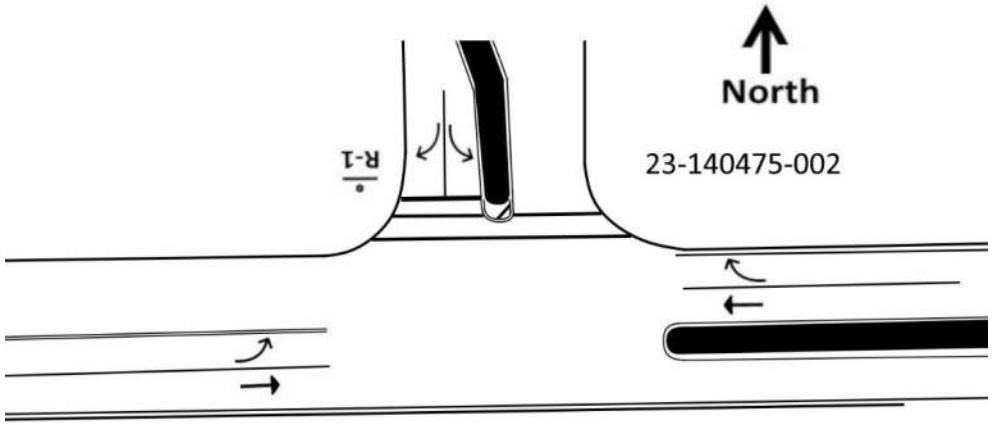
City: **Hollywood**

County: **Broward**

Count Times: **06:00 - 10:00**

16:00 - 20:00

Control: **1-Way Stop (SB)**



National Data & Surveying Services

Intersection Turning Movement Count

Location: Adult Emergency Dwy & Johnson St
City: Hollywood
Control: 1-Wat Stop(SB)

Project ID: 23-140475-002
Date: 12/6/2023

Data - Total

NS/EW Streets:	Adult Emergency Dwy				Adult Emergency Dwy				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	2	0	8	0	25	23	0	0	0	53	19	0	130
6:15 AM	0	0	0	0	2	0	6	0	44	49	0	0	0	123	31	0	255
6:30 AM	0	0	0	0	5	0	12	0	69	55	0	3	0	159	38	0	341
6:45 AM	0	0	0	0	5	0	9	0	44	101	0	0	0	125	32	0	316
7:00 AM	0	0	0	0	10	0	11	0	28	110	0	0	0	124	30	1	314
7:15 AM	0	0	0	0	6	0	21	1	36	104	0	0	0	146	20	0	334
7:30 AM	0	0	0	0	4	0	17	0	28	126	0	0	0	210	34	0	419
7:45 AM	0	0	0	0	6	0	9	0	23	127	0	0	0	182	36	0	383
8:00 AM	0	0	0	0	3	0	12	0	42	120	0	0	0	161	26	0	364
8:15 AM	0	0	0	0	3	0	2	0	31	141	0	0	0	165	31	0	373
8:30 AM	0	0	0	0	9	0	9	0	21	133	0	0	0	145	26	0	343
8:45 AM	0	0	0	0	5	0	7	0	26	128	0	0	0	108	21	0	295
9:00 AM	0	0	0	0	4	0	6	2	14	118	0	0	0	130	20	0	294
9:15 AM	0	0	0	0	7	0	12	0	15	109	0	0	0	95	10	0	248
9:30 AM	0	0	0	0	6	0	6	0	17	106	0	0	0	103	21	0	259
9:45 AM	0	0	0	0	6	0	8	0	25	110	0	0	0	112	17	0	278
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	83	0	155	3	488	1660	0	3	0	2141	412	1	4946
APPROACH %'s :					34.44%	0.00%	64.32%	1.24%	22.69%	77.17%	0.00%	0.14%	0.00%	83.83%	16.13%	0.04%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	16	0	40	0	124	514	0	0	0	718	127	0	1539
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.667	0.000	0.588	0.000	0.738	0.911	0.000	0.000	0.000	0.855	0.882	0.000	0.918
						0.667				0.927				0.866			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	12	0	27	0	12	107	0	0	0	171	17	1	347
4:15 PM	0	0	0	0	9	0	25	0	18	132	0	0	0	167	6	0	357
4:30 PM	0	0	0	0	14	0	27	0	17	112	0	0	0	176	15	0	361
4:45 PM	0	0	0	0	10	0	29	0	13	123	0	0	0	152	15	0	342
5:00 PM	0	0	0	0	12	0	32	0	13	127	0	0	0	132	14	0	330
5:15 PM	0	0	0	0	18	0	22	2	17	115	0	0	0	145	10	0	329
5:30 PM	0	0	0	0	12	0	33	1	13	121	0	0	0	139	13	1	333
5:45 PM	0	0	0	0	9	0	19	1	13	126	0	0	0	147	7	0	322
6:00 PM	0	0	0	0	6	0	15	0	19	119	0	0	0	154	14	0	327
6:15 PM	0	0	0	0	7	0	13	0	18	110	0	0	0	180	22	0	350
6:30 PM	0	0	0	0	6	0	20	1	32	96	0	1	0	179	34	0	369
6:45 PM	0	0	0	0	8	0	16	1	25	102	0	2	0	116	16	0	286
7:00 PM	0	0	0	0	11	0	15	0	23	86	0	0	0	96	20	0	251
7:15 PM	0	0	0	0	29	0	38	0	10	128	0	0	0	120	17	0	342
7:30 PM	0	0	0	0	18	0	21	0	8	119	0	0	0	83	11	1	261
7:45 PM	0	0	0	0	14	0	12	0	9	67	0	0	0	97	10	0	209
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	195	0	364	6	260	1790	0	3	0	2254	241	3	5116
APPROACH %'s :					34.51%	0.00%	64.42%	1.06%	12.66%	87.19%	0.00%	0.15%	0.00%	90.23%	9.65%	0.12%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	45	0	108	0	60	474	0	0	0	666	53	1	1407
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.804	0.000	0.931	0.000	0.833	0.898	0.000	0.000	0.000	0.946	0.779	0.250	0.974
						0.933				0.890				0.942			

Prepared by National Data & Surveying Services

Adult Emergency Dwy & Johnson St

Peak Hour Turning Movement Count

ID: 23-140475-002
City: Hollywood

Day: Wednesday
Date: 12/6/2023

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	6:00 AM - 10:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	4:00 PM - 8:00 PM

Adult Emergency Dwy — SOUTHBOUND

	Right	Through	Left	U-Turn	Exiting
AM	40	0	16	0	251
NOON	0	0	0	0	0
PM	108	0	45	0	113
	0	0	0	0	

Johnson St — WESTBOUND

		PM	NOON	AM
Right	0	53	0	127
Through	0	666	0	718
Left	0	0	0	0
U-Turn	0	1	0	0
Exiting		520	0	530

Johnson St — EASTBOUND

	AM	NOON	PM	
Exiting	758	0	774	
U-Turn	0	0	0	0
Left	124	0	60	0
Through	514	0	474	0
Right	0	0	0	0

Adult Emergency Dwy — NORTHBOUND

	Exiting	U-Turn	Left	Through	Right
		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	0	0	0	0	0

CONTROL

1-Wat Stop(SB)

	AM	NOON	PM
TEV	1539	0	1407
PHF	0.92		0.97

Cars (AM)

Approach	Left	Through	Right
Southbound	16	0	39
Eastbound	119	503	0
Westbound	0	700	126
Northbound	0	0	0

HT (AM)

Approach	Left	Through	Right
Southbound	0	0	1
Eastbound	5	11	0
Westbound	0	18	1
Northbound	0	0	0

Cars (NOON)

Approach	Left	Through	Right
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

HT (NOON)

Approach	Left	Through	Right
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

Cars (PM)

Approach	Left	Through	Right
Southbound	41	0	107
Eastbound	54	460	0
Westbound	0	641	50
Northbound	0	0	0

HT (PM)

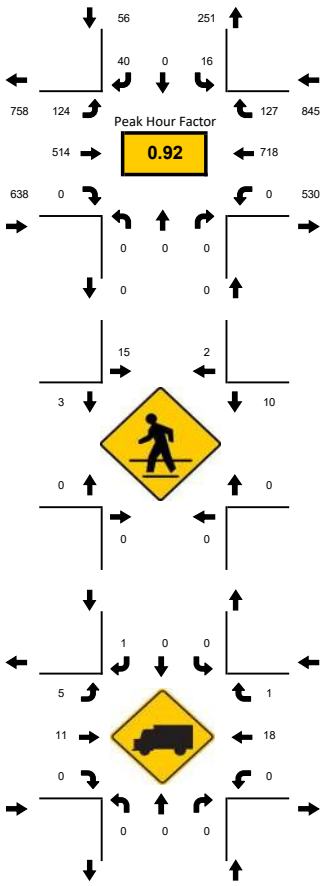
Approach	Left	Through	Right
Southbound	4	0	1
Eastbound	6	14	0
Westbound	0	25	3
Northbound	0	0	0

Pedestrians (Crosswalks)

Crosswalk	Direction	AM	NOON	PM
North leg	Eastbound	15	0	1
North leg	Westbound	2	0	9
West leg	Southbound	3	0	0
West leg	Northbound	0	0	1
East leg	Southbound	10	0	0
East leg	Northbound	0	0	10
South leg	Eastbound	0	0	0
South leg	Westbound	0	0	0
NW diagonal		0	0	0
NE diagonal		0	0	0
SW diagonal		0	0	0
SE diagonal		0	0	0

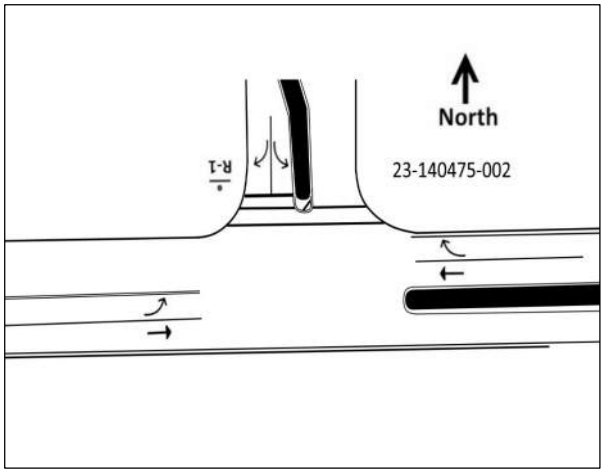
LOCATION: Adult Emergency Dwy & Johnson St
CITY/STATE: Hollywood, FL

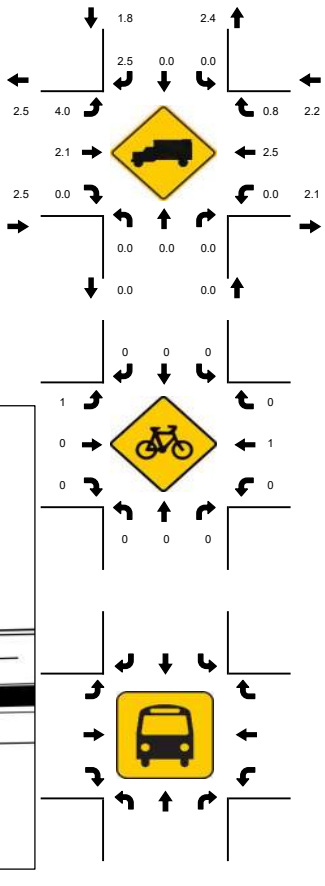
PROJECT ID: 23-140475-002
DATE: Wed, Dec 06, 2023



Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:30 AM - 07:45 AM

National Data & Surveying Services



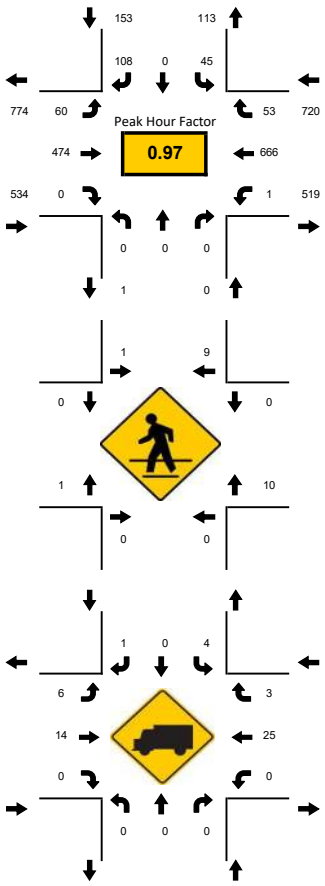


15-Min Count Period Beginning At	Adult Emergency Dwy Northbound					Adult Emergency Dwy Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
6:00 AM	0	0	0	0		2	0	8	0		25	23	0	0		0	53	19	0		130	1042
6:15 AM	0	0	0	0		2	0	6	0		44	49	0	0		0	123	31	0		255	1226
6:30 AM	0	0	0	0		5	0	12	0		69	55	0	3		0	159	38	0		341	1305
6:45 AM	0	0	0	0		5	0	9	0		44	101	0	0		0	125	32	0		316	1383
7:00 AM	0	0	0	0		10	0	11	0		28	110	0	0		0	124	30	1		314	1450
7:15 AM	0	0	0	0		6	0	21	1		36	104	0	0		0	146	20	0		334	1500
7:30 AM	0	0	0	0		4	0	17	0		28	126	0	0		0	210	34	0		419	1539
7:45 AM	0	0	0	0		6	0	9	0		23	127	0	0		0	182	36	0		383	1463
8:00 AM	0	0	0	0		3	0	12	0		42	120	0	0		0	161	26	0		364	1375
8:15 AM	0	0	0	0		3	0	2	0		31	141	0	0		0	165	31	0		373	1305
8:30 AM	0	0	0	0		9	0	9	0		21	133	0	0		0	145	26	0		343	1180
8:45 AM	0	0	0	0		5	0	7	0		26	128	0	0		0	108	21	0		295	1096
9:00 AM	0	0	0	0		4	0	6	2		14	118	0	0		0	130	20	0		294	1079
9:15 AM	0	0	0	0		7	0	12	0		15	109	0	0		0	95	10	0		248	785
9:30 AM	0	0	0	0		6	0	6	0		17	106	0	0		0	103	21	0		259	537
9:45 AM	0	0	0	0		6	0	8	0		25	110	0	0		0	112	17	0		278	278
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		24	0	68	0		168	564	0	0		0	840	144	0		**1808**	
Heavy Trucks	0	0	0	0		0	0	4	0		12	20	0	0		0	24	4	0		**64**	
Pedestrians		0					36					4					24				**64**	
Bicycles	0	0	0	0		0	0	0	0		4	0	0	0		0	4	0	0		**8**	
Buses																						
Stopped Buses																						

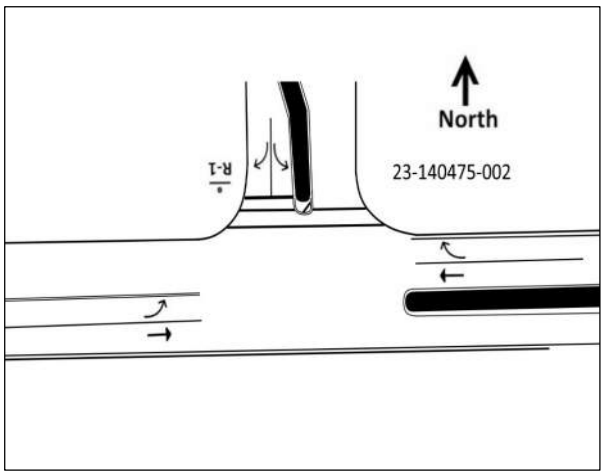
LOCATION: Adult Emergency Dwy & Johnson St
CITY/STATE: Hollywood, FL

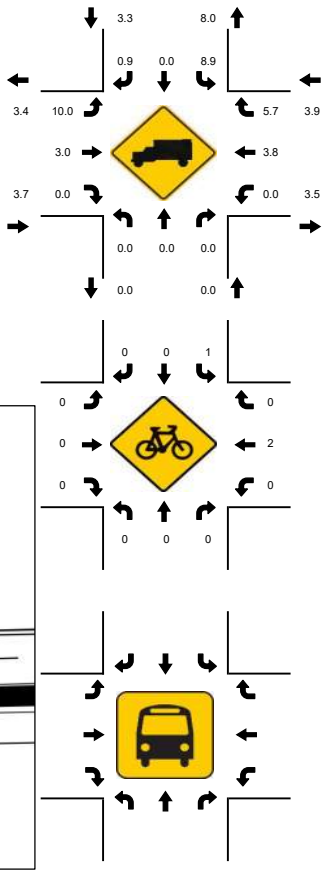
PROJECT ID: 23-140475-002
DATE: Wed, Dec 06, 2023

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:30 PM - 04:45 PM



National Data & Surveying Services





15-Min Count Period Beginning At	Adult Emergency Dwy Northbound					Adult Emergency Dwy Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		12	0	27	0		12	107	0	0		0	171	17	1		347	1407
4:15 PM	0	0	0	0		9	0	25	0		18	132	0	0		0	167	6	0		357	1390
4:30 PM	0	0	0	0		14	0	27	0		17	112	0	0		0	176	15	0		361	1362
4:45 PM	0	0	0	0		10	0	29	0		13	123	0	0		0	152	15	0		342	1334
5:00 PM	0	0	0	0		12	0	32	0		13	127	0	0		0	132	14	0		330	1314
5:15 PM	0	0	0	0		18	0	22	2		17	115	0	0		0	145	10	0		329	1311
5:30 PM	0	0	0	0		12	0	33	1		13	121	0	0		0	139	13	1		333	1332
5:45 PM	0	0	0	0		9	0	19	1		13	126	0	0		0	147	7	0		322	1368
6:00 PM	0	0	0	0		6	0	15	0		19	119	0	0		0	154	14	0		327	1332
6:15 PM	0	0	0	0		7	0	13	0		18	110	0	0		0	180	22	0		350	1256
6:30 PM	0	0	0	0		6	0	20	1		32	96	0	1		0	179	34	0		369	1248
6:45 PM	0	0	0	0		8	0	16	1		25	102	0	2		0	116	16	0		286	1140
7:00 PM	0	0	0	0		11	0	15	0		23	86	0	0		0	96	20	0		251	1063
7:15 PM	0	0	0	0		29	0	38	0		10	128	0	0		0	120	17	0		342	812
7:30 PM	0	0	0	0		18	0	21	0		8	119	0	0		0	83	11	1		261	470
7:45 PM	0	0	0	0		14	0	12	0		9	67	0	0		0	97	10	0		209	209
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		56	0	116	0		72	528	0	0		0	704	68	4		**1548**	
Heavy Trucks	0	0	0	0		8	0	4	0		16	24	0	0		0	36	8	0		**96**	
Pedestrians		0					24					4					16				**44**	
Bicycles	0	0	0	0		4	0	0	0		0	0	0	0		0	4	0	0		**8**	
Buses																						
Stopped Buses																						

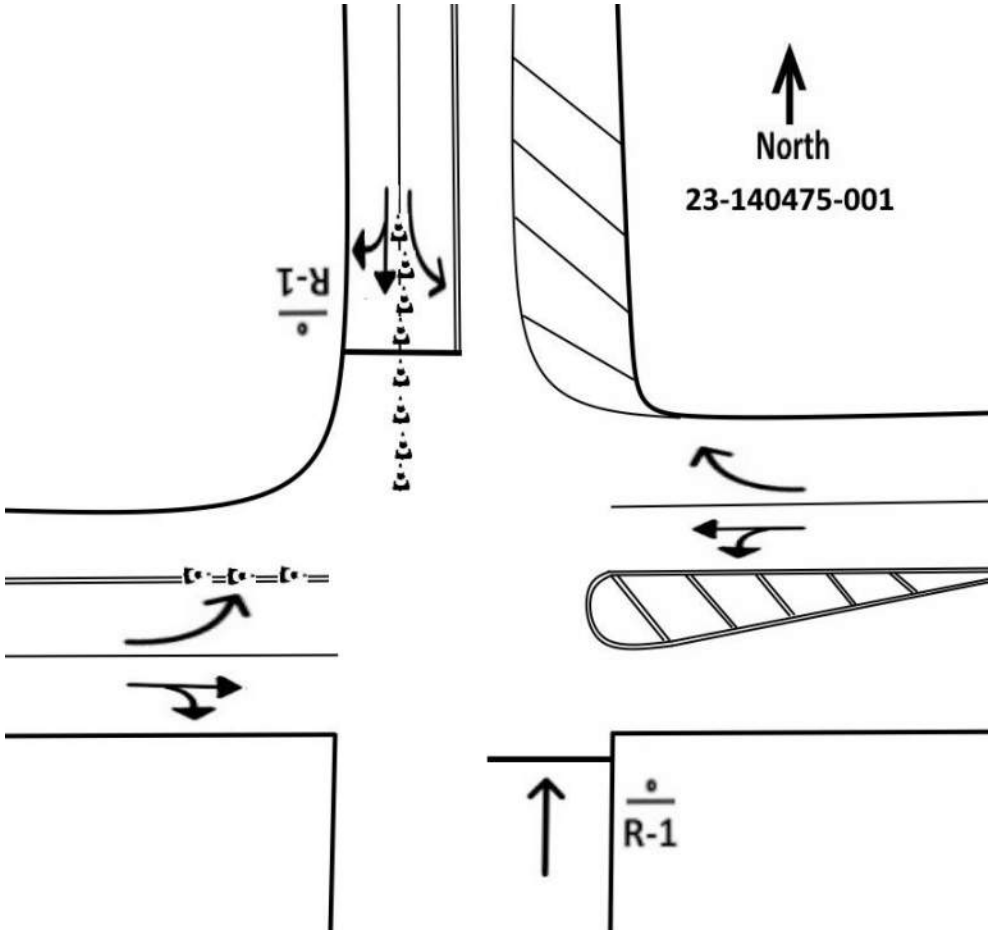
National Data & Surveying Services

Site Code:	**23-140475-001**
Date:	**12/06/2023**
Weather:	**Sunny**
City:	**Hollywood**
County:	**Broward**
Count Times:	**06:00 - 10:00**
	16:00 - 20:00
Control:	**2-Way Stop(NB/SB)**

N

N/S Street: **Employee Parking Dwy W**

Speed: **N/A**



E/W Street: **Johnson St**

Speed: **30 MPH**

National Data & Surveying Services

Intersection Turning Movement Count

Location: Employee Parking Dwy W & Johnson St
City: Hollywood
Control: 2-Way Stop(NB/SB)

Project ID: 23-140475-001
Date: 12/6/2023

Data - Total

NS/EW Streets:	Employee Parking Dwy W				Employee Parking Dwy W				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	2	0	0	0	6	0	42	47	2	0	2	25	34	0	160
6:15 AM	0	0	0	0	0	0	9	0	91	95	0	0	0	38	87	0	320
6:30 AM	0	0	0	0	0	0	12	0	104	127	2	0	0	54	123	0	422
6:45 AM	0	0	0	0	1	0	4	0	91	140	0	0	0	63	69	0	368
7:00 AM	0	0	2	0	0	0	31	0	77	140	3	0	1	93	43	0	390
7:15 AM	0	0	0	0	0	0	130	0	63	136	4	0	2	117	42	0	494
7:30 AM	0	0	1	0	0	0	95	0	68	154	4	0	2	156	73	0	553
7:45 AM	0	0	2	0	0	0	53	0	76	146	3	0	4	131	57	0	472
8:00 AM	0	0	0	0	0	0	24	0	67	157	13	0	1	119	51	0	432
8:15 AM	0	0	5	0	0	0	17	0	56	168	13	0	3	112	54	0	428
8:30 AM	0	0	5	0	0	0	17	0	43	147	9	0	9	107	35	0	372
8:45 AM	0	0	9	0	0	0	10	0	31	150	10	0	4	98	16	0	328
9:00 AM	4	0	5	0	2	0	8	0	10	124	7	1	6	115	15	0	297
9:15 AM	1	0	11	0	3	0	8	0	10	113	10	0	5	89	13	0	263
9:30 AM	3	0	3	0	0	0	6	0	14	119	10	0	8	85	14	0	262
9:45 AM	3	0	4	0	6	0	5	0	7	125	6	0	8	98	13	0	275
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	0	49	0	12	0	435	0	850	2088	96	1	55	1500	739	0	5836
APPROACH %'s :	18.33%	0.00%	81.67%	0.00%	2.68%	0.00%	97.32%	0.00%	28.01%	68.80%	3.16%	0.03%	2.40%	65.39%	32.21%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	3	0	0	0	302	0	274	593	24	0	9	523	223	0	1951
PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.000	0.581	0.000	0.901	0.944	0.462	0.000	0.563	0.838	0.764	0.000	0.882
			0.375				0.581				0.940				0.817		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	12	0	14	0	60	0	1	96	9	0	5	191	1	0	391
4:15 PM	0	0	12	0	1	0	77	0	1	134	5	0	0	188	5	0	423
4:30 PM	1	0	13	0	0	0	88	0	1	115	1	0	4	195	2	0	420
4:45 PM	0	0	12	0	0	0	105	0	5	124	0	0	2	177	4	0	429
5:00 PM	0	0	22	0	0	0	135	0	1	116	1	0	1	156	1	0	433
5:15 PM	1	0	9	0	0	0	133	0	1	120	3	0	0	168	3	1	439
5:30 PM	0	0	8	0	0	0	94	0	8	124	1	0	1	162	2	0	400
5:45 PM	0	0	13	0	0	0	57	0	12	126	1	0	0	164	8	0	381
6:00 PM	0	0	4	0	0	0	50	0	16	139	0	0	0	156	12	0	377
6:15 PM	0	0	1	0	0	0	34	0	53	129	1	0	2	148	43	0	411
6:30 PM	0	0	2	0	0	0	37	0	65	129	0	0	0	147	51	0	431
6:45 PM	0	0	6	0	1	0	26	0	21	125	0	0	0	126	11	0	316
7:00 PM	0	0	2	0	3	0	48	0	0	101	0	0	0	105	5	0	264
7:15 PM	0	0	2	0	38	2	78	0	1	98	1	0	2	159	0	0	381
7:30 PM	1	0	5	0	34	0	100	0	0	88	1	0	0	102	2	0	333
7:45 PM	0	0	0	0	16	0	44	0	4	60	0	0	0	106	1	0	231
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	0	123	0	107	2	1166	0	190	1824	24	0	17	2450	151	1	6060
APPROACH %'s :	3.91%	0.00%	96.09%	0.00%	8.39%	0.16%	91.45%	0.00%	9.32%	89.50%	1.18%	0.00%	0.65%	93.55%	5.77%	0.04%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	2	0	56	0	0	0	461	0	8	475	5	0	7	696	10	1	1721
PEAK HR FACTOR :	0.500	0.000	0.636	0.000	0.000	0.000	0.854	0.000	0.400	0.958	0.417	0.000	0.438	0.892	0.625	0.250	0.980
			0.659				0.854				0.946				0.888		

Prepared by National Data & Surveying Services

Employee Parking Dwy W & Johnson St

Peak Hour Turning Movement Count

ID: 23-140475-001
City: Hollywood

Day: Wednesday
Date: 12/6/2023

	PEAK HOURS	COUNT PERIODS
AM	07:15 AM - 08:15 AM	6:00 AM - 10:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 08:00 PM

SOUTHBOUND (Employee Parking Dwy W)

	Right	Thru	Left	U-Turn	Total (departing)
AM	302	0	0	0	497
NOON	0	0	0	0	0
PM	461	0	0	0	18
	0	0	0	0	

EASTBOUND (Johnson St)

	AM	NOON	PM	
Departing	825	0	1159	
U-Turn	0	0	0	0
Left	274	0	8	0
Thru	593	0	475	0
Right	24	0	5	0

WESTBOUND (Johnson St)

		PM	NOON	AM
Right	0	10	0	223
Thru	0	696	0	523
Left	0	7	0	9
U-Turn	0	1	0	0
Departing		532	0	596

NORTHBOUND (Employee Parking Dwy W)

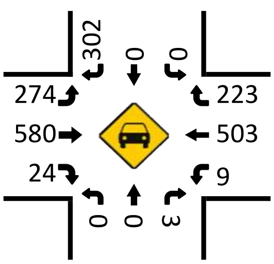
	Departing	U-Turn	Left	Thru	Right
		0	0	0	0
PM	12	0	2	0	56
NOON	0	0	0	0	0
AM	33	0	0	0	3

CONTROL

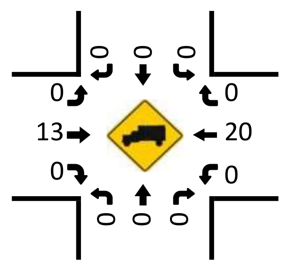
2-Way Stop(NB/SB)

	AM	NOON	PM
TEV	1951	0	1721
PHF	0.88		0.98

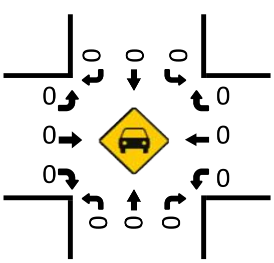
Cars (AM)



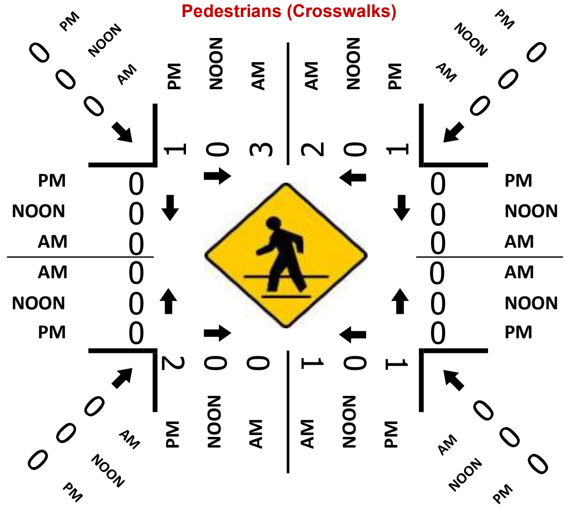
HT (AM)



Cars (NOON)



Pedestrians (Crosswalks)



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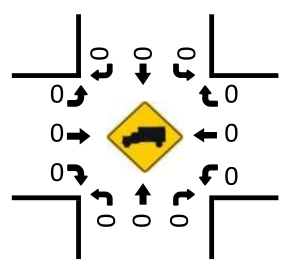
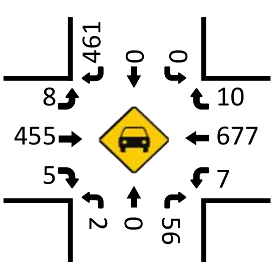
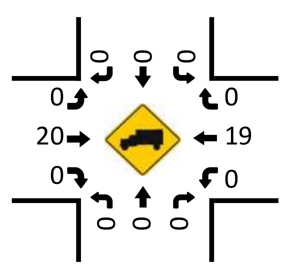


Cars (PM)



HT (PM)



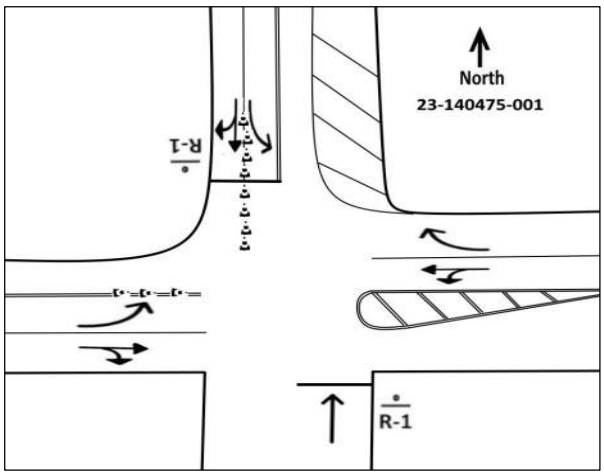
LOCATION: Employee Parking Dwy W & Johnson St
CITY/STATE: Hollywood, FL

PROJECT ID: 23-140475-001
DATE: Wed, Dec 06, 2023

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:30 AM - 07:45 AM

Peak Hour Factor: **0.88**

National Data & Surveying Services



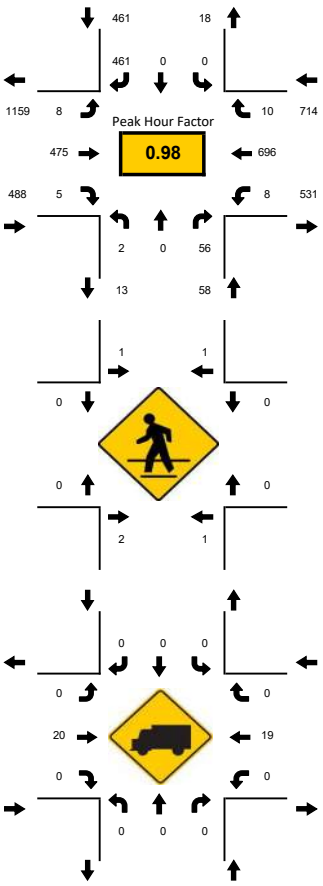
15-Min Count Period Beginning At	Employee Parking Dwy W Northbound					Employee Parking Dwy W Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
6:00 AM	0	0	2	0		0	0	6	0		42	47	2	0		2	25	34	0		160	1270
6:15 AM	0	0	0	0		0	0	9	0		91	95	0	0		0	38	87	0		320	1500
6:30 AM	0	0	0	0		0	0	12	0		104	127	2	0		0	54	123	0		422	1674
6:45 AM	0	0	0	0		1	0	4	0		91	140	0	0		0	63	69	0		368	1805
7:00 AM	0	0	2	0		0	0	31	0		77	140	3	0		1	93	43	0		390	1909
7:15 AM	0	0	0	0		0	0	130	0		63	136	4	0		2	117	42	0		494	1951
7:30 AM	0	0	1	0		0	0	95	0		68	154	4	0		2	156	73	0		553	1885
7:45 AM	0	0	2	0		0	0	53	0		76	146	3	0		4	131	57	0		472	1704
8:00 AM	0	0	0	0		0	0	24	0		67	157	13	0		1	119	51	0		432	1560
8:15 AM	0	0	5	0		0	0	17	0		56	168	13	0		3	112	54	0		428	1425
8:30 AM	0	0	5	0		0	0	17	0		43	147	9	0		9	107	35	0		372	1260
8:45 AM	0	0	9	0		0	0	10	0		31	150	10	0		4	98	16	0		328	1150
9:00 AM	4	0	5	0		2	0	8	0		10	124	7	1		6	115	15	0		297	1097
9:15 AM	1	0	11	0		3	0	8	0		10	113	10	0		5	89	13	0		263	800
9:30 AM	3	0	3	0		0	0	6	0		14	119	10	0		8	85	14	0		262	537
9:45 AM	3	0	4	0		6	0	5	0		7	125	6	0		8	98	13	0		275	275
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	8	0		0	0	520	0		304	628	52	0		16	624	292	0		**2444**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	20	0	0		0	24	0	0		**44**	
Pedestrians		4					8					0					0				**12**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	4	0	0		**4**	
Buses																						
Stopped Buses																						

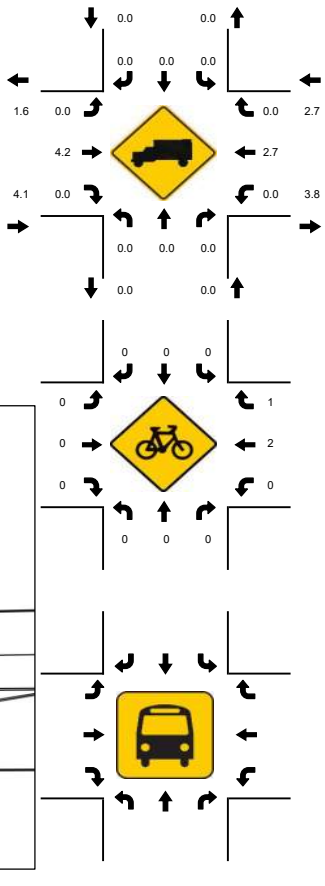
LOCATION: Employee Parking Dwy W & Johnson St
CITY/STATE: Hollywood, FL

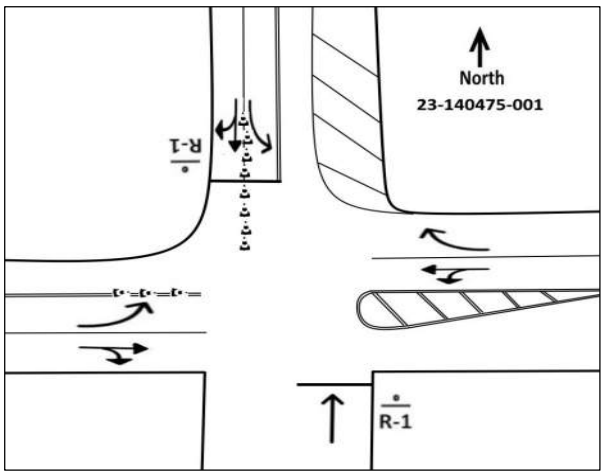
PROJECT ID: 23-140475-001
DATE: Wed, Dec 06, 2023

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

Peak Hour Factor: **0.98**







15-Min Count Period Beginning At	Employee Parking Dwy W Northbound					Employee Parking Dwy W Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	2	0	12	0		14	0	60	0		1	96	9	0		5	191	1	0		391	1663
4:15 PM	0	0	12	0		1	0	77	0		1	134	5	0		0	188	5	0		423	1705
4:30 PM	1	0	13	0		0	0	88	0		1	115	1	0		4	195	2	0		420	1721
4:45 PM	0	0	12	0		0	0	105	0		5	124	0	0		2	177	4	0		429	1701
5:00 PM	0	0	22	0		0	0	135	0		1	116	1	0		1	156	1	0		433	1653
5:15 PM	1	0	9	0		0	0	133	0		1	120	3	0		0	168	3	1		439	1597
5:30 PM	0	0	8	0		0	0	94	0		8	124	1	0		1	162	2	0		400	1569
5:45 PM	0	0	13	0		0	0	57	0		12	126	1	0		0	164	8	0		381	1600
6:00 PM	0	0	4	0		0	0	50	0		16	139	0	0		0	156	12	0		377	1535
6:15 PM	0	0	1	0		0	0	34	0		53	129	1	0		2	148	43	0		411	1422
6:30 PM	0	0	2	0		0	0	37	0		65	129	0	0		0	147	51	0		431	1392
6:45 PM	0	0	6	0		1	0	26	0		21	125	0	0		0	126	11	0		316	1294
7:00 PM	0	0	2	0		3	0	48	0		0	101	0	0		0	105	5	0		264	1209
7:15 PM	0	0	2	0		38	2	78	0		1	98	1	0		2	159	0	0		381	945
7:30 PM	1	0	5	0		34	0	100	0		0	88	1	0		0	102	2	0		333	564
7:45 PM	0	0	0	0		16	0	44	0		4	60	0	0		0	106	1	0		231	231
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	0	88	0		0	0	540	0		20	496	12	0		16	780	16	4		**1976**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	28	0	0		0	40	0	0		**68**	
Pedestrians		4					8					0					0				**12**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	4	4	0		**8**	
Buses																						
Stopped Buses																						

Prepared by National Data & Surveying Services

VOLUME

N 35th Ave N/O Garfield St

Day: Thursday
Date: 12/7/2023

City: Hollywood
Project #: FL23_140478_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,414	2,308	0	0	3,722

DAILY TOTALS

15-Minutes Interval

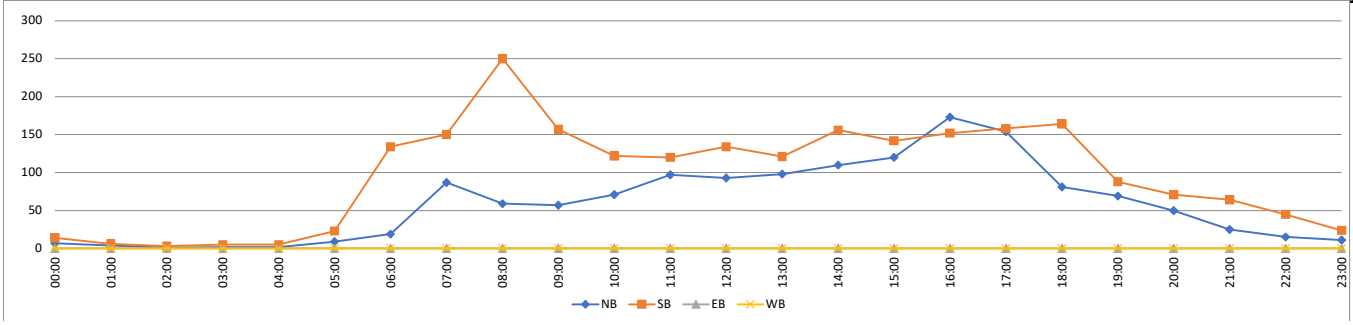
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	5			7	12:00	27	31			58
0:15	2	2			4	12:15	23	39			62
0:30	1	3			4	12:30	23	29			52
0:45	2	4			6	12:45	20	35			55
1:00	1	1			2	13:00	20	29			49
1:15	1	2			3	13:15	24	28			52
1:30	1	3			4	13:30	26	30			56
1:45	1	0			1	13:45	28	34			62
2:00	0	1			1	14:00	25	60			85
2:15	0	1			1	14:15	25	32			57
2:30	1	1			2	14:30	32	38			70
2:45	0	0			0	14:45	28	26			54
3:00	2	1			3	15:00	34	40			74
3:15	0	1			1	15:15	35	36			71
3:30	0	2			2	15:30	24	28			52
3:45	0	1			1	15:45	27	38			65
4:00	0	0			0	16:00	26	38			64
4:15	1	1			2	16:15	34	33			67
4:30	0	1			1	16:30	54	38			92
4:45	1	3			4	16:45	59	43			102
5:00	1	2			3	17:00	68	33			101
5:15	1	6			7	17:15	35	45			80
5:30	4	6			10	17:30	31	39			70
5:45	3	9			12	17:45	20	41			61
6:00	0	12			12	18:00	17	29			46
6:15	4	32			36	18:15	25	49			74
6:30	7	47			54	18:30	22	52			74
6:45	8	43			51	18:45	17	34			51
7:00	7	19			26	19:00	14	31			45
7:15	18	37			55	19:15	23	24			47
7:30	27	47			74	19:30	21	12			33
7:45	35	47			82	19:45	11	21			32
8:00	17	75			92	20:00	15	15			30
8:15	19	54			73	20:15	12	20			32
8:30	12	61			73	20:30	13	20			33
8:45	11	60			71	20:45	10	16			26
9:00	14	31			45	21:00	7	13			20
9:15	10	39			49	21:15	9	13			22
9:30	16	40			56	21:30	2	15			17
9:45	17	47			64	21:45	7	23			30
10:00	16	27			43	22:00	5	17			22
10:15	17	39			56	22:15	2	9			11
10:30	18	28			46	22:30	4	13			17
10:45	20	28			48	22:45	4	6			10
11:00	15	29			44	23:00	4	6			10
11:15	36	39			75	23:15	2	9			11
11:30	20	24			44	23:30	2	3			5
11:45	26	28			54	23:45	3	6			9
TOTALS	415	989	0	0	1404	TOTALS	999	1319	0	0	2318
SPLIT %	30%	70%	0%	0%	38%	SPLIT %	43%	57%	0%	0%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	7	14			21
01:00	02:00	4	6			10
02:00	03:00	1	3			4
03:00	04:00	2	5			7
04:00	05:00	2	5			7
05:00	06:00	9	23			32
06:00	07:00	19	134			153
07:00	08:00	87	150			237
08:00	09:00	59	250			309
09:00	10:00	57	157			214
10:00	11:00	71	122			193
11:00	12:00	97	120			217
12:00	13:00	93	134			227
13:00	14:00	98	121			219
14:00	15:00	110	156			266
15:00	16:00	120	142			262
16:00	17:00	173	152			325
17:00	18:00	154	158			312
18:00	19:00	81	164			245
19:00	20:00	69	88			157
20:00	21:00	50	71			121
21:00	22:00	25	64			89
22:00	23:00	15	45			60
23:00	00:00	11	24			35

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	415	989			1404
Peak Hour	7:30	8:00			7:30
Peak Volume	98	250			321
Peak Hour Factor	0.700	0.833			0.872
Peak Period	12:00	to	00:00		
Volume	999	1319			2318
Peak Hour	16:30	17:45			16:30
Peak Volume	216	171			375
Peak Hour Factor	0.794	0.822			0.919
Peak Period	07:00	to	09:00		
Volume	146	400			546
Peak Hour	7:30	8:00			7:30
Peak Volume	98	250			321
Peak Hour Factor	0.700	0.833			0.872
Peak Period	16:00	to	18:00		
Volume	327	310			637
Peak Hour	16:30	16:45			16:30
Peak Volume	216	160			375
Peak Hour Factor	0.794	0.889			0.919



Prepared by National Data & Surveying Services

VOLUME

N 35th Ave N/O Garfield St

Day: Wednesday
Date: 12/6/2023

City: Hollywood
Project #: FL23_140478_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,621	2,520	0	0	4,141

DAILY TOTALS

15-Minutes Interval

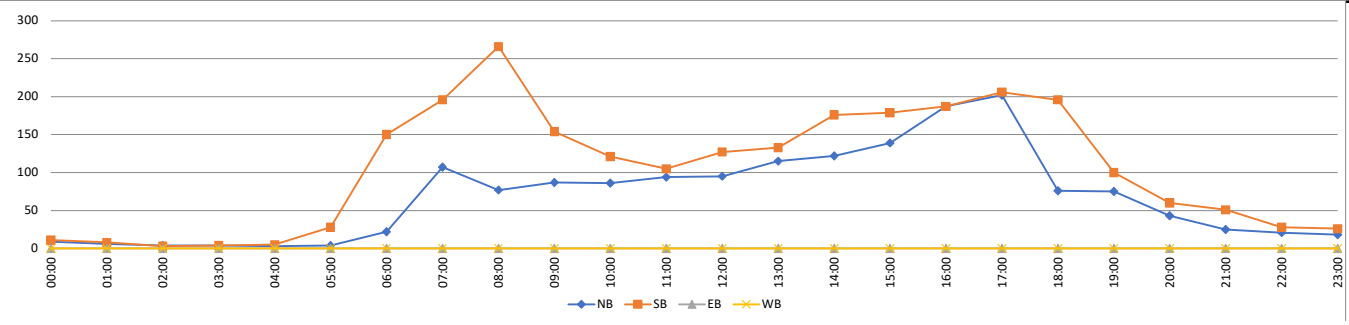
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	5			7	12:00	18	33			51
0:15	3	1			4	12:15	34	28			62
0:30	2	2			4	12:30	22	34			56
0:45	2	3			5	12:45	21	32			53
1:00	4	4			8	13:00	21	37			58
1:15	0	0			0	13:15	34	28			62
1:30	1	2			3	13:30	26	33			59
1:45	1	2			3	13:45	34	35			69
2:00	1	1			2	14:00	24	44			68
2:15	1	1			2	14:15	40	47			87
2:30	1	0			1	14:30	29	48			77
2:45	1	1			2	14:45	29	37			66
3:00	2	3			5	15:00	29	47			76
3:15	0	0			0	15:15	32	46			78
3:30	2	0			2	15:30	43	46			89
3:45	0	1			1	15:45	35	40			75
4:00	1	1			2	16:00	46	33			79
4:15	0	2			2	16:15	41	58			99
4:30	2	1			3	16:30	51	47			98
4:45	0	1			1	16:45	49	49			98
5:00	0	1			1	17:00	56	55			111
5:15	2	6			8	17:15	67	46			113
5:30	0	6			6	17:30	39	53			92
5:45	2	15			17	17:45	40	52			92
6:00	2	14			16	18:00	25	44			69
6:15	6	34			40	18:15	21	57			78
6:30	5	57			62	18:30	17	62			79
6:45	9	45			54	18:45	13	33			46
7:00	9	25			34	19:00	14	33			47
7:15	21	42			63	19:15	25	28			53
7:30	38	52			90	19:30	26	16			42
7:45	39	77			116	19:45	10	23			33
8:00	26	88			114	20:00	12	17			29
8:15	23	63			86	20:15	10	15			25
8:30	15	51			66	20:30	10	13			23
8:45	13	64			77	20:45	11	15			26
9:00	15	37			52	21:00	5	19			24
9:15	18	35			53	21:15	6	7			13
9:30	28	40			68	21:30	7	13			20
9:45	26	42			68	21:45	7	12			19
10:00	21	31			52	22:00	6	7			13
10:15	26	31			57	22:15	5	13			18
10:30	24	28			52	22:30	5	7			12
10:45	15	31			46	22:45	5	1			6
11:00	29	27			56	23:00	4	7			11
11:15	20	29			49	23:15	3	8			11
11:30	20	28			48	23:30	7	7			14
11:45	25	21			46	23:45	4	4			8
TOTALS	503	1051	0	0	1554	TOTALS	1118	1469	0	0	2587
SPLIT %	32%	68%	0%	0%	38%	SPLIT %	43%	57%	0%	0%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	9	11			20
01:00	02:00	6	8			14
02:00	03:00	4	3			7
03:00	04:00	4	4			8
04:00	05:00	3	5			8
05:00	06:00	4	28			32
06:00	07:00	22	150			172
07:00	08:00	107	196			303
08:00	09:00	77	266			343
09:00	10:00	87	154			241
10:00	11:00	86	121			207
11:00	12:00	94	105			199
12:00	13:00	95	127			222
13:00	14:00	115	133			248
14:00	15:00	122	176			298
15:00	16:00	139	179			318
16:00	17:00	187	187			374
17:00	18:00	202	206			408
18:00	19:00	76	196			272
19:00	20:00	75	100			175
20:00	21:00	43	60			103
21:00	22:00	25	51			76
22:00	23:00	21	28			49
23:00	00:00	18	26			44

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	503	1051			1554
Peak Hour	7:30	7:30			7:30
Peak Volume	126	280			406
Peak Hour Factor	0.808	0.795			0.875
Peak Period	12:00	to	00:00		
Volume	1118	1469			2587
Peak Hour	16:30	17:45			16:30
Peak Volume	223	215			420
Peak Hour Factor	0.832	0.867			0.929
Peak Period	07:00	to	09:00		
Volume	184	462			646
Peak Hour	7:30	7:30			7:30
Peak Volume	126	280			406
Peak Hour Factor	0.808	0.795			0.875
Peak Period	16:00	to	18:00		
Volume	389	393			782
Peak Hour	16:30	16:15			16:30
Peak Volume	223	209			420
Peak Hour Factor	0.832	0.901			0.929



