

**ATTACHMENT C**  
Traffic Study

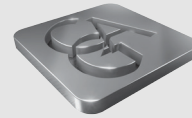
# MEMORIAL REGIONAL HOSPITAL MASTER PLAN TRAFFIC STUDY UPDATE JOE DIMAGGIO CHILDREN'S HOSPITAL EXPANSION

**CGA NO. 16-8785**

*Prepared for:*



*Prepared by:*



**Calvin, Giordano & Associates, Inc.**  
EXCEPTIONAL SOLUTIONS™



NOVEMBER 2017

## PROFESSIONAL ENGINEER CERTIFICATE

### 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 Hospital Master Plan Traffic Study Update  
Joe DiMaggio Children's Hospital Expansion

LOCATION: Hollywood, FL.

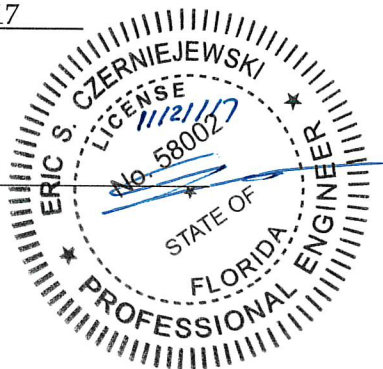
I acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

NAME: Eric S. Czerniejewski, P.E.

P.E. NO.: 58002

DATE: 11/21/17

SIGNATURE: \_\_\_\_\_



## TABLE OF CONTENTS

PROFESSIONAL ENGINEER CERTIFICATE.....	2
LIST OF TABLES.....	4
EXECUTIVE SUMMARY.....	5
INTRODUCTION.....	6
TRAFFIC DATA COLLECTION.....	6
TRIP GENERATION.....	9
TRIP DISTRIBUTION AND ASSIGNMENT.....	11
EXISTING TRAFFIC CONDITIONS.....	12
FUTURE TRAFFIC CONDITIONS.....	14
INTERLOCAL AGREEMENT.....	15
AREA WIDE CITY OF HOLLYWOOD IMPROVEMENTS.....	22
RECOMMENDATIONS AND CONCLUSIONS.....	23
ATTACHMENT A TRAFFIC DATA COLLECTION.....	25
ATTACHMENT B INTERSECTION VOLUME WORKSHEETS.....	26
ATTACHMENT C HISTORICAL AADT TRAFFIC DATA, PEAK SEASON CORRECTION FACTORS, SIGNAL TIMINGS, ANNUAL GROWTH RATE CALCULATIONS.....	27
ATTACHMENT D AREA TRANSIT AND MULTIMODAL INFORMATION.....	28
ATTACHMENT E SYNCHRO REPORTS: EXISTING CONDITIONS, EXISTING CONDITIONS + COMMITTED TRIPS, FUTURE CONDITIONS.....	29
ATTACHMENT F JOHNSON STREET AND PARKING GARAGE DRIVEWAY TRAFFIC SIGNAL WARRANT ANALYSIS.....	30
ATTACHMENT G LIST OF TRANSPORTATION IMPROVEMENTS- INTERLOCAL.....	31

## LIST OF FIGURES

1. Traffic Data Collection
2. Trip Distribution and Assignment
3. Intersection of Johnson Street and New Parking Garage
4. New Memorial Hospital Parking Garage
5. Joe DiMaggio Children's Hospital Entrance at Hayes Street and 35th Avenue
6. Johnson Street and 35th Avenue Intersection
7. Johnson Street near 40th Avenue
8. Taft Street and 40th Avenue Roundabout
9. Intersection of Johnson Street and New Parking Garage
10. Johnson Street at 37th Avenue entrance
11. Johnson Street and Park Road intersection
12. Interlocal Agreement Transportation Related Improvements Status
13. Johnson Street Complete Streets Typical Section 1
14. Taft Street and Park Road intersection

## LIST OF TABLES

1. Trip Generation- Children's Hospital Expansion
2. Committed Trips- Approved but unbuilt Development
3. Projects Historical Growth Rate & Trip Distribution
4. Intersection LOS Results

## EXECUTIVE SUMMARY

Calvin, Giordano & Associates, Inc. (CGA) was retained by Memorial Health Care System to complete a traffic study for the expansion of Joe DiMaggio Children's Hospital. The proposed expansion includes the original contemplated vertical expansion of the Joe DiMaggio Children's Hospital referenced in Phase 3 of the Memorial Regional Hospital Master Plan Phasing Plan. As referenced in the final interlocal agreement between the South Broward Hospital District and the City of Hollywood, this updated traffic study is being submitted for review as part of the site plan for the Children's Hospital Expansion. This traffic study will evaluate the existing conditions, the future conditions without the proposed project and the future traffic conditions at buildout of the proposed 156,000 SF Children's Hospital Expansion. The City of Hollywood approved the traffic study methodology memo as presented at the methodology meeting held on May 31, 2017 (as amended on 05/31/17). The report includes a comprehensive update of the transportation related improvements by phase (Revised 07/15/09) as referenced in the interlocal agreement. The Appendix of the updated traffic study provides confirmation of the improvements that have been completed to date. This includes any mitigation improvements that may have been modified as part of the 2009 Supplemental Traffic review prepared by the City/Hospital's traffic consultant.

The traffic generated by the additional beds from the proposed 156,000 SF vertical expansion of the Memorial Regional Joe DiMaggio Children's Hospital can be accommodated by the surrounding roadway network. The traffic operations at the subject intersections in the project study area all operate at acceptable level of service during the future conditions. This includes the committed trips for the previously approved but unbuilt development projects as well as the site generated trips for the 156,000 square foot hospital expansion. The results of the traffic analyses show that the additional 98 beds being requested as part of the Children's Hospital expansion result in an insignificant impact to the surrounding road network and the related main entrances to the hospital campus. The results of the analyses show that the site generated trips from the additional 98 beds increase delay (wait times at signalized intersections) between 0.2 and 8.1 seconds (between existing + committed scenario and future conditions), which is insignificant from a traffic engineering standpoint. There are no additional transportation related improvements recommended beyond the improvements proposed as part of the current Interlocal Agreement.

## INTRODUCTION

Calvin, Giordano & Associates, Inc. (CGA) was retained by Memorial Health Care System to complete a traffic study for the expansion of Joe DiMaggio Children's Hospital. The proposed expansion includes the original contemplated vertical expansion of the Joe DiMaggio Children's Hospital referenced in Phase 3 of the Memorial Regional Hospital Master Plan Phasing Plan. As referenced in the final interlocal agreement between the South Broward Hospital District and the City of Hollywood, this updated traffic study is being submitted for review as part of the site plan for the 156,000 SF Children's Hospital Expansion. This traffic study will evaluate the existing conditions, the future conditions without the proposed project and the future traffic conditions at buildout of the proposed Children's Hospital Expansion. The City of Hollywood approved the traffic study methodology memo as presented at the methodology meeting held on May 31, 2017 (as amended on 05/31/17). The report includes a comprehensive update of the transportation related improvements by phase (Revised 07/15/09) as referenced in the interlocal agreement. The Appendix of the updated traffic study provides confirmation of the improvements that have been completed to date. This includes any mitigation improvements that may have been modified as part of the 2009 Supplemental Traffic review prepared by the City/Hospital's traffic consultant.

## TRAFFIC DATA COLLECTION

Morning and Afternoon peak hour turning movement counts were collected on 06/01/17 at the following intersections:

- Hayes Street (Hospital Entrance) and 35th Avenue
- Johnson Street and Park Road
- Johnson Street and 46<sup>th</sup> Avenue
- Taft Street and 35th Avenue
- Taft Street and Park Road
- Hollywood Boulevard and 35th Avenue
- Garfield Street and 35th Avenue (Roundabout)
- Taft Street and 40th Avenue (Roundabout)
- Taft Street and 46<sup>th</sup> Avenue

Morning and Afternoon peak hour turning movement counts were collected between 09/26/17 and 09/28/17 at the following intersections:

- Johnson Street and Memorial Regional Hospital Parking Garage Driveway

Recent Morning and Afternoon peak hour turning movement counts collected on 12/08/2015 as part of the Memorial Regional Parking Garage traffic study, which will be used for the capacity analysis at the below intersections:

- Johnson Street and North 37th Avenue (Hospital Main Entrance)
- Johnson Street and 35th Avenue
- Johnson Street and 40th Avenue

Figure 1 depicts the location of each of these intersections within the study area. A copy of the manual turning movement counts for these intersections can be found in Appendix A.



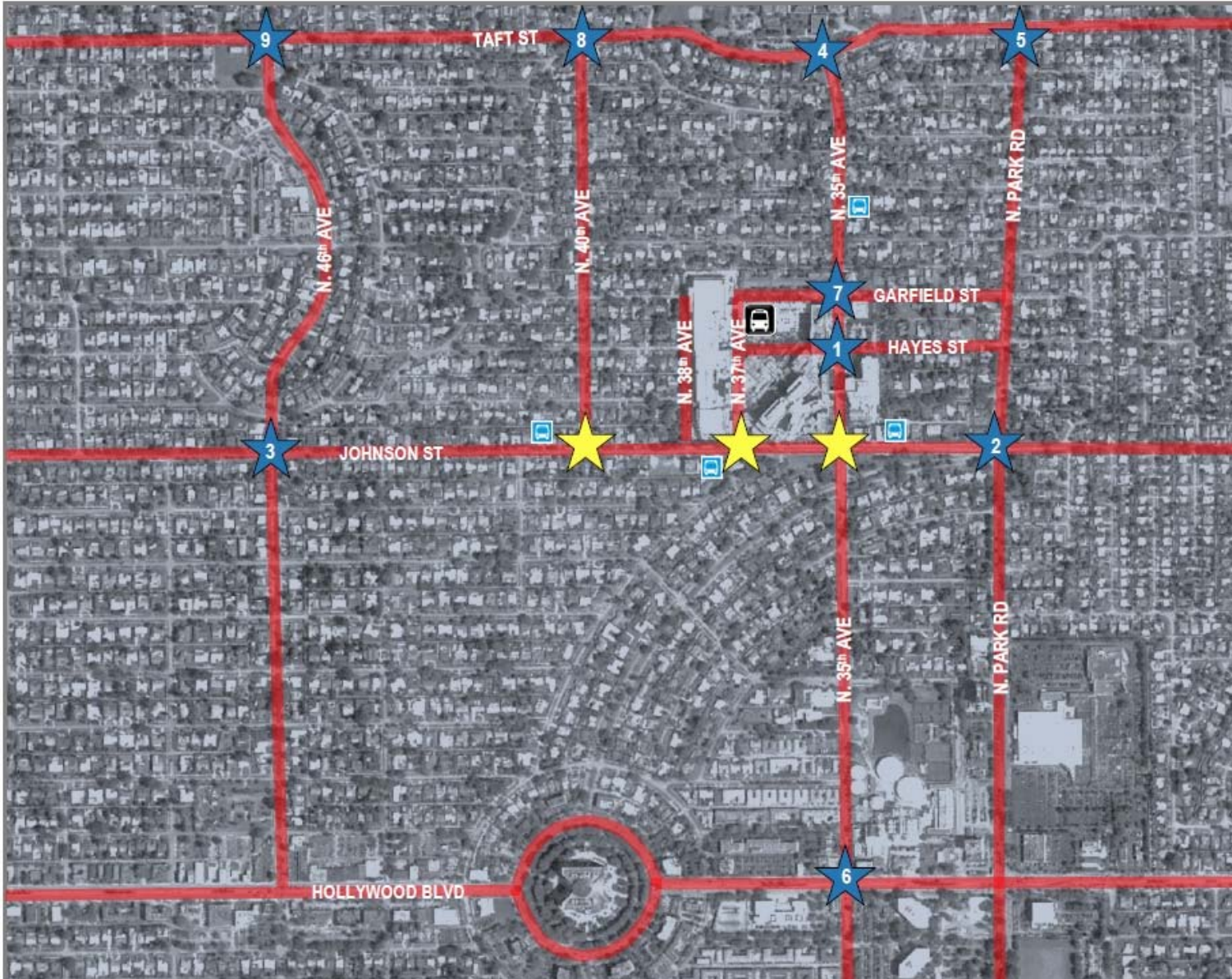


Figure 1 Traffic Data Collection

## TRIP GENERATION

Trip generation will be based on information contained in the Institute of Transportation Engineer’s (ITE), Trip Generation Manual, 9th Edition. Land Use Code 610 will be used for the future hospital expansion. The proposed hospital expansion as part of this site plan application includes increasing the total number of beds for the vertical expansion at Joe DiMaggio Children’s hospital by 98. This proposed vertical building expansion of approximately 156,000 square feet will be completed in one construction phase. This project is listed as a Phase 3 project in the current Interlocal Agreement between the South Broward Hospital District and the City of Hollywood. The proposed site generated trips for this phase can be seen in Table 1.

**Table 1 Trip Generation- Children's Hospital Expansion**

Trip Generation Summary									
Land Use	ITE Code	Beds	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
Hospital- Childrens Hospital (Project*)	610	98	2,932	93	36	129	46	93	139
Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition)									
LUC 610: Weekday Trip Generation = 7.33(X) +2213.85 (Fitted Curve Equation)-ITE 9th Edition page 1205									
LUC 610: AM Peak Hour Trip Generation = 98 Beds x 1.32 (Avg. Rate)-ITE 9th Edition page 1206									
LUC 610: PM Peak Hour Trip Generation = 98 Beds x 1.42 (Avg. Rate)-ITE 9th Edition page 1207									

Please note that site generated trips for future development projects that have been approved but not built as referenced in Phases 1 or 2 of the Memorial Regional Hospital Master Plan Phasing Plan have been included in this traffic analysis. The committed trips from the approved but unbuilt development projects can be seen in Table 2. It should be noted that since the parking garage at Johnson Street has been completed and built out, the number of trips in and out of this driveway have been recently determined based on manual turning movement counts collected between 09/26/17 and 09/28/17. The site generated trips shown in table 2 are more conservative than the observed trips in and out of this driveway per the recently collected traffic data.

**Table 2 Committed Trips- Approved but Unbuilt Development Projects**

Trip Generation Summary									
Land Use	ITE Code	Unit	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
Hospital- Cancer Center (Project C)	610	60	793	36	21	57	21	35	56
Hospital- Surgical Suite Infill (Project F)	610	25	331	15	9	24	9	14	23
Hospital- Conference Center (Project H-1) *	N/A	---	---	10	5	15	10	5	15
Hospital- Central Energy Plant (Project C-1)	170	5	---	3	1	4	3	1	4
Parking Garage Additions (Projects H&K) **	N/A	---	---	407	149	556	122	472	594
<b>Total Committed Trips</b>				<b>471</b>	<b>185</b>	<b>656</b>	<b>165</b>	<b>527</b>	<b>692</b>
Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition)									
LUC 610: Weekday Trip Generation = KSF x 13.22 (Avg. Rate) ITE 9th Edition page 1196									
LUC 610: AM Peak Hour Trip Generation = KSF x 0.95 (Avg. Rate) ITE 9th Edition page 1197									
LUC 610: PM Peak Hour Trip Generation = KSF x 0.93 (Avg. Rate) ITE 9th Edition page 1198									
LUC 170: AM Peak Hour Trip Generation = Emps x 0.76 (Avg. Rate) ITE 9th Edition page 290									
LUC 170: PM Peak Hour Trip Generation = Emps x 0.76 (Avg. Rate) ITE 9th Edition page 290									
*Conference Center (Project H-1)- trips based on internal hospital use only. 15 AM and 15 PM peak hour trips assumed.									
**Parking Garage Addition- trips for two additional floors were based on adding 50% of existing volume for four existing floors.									
**Parking Garage Addition- trips based on 5 times the average trips per floor (existing garage). Ground floor trips based on trips observed at existing at-grade parking lot.									

Peak season correction factors have been applied to the traffic counts collected on 06/01/17 as well as the December 2015 counts. The peak season correction factors are 1.04 for the 06/01/17 traffic counts and 1.03 for the 12/08/15 traffic counts. A copy of the FDOT peak season correction factor report can be found in Appendix B.

Future traffic volumes were developed by applying a compound growth rate to the collected traffic data. The growth rate will be based on five years of FDOT historical data from the above referenced traffic count stations in the vicinity of the project. A compound growth rate of 0.5% will be used since the Average Historical Growth rate over the past five years was -0.5% as shown

**Table 3 Historical Growth Rate & Trip Distribution**

FDOT Count Station	Description	Daily Traffic	Percent of Total Area Traffic	Historical Growth Rate
93-7213	Johnson Street West of I-95 (East)	19,900	40%	2.4%
86-8023	Johnson Street East of 46th Ave (West)	11,500	23%	-1.8%
86-8215	Taft Street West of I-95 (North)	10,800	22%	-1.7%
86-9623	35th Avenue North of Hollywood Blvd (South)	7,100	14%	-1%
<b>Total Area Traffic</b>		<b>49,300</b>		<b>-0.5</b>

in Table 3. A buildout year of 2020 will be assumed so the existing traffic will have three years of 0.5% growth applied to the new traffic counts and five years of 0.5% growth applied to the 2015 traffic count locations. There are no anticipated approved but unbuilt development projects besides the previously approved master plan projects previously mentioned. This was confirmed by the City of Hollywood at the traffic study methodology meeting.

## TRIP DISTRIBUTION AND ASSIGNMENT

Figure 2 also provided confirmation that the trip distribution and assignment originally contemplated in the initial master plan traffic study and the supplemental traffic review remains mostly the same. There is 33% of the traffic on the project study area road network is to and from

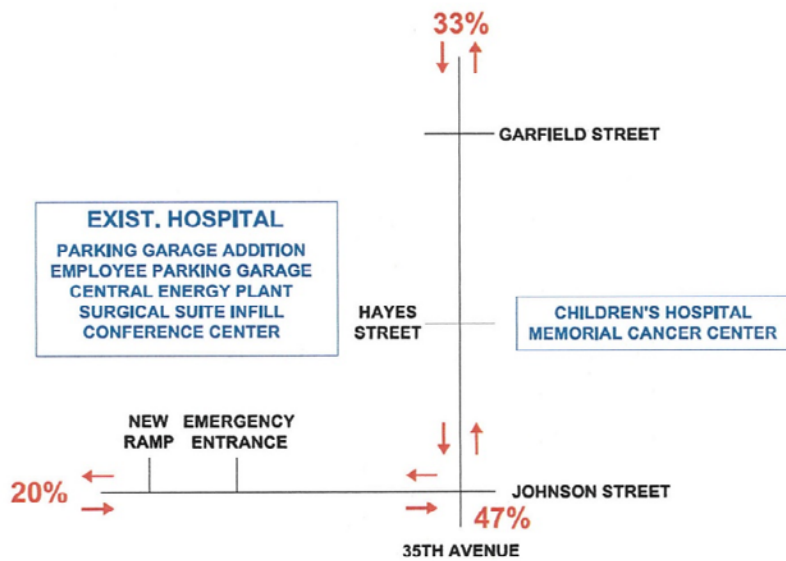


Figure 2 Trip Distribution & Assignment

the north along 35<sup>th</sup> Avenue. In addition, there is 20% of the traffic that is to and from the west on Johnson Street. There is also 47% of the traffic that is to and from the Southeast at the intersection of 35<sup>th</sup> Avenue and Johnson Street. Intersection volume worksheets have been provided in Appendix B which includes the trip distribution and assignment for the committed

trips and the site generated trips for the Phase 3 Children's Hospital expansion.

## EXISTING TRAFFIC CONDITIONS

Analysis of existing traffic conditions was performed for the AM and PM peak hour conditions at the identified intersections. Intersection levels of service were determined for the AM and PM peak period conditions using Synchro (version 9.1) based on the procedures of the Highway Capacity Manual (HCM) at all intersections within the study area. Level of Service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six (6) LOS are defined for each type of facility that has HCM analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions. Safety is not included in the measures that establish service levels.

A summary of the LOS for the existing conditions, the existing conditions plus the committed trips and the future conditions are shown in the below table 4. A copy of the Synchro Reports for each of the scenarios can be found in Appendix C.

Table 4 Intersection LOS Results

Intersection Level of Service- AM Peak (PM Peak)			
Intersection	Existing (2017)	Existing + Committed (2020)	Existing + Committed + Children's Hospital Expansion
Hayes Street (Hospital Entrance) and 35th Avenue	11.0 B (11.8 B)	13.1 B (15.7 B)	12.7 B (15.9 B)
Johnson Street and Park Road	28.0 C (18.0 B)	29.4 C (19.7 B)	29.7 C (20.5 C)
Johnson Street and 46th Avenue	12.2 B (12.5 B)	13.9 B (15.9 B)	14.3 B (16.0 B)
Taft Street and 35th Avenue	29.8 C (24.9 C)	41.3 D (25.9 C)	49.4 D (26.9 C)
Taft Street and Park Road	24.7 C (34.4 C)	24.6 C (34.8 C)	24.6 C (34.8 C)
Hollywood Boulevard and 35th Avenue	17.4 B (18.9 B)	19.8 B (22.5 C)	20.2 C (23.1 C)
Garfield Street and 35th Avenue (Roundabout)	6.0 A (5.9 A)	7.0 A (8.2 A)	7.2 A (8.5 A)
Taft Street and 40th Avenue (Roundabout)	10.0 B (9.7 A)	12.2 B (11.8 B)	12.7 B (12.2 B)
Taft Street and 46th Avenue	21.9 C (24.7 C)	24.1 C (30.1 C)	24.7 C (31.9 C)
Johnson Street and North 37th Avenue (Hospital Main Ent)	17.1 C (27.6 D)	44.9 E (196.2 F)	57.0 F (251.1 F)
Johnson Street and 35th Avenue	22.2 C (22.6 C)	25.9 C (28.6 C)	26.7 C (29.3 C)
Johnson Street and 40th Avenue	26.5 D (19.5 C)	40.7 E (25.1 D)	47.0 E (26.8 D)
LOS Delay provided in seconds for Signalized intersections. LOS Control Delay provided in seconds for Unsignalized intersections.			

The analysis of the new Memorial Hospital Parking Garage driveway has been provided as part of the Traffic Signal Warrant Study. A copy of the traffic study which includes the signal warrant analysis and the traffic analysis of the Johnson Street and Memorial Hospital Parking Garage intersection has been provided in Appendix D.

## FUTURE TRAFFIC CONDITIONS

The results of the future traffic conditions scenario show that the intersection level of service for each of the analyzed intersections is operating at an acceptable level of service. As previously



Figure 4 New Memorial Hospital Parking Garage

mentioned, the new proposed multi-story parking garage exiting on to Johnson Avenue west of the Johnson Street Hospital Entrance was just completed in mid-August. The new garage

ingress and egress and the corresponding change in travel patterns with the Johnson Street Hospital Entrance was analyzed as part of Traf Tech's Memorial Regional Parking Garage traffic study. A traffic signal warrant study for this new driveway has been provided in Appendix D. The traffic counts for the traffic signal warrant analysis at this location were collected between 09/26/17 and 09/28/17.



Figure 3 Intersection of Johnson Street and New Parking Garage

## INTERLOCAL AGREEMENT

The approved interlocal agreement included a Summary of Transportation Related Improvements by Phase. This list was last updated on 07/15/2009 as part of the Supplemental Traffic Review of the Memorial Hospital Master Plan Traffic Study. As part of this update to the Master Plan traffic study, an update is being provided on the identified transportation improvements identified in the interlocal agreement. A detailed update has been provided in table format and included in Appendix E. A status in narrative format is being provided as part of this section for each of the improvements. An aerial drone image taken in June of 2017 showing the completed improvements have been provided herein for reference. Figure 12 provides a location map of the proposed transportation related improvements.

### North 35<sup>th</sup> Avenue and Hayes Hospital Entrance:

Create 4th Leg (East Leg) of signalized intersection. Modify existing signal and add corresponding pedestrian features.



Figure 5 Joe DiMaggio Children's Hospital Entrance at Hayes Street and 35th Avenue

: This improvement has not been completed and is anticipated to be completed as part of the proposed parking structure (Project C-1) and the new Cancer Center construction project east of 35<sup>th</sup> Avenue.



**North 35<sup>th</sup> Avenue and Johnson Street:**

Add exclusive NB right-turn lane (includes potential new signal, subject to satisfaction of signal warrants as determined by Broward County Traffic Engineering)

: This improvement has been completed (reference Figure 6)



Figure 6 Johnson Street and 35th Avenue Intersection

**North 40<sup>th</sup> Avenue and Johnson Street:**

Add exclusive EB and SB left turn lanes.

: This improvement has been completed. The aerial image also shows example of the circular driveways installed as part of the circular driveway program (Reference Figure 7).



Figure 7 Johnson Street near 40th Avenue

**North 40<sup>th</sup> Avenue and Taft Street:**

Construct single-lane roundabout. Close Yale Drive connection.

: This improvement has been completed (Reference Figure 8).



Figure 8 Taft Street and 40th Avenue Roundabout

**Johnson Street- North 40<sup>th</sup> Avenue to West Hospital property limits (proposed garage accessways):**

Widen EB approach to provide longer EB left-turn lane to serve hospital inbound garage access.

: This improvement has been completed as part of the parking garage project. The parking garage was recently completed August 2017. (Reference Figure 9).



Figure 9 Intersection of Johnson Street and New Parking Garage

**Johnson Street- West hospital campus (either E. of 38<sup>th</sup> Ave at proposed garage access ways or at existing ER driveway).**

Construct new traffic signal and systems communications (interconnect) (subject to satisfaction of signal warrants as determined by Broward County Traffic Engineering); close 38<sup>th</sup> Avenue connection & landscape.

: The new traffic signal improvement has not been completed (Reference Figure 9). The closure of 38<sup>th</sup> Avenue connection has been completed



and landscaping installed. The new traffic signal improvement project will need to be completed once the signal warrants have been satisfied per Broward County Traffic Engineering Division. The traffic signal warrant analysis has been completed and submitted to Broward County Traffic Engineering Division for review.

**Johnson Street- West hospital property limits (proposed garage access ways) to 35th Ave.**

Convert to outbound WB turn lanes (right-turn lanes and striped out areas) to functional WB shared thru/right lane.

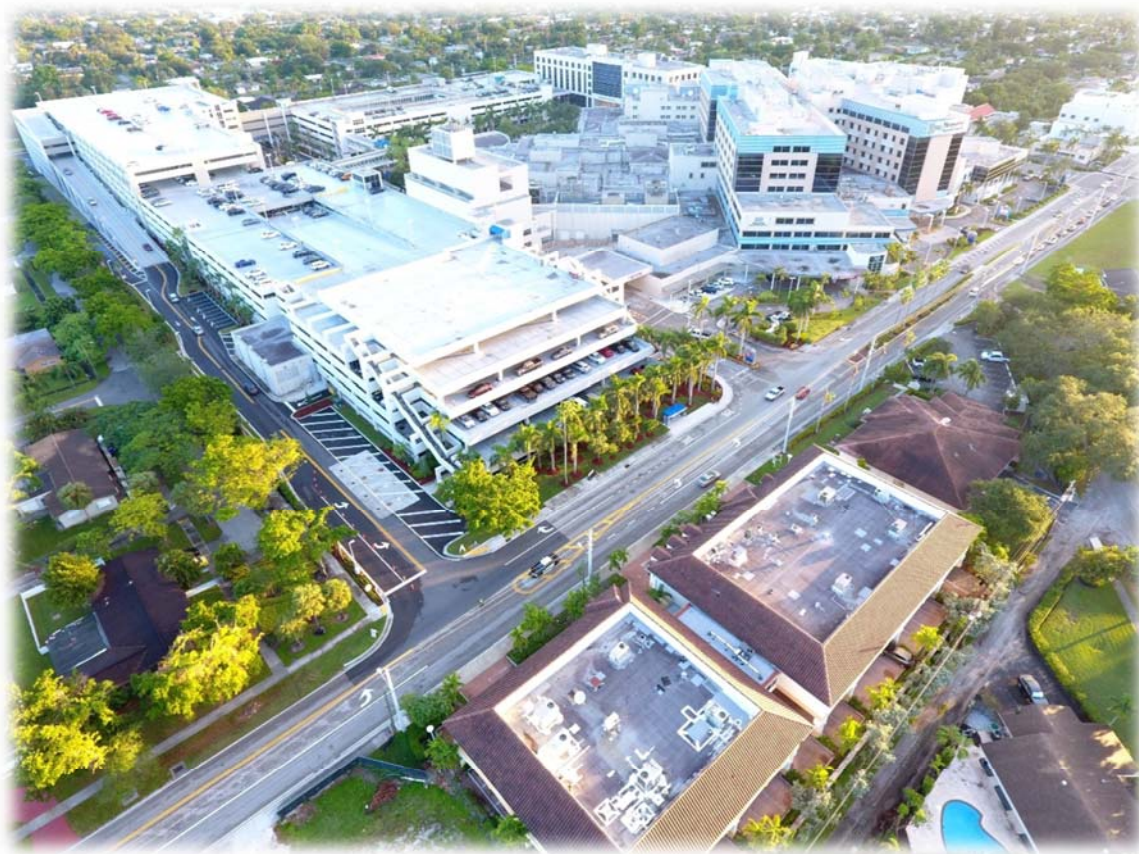


Figure 10 Johnson Street at 37th Avenue entrance

: This improvement has been completed. This project was completed as part of the recently completed parking garage project. The parking garage was just completed in mid-August 2017. (Reference Figure 10).



**North 35<sup>th</sup> Avenue-Between Johnson and Garfield Street:**  
Streetscape Improvements

: This improvement has been completed. There were paver brick crosswalks and sidewalks installed as well as the pedestrian bridge crossing which were completed as part of the Joe DiMaggio Children’s Hospital improvement project.

**Johnson Street and Park Road:**

Construct dual EB and WB turning lanes (pavement improvements only). New lanes to be striped out until signal modifications are warranted.

: This improvement has been completed (Reference Figure 11).



Figure 11 Johnson Street and Park Road intersection

**Johnson Street- Between 46<sup>th</sup> Avenue and Park Road:**

Fund for Circular Driveway Program- \$90,000

: This improvement has been completed (Reference Figure 7).

The pedestrian and transit improvements have also been completed. There were new bus shelter improvements built at the four closest bus stops. A shuttle bus service was also provided for the employees.



**Memorial Healthcare System**

### TRANSPORTATION RELATED IMPROVEMENTS STATUS

-  BUS SHELTER
-  SHUTTLE SERVICE FOR EMPLOYEES
-  IMPROVEMENT COMPLETED
-  IMPROVEMENT NOT YET REQUIRED

N  
W E  
S  
N.T.S.

 Calvin, Giordano & Associates, Inc.

Figure 12 Interlocal Agreement Transportation Related Improvements Status

## AREA WIDE CITY OF HOLLYWOOD IMPROVEMENTS

The City of Hollywood has been coordinating with the FDOT and the Broward MPO regarding a couple of other future improvements in the area. The Broward MPO and FDOT have programmed funds to fund the design and construction of a Complete Streets Project along Johnson Street between just west of N 31<sup>st</sup> Court to SR-5/US-1. The project is part of a larger \$100 million investment

from the Broward MPO to provide bicycle, pedestrian and public transportation access throughout the Broward region.

The goal of this initiative is to

complete Broward's bicycle and pedestrian network and provide safe facilities for the residents and visitors who walk and cycle. Figure 13 depicts one segment's typical section for Johnson Street. A copy of the public outreach flyer for the Complete Streets with more information can be found in Appendix E.

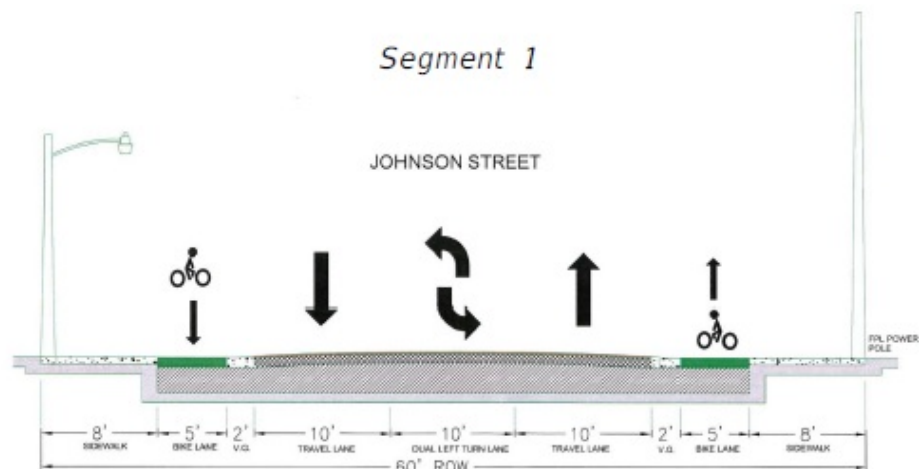


Figure 13 Johnson Street Complete Streets Typical Section 1

In addition, the City of Hollywood coordinated with the Broward MPO regarding another potential Complete Streets project along N. 35<sup>th</sup> Avenue between Rainbow Drive and Johnson Street. This corridor was identified in the Hollywood/Pines Corridor project as a potential Complete Streets project. This corridor is funded by FDOT as part of FM #431770-5 which is programmed and has a letting date of 03/27/19. The original improvements identified for this corridor includes minor pavement widening and narrowing travel lanes in order to provide marked bicycle lanes. Right-of-Way constraints will prevent the road widening to occur for the bicycle lanes. Sharrows are now recommended between the project limits of Rainbow Drive and Johnson Street.

Broward County recently completed intersection improvements at the Park Road and Taft Street intersection. These improvements included turn lane additions, intersection paving, pedestrian signal upgrades and mast arm conversion of the existing concrete strain poles. The original interlocal agreement had included the addition of a southbound right turn lane on N. Park Road at Taft Street. This improvement was included in this recent Broward County project. Please reference Figure 14 for aerial image of this recent intersection improvement.



Figure 14 Taft Street and Park Road intersection

## RECOMMENDATIONS AND CONCLUSIONS

The traffic generated by the proposed 156k SF expansion of the Memorial Regional Joe DiMaggio Children’s Hospital can be accommodated by the surrounding roadway network. The traffic operations at the subject intersections in the project study area all operate at acceptable level of service during the future conditions. This includes the committed trips for the previously approved but unbuilt development projects as well as the site generated trips for the new 98 beds as part of the 156k square foot hospital expansion. The results of the traffic analyses show that the additional 98 beds being requested as part of the Children’s Hospital expansion result in an insignificant impact to the surrounding road network and the related main entrances to the hospital campus.







The results of the analyses show that the site generated trips from the additional 98 beds increase delay (wait times at signalized intersections) between 0.2 and 8.1 seconds (between existing + committed scenario and future conditions), which is insignificant from a traffic engineering standpoint. There are no additional transportation related improvements recommended beyond the improvements proposed as part of the current Interlocal Agreement.

It is recommended that further coordination continue with Broward County Traffic Engineering Division regarding the potential addition of a new traffic signal along Johnson Street at the new Memorial Regional Hospital Parking Garage driveway at Johnson Street. Broward County Traffic Engineering Division is currently reviewing the traffic signal warrant study for this new driveway connection at Johnson Street.

**ATTACHMENT A**

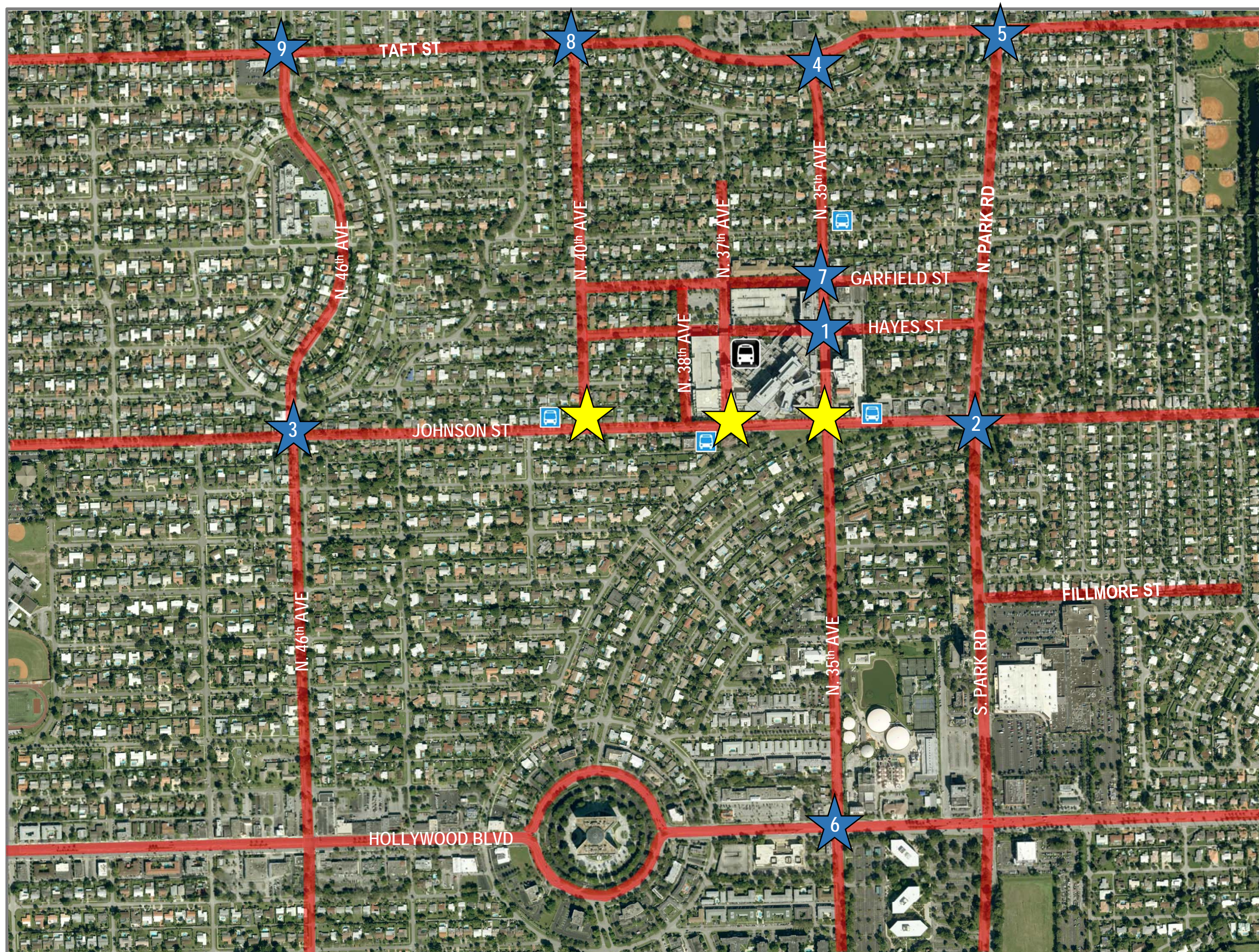
**TRAFFIC DATA COLLECTION**

## TRAFFIC DATA COLLECTION LOCATIONS

-  BUS SHELTER
-  SHUTTLE SERVICE FOR EMPLOYEES
-  # TRAFFIC DATA COLLECTION LOCATION
-  TRAFFIC DATA USED FROM PREVIOUS 2015 TRAFFIC STUDY



N.T.S.



# ITM Peak Hour Summary

Prepared by:

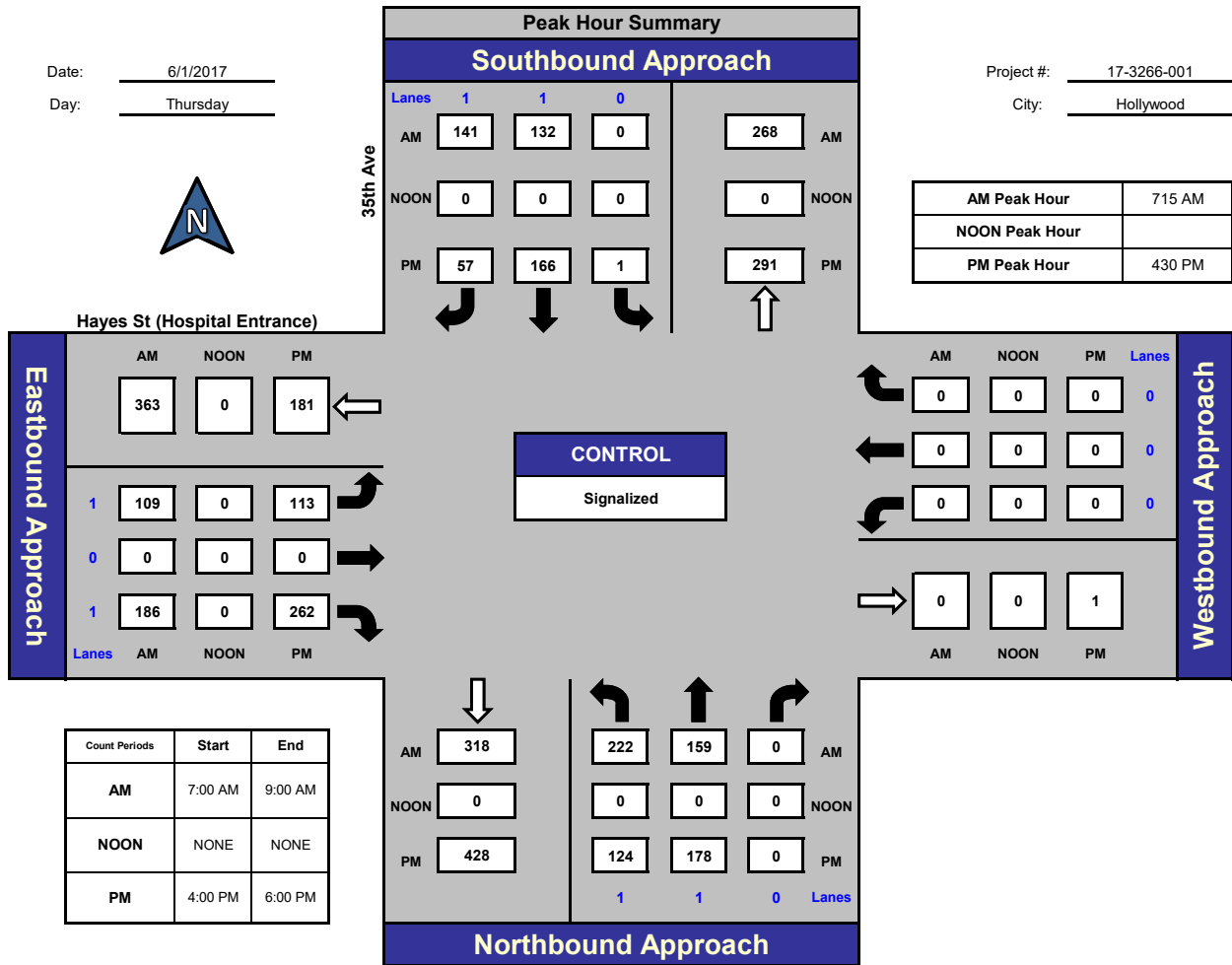


National Data & Surveying Services

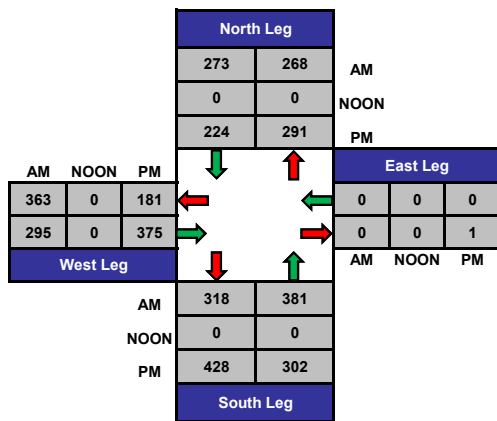
## 35th Ave and Hayes St (Hospital Entrance), Hollywood

Date: 6/1/2017  
Day: Thursday

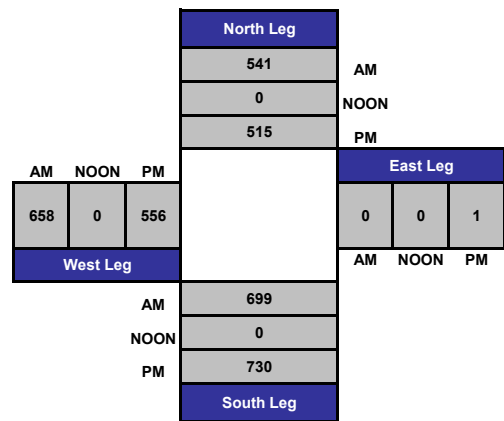
Project #: 17-3266-001  
City: Hollywood



### Total Ins & Outs



### Total Volume Per Leg







# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-001

Day: Thursday

City: Hollywood

Date: 6/1/2017

		AM												
NS/EW Streets:		35th Ave			35th Ave			Hayes St (Hospital Entrance)			Hayes St (Hospital Entrance)			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		1	1	0	0	1	1	1	0	1	0	0	0	
7:00 AM		29	30	0	0	19	25	12	0	35	0	0	0	150
7:15 AM		45	42	0	0	23	29	35	0	52	0	0	0	226
7:30 AM		63	46	0	0	30	39	29	0	63	0	0	0	270
7:45 AM		57	37	0	0	40	38	23	0	31	0	0	0	226
8:00 AM		57	34	0	0	39	35	22	0	40	0	0	0	227
8:15 AM		47	39	0	0	28	49	16	0	25	0	0	0	204
8:30 AM		54	39	0	0	33	25	9	0	28	0	0	0	188
8:45 AM		67	34	0	0	22	41	10	0	23	0	0	0	197
<b>TOTAL VOLUMES :</b>		419	301	0	0	234	281	156	0	297	0	0	0	1688
<b>APPROACH %'s :</b>		58.19%	41.81%	0.00%	0.00%	45.44%	54.56%	34.44%	0.00%	65.56%	#DIV/0!	#DIV/0!	#DIV/0!	
<b>PEAK HR START TIME :</b>		715 AM											<b>TOTAL</b>	
<b>PEAK HR VOL :</b>		222	159	0	0	132	141	109	0	186	0	0	0	949
<b>PEAK HR FACTOR :</b>		0.874		0.875			0.802			0.000			0.879	

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-001

Day: Thursday

City: Hollywood

Date: 6/1/2017

PM

NS/EW Streets:	35th Ave			35th Ave			Hayes St (Hospital Entrance)			Hayes St (Hospital Entrance)			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	0	1	1	1	0	1	0	0	0	
4:00 PM	31	41	0	0	42	17	35	0	55	0	0	0	221
4:15 PM	22	39	0	0	36	13	31	0	45	0	0	0	186
4:30 PM	23	45	0	0	29	11	27	0	67	0	0	0	202
4:45 PM	17	32	0	0	41	14	24	0	48	0	0	0	176
5:00 PM	45	62	0	0	52	17	36	0	83	0	0	0	295
5:15 PM	39	39	0	1	44	15	26	0	64	0	0	0	228
5:30 PM	24	37	0	0	26	15	28	0	56	0	0	0	186
5:45 PM	26	43	0	0	28	28	18	0	41	0	0	0	184
<b>TOTAL VOLUMES :</b>	227	338	0	1	298	130	225	0	459	0	0	0	1678
<b>APPROACH %'s :</b>	40.18%	59.82%	0.00%	0.23%	69.46%	30.30%	32.89%	0.00%	67.11%	#DIV/0!	#DIV/0!	#DIV/0!	
<b>PEAK HR START TIME :</b>	430 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	124	178	0	1	166	57	113	0	262	0	0	0	901
<b>PEAK HR FACTOR :</b>	0.706			0.812			0.788			0.000			0.764

CONTROL : Signalized



Project ID: 17-3266-001

Location: 35th Ave & Hayes St (Hospital Entrance)

City: Hollywood

Day: Thursday

Date: 6/1/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	35th Ave Northbound					35th Ave Southbound					Hayes St (Hospital Entrance) Eastbound					Hayes St (Hospital Entrance) Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	29	30	0	14	59	0	19	25	2	44	12	0	35	0	47	0	0	0	0	0	150
7:15 AM	45	42	0	8	87	0	23	29	2	52	35	0	52	2	87	0	0	0	0	0	226
7:30 AM	63	46	0	4	109	0	30	39	2	69	29	0	63	0	92	0	0	0	0	0	270
7:45 AM	57	37	0	6	94	0	40	38	2	78	23	0	31	2	54	0	0	0	0	0	226
Total	194	155	0	32	349	0	112	131	8	243	99	0	181	4	280	0	0	0	0	0	872
8:00 AM	57	34	0	4	91	0	39	35	6	74	22	0	40	1	62	0	0	0	0	0	227
8:15 AM	47	39	0	2	86	0	28	49	2	77	16	0	25	0	41	0	0	0	0	0	204
8:30 AM	54	39	0	2	93	0	33	25	3	58	9	0	28	0	37	0	0	0	0	0	188
8:45 AM	67	34	0	2	101	0	22	41	6	63	10	0	23	0	33	0	0	0	0	0	197
Total	225	146	0	10	371	0	122	150	17	272	57	0	116	1	173	0	0	0	0	0	816
***BREAK***																					
4:00 PM	31	41	0	4	72	0	42	17	6	59	35	0	55	0	90	0	0	0	0	0	221
4:15 PM	22	39	0	5	61	0	36	13	5	49	31	0	45	0	76	0	0	0	0	0	186
4:30 PM	23	45	0	4	68	0	29	11	3	40	27	0	67	0	94	0	0	0	0	0	202
4:45 PM	17	32	0	0	49	0	41	14	5	55	24	0	48	0	72	0	0	0	0	0	176
Total	93	157	0	13	250	0	148	55	19	203	117	0	215	0	332	0	0	0	0	0	785
5:00 PM	45	62	0	8	107	0	52	17	1	69	36	0	83	0	119	0	0	0	0	0	295
5:15 PM	39	39	0	1	78	1	44	15	4	60	26	0	64	0	90	0	0	0	0	0	228
5:30 PM	24	37	0	1	61	0	26	15	2	41	28	0	56	2	84	0	0	0	0	0	186
5:45 PM	26	43	0	1	69	0	28	28	6	56	18	0	41	0	59	0	0	0	0	0	184
Total	134	181	0	11	315	1	150	75	13	226	108	0	244	2	352	0	0	0	0	0	893
Grand Total	646	639	0	66	1285	1	532	411	57	944	381	0	756	7	1137	0	0	0	0	0	3366
Apprch %	50.3	49.7	0.0	5.1		0.1	56.4	43.5	6.0		33.5	0.0	66.5	0.6		0.0	0.0	0.0	0.0		
Total %	19.2	19.0	0.0	2.0	38.2	0.0	15.8	12.2	1.7	28.0	11.3	0.0	22.5	0.2	33.8	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	643	536	0	66	1179	1	496	409	57	906	367	0	639	7	1006	0	0	0	0	0	3091
% Cars, PU, Vans	99.5	83.9	0.0	100.0	91.8	100.0	93.2	99.5	100.0	96.0	96.3	0.0	84.5	100.0	88.5	0.0	0.0	0.0	0.0	0.0	91.8
Heavy Trucks	3	103	0		106	0	36	2		38	14	0	117		131	0	0	0			275
%Heavy Trucks	0.5	16.1	0.0	0.0	8.2	0.0	6.8	0.5	0.0	4.0	3.7	0.0	15.5	0.0	11.5	0.0	0.0	0.0	0.0	0.0	8.2

Project ID: 17-3266-001  
 Location: 35th Ave & Hayes St (Hospit  
 City: Hollywood

## PEAK HOURS

Day: Thursday  
 Date: 6/1/2017

### AM

Start Time	35th Ave Northbound				35th Ave Southbound				Hayes St (Hospital Entrance) Eastbound				Hayes St (Hospital Entrance) Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	45	42	0	87	0	23	29	52	35	0	52	87	0	0	0	0	226
7:30 AM	63	46	0	109	0	30	39	69	29	0	63	92	0	0	0	0	270
7:45 AM	57	37	0	94	0	40	38	78	23	0	31	54	0	0	0	0	226
8:00 AM	57	34	0	91	0	39	35	74	22	0	40	62	0	0	0	0	227
Total Volume	222	159	0	381	0	132	141	273	109	0	186	295	0	0	0	0	949
% App. Total	58.3	41.7	0.0	100	0.0	48.4	51.6	100	36.9	0.0	63.1	100	0.0	0.0	0.0	0.0	
PHF	0.874				0.875				0.802				0.000				0.879
Cars, PU, Vans	222	131	0	353	0	120	141	261	103	0	151	254	0	0	0	0	868
% Cars, PU, Vans	100.0	82.4	0.0	92.7	0.0	90.9	100.0	95.6	94.5	0.0	81.2	86.1	0.0	0.0	0.0	0.0	91.5
Heavy Trucks	0	28	0	28	0	12	0	12	6	0	35	41	0	0	0	0	81
%Heavy Trucks	0.0	17.6	0.0	7.3	0.0	9.1	0.0	4.4	5.5	0.0	18.8	13.9	0.0	0.0	0.0	0.0	8.5

### PM

Start Time	35th Ave Northbound				35th Ave Southbound				Hayes St (Hospital Entrance) Eastbound				Hayes St (Hospital Entrance) Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	23	45	0	68	0	29	11	40	27	0	67	94	0	0	0	0	202
4:45 PM	17	32	0	49	0	41	14	55	24	0	48	72	0	0	0	0	176
5:00 PM	45	62	0	107	0	52	17	69	36	0	83	119	0	0	0	0	295
5:15 PM	39	39	0	78	1	44	15	60	26	0	64	90	0	0	0	0	228
Total Volume	124	178	0	302	1	166	57	224	113	0	262	375	0	0	0	0	901
% App. Total	41.1	58.9	0.0	100	0.4	74.1	25.4	100	30.1	0.0	69.9	100	0.0	0.0	0.0	0.0	
PHF	0.706				0.812				0.788				0.000				0.764
Cars, PU, Vans	124	155	0	279	1	161	56	218	112	0	233	345	0	0	0	0	842
% Cars, PU, Vans	100.0	87.1	0.0	92.4	100.0	97.0	98.2	97.3	99.1	0.0	88.9	92.0	0.0	0.0	0.0	0.0	93.5
Heavy Trucks	0	23	0	23	0	5	1	6	1	0	29	30	0	0	0	0	59
%Heavy Trucks	0.0	12.9	0.0	7.6	0.0	3.0	1.8	2.7	0.9	0.0	11.1	8.0	0.0	0.0	0.0	0.0	6.5

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 17-3266-001  
 N/S Street: 35th Ave  
 E/W Street: Hayes St (Hospital Entrance)  
 DATE: 6/1/2017  
 CITY: Hollywood

DAY: Thursday

**A M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	2	7	7	0	0	0	0
7:15 AM	2	0	2	6	0	0	1	1
7:30 AM	2	0	2	2	0	0	0	0
7:45 AM	1	1	6	0	0	0	2	0
8:00 AM	5	1	4	0	0	0	1	0
8:15 AM	2	0	1	1	0	0	0	0
8:30 AM	2	1	1	1	0	0	0	0
8:45 AM	2	4	1	1	0	0	0	0
<b>TOTALS</b>	<b>16</b>	<b>9</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**P M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	3	3	1	3	0	0	0	0
4:15 PM	3	2	3	2	0	0	0	0
4:30 PM	2	1	4	0	0	0	0	0
4:45 PM	3	2	0	0	0	0	0	0
5:00 PM	0	1	7	1	0	0	0	0
5:15 PM	3	1	0	1	0	0	0	0
5:30 PM	0	2	1	0	0	0	1	1
5:45 PM	5	1	0	1	0	0	0	0
<b>TOTALS</b>	<b>19</b>	<b>13</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



National Data & Surveying Services

Site Code: **17-3266-001**

Date: **06/01/2017**

Weather: **Sunny**

City: **Hollywood**

County: **Broward**

Count Times: **07:00 - 09:00**

**16:00 - 18:00**

Control: **Signalized**

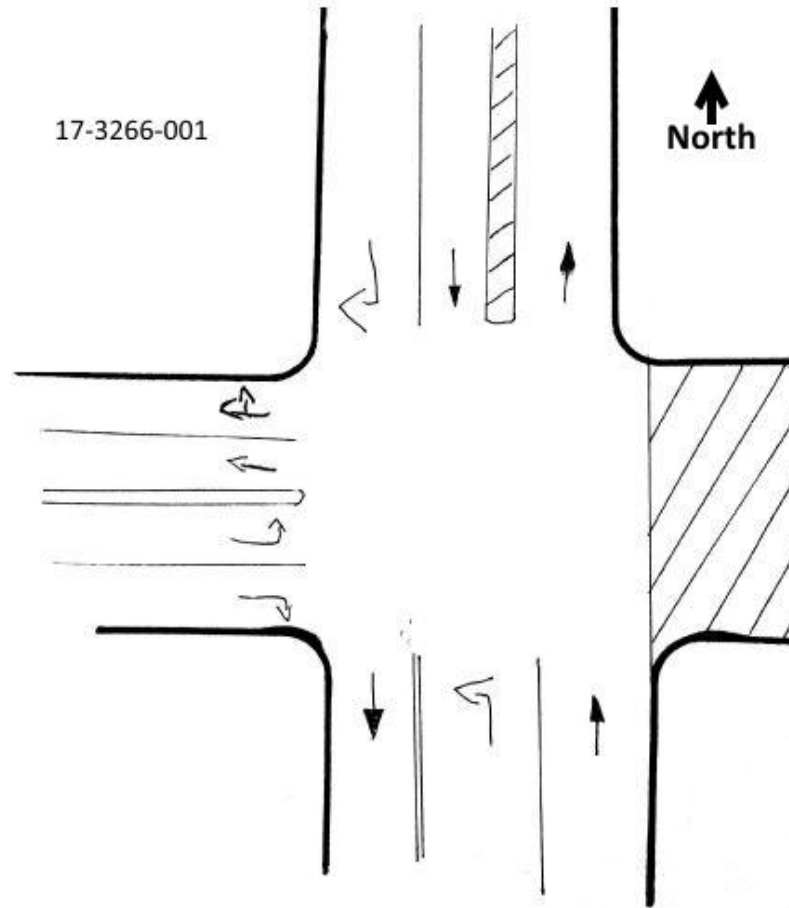
SIGNAL TIMING

PHASES	1	2	3
NT/ST	28	33	54
ET	24	26	25



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

Speed: **30 MPH**



E/W Street: **Hayes St (Hospital Entrance)**

Speed: **N/A**

# ITM Peak Hour Summary

Prepared by:

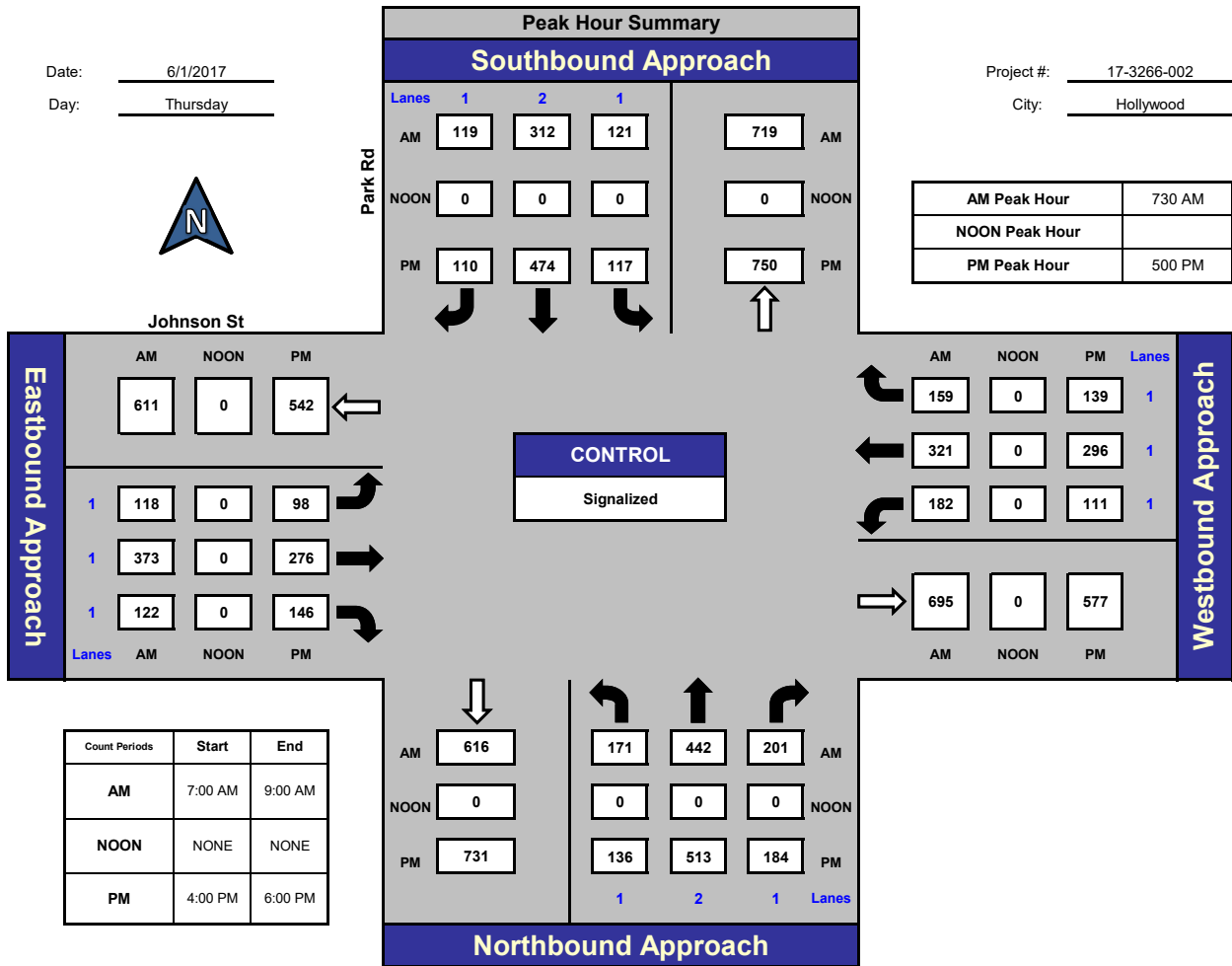


National Data & Surveying Services

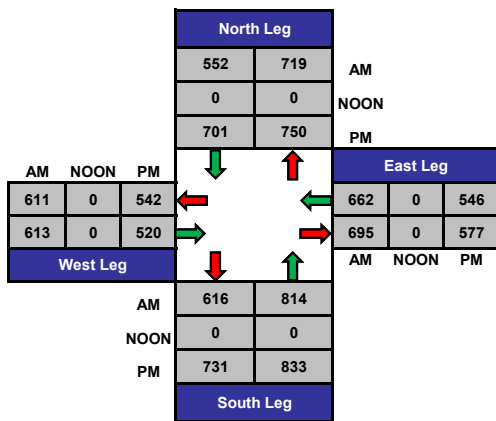
## Park Rd and Johnson St., Hollywood

Date: 6/1/2017  
Day: Thursday

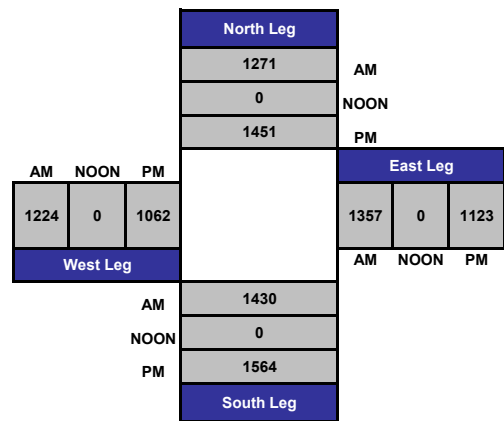
Project #: 17-3266-002  
City: Hollywood



### Total Ins & Outs



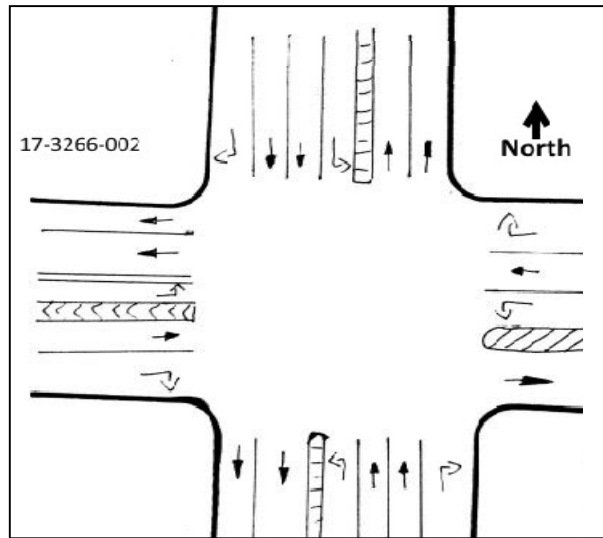
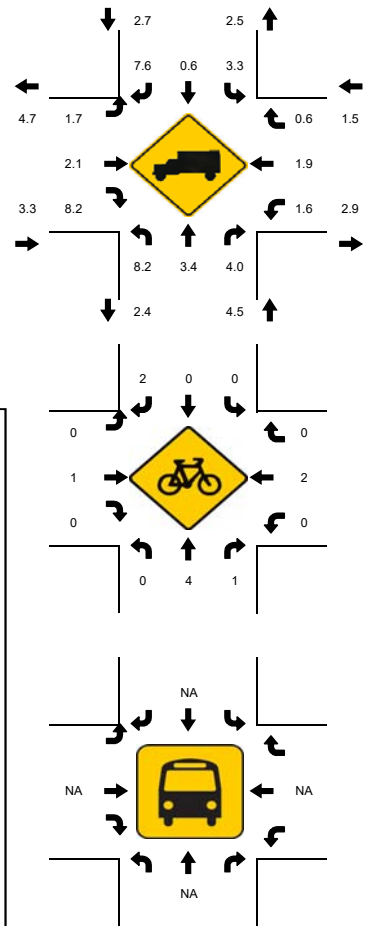
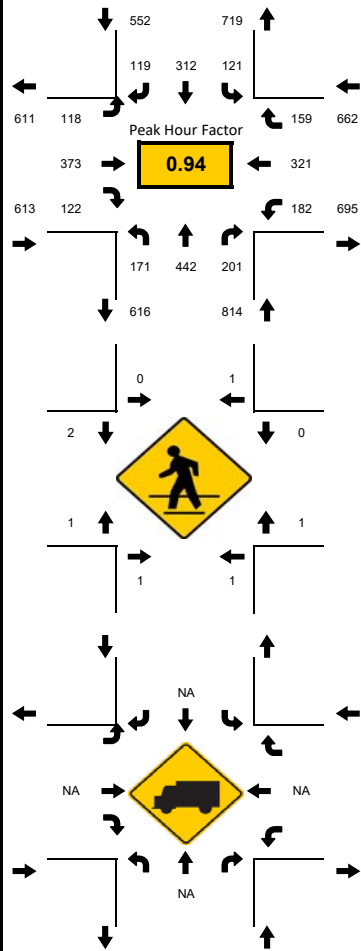
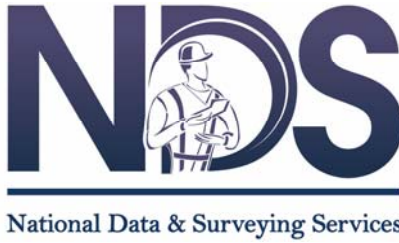
### Total Volume Per Leg



LOCATION: Park Rd & Johnson St  
CITY/STATE: Hollywood

PROJECT ID: 17-3266-002  
DATE: Thu, Jun 01, 2017

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

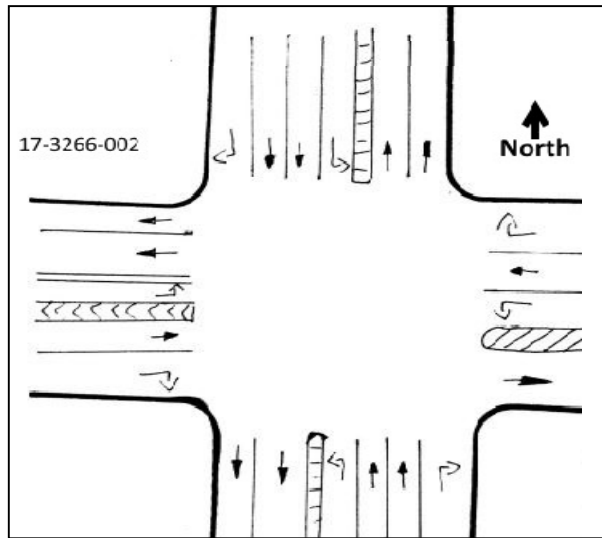
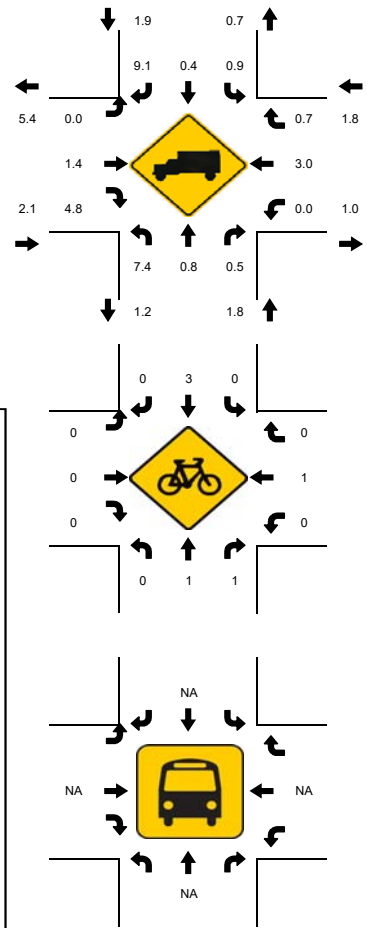
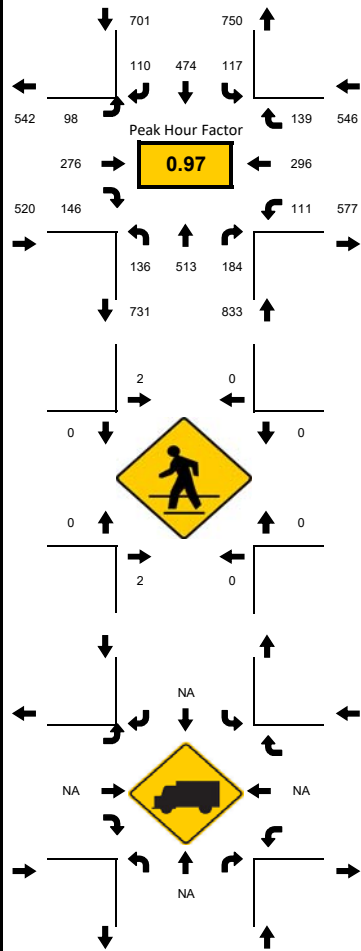
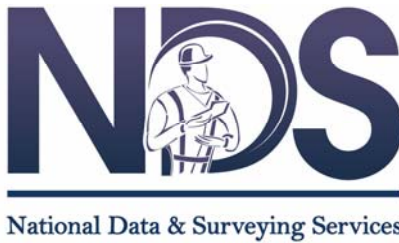


15-Min Count Period Beginning At	Park Rd Northbound					Park Rd Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	23	70	29	0		12	28	11	0		18	72	28	0		20	49	17	0		377	2229
07:15 AM	23	80	40	0		17	51	28	1		23	109	28	0		45	72	26	0		542	2537
<b>07:30 AM</b>	<b>42</b>	<b>105</b>	<b>44</b>	<b>0</b>		<b>30</b>	<b>70</b>	<b>23</b>	<b>0</b>		<b>27</b>	<b>82</b>	<b>39</b>	<b>0</b>		<b>39</b>	<b>65</b>	<b>42</b>	<b>0</b>		<b>608</b>	<b>2641</b>
07:45 AM	54	102	44	0		30	81	40	0		29	115	28	0		45	100	34	0		702	2618
08:00 AM	38	109	64	0		31	82	29	0		31	91	33	0		43	84	50	0		685	2477
08:15 AM	37	126	49	0		30	79	27	0		31	85	22	0		55	72	33	0		646	1792
08:30 AM	39	101	48	1		20	64	19	1		19	92	34	0		43	68	38	0		585	1146
08:45 AM	33	82	36	0		16	63	30	0		25	93	22	0		31	90	40	0		561	561
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
All Vehicles	216	504	256	0		124	328	160	0		124	460	156	0		220	400	200	0		<b>3148</b>	
Heavy Trucks	20	32	16			8	8	12			4	16	16			4	16	4			<b>156</b>	
Pedestrians		4					4					12					4				<b>24</b>	
Bicycles	0	8	4			0	0	4			0	4	0			0	4	0			<b>24</b>	
Railroad Stopped Buses																						

LOCATION: Park Rd & Johnson St  
 CITY/STATE: Hollywood

PROJECT ID: 17-3266-002  
 DATE: Thu, Jun 01, 2017

Peak-Hour: 05:00 PM - 06:00 PM  
 Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	Park Rd Northbound					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*		
04:00 PM	25	109	32	0		16	89	19	1		21	78	31	0		51	67	34	0		572	2259
04:15 PM	17	80	36	0		26	73	11	0		12	64	33	0		40	61	28	0		481	2330
04:30 PM	20	103	40	0		29	101	26	0		25	85	39	0		31	66	31	0		596	2503
04:45 PM	29	120	50	0		24	87	18	0		28	95	26	0		36	69	28	0		610	2576
05:00 PM	39	151	36	1		26	105	26	0		26	62	46	0		22	68	36	0		643	2600
05:15 PM	27	141	54	0		21	119	29	0		26	78	28	0		29	71	31	0		654	1957
05:30 PM	33	121	50	0		36	128	31	1		23	67	37	0		27	83	33	0		669	1303
05:45 PM	37	100	44	0		34	122	24	0		23	69	35	0		33	74	39	0		634	634
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	156	604	216	4		144	512	124	4		104	312	184	0		132	332	156	0		2976	
Heavy Trucks	16	8	4			4	8	20			0	8	8			0	16	4			96	
Pedestrians		4					4					0					0				8	
Bicycles	0	4	4			0	8	0			0	0	0			0	4	0			20	
Railroad Stopped Buses																						

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-002

Day: Thursday

City: Hollywood

Date: 6/1/2017

		AM												
NS/EW Streets:		Park Rd			Park Rd			Johnson St			Johnson St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
	7:00 AM	23	70	29	12	28	11	18	72	28	20	49	17	377
	7:15 AM	23	80	40	17	51	28	23	109	28	45	72	26	542
	7:30 AM	42	105	44	30	70	23	27	82	39	39	65	42	608
	7:45 AM	54	102	44	30	81	40	29	115	28	45	100	34	702
	8:00 AM	38	109	64	31	82	29	31	91	33	43	84	50	685
	8:15 AM	37	126	49	30	79	27	31	85	22	55	72	33	646
	8:30 AM	39	101	48	20	64	19	19	92	34	43	68	38	585
	8:45 AM	33	82	36	16	63	30	25	93	22	31	90	40	561
<b>TOTAL VOLUMES :</b>		289	775	354	186	518	207	203	739	234	321	600	280	4706
<b>APPROACH %'s :</b>		20.38%	54.65%	24.96%	20.42%	56.86%	22.72%	17.26%	62.84%	19.90%	26.73%	49.96%	23.31%	
<b>PEAK HR START TIME :</b>		730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>		171	442	201	121	312	119	118	373	122	182	321	159	2641
<b>PEAK HR FACTOR :</b>		0.960			0.914			0.891			0.925			0.941

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

**Project ID:** 17-3266-002

**Day:** Thursday

**City:** Hollywood

**Date:** 6/1/2017

**PM**

NS/EW Streets:	Park Rd			Park Rd			Johnson St			Johnson St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	
4:00 PM	25	109	32	16	89	19	21	78	31	51	67	34	572
4:15 PM	17	80	36	26	73	11	12	64	33	40	61	28	481
4:30 PM	20	103	40	29	101	26	25	85	39	31	66	31	596
4:45 PM	29	120	50	24	87	18	28	95	26	36	69	28	610
5:00 PM	39	151	36	26	105	26	26	62	46	22	68	36	643
5:15 PM	27	141	54	21	119	29	26	78	28	29	71	31	654
5:30 PM	33	121	50	36	128	31	23	67	37	27	83	33	669
5:45 PM	37	100	44	34	122	24	23	69	35	33	74	39	634
TOTAL VOLUMES :	227	925	342	212	824	184	184	598	275	269	559	260	4859
APPROACH %'s :	15.19%	61.91%	22.89%	17.38%	67.54%	15.08%	17.41%	56.58%	26.02%	24.72%	51.38%	23.90%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	136	513	184	117	474	110	98	276	146	111	296	139	2600
PEAK HR FACTOR :	0.921			0.899			0.970			0.935			0.972

**CONTROL :** Signalized

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 17-3266-002  
 N/S Street: Park Rd  
 E/W Street: Johnson St  
 DATE: 6/1/2017  
 CITY: Hollywood

DAY: Thursday

**A M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	0	0	1	0	0	0
7:15 AM	0	3	0	0	2	0	1	0
7:30 AM	0	0	1	0	0	0	1	2
7:45 AM	0	1	0	0	1	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0
8:30 AM	0	0	0	0	0	1	1	0
8:45 AM	0	1	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>2</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	1	1	0	0	1	0	0	0	0	0	0
7:45 AM	0	2	0	0	0	1	0	0	0	0	1	0
8:00 AM	0	1	0	0	0	0	0	1	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>

**P M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	1	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0
5:45 PM	1	0	1	0	0	0	0	0
<b>TOTALS</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	1	0
<b>TOTALS</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

Project ID: 17-3266-002  
 Location: Park Rd & Johnson St  
 City: Hollywood

Day: Thursday  
 Date: 6/1/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Park Rd Northbound					Park Rd Southbound					Johnson St Eastbound					Johnson St Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	23	70	29	0	122	12	28	11	1	51	18	72	28	0	118	20	49	17	1	86	377
7:15 AM	23	80	40	0	143	17	51	28	3	96	23	109	28	1	160	45	72	26	2	143	542
7:30 AM	42	105	44	1	191	30	70	23	0	123	27	82	39	3	148	39	65	42	0	146	608
7:45 AM	54	102	44	0	200	30	81	40	1	151	29	115	28	0	172	45	100	34	1	179	702
Total	142	357	157	1	656	89	230	102	5	421	97	378	123	4	598	149	286	119	4	554	2229
8:00 AM	38	109	64	0	211	31	82	29	0	142	31	91	33	0	155	43	84	50	0	177	685
8:15 AM	37	126	49	1	212	30	79	27	0	136	31	85	22	0	138	55	72	33	0	160	646
8:30 AM	39	101	48	0	188	20	64	19	0	103	19	92	34	1	145	43	68	38	1	149	585
8:45 AM	33	82	36	0	151	16	63	30	1	109	25	93	22	0	140	31	90	40	0	161	561
Total	147	418	197	1	762	97	288	105	1	490	106	361	111	1	578	172	314	161	1	647	2477
***BREAK***																					
4:00 PM	25	109	32	0	166	16	89	19	1	124	21	78	31	0	130	51	67	34	0	152	572
4:15 PM	17	80	36	0	133	26	73	11	0	110	12	64	33	1	109	40	61	28	0	129	481
4:30 PM	20	103	40	0	163	29	101	26	0	156	25	85	39	0	149	31	66	31	0	128	596
4:45 PM	29	120	50	0	199	24	87	18	0	129	28	95	26	0	149	36	69	28	0	133	610
Total	91	412	158	0	661	95	350	74	1	519	86	322	129	1	537	158	263	121	0	542	2259
5:00 PM	39	151	36	0	226	26	105	26	0	157	26	62	46	0	134	22	68	36	0	126	643
5:15 PM	27	141	54	0	222	21	119	29	1	169	26	78	28	0	132	29	71	31	0	131	654
5:30 PM	33	121	50	1	204	36	128	31	0	195	23	67	37	0	127	27	83	33	0	143	669
5:45 PM	37	100	44	1	181	34	122	24	1	180	23	69	35	0	127	33	74	39	0	146	634
Total	136	513	184	2	833	117	474	110	2	701	98	276	146	0	520	111	296	139	0	546	2600
Grand Total	516	1700	696	4	2912	398	1342	391	9	2131	387	1337	509	6	2233	590	1159	540	5	2289	9565
Apprch %	17.7	58.4	23.9	0.1		18.7	63.0	18.3	0.4		17.3	59.9	22.8	0.3		25.8	50.6	23.6	0.2		
Total %	5.4	17.8	7.3	0.0	30.4	4.2	14.0	4.1	0.1	22.3	4.0	14.0	5.3	0.1	23.3	6.2	12.1	5.6	0.1	23.9	
Cars, PU, Vans	476	1671	679	4	2826	391	1320	345	9	2056	382	1304	475	6	2161	581	1129	534	5	2244	9287
% Cars, PU, Vans	92.2	98.3	97.6	100.0	97.0	98.2	98.4	88.2	100.0	96.5	98.7	97.5	93.3	100.0	96.8	98.5	97.4	98.9	100.0	98.0	97.1
Heavy Trucks	40	29	17		86	7	22	46		75	5	33	34		72	9	30	6		45	278
%Heavy Trucks	7.8	1.7	2.4	0.0	3.0	1.8	1.6	11.8	0.0	3.5	1.3	2.5	6.7	0.0	3.2	1.5	2.6	1.1	0.0	2.0	2.9

Project ID: 17-3266-002  
 Location: Park Rd & Johnson St  
 City: Hollywood

## PEAK HOURS

Day: Thursday  
 Date: 6/1/2017

### AM

Start Time	Park Rd Northbound				Park Rd Southbound				Johnson St Eastbound				Johnson St Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	42	105	44	191	30	70	23	123	27	82	39	148	39	65	42	146	608
7:45 AM	54	102	44	200	30	81	40	151	29	115	28	172	45	100	34	179	702
8:00 AM	38	109	64	211	31	82	29	142	31	91	33	155	43	84	50	177	685
8:15 AM	37	126	49	212	30	79	27	136	31	85	22	138	55	72	33	160	646
Total Volume	171	442	201	814	121	312	119	552	118	373	122	613	182	321	159	662	2641
% App. Total	21.0	54.3	24.7	100	21.9	56.5	21.6	100	19.2	60.8	19.9	100	27.5	48.5	24.0	100	
PHF	0.960				0.914				0.891				0.925				0.941
Cars, PU, Vans	157	427	193	777	117	310	110	537	116	365	112	593	179	315	158	652	2559
% Cars, PU, Vans	91.8	96.6	96.0	95.5	96.7	99.4	92.4	97.3	98.3	97.9	91.8	96.7	98.4	98.1	99.4	98.5	96.9
Heavy Trucks	14	15	8	37	4	2	9	15	2	8	10	20	3	6	1	10	82
% Heavy Trucks	8.2	3.4	4.0	4.5	3.3	0.6	7.6	2.7	1.7	2.1	8.2	3.3	1.6	1.9	0.6	1.5	3.1

### PM

Start Time	Park Rd Northbound				Park Rd Southbound				Johnson St Eastbound				Johnson St Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	39	151	36	226	26	105	26	157	26	62	46	134	22	68	36	126	643
5:15 PM	27	141	54	222	21	119	29	169	26	78	28	132	29	71	31	131	654
5:30 PM	33	121	50	204	36	128	31	195	23	67	37	127	27	83	33	143	669
5:45 PM	37	100	44	181	34	122	24	180	23	69	35	127	33	74	39	146	634
Total Volume	136	513	184	833	117	474	110	701	98	276	146	520	111	296	139	546	2600
% App. Total	16.3	61.6	22.1	100	16.7	67.6	15.7	100	18.8	53.1	28.1	100	20.3	54.2	25.5	100	
PHF	0.921				0.899				0.970				0.935				0.972
Cars, PU, Vans	126	509	183	818	116	472	100	688	98	272	139	509	111	287	138	536	2551
% Cars, PU, Vans	92.6	99.2	99.5	98.2	99.1	99.6	90.9	98.1	100.0	98.6	95.2	97.9	100.0	97.0	99.3	98.2	98.1
Heavy Trucks	10	4	1	15	1	2	10	13	0	4	7	11	0	9	1	10	49
% Heavy Trucks	7.4	0.8	0.5	1.8	0.9	0.4	9.1	1.9	0.0	1.4	4.8	2.1	0.0	3.0	0.7	1.8	1.9



National Data & Surveying Services

Site Code: **17-3266-002**

Date: **06/01/2017**

Weather: **Sunny**

City: **Hollywood**

County: **Broward**

Count Times: **07:00 - 09:00**

**16:00 - 18:00**

Control: **Signalized**

SIGNAL TIMING

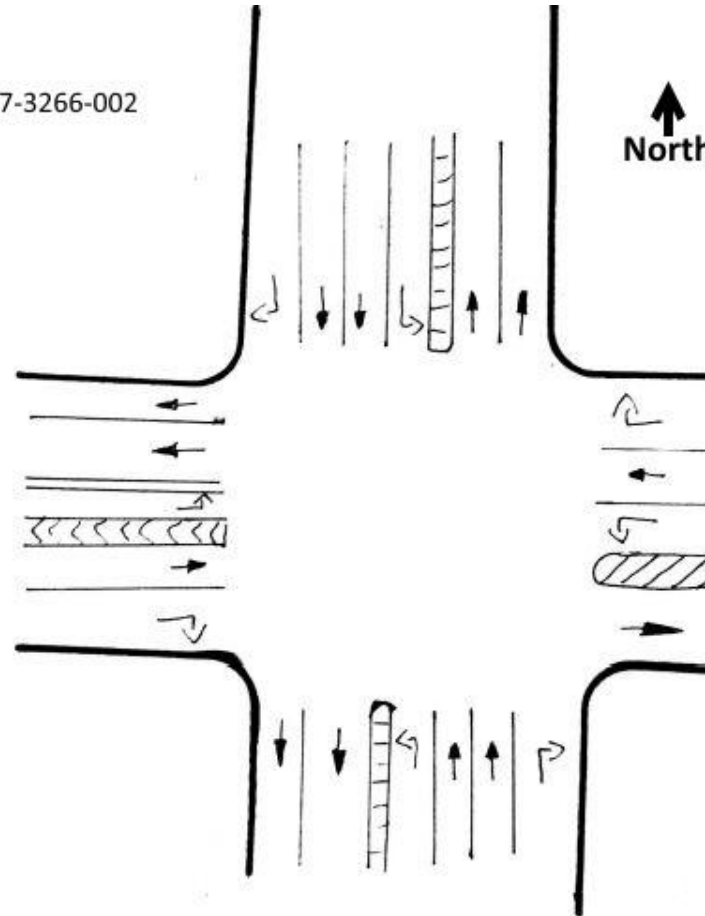
PHASES	1	2	3
NL/SL	13	15	13
NT/ST	27	35	29
EL/WL	25	25	26
ET/WT	49	51	48



N/S Street: **Park Rd**

Speed: **30 MPH**

17-3266-002



E/W Street: **Johnson St**

Speed: **30 MPH**

# ITM Peak Hour Summary

Prepared by:

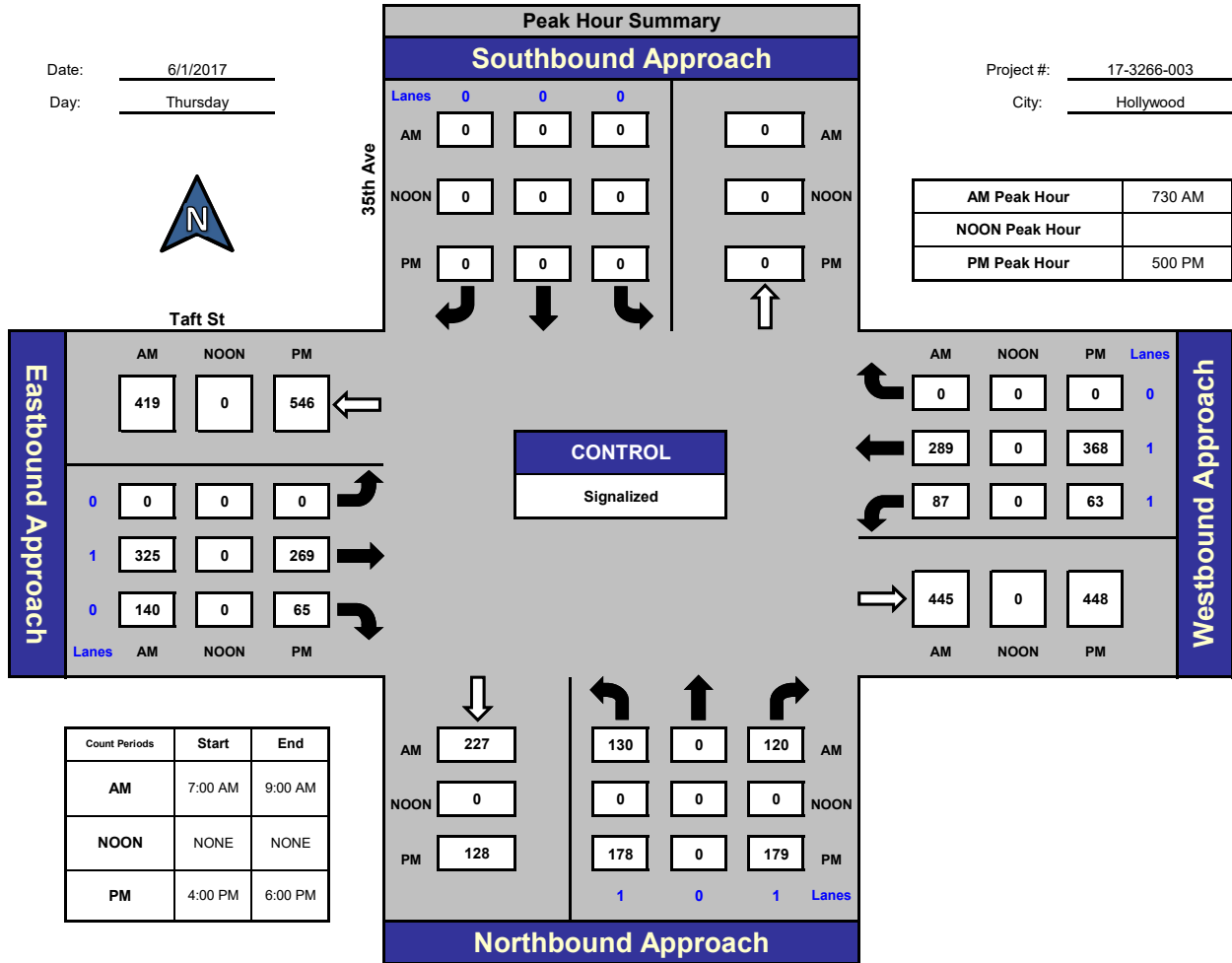


National Data & Surveying Services

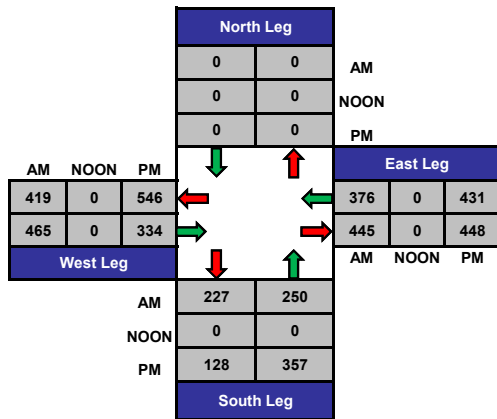
## 35th Ave and Taft St, Hollywood

Date: 6/1/2017  
Day: Thursday

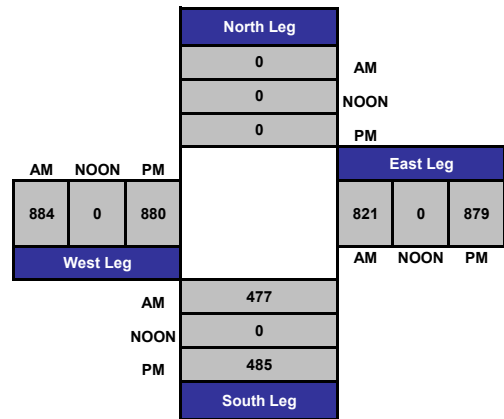
Project #: 17-3266-003  
City: Hollywood



### Total Ins & Outs



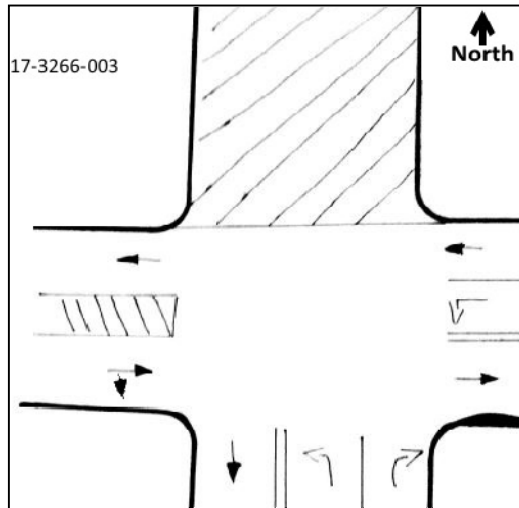
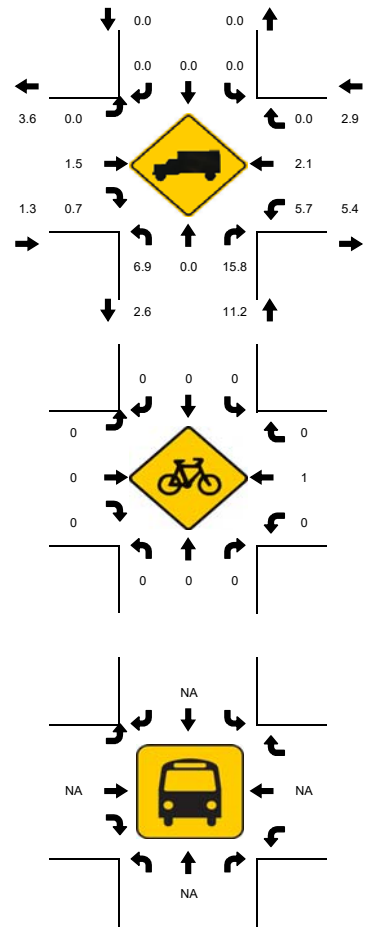
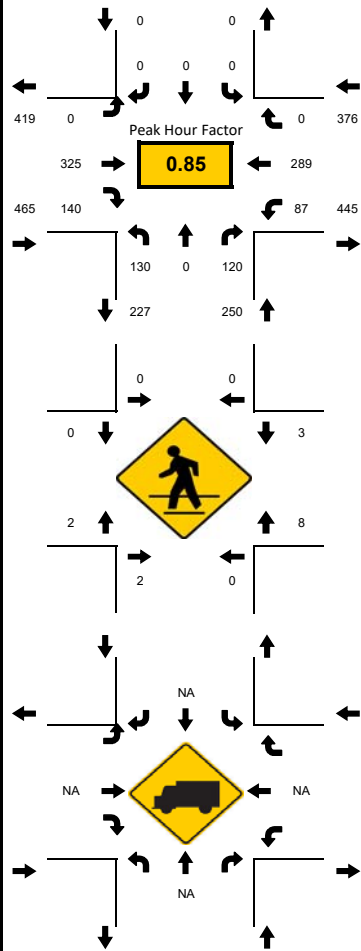
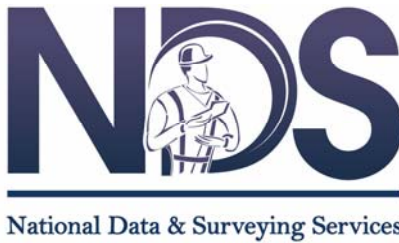
### Total Volume Per Leg



LOCATION: 35th Ave & Taft St  
 CITY/STATE: Hollywood

PROJECT ID: 17-3266-003  
 DATE: Thu, Jun 01, 2017

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

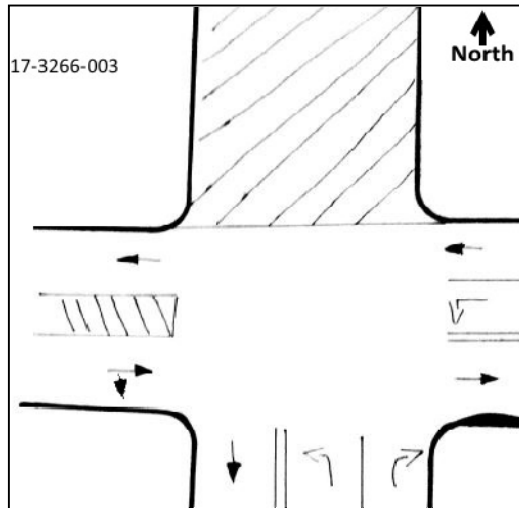
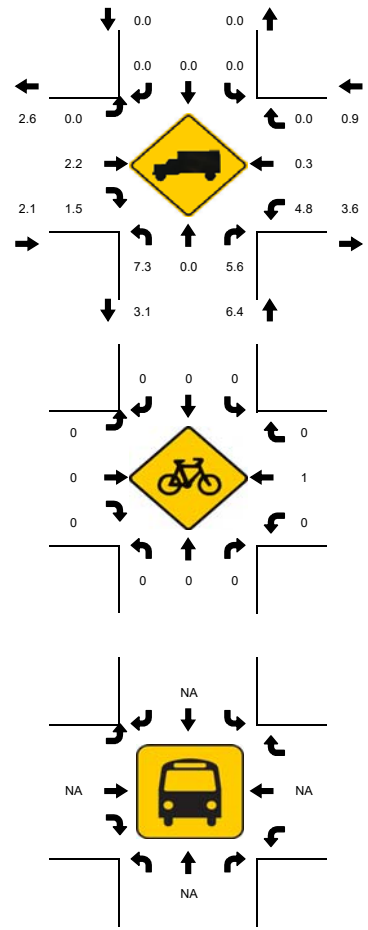
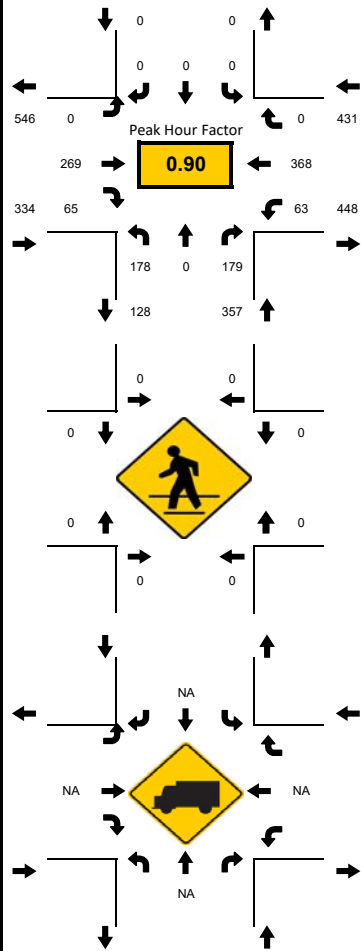
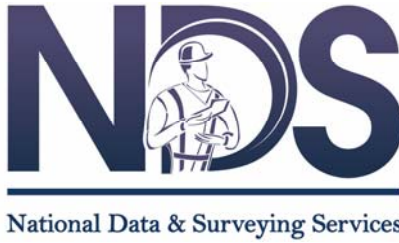


15-Min Count Period Beginning At	35th Ave Northbound					35th Ave Southbound					Taft St Eastbound					Taft St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	9	0	21	0		0	0	0	0		0	42	21	0		23	37	0	0		153	997
07:15 AM	38	0	49	0		0	0	0	0		0	59	32	0		16	54	0	0		248	1086
07:30 AM	51	0	37	0		0	0	0	0		0	67	17	0		17	87	0	0		276	1091
07:45 AM	46	0	41	0		0	0	0	0		0	75	37	0		22	99	0	0		320	1040
08:00 AM	16	0	21	0		0	0	0	0		0	91	42	0		26	46	0	0		242	949
08:15 AM	17	0	21	0		0	0	0	0		0	92	44	0		22	57	0	0		253	707
08:30 AM	23	0	17	0		0	0	0	0		0	65	39	0		27	54	0	0		225	454
08:45 AM	14	0	23	0		0	0	0	0		0	85	25	0		33	49	0	0		229	229
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
All Vehicles	204	0	164	0		0	0	0	0		0	368	176	0		104	396	0	0		1412	
Heavy Trucks	12	0	20	0		0	0	0	0		0	8	4	0		8	12	0	0		64	
Pedestrians		8					0					8					20				36	
Bicycles	0	0	0			0	0	0			0	0	0			0	4	0			4	
Railroad																						
Stopped Buses																						

LOCATION: 35th Ave & Taft St  
CITY/STATE: Hollywood

PROJECT ID: 17-3266-003  
DATE: Thu, Jun 01, 2017

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



15-Min Count Period Beginning At	35th Ave Northbound					35th Ave Southbound					Taft St Eastbound					Taft 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*		
04:00 PM	31	0	44	0		0	0	0	0		0	55	10	0		17	73	0	0		230	893
04:15 PM	22	0	42	0		0	0	0	0		0	58	13	0		16	55	0	0		206	947
04:30 PM	42	0	46	0		0	0	0	0		0	63	15	0		8	66	0	0		240	1052
04:45 PM	30	0	30	0		0	0	0	0		0	56	13	0		14	74	0	0		217	1089
05:00 PM	51	0	48	0		0	0	0	0		0	68	17	0		12	88	0	0		284	1122
05:15 PM	55	0	61	0		0	0	0	0		0	65	17	0		12	101	0	0		311	838
05:30 PM	47	0	34	0		0	0	0	0		0	66	15	0		11	104	0	0		277	527
05:45 PM	25	0	36	0		0	0	0	0		0	70	16	0		28	75	0	0		250	250
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	220	0	244	0		0	0	0	0		0	280	68	0		112	416	0	0		1340	
Heavy Trucks	16	0	12			0	0	0			0	16	4			4	4	0			56	
Pedestrians	0	0	0			0	0	0			0	0	0			0	0	0			0	
Bicycles	0	0	0			0	0	0			0	0	0			0	4	0			4	
Railroad																						
Stopped Buses																						



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-003

Day: Thursday

City: Hollywood

Date: 6/1/2017

		AM												
NS/EW Streets:		35th Ave			35th Ave			Taft St			Taft St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		1	0	1	0	0	0	0	1	0	1	1	0	
7:00 AM		9	0	21	0	0	0	0	42	21	23	37	0	153
7:15 AM		38	0	49	0	0	0	0	59	32	16	54	0	248
7:30 AM		51	0	37	0	0	0	0	67	17	17	87	0	276
7:45 AM		46	0	41	0	0	0	0	75	37	22	99	0	320
8:00 AM		16	0	21	0	0	0	0	91	42	26	46	0	242
8:15 AM		17	0	21	0	0	0	0	92	44	22	57	0	253
8:30 AM		23	0	17	0	0	0	0	65	39	27	54	0	225
8:45 AM		14	0	23	0	0	0	0	85	25	33	49	0	229
<b>TOTAL VOLUMES :</b>		214	0	230	0	0	0	0	576	257	186	483	0	1946
<b>APPROACH %'s :</b>		48.20%	0.00%	51.80%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	69.15%	30.85%	27.80%	72.20%	0.00%	
<b>PEAK HR START TIME :</b>		730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>		130	0	120	0	0	0	0	325	140	87	289	0	1091
<b>PEAK HR FACTOR :</b>		0.710			0.000			0.855			0.777			0.852

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-3266-003

Day: Thursday

City: Hollywood

Date: 6/1/2017

PM

NS/EW Streets:	35th Ave			35th Ave			Taft St			Taft St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 1	ER 0	WL 1	WT 1	WR 0	
4:00 PM	31	0	44	0	0	0	0	55	10	17	73	0	230
4:15 PM	22	0	42	0	0	0	0	58	13	16	55	0	206
4:30 PM	42	0	46	0	0	0	0	63	15	8	66	0	240
4:45 PM	30	0	30	0	0	0	0	56	13	14	74	0	217
5:00 PM	51	0	48	0	0	0	0	68	17	12	88	0	284
5:15 PM	55	0	61	0	0	0	0	65	17	12	101	0	311
5:30 PM	47	0	34	0	0	0	0	66	15	11	104	0	277
5:45 PM	25	0	36	0	0	0	0	70	16	28	75	0	250
<b>TOTAL VOLUMES :</b>	303	0	341	0	0	0	0	501	116	118	636	0	2015
<b>APPROACH %'s :</b>	47.05%	0.00%	52.95%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	81.20%	18.80%	15.65%	84.35%	0.00%	
<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	178	0	179	0	0	0	0	269	65	63	368	0	1122
<b>PEAK HR FACTOR :</b>	0.769			0.000			0.971			0.937			0.902

CONTROL : Signalized

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 17-3266-003  
 N/S Street: 35th Ave  
 E/W Street: Taft St  
 DATE: 6/1/2017  
 CITY: Hollywood

DAY: Thursday

**A M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	0
7:30 AM	0	0	2	0	3	0	0	0
7:45 AM	0	0	0	0	4	1	0	0
8:00 AM	0	0	0	0	1	2	0	0
8:15 AM	0	0	0	0	0	0	2	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

**P M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

Project ID: 17-3266-003  
 Location: 35th Ave & Taft St  
 City: Hollywood

Day: Thursday  
 Date: 6/1/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	35th Ave Northbound					35th Ave Southbound					Taft St Eastbound					Taft St Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	9	0	21	0	30	0	0	0	0	0	0	42	21	0	63	23	37	0	0	60	153
7:15 AM	38	0	49	0	87	0	0	0	0	0	0	59	32	0	91	16	54	0	2	70	248
7:30 AM	51	0	37	2	88	0	0	0	0	0	0	67	17	0	84	17	87	0	3	104	276
7:45 AM	46	0	41	0	87	0	0	0	0	0	0	75	37	0	112	22	99	0	5	121	320
Total	144	0	148	2	292	0	0	0	0	0	0	243	107	0	350	78	277	0	10	355	997
8:00 AM	16	0	21	0	37	0	0	0	0	0	0	91	42	0	133	26	46	0	3	72	242
8:15 AM	17	0	21	0	38	0	0	0	0	0	0	92	44	2	136	22	57	0	0	79	253
8:30 AM	23	0	17	0	40	0	0	0	0	0	0	65	39	0	104	27	54	0	0	81	225
8:45 AM	14	0	23	0	37	0	0	0	0	0	0	85	25	0	110	33	49	0	0	82	229
Total	70	0	82	0	152	0	0	0	0	0	0	333	150	2	483	108	206	0	3	314	949
***BREAK***																					
4:00 PM	31	0	44	0	75	0	0	0	0	0	0	55	10	1	65	17	73	0	0	90	230
4:15 PM	22	0	42	0	64	0	0	0	0	0	0	58	13	0	71	16	55	0	0	71	206
4:30 PM	42	0	46	0	88	0	0	0	0	0	0	63	15	0	78	8	66	0	0	74	240
4:45 PM	30	0	30	0	60	0	0	0	0	0	0	56	13	0	69	14	74	0	0	88	217
Total	125	0	162	0	287	0	0	0	0	0	0	232	51	1	283	55	268	0	0	323	893
5:00 PM	51	0	48	0	99	0	0	0	0	0	0	68	17	0	85	12	88	0	0	100	284
5:15 PM	55	0	61	0	116	0	0	0	0	0	0	65	17	0	82	12	101	0	0	113	311
5:30 PM	47	0	34	0	81	0	0	0	0	0	0	66	15	0	81	11	104	0	0	115	277
5:45 PM	25	0	36	0	61	0	0	0	0	0	0	70	16	0	86	28	75	0	0	103	250
Total	178	0	179	0	357	0	0	0	0	0	0	269	65	0	334	63	368	0	0	431	1122
Grand Total	517	0	571	2	1088	0	0	0	0	0	0	1077	373	3	1450	304	1119	0	13	1423	3961
Apprch %	47.5	0.0	52.5	0.2		0.0	0.0	0.0	0.0		0.0	74.3	25.7	0.2		21.4	78.6	0.0	0.9		
Total %	13.1	0.0	14.4	0.1	27.5	0.0	0.0	0.0	0.0	0.0	0.0	27.2	9.4	0.1	36.6	7.7	28.3	0.0	0.3	35.9	
Cars, PU, Vans	471	0	512	2	983	0	0	0	0	0	0	1059	363	3	1422	286	1103	0	13	1389	3794
% Cars, PU, Vans	91.1	0.0	89.7	100.0	90.3	0.0	0.0	0.0	0.0	0.0	0.0	98.3	97.3	100.0	98.1	94.1	98.6	0.0	100.0	97.6	95.8
Heavy Trucks	46	0	59	0	105	0	0	0	0	0	0	18	10	0	28	18	16	0	0	34	167
%Heavy Trucks	8.9	0.0	10.3	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	1.7	2.7	0.0	1.9	5.9	1.4	0.0	0.0	2.4	4.2

Project ID: 17-3266-003  
 Location: 35th Ave & Taft St  
 City: Hollywood

## PEAK HOURS

Day: Thursday  
 Date: 6/1/2017

### AM

Start Time	35th Ave Northbound				35th Ave Southbound				Taft St Eastbound				Taft St Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	51	0	37	88	0	0	0	0	0	67	17	84	17	87	0	104	276
7:45 AM	46	0	41	87	0	0	0	0	0	75	37	112	22	99	0	121	320
8:00 AM	16	0	21	37	0	0	0	0	0	91	42	133	26	46	0	72	242
8:15 AM	17	0	21	38	0	0	0	0	0	92	44	136	22	57	0	79	253
Total Volume	130	0	120	250	0	0	0	0	0	325	140	465	87	289	0	376	1091
% App. Total	52.0	0.0	48.0	100	0.0	0.0	0.0	0	0.0	69.9	30.1	100	23.1	76.9	0.0	100	
PHF	0.710				0.000				0.855				0.777				0.852
Cars, PU, Vans	121	0	101	222	0	0	0	0	0	320	139	459	82	283	0	365	1046
% Cars, PU, Vans	93.1	0.0	84.2	88.8	0.0	0.0	0.0	0.0	0.0	98.5	99.3	98.7	94.3	97.9	0.0	97.1	95.9
Heavy Trucks	9	0	19	28	0	0	0	0	0	5	1	6	5	6	0	11	45
%Heavy Trucks	6.9	0.0	15.8	11.2	0.0	0.0	0.0	0.0	0.0	1.5	0.7	1.3	5.7	2.1	0.0	2.9	4.1

### PM

Start Time	35th Ave Northbound				35th Ave Southbound				Taft St Eastbound				Taft St Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	51	0	48	99	0	0	0	0	0	68	17	85	12	88	0	100	284
5:15 PM	55	0	61	116	0	0	0	0	0	65	17	82	12	101	0	113	311
5:30 PM	47	0	34	81	0	0	0	0	0	66	15	81	11	104	0	115	277
5:45 PM	25	0	36	61	0	0	0	0	0	70	16	86	28	75	0	103	250
Total Volume	178	0	179	357	0	0	0	0	0	269	65	334	63	368	0	431	1122
% App. Total	49.9	0.0	50.1	100	0.0	0.0	0.0	0	0.0	80.5	19.5	100	14.6	85.4	0.0	100	
PHF	0.769				0.000				0.971				0.937				0.902
Cars, PU, Vans	165	0	169	334	0	0	0	0	0	263	64	327	60	367	0	427	1088
% Cars, PU, Vans	92.7	0.0	94.4	93.6	0.0	0.0	0.0	0.0	0.0	97.8	98.5	97.9	95.2	99.7	0.0	99.1	97.0
Heavy Trucks	13	0	10	23	0	0	0	0	0	6	1	7	3	1	0	4	34
%Heavy Trucks	7.3	0.0	5.6	6.4	0.0	0.0	0.0	0.0	0.0	2.2	1.5	2.1	4.8	0.3	0.0	0.9	3.0