Prepared by National Data & Surveying Services

VOLUME

N 35th Ave Bet. Garfield St & Memorial Medical Office Centre Dwy

Day: Wednesday
Date: 12/6/2023

City: Hollywood
Project #: FL23_140478_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,967	3,776	0	0	5,743

DAILY TOTALS

15-Minutes Interval

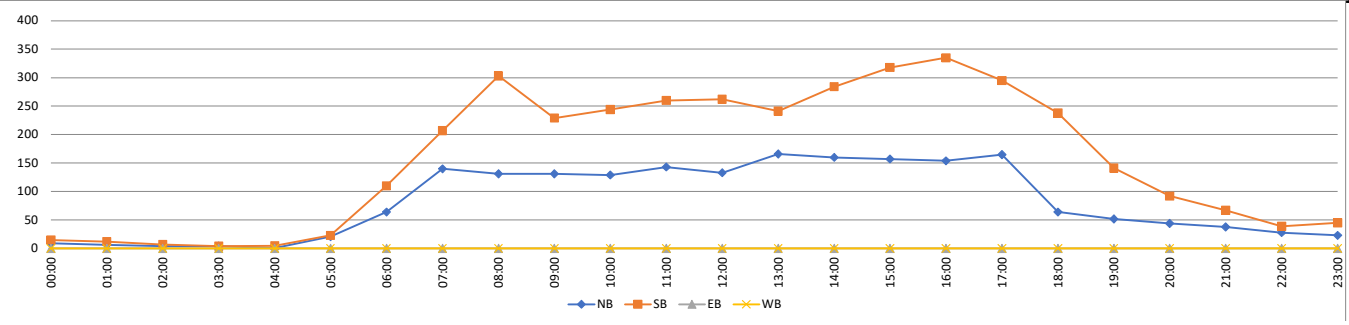
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	7			9	12:00	36	77			113
0:15	3	2			5	12:15	37	60			97
0:30	3	3			6	12:30	33	66			99
0:45	1	3			4	12:45	27	59			86
1:00	4	8			12	13:00	25	65			90
1:15	0	0			0	13:15	50	54			104
1:30	1	2			3	13:30	40	58			98
1:45	1	2			3	13:45	51	64			115
2:00	1	2			3	14:00	36	76			112
2:15	0	1			1	14:15	53	68			121
2:30	2	1			3	14:30	34	75			109
2:45	1	3			4	14:45	37	65			102
3:00	3	2			5	15:00	43	69			112
3:15	1	0			1	15:15	28	78			106
3:30	0	1			1	15:30	48	93			141
3:45	0	1			1	15:45	38	78			116
4:00	0	1			1	16:00	46	74			120
4:15	1	2			3	16:15	36	90			126
4:30	0	1			1	16:30	38	88			126
4:45	0	1			1	16:45	34	83			117
5:00	0	1			1	17:00	35	84			119
5:15	3	5			8	17:15	54	66			120
5:30	4	4			8	17:30	40	76			116
5:45	14	13			27	17:45	36	69			105
6:00	9	17			26	18:00	18	66			84
6:15	10	23			33	18:15	19	59			78
6:30	22	34			56	18:30	18	69			87
6:45	23	36			59	18:45	9	44			53
7:00	23	33			56	19:00	13	38			51
7:15	30	44			74	19:15	13	42			55
7:30	40	56			96	19:30	17	30			47
7:45	47	74			121	19:45	9	31			40
8:00	39	94			133	20:00	13	29			42
8:15	35	69			104	20:15	10	26			36
8:30	31	65			96	20:30	10	20			30
8:45	26	75			101	20:45	11	17			28
9:00	26	57			83	21:00	5	22			27
9:15	35	51			86	21:15	11	12			23
9:30	33	58			91	21:30	11	17			28
9:45	37	63			100	21:45	11	16			27
10:00	29	65			94	22:00	7	9			16
10:15	30	59			89	22:15	5	14			19
10:30	29	54			83	22:30	7	9			16
10:45	41	66			107	22:45	9	7			16
11:00	33	70			103	23:00	2	9			11
11:15	37	61			98	23:15	6	10			16
11:30	39	71			110	23:30	9	18			27
11:45	34	58			92	23:45	6	8			14
TOTALS	783	1419	0	0	2202	TOTALS	1184	2357	0	0	3541
SPLIT %	36%	64%	0%	0%	38%	SPLIT %	33%	67%	0%	0%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	9	15			24
01:00	02:00	6	12			18
02:00	03:00	4	7			11
03:00	04:00	4	4			8
04:00	05:00	1	5			6
05:00	06:00	21	23			44
06:00	07:00	64	110			174
07:00	08:00	140	207			347
08:00	09:00	131	303			434
09:00	10:00	131	229			360
10:00	11:00	129	244			373
11:00	12:00	143	260			403
12:00	13:00	133	262			395
13:00	14:00	166	241			407
14:00	15:00	160	284			444
15:00	16:00	157	318			475
16:00	17:00	154	335			489
17:00	18:00	165	295			460
18:00	19:00	64	238			302
19:00	20:00	52	141			193
20:00	21:00	44	92			136
21:00	22:00	38	67			105
22:00	23:00	28	39			67
23:00	00:00	23	45			68

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	783	1419			2202
Peak Hour	7:30	8:00			7:30
Peak Volume	161	303			454
Peak Hour Factor	0.856	0.806			0.853
Peak Period	12:00	to	00:00		
Volume	1184	2357			3541
Peak Hour	13:30	16:15			15:30
Peak Volume	180	345			503
Peak Hour Factor	0.849	0.958			0.892
Peak Period	07:00	to	09:00		
Volume	271	510			781
Peak Hour	7:30	8:00			7:30
Peak Volume	161	303			454
Peak Hour Factor	0.856	0.806			0.853
Peak Period	16:00	to	18:00		
Volume	319	630			949
Peak Hour	17:00	16:15			16:00
Peak Volume	165	345			489
Peak Hour Factor	0.764	0.958			0.970



Prepared by National Data & Surveying Services

VOLUME

N 35th Ave Bet. Garfield St & Memorial Medical Office Centre Dwy

Day: Thursday
Date: 12/7/2023

City: Hollywood
Project #: FL23_140478_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,747	3,526	0	0	5,273

DAILY TOTALS

15-Minutes Interval

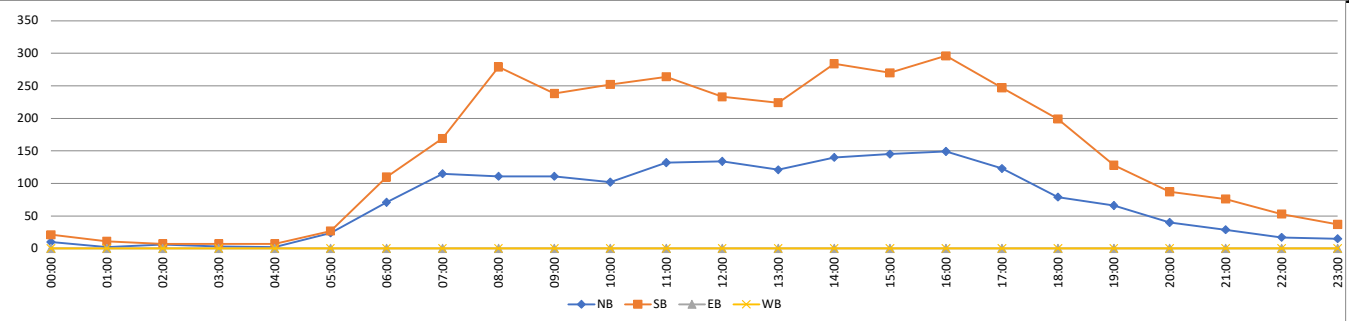
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	3	8			11	12:00	37	56			93
0:15	1	3			4	12:15	30	64			94
0:30	1	5			6	12:30	34	50			84
0:45	5	5			10	12:45	33	63			96
1:00	0	4			4	13:00	25	52			77
1:15	1	3			4	13:15	32	56			88
1:30	1	3			4	13:30	31	53			84
1:45	0	1			1	13:45	33	63			96
2:00	0	2			2	14:00	33	85			118
2:15	1	0			1	14:15	33	72			105
2:30	2	3			5	14:30	40	60			100
2:45	3	2			5	14:45	34	67			101
3:00	2	3			5	15:00	39	63			102
3:15	0	1			1	15:15	42	74			116
3:30	1	2			3	15:30	34	64			98
3:45	0	1			1	15:45	30	69			99
4:00	0	0			0	16:00	21	73			94
4:15	1	1			2	16:15	30	67			97
4:30	0	2			2	16:30	48	75			123
4:45	1	4			5	16:45	50	81			131
5:00	2	3			5	17:00	49	61			110
5:15	4	6			10	17:15	22	74			96
5:30	12	8			20	17:30	31	53			84
5:45	6	10			16	17:45	21	59			80
6:00	6	11			17	18:00	18	45			63
6:15	14	29			43	18:15	22	59			81
6:30	25	33			58	18:30	22	56			78
6:45	26	37			63	18:45	17	39			56
7:00	19	22			41	19:00	17	37			54
7:15	21	42			63	19:15	18	44			62
7:30	29	44			73	19:30	24	17			41
7:45	46	61			107	19:45	7	30			37
8:00	28	77			105	20:00	11	22			33
8:15	34	61			95	20:15	10	24			34
8:30	21	68			89	20:30	12	24			36
8:45	28	73			101	20:45	7	17			24
9:00	25	49			74	21:00	12	19			31
9:15	28	56			84	21:15	7	14			21
9:30	28	58			86	21:30	4	16			20
9:45	30	75			105	21:45	6	27			33
10:00	30	67			97	22:00	4	19			23
10:15	28	68			96	22:15	2	11			13
10:30	18	56			74	22:30	3	15			18
10:45	26	61			87	22:45	8	8			16
11:00	32	72			104	23:00	6	10			16
11:15	35	67			102	23:15	4	12			16
11:30	28	60			88	23:30	2	4			6
11:45	37	65			102	23:45	3	11			14
TOTALS	689	1392	0	0	2081	TOTALS	1058	2134	0	0	3192
SPLIT %	33%	67%	0%	0%	39%	SPLIT %	33%	67%	0%	0%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	10	21			31
01:00	02:00	2	11			13
02:00	03:00	6	7			13
03:00	04:00	3	7			10
04:00	05:00	2	7			9
05:00	06:00	24	27			51
06:00	07:00	71	110			181
07:00	08:00	115	169			284
08:00	09:00	111	279			390
09:00	10:00	111	238			349
10:00	11:00	102	252			354
11:00	12:00	132	264			396
12:00	13:00	134	233			367
13:00	14:00	121	224			345
14:00	15:00	140	284			424
15:00	16:00	145	270			415
16:00	17:00	149	296			445
17:00	18:00	123	247			370
18:00	19:00	79	199			278
19:00	20:00	66	128			194
20:00	21:00	40	87			127
21:00	22:00	29	76			105
22:00	23:00	17	53			70
23:00	00:00	15	37			52

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	689	1392			2081
Peak Hour	7:30	8:00			7:45
Peak Volume	137	279			396
Peak Hour Factor	0.745	0.906			0.925
Peak Period	12:00	to	00:00		
Volume	1058	2134			3192
Peak Hour	16:15	16:00			16:15
Peak Volume	177	296			461
Peak Hour Factor	0.885	0.914			0.880
Peak Period	07:00	to	09:00		
Volume	226	448			674
Peak Hour	7:30	8:00			7:45
Peak Volume	137	279			396
Peak Hour Factor	0.745	0.906			0.925
Peak Period	16:00	to	18:00		
Volume	272	543			815
Peak Hour	16:15	16:00			16:15
Peak Volume	177	296			461
Peak Hour Factor	0.885	0.914			0.880



Prepared by National Data & Surveying Services

VOLUME

N 35th Ave Bet. Memorial Medical Office Centre Dwy & Johnson St

Day: Wednesday
Date: 12/6/2023

City: Hollywood
Project #: FL23_140478_003

DAILY TOTALS	NB	SB	EB	WB	Total
	5,060	6,603	0	0	11,663

DAILY TOTALS

15-Minutes Interval

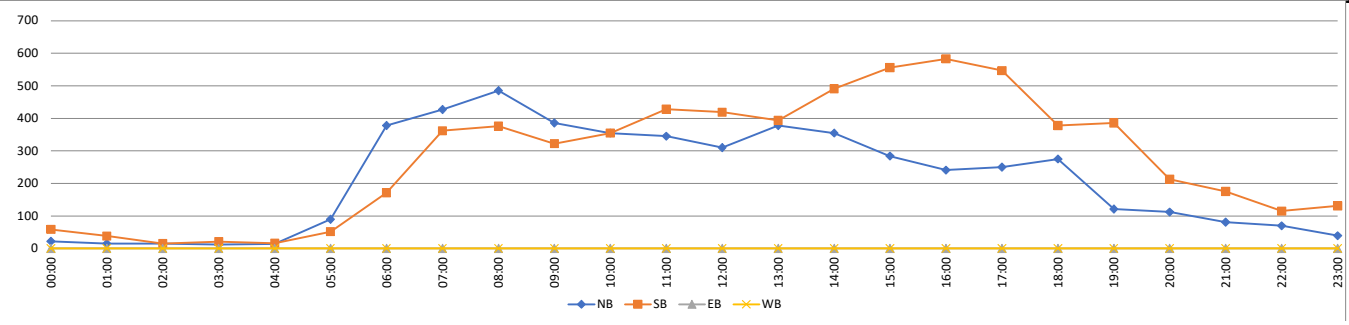
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	8	26			34	12:00	61	125			186
0:15	8	16			24	12:15	71	92			163
0:30	4	8			12	12:30	95	116			211
0:45	2	9			11	12:45	83	86			169
1:00	6	15			21	13:00	81	91			172
1:15	3	7			10	13:15	100	97			197
1:30	2	10			12	13:30	88	93			181
1:45	4	6			10	13:45	109	113			222
2:00	3	3			6	14:00	85	124			209
2:15	5	2			7	14:15	98	126			224
2:30	5	3			8	14:30	80	127			207
2:45	2	7			9	14:45	92	114			206
3:00	2	8			10	15:00	83	121			204
3:15	5	7			12	15:15	62	136			198
3:30	4	3			7	15:30	70	164			234
3:45	1	3			4	15:45	69	135			204
4:00	1	1			2	16:00	75	152			227
4:15	4	4			8	16:15	58	143			201
4:30	5	7			12	16:30	52	156			208
4:45	4	4			8	16:45	56	132			188
5:00	13	4			17	17:00	56	163			219
5:15	10	13			23	17:15	65	142			207
5:30	30	13			43	17:30	66	129			195
5:45	37	22			59	17:45	63	113			176
6:00	41	25			66	18:00	59	101			160
6:15	85	31			116	18:15	76	96			172
6:30	147	54			201	18:30	101	103			204
6:45	105	61			166	18:45	39	78			117
7:00	72	57			129	19:00	32	84			116
7:15	95	108			203	19:15	30	138			168
7:30	111	103			214	19:30	31	89			120
7:45	149	94			243	19:45	28	75			103
8:00	133	101			234	20:00	29	63			92
8:15	108	86			194	20:15	26	57			83
8:30	132	97			229	20:30	36	53			89
8:45	112	92			204	20:45	21	40			61
9:00	102	72			174	21:00	21	46			67
9:15	97	67			164	21:15	22	50			72
9:30	82	87			169	21:30	19	44			63
9:45	105	96			201	21:45	19	35			54
10:00	95	93			188	22:00	17	31			48
10:15	94	87			181	22:15	14	36			50
10:30	79	84			163	22:30	18	21			39
10:45	87	91			178	22:45	21	27			48
11:00	92	122			214	23:00	8	40			48
11:15	98	105			203	23:15	10	36			46
11:30	83	106			189	23:30	15	36			51
11:45	72	95			167	23:45	6	19			25
TOTALS	2544	2215	0	0	4759	TOTALS	2516	4388	0	0	6904
SPLIT %	53%	47%	0%	0%	41%	SPLIT %	36%	64%	0%	0%	59%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	22	59			81
01:00	02:00	15	38			53
02:00	03:00	15	15			30
03:00	04:00	12	21			33
04:00	05:00	14	16			30
05:00	06:00	90	52			142
06:00	07:00	378	171			549
07:00	08:00	427	362			789
08:00	09:00	485	376			861
09:00	10:00	386	322			708
10:00	11:00	355	355			710
11:00	12:00	345	428			773
12:00	13:00	310	419			729
13:00	14:00	378	394			772
14:00	15:00	355	491			846
15:00	16:00	284	556			840
16:00	17:00	241	583			824
17:00	18:00	250	547			797
18:00	19:00	275	378			653
19:00	20:00	121	386			507
20:00	21:00	112	213			325
21:00	22:00	81	175			256
22:00	23:00	70	115			185
23:00	00:00	39	131			170

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2544	2215			4759
Peak Hour	7:45	11:00			7:45
Peak Volume	522	428			900
Peak Hour Factor	0.876	0.877			0.926
Peak Period	12:00	to	00:00		
Volume	2516	4388			6904
Peak Hour	13:15	15:30			15:30
Peak Volume	382	594			866
Peak Hour Factor	0.876	0.905			0.925
Peak Period	07:00	to	09:00		
Volume	912	738			1650
Peak Hour	7:45	7:15			7:45
Peak Volume	522	406			900
Peak Hour Factor	0.876	0.940			0.926
Peak Period	16:00	to	18:00		
Volume	491	1130			1621
Peak Hour	17:00	16:15			16:00
Peak Volume	250	594			824
Peak Hour Factor	0.947	0.911			0.907



Prepared by National Data & Surveying Services

VOLUME

N 35th Ave Bet. Memorial Medical Office Centre Dwy & Johnson St

Day: Thursday
Date: 12/7/2023

City: Hollywood
Project #: FL23_140478_003

DAILY TOTALS	NB	SB	EB	WB	Total
	4,592	6,205	0	0	10,797

DAILY TOTALS

15-Minutes Interval

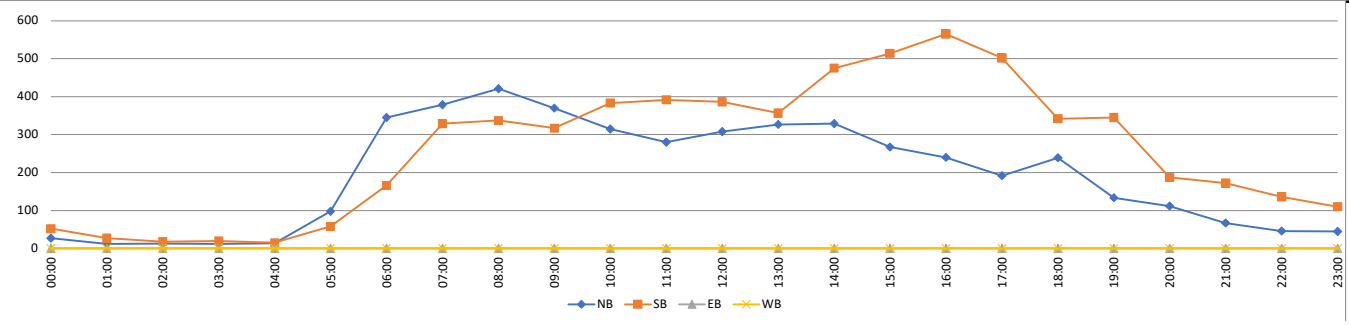
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	10	16			26	12:00	78	100			178
0:15	4	14			18	12:15	58	99			157
0:30	6	10			16	12:30	69	96			165
0:45	7	12			19	12:45	103	91			194
1:00	3	12			15	13:00	70	79			149
1:15	3	7			10	13:15	91	99			190
1:30	5	6			11	13:30	79	84			163
1:45	1	2			3	13:45	87	95			182
2:00	3	6			9	14:00	78	131			209
2:15	3	4			7	14:15	77	122			199
2:30	4	3			7	14:30	83	105			188
2:45	3	5			8	14:45	91	117			208
3:00	6	7			13	15:00	69	123			192
3:15	1	4			5	15:15	69	133			202
3:30	1	6			7	15:30	76	122			198
3:45	4	3			7	15:45	53	136			189
4:00	2	3			5	16:00	52	128			180
4:15	3	2			5	16:15	57	132			189
4:30	6	4			10	16:30	59	147			206
4:45	3	6			9	16:45	72	158			230
5:00	7	9			16	17:00	59	163			222
5:15	16	12			28	17:15	41	145			186
5:30	31	16			47	17:30	56	106			162
5:45	44	21			65	17:45	36	88			124
6:00	41	28			69	18:00	46	92			138
6:15	75	38			113	18:15	67	92			159
6:30	132	41			173	18:30	79	81			160
6:45	97	59			156	18:45	47	77			124
7:00	82	51			133	19:00	34	78			112
7:15	87	107			194	19:15	39	113			152
7:30	95	90			185	19:30	35	77			112
7:45	115	81			196	19:45	26	77			103
8:00	102	106			208	20:00	29	39			68
8:15	104	76			180	20:15	24	53			77
8:30	114	72			186	20:30	35	53			88
8:45	101	83			184	20:45	24	42			66
9:00	87	61			148	21:00	19	46			65
9:15	89	74			163	21:15	18	45			63
9:30	98	78			176	21:30	14	40			54
9:45	96	104			200	21:45	16	41			57
10:00	73	101			174	22:00	13	46			59
10:15	89	84			173	22:15	10	31			41
10:30	78	92			170	22:30	8	37			45
10:45	75	106			181	22:45	15	22			37
11:00	77	101			178	23:00	18	38			56
11:15	73	103			176	23:15	11	25			36
11:30	62	89			151	23:30	5	32			37
11:45	68	99			167	23:45	11	15			26
TOTALS	2286	2114	0	0	4400	TOTALS	2306	4091	0	0	6397
SPLIT %	52%	48%	0%	0%	41%	SPLIT %	36%	64%	0%	0%	59%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	27	52			79
01:00	02:00	12	27			39
02:00	03:00	13	18			31
03:00	04:00	12	20			32
04:00	05:00	14	15			29
05:00	06:00	98	58			156
06:00	07:00	345	166			511
07:00	08:00	379	329			708
08:00	09:00	421	337			758
09:00	10:00	370	317			687
10:00	11:00	315	383			698
11:00	12:00	280	392			672
12:00	13:00	308	386			694
13:00	14:00	327	357			684
14:00	15:00	329	475			804
15:00	16:00	267	514			781
16:00	17:00	240	565			805
17:00	18:00	192	502			694
18:00	19:00	239	342			581
19:00	20:00	134	345			479
20:00	21:00	112	187			299
21:00	22:00	67	172			239
22:00	23:00	46	136			182
23:00	00:00	45	110			155

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2286	2114			4400
Peak Hour	7:45	10:30			7:15
Peak Volume	435	402			783
Peak Hour Factor	0.946	0.948			0.941
Peak Period	12:00	to	00:00		
Volume	2306	4091			6397
Peak Hour	12:45	16:30			16:15
Peak Volume	343	613			847
Peak Hour Factor	0.833	0.940			0.921
Peak Period	07:00	to	09:00		
Volume	800	666			1466
Peak Hour	7:45	7:15			7:15
Peak Volume	435	384			783
Peak Hour Factor	0.946	0.897			0.941
Peak Period	16:00	to	18:00		
Volume	432	1067			1499
Peak Hour	16:15	16:30			16:15
Peak Volume	247	613			847
Peak Hour Factor	0.858	0.940			0.921



Prepared by National Data & Surveying Services

VOLUME

Johnson St Bet. N 35th Ave & N Park Rd

Day: Wednesday
Date: 12/6/2023

City: Hollywood
Project #: FL23_140478_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,419	10,409	20,828

DAILY TOTALS

15-Minutes Interval

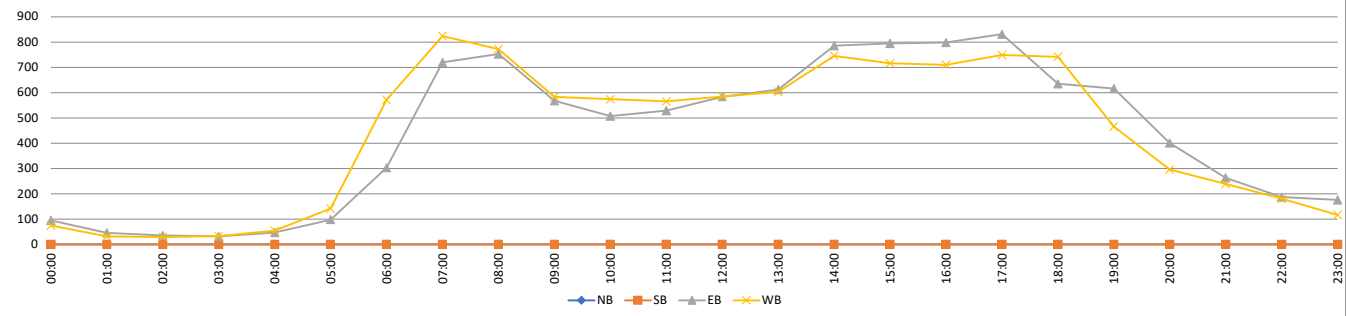
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			36	23	59	12:00			145	116	261
00:15			19	29	48	12:15			136	158	294
00:30			20	15	35	12:30			146	159	305
00:45			20	8	28	12:45			157	152	309
01:00			15	10	25	13:00			143	131	274
01:15			12	7	19	13:15			142	132	274
01:30			8	7	15	13:30			159	180	339
01:45			11	8	19	13:45			168	161	329
02:00			6	4	10	14:00			176	191	367
02:15			12	13	25	14:15			204	177	381
02:30			8	7	15	14:30			222	176	398
02:45			10	6	16	14:45			184	202	386
03:00			7	11	18	15:00			201	185	386
03:15			10	9	19	15:15			186	180	366
03:30			8	7	15	15:30			213	187	400
03:45			7	6	13	15:45			195	165	360
04:00			3	8	11	16:00			185	185	370
04:15			13	9	22	16:15			207	155	362
04:30			15	16	31	16:30			211	175	386
04:45			16	21	37	16:45			195	195	390
05:00			16	23	39	17:00			219	180	399
05:15			16	20	36	17:15			205	176	381
05:30			34	37	71	17:30			214	200	414
05:45			32	62	94	17:45			193	193	386
06:00			33	73	106	18:00			182	185	367
06:15			60	147	207	18:15			165	203	368
06:30			81	187	268	18:30			145	212	357
06:45			129	165	294	18:45			143	142	285
07:00			140	158	298	19:00			135	130	265
07:15			182	179	361	19:15			181	127	308
07:30			201	217	418	19:30			183	105	288
07:45			197	270	467	19:45			117	104	221
08:00			204	215	419	20:00			115	79	194
08:15			184	209	393	20:15			102	70	172
08:30			182	203	385	20:30			92	82	174
08:45			183	145	328	20:45			92	65	157
09:00			158	186	344	21:00			77	75	152
09:15			126	130	256	21:15			61	60	121
09:30			149	130	279	21:30			52	47	99
09:45			135	138	273	21:45			73	57	130
10:00			116	155	271	22:00			43	42	85
10:15			137	144	281	22:15			55	53	108
10:30			115	142	257	22:30			44	48	92
10:45			140	133	273	22:45			45	38	83
11:00			140	130	270	23:00			56	39	95
11:15			123	145	268	23:15			52	30	82
11:30			137	130	267	23:30			41	27	68
11:45			129	160	289	23:45			27	21	48
TOTALS	0	0	3735	4257	7992	TOTALS	0	0	6684	6152	12836
SPLIT %	0%	0%	47%	53%	38%	SPLIT %	0%	0%	52%	48%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			95	75	170
01:00	02:00			46	32	78
02:00	03:00			36	30	66
03:00	04:00			32	33	65
04:00	05:00			47	54	101
05:00	06:00			98	142	240
06:00	07:00			303	572	875
07:00	08:00			720	824	1544
08:00	09:00			753	772	1525
09:00	10:00			568	584	1152
10:00	11:00			508	574	1082
11:00	12:00			529	565	1094
12:00	13:00			584	585	1169
13:00	14:00			612	604	1216
14:00	15:00			786	746	1532
15:00	16:00			795	717	1512
16:00	17:00			798	710	1508
17:00	18:00			831	749	1580
18:00	19:00			635	742	1377
19:00	20:00			616	466	1082
20:00	21:00			401	296	697
21:00	22:00			263	239	502
22:00	23:00			187	181	368
23:00	00:00			176	117	293

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			3735	4257	7992
Peak Hour			7:30	7:30	7:30
Peak Volume			786	911	1697
Peak Hour Factor			0.963	0.844	0.908
Peak Period	12:00	to	00:00		
Volume			6684	6152	12836
Peak Hour			16:45	17:45	16:45
Peak Volume			833	793	1584
Peak Hour Factor			0.951	0.935	0.957
Peak Period	07:00	to	09:00		
Volume			1473	1596	3069
Peak Hour			7:30	7:30	7:30
Peak Volume			786	911	1697
Peak Hour Factor			0.963	0.844	0.908
Peak Period	16:00	to	18:00		
Volume			1629	1459	3088
Peak Hour			16:45	16:45	16:45
Peak Volume			833	751	1584
Peak Hour Factor			0.951	0.939	0.957



Prepared by National Data & Surveying Services

VOLUME

Johnson St Bet. N 35th Ave & N Park Rd

Day: Thursday
Date: 12/7/2023

City: Hollywood
Project #: FL23_140478_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,168	9,979	20,147

15-Minutes Interval

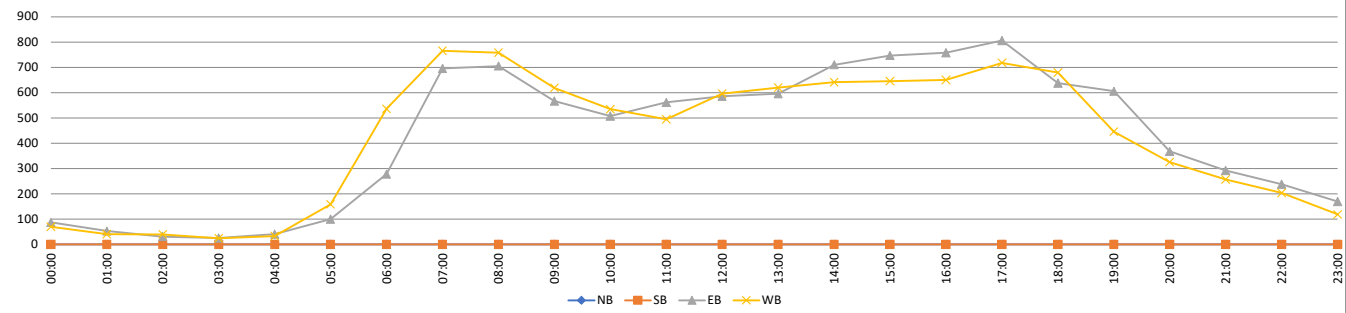
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00			27	23	50	12:00			139	155	294
00:15			21	18	39	12:15			145	146	291
00:30			25	18	43	12:30			150	156	306
00:45			14	11	25	12:45			152	139	291
01:00			17	9	26	13:00			135	135	270
01:15			13	10	23	13:15			148	157	305
01:30			15	11	26	13:30			150	173	323
01:45			8	11	19	13:45			163	155	318
02:00			13	12	25	14:00			184	161	345
02:15			7	12	19	14:15			188	143	331
02:30			7	9	16	14:30			175	154	329
02:45			4	7	11	14:45			163	183	346
03:00			6	8	14	15:00			200	179	379
03:15			4	5	9	15:15			187	167	354
03:30			11	8	19	15:30			187	148	335
03:45			5	4	9	15:45			173	152	325
04:00			9	7	16	16:00			175	174	349
04:15			12	8	20	16:15			171	154	325
04:30			8	5	13	16:30			214	151	365
04:45			12	13	25	16:45			198	171	369
05:00			11	20	31	17:00			211	186	397
05:15			20	21	41	17:15			210	195	405
05:30			31	42	73	17:30			197	159	356
05:45			38	76	114	17:45			188	178	366
06:00			33	68	101	18:00			162	195	357
06:15			56	123	179	18:15			172	182	354
06:30			61	191	252	18:30			149	174	323
06:45			128	154	282	18:45			155	128	283
07:00			146	134	280	19:00			164	129	293
07:15			184	188	372	19:15			165	117	282
07:30			188	206	394	19:30			147	96	243
07:45			178	238	416	19:45			130	104	234
08:00			193	209	402	20:00			97	83	180
08:15			188	192	380	20:15			101	92	193
08:30			173	182	355	20:30			87	91	178
08:45			151	175	326	20:45			83	60	143
09:00			141	155	296	21:00			78	78	156
09:15			135	133	268	21:15			69	60	129
09:30			141	182	323	21:30			78	56	134
09:45			150	149	299	21:45			67	63	130
10:00			128	126	254	22:00			73	68	141
10:15			120	142	262	22:15			54	41	95
10:30			126	133	259	22:30			68	44	112
10:45			134	134	268	22:45			43	51	94
11:00			124	131	255	23:00			46	39	85
11:15			122	136	258	23:15			45	26	71
11:30			150	101	251	23:30			50	28	78
11:45			165	127	292	23:45			29	26	55
TOTALS	0	0	3653	4077	7730	TOTALS	0	0	6515	5902	12417
SPLIT %	0%	0%	47%	53%	38%	SPLIT %	0%	0%	52%	48%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			87	70	157
01:00	02:00			53	41	94
02:00	03:00			31	40	71
03:00	04:00			26	25	51
04:00	05:00			41	33	74
05:00	06:00			100	159	259
06:00	07:00			278	536	814
07:00	08:00			696	766	1462
08:00	09:00			705	758	1463
09:00	10:00			567	619	1186
10:00	11:00			508	535	1043
11:00	12:00			561	495	1056
12:00	13:00			586	596	1182
13:00	14:00			596	620	1216
14:00	15:00			710	641	1351
15:00	16:00			747	646	1393
16:00	17:00			758	650	1408
17:00	18:00			806	718	1524
18:00	19:00			638	679	1317
19:00	20:00			606	446	1052
20:00	21:00			368	326	694
21:00	22:00			292	257	549
22:00	23:00			238	204	442
23:00	00:00			170	119	289

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			3653	4077	7730
Peak Hour			7:30	7:30	7:30
Peak Volume			747	845	1592
Peak Hour Factor			0.968	0.888	0.957
Peak Period	12:00	to	00:00		
Volume			6515	5902	12417
Peak Hour			16:30	17:45	16:30
Peak Volume			833	729	1536
Peak Hour Factor			0.973	0.935	0.948
Peak Period	07:00	to	09:00		
Volume			1401	1524	2925
Peak Hour			7:30	7:30	7:30
Peak Volume			747	845	1592
Peak Hour Factor			0.968	0.888	0.957
Peak Period	16:00	to	18:00		
Volume			1564	1368	2932
Peak Hour			16:30	17:00	16:30
Peak Volume			833	718	1536
Peak Hour Factor			0.973	0.921	0.948



Prepared by National Data & Surveying Services

VOLUME

Johnson St Bet. N 40th Ave & Employee Parking Dwy W

Day: Wednesday
Date: 12/6/2023

City: Hollywood
Project #: FL23_140476_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,357	10,704	20,061

DAILY TOTALS

15-Minutes Interval

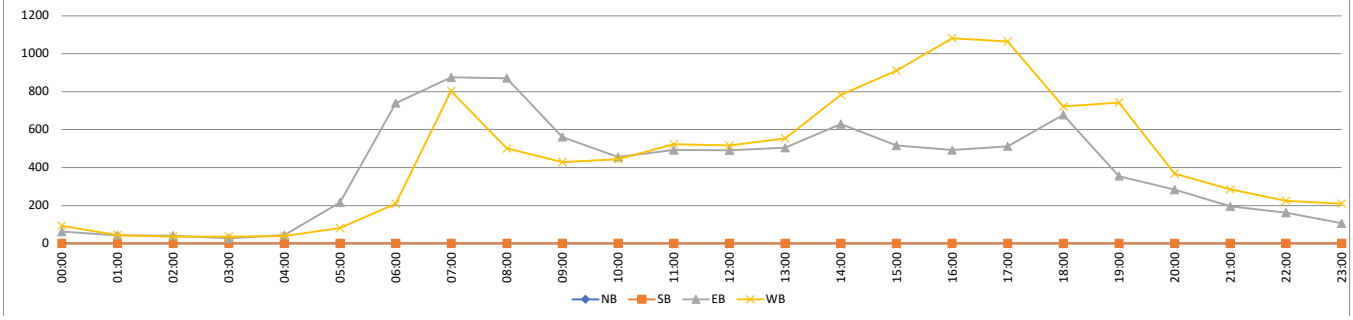
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			25	27	52	12:00			124	133	257
0:15			10	35	45	12:15			117	147	264
0:30			15	19	34	12:30			107	122	229
0:45			13	13	26	12:45			143	114	257
1:00			16	17	33	13:00			102	123	225
1:15			7	8	15	13:15			121	116	237
1:30			11	13	24	13:30			134	160	294
1:45			9	6	15	13:45			147	155	302
2:00			7	9	16	14:00			145	188	333
2:15			14	13	27	14:15			145	204	349
2:30			9	6	15	14:30			168	192	360
2:45			11	8	19	14:45			172	200	372
3:00			3	15	18	15:00			133	217	350
3:15			9	11	20	15:15			123	214	337
3:30			8	8	16	15:30			133	263	396
3:45			8	2	10	15:45			127	217	344
4:00			6	6	12	16:00			104	256	360
4:15			11	14	25	16:15			140	264	404
4:30			11	11	22	16:30			117	285	402
4:45			17	9	26	16:45			131	277	408
5:00			28	13	41	17:00			117	290	407
5:15			37	13	50	17:15			124	297	421
5:30			67	30	97	17:30			134	257	391
5:45			84	25	109	17:45			137	221	358
6:00			91	31	122	18:00			154	204	358
6:15			186	47	233	18:15			184	182	366
6:30			233	64	297	18:30			193	184	377
6:45			230	67	297	18:45			148	152	300
7:00			220	126	346	19:00			101	153	254
7:15			204	246	450	19:15			101	237	338
7:30			226	249	475	19:30			89	203	292
7:45			225	182	407	19:45			64	150	214
8:00			239	144	383	20:00			63	107	170
8:15			239	127	366	20:15			81	99	180
8:30			200	124	324	20:30			68	93	161
8:45			193	106	299	20:45			72	69	141
9:00			143	129	272	21:00			49	83	132
9:15			133	98	231	21:15			54	81	135
9:30			145	95	240	21:30			34	68	102
9:45			140	106	246	21:45			58	53	111
10:00			105	116	221	22:00			35	67	102
10:15			117	108	225	22:15			48	64	112
10:30			105	113	218	22:30			43	56	99
10:45			128	107	235	22:45			37	38	75
11:00			123	132	255	23:00			29	73	102
11:15			102	125	227	23:15			34	55	89
11:30			132	125	257	23:30			25	57	82
11:45			135	141	276	23:45			18	25	43
TOTALS	0	0	4430	3239	7669	TOTALS	0	0	4927	7465	12392
SPLIT %	0%	0%	58%	42%	38%	SPLIT %	0%	0%	40%	60%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			63	94	157
01:00	02:00			43	44	87
02:00	03:00			41	36	77
03:00	04:00			28	36	64
04:00	05:00			45	40	85
05:00	06:00			216	81	297
06:00	07:00			740	209	949
07:00	08:00			875	803	1678
08:00	09:00			871	501	1372
09:00	10:00			561	428	989
10:00	11:00			455	444	899
11:00	12:00			492	523	1015
12:00	13:00			491	516	1007
13:00	14:00			504	554	1058
14:00	15:00			630	784	1414
15:00	16:00			516	911	1427
16:00	17:00			492	1082	1574
17:00	18:00			512	1065	1577
18:00	19:00			679	722	1401
19:00	20:00			355	743	1098
20:00	21:00			284	368	652
21:00	22:00			195	285	480
22:00	23:00			163	225	388
23:00	00:00			106	210	316

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			4430	3239	7669
Peak Hour			7:30	7:15	7:15
Peak Volume			929	821	1715
Peak Hour Factor			0.972	0.824	0.903
Peak Period	12:00	to	00:00		
Volume			4927	7465	12392
Peak Hour			18:00	16:30	16:30
Peak Volume			679	1149	1638
Peak Hour Factor			0.880	0.967	0.973
Peak Period	07:00	to	09:00		
Volume			1746	1304	3050
Peak Hour			7:30	7:15	7:15
Peak Volume			929	821	1715
Peak Hour Factor			0.972	0.824	0.903
Peak Period	16:00	to	18:00		
Volume			1004	2147	3151
Peak Hour			17:00	16:30	16:30
Peak Volume			512	1149	1638
Peak Hour Factor			0.934	0.967	0.973



Prepared by National Data & Surveying Services

VOLUME

Johnson St Bet. N 40th Ave & Employee Parking Dwy W

Day: Thursday
Date: 12/7/2023

City: Hollywood
Project #: FL23_140476_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,109	10,400	19,509

DAILY TOTALS

15-Minutes Interval

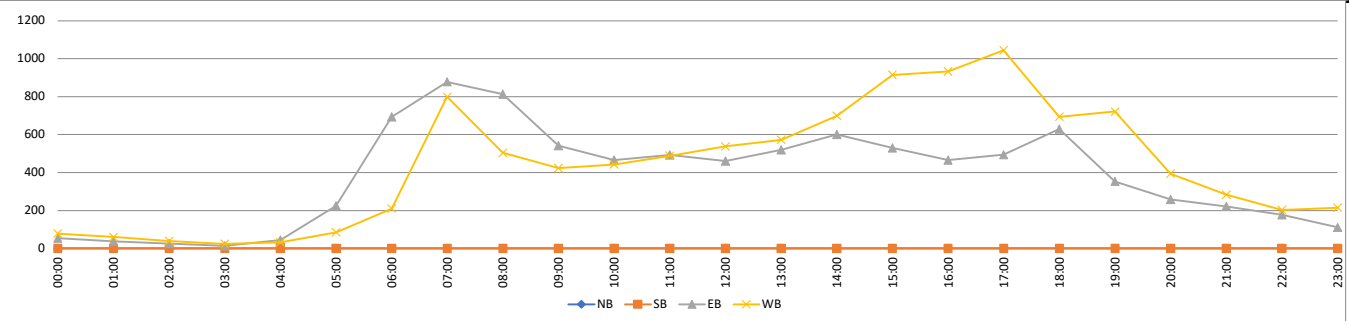
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			15	20	35	12:00			103	147	250
0:15			16	25	41	12:15			111	132	243
0:30			10	17	27	12:30			112	136	248
0:45			13	16	29	12:45			135	123	258
1:00			14	19	33	13:00			112	135	247
1:15			8	18	26	13:15			131	137	268
1:30			9	11	20	13:30			123	156	279
1:45			7	12	19	13:45			154	145	299
2:00			7	11	18	14:00			135	163	298
2:15			9	11	20	14:15			153	151	304
2:30			7	10	17	14:30			164	188	352
2:45			3	7	10	14:45			148	197	345
3:00			2	2	4	15:00			137	215	352
3:15			1	11	12	15:15			147	229	376
3:30			9	9	18	15:30			121	264	385
3:45			2	2	4	15:45			125	207	332
4:00			9	9	18	16:00			82	221	303
4:15			12	10	22	16:15			136	184	320
4:30			11	5	16	16:30			127	228	355
4:45			13	9	22	16:45			120	300	420
5:00			17	10	27	17:00			106	294	400
5:15			44	16	60	17:15			124	292	416
5:30			71	25	96	17:30			135	237	372
5:45			93	34	127	17:45			129	221	350
6:00			75	31	106	18:00			127	205	332
6:15			178	44	222	18:15			174	168	342
6:30			235	59	294	18:30			210	173	383
6:45			205	76	281	18:45			119	148	267
7:00			194	113	307	19:00			113	144	257
7:15			205	240	445	19:15			83	233	316
7:30			220	253	473	19:30			84	198	282
7:45			259	193	452	19:45			74	147	221
8:00			242	146	388	20:00			59	111	170
8:15			218	127	345	20:15			65	102	167
8:30			178	120	298	20:30			60	111	171
8:45			175	111	286	20:45			74	70	144
9:00			141	106	247	21:00			54	89	143
9:15			130	96	226	21:15			55	71	126
9:30			146	100	246	21:30			65	65	130
9:45			125	121	246	21:45			48	58	106
10:00			117	105	222	22:00			47	69	116
10:15			108	113	221	22:15			46	38	84
10:30			121	110	231	22:30			45	46	91
10:45			120	115	235	22:45			39	50	89
11:00			119	124	243	23:00			28	67	95
11:15			108	136	244	23:15			36	45	81
11:30			123	109	232	23:30			28	64	92
11:45			143	120	263	23:45			19	39	58
TOTALS	0	0	4287	3187	7474	TOTALS	0	0	4822	7213	12035
SPLIT %	0%	0%	57%	43%	38%	SPLIT %	0%	0%	40%	60%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			54	78	132
01:00	02:00			38	60	98
02:00	03:00			26	39	65
03:00	04:00			14	24	38
04:00	05:00			45	33	78
05:00	06:00			225	85	310
06:00	07:00			693	210	903
07:00	08:00			878	799	1677
08:00	09:00			813	504	1317
09:00	10:00			542	423	965
10:00	11:00			466	443	909
11:00	12:00			493	489	982
12:00	13:00			461	538	999
13:00	14:00			520	573	1093
14:00	15:00			600	699	1299
15:00	16:00			530	915	1445
16:00	17:00			465	933	1398
17:00	18:00			494	1044	1538
18:00	19:00			630	694	1324
19:00	20:00			354	722	1076
20:00	21:00			258	394	652
21:00	22:00			222	283	505
22:00	23:00			177	203	380
23:00	00:00			111	215	326

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			4287	3187	7474
Peak Hour			7:30	7:15	7:15
Peak Volume			939	832	1758
Peak Hour Factor			0.906	0.822	0.929
Peak Period	12:00	to	00:00		
Volume			4822	7213	12035
Peak Hour			17:45	16:45	16:45
Peak Volume			640	1123	1608
Peak Hour Factor			0.762	0.936	0.957
Peak Period	07:00	to	09:00		
Volume			1691	1303	2994
Peak Hour			7:30	7:15	7:15
Peak Volume			939	832	1758
Peak Hour Factor			0.906	0.822	0.929
Peak Period	16:00	to	18:00		
Volume			959	1977	2936
Peak Hour			17:00	16:45	16:45
Peak Volume			494	1123	1608
Peak Hour Factor			0.915	0.936	0.957



APPENDIX C – Signal Timing and Phasing Diagrams

Public Works Department
TRAFFIC ENGINEERING DIVISION
2300 W. Commercial Boulevard • Fort Lauderdale, Florida 33309 • 954-847-2600

January 25, 2024

Moshiur Rahman
Calvin, Giordano and Associates
mrahman@cgasolutions.com

Re: Recent Public Records Request #345515

Dear Mr. Rahman:

Broward County acknowledges receiving your public records request on January 25, 2024, for the following public records regarding signal timing details and Standard Operating Procedures (SOPs) for the following intersection located in the City of Hollywood:

- N 35th Avenue and Hayes Street

In accordance with **Chapter 119, Florida Statutes**, you are permitted to inspect and copy public records in the County's possession that are not exempt and/or confidential.

Your request has been reviewed and we have determined that there is no cost to compile. As such, at this time we are providing these records to you and closing out your request as complete.

Please reference the Public Records Request number above in any future correspondence about this Public Records Request.

Respectfully,

Catherine Albert
Traffic Engineering Division
Public Records Request Coordinator

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3495	**Initial Operation Date**	07/27/00
Controller Type	2070 LN	**System Number**	
Modification Number	3	**Modification Date**	02/15/2021
Drawing/Project No		**FPL Grid Number**	87372926801
Intersection	N 35TH AVE and HOLLYWOOD MEMORIAL ENT.		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,6		4				
Direction		NS		EW				
Initial Green(MIN)		15		10				
Vehicle Ext.(GAP)		2.0		2.0				
Maximum Green I		35		25				
Maximum Green II								
Yellow Clearance		4.0		4.0				
All Red Clearance		2.0		2.0				
Phase Recall		MIN		OFF				
Detector Delay				30-RT				
Walk		7		7				
Pedestrian Clearance		15		12				
Permissive								
Flash Operation		YELLOW		RED				

Attachment

NOTES:

1. FLASH OPERATION 2200-0600, 7 DAYS.
2. MOD. 3 UPDATES ALL RED CLEARANCES.

Submitted By _____ **Approved By** _____

Station : 3150 - Johnson St & Park Rd (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		29		17		29		17								
Min Green	4	10	4	6	4	10	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	20	45	20	40	20	45	20	40								
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	1	1	1	1	1	1	1	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
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						

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				

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						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 12/19/2023 3:02:45 PM

Station : 3150 - Johnson St & Park Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
6		100	254																							
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
Day Plan 3											**Easy**															
		25	255																							

6		100	254																								

Station : 3150 - Johnson St & Park Rd (Standard File)

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

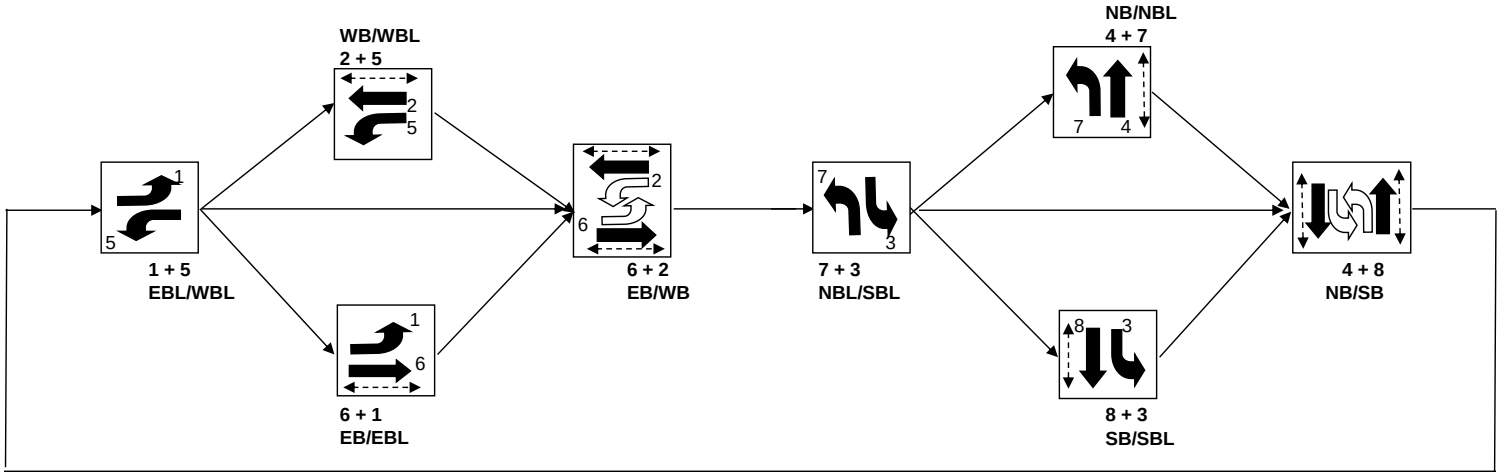
Scheduler

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

26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

<u>User Comments:</u>

Sequence of Operation for (3150) Johnson Street and North Park Road



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3150	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	3150
Modification Number	9	**Modification Date**	05/13/2020
Drawing/Project No	661 - DG 3	**FPL Grid Number**	87472095100
Intersection	JOHNSON STREET and N PARK ROAD		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	10	4	6	4	10	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	20	45	20	40	20	45	20	40
Maximum Green II								
Yellow Clearance	4.0	4.0	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	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay			5				5	
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		29		17		29		17
Permissive	5 SECT		5 SECT		5 SECT		5 SECT	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. FLASH OPERATION: 0000-0600, 7 DAYS.
3. AUDIBLE PEDESTRIAN SIGNALS: E/W BEEP, N/S TONE.
4. MOD. 9 UPDATES ALL RED CLEARANCE.