National Data & Surveying Services

Site Code: **17-3266-003**

Date: **06/01/2017**

Weather: **Sunny**

City: **Hollywood**

County: **Broward**

Count Times: **07:00 - 09:00**

**16:00 - 18:00**

Control: **Signalized**

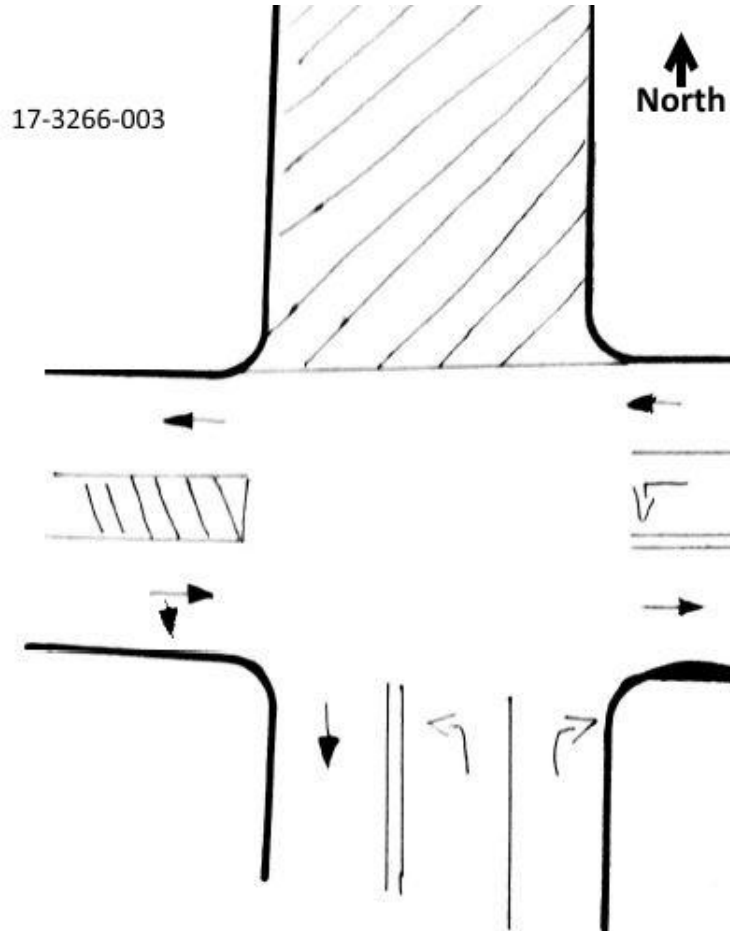
SIGNAL TIMING

PHASES	1	2	3
NT	41	12	15
ET/WT	24	33	44



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

Speed: **30 MPH**



E/W Street: **Taft St**

Speed: **30 MPH**

# ITM Peak Hour Summary

Prepared by:

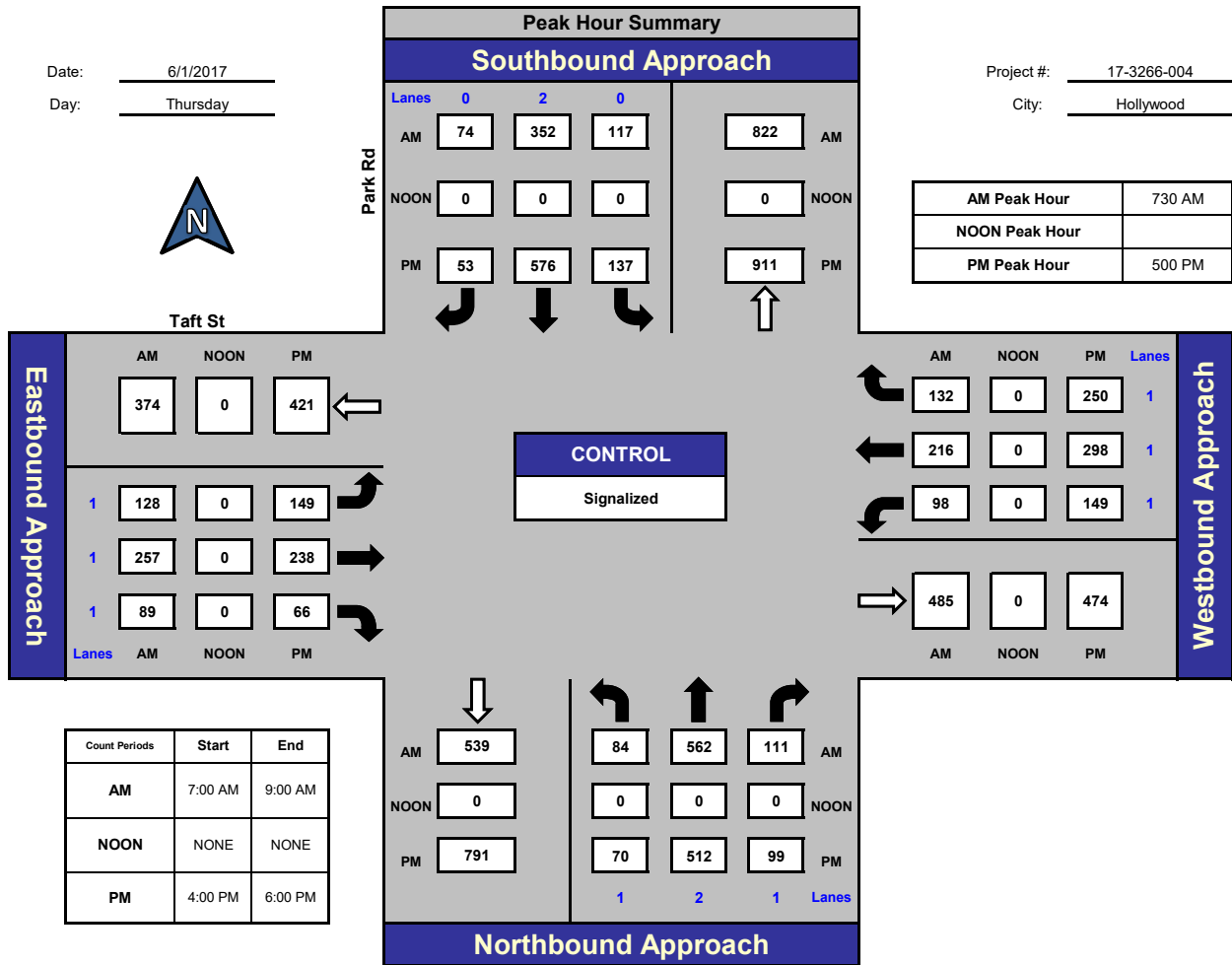


National Data & Surveying Services

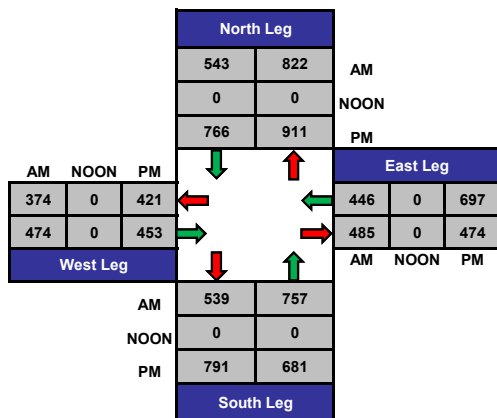
## Park Rd and Taft St., Hollywood

Date: 6/1/2017  
Day: Thursday

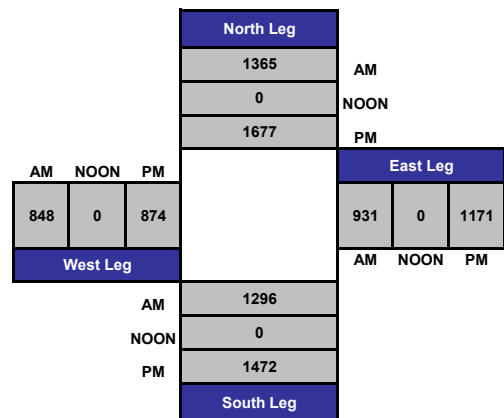
Project #: 17-3266-004  
City: Hollywood



### Total Ins & Outs



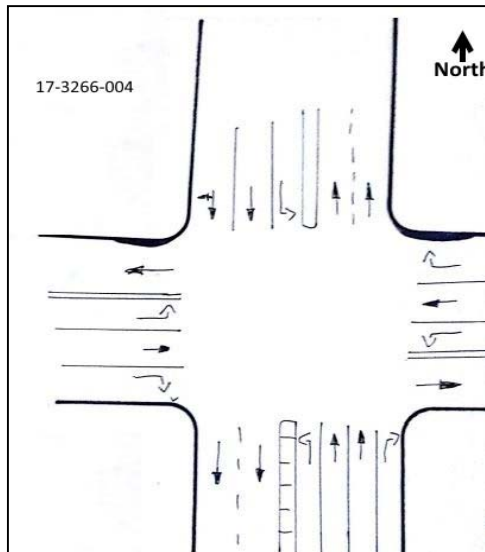
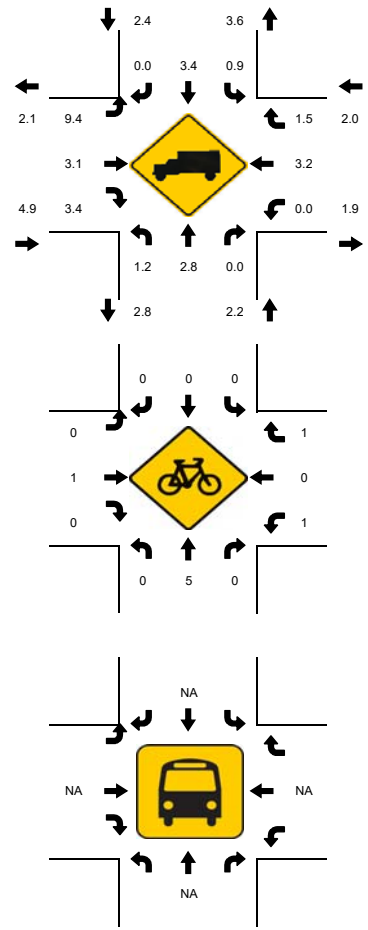
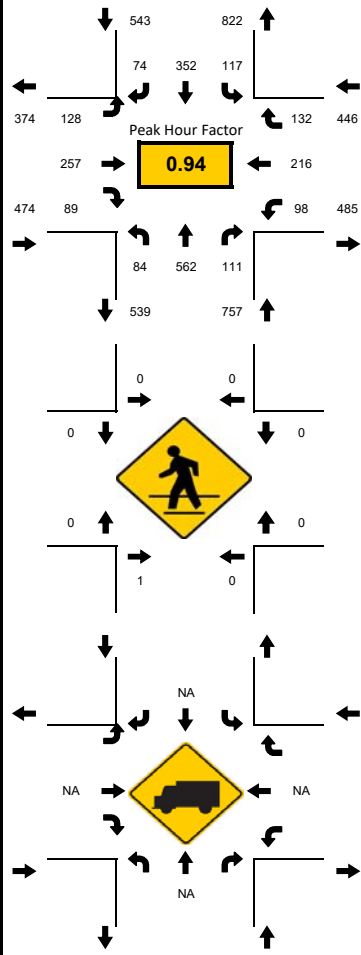
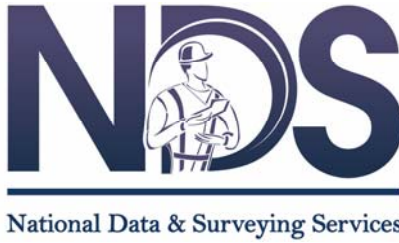
### Total Volume Per Leg



LOCATION: Park Rd & Taft St  
CITY/STATE: Hollywood

PROJECT ID: 17-3266-004  
DATE: Thu, Jun 01, 2017

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



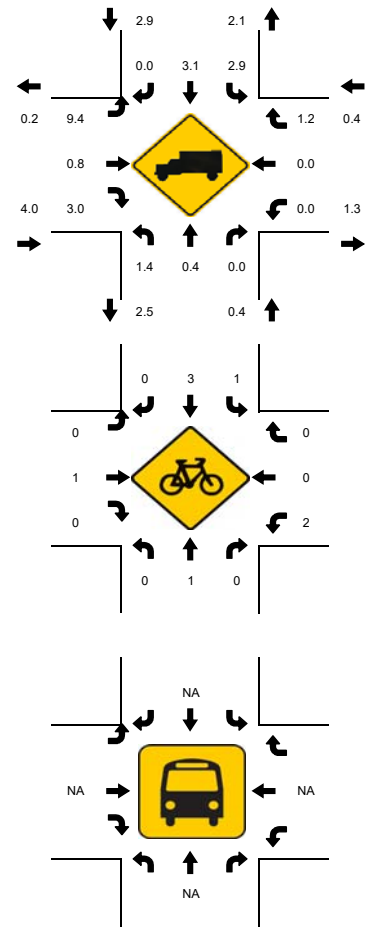
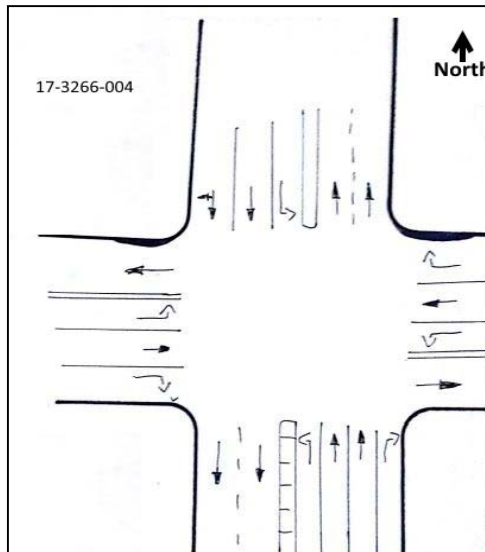
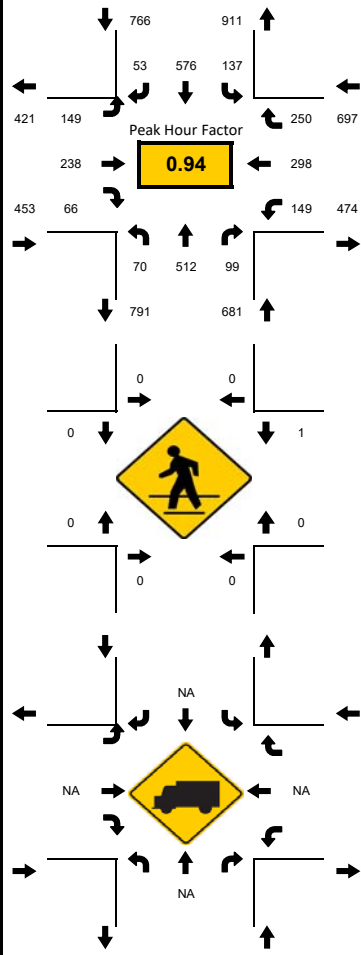
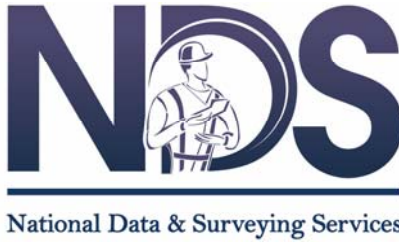
15-Min Count Period Beginning At	Park Rd Northbound					Park Rd Southbound					Taft St Eastbound					Taft St Westbound					Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*			
07:00 AM	6	89	23	0		11	31	23	0		28	30	8	0		18	28	24	0		319	1868	
07:15 AM	17	109	19	0		23	66	19	0		45	54	8	0		27	35	38	0		460	2118	
<b>07:30 AM</b>	<b>38</b>	<b>112</b>	<b>27</b>	<b>0</b>		<b>23</b>	<b>64</b>	<b>16</b>	<b>0</b>		<b>42</b>	<b>42</b>	<b>22</b>	<b>0</b>		<b>29</b>	<b>56</b>	<b>30</b>	<b>0</b>		<b>501</b>	<b>2220</b>	
07:45 AM	31	124	28	0		43	100	25	0		29	57	30	0		19	67	35	0		588	2184	
08:00 AM	7	169	30	0		29	100	14	0		33	78	18	0		26	43	22	0		569	2088	
08:15 AM	8	157	26	0		22	88	19	1		24	80	19	0		24	50	45	0		562	1519	
08:30 AM	6	136	22	0		20	55	20	1		15	62	10	0		32	54	33	0		465	957	
08:45 AM	5	116	25	0		24	70	23	0		33	67	12	0		18	50	49	0		492	492	
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>		
All Vehicles	152	676	120	0		172	400	100	4		168	320	120	0		116	268	180	0		<b>2792</b>		
Heavy Trucks	4	36	0		4	20	0		20	12	4		0	12	4							<b>116</b>	
Pedestrians		4				0				0				0				0				<b>4</b>	
Bicycles	0	12	0		0	0	0		0	4	0		4	0	4							<b>24</b>	
Railroad																							
Stopped Buses																							



LOCATION: Park Rd & Taft St  
 CITY/STATE: Hollywood

PROJECT ID: 17-3266-004  
 DATE: Thu, Jun 01, 2017

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



15-Min Count Period Beginning At	Park Rd Northbound					Park Rd Southbound					Taft St Eastbound					Taft 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*		
04:00 PM	14	107	21	0		27	110	13	1		48	46	15	0		29	52	46	0		528	2116
04:15 PM	10	122	23	0		26	96	13	1		44	55	11	0		19	55	36	0		510	2280
04:30 PM	19	140	28	0		31	113	10	0		25	42	11	0		19	57	40	0		535	2448
04:45 PM	16	121	32	0		23	109	4	0		24	62	19	0		31	56	46	0		543	2547
05:00 PM	20	135	30	0		36	160	21	0		47	54	17	0		32	80	60	0		692	2597
05:15 PM	16	163	37	0		34	163	6	0		33	54	18	0		26	62	66	0		678	1905
05:30 PM	24	120	19	0		35	124	8	0		34	57	12	0		51	84	66	0		634	1227
05:45 PM	10	94	13	0		32	129	18	0		35	73	19	0		40	72	58	0		593	593
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	96	652	148	0		144	652	84	0		188	292	76	0		204	336	264	0		3136	
Heavy Trucks	4	4	0		8	24	0		20	4	8		0	0	8		80					
Pedestrians		0				0				0				4			4					
Bicycles	0	4	0		4	8	0		0	4	0		8	0	0		28					
Railroad																						
Stopped Buses																						

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-004

Day: Thursday

City: Hollywood

Date: 6/1/2017

		AM												
NS/EW Streets:		Park Rd			Park Rd			Taft St			Taft St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 1	SL 0	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
7:00 AM		6	89	23	11	31	23	28	30	8	18	28	24	319
7:15 AM		17	109	19	23	66	19	45	54	8	27	35	38	460
7:30 AM		38	112	27	23	64	16	42	42	22	29	56	30	501
7:45 AM		31	124	28	43	100	25	29	57	30	19	67	35	588
8:00 AM		7	169	30	29	100	14	33	78	18	26	43	22	569
8:15 AM		8	157	26	22	88	19	24	80	19	24	50	45	562
8:30 AM		6	136	22	20	55	20	15	62	10	32	54	33	465
8:45 AM		5	116	25	24	70	23	33	67	12	18	50	49	492
<b>TOTAL VOLUMES :</b>		118	1012	200	195	574	159	249	470	127	193	383	276	3956
<b>APPROACH %'s :</b>		8.87%	76.09%	15.04%	21.01%	61.85%	17.13%	29.43%	55.56%	15.01%	22.65%	44.95%	32.39%	
<b>PEAK HR START TIME :</b>		730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>		84	562	111	117	352	74	128	257	89	98	216	132	2220
<b>PEAK HR FACTOR :</b>		0.919			0.808			0.919			0.921			0.944

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-004

Day: Thursday

City: Hollywood

Date: 6/1/2017

		PM												
NS/EW Streets:		Park Rd			Park Rd			Taft St			Taft St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 1	SL 0	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
	4:00 PM	14	107	21	27	110	13	48	46	15	29	52	46	528
	4:15 PM	10	122	23	26	96	13	44	55	11	19	55	36	510
	4:30 PM	19	140	28	31	113	10	25	42	11	19	57	40	535
	4:45 PM	16	121	32	23	109	4	24	62	19	31	56	46	543
	5:00 PM	20	135	30	36	160	21	47	54	17	32	80	60	692
	5:15 PM	16	163	37	34	163	6	33	54	18	26	62	66	678
	5:30 PM	24	120	19	35	124	8	34	57	12	51	84	66	634
	5:45 PM	10	94	13	32	129	18	35	73	19	40	72	58	593
<b>TOTAL VOLUMES :</b>		129	1002	203	244	1004	93	290	443	122	247	518	418	4713
<b>APPROACH %'s :</b>		9.67%	75.11%	15.22%	18.20%	74.87%	6.94%	33.92%	51.81%	14.27%	20.88%	43.79%	35.33%	
<b>PEAK HR START TIME :</b>		500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>		70	512	99	137	576	53	149	238	66	149	298	250	2597
<b>PEAK HR FACTOR :</b>		0.788			0.882			0.892			0.867			0.938

CONTROL : Signalized

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 17-3266-004  
 N/S Street: Park Rd  
 E/W Street: Taft St  
 DATE: 6/1/2017  
 CITY: Hollywood

DAY: Thursday

**A M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
<b>TOTALS</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>

**P M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	1	0	0	0
4:45 PM	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	2	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	1	0	0	2	0	0	0	0	2	0	0
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>

Project ID: 17-3266-004  
 Location: Park Rd & Taft St  
 City: Hollywood

Day: Thursday  
 Date: 6/1/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Park Rd Northbound					Park Rd Southbound					Taft St Eastbound					Taft St Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	6	89	23	0	118	11	31	23	0	65	28	30	8	0	66	18	28	24	0	70	319
7:15 AM	17	109	19	0	145	23	66	19	0	108	45	54	8	0	107	27	35	38	0	100	460
7:30 AM	38	112	27	0	177	23	64	16	0	103	42	42	22	0	106	29	56	30	0	115	501
7:45 AM	31	124	28	1	183	43	100	25	0	168	29	57	30	0	116	19	67	35	0	121	588
Total	92	434	97	1	623	100	261	83	0	444	144	183	68	0	395	93	186	127	0	406	1868
8:00 AM	7	169	30	0	206	29	100	14	0	143	33	78	18	0	129	26	43	22	0	91	569
8:15 AM	8	157	26	0	191	22	88	19	0	129	24	80	19	0	123	24	50	45	0	119	562
8:30 AM	6	136	22	0	164	20	55	20	0	95	15	62	10	0	87	32	54	33	0	119	465
8:45 AM	5	116	25	0	146	24	70	23	0	117	33	67	12	0	112	18	50	49	0	117	492
Total	26	578	103	0	707	95	313	76	0	484	105	287	59	0	451	100	197	149	0	446	2088
***BREAK***																					
4:00 PM	14	107	21	0	142	27	110	13	0	150	48	46	15	0	109	29	52	46	0	127	528
4:15 PM	10	122	23	0	155	26	96	13	0	135	44	55	11	0	110	19	55	36	0	110	510
4:30 PM	19	140	28	1	187	31	113	10	0	154	25	42	11	0	78	19	57	40	1	116	535
4:45 PM	16	121	32	0	169	23	109	4	0	136	24	62	19	1	105	31	56	46	0	133	543
Total	59	490	104	1	653	107	428	40	0	575	141	205	56	1	402	98	220	168	1	486	2116
5:00 PM	20	135	30	0	185	36	160	21	0	217	47	54	17	0	118	32	80	60	0	172	692
5:15 PM	16	163	37	0	216	34	163	6	0	203	33	54	18	0	105	26	62	66	1	154	678
5:30 PM	24	120	19	0	163	35	124	8	0	167	34	57	12	0	103	51	84	66	0	201	634
5:45 PM	10	94	13	0	117	32	129	18	0	179	35	73	19	0	127	40	72	58	0	170	593
Total	70	512	99	0	681	137	576	53	0	766	149	238	66	0	453	149	298	250	1	697	2597
Grand Total	247	2014	403	2	2664	439	1578	252	0	2269	539	913	249	1	1701	440	901	694	2	2035	8669
Apprch %	9.3	75.6	15.1	0.1		19.3	69.5	11.1	0.0		31.7	53.7	14.6	0.1		21.6	44.3	34.1	0.1		
Total %	2.8	23.2	4.6	0.0	30.7	5.1	18.2	2.9	0.0	26.2	6.2	10.5	2.9	0.0	19.6	5.1	10.4	8.0	0.0	23.5	
Cars, PU, Vans	245	1982	399	2	2626	431	1507	247	0	2185	491	896	242	1	1629	438	884	679	2	2001	8441
% Cars, PU, Vans	99.2	98.4	99.0	100.0	98.6	98.2	95.5	98.0	0.0	96.3	91.1	98.1	97.2	100.0	95.8	99.5	98.1	97.8	100.0	98.3	97.4
Heavy Trucks	2	32	4		38	8	71	5		84	48	17	7		72	2	17	15		34	228
%Heavy Trucks	0.8	1.6	1.0	0.0	1.4	1.8	4.5	2.0	0.0	3.7	8.9	1.9	2.8	0.0	4.2	0.5	1.9	2.2	0.0	1.7	2.6

Project ID: 17-3266-004  
 Location: Park Rd & Taft St  
 City: Hollywood

## PEAK HOURS

Day: Thursday  
 Date: 6/1/2017

### AM

Start Time	Park Rd Northbound				Park Rd Southbound				Taft St Eastbound				Taft St Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	38	112	27	177	23	64	16	103	42	42	22	106	29	56	30	115	501
7:45 AM	31	124	28	183	43	100	25	168	29	57	30	116	19	67	35	121	588
8:00 AM	7	169	30	206	29	100	14	143	33	78	18	129	26	43	22	91	569
8:15 AM	8	157	26	191	22	88	19	129	24	80	19	123	24	50	45	119	562
Total Volume	84	562	111	757	117	352	74	543	128	257	89	474	98	216	132	446	2220
% App. Total	11.1	74.2	14.7	100	21.5	64.8	13.6	100	27.0	54.2	18.8	100	22.0	48.4	29.6	100	
PHF	0.919				0.808				0.919				0.921				0.944
Cars, PU, Vans	83	546	111	740	116	340	74	530	116	249	86	451	98	209	130	437	2158
% Cars, PU, Vans	98.8	97.2	100.0	97.8	99.1	96.6	100.0	97.6	90.6	96.9	96.6	95.1	100.0	96.8	98.5	98.0	97.2
Heavy Trucks	1	16	0	17	1	12	0	13	12	8	3	23	0	7	2	9	62
% Heavy Trucks	1.2	2.8	0.0	2.2	0.9	3.4	0.0	2.4	9.4	3.1	3.4	4.9	0.0	3.2	1.5	2.0	2.8

### PM

Start Time	Park Rd Northbound				Park Rd Southbound				Taft St Eastbound				Taft St Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	20	135	30	185	36	160	21	217	47	54	17	118	32	80	60	172	692
5:15 PM	16	163	37	216	34	163	6	203	33	54	18	105	26	62	66	154	678
5:30 PM	24	120	19	163	35	124	8	167	34	57	12	103	51	84	66	201	634
5:45 PM	10	94	13	117	32	129	18	179	35	73	19	127	40	72	58	170	593
Total Volume	70	512	99	681	137	576	53	766	149	238	66	453	149	298	250	697	2597
% App. Total	10.3	75.2	14.5	100	17.9	75.2	6.9	100	32.9	52.5	14.6	100	21.4	42.8	35.9	100	
PHF	0.788				0.882				0.892				0.867				0.938
Cars, PU, Vans	69	510	99	678	133	558	53	744	135	236	64	435	149	298	247	694	2551
% Cars, PU, Vans	98.6	99.6	100.0	99.6	97.1	96.9	100.0	97.1	90.6	99.2	97.0	96.0	100.0	100.0	98.8	99.6	98.2
Heavy Trucks	1	2	0	3	4	18	0	22	14	2	2	18	0	0	3	3	46
% Heavy Trucks	1.4	0.4	0.0	0.4	2.9	3.1	0.0	2.9	9.4	0.8	3.0	4.0	0.0	0.0	1.2	0.4	1.8



National Data & Surveying Services

Site Code: **17-3266-004**

Date: **06/01/2017**

Weather: **Sunny**

City: **Hollywood**

County: **Broward**

Count Times: **07:00 - 09:00**

**16:00 - 18:00**

Control: **Signalized**

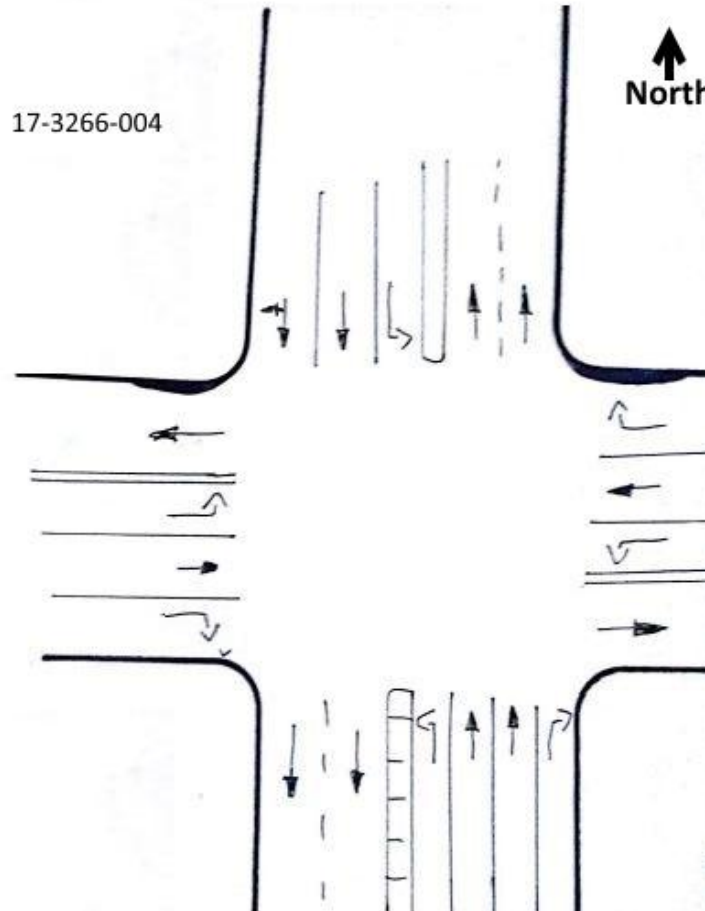
SIGNAL TIMING

PHASES	1	2	3
NT/ST	24	27	25
ET/WT	55	57	53



N/S Street: **Park Rd**

Speed: **30 MPH**



E/W Street: **Taft St**

Speed: **30 MPH**

# ITM Peak Hour Summary

Prepared by:

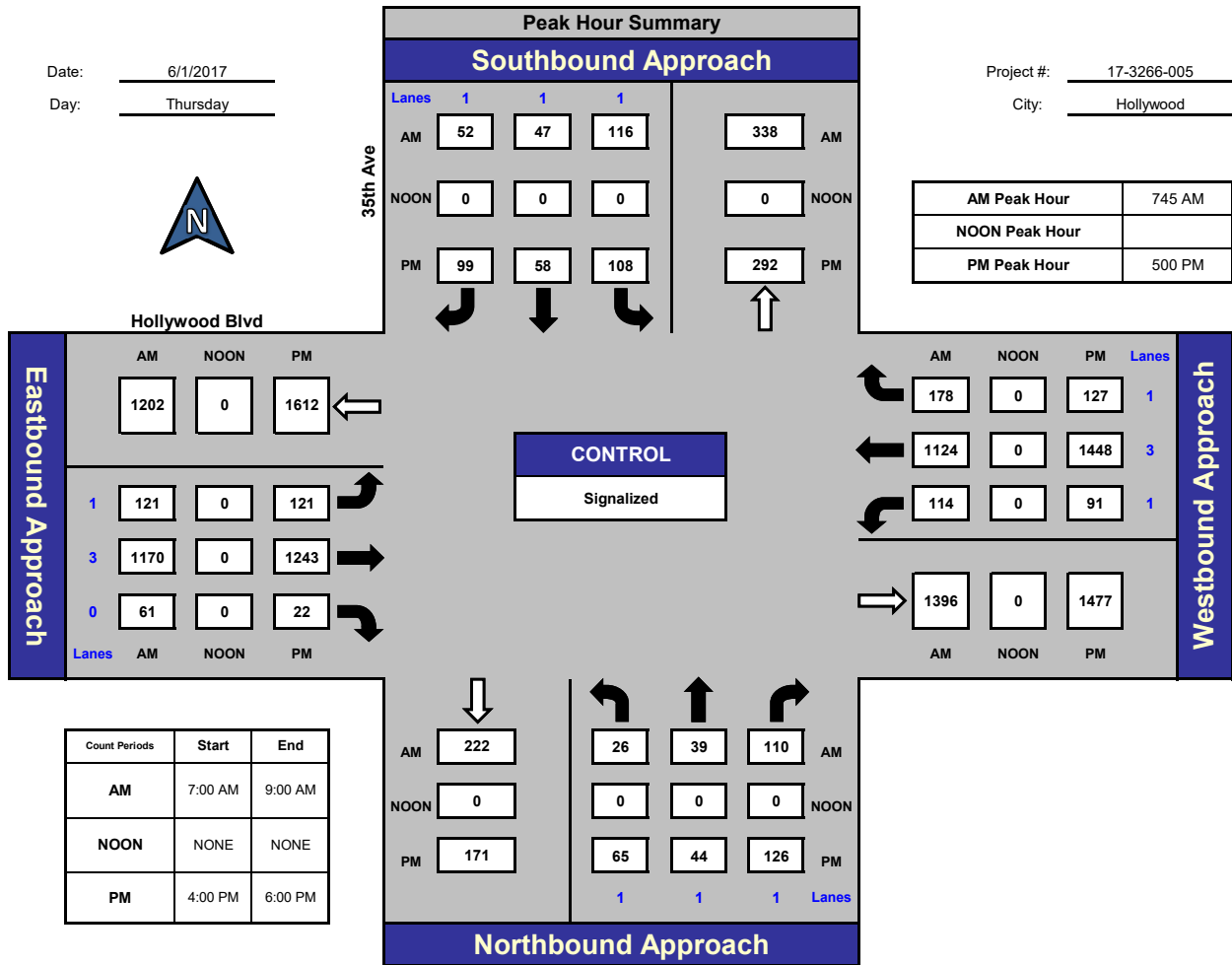


National Data & Surveying Services

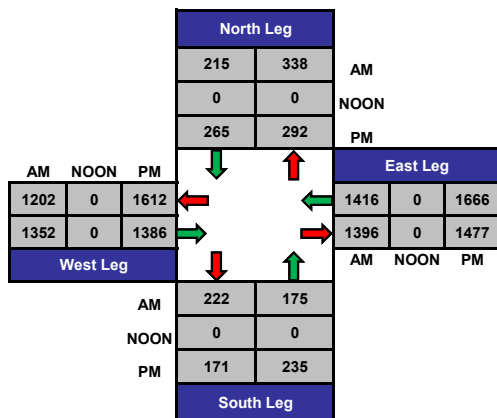
## 35th Ave and Hollywood Blvd, Hollywood

Date: 6/1/2017  
Day: Thursday

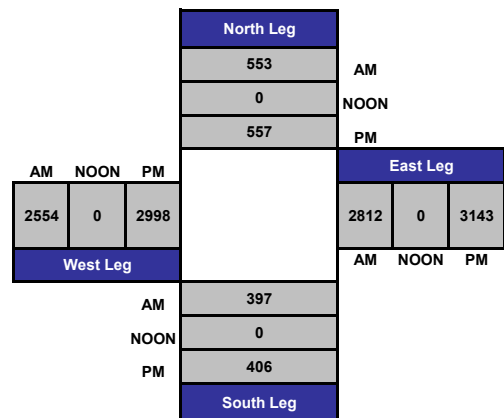
Project #: 17-3266-005  
City: Hollywood



### Total Ins & Outs



### Total Volume Per Leg

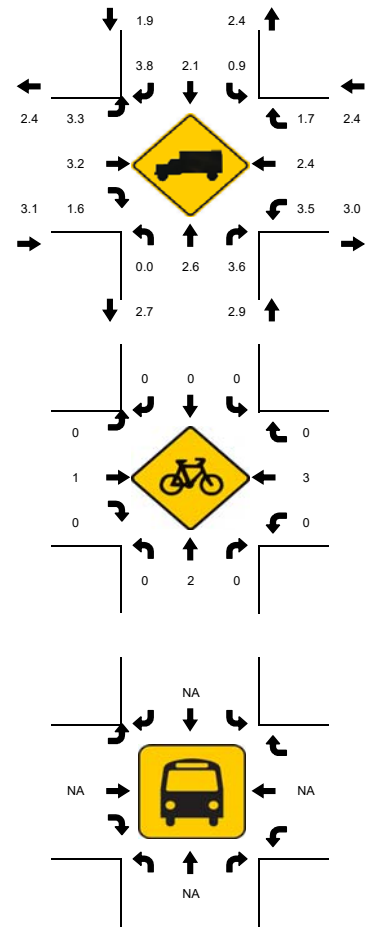
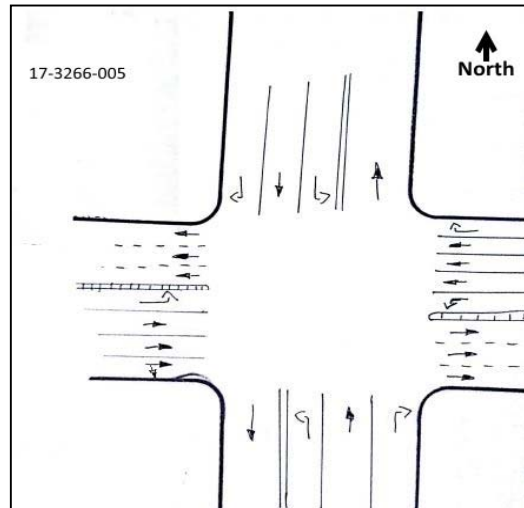
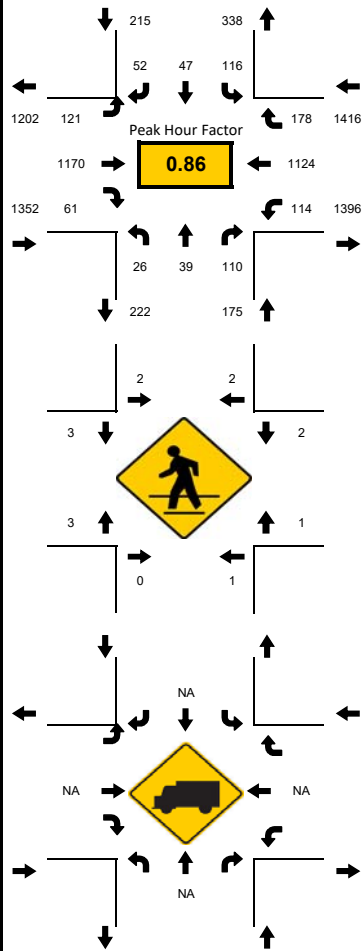
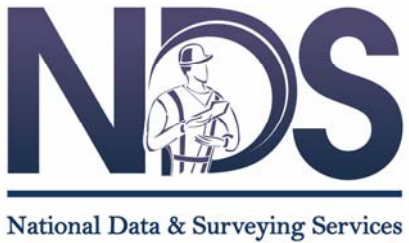




LOCATION: 35th Ave & Hollywood Blvd  
 CITY/STATE: Hollywood

PROJECT ID: 17-3266-005  
 DATE: Thu, Jun 01, 2017

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

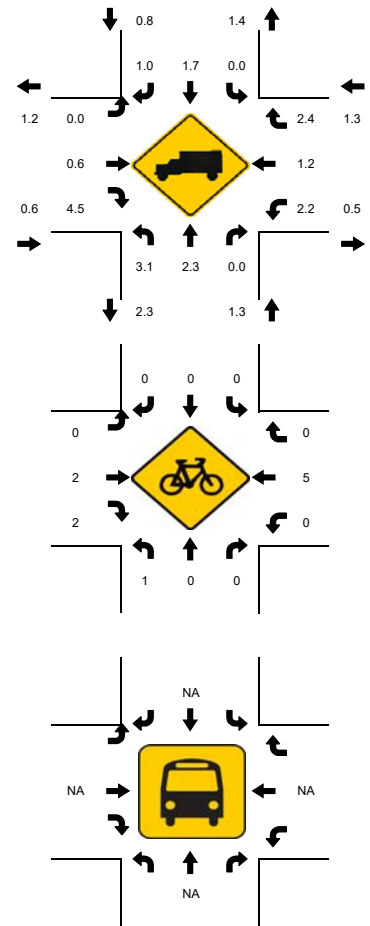
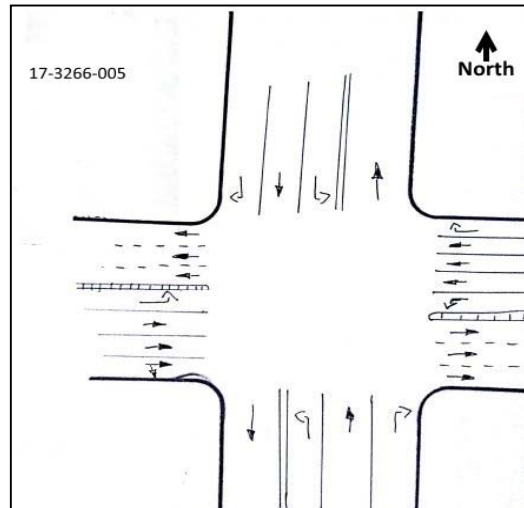
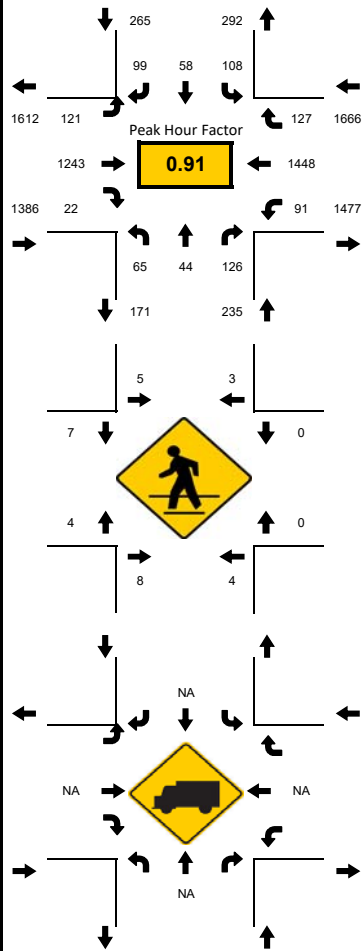
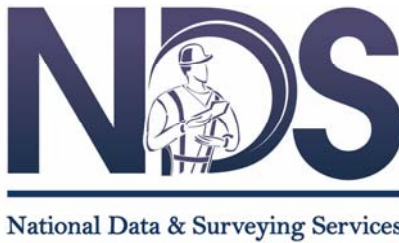


15-Min Count Period Beginning At	35th Ave Northbound					35th Ave Southbound					Hollywood Blvd Eastbound					Hollywood Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	6	7	14	0		33	4	12	0		12	214	6	0		13	133	40	1		494	2711
07:15 AM	3	8	9	0		24	9	14	0		26	251	4	3		13	205	42	0		608	2977
07:30 AM	8	16	30	0		29	5	24	0		18	274	6	4		20	237	20	2		687	3093
07:45 AM	5	19	39	0		40	11	14	0		27	291	16	1		38	363	59	3		922	3158
08:00 AM	6	5	23	0		22	18	16	0		32	330	14	2		17	244	33	2		760	2933
08:15 AM	8	7	24	0		30	7	16	0		34	269	12	3		25	254	38	0		724	2173
08:30 AM	7	8	24	0		24	11	6	0		28	280	19	5		34	263	48	2		752	1449
08:45 AM	5	8	20	0		25	13	13	0		22	266	17	7		22	254	32	1		697	697
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
All Vehicles	32	76	156	0		160	72	64	0		136	1320	76	20		152	1452	236	12		<b>3932</b>	
Heavy Trucks	0	4	8			4	4	8			12	44	4			12	32	8			<b>140</b>	
Pedestrians		4					8					20					4				<b>36</b>	
Bicycles	0	4	0			0	0	0			0	4	0			0	4	0			<b>12</b>	
Railroad																						
Stopped Buses																						

LOCATION: 35th Ave & Hollywood Blvd  
 CITY/STATE: Hollywood

PROJECT ID: 17-3266-005  
 DATE: Thu, Jun 01, 2017

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



15-Min Count Period Beginning At	35th Ave Northbound					35th Ave Southbound					Hollywood Blvd Eastbound					Hollywood Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	12	11	18	0		47	10	21	0		25	272	2	6		25	278	28	4		749	3003
04:15 PM	7	10	23	0		38	13	16	0		37	266	3	19		19	289	20	3		741	3232
04:30 PM	14	10	24	0		27	14	19	0		33	277	1	11		13	334	38	5		804	3312
04:45 PM	17	6	20	0		33	17	16	0		27	262	6	11		21	268	16	3		709	3424
05:00 PM	20	13	41	0		31	20	30	0		35	322	8	6		27	395	36	5		978	3552
05:15 PM	15	9	35	0		33	13	28	0		30	296	4	8		19	312	27	4		821	2574
05:30 PM	22	13	28	0		21	15	27	0		28	303	5	4		22	397	35	2		916	1753
05:45 PM	8	9	22	0		23	10	14	0		28	322	5	9		23	344	29	1		837	837
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	88	52	164	0		132	80	120	0		140	1288	32	36		108	1588	144	20		3936	
Heavy Trucks	8	4	0		0	4	4		0	12	4		4	28	8		76					
Pedestrians		24				24				20				0			68					
Bicycles	4	0	0		0	0	0		0	4	4		0	12	0		24					
Railroad Stopped Buses																						

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-005

Day: Thursday

City: Hollywood

Date: 6/1/2017

		AM												
NS/EW Streets:		35th Ave			35th Ave			Hollywood Blvd			Hollywood Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 1	TOTAL
	7:00 AM	6	7	14	33	4	12	12	214	6	13	133	40	494
	7:15 AM	3	8	9	24	9	14	26	251	4	13	205	42	608
	7:30 AM	8	16	30	29	5	24	18	274	6	20	237	20	687
	7:45 AM	5	19	39	40	11	14	27	291	16	38	363	59	922
	8:00 AM	6	5	23	22	18	16	32	330	14	17	244	33	760
	8:15 AM	8	7	24	30	7	16	34	269	12	25	254	38	724
	8:30 AM	7	8	24	24	11	6	28	280	19	34	263	48	752
	8:45 AM	5	8	20	25	13	13	22	266	17	22	254	32	697
<b>TOTAL VOLUMES :</b>		NL 48	NT 78	NR 183	SL 227	ST 78	SR 115	EL 199	ET 2175	ER 94	WL 182	WT 1953	WR 312	TOTAL 5644
<b>APPROACH %'s :</b>		15.53%	25.24%	59.22%	54.05%	18.57%	27.38%	8.06%	88.13%	3.81%	7.44%	79.81%	12.75%	
<b>PEAK HR START TIME :</b>		745 AM												TOTAL
<b>PEAK HR VOL :</b>		26	39	110	116	47	52	121	1170	61	114	1124	178	3158
<b>PEAK HR FACTOR :</b>		0.694			0.827			0.899			0.770			0.856

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-005

Day: Thursday

City: Hollywood

Date: 6/1/2017

PM

NS/EW Streets:	35th Ave			35th Ave			Hollywood Blvd			Hollywood Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 1	
4:00 PM	12	11	18	47	10	21	25	272	2	25	278	28	749
4:15 PM	7	10	23	38	13	16	37	266	3	19	289	20	741
4:30 PM	14	10	24	27	14	19	33	277	1	13	334	38	804
4:45 PM	17	6	20	33	17	16	27	262	6	21	268	16	709
5:00 PM	20	13	41	31	20	30	35	322	8	27	395	36	978
5:15 PM	15	9	35	33	13	28	30	296	4	19	312	27	821
5:30 PM	22	13	28	21	15	27	28	303	5	22	397	35	916
5:45 PM	8	9	22	23	10	14	28	322	5	23	344	29	837
<b>TOTAL VOLUMES :</b>	115	81	211	253	112	171	243	2320	34	169	2617	229	6555
<b>APPROACH %'s :</b>	28.26%	19.90%	51.84%	47.20%	20.90%	31.90%	9.36%	89.33%	1.31%	5.61%	86.80%	7.60%	
<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	65	44	126	108	58	99	121	1243	22	91	1448	127	3552
<b>PEAK HR FACTOR :</b>	0.794			0.818			0.949			0.909			0.908

CONTROL : Signalized

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 17-3266-005  
 N/S Street: 35th Ave  
 E/W Street: Hollywood Blvd  
 DATE: 6/1/2017  
 CITY: Hollywood

DAY: Thursday

**A M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	1	0	0	1	0
7:15 AM	0	2	0	0	1	0	0	0
7:30 AM	0	0	0	0	0	0	0	1
7:45 AM	1	0	0	0	1	0	0	0
8:00 AM	1	0	0	1	0	1	0	0
8:15 AM	0	2	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	1	2	3
8:45 AM	0	0	2	1	0	0	2	0
<b>TOTALS</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>4</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0
8:45 AM	0	0	0	0	0	0	0	2	0	0	1	0
<b>TOTALS</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>

**P M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	2	0
4:30 PM	0	1	0	1	0	0	0	1
4:45 PM	0	2	0	0	3	0	0	2
5:00 PM	2	0	1	2	0	0	1	0
5:15 PM	3	3	5	1	0	0	2	3
5:30 PM	0	0	1	0	0	0	1	1
5:45 PM	0	0	1	1	0	0	0	3
<b>TOTALS</b>	<b>5</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>11</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	1	0	0	0	0	1	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM	0	0	1	0	0	0	0	1	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	1	1	0	3	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0
<b>TOTALS</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>1</b>

Project ID: 17-3266-005  
 Location: 35th Ave & Hollywood Blvd  
 City: Hollywood

Day: Thursday  
 Date: 6/1/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	35th Ave Northbound					35th Ave Southbound					Hollywood Blvd Eastbound					Hollywood Blvd Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	6	7	14	1	27	33	4	12	0	49	12	214	6	1	232	13	133	40	0	186	494
7:15 AM	3	8	9	0	20	24	9	14	2	47	26	251	4	0	281	13	205	42	1	260	608
7:30 AM	8	16	30	0	54	29	5	24	0	58	18	274	6	1	298	20	237	20	0	277	687
7:45 AM	5	19	39	0	63	40	11	14	1	65	27	291	16	0	334	38	363	59	1	460	922
Total	22	50	92	1	164	126	29	64	3	219	83	1030	32	2	1145	84	938	161	2	1183	2711
8:00 AM	6	5	23	1	34	22	18	16	1	56	32	330	14	0	376	17	244	33	1	294	760
8:15 AM	8	7	24	0	39	30	7	16	2	53	34	269	12	1	315	25	254	38	0	317	724
8:30 AM	7	8	24	0	39	24	11	6	0	41	28	280	19	5	327	34	263	48	1	345	752
8:45 AM	5	8	20	3	33	25	13	13	0	51	22	266	17	2	305	22	254	32	0	308	697
Total	26	28	91	4	145	101	49	51	3	201	116	1145	62	8	1323	98	1015	151	2	1264	2933
***BREAK***																					
4:00 PM	12	11	18	1	41	47	10	21	0	78	25	272	2	1	299	25	278	28	0	331	749
4:15 PM	7	10	23	0	40	38	13	16	0	67	37	266	3	2	306	19	289	20	0	328	741
4:30 PM	14	10	24	1	48	27	14	19	1	60	33	277	1	1	311	13	334	38	0	385	804
4:45 PM	17	6	20	0	43	33	17	16	2	66	27	262	6	2	295	21	268	16	3	305	709
Total	50	37	85	2	172	145	54	72	3	271	122	1077	12	6	1211	78	1169	102	3	1349	3003
5:00 PM	20	13	41	3	74	31	20	30	2	81	35	322	8	1	365	27	395	36	0	458	978
5:15 PM	15	9	35	6	59	33	13	28	6	74	30	296	4	5	330	19	312	27	0	358	821
5:30 PM	22	13	28	1	63	21	15	27	0	63	28	303	5	2	336	22	397	35	0	454	916
5:45 PM	8	9	22	2	39	23	10	14	0	47	28	322	5	3	355	23	344	29	0	396	837
Total	65	44	126	12	235	108	58	99	8	265	121	1243	22	11	1386	91	1448	127	0	1666	3552
Grand Total	163	159	394	19	716	480	190	286	17	956	442	4495	128	27	5065	351	4570	541	7	5462	12199
Apprch %	22.8	22.2	55.0	2.7		50.2	19.9	29.9	1.8		8.7	88.7	2.5	0.5		6.4	83.7	9.9	0.1		
Total %	1.3	1.3	3.2	0.2	5.9	3.9	1.6	2.3	0.1	7.8	3.6	36.8	1.0	0.2	41.5	2.9	37.5	4.4	0.1	44.8	
Cars, PU, Vans	161	154	387	19	702	475	184	277	17	936	434	4412	126	27	4972	343	4479	524	7	5346	11956
% Cars, PU, Vans	98.8	96.9	98.2	100.0	98.0	99.0	96.8	96.9	100.0	97.9	98.2	98.2	98.4	100.0	98.2	97.7	98.0	96.9	100.0	97.9	98.0
Heavy Trucks	2	5	7		14	5	6	9		20	8	83	2		93	8	91	17		116	243
%Heavy Trucks	1.2	3.1	1.8	0.0	2.0	1.0	3.2	3.1	0.0	2.1	1.8	1.8	1.6	0.0	1.8	2.3	2.0	3.1	0.0	2.1	2.0

Project ID: 17-3266-005  
 Location: 35th Ave & Hollywood Blvd  
 City: Hollywood

## PEAK HOURS

Day: Thursday  
 Date: 6/1/2017

### AM

Start Time	35th Ave Northbound				35th Ave Southbound				Hollywood Blvd Eastbound				Hollywood Blvd Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
7:45 AM	5	19	39	63	40	11	14	65	27	291	16	334	38	363	59	460	922
8:00 AM	6	5	23	34	22	18	16	56	32	330	14	376	17	244	33	294	760
8:15 AM	8	7	24	39	30	7	16	53	34	269	12	315	25	254	38	317	724
8:30 AM	7	8	24	39	24	11	6	41	28	280	19	327	34	263	48	345	752
Total Volume	26	39	110	175	116	47	52	215	121	1170	61	1352	114	1124	178	1416	3158
% App. Total	14.9	22.3	62.9	100	54.0	21.9	24.2	100	8.9	86.5	4.5	100	8.1	79.4	12.6	100	
PHF	0.694				0.827				0.899				0.770				0.856
Cars, PU, Vans	26	38	106	170	115	46	50	211	117	1133	60	1310	110	1097	175	1382	3073
% Cars, PU, Vans	100.0	97.4	96.4	97.1	99.1	97.9	96.2	98.1	96.7	96.8	98.4	96.9	96.5	97.6	98.3	97.6	97.3
Heavy Trucks	0	1	4	5	1	1	2	4	4	37	1	42	4	27	3	34	85
% Heavy Trucks	0.0	2.6	3.6	2.9	0.9	2.1	3.8	1.9	3.3	3.2	1.6	3.1	3.5	2.4	1.7	2.4	2.7

### PM

Start Time	35th Ave Northbound				35th Ave Southbound				Hollywood Blvd Eastbound				Hollywood Blvd Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	20	13	41	74	31	20	30	81	35	322	8	365	27	395	36	458	978
5:15 PM	15	9	35	59	33	13	28	74	30	296	4	330	19	312	27	358	821
5:30 PM	22	13	28	63	21	15	27	63	28	303	5	336	22	397	35	454	916
5:45 PM	8	9	22	39	23	10	14	47	28	322	5	355	23	344	29	396	837
Total Volume	65	44	126	235	108	58	99	265	121	1243	22	1386	91	1448	127	1666	3552
% App. Total	27.7	18.7	53.6	100	40.8	21.9	37.4	100	8.7	89.7	1.6	100	5.5	86.9	7.6	100	
PHF	0.794				0.818				0.949				0.909				0.908
Cars, PU, Vans	63	43	126	232	108	57	98	263	121	1235	21	1377	89	1431	124	1644	3516
% Cars, PU, Vans	96.9	97.7	100.0	98.7	100.0	98.3	99.0	99.2	100.0	99.4	95.5	99.4	97.8	98.8	97.6	98.7	99.0
Heavy Trucks	2	1	0	3	0	1	1	2	0	8	1	9	2	17	3	22	36
% Heavy Trucks	3.1	2.3	0.0	1.3	0.0	1.7	1.0	0.8	0.0	0.6	4.5	0.6	2.2	1.2	2.4	1.3	1.0