Submitted By _____ **Approved By** _____

Station : 3151 - Johnson St & N 35 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		18		18		18		20								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	15	40	15	35	15	40	15	35								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green				1		
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	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

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				

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	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 12/19/2023 3:02:29 PM

Station : 3151 - Johnson St & N 35 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Broward County Timing Sheet 12/19/2023 3:02:29 PM

Station : 3151 - Johnson St & N 35 Ave (Standard File)

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

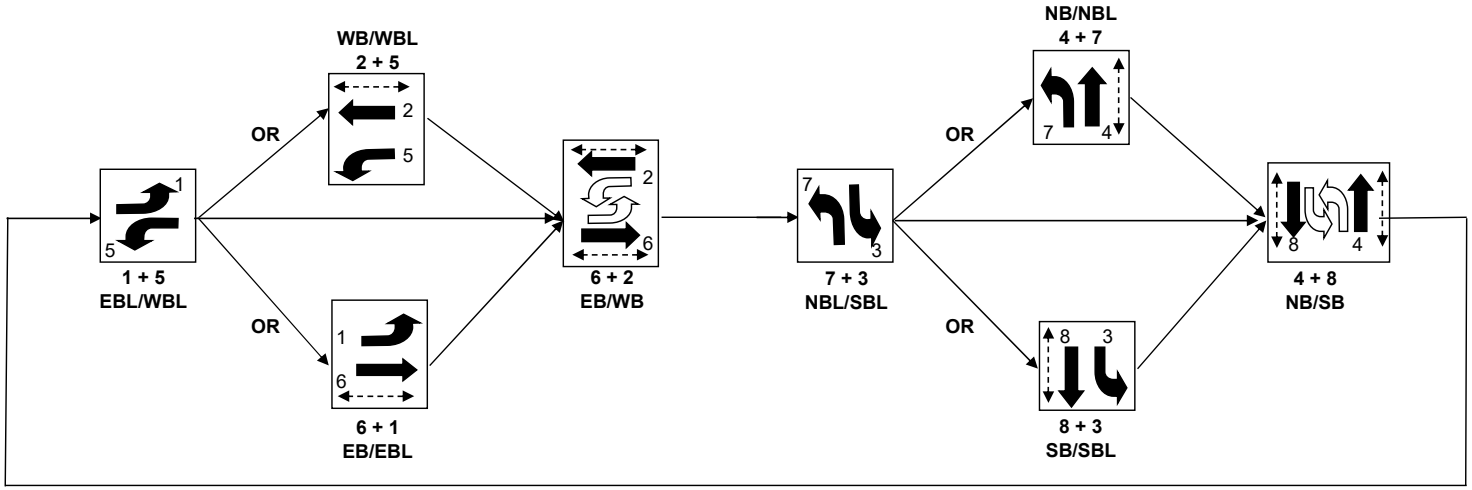
Scheduler

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

26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Sequence of Operation for (3151), Johnson Street and N 35 Ave
Hollywood



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3151	**Initial Operation Date**	UNKNOWN
Controller Type	2070	**System Number**	3151
Modification Number	8	**Modification Date**	05/13/2020
Drawing/Project No	06-5705 & 06-5705.19	**FPL Grid Number**	87372935304
Intersection	JOHNSON STREET and N 35 AVENUE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	15	40	15	35	15	40	15	35
Maximum Green II								
Yellow Clearance	4.0	4.0	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	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay			5				5	
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		18		18		18		20
Permissive	YES		YES		YES		YES	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. AUDIBLE PEDESTRIAN SIGNALS: E/W BEEP, N/S TONE.
4. MOD. 8 UPDATES ALL RED CLEARANCE.

Submitted By _____ **Approved By** _____

APPENDIX D – Peak Season Conversion Factor

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8600 EAST-A1A TO US1

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.06	1.09
2	01/02/2022 - 01/08/2022	1.05	1.08
3	01/09/2022 - 01/15/2022	1.05	1.08
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
* 6	01/30/2022 - 02/05/2022	0.99	1.02
* 7	02/06/2022 - 02/12/2022	0.97	1.00
* 8	02/13/2022 - 02/19/2022	0.95	0.98
* 9	02/20/2022 - 02/26/2022	0.95	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.97
*11	03/06/2022 - 03/12/2022	0.94	0.97
*12	03/13/2022 - 03/19/2022	0.93	0.96
*13	03/20/2022 - 03/26/2022	0.95	0.98
*14	03/27/2022 - 04/02/2022	0.96	0.99
*15	04/03/2022 - 04/09/2022	0.98	1.01
*16	04/10/2022 - 04/16/2022	0.99	1.02
*17	04/17/2022 - 04/23/2022	1.00	1.03
*18	04/24/2022 - 04/30/2022	1.01	1.04
19	05/01/2022 - 05/07/2022	1.02	1.05
20	05/08/2022 - 05/14/2022	1.04	1.07
21	05/15/2022 - 05/21/2022	1.05	1.08
22	05/22/2022 - 05/28/2022	1.04	1.07
23	05/29/2022 - 06/04/2022	1.03	1.06
24	06/05/2022 - 06/11/2022	1.02	1.05
25	06/12/2022 - 06/18/2022	1.02	1.05
26	06/19/2022 - 06/25/2022	1.00	1.03
27	06/26/2022 - 07/02/2022	0.98	1.01
28	07/03/2022 - 07/09/2022	0.97	1.00
29	07/10/2022 - 07/16/2022	0.95	0.98
30	07/17/2022 - 07/23/2022	0.96	0.99
31	07/24/2022 - 07/30/2022	0.97	1.00
32	07/31/2022 - 08/06/2022	0.98	1.01
33	08/07/2022 - 08/13/2022	1.00	1.03
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.03	1.06
37	09/04/2022 - 09/10/2022	1.05	1.08
38	09/11/2022 - 09/17/2022	1.06	1.09
39	09/18/2022 - 09/24/2022	1.05	1.08
40	09/25/2022 - 10/01/2022	1.04	1.07
41	10/02/2022 - 10/08/2022	1.03	1.06
42	10/09/2022 - 10/15/2022	1.01	1.04
43	10/16/2022 - 10/22/2022	1.03	1.06
44	10/23/2022 - 10/29/2022	1.04	1.07
45	10/30/2022 - 11/05/2022	1.05	1.08
46	11/06/2022 - 11/12/2022	1.07	1.10
47	11/13/2022 - 11/19/2022	1.08	1.11
48	11/20/2022 - 11/26/2022	1.08	1.11
49	11/27/2022 - 12/03/2022	1.07	1.10
50	12/04/2022 - 12/10/2022	1.07	1.10
51	12/11/2022 - 12/17/2022	1.06	1.09
52	12/18/2022 - 12/24/2022	1.05	1.08
53	12/25/2022 - 12/31/2022	1.05	1.08

* PEAK SEASON

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

MOCF: 0.97

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

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.02
2	01/02/2022 - 01/08/2022	1.01	1.04
3	01/09/2022 - 01/15/2022	1.02	1.05
4	01/16/2022 - 01/22/2022	1.01	1.04
5	01/23/2022 - 01/29/2022	1.00	1.03
6	01/30/2022 - 02/05/2022	0.98	1.01
* 7	02/06/2022 - 02/12/2022	0.97	1.00
* 8	02/13/2022 - 02/19/2022	0.96	0.99
* 9	02/20/2022 - 02/26/2022	0.96	0.99
*10	02/27/2022 - 03/05/2022	0.96	0.99
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.00
*17	04/17/2022 - 04/23/2022	0.97	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.98	1.01
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.05	1.08
28	07/03/2022 - 07/09/2022	1.05	1.08
29	07/10/2022 - 07/16/2022	1.06	1.09
30	07/17/2022 - 07/23/2022	1.05	1.08
31	07/24/2022 - 07/30/2022	1.04	1.07
32	07/31/2022 - 08/06/2022	1.03	1.06
33	08/07/2022 - 08/13/2022	1.02	1.05
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.02	1.05
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.03	1.06
39	09/18/2022 - 09/24/2022	1.02	1.05
40	09/25/2022 - 10/01/2022	1.01	1.04
41	10/02/2022 - 10/08/2022	0.99	1.02
42	10/09/2022 - 10/15/2022	0.98	1.01
43	10/16/2022 - 10/22/2022	0.99	1.02
44	10/23/2022 - 10/29/2022	1.00	1.03
45	10/30/2022 - 11/05/2022	1.00	1.03
46	11/06/2022 - 11/12/2022	1.01	1.04
47	11/13/2022 - 11/19/2022	1.02	1.05
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.01	1.04
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	0.99	1.02
52	12/18/2022 - 12/24/2022	1.01	1.04
53	12/25/2022 - 12/31/2022	1.02	1.05

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8659 BROWARD I595

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.02
2	01/02/2022 - 01/08/2022	1.02	1.05
3	01/09/2022 - 01/15/2022	1.04	1.07
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
6	01/30/2022 - 02/05/2022	1.00	1.03
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.97	1.00
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.00
*17	04/17/2022 - 04/23/2022	0.97	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.98	1.01
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	0.99	1.02
22	05/22/2022 - 05/28/2022	1.00	1.03
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.05	1.08
28	07/03/2022 - 07/09/2022	1.05	1.08
29	07/10/2022 - 07/16/2022	1.05	1.08
30	07/17/2022 - 07/23/2022	1.04	1.07
31	07/24/2022 - 07/30/2022	1.03	1.06
32	07/31/2022 - 08/06/2022	1.03	1.06
33	08/07/2022 - 08/13/2022	1.02	1.05
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.03	1.06
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.02	1.05
40	09/25/2022 - 10/01/2022	1.00	1.03
41	10/02/2022 - 10/08/2022	0.98	1.01
42	10/09/2022 - 10/15/2022	0.96	0.99
43	10/16/2022 - 10/22/2022	0.97	1.00
44	10/23/2022 - 10/29/2022	0.98	1.01
45	10/30/2022 - 11/05/2022	0.99	1.02
46	11/06/2022 - 11/12/2022	1.00	1.03
47	11/13/2022 - 11/19/2022	1.01	1.04
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.00	1.03
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	0.99	1.02
52	12/18/2022 - 12/24/2022	1.02	1.05
53	12/25/2022 - 12/31/2022	1.04	1.07

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8675 BROWARD I75 URBAN

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.01
2	01/02/2022 - 01/08/2022	1.02	1.05
3	01/09/2022 - 01/15/2022	1.05	1.08
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
6	01/30/2022 - 02/05/2022	1.00	1.03
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.97	1.00
*11	03/06/2022 - 03/12/2022	0.97	1.00
*12	03/13/2022 - 03/19/2022	0.97	1.00
*13	03/20/2022 - 03/26/2022	0.97	1.00
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.00
*17	04/17/2022 - 04/23/2022	0.98	1.01
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.99	1.02
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.04	1.07
28	07/03/2022 - 07/09/2022	1.05	1.08
29	07/10/2022 - 07/16/2022	1.05	1.08
30	07/17/2022 - 07/23/2022	1.04	1.07
31	07/24/2022 - 07/30/2022	1.03	1.06
32	07/31/2022 - 08/06/2022	1.02	1.05
33	08/07/2022 - 08/13/2022	1.02	1.05
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.03	1.06
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.02	1.05
40	09/25/2022 - 10/01/2022	1.00	1.03
41	10/02/2022 - 10/08/2022	0.98	1.01
42	10/09/2022 - 10/15/2022	0.96	0.99
43	10/16/2022 - 10/22/2022	0.97	1.00
44	10/23/2022 - 10/29/2022	0.98	1.01
45	10/30/2022 - 11/05/2022	0.99	1.02
46	11/06/2022 - 11/12/2022	0.99	1.02
47	11/13/2022 - 11/19/2022	1.00	1.03
48	11/20/2022 - 11/26/2022	1.00	1.03
49	11/27/2022 - 12/03/2022	0.99	1.02
50	12/04/2022 - 12/10/2022	0.99	1.02
51	12/11/2022 - 12/17/2022	0.98	1.01
52	12/18/2022 - 12/24/2022	1.02	1.05
53	12/25/2022 - 12/31/2022	1.05	1.08

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8676 BROWARD I75 RURAL

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.01	1.07
2	01/02/2022 - 01/08/2022	1.01	1.07
3	01/09/2022 - 01/15/2022	1.01	1.07
4	01/16/2022 - 01/22/2022	0.99	1.05
5	01/23/2022 - 01/29/2022	0.97	1.03
* 6	01/30/2022 - 02/05/2022	0.96	1.02
* 7	02/06/2022 - 02/12/2022	0.94	1.00
* 8	02/13/2022 - 02/19/2022	0.92	0.98
* 9	02/20/2022 - 02/26/2022	0.92	0.98
*10	02/27/2022 - 03/05/2022	0.93	0.99
*11	03/06/2022 - 03/12/2022	0.93	0.99
*12	03/13/2022 - 03/19/2022	0.93	0.99
*13	03/20/2022 - 03/26/2022	0.93	0.99
*14	03/27/2022 - 04/02/2022	0.94	1.00
*15	04/03/2022 - 04/09/2022	0.94	1.00
*16	04/10/2022 - 04/16/2022	0.94	1.00
*17	04/17/2022 - 04/23/2022	0.95	1.01
*18	04/24/2022 - 04/30/2022	0.96	1.02
19	05/01/2022 - 05/07/2022	0.97	1.03
20	05/08/2022 - 05/14/2022	0.98	1.04
21	05/15/2022 - 05/21/2022	0.99	1.05
22	05/22/2022 - 05/28/2022	1.01	1.07
23	05/29/2022 - 06/04/2022	1.04	1.11
24	06/05/2022 - 06/11/2022	1.07	1.14
25	06/12/2022 - 06/18/2022	1.10	1.17
26	06/19/2022 - 06/25/2022	1.09	1.16
27	06/26/2022 - 07/02/2022	1.09	1.16
28	07/03/2022 - 07/09/2022	1.08	1.15
29	07/10/2022 - 07/16/2022	1.08	1.15
30	07/17/2022 - 07/23/2022	1.08	1.15
31	07/24/2022 - 07/30/2022	1.07	1.14
32	07/31/2022 - 08/06/2022	1.07	1.14
33	08/07/2022 - 08/13/2022	1.06	1.13
34	08/14/2022 - 08/20/2022	1.06	1.13
35	08/21/2022 - 08/27/2022	1.11	1.18
36	08/28/2022 - 09/03/2022	1.16	1.23
37	09/04/2022 - 09/10/2022	1.20	1.28
38	09/11/2022 - 09/17/2022	1.25	1.33
39	09/18/2022 - 09/24/2022	1.19	1.27
40	09/25/2022 - 10/01/2022	1.13	1.20
41	10/02/2022 - 10/08/2022	1.07	1.14
42	10/09/2022 - 10/15/2022	1.01	1.07
43	10/16/2022 - 10/22/2022	1.01	1.07
44	10/23/2022 - 10/29/2022	1.01	1.07
45	10/30/2022 - 11/05/2022	1.01	1.07
46	11/06/2022 - 11/12/2022	1.01	1.07
47	11/13/2022 - 11/19/2022	1.01	1.07
48	11/20/2022 - 11/26/2022	1.01	1.07
49	11/27/2022 - 12/03/2022	1.01	1.07
50	12/04/2022 - 12/10/2022	1.01	1.07
51	12/11/2022 - 12/17/2022	1.01	1.07
52	12/18/2022 - 12/24/2022	1.01	1.07
53	12/25/2022 - 12/31/2022	1.01	1.07

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8695 BROWARD I95

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.03	1.07
2	01/02/2022 - 01/08/2022	1.03	1.07
3	01/09/2022 - 01/15/2022	1.02	1.06
4	01/16/2022 - 01/22/2022	1.01	1.05
5	01/23/2022 - 01/29/2022	1.00	1.04
6	01/30/2022 - 02/05/2022	0.99	1.03
7	02/06/2022 - 02/12/2022	0.98	1.02
8	02/13/2022 - 02/19/2022	0.97	1.01
* 9	02/20/2022 - 02/26/2022	0.97	1.01
*10	02/27/2022 - 03/05/2022	0.96	1.00
*11	03/06/2022 - 03/12/2022	0.96	1.00
*12	03/13/2022 - 03/19/2022	0.95	0.99
*13	03/20/2022 - 03/26/2022	0.95	0.99
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.96	1.00
*17	04/17/2022 - 04/23/2022	0.96	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.00
*19	05/01/2022 - 05/07/2022	0.97	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.01
*21	05/15/2022 - 05/21/2022	0.97	1.01
22	05/22/2022 - 05/28/2022	0.99	1.03
23	05/29/2022 - 06/04/2022	1.00	1.04
24	06/05/2022 - 06/11/2022	1.02	1.06
25	06/12/2022 - 06/18/2022	1.03	1.07
26	06/19/2022 - 06/25/2022	1.02	1.06
27	06/26/2022 - 07/02/2022	1.02	1.06
28	07/03/2022 - 07/09/2022	1.01	1.05
29	07/10/2022 - 07/16/2022	1.00	1.04
30	07/17/2022 - 07/23/2022	1.00	1.04
31	07/24/2022 - 07/30/2022	1.00	1.04
32	07/31/2022 - 08/06/2022	0.99	1.03
33	08/07/2022 - 08/13/2022	0.99	1.03
34	08/14/2022 - 08/20/2022	0.99	1.03
35	08/21/2022 - 08/27/2022	1.02	1.06
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.07	1.11
38	09/11/2022 - 09/17/2022	1.09	1.14
39	09/18/2022 - 09/24/2022	1.07	1.11
40	09/25/2022 - 10/01/2022	1.04	1.08
41	10/02/2022 - 10/08/2022	1.02	1.06
42	10/09/2022 - 10/15/2022	0.99	1.03
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.01	1.05
45	10/30/2022 - 11/05/2022	1.02	1.06
46	11/06/2022 - 11/12/2022	1.03	1.07
47	11/13/2022 - 11/19/2022	1.04	1.08
48	11/20/2022 - 11/26/2022	1.04	1.08
49	11/27/2022 - 12/03/2022	1.04	1.08
50	12/04/2022 - 12/10/2022	1.03	1.07
51	12/11/2022 - 12/17/2022	1.03	1.07
52	12/18/2022 - 12/24/2022	1.03	1.07
53	12/25/2022 - 12/31/2022	1.02	1.06

* PEAK SEASON

APPENDIX E – Volume Worksheet

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
N Park Road & Johnson St	AM	Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		1	201	472	194	1	102	320	303	0	209	453	93	0	185	405	133
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**1**	**207**	**486**	**200**	**1**	**105**	**330**	**312**	**0**	**215**	**467**	**96**	**0**	**191**	**417**	**137**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		1	222	521	214	1	113	354	335	0	231	501	103	0	205	447	147
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Background Traffic with Committed Dev.		1	222	521	214	1	113	354	335	0	231	501	103	0	205	447	147
		Total Trip Generation	269																
		Trip Generation In	180																
		Trip Generation Out	89																
		Project Traffic Percent In			6%						12%							22%	
		Project Traffic Percent Out											12%	22%	6%				
		Project Traffic In		0	11	0	0	0	0	0	22	0	0	0	0	0	0	40	0
		Project Traffic Out		0	0	0	0	0	0	0	0	0	11	20	5	0	0	0	0
		Total Project Traffic		0	11	0	0	0	0	0	22	0	11	20	5	0	0	40	0
		Future Total Traffic		1	233	521	214	1	113	354	357	0	242	521	108	0	205	487	147

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
N 35th Ave & Johnson St	AM	Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		0	229	211	112	0	224	116	52	0	56	438	47	0	115	541	257
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**236**	**217**	**115**	**0**	**231**	**119**	**54**	**0**	**58**	**451**	**48**	**0**	**118**	**557**	**265**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	253	233	123	0	248	128	58	0	62	484	51	0	127	597	284
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Background Traffic with Committed Dev.		0	253	233	123	0	248	128	58	0	62	484	51	0	127	597	284
		Total Trip Generation	269																
		Trip Generation In	180																
		Trip Generation Out	89																
		Project Traffic Percent In			7%	8%							5%					23%	17%
		Project Traffic Percent Out							17%	8%	5%		2%	23%	5%				
		Project Traffic In		0	13	14	0	0	0	0	0	0	9	0	0	0	0	41	31
		Project Traffic Out		0	0	0	0	0	15	7	4	0	2	20	4	0	0	0	0
		Total Project Traffic		0	13	14	0	0	15	7	4	0	11	20	4	0	0	41	31
		Future Total Traffic		0	266	247	123	0	263	135	62	0	73	504	55	0	127	638	315

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
		Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		0	3	820	3	0	2	738	2	0	3	0	1	0	2	1	7
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**3**	**845**	**3**	**0**	**2**	**760**	**2**	**0**	**3**	**0**	**1**	**0**	**2**	**1**	**7**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	3	906	3	0	2	815	2	0	3	0	1	0	2	1	8
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N Park Road & Garfield St.	AM																		
		Background Traffic with Committed Dev.		0	3	906	3	0	2	815	2	0	3	0	1	0	2	1	8
		Total Trip Generation	269																
		Trip Generation In	180																
		Trip Generation Out	89																
		Project Traffic Percent In							1%	11%	0.0%								
		Project Traffic Percent Out			0.50%	11%	0.50%												
		Project Traffic In		0	0	0	0	0	1	20	0	0	0	0	0	0	0	0	0
		Project Traffic Out		0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total Project Traffic		0	0	10	0	0	1	20	0	0	0	0	0	0	0	0	0
		Future Total Traffic		0	3	916	3	0	3	835	2	0	3	0	1	0	2	1	8

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
		Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		18	41	99	3	5	5	245	26	1	16	0	17	0	10	0	1
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**19**	**42**	**102**	**3**	**5**	**5**	**252**	**27**	**1**	**16**	**0**	**18**	**0**	**10**	**0**	**1**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		20	45	109	3	5	5	270	29	1	17	0	19	0	11	0	1
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N 35th Ave & Garfield St.	AM																		
		Background Traffic with Committed Dev.		20	45	109	3	5	5	270	29	1	17	0	19	0	11	0	1
		Total Trip Generation	269																
		Trip Generation In	180																
		Trip Generation Out	89																
		Project Traffic Percent In								5%									
		Project Traffic Percent Out				5.0%													
		Project Traffic In		0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
		Project Traffic Out		0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total Project Traffic		0	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0
		Future Total Traffic		20	45	113	3	5	5	279	29	1	17	0	19	0	11	0	1

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
		Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		0	337	163	0	0	0	250	42	0	22	0	132	0	0	0	0
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**347**	**168**	**0**	**0**	**0**	**258**	**43**	**0**	**23**	**0**	**136**	**0**	**0**	**0**	**0**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	372	180	0	0	0	277	46	0	25	0	146	0	0	0	0
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N 35th Ave & MRH Office Center Driveway	AM																		
		Background Traffic with Committed Dev.		0	372	180	0	0	0	277	46	0	25	0	146	0	0	0	0
		Total Trip Generation	269																
		Trip Generation In	180																
		Trip Generation Out	89																
		Project Traffic Percent In			30%						5%								
		Project Traffic Percent Out											5%		30%				
		Project Traffic In		0	54	0	0	0	0	0	9	0	0	0	0	0	0	0	0
		Project Traffic Out		0	0	0	0	0	0	0	0	0	4	0	27	0	0	0	0
		Total Project Traffic		0	54	0	0	0	0	0	9	0	4	0	27	0	0	0	0
		Future Total Traffic		0	426	180	0	0	0	277	55	0	29	0	173	0	0	0	0

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
		Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		0	0	0	0	0	16	0	40	0	124	514	0	0	0	718	127
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**0**	**0**	**0**	**0**	**16**	**0**	**41**	**0**	**128**	**529**	**0**	**0**	**0**	**740**	**131**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	0	0	0	0	17	0	44	0	137	567	0	0	0	793	140
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Johnson St & Adult Emergency Driveway	AM																		
		Background Traffic with Committed Dev.		0	0	0	0	0	17	0	44	0	137	567	0	0	0	793	140
		Total Trip Generation	269																
		Trip Generation In	180																
		Trip Generation Out	89																
		Project Traffic Percent In											9%						6%
		Project Traffic Percent Out							5%		10%								
		Project Traffic In		0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	11
		Project Traffic Out		0	0	0	0	0	4	0	9	0	0	0	0	0	0	0	0
		Total Project Traffic		0	0	0	0	0	4	0	9	0	16	0	0	0	0	0	11
		Future Total Traffic		0	0	0	0	0	21	0	53	0	153	567	0	0	0	793	151

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
Johnson St & Employee Parking Garage Driveway	AM	Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		0	0	0	3	0	0	0	302	0	274	593	24	0	9	523	223
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**0**	**0**	**3**	**0**	**0**	**0**	**311**	**0**	**282**	**611**	**25**	**0**	**9**	**539**	**230**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	0.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	0	0	3	0	0	0	311	0	282	655	27	0	10	578	230
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Background Traffic with Committed Dev.		0	0	0	3	0	0	0	311	0	282	655	27	0	10	578	230
		Total Trip Generation	269																
		Trip Generation In	180																
		Trip Generation Out	89																
		Project Traffic Percent In											26%						24%
		Project Traffic Percent Out									50%								
		Project Traffic In		0	0	0	0	0	0	0	0	0	47	0	0	0	0	0	43
		Project Traffic Out		0	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0
		Total Project Traffic		0	0	0	0	0	0	0	45	0	47	0	0	0	0	0	43
		Future Total Traffic		0	0	0	3	0	0	0	356	0	329	655	27	0	10	578	273

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
N Park Road & Johnson St	PM	Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		2	107	505	234	0	123	588	227	0	258	433	140	0	199	395	166
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**2**	**110**	**520**	**241**	**0**	**127**	**606**	**234**	**0**	**266**	**446**	**144**	**0**	**205**	**407**	**171**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		2	118	558	258	0	136	650	251	0	285	478	154	0	220	436	183
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Background Traffic with Committed Dev.		2	118	558	258	0	136	650	251	0	285	478	154	0	220	436	183
		Total Trip Generation	282																
		Trip Generation In	99																
		Trip Generation Out	183																
		Project Traffic Percent In			6%						12%							22%	
		Project Traffic Percent Out											12%	22%	6%				
		Project Traffic In		0	6	0	0	0	0	0	12	0	0	0	0	0	0	22	0
		Project Traffic Out		0	0	0	0	0	0	0	0	0	22	40	11	0	0	0	0
		Total Project Traffic		0	6	0	0	0	0	0	12	0	22	40	11	0	0	22	0
		Future Total Traffic		2	124	558	258	0	136	650	263	0	307	518	165	0	220	458	183

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
N 35th Ave & Johnson St	PM	Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		0	71	63	108	0	315	174	117	0	40	406	109	0	151	465	131
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**73**	**65**	**111**	**0**	**324**	**179**	**121**	**0**	**41**	**418**	**112**	**0**	**156**	**479**	**135**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	78	70	119	0	347	192	130	0	44	448	120	0	167	514	145
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Background Traffic with Committed Dev.		0	78	70	119	0	347	192	130	0	44	448	120	0	167	514	145
		Total Trip Generation	282																
		Trip Generation In	99																
		Trip Generation Out	183																
		Project Traffic Percent In			7%	8%							5%					23%	17%
		Project Traffic Percent Out							17%	8%	5%		2%	23%	5%				
		Project Traffic In		0	7	8	0	0	0	0	0	0	5	0	0	0	0	23	17
		Project Traffic Out		0	0	0	0	0	31	15	9	0	4	42	9	0	0	0	0
		Total Project Traffic		0	7	8	0	0	31	15	9	0	9	42	9	0	0	23	17
		Future Total Traffic		0	85	78	119	0	378	207	139	0	53	490	129	0	167	537	162

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
N Park Road & Garfield St.	PM	Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		0	2	925	2	1	5	929	5	0	5	1	5	0	0	0	3
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**2**	**953**	**2**	**1**	**5**	**957**	**5**	**0**	**5**	**1**	**5**	**0**	**0**	**0**	**3**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	2	1022	2	1	5	1026	5	0	5	1	5	0	0	0	3
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Background Traffic with Committed Dev.		0	2	1022	2	1	5	1026	5	0	5	1	5	0	0	0	3
		Total Trip Generation	282																
		Trip Generation In	99																
		Trip Generation Out	183																
		Project Traffic Percent In							1%	11%	0.5%								
		Project Traffic Percent Out			0.50%	11%	0.50%												
		Project Traffic In		0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0
		Project Traffic Out		0	1	20	1	0	0	0	0	0	0	0	0	0	0	0	0
		Total Project Traffic		0	1	20	1	0	0	11	0	0	0	0	0	0	0	0	0
		Future Total Traffic		0	3	1042	3	1	5	1037	5	0	5	1	5	0	0	0	3

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
N 35th Ave & Garfield St.	PM	Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		19	19	122	1	1	3	198	9	0	86	1	81	0	23	2	11
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**20**	**20**	**126**	**1**	**1**	**3**	**204**	**9**	**0**	**89**	**1**	**83**	**0**	**24**	**2**	**11**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		21	21	135	1	1	3	219	10	0	95	1	89	0	26	2	12
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Background Traffic with Committed Dev.		21	21	135	1	1	3	219	10	0	95	1	89	0	26	2	12
		Total Trip Generation	282																
		Trip Generation In	99																
		Trip Generation Out	183																
		Project Traffic Percent In								5%									
		Project Traffic Percent Out				5.0%													
		Project Traffic In		0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
		Project Traffic Out		0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total Project Traffic		0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0
		Future Total Traffic		21	21	144	1	1	3	224	10	0	95	1	89	0	26	2	12

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
		Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		0	111	113	0	0	0	296	29	1	49	0	285	0	0	0	0
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**114**	**116**	**0**	**0**	**0**	**305**	**30**	**1**	**50**	**0**	**294**	**0**	**0**	**0**	**0**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	122	124	0	0	0	327	32	1	54	0	315	0	0	0	0
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N 35th Ave & MRH Office Center Driveway	PM																		
		Background Traffic with Committed Dev.		0	122	124	0	0	0	327	32	1	54	0	315	0	0	0	0
		Total Trip Generation	282																
		Trip Generation In	99																
		Trip Generation Out	183																
		Project Traffic Percent In			30%						5%								
		Project Traffic Percent Out											5%		30%				
		Project Traffic In		0	30	0	0	0	0	0	5	0	0	0	0	0	0	0	0
		Project Traffic Out		0	0	0	0	0	0	0	0	0	9	0	55	0	0	0	0
		Total Project Traffic		0	30	0	0	0	0	0	5	0	9	0	55	0	0	0	0
		Future Total Traffic		0	152	124	0	0	0	327	37	1	63	0	370	0	0	0	0

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
		Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		0	0	0	0	0	45	0	108	0	60	474	0	1	0	666	53
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**0**	**0**	**0**	**0**	**46**	**0**	**111**	**0**	**62**	**488**	**0**	**1**	**0**	**686**	**55**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	0	0	0	0	49	0	119	0	66	523	0	1	0	735	59
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Johnson St & Adult Emergency Driveway	PM																		
		Background Traffic with Committed Dev.		0	0	0	0	0	49	0	119	0	66	523	0	1	0	735	59
		Total Trip Generation	282																
		Trip Generation In	99																
		Trip Generation Out	183																
		Project Traffic Percent In											9%						6%
		Project Traffic Percent Out							5%		10%								
		Project Traffic In		0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	6
		Project Traffic Out		0	0	0	0	0	9	0	18	0	0	0	0	0	0	0	0
		Total Project Traffic		0	0	0	0	0	9	0	18	0	9	0	0	0	0	0	6
		Future Total Traffic		0	0	0	0	0	58	0	137	0	75	523	0	1	0	735	65

Intersection	Period	Measure/ Scenario	Value/ Total	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
Johnson St & Employee Parking Garage Driveway	PM	Count Date	12/6/2023																
		Count Year	2023																
		Existing Year	2023																
		Future Year	2030																
		Raw Count		0	2	0	56	0	0	0	461	0	8	475	5	1	7	696	10
		PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
		Count Year Peak Season Traffic		**0**	**2**	**0**	**58**	**0**	**0**	**0**	**475**	**0**	**8**	**489**	**5**	**1**	**7**	**717**	**10**
		Annualized Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
		Future Background Traffic		0	2	0	62	0	0	0	475	0	8	524	5	1	8	769	10
		Committed Developments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Background Traffic with Committed Dev.		0	2	0	62	0	0	0	475	0	8	524	5	1	8	769	10
		Total Trip Generation	282																
		Trip Generation In	99																
		Trip Generation Out	183																
		Project Traffic Percent In											26%						24%
		Project Traffic Percent Out									50%								
		Project Traffic In		0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	24
		Project Traffic Out		0	0	0	0	0	0	0	92	0	0	0	0	0	0	0	0
		Total Project Traffic		0	0	0	0	0	0	0	92	0	26	0	0	0	0	0	24
		Future Total Traffic		0	2	0	62	0	0	0	567	0	34	524	5	1	8	769	34

APPENDIX F – Growth Rate

Growth Rate Calculation				
Year	**Johnson St #**	**S 35 Ave (& Johnson ST) # 9472**	**N Park road # 9622**	**Avg Growth Rate**
2018	15400	9400	18100	
2019	15400	9400	18100	
2020	12000	6800	12500	
2021	12000	6800	12500	
2022	12000	6800	12300	
Growth Rate	-12.37%	-7.11%	-7.98%	-9.15%

APPENDIX G – Trip Generation excerpts from ITE Manual

Land Use: 610
Hospital

Description

A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. In this context, the term “hospital” does not refer to a medical clinic (a facility that provides diagnoses and outpatient care only) or a nursing home (a facility devoted to the care of persons unable to care for themselves), which are covered elsewhere in this report. Clinic (Land Use 630) and free-standing emergency room (Land Use 650) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The average numbers of person trips per vehicle trip at the four general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.6 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.6 during Weekday, AM Peak Hour of Generator
- 1.7 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.7 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Maryland, New Jersey, New York, Pennsylvania, Texas, and Washington.

Source Numbers

112, 186, 253, 262, 423, 429, 533, 573, 591, 601, 630, 719, 749, 878, 901, 904, 908, 909, 971, 1018

Hospital
(610)

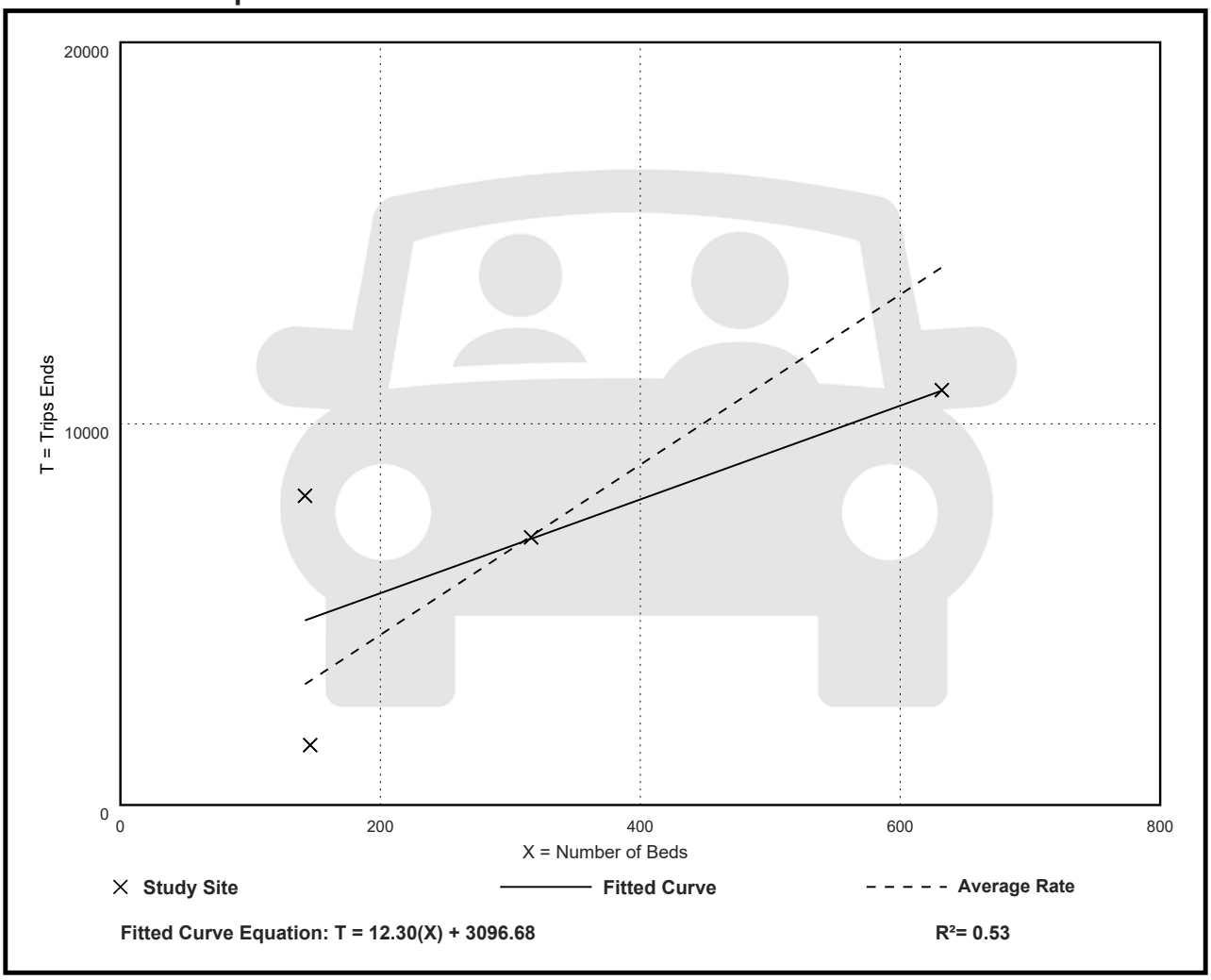
Vehicle Trip Ends vs: Beds
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Beds: 309
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
22.32	10.77 - 57.13	14.98

Data Plot and Equation



Fitted Curve Equation: T = 12.30(X) + 3096.68

R^2= 0.53

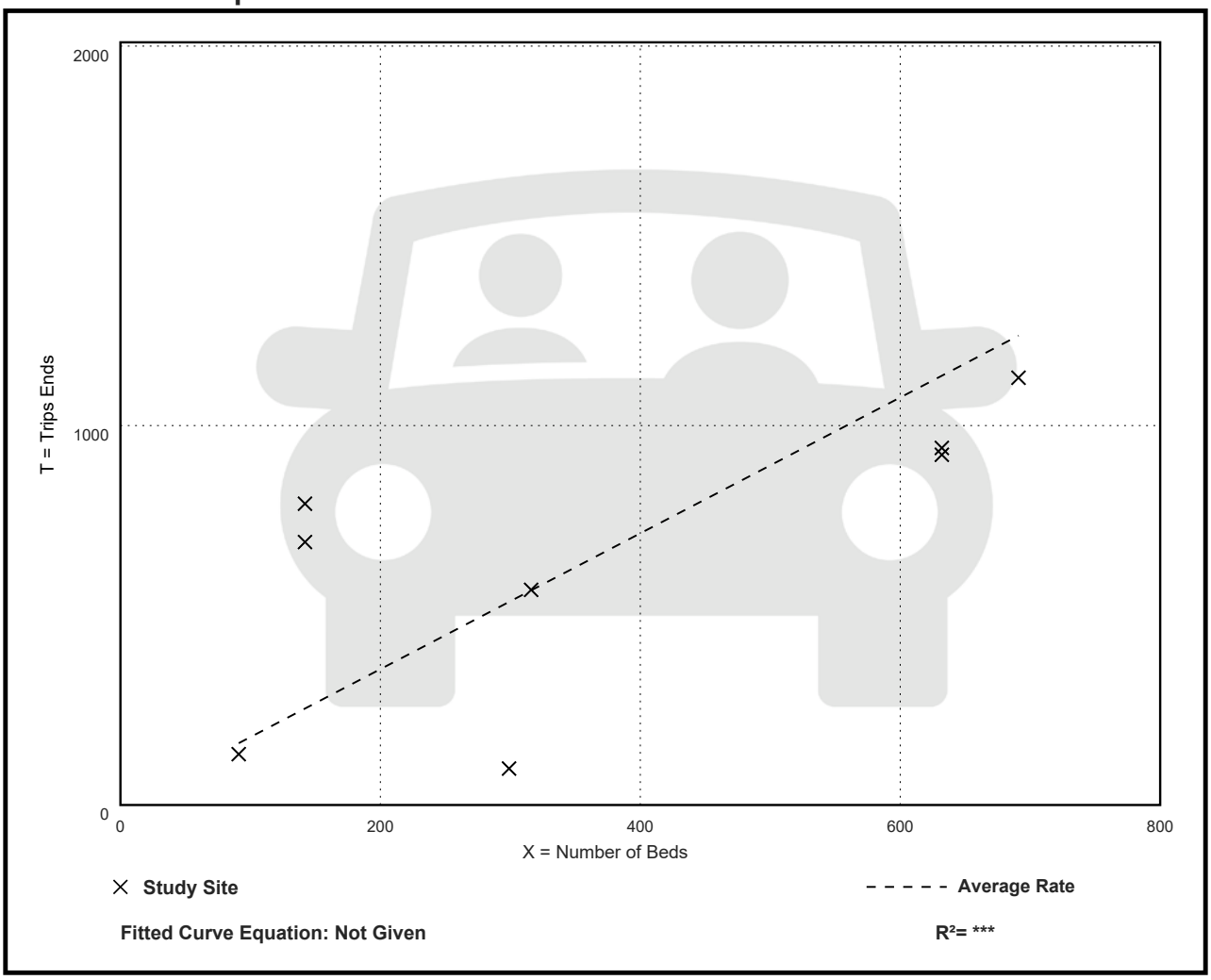
Hospital
(610)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Beds: 368
Directional Distribution: 72% entering, 28% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.79	0.32 - 5.59	1.28

Data Plot and Equation



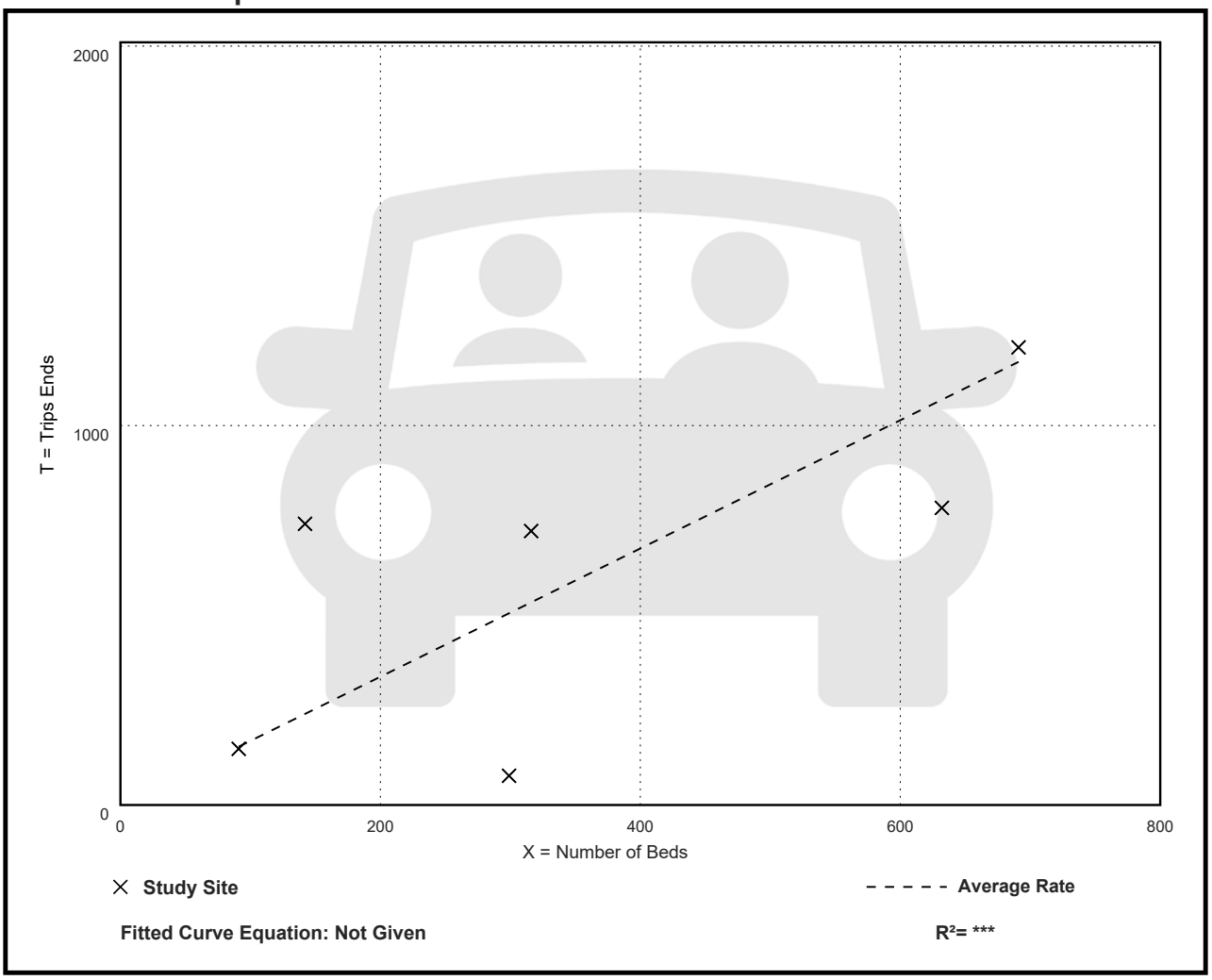
Hospital
(610)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Beds: 362
Directional Distribution: 33% entering, 67% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.69	0.26 - 5.22	1.20

Data Plot and Equation



Hospital
(610)

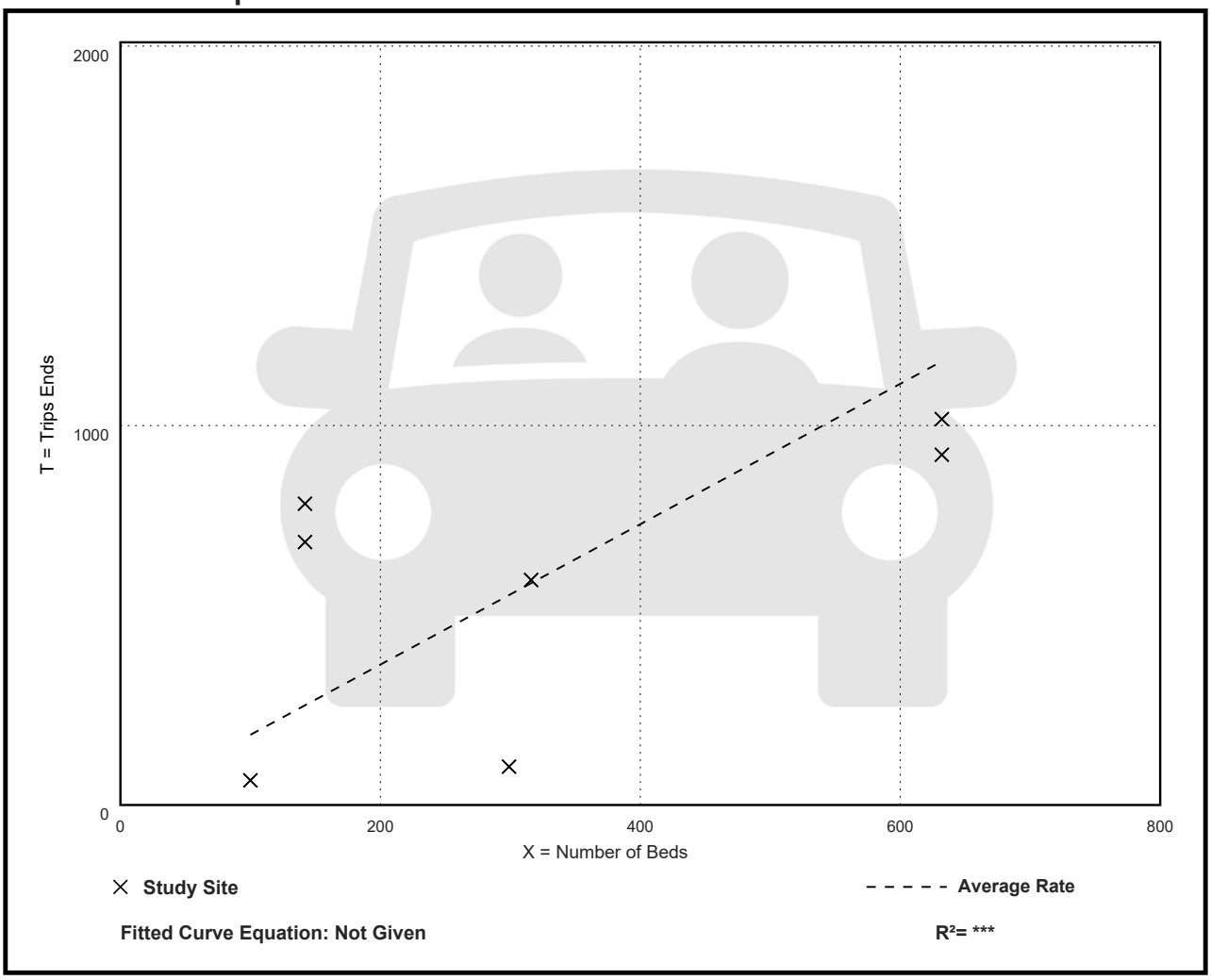
Vehicle Trip Ends vs: Beds
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Beds: 323
Directional Distribution: 69% entering, 31% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.85	0.34 - 5.59	1.48