National Data & Surveying Services

Site Code: **17-3266-005**

Date: **06/01/2017**

Weather: **Sunny**

City: **Hollywood**

County: **Broward**

Count Times: **07:00 - 09:00**

**16:00 - 18:00**

Control: **Signalized**

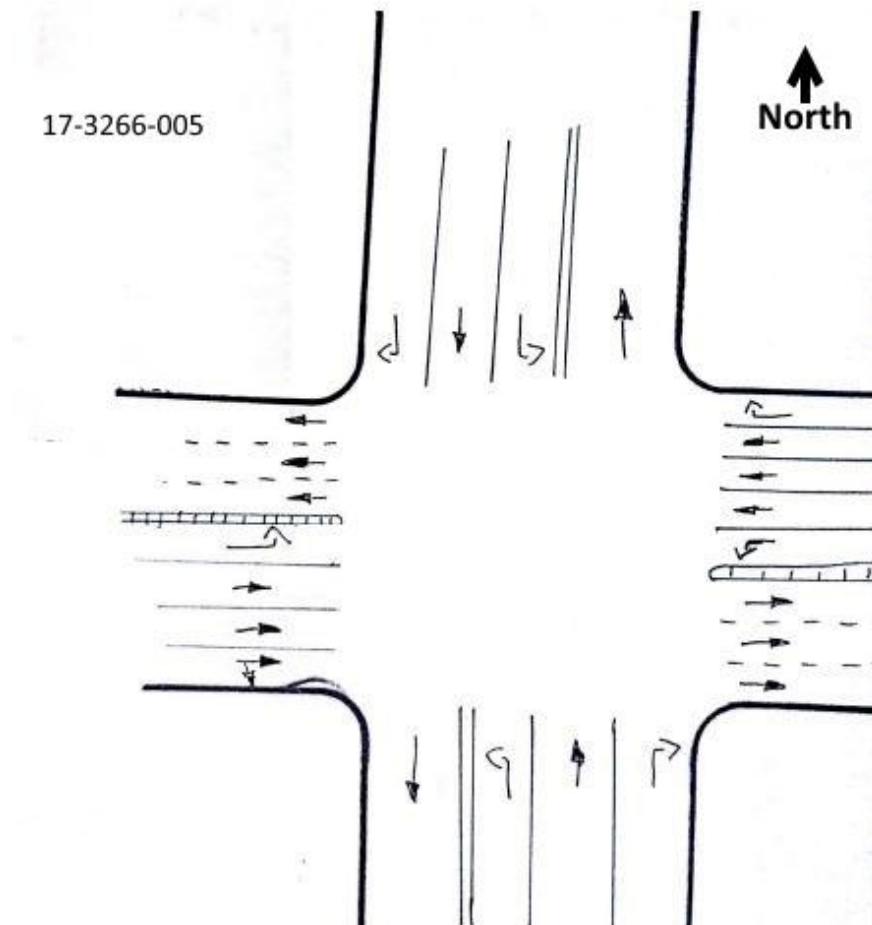
SIGNAL TIMING

PHASES	1	2	3
NT/ST	34	27	30
ET/WT	2	2	2



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

Speed: **30 MPH**



E/W Street: **Hollywood Blvd**

Speed: **35 MPH**



# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

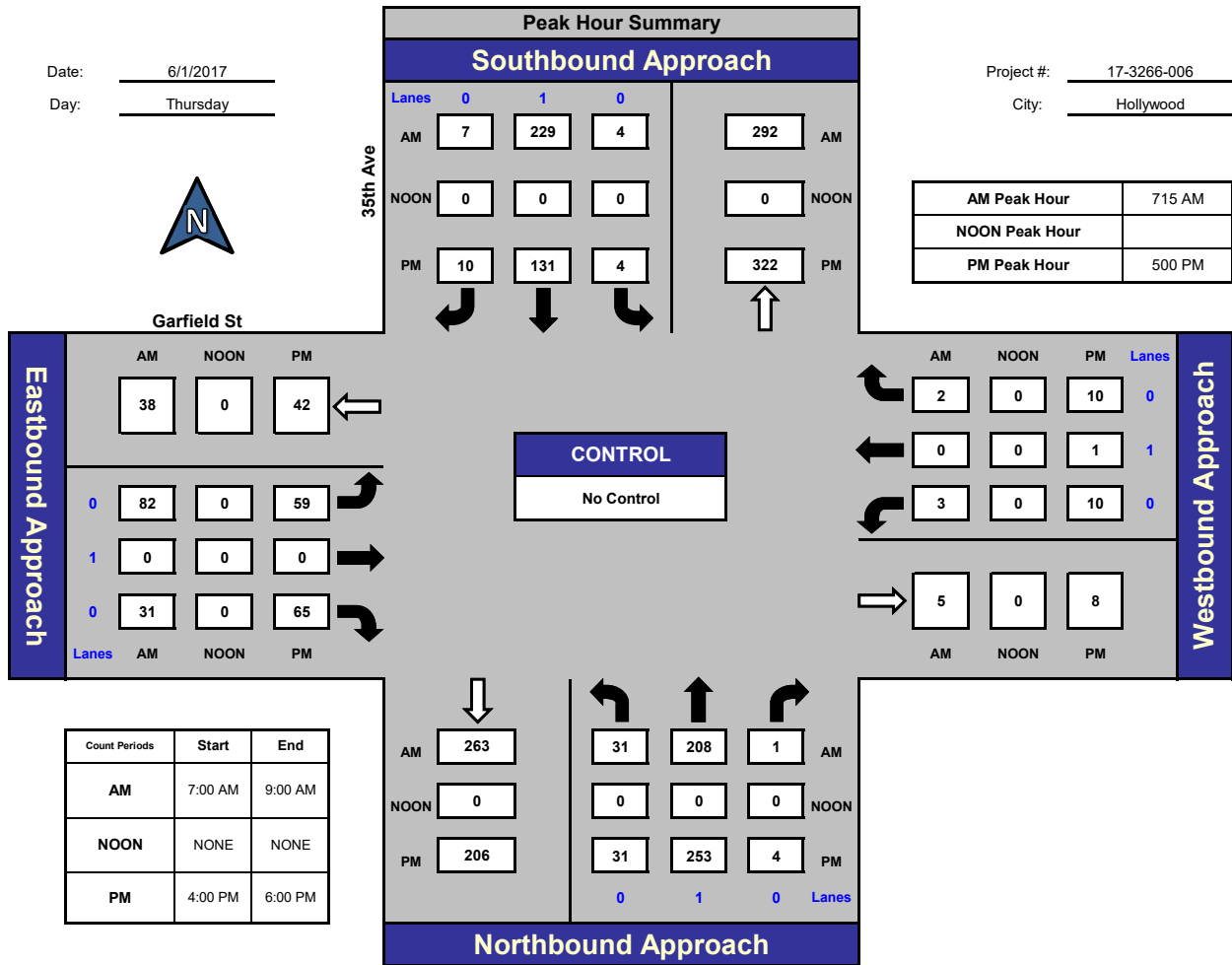
## 35th Ave and Garfield St, Hollywood

Date: 6/1/2017

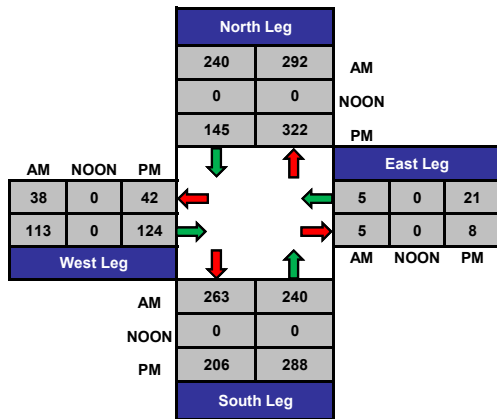
Day: Thursday

Project #: 17-3266-006

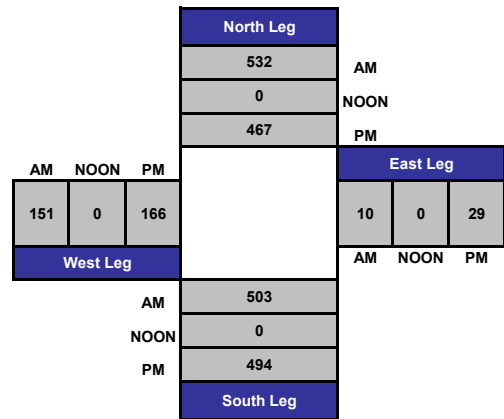
City: Hollywood



### Total Ins & Outs



### Total Volume Per Leg

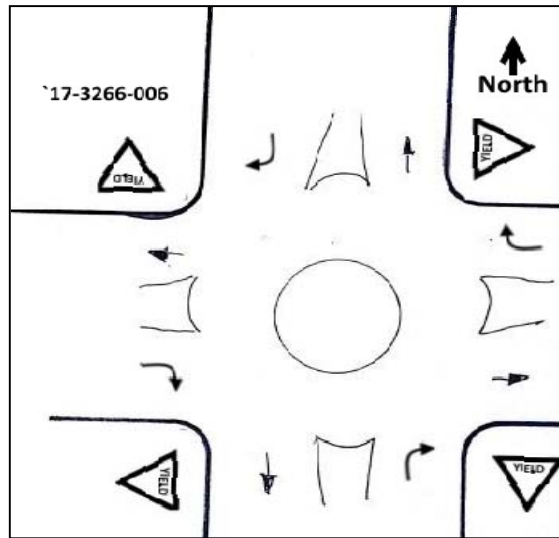
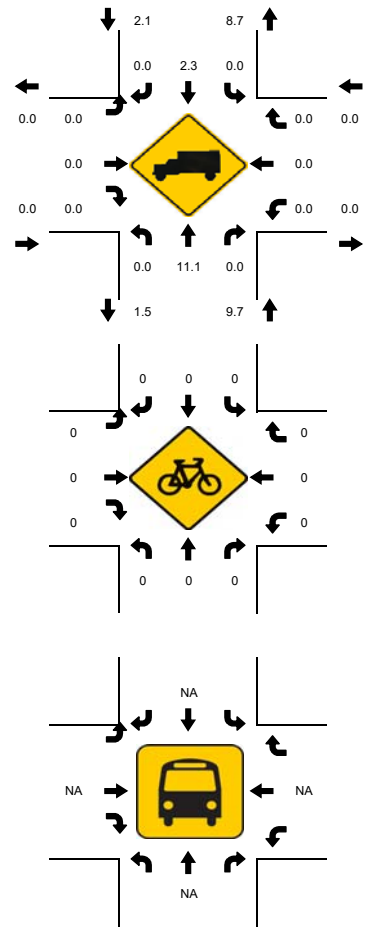
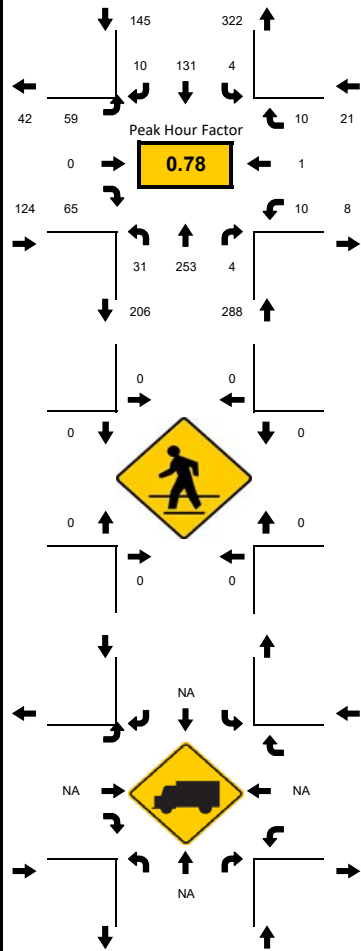
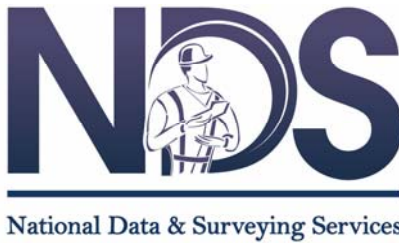




LOCATION: 35th Ave & Garfield St  
CITY/STATE: Hollywood

PROJECT ID: 17-3266-006  
DATE: Thu, Jun 01, 2017

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



15-Min Count Period Beginning At	35th Ave Northbound					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*		
04:00 PM	8	73	5	4		0	25	0	0		15	0	19	0		3	0	0	0		148	540
04:15 PM	9	61	0	5		0	37	3	0		13	0	17	0		0	1	2	0		143	578
04:30 PM	6	62	3	1		1	22	2	1		13	0	12	0		2	1	1	0		125	578
04:45 PM	3	60	1	1		2	28	0	1		7	0	20	0		3	0	0	0		124	574
05:00 PM	10	83	0	5		1	30	5	1		20	0	30	0		3	0	4	0		186	578
05:15 PM	10	58	1	4		1	34	1	0		16	0	15	0		4	1	2	0		143	392
05:30 PM	6	55	2	2		1	31	1	1		12	0	8	0		2	0	3	0		121	249
05:45 PM	5	57	1	2		1	36	3	0		11	0	12	0		1	0	1	0		128	128
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	40	332	8	20		4	144	20	4		80	0	120	0		16	4	16	0			784
Heavy Trucks	0	40	0			0	12	0			0	0	0			0	0	0			52	
Pedestrians	0	0				0	0				0	0				0	0				0	
Bicycles	0	0				0	0				0	0				0	0				0	
Railroad																					0	
Stopped Buses																					0	

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-006

Day: Thursday

City: Hollywood

Date: 6/1/2017

		AM												
NS/EW Streets:		35th Ave			35th Ave			Garfield St			Garfield St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM		14	24	0	0	38	2	15	0	6	0	0	0	99
7:15 AM		8	48	0	1	49	3	34	0	8	0	0	0	151
7:30 AM		6	59	0	2	45	2	26	0	11	0	0	0	151
7:45 AM		8	64	0	0	62	0	17	0	3	1	0	1	156
8:00 AM		9	37	1	1	73	2	5	0	9	2	0	1	140
8:15 AM		11	40	1	0	72	1	1	0	8	4	0	0	138
8:30 AM		12	37	0	3	56	2	5	0	9	1	0	0	125
8:45 AM		20	37	3	1	55	5	4	0	15	1	0	1	142
<b>TOTAL VOLUMES :</b>		88	346	5	8	450	17	107	0	69	9	0	3	1102
<b>APPROACH %'s :</b>		20.05%	78.82%	1.14%	1.68%	94.74%	3.58%	60.80%	0.00%	39.20%	75.00%	0.00%	25.00%	
<b>PEAK HR START TIME :</b>		7:15 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>		31	208	1	4	229	7	82	0	31	3	0	2	598
<b>PEAK HR FACTOR :</b>		0.833			0.789			0.673			0.417			0.958

CONTROL : No Control

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-006

Day: Thursday

City: Hollywood

Date: 6/1/2017

		PM												
NS/EW Streets:		35th Ave			35th Ave			Garfield St			Garfield St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM		8	73	5	0	25	0	15	0	19	3	0	0	148
4:15 PM		9	61	0	0	37	3	13	0	17	0	1	2	143
4:30 PM		6	62	3	1	22	2	13	0	12	2	1	1	125
4:45 PM		3	60	1	2	28	0	7	0	20	3	0	0	124
5:00 PM		10	83	0	1	30	5	20	0	30	3	0	4	186
5:15 PM		10	58	1	1	34	1	16	0	15	4	1	2	143
5:30 PM		6	55	2	1	31	1	12	0	8	2	0	3	121
5:45 PM		5	57	1	1	36	3	11	0	12	1	0	1	128
<b>TOTAL VOLUMES :</b>		57	509	13	7	243	15	107	0	133	18	3	13	1118
<b>APPROACH %'s :</b>		9.84%	87.91%	2.25%	2.64%	91.70%	5.66%	44.58%	0.00%	55.42%	52.94%	8.82%	38.24%	
<b>PEAK HR START TIME :</b>		500 PM											<b>TOTAL</b>	
<b>PEAK HR VOL :</b>		31	253	4	4	131	10	59	0	65	10	1	10	578
<b>PEAK HR FACTOR :</b>		0.774			0.906			0.620			0.750			0.777

CONTROL : No Control

Project ID: 17-3266-006  
 Location: 35th Ave & Garfield St  
 City: Hollywood

Day: Thursday  
 Date: 6/1/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	35th Ave Northbound					35th Ave Southbound					Garfield St Eastbound					Garfield St Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	14	24	0	0	38	0	38	2	0	40	15	0	6	0	21	0	0	0	0	0	99
7:15 AM	8	48	0	0	56	1	49	3	0	53	34	0	8	0	42	0	0	0	0	0	151
7:30 AM	6	59	0	0	65	2	45	2	0	49	26	0	11	0	37	0	0	0	0	0	151
7:45 AM	8	64	0	0	72	0	62	0	0	62	17	0	3	0	20	1	0	1	0	2	156
Total	36	195	0	0	231	3	194	7	0	204	92	0	28	0	120	1	0	1	0	2	557
8:00 AM	9	37	1	0	47	1	73	2	0	76	5	0	9	0	14	2	0	1	0	3	140
8:15 AM	11	40	1	0	52	0	72	1	0	73	1	0	8	0	9	4	0	0	0	4	138
8:30 AM	12	37	0	0	49	3	56	2	0	61	5	0	9	0	14	1	0	0	0	1	125
8:45 AM	20	37	3	0	60	1	55	5	0	61	4	0	15	0	19	1	0	1	0	2	142
Total	52	151	5	0	208	5	256	10	0	271	15	0	41	0	56	8	0	2	0	10	545
***BREAK***																					
4:00 PM	8	73	5	0	86	0	25	0	0	25	15	0	19	0	34	3	0	0	0	3	148
4:15 PM	9	61	0	0	70	0	37	3	0	40	13	0	17	0	30	0	1	2	0	3	143
4:30 PM	6	62	3	0	71	1	22	2	0	25	13	0	12	0	25	2	1	1	0	4	125
4:45 PM	3	60	1	0	64	2	28	0	0	30	7	0	20	0	27	3	0	0	0	3	124
Total	26	256	9	0	291	3	112	5	0	120	48	0	68	0	116	8	2	3	0	13	540
5:00 PM	10	83	0	0	93	1	30	5	0	36	20	0	30	0	50	3	0	4	0	7	186
5:15 PM	10	58	1	0	69	1	34	1	0	36	16	0	15	0	31	4	1	2	0	7	143
5:30 PM	6	55	2	0	63	1	31	1	0	33	12	0	8	0	20	2	0	3	0	5	121
5:45 PM	5	57	1	0	63	1	36	3	0	40	11	0	12	0	23	1	0	1	0	2	128
Total	31	253	4	0	288	4	131	10	0	145	59	0	65	0	124	10	1	10	0	21	578
Grand Total	145	855	18	0	1018	15	693	32	0	740	214	0	202	0	416	27	3	16	0	46	2220
Apprch %	14.2	84.0	1.8	0.0		2.0	93.6	4.3	0.0		51.4	0.0	48.6	0.0		58.7	6.5	34.8	0.0		
Total %	6.5	38.5	0.8	0.0	45.9	0.7	31.2	1.4	0.0	33.3	9.6	0.0	9.1	0.0	18.7	1.2	0.1	0.7	0.0	2.1	
Cars, PU, Vans	137	749	18	0	904	15	666	30	0	711	212	0	195	0	407	27	3	16	0	46	2068
% Cars, PU, Vans	94.5	87.6	100.0	0.0	88.8	100.0	96.1	93.8	0.0	96.1	99.1	0.0	96.5	0.0	97.8	100.0	100.0	100.0	0.0	100.0	93.2
Heavy Trucks	8	106	0	0	114	0	27	2	0	29	2	0	7	0	9	0	0	0	0	0	152
%Heavy Trucks	5.5	12.4	0.0	0.0	11.2	0.0	3.9	6.3	0.0	3.9	0.9	0.0	3.5	0.0	2.2	0.0	0.0	0.0	0.0	0.0	6.8





National Data & Surveying Services

Site Code: 17-3266-006

Date: 06/01/2017

Weather: Sunny

City: Hollywood

County: Broward

Count Times: 07:00 - 09:00

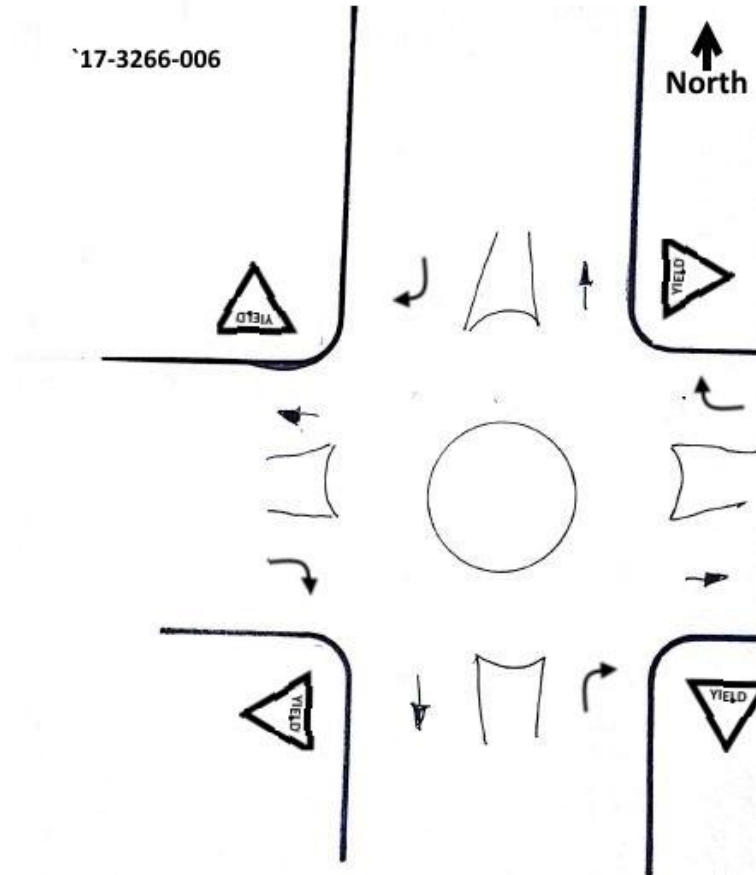
16:00 - 18:00

Control: 4-Way Yield



N/S Street: 35th Ave

Speed: 15 MPH



E/W Street: Garfield St

Speed: N/A



# ITM Peak Hour Summary

Prepared by:

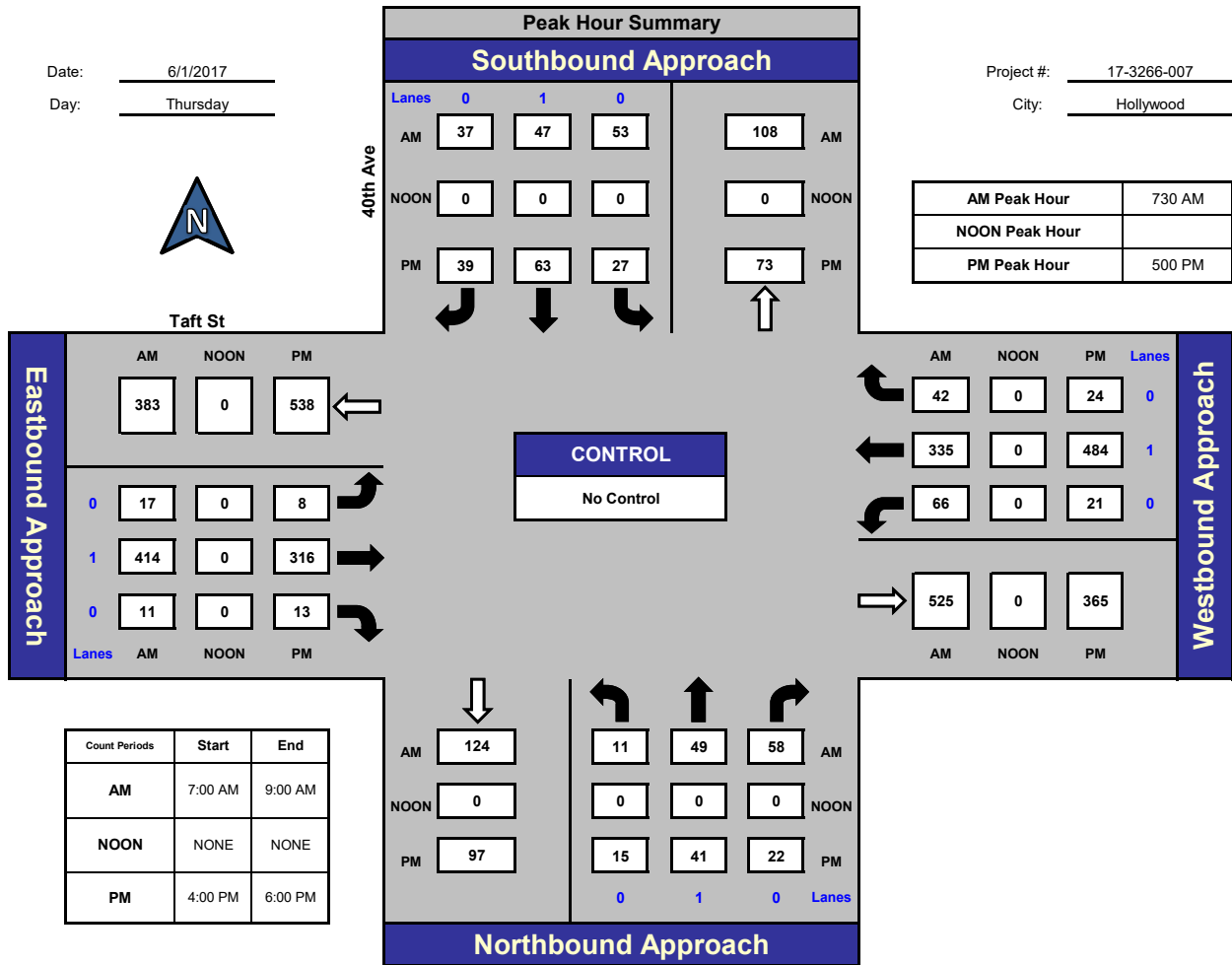


National Data & Surveying Services

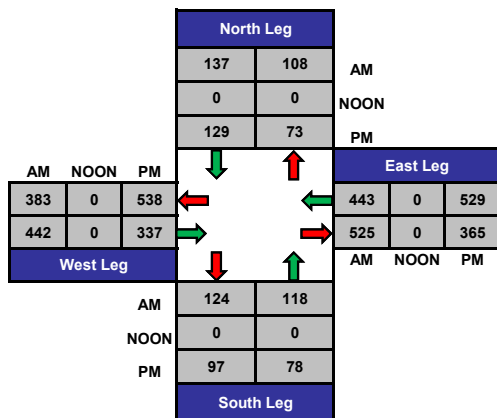
## 40th Ave and Taft St, Hollywood

Date: 6/1/2017  
Day: Thursday

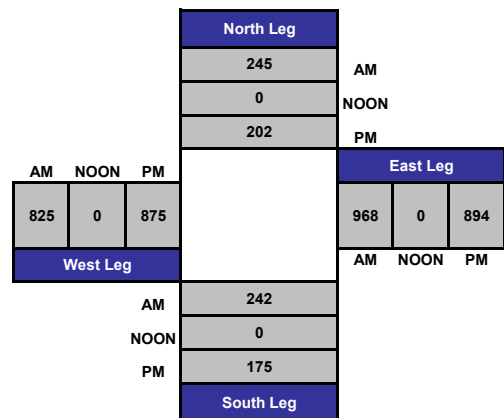
Project #: 17-3266-007  
City: Hollywood



### Total Ins & Outs



### Total Volume Per Leg

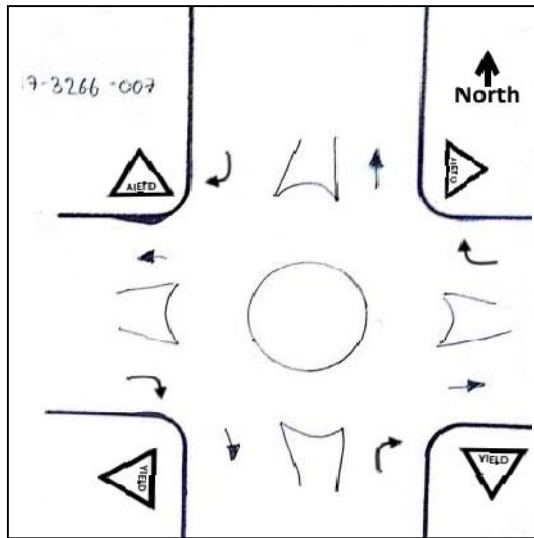
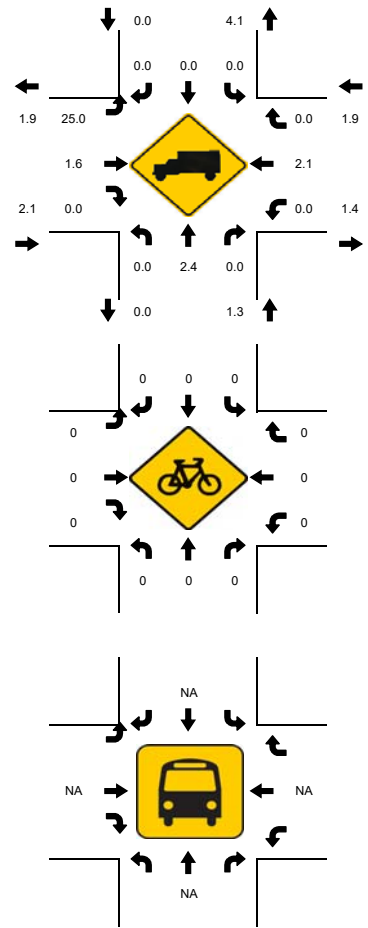
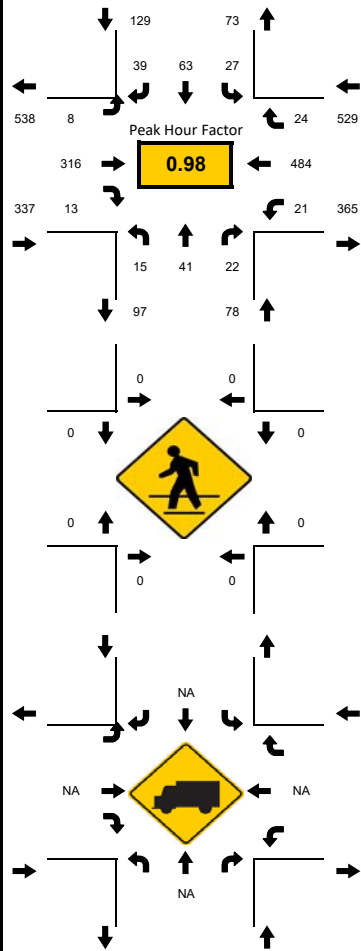
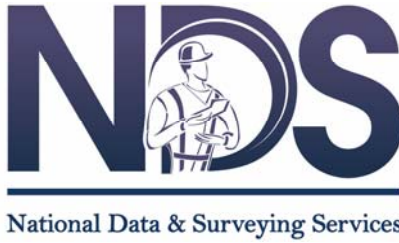




LOCATION: 40th Ave & Taft St  
 CITY/STATE: Hollywood

PROJECT ID: 17-3266-007  
 DATE: Thu, Jun 01, 2017

Peak-Hour: 05:00 PM - 06:00 PM  
 Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	40th Ave Northbound					40th Ave Southbound					Taft St Eastbound					Taft 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*		
04:00 PM	5	8	5	0		3	14	5	0		4	62	1	1		6	105	6	1		224	887
04:15 PM	2	13	5	0		5	19	6	0		1	71	2	0		8	80	8	0		220	920
04:30 PM	1	11	5	0		8	7	8	0		0	54	6	0		2	97	8	0		207	971
04:45 PM	3	13	5	0		8	15	14	0		3	62	2	0		5	96	10	1		236	1037
05:00 PM	5	9	8	0		2	16	11	0		2	66	4	0		4	125	5	0		257	1073
05:15 PM	2	6	7	0		9	16	8	0		3	80	4	0		7	121	8	0		271	816
05:30 PM	6	11	4	0		10	15	14	0		1	71	5	0		4	126	6	0		273	545
05:45 PM	2	15	3	0		6	16	6	0		2	99	0	0		6	112	5	0		272	272
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	24	60	32	0		40	64	56	0		12	396	20	0		28	504	32	0			1268
Heavy Trucks	0	4	0		0	0	0		4	8	0		0	20	0		36					
Pedestrians	0	0		0	0		0	0		0	0		0	0		0						
Bicycles	0	0		0	0		0	0		0	0		0	0		0						
Railroad																						
Stopped Buses																						

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-007

Day: Thursday

City: Hollywood

Date: 6/1/2017

		AM												
NS/EW Streets:		40th Ave			40th Ave			Taft St			Taft St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		0	17	6	5	6	0	2	45	1	5	26	2	115
7:15 AM		0	7	6	17	4	4	6	80	0	5	69	4	202
7:30 AM		4	15	8	16	12	6	2	97	1	14	96	8	279
7:45 AM		3	11	33	16	18	12	1	95	6	34	98	14	341
8:00 AM		3	13	8	13	9	13	8	104	2	14	73	13	273
8:15 AM		1	10	9	8	8	6	6	118	2	4	68	7	247
8:30 AM		5	12	5	11	11	3	2	89	1	2	67	7	215
8:45 AM		2	10	8	8	6	5	2	85	2	0	61	4	193
<b>TOTAL VOLUMES :</b>		18	95	83	94	74	49	29	713	15	78	558	59	1865
<b>APPROACH %'s :</b>		9.18%	48.47%	42.35%	43.32%	34.10%	22.58%	3.83%	94.19%	1.98%	11.22%	80.29%	8.49%	
<b>PEAK HR START TIME :</b>		730 AM											<b>TOTAL</b>	
<b>PEAK HR VOL :</b>		11	49	58	53	47	37	17	414	11	66	335	42	1140
<b>PEAK HR FACTOR :</b>		0.628			0.745			0.877			0.759			0.836

CONTROL : No Control

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

**Project ID:** 17-3266-007

**Day:** Thursday

**City:** Hollywood

**Date:** 6/1/2017

		PM												
NS/EW Streets:		40th Ave			40th Ave			Taft St			Taft St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM		5	8	5	3	14	5	4	62	1	6	105	6	224
4:15 PM		2	13	5	5	19	6	1	71	2	8	80	8	220
4:30 PM		1	11	5	8	7	8	0	54	6	2	97	8	207
4:45 PM		3	13	5	8	15	14	3	62	2	5	96	10	236
5:00 PM		5	9	8	2	16	11	2	66	4	4	125	5	257
5:15 PM		2	6	7	9	16	8	3	80	4	7	121	8	271
5:30 PM		6	11	4	10	15	14	1	71	5	4	126	6	273
5:45 PM		2	15	3	6	16	6	2	99	0	6	112	5	272
<b>TOTAL VOLUMES :</b>		26	86	42	51	118	72	16	565	24	42	862	56	1960
<b>APPROACH %'s :</b>		16.88%	55.84%	27.27%	21.16%	48.96%	29.88%	2.64%	93.39%	3.97%	4.38%	89.79%	5.83%	
<b>PEAK HR START TIME :</b>		500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>		15	41	22	27	63	39	8	316	13	21	484	24	1073
<b>PEAK HR FACTOR :</b>		0.886			0.827			0.834			0.972			0.983

**CONTROL :** No Control

Project ID: 17-3266-007  
 Location: 40th Ave & Taft St  
 City: Hollywood

Day: Thursday  
 Date: 6/1/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	40th Ave Northbound					40th Ave Southbound					Taft St Eastbound					Taft St Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	0	17	6	0	23	5	6	0	0	11	2	45	1	0	48	5	26	2	0	33	115
7:15 AM	0	7	6	0	13	17	4	4	0	25	6	80	0	0	86	5	69	4	0	78	202
7:30 AM	4	15	8	0	27	16	12	6	0	34	2	97	1	0	100	14	96	8	0	118	279
7:45 AM	3	11	33	0	47	16	18	12	0	46	1	95	6	0	102	34	98	14	0	146	341
Total	7	50	53	0	110	54	40	22	0	116	11	317	8	0	336	58	289	28	0	375	937
8:00 AM	3	13	8	0	24	13	9	13	0	35	8	104	2	0	114	14	73	13	0	100	273
8:15 AM	1	10	9	0	20	8	8	6	0	22	6	118	2	0	126	4	68	7	0	79	247
8:30 AM	5	12	5	0	22	11	11	3	0	25	2	89	1	0	92	2	67	7	0	76	215
8:45 AM	2	10	8	0	20	8	6	5	0	19	2	85	2	0	89	0	61	4	0	65	193
Total	11	45	30	0	86	40	34	27	0	101	18	396	7	0	421	20	269	31	0	320	928
***BREAK***																					
4:00 PM	5	8	5	0	18	3	14	5	0	22	4	62	1	0	67	6	105	6	0	117	224
4:15 PM	2	13	5	0	20	5	19	6	0	30	1	71	2	0	74	8	80	8	0	96	220
4:30 PM	1	11	5	0	17	8	7	8	0	23	0	54	6	0	60	2	97	8	0	107	207
4:45 PM	3	13	5	0	21	8	15	14	0	37	3	62	2	0	67	5	96	10	0	111	236
Total	11	45	20	0	76	24	55	33	0	112	8	249	11	0	268	21	378	32	0	431	887
5:00 PM	5	9	8	0	22	2	16	11	0	29	2	66	4	0	72	4	125	5	0	134	257
5:15 PM	2	6	7	0	15	9	16	8	0	33	3	80	4	0	87	7	121	8	0	136	271
5:30 PM	6	11	4	0	21	10	15	14	0	39	1	71	5	0	77	4	126	6	0	136	273
5:45 PM	2	15	3	0	20	6	16	6	0	28	2	99	0	0	101	6	112	5	0	123	272
Total	15	41	22	0	78	27	63	39	0	129	8	316	13	0	337	21	484	24	0	529	1073
Grand Total	44	181	125	0	350	145	192	121	0	458	45	1278	39	0	1362	120	1420	115	0	1655	3825
Apprch %	12.6	51.7	35.7	0.0		31.7	41.9	26.4	0.0		3.3	93.8	2.9	0.0		7.3	85.8	6.9	0.0		
Total %	1.2	4.7	3.3	0.0	9.2	3.8	5.0	3.2	0.0	12.0	1.2	33.4	1.0	0.0	35.6	3.1	37.1	3.0	0.0	43.3	
Cars, PU, Vans	44	179	122	0	345	144	188	118	0	450	41	1254	39	0	1334	120	1362	112	0	1594	3723
% Cars, PU, Vans	100.0	98.9	97.6	0.0	98.6	99.3	97.9	97.5	0.0	98.3	91.1	98.1	100.0	0.0	97.9	100.0	95.9	97.4	0.0	96.3	97.3
Heavy Trucks	0	2	3		5	1	4	3		8	4	24	0		28	0	58	3		61	102
%Heavy Trucks	0.0	1.1	2.4	0.0	1.4	0.7	2.1	2.5	0.0	1.7	8.9	1.9	0.0	0.0	2.1	0.0	4.1	2.6	0.0	3.7	2.7

Project ID: 17-3266-007  
 Location: 40th Ave & Taft St  
 City: Hollywood

## PEAK HOURS

Day: Thursday  
 Date: 6/1/2017

### AM

Start Time	40th Ave Northbound				40th Ave Southbound				Taft St Eastbound				Taft St Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	4	15	8	27	16	12	6	34	2	97	1	100	14	96	8	118	279
7:45 AM	3	11	33	47	16	18	12	46	1	95	6	102	34	98	14	146	341
8:00 AM	3	13	8	24	13	9	13	35	8	104	2	114	14	73	13	100	273
8:15 AM	1	10	9	20	8	8	6	22	6	118	2	126	4	68	7	79	247
Total Volume	11	49	58	118	53	47	37	137	17	414	11	442	66	335	42	443	1140
% App. Total	9.3	41.5	49.2	100	38.7	34.3	27.0	100	3.8	93.7	2.5	100	14.9	75.6	9.5	100	
PHF	0.628				0.745				0.877				0.759				0.836
Cars, PU, Vans	11	49	57	117	53	46	36	135	17	409	11	437	66	322	41	429	1118
% Cars, PU, Vans	100.0	100.0	98.3	99.2	100.0	97.9	97.3	98.5	100.0	98.8	100.0	98.9	100.0	96.1	97.6	96.8	98.1
Heavy Trucks	0	0	1	1	0	1	1	2	0	5	0	5	0	13	1	14	22
% Heavy Trucks	0.0	0.0	1.7	0.8	0.0	2.1	2.7	1.5	0.0	1.2	0.0	1.1	0.0	3.9	2.4	3.2	1.9

### PM

Start Time	40th Ave Northbound				40th Ave Southbound				Taft St Eastbound				Taft St Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	5	9	8	22	2	16	11	29	2	66	4	72	4	125	5	134	257
5:15 PM	2	6	7	15	9	16	8	33	3	80	4	87	7	121	8	136	271
5:30 PM	6	11	4	21	10	15	14	39	1	71	5	77	4	126	6	136	273
5:45 PM	2	15	3	20	6	16	6	28	2	99	0	101	6	112	5	123	272
Total Volume	15	41	22	78	27	63	39	129	8	316	13	337	21	484	24	529	1073
% App. Total	19.2	52.6	28.2	100	20.9	48.8	30.2	100	2.4	93.8	3.9	100	4.0	91.5	4.5	100	
PHF	0.886				0.827				0.834				0.972				0.983
Cars, PU, Vans	15	40	22	77	27	63	39	129	6	311	13	330	21	474	24	519	1055
% Cars, PU, Vans	100.0	97.6	100.0	98.7	100.0	100.0	100.0	100.0	75.0	98.4	100.0	97.9	100.0	97.9	100.0	98.1	98.3
Heavy Trucks	0	1	0	1	0	0	0	0	2	5	0	7	0	10	0	10	18
% Heavy Trucks	0.0	2.4	0.0	1.3	0.0	0.0	0.0	0.0	25.0	1.6	0.0	2.1	0.0	2.1	0.0	1.9	1.7



National Data & Surveying Services

Site Code: 17-3266-007

Date: 06/01/2017

Weather: Sunny

City: Hollywood

County: Broward

Count Times: 07:00 - 09:00

16:00 - 18:00

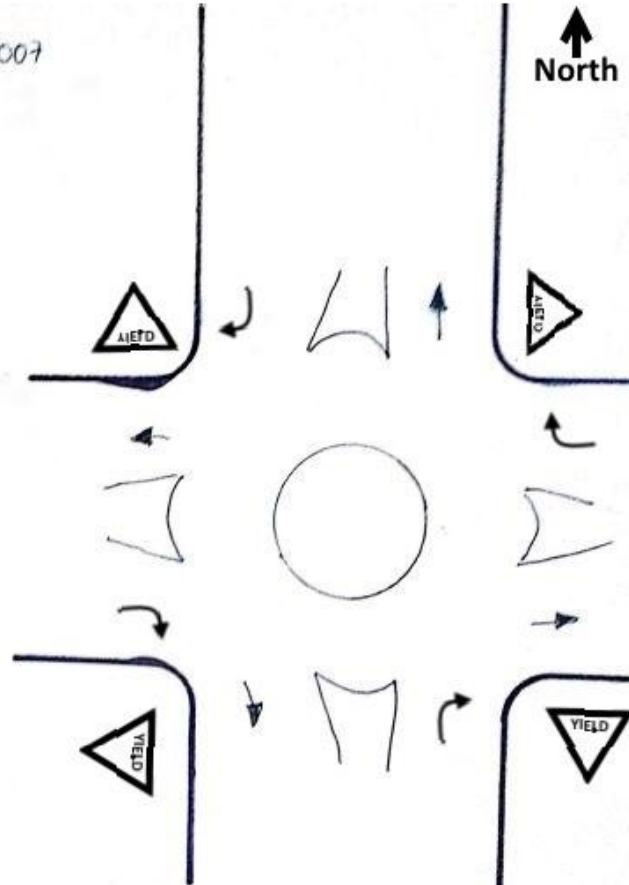
Control: 4-Way Yield



N/S Street: 40th Ave

Speed: 30 MPH

17-3266-007



E/W Street: Taft St

Speed: 30 MPH



# ITM Peak Hour Summary

Prepared by:

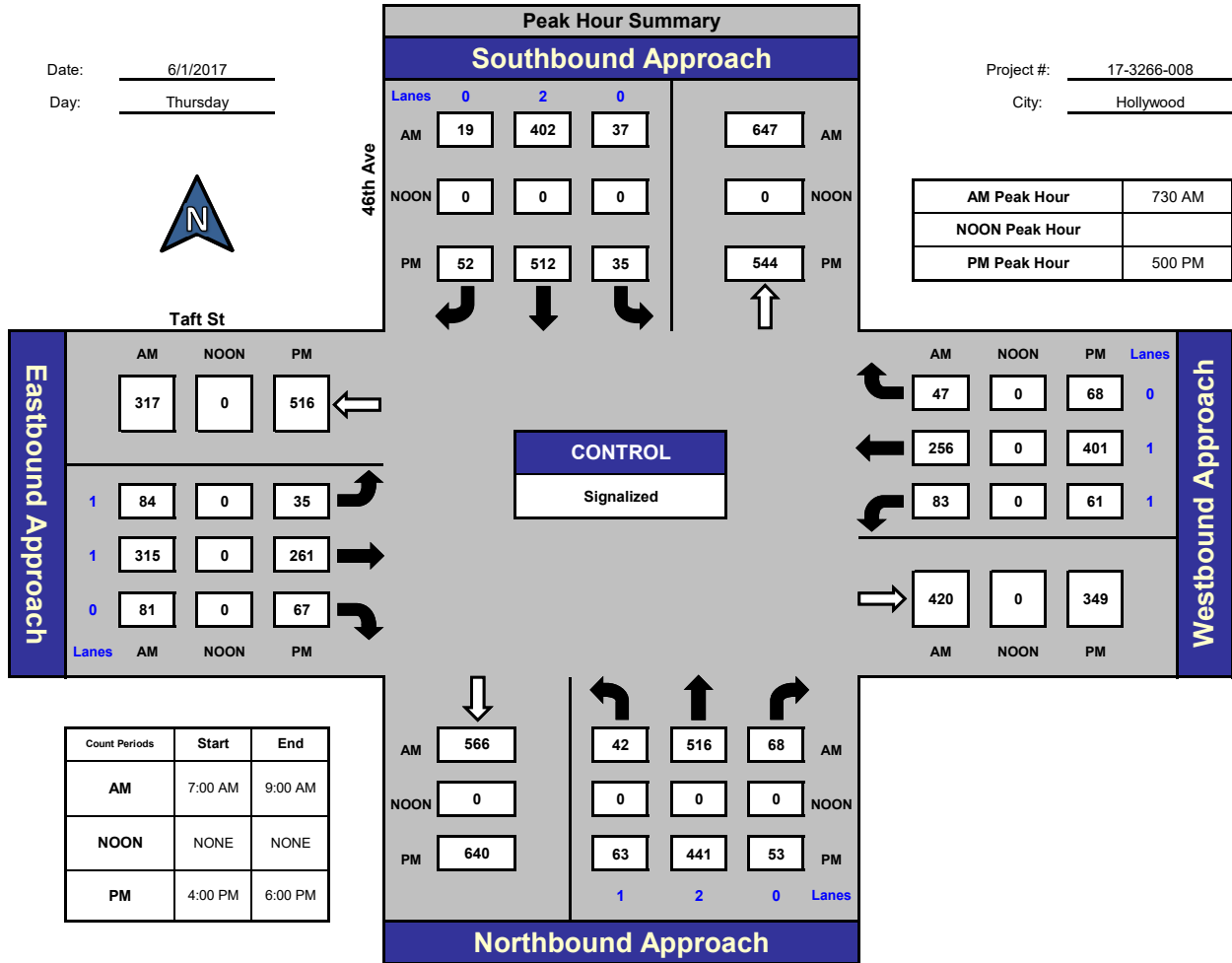


National Data & Surveying Services

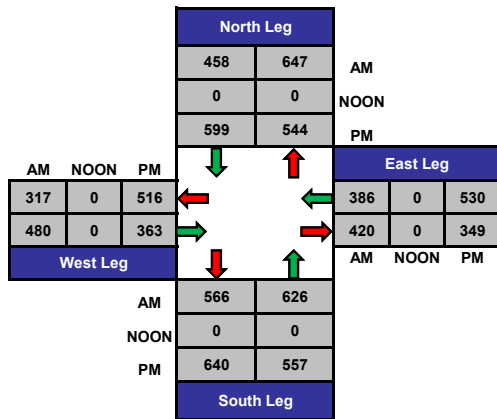
## 46th Ave and Taft St, Hollywood

Date: 6/1/2017  
Day: Thursday

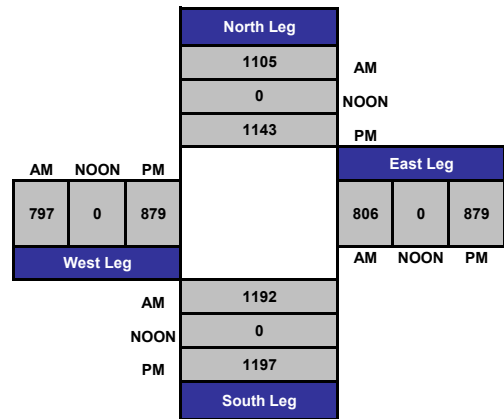
Project #: 17-3266-008  
City: Hollywood



### Total Ins & Outs



### Total Volume Per Leg

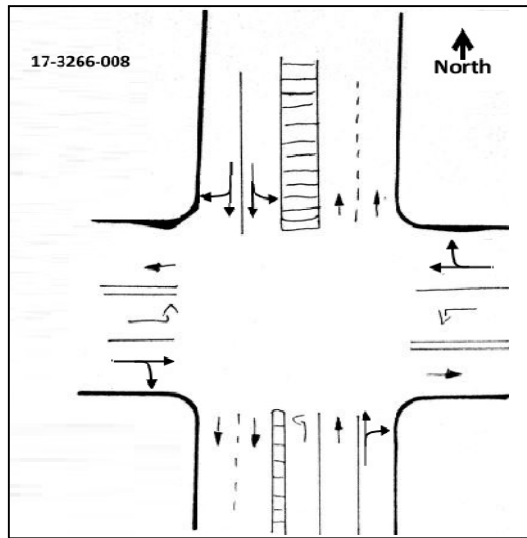
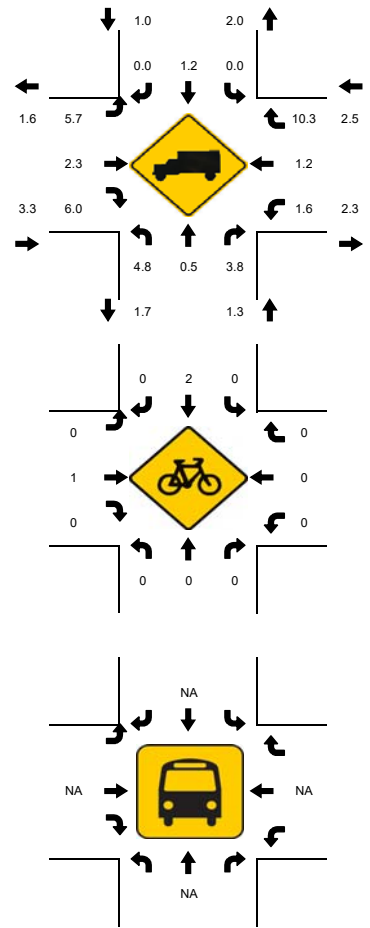
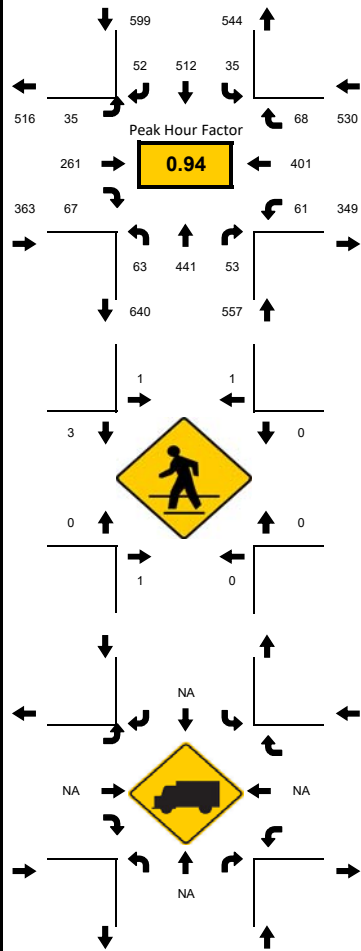
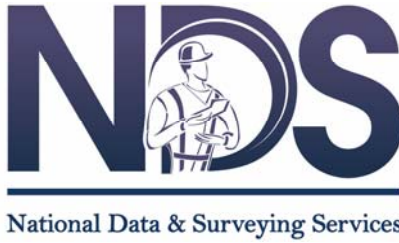




LOCATION: 46th Ave & Taft St  
CITY/STATE: Hollywood

PROJECT ID: 17-3266-008  
DATE: Thu, Jun 01, 2017

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



15-Min Count Period Beginning At	46th Ave Northbound					46th Ave Southbound					Taft St Eastbound					Taft 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*		
04:00 PM	9	94	8	0		5	87	17	0		12	46	12	0		8	85	11	0		394	1664
04:15 PM	8	93	8	1		10	74	7	1		9	61	25	0		11	70	11	0		387	1794
04:30 PM	16	111	11	0		13	130	15	2		9	40	20	0		8	85	10	0		468	1951
04:45 PM	11	99	7	0		5	96	9	0		9	55	14	0		10	85	15	0		415	1954
05:00 PM	12	124	7	0		8	141	15	0		9	57	16	0		14	100	21	0		524	2049
05:15 PM	22	107	19	0		8	151	17	0		11	60	16	0		11	107	15	0		544	1525
05:30 PM	16	99	13	1		8	102	12	0		6	67	15	0		26	92	15	0		471	981
05:45 PM	13	111	14	0		11	118	8	1		9	77	20	0		10	102	17	0		510	510
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	88	496	76	4		44	604	68	4		44	308	80	0		104	428	84	0			2424
Heavy Trucks	8	4	8			0	8	0			4	12	8			4	8	20			84	
Pedestrians		4					4					8					0				16	
Bicycles	0	0	0			0	4	0			0	4	0			0	0	0			8	
Railroad																						
Stopped Buses																						

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-008

Day: Thursday

City: Hollywood

Date: 6/1/2017

AM

NS/EW Streets:	46th Ave			46th Ave			Taft St			Taft St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
7:00 AM	6	55	4	7	44	1	15	39	11	5	27	4	218
7:15 AM	5	84	8	12	71	5	19	66	18	7	56	12	363
7:30 AM	10	133	20	9	109	4	27	60	21	15	69	10	487
7:45 AM	15	141	20	5	125	8	26	75	20	37	64	12	548
8:00 AM	10	142	16	11	89	2	18	81	25	23	63	13	493
8:15 AM	7	100	12	12	79	5	13	99	15	8	60	12	422
8:30 AM	8	89	8	12	78	3	23	75	28	7	60	6	397
8:45 AM	7	98	10	8	79	9	18	66	16	8	51	10	380
TOTAL VOLUMES :	68	842	98	76	674	37	159	561	154	110	450	79	3308
APPROACH %'s :	6.75%	83.53%	9.72%	9.66%	85.64%	4.70%	18.19%	64.19%	17.62%	17.21%	70.42%	12.36%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	42	516	68	37	402	19	84	315	81	83	256	47	1950
PEAK HR FACTOR :	0.889			0.830			0.945			0.854			0.890

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-008

Day: Thursday

City: Hollywood

Date: 6/1/2017

PM

NS/EW Streets:	46th Ave			46th Ave			Taft St			Taft St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
4:00 PM	9	94	8	5	87	17	12	46	12	8	85	11	394
4:15 PM	8	93	8	10	74	7	9	61	25	11	70	11	387
4:30 PM	16	111	11	13	130	15	9	40	20	8	85	10	468
4:45 PM	11	99	7	5	96	9	9	55	14	10	85	15	415
5:00 PM	12	124	7	8	141	15	9	57	16	14	100	21	524
5:15 PM	22	107	19	8	151	17	11	60	16	11	107	15	544
5:30 PM	16	99	13	8	102	12	6	67	15	26	92	15	471
5:45 PM	13	111	14	11	118	8	9	77	20	10	102	17	510
TOTAL VOLUMES :	NL 107	NT 838	NR 87	SL 68	ST 899	SR 100	EL 74	ET 463	ER 138	WL 98	WT 726	WR 115	TOTAL 3713
APPROACH %'s :	10.37%	81.20%	8.43%	6.37%	84.25%	9.37%	10.96%	68.59%	20.44%	10.44%	77.32%	12.25%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	63	441	53	35	512	52	35	261	67	61	401	68	2049
PEAK HR FACTOR :	0.941			0.851			0.856			0.981			0.942

CONTROL : Signalized

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 17-3266-008  
 N/S Street: 46th Ave  
 E/W Street: Taft St  
 DATE: 6/1/2017  
 CITY: Hollywood

DAY: Thursday

**A M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	2	0	0	0	0	0	2	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>

**P M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	1	0	0	0
4:30 PM	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	2
<b>TOTALS</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Project ID: 17-3266-008  
 Location: 46th Ave & Taft St  
 City: Hollywood