Data Plot and Equation



Hospital
(610)

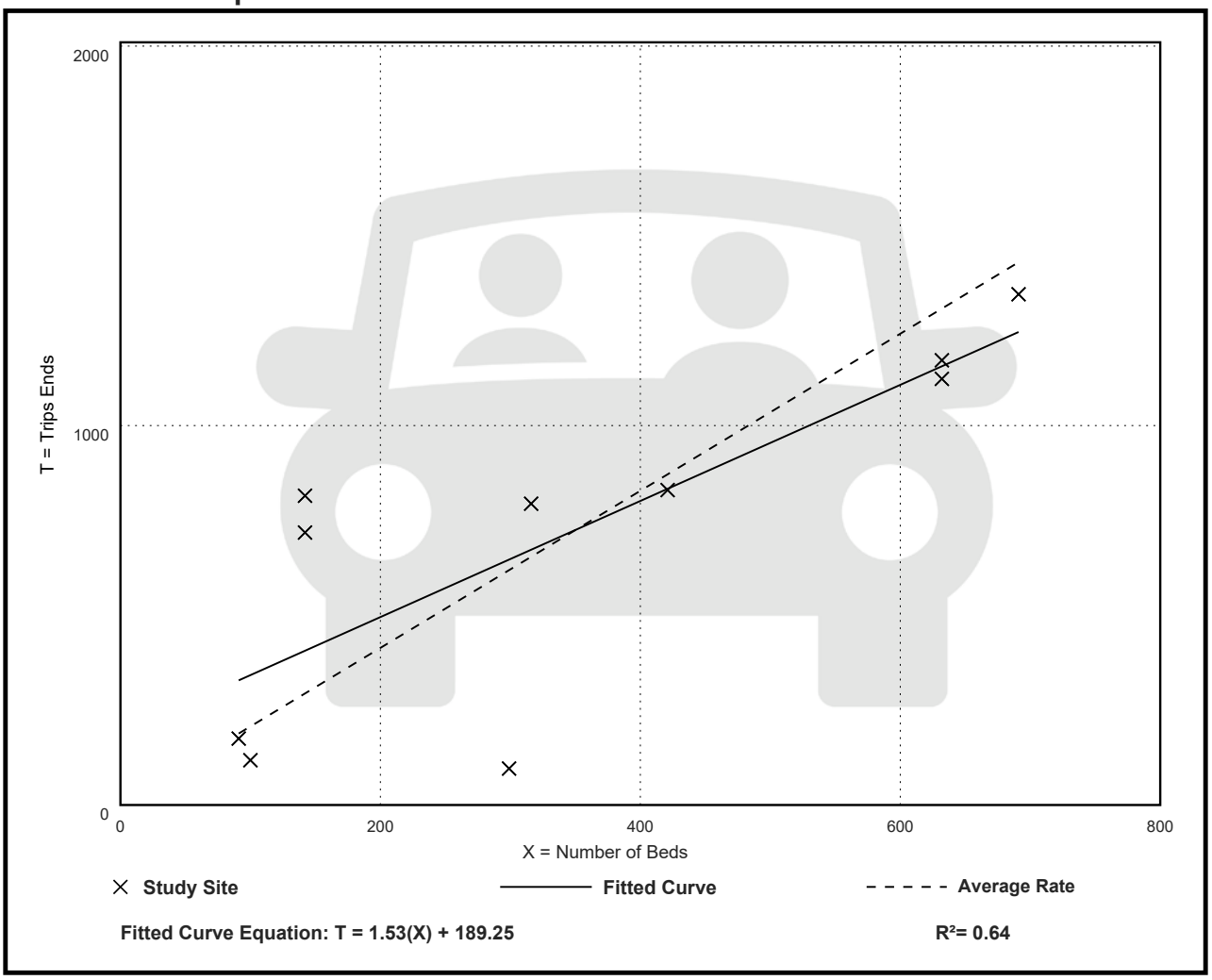
Vehicle Trip Ends vs: Beds
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Beds: 347
Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.07	0.32 - 5.74	1.18

Data Plot and Equation



Fitted Curve Equation: T = 1.53(X) + 189.25

R^2= 0.64

Hospital
(610)

Vehicle Trip Ends vs: Beds
On a: Saturday

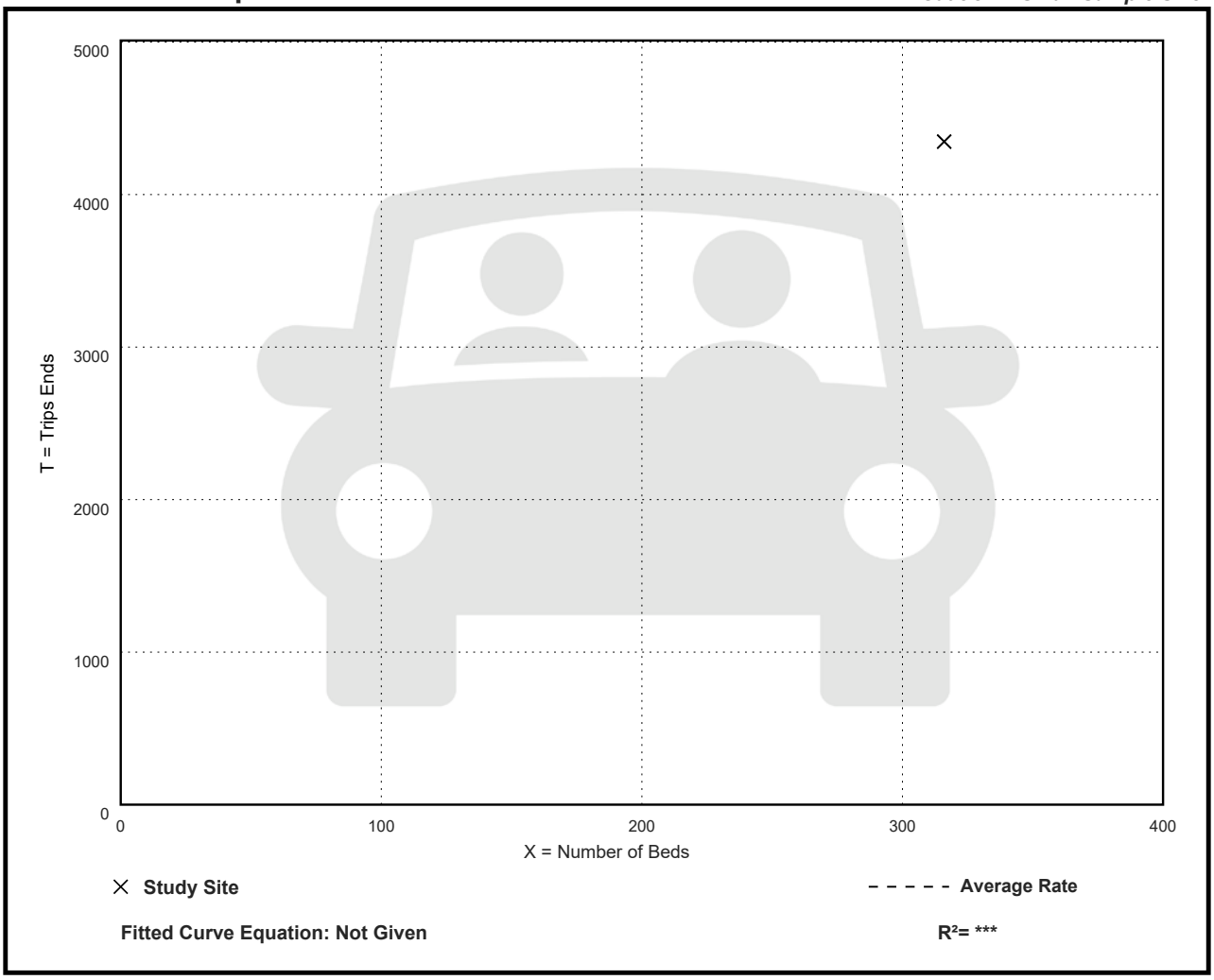
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Beds: 316
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
13.76	13.76 - 13.76	***

Data Plot and Equation

Caution – Small Sample Size



Hospital
(610)

Vehicle Trip Ends vs: Beds
On a: Saturday, Peak Hour of Generator

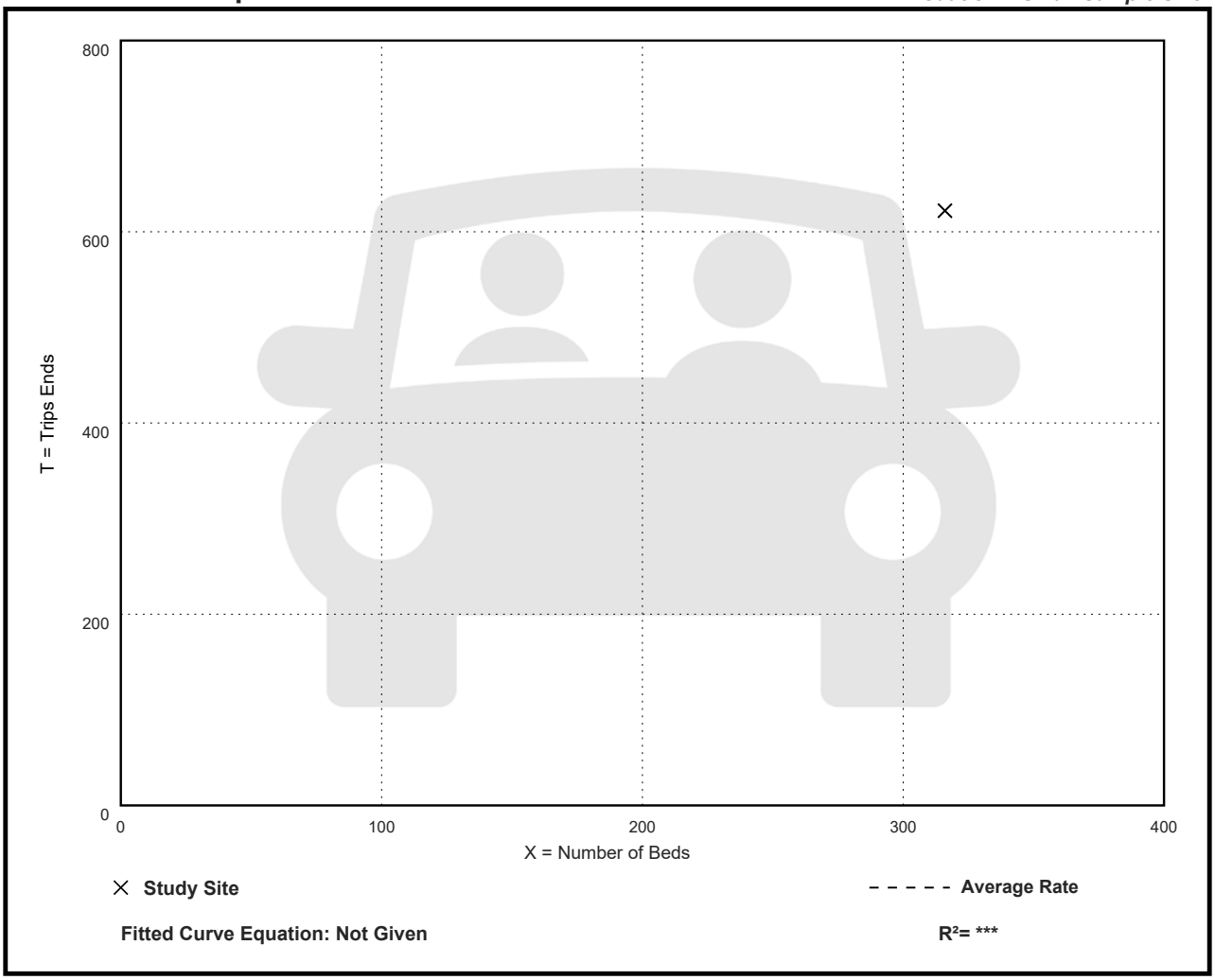
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Beds: 316
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.97	1.97 - 1.97	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Hospital
(610)

Vehicle Trip Ends vs: Beds
On a: Sunday

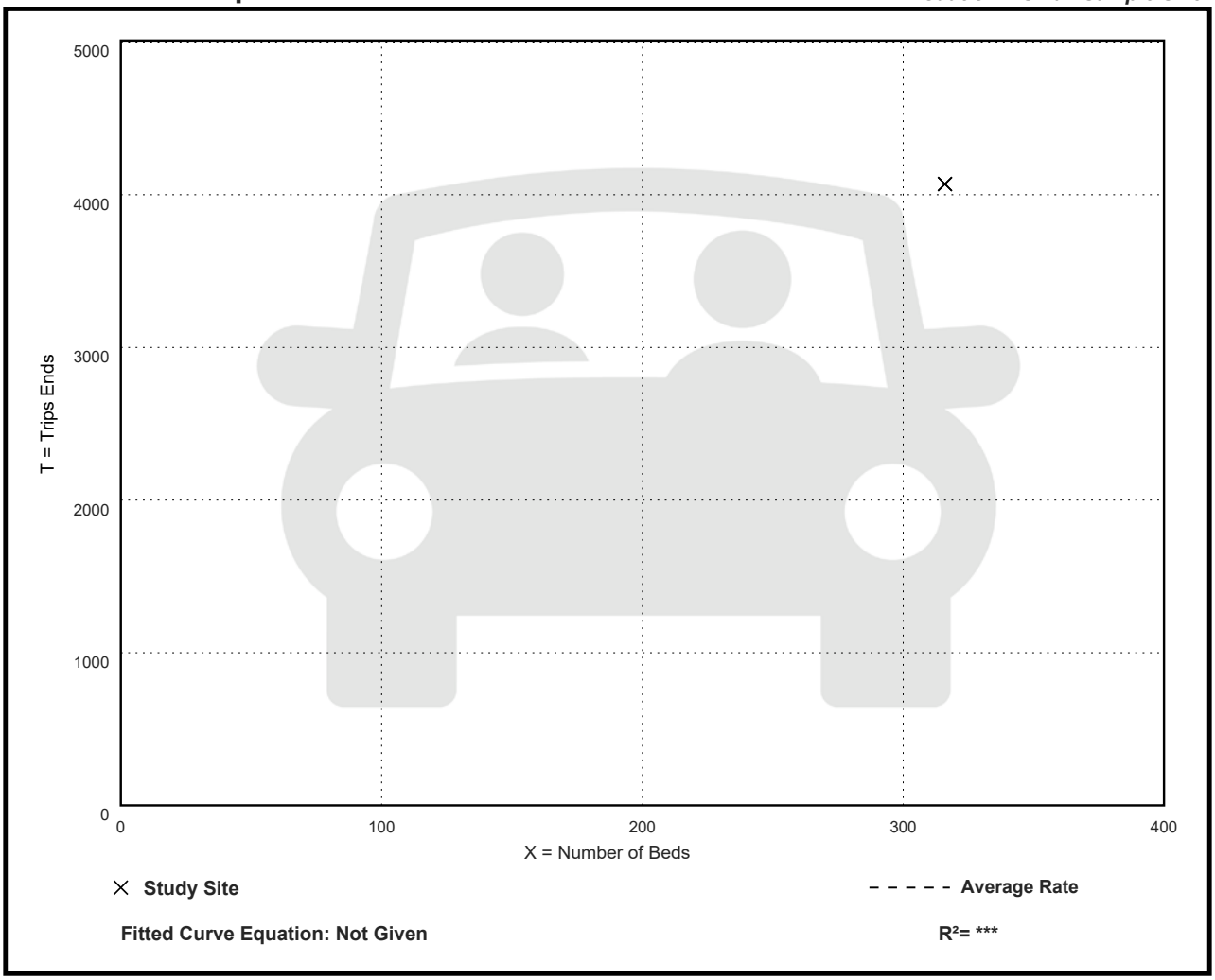
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Beds: 316
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
12.88	12.88 - 12.88	***

Data Plot and Equation

Caution – Small Sample Size



Hospital
(610)

Vehicle Trip Ends vs: Beds
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Beds: 316
Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.59	1.59 - 1.59	***

Data Plot and Equation

Caution – Small Sample Size

Fitted Curve Equation: Not Given

R^2= ***

Hospital
(610)

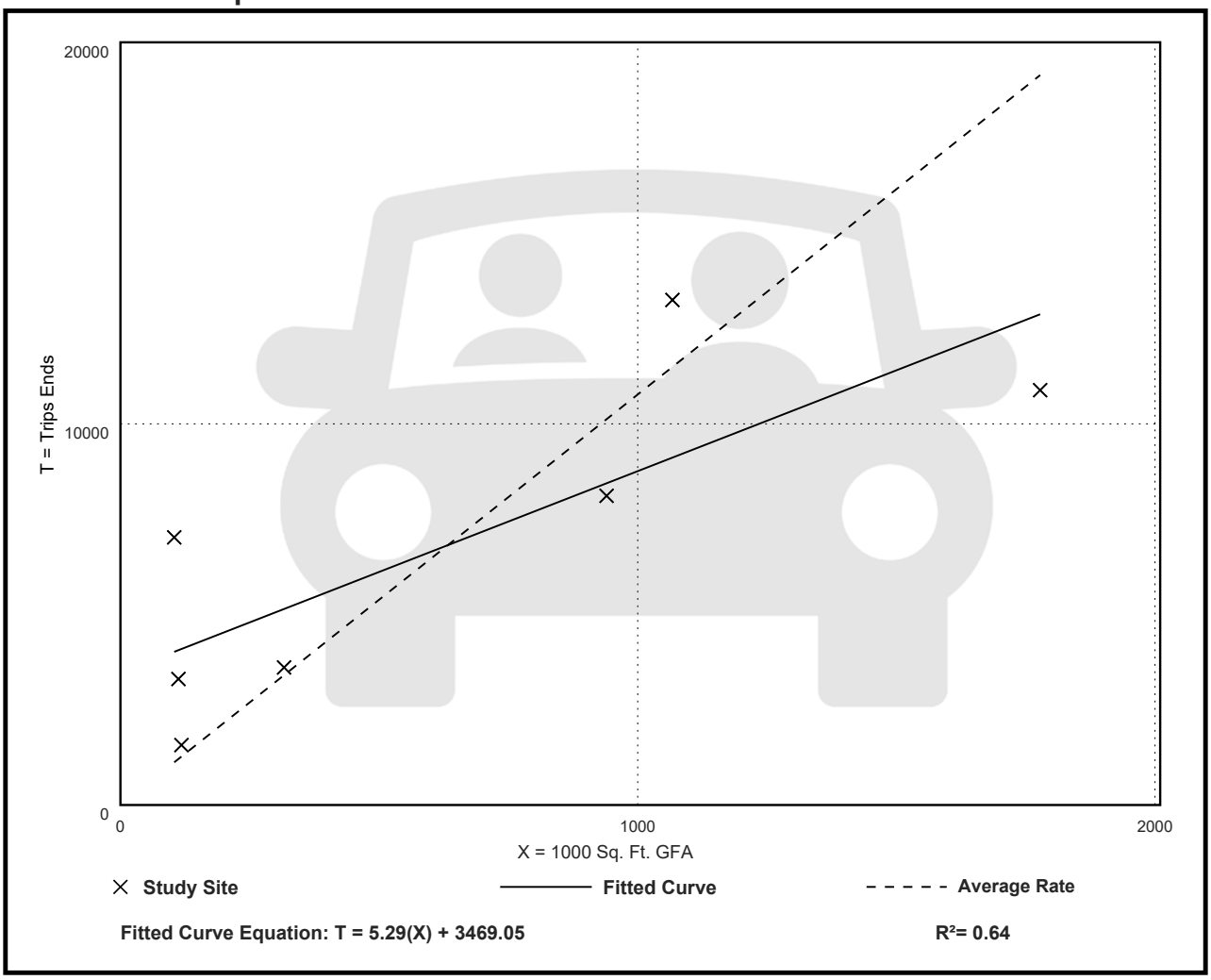
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. 1000 Sq. Ft. GFA: 634
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.77	6.12 - 67.52	10.52

Data Plot and Equation



Fitted Curve Equation: T = 5.29(X) + 3469.05

R^2= 0.64

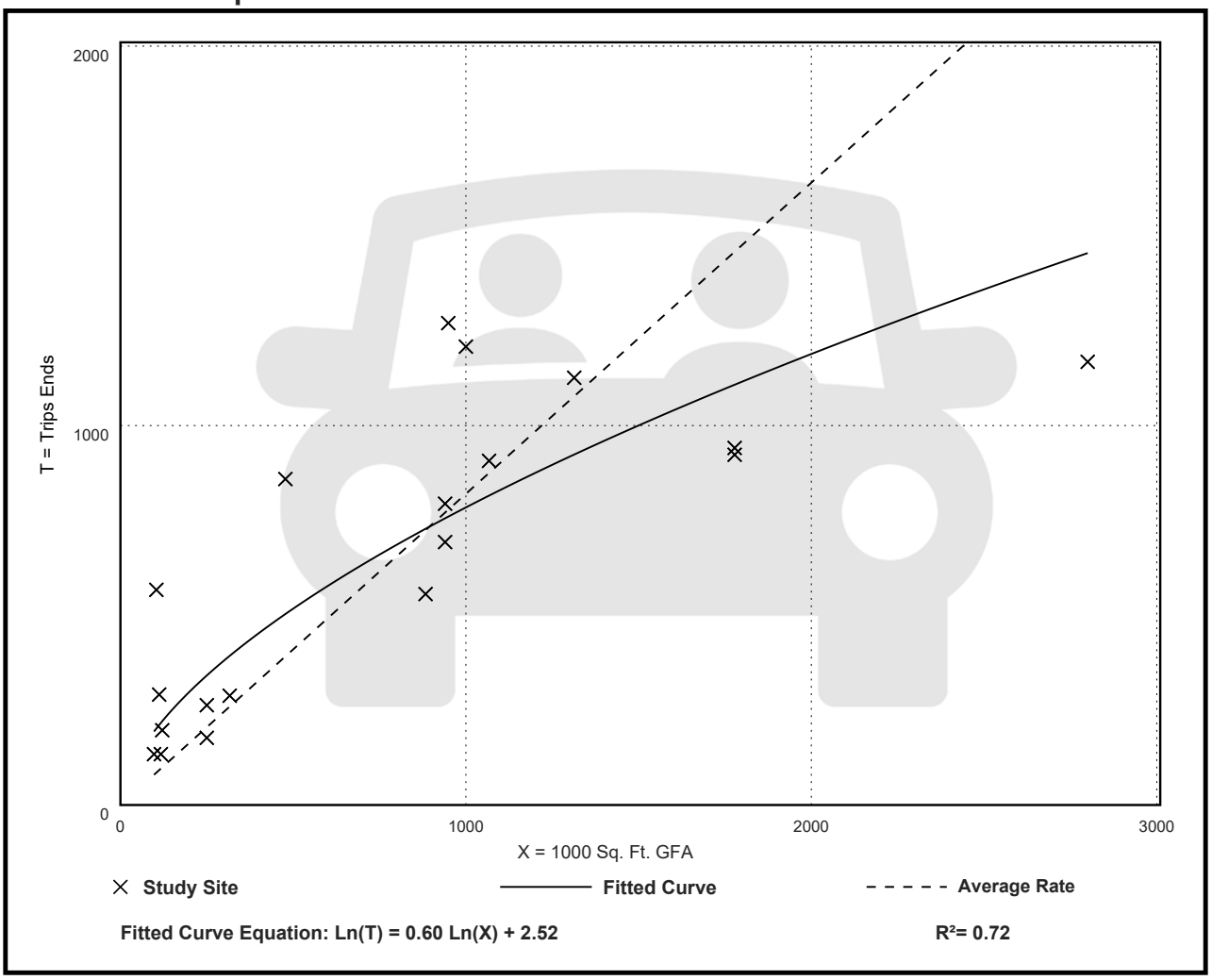
Hospital
(610)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 805
Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.82	0.42 - 5.45	0.55

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.60 Ln(X) + 2.52

R^2= 0.72

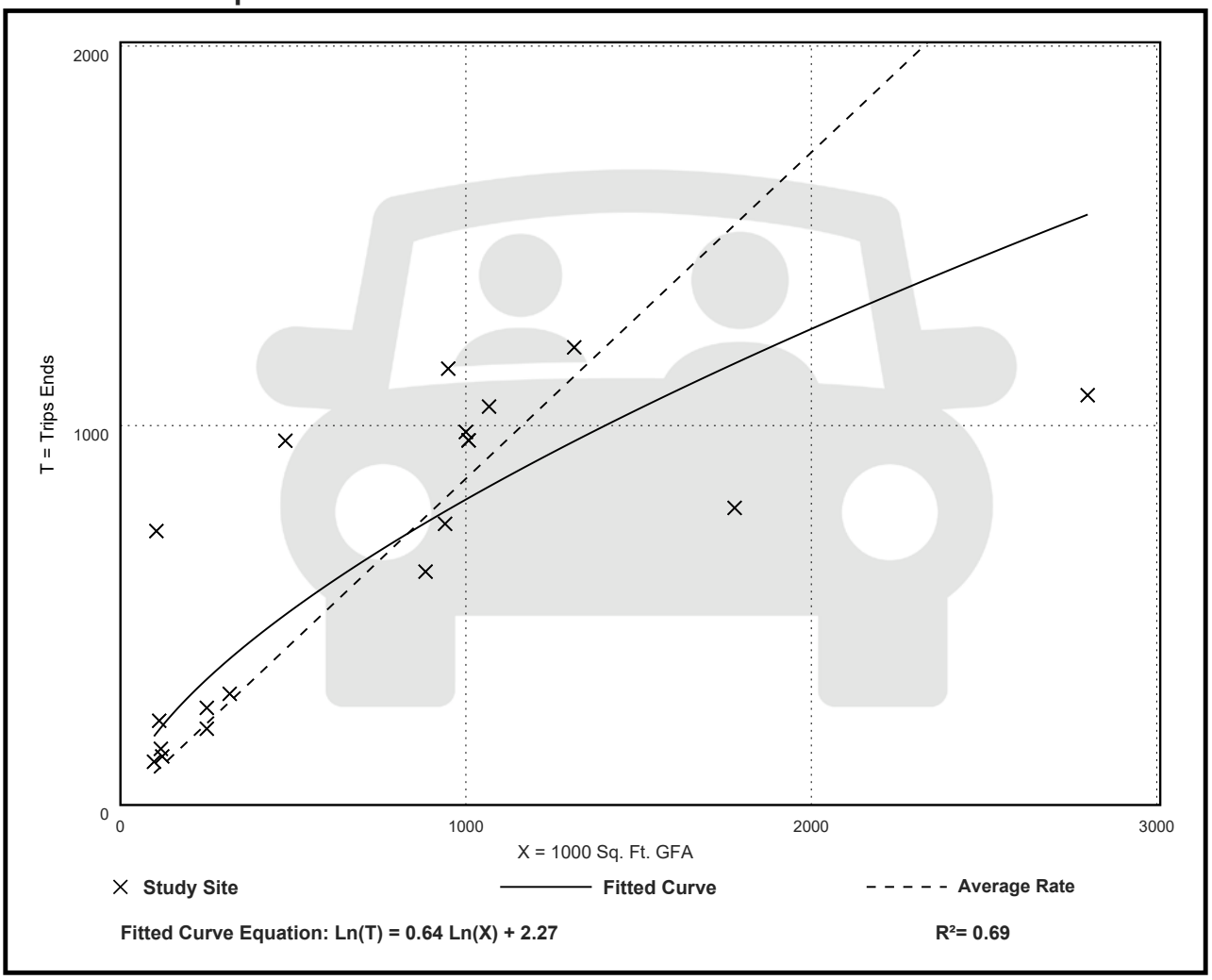
Hospital
(610)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 768
Directional Distribution: 35% entering, 65% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.86	0.39 - 6.94	0.65

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.64 Ln(X) + 2.27

R^2= 0.69

Hospital
(610)

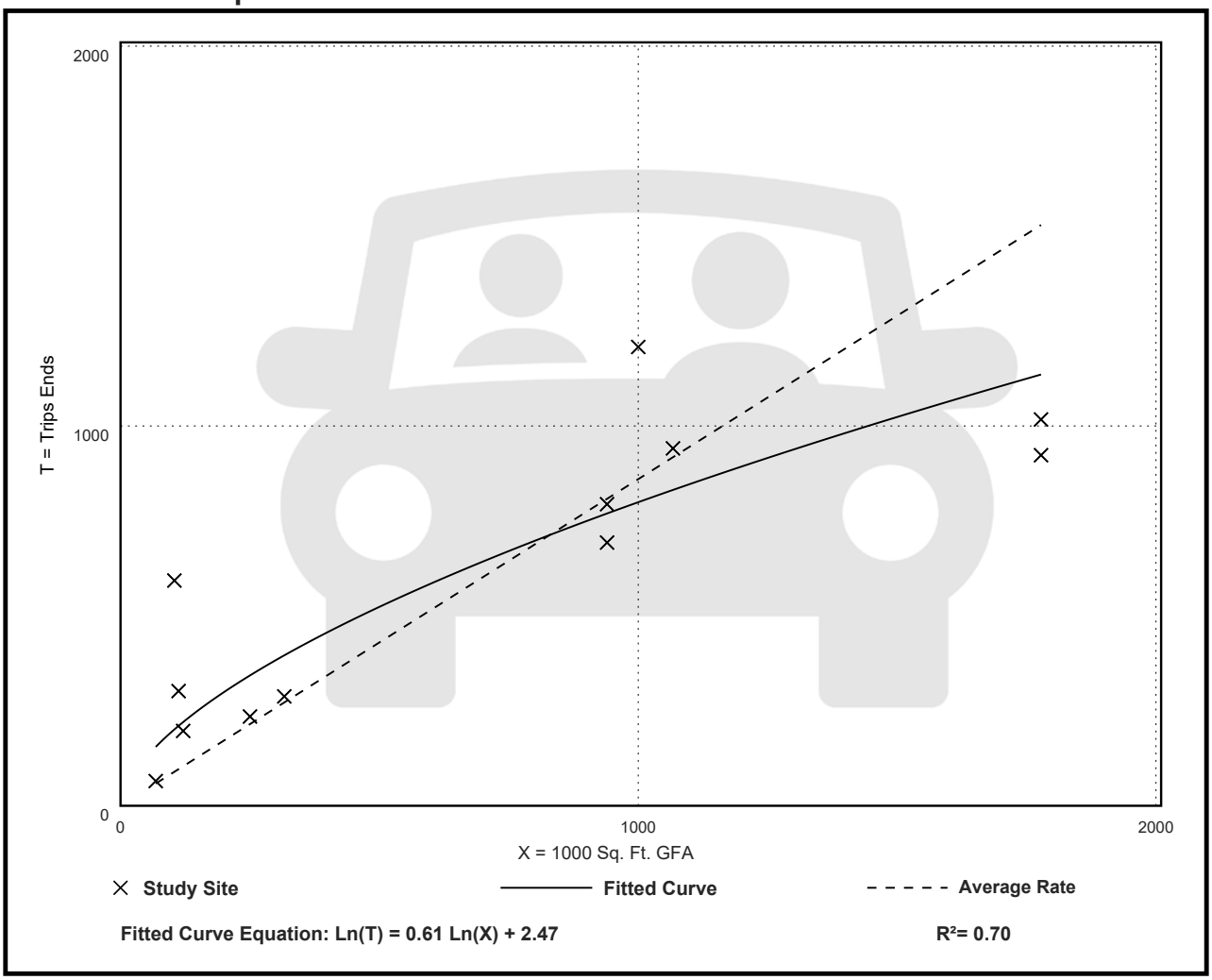
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 706
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.86	0.52 - 5.70	0.66

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.61 Ln(X) + 2.47

R^2= 0.70

Hospital
(610)

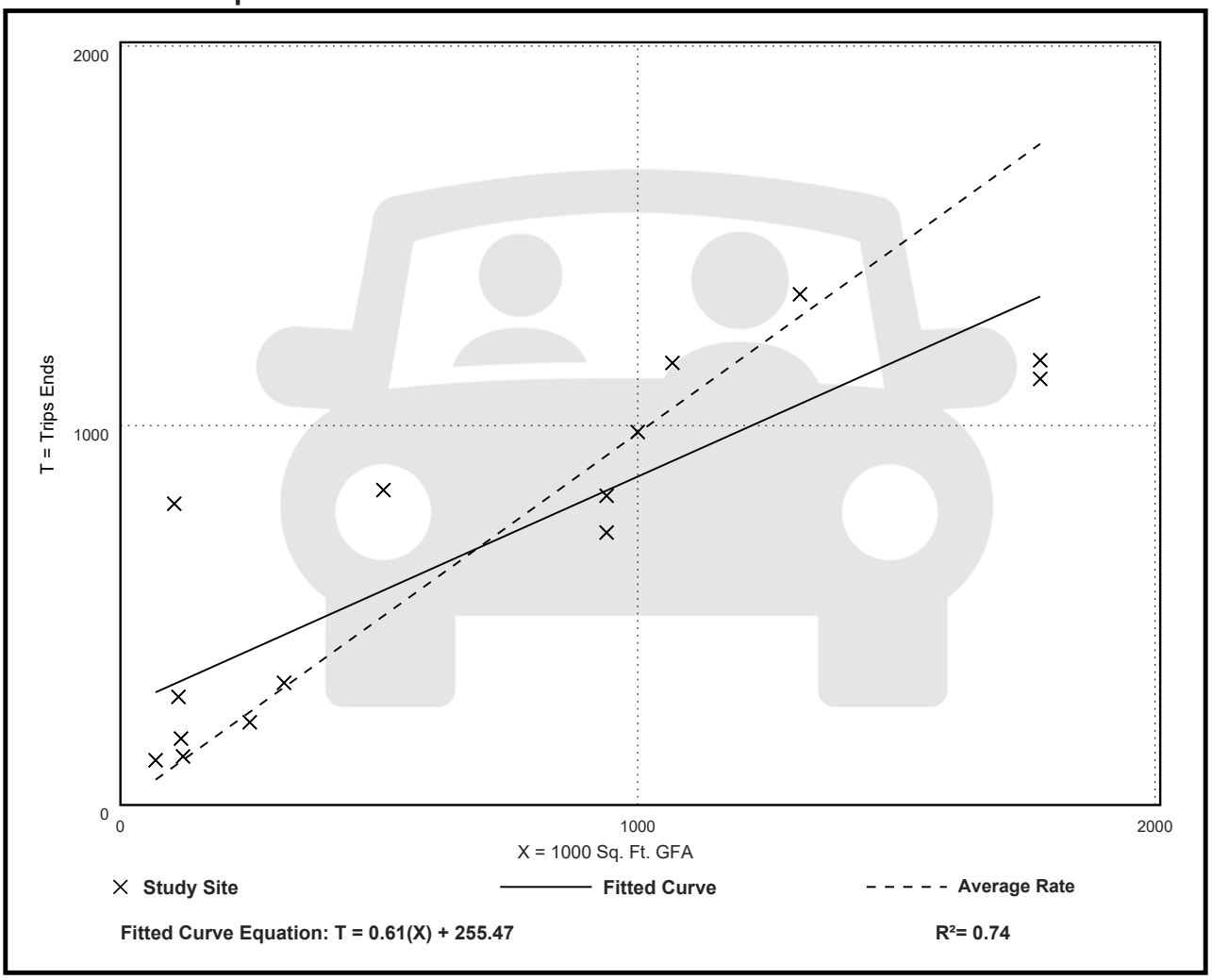
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 15
Avg. 1000 Sq. Ft. GFA: 694
Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.98	0.63 - 7.63	0.76

Data Plot and Equation



Fitted Curve Equation: T = 0.61(X) + 255.47

R^2= 0.74

Hospital
(610)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

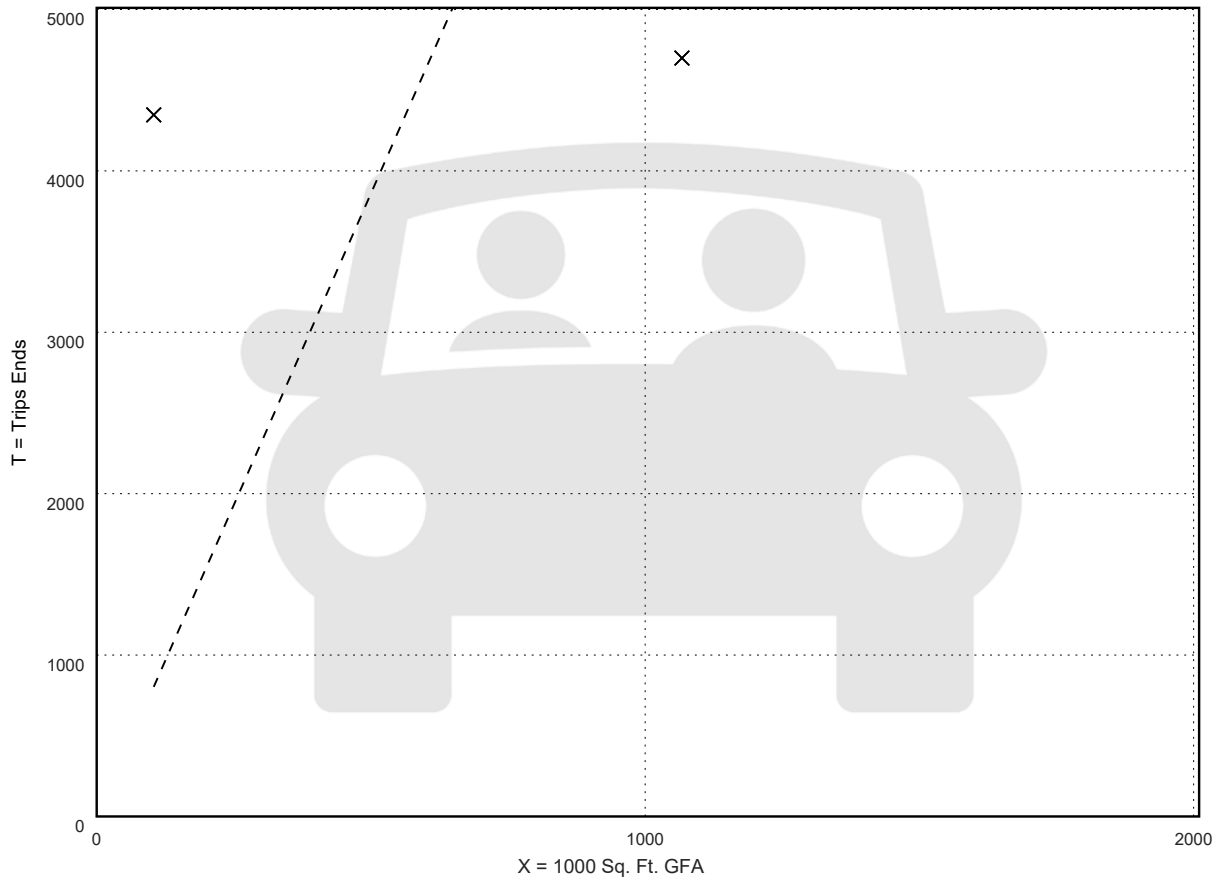
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 586
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.72	4.40 - 41.80	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Hospital
(610)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

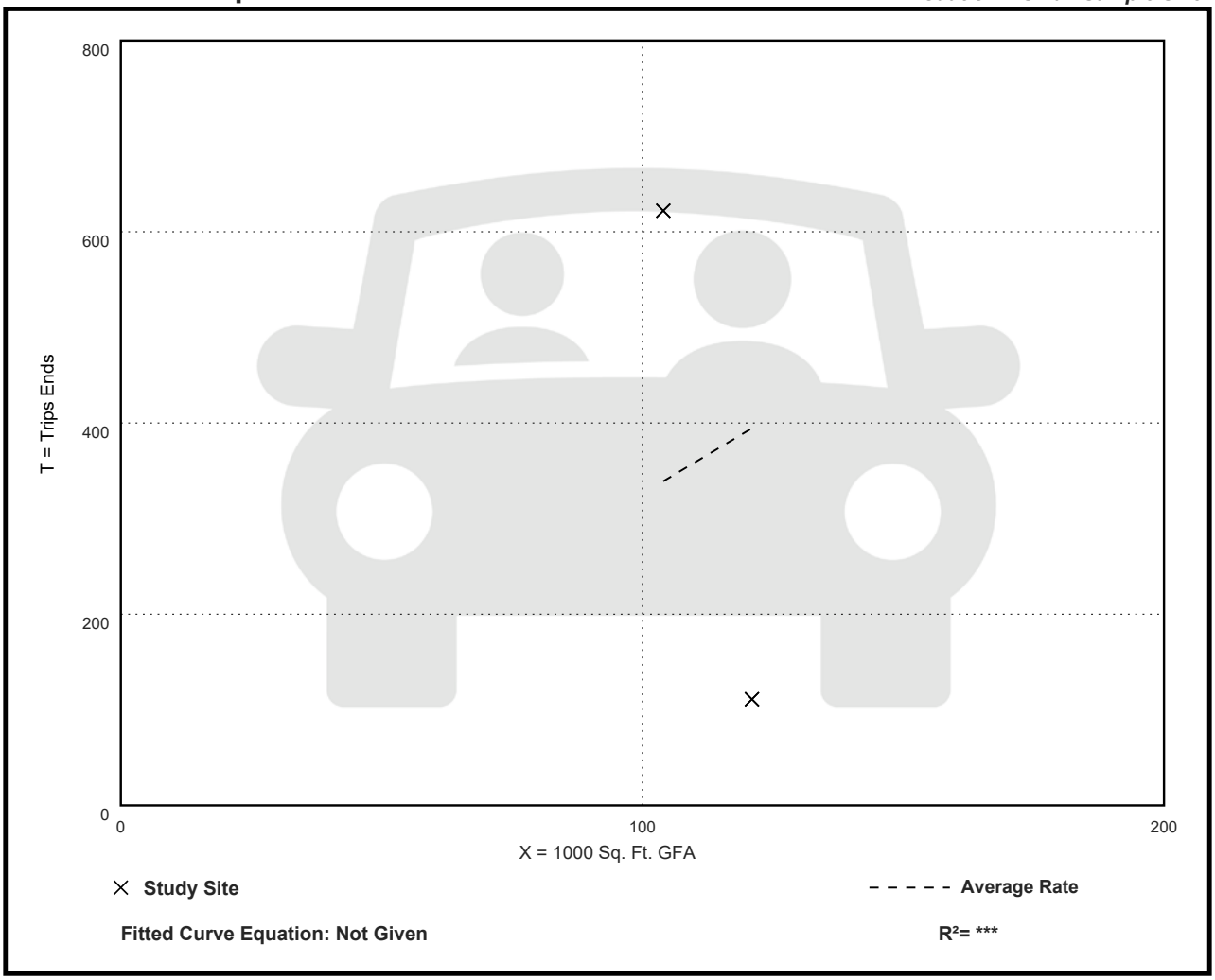
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 113
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.26	0.92 - 5.98	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Hospital
(610)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday

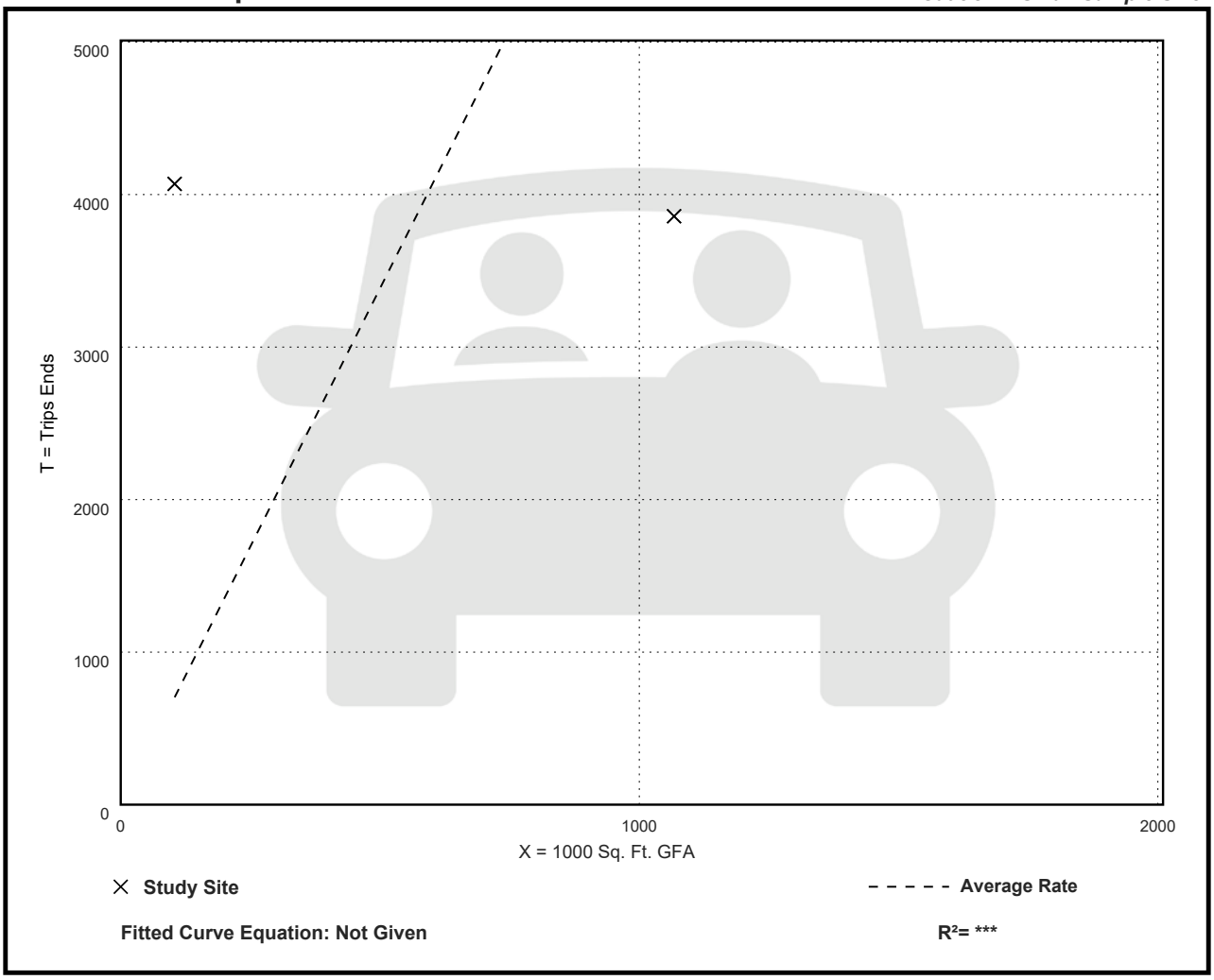
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 586
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.77	3.62 - 39.13	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Hospital
(610)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

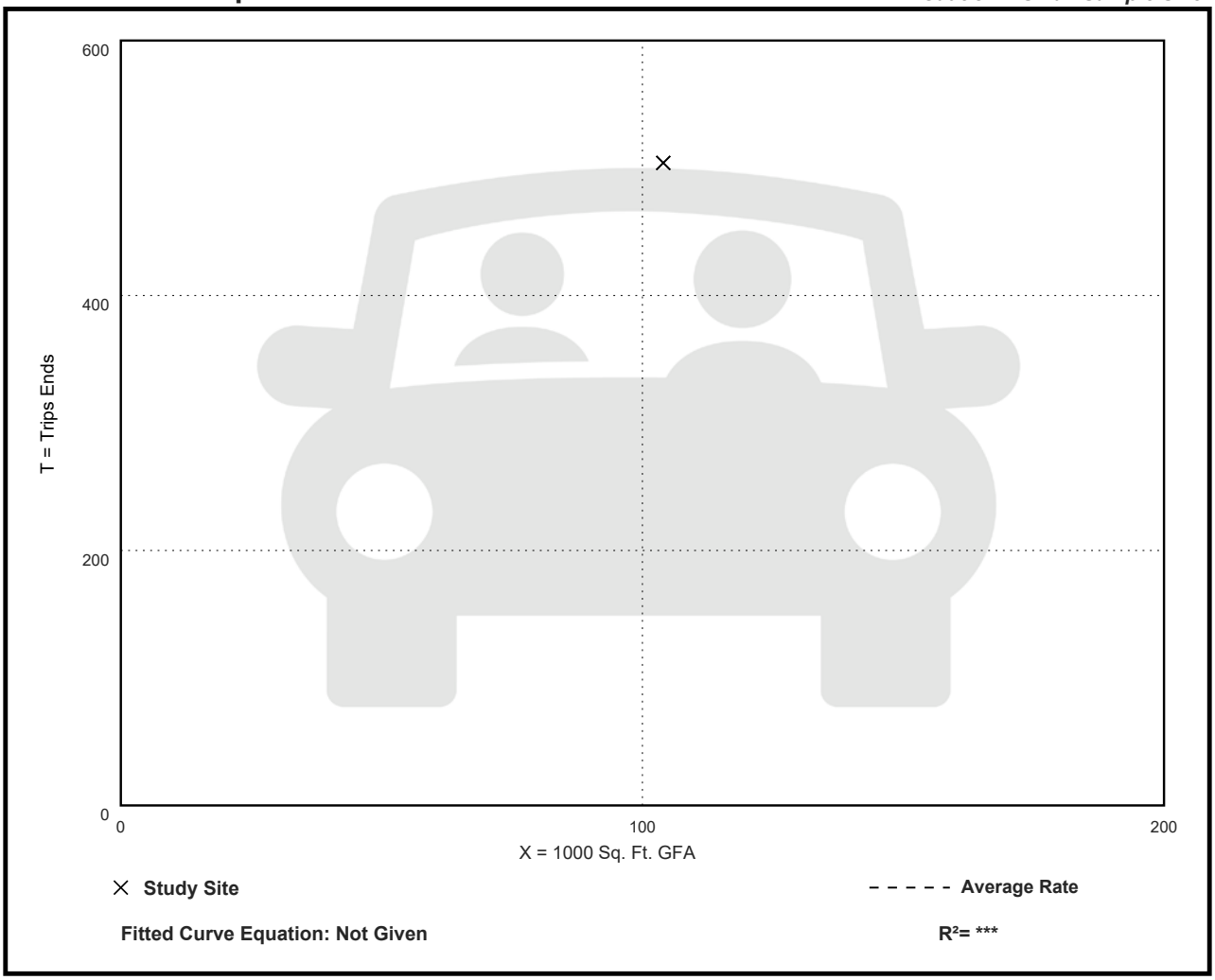
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 104
Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.85	4.85 - 4.85	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Hospital
(610)

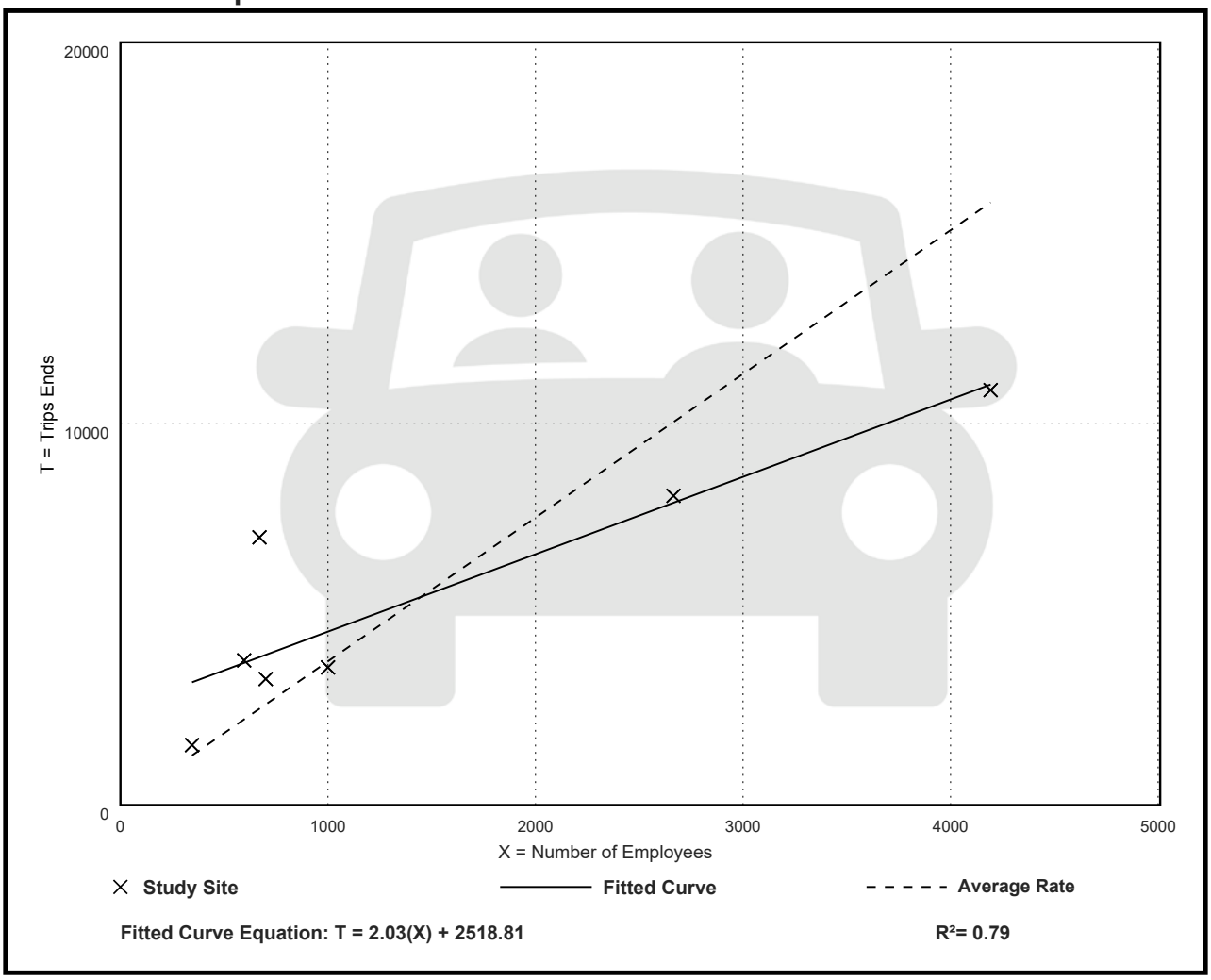
Vehicle Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Employees: 1453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.77	2.60 - 10.48	2.20

Data Plot and Equation



Fitted Curve Equation: T = 2.03(X) + 2518.81

R^2= 0.79

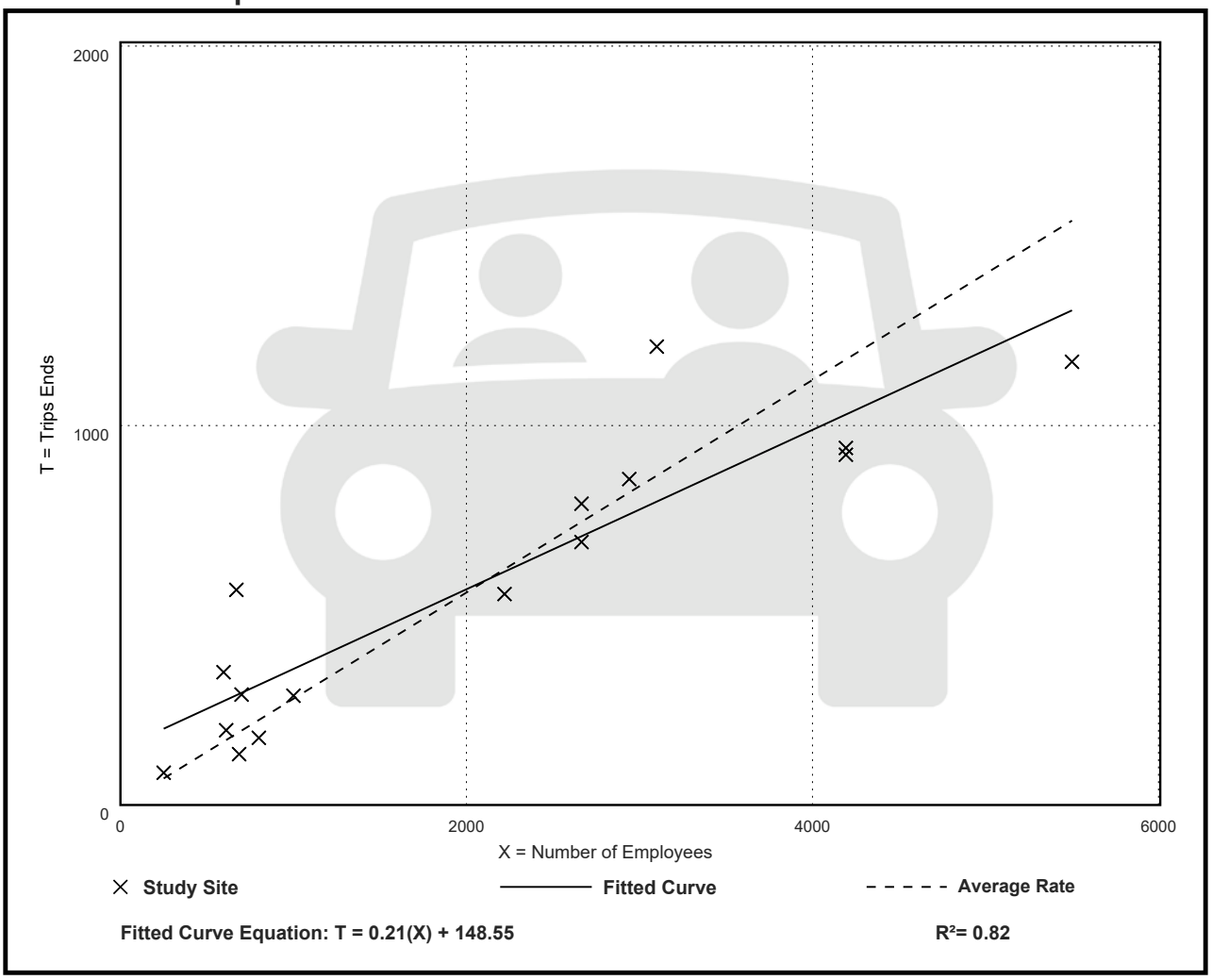
Hospital
(610)

Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. Num. of Employees: 2049
Directional Distribution: 72% entering, 28% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.28	0.20 - 0.85	0.11

Data Plot and Equation



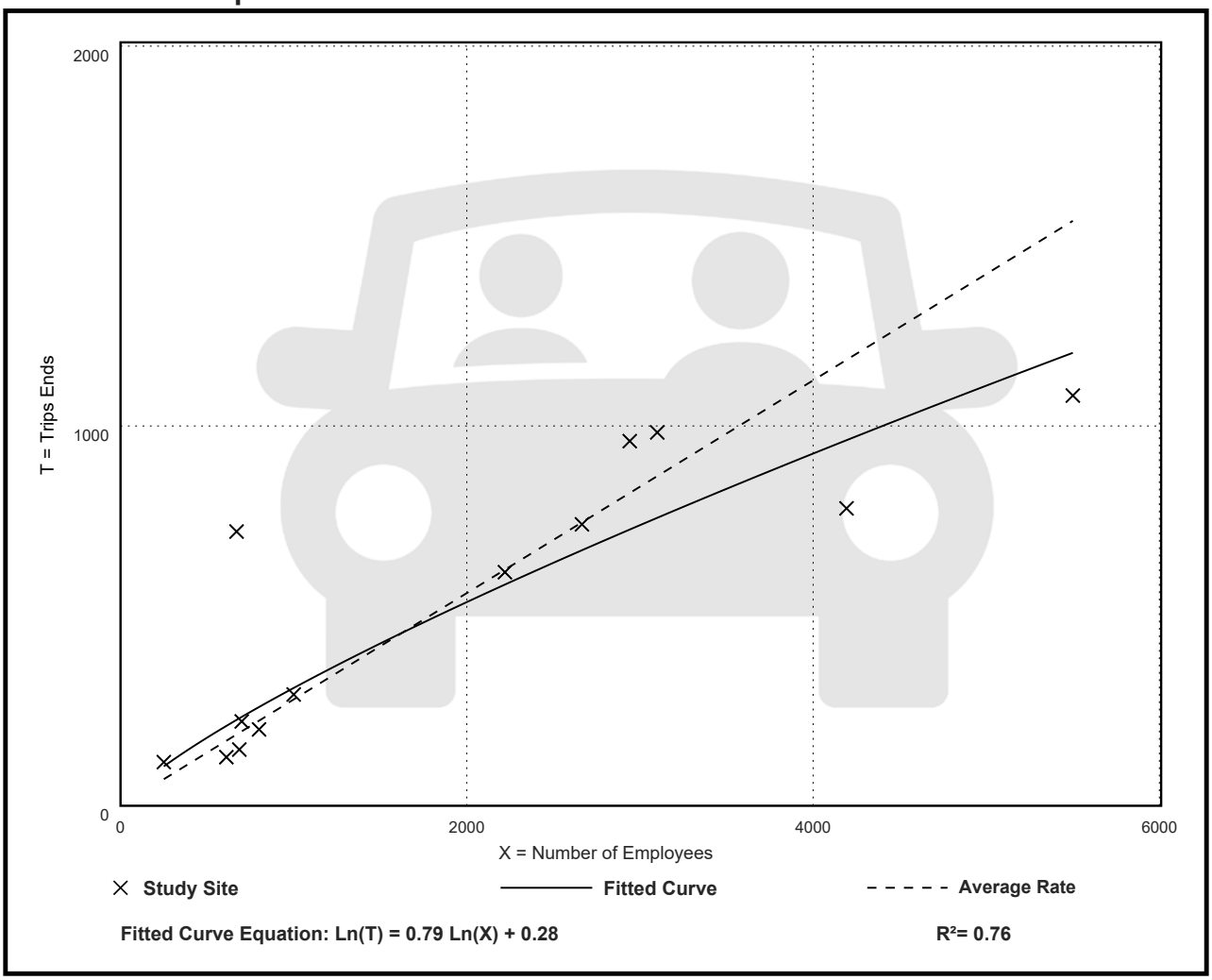
Hospital
(610)

Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. Num. of Employees: 1949
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.28	0.19 - 1.08	0.15

Data Plot and Equation



Hospital
(610)

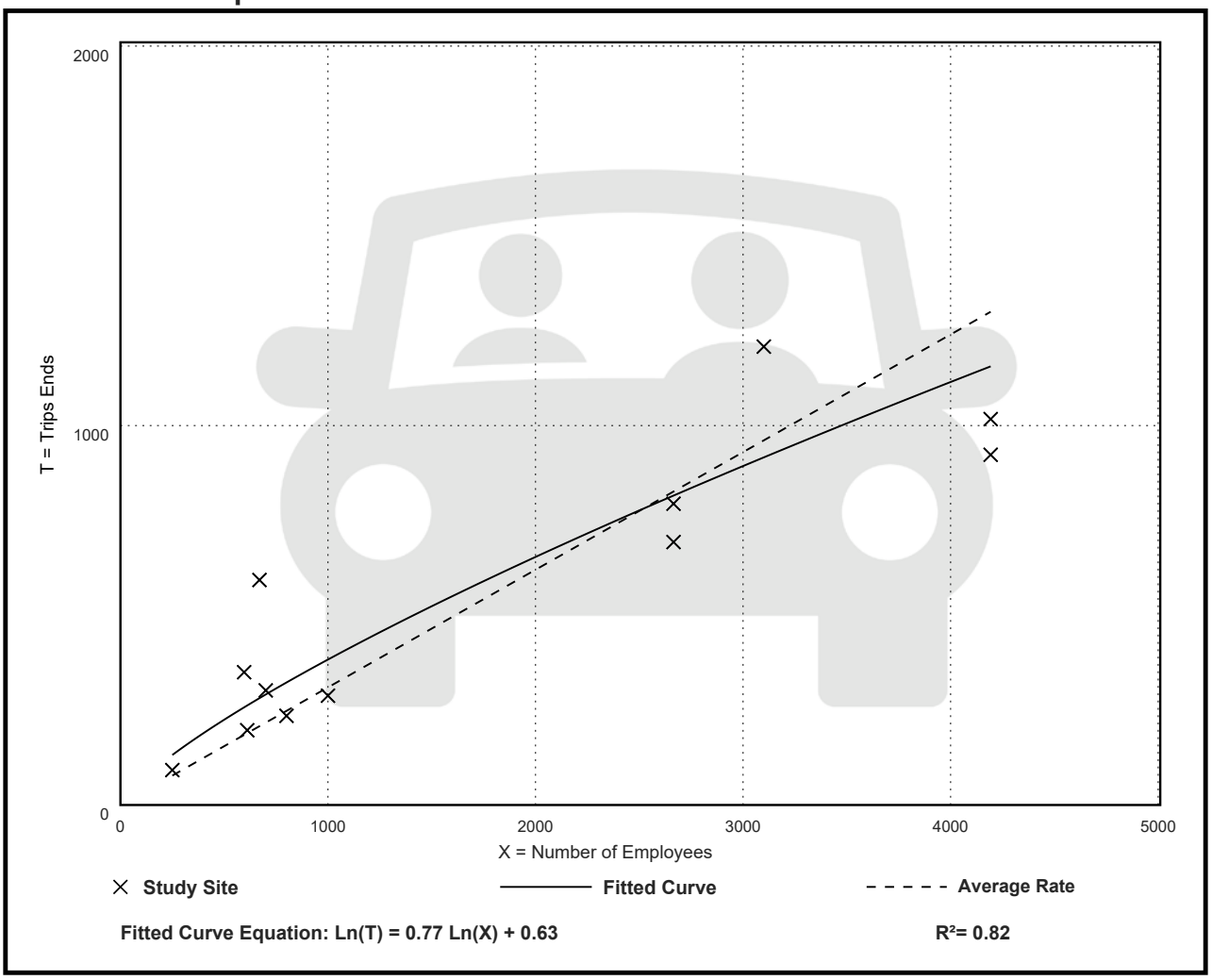
Vehicle Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. Num. of Employees: 1787
Directional Distribution: 70% entering, 30% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.31	0.22 - 0.89	0.14

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.77 Ln(X) + 0.63

R^2= 0.82

Hospital
(610)

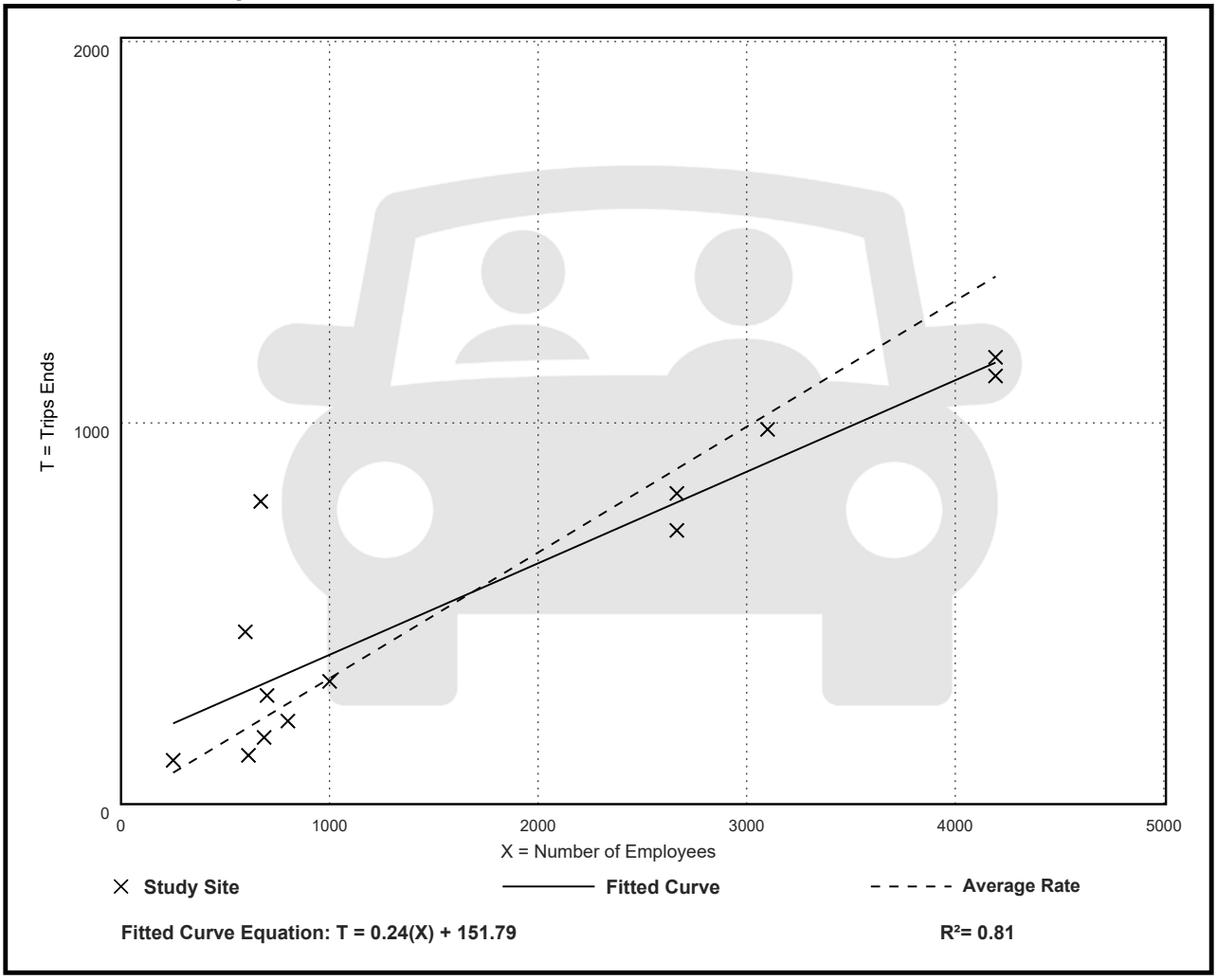
Vehicle Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. Num. of Employees: 1702
Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.33	0.21 - 1.19	0.18

Data Plot and Equation



Fitted Curve Equation: T = 0.24(X) + 151.79

R^2= 0.81

Hospital
(610)

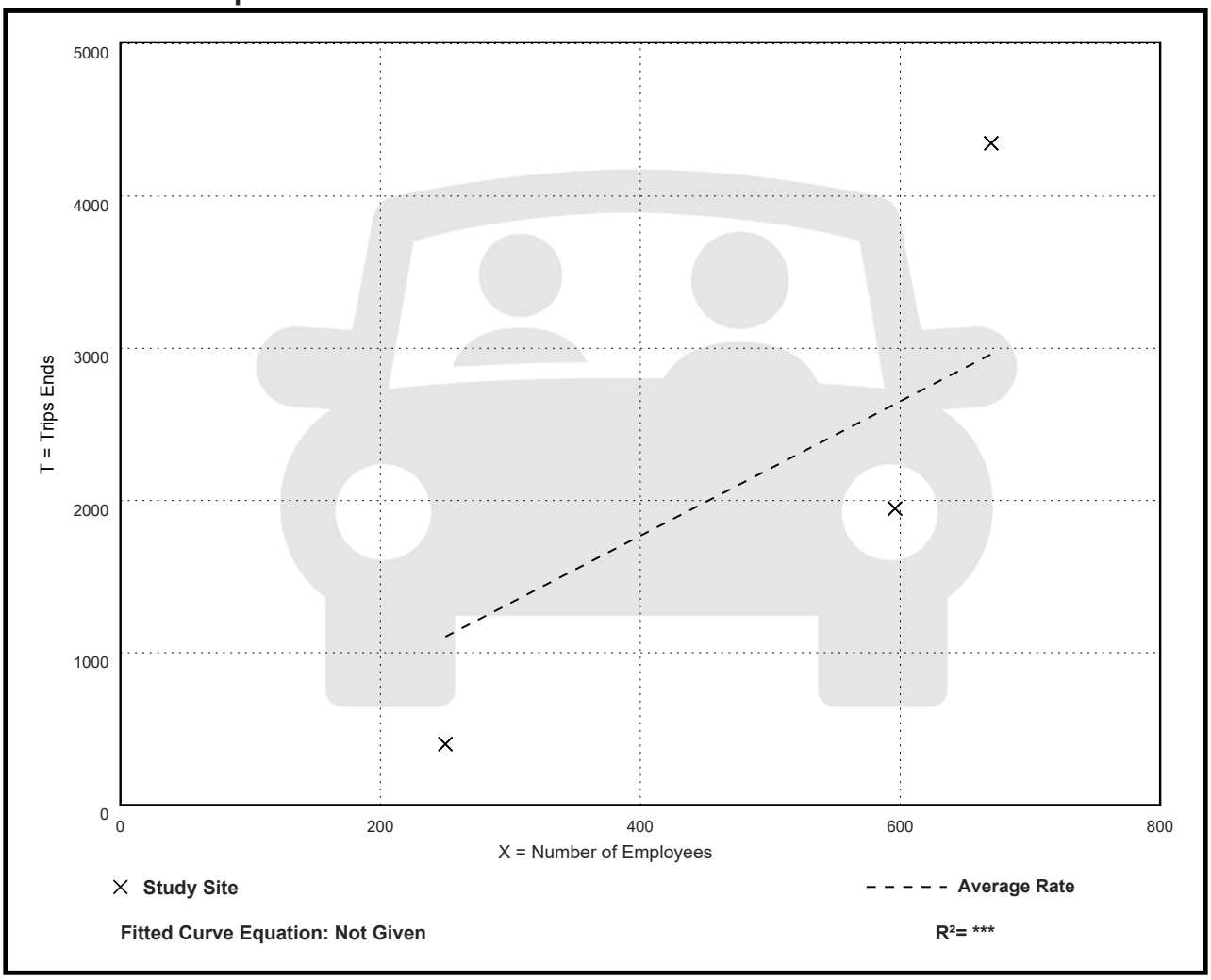
Vehicle Trip Ends vs: Employees
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Employees: 505
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.42	1.60 - 6.49	2.36

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Hospital
(610)

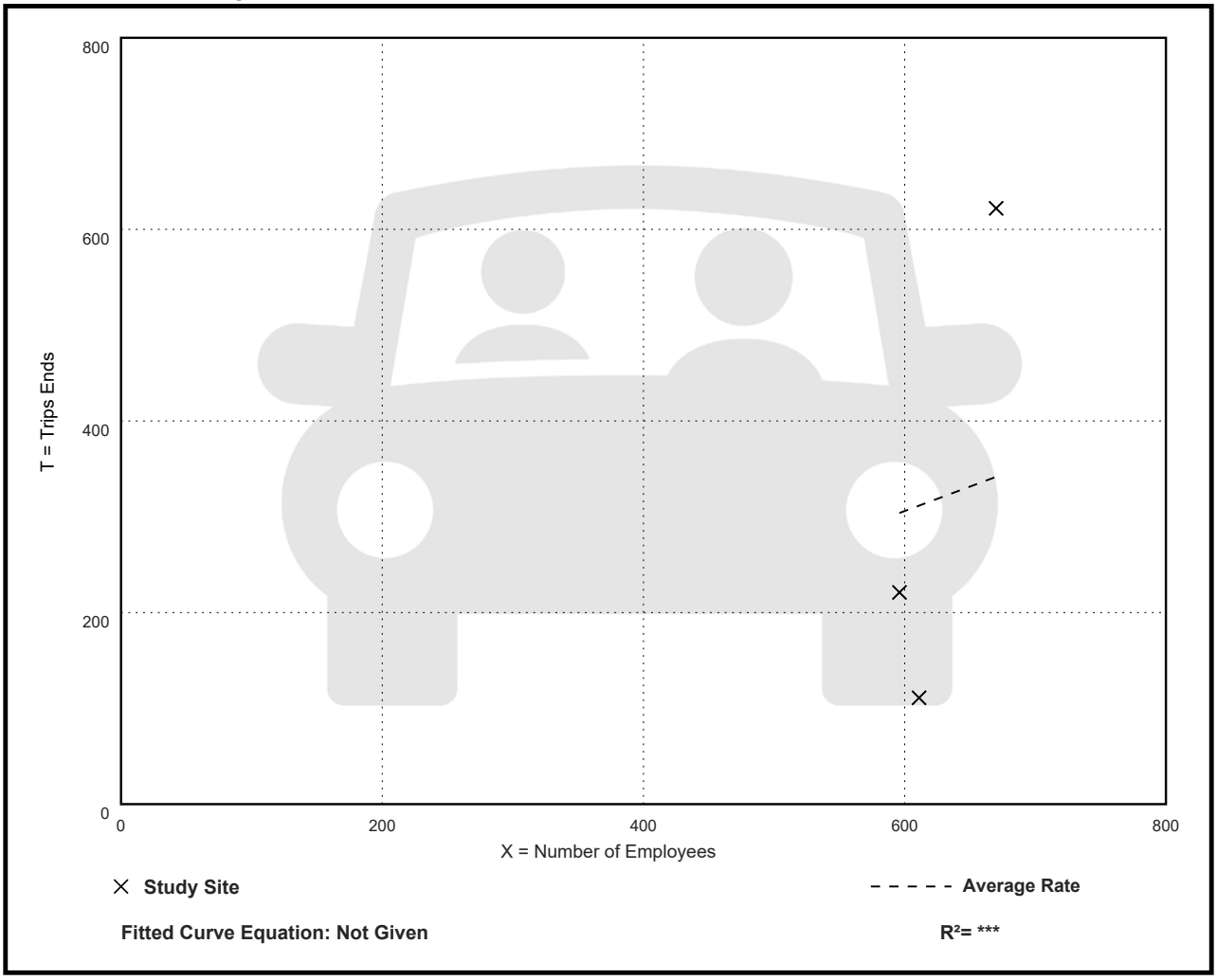
Vehicle Trip Ends vs: Employees
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Employees: 626
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.51	0.18 - 0.93	0.39

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Hospital
(610)

Vehicle Trip Ends vs: Employees
On a: Sunday

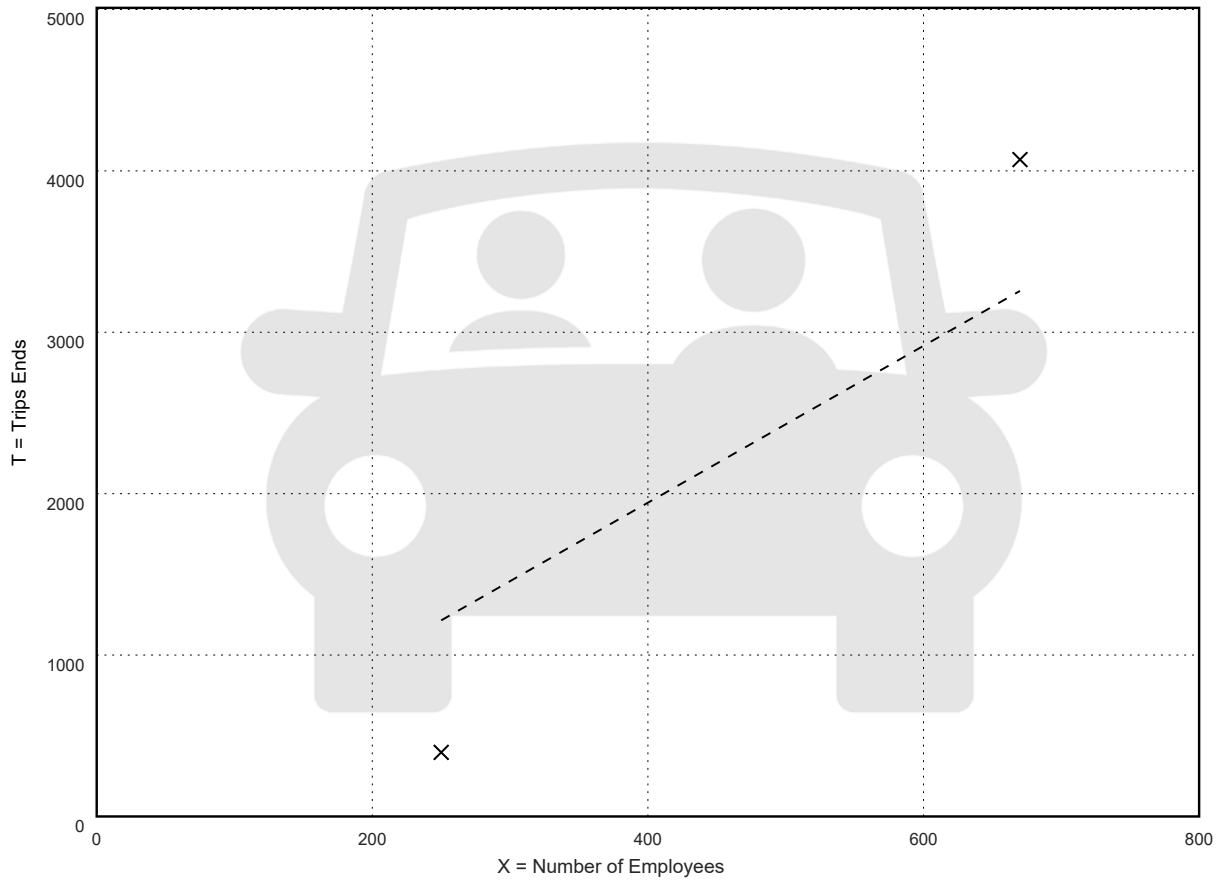
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 460
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.86	1.59 - 6.07	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Hospital
(610)

Vehicle Trip Ends vs: Employees
On a: Sunday, Peak Hour of Generator

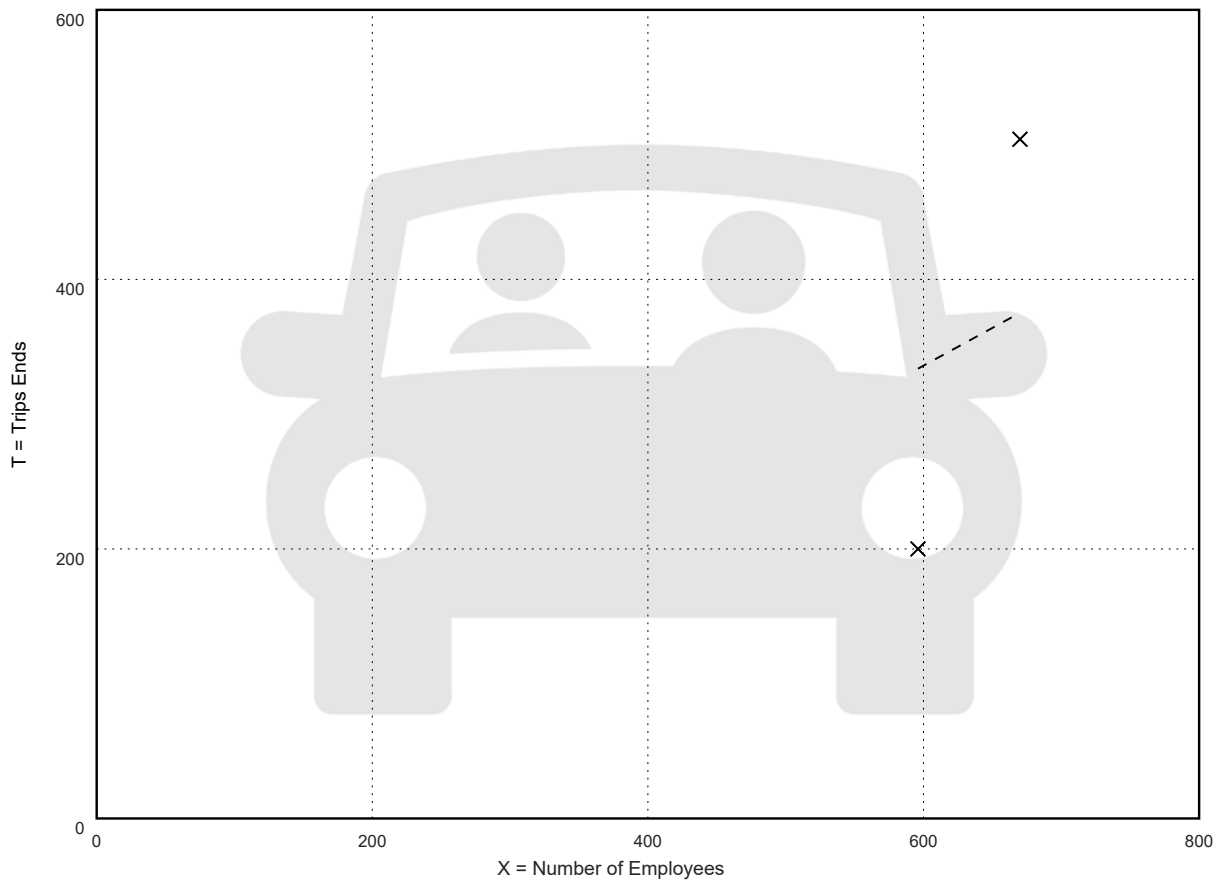
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 633
Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.56	0.34 - 0.75	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

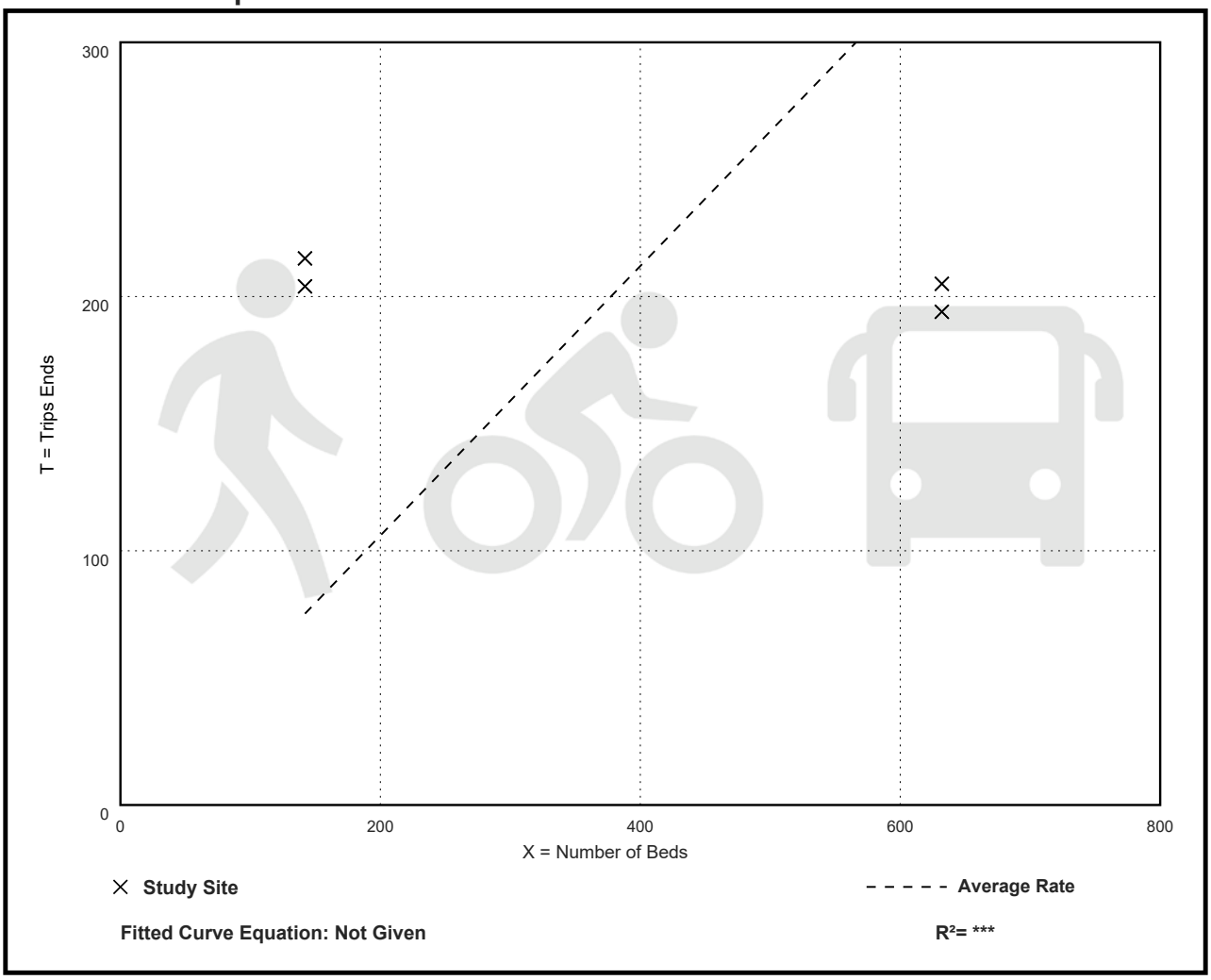
Hospital
(610)

Walk+Bike+Transit Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Beds: 387
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.53	0.31 - 1.51	0.52

Data Plot and Equation



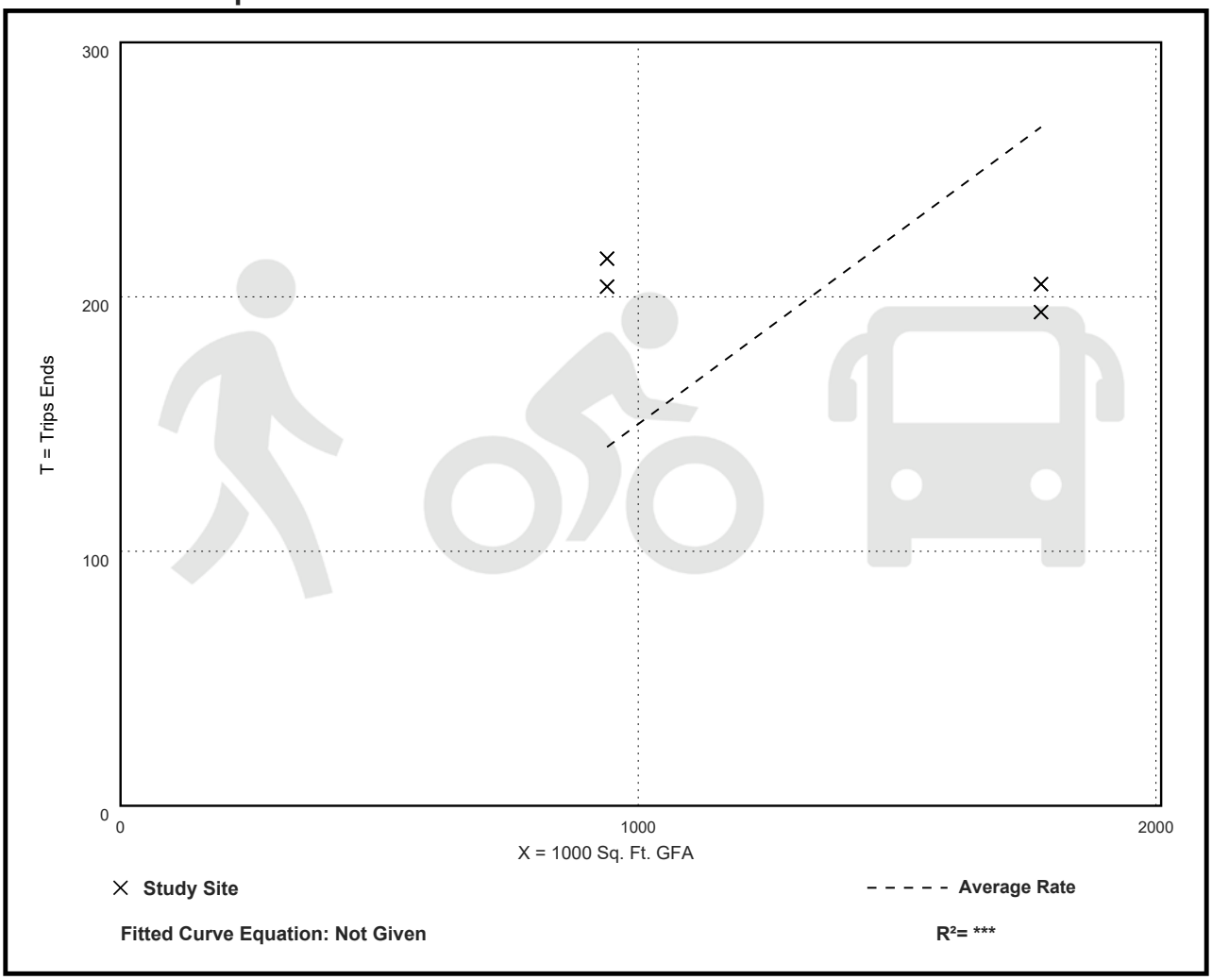
Hospital
(610)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 1359
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.11 - 0.23	0.06

Data Plot and Equation



Hospital
(610)

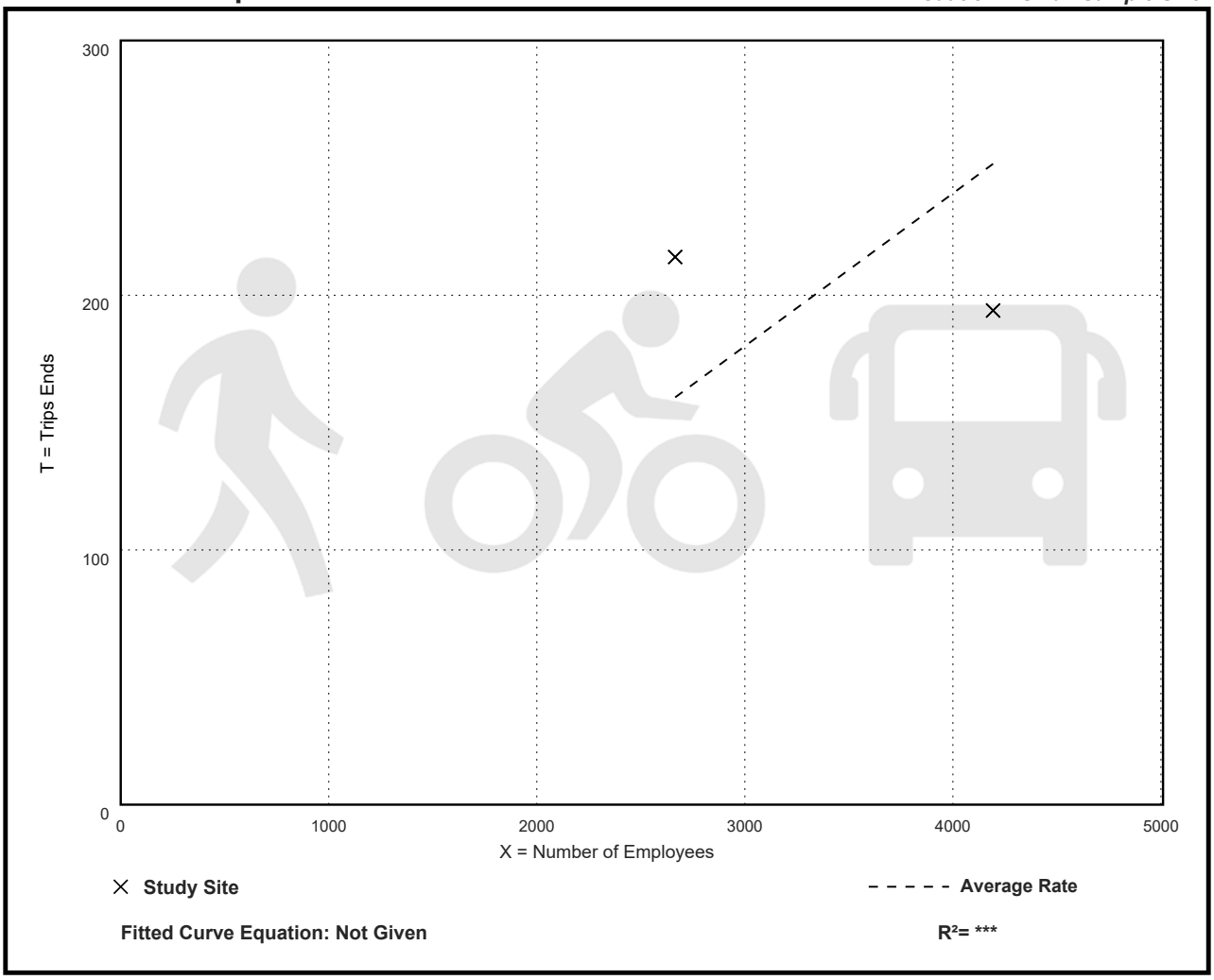
Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 3429
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

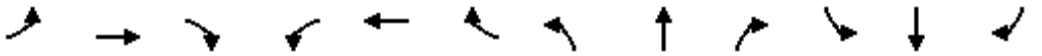
Average Rate	Range of Rates	Standard Deviation
0.06	0.05 - 0.08	***

Data Plot and Equation

Caution – Small Sample Size



APPENDIX H – Synchro Results

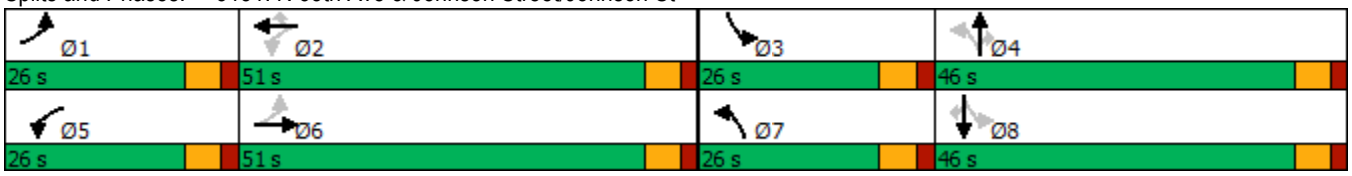


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	451	48	118	557	265	236	217	115	231	119	54
Future Volume (vph)	58	451	48	118	557	265	236	217	115	231	119	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	220		300	160		150	240		500
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.986				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1837	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.243			0.227			0.577			0.567		
Satd. Flow (perm)	453	1837	0	423	1863	1583	1075	3539	1583	1056	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				214			125			110
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		685			1006			695			349	
Travel Time (s)		15.6			22.9			15.8			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	490	52	128	605	288	257	236	125	251	129	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	542	0	128	605	288	257	236	125	251	129	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	42.0		11.0	42.0	42.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (s)	26.0	51.0		26.0	51.0	51.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	17.4%	34.2%		17.4%	34.2%	34.2%	17.4%	30.9%	30.9%	17.4%	30.9%	30.9%
Maximum Green (s)	20.0	45.0		20.0	45.0	45.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		29.0			29.0	29.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	52.6	45.3		59.2	50.7	50.7	30.8	13.6	13.6	29.9	13.1	13.1
Actuated g/C Ratio	0.48	0.41		0.54	0.46	0.46	0.28	0.12	0.12	0.27	0.12	0.12
v/c Ratio	0.21	0.71		0.36	0.70	0.34	0.63	0.54	0.41	0.63	0.58	0.21
Control Delay	14.7	34.9		15.7	31.7	7.5	36.4	50.7	12.3	36.6	57.5	1.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	34.9		15.7	31.7	7.5	36.4	50.7	12.3	36.6	57.5	1.9
LOS	B	C		B	C	A	D	D	B	D	E	A
Approach Delay		32.8			22.9			37.0			38.1	
Approach LOS		C			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 149			
Actuated Cycle Length: 109.9			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 30.9		Intersection LOS: C	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3151: N 35th Ave & Johnson Street/Johnson St