Day: Thursday  
 Date: 6/1/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	46th Ave Northbound					46th Ave Southbound					Taft St Eastbound					Taft St Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	6	55	4	0	65	7	44	1	1	52	15	39	11	0	65	5	27	4	0	36	218
7:15 AM	5	84	8	0	97	12	71	5	0	88	19	66	18	0	103	7	56	12	0	75	363
7:30 AM	10	133	20	0	163	9	109	4	0	122	27	60	21	0	108	15	69	10	0	94	487
7:45 AM	15	141	20	0	176	5	125	8	0	138	26	75	20	0	121	37	64	12	0	113	548
Total	36	413	52	0	501	33	349	18	1	400	87	240	70	0	397	64	216	38	0	318	1616
8:00 AM	10	142	16	0	168	11	89	2	2	102	18	81	25	2	124	23	63	13	0	99	493
8:15 AM	7	100	12	0	119	12	79	5	0	96	13	99	15	0	127	8	60	12	0	80	422
8:30 AM	8	89	8	0	105	12	78	3	0	93	23	75	28	0	126	7	60	6	0	73	397
8:45 AM	7	98	10	0	115	8	79	9	0	96	18	66	16	0	100	8	51	10	0	69	380
Total	32	429	46	0	507	43	325	19	2	387	72	321	84	2	477	46	234	41	0	321	1692
***BREAK***																					
4:00 PM	9	94	8	0	111	5	87	17	0	109	12	46	12	0	70	8	85	11	1	104	394
4:15 PM	8	93	8	0	109	10	74	7	0	91	9	61	25	0	95	11	70	11	1	92	387
4:30 PM	16	111	11	0	138	13	130	15	0	158	9	40	20	1	69	8	85	10	0	103	468
4:45 PM	11	99	7	0	117	5	96	9	0	110	9	55	14	0	78	10	85	15	0	110	415
Total	44	397	34	0	475	33	387	48	0	468	39	202	71	1	312	37	325	47	2	409	1664
5:00 PM	12	124	7	0	143	8	141	15	1	164	9	57	16	1	82	14	100	21	0	135	524
5:15 PM	22	107	19	0	148	8	151	17	0	176	11	60	16	0	87	11	107	15	0	133	544
5:30 PM	16	99	13	1	128	8	102	12	0	122	6	67	15	0	88	26	92	15	0	133	471
5:45 PM	13	111	14	0	138	11	118	8	1	137	9	77	20	2	106	10	102	17	0	129	510
Total	63	441	53	1	557	35	512	52	2	599	35	261	67	3	363	61	401	68	0	530	2049
Grand Total	175	1680	185	1	2040	144	1573	137	5	1854	233	1024	292	6	1549	208	1176	194	2	1578	7021
Apprch %	8.6	82.4	9.1	0.0		7.8	84.8	7.4	0.3		15.0	66.1	18.9	0.4		13.2	74.5	12.3	0.1		
Total %	2.5	23.9	2.6	0.0	29.1	2.1	22.4	2.0	0.1	26.4	3.3	14.6	4.2	0.1	22.1	3.0	16.7	2.8	0.0	22.5	
Cars, PU, Vans	165	1671	178	1	2014	141	1541	137	5	1819	230	1003	273	6	1506	206	1139	172	2	1517	6856
% Cars, PU, Vans	94.3	99.5	96.2	100.0	98.7	97.9	98.0	100.0	100.0	98.1	98.7	97.9	93.5	100.0	97.2	99.0	96.9	88.7	100.0	96.1	97.6
Heavy Trucks	10	9	7		26	3	32	0		35	3	21	19		43	2	37	22		61	165
%Heavy Trucks	5.7	0.5	3.8	0.0	1.3	2.1	2.0	0.0	0.0	1.9	1.3	2.1	6.5	0.0	2.8	1.0	3.1	11.3	0.0	3.9	2.4

Project ID: 17-3266-008  
 Location: 46th Ave & Taft St  
 City: Hollywood

## PEAK HOURS

Day: Thursday  
 Date: 6/1/2017

### AM

Start Time	46th Ave Northbound				46th Ave Southbound				Taft St Eastbound				Taft St Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	10	133	20	163	9	109	4	122	27	60	21	108	15	69	10	94	487
7:45 AM	15	141	20	176	5	125	8	138	26	75	20	121	37	64	12	113	548
8:00 AM	10	142	16	168	11	89	2	102	18	81	25	124	23	63	13	99	493
8:15 AM	7	100	12	119	12	79	5	96	13	99	15	127	8	60	12	80	422
Total Volume	42	516	68	626	37	402	19	458	84	315	81	480	83	256	47	386	1950
% App. Total	6.7	82.4	10.9	100	8.1	87.8	4.1	100	17.5	65.6	16.9	100	21.5	66.3	12.2	100	
PHF	0.889				0.830				0.945				0.854				0.890
Cars, PU, Vans	39	514	66	619	37	395	19	451	84	311	76	471	83	246	43	372	1913
% Cars, PU, Vans	92.9	99.6	97.1	98.9	100.0	98.3	100.0	98.5	100.0	98.7	93.8	98.1	100.0	96.1	91.5	96.4	98.1
Heavy Trucks	3	2	2	7	0	7	0	7	0	4	5	9	0	10	4	14	37
%Heavy Trucks	7.1	0.4	2.9	1.1	0.0	1.7	0.0	1.5	0.0	1.3	6.2	1.9	0.0	3.9	8.5	3.6	1.9

### PM

Start Time	46th Ave Northbound				46th Ave Southbound				Taft St Eastbound				Taft St Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	12	124	7	143	8	141	15	164	9	57	16	82	14	100	21	135	524
5:15 PM	22	107	19	148	8	151	17	176	11	60	16	87	11	107	15	133	544
5:30 PM	16	99	13	128	8	102	12	122	6	67	15	88	26	92	15	133	471
5:45 PM	13	111	14	138	11	118	8	137	9	77	20	106	10	102	17	129	510
Total Volume	63	441	53	557	35	512	52	599	35	261	67	363	61	401	68	530	2049
% App. Total	11.3	79.2	9.5	100	5.8	85.5	8.7	100	9.6	71.9	18.5	100	11.5	75.7	12.8	100	
PHF	0.941				0.851				0.856				0.981				0.942
Cars, PU, Vans	60	439	51	550	35	506	52	593	33	255	63	351	60	396	61	517	2011
% Cars, PU, Vans	95.2	99.5	96.2	98.7	100.0	98.8	100.0	99.0	94.3	97.7	94.0	96.7	98.4	98.8	89.7	97.5	98.1
Heavy Trucks	3	2	2	7	0	6	0	6	2	6	4	12	1	5	7	13	38
%Heavy Trucks	4.8	0.5	3.8	1.3	0.0	1.2	0.0	1.0	5.7	2.3	6.0	3.3	1.6	1.2	10.3	2.5	1.9





National Data & Surveying Services

Site Code: **17-3266-008**

Date: **06/01/2017**

Weather: **Sunny**

City: **Hollywood**

County: **Broward**

Count Times: **07:00 - 09:00**

**16:00 - 18:00**

Control: **Signalized**

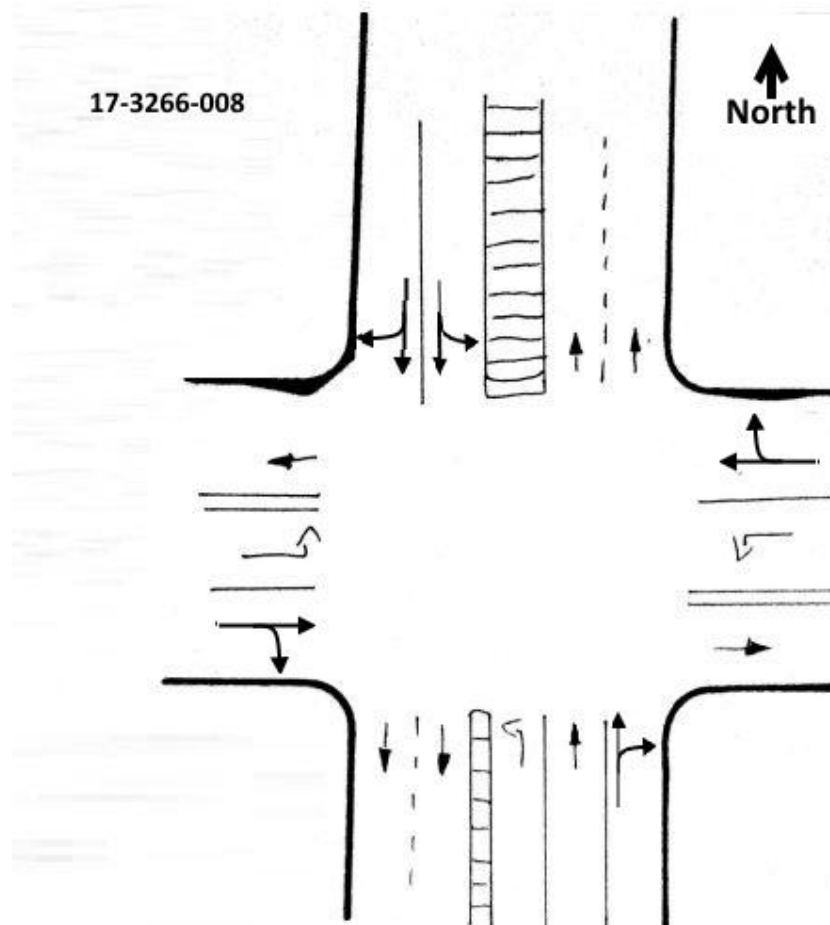
SIGNAL TIMING

PHASES	1	2	3
NT/ST	23	22	18
ET/WT	49	35	29



N/S Street: **46th Ave**

Speed: **30 MPH**



E/W Street: **Taft St**

Speed: **30 MPH**

# ITM Peak Hour Summary

Prepared by:

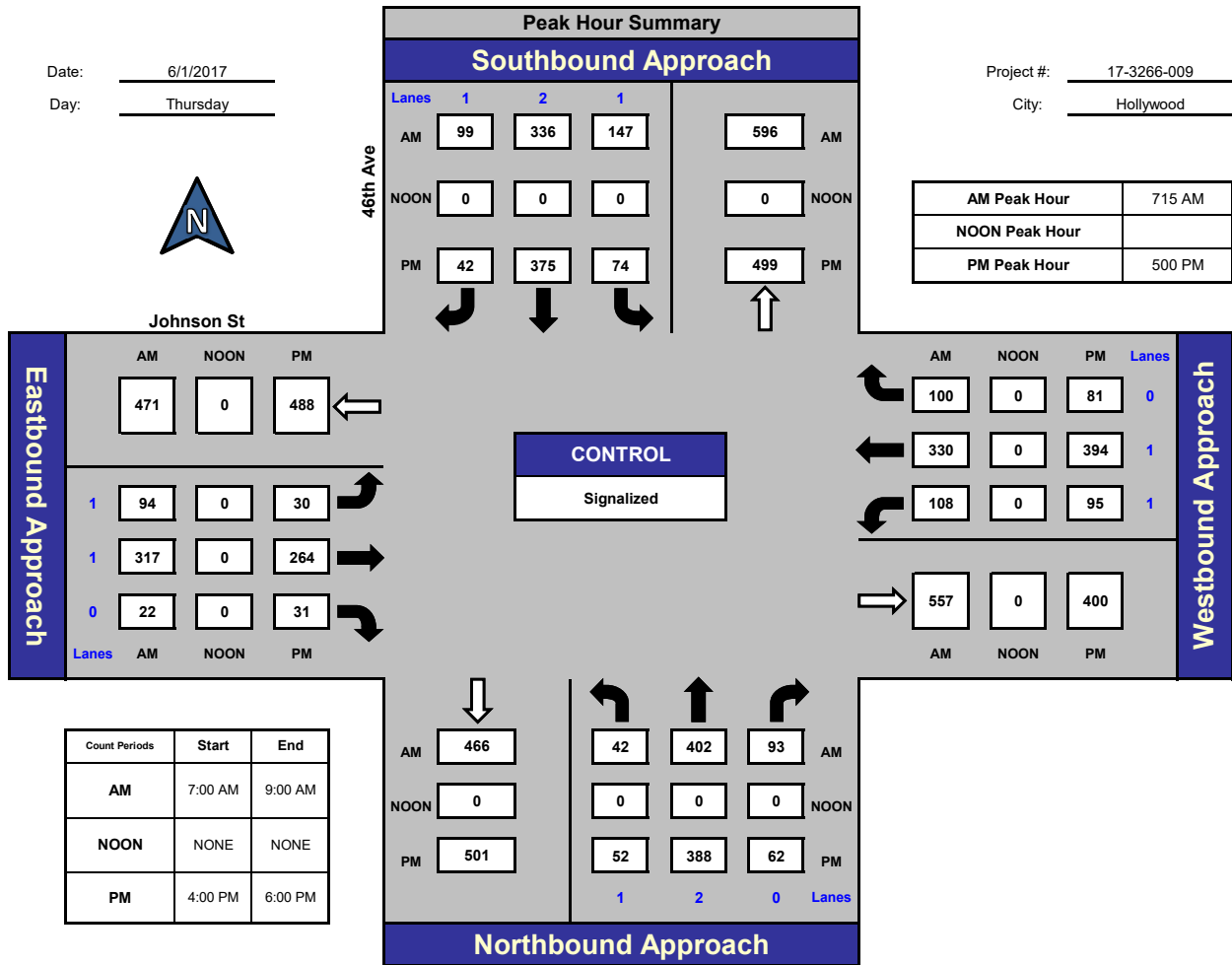


National Data & Surveying Services

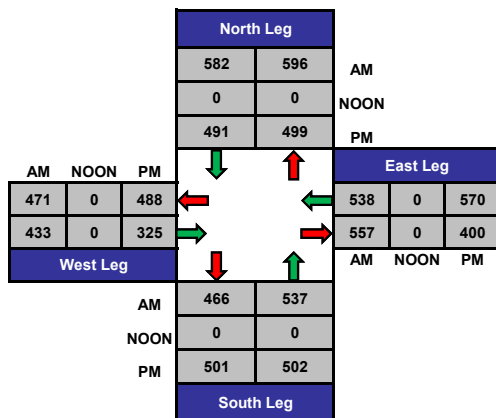
## 46th Ave and Johnson St., Hollywood

Date: 6/1/2017  
Day: Thursday

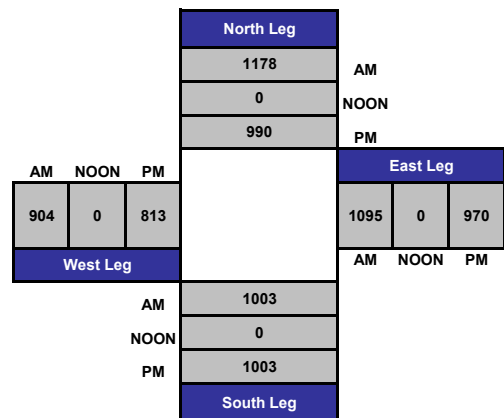
Project #: 17-3266-009  
City: Hollywood



### Total Ins & Outs



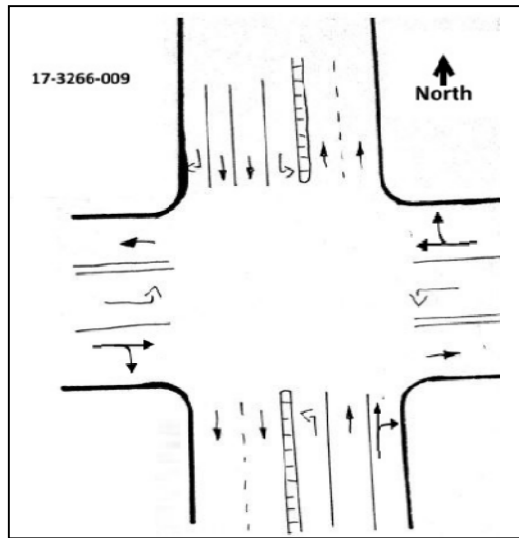
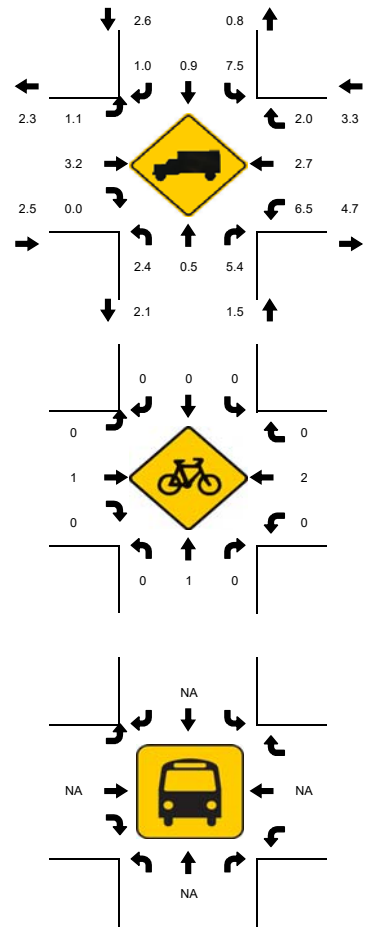
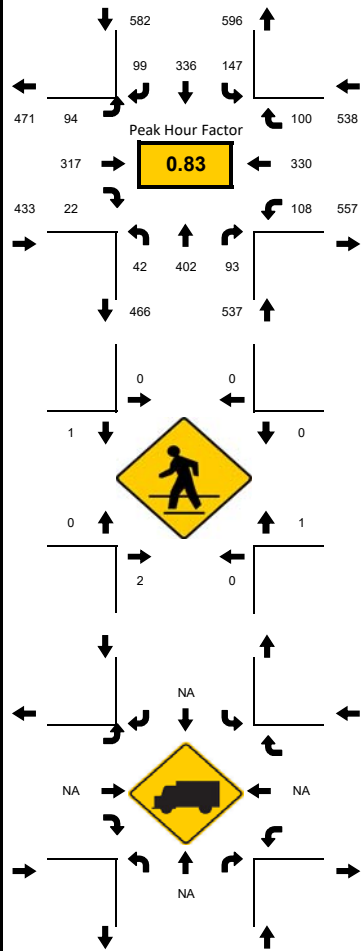
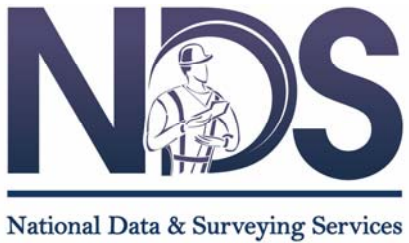
### Total Volume Per Leg



LOCATION: 46th Ave & Johnson St  
 CITY/STATE: Hollywood

PROJECT ID: 17-3266-009  
 DATE: Thu, Jun 01, 2017

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

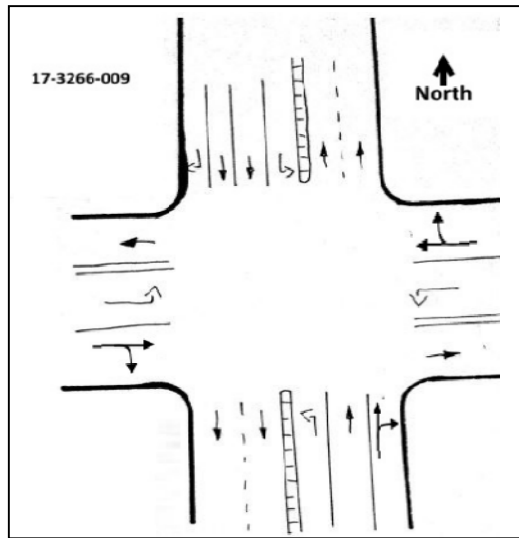
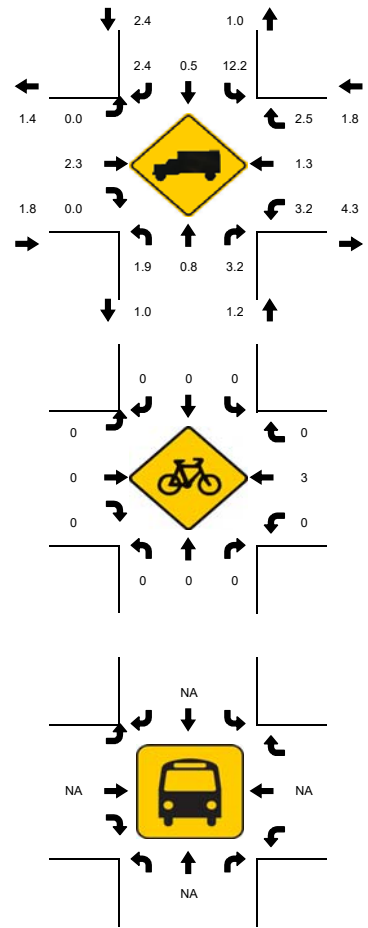
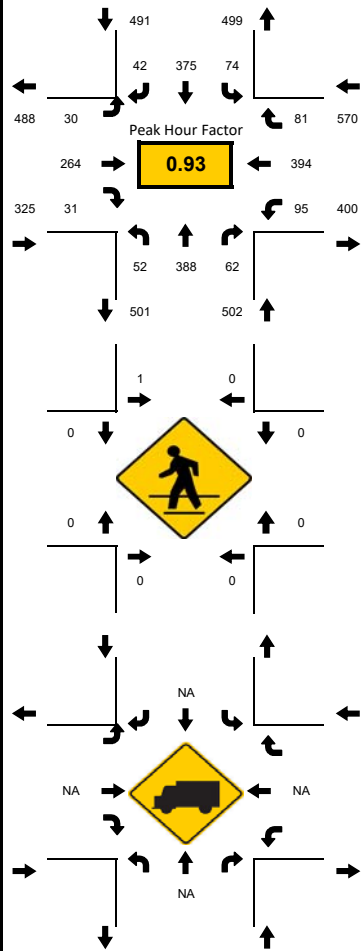
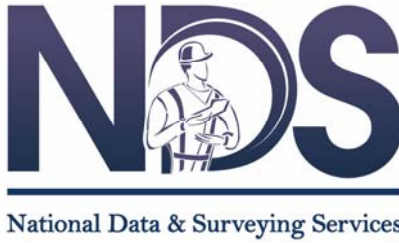


15-Min Count Period Beginning At	46th Ave Northbound					46th Ave Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	5	51	22	0		22	43	3	0		6	44	5	0		15	53	5	0		274	1811
07:15 AM	10	59	30	1		30	54	20	0		12	63	3	0		26	84	18	0		409	2090
07:30 AM	7	103	19	0		33	67	21	0		23	78	5	0		31	82	26	0		495	2088
07:45 AM	14	123	27	0		46	111	40	0		30	88	4	0		33	90	27	0		633	1989
08:00 AM	11	117	17	0		38	104	18	0		29	88	10	0		18	74	29	0		553	1764
08:15 AM	6	76	17	0		25	84	7	0		15	87	8	0		19	51	12	0		407	1211
08:30 AM	10	70	14	0		31	84	2	0		9	65	7	0		18	66	20	0		396	804
08:45 AM	6	87	16	0		28	80	4	1		7	79	3	0		16	64	18	0		408	408
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
All Vehicles	56	492	120	4		184	444	160	0		120	352	40	0		132	360	116	0		2576	
Heavy Trucks	4	4	12			16	8	4			4	20	0			12	16	4			104	
Pedestrians	4					0					4					4					12	
Bicycles	0	4	0			0	0	0			0	4	0			0	8	0			16	
Railroad																						
Stopped Buses																						

LOCATION: 46th Ave & Johnson St  
CITY/STATE: Hollywood

PROJECT ID: 17-3266-009  
DATE: Thu, Jun 01, 2017

Peak-Hour: 05:00 PM - 06:00 PM  
Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	46th Ave Northbound					46th 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*		
04:00 PM	8	78	17	0		12	82	4	0		17	63	8	0		23	69	20	0		401	1550
04:15 PM	11	68	20	0		19	60	5	0		7	58	11	0		13	53	9	0		334	1632
04:30 PM	8	80	15	0		21	76	7	2		5	67	3	0		31	86	24	3		423	1769
04:45 PM	14	70	16	1		18	56	10	0		8	68	6	0		24	83	19	0		392	1852
05:00 PM	11	100	15	0		17	94	9	0		8	72	6	0		29	98	24	0		483	1888
05:15 PM	10	103	20	1		12	89	12	0		6	58	8	0		23	108	22	0		471	1405
05:30 PM	13	93	16	0		27	120	12	0		5	65	8	0		22	106	19	0		506	934
05:45 PM	18	92	11	0		18	72	9	0		11	69	9	0		21	82	16	0		428	428
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	72	412	80	4		108	480	48	0		44	288	36	0		116	432	96	0		2212	
Heavy Trucks	4	4	8			16	4	4			0	12	0			8	12	4			76	
Pedestrians		0					4					0					0				4	
Bicycles	0	0	0			0	0	0			0	0	0			0	4	0			4	
Railroad Stopped Buses																						

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-009

Day: Thursday

City: Hollywood

Date: 6/1/2017

		AM												
NS/EW Streets:		46th Ave			46th Ave			Johnson St			Johnson St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
7:00 AM		5	51	22	22	43	3	6	44	5	15	53	5	274
7:15 AM		10	59	30	30	54	20	12	63	3	26	84	18	409
7:30 AM		7	103	19	33	67	21	23	78	5	31	82	26	495
7:45 AM		14	123	27	46	111	40	30	88	4	33	90	27	633
8:00 AM		11	117	17	38	104	18	29	88	10	18	74	29	553
8:15 AM		6	76	17	25	84	7	15	87	8	19	51	12	407
8:30 AM		10	70	14	31	84	2	9	65	7	18	66	20	396
8:45 AM		6	87	16	28	80	4	7	79	3	16	64	18	408
<b>TOTAL VOLUMES :</b>		69	686	162	253	627	115	131	592	45	176	564	155	3575
<b>APPROACH %'s :</b>		7.52%	74.81%	17.67%	25.43%	63.02%	11.56%	17.06%	77.08%	5.86%	19.66%	63.02%	17.32%	
<b>PEAK HR START TIME :</b>		715 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>		42	402	93	147	336	99	94	317	22	108	330	100	2090
<b>PEAK HR FACTOR :</b>		0.819			0.739			0.852			0.897			0.825

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 17-3266-009

Day: Thursday

City: Hollywood

Date: 6/1/2017

PM

NS/EW Streets:	46th Ave			46th Ave			Johnson St			Johnson St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
4:00 PM	8	78	17	12	82	4	17	63	8	23	69	20	401
4:15 PM	11	68	20	19	60	5	7	58	11	13	53	9	334
4:30 PM	8	80	15	21	76	7	5	67	3	31	86	24	423
4:45 PM	14	70	16	18	56	10	8	68	6	24	83	19	392
5:00 PM	11	100	15	17	94	9	8	72	6	29	98	24	483
5:15 PM	10	103	20	12	89	12	6	58	8	23	108	22	471
5:30 PM	13	93	16	27	120	12	5	65	8	22	106	19	506
5:45 PM	18	92	11	18	72	9	11	69	9	21	82	16	428
TOTAL VOLUMES :	93	684	130	144	649	68	67	520	59	186	685	153	3438
APPROACH %'s :	10.25%	75.41%	14.33%	16.72%	75.38%	7.90%	10.37%	80.50%	9.13%	18.16%	66.89%	14.94%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	52	388	62	74	375	42	30	264	31	95	394	81	1888
PEAK HR FACTOR :	0.944			0.772			0.913			0.931			0.933

CONTROL : Signalized

**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 17-3266-009  
 N/S Street: 46th Ave  
 E/W Street: Johnson St  
 DATE: 6/1/2017  
 CITY: Hollywood

DAY: Thursday

**A M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	1	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>

**P M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

*BIKES*

T I M E	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>

Project ID: 17-3266-009  
 Location: 46th Ave & Johnson St  
 City: Hollywood

Day: Thursday  
 Date: 6/1/2017

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	46th Ave Northbound					46th Ave Southbound					Johnson St Eastbound					Johnson St Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	5	51	22	0	78	22	43	3	0	68	6	44	5	0	55	15	53	5	0	73	274
7:15 AM	10	59	30	1	99	30	54	20	0	104	12	63	3	1	78	26	84	18	0	128	409
7:30 AM	7	103	19	0	129	33	67	21	0	121	23	78	5	0	106	31	82	26	0	139	495
7:45 AM	14	123	27	1	164	46	111	40	0	197	30	88	4	0	122	33	90	27	1	150	633
Total	36	336	98	2	470	131	275	84	0	490	71	273	17	1	361	105	309	76	1	490	1811
8:00 AM	11	117	17	0	145	38	104	18	0	160	29	88	10	0	127	18	74	29	0	121	553
8:15 AM	6	76	17	0	99	25	84	7	0	116	15	87	8	0	110	19	51	12	0	82	407
8:30 AM	10	70	14	0	94	31	84	2	0	117	9	65	7	0	81	18	66	20	0	104	396
8:45 AM	6	87	16	0	109	28	80	4	0	112	7	79	3	0	89	16	64	18	0	98	408
Total	33	350	64	0	447	122	352	31	0	505	60	319	28	0	407	71	255	79	0	405	1764
***BREAK***																					
4:00 PM	8	78	17	0	103	12	82	4	0	98	17	63	8	0	88	23	69	20	0	112	401
4:15 PM	11	68	20	0	99	19	60	5	0	84	7	58	11	0	76	13	53	9	0	75	334
4:30 PM	8	80	15	0	103	21	76	7	0	104	5	67	3	0	75	31	86	24	0	141	423
4:45 PM	14	70	16	0	100	18	56	10	0	84	8	68	6	0	82	24	83	19	0	126	392
Total	41	296	68	0	405	70	274	26	0	370	37	256	28	0	321	91	291	72	0	454	1550
5:00 PM	11	100	15	0	126	17	94	9	1	120	8	72	6	0	86	29	98	24	0	151	483
5:15 PM	10	103	20	0	133	12	89	12	0	113	6	58	8	0	72	23	108	22	0	153	471
5:30 PM	13	93	16	0	122	27	120	12	0	159	5	65	8	0	78	22	106	19	0	147	506
5:45 PM	18	92	11	0	121	18	72	9	0	99	11	69	9	0	89	21	82	16	0	119	428
Total	52	388	62	0	502	74	375	42	1	491	30	264	31	0	325	95	394	81	0	570	1888
Grand Total	162	1370	292	2	1824	397	1276	183	1	1856	198	1112	104	1	1414	362	1249	308	1	1919	7013
Apprch %	8.9	75.1	16.0	0.1		21.4	68.8	9.9	0.1		14.0	78.6	7.4	0.1		18.9	65.1	16.1	0.1		
Total %	2.3	19.5	4.2	0.0	26.0	5.7	18.2	2.6	0.0	26.5	2.8	15.9	1.5	0.0	20.2	5.2	17.8	4.4	0.0	27.4	
Cars, PU, Vans	159	1356	279	2	1794	357	1267	181	1	1805	197	1077	101	1	1375	344	1220	302	1	1866	6840
% Cars, PU, Vans	98.1	99.0	95.5	100.0	98.4	89.9	99.3	98.9	100.0	97.3	99.5	96.9	97.1	100.0	97.2	95.0	97.7	98.1	100.0	97.2	97.5
Heavy Trucks	3	14	13		30	40	9	2		51	1	35	3		39	18	29	6		53	173
% Heavy Trucks	1.9	1.0	4.5	0.0	1.6	10.1	0.7	1.1	0.0	2.7	0.5	3.1	2.9	0.0	2.8	5.0	2.3	1.9	0.0	2.8	2.5



Project ID: 17-3266-009  
 Location: 46th Ave & Johnson St  
 City: Hollywood

## PEAK HOURS

Day: Thursday  
 Date: 6/1/2017

AM

Start Time	46th Ave Northbound				46th Ave Southbound				Johnson St Eastbound				Johnson St Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	

Peak Hour Analysis from 07:00 AM to 09:00 AM

Peak Hour for Entire Intersection Begins at 07:15 AM

7:15 AM	10	59	30	99	30	54	20	104	12	63	3	78	26	84	18	128	409
7:30 AM	7	103	19	129	33	67	21	121	23	78	5	106	31	82	26	139	495
7:45 AM	14	123	27	164	46	111	40	197	30	88	4	122	33	90	27	150	633
8:00 AM	11	117	17	145	38	104	18	160	29	88	10	127	18	74	29	121	553
Total Volume	42	402	93	537	147	336	99	582	94	317	22	433	108	330	100	538	2090
% App. Total	7.8	74.9	17.3	100	25.3	57.7	17.0	100	21.7	73.2	5.1	100	20.1	61.3	18.6	100	
PHF	0.819				0.739				0.852				0.897				0.825
Cars, PU, Vans	41	400	88	529	136	333	98	567	93	307	22	422	101	321	98	520	2038
% Cars, PU, Vans	97.6	99.5	94.6	98.5	92.5	99.1	99.0	97.4	98.9	96.8	100.0	97.5	93.5	97.3	98.0	96.7	97.5
Heavy Trucks	1	2	5	8	11	3	1	15	1	10	0	11	7	9	2	18	52
%Heavy Trucks	2.4	0.5	5.4	1.5	7.5	0.9	1.0	2.6	1.1	3.2	0.0	2.5	6.5	2.7	2.0	3.3	2.5

Start Time	46th Ave Northbound				46th Ave Southbound				Johnson St Eastbound				Johnson St Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	

Peak Hour Analysis from 04:00 PM to 06:00 PM

Peak Hour for Entire Intersection Begins at 05:00 PM

5:00 PM	11	100	15	126	17	94	9	120	8	72	6	86	29	98	24	151	483
5:15 PM	10	103	20	133	12	89	12	113	6	58	8	72	23	108	22	153	471
5:30 PM	13	93	16	122	27	120	12	159	5	65	8	78	22	106	19	147	506
5:45 PM	18	92	11	121	18	72	9	99	11	69	9	89	21	82	16	119	428
Total Volume	52	388	62	502	74	375	42	491	30	264	31	325	95	394	81	570	1888
% App. Total	10.4	77.3	12.4	100	15.1	76.4	8.6	100	9.2	81.2	9.5	100	16.7	69.1	14.2	100	
PHF	0.944				0.772				0.913				0.931				0.933
Cars, PU, Vans	51	385	60	496	65	373	41	479	30	258	31	319	92	389	79	560	1854
% Cars, PU, Vans	98.1	99.2	96.8	98.8	87.8	99.5	97.6	97.6	100.0	97.7	100.0	98.2	96.8	98.7	97.5	98.2	98.2
Heavy Trucks	1	3	2	6	9	2	1	12	0	6	0	6	3	5	2	10	34
%Heavy Trucks	1.9	0.8	3.2	1.2	12.2	0.5	2.4	2.4	0.0	2.3	0.0	1.8	3.2	1.3	2.5	1.8	1.8



National Data & Surveying Services

Site Code: **17-3266-009**

Date: **06/01/2017**

Weather: **Sunny**

City: **Hollywood**

County: **Broward**

Count Times: **07:00 - 09:00**

**16:00 - 18:00**

Control: **Signalized**

SIGNAL TIMING

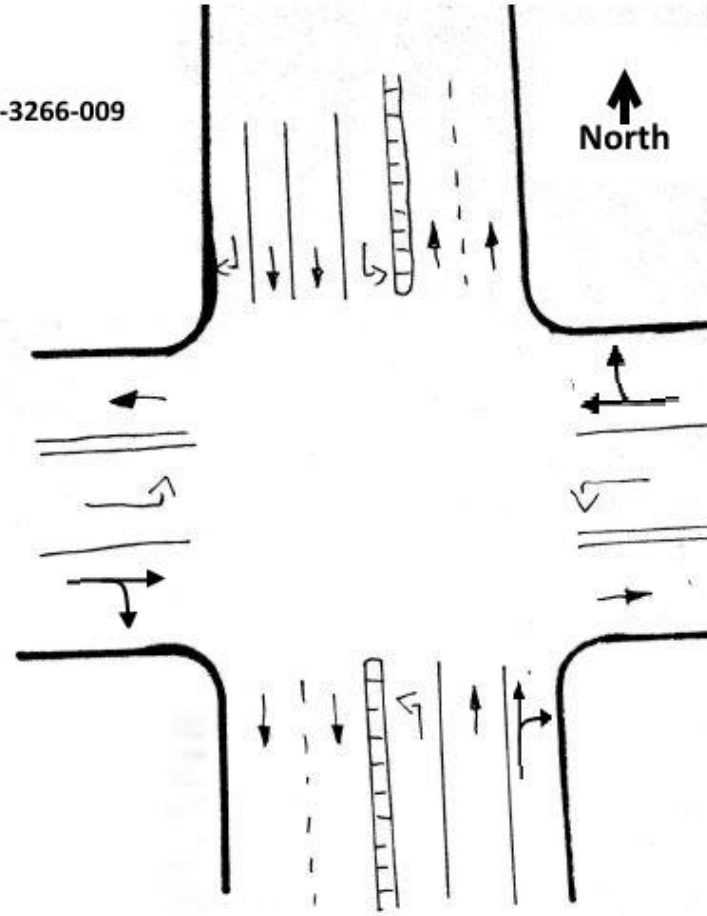
PHASES	1	2	3
NT/ST	22	11	11
ET/WT	19	28	18



N/S Street: **46th Ave**

Speed: **30 MPH**

17-3266-009



E/W Street: **Johnson St**

Speed: **30 MPH**

**ATTACHMENT B**

**INTERSECTION VOLUME WORKSHEET**

TURNING MOVEMENT COUNTS (AM PEAK)													
JOHNSON STREET & N. 35th AVENUE		↙	↓	↘	↗	↓	↖	↗	↓	↖	↘	↓	↖
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	45	420	46	53	391	164	102	192	66	89	116	33
	PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
	ADJUSTED EXISTING VOLUMES	45	424	46	54	395	166	103	194	67	90	117	33
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	47	435	48	55	405	170	106	199	68	92	120	34
	COMMITTED TRIPS	29	33	5	0	82	83	18	83	0	27	44	15
	EXISTING + COMMITTED	76	468	53	55	487	253	124	282	68	119	164	49
	SITE GENERATED TRIPS	0	7	5	0	19	12	13	0	0	5	0	0
	2020 TRAFFIC	76	475	58	55	506	265	137	282	68	124	164	49

TURNING MOVEMENT COUNTS (PM PEAK)													
JOHNSON STREET & N. 35th AVENUE		↙	↓	↘	↗	↓	↖	↗	↓	↖	↘	↓	↖
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	32	340	61	67	427	79	90	90	50	104	122	62
	PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
	ADJUSTED EXISTING VOLUMES	32	343	62	68	431	80	91	91	51	105	123	63
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	33	352	63	69	442	82	93	93	52	108	126	64
	COMMITTED TRIPS	15	95	16	0	47	24	16	44	0	67	112	28
	EXISTING + COMMITTED	48	447	79	69	489	106	109	137	52	175	238	92
	SITE GENERATED TRIPS	0	19	13	0	9	6	6	0	0	12	0	0
	2020 TRAFFIC	48	466	92	69	498	112	115	137	52	187	238	92



TURNING MOVEMENT COUNTS (AM PEAK)													
JOHNSON STREET & HOSPITAL ENTRANCE		↙	↓	↘	↘	↓	↙	↘	↓	↙	↓	↘	↙
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	172	442	0	0	398	129	0	0	0	28	0	140
	PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
	ADJUSTED EXISTING VOLUMES	174	446	0	0	402	130	0	0	0	28	0	141
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	178	458	0	0	412	134	0	0	0	29	0	145
	COMMITTED TRIPS	85	29	0	0	15	101	0	0	0	38	0	32
	EXISTING + COMMITTED	263	487	0	0	427	235	0	0	0	67	0	177
	SITE GENERATED TRIPS	5	7	0	0	19	13	0	0	0	5	0	2
	2020 TRAFFIC	268	494	0	0	446	248	0	0	0	72	0	179

TURNING MOVEMENT COUNTS (PM PEAK)													
JOHNSON STREET & HOSPITAL ENTRANCE		↙	↓	↘	↘	↓	↙	↘	↓	↙	↓	↘	↙
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	182	347	0	0	481	111	0	0	0	51	0	79
	PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
	ADJUSTED EXISTING VOLUMES	184	350	0	0	486	112	0	0	0	52	0	80
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	188	359	0	0	498	115	0	0	0	53	0	82
	COMMITTED TRIPS	30	15	0	0	28	35	0	0	0	112	0	95
	EXISTING + COMMITTED	218	374	0	0	526	150	0	0	0	165	0	177
	SITE GENERATED TRIPS	2	19	0	0	9	6	0	0	0	13	0	5
	2020 TRAFFIC	220	393	0	0	535	156	0	0	0	178	0	182

TURNING MOVEMENT COUNTS (AM PEAK)													
JOHNSON STREET & N. 40th AVENUE		↙	↓	↘	↗	↓	↖	↗	↓	↖	↗	↓	↖
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	41	587	0	0	471	19	0	0	0	63	1	60
	PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
	ADJUSTED EXISTING VOLUMES	41	593	0	0	476	19	0	0	0	64	1	61
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	42	608	0	0	488	20	0	0	0	65	1	62
	COMMITTED TRIPS	0	107	0	0	44	3	0	0	0	8	0	0
	EXISTING + COMMITTED	42	715	0	0	532	23	0	0	0	73	1	62
	SITE GENERATED TRIPS	0	19	0	0	7	2	0	0	0	5	0	0
	2020 TRAFFIC	42	734	0	0	539	25	0	0	0	78	1	62

TURNING MOVEMENT COUNTS (PM PEAK)													
JOHNSON STREET & N. 40th AVENUE		↙	↓	↘	↗	↓	↖	↗	↓	↖	↗	↓	↖
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	22	475	0	0	513	51	0	0	0	26	0	29
	PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
	ADJUSTED EXISTING VOLUMES	22	480	0	0	518	52	0	0	0	26	0	29
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	23	492	0	0	555	53	0	0	0	27	0	30
	COMMITTED TRIPS	0	31	0	0	120	7	0	0	0	4	0	0
	EXISTING + COMMITTED	23	523	0	0	675	60	0	0	0	31	0	30
	SITE GENERATED TRIPS	0	9	0	0	19	5	0	0	0	2	0	0
	2020 TRAFFIC	23	532	0	0	694	65	0	0	0	33	0	30

TURNING MOVEMENT COUNTS (AM PEAK)													
HAYES STREET (HOSPITAL ENTRANCE) & 35th AVENUE		↙	↓	↘	↗	↓	↖	↗	↓	↖	↘	↓	↖
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	109	0	186	0	0	0	222	159	0	0	132	141
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	113	0	193	0	0	0	231	165	0	0	137	147
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	115	0	196	0	0	0	234	168	0	0	139	149
	COMMITTED TRIPS	45	0	29	49	0	23	100	0	96	28	8	28
	EXISTING + COMMITTED	160	0	225	49	0	23	334	168	96	28	147	177
	SITE GENERATED TRIPS	5	0	5	0	0	0	12	0	0	0	0	12
	2020 TRAFFIC	165	0	230	49	0	23	346	168	96	28	147	189

TURNING MOVEMENT COUNTS (PM PEAK)													
HAYES STREET (HOSPITAL ENTRANCE) & 35th AVENUE		↙	↓	↘	↗	↓	↖	↗	↓	↖	↘	↓	↖
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	113	0	262	0	0	0	124	178	0	1	166	57
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	118	0	272	0	0	0	129	185	0	1	173	59
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	119	0	277	0	0	0	131	188	0	1	175	60
	COMMITTED TRIPS	142	0	112	95	0	47	35	0	48	23	0	10
	EXISTING + COMMITTED	261	0	389	95	0	47	166	188	48	24	175	70
	SITE GENERATED TRIPS	12	0	12	0	0	0	6	0	0	0	0	6
	2020 TRAFFIC	273	0	401	95	0	47	172	188	48	24	175	76

TURNING MOVEMENT COUNTS (AM PEAK)													
JOHNSON STREET & PARK ROAD		↙	↓	↘	↙	↓	↘	↙	↓	↘	↙	↓	↘
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	118	373	122	182	321	159	171	442	201	121	312	119
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	123	388	127	189	334	165	178	460	209	126	324	124
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	125	394	129	192	339	168	181	467	212	128	329	126
	COMMITTED TRIPS	0	47	14	0	119	0	47	0	0	0	0	0
	EXISTING + COMMITTED	125	441	143	192	458	168	228	467	212	128	329	126
	SITE GENERATED TRIPS	0	12	0	0	31	0	0	0	0	0	0	0
	2020 TRAFFIC	125	453	143	192	489	168	228	467	212	128	329	126

TURNING MOVEMENT COUNTS (PM PEAK)													
JOHNSON STREET & PARK ROAD		↙	↓	↘	↙	↓	↘	↙	↓	↘	↙	↓	↘
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	98	276	146	111	296	139	136	513	184	117	474	110
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	102	287	152	115	308	145	141	534	191	122	493	114
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	103	291	154	117	312	147	144	542	194	124	500	116
	COMMITTED TRIPS	0	108	54	0	52	0	18	0	0	0	0	0
	EXISTING + COMMITTED	103	399	208	117	364	147	162	542	194	124	500	116
	SITE GENERATED TRIPS	0	31	0	0	15	0	0	0	0	0	0	0
	2020 TRAFFIC	103	430	208	117	379	147	162	542	194	124	500	116



TURNING MOVEMENT COUNTS (AM PEAK)													
JOHNSON STREET & 46th AVENUE		↙	↓	↘	↙	↓	↘	↙	↓	↘	↙	↓	↘
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	94	317	22	108	330	100	42	402	93	147	336	99
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	98	330	23	112	343	104	44	418	97	153	349	103
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	99	335	23	114	348	106	44	424	98	155	355	105
	COMMITTED TRIPS	0	79	0	6	35	3	0	0	17	11	0	0
	EXISTING + COMMITTED	99	414	23	120	383	109	44	424	115	166	355	105
	SITE GENERATED TRIPS	0	19	0	7	0	0	0	0	0	0	0	0
	2020 TRAFFIC	99	433	23	127	383	109	44	424	115	166	355	105

TURNING MOVEMENT COUNTS (PM PEAK)													
JOHNSON STREET & 46th AVENUE		↙	↓	↘	↙	↓	↘	↙	↓	↘	↙	↓	↘
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	30	264	31	95	394	81	52	388	62	74	375	42
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	31	275	32	99	410	84	54	404	64	77	390	44
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	32	279	33	100	416	86	55	410	65	78	396	44
	COMMITTED TRIPS	0	32	0	17	92	7	0	0	5	4	0	0
	EXISTING + COMMITTED	32	311	33	117	508	93	55	410	70	82	396	44
	SITE GENERATED TRIPS	0	9	0	19	0	0	0	0	0	0	0	0
	2020 TRAFFIC	32	320	33	136	508	93	55	410	70	82	396	44

TURNING MOVEMENT COUNTS (AM PEAK)													
TAFT STREET & 35th AVENUE		↙	↓	↘	↙	↓	↘	↙	↓	↘	↙	↓	↘
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	0	325	140	87	289	0	130	0	120	0	0	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	338	146	90	301	0	135	0	125	0	0	0
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	0	343	148	92	305	0	137	0	127	0	0	0
	COMMITTED TRIPS	0	0	111	78	0	0	42	0	35	0	0	0
	EXISTING + COMMITTED	0	343	259	170	305	0	179	0	162	0	0	0
	SITE GENERATED TRIPS	0	0	10	11	0	0	4	0	4	0	0	0
	2020 TRAFFIC	0	343	269	181	305	0	183	0	166	0	0	0

TURNING MOVEMENT COUNTS (PM PEAK)													
TAFT STREET & 35th AVENUE		↙	↓	↘	↙	↓	↘	↙	↓	↘	↙	↓	↘
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	0	269	65	63	368	0	178	0	179	0	0	0
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	0	280	68	66	383	0	185	0	186	0	0	0
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	0	284	69	67	388	0	188	0	189	0	0	0
	COMMITTED TRIPS	0	0	33	39	0	0	101	0	87	0	0	0
	EXISTING + COMMITTED	0	284	102	106	388	0	289	0	276	0	0	0
	SITE GENERATED TRIPS	0	0	5	6	0	0	10	0	11	0	0	0
	2020 TRAFFIC	0	284	107	112	388	0	299	0	287	0	0	0

TURNING MOVEMENT COUNTS (AM PEAK)													
TAFT STREET & PARK ROAD		↙	↓	↘	↘	↓	↙	↘	↓	↙	↓	↘	↙
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	128	257	89	98	216	132	84	562	111	117	352	74
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	133	267	93	102	225	137	87	584	115	122	366	77
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	135	271	94	103	228	139	89	593	117	124	372	78
	COMMITTED TRIPS	22	12	0	0	27	0	0	0	0	0	0	47
	EXISTING + COMMITTED	157	283	94	103	255	139	89	593	117	124	372	125
	2020 TRAFFIC	157	283	94	108	255	139	89	593	119	124	372	125

TURNING MOVEMENT COUNTS (PM PEAK)													
TAFT STREET & PARK ROAD		↙	↓	↘	↘	↓	↙	↘	↓	↙	↓	↘	↙
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	149	238	66	149	298	250	70	512	99	137	576	53
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	155	248	69	155	310	260	73	532	103	142	599	55
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	157	251	70	157	315	264	74	541	105	145	608	56
	COMMITTED TRIPS	49	36	0	0	7	0	0	0	0	0	0	31
	EXISTING + COMMITTED	206	287	70	157	322	264	74	541	105	145	608	87
	2020 TRAFFIC	206	287	70	159	322	264	74	541	110	145	608	87



TURNING MOVEMENT COUNTS (AM PEAK)													
HOLLYWOOD BLVD & 35th AVENUE		↙	↓	↘	↗	↓	↖	↗	↓	↖	↗	↓	↖
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	121	1170	61	114	1124	178	26	39	110	116	47	52
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	126	1217	63	119	1169	185	27	41	114	121	49	54
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	128	1235	64	120	1187	188	27	41	116	122	50	55
	COMMITTED TRIPS	36	0	0	0	0	41	0	15	0	20	11	6
	EXISTING + COMMITTED	164	1235	64	120	1187	229	27	56	116	142	61	61
	SITE GENERATED TRIPS	7	0	0	0	0	7	0	0	0	3	0	3
	2020 TRAFFIC	171	1235	64	120	1187	236	27	56	116	145	61	64

TURNING MOVEMENT COUNTS (PM PEAK)													
HOLLYWOOD BLVD & 35th AVENUE		↙	↓	↘	↗	↓	↖	↗	↓	↖	↗	↓	↖
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	121	1243	22	91	1448	127	65	44	126	108	58	99
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	126	1293	23	95	1506	132	68	46	131	112	60	103
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	128	1312	23	96	1529	134	69	46	133	114	61	105
	COMMITTED TRIPS	16	0	0	0	0	23	0	12	0	31	27	49
	EXISTING + COMMITTED	144	1312	23	96	1529	157	69	58	133	145	88	154
	SITE GENERATED TRIPS	3	0	0	0	0	3	0	0	0	7	0	7
	2020 TRAFFIC	147	1312	23	96	1529	160	69	58	133	152	88	161

TURNING MOVEMENT COUNTS (AM PEAK)													
GARFIELD STREET & 35th AVENUE (ROUNDABOUT)		↙	↓	↘	↗	↓	↖	↗	↓	↖	↗	↓	↖
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	82	0	31	3	0	2	31	208	1	4	229	7
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	85	0	32	3	0	2	32	216	1	4	238	7
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	87	0	33	3	0	2	33	220	1	4	242	7
	COMMITTED TRIPS	9	0	8	0	0	0	0	68	0	0	76	0
	EXISTING + COMMITTED	96	0	41	3	0	2	33	288	1	4	318	7
	SITE GENERATED TRIPS	4	2	0	0	5	0	0	5	0	0	12	9
	2020 TRAFFIC	100	2	41	3	5	2	33	293	1	4	330	16

TURNING MOVEMENT COUNTS (PM PEAK)													
GARFIELD STREET & 35th AVENUE (ROUNDABOUT)		↙	↓	↘	↗	↓	↖	↗	↓	↖	↗	↓	↖
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	59	0	65	10	1	10	31	253	4	4	131	10
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	61	0	68	10	1	10	32	263	4	4	136	10
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	62	0	69	11	1	11	33	267	4	4	138	11
	COMMITTED TRIPS	16	0	0	0	0	0	0	188	0	0	33	39
	EXISTING + COMMITTED	78	0	69	11	1	11	33	455	4	4	171	50
	SITE GENERATED TRIPS	9	5	0	0	2	0	0	12	0	0	5	5
	2020 TRAFFIC	87	5	69	11	3	11	33	467	4	4	176	55



TURNING MOVEMENT COUNTS (AM PEAK)													
TAFT STREET & 40th AVENUE (ROUNDABOUT)		↙	↓	↘	↘	↓	↙	↘	↓	↙	↓	↘	↙
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	17	414	11	66	335	42	11	49	58	53	47	37
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	18	431	11	69	348	44	11	51	60	55	49	38
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	18	437	12	70	354	44	12	52	61	56	50	39
	COMMITTED TRIPS	0	79	0	0	27	6	0	3	0	23	8	0
	EXISTING + COMMITTED	18	516	12	70	381	50	12	55	61	79	58	39
	SITE GENERATED TRIPS	5	10	0	0	4	0	2	0	0	0	0	0
	2020 TRAFFIC	23	526	12	70	385	50	14	55	61	79	58	39

TURNING MOVEMENT COUNTS (PM PEAK)													
TAFT STREET & 40th AVENUE (ROUNDABOUT)		↙	↓	↘	↘	↓	↙	↘	↓	↙	↓	↘	↙
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	8	316	13	21	484	24	15	41	22	27	63	39
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	8	329	14	22	503	25	16	43	23	28	66	41
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	8	334	14	22	511	25	16	43	23	29	67	41
	COMMITTED TRIPS	0	27	0	0	85	9	0	7	0	3	4	0
	EXISTING + COMMITTED	8	361	14	22	596	34	16	50	23	32	71	41
	SITE GENERATED TRIPS	2	5	0	0	10	0	5	0	0	0	0	0
	2020 TRAFFIC	10	366	14	22	606	34	21	50	23	32	71	41

TURNING MOVEMENT COUNTS (AM PEAK)													
TAFT STREET & 46th AVENUE		↙	↓	↘	↗	↓	↖	↗	↓	↖	↗	↓	↖
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	84	315	81	83	256	47	42	516	68	37	402	19
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	87	328	84	86	266	49	44	537	71	38	418	20
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	89	333	86	88	270	50	44	545	72	39	424	20
	COMMITTED TRIPS	0	68	0	0	24	4	0	3	0	13	11	0
	EXISTING + COMMITTED	89	401	86	88	294	54	44	548	72	52	435	20
	2020 TRAFFIC	89	416	86	88	300	54	44	548	72	52	435	20

TURNING MOVEMENT COUNTS (PM PEAK)													
TAFT STREET & 46th AVENUE		↙	↓	↘	↗	↓	↖	↗	↓	↖	↗	↓	↖
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	35	261	67	61	401	68	63	441	53	35	512	52
	PSCF	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
	ADJUSTED EXISTING VOLUMES	36	271	70	63	417	71	66	459	55	36	532	54
	ANNUAL GROWTH RATE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
	GROWTH ADJUSTED VOLUMES	37	276	71	64	423	72	67	466	56	37	541	55
	COMMITTED TRIPS	0	24	0	0	71	15	0	7	0	3	4	0
	EXISTING + COMMITTED	37	300	71	64	494	87	67	473	56	40	545	55
	2020 TRAFFIC	37	307	71	64	509	87	67	473	56	40	545	55

TRIP DISTRIBUTION														
ROADWAY	SEGMENT	COUNT STATION	AADT 2005	AADT 2006	AADT 2007	AADT 2008	AADT 2009	AADT 2010	AADT 2011	AADT 2012	AADT 2013	AADT 2014	AADT 2015	% Growth
Hollywood Blvd	West of I-95	5046	53000	50000	55000	53500	52500	48500	52000	47000	48000	48000	46000	-1.50%
Johnson Street	West of I-95	8008	16000	17500	17500	16500	15500	15500	15500	15500	15500	15500	19900	2.70%
Johnson Street	East of N. 46th Avenue	8023	14000	13500	16000	12500	12000	11500	11500	11500	11500	11500	11500	3.60%
N. 46th Avenue	South of Johnson Street	8115	14900	11100	10300	9500	9300	9800	9800	9800	9800	9900	10000	4.70%
Taft Street	West of I-95	8215	13000	11000	11000	8600	9500	9500	9500	9500	9500	96000	10800	5.10%
N. Park Road	N. of Johnson Street	9622	15900	17100	15000	13800	13400	8600	8600	8600	8600	8700	8900	2.60%
N. 35th Avenue	North of Hollywood Blvd	9623	7800	8400	7500	7000	6800	6900	6900	6900	6900	7000	7100	7.30%
														3.50%