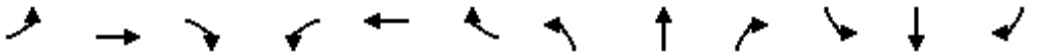


Queues
3151: N 35th Ave & Johnson Street/Johnson St

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	542	128	605	288	257	236	125	251	129	59
v/c Ratio	0.21	0.71	0.36	0.70	0.34	0.63	0.54	0.41	0.63	0.58	0.21
Control Delay	14.7	34.9	15.7	31.7	7.5	36.4	50.7	12.3	36.6	57.5	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	34.9	15.7	31.7	7.5	36.4	50.7	12.3	36.6	57.5	1.9
Queue Length 50th (ft)	20	313	42	353	31	139	83	0	136	88	0
Queue Length 95th (ft)	46	525	82	566	99	225	132	56	220	158	3
Internal Link Dist (ft)		605		926			615			269	
Turn Bay Length (ft)	140		220		300	160		150	240		500
Base Capacity (vph)	494	759	483	859	845	452	1295	658	447	682	649
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.71	0.27	0.70	0.34	0.57	0.18	0.19	0.56	0.19	0.09

Intersection Summary

HCM 6th Signalized Intersection Summary
3151: N 35th Ave & Johnson Street/Johnson St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	451	48	118	557	265	236	217	115	231	119	54
Future Volume (veh/h)	58	451	48	118	557	265	236	217	115	231	119	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	490	52	128	605	288	257	236	125	251	129	59
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	738	78	359	879	745	390	409	183	383	210	178
Arrive On Green	0.03	0.44	0.44	0.06	0.47	0.47	0.15	0.12	0.12	0.14	0.11	0.11
Sat Flow, veh/h	1781	1662	176	1781	1870	1585	1781	3554	1585	1781	1870	1585
Grp Volume(v), veh/h	63	0	542	128	605	288	257	236	125	251	129	59
Grp Sat Flow(s),veh/h/ln	1781	0	1839	1781	1870	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	1.9	0.0	23.6	3.9	25.7	11.9	12.6	6.4	7.7	12.3	6.7	3.5
Cycle Q Clear(g_c), s	1.9	0.0	23.6	3.9	25.7	11.9	12.6	6.4	7.7	12.3	6.7	3.5
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	0	816	359	879	745	390	409	183	383	210	178
V/C Ratio(X)	0.24	0.00	0.66	0.36	0.69	0.39	0.66	0.58	0.68	0.66	0.61	0.33
Avail Cap(c_a), veh/h	557	0	816	605	879	745	478	1403	626	476	738	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	22.2	16.7	21.0	17.4	32.7	42.5	43.1	32.8	42.9	41.5
Incr Delay (d2), s/veh	0.5	0.0	4.2	0.6	4.4	1.5	2.4	1.3	4.5	2.3	2.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	10.8	1.6	11.8	4.6	5.6	2.9	3.2	5.5	3.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	0.0	26.5	17.3	25.4	18.9	35.1	43.8	47.6	35.1	45.8	42.6
LnGrp LOS	B	A	C	B	C	B	D	D	D	D	D	D
Approach Vol, veh/h		605			1021			618			439	
Approach Delay, s/veh		25.5			22.6			40.9			39.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	53.6	20.7	17.7	12.0	51.0	21.0	17.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	45.0	20.0	40.0	20.0	45.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	3.9	27.7	14.3	9.7	5.9	25.6	14.6	8.7
Green Ext Time (p_c), s	0.1	4.9	0.4	2.0	0.3	3.5	0.4	0.9

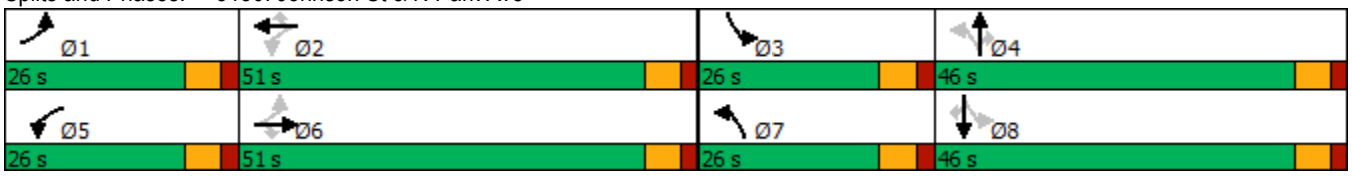
Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	467	96	191	417	137	208	486	200	106	330	312
Future Volume (vph)	215	467	96	191	417	137	208	486	200	106	330	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		235	200		340	175		190	180		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.293			0.231			0.295			0.330		
Satd. Flow (perm)	546	1863	1583	430	1863	1583	550	3539	1583	615	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			149			217			339
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1006			728			567			462	
Travel Time (s)		22.9			16.5			12.9			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	234	508	104	208	453	149	226	528	217	115	359	339
Shared Lane Traffic (%)												
Lane Group Flow (vph)	234	508	104	208	453	149	226	528	217	115	359	339
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8

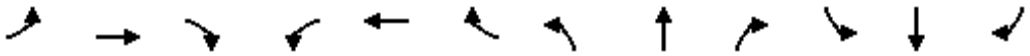
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	42.0	42.0	11.0	42.0	42.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (s)	26.0	51.0	51.0	26.0	51.0	51.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	17.4%	34.2%	34.2%	17.4%	34.2%	34.2%	17.4%	30.9%	30.9%	17.4%	30.9%	30.9%
Maximum Green (s)	20.0	45.0	45.0	20.0	45.0	45.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		29.0	29.0		29.0	29.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	59.8	45.7	45.7	60.1	45.8	45.8	42.1	25.8	25.8	30.8	20.0	20.0
Actuated g/C Ratio	0.49	0.38	0.38	0.50	0.38	0.38	0.35	0.21	0.21	0.25	0.17	0.17
v/c Ratio	0.57	0.72	0.16	0.56	0.64	0.22	0.63	0.70	0.43	0.44	0.62	0.62
Control Delay	21.7	41.6	5.7	21.9	38.3	5.6	37.2	49.7	7.9	33.2	52.2	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	41.6	5.7	21.9	38.3	5.6	37.2	49.7	7.9	33.2	52.2	10.1
LOS	C	D	A	C	D	A	D	D	A	C	D	B
Approach Delay		31.7			28.1			37.5			32.0	
Approach LOS		C			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 149			
Actuated Cycle Length: 120.9			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 32.5		Intersection LOS: C	
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3150: Johnson St & N Park Ave



Queues
3150: Johnson St & N Park Ave

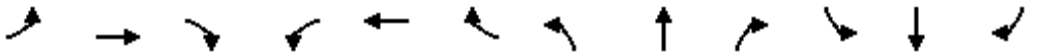


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	234	508	104	208	453	149	226	528	217	115	359	339
v/c Ratio	0.57	0.72	0.16	0.56	0.64	0.22	0.63	0.70	0.43	0.44	0.62	0.62
Control Delay	21.7	41.6	5.7	21.9	38.3	5.6	37.2	49.7	7.9	33.2	52.2	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	41.6	5.7	21.9	38.3	5.6	37.2	49.7	7.9	33.2	52.2	10.1
Queue Length 50th (ft)	92	336	0	80	286	0	128	200	0	61	138	0
Queue Length 95th (ft)	171	#606	39	152	498	49	207	284	65	110	202	85
Internal Link Dist (ft)		926			648			487			382	
Turn Bay Length (ft)	250		235	200		340	175		190	180		200
Base Capacity (vph)	494	704	666	453	706	692	397	1184	673	394	1184	755
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.72	0.16	0.46	0.64	0.22	0.57	0.45	0.32	0.29	0.30	0.45

Intersection Summary

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

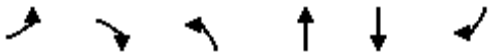
HCM 6th Signalized Intersection Summary
3150: Johnson St & N Park Ave



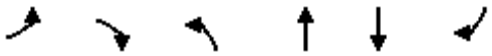
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	467	96	191	417	137	208	486	200	106	330	312
Future Volume (veh/h)	215	467	96	191	417	137	208	486	200	106	330	312
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	234	508	104	208	453	149	226	528	217	115	359	339
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	359	682	578	324	664	563	372	1032	460	290	868	387
Arrive On Green	0.10	0.36	0.36	0.09	0.36	0.36	0.11	0.29	0.29	0.06	0.24	0.24
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	234	508	104	208	453	149	226	528	217	115	359	339
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.4	30.0	5.7	9.3	26.1	8.5	11.6	15.7	14.3	6.0	10.8	26.1
Cycle Q Clear(g_c), s	10.4	30.0	5.7	9.3	26.1	8.5	11.6	15.7	14.3	6.0	10.8	26.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	359	682	578	324	664	563	372	1032	460	290	868	387
V/C Ratio(X)	0.65	0.75	0.18	0.64	0.68	0.26	0.61	0.51	0.47	0.40	0.41	0.88
Avail Cap(c_a), veh/h	460	682	578	441	664	563	457	1122	500	457	1122	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	35.1	27.4	26.4	34.8	29.1	29.8	37.5	37.0	32.9	40.3	46.0
Incr Delay (d2), s/veh	2.1	7.3	0.7	2.1	5.6	1.1	1.6	0.4	0.8	0.9	0.3	13.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	15.0	2.3	4.1	12.9	3.4	5.2	6.9	5.6	2.7	4.8	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	42.4	28.1	28.5	40.3	30.2	31.4	37.9	37.7	33.8	40.6	59.2
LnGrp LOS	C	D	C	C	D	C	C	D	D	C	D	E
Approach Vol, veh/h		846			810			971			813	
Approach Delay, s/veh		36.5			35.4			36.3			47.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	51.0	14.1	42.8	17.6	52.2	20.0	36.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	45.0	20.0	40.0	20.0	45.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	12.4	28.1	8.0	17.7	11.3	32.0	13.6	28.1
Green Ext Time (p_c), s	0.4	3.1	0.2	4.4	0.4	3.0	0.3	2.9

Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D



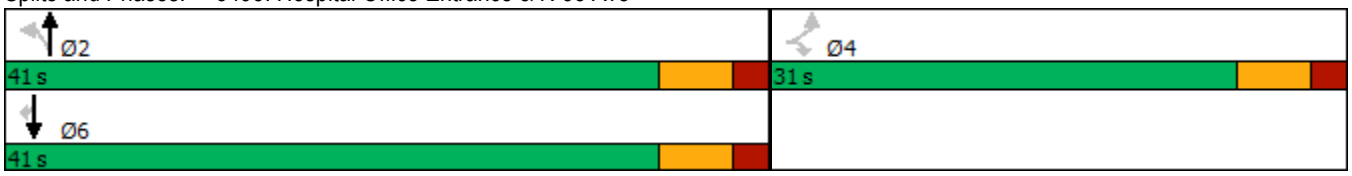
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	23	136	347	168	258	43
Future Volume (vph)	23	136	347	168	258	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140	140	220			120
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.588			
Satd. Flow (perm)	1770	1583	1095	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		148				47
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			387	249	
Travel Time (s)	8.1			8.8	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	148	377	183	280	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	148	377	183	280	47
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6



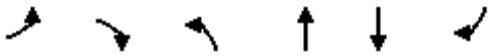
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	41.0	41.0	41.0	41.0
Total Split (%)	43.1%	43.1%	56.9%	56.9%	56.9%	56.9%
Maximum Green (s)	25.0	25.0	35.0	35.0	35.0	35.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	10.0	10.0	41.3	41.3	41.3	41.3
Actuated g/C Ratio	0.17	0.17	0.70	0.70	0.70	0.70
v/c Ratio	0.08	0.38	0.49	0.14	0.21	0.04
Control Delay	20.8	7.7	8.8	4.8	5.1	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	7.7	8.8	4.8	5.1	1.7
LOS	C	A	A	A	A	A
Approach Delay	9.6			7.5	4.6	
Approach LOS	A			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 58.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3495: Hospital Office Entrance & N 35 Ave

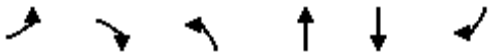


Queues
3495: Hospital Office Entrance & N 35 Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	25	148	377	183	280	47
v/c Ratio	0.08	0.38	0.49	0.14	0.21	0.04
Control Delay	20.8	7.7	8.8	4.8	5.1	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	7.7	8.8	4.8	5.1	1.7
Queue Length 50th (ft)	7	0	64	23	37	0
Queue Length 95th (ft)	24	40	132	44	66	9
Internal Link Dist (ft)	276			307	169	
Turn Bay Length (ft)	140	140	220			120
Base Capacity (vph)	755	760	770	1309	1309	1127
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.19	0.49	0.14	0.21	0.04

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	23	136	347	168	258	43
Future Volume (vph)	23	136	347	168	258	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.59	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1095	1863	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	148	377	183	280	47
RTOR Reduction (vph)	0	129	0	0	0	16
Lane Group Flow (vph)	25	19	377	183	280	31
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Actuated Green, G (s)	7.9	7.9	40.1	40.1	40.1	40.1
Effective Green, g (s)	7.9	7.9	40.1	40.1	40.1	40.1
Actuated g/C Ratio	0.13	0.13	0.67	0.67	0.67	0.67
Clearance Time (s)	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
Lane Grp Cap (vph)	233	208	731	1245	1245	1057
v/s Ratio Prot				0.10	0.15	
v/s Ratio Perm	c0.01	0.01	c0.34			0.02
v/c Ratio	0.11	0.09	0.52	0.15	0.22	0.03
Uniform Delay, d1	22.9	22.9	5.0	3.7	3.9	3.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.2	2.6	0.2	0.4	0.1
Delay (s)	23.1	23.1	7.6	3.9	4.3	3.4
Level of Service	C	C	A	A	A	A
Approach Delay (s)	23.1			6.4	4.2	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	128	529	740	131	16	41
Future Vol, veh/h	128	529	740	131	16	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	220	52	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	575	804	142	17	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	946	0	-	0	1657	804
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	853	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	725	-	-	-	108	383
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	418	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	725	-	-	-	87	383
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	418	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	27.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	725	-	-	-	87	383
HCM Lane V/C Ratio	0.192	-	-	-	0.2	0.116
HCM Control Delay (s)	11.1	-	-	-	56.4	15.6
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.7	-	-	-	0.7	0.4

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	282	611	25	9	539	230	0	0	3	0	0	311
Future Vol, veh/h	282	611	25	9	539	230	0	0	3	0	0	311
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	270	-	-	-	-	120	-	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	307	664	27	10	586	250	0	0	3	0	0	338

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	836	0	0	691	0	0	1605	2148	678	2024	-	418
Stage 1	-	-	-	-	-	-	1292	1292	-	731	-	-
Stage 2	-	-	-	-	-	-	313	856	-	1293	-	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	-	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	-	3.319
Pot Cap-1 Maneuver	796	-	-	902	-	-	77	48	451	38	0	585
Stage 1	-	-	-	-	-	-	200	233	-	380	0	-
Stage 2	-	-	-	-	-	-	673	373	-	199	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	796	-	-	902	-	-	22	29	451	26	-	585
Mov Cap-2 Maneuver	-	-	-	-	-	-	22	29	-	26	-	-
Stage 1	-	-	-	-	-	-	123	143	-	233	-	-
Stage 2	-	-	-	-	-	-	278	365	-	121	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	0.1	13	19.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	451	796	-	-	902	-	-	-	585
HCM Lane V/C Ratio	0.007	0.385	-	-	0.011	-	-	-	0.578
HCM Control Delay (s)	13	12.3	-	-	9	-	-	0	19.2
HCM Lane LOS	B	B	-	-	A	-	-	A	C
HCM 95th %tile Q(veh)	0	1.8	-	-	0	-	-	-	3.7

Intersection	
Intersection Delay, s/veh	5.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	38	12	180	314
Demand Flow Rate, veh/h	38	12	183	320
Vehicles Circulating, veh/h	301	198	29	78
Vehicles Exiting, veh/h	97	14	310	132
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.7	4.0	4.8	6.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	38	12	183	320
Cap Entry Lane, veh/h	836	927	1098	1045
Entry HV Adj Factor	1.000	1.000	0.982	0.980
Flow Entry, veh/h	38	12	180	314
Cap Entry, veh/h	836	927	1078	1024
V/C Ratio	0.045	0.013	0.167	0.306
Control Delay, s/veh	4.7	4.0	4.8	6.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

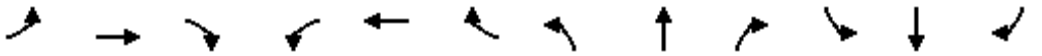
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	2	1	7	3	845	3	2	760	2
Future Vol, veh/h	3	0	1	2	1	7	3	845	3	2	760	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	1	8	3	918	3	2	826	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1297	1758	414	1343	1758	461	828	0	0	921	0	0
Stage 1	831	831	-	926	926	-	-	-	-	-	-	-
Stage 2	466	927	-	417	832	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	119	84	587	110	84	547	799	-	-	737	-	-
Stage 1	330	383	-	289	346	-	-	-	-	-	-	-
Stage 2	546	345	-	584	382	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	83	587	109	83	547	799	-	-	737	-	-
Mov Cap-2 Maneuver	115	83	-	109	83	-	-	-	-	-	-	-
Stage 1	327	381	-	287	343	-	-	-	-	-	-	-
Stage 2	532	342	-	580	380	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.8	21.3	0	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	799	-	-	144	232	737	-	-
HCM Lane V/C Ratio	0.004	-	-	0.03	0.047	0.003	-	-
HCM Control Delay (s)	9.5	0	-	30.8	21.3	9.9	-	-
HCM Lane LOS	A	A	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

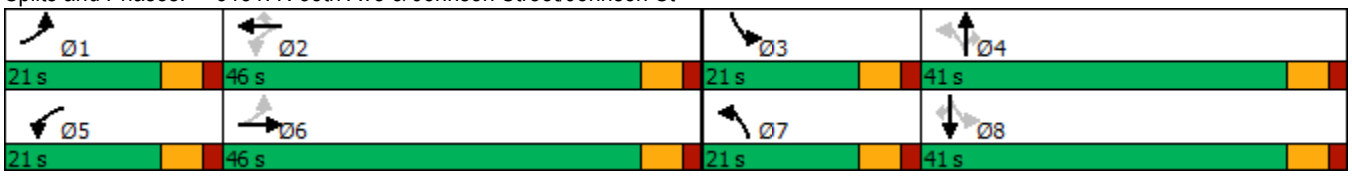


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	418	112	156	479	135	73	65	111	324	179	121
Future Volume (vph)	41	418	112	156	479	135	73	65	111	324	179	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	220		700	160		150	240		500
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.968				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1803	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.365			0.177			0.635			0.479		
Satd. Flow (perm)	680	1803	0	330	1863	1583	1183	3539	1583	892	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				147			127			132
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		685			1006			695			349	
Travel Time (s)		15.6			22.9			15.8			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	454	122	170	521	147	79	71	121	352	195	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	576	0	170	521	147	79	71	121	352	195	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	31.0		11.0	31.0	31.0	11.0	31.0	31.0	11.0	33.0	33.0
Total Split (s)	21.0	46.0		21.0	46.0	46.0	21.0	41.0	41.0	21.0	41.0	41.0
Total Split (%)	16.3%	35.7%		16.3%	35.7%	35.7%	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%
Maximum Green (s)	15.0	40.0		15.0	40.0	40.0	15.0	35.0	35.0	15.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		18.0	18.0		20.0	20.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	46.9	40.2		57.3	50.0	50.0	20.2	11.2	11.2	31.4	19.9	19.9
Actuated g/C Ratio	0.46	0.39		0.56	0.49	0.49	0.20	0.11	0.11	0.31	0.20	0.20
v/c Ratio	0.12	0.80		0.49	0.57	0.17	0.28	0.18	0.42	0.87	0.54	0.32
Control Delay	12.7	38.4		16.7	24.3	3.9	28.1	41.8	11.4	53.9	45.1	8.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	38.4		16.7	24.3	3.9	28.1	41.8	11.4	53.9	45.1	8.9
LOS	B	D		B	C	A	C	D	B	D	D	A
Approach Delay		36.6			19.2			24.3			42.6	
Approach LOS		D			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 129			
Actuated Cycle Length: 102			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 30.9		Intersection LOS: C	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3151: N 35th Ave & Johnson Street/Johnson St

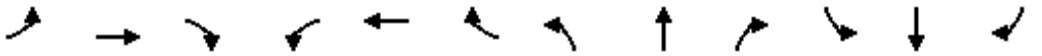


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	45	576	170	521	147	79	71	121	352	195	132
v/c Ratio	0.12	0.80	0.49	0.57	0.17	0.28	0.18	0.42	0.87	0.54	0.32
Control Delay	12.7	38.4	16.7	24.3	3.9	28.1	41.8	11.4	53.9	45.1	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	38.4	16.7	24.3	3.9	28.1	41.8	11.4	53.9	45.1	8.9
Queue Length 50th (ft)	12	308	48	248	0	36	22	0	192	118	0
Queue Length 95th (ft)	34	#615	103	442	39	74	44	47	#360	205	51
Internal Link Dist (ft)		605		926			615			269	
Turn Bay Length (ft)	140		220		700	160		150	240		500
Base Capacity (vph)	528	718	399	912	850	391	1221	629	404	643	632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.80	0.43	0.57	0.17	0.20	0.06	0.19	0.87	0.30	0.21

Intersection Summary

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

HCM 6th Signalized Intersection Summary
3151: N 35th Ave & Johnson Street/Johnson St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	418	112	156	479	135	73	65	111	324	179	121
Future Volume (veh/h)	41	418	112	156	479	135	73	65	111	324	179	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	454	122	170	521	147	79	71	121	352	195	132
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	590	159	328	865	733	279	367	163	454	384	326
Arrive On Green	0.03	0.42	0.42	0.08	0.46	0.46	0.05	0.10	0.10	0.16	0.21	0.21
Sat Flow, veh/h	1781	1420	382	1781	1870	1585	1781	3554	1585	1781	1870	1585
Grp Volume(v), veh/h	45	0	576	170	521	147	79	71	121	352	195	132
Grp Sat Flow(s),veh/h/ln	1781	0	1802	1781	1870	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	1.4	0.0	26.4	5.1	20.0	5.3	3.8	1.8	7.1	15.0	8.9	6.9
Cycle Q Clear(g_c), s	1.4	0.0	26.4	5.1	20.0	5.3	3.8	1.8	7.1	15.0	8.9	6.9
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	0	749	328	865	733	279	367	163	454	384	326
V/C Ratio(X)	0.14	0.00	0.77	0.52	0.60	0.20	0.28	0.19	0.74	0.78	0.51	0.41
Avail Cap(c_a), veh/h	548	0	749	471	865	733	461	1293	577	454	680	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	24.1	18.2	19.3	15.3	35.8	39.5	41.9	31.7	33.9	33.1
Incr Delay (d2), s/veh	0.2	0.0	7.5	1.3	3.1	0.6	0.6	0.3	6.4	8.2	1.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	12.3	2.1	9.0	2.0	1.7	0.8	3.1	8.2	4.1	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.0	31.6	19.5	22.4	15.9	36.4	39.7	48.3	40.0	34.9	33.9
LnGrp LOS	B	A	C	B	C	B	D	D	D	D	C	C
Approach Vol, veh/h		621			838			271			679	
Approach Delay, s/veh		30.5			20.7			42.6			37.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	50.5	21.0	15.9	13.3	46.0	11.2	25.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	40.0	15.0	35.0	15.0	40.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	3.4	22.0	17.0	9.1	7.1	28.4	5.8	10.9
Green Ext Time (p_c), s	0.0	3.7	0.0	0.8	0.3	3.0	0.1	1.5

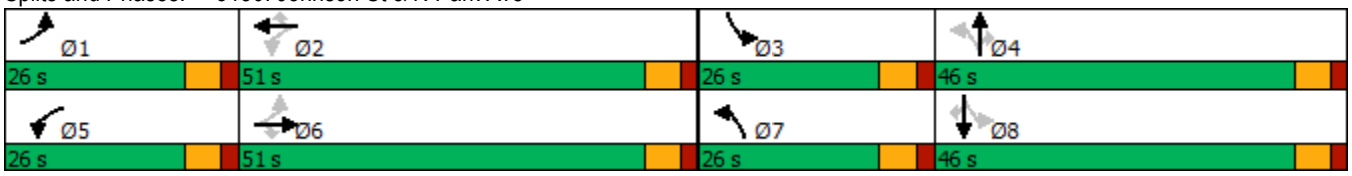
Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	446	144	205	407	171	112	520	241	127	606	234
Future Volume (vph)	266	446	144	205	407	171	112	520	241	127	606	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		325	200		340	175		190	180		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.251			0.245			0.185			0.247		
Satd. Flow (perm)	468	1863	1583	456	1863	1583	345	3539	1583	460	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157			186			251			218
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1006			728			567			462	
Travel Time (s)		22.9			16.5			12.9			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	289	485	157	223	442	186	122	565	262	138	659	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	289	485	157	223	442	186	122	565	262	138	659	254
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8

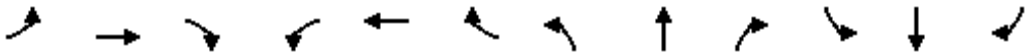
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	42.0	42.0	11.0	42.0	42.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (s)	26.0	51.0	51.0	26.0	51.0	51.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	17.4%	34.2%	34.2%	17.4%	34.2%	34.2%	17.4%	30.9%	30.9%	17.4%	30.9%	30.9%
Maximum Green (s)	20.0	45.0	45.0	20.0	45.0	45.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		29.0	29.0		29.0	29.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	65.1	47.6	47.6	60.6	45.4	45.4	43.5	31.7	31.7	44.4	32.1	32.1
Actuated g/C Ratio	0.50	0.36	0.36	0.46	0.35	0.35	0.33	0.24	0.24	0.34	0.25	0.25
v/c Ratio	0.71	0.72	0.23	0.61	0.69	0.28	0.50	0.66	0.46	0.50	0.76	0.46
Control Delay	30.1	45.4	6.0	26.5	45.4	5.8	34.3	49.1	8.4	33.4	52.3	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	45.4	6.0	26.5	45.4	5.8	34.3	49.1	8.4	33.4	52.3	11.0
LOS	C	D	A	C	D	A	C	D	A	C	D	B
Approach Delay		34.0			31.8			36.0			39.9	
Approach LOS		C			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 149			
Actuated Cycle Length: 131			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 35.6		Intersection LOS: D	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3150: Johnson St & N Park Ave



Queues
3150: Johnson St & N Park Ave

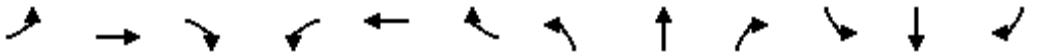


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	289	485	157	223	442	186	122	565	262	138	659	254
v/c Ratio	0.71	0.72	0.23	0.61	0.69	0.28	0.50	0.66	0.46	0.50	0.76	0.46
Control Delay	30.1	45.4	6.0	26.5	45.4	5.8	34.3	49.1	8.4	33.4	52.3	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	45.4	6.0	26.5	45.4	5.8	34.3	49.1	8.4	33.4	52.3	11.0
Queue Length 50th (ft)	137	358	0	101	331	0	69	232	7	79	278	24
Queue Length 95th (ft)	231	#605	53	177	513	56	115	308	80	128	362	102
Internal Link Dist (ft)		926			648			487			382	
Turn Bay Length (ft)	300		325	200		340	175		190	180		200
Base Capacity (vph)	437	676	675	429	645	669	349	1089	661	376	1089	638
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.72	0.23	0.52	0.69	0.28	0.35	0.52	0.40	0.37	0.61	0.40

Intersection Summary

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

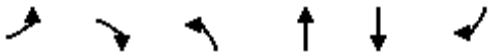
HCM 6th Signalized Intersection Summary
3150: Johnson St & N Park Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	446	144	205	407	171	112	520	241	127	606	234
Future Volume (veh/h)	266	446	144	205	407	171	112	520	241	127	606	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	289	485	157	223	442	186	122	565	262	138	659	254
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	418	748	634	380	706	598	220	806	359	250	832	371
Arrive On Green	0.12	0.40	0.40	0.10	0.38	0.38	0.07	0.23	0.23	0.08	0.23	0.23
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	289	485	157	223	442	186	122	565	262	138	659	254
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.7	25.1	7.9	9.0	23.0	9.9	6.2	17.4	18.3	7.0	20.8	17.4
Cycle Q Clear(g_c), s	11.7	25.1	7.9	9.0	23.0	9.9	6.2	17.4	18.3	7.0	20.8	17.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	418	748	634	380	706	598	220	806	359	250	832	371
V/C Ratio(X)	0.69	0.65	0.25	0.59	0.63	0.31	0.55	0.70	0.73	0.55	0.79	0.68
Avail Cap(c_a), veh/h	506	748	634	509	706	598	396	1192	531	412	1192	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	29.0	23.8	21.9	30.3	26.2	33.8	42.4	42.7	33.0	43.0	41.7
Incr Delay (d2), s/veh	3.1	4.3	0.9	1.4	4.2	1.4	2.2	1.1	2.8	1.9	2.4	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	12.0	3.1	3.9	11.1	4.0	2.8	7.8	7.4	3.1	9.4	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	33.3	24.8	23.3	34.5	27.6	36.0	43.5	45.6	34.9	45.4	43.9
LnGrp LOS	C	C	C	C	C	C	D	D	D	C	D	D
Approach Vol, veh/h		931			851			949			1051	
Approach Delay, s/veh		29.2			30.0			43.1			43.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	51.0	15.1	33.0	17.4	53.7	14.2	33.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	45.0	20.0	40.0	20.0	45.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	13.7	25.0	9.0	20.3	11.0	27.1	8.2	22.8
Green Ext Time (p_c), s	0.5	3.4	0.2	4.7	0.4	3.5	0.2	5.1

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

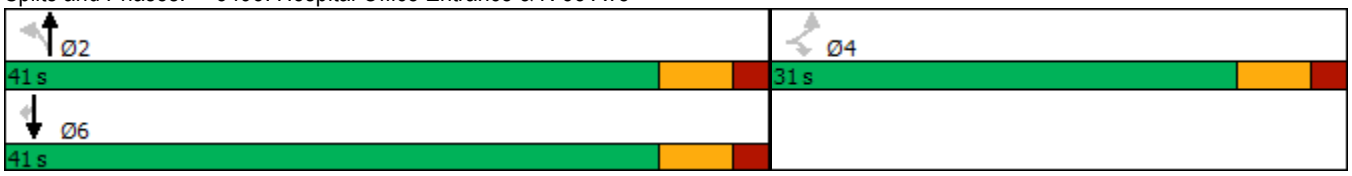


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	294	114	116	305	30
Future Volume (vph)	51	294	114	116	305	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140	140	220			120
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.560			
Satd. Flow (perm)	1770	1583	1043	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		320				33
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			387	249	
Travel Time (s)	8.1			8.8	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	320	124	126	332	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	320	124	126	332	33
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6

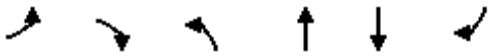
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	41.0	41.0	41.0	41.0
Total Split (%)	43.1%	43.1%	56.9%	56.9%	56.9%	56.9%
Maximum Green (s)	25.0	25.0	35.0	35.0	35.0	35.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	10.5	10.5	35.5	35.5	35.5	35.5
Actuated g/C Ratio	0.18	0.18	0.61	0.61	0.61	0.61
v/c Ratio	0.17	0.58	0.19	0.11	0.29	0.03
Control Delay	21.2	7.8	6.2	5.2	6.4	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	7.8	6.2	5.2	6.4	2.2
LOS	C	A	A	A	A	A
Approach Delay	9.8			5.7	6.0	
Approach LOS	A			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 58			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3495: Hospital Office Entrance & N 35 Ave

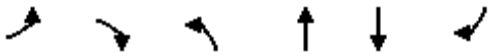


Queues
3495: Hospital Office Entrance & N 35 Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	55	320	124	126	332	33
v/c Ratio	0.17	0.58	0.19	0.11	0.29	0.03
Control Delay	21.2	7.8	6.2	5.2	6.4	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	7.8	6.2	5.2	6.4	2.2
Queue Length 50th (ft)	16	0	16	15	45	0
Queue Length 95th (ft)	42	56	40	36	91	8
Internal Link Dist (ft)	276			307	169	
Turn Bay Length (ft)	140	140	220			120
Base Capacity (vph)	763	864	637	1138	1138	980
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.37	0.19	0.11	0.29	0.03

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	294	114	116	305	30
Future Volume (vph)	51	294	114	116	305	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.56	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1044	1863	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	320	124	126	332	33
RTOR Reduction (vph)	0	262	0	0	0	13
Lane Group Flow (vph)	55	58	124	126	332	20
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Actuated Green, G (s)	10.5	10.5	35.4	35.4	35.4	35.4
Effective Green, g (s)	10.5	10.5	35.4	35.4	35.4	35.4
Actuated g/C Ratio	0.18	0.18	0.61	0.61	0.61	0.61
Clearance Time (s)	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
Lane Grp Cap (vph)	320	287	638	1139	1139	967
v/s Ratio Prot				0.07	c0.18	
v/s Ratio Perm	0.03	c0.04	0.12			0.01
v/c Ratio	0.17	0.20	0.19	0.11	0.29	0.02
Uniform Delay, d1	20.0	20.1	5.0	4.7	5.3	4.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.3	0.7	0.2	0.6	0.0
Delay (s)	20.3	20.5	5.6	4.9	6.0	4.5
Level of Service	C	C	A	A	A	A
Approach Delay (s)	20.5			5.3	5.8	
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	0.27		
Actuated Cycle Length (s)	57.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	488	686	55	46	111
Future Vol, veh/h	62	488	686	55	46	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	220	52	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	530	746	60	50	121

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	806	0	-	0	1410	746
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	664	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	819	-	-	-	153	413
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	512	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	819	-	-	-	140	413
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	512	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	25.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	819	-	-	-	140	413
HCM Lane V/C Ratio	0.082	-	-	-	0.357	0.292
HCM Control Delay (s)	9.8	-	-	-	44.4	17.3
HCM Lane LOS	A	-	-	-	E	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.5	1.2

Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	489	5	8	717	10	2	0	58	0	0	475
Future Vol, veh/h	8	489	5	8	717	10	2	0	58	0	0	475
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	270	-	-	-	-	120	-	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	532	5	9	779	11	2	0	63	0	0	516

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	790	0	0	537	0	0	961	1361	535	1387	-	395
Stage 1	-	-	-	-	-	-	553	553	-	803	-	-
Stage 2	-	-	-	-	-	-	408	808	-	584	-	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	-	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	-	3.319
Pot Cap-1 Maneuver	828	-	-	1029	-	-	223	148	544	111	0	605
Stage 1	-	-	-	-	-	-	516	513	-	344	0	-
Stage 2	-	-	-	-	-	-	592	393	-	497	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	828	-	-	1029	-	-	32	144	544	96	-	605
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	144	-	96	-	-
Stage 1	-	-	-	-	-	-	510	507	-	340	-	-
Stage 2	-	-	-	-	-	-	85	387	-	435	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	17.4	36
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	355	828	-	-	1029	-	-	-	605
HCM Lane V/C Ratio	0.184	0.011	-	-	0.008	-	-	-	0.853
HCM Control Delay (s)	17.4	9.4	-	-	8.5	-	-	0	36
HCM Lane LOS	C	A	-	-	A	-	-	A	E
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	-	9.4

Intersection	
Intersection Delay, s/veh	5.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	188	40	181	236
Demand Flow Rate, veh/h	192	41	185	240
Vehicles Circulating, veh/h	257	283	104	73
Vehicles Exiting, veh/h	56	6	345	251
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.5	4.8	5.3	5.7
Approach LOS	A	A	A	A

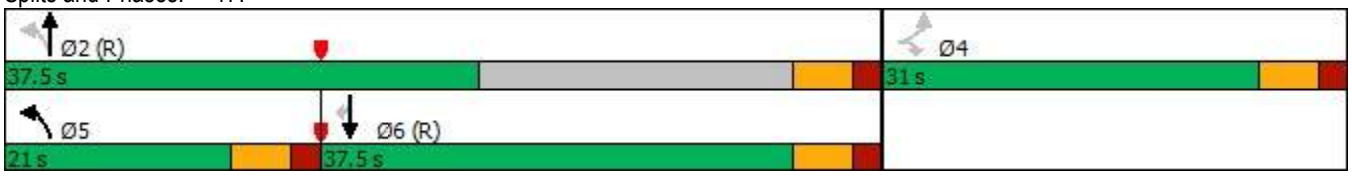
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	192	41	185	240
Cap Entry Lane, veh/h	874	851	1018	1050
Entry HV Adj Factor	0.979	0.975	0.980	0.982
Flow Entry, veh/h	188	40	181	236
Cap Entry, veh/h	856	830	998	1031
V/C Ratio	0.220	0.048	0.182	0.228
Control Delay, s/veh	6.5	4.8	5.3	5.7
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	294	114	116	305	30
Future Volume (vph)	51	294	114	116	305	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140	140	220			120
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.364			
Satd. Flow (perm)	1770	1583	678	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		320				33
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			387	249	
Travel Time (s)	8.1			8.8	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	320	124	126	332	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	320	124	126	332	33
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Perm	Perm	pm+pt	NA	NA	Perm
Protected Phases			5	2	6	
Permitted Phases	4	4	2			6
Minimum Split (s)	31.0	31.0	21.0	24.0	24.0	24.0
Total Split (s)	31.0	31.0	21.0	37.5	37.5	37.5
Total Split (%)	34.6%	34.6%	23.5%	41.9%	41.9%	41.9%
Maximum Green (s)	25.0	25.0	15.0	31.5	31.5	31.5
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Walk Time (s)	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	25.0	25.0	52.5	52.5	31.5	31.5
Actuated g/C Ratio	0.28	0.28	0.59	0.59	0.35	0.35
v/c Ratio	0.11	0.48	0.21	0.12	0.51	0.06

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	24.8	5.7	9.2	8.6	26.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	5.7	9.2	8.6	26.2	7.3
LOS	C	A	A	A	C	A
Approach Delay	8.5			8.9	24.5	
Approach LOS	A			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 89.5			
Actuated Cycle Length: 89.5			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 17:



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	140	140	220			120
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.364			
Satd. Flow (perm)	1770	1583	678	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		320				33
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			387	249	
Travel Time (s)	8.1			8.8	5.7	

Intersection Summary	
Area Type:	Other

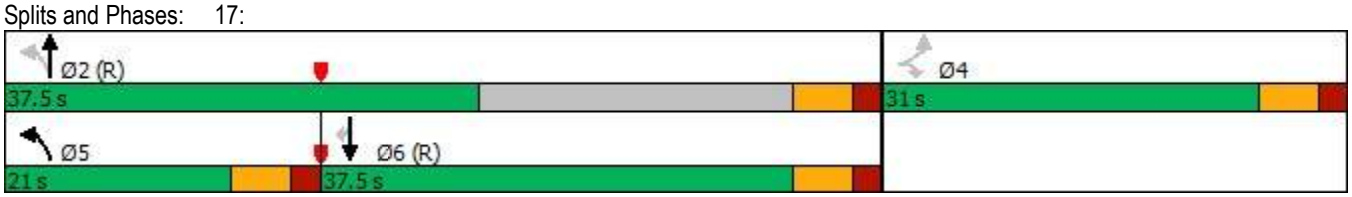
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Volume (vph)	51	294	114	116	305	30
Future Volume (vph)	51	294	114	116	305	30
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	55	320	124	126	332	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	320	124	126	332	33

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	294	114	116	305	30
Future Volume (vph)	51	294	114	116	305	30
Turn Type	Perm	Perm	pm+pt	NA	NA	Perm
Protected Phases			5	2	6	
Permitted Phases	4	4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	31.0	31.0	21.0	24.0	24.0	24.0
Total Split (s)	31.0	31.0	21.0	37.5	37.5	37.5
Total Split (%)	34.6%	34.6%	23.5%	41.9%	41.9%	41.9%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	25.0	25.0	52.5	52.5	31.5	31.5
Actuated g/C Ratio	0.28	0.28	0.59	0.59	0.35	0.35
v/c Ratio	0.11	0.48	0.21	0.12	0.51	0.06
Control Delay	24.8	5.7	9.2	8.6	26.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	5.7	9.2	8.6	26.2	7.3
LOS	C	A	A	A	C	A
Approach Delay	8.5			8.9	24.5	
Approach LOS	A			A	C	

Intersection Summary	
Cycle Length: 89.5	
Actuated Cycle Length: 89.5	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Pretimed	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17:



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	55	320	124	126	332	33
v/c Ratio	0.11	0.48	0.21	0.12	0.51	0.06
Control Delay	24.8	5.7	9.2	8.6	26.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	5.7	9.2	8.6	26.2	7.3
Queue Length 50th (ft)	23	0	29	29	146	0
Queue Length 95th (ft)	52	61	53	54	227	19
Internal Link Dist (ft)	276			307	169	
Turn Bay Length (ft)	140	140	220			120
Base Capacity (vph)	494	672	580	1092	655	578
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.48	0.21	0.12	0.51	0.06

Intersection Summary

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	51	294	114	116	305	30
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Green (s)	10.0	10.0	15.0	15.0	15.0	15.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	51	294	114	116	305	30
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.95	1.00	1.00	0.85
Saturated Flow (vph)	1805	1615	1805	1900	1900	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	No			Yes	Yes	
Reference Time (s)		21.8	7.6	7.3	19.3	2.2
Adj Reference Time (s)		27.8	21.0	21.0	25.3	21.0
Permitted Option						
Adj Saturation A (vph)	120		120	1900	1900	
Reference Time A (s)	50.9		113.7	7.3	19.3	
Adj Saturation B (vph	NA		NA	NA	1900	
Reference Time B (s)	NA		NA	NA	19.3	
Reference Time (s)				113.7	19.3	
Adj Reference Time (s)				119.7	25.3	
Split Option						
Ref Time Combined (s)	3.4		7.6	7.3	19.3	
Ref Time Seperate (s)	3.4		7.6	7.3	19.3	
Reference Time (s)	3.4		7.6	7.6	19.3	
Adj Reference Time (s)	16.0		21.0	21.0	25.3	

Summary	EB	NB SB	Combined
Protected Option (s)	NA	46.3	
Permitted Option (s)	Err	119.7	
Split Option (s)	16.0	46.3	
Minimum (s)	16.0	46.3	62.3

Right Turns	EBR	SBR
Adj Reference Time (s)	27.8	21.0
Cross Thru Ref Time (s)	25.3	0.0
Oncoming Left Ref Time (s)	0.0	21.0
Combined (s)	53.1	42.0

Intersection Summary			
Intersection Capacity Utilization	51.9%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

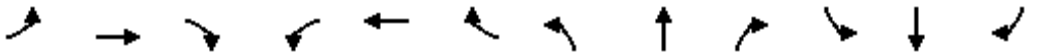
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	5	0	0	3	2	953	2	5	957	5
Future Vol, veh/h	5	1	5	0	0	3	2	953	2	5	957	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	0	0	3	2	1036	2	5	1040	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1575	2095	523	1572	2096	519	1045	0	0	1038	0	0
Stage 1	1053	1053	-	1041	1041	-	-	-	-	-	-	-
Stage 2	522	1042	-	531	1055	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	74	52	499	74	51	502	661	-	-	665	-	-
Stage 1	242	301	-	246	305	-	-	-	-	-	-	-
Stage 2	506	305	-	500	301	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	72	51	499	71	50	502	661	-	-	665	-	-
Mov Cap-2 Maneuver	72	51	-	71	50	-	-	-	-	-	-	-
Stage 1	240	296	-	244	303	-	-	-	-	-	-	-
Stage 2	499	303	-	484	296	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.3	12.2	0	0.1
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	661	-	-	111	502	665	-	-
HCM Lane V/C Ratio	0.003	-	-	0.108	0.006	0.008	-	-
HCM Control Delay (s)	10.5	0	-	41.3	12.2	10.5	-	-
HCM Lane LOS	B	A	-	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

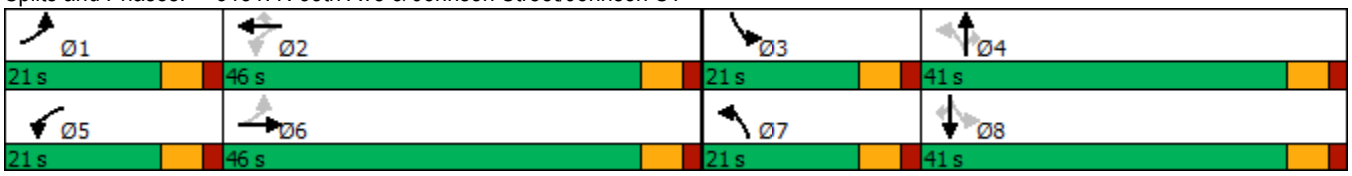


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	484	51	127	597	284	253	233	123	248	128	58
Future Volume (vph)	62	484	51	127	597	284	253	233	123	248	128	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	220		300	160		150	240		500
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.986				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1837	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.192			0.176			0.590			0.541		
Satd. Flow (perm)	358	1837	0	328	1863	1583	1099	3539	1583	1008	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				250			134			127
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		685			1006			695			349	
Travel Time (s)		15.6			22.9			15.8			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	526	55	138	649	309	275	253	134	270	139	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	581	0	138	649	309	275	253	134	270	139	63
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	31.0		11.0	31.0	31.0	11.0	31.0	31.0	11.0	33.0	33.0
Total Split (s)	21.0	46.0		21.0	46.0	46.0	21.0	41.0	41.0	21.0	41.0	41.0
Total Split (%)	16.3%	35.7%		16.3%	35.7%	35.7%	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%
Maximum Green (s)	15.0	40.0		15.0	40.0	40.0	15.0	35.0	35.0	15.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		18.0	18.0		20.0	20.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	47.5	40.2		54.2	45.6	45.6	27.6	13.2	13.2	27.5	13.1	13.1
Actuated g/C Ratio	0.47	0.39		0.53	0.45	0.45	0.27	0.13	0.13	0.27	0.13	0.13
v/c Ratio	0.25	0.80		0.44	0.78	0.37	0.70	0.55	0.42	0.71	0.58	0.20
Control Delay	14.5	38.4		16.3	34.1	6.2	38.7	46.8	11.4	39.4	52.5	1.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	38.4		16.3	34.1	6.2	38.7	46.8	11.4	39.4	52.5	1.4
LOS	B	D		B	C	A	D	D	B	D	D	A
Approach Delay		36.0			24.0			36.3			38.2	
Approach LOS		D			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 129			
Actuated Cycle Length: 102			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 31.9		Intersection LOS: C	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3151: N 35th Ave & Johnson Street/Johnson ST



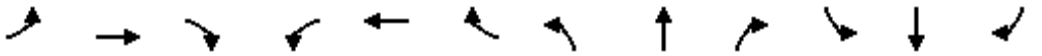
Queues
3151: N 35th Ave & Johnson Street/Johnson ST

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	67	581	138	649	309	275	253	134	270	139	63
v/c Ratio	0.25	0.80	0.44	0.78	0.37	0.70	0.55	0.42	0.71	0.58	0.20
Control Delay	14.5	38.4	16.3	34.1	6.2	38.7	46.8	11.4	39.4	52.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	38.4	16.3	34.1	6.2	38.7	46.8	11.4	39.4	52.5	1.4
Queue Length 50th (ft)	19	326	41	368	23	140	82	0	136	86	0
Queue Length 95th (ft)	44	#594	80	#630	87	229	128	54	225	155	0
Internal Link Dist (ft)		605		926			615			269	
Turn Bay Length (ft)	140		220		300	160		150	240		500
Base Capacity (vph)	400	725	394	832	845	403	1219	633	390	642	628
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.80	0.35	0.78	0.37	0.68	0.21	0.21	0.69	0.22	0.10

Intersection Summary

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

HCM 6th Signalized Intersection Summary
3151: N 35th Ave & Johnson Street/Johnson ST



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	484	51	127	597	284	253	233	123	248	128	58
Future Volume (veh/h)	62	484	51	127	597	284	253	233	123	248	128	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	526	55	138	649	309	275	253	134	270	139	63
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	688	72	308	827	701	407	438	195	399	226	192
Arrive On Green	0.04	0.41	0.41	0.07	0.44	0.44	0.15	0.12	0.12	0.15	0.12	0.12
Sat Flow, veh/h	1781	1665	174	1781	1870	1585	1781	3554	1585	1781	1870	1585
Grp Volume(v), veh/h	67	0	581	138	649	309	275	253	134	270	139	63
Grp Sat Flow(s),veh/h/ln	1781	0	1839	1781	1870	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	2.1	0.0	26.3	4.2	28.7	13.1	12.8	6.5	7.8	12.6	6.8	3.5
Cycle Q Clear(g_c), s	2.1	0.0	26.3	4.2	28.7	13.1	12.8	6.5	7.8	12.6	6.8	3.5
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	0	760	308	827	701	407	438	195	399	226	192
V/C Ratio(X)	0.30	0.00	0.76	0.45	0.78	0.44	0.68	0.58	0.69	0.68	0.61	0.33
Avail Cap(c_a), veh/h	436	0	760	468	827	701	410	1284	573	406	676	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	24.4	18.6	23.1	18.7	30.5	40.1	40.7	30.5	40.4	39.0
Incr Delay (d2), s/veh	0.7	0.0	7.2	1.0	7.4	2.0	4.3	1.2	4.2	4.4	2.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	12.5	1.7	13.8	5.0	5.9	2.9	3.3	5.8	3.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	31.6	19.6	30.5	20.7	34.8	41.3	44.9	34.9	43.1	40.0
LnGrp LOS	B	A	C	B	C	C	C	D	D	C	D	D
Approach Vol, veh/h		648			1096			662			472	
Approach Delay, s/veh		30.4			26.4			39.3			38.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	48.8	20.6	17.9	12.3	46.0	20.8	17.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	40.0	15.0	35.0	15.0	40.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	4.1	30.7	14.6	9.8	6.2	28.3	14.8	8.8
Green Ext Time (p_c), s	0.1	3.8	0.0	2.1	0.2	3.0	0.0	1.0

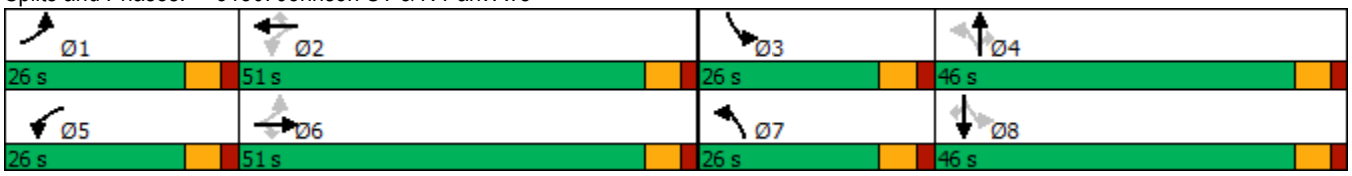
Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	501	103	205	447	147	223	521	214	114	354	335
Future Volume (vph)	231	501	103	205	447	147	223	521	214	114	354	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		235	200		340	175		190	180		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.235			0.173			0.280			0.292		
Satd. Flow (perm)	438	1863	1583	322	1863	1583	522	3539	1583	544	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			160			222			364
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1006			728			567			462	
Travel Time (s)		22.9			16.5			12.9			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	251	545	112	223	486	160	242	566	233	124	385	364
Shared Lane Traffic (%)												
Lane Group Flow (vph)	251	545	112	223	486	160	242	566	233	124	385	364
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8