Trip Generation Summary									
Land Use	ITE Code	Beds	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
Hospital- Childrens Hospital (Project *)	610	98	1,268	93	36	129	46	93	139
Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition)									
LUC 610: Weekday Trip Generation = 98 Beds x 12.94 (Avg. Rate)-ITE 9th Edition page 1205									
LUC 610: AM Peak Hour Trip Generation = 98 Beds x 1.32 (Avg. Rate)-ITE 9th Edition page 1206									
LUC 610: PM Peak Hour Trip Generation = 98 Beds x 1.42 (Avg. Rate)-ITE 9th Edition page 1207									

## ATTACHMENT C

### HISTORICAL AADT TRAFFIC DATA, PEAK SEASON CORRECTION FACTORS, SIGNAL TIMINGS, ANNUAL GROWTH RATE CALCULATIONS

FLORIDA DEPARTMENT OF TRANSPORTATION  
2015 Annual Average Daily Traffic Report - Report Type: District

County: 86      BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" FCTR	"D" FCTR	"T" FCTR
====	====	=====	=====	=====	=====	=====	=====	=====
0096		SR 820/HOLLYWOOD BLVD - E OF N 46 AVE	E    16000	W    17000	33000 C	9.0	54.0F	4.1A

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown

"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

FLORIDA DEPARTMENT OF TRANSPORTATION  
2015 Annual Average Daily Traffic Report - Report Type: District

County: 86      BROWARD

Site	Site Type	Description	Direction		AADT	"K"	"D"	"T"
====	====	=====	Direction 1	Direction 2	Two-Way	FCTR	FCTR	FCTR
====	====	=====	=====	=====	=====	=====	=====	=====
5046		SR 820/HOLLYWOOD BLVD - W OF I-95	E    22000	W    24000	46000 C	9.0	54.0F	2.4A

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown

"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

FLORIDA DEPARTMENT OF TRANSPORTATION  
2015 Annual Average Daily Traffic Report - Report Type: District

County: 86      BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" FCTR	"D" FCTR	"T" FCTR
====	====	=====	=====	=====	=====	=====	=====	=====
8008		JOHNSON STREET, W OF I-95	E    10500	W    9400	19900 C	9.0	54.0F	3.4F

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown

"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

FLORIDA DEPARTMENT OF TRANSPORTATION  
2015 Annual Average Daily Traffic Report - Report Type: District

County: 86      BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" FCTR	"D" FCTR	"T" FCTR
====	====	=====	=====	=====	=====	=====	=====	=====
8014		TAFT STREET, W OF N 46 AVENUE	0E	0E	7000 V	9.0	54.0F	3.4F

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown

"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

FLORIDA DEPARTMENT OF TRANSPORTATION  
2015 Annual Average Daily Traffic Report - Report Type: District

County: 86      BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" FCTR	"D" FCTR	"T" FCTR
====	====	=====	=====	=====	=====	=====	=====	=====
8023		JOHNSON STREET, E OF N 46 AVENUE	0E	0E	11500 V	9.0	54.0F	3.4F

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown

"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

FLORIDA DEPARTMENT OF TRANSPORTATION  
2015 Annual Average Daily Traffic Report - Report Type: District

County: 86      BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" FCTR	"D" FCTR	"T" FCTR
====	====	=====	=====	=====	=====	=====	=====	=====
8115		N 46 AVENUE, S OF JOHNSON STREET	0E	0E	10000 V	9.0	54.0F	3.4F

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown

"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref



FLORIDA DEPARTMENT OF TRANSPORTATION  
 2015 Annual Average Daily Traffic Report - Report Type: District

County: 86 BROWARD

Site	Site Type	Description	Direction 1		Direction 2		AADT Two-Way	"K" FCTR	"D" FCTR	"T" FCTR
====	====	=====	=====	=====	=====	=====	=====	=====	=====	=====
8215		TAFT STREET, W OF I-95	E	6000	W	4800	10800 C	9.0	54.0F	3.4F

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown

"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

FLORIDA DEPARTMENT OF TRANSPORTATION  
2015 Annual Average Daily Traffic Report - Report Type: District

County: 86      BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" FCTR	"D" FCTR	"T" FCTR
====	====	=====	=====	=====	=====	=====	=====	=====
9622		N PARK RD, N OF JOHNSON ST	0E	0E	8900 V	9.0	54.0F	3.4F

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown

"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

FLORIDA DEPARTMENT OF TRANSPORTATION  
2015 Annual Average Daily Traffic Report - Report Type: District

County: 86      BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" FCTR	"D" FCTR	"T" FCTR
====	====	=====	=====	=====	=====	=====	=====	=====
9623		N 35 AVE, N OF HOLLYWOOD BLVD	0E	0E	7100 V	9.0	54.0F	3.4F

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown

"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

Florida Department of Transportation  
 Transportation Statistics Office  
 2015 Historical AADT Report

County: 86 - BROWARD

Site: 5046 - SR 820/HOLLYWOOD BLVD - W OF I-95

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	46000 C	E 22000	W 24000	9.00	54.00	2.40
2014	48000 C	E 23500	W 24500	9.00	54.20	4.30
2013	48000 C	E 23000	W 25000	9.00	53.60	4.10
2012	47000 C	E 23500	W 23500	9.00	52.20	4.10
2011	52000 C	E 25500	W 26500	9.00	52.50	4.60
2010	48500 C	E 25500	W 23000	8.35	52.69	4.40
2009	52500 F	E 25500	W 27000	8.53	53.89	6.60
2008	53500 C	E 26000	W 27500	8.81	54.16	6.60
2007	55000 C	E 27000	W 28000	8.63	55.75	6.60
2006	50000 C	E 25000	W 25000	8.40	55.34	2.70
2005	53000 C	E 26000	W 27000	8.20	51.70	1.60
2004	52000 C	E 25500	W 26500	9.10	55.30	1.60
2003	50500 C	E 24500	W 26000	8.60	57.50	1.90
2002	50000 C	E 24500	W 25500	8.70	56.40	1.90
2001	47000 C	E 22000	W 25000	9.00	60.20	5.70
2000	49000 C	E 24000	W 25000	8.90	57.80	3.80

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate  
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown  
 \*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation  
 Transportation Statistics Office  
 2015 Historical AADT Report

County: 86 - BROWARD

Site: 8008 - JOHNSON STREET, W OF I-95

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	19900 C	E 10500	W 9400	9.00	54.00	3.40
2014	15500 X			9.00	54.20	7.40
2013	15500 X	0	0	9.00	53.60	7.60
2012	15500 T	0	0	9.00	52.20	5.90
2011	15500 S	0	0	9.00	52.50	6.30
2010	15500 F	0	0	8.35	52.69	9.30
2009	15500 C	E 0	W 0	8.53	53.89	5.30
2008	16500 C	E 0	W 0	8.81	54.16	6.50
2007	17500 C	E 0	W 0	8.63	55.75	4.80
2006	17500 C	E 0	W 0	8.40	55.34	2.90
2005	16000 C	E	W	8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate  
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown  
 \*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation  
 Transportation Statistics Office  
 2015 Historical AADT Report

County: 86 - BROWARD

Site: 8023 - JOHNSON STREET, E OF N 46 AVENUE

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2015	11500 V		0		0	9.00	54.00	3.40
2014	11500 R					9.00	54.20	7.40
2013	11500 T		0		0	9.00	53.60	7.60
2012	11500 S		0		0	9.00	52.20	5.90
2011	11500 F		0		0	9.00	52.50	6.30
2010	11500 C	E	0	W	0	8.35	52.69	9.30
2009	12000 F		0		0	8.53	53.89	5.30
2008	12500 C	E	0	W	0	8.81	54.16	6.50
2007	16000 C	E	0	W	0	8.63	55.75	4.80
2006	13500 C	E	0	W	0	8.40	55.34	2.90
2005	14000 C	E		W		8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate  
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown  
 \*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation  
 Transportation Statistics Office  
 2015 Historical AADT Report

County: 86 - BROWARD

Site: 8115 - N 46 AVENUE, S OF JOHNSON STREET

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
----	-----	-----		-----		-----	-----	-----
2015	10000 V		0		0	9.00	54.00	3.40
2014	9900 R					9.00	54.20	7.40
2013	9800 T		0		0	9.00	53.60	7.60
2012	9800 S		0		0	9.00	52.20	5.90
2011	9800 F		0		0	9.00	52.50	6.30
2010	9800 C	N	5200	S	4600	8.35	52.69	9.30
2009	9300 F	N	4800	S	4500	8.53	53.89	5.30
2008	9500 C	N	4900	S	4600	8.81	54.16	6.50
2007	10300 C	N	5200	S	5100	8.63	55.75	4.80
2006	11100 C	N	5500	S	5600	8.40	55.34	2.90
2005	14900 C	N	6700	S	8200	8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate  
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown  
 \*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation  
 Transportation Statistics Office  
 2015 Historical AADT Report

County: 86 - BROWARD

Site: 8215 - TAFT STREET, W OF I-95

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2015	10800 C	E	6000	W	4800	9.00	54.00	3.40
2014	9600 X					9.00	54.20	7.40
2013	9500 X		0		0	9.00	53.60	7.60
2012	9500 T		0		0	9.00	52.20	5.90
2011	9500 S		0		0	9.00	52.50	6.30
2010	9500 F		0		0	8.35	52.69	9.30
2009	9500 C	E	0	W	0	8.53	53.89	5.30
2008	8600 C	E	0	W	0	8.81	54.16	6.50
2007	11000 C	E	0	W	0	8.63	55.75	4.80
2006	11000 C	E	0	W	0	8.40	55.34	2.90
2005	13000 C	E		W		8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate  
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown  
 \*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values



Florida Department of Transportation  
 Transportation Statistics Office  
 2015 Historical AADT Report

County: 86 - BROWARD

Site: 9622 - N PARK RD, N OF JOHNSON ST

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
----	-----	-----		-----		-----	-----	-----
2015	8900 V		0		0	9.00	54.00	3.40
2014	8700 R					9.00	54.20	7.40
2013	8600 T		0		0	9.00	53.60	7.60
2012	8600 S		0		0	9.00	52.20	5.90
2011	8600 F		0		0	9.00	52.50	6.30
2010	8600 C	N	3700	S	4900	8.35	52.69	9.30
2009	13400 F	N	6900	S	6500	8.53	53.89	5.30
2008	13800 C	N	7100	S	6700	8.81	54.16	6.50
2007	15000 C	N	7300	S	7700	8.63	55.75	4.80
2006	17100 C	N	8500	S	8600	8.40	55.34	2.90
2005	15900 C	N	7900	S	8000	8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate  
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown  
 \*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation  
 Transportation Statistics Office  
 2015 Historical AADT Report

County: 86 - BROWARD

Site: 9623 - N 35 AVE, N OF HOLLYWOOD BLVD

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2015	7100 V		0		0	9.00	54.00	3.40
2014	7000 R					9.00	54.20	7.40
2013	6900 T		0		0	9.00	53.60	7.60
2012	6900 S		0		0	9.00	52.20	5.90
2011	6900 F		0		0	9.00	52.50	6.30
2010	6900 C	N	0	S	0	8.35	52.69	9.30
2009	6800 F		0		0	8.53	53.89	5.30
2008	7000 C	N	0	S	0	8.81	54.16	6.50
2007	7500 C	N	0	S	0	8.63	55.75	4.80
2006	8400 C	N	0	S	0	8.40	55.34	2.90
2005	7800 C	N		S		8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate  
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown  
 \*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8600 EAST-A1A TO US1

WEEK	DATES	SF	MOCF: 0.91 PSCF
1	01/01/2016 - 01/02/2016	0.99	1.09
2	01/03/2016 - 01/09/2016	0.98	1.08
3	01/10/2016 - 01/16/2016	0.97	1.07
4	01/17/2016 - 01/23/2016	0.95	1.04
* 5	01/24/2016 - 01/30/2016	0.94	1.03
* 6	01/31/2016 - 02/06/2016	0.93	1.02
* 7	02/07/2016 - 02/13/2016	0.92	1.01
* 8	02/14/2016 - 02/20/2016	0.91	1.00
* 9	02/21/2016 - 02/27/2016	0.90	0.99
*10	02/28/2016 - 03/05/2016	0.89	0.98
*11	03/06/2016 - 03/12/2016	0.88	0.97
*12	03/13/2016 - 03/19/2016	0.87	0.96
*13	03/20/2016 - 03/26/2016	0.89	0.98
*14	03/27/2016 - 04/02/2016	0.90	0.99
*15	04/03/2016 - 04/09/2016	0.92	1.01
*16	04/10/2016 - 04/16/2016	0.93	1.02
*17	04/17/2016 - 04/23/2016	0.95	1.04
18	04/24/2016 - 04/30/2016	0.96	1.05
19	05/01/2016 - 05/07/2016	0.98	1.08
20	05/08/2016 - 05/14/2016	0.99	1.09
21	05/15/2016 - 05/21/2016	1.01	1.11
22	05/22/2016 - 05/28/2016	1.02	1.12
23	05/29/2016 - 06/04/2016	1.03	1.13
24	06/05/2016 - 06/11/2016	1.05	1.15
25	06/12/2016 - 06/18/2016	1.06	1.16
26	06/19/2016 - 06/25/2016	1.05	1.15
27	06/26/2016 - 07/02/2016	1.04	1.14
28	07/03/2016 - 07/09/2016	1.03	1.13
29	07/10/2016 - 07/16/2016	1.02	1.12
30	07/17/2016 - 07/23/2016	1.03	1.13
31	07/24/2016 - 07/30/2016	1.05	1.15
32	07/31/2016 - 08/06/2016	1.06	1.16
33	08/07/2016 - 08/13/2016	1.08	1.19
34	08/14/2016 - 08/20/2016	1.09	1.20
35	08/21/2016 - 08/27/2016	1.10	1.21
36	08/28/2016 - 09/03/2016	1.12	1.23
37	09/04/2016 - 09/10/2016	1.13	1.24
38	09/11/2016 - 09/17/2016	1.15	1.26
39	09/18/2016 - 09/24/2016	1.14	1.25
40	09/25/2016 - 10/01/2016	1.13	1.24
41	10/02/2016 - 10/08/2016	1.13	1.24
42	10/09/2016 - 10/15/2016	1.12	1.23
43	10/16/2016 - 10/22/2016	1.10	1.21
44	10/23/2016 - 10/29/2016	1.09	1.20
45	10/30/2016 - 11/05/2016	1.07	1.18
46	11/06/2016 - 11/12/2016	1.06	1.16
47	11/13/2016 - 11/19/2016	1.04	1.14
48	11/20/2016 - 11/26/2016	1.03	1.13
49	11/27/2016 - 12/03/2016	1.02	1.12
50	12/04/2016 - 12/10/2016	1.01	1.11
51	12/11/2016 - 12/17/2016	0.99	1.09
52	12/18/2016 - 12/24/2016	0.98	1.08
53	12/25/2016 - 12/31/2016	0.97	1.07

\* PEAK SEASON

21-FEB-2017 10:54:34

830UPD

4\_8600\_PKSEASON.TXT

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2016 - 01/02/2016	0.99	1.02
2	01/03/2016 - 01/09/2016	1.00	1.03
3	01/10/2016 - 01/16/2016	1.00	1.03
4	01/17/2016 - 01/23/2016	0.99	1.02
5	01/24/2016 - 01/30/2016	0.99	1.02
* 6	01/31/2016 - 02/06/2016	0.98	1.01
* 7	02/07/2016 - 02/13/2016	0.97	1.00
* 8	02/14/2016 - 02/20/2016	0.96	0.99
* 9	02/21/2016 - 02/27/2016	0.96	0.99
*10	02/28/2016 - 03/05/2016	0.96	0.99
*11	03/06/2016 - 03/12/2016	0.96	0.99
*12	03/13/2016 - 03/19/2016	0.97	1.00
*13	03/20/2016 - 03/26/2016	0.97	1.00
*14	03/27/2016 - 04/02/2016	0.97	1.00
*15	04/03/2016 - 04/09/2016	0.98	1.01
*16	04/10/2016 - 04/16/2016	0.98	1.01
*17	04/17/2016 - 04/23/2016	0.98	1.01
*18	04/24/2016 - 04/30/2016	0.99	1.02
19	05/01/2016 - 05/07/2016	0.99	1.02
20	05/08/2016 - 05/14/2016	1.00	1.03
21	05/15/2016 - 05/21/2016	1.00	1.03
22	05/22/2016 - 05/28/2016	1.01	1.04
23	05/29/2016 - 06/04/2016	1.01	1.04
24	06/05/2016 - 06/11/2016	1.02	1.05
25	06/12/2016 - 06/18/2016	1.02	1.05
26	06/19/2016 - 06/25/2016	1.03	1.06
27	06/26/2016 - 07/02/2016	1.03	1.06
28	07/03/2016 - 07/09/2016	1.03	1.06
29	07/10/2016 - 07/16/2016	1.03	1.06
30	07/17/2016 - 07/23/2016	1.03	1.06
31	07/24/2016 - 07/30/2016	1.03	1.06
32	07/31/2016 - 08/06/2016	1.03	1.06
33	08/07/2016 - 08/13/2016	1.03	1.06
34	08/14/2016 - 08/20/2016	1.03	1.06
35	08/21/2016 - 08/27/2016	1.03	1.06
36	08/28/2016 - 09/03/2016	1.04	1.07
37	09/04/2016 - 09/10/2016	1.04	1.07
38	09/11/2016 - 09/17/2016	1.04	1.07
39	09/18/2016 - 09/24/2016	1.03	1.06
40	09/25/2016 - 10/01/2016	1.03	1.06
41	10/02/2016 - 10/08/2016	1.02	1.05
42	10/09/2016 - 10/15/2016	1.02	1.05
43	10/16/2016 - 10/22/2016	1.02	1.05
44	10/23/2016 - 10/29/2016	1.01	1.04
45	10/30/2016 - 11/05/2016	1.01	1.04
46	11/06/2016 - 11/12/2016	1.01	1.04
47	11/13/2016 - 11/19/2016	1.01	1.04
48	11/20/2016 - 11/26/2016	1.01	1.04
49	11/27/2016 - 12/03/2016	1.00	1.03
50	12/04/2016 - 12/10/2016	1.00	1.03
51	12/11/2016 - 12/17/2016	0.99	1.02
52	12/18/2016 - 12/24/2016	1.00	1.03
53	12/25/2016 - 12/31/2016	1.00	1.03

\* PEAK SEASON

21-FEB-2017 10:54:34

830UPD

4\_8601\_PKSEASON.TXT

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8630 WEST-W OF US441

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2016 - 01/02/2016	0.99	1.01
2	01/03/2016 - 01/09/2016	1.01	1.03
3	01/10/2016 - 01/16/2016	1.02	1.04
4	01/17/2016 - 01/23/2016	1.01	1.03
5	01/24/2016 - 01/30/2016	1.00	1.02
6	01/31/2016 - 02/06/2016	0.99	1.01
* 7	02/07/2016 - 02/13/2016	0.98	1.00
* 8	02/14/2016 - 02/20/2016	0.97	0.99
* 9	02/21/2016 - 02/27/2016	0.98	1.00
*10	02/28/2016 - 03/05/2016	0.98	1.00
*11	03/06/2016 - 03/12/2016	0.98	1.00
*12	03/13/2016 - 03/19/2016	0.99	1.01
*13	03/20/2016 - 03/26/2016	0.98	1.00
*14	03/27/2016 - 04/02/2016	0.98	1.00
*15	04/03/2016 - 04/09/2016	0.98	1.00
*16	04/10/2016 - 04/16/2016	0.98	1.00
*17	04/17/2016 - 04/23/2016	0.98	1.00
*18	04/24/2016 - 04/30/2016	0.99	1.01
*19	05/01/2016 - 05/07/2016	0.99	1.01
20	05/08/2016 - 05/14/2016	1.00	1.02
21	05/15/2016 - 05/21/2016	1.00	1.02
22	05/22/2016 - 05/28/2016	1.01	1.03
23	05/29/2016 - 06/04/2016	1.01	1.03
24	06/05/2016 - 06/11/2016	1.02	1.04
25	06/12/2016 - 06/18/2016	1.03	1.05
26	06/19/2016 - 06/25/2016	1.03	1.05
27	06/26/2016 - 07/02/2016	1.04	1.06
28	07/03/2016 - 07/09/2016	1.05	1.07
29	07/10/2016 - 07/16/2016	1.05	1.07
30	07/17/2016 - 07/23/2016	1.04	1.06
31	07/24/2016 - 07/30/2016	1.04	1.06
32	07/31/2016 - 08/06/2016	1.03	1.05
33	08/07/2016 - 08/13/2016	1.02	1.04
34	08/14/2016 - 08/20/2016	1.01	1.03
35	08/21/2016 - 08/27/2016	1.01	1.03
36	08/28/2016 - 09/03/2016	1.01	1.03
37	09/04/2016 - 09/10/2016	1.01	1.03
38	09/11/2016 - 09/17/2016	1.01	1.03
39	09/18/2016 - 09/24/2016	1.00	1.02
40	09/25/2016 - 10/01/2016	1.00	1.02
41	10/02/2016 - 10/08/2016	0.99	1.01
42	10/09/2016 - 10/15/2016	0.99	1.01
43	10/16/2016 - 10/22/2016	0.99	1.01
44	10/23/2016 - 10/29/2016	0.99	1.01
45	10/30/2016 - 11/05/2016	0.99	1.01
46	11/06/2016 - 11/12/2016	1.00	1.02
47	11/13/2016 - 11/19/2016	1.00	1.02
48	11/20/2016 - 11/26/2016	1.00	1.02
49	11/27/2016 - 12/03/2016	1.00	1.02
50	12/04/2016 - 12/10/2016	0.99	1.01
51	12/11/2016 - 12/17/2016	0.99	1.01
52	12/18/2016 - 12/24/2016	1.01	1.03
53	12/25/2016 - 12/31/2016	1.02	1.04

\* PEAK SEASON

21-FEB-2017 10:54:34

830UPD

4\_8630\_PKSEASON.TXT

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8659 BROWARD I595

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2016 - 01/02/2016	1.00	1.04
2	01/03/2016 - 01/09/2016	1.01	1.05
3	01/10/2016 - 01/16/2016	1.01	1.05
4	01/17/2016 - 01/23/2016	1.00	1.04
5	01/24/2016 - 01/30/2016	0.99	1.03
* 6	01/31/2016 - 02/06/2016	0.98	1.02
* 7	02/07/2016 - 02/13/2016	0.97	1.01
* 8	02/14/2016 - 02/20/2016	0.96	1.00
* 9	02/21/2016 - 02/27/2016	0.96	1.00
*10	02/28/2016 - 03/05/2016	0.95	0.99
*11	03/06/2016 - 03/12/2016	0.95	0.99
*12	03/13/2016 - 03/19/2016	0.94	0.98
*13	03/20/2016 - 03/26/2016	0.95	0.99
*14	03/27/2016 - 04/02/2016	0.96	1.00
*15	04/03/2016 - 04/09/2016	0.97	1.01
*16	04/10/2016 - 04/16/2016	0.98	1.02
*17	04/17/2016 - 04/23/2016	0.98	1.02
*18	04/24/2016 - 04/30/2016	0.99	1.03
19	05/01/2016 - 05/07/2016	0.99	1.03
20	05/08/2016 - 05/14/2016	1.00	1.04
21	05/15/2016 - 05/21/2016	1.00	1.04
22	05/22/2016 - 05/28/2016	1.00	1.04
23	05/29/2016 - 06/04/2016	1.01	1.05
24	06/05/2016 - 06/11/2016	1.01	1.05
25	06/12/2016 - 06/18/2016	1.01	1.05
26	06/19/2016 - 06/25/2016	1.01	1.05
27	06/26/2016 - 07/02/2016	1.01	1.05
28	07/03/2016 - 07/09/2016	1.00	1.04
29	07/10/2016 - 07/16/2016	1.00	1.04
30	07/17/2016 - 07/23/2016	1.00	1.04
31	07/24/2016 - 07/30/2016	1.00	1.04
32	07/31/2016 - 08/06/2016	1.01	1.05
33	08/07/2016 - 08/13/2016	1.01	1.05
34	08/14/2016 - 08/20/2016	1.01	1.05
35	08/21/2016 - 08/27/2016	1.02	1.06
36	08/28/2016 - 09/03/2016	1.02	1.06
37	09/04/2016 - 09/10/2016	1.03	1.07
38	09/11/2016 - 09/17/2016	1.03	1.07
39	09/18/2016 - 09/24/2016	1.03	1.07
40	09/25/2016 - 10/01/2016	1.03	1.07
41	10/02/2016 - 10/08/2016	1.03	1.07
42	10/09/2016 - 10/15/2016	1.03	1.07
43	10/16/2016 - 10/22/2016	1.02	1.06
44	10/23/2016 - 10/29/2016	1.01	1.05
45	10/30/2016 - 11/05/2016	1.01	1.05
46	11/06/2016 - 11/12/2016	1.00	1.04
47	11/13/2016 - 11/19/2016	0.99	1.03
48	11/20/2016 - 11/26/2016	0.99	1.03
49	11/27/2016 - 12/03/2016	1.00	1.04
50	12/04/2016 - 12/10/2016	1.00	1.04
51	12/11/2016 - 12/17/2016	1.00	1.04
52	12/18/2016 - 12/24/2016	1.01	1.05
53	12/25/2016 - 12/31/2016	1.01	1.05

\* PEAK SEASON

21-FEB-2017 10:54:34

830UPD

4\_8659\_PKSEASON.TXT

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8675 BROWARD I75 URBAN

WEEK	DATES	SF	MOCF: 0.99 PSCF
1	01/01/2016 - 01/02/2016	0.99	1.00
2	01/03/2016 - 01/09/2016	1.02	1.03
3	01/10/2016 - 01/16/2016	1.05	1.06
4	01/17/2016 - 01/23/2016	1.04	1.05
5	01/24/2016 - 01/30/2016	1.03	1.04
6	01/31/2016 - 02/06/2016	1.01	1.02
7	02/07/2016 - 02/13/2016	1.00	1.01
* 8	02/14/2016 - 02/20/2016	0.99	1.00
* 9	02/21/2016 - 02/27/2016	0.99	1.00
*10	02/28/2016 - 03/05/2016	0.99	1.00
*11	03/06/2016 - 03/12/2016	0.99	1.00
*12	03/13/2016 - 03/19/2016	0.99	1.00
*13	03/20/2016 - 03/26/2016	0.99	1.00
*14	03/27/2016 - 04/02/2016	0.99	1.00
*15	04/03/2016 - 04/09/2016	0.99	1.00
*16	04/10/2016 - 04/16/2016	0.99	1.00
*17	04/17/2016 - 04/23/2016	0.99	1.00
*18	04/24/2016 - 04/30/2016	0.99	1.00
*19	05/01/2016 - 05/07/2016	1.00	1.01
*20	05/08/2016 - 05/14/2016	1.00	1.01
21	05/15/2016 - 05/21/2016	1.00	1.01
22	05/22/2016 - 05/28/2016	1.00	1.01
23	05/29/2016 - 06/04/2016	1.01	1.02
24	06/05/2016 - 06/11/2016	1.01	1.02
25	06/12/2016 - 06/18/2016	1.01	1.02
26	06/19/2016 - 06/25/2016	1.02	1.03
27	06/26/2016 - 07/02/2016	1.02	1.03
28	07/03/2016 - 07/09/2016	1.03	1.04
29	07/10/2016 - 07/16/2016	1.03	1.04
30	07/17/2016 - 07/23/2016	1.02	1.03
31	07/24/2016 - 07/30/2016	1.02	1.03
32	07/31/2016 - 08/06/2016	1.01	1.02
33	08/07/2016 - 08/13/2016	1.01	1.02
34	08/14/2016 - 08/20/2016	1.00	1.01
35	08/21/2016 - 08/27/2016	1.00	1.01
36	08/28/2016 - 09/03/2016	1.01	1.02
37	09/04/2016 - 09/10/2016	1.01	1.02
38	09/11/2016 - 09/17/2016	1.01	1.02
39	09/18/2016 - 09/24/2016	1.01	1.02
40	09/25/2016 - 10/01/2016	1.00	1.01
41	10/02/2016 - 10/08/2016	1.00	1.01
42	10/09/2016 - 10/15/2016	0.99	1.00
43	10/16/2016 - 10/22/2016	0.99	1.00
44	10/23/2016 - 10/29/2016	0.99	1.00
45	10/30/2016 - 11/05/2016	0.99	1.00
46	11/06/2016 - 11/12/2016	0.99	1.00
47	11/13/2016 - 11/19/2016	0.99	1.00
48	11/20/2016 - 11/26/2016	0.99	1.00
49	11/27/2016 - 12/03/2016	0.99	1.00
50	12/04/2016 - 12/10/2016	0.99	1.00
51	12/11/2016 - 12/17/2016	0.99	1.00
52	12/18/2016 - 12/24/2016	1.02	1.03
53	12/25/2016 - 12/31/2016	1.05	1.06

\* PEAK SEASON

21-FEB-2017 10:54:34

830UPD

4\_8675\_PKSEASON.TXT

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8676 BROWARD I75 RURAL

WEEK	DATES	SF	MOCF: 0.94 PSCF
1	01/01/2016 - 01/02/2016	0.96	1.02
2	01/03/2016 - 01/09/2016	0.98	1.04
3	01/10/2016 - 01/16/2016	0.99	1.05
* 4	01/17/2016 - 01/23/2016	0.98	1.04
* 5	01/24/2016 - 01/30/2016	0.96	1.02
* 6	01/31/2016 - 02/06/2016	0.95	1.01
* 7	02/07/2016 - 02/13/2016	0.94	1.00
* 8	02/14/2016 - 02/20/2016	0.93	0.99
* 9	02/21/2016 - 02/27/2016	0.92	0.98
*10	02/28/2016 - 03/05/2016	0.91	0.97
*11	03/06/2016 - 03/12/2016	0.90	0.96
*12	03/13/2016 - 03/19/2016	0.89	0.95
*13	03/20/2016 - 03/26/2016	0.91	0.97
*14	03/27/2016 - 04/02/2016	0.94	1.00
*15	04/03/2016 - 04/09/2016	0.96	1.02
*16	04/10/2016 - 04/16/2016	0.99	1.05
17	04/17/2016 - 04/23/2016	1.00	1.06
18	04/24/2016 - 04/30/2016	1.00	1.06
19	05/01/2016 - 05/07/2016	1.01	1.07
20	05/08/2016 - 05/14/2016	1.01	1.07
21	05/15/2016 - 05/21/2016	1.02	1.09
22	05/22/2016 - 05/28/2016	1.03	1.10
23	05/29/2016 - 06/04/2016	1.05	1.12
24	06/05/2016 - 06/11/2016	1.06	1.13
25	06/12/2016 - 06/18/2016	1.08	1.15
26	06/19/2016 - 06/25/2016	1.06	1.13
27	06/26/2016 - 07/02/2016	1.05	1.12
28	07/03/2016 - 07/09/2016	1.04	1.11
29	07/10/2016 - 07/16/2016	1.03	1.10
30	07/17/2016 - 07/23/2016	1.04	1.11
31	07/24/2016 - 07/30/2016	1.05	1.12
32	07/31/2016 - 08/06/2016	1.06	1.13
33	08/07/2016 - 08/13/2016	1.07	1.14
34	08/14/2016 - 08/20/2016	1.09	1.16
35	08/21/2016 - 08/27/2016	1.09	1.16
36	08/28/2016 - 09/03/2016	1.10	1.17
37	09/04/2016 - 09/10/2016	1.11	1.18
38	09/11/2016 - 09/17/2016	1.12	1.19
39	09/18/2016 - 09/24/2016	1.10	1.17
40	09/25/2016 - 10/01/2016	1.09	1.16
41	10/02/2016 - 10/08/2016	1.07	1.14
42	10/09/2016 - 10/15/2016	1.06	1.13
43	10/16/2016 - 10/22/2016	1.04	1.11
44	10/23/2016 - 10/29/2016	1.02	1.09
45	10/30/2016 - 11/05/2016	1.00	1.06
46	11/06/2016 - 11/12/2016	0.98	1.04
47	11/13/2016 - 11/19/2016	0.96	1.02
48	11/20/2016 - 11/26/2016	0.96	1.02
49	11/27/2016 - 12/03/2016	0.96	1.02
50	12/04/2016 - 12/10/2016	0.96	1.02
51	12/11/2016 - 12/17/2016	0.96	1.02
52	12/18/2016 - 12/24/2016	0.98	1.04
53	12/25/2016 - 12/31/2016	0.99	1.05

\* PEAK SEASON

21-FEB-2017 10:54:34

830UPD

4\_8676\_PKSEASON.TXT



2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8695 BROWARD I95

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2016 - 01/02/2016	1.00	1.04
2	01/03/2016 - 01/09/2016	1.01	1.05
3	01/10/2016 - 01/16/2016	1.01	1.05
4	01/17/2016 - 01/23/2016	1.00	1.04
5	01/24/2016 - 01/30/2016	0.99	1.03
* 6	01/31/2016 - 02/06/2016	0.98	1.02
* 7	02/07/2016 - 02/13/2016	0.97	1.01
* 8	02/14/2016 - 02/20/2016	0.96	1.00
* 9	02/21/2016 - 02/27/2016	0.96	1.00
*10	02/28/2016 - 03/05/2016	0.95	0.99
*11	03/06/2016 - 03/12/2016	0.95	0.99
*12	03/13/2016 - 03/19/2016	0.94	0.98
*13	03/20/2016 - 03/26/2016	0.95	0.99
*14	03/27/2016 - 04/02/2016	0.96	1.00
*15	04/03/2016 - 04/09/2016	0.97	1.01
*16	04/10/2016 - 04/16/2016	0.98	1.02
*17	04/17/2016 - 04/23/2016	0.98	1.02
*18	04/24/2016 - 04/30/2016	0.99	1.03
19	05/01/2016 - 05/07/2016	0.99	1.03
20	05/08/2016 - 05/14/2016	1.00	1.04
21	05/15/2016 - 05/21/2016	1.00	1.04
22	05/22/2016 - 05/28/2016	1.00	1.04
23	05/29/2016 - 06/04/2016	1.01	1.05
24	06/05/2016 - 06/11/2016	1.01	1.05
25	06/12/2016 - 06/18/2016	1.01	1.05
26	06/19/2016 - 06/25/2016	1.01	1.05
27	06/26/2016 - 07/02/2016	1.01	1.05
28	07/03/2016 - 07/09/2016	1.00	1.04
29	07/10/2016 - 07/16/2016	1.00	1.04
30	07/17/2016 - 07/23/2016	1.00	1.04
31	07/24/2016 - 07/30/2016	1.00	1.04
32	07/31/2016 - 08/06/2016	1.01	1.05
33	08/07/2016 - 08/13/2016	1.01	1.05
34	08/14/2016 - 08/20/2016	1.01	1.05
35	08/21/2016 - 08/27/2016	1.02	1.06
36	08/28/2016 - 09/03/2016	1.02	1.06
37	09/04/2016 - 09/10/2016	1.03	1.07
38	09/11/2016 - 09/17/2016	1.03	1.07
39	09/18/2016 - 09/24/2016	1.03	1.07
40	09/25/2016 - 10/01/2016	1.03	1.07
41	10/02/2016 - 10/08/2016	1.03	1.07
42	10/09/2016 - 10/15/2016	1.03	1.07
43	10/16/2016 - 10/22/2016	1.02	1.06
44	10/23/2016 - 10/29/2016	1.01	1.05
45	10/30/2016 - 11/05/2016	1.01	1.05
46	11/06/2016 - 11/12/2016	1.00	1.04
47	11/13/2016 - 11/19/2016	0.99	1.03
48	11/20/2016 - 11/26/2016	0.99	1.03
49	11/27/2016 - 12/03/2016	1.00	1.04
50	12/04/2016 - 12/10/2016	1.00	1.04
51	12/11/2016 - 12/17/2016	1.00	1.04
52	12/18/2016 - 12/24/2016	1.01	1.05
53	12/25/2016 - 12/31/2016	1.01	1.05

\* PEAK SEASON

21-FEB-2017 10:54:34

830UPD

4\_8695\_PKSEASON.TXT

Station : 3495 - NE 35 Ave & Hayes St ( Standard File )

Phase	1	2 (ST)	3	4 (ET)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		15		12												
Min Green		15		10												
Gap Ext		2		13												
Max1		35		25												
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		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												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON		ON												
Max Recall		ON														
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash			ON	ON	ON	ON
Override Higher Preempt			ON	ON	ON	ON
Flash in Dwell			ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6				
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8				
Max Presence	180	180				
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4				
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	2				
Exit 2						
Exit 3						
Exit 4						

**Preempt LP**

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

Prepared By

Date Implemented

Reviewed By

Traffic Engineer





Station : 3131 - Hollywood Blvd & 35 Ave ( Standard File )

Phase	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		13		24		13		24								
Min Green	4	15		6	4	15		6								
Gap Ext	1.5	3		2.5	1.5	3		2.5								
Max1	10	35		30	10	35		30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
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	1			
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1		9	9			
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	1	2	4	2
Dwell Cyc Veh 2	8	5	6	6	8	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	2	2	4	1	4
Exit 2	5	6	6	8	5	8
Exit 3						
Exit 4						

**Preempt LP**

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt		ON		ON
No Skip				
Priority P1		2		2
Priority P2		6		6
Priority P3				
Priority P4				
Lock				
Headway		15		15
Group Lock		ON		ON
Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer







Station : 3152 - Johnson St & N 46 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		5		7		5								
Ped Clearance		18		6		18		6								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	3	1.5	3	1.5	3								
Max1	16	50	18	30	16	50	18	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	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																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

**Preempt LP**

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

Prepared By

Date Implemented

Reviewed By

Traffic Engineer





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																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	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						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Preempt LP

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

Prepared By

Date Implemented

Reviewed By

Traffic Engineer







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	1.5	1	1	1	1.5	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																
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																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
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		1
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1				9		9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	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						
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						

**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				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer





Station : 3190 - Taft St & N 35 Ave ( Standard File )

Phase	1	2 (WT)	3	4 (NT)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		16		21												
Min Green		15		7												
Gap Ext		3		2.5												
Max1		30		23		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					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON		ON	ON		ON
Override Higher Preempt	ON		ON	ON		ON
Flash in Dwell	ON		ON	ON		ON
Link to Preempt						
Delay						
Min Duration						
Min Green		6			6	
Min Walk						
Ped Clear						
Track Green						
Min Dwell		8			8	
Max Presence		180			180	
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1		2			4	
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1		4			2	
Exit 2						
Exit 3						
Exit 4						

**Preempt LP**

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

Prepared By

Date Implemented

Reviewed By

Traffic Engineer







Station : 3192 - Taft St & N 46 Ave ( Standard File )

Phase	1	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		22		11		22		11								
Min Green		12		6	4	12		6								
Gap Ext		3		3	1.5	3		3								
Max1		35		25	15	35		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		1	2	2		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								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

**Preempt LP**

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

Prepared By

Date Implemented

Reviewed By

Traffic Engineer





Station : 3189 - Taft 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		21		15		21		15								
Min Green	4	10	4	6	4	10	4	6								
Gap Ext	1.5	3	1.5	2.5	1.5	3	1.5	2.5								
Max1	10	34	8	24	10	34	8	24								
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								
Sim Gap Enable		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
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		1
Min Dwell	8	8	8	8	8	8
Max Presence	60	60	60	60	60	60
Track Veh 1				9		
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						
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						

**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				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer



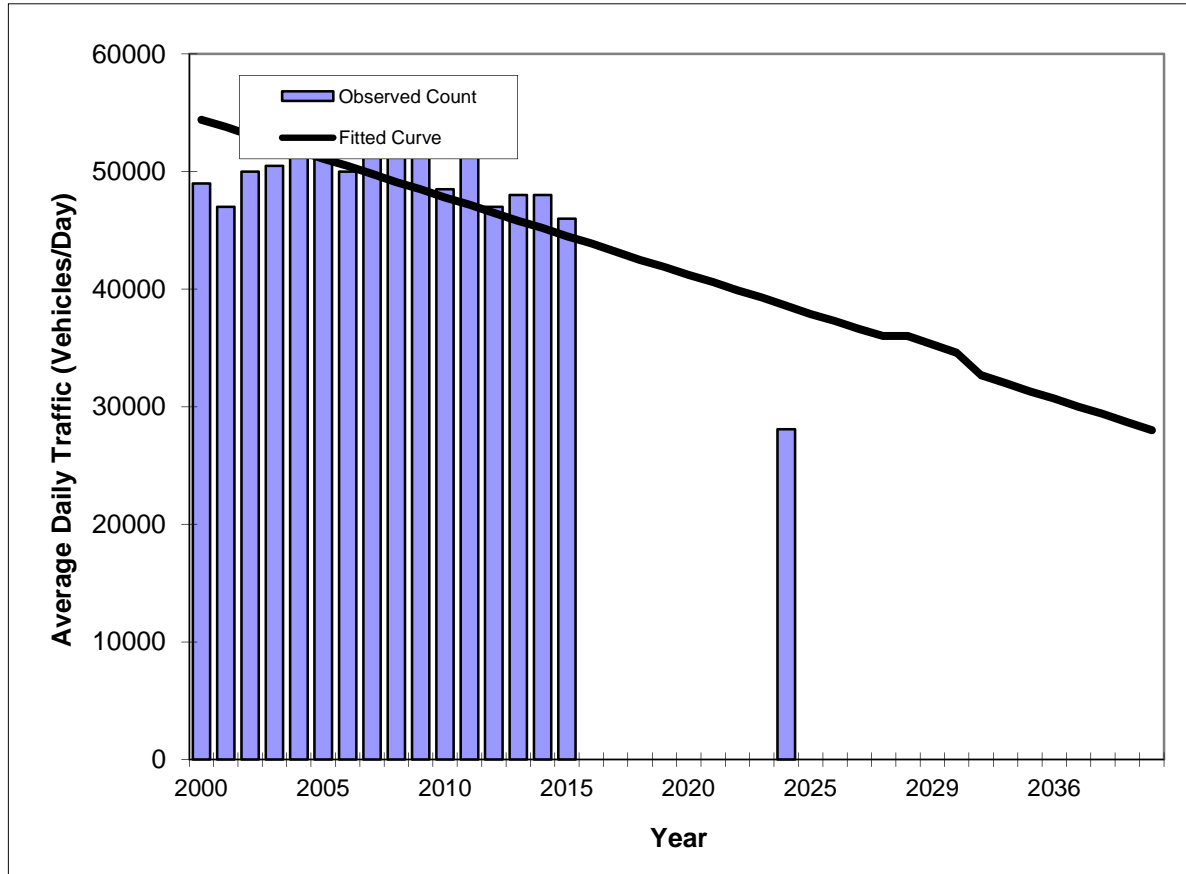




# TRAFFIC TRENDS

SR 820/HOLLYWOOD BLVD -- WEST OF I-95

<b>County:</b>	Broward County
<b>Station #:</b>	5046
<b>Highway:</b>	SR 820/HOLLYWOOD BLVD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	49000	54400
2001	47000	53800
2002	50000	53100
2003	50500	52400
2004	52000	51800
2005	53000	51100
2006	50000	50500
2007	55000	49800
2008	53500	49100
2009	52500	48500
2010	48500	47800
2011	52000	47200
2012	47000	46500
2013	48000	45800
2014	48000	45200
2015	46000	44500
<b>2024 Opening Year Trend</b>		
2024	N/A	38600
<b>2027 Mid-Year Trend</b>		
2027	N/A	36600
<b>2028 Design Year Trend</b>		
2028	N/A	36000
<b>TRANPLAN Forecasts/Trends</b>		
2024	28147	38600

\*\* Annual Trend Increase: -659  
 Trend R-squared: 46.1%  
 Trend Annual Historic Growth Rate: -0.4%  
 Trend Growth Rate (2015 to Design Year): -1.5%  
 Printed: 9-Sep-16  
**Straight Line Growth Option**

\*Axle-Adjusted

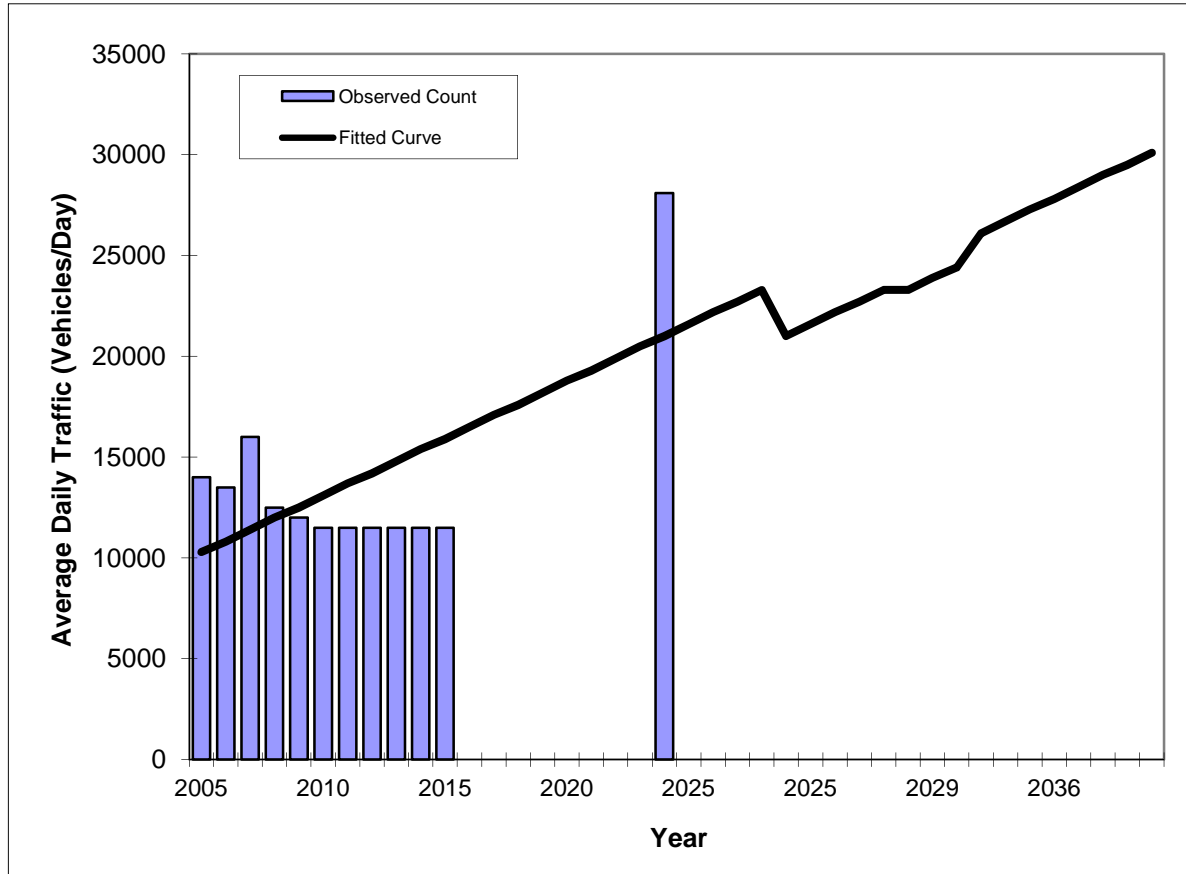


Calvin, Giordano & Associates, Inc.  
EXCEPTIONAL SOLUTIONS™

# TRAFFIC TRENDS

## JOHNSON STREET -- EAST OF N 46TH AVE

<b>County:</b>	BROWARD COUNTY
<b>Station #:</b>	8023
<b>Highway:</b>	JOHNSON STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2005	14000	10300
2006	13500	10800
2007	16000	11400
2008	12500	12000
2009	12000	12500
2010	11500	13100
2011	11500	13700
2012	11500	14200
2013	11500	14800
2014	11500	15400
2015	11500	15900
<b>2024 Opening Year Trend</b>		
2024	N/A	21000
<b>2027 Mid-Year Trend</b>		
2027	N/A	22700
<b>2028 Design Year Trend</b>		
2028	N/A	23300
<b>TRANPLAN Forecasts/Trends</b>		
2024	28147	21000

** Annual Trend Increase:	567
Trend R-squared:	37.9%
Trend Annual Historic Growth Rate:	-1.8%
Trend Growth Rate (2015 to Design Year):	3.6%
Printed:	9-Sep-16
<b>Straight Line Growth Option</b>	

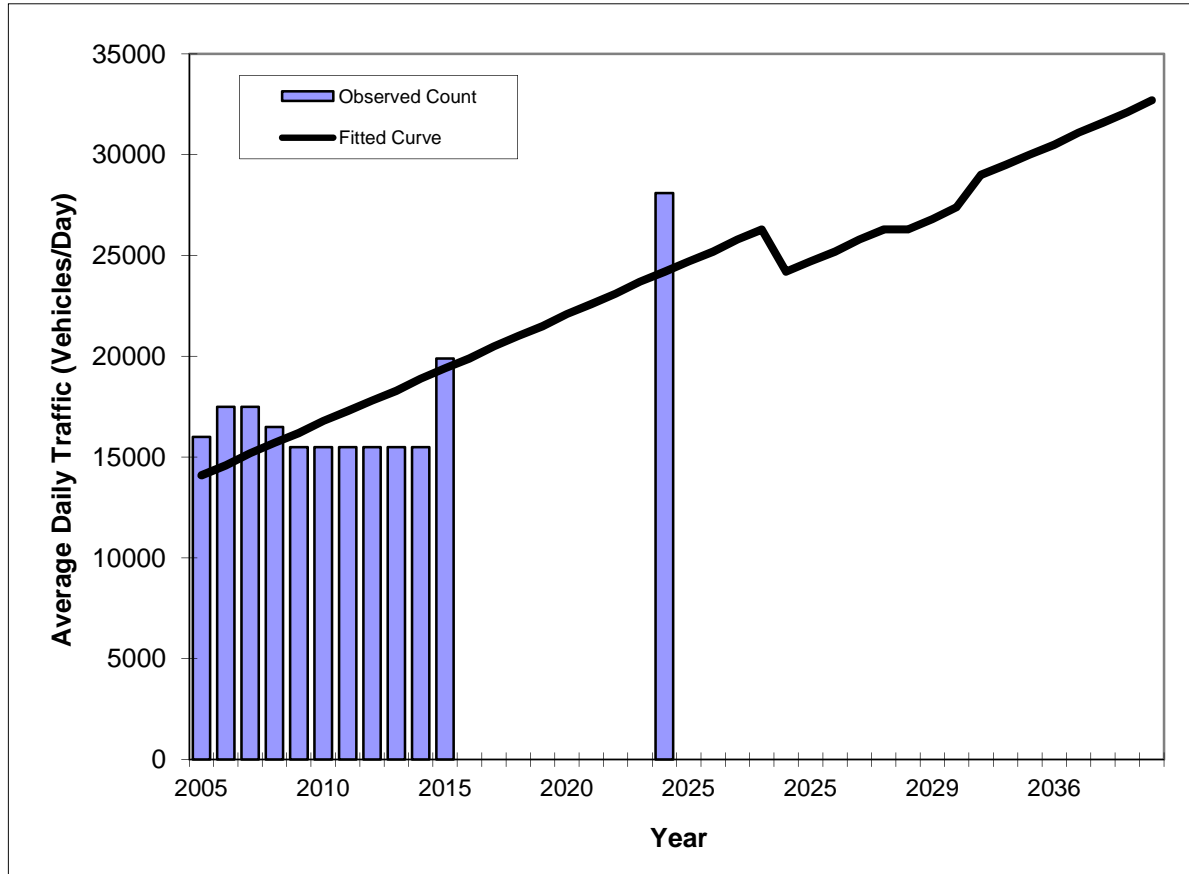
\*Axle-Adjusted



# TRAFFIC TRENDS

## JOHNSON STREET -- WEST OF I-95

<b>County:</b>	Broward County
<b>Station #:</b>	8008
<b>Highway:</b>	JOHNSON STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2005	16000	14100
2006	17500	14600
2007	17500	15200
2008	16500	15700
2009	15500	16200
2010	15500	16800
2011	15500	17300
2012	15500	17800
2013	15500	18300
2014	15500	18900
2015	19900	19400

2024 Opening Year Trend		
2024	N/A	24200
2027 Mid-Year Trend		
2027	N/A	25800
2028 Design Year Trend		
2028	N/A	26300
TRANPLAN Forecasts/Trends		
2024	28147	24200

**\*\* Annual Trend Increase:** 530  
**Trend R-squared:** 56.1%  
**Trend Annual Historic Growth Rate:** 2.4%  
**Trend Growth Rate (2015 to Design Year):** 2.7%  
**Printed:** 9-Sep-16

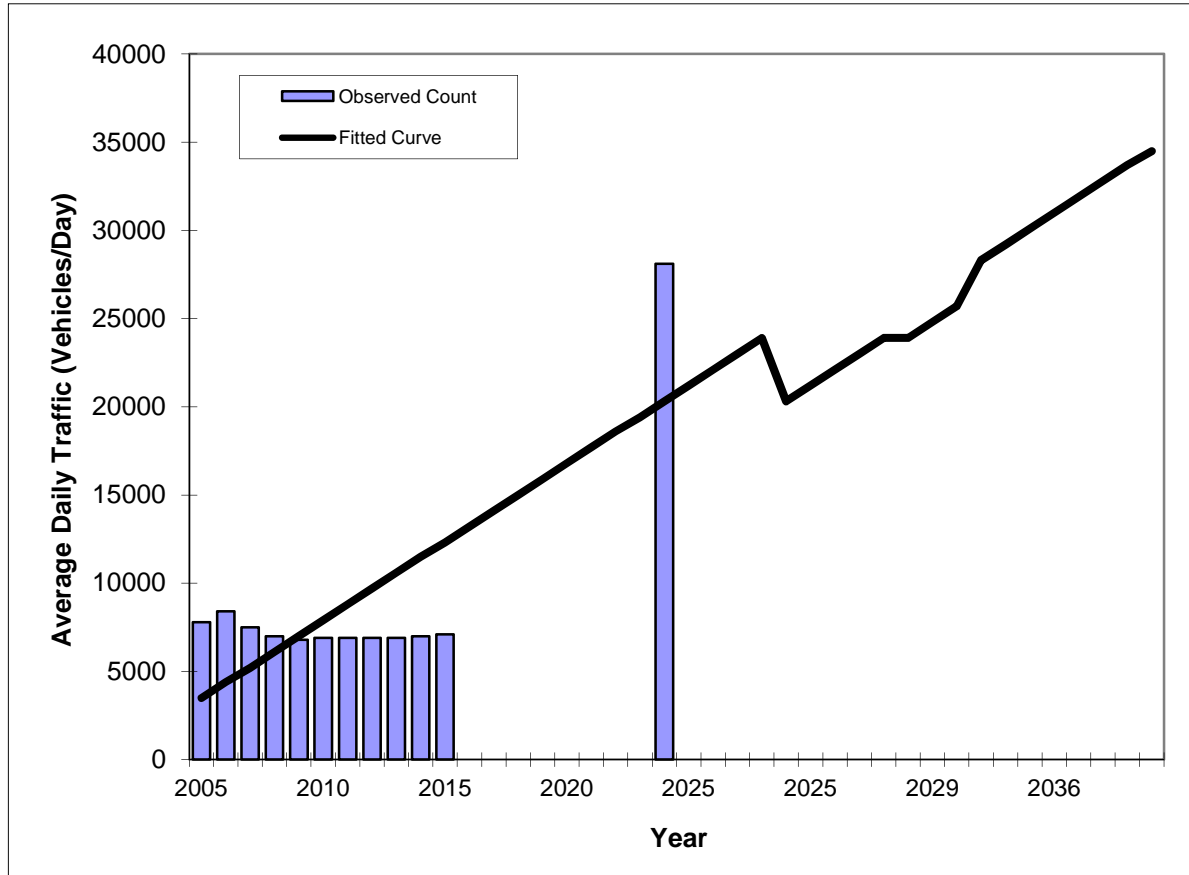
**Straight Line Growth Option**

\*Axle-Adjusted

# TRAFFIC TRENDS

N 35TH AVENUE -- NORTH OF HOLLYWOOD BLVD

<b>County:</b>	BROWARD COUNTY
<b>Station #:</b>	9623
<b>Highway:</b>	N 35TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2005	7800	3500
2006	8400	4400
2007	7500	5200
2008	7000	6100
2009	6800	7000
2010	6900	7900
2011	6900	8800
2012	6900	9700
2013	6900	10600
2014	7000	11500
2015	7100	12300
<b>2024 Opening Year Trend</b>		
2024	N/A	20300
<b>2027 Mid-Year Trend</b>		
2027	N/A	23000
<b>2028 Design Year Trend</b>		
2028	N/A	23900
<b>TRANPLAN Forecasts/Trends</b>		
2024	28147	20300

\*\* Annual Trend Increase: 888  
 Trend R-squared: 56.7%  
 Trend Annual Historic Growth Rate: -0.9%  
 Trend Growth Rate (2015 to Design Year): 7.3%  
 Printed: 9-Sep-16

**Straight Line Growth Option**

\*Axle-Adjusted

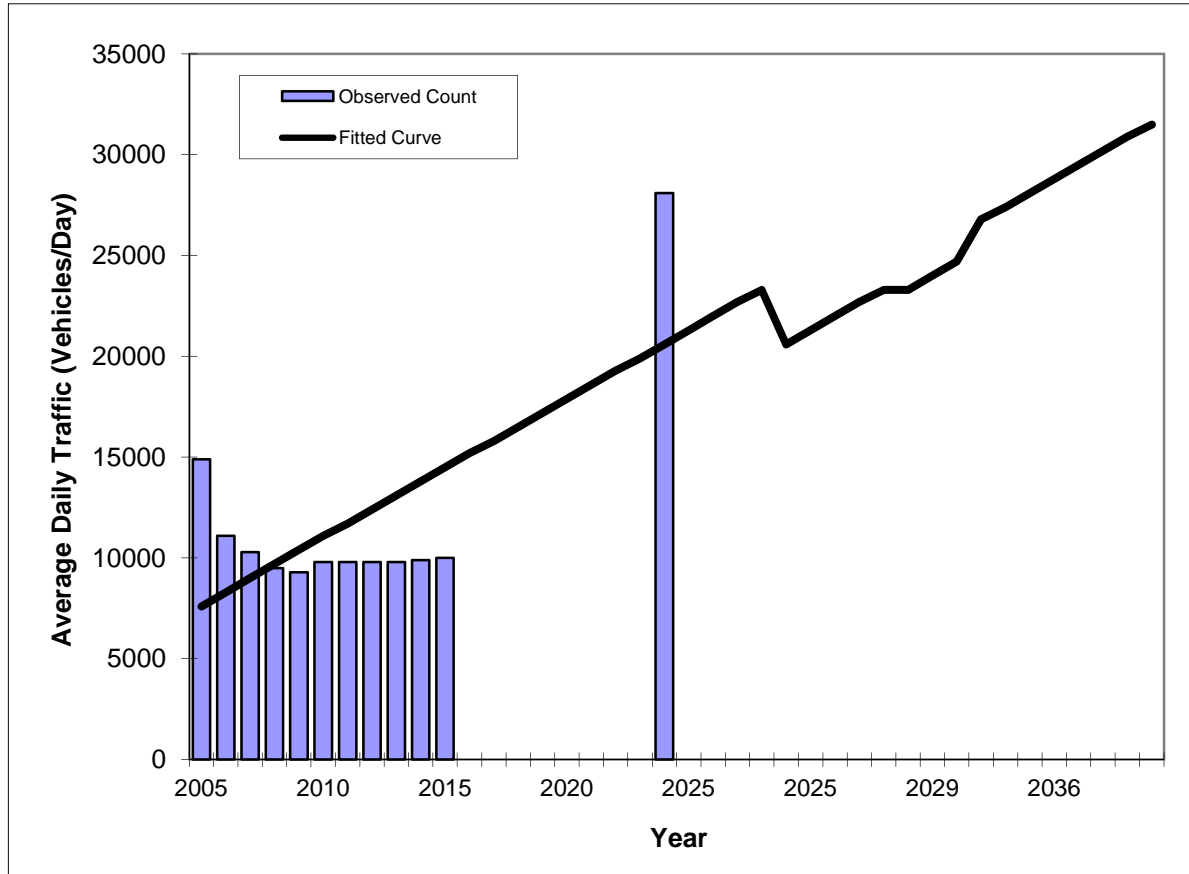


Calvin, Giordano & Associates, Inc.  
EXCEPTIONAL SOLUTIONS™

# TRAFFIC TRENDS

## N 46TH AVENUE -- SOUTH OF JOHNSON STREET

<b>County:</b>	BROWARD COUNTY
<b>Station #:</b>	8115
<b>Highway:</b>	N 46TH AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2005	14900	7600
2006	11100	8300
2007	10300	9000
2008	9500	9700
2009	9300	10400
2010	9800	11100
2011	9800	11700
2012	9800	12400
2013	9800	13100
2014	9900	13800
2015	10000	14500
<b>2024 Opening Year Trend</b>		
2024	N/A	20600
<b>2027 Mid-Year Trend</b>		
2027	N/A	22700
<b>2028 Design Year Trend</b>		
2028	N/A	23300
<b>TRANPLAN Forecasts/Trends</b>		
2024	28147	20600

**\*\* Annual Trend Increase:** 682  
**Trend R-squared:** 43.2%  
**Trend Annual Historic Growth Rate:** -3.3%  
**Trend Growth Rate (2015 to Design Year):** 4.7%  
**Printed:** 9-Sep-16

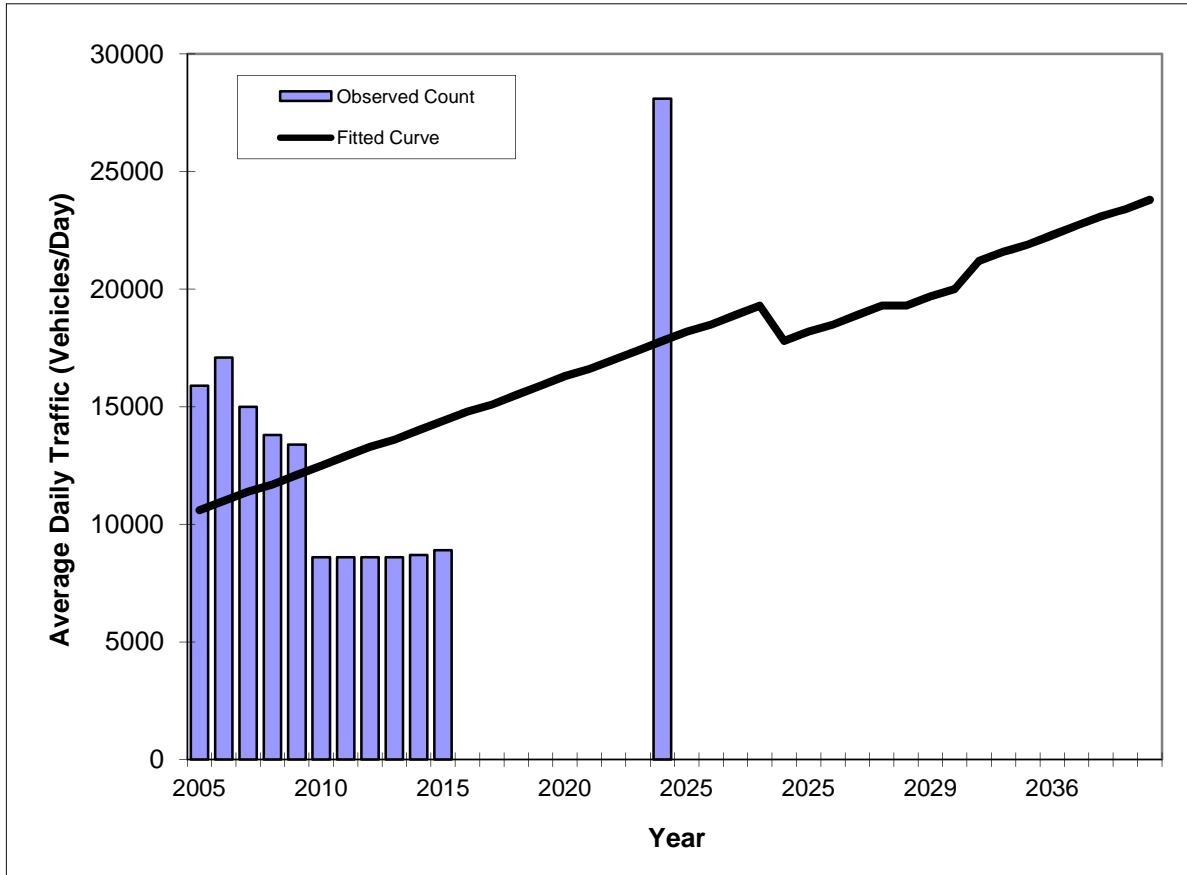
**Straight Line Growth Option**

\*Axle-Adjusted

# TRAFFIC TRENDS

## N PARK RD -- NORTH OF JOHNSON ST

<b>County:</b>	BROWARD COUNTY
<b>Station #:</b>	9622
<b>Highway:</b>	N PARK RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2005	15900	10600
2006	17100	11000
2007	15000	11400
2008	13800	11700
2009	13400	12100
2010	8600	12500
2011	8600	12900
2012	8600	13300
2013	8600	13600
2014	8700	14000
2015	8900	14400
<b>2024 Opening Year Trend</b>		
2024	N/A	17800
<b>2027 Mid-Year Trend</b>		
2027	N/A	18900
<b>2028 Design Year Trend</b>		
2028	N/A	19300
<b>TRANPLAN Forecasts/Trends</b>		
2024	28147	17800

**\*\* Annual Trend Increase:** 377  
**Trend R-squared:** 11.1%  
**Trend Annual Historic Growth Rate:** -4.4%  
**Trend Growth Rate (2015 to Design Year):** 2.6%  
**Printed:** 9-Sep-16

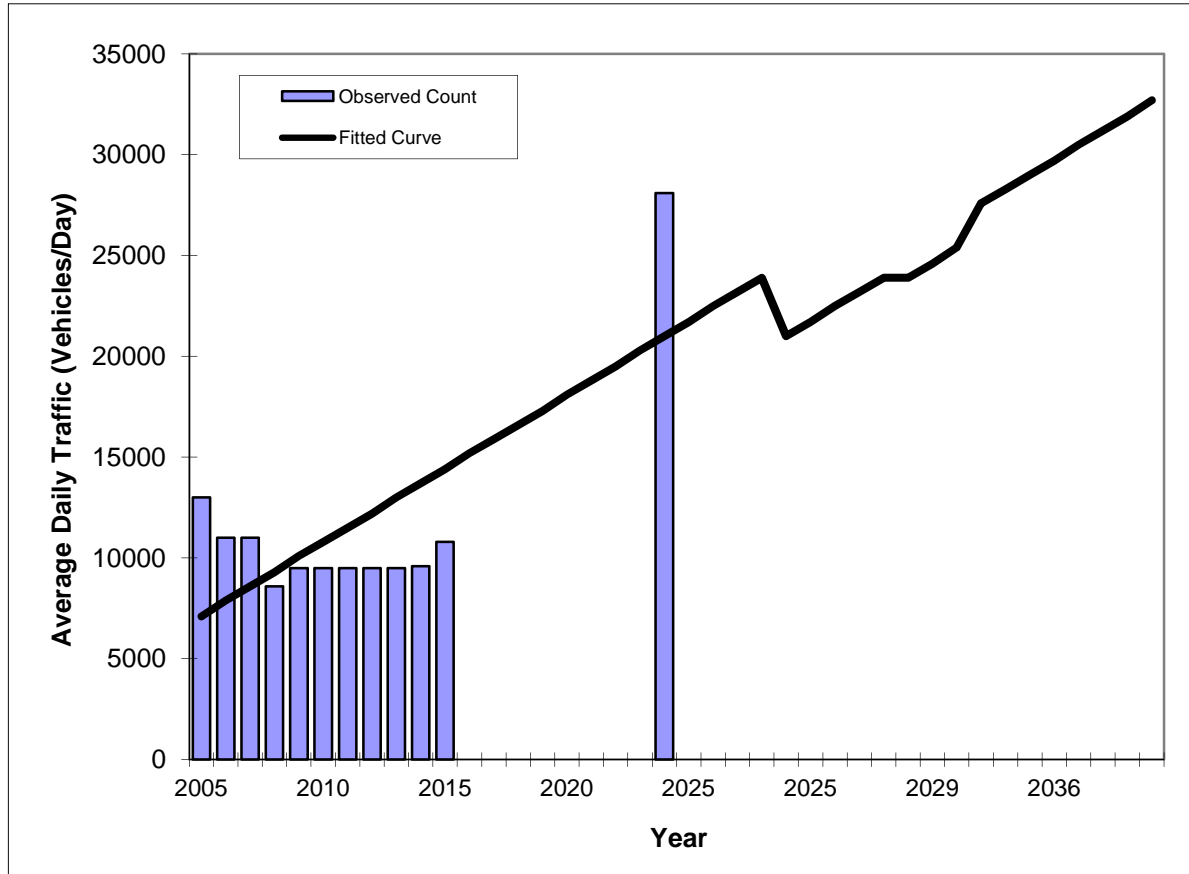
**Straight Line Growth Option**

\*Axle-Adjusted

# TRAFFIC TRENDS

## TAFT STREET -- WEST OF I-95

<b>County:</b>	BROWARD COUNTY
<b>Station #:</b>	8215
<b>Highway:</b>	TAFT STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2005	13000	7100
2006	11000	7900
2007	11000	8600
2008	8600	9300
2009	9500	10100
2010	9500	10800
2011	9500	11500
2012	9500	12200
2013	9500	13000
2014	9600	13700
2015	10800	14400
<b>2024 Opening Year Trend</b>		
2024	N/A	21000
<b>2027 Mid-Year Trend</b>		
2027	N/A	23200
<b>2028 Design Year Trend</b>		
2028	N/A	23900
<b>TRANPLAN Forecasts/Trends</b>		
2024	28147	21000

**\*\* Annual Trend Increase:** 729  
**Trend R-squared:** 49.6%  
**Trend Annual Historic Growth Rate:** -1.7%  
**Trend Growth Rate (2015 to Design Year):** 5.1%  
**Printed:** 9-Sep-16

**Straight Line Growth Option**

\*Axle-Adjusted

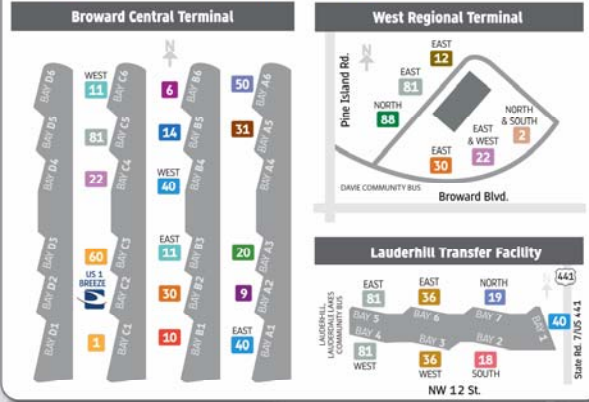
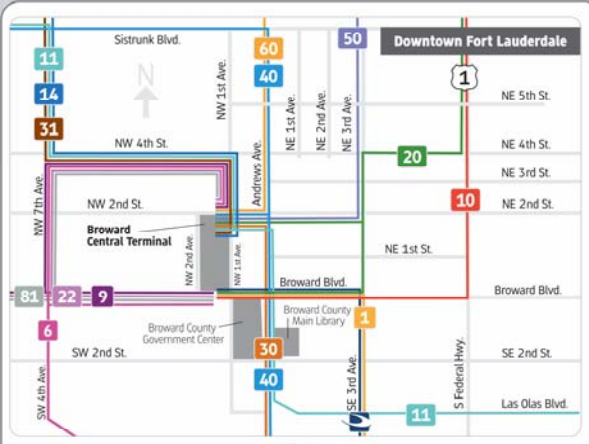




## ATTACHMENT D

### AREA TRANSIT AND MULTIMODAL INFORMATION

# BROWARD COUNTY Transit




- Legend**
- 95 Interstate
  - 31A State Road
  - 1 Federal Highway
  - Florida's Turnpike
  - 23 Bus Route
- Commuter Limited Stop Service**
- Buses Stop
  - 95 Express Miramar (Route 106) Miramar Regional Park to Miami Civic Center
  - 95 Express Hollywood (Route 107) Hollywood to Miami Civic Center
  - 95 Express Pembroke Pines (Route 108) North Perry Airport to Miami Civic Center
  - 95 Express Pembroke Pines/Miramar (Route 109) US Smith Park/Levin Sports Complex to Downtown Miami
  - 95 Express (Route 110) Sunrise to Miramar/DC
  - 95 Express (Route 111) Sunrise to Miami Civic Center
  - Park and Ride Lot
- TRAI RAIL**
- Miami-Dade Transit
  - Palm Tran
  - County Line



Golden Glades Park and Ride  
Tri-Rail Station/Transportation Station  
Express routes continue to Miami  
See individual timetables for more information.





 = *NEW 95 Express Hollywood Park & Ride Spaces*

# 95 Express Hollywood

Effective Date: 4.24.17

Route: I-95 Express Hollywood (#107)

SOUTHBOUND - University Dr. / Pines Blvd. to Miami Civic Center & Downtown Miami

NORTHBOUND - Miami Civic Center & Downtown Miami to University Dr. / Pines Blvd.

G= Bus returns to Garage

## SOUTHBOUND - University Dr. / Pines Blvd. to Miami Civic Center & Downtown Miami

University Dr Park & Ride	5:15a	5:45a	6:15a	6:45a	7:15a	7:45a	8:20a	5:21p	5:53p
Hollywood Blvd & Park Rd	5:32a	6:02a	6:32a	7:02a	7:33a	8:04a	8:39a		
Allapattah Station	6:01a	6:35a	7:08a	7:44a	8:17a	8:50a	9:24a		
NW 8 St & NW 1 Ave	6:07a	6:41a	7:14a	7:50a	8:23a	8:56a	9:30a	5:59p	6:31p
SE 1 St & SE 1 AV	6:17a	6:51a	7:25a	8:02a G	8:35a G	9:08a G	9:42a G		

## NORTHBOUND - Miami Civic Center & Downtown Miami to University Dr. / Pines Blvd.

NW 8 St & NW 1 Ave				3:40p	4:10p	4:40p	5:10p	5:40p	6:15p	6:50p
SE 1 St & SE 1 AV	6:17a	6:51a	7:25a	3:51p	4:21p	4:52p	5:22p	5:52p	6:25p	7:00p
Allapattah Station				4:05p	4:35p	5:06p	5:35p	6:04p	6:36p	7:10p
Hollywood Blvd & Park Rd				4:47p	5:19p	5:52p	6:20p	6:45p	7:13p	7:45p
University Dr Park & Ride	6:47a	7:21a	7:55a	5:11p	5:43p	6:17p G	6:44p G	7:06p G	7:33p G	8:05p G

## Customer Service

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

Transit Operations Agents help with:

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

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

## Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

## Fares

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

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

## Fare Deals

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

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

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

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

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

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

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

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

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

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

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

**TIME TABLE**

**ROUTE  
7**

**Weekdays  
Saturday - Sunday**

Effective 1/18/15

NW 210 Ave and  
Pines Blvd to Young Circle

**via Pines/Hollywood Boulevard**



A service of the  
Broward County Commission

**facebook**

**You Tube**

Download & Print at [Broward.org/BCT](http://Broward.org/BCT)

Wheelchair Accessible

Bike Racks

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

## EASTBOUND

To Young Circle

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

## WESTBOUND

To Pines Boulevard / NW 210 Ave

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

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

# SATURDAY EASTBOUND To Young Circle

# WESTBOUND To Pines Blvd/ NW 210 Ave

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

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

# SUNDAY EASTBOUND To Young Circle

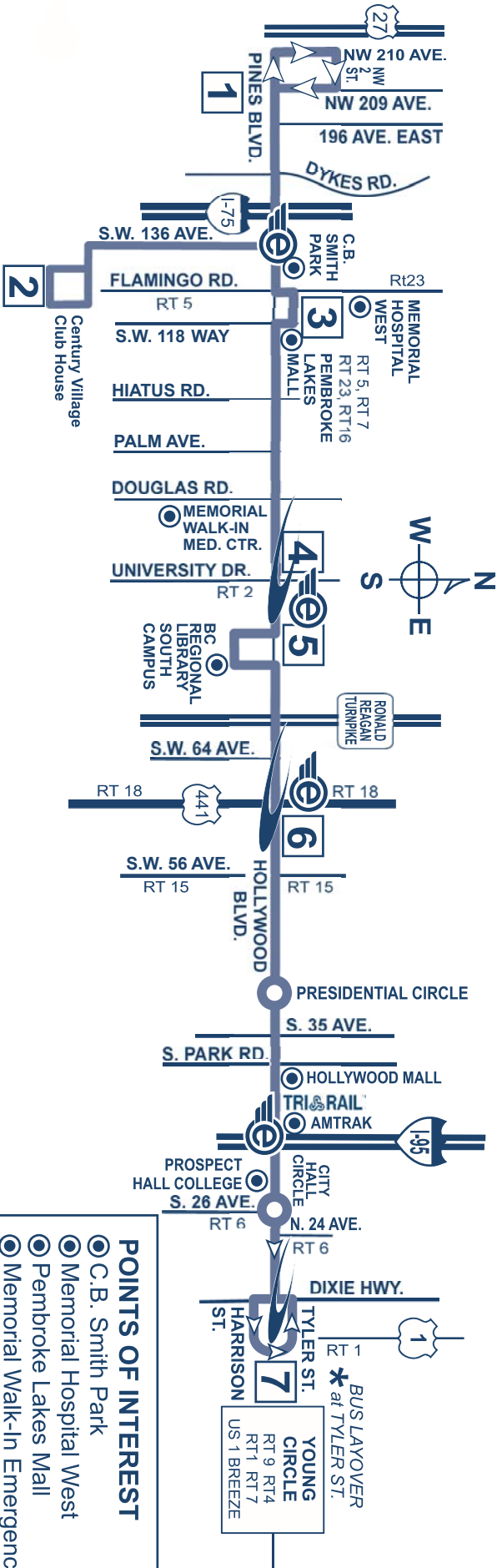
# WESTBOUND To Pines Blvd/ NW 210 Ave

1	2	3	4	5	6	7
9:05a	9:20a	9:15a	9:28a	9:31a	9:40a	10:01a
		9:36a	9:49a	9:52a	10:01a	10:26a
10:05a	10:20a	10:15a	10:28a	10:31a	10:40a	11:00a
		10:36a	10:49a	10:52a	11:01a	11:26a
11:05a	11:20a	11:15a	11:28a	11:31a	11:40a	12:01p
		11:36a	11:49a	11:52a	12:01p	12:26p
12:05p	12:20p	12:15p	12:29p	12:32p	12:41p	1:02p
		12:36p	12:50p	12:53p	1:02p	1:27p
1:05p	1:20p	1:15p	1:29p	1:32p	1:41p	2:02p
		1:36p	1:50p	1:53p	2:02p	2:27p
2:05p	2:20p	2:15p	2:29p	2:32p	2:41p	3:03p
		2:36p	2:50p	2:53p	3:02p	3:27p
3:05p	3:20p	3:15p	3:29p	3:32p	3:41p	4:03p
		3:36p	3:50p	3:53p	4:02p	4:27p
4:05p	4:20p	4:15p	4:28p	4:31p	4:40p	5:03p
		4:36p	4:49p	4:52p	5:01p	5:26p
5:05p	5:20p	5:15p	5:28p	5:31p	5:40p	6:03p
		5:36p	5:49p	5:52p	6:01p	6:27p
6:05p	6:20p	6:15p	6:28p	6:31p	6:40p	7:00p
		6:36p	6:51p	7:00p	7:09p	7:25p
7:05p	7:20p	7:15p	7:30p	7:39p	8:00p	8:25p G
		7:36p	7:51p	8:00p	8:00p	8:25p G
8:05p	8:20p	8:36p	8:51p	9:00p	9:00p	9:28p G

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

# ROUTE 7

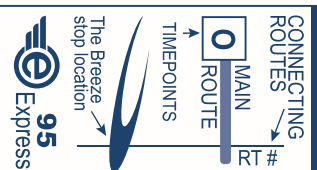
NW 210 Ave and Pines Blvd to Young Circle  
via Pines/Hollywood Boulevard



## POINTS OF INTEREST

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

## LEGEND







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

## Customer Service

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

Transit Operations Agents help with:

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

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

## Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

## Fares

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

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

## Fare Deals

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

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

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

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

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

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

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

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

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

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

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

## TRANSFER POLICY 7/10/11

### TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

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

### TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

### TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Express does not connect with Palm Tran.

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

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

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



Pines Blv & 196 Av		9:05a		10:05a		11:05a		12:05p		1:05p		2:05p		3:05p		4:05p		5:05p		6:05p		7:05p	8:05p
Century Village Pembroke Pines		9:20a		10:20a		11:20a		12:20p		1:20p		2:20p		3:20p		4:20p		5:20p		6:20p		7:20p	8:20p
Pembroke Lakes Mall	9:15a	9:36a	10:15a	10:36a	11:15a	11:36a	12:15p	12:36p	1:15p	1:36p	2:15p	2:36p	3:15p	3:36p	4:15p	4:36p	5:15p	5:36p	6:15p	6:36p	7:15p	7:36p	8:36p
Pines Blvd & University Dr	9:28a	9:49a	10:28a	10:49a	11:28a	11:49a	12:29p	12:50p	1:29p	1:50p	2:29p	2:50p	3:29p	3:50p	4:28p	4:49p	5:28p	5:49p	6:28p	6:51p	7:30p	7:51p	8:51p
BC South Campus	9:31a	9:52a	10:31a	10:52a	11:31a	11:52a	12:32p	12:53p	1:32p	1:53p	2:32p	2:53p	3:32p	3:53p	4:31p	4:52p	5:31p	5:52p	6:31p				
Hollywood Blvd & US 441	9:40a	10:01a	10:40a	11:01a	11:40a	12:01p	12:41p	1:02p	1:41p	2:02p	2:41p	3:02p	3:41p	4:02p	4:40p	5:01p	5:40p	6:01p	6:40p	7:00p	7:39p	8:00p	9:00p
Young Circle	10:01a	10:26a	11:00a	11:26a	12:01p	12:26p	1:02p	1:27p	2:02p	2:27p	3:03p	3:27p	4:03p	4:27p	5:03p	5:26p	6:03p	6:27p	7:00p	7:25p	8:00p G	8:25p G	9:28p G

**ADA Bus Stops**

Current as of November 2008

**WB**=Westbound **EB**=Eastbound **NB**=Northbound **SB**=Southbound **A**=Accessible **I**=Inaccessible

Stop I.D.	Main Street	Cross Street	Direction
80	NE 14 AVE	HALLANDALE BEACH BLVD	NB
81	NE 14 AVE	300 MEADOWBROOK	NB
82	NE 14 AVE	600 MEADOWBROOK	NB
83	NE 14 AVE	ATLANTIC SHORES BLVD	NB
84	ATLANTIC SHORES BLVD	NE 12 AVE	WB
85	ATLANTIC SHORES BLVD	NE 10 AVE	WB
86	ATLANTIC SHORES BLVD	NE 8 AVE	WB
126	PEMBROKE RD	SW 62 AVE	WB
127	PEMBROKE RD	SW 63 AVE	WB
128	PEMBROKE RD	SW 68 AVE	WB
129	PEMBROKE RD	SW 69 AVE	WB
130	PEMBROKE RD	SW 71 AVE	WB
131	PEMBROKE RD	DESOTO DR	WB
132	PEMBROKE RD	ISLAND DR	WB
303	PEMBROKE RD	UNIVERSITY DR	EB
304	PEMBROKE RD	OLEANDER DR	EB
305	PEMBROKE RD	ISLAND DR	EB
306	PEMBROKE RD	DESOTO DR	EB
307	PEMBROKE RD	ALCAZAR DR	EB
308	PEMBROKE RD	SW 69 AVE	EB
309	PEMBROKE RD	SW 68 AVE	EB
310	PEMBROKE RD	SW 66 AVE	EB
311	PEMBROKE RD	SW 64 AVE	EB
312	PEMBROKE RD	SW 63 AVE	EB
475	PEMBROKE RD	SW 40 AVE	WB
1506	PEMBROKE RD	UNIVERSITY DR	WB
1507	PEMBROKE RD	NW 87 WAY	WB
1508	PEMBROKE RD	DOUGLAS RD	WB
1509	PEMBROKE RD	NW 94 WAY	WB
1510	PEMBROKE RD	NW 97 AVE	WB
1511	PEMBROKE RD	PALM AVE	WB
1512	PEMBROKE RD	PALM AVE	WB
1536	PEMBROKE RD	NW 101 AVE	WB
1570	HALLANDALE BEACH BLVD	US1	EB
1571	HALLANDALE BEACH BLVD	NE 8 AVE	EB
1572	HALLANDALE BEACH BLVD	NE 10 AVE	EB
1607	PEMBROKE RD	N. PRESERVE WAY	WB
1612	PEMBROKE RD	HIATUS RD	WB
1799	PEMBROKE RD	HIATUS RD	WB
1832	PEMBROKE RD	NW 118 AVE	WB
1842	PEMBROKE RD	FLAMINGO RD	WB
1930	PEMBROKE RD	FLAMINGO RD	EB
1934	PEMBROKE RD	SW 122 WAY	EB
1936	PEMBROKE RD	SW 118 AVE	EB
2086	PEMBROKE RD	HIATUS RD	EB

2087	PEMBROKE RD	HIATUS RD	EB
2088	PEMBROKE RD	ARCHSTONE	EB
2089	PEMBROKE RD	W AVALON BLVD	EB
2090	PEMBROKE RD	SW 101 AVE	EB
2091	PEMBROKE RD	PALM AVE	EB
2349	PEMBROKE RD	SW 65 AVE	WB
2350	PEMBROKE RD	SW 66 AVE	WB
2351	PEMBROKE RD	UNIVERSITY DR	WB
2357	PEMBROKE RD	SW 67 AVE	EB
2614	PEMBROKE RD	NW 98 AVE	EB
2650	PEMBROKE RD	SW 94 WAY	EB
2688	PEMBROKE RD	DOUGLAS RD	EB
2696	PEMBROKE RD	DOUGLAS RD	EB
2953	PEMBROKE RD	JODI LN	EB
3160	FLAMINGO RD	WASHINGTON ST	NB

## Customer Service

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

Transit Operations Agents help with:

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

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

## Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

## Fares

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

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

## Fare Deals

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

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

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

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

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

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

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

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

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

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

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

# TIMETABLE

## ROUTE

# 9

**Weekdays  
Saturday - Sunday**

Effective 1/18/15

Young Circle to  
Broward Central Terminal



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

facebook

YouTube

Download & Print at [Broward.org/Bct](http://Broward.org/Bct)  
Wheelchair Accessible  
Bike Racks

There are additional bus stops in between those listed.

# MONDAY-FRIDAY

## SOUTHBOUND

To Young Circle

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

## NORTHBOUND

To Broward Central Terminal

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

# SATURDAY

## SOUTHBOUND

To Young Circle

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

## NORTHBOUND

To Broward Central Terminal

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

# SUNDAY

## SOUTHBOUND

To Young Circle

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

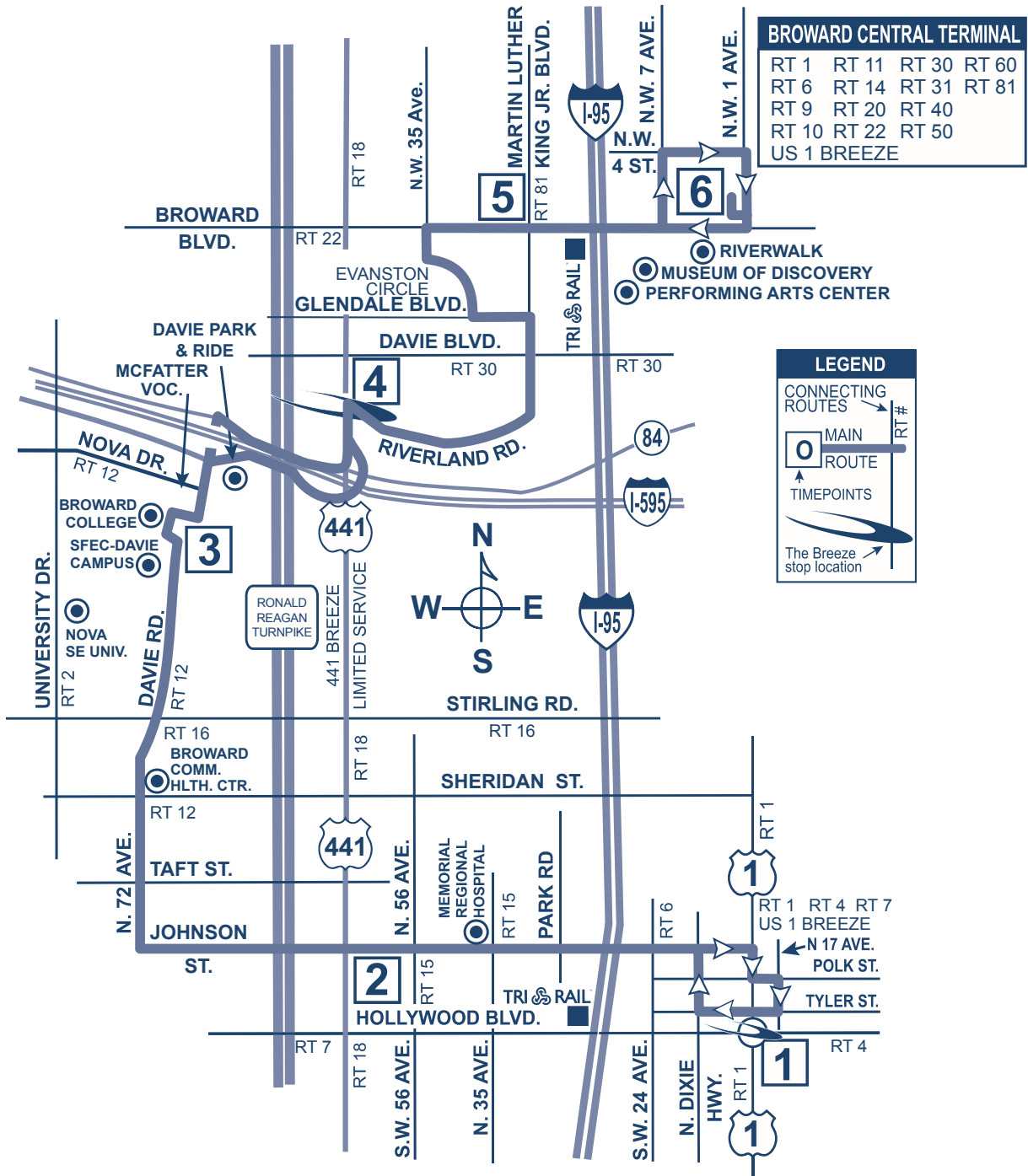
## NORTHBOUND

To Broward Central Terminal

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

# ROUTE 9

Young Circle to Broward Central Terminal



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





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

## Customer Service

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

Transit Operations Agents help with:

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

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

## Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

## Fares

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

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

## Fare Deals

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

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

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

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

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

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

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

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

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

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

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

## TRANSFER POLICY 7/10/11

### TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

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

### TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

### TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

The Express does not connect with Palm Tran.

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

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

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

# Route 9

Effective Date: 01.19.15  
Route: 9

Weekday Northbound: Young Circle to Broward Central Terminal.  
Weekday Southbound: Broward Central Terminal to Young Circle.

Saturday Northbound: Young Circle to Broward Central Terminal.  
Saturday Southbound: Broward Central Terminal to Young Circle.

Sunday Northbound: Young Circle to Broward Central Terminal.  
Sunday Southbound: Broward Central Terminal to Young Circle.

## Weekday Northbound

Young Circle			6:00a	6:50a	7:40a	8:30a	9:20a	10:00a	10:45a	11:30a	12:20p	1:05p	1:50p	2:40p	3:30p	4:15p	5:05p	5:55p	6:45p	7:35p	8:25p	9:00p
Johnson St & US 441			6:21a	7:11a	8:03a	8:53a	9:41a	10:21a	11:07a	11:52a	12:42p	1:27p	2:12p	3:02p	3:54p	4:40p	5:32p	6:22p	7:05p	7:55p	8:45p	9:20p
BC Central Campus			6:44a	7:34a	8:27a	9:15a	10:02a	10:43a	11:29a	12:14p	1:04p	1:49p	2:34p	3:26p	4:18p	5:05p	5:57p	6:47p	7:26p	8:16p	9:06p	9:41p
Riverland Rd & US 441	5:25a	6:15a	6:54a	7:44a	8:37a	9:24a	10:11a	10:53a	11:39a	12:24p	1:14p	1:59p	2:44p	3:39p	4:31p	5:19p	6:11p	6:56p	7:35p	8:25p	9:15p	9:50p
Broward Blvd & 31 Ave	5:40a	6:30a	7:09a	7:59a	8:52a	9:38a	10:25a	11:07a	11:53a	12:38p	1:28p	2:13p	2:58p	3:55p	4:44p	5:32p	6:24p	7:09p	7:48p	8:38p	9:28p	10:03p
Broward Central Terminal	5:53a	6:43a	7:22a	8:16a	9:06a	9:50a	10:37a	11:19a	12:05p	12:50p	1:40p	2:25p	3:12p	4:09p	4:56p	5:44p	6:36p	7:19p	7:58p	8:48p	9:38pG	10:13pG

## Weekday Southbound

Broward Central Terminal			6:00a	6:55a	7:40a	8:30a	9:15a	10:00a	10:50a	11:35a	12:20p	1:05p	1:55p	2:40p	3:30p	4:20p	5:10p	6:00p	6:50p	7:30p	8:15p	9:00p
Broward Blvd & 31 Ave	5:25a	6:09a	7:05a	7:52a	8:42a	9:27a	10:12a	11:02a	11:47a	12:32p	1:17p	2:07p	2:52p	3:42p	4:34p	5:24p	6:14p	7:04p	7:41p	8:25p	9:10p	
Riverland Rd & US 441	5:41a	6:25a	7:22a	8:08a	8:58a	9:41a	10:26a	11:16a	12:01p	12:46p	1:31p	2:21p	3:06p	3:56p	4:48p	5:38p	6:28p	7:18p	7:55p	8:38p	9:24p	
BC Central Campus	5:50a	6:34a	7:32a	8:19a	9:07a	9:50a	10:35a	11:27a	12:12p	12:57p	1:42p	2:31p	3:16p	4:08p	5:00p	5:50p	6:40p	7:30p	8:06p	8:49p	9:35p	
Johnson St & US 441	6:14a	7:02a	8:00a	8:47a	9:31a	10:14a	10:59a	11:49a	12:34p	1:19p	2:08p	2:53p	3:38p	4:34p	5:25p	6:14p	7:04p	7:53p	8:27p	9:07p	9:51p	
Young Circle	6:35a	7:21a	8:19a	9:06a	9:49a	10:32a	11:17a	12:07p	12:52p	1:38p	2:28p	3:12p	3:58p	4:54p	5:43p	6:32p	7:22p	8:10p	8:43p	9:23pG	10:07pG	

## Saturday Northbound

Young Circle			6:35a	7:35a	8:35a	9:35a	10:35a	11:35a	12:35p	1:35p	2:35p	3:35p	4:35p	5:35p	6:35p	7:35p	8:35p					
Johnson St & US 441			6:54a	7:54a	8:54a	9:55a	10:55a	11:55a	12:54p	1:55p	2:55p	3:55p	4:55p	5:55p	6:55p	7:55p	8:55p					
BC Central Campus			7:16a	8:18a	9:17a	10:18a	11:18a	12:19p	1:18p	2:20p	3:20p	4:18p	5:18p	6:18p	7:18p	8:18p	9:19p					
Riverland Rd & US 441	6:35a	7:24a	8:25a	9:24a	10:25a	11:26a	12:26p	1:25p	2:26p	3:26p	4:25p	5:25p	6:25p	7:25p	8:24p	9:25p						
Broward Blvd & 31 Ave	6:48a	7:38a	8:39a	9:39a	10:39a	11:40a	12:39p	1:39p	2:40p	3:40p	4:36p	5:38p	6:38p	7:38p	8:38p	9:39p						
Broward Central Terminal	7:00a	7:50a	8:51a	9:51a	10:51a	11:52a	12:53p	1:52p	2:53p	3:52p	4:47p	5:50p	6:50p	7:50p	8:48p	9:49pG						

## Saturday Southbound

Broward Central Terminal			6:05a	7:05a	8:05a	9:05a	10:05a	11:05a	12:05p	1:05p	2:05p	3:05p	4:05p	5:05p	6:05p	7:05p	8:05p	9:05p				
Broward Blvd & 31 Ave			6:14a	7:14a	8:14a	9:16a	10:16a	11:16a	12:16p	1:16p	2:16p	3:16p	4:15p	5:15p	6:15p	7:15p	8:15p	9:15p				
Riverland Rd & US 441			6:28a	7:28a	8:28a	9:31a	10:31a	11:31a	12:31p	1:31p	2:31p	3:31p	4:30p	5:30p	6:30p	7:30p	8:30p	9:30p				
BC Central Campus	5:50a	6:36a	7:36a	8:36a	9:39a	10:39a	11:39a	12:39p	1:39p	2:39p	3:39p	4:37p	5:37p	6:37p	7:37p	8:37p	9:37p					
Johnson St & US 441	6:12a	6:58a	7:58a	8:58a	10:01a	11:03a	12:03p	1:03p	2:03p	3:03p	4:03p	5:02p	6:02p	7:00p	8:00p	9:00p	10:00p					
Young Circle	6:28a	7:14a	8:14a	9:15a	10:18a	11:23a	12:23p	1:23p	2:23p	3:23p	4:23p	5:22p	6:19p	7:17p	8:17p	9:17pG	10:17pG					

## Sunday Northbound

Young Circle			8:30a	9:30a	10:30a	11:30a	12:30p	1:30p	2:30p	3:30p	4:30p	5:30p	6:30p									
Johnson St & US 441			8:49a	9:49a	10:49a	11:49a	12:49p	1:49p	2:49p	3:50p	4:50p	5:50p	6:50p									
BC Central Campus			9:11a	10:09a	11:11a	12:11p	1:11p	2:11p	3:11p	4:12p	5:12p	6:12p	7:12p									
Riverland Rd & US 441			9:18a	10:16a	11:18a	12:18p	1:18p	2:18p	3:18p	4:18p	5:19p	6:19p	7:19p									
Broward Blvd & 31 Ave			9:31a	10:28a	11:29a	12:29p	1:29p	2:29p	3:29p	4:29p	5:30p	6:30p	7:30p									
Broward Central Terminal			9:40a	10:37a	11:38a	12:38p	1:38p	2:38p	3:37p	4:37p	5:38p	6:38p	7:38pG									

## Sunday Southbound

Broward Central Terminal			9:00a	10:00a	11:00a	12:00p	1:00p	2:00p	3:00p	4:00p	5:00p	6:00p	7:00p									
Broward Blvd & 31 Ave			9:10a	10:09a	11:09a	12:09p	1:11p	2:10p	3:10p	4:10p	5:09p	6:09p	7:10p									
Riverland Rd & US 441			9:24a	10:25a	11:25a	12:25p	1:25p	2:24p	3:24p	4:24p	5:23p	6:23p	7:25p									
BC Central Campus			9:32a	10:34a	11:34a	12:34p	1:34p	2:34p	3:34p	4:34p	5:33p	6:33p	7:35p									
Johnson St & US 441			9:53a	10:55a	11:55a	12:55p	1:54p	2:54p	3:54p	4:54p	5:54p	6:54p	7:55p									
Young Circle			10:08a	11:10a	12:10p	1:13p	2:11p	3:09p	4:09p	5:08p	6:08p	7:09pG	8:10pG									

## ADA Bus Stops

Current as of November 2008

WB=Westbound EB=Eastbound NB=Northbound SB=Southbound A=Accessible I=Inaccessible

Stop I.D.	Main Street	Cross Street	Direction
145	DAVIE RD EXT	NW 72 AVE	NB
146	DAVIE RD EXT	STIRLING RD	NB
147	DAVIE RD	STIRLING RD	NB
148	DAVIE RD	CHURCH	NB
149	DAVIE RD	SW 49 ST	NB
150	DAVIE RD	GRIFFIN RD	NB
152	DAVIE RD	SW 42 ST	NB
153	DAVIE RD	SW 39 ST	NB
154	DAVIE RD	SW 37 ST	NB
155	BCC CENTRAL	BCC CENTRAL	NB
156	DAVIE RD	CRIMINAL JUSTICE	NB
157	DAVIE RD	SW 30 ST	NB

283	DAVIE RD	SW 39 ST	SB
284	DAVIE RD	SW 42 ST	SB
285	DAVIE RD	ORANGE DR	SB
286	DAVIE RD	SW 46 ST	SB
287	DAVIE RD	SW 49 ST	SB
288	DAVIE RD	ETON	SB
289	DAVIE RD	SUMMIT QUESTA SCHOOL	SB
290	DAVIE RD	STIRLING RD	SB
291	DAVIE RD EXT	STIRLING RD	SB
360	JOHNSON ST	PARK RD	WB
361	JOHNSON ST	N 35 AVE	WB
404	JOHNSON ST	N 35 AVE	EB
486	DAVIE RD	SW 47 ST	SB
610	BROWARD BLVD	NW 7 AVE	WB
611	BROWARD BLVD	NW 9 AVE	WB
612	BROWARD BLVD	NW 11 AVE	WB
613	BROWARD BLVD	NW 14 AVE	WB
614	BROWARD BLVD	NW 15 AVE	WB
615	BROWARD BLVD	NW 18 AVE	WB
616	BROWARD BLVD	NW 24 AVE	WB
617	BROWARD BLVD	NW 27 AVE	WB
619	BROWARD BLVD	NW 29 AVE	WB
620	BROWARD BLVD	NW 31 AVE	WB
622	BROWARD BLVD	NW 34 AVE	WB
643	JOHNSON ST	N 71 AVE	EB
644	JOHNSON ST	N 70 TERR	EB
645	JOHNSON ST	N 69 AVE	EB
646	JOHNSON ST	N 65 AVE	EB
647	JOHNSON ST	N 62 AVE	EB
648	JOHNSON ST	SR 7	EB
649	JOHNSON ST	SR 7	EB
650	JOHNSON ST	N 59 AVE	EB
651	JOHNSON ST	N 58 AVE	EB
652	JOHNSON ST	N 57 AVE	EB
653	JOHNSON ST	N 56 AVE	EB
654	JOHNSON ST	N 53 AVE	EB
655	JOHNSON ST	N 51 AVE	EB
656	JOHNSON ST	N 48 AVE	EB
657	JOHNSON ST	N 46 AVE	EB
658	JOHNSON ST	N 44 AVE	EB
659	JOHNSON ST	N 40 AVE	EB
660	JOHNSON ST	N 38 AVE	EB
661	JOHNSON ST	PARK RD	EB
662	JOHNSON ST	N 32 AVE	EB
663	JOHNSON ST	KNIGHTS RD	EB
664	JOHNSON ST	N 29 AVE	EB
665	JOHNSON ST	N 28 AVE	EB
666	JOHNSON ST	N 26 AVE	EB
667	JOHNSON ST	N 24 AVE	EB
668	JOHNSON ST	N 22 AVE	EB
671	JOHNSON ST	N 22 AVE	WB
672	JOHNSON ST	N 25 AVE	WB
673	JOHNSON ST	N 26 AVE	WB
674	JOHNSON ST	#2637	WB
675	JOHNSON ST	N 28 AVE	WB
676	JOHNSON ST	N 28 AVE	WB
677	JOHNSON ST	N 32 AVE	WB
679	JOHNSON ST	N 38 AVE MEMORIAL HO	WB
681	JOHNSON ST	N 40 AVE	WB
682	JOHNSON ST	N 44 AVE	WB
683	JOHNSON ST	N 46 AVE	WB
684	JOHNSON ST	N 48 AVE	WB
685	JOHNSON ST	N 50 AVE	WB
686	JOHNSON ST	EMERSON DR	WB
687	JOHNSON ST	N 56 AVE	WB
688	JOHNSON ST	N 57 AVE	WB
689	JOHNSON ST	N 58 AVE	WB
690	JOHNSON ST	N 59 AVE	WB
691	JOHNSON ST	SR 7	WB
692	JOHNSON ST	N 62 AVE	WB
693	JOHNSON ST	N 64 AVE	WB
694	JOHNSON ST	N 66 AVE	WB
695	JOHNSON ST	N 68 AVE	WB
696	JOHNSON ST	N 69 AVE	WB
697	JOHNSON ST	N 70 TERR	WB
698	JOHNSON ST	N 72 AVE	WB
710	DAVIE RD	SW 57 ST	SB
717	BROWARD BLVD	SW 34 AVE	EB
718	BROWARD BLVD	BERKELEY BLVD	EB
719	BROWARD BLVD	SW 31 AVE	EB

720	BROWARD BLVD	SW 30 AVE	EB
721	BROWARD BLVD	SW 29 AVE	EB
722	BROWARD BLVD	SW 28 AVE	EB
723	BROWARD BLVD	SW 27 AVE	EB
724	BROWARD BLVD	SW 28 AVE	EB
725	BROWARD BLVD	SW 22 AVE	EB
726	BROWARD BLVD	SW 18 AVE	EB
727	BROWARD BLVD	SW 15 AVE	EB
728	BROWARD BLVD	POLICE DEPT	EB
729	BROWARD BLVD	SW 12 AVE	EB
730	BROWARD BLVD	SW 11 AVE	EB
731	BROWARD BLVD	SW 9 AVE	EB
732	BROWARD BLVD	SW 8 AVE	EB
1765	SW 31 AVE	DAVIE BLVD	SB
1766	SW 31 AVE	SW 16 ST	SB
1767	SW 31 AVE	SW 18 ST	SB
1768	SW 31 AVE	SW 20 CT	SB
1769	RIVERLAND RD	SW 34 WAY	WB
1770	RIVERLAND RD	NASSAU LN	WB
1771	GLENDALE BLVD	SW 31 AVE	EB
1772	SW 31 AVE	SW 12 PL	SB
2354	DAVIE RD	SW 37 ST	SB
2366	BROWARD BLVD	NW 30 TERR	WB
2367	SW 31 AVE	SW 15 ST	SB
2372	JOHNSON ST	N 30 RD	WB
2373	JOHNSON ST	SR 7	WB
2374	RIVERLAND RD	NASSAU LN	EB
2375	RIVERLAND RD	FLAMINGO LN	EB
2376	SW 31 AVE	SW 22 ST	NB
2377	SW 31 AVE	SW 20 CT	NB
2378	SW 31 AVE	SW 17 ST	NB
2379	SW 31 AVE	SW 14 ST	NB
2380	NW 31 AVE	SW 12 PL	NB
2381	SW 31 AVE	GLENDALE BLVD	NB
2382	GLENDALE BLVD	EVANSTON CIR	WB
2383	EVANSTON CIRCLE	FLORIDA AVE	NB
2704	N 72 AVE	TAFT ST	SB
2705	N 72 AVE	BRANCH ST	SB
2706	N 72 AVE	GARFIELD ST	SB
2707	N 72 AVE	JOHNSON ST	SB
2708	JOHNSON ST	N 25 AVE	EB
2709	N 72 AVE	ARTHUR ST	NB
2710	N 72 AVE	MCKINLEY ST	NB
2889	JOHNSON ST	N 31 CT	WB
3070	JOHNSON ST	N 68 WAY	EB
3071	JOHNSON ST	N 66 TERR	EB
3072	JOHNSON ST	N 63 AVE	EB
3073	RIVERLAND RD	SR 7	EB
3153	DAVIE RD	SW 41 PL	NB
3154	JOHNSON ST	N 21 AVE	EB
3202	SW 31 AVE	HOUSTON ST	SB
3233	JOHNSON ST	N 61 AVE	WB
3234	JOHNSON ST	N 63 AVE	WB

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

Hearing-speech impaired/TTY:  
954.357.8302

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

**BROWARD COUNTY TRANSIT**  
[www.Broward.org/BCT](http://www.Broward.org/BCT)



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



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

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

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

8,000 copies of this public document were promulgated at a gross cost of \$675, or \$.084 per copy to inform the public about the Transit Division's schedule and route information. Reprinted 10/15

# ROUTE 15 TIMETABLE

**Monday - Friday**  
Effective 1/1/15

Griffin Road to County Line Road  
stopping at Fort Lauderdale/Hollywood Airport  
Tri-Rail Station

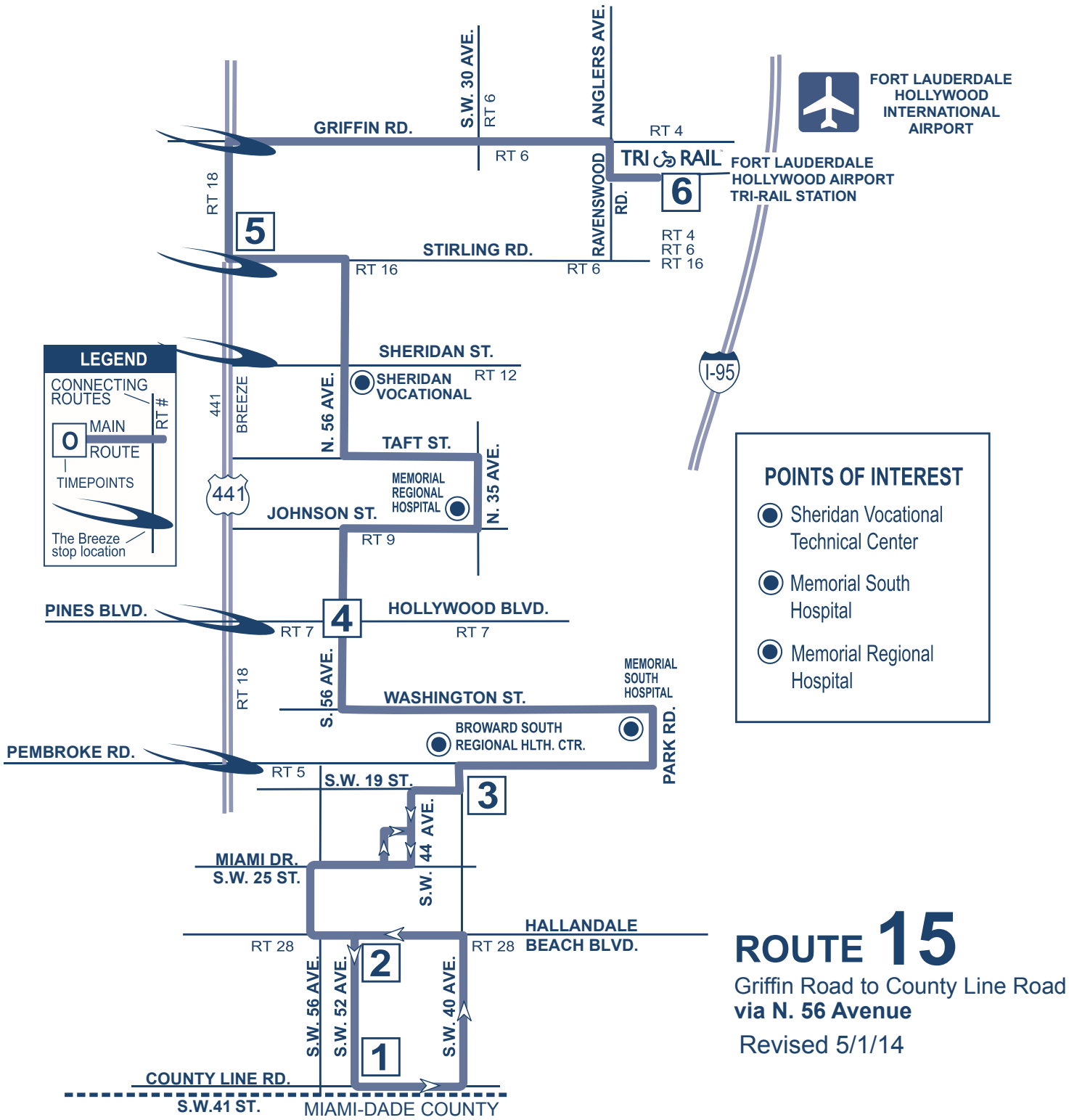


A service of the  
Broward County Commission

**facebook**

**You Tube**

Download & Print at [Broward.org/BCT](http://Broward.org/BCT)  
Wheelchair Accessible  
Bike Racks





# Route 15

Griffin Road to County Line Road  
Fort Lauderdale/Hollywood Airport Tri-Rail Station

## MONDAY - FRIDAY

### SOUTHBOUND

To County Line Road & S.W. 52 Avenue

### NORTHBOUND

To Ft. Lauderdale Airport Tri-Rail

**There are additional bus stops in between those listed.**

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

FT. LAUDERDALE AIRPORT TRI-RAIL STATION DEPART	STIRLING RD. & HWY. 441	HOLLYWOOD BLVD. & S. 56 AVE.	PEMBROKE RD. & S. W. 40 AVE.	HALLANDALE BEACH BLVD. & S.W. 52 AVE.	COUNTY LINE RD. & S.W. 52 AVE.	HALLANDALE BEACH BLVD. & S.W. 52 AVE.	PEMBROKE RD. & S.W. 40 AVE.	HOLLYWOOD BLVD. & S. 56 AVE.	STIRLING RD. & HWY. 441	FT. LAUDERDALE AIRPORT TRI-RAIL STATION ARRIVE
6	5	4	3	2	1	2	3	4	5	6
5:55a	6:10a	6:26a	6:39a	6:50a		5:50a	6:08a	6:20a	6:35a	6:50a
7:00a	7:15a	7:31a	7:44a	7:55a		6:55a	7:13a	7:25a	7:40a	7:55a
8:05a	8:20a	8:36a	8:49a	9:00a		8:00a	8:18a	8:30a	8:45a	9:00a
9:10a	9:25a	9:41a	9:54a	10:05a	10:09aG	9:05a	9:23a	9:35a	9:50a	10:05a G
2:55p	3:10p	3:26p	3:39p	3:50p		2:50p	3:08p	3:20p	3:35p	3:50p
4:00p	4:15p	4:31p	4:44p	4:55p		3:55p	4:13p	4:25p	4:40p	4:55p
5:05p	5:20p	5:36p	5:49p	6:00p		5:00p	5:18p	5:30p	5:45p	6:00p
6:10p	6:25p	6:41p	6:54p	7:05p	7:09pG	6:05p	6:23p	6:35p	6:50p	7:05pG

## Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

## Fares

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

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

## Fare Deals

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

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

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

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

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

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

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

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

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

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

\*\* Premium Bus Pass can be purchased online at [Broward.org/BCT](http://Broward.org/BCT) and at select Broward County library locations.