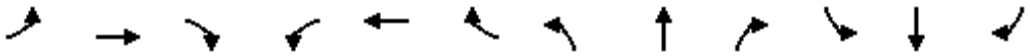
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	10.0	10.0
Minimum Split (s)	11.0	42.0	42.0	11.0	42.0	42.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (s)	26.0	51.0	51.0	26.0	51.0	51.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	17.4%	34.2%	34.2%	17.4%	34.2%	34.2%	17.4%	30.9%	30.9%	17.4%	30.9%	30.9%
Maximum Green (s)	20.0	45.0	45.0	20.0	45.0	45.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		29.0	29.0		29.0	29.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	61.8	45.6	45.6	61.6	45.5	45.5	44.8	27.9	27.9	33.4	22.0	22.0
Actuated g/C Ratio	0.49	0.36	0.36	0.49	0.36	0.36	0.36	0.22	0.22	0.27	0.18	0.18
v/c Ratio	0.65	0.80	0.17	0.65	0.72	0.24	0.67	0.72	0.44	0.48	0.62	0.63
Control Delay	25.6	48.5	6.9	27.8	43.9	5.8	39.2	51.0	8.9	34.5	52.7	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	48.5	6.9	27.8	43.9	5.8	39.2	51.0	8.9	34.5	52.7	9.7
LOS	C	D	A	C	D	A	D	D	A	C	D	A
Approach Delay		37.0			32.8			38.8			32.2	
Approach LOS		D			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 149			
Actuated Cycle Length: 125.3			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 35.4		Intersection LOS: D	
Intersection Capacity Utilization 79.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3150: Johnson ST & N Park Ave



Queues
3150: Johnson ST & N Park Ave

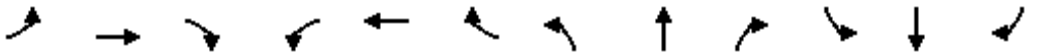


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	251	545	112	223	486	160	242	566	233	124	385	364
v/c Ratio	0.65	0.80	0.17	0.65	0.72	0.24	0.67	0.72	0.44	0.48	0.62	0.63
Control Delay	25.6	48.5	6.9	27.8	43.9	5.8	39.2	51.0	8.9	34.5	52.7	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	48.5	6.9	27.8	43.9	5.8	39.2	51.0	8.9	34.5	52.7	9.7
Queue Length 50th (ft)	105	403	1	92	344	0	145	226	7	69	157	0
Queue Length 95th (ft)	194	#710	46	183	#589	53	220	307	75	117	215	86
Internal Link Dist (ft)		926			648			487			382	
Turn Bay Length (ft)	250		235	200		340	175		190	180		200
Base Capacity (vph)	441	678	646	400	676	676	389	1141	660	379	1141	757
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.80	0.17	0.56	0.72	0.24	0.62	0.50	0.35	0.33	0.34	0.48

Intersection Summary

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

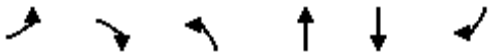
HCM 6th Signalized Intersection Summary
3150: Johnson ST & N Park Ave



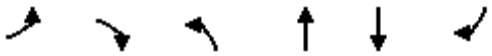
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	501	103	205	447	147	223	521	214	114	354	335
Future Volume (veh/h)	231	501	103	205	447	147	223	521	214	114	354	335
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	251	545	112	223	486	160	242	566	233	124	385	364
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	655	555	294	636	539	376	1080	482	290	911	406
Arrive On Green	0.11	0.35	0.35	0.10	0.34	0.34	0.11	0.30	0.30	0.07	0.26	0.26
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	251	545	112	223	486	160	242	566	233	124	385	364
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	12.0	35.4	6.5	10.6	30.7	9.8	12.8	17.5	15.9	6.7	12.0	29.4
Cycle Q Clear(g_c), s	12.0	35.4	6.5	10.6	30.7	9.8	12.8	17.5	15.9	6.7	12.0	29.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	655	555	294	636	539	376	1080	482	290	911	406
V/C Ratio(X)	0.76	0.83	0.20	0.76	0.76	0.30	0.64	0.52	0.48	0.43	0.42	0.90
Avail Cap(c_a), veh/h	408	655	555	388	636	539	442	1080	482	440	1073	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	39.5	30.1	30.0	39.0	32.1	30.0	38.2	37.6	33.2	41.1	47.5
Incr Delay (d2), s/veh	6.3	11.8	0.8	6.1	8.5	1.4	2.5	0.5	0.8	1.0	0.3	17.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	18.3	2.7	5.0	15.6	4.0	5.8	7.7	6.3	3.0	5.3	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	51.3	30.9	36.1	47.5	33.5	32.5	38.6	38.4	34.2	41.4	64.8
LnGrp LOS	C	D	C	D	D	C	C	D	D	C	D	E
Approach Vol, veh/h		908			869			1041			873	
Approach Delay, s/veh		44.3			42.0			37.1			50.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	51.0	14.8	46.2	19.0	52.3	21.1	40.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	45.0	20.0	40.0	20.0	45.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	14.0	32.7	8.7	19.5	12.6	37.4	14.8	31.4
Green Ext Time (p_c), s	0.4	3.0	0.2	4.7	0.4	2.4	0.3	2.6

Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D



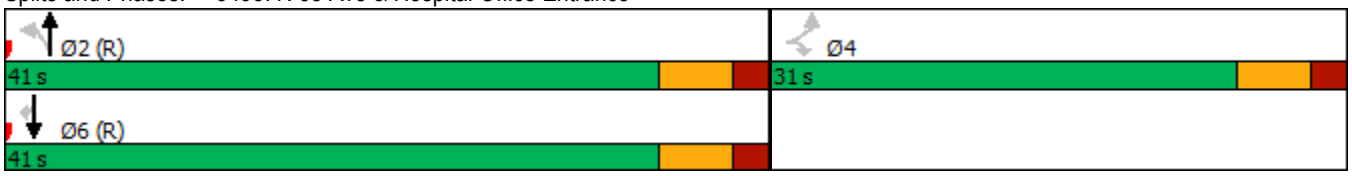
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	146	372	180	277	46
Future Volume (vph)	25	146	372	180	277	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140	140	220			120
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.553			
Satd. Flow (perm)	1770	1583	1030	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		159				50
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			387	249	
Travel Time (s)	8.1			8.8	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	159	404	196	301	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	159	404	196	301	50
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Minimum Split (s)	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	41.0	41.0	41.0	41.0
Total Split (%)	43.1%	43.1%	56.9%	56.9%	56.9%	56.9%
Maximum Green (s)	25.0	25.0	35.0	35.0	35.0	35.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	25.0	25.0	35.0	35.0	35.0	35.0
Actuated g/C Ratio	0.35	0.35	0.49	0.49	0.49	0.49
v/c Ratio	0.04	0.24	0.81	0.22	0.33	0.06

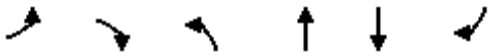


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	16.0	4.2	31.2	11.4	12.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	4.2	31.2	11.4	12.6	3.5
LOS	B	A	C	B	B	A
Approach Delay	5.9			24.8	11.3	
Approach LOS	A			C	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 72			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

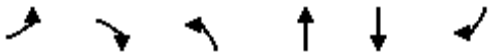
Splits and Phases: 3495: N 35 Ave & Hospital Office Entrance



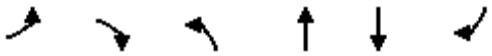


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	146	372	180	277	46
Future Volume (vph)	25	146	372	180	277	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.55	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1030	1863	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	159	404	196	301	50
RTOR Reduction (vph)	0	104	0	0	0	26
Lane Group Flow (vph)	27	55	404	196	301	24
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Actuated Green, G (s)	25.0	25.0	35.0	35.0	35.0	35.0
Effective Green, g (s)	25.0	25.0	35.0	35.0	35.0	35.0
Actuated g/C Ratio	0.35	0.35	0.49	0.49	0.49	0.49
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	614	549	500	905	905	769
v/s Ratio Prot				0.11	0.16	
v/s Ratio Perm	0.02	c0.03	c0.39			0.02
v/c Ratio	0.04	0.10	0.81	0.22	0.33	0.03
Uniform Delay, d1	15.6	15.9	15.7	10.6	11.3	9.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.4	13.1	0.5	1.0	0.1
Delay (s)	15.7	16.3	28.8	11.2	12.3	9.7
Level of Service	B	B	C	B	B	A
Approach Delay (s)	16.2			23.0	12.0	
Approach LOS	B			C	B	

Intersection Summary			
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	72.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



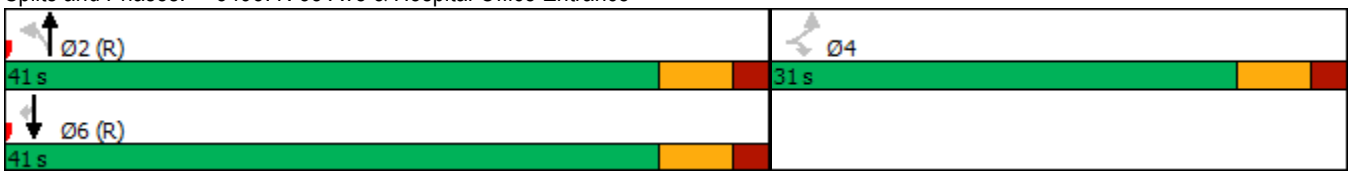
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	146	372	180	277	46
Future Volume (vph)	25	146	372	180	277	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140	140	220			120
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.553			
Satd. Flow (perm)	1770	1583	1030	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		159				50
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			387	249	
Travel Time (s)	8.1			8.8	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	159	404	196	301	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	159	404	196	301	50
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Minimum Split (s)	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	41.0	41.0	41.0	41.0
Total Split (%)	43.1%	43.1%	56.9%	56.9%	56.9%	56.9%
Maximum Green (s)	25.0	25.0	35.0	35.0	35.0	35.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	25.0	25.0	35.0	35.0	35.0	35.0
Actuated g/C Ratio	0.35	0.35	0.49	0.49	0.49	0.49
v/c Ratio	0.04	0.24	0.81	0.22	0.33	0.06

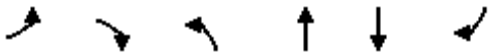


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	16.0	4.2	31.2	11.4	12.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	4.2	31.2	11.4	12.6	3.5
LOS	B	A	C	B	B	A
Approach Delay	5.9			24.8	11.3	
Approach LOS	A			C	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 72			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3495: N 35 Ave & Hospital Office Entrance

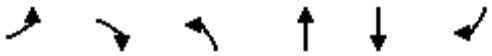




Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	27	159	404	196	301	50
v/c Ratio	0.04	0.24	0.81	0.22	0.33	0.06
Control Delay	16.0	4.2	31.2	11.4	12.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	4.2	31.2	11.4	12.6	3.5
Queue Length 50th (ft)	8	0	143	47	77	0
Queue Length 95th (ft)	23	36	#306	84	129	16
Internal Link Dist (ft)	276			307	169	
Turn Bay Length (ft)	140	140	220			120
Base Capacity (vph)	614	653	500	905	905	795
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.24	0.81	0.22	0.33	0.06

Intersection Summary

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	146	372	180	277	46
Future Volume (vph)	25	146	372	180	277	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.55	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1030	1863	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	159	404	196	301	50
RTOR Reduction (vph)	0	104	0	0	0	26
Lane Group Flow (vph)	27	55	404	196	301	24
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Actuated Green, G (s)	25.0	25.0	35.0	35.0	35.0	35.0
Effective Green, g (s)	25.0	25.0	35.0	35.0	35.0	35.0
Actuated g/C Ratio	0.35	0.35	0.49	0.49	0.49	0.49
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	614	549	500	905	905	769
v/s Ratio Prot				0.11	0.16	
v/s Ratio Perm	0.02	c0.03	c0.39			0.02
v/c Ratio	0.04	0.10	0.81	0.22	0.33	0.03
Uniform Delay, d1	15.6	15.9	15.7	10.6	11.3	9.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.4	13.1	0.5	1.0	0.1
Delay (s)	15.7	16.3	28.8	11.2	12.3	9.7
Level of Service	B	B	C	B	B	A
Approach Delay (s)	16.2			23.0	12.0	
Approach LOS	B			C	B	

Intersection Summary			
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	72.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	137	567	793	140	17	44
Future Vol, veh/h	137	567	793	140	17	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	220	52	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	616	862	152	18	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1014	0	-	0	1776	862
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	914	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	684	-	-	-	91	355
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	391	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	684	-	-	-	71	355
Mov Cap-2 Maneuver	-	-	-	-	71	-
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	391	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	32.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	684	-	-	-	71	355
HCM Lane V/C Ratio	0.218	-	-	-	0.26	0.135
HCM Control Delay (s)	11.7	-	-	-	72.7	16.7
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.8	-	-	-	0.9	0.5

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	282	655	27	10	578	230	0	0	3	0	0	311
Future Vol, veh/h	282	655	27	10	578	230	0	0	3	0	0	311
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	270	-	-	-	-	120	-	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	307	712	29	11	628	250	0	0	3	0	0	338

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	878	0	0	741	0	0	1677	2241	727	2117	-	439
Stage 1	-	-	-	-	-	-	1341	1341	-	775	-	-
Stage 2	-	-	-	-	-	-	336	900	-	1342	-	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	-	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	-	3.319
Pot Cap-1 Maneuver	767	-	-	864	-	-	68	42	423	33	0	567
Stage 1	-	-	-	-	-	-	187	220	-	358	0	-
Stage 2	-	-	-	-	-	-	652	356	-	187	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	767	-	-	864	-	-	19	25	423	22	-	567
Mov Cap-2 Maneuver	-	-	-	-	-	-	19	25	-	22	-	-
Stage 1	-	-	-	-	-	-	112	132	-	215	-	-
Stage 2	-	-	-	-	-	-	256	347	-	111	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.1	13.6	20.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	423	767	-	-	864	-	-	-	567
HCM Lane V/C Ratio	0.008	0.4	-	-	0.013	-	-	-	0.596
HCM Control Delay (s)	13.6	12.8	-	-	9.2	-	-	0	20.3
HCM Lane LOS	B	B	-	-	A	-	-	A	C
HCM 95th %tile Q(veh)	0	1.9	-	-	0	-	-	-	3.9

Intersection	
Intersection Delay, s/veh	6.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	41	13	192	336
Demand Flow Rate, veh/h	41	13	195	343
Vehicles Circulating, veh/h	322	212	31	84
Vehicles Exiting, veh/h	105	14	332	141
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	4.1	5.0	6.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	41	13	195	343
Cap Entry Lane, veh/h	819	914	1095	1039
Entry HV Adj Factor	1.000	1.000	0.983	0.980
Flow Entry, veh/h	41	13	192	336
Cap Entry, veh/h	819	914	1077	1018
V/C Ratio	0.050	0.014	0.178	0.330
Control Delay, s/veh	4.9	4.1	5.0	6.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

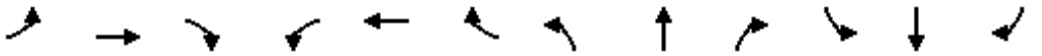
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	2	1	8	3	906	3	2	815	2
Future Vol, veh/h	3	0	1	2	1	8	3	906	3	2	815	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	1	9	3	985	3	2	886	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1390	1885	444	1440	1885	494	888	0	0	988	0	0
Stage 1	891	891	-	993	993	-	-	-	-	-	-	-
Stage 2	499	994	-	447	892	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	102	70	561	93	70	521	758	-	-	695	-	-
Stage 1	304	359	-	263	322	-	-	-	-	-	-	-
Stage 2	522	321	-	560	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	69	561	92	69	521	758	-	-	695	-	-
Mov Cap-2 Maneuver	98	69	-	92	69	-	-	-	-	-	-	-
Stage 1	301	357	-	261	319	-	-	-	-	-	-	-
Stage 2	507	318	-	556	356	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.3	22.9	0	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	758	-	-	123	213	695	-	-
HCM Lane V/C Ratio	0.004	-	-	0.035	0.056	0.003	-	-
HCM Control Delay (s)	9.8	0	-	35.3	22.9	10.2	-	-
HCM Lane LOS	A	A	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

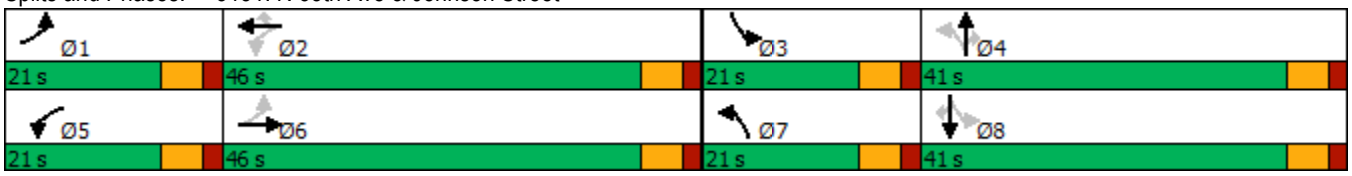


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	448	120	167	514	145	78	70	119	347	192	130
Future Volume (vph)	44	448	120	167	514	145	78	70	119	347	192	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	220		300	160		150	240		500
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.968				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1803	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.302			0.127			0.627			0.487		
Satd. Flow (perm)	563	1803	0	237	1863	1583	1168	3539	1583	907	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				149			129			141
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		685			1006			695			349	
Travel Time (s)		15.6			22.9			15.8			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	487	130	182	559	158	85	76	129	377	209	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	617	0	182	559	158	85	76	129	377	209	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	31.0		11.0	31.0	31.0	11.0	31.0	31.0	11.0	33.0	33.0
Total Split (s)	21.0	46.0		21.0	46.0	46.0	21.0	41.0	41.0	21.0	41.0	41.0
Total Split (%)	16.3%	35.7%		16.3%	35.7%	35.7%	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%
Maximum Green (s)	15.0	40.0		15.0	40.0	40.0	15.0	35.0	35.0	15.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		18.0	18.0		20.0	20.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	47.1	40.3		57.4	47.8	47.8	21.4	12.1	12.1	32.1	20.5	20.5
Actuated g/C Ratio	0.46	0.39		0.56	0.46	0.46	0.21	0.12	0.12	0.31	0.20	0.20
v/c Ratio	0.14	0.87		0.59	0.65	0.19	0.29	0.18	0.43	0.93	0.57	0.33
Control Delay	13.5	45.0		22.1	28.2	4.7	28.1	41.6	11.9	62.7	46.1	8.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	45.0		22.1	28.2	4.7	28.1	41.6	11.9	62.7	46.1	8.7
LOS	B	D		C	C	A	C	D	B	E	D	A
Approach Delay		42.7			22.8			24.4			47.5	
Approach LOS		D			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 129			
Actuated Cycle Length: 103.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 35.1		Intersection LOS: D	
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3151: N 35th Ave & Johnson Street



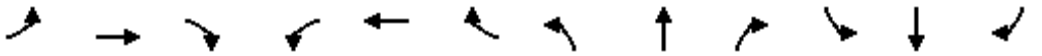
Queues
3151: N 35th Ave & Johnson Street

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	48	617	182	559	158	85	76	129	377	209	141
v/c Ratio	0.14	0.87	0.59	0.65	0.19	0.29	0.18	0.43	0.93	0.57	0.33
Control Delay	13.5	45.0	22.1	28.2	4.7	28.1	41.6	11.9	62.7	46.1	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	45.0	22.1	28.2	4.7	28.1	41.6	11.9	62.7	46.1	8.7
Queue Length 50th (ft)	13	356	54	282	3	39	24	0	212	129	0
Queue Length 95th (ft)	37	#702	127	501	46	77	46	52	#299	220	52
Internal Link Dist (ft)		605		926			615			269	
Turn Bay Length (ft)	140		220		300	160		150	240		500
Base Capacity (vph)	477	708	357	860	811	394	1206	624	407	635	632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.87	0.51	0.65	0.19	0.22	0.06	0.21	0.93	0.33	0.22

Intersection Summary

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

HCM 6th Signalized Intersection Summary
3151: N 35th Ave & Johnson Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	448	120	167	514	145	78	70	119	347	192	130
Future Volume (veh/h)	44	448	120	167	514	145	78	70	119	347	192	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	487	130	182	559	158	85	76	129	377	209	141
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	585	156	300	862	731	284	385	172	453	384	326
Arrive On Green	0.03	0.41	0.41	0.08	0.46	0.46	0.06	0.11	0.11	0.15	0.21	0.21
Sat Flow, veh/h	1781	1422	380	1781	1870	1585	1781	3554	1585	1781	1870	1585
Grp Volume(v), veh/h	48	0	617	182	559	158	85	76	129	377	209	141
Grp Sat Flow(s),veh/h/ln	1781	0	1802	1781	1870	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	1.5	0.0	29.8	5.5	22.4	5.8	4.1	1.9	7.7	15.0	9.7	7.5
Cycle Q Clear(g_c), s	1.5	0.0	29.8	5.5	22.4	5.8	4.1	1.9	7.7	15.0	9.7	7.5
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	0	741	300	862	731	284	385	172	453	384	326
V/C Ratio(X)	0.16	0.00	0.83	0.61	0.65	0.22	0.30	0.20	0.75	0.83	0.54	0.43
Avail Cap(c_a), veh/h	518	0	741	433	862	731	457	1278	570	453	673	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	25.7	19.8	20.2	15.7	35.6	39.5	42.1	32.9	34.6	33.7
Incr Delay (d2), s/veh	0.3	0.0	10.6	2.0	3.8	0.7	0.6	0.2	6.5	12.4	1.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	14.4	2.3	10.2	2.2	1.8	0.8	3.3	2.7	4.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	0.0	36.3	21.8	23.9	16.4	36.2	39.8	48.6	45.3	35.8	34.6
LnGrp LOS	B	A	D	C	C	B	D	D	D	D	D	C
Approach Vol, veh/h		665			899			290			727	
Approach Delay, s/veh		34.9			22.2			42.6			40.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	50.9	21.0	16.5	13.8	46.0	11.6	26.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	40.0	15.0	35.0	15.0	40.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	3.5	24.4	17.0	9.7	7.5	31.8	6.1	11.7
Green Ext Time (p_c), s	0.1	3.8	0.0	0.9	0.3	2.7	0.1	1.6

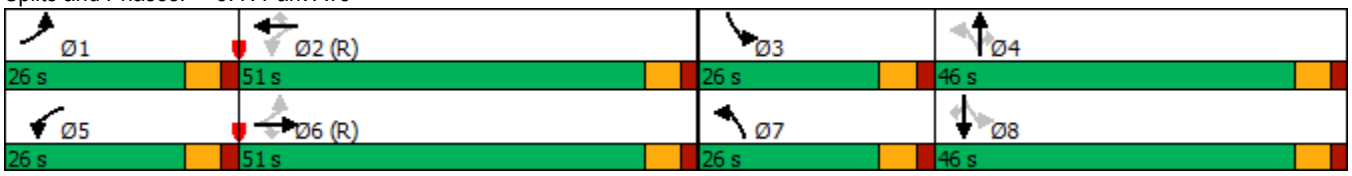
Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	478	154	220	436	183	120	558	258	136	650	251
Future Volume (vph)	285	478	154	220	436	183	120	558	258	136	650	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		235	200		340	175		190	180		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.151			0.092			0.168			0.237		
Satd. Flow (perm)	281	1863	1583	171	1863	1583	313	3539	1583	441	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			199			249			218
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1006			728			567			462	
Travel Time (s)		22.9			16.5			12.9			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	310	520	167	239	474	199	130	607	280	148	707	273
Shared Lane Traffic (%)												
Lane Group Flow (vph)	310	520	167	239	474	199	130	607	280	148	707	273
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Minimum Split (s)	11.0	42.0	42.0	11.0	42.0	42.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (s)	26.0	51.0	51.0	26.0	51.0	51.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	17.4%	34.2%	34.2%	17.4%	34.2%	34.2%	17.4%	30.9%	30.9%	17.4%	30.9%	30.9%
Maximum Green (s)	20.0	45.0	45.0	20.0	45.0	45.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		29.0	29.0		29.0	29.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	65.0	45.0	45.0	65.0	45.0	45.0	60.0	40.0	40.0	60.0	40.0	40.0
Actuated g/C Ratio	0.44	0.30	0.30	0.44	0.30	0.30	0.40	0.27	0.27	0.40	0.27	0.27
v/c Ratio	0.96	0.93	0.30	0.83	0.84	0.32	0.40	0.64	0.46	0.42	0.74	0.47

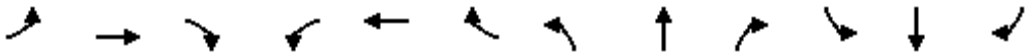
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	75.8	73.8	14.6	62.4	63.5	6.2	29.2	51.8	10.0	29.3	55.5	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.8	73.8	14.6	62.4	63.5	6.2	29.2	51.8	10.0	29.3	55.5	13.0
LOS	E	E	B	E	E	A	C	D	A	C	E	B
Approach Delay		64.5			50.7			37.4			41.8	
Approach LOS		E			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 149			
Actuated Cycle Length: 149			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 95			
Control Type: Pretimed			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 48.3		Intersection LOS: D	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 8: N Park Ave



Queues
8: N Park Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	310	520	167	239	474	199	130	607	280	148	707	273
v/c Ratio	0.96	0.93	0.30	0.83	0.84	0.32	0.40	0.64	0.46	0.42	0.74	0.47
Control Delay	75.8	73.8	14.6	62.4	63.5	6.2	29.2	51.8	10.0	29.3	55.5	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.8	73.8	14.6	62.4	63.5	6.2	29.2	51.8	10.0	29.3	55.5	13.0
Queue Length 50th (ft)	215	491	36	174	433	0	75	275	23	86	332	41
Queue Length 95th (ft)	#410	#711	97	#317	#612	60	120	343	104	135	408	126
Internal Link Dist (ft)		926			648			487			382	
Turn Bay Length (ft)	250		235	200		340	175		190	180		200
Base Capacity (vph)	322	562	559	289	562	616	321	950	607	355	950	584
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.93	0.30	0.83	0.84	0.32	0.40	0.64	0.46	0.42	0.74	0.47

Intersection Summary

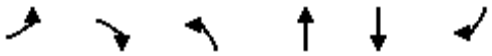
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
8: N Park Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	478	154	220	436	183	120	558	258	136	650	251
Future Volume (veh/h)	285	478	154	220	436	183	120	558	258	136	650	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	310	520	167	239	474	199	130	607	280	148	707	273
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	565	479	313	565	479	337	954	426	361	954	426
Arrive On Green	0.13	0.30	0.30	0.13	0.30	0.30	0.13	0.27	0.27	0.13	0.27	0.27
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	310	520	167	239	474	199	130	607	280	148	707	273
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	17.7	40.0	12.2	13.0	35.3	14.9	7.0	22.5	23.4	8.1	27.1	22.7
Cycle Q Clear(g_c), s	17.7	40.0	12.2	13.0	35.3	14.9	7.0	22.5	23.4	8.1	27.1	22.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	565	479	313	565	479	337	954	426	361	954	426
V/C Ratio(X)	0.92	0.92	0.35	0.76	0.84	0.42	0.39	0.64	0.66	0.41	0.74	0.64
Avail Cap(c_a), veh/h	337	565	479	313	565	479	337	954	426	361	954	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	50.3	40.6	33.9	48.6	41.5	31.9	48.1	48.4	31.2	49.8	48.2
Incr Delay (d2), s/veh	32.2	22.6	2.0	16.2	13.9	2.6	3.3	3.2	7.7	3.4	5.2	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	22.3	5.1	7.0	18.7	6.3	3.4	10.5	10.2	3.9	12.8	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	72.9	42.6	50.1	62.6	44.2	35.2	51.3	56.2	34.6	54.9	55.4
LnGrp LOS	E	E	D	D	E	D	D	D	E	C	D	E
Approach Vol, veh/h		997			912			1017			1128	
Approach Delay, s/veh		65.9			55.3			50.6			52.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	51.0	26.0	46.0	26.0	51.0	26.0	46.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	45.0	20.0	40.0	20.0	45.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	19.7	37.3	10.1	25.4	15.0	42.0	9.0	29.1
Green Ext Time (p_c), s	0.0	2.3	0.3	4.5	0.3	1.2	0.2	4.4

Intersection Summary	
HCM 6th Ctrl Delay	55.9
HCM 6th LOS	E

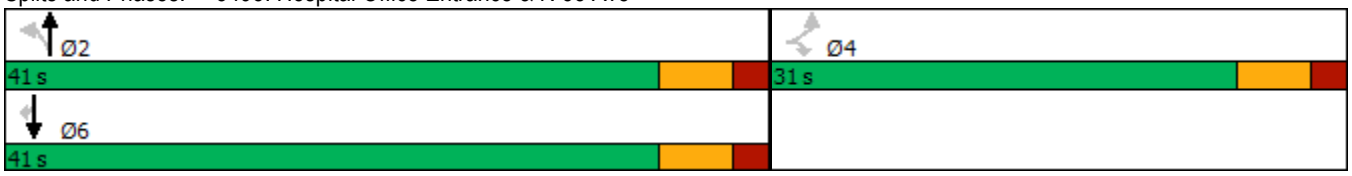


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	315	122	124	327	32
Future Volume (vph)	55	315	122	124	327	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140	140	220			120
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.549			
Satd. Flow (perm)	1770	1583	1023	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		342				35
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			387	249	
Travel Time (s)	8.1			8.8	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	342	133	135	355	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	342	133	135	355	35
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6

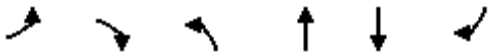
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	41.0	41.0	41.0	41.0
Total Split (%)	43.1%	43.1%	56.9%	56.9%	56.9%	56.9%
Maximum Green (s)	25.0	25.0	35.0	35.0	35.0	35.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	10.6	10.6	35.2	35.2	35.2	35.2
Actuated g/C Ratio	0.18	0.18	0.61	0.61	0.61	0.61
v/c Ratio	0.18	0.60	0.21	0.12	0.31	0.04
Control Delay	21.3	7.9	6.5	5.4	6.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	7.9	6.5	5.4	6.6	2.2
LOS	C	A	A	A	A	A
Approach Delay	9.9			5.9	6.2	
Approach LOS	A			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 57.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3495: Hospital Office Entrance & N 35 Ave

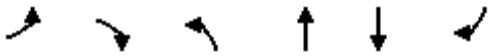


Queues
3495: Hospital Office Entrance & N 35 Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	60	342	133	135	355	35
v/c Ratio	0.18	0.60	0.21	0.12	0.31	0.04
Control Delay	21.3	7.9	6.5	5.4	6.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	7.9	6.5	5.4	6.6	2.2
Queue Length 50th (ft)	18	0	17	16	49	0
Queue Length 95th (ft)	44	57	45	39	100	9
Internal Link Dist (ft)	276			307	169	
Turn Bay Length (ft)	140	140	220			120
Base Capacity (vph)	766	879	622	1133	1133	976
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.39	0.21	0.12	0.31	0.04

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	315	122	124	327	32
Future Volume (vph)	55	315	122	124	327	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.55	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1022	1863	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	342	133	135	355	35
RTOR Reduction (vph)	0	279	0	0	0	14
Lane Group Flow (vph)	60	63	133	135	355	21
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Actuated Green, G (s)	10.6	10.6	35.2	35.2	35.2	35.2
Effective Green, g (s)	10.6	10.6	35.2	35.2	35.2	35.2
Actuated g/C Ratio	0.18	0.18	0.61	0.61	0.61	0.61
Clearance Time (s)	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
Lane Grp Cap (vph)	324	290	622	1134	1134	964
v/s Ratio Prot				0.07	c0.19	
v/s Ratio Perm	0.03	c0.04	0.13			0.01
v/c Ratio	0.19	0.22	0.21	0.12	0.31	0.02
Uniform Delay, d1	19.9	20.1	5.1	4.8	5.5	4.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.4	0.8	0.2	0.7	0.0
Delay (s)	20.2	20.4	5.9	5.0	6.2	4.5
Level of Service	C	C	A	A	A	A
Approach Delay (s)	20.4			5.4	6.0	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	57.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		

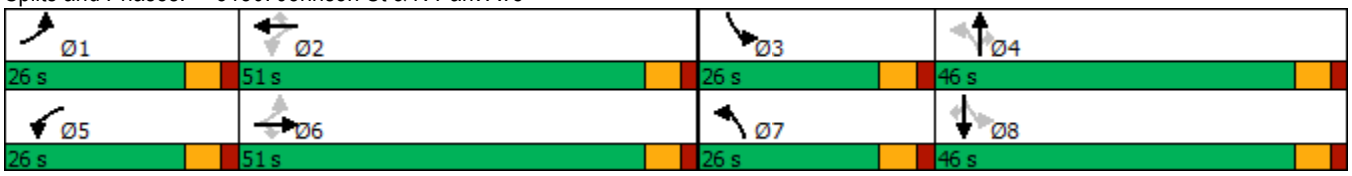
c Critical Lane Group

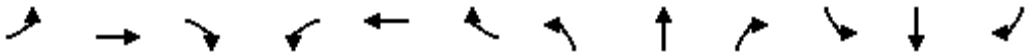
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	478	154	220	436	183	120	558	258	136	650	251
Future Volume (vph)	285	478	154	220	436	183	120	558	258	136	650	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		235	200		340	175		190	180		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.196			0.183			0.159			0.219		
Satd. Flow (perm)	365	1863	1583	341	1863	1583	296	3539	1583	408	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			199			249			218
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1006			728			567			462	
Travel Time (s)		22.9			16.5			12.9			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	310	520	167	239	474	199	130	607	280	148	707	273
Shared Lane Traffic (%)												
Lane Group Flow (vph)	310	520	167	239	474	199	130	607	280	148	707	273
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	42.0	42.0	11.0	42.0	42.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (s)	26.0	51.0	51.0	26.0	51.0	51.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	17.4%	34.2%	34.2%	17.4%	34.2%	34.2%	17.4%	30.9%	30.9%	17.4%	30.9%	30.9%
Maximum Green (s)	20.0	45.0	45.0	20.0	45.0	45.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		29.0	29.0		29.0	29.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	66.9	47.4	47.4	62.7	45.2	45.2	46.0	33.7	33.7	47.3	34.3	34.3
Actuated g/C Ratio	0.49	0.35	0.35	0.46	0.33	0.33	0.34	0.25	0.25	0.35	0.25	0.25
v/c Ratio	0.81	0.80	0.27	0.70	0.76	0.30	0.56	0.69	0.48	0.54	0.79	0.48
Control Delay	40.6	52.5	13.4	32.8	51.3	5.9	36.6	50.9	10.1	35.1	54.4	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	52.5	13.4	32.8	51.3	5.9	36.6	50.9	10.1	35.1	54.4	12.8
LOS	D	D	B	C	D	A	D	D	B	D	D	B
Approach Delay		42.2			36.5			37.8			41.8	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 149			
Actuated Cycle Length: 135.6			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 39.7		Intersection LOS: D	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3150: Johnson St & N Park Ave



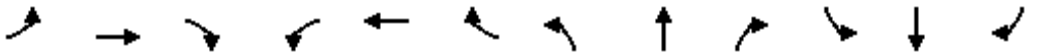


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	310	520	167	239	474	199	130	607	280	148	707	273
v/c Ratio	0.81	0.80	0.27	0.70	0.76	0.30	0.56	0.69	0.48	0.54	0.79	0.48
Control Delay	40.6	52.5	13.4	32.8	51.3	5.9	36.6	50.9	10.1	35.1	54.4	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	52.5	13.4	32.8	51.3	5.9	36.6	50.9	10.1	35.1	54.4	12.8
Queue Length 50th (ft)	156	430	31	115	379	0	75	257	21	86	308	38
Queue Length 95th (ft)	#347	#691	95	206	#596	59	121	336	101	136	394	122
Internal Link Dist (ft)		926			648			487			382	
Turn Bay Length (ft)	250		235	200		340	175		190	180		200
Base Capacity (vph)	388	650	628	375	620	660	331	1048	644	358	1055	624
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.80	0.27	0.64	0.76	0.30	0.39	0.58	0.43	0.41	0.67	0.44

Intersection Summary

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

HCM 6th Signalized Intersection Summary
3150: Johnson St & N Park Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	478	154	220	436	183	120	558	258	136	650	251
Future Volume (veh/h)	285	478	154	220	436	183	120	558	258	136	650	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	310	520	167	239	474	199	130	607	280	148	707	273
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	725	614	355	678	575	219	843	376	250	872	389
Arrive On Green	0.13	0.39	0.39	0.10	0.36	0.36	0.07	0.24	0.24	0.08	0.25	0.25
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	310	520	167	239	474	199	130	607	280	148	707	273
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	13.3	29.3	8.9	10.3	26.8	11.3	6.8	19.5	20.3	7.7	23.3	19.5
Cycle Q Clear(g_c), s	13.3	29.3	8.9	10.3	26.8	11.3	6.8	19.5	20.3	7.7	23.3	19.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	725	614	355	678	575	219	843	376	250	872	389
V/C Ratio(X)	0.78	0.72	0.27	0.67	0.70	0.35	0.59	0.72	0.74	0.59	0.81	0.70
Avail Cap(c_a), veh/h	457	725	614	460	678	575	378	1146	511	395	1146	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	32.2	26.0	24.5	33.7	28.8	34.6	43.5	43.8	33.6	44.1	42.7
Incr Delay (d2), s/veh	7.5	6.0	1.1	2.5	5.9	1.6	2.6	1.4	3.9	2.2	3.4	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	14.3	3.6	4.5	13.2	4.6	3.1	8.7	8.4	3.5	10.6	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	38.3	27.1	27.1	39.6	30.5	37.1	45.0	47.8	35.8	47.5	45.6
LnGrp LOS	C	D	C	C	D	C	D	D	D	D	D	D
Approach Vol, veh/h		997			912			1017			1128	
Approach Delay, s/veh		34.4			34.3			44.7			45.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	51.0	15.9	35.4	18.7	54.1	14.9	36.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	45.0	20.0	40.0	20.0	45.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	15.3	28.8	9.7	22.3	12.3	31.3	8.8	25.3
Green Ext Time (p_c), s	0.4	3.4	0.3	4.9	0.4	3.4	0.2	5.2

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	523	735	59	49	119
Future Vol, veh/h	66	523	735	59	49	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	220	52	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	568	799	64	53	129

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	863	0	-	0	1511	799
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	712	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	779	-	-	-	132	386
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	486	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	779	-	-	-	120	386
Mov Cap-2 Maneuver	-	-	-	-	120	-
Stage 1	-	-	-	-	402	-
Stage 2	-	-	-	-	486	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	30.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	779	-	-	-	120	386
HCM Lane V/C Ratio	0.092	-	-	-	0.444	0.335
HCM Control Delay (s)	10.1	-	-	-	57	19
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.9	1.4

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	524	5	9	769	10	2	0	62	0	0	475
Future Vol, veh/h	8	524	5	9	769	10	2	0	62	0	0	475
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	270	-	-	-	-	120	-	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	570	5	10	836	11	2	0	67	0	0	516

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	847	0	0	575	0	0	1029	1458	573	1486	-	424
Stage 1	-	-	-	-	-	-	591	591	-	862	-	-
Stage 2	-	-	-	-	-	-	438	867	-	624	-	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	-	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	-	3.319
Pot Cap-1 Maneuver	788	-	-	996	-	-	200	129	518	94	0	579
Stage 1	-	-	-	-	-	-	492	494	-	317	0	-
Stage 2	-	-	-	-	-	-	568	369	-	472	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	788	-	-	996	-	-	21	125	518	80	-	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	125	-	80	-	-
Stage 1	-	-	-	-	-	-	487	489	-	314	-	-
Stage 2	-	-	-	-	-	-	60	362	-	406	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	20.7	42.4
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	298	788	-	-	996	-	-	-	579
HCM Lane V/C Ratio	0.233	0.011	-	-	0.01	-	-	-	0.892
HCM Control Delay (s)	20.7	9.6	-	-	8.7	-	-	0	42.4
HCM Lane LOS	C	A	-	-	A	-	-	A	E
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	-	10.5

Intersection	
Intersection Delay, s/veh	6.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	201	43	194	253
Demand Flow Rate, veh/h	205	44	198	258
Vehicles Circulating, veh/h	276	302	110	78
Vehicles Exiting, veh/h	60	6	371	268
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.8	4.9	5.5	5.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	205	44	198	258
Cap Entry Lane, veh/h	857	835	1012	1045
Entry HV Adj Factor	0.980	0.976	0.980	0.982
Flow Entry, veh/h	201	43	194	253
Cap Entry, veh/h	841	816	992	1026
V/C Ratio	0.239	0.053	0.196	0.247
Control Delay, s/veh	6.8	4.9	5.5	5.9
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

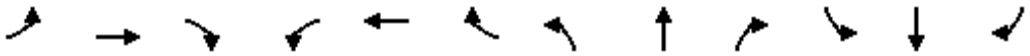
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	5	0	0	3	2	1022	2	6	1026	5
Future Vol, veh/h	5	1	5	0	0	3	2	1022	2	6	1026	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	0	0	3	2	1111	2	7	1115	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1692	2249	560	1688	2250	557	1120	0	0	1113	0	0
Stage 1	1132	1132	-	1116	1116	-	-	-	-	-	-	-
Stage 2	560	1117	-	572	1134	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	60	41	472	61	41	474	619	-	-	623	-	-
Stage 1	216	276	-	221	281	-	-	-	-	-	-	-
Stage 2	480	281	-	472	276	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	58	39	472	57	39	474	619	-	-	623	-	-
Mov Cap-2 Maneuver	58	39	-	57	39	-	-	-	-	-	-	-
Stage 1	214	268	-	219	279	-	-	-	-	-	-	-
Stage 2	473	279	-	451	268	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51	12.6	0	0.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	619	-	-	90	474	623	-	-
HCM Lane V/C Ratio	0.004	-	-	0.133	0.007	0.01	-	-
HCM Control Delay (s)	10.8	0	-	51	12.6	10.8	-	-
HCM Lane LOS	B	A	-	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	18	0	19	11	0	1	65	113	3	10	279	29
Future Volume (vph)	18	0	19	11	0	1	65	113	3	10	279	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.931			0.990			0.998			0.988	
Flt Protected		0.976			0.956			0.982			0.998	
Satd. Flow (prot)	0	1693	0	0	1763	0	0	1826	0	0	1837	0
Flt Permitted		0.976			0.956			0.982			0.998	
Satd. Flow (perm)	0	1693	0	0	1763	0	0	1826	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		448			432			249			584	
Travel Time (s)		10.2			9.8			5.7			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	0	21	12	0	1	71	123	3	11	303	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	13	0	0	197	0	0	346	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization	40.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	41	13	197	346
Demand Flow Rate, veh/h	41	13	200	353
Vehicles Circulating, veh/h	332	217	31	84
Vehicles Exiting, veh/h	105	14	342	146
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.0	3.4	4.0	5.4
Approach LOS	A	A	A	A

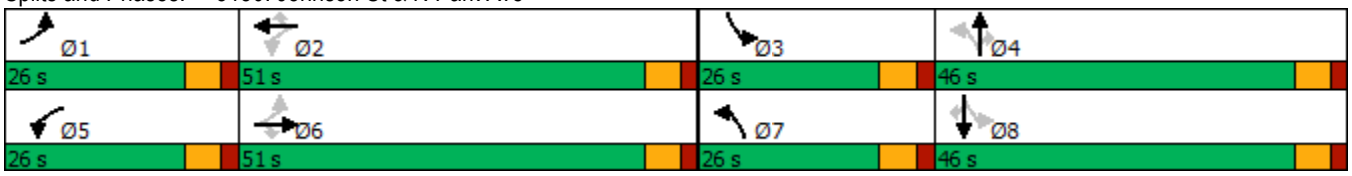
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	41	13	200	353
Cap Entry Lane, veh/h	984	1106	1337	1267
Entry HV Adj Factor	1.000	1.000	0.983	0.980
Flow Entry, veh/h	41	13	197	346
Cap Entry, veh/h	984	1106	1314	1241
V/C Ratio	0.042	0.012	0.150	0.279
Control Delay, s/veh	4.0	3.4	4.0	5.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	522	108	205	487	147	233	521	214	114	354	357
Future Volume (vph)	242	522	108	205	487	147	233	521	214	114	354	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		235	200		340	175		190	180		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.166			0.166			0.275			0.293		
Satd. Flow (perm)	309	1863	1583	309	1863	1583	512	3539	1583	546	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			153			222			367
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1006			728			567			462	
Travel Time (s)		22.9			16.5			12.9			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	263	567	117	223	529	160	253	566	233	124	385	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	567	117	223	529	160	253	566	233	124	385	388
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8

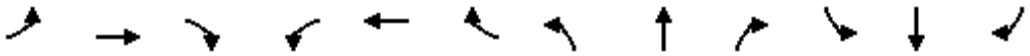
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	5.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	42.0	42.0	11.0	42.0	42.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (s)	26.0	51.0	51.0	26.0	51.0	51.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	17.4%	34.2%	34.2%	17.4%	34.2%	34.2%	17.4%	30.9%	30.9%	17.4%	30.9%	30.9%
Maximum Green (s)	20.0	45.0	45.0	20.0	45.0	45.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		29.0	29.0		29.0	29.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	66.1	47.6	47.6	61.5	45.3	45.3	45.7	28.5	28.5	33.8	22.2	22.2
Actuated g/C Ratio	0.52	0.37	0.37	0.48	0.35	0.35	0.36	0.22	0.22	0.26	0.17	0.17
v/c Ratio	0.71	0.82	0.18	0.67	0.80	0.24	0.71	0.72	0.44	0.49	0.63	0.67
Control Delay	32.6	49.5	7.5	29.7	49.7	6.7	41.8	51.9	8.9	35.2	54.0	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	49.5	7.5	29.7	49.7	6.7	41.8	51.9	8.9	35.2	54.0	12.1
LOS	C	D	A	C	D	A	D	D	A	D	D	B
Approach Delay		39.6			37.3			39.9			33.3	
Approach LOS		D			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 149			
Actuated Cycle Length: 128.1			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 37.7		Intersection LOS: D	
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3150: Johnson St & N Park Ave



Queues
3150: Johnson St & N Park Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	263	567	117	223	529	160	253	566	233	124	385	388
v/c Ratio	0.71	0.82	0.18	0.67	0.80	0.24	0.71	0.72	0.44	0.49	0.63	0.67
Control Delay	32.6	49.5	7.5	29.7	49.7	6.7	41.8	51.9	8.9	35.2	54.0	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	49.5	7.5	29.7	49.7	6.7	41.8	51.9	8.9	35.2	54.0	12.1
Queue Length 50th (ft)	113	431	4	93	403	4	158	233	7	71	162	15
Queue Length 95th (ft)	#257	#756	50	189	#677	58	231	307	75	117	215	112
Internal Link Dist (ft)		926			648			487			382	
Turn Bay Length (ft)	250		235	200		340	175		190	180		200
Base Capacity (vph)	391	692	657	387	659	659	381	1113	650	372	1113	749
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.82	0.18	0.58	0.80	0.24	0.66	0.51	0.36	0.33	0.35	0.52

Intersection Summary

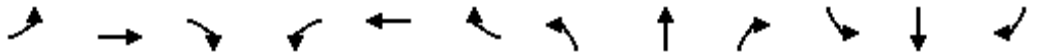
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
3150: Johnson St & N Park Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	522	108	205	487	147	233	521	214	114	354	357
Future Volume (veh/h)	242	522	108	205	487	147	233	521	214	114	354	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	263	567	117	223	529	160	253	566	233	124	385	388
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	303	641	544	272	614	520	384	1128	503	297	947	422
Arrive On Green	0.11	0.34	0.34	0.10	0.33	0.33	0.12	0.32	0.32	0.07	0.27	0.27
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	263	567	117	223	529	160	253	566	233	124	385	388
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	13.3	39.2	7.2	11.2	36.3	10.3	13.7	17.7	16.1	6.9	12.2	32.6
Cycle Q Clear(g_c), s	13.3	39.2	7.2	11.2	36.3	10.3	13.7	17.7	16.1	6.9	12.2	32.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	641	544	272	614	520	384	1128	503	297	947	422
V/C Ratio(X)	0.87	0.88	0.22	0.82	0.86	0.31	0.66	0.50	0.46	0.42	0.41	0.92
Avail Cap(c_a), veh/h	360	641	544	356	614	520	436	1128	503	440	1037	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	42.5	32.0	32.3	43.1	34.4	30.2	38.0	37.4	33.4	41.4	48.8
Incr Delay (d2), s/veh	17.5	16.3	0.9	11.0	14.8	1.5	3.0	0.4	0.7	0.9	0.3	22.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	20.9	2.9	5.6	19.3	4.3	6.2	7.8	6.4	3.1	5.4	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	58.8	32.9	43.3	57.9	35.9	33.2	38.3	38.1	34.3	41.6	71.1
LnGrp LOS	D	E	C	D	E	D	C	D	D	C	D	E
Approach Vol, veh/h		947			912			1052			897	
Approach Delay, s/veh		52.9			50.5			37.0			53.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.6	51.0	15.0	49.5	19.6	53.0	22.0	42.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	45.0	20.0	40.0	20.0	45.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	15.3	38.3	8.9	19.7	13.2	41.2	15.7	34.6
Green Ext Time (p_c), s	0.3	2.2	0.2	4.6	0.3	1.5	0.3	1.9

Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

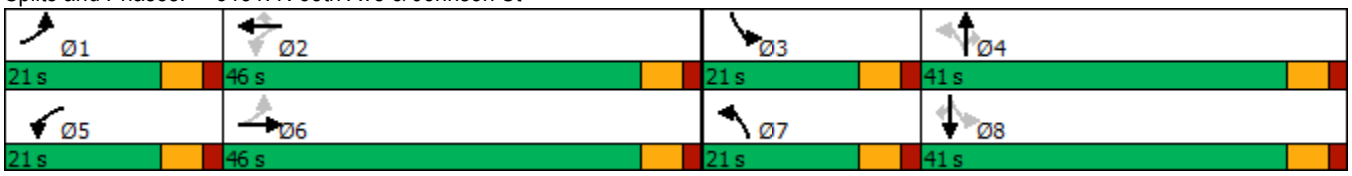


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	504	55	127	638	315	266	247	123	263	135	62
Future Volume (vph)	73	504	55	127	638	315	266	247	123	263	135	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	220		300	160		150	240		500
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.985				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1835	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.097			0.088			0.623			0.557		
Satd. Flow (perm)	181	1835	0	164	1863	1583	1160	3539	1583	1038	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				260			134			127
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		685			1006			695			349	
Travel Time (s)		15.6			22.9			15.8			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	548	60	138	693	342	289	268	134	286	147	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	608	0	138	693	342	289	268	134	286	147	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	12.0		2.0	12.0	12.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Split (s)	11.0	31.0		11.0	31.0	31.0	11.0	31.0	31.0	11.0	33.0	33.0
Total Split (s)	21.0	46.0		21.0	46.0	46.0	21.0	41.0	41.0	21.0	41.0	41.0
Total Split (%)	16.3%	35.7%		16.3%	35.7%	35.7%	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%
Maximum Green (s)	15.0	40.0		15.0	40.0	40.0	15.0	35.0	35.0	15.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		18.0	18.0		20.0	20.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	48.7	40.0		55.3	45.5	45.5	49.6	35.1	35.1	49.5	35.0	35.0
Actuated g/C Ratio	0.39	0.32		0.44	0.36	0.36	0.40	0.28	0.28	0.40	0.28	0.28
v/c Ratio	0.44	1.03		0.63	1.02	0.46	0.55	0.27	0.25	0.58	0.28	0.13
Control Delay	27.9	87.2		37.2	81.2	10.4	28.7	36.5	7.0	29.6	37.7	0.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	87.2		37.2	81.2	10.4	28.7	36.5	7.0	29.6	37.7	0.5
LOS	C	F		D	F	B	C	D	A	C	D	A
Approach Delay		80.3			55.4			27.5			28.1	
Approach LOS		F			E			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 129			
Actuated Cycle Length: 125.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 50.2		Intersection LOS: D	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3151: N 35th Ave & Johnson St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	79	608	138	693	342	289	268	134	286	147	67
v/c Ratio	0.44	1.03	0.63	1.02	0.46	0.55	0.27	0.25	0.58	0.28	0.13
Control Delay	27.9	87.2	37.2	81.2	10.4	28.7	36.5	7.0	29.6	37.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	87.2	37.2	81.2	10.4	28.7	36.5	7.0	29.6	37.7	0.5
Queue Length 50th (ft)	36	~528	64	~633	46	152	89	0	150	94	0
Queue Length 95th (ft)	66	#791	128	#892	134	235	132	50	233	158	0
Internal Link Dist (ft)		605		926			615			269	
Turn Bay Length (ft)	140		220		300	160		150	240		500
Base Capacity (vph)	269	590	267	677	740	537	991	540	503	521	534
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	1.03	0.52	1.02	0.46	0.54	0.27	0.25	0.57	0.28	0.13

Intersection Summary

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

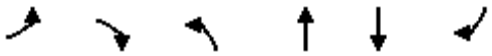
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
3151: N 35th Ave & Johnson St

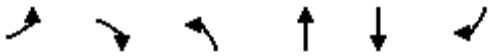
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	504	55	127	638	315	266	247	123	263	135	62
Future Volume (veh/h)	73	504	55	127	638	315	266	247	123	263	135	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	548	60	138	693	342	289	268	134	286	147	67
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	542	59	180	658	558	540	1017	454	501	535	454
Arrive On Green	0.04	0.33	0.33	0.07	0.35	0.35	0.12	0.29	0.29	0.12	0.29	0.29
Sat Flow, veh/h	1781	1656	181	1781	1870	1585	1781	3554	1585	1781	1870	1585
Grp Volume(v), veh/h	79	0	608	138	693	342	289	268	134	286	147	67
Grp Sat Flow(s),veh/h/ln	1781	0	1838	1781	1870	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	3.6	0.0	40.0	6.2	43.0	21.8	14.0	7.1	8.1	13.8	7.4	3.9
Cycle Q Clear(g_c), s	3.6	0.0	40.0	6.2	43.0	21.8	14.0	7.1	8.1	13.8	7.4	3.9
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	0	601	180	658	558	540	1017	454	501	535	454
V/C Ratio(X)	0.58	0.00	1.01	0.77	1.05	0.61	0.53	0.26	0.30	0.57	0.27	0.15
Avail Cap(c_a), veh/h	277	0	601	277	658	558	540	1017	454	501	535	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	41.2	30.8	39.6	32.8	25.8	33.7	34.0	25.8	33.8	32.5
Incr Delay (d2), s/veh	3.9	0.0	39.6	6.7	49.9	5.0	1.0	0.6	1.7	1.5	1.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	24.5	3.0	28.5	9.1	6.1	3.2	3.3	6.1	3.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	0.0	80.8	37.5	89.6	37.7	26.8	34.3	35.7	27.3	35.1	33.2
LnGrp LOS	D	A	F	D	F	D	C	C	D	C	D	C
Approach Vol, veh/h		687			1173			691			500	
Approach Delay, s/veh		75.6			68.3			31.5			30.4	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	49.0	21.0	41.0	14.3	46.0	21.0	41.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	40.0	15.0	35.0	15.0	40.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	5.6	45.0	15.8	10.1	8.2	42.0	16.0	9.4
Green Ext Time (p_c), s	0.1	0.0	0.0	2.2	0.2	0.0	0.0	1.0

Intersection Summary		
HCM 6th Ctrl Delay		55.4
HCM 6th LOS		E



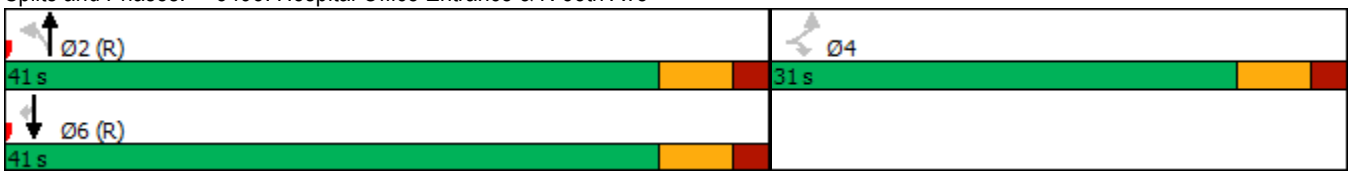
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	173	426	180	277	55
Future Volume (vph)	29	173	426	180	277	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140	140	220			120
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.553			
Satd. Flow (perm)	1770	1583	1030	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		188				60
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			387	249	
Travel Time (s)	8.1			8.8	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	188	463	196	301	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	188	463	196	301	60
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Minimum Split (s)	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	41.0	41.0	41.0	41.0
Total Split (%)	43.1%	43.1%	56.9%	56.9%	56.9%	56.9%
Maximum Green (s)	25.0	25.0	35.0	35.0	35.0	35.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	25.0	25.0	35.0	35.0	35.0	35.0
Actuated g/C Ratio	0.35	0.35	0.49	0.49	0.49	0.49
v/c Ratio	0.05	0.28	0.93	0.22	0.33	0.07

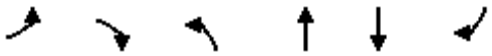


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	16.0	4.1	46.1	11.4	12.6	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	4.1	46.1	11.4	12.6	3.3
LOS	B	A	D	B	B	A
Approach Delay	5.8			35.8	11.1	
Approach LOS	A			D	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 72			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Pretimed			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 23.3		Intersection LOS: C	
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3495: Hospital Office Entrance & N 35th Ave

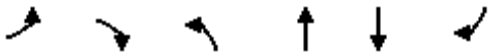




Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	32	188	463	196	301	60
v/c Ratio	0.05	0.28	0.93	0.22	0.33	0.07
Control Delay	16.0	4.1	46.1	11.4	12.6	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	4.1	46.1	11.4	12.6	3.3
Queue Length 50th (ft)	9	0	181	47	77	0
Queue Length 95th (ft)	26	38	#370	84	129	17
Internal Link Dist (ft)	276			307	169	
Turn Bay Length (ft)	140	140	220			120
Base Capacity (vph)	614	672	500	905	905	800
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.28	0.93	0.22	0.33	0.07

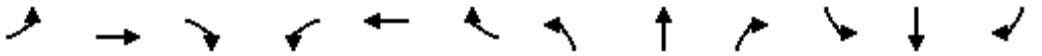
Intersection Summary

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	173	426	180	277	55
Future Volume (vph)	29	173	426	180	277	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.55	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1030	1863	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	188	463	196	301	60
RTOR Reduction (vph)	0	123	0	0	0	31
Lane Group Flow (vph)	32	65	463	196	301	29
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Actuated Green, G (s)	25.0	25.0	35.0	35.0	35.0	35.0
Effective Green, g (s)	25.0	25.0	35.0	35.0	35.0	35.0
Actuated g/C Ratio	0.35	0.35	0.49	0.49	0.49	0.49
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	614	549	500	905	905	769
v/s Ratio Prot				0.11	0.16	
v/s Ratio Perm	0.02	c0.04	c0.45			0.02
v/c Ratio	0.05	0.12	0.93	0.22	0.33	0.04
Uniform Delay, d1	15.6	16.0	17.3	10.6	11.3	9.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.4	25.5	0.5	1.0	0.1
Delay (s)	15.8	16.4	42.8	11.2	12.3	9.8
Level of Service	B	B	D	B	B	A
Approach Delay (s)	16.3			33.4	11.9	
Approach LOS	B			C	B	

Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	72.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	329	655	27	10	578	273	0	0	3	0	0	356
Future Volume (vph)	329	655	27	10	578	273	0	0	3	0	0	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	0		120	0		0	130		120
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.952			0.865				0.850
Flt Protected	0.950				0.999							
Satd. Flow (prot)	1770	1852	0	0	3366	0	0	1611	0	1863	0	1583
Flt Permitted	0.950				0.999							
Satd. Flow (perm)	1770	1852	0	0	3366	0	0	1611	0	1863	0	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		665			306			73			508	
Travel Time (s)		15.1			7.0			1.7			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	358	712	29	11	628	297	0	0	3	0	0	387
Shared Lane Traffic (%)												
Lane Group Flow (vph)	358	741	0	0	936	0	0	3	0	0	0	387
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

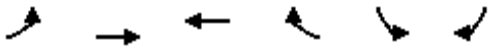
Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	329	655	27	10	578	273	0	0	3	0	0	356
Future Vol, veh/h	329	655	27	10	578	273	0	0	3	0	0	356
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	270	-	-	-	-	120	-	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	358	712	29	11	628	297	0	0	3	0	0	387

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	925	0	0	741	0	0	1779	2390	727	2243	-	463
Stage 1	-	-	-	-	-	-	1443	1443	-	799	-	-
Stage 2	-	-	-	-	-	-	336	947	-	1444	-	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	-	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	-	3.319
Pot Cap-1 Maneuver	737	-	-	864	-	-	58	34	423	26	0	547
Stage 1	-	-	-	-	-	-	164	196	-	346	0	-
Stage 2	-	-	-	-	-	-	652	339	-	163	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	737	-	-	864	-	-	10	17	423	16	-	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	10	17	-	16	-	-
Stage 1	-	-	-	-	-	-	84	101	-	178	-	-
Stage 2	-	-	-	-	-	-	185	330	-	83	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.7	0.1	13.6	25.9
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	423	737	-	-	864	-	-	-	547
HCM Lane V/C Ratio	0.008	0.485	-	-	0.013	-	-	-	0.707
HCM Control Delay (s)	13.6	14.4	-	-	9.2	-	-	0	25.9
HCM Lane LOS	B	B	-	-	A	-	-	A	D
HCM 95th %tile Q(veh)	0	2.7	-	-	0	-	-	-	5.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	153	567	793	151	21	53
Future Volume (vph)	153	567	793	151	21	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			220	52	66
Storage Lanes	0			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		306	685		513	
Travel Time (s)		7.0	15.6		11.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	166	616	862	164	23	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	166	616	862	164	23	58
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

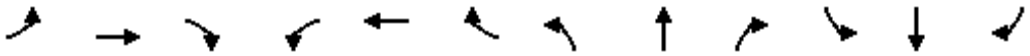
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	153	567	793	151	21	53
Future Vol, veh/h	153	567	793	151	21	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	220	52	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	616	862	164	23	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1026	0	-	0	1810	862
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	948	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	677	-	-	-	87	355
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	377	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	677	-	-	-	66	355
Mov Cap-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	377	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	36.7
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	677	-	-	-	66	355
HCM Lane V/C Ratio	0.246	-	-	-	0.346	0.162
HCM Control Delay (s)	12	-	-	-	86	17.1
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	1	-	-	-	1.3	0.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	1	2	1	8	3	916	3	3	835	2
Future Volume (vph)	3	0	1	2	1	8	3	916	3	3	835	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.966			0.899							
Flt Protected		0.964			0.992							
Satd. Flow (prot)	0	1735	0	0	1661	0	0	3539	0	0	3539	0
Flt Permitted		0.964			0.992							
Satd. Flow (perm)	0	1735	0	0	1661	0	0	3539	0	0	3539	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		497			365			517			589	
Travel Time (s)		11.3			8.3			11.8			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	1	2	1	9	3	996	3	3	908	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	12	0	0	1002	0	0	913	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

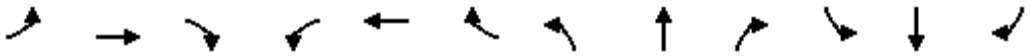
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	2	1	8	3	916	3	3	835	2
Future Vol, veh/h	3	0	1	2	1	8	3	916	3	3	835	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	1	9	3	996	3	3	908	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1420	1920	455	1464	1920	500	910	0	0	999	0	0
Stage 1	915	915	-	1004	1004	-	-	-	-	-	-	-
Stage 2	505	1005	-	460	916	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	97	66	552	90	66	516	744	-	-	689	-	-
Stage 1	294	350	-	259	318	-	-	-	-	-	-	-
Stage 2	518	317	-	551	349	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	93	65	552	89	65	516	744	-	-	689	-	-
Mov Cap-2 Maneuver	93	65	-	89	65	-	-	-	-	-	-	-
Stage 1	291	347	-	257	315	-	-	-	-	-	-	-
Stage 2	503	314	-	545	346	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37	23.6	0	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	744	-	-	117	206	689	-	-
HCM Lane V/C Ratio	0.004	-	-	0.037	0.058	0.005	-	-
HCM Control Delay (s)	9.9	0	-	37	23.6	10.2	-	-
HCM Lane LOS	A	A	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	95	1	89	26	2	12	42	144	1	4	224	10
Future Volume (vph)	95	1	89	26	2	12	42	144	1	4	224	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.935			0.959			0.999			0.994	
Flt Protected		0.975			0.968			0.989			0.999	
Satd. Flow (prot)	0	1698	0	0	1729	0	0	1840	0	0	1850	0
Flt Permitted		0.975			0.968			0.989			0.999	
Satd. Flow (perm)	0	1698	0	0	1729	0	0	1840	0	0	1850	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		448			432			249			584	
Travel Time (s)		10.2			9.8			5.7			13.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	1	97	28	2	13	46	157	1	4	243	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	201	0	0	43	0	0	204	0	0	258	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	201	43	204	258
Demand Flow Rate, veh/h	205	44	208	263
Vehicles Circulating, veh/h	281	312	110	78
Vehicles Exiting, veh/h	60	6	376	278
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	4.1	4.4	4.7
Approach LOS	A	A	A	A

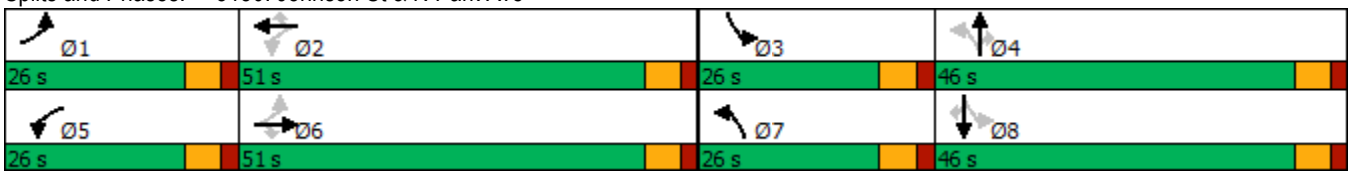
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	205	44	208	263
Cap Entry Lane, veh/h	1036	1004	1233	1274
Entry HV Adj Factor	0.980	0.976	0.980	0.982
Flow Entry, veh/h	201	43	204	258
Cap Entry, veh/h	1016	980	1209	1251
V/C Ratio	0.198	0.044	0.169	0.206
Control Delay, s/veh	5.4	4.1	4.4	4.7
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

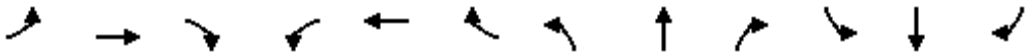
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	518	166	220	458	183	126	558	258	136	650	263
Future Volume (vph)	307	518	166	220	458	183	126	558	258	136	650	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		235	200		340	175		190	180		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.165			0.134			0.154			0.221		
Satd. Flow (perm)	307	1863	1583	250	1863	1583	287	3539	1583	412	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			199			249			229
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1006			728			567			462	
Travel Time (s)		22.9			16.5			12.9			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	334	563	180	239	498	199	137	607	280	148	707	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	334	563	180	239	498	199	137	607	280	148	707	286
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	42.0	42.0	11.0	42.0	42.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (s)	26.0	51.0	51.0	26.0	51.0	51.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	17.4%	34.2%	34.2%	17.4%	34.2%	34.2%	17.4%	30.9%	30.9%	17.4%	30.9%	30.9%
Maximum Green (s)	20.0	45.0	45.0	20.0	45.0	45.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		29.0	29.0		29.0	29.0		17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	67.2	47.6	47.6	62.8	45.2	45.2	46.7	34.0	34.0	47.2	34.3	34.3
Actuated g/C Ratio	0.49	0.35	0.35	0.46	0.33	0.33	0.34	0.25	0.25	0.35	0.25	0.25
v/c Ratio	0.91	0.87	0.29	0.77	0.81	0.30	0.58	0.69	0.48	0.55	0.80	0.50
Control Delay	58.2	57.9	15.0	43.7	54.3	5.9	37.5	50.9	10.1	35.2	55.1	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.2	57.9	15.0	43.7	54.3	5.9	37.5	50.9	10.1	35.2	55.1	12.9
LOS	E	E	B	D	D	A	D	D	B	D	E	B
Approach Delay		50.8			41.3			37.9			42.0	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 149			
Actuated Cycle Length: 136.3			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 43.1		Intersection LOS: D	
Intersection Capacity Utilization 86.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3150: Johnson St & N Park Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	334	563	180	239	498	199	137	607	280	148	707	286
v/c Ratio	0.91	0.87	0.29	0.77	0.81	0.30	0.58	0.69	0.48	0.55	0.80	0.50
Control Delay	58.2	57.9	15.0	43.7	54.3	5.9	37.5	50.9	10.1	35.2	55.1	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.2	57.9	15.0	43.7	54.3	5.9	37.5	50.9	10.1	35.2	55.1	12.9
Queue Length 50th (ft)	200	484	41	123	408	0	79	257	21	86	310	39
Queue Length 95th (ft)	#436	#780	109	#258	#645	59	127	336	101	136	396	127
Internal Link Dist (ft)		926			648			487			382	
Turn Bay Length (ft)	250		235	200		340	175		190	180		200
Base Capacity (vph)	366	650	627	343	617	657	328	1042	642	358	1046	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.87	0.29	0.70	0.81	0.30	0.42	0.58	0.44	0.41	0.68	0.45

Intersection Summary

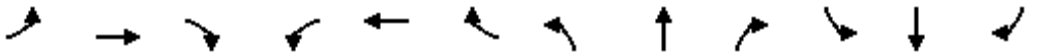
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
3150: Johnson St & N Park Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	518	166	220	458	183	126	558	258	136	650	263
Future Volume (veh/h)	307	518	166	220	458	183	126	558	258	136	650	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	334	563	180	239	498	199	137	607	280	148	707	286
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	727	616	330	666	564	221	850	379	250	868	387
Arrive On Green	0.14	0.39	0.39	0.10	0.36	0.36	0.07	0.24	0.24	0.08	0.24	0.24
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	334	563	180	239	498	199	137	607	280	148	707	286
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	14.8	33.3	9.9	10.6	29.5	11.7	7.2	19.8	20.6	7.8	23.7	21.0
Cycle Q Clear(g_c), s	14.8	33.3	9.9	10.6	29.5	11.7	7.2	19.8	20.6	7.8	23.7	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	727	616	330	666	564	221	850	379	250	868	387
V/C Ratio(X)	0.86	0.77	0.29	0.72	0.75	0.35	0.62	0.71	0.74	0.59	0.81	0.74
Avail Cap(c_a), veh/h	430	727	616	429	666	564	371	1125	502	391	1125	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	33.8	26.6	26.4	35.7	30.0	35.0	44.1	44.4	34.0	45.1	44.0
Incr Delay (d2), s/veh	14.6	7.9	1.2	4.2	7.5	1.7	2.8	1.5	4.0	2.2	3.7	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	16.6	4.0	4.8	14.8	4.8	3.3	8.9	8.5	3.5	10.9	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	41.6	27.8	30.6	43.2	31.7	37.9	45.6	48.4	36.3	48.7	48.2
LnGrp LOS	D	D	C	C	D	C	D	D	D	D	D	D
Approach Vol, veh/h		1077			936			1024			1141	
Approach Delay, s/veh		39.0			37.6			45.3			47.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	51.0	16.0	36.2	19.0	55.1	15.4	36.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	45.0	20.0	40.0	20.0	45.0	20.0	40.0
Max Q Clear Time (g_c+I1), s	16.8	31.5	9.8	22.6	12.6	35.3	9.2	25.7
Green Ext Time (p_c), s	0.3	3.3	0.3	4.9	0.4	3.1	0.2	5.1

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

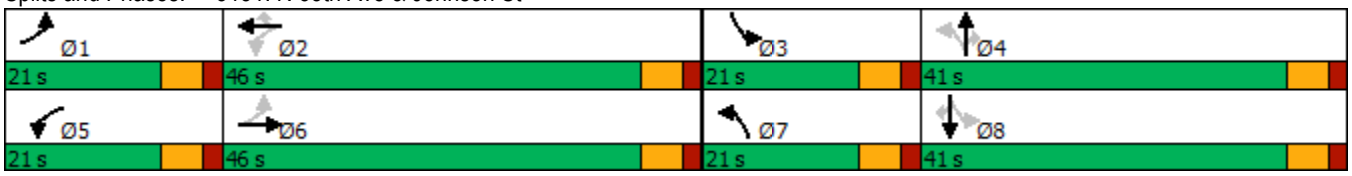


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	490	129	167	537	162	85	78	119	378	207	139
Future Volume (vph)	53	490	129	167	537	162	85	78	119	378	207	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	220		300	160		150	240		500
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.969				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1805	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.267			0.084			0.618			0.496		
Satd. Flow (perm)	497	1805	0	156	1863	1583	1151	3539	1583	924	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				158			129			151
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		685			1006			695			349	
Travel Time (s)		15.6			22.9			15.8			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	533	140	182	584	176	92	85	129	411	225	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	673	0	182	584	176	92	85	129	411	225	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	31.0		11.0	31.0	31.0	11.0	31.0	31.0	11.0	33.0	33.0
Total Split (s)	21.0	46.0		21.0	46.0	46.0	21.0	41.0	41.0	21.0	41.0	41.0
Total Split (%)	16.3%	35.7%		16.3%	35.7%	35.7%	16.3%	31.8%	31.8%	16.3%	31.8%	31.8%
Maximum Green (s)	15.0	40.0		15.0	40.0	40.0	15.0	35.0	35.0	15.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		18.0	18.0		20.0	20.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	47.5	40.3		57.5	47.7	47.7	23.1	13.3	13.3	33.1	21.5	21.5
Actuated g/C Ratio	0.45	0.38		0.55	0.45	0.45	0.22	0.13	0.13	0.32	0.20	0.20
v/c Ratio	0.19	0.96		0.68	0.69	0.22	0.30	0.19	0.41	1.00	0.59	0.34
Control Delay	14.6	59.0		34.6	30.8	5.4	27.8	41.1	11.1	77.1	46.8	8.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	59.0		34.6	30.8	5.4	27.8	41.1	11.1	77.1	46.8	8.5
LOS	B	E		C	C	A	C	D	B	E	D	A
Approach Delay		55.5			26.8			24.4			55.2	
Approach LOS		E			C			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 129			
Actuated Cycle Length: 104.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 42.2		Intersection LOS: D	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3151: N 35th Ave & Johnson St



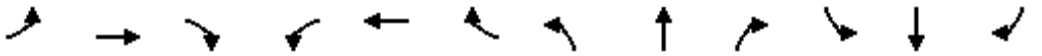
Queues
3151: N 35th Ave & Johnson St

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	673	182	584	176	92	85	129	411	225	151
v/c Ratio	0.19	0.96	0.68	0.69	0.22	0.30	0.19	0.41	1.00	0.59	0.34
Control Delay	14.6	59.0	34.6	30.8	5.4	27.8	41.1	11.1	77.1	46.8	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	59.0	34.6	30.8	5.4	27.8	41.1	11.1	77.1	46.8	8.5
Queue Length 50th (ft)	16	420	66	310	7	43	26	0	237	141	0
Queue Length 95th (ft)	44	#817	163	#566	55	82	50	52	#346	237	54
Internal Link Dist (ft)		605		926			615			269	
Turn Bay Length (ft)	140		220		300	160		150	240		500
Base Capacity (vph)	445	700	319	846	805	401	1190	618	413	626	632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.96	0.57	0.69	0.22	0.23	0.07	0.21	1.00	0.36	0.24

Intersection Summary

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

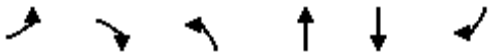
HCM 6th Signalized Intersection Summary
3151: N 35th Ave & Johnson St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	490	129	167	537	162	85	78	119	378	207	139
Future Volume (veh/h)	53	490	129	167	537	162	85	78	119	378	207	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	533	140	182	584	176	92	85	129	411	225	151
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	586	154	262	857	726	276	387	172	450	377	319
Arrive On Green	0.03	0.41	0.41	0.08	0.46	0.46	0.06	0.11	0.11	0.15	0.20	0.20
Sat Flow, veh/h	1781	1428	375	1781	1870	1585	1781	3554	1585	1781	1870	1585
Grp Volume(v), veh/h	58	0	673	182	584	176	92	85	129	411	225	151
Grp Sat Flow(s),veh/h/ln	1781	0	1803	1781	1870	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	1.8	0.0	34.2	5.6	24.0	6.6	4.4	2.1	7.7	15.0	10.6	8.2
Cycle Q Clear(g_c), s	1.8	0.0	34.2	5.6	24.0	6.6	4.4	2.1	7.7	15.0	10.6	8.2
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	0	740	262	857	726	276	387	172	450	377	319
V/C Ratio(X)	0.21	0.00	0.91	0.69	0.68	0.24	0.33	0.22	0.75	0.91	0.60	0.47
Avail Cap(c_a), veh/h	498	0	740	394	857	726	441	1277	570	450	672	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	27.0	21.5	20.8	16.1	35.4	39.6	42.1	34.2	35.3	34.3
Incr Delay (d2), s/veh	0.4	0.0	17.1	3.3	4.4	0.8	0.7	0.3	6.3	23.0	1.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	17.5	2.4	11.0	0.2	2.0	0.9	3.3	5.3	4.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	44.1	24.7	25.1	16.9	36.1	39.9	48.4	57.2	36.8	35.4
LnGrp LOS	B	A	D	C	C	B	D	D	D	E	D	D
Approach Vol, veh/h		731			942			306			787	
Approach Delay, s/veh		42.0			23.5			42.3			47.2	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	50.6	21.0	16.6	13.8	46.0	12.0	25.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	40.0	15.0	35.0	15.0	40.0	15.0	35.0
Max Q Clear Time (g_c+I1), s	3.8	26.0	17.0	9.7	7.6	36.2	6.4	12.6
Green Ext Time (p_c), s	0.1	3.9	0.0	0.9	0.3	1.6	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

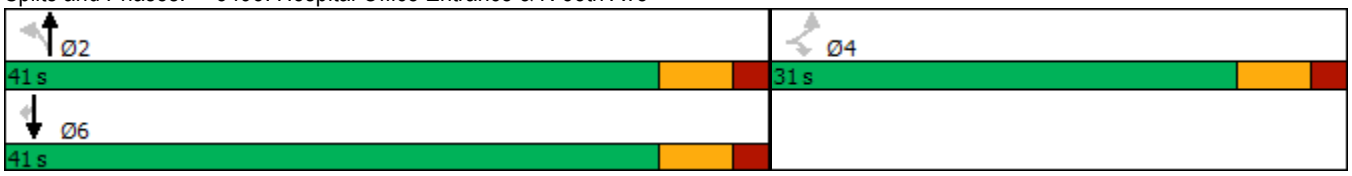


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	315	122	124	327	32
Future Volume (vph)	55	315	122	124	327	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140	140	220			120
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.549			
Satd. Flow (perm)	1770	1583	1023	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		342				35
Link Speed (mph)	30			30	30	
Link Distance (ft)	356			387	249	
Travel Time (s)	8.1			8.8	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	342	133	135	355	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	342	133	135	355	35
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6

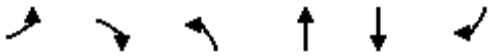
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	31.0	31.0	41.0	41.0	41.0	41.0
Total Split (%)	43.1%	43.1%	56.9%	56.9%	56.9%	56.9%
Maximum Green (s)	25.0	25.0	35.0	35.0	35.0	35.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	10.6	10.6	35.2	35.2	35.2	35.2
Actuated g/C Ratio	0.18	0.18	0.61	0.61	0.61	0.61
v/c Ratio	0.18	0.60	0.21	0.12	0.31	0.04
Control Delay	21.3	7.9	6.5	5.4	6.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	7.9	6.5	5.4	6.6	2.2
LOS	C	A	A	A	A	A
Approach Delay	9.9			5.9	6.2	
Approach LOS	A			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 72			
Actuated Cycle Length: 57.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3495: Hospital Office Entrance & N 35th Ave

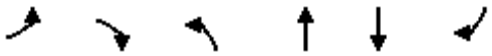


Queues
3495: Hospital Office Entrance & N 35th Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	60	342	133	135	355	35
v/c Ratio	0.18	0.60	0.21	0.12	0.31	0.04
Control Delay	21.3	7.9	6.5	5.4	6.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	7.9	6.5	5.4	6.6	2.2
Queue Length 50th (ft)	18	0	17	16	49	0
Queue Length 95th (ft)	44	57	45	39	100	9
Internal Link Dist (ft)	276			307	169	
Turn Bay Length (ft)	140	140	220			120
Base Capacity (vph)	766	879	622	1133	1133	976
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.39	0.21	0.12	0.31	0.04

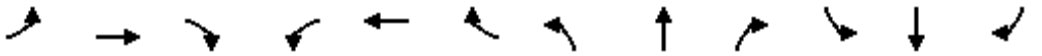
Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	315	122	124	327	32
Future Volume (vph)	55	315	122	124	327	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.55	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1022	1863	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	342	133	135	355	35
RTOR Reduction (vph)	0	279	0	0	0	14
Lane Group Flow (vph)	60	63	133	135	355	21
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Actuated Green, G (s)	10.6	10.6	35.2	35.2	35.2	35.2
Effective Green, g (s)	10.6	10.6	35.2	35.2	35.2	35.2
Actuated g/C Ratio	0.18	0.18	0.61	0.61	0.61	0.61
Clearance Time (s)	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
Lane Grp Cap (vph)	324	290	622	1134	1134	964
v/s Ratio Prot				0.07	c0.19	
v/s Ratio Perm	0.03	c0.04	0.13			0.01
v/c Ratio	0.19	0.22	0.21	0.12	0.31	0.02
Uniform Delay, d1	19.9	20.1	5.1	4.8	5.5	4.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.4	0.8	0.2	0.7	0.0
Delay (s)	20.2	20.4	5.9	5.0	6.2	4.5
Level of Service	C	C	A	A	A	A
Approach Delay (s)	20.4			5.4	6.0	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	57.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	524	5	9	769	34	2	0	62	0	0	567
Future Volume (vph)	34	524	5	9	769	34	2	0	62	0	0	567
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	0		120	0		0	130		120
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.994			0.869				0.850
Flt Protected	0.950				0.999			0.999				
Satd. Flow (prot)	1770	1861	0	0	3514	0	0	1617	0	1863	0	1583
Flt Permitted	0.950				0.999			0.999				
Satd. Flow (perm)	1770	1861	0	0	3514	0	0	1617	0	1863	0	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		665			306			73			508	
Travel Time (s)		15.1			7.0			1.7			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	570	5	10	836	37	2	0	67	0	0	616
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	575	0	0	883	0	0	69	0	0	0	616
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	25.4

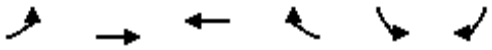
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	524	5	9	769	34	2	0	62	0	0	567
Future Vol, veh/h	34	524	5	9	769	34	2	0	62	0	0	567
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	270	-	-	-	-	120	-	-	-	130	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	570	5	10	836	37	2	0	67	0	0	616

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	873	0	0	575	0	0	1085	1540	573	1555	-	437
Stage 1	-	-	-	-	-	-	647	647	-	875	-	-
Stage 2	-	-	-	-	-	-	438	893	-	680	-	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	-	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	-	3.319
Pot Cap-1 Maneuver	771	-	-	996	-	-	182	115	518	84	0	~ 568
Stage 1	-	-	-	-	-	-	459	466	-	311	0	-
Stage 2	-	-	-	-	-	-	568	359	-	440	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	771	-	-	996	-	-	-	107	518	69	-	~ 568
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	107	-	69	-	-
Stage 1	-	-	-	-	-	-	437	444	-	296	-	-
Stage 2	-	-	-	-	-	-	-	352	-	364	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1		89.3
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	771	-	-	996	-	-	-	568
HCM Lane V/C Ratio	-	0.048	-	-	0.01	-	-	-	1.085
HCM Control Delay (s)	-	9.9	-	-	8.7	-	-	0	89.3
HCM Lane LOS	-	A	-	-	A	-	-	A	F
HCM 95th %tile Q(veh)	-	0.2	-	-	0	-	-	-	18.5

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	523	735	65	58	137
Future Volume (vph)	75	523	735	65	58	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			220	52	66
Storage Lanes	0			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		306	685		513	
Travel Time (s)		7.0	15.6		11.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	568	799	71	63	149
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	568	799	71	63	149
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

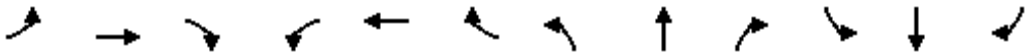
Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	523	735	65	58	137
Future Vol, veh/h	75	523	735	65	58	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	220	52	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	568	799	71	63	149

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	870	0	-	0	1531	799
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	732	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	775	-	-	-	129	386
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	775	-	-	-	115	386
Mov Cap-2 Maneuver	-	-	-	-	115	-
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	476	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	34.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	775	-	-	-	115	386
HCM Lane V/C Ratio	0.105	-	-	-	0.548	0.386
HCM Control Delay (s)	10.2	-	-	-	69	20.1
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.4	-	-	-	2.6	1.8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	5	0	0	3	3	1042	3	6	1037	5
Future Volume (vph)	5	1	5	0	0	3	3	1042	3	6	1037	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.939			0.865						0.999	
Flt Protected		0.978										
Satd. Flow (prot)	0	1711	0	0	1611	0	0	3539	0	0	3536	0
Flt Permitted		0.978										
Satd. Flow (perm)	0	1711	0	0	1611	0	0	3539	0	0	3536	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		497			365			517			589	
Travel Time (s)		11.3			8.3			11.8			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	1	5	0	0	3	3	1133	3	7	1127	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	3	0	0	1139	0	0	1139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	5	0	0	3	3	1042	3	6	1037	5
Future Vol, veh/h	5	1	5	0	0	3	3	1042	3	6	1037	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	0	0	3	3	1133	3	7	1127	5

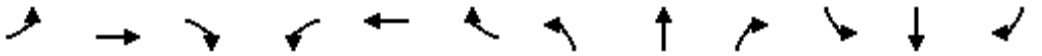
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1717	2286	566	1719	2287	568	1132	0	0	1136	0	0
Stage 1	1144	1144	-	1141	1141	-	-	-	-	-	-	-
Stage 2	573	1142	-	578	1146	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	58	39	467	58	39	466	613	-	-	611	-	-
Stage 1	213	273	-	214	274	-	-	-	-	-	-	-
Stage 2	472	273	-	468	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	37	467	54	37	466	613	-	-	611	-	-
Mov Cap-2 Maneuver	56	37	-	54	37	-	-	-	-	-	-	-
Stage 1	210	265	-	211	270	-	-	-	-	-	-	-
Stage 2	463	269	-	446	264	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	52.9	12.8	0.1	0.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	613	-	-	87	466	611	-	-
HCM Lane V/C Ratio	0.005	-	-	0.137	0.007	0.011	-	-
HCM Control Delay (s)	10.9	0.1	-	52.9	12.8	11	-	-
HCM Lane LOS	B	A	-	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0	-	-

N 35th Avenue and Johnson Street —Optimized

Calvin, Giordano & Associates, Inc.
A SAFEbuilt COMPANY



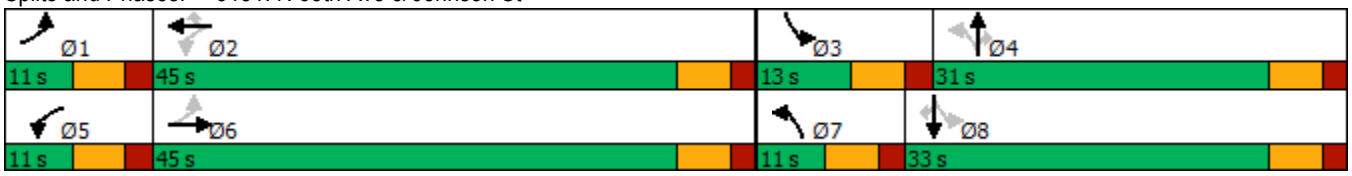
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	504	55	127	638	315	266	247	123	263	135	62
Future Volume (vph)	73	504	55	127	638	315	266	247	123	263	135	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	220		300	160		150	240		500
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.985				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1835	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.100			0.159			0.663			0.533		
Satd. Flow (perm)	186	1835	0	296	1863	1583	1235	3539	1583	993	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				342			164			164
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		685			1006			695			349	
Travel Time (s)		15.6			22.9			15.8			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	548	60	138	693	342	289	268	134	286	147	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	608	0	138	693	342	289	268	134	286	147	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8

Lanes, Volumes, Timings
3151: N 35th Ave & Johnson St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	2.0	12.0		2.0	12.0	12.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Split (s)	11.0	31.0		11.0	31.0	31.0	11.0	31.0	31.0	11.0	33.0	33.0
Total Split (s)	11.0	45.0		11.0	45.0	45.0	11.0	31.0	31.0	13.0	33.0	33.0
Total Split (%)	11.0%	45.0%		11.0%	45.0%	45.0%	11.0%	31.0%	31.0%	13.0%	33.0%	33.0%
Maximum Green (s)	5.0	39.0		5.0	39.0	39.0	5.0	25.0	25.0	7.0	27.0	27.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		18.0	18.0		20.0	20.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	44.0	39.0		45.2	41.2	41.2	30.0	25.0	25.0	34.0	27.0	27.0
Actuated g/C Ratio	0.44	0.39		0.45	0.41	0.41	0.30	0.25	0.25	0.34	0.27	0.27
v/c Ratio	0.49	0.85		0.67	0.90	0.40	0.73	0.30	0.26	0.73	0.29	0.12
Control Delay	24.1	40.3		32.9	45.8	3.8	40.3	31.6	4.0	38.1	30.9	0.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	40.3		32.9	45.8	3.8	40.3	31.6	4.0	38.1	30.9	0.5
LOS	C	D		C	D	A	D	C	A	D	C	A
Approach Delay		38.4			32.0			29.9			30.9	
Approach LOS		D			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 32.8		Intersection LOS: C	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3151: N 35th Ave & Johnson St



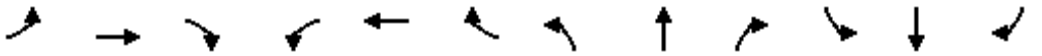
Queues
3151: N 35th Ave & Johnson St

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	79	608	138	693	342	289	268	134	286	147	67
v/c Ratio	0.49	0.85	0.67	0.90	0.40	0.73	0.30	0.26	0.73	0.29	0.12
Control Delay	24.1	40.3	32.9	45.8	3.8	40.3	31.6	4.0	38.1	30.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	40.3	32.9	45.8	3.8	40.3	31.6	4.0	38.1	30.9	0.5
Queue Length 50th (ft)	25	344	46	422	0	134	73	0	133	74	0
Queue Length 95th (ft)	50	#541	#98	#660	55	#219	109	29	#219	128	0
Internal Link Dist (ft)		605		926			615			269	
Turn Bay Length (ft)	140		220		300	160		150	240		500
Base Capacity (vph)	161	719	207	767	852	397	884	518	392	503	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.85	0.67	0.90	0.40	0.73	0.30	0.26	0.73	0.29	0.12

Intersection Summary

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

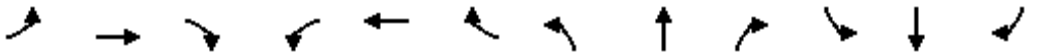
HCM 6th Signalized Intersection Summary
3151: N 35th Ave & Johnson St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	504	55	127	638	315	266	247	123	263	135	62
Future Volume (veh/h)	73	504	55	127	638	315	266	247	123	263	135	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	548	60	138	693	342	289	268	134	286	147	67
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	646	71	233	746	632	404	888	396	382	505	428
Arrive On Green	0.04	0.39	0.39	0.05	0.40	0.40	0.05	0.25	0.25	0.07	0.27	0.27
Sat Flow, veh/h	1781	1656	181	1781	1870	1585	1781	3554	1585	1781	1870	1585
Grp Volume(v), veh/h	79	0	608	138	693	342	289	268	134	286	147	67
Grp Sat Flow(s),veh/h/ln	1781	0	1838	1781	1870	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	2.6	0.0	30.2	4.7	35.4	16.5	5.0	6.1	6.9	7.0	6.2	3.2
Cycle Q Clear(g_c), s	2.6	0.0	30.2	4.7	35.4	16.5	5.0	6.1	6.9	7.0	6.2	3.2
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	0	717	233	746	632	404	888	396	382	505	428
V/C Ratio(X)	0.46	0.00	0.85	0.59	0.93	0.54	0.72	0.30	0.34	0.75	0.29	0.16
Avail Cap(c_a), veh/h	185	0	717	233	746	632	404	888	396	382	505	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	27.8	22.5	28.7	23.0	33.2	30.4	30.7	31.6	28.9	27.8
Incr Delay (d2), s/veh	2.0	0.0	12.0	4.0	19.6	3.3	6.0	0.9	2.3	7.9	1.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	15.1	2.1	19.3	6.6	4.7	2.7	2.9	3.9	3.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	0.0	39.8	26.4	48.3	26.4	39.1	31.3	33.0	39.5	30.4	28.6
LnGrp LOS	C	A	D	C	D	C	D	C	C	D	C	C
Approach Vol, veh/h		687			1173			691			500	
Approach Delay, s/veh		38.2			39.3			34.9			35.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	45.9	13.0	31.0	11.0	45.0	11.0	33.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	39.0	7.0	25.0	5.0	39.0	5.0	27.0
Max Q Clear Time (g_c+I1), s	4.6	37.4	9.0	8.9	6.7	32.2	7.0	8.2
Green Ext Time (p_c), s	0.0	1.0	0.0	1.9	0.0	2.3	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

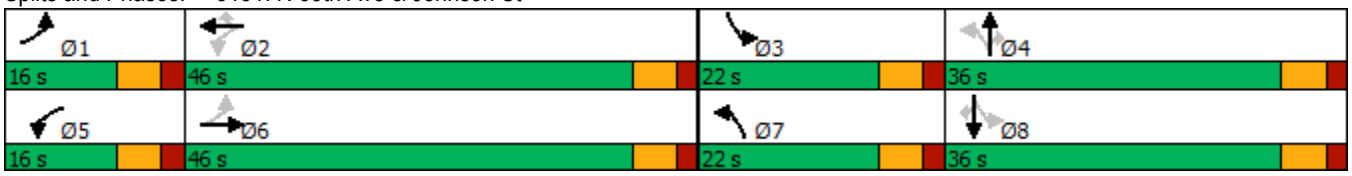


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	490	129	167	537	162	85	78	119	378	207	139
Future Volume (vph)	53	490	129	167	537	162	85	78	119	378	207	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	220		300	160		150	240		500
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.969				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1805	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.247			0.088			0.618			0.482		
Satd. Flow (perm)	460	1805	0	164	1863	1583	1151	3539	1583	898	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				176			136			151
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		685			1006			695			349	
Travel Time (s)		15.6			22.9			15.8			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	533	140	182	584	176	92	85	129	411	225	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	673	0	182	584	176	92	85	129	411	225	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	31.0		11.0	31.0	31.0	11.0	31.0	31.0	11.0	33.0	33.0
Total Split (s)	16.0	46.0		16.0	46.0	46.0	22.0	36.0	36.0	22.0	36.0	36.0
Total Split (%)	13.3%	38.3%		13.3%	38.3%	38.3%	18.3%	30.0%	30.0%	18.3%	30.0%	30.0%
Maximum Green (s)	10.0	40.0		10.0	40.0	40.0	16.0	30.0	30.0	16.0	30.0	30.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		18.0	18.0		20.0	20.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	47.3	40.1		53.4	45.5	45.5	21.5	12.0	12.0	33.3	21.2	21.2
Actuated g/C Ratio	0.46	0.39		0.52	0.44	0.44	0.21	0.12	0.12	0.33	0.21	0.21
v/c Ratio	0.19	0.94		0.75	0.71	0.22	0.31	0.21	0.42	0.96	0.58	0.34
Control Delay	14.3	53.3		42.0	31.5	4.3	26.8	40.8	10.4	66.5	44.9	8.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	53.3		42.0	31.5	4.3	26.8	40.8	10.4	66.5	44.9	8.1
LOS	B	D		D	C	A	C	D	B	E	D	A
Approach Delay		50.3			28.4			23.8			49.1	
Approach LOS		D			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 102.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 39.6		Intersection LOS: D	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3151: N 35th Ave & Johnson St

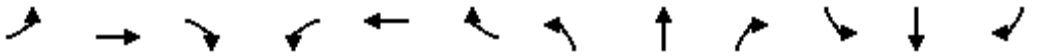


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	673	182	584	176	92	85	129	411	225	151
v/c Ratio	0.19	0.94	0.75	0.71	0.22	0.31	0.21	0.42	0.96	0.58	0.34
Control Delay	14.3	53.3	42.0	31.5	4.3	26.8	40.8	10.4	66.5	44.9	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	53.3	42.0	31.5	4.3	26.8	40.8	10.4	66.5	44.9	8.1
Queue Length 50th (ft)	16	399	65	305	0	42	26	0	231	138	0
Queue Length 95th (ft)	44	#754	#209	#591	45	77	49	47	#315	225	53
Internal Link Dist (ft)		605		926			615			269	
Turn Bay Length (ft)	140		220		300	160		150	240		500
Base Capacity (vph)	354	715	243	828	801	412	1041	561	428	548	572
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.94	0.75	0.71	0.22	0.22	0.08	0.23	0.96	0.41	0.26

Intersection Summary

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

HCM 6th Signalized Intersection Summary
3151: N 35th Ave & Johnson St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	490	129	167	537	162	85	78	119	378	207	139
Future Volume (veh/h)	53	490	129	167	537	162	85	78	119	378	207	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	533	140	182	584	176	92	85	129	411	225	151
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	581	152	254	847	718	284	384	171	463	391	332
Arrive On Green	0.03	0.41	0.41	0.08	0.45	0.45	0.06	0.11	0.11	0.16	0.21	0.21
Sat Flow, veh/h	1781	1428	375	1781	1870	1585	1781	3554	1585	1781	1870	1585
Grp Volume(v), veh/h	58	0	673	182	584	176	92	85	129	411	225	151
Grp Sat Flow(s),veh/h/ln	1781	0	1803	1781	1870	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	1.9	0.0	34.8	5.7	24.4	6.7	4.4	2.2	7.8	16.0	10.6	8.2
Cycle Q Clear(g_c), s	1.9	0.0	34.8	5.7	24.4	6.7	4.4	2.2	7.8	16.0	10.6	8.2
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	0	733	254	847	718	284	384	171	463	391	332
V/C Ratio(X)	0.21	0.00	0.92	0.72	0.69	0.25	0.32	0.22	0.75	0.89	0.57	0.46
Avail Cap(c_a), veh/h	399	0	733	295	847	718	465	1084	483	463	570	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	27.6	22.0	21.4	16.6	35.8	40.1	42.6	33.6	35.0	34.0
Incr Delay (d2), s/veh	0.4	0.0	18.4	6.8	4.6	0.8	0.7	0.3	6.6	18.4	1.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	18.0	2.7	11.3	2.5	2.0	1.0	3.3	4.2	4.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	46.0	28.7	26.0	17.4	36.4	40.4	49.2	52.0	36.3	35.0
LnGrp LOS	B	A	D	C	C	B	D	D	D	D	D	C
Approach Vol, veh/h		731			942			306			787	
Approach Delay, s/veh		43.8			24.9			42.9			44.2	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	50.6	22.0	16.6	13.7	46.0	12.0	26.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	40.0	16.0	30.0	10.0	40.0	16.0	30.0
Max Q Clear Time (g_c+I1), s	3.9	26.4	18.0	9.8	7.7	36.8	6.4	12.6
Green Ext Time (p_c), s	0.0	3.8	0.0	0.8	0.1	1.4	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D