## Customer Service

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

Transit Operations Agents help with:

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

## Lost and Found: 954-357-8400

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

## TRANSFER POLICY 7/10/11

### TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

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

### TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

### TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Express does not connect with Palm Tran. The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.



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



# Route 15

**Effective Date: 1.1.15**

**Route: 15**

**Weekday Northbound:** Hallandale Beach Boulevard and Southwest 52 Avenue to Fort Lauderdale Hollywood Airport Tri-Rail Station.

**Weekday Southbound:** Fort Lauderdale Hollywood Airport Tri-Rail Station to County Line Road and Southwest 52 Avenue.

## Weekday Northbound

Hallandale Beach Blvd & SW 52 Ave	5:50a	6:55a	8:00a	9:05a	2:50p	3:55p	5:00p	6:05p
Pembroke Rd & SW 40th Av	6:08a	7:13a	8:18a	9:23a	3:08p	4:13p	5:18p	6:23p
Hollywood Blv & N 56th Av	6:20a	7:25a	8:30a	9:35a	3:20p	4:25p	5:30p	6:35p
Stirling Rd & US 441	6:35a	7:40a	8:45a	9:50a	3:35p	4:40p	5:45p	6:50p
FTL Airport Tri-Rail	6:50a	7:55a	9:00a	10:05a G	3:50p	4:55p	6:00p	7:05pG

## Weekday Southbound

FTL Airport Tri-Rail	5:55a	7:00a	8:05a	9:10a	2:55p	4:00p	5:05p	6:10p
Stirling Rd & US 441	6:10a	7:15a	8:20a	9:25a	3:10p	4:15p	5:20p	6:25p
Hollywood Blv & N 56th Av	6:26a	7:31a	8:36a	9:41a	3:26p	4:31p	5:36p	6:41p
Pembroke Rd & SW 40th Av	6:39a	7:44a	8:49a	9:54a	3:39p	4:44p	5:49p	6:54p
Hallandale Beach Blvd & SW 52 Ave	6:50a	7:55a	9:00a	10:05a	3:50p	4:55p	6:00p	7:05p
County Line Rd & SW 52nd Av				10:09aG				7:09pG

## ADA Bus Stops

Current as of November 2008

**WB**=Westbound **EB**=Eastbound **NB**=Northbound **SB**=Southbound **A**=Accessible **I**=Inaccessible

Stop I.D.	Main Street	Cross Street	Direction
317	N 56 AVE	TYLER ST	NB
318	N 56 AVE	FILLMORE ST	NB
319	N 56 AVE	BUCHANAN ST	NB
320	N 56 AVE	JOHNSON ST	NB
321	N 56 AVE	GARFIELD ST	NB
322	N 56 AVE	TAFT ST	NB
323	N 56 AVE	PARK RD	NB
324	N 56 AVE	THOMAS ST	NB
325	N 56 AVE	DOUGLAS ST	NB
331	N 56 AVE	STIRLING RD	SB
332	N 56 AVE	ATLANTA ST	SB
333	N 56 AVE	THOMAS ST	SB
334	N 56 AVE	PARK RD	SB
335	N 56 AVE	TAFT ST	SB
336	N 56 AVE	JOHNSON ST	SB
337	N 56 AVE	TAYLOR ST	SB
398	N 56 AVE	GRANT ST	SB
399	STIRLING RD	N 46 AVE	EB

1377	SR 7	HARDROCK CAFE	NB
1378	SR 7	SW 54 CT	NB
1379	SR 7	SW 52 CT	NB
1548	S 56 AVE	HARRISON ST	SB
1549	S 56 AVE	JACKSON ST	SB
1550	S 56 AVE	MADISON ST	SB
1551	SW 19 ST	SW 44 AVE	WB
1552	SW 44 AVE	SW 21 ST	SB
1553	SW 44 AVE	SW 23 ST	SB
1554	SW 25 ST	SW 44 AVE	WB
1555	SW 25 ST	SW 46 AVE	WB
1556	SW 25 ST	SW 48 AVE	WB
1557	SW 25 ST	SW 50 AVE	WB
1558	SW 25 ST	SW 52 AVE	WB
1559	SW 25 ST	SW 56 AVE	WB
1560	SW 56 AVE	SW 27 ST	SB
1561	HALLANDALE BEACH BLVD	SW 56 AVE	EB
1608	SW 56 AVE	SW 27 ST	NB
1609	SW 25 ST	SW 50 AVE	EB
1610	SW 25 ST	SW 48 AVE	EB
1611	SW 46 AVE	SW 24 ST	NB
1613	SW 44 AVE	SW 23 ST	NB
1614	SW 44 AVE	SW 21 ST	NB
1615	SW 44 AVE	SW 19 ST	NB
1616	SW 56 AVE	FLAGLER ST	NB
1617	SW 56 AVE	WILEY ST	NB
1618	SW 56 AVE	DEWEY ST	NB
1619	S 56 AVE	WASHINGTON ST	NB
1620	S 56 AVE	JACKSON ST	NB
2359	N 56 AVE	RALEIGH ST	SB
2360	N 56 AVE	BUCHANAN ST	SB
2430	SR 7	SW 54 ST	SB
2453	SW 25 ST	SW 54 AVE	EB
2454	SW 25 ST	SW 52 AVE	EB
2677	SW 25 ST	SW 54 AVE	WB
2716	N 56 AVE	HAYES ST	SB
2717	N 56 AVE	CLEVELAND ST	SB
2718	N 56 AVE	CLEVELAND ST	NB
2719	N 56 AVE	SHERIDAN ST	NB
2720	N 56 AVE	STIRLING RD	NB
2814	SR 7	SW 52 CT	SB
2821	SR 7	SW 54 ST	NB
2987	N 56 AVE	TYLER ST	SB
3036	SR 7	GRIFFIN RD	NB

## Reading a Timetable - It's Easy

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

Information: 954.357.8400

Hearing-speech impaired/TTY:  
954.357.8302

This publication can be made available in alternative formats upon request by contacting 954-357-8400 or TTY 954-357-8302.



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



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



**ROUTE 107 WEEKDAY**  
1200  
**Broward  
County  
Transit**

**95 EXPRESS**  
ROUTE 107

**Hollywood  
Weekday**

**Schedule**

Effective 4/24/17

The image shows a white and blue Broward County Transit bus. The text "ROUTE 107 WEEKDAY" is in a dark blue box at the top. Below it, the number "1200" is visible on the bus. The "Broward County Transit" logo is in white on a dark blue background. The large "95 EXPRESS" text is in white on a dark blue background. Below that, "ROUTE 107" is in white on a dark blue background. The "Hollywood Weekday" text is in white and orange on a red background. The word "Schedule" is in large white letters on a red background. At the bottom, "Effective 4/24/17" is in white on a red background.

University Drive/Pines Boulevard to  
Miami Civic Center and Downtown Miami



Real Time Bus Information  
[MyRide.Broward.org](http://MyRide.Broward.org)















954-357-8400  
[Broward.org/BCT](http://Broward.org/BCT)

## SOUTHBOUND • University Drive Park & Ride to Miami Civic Center & Downtown Miami

The BCT 95 Express bus stops at these location ONLY, Monday through Friday a.m. and p.m. peak hours.












UNIVERSITY DR PARK & RIDE	HOLLYWOOD BLVD & PARK RD	14 STREET & 12 AVENUE	NW 8 ST & NW 1 AVE	SE 1 ST & SE 1 AVE
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
5:15a	5:32a	6:01a	6:07a	6:17a
5:45a	6:02a	6:35a	6:41a	6:51a
6:15a	6:32a	7:08a	7:14a	7:25a
6:45a	7:02a	7:44a	7:50a	8:02a G
7:15a	7:33a	8:17a	8:23a	8:35a G
7:45a	8:04a	8:50a	8:56a	9:08a G
8:20a	8:39a	9:24a	9:30a	9:42a G
<b>5:21p</b>			<b>5:59p</b>	
<b>5:53p</b>			<b>6:31p</b>	

- 1** University Dr. & Johnson St. (S) (Pembroke Commons P&R)
-  Pines Blvd. & University Dr. (E)
-  Hollywood Blvd. & US 441 (E)
- 2** Hollywood Blvd. & Entrada S (Hollywood Hills Park & Ride)
-  Hollywood Blvd. & Calle Largo (Hollywood Tri-Rail)
- 3** Allapattah Metrorail Station
-  Santa Clara Metrorail Station
-  NW 12 Ave. & NW 19 St.
-  Miami Veterans Hospital
-  Civic Center Metrorail Station
-  NW 12 Ave. & NW 14 St.
-  Miami Veterans Hospital
- 4** NW 8 St. & NW 1 Ave. (Overtown Metrorail Station)
-  NW 1 Ave. & NW 5 St. (State Plaza Metromover Station)
- 5** NW 1 Ave. & NW 1 St. (Miami-Dade Government Center)
-  SW 1 Ave. & SW 1 St. (Miami Bus Terminal)
-  SE 1 St. & SE 1 Ave.

## NORTHBOUND • Downtown Miami & Miami Civic Center to University Drive Park & Ride

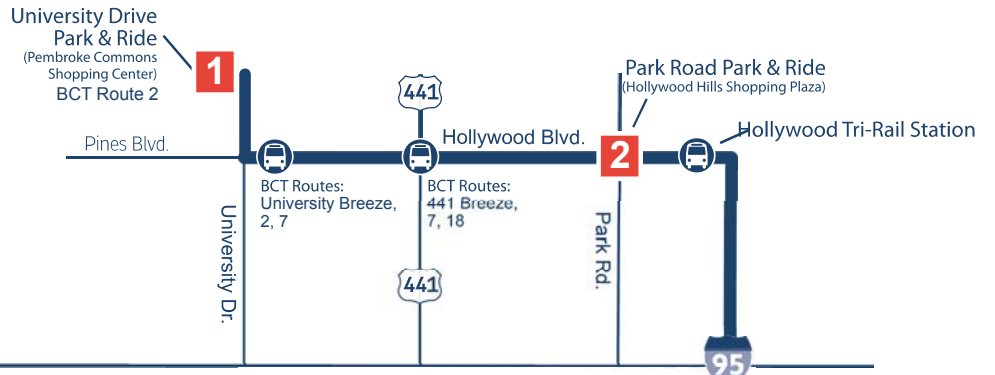
NUMBERS IN BOXES REFER TO TIME POINTS ON MAP  
Times with the letter "G" after them indicate bus returns to garage.

NW 8 ST & NW 1 AVE	SE 1 ST & SE 1 AVE	14 STREET & 12 AVENUE	HOLLYWOOD BLVD & PARK RD	UNIVERSITY DR PARK & RIDE
<b>4</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>
	6:17a			6:47a
	6:51a			7:21a
	7:25a			7:55a
<b>3:40p</b>	<b>3:51p</b>	<b>4:05p</b>	<b>4:47p</b>	<b>5:11p</b>
<b>4:10p</b>	<b>4:21p</b>	<b>4:35p</b>	<b>5:19p</b>	<b>5:43p</b>
<b>4:40p</b>	<b>4:52p</b>	<b>5:06p</b>	<b>5:52p</b>	<b>6:17p G</b>
<b>5:10p</b>	<b>5:22p</b>	<b>5:35p</b>	<b>6:20p</b>	<b>6:44p G</b>
<b>5:40p</b>	<b>5:52p</b>	<b>6:04p</b>	<b>6:45p</b>	<b>7:06p G</b>
<b>6:15p</b>	<b>6:25p</b>	<b>6:36p</b>	<b>7:13p</b>	<b>7:33p G</b>
<b>6:50p</b>	<b>7:00p</b>	<b>7:10p</b>	<b>7:45p</b>	<b>8:05p G</b>

- 4** NW 8 St. & NW 1 Ave. (Overtown Metrorail Station)
-  NW 1 Ave. & NW 5 St. (State Plaza Metromover Station)
-  NW 1 Ave. & NW 1 St. (Miami-Dade Government Center)
-  SW 1 Ave. & SW 1 St. (Miami Bus Terminal)
- 5** SE 1 St. & SE 1 Ave.
-  NW 12 Ave. & NW 14 St.
-  Civic Center Metrorail Station
-  Jackson Memorial Hospital
-  NW 12 Ave. & NW 19 St.
-  Santa Clara Metrorail Station
- 3** Allapattah Metrorail Station
-  Hollywood Blvd. & Tyler St. (Hollywood Tri-Rail)
- 2** Hollywood Blvd. Park & Ride (Hollywood Hills Park & Ride)
-  Hollywood Blvd. & US 441 (W)
-  Pines Blvd. & University Dr. (E)
- 1** University Dr. & Johnson St. (S) (Pembroke Commons P&R)



**95 EXPRESS**  
**Hollywood**  
**Route 107**



**LEGEND**

CONNECTING ROUTES

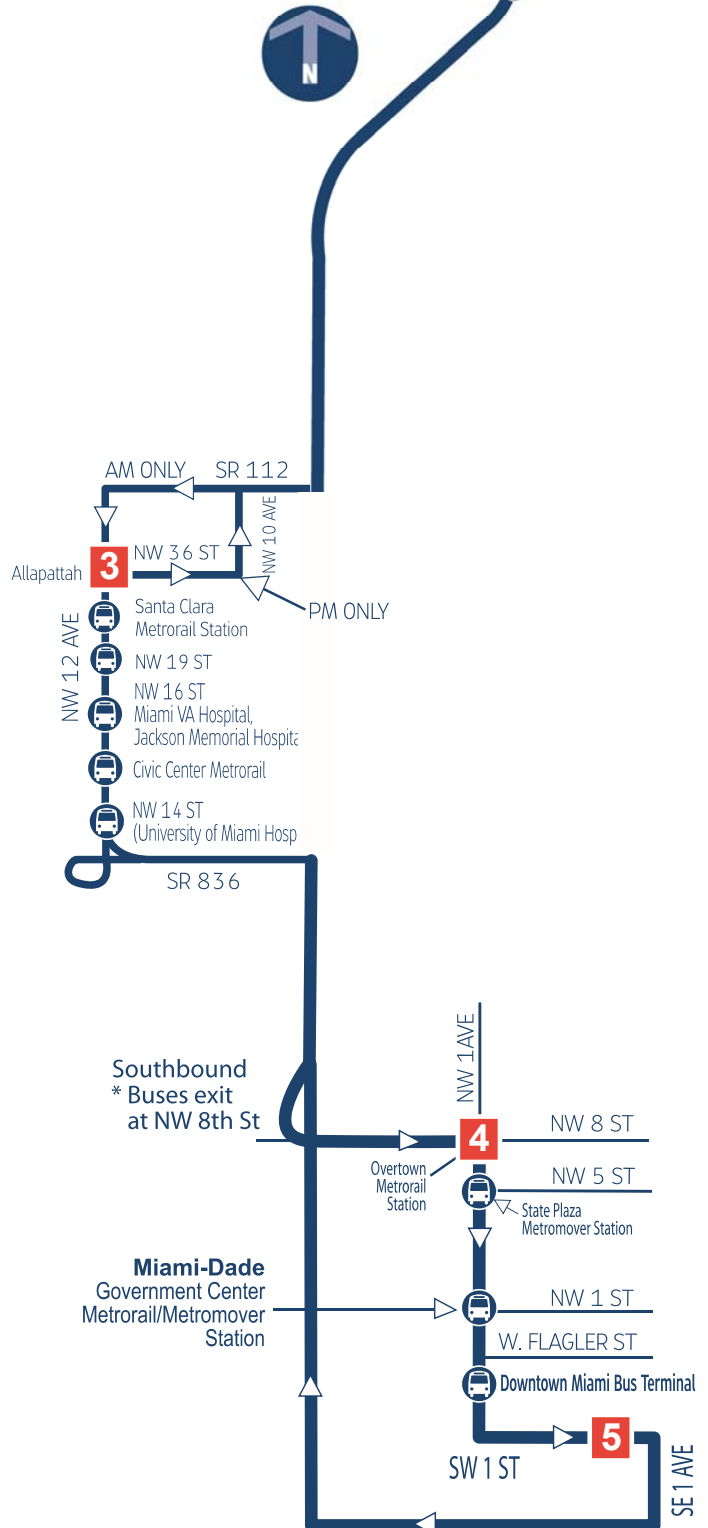
RT #

MAIN ROUTE

TIMEPOINTS

TIMEPOINT 1

ADDITIONAL STOPS



## Customer Service

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

Transit Operations Agents help with:

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

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

## Holiday Bus Service

There is no service on the following holidays:

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

## Fares

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

The costs for Premium Fares and Passes may have been revised at time of printing. Please review online at [Broward.org/BCT](http://Broward.org/BCT), timetables on the buses or call the Customer Service Center at 954-357-8400.

**Premium 31-Day and 10-Ride bus passes** can be purchased online at [Broward.org/BCT](http://Broward.org/BCT) and at participating libraries.

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

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



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

### **TRANSFER POLICY 7/10/11**

#### **TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE**

A BCT 31-Day Premium Express Bus Pass is acceptable on all BCT regular bus service. Passengers transferring from regular route bus service to express bus service with an All Day, 7-Day or 31-Day bus pass, must pay a premium upgrade fee of \$1.00. Passengers with a regular 10-Ride bus pass or paying by cash on regular service will not be able to transfer between bus services and must pay the full premium fare when boarding the Express bus. A 50 cent transfer fee is required with the appropriate transfer from MDT or Tri-Rail to Express. EASY Card users must obtain a Transfer-to-Bus ticket from a ticket vending machine after exiting the train, and submit to BCT bus operator to receive a transfer discount.

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

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

## ATTACHMENT E

### SYNCHRO REPORTS: EXISTING CONDITIONS, EXISTING CONDITIONS + COMMITTED TRIPS, FUTURE CONDITIONS

# EXISTING CONDITIONS



Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	115	196	234	168	139	149
Future Volume (vph)	115	196	234	168	139	149
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			80
Storage Lanes	1	1	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		0.491			
Satd. Flow (perm)	1770	1583	915	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		213				162
Link Speed (mph)	30			30	30	
Link Distance (ft)	242			643	147	
Travel Time (s)	5.5			14.6	3.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	213	254	183	151	162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	213	254	183	151	162
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	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	5.0	15.0	15.0
Minimum Split (s)	23.0	23.0	16.0	23.0	24.0	24.0
Total Split (s)	32.0	32.0	25.0	58.0	33.0	33.0
Total Split (%)	35.6%	35.6%	27.8%	64.4%	36.7%	36.7%
Maximum Green (s)	27.0	27.0	14.0	53.0	27.0	27.0
Yellow Time (s)	4.0	4.0	10.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	11.0	5.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Max	Max	Max
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 Effect Green (s)	11.4	11.4	47.0	53.0	30.8	30.8
Actuated g/C Ratio	0.15	0.15	0.63	0.71	0.41	0.41
v/c Ratio	0.46	0.50	0.37	0.14	0.20	0.22
Control Delay	34.6	9.0	7.8	3.9	16.1	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	9.0	7.8	3.9	16.1	3.9
LOS	C	A	A	A	B	A
Approach Delay	18.5			6.2	9.8	
Approach LOS	B			A	A	
90th %ile Green (s)	14.6	14.6	13.9	53.0	27.1	27.1
90th %ile Term Code	Gap	Gap	Gap	MaxR	Hold	Hold
70th %ile Green (s)	12.0	12.0	11.3	53.0	29.7	29.7
70th %ile Term Code	Gap	Gap	Gap	MaxR	Hold	Hold
50th %ile Green (s)	10.4	10.4	9.9	53.0	31.1	31.1
50th %ile Term Code	Gap	Gap	Gap	MaxR	Hold	Hold
30th %ile Green (s)	10.0	10.0	8.8	53.0	32.2	32.2
30th %ile Term Code	Min	Min	Gap	MaxR	Hold	Hold
10th %ile Green (s)	10.0	10.0	7.4	53.0	33.6	33.6
10th %ile Term Code	Min	Min	Gap	MaxR	Hold	Hold
Stops (vph)	100	30	93	49	88	18
Fuel Used(gal)	2	1	2	1	1	1
CO Emissions (g/hr)	110	63	144	87	92	43
NOx Emissions (g/hr)	21	12	28	17	18	8
VOC Emissions (g/hr)	26	15	33	20	21	10
Dilemma Vehicles (#)	0	0	0	0	0	0
Queue Length 50th (ft)	53	0	42	20	41	0
Queue Length 95th (ft)	102	54	85	47	93	38
Internal Link Dist (ft)	162			563	67	
Turn Bay Length (ft)						80
Base Capacity (vph)	642	710	739	1327	771	750
Starvation Cap Reductn	0	0	0	0	0	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.30	0.34	0.14	0.20	0.22

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	74.4
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	11.0
Intersection LOS:	B
Intersection Capacity Utilization:	47.1%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	77.6
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	73.4
30th %ile Actuated Cycle:	73
10th %ile Actuated Cycle:	73

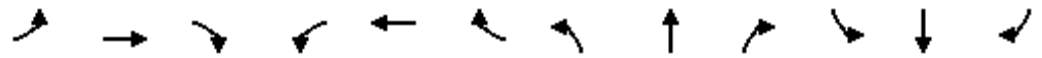
Splits and Phases: 12: NW 35th Ave & Hayes St



Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	1235	64	120	1187	188	27	41	116	122	50	55
Future Volume (vph)	128	1235	64	120	1187	188	27	41	116	122	50	55
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		190	290		160	168		168	250		160
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5050	0	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.172			0.150			0.722			0.728		
Satd. Flow (perm)	320	5050	0	279	3539	1583	1345	1863	1583	1356	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				74			126			61
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1123			1915			700				546
Travel Time (s)		25.5			43.5			15.9				12.4
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)	139	1342	70	130	1290	204	29	45	126	133	54	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	1412	0	130	1290	204	29	45	126	133	54	60
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	20	50	50	50	50	50	50
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)	50	50		50	50	20	50	50	50	50	50	50
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
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	24.0		10.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	58.0		44.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	36.3%		27.5%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Maximum Green (s)	38.0	52.0		38.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0
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 Optimize?	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	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	118.1	107.8		123.5	110.6	110.6	21.2	21.2	21.2	21.2	21.2	21.2
Actuated g/C Ratio	0.74	0.67		0.77	0.69	0.69	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.42	0.41		0.39	0.53	0.18	0.16	0.18	0.39	0.74	0.22	0.23
Control Delay	8.9	13.3		7.8	14.3	7.0	60.6	60.7	12.2	89.5	61.7	13.9
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	8.9	13.3		7.8	14.3	7.0	60.6	60.7	12.2	89.5	61.7	13.9
LOS	A	B		A	B	A	E	E	B	F	E	B
Approach Delay		12.9			12.8			30.2			65.1	
Approach LOS		B			B			C			E	
90th %ile Green (s)	16.5	93.1		19.2	95.8	95.8	29.7	29.7	29.7	29.7	29.7	29.7
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	11.9	101.8		15.5	105.4	105.4	24.7	24.7	24.7	24.7	24.7	24.7
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	8.9	107.9		12.9	111.9	111.9	21.2	21.2	21.2	21.2	21.2	21.2
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	7.4	113.9		10.4	116.9	116.9	17.7	17.7	17.7	17.7	17.7	17.7
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	6.4	122.5		6.7	122.8	122.8	12.8	12.8	12.8	12.8	12.8	12.8
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph)	33	574		27	570	43	23	36	16	116	43	10
Fuel Used(gal)	2	18		2	24	3	1	1	1	4	1	1
CO Emissions (g/hr)	107	1263		149	1700	232	42	65	71	286	96	54
NOx Emissions (g/hr)	21	246		29	331	45	8	13	14	56	19	10
VOC Emissions (g/hr)	25	293		35	394	54	10	15	16	66	22	12
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	29	228		27	312	41	27	43	0	136	51	0
Queue Length 95th (ft)	58	340		55	500	100	58	79	60	204	91	42
Internal Link Dist (ft)		1043			1835			620			466	
Turn Bay Length (ft)	260			290		160	168		168	250		160
Base Capacity (vph)	597	3405		575	2445	1116	437	605	599	440	605	555
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	0.23	0.41		0.23	0.53	0.18	0.07	0.07	0.21	0.30	0.09	0.11

Intersection Summary

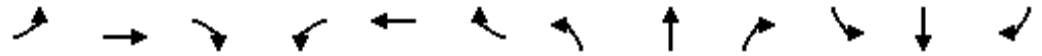
Lanes, Volumes, Timings  
 46: 35th Ave & Hollywood Blvd

Area Type:	Other	
Cycle Length:	160	
Actuated Cycle Length:	160	
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle:	65	
Control Type:	Actuated-Coordinated	
Maximum v/c Ratio:	0.74	
Intersection Signal Delay:	17.4	Intersection LOS: B
Intersection Capacity Utilization	68.3%	ICU Level of Service C
Analysis Period (min)	15	

Splits and Phases: 46: 35th Ave & Hollywood Blvd



HCM Unsignalized Intersection Capacity Analysis  
32: 40th Ave & Taft St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	18	437	12	70	354	44	12	52	61	56	50	39
Future Volume (veh/h)	18	437	12	70	354	44	12	52	61	56	50	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	475	13	76	385	48	13	57	66	61	54	42
Approach Volume (veh/h)		508			509			136				157
Crossing Volume (veh/h)		191			90			556				474
High Capacity (veh/h)		1193			1291			892				953
High v/c (veh/h)		0.43			0.39			0.15				0.16
Low Capacity (veh/h)		987			1076			718				772
Low v/c (veh/h)		0.51			0.47			0.19				0.20
<b>Intersection Summary</b>												
Maximum v/c High					0.43							
Maximum v/c Low					0.51							
Intersection Capacity Utilization			72.9%			ICU Level of Service					C	

Intersection				
Intersection Delay, s/veh	10.0			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	508	509	136	157
Demand Flow Rate, veh/h	517	520	138	160
Vehicles Circulating, veh/h	195	91	566	484
Vehicles Exiting, veh/h	449	613	146	127
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	11.5	9.6	8.3	8.0
Approach LOS	B	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	517	520	138	160
Cap Entry Lane, veh/h	930	1032	642	696
Entry HV Adj Factor	0.982	0.979	0.985	0.981
Flow Entry, veh/h	508	509	136	157
Cap Entry, veh/h	913	1010	632	683
V/C Ratio	0.556	0.504	0.215	0.230
Control Delay, s/veh	11.5	9.6	8.3	8.0
LOS	B	A	A	A
95th %tile Queue, veh	4	3	1	1



Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	335	23	114	348	106	44	424	98	155	355	105
Future Volume (vph)	99	335	23	114	348	106	44	424	98	155	355	105
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	200		0	170		160
Storage Lanes	1		0	1		0	1		0	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	0.95	1.00	0.95	1.00
Frt		0.990			0.965			0.972				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1844	0	1770	1798	0	1770	3440	0	1770	3539	1583
Flt Permitted	0.331			0.445			0.523			0.417		
Satd. Flow (perm)	617	1844	0	829	1798	0	974	3440	0	777	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			41			74				114
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1143			1545			708				1413
Travel Time (s)		26.0			35.1			16.1				32.1
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)	108	364	25	124	378	115	48	461	107	168	386	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	389	0	124	493	0	48	568	0	168	386	114
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.44	0.52		0.37	0.66		0.12	0.40		0.54	0.27	0.16

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

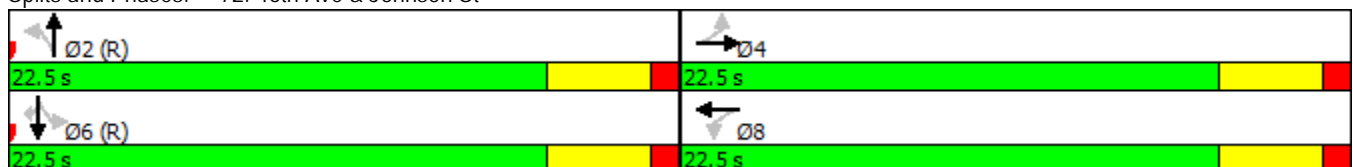


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	16.8	13.2		13.7	15.4		9.6	9.3		18.7	9.8	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	16.8	13.2		13.7	15.4		9.6	9.3		18.7	9.8	3.1
LOS	B	B		B	B		A	A		B	A	A
Approach Delay		14.0			15.1			9.3			10.9	
Approach LOS		B			B			A			B	
Stops (vph)	76	250		80	326		29	295		119	217	18
Fuel Used(gal)	2	6		3	10		0	6		5	10	2
CO Emissions (g/hr)	115	387		176	714		34	385		327	682	174
NOx Emissions (g/hr)	22	75		34	139		7	75		64	133	34
VOC Emissions (g/hr)	27	90		41	165		8	89		76	158	40
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Queue Length 50th (ft)	19	70		21	89		7	44		31	33	0
Queue Length 95th (ft)	56	131		55	170		23	73		#86	56	21
Internal Link Dist (ft)		1063			1465			628			1333	
Turn Bay Length (ft)	280			280			200			170		160
Base Capacity (vph)	246	743		331	743		389	1420		310	1415	701
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.44	0.52		0.37	0.66		0.12	0.40		0.54	0.27	0.16

Intersection Summary

Area Type: Other  
 Cycle Length: 45  
 Actuated Cycle Length: 45  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 12.2 Intersection LOS: B  
 Intersection Capacity Utilization 68.7% ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

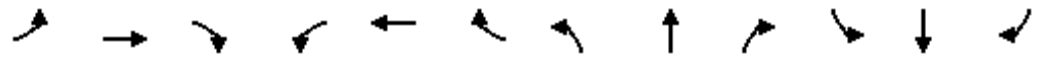
Splits and Phases: 72: 46th Ave & Johnson St



Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	333	86	88	270	50	44	545	72	39	424	20
Future Volume (vph)	89	333	86	88	270	50	44	545	72	39	424	20
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	170		0	80		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.969			0.977			0.983				0.993
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1805	0	1770	1820	0	1770	3479	0	1770	1850	0
Flt Permitted	0.236			0.373			0.382			0.353		
Satd. Flow (perm)	440	1805	0	695	1820	0	712	3479	0	658	1850	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			10			16				3
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1102			1575			333				1164
Travel Time (s)		25.0			35.8			7.6				26.5
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)	97	362	93	96	293	54	48	592	78	42	461	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	455	0	96	347	0	48	670	0	42	483	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2			6		

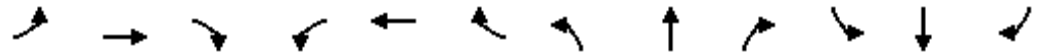
Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	9.5	50.5		50.5	50.5		49.5	49.5		49.5	49.5	
Total Split (%)	8.7%	46.1%		46.1%	46.1%		45.2%	45.2%		45.2%	45.2%	
Maximum Green (s)	5.0	46.0		46.0	46.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	29.0	29.0		21.7	21.7		45.5	45.5		45.5	45.5	
Actuated g/C Ratio	0.35	0.35		0.26	0.26		0.54	0.54		0.54	0.54	
v/c Ratio	0.42	0.71		0.53	0.72		0.12	0.35		0.12	0.48	
Control Delay	23.3	29.0		38.9	37.0		13.1	12.4		13.1	15.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.3	29.0		38.9	37.0		13.1	12.4		13.1	15.4	
LOS	C	C		D	D		B	B		B	B	
Approach Delay		28.0			37.4			12.5			15.3	
Approach LOS		C			D			B			B	
90th %ile Green (s)	5.0	40.4		30.9	30.9		45.0	45.0		45.0	45.0	
90th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	5.0	34.3		24.8	24.8		45.0	45.0		45.0	45.0	
70th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	5.0	30.0		20.5	20.5		45.0	45.0		45.0	45.0	
50th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	5.0	27.1		17.6	17.6		45.0	45.0		45.0	45.0	
30th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	16.0		16.0	16.0		45.0	45.0		45.0	45.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
Stops (vph)	53	327		73	269		23	325		21	268	
Fuel Used(gal)	1	8		2	9		1	17		1	7	
CO Emissions (g/hr)	103	551		171	614		85	1187		40	483	
NOx Emissions (g/hr)	20	107		33	119		17	231		8	94	
VOC Emissions (g/hr)	24	128		40	142		20	275		9	112	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	34	194		45	166		12	97		10	149	
Queue Length 95th (ft)	66	294		94	256		38	172		34	290	
Internal Link Dist (ft)		1022			1495			253			1084	
Turn Bay Length (ft)	105			170			80					
Base Capacity (vph)	233	1216		386	1016		387	1899		358	1007	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

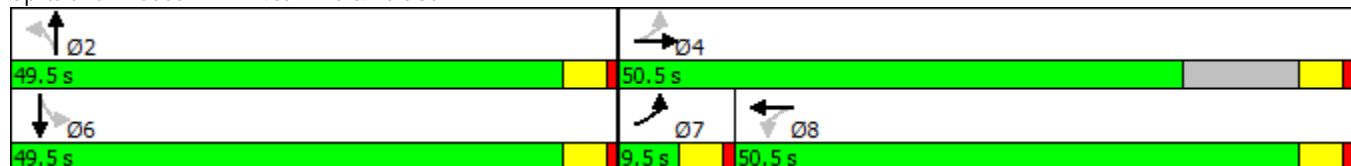


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.37		0.25	0.34		0.12	0.35		0.12	0.48	

Intersection Summary

Area Type:	Other
Cycle Length:	109.5
Actuated Cycle Length:	83.6
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	21.9
Intersection LOS:	C
Intersection Capacity Utilization:	70.3%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	94.4
70th %ile Actuated Cycle:	88.3
50th %ile Actuated Cycle:	84
30th %ile Actuated Cycle:	81.1
10th %ile Actuated Cycle:	70

Splits and Phases: 77: 46th Ave & Taft St



Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	0	196	0	0	0	234	168	0	0	139	149
Future Volume (vph)	115	0	196	0	0	0	234	168	0	0	139	149
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	0		1	1		0	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	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	0	1583	0	0	1863	1770	1863	0	1863	1863	1583
Flt Permitted	0.950						0.491					
Satd. Flow (perm)	1770	0	1583	0	0	1863	915	1863	0	1863	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			213									162
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	125	0	213	0	0	0	254	183	0	0	151	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	0	213	0	0	0	254	183	0	0	151	162
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		1			1	1	2		1	2	1
Detector Template	Left		Right			Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20			20	20	100		20	100	20
Trailing Detector (ft)	0		0			0	0	0		0	0	0
Detector 1 Position(ft)	0		0			0	0	0		0	0	0
Detector 1 Size(ft)	20		20			20	20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
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	Prot		Perm			Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases	4						5	2			6	
Permitted Phases			4			8	2			6		6

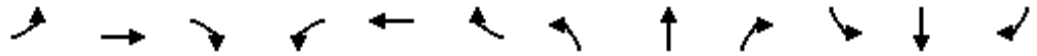
Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4			8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0			5.0	5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0			23.0	16.0	23.0		24.0	24.0	24.0
Total Split (s)	32.0		32.0			32.0	25.0	58.0		33.0	33.0	33.0
Total Split (%)	35.6%		35.6%			35.6%	27.8%	64.4%		36.7%	36.7%	36.7%
Maximum Green (s)	27.0		27.0			27.0	14.0	53.0		27.0	27.0	27.0
Yellow Time (s)	4.0		4.0			4.0	10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0			1.0	1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0			5.0	11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0			3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None		None			None	None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0			7.0		7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0			11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0			0		0		0	0	0
Act Effect Green (s)	11.4		11.4				47.0	53.0			30.8	30.8
Actuated g/C Ratio	0.15		0.15				0.63	0.71			0.41	0.41
v/c Ratio	0.46		0.50				0.37	0.14			0.20	0.22
Control Delay	34.6		9.0				7.8	3.9			16.1	3.9
Queue Delay	0.0		0.0				0.0	0.0			0.0	0.0
Total Delay	34.6		9.0				7.8	3.9			16.1	3.9
LOS	C		A				A	A			B	A
Approach Delay		18.5						6.2			9.8	
Approach LOS		B						A			A	
90th %ile Green (s)	14.6		14.6			14.6	13.9	53.0		27.1	27.1	27.1
90th %ile Term Code	Gap		Gap			Hold	Gap	MaxR		Hold	Hold	Hold
70th %ile Green (s)	12.0		12.0			12.0	11.3	53.0		29.7	29.7	29.7
70th %ile Term Code	Gap		Gap			Hold	Gap	MaxR		Hold	Hold	Hold
50th %ile Green (s)	10.4		10.4			10.4	9.9	53.0		31.1	31.1	31.1
50th %ile Term Code	Gap		Gap			Hold	Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	10.0		10.0			10.0	8.8	53.0		32.2	32.2	32.2
30th %ile Term Code	Min		Min			Hold	Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	10.0		10.0			10.0	7.4	53.0		33.6	33.6	33.6
10th %ile Term Code	Min		Min			Hold	Gap	MaxR		Hold	Hold	Hold
Stops (vph)	100		30				93	49			88	18
Fuel Used(gal)	2		1				2	1			1	1
CO Emissions (g/hr)	110		63				144	87			92	43
NOx Emissions (g/hr)	21		12				28	17			18	8
VOC Emissions (g/hr)	26		15				33	20			21	10
Dilemma Vehicles (#)	0		0				0	0			0	0
Queue Length 50th (ft)	53		0				42	20			41	0
Queue Length 95th (ft)	102		54				85	47			93	38
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)												80
Base Capacity (vph)	642		710				739	1327			771	750
Starvation Cap Reductn	0		0				0	0			0	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0				0	0			0	0
Storage Cap Reductn	0		0				0	0			0	0
Reduced v/c Ratio	0.19		0.30				0.34	0.14			0.20	0.22

**Intersection Summary**

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	74.4
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	11.0
Intersection LOS:	B
Intersection Capacity Utilization:	44.3%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	77.6
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	73.4
30th %ile Actuated Cycle:	73
10th %ile Actuated Cycle:	73

Splits and Phases: 12: NW 35th Ave & Hayes St





Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	394	129	192	339	168	181	467	212	128	329	126
Future Volume (vph)	125	394	129	192	339	168	181	467	212	128	329	126
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		280	230		340	260		260	225		230
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	0.476			0.321			0.325			0.266		
Satd. Flow (perm)	887	1863	1583	598	1863	1583	605	3539	1583	495	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			183			230			155
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			977			1241			681	
Travel Time (s)		9.3			22.2			28.2			15.5	
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)	136	428	140	209	368	183	197	508	230	139	358	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	428	140	209	368	183	197	508	230	139	358	137
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	12.3	50.0	50.0	20.0	57.7	57.7	21.0	32.0	32.0	18.0	29.0	29.0

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	10.3%	41.7%	41.7%	16.7%	48.1%	48.1%	17.5%	26.7%	26.7%	15.0%	24.2%	24.2%
Maximum Green (s)	7.3	45.0	45.0	15.0	52.7	52.7	16.0	27.0	27.0	13.0	24.0	24.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	55.4	48.2	48.2	63.8	52.9	52.9	35.7	21.9	21.9	30.3	19.2	19.2
Actuated g/C Ratio	0.49	0.43	0.43	0.56	0.47	0.47	0.32	0.19	0.19	0.27	0.17	0.17
v/c Ratio	0.28	0.54	0.18	0.46	0.42	0.22	0.59	0.74	0.47	0.54	0.60	0.35
Control Delay	14.6	29.2	3.6	16.0	23.0	3.5	35.4	50.2	8.3	35.1	47.9	7.1
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	14.6	29.2	3.6	16.0	23.0	3.5	35.4	50.2	8.3	35.1	47.9	7.1
LOS	B	C	A	B	C	A	D	D	A	D	D	A
Approach Delay		21.3			16.4			36.8			36.3	
Approach LOS		C			B			D			D	
90th %ile Green (s)	7.3	45.0	45.0	15.0	52.7	52.7	16.0	27.0	27.0	13.0	24.0	24.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Hold	Hold
70th %ile Green (s)	7.3	45.6	45.6	14.4	52.7	52.7	16.0	25.9	25.9	13.0	22.9	22.9
70th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	7.3	47.9	47.9	12.1	52.7	52.7	14.9	22.3	22.3	11.8	19.2	19.2
50th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Gap	Gap	Gap	Gap	Hold	Hold
30th %ile Green (s)	7.3	49.8	49.8	10.2	52.7	52.7	12.8	19.7	19.7	10.2	17.1	17.1
30th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Gap	Gap	Gap	Gap	Hold	Hold
10th %ile Green (s)	6.7	51.4	51.4	8.0	52.7	52.7	9.9	15.4	15.4	7.9	13.4	13.4
10th %ile Term Code	Gap	Hold	Hold	Gap	MaxR	MaxR	Gap	Gap	Gap	Gap	Hold	Hold
Stops (vph)	67	291	10	90	220	14	129	424	24	93	292	13
Fuel Used(gal)	2	7	1	3	5	1	4	12	3	4	12	3
CO Emissions (g/hr)	120	492	81	181	376	103	263	813	178	287	818	202
NOx Emissions (g/hr)	23	96	16	35	73	20	51	158	35	56	159	39
VOC Emissions (g/hr)	28	114	19	42	87	24	61	188	41	66	189	47
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	44	232	0	71	176	0	106	185	0	72	129	0
Queue Length 95th (ft)	84	377	34	126	281	42	167	248	65	121	180	41
Internal Link Dist (ft)		327			897			1161			601	
Turn Bay Length (ft)	280		280	230		340	260		260	225		230
Base Capacity (vph)	492	794	763	499	870	837	363	847	554	287	753	458
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	0.28	0.54	0.18	0.42	0.42	0.22	0.54	0.60	0.42	0.48	0.48	0.30

Intersection Summary

Lanes, Volumes, Timings  
 49: N. Park Rd & Johnson St

Area Type:	Other		
Cycle Length:	120		
Actuated Cycle Length:	113.1		
Natural Cycle:	70		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	0.74		
Intersection Signal Delay:	28.0	Intersection LOS:	C
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		
90th %ile Actuated Cycle:	120		
70th %ile Actuated Cycle:	118.9		
50th %ile Actuated Cycle:	114.1		
30th %ile Actuated Cycle:	109.9		
10th %ile Actuated Cycle:	102.7		

Splits and Phases: 49: N. Park Rd & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
12.3 s	57.7 s	18 s	32 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	50 s	21 s	29 s

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	335	23	114	348	106	44	424	98	155	355	105
Future Volume (vph)	99	335	23	114	348	106	44	424	98	155	355	105
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	200		0	170		160
Storage Lanes	1		0	1		0	1		0	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	0.95	1.00	0.95	1.00
Frt		0.990			0.965			0.972				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1844	0	1770	1798	0	1770	3440	0	1770	3539	1583
Flt Permitted	0.331			0.445			0.523			0.417		
Satd. Flow (perm)	617	1844	0	829	1798	0	974	3440	0	777	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			41			74				114
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1143			1545			708				1413
Travel Time (s)		26.0			35.1			16.1				32.1
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)	108	364	25	124	378	115	48	461	107	168	386	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	389	0	124	493	0	48	568	0	168	386	114
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.44	0.52		0.37	0.66		0.12	0.40		0.54	0.27	0.16

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

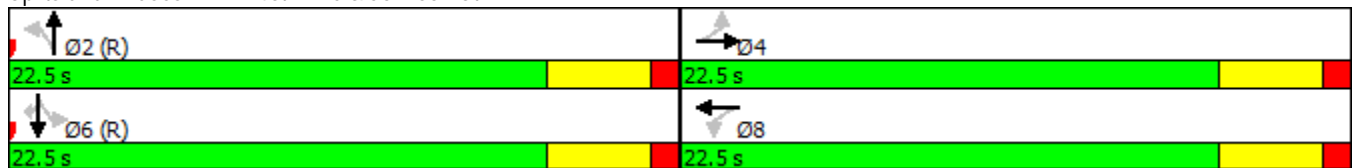


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	16.8	13.2		13.7	15.4		9.6	9.3		18.7	9.8	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	16.8	13.2		13.7	15.4		9.6	9.3		18.7	9.8	3.1
LOS	B	B		B	B		A	A		B	A	A
Approach Delay		14.0			15.1			9.3			10.9	
Approach LOS		B			B			A			B	
Stops (vph)	76	250		80	326		29	295		119	217	18
Fuel Used(gal)	2	6		3	10		0	6		5	10	2
CO Emissions (g/hr)	115	387		176	714		34	385		327	682	174
NOx Emissions (g/hr)	22	75		34	139		7	75		64	133	34
VOC Emissions (g/hr)	27	90		41	165		8	89		76	158	40
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Queue Length 50th (ft)	19	70		21	89		7	44		31	33	0
Queue Length 95th (ft)	56	131		55	170		23	73		#86	56	21
Internal Link Dist (ft)		1063			1465			628			1333	
Turn Bay Length (ft)	280			280			200			170		160
Base Capacity (vph)	246	743		331	743		389	1420		310	1415	701
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.44	0.52		0.37	0.66		0.12	0.40		0.54	0.27	0.16

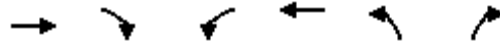
Intersection Summary

Area Type: Other  
 Cycle Length: 45  
 Actuated Cycle Length: 45  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 12.2 Intersection LOS: B  
 Intersection Capacity Utilization 68.7% ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

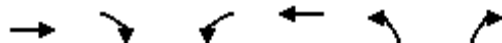
Splits and Phases: 72: 46th Ave & Johnson St



Lanes, Volumes, Timings  
27: NW 35th Ave & Taft St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	343	148	92	305	137	127
Future Volume (vph)	343	148	92	305	137	127
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	230		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1786	0	1770	1863	1770	1583
Flt Permitted			0.190		0.950	
Satd. Flow (perm)	1786	0	354	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	28					138
Link Speed (mph)	30			30	30	
Link Distance (ft)	451			272	1264	
Travel Time (s)	10.3			6.2	28.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	373	161	100	332	149	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	534	0	100	332	149	138
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)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
Detector 1 Type	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
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	51.0		51.0	51.0	49.0	49.0



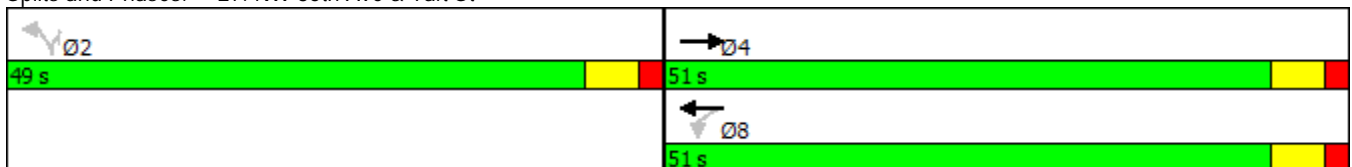
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	51.0%		51.0%	51.0%	49.0%	49.0%
Maximum Green (s)	45.0		45.0	45.0	43.0	43.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	Max
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)	29.3		29.3	29.3	43.4	43.4
Actuated g/C Ratio	0.35		0.35	0.35	0.51	0.51
v/c Ratio	0.84		0.82	0.52	0.16	0.16
Control Delay	36.6		71.6	24.5	13.8	3.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	36.6		71.6	24.5	13.8	3.3
LOS	D		E	C	B	A
Approach Delay	36.6			35.4	8.8	
Approach LOS	D			D	A	
90th %ile Green (s)	43.1		43.1	43.1	43.0	43.0
90th %ile Term Code	Gap		Hold	Hold	MaxR	MaxR
70th %ile Green (s)	34.7		34.7	34.7	43.0	43.0
70th %ile Term Code	Gap		Hold	Hold	MaxR	MaxR
50th %ile Green (s)	28.7		28.7	28.7	43.0	43.0
50th %ile Term Code	Gap		Hold	Hold	MaxR	MaxR
30th %ile Green (s)	24.2		24.2	24.2	43.0	43.0
30th %ile Term Code	Gap		Hold	Hold	MaxR	MaxR
10th %ile Green (s)	18.6		18.6	18.6	43.0	43.0
10th %ile Term Code	Gap		Hold	Hold	MaxR	MaxR
Stops (vph)	408		77	223	72	14
Fuel Used(gal)	8		2	3	2	2
CO Emissions (g/hr)	534		137	238	168	117
NOx Emissions (g/hr)	104		27	46	33	23
VOC Emissions (g/hr)	124		32	55	39	27
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	244		48	138	39	0
Queue Length 95th (ft)	364		#134	209	97	33
Internal Link Dist (ft)	371			192	1184	
Turn Bay Length (ft)			230			
Base Capacity (vph)	969		189	997	905	877
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.55		0.53	0.33	0.16	0.16

Intersection Summary

Lanes, Volumes, Timings  
 27: NW 35th Ave & Taft St

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 84.9  
 Natural Cycle: 50  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 29.8 Intersection LOS: C  
 Intersection Capacity Utilization 62.2% ICU Level of Service B  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 98.1  
 70th %ile Actuated Cycle: 89.7  
 50th %ile Actuated Cycle: 83.7  
 30th %ile Actuated Cycle: 79.2  
 10th %ile Actuated Cycle: 73.6  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 27: NW 35th Ave & Taft St





Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	271	94	103	228	139	89	593	117	124	372	78
Future Volume (vph)	135	271	94	103	228	139	89	593	117	124	372	78
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		170	365		190	162		115	230		0
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	1.00	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	1863	1583
Flt Permitted	0.523			0.462			0.288			0.210		
Satd. Flow (perm)	974	1863	1583	861	1863	1583	536	3539	1583	391	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			151			123			123
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		692			819			1998			1053	
Travel Time (s)		15.7			18.6			45.4			23.9	
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)	147	295	102	112	248	151	97	645	127	135	404	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	295	102	112	248	151	97	645	127	135	404	85
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	36.0	36.0	9.5	36.0	36.0	23.5	37.0	37.0	23.5	37.0	37.0

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	9.0%	34.0%	34.0%	9.0%	34.0%	34.0%	22.2%	34.9%	34.9%	22.2%	34.9%	34.9%
Maximum Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	18.5	32.0	32.0	18.5	32.0	32.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	35.7	31.2	31.2	35.7	31.2	31.2	31.0	22.5	22.5	34.2	26.1	26.1
Actuated g/C Ratio	0.41	0.35	0.35	0.41	0.35	0.35	0.35	0.26	0.26	0.39	0.30	0.30
v/c Ratio	0.34	0.45	0.16	0.28	0.38	0.23	0.31	0.71	0.26	0.45	0.73	0.15
Control Delay	19.4	26.1	3.8	18.5	25.0	5.1	17.9	34.5	6.7	20.2	37.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	26.1	3.8	18.5	25.0	5.1	17.9	34.5	6.7	20.2	37.5	2.4
LOS	B	C	A	B	C	A	B	C	A	C	D	A
Approach Delay		20.1			17.7			28.6			29.0	
Approach LOS		C			B			C			C	
90th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	11.0	30.3	30.3	12.7	32.0	32.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Gap	Gap	Gap	Max	Max
70th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	9.7	26.7	26.7	10.9	27.9	27.9
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	8.6	22.8	22.8	9.6	23.8	23.8
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	7.5	19.3	19.3	8.4	20.2	20.2
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	0.0	15.0	15.0	6.9	26.9	26.9
10th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Skip	Gap	Gap	Gap	Hold	Hold
Stops (vph)	92	203	9	65	165	17	51	511	18	71	324	4
Fuel Used(gal)	2	4	1	1	4	1	2	19	3	2	8	1
CO Emissions (g/hr)	124	281	44	98	246	79	172	1354	189	134	537	49
NOx Emissions (g/hr)	24	55	9	19	48	15	34	264	37	26	104	10
VOC Emissions (g/hr)	29	65	10	23	57	18	40	314	44	31	124	11
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	46	124	0	34	101	0	32	170	2	45	208	0
Queue Length 95th (ft)	101	231	26	79	194	43	60	238	42	80	323	15
Internal Link Dist (ft)		612			739			1918			973	
Turn Bay Length (ft)	210		170	365		190	162		115	230		
Base Capacity (vph)	436	661	640	396	661	658	487	1295	657	456	682	657
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	0.34	0.45	0.16	0.28	0.38	0.23	0.20	0.50	0.19	0.30	0.59	0.13

Intersection Summary

Lanes, Volumes, Timings  
 37: N. Park Rd & Taft St

Area Type:	Other		
Cycle Length:	106		
Actuated Cycle Length:	88		
Natural Cycle:	65		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	0.73		
Intersection Signal Delay:	24.7	Intersection LOS:	C
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		
90th %ile Actuated Cycle:	98.5		
70th %ile Actuated Cycle:	93.1		
50th %ile Actuated Cycle:	87.9		
30th %ile Actuated Cycle:	83.2		
10th %ile Actuated Cycle:	77.4		

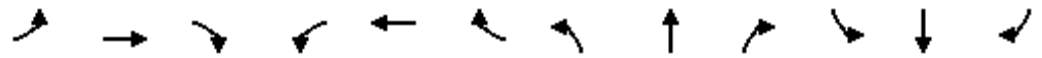
Splits and Phases: 37: N. Park Rd & Taft St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	36 s	23.5 s	37 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	36 s	23.5 s	37 s

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	1235	64	120	1187	188	27	41	116	122	50	55
Future Volume (vph)	128	1235	64	120	1187	188	27	41	116	122	50	55
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		190	290		160	168		168	250		160
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5050	0	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.172			0.150			0.722			0.728		
Satd. Flow (perm)	320	5050	0	279	3539	1583	1345	1863	1583	1356	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				74			126			61
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1123			1915			700				546
Travel Time (s)		25.5			43.5			15.9				12.4
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)	139	1342	70	130	1290	204	29	45	126	133	54	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	1412	0	130	1290	204	29	45	126	133	54	60
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	20	50	50	50	50	50	50
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)	50	50		50	50	20	50	50	50	50	50	50
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
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	24.0		10.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	58.0		44.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	36.3%		27.5%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Maximum Green (s)	38.0	52.0		38.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0
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 Optimize?	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	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	118.1	107.8		123.5	110.6	110.6	21.2	21.2	21.2	21.2	21.2	21.2
Actuated g/C Ratio	0.74	0.67		0.77	0.69	0.69	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.42	0.41		0.39	0.53	0.18	0.16	0.18	0.39	0.74	0.22	0.23
Control Delay	8.9	13.3		7.8	14.3	7.0	60.6	60.7	12.2	89.5	61.7	13.9
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	8.9	13.3		7.8	14.3	7.0	60.6	60.7	12.2	89.5	61.7	13.9
LOS	A	B		A	B	A	E	E	B	F	E	B
Approach Delay		12.9			12.8			30.2			65.1	
Approach LOS		B			B			C			E	
90th %ile Green (s)	16.5	93.1		19.2	95.8	95.8	29.7	29.7	29.7	29.7	29.7	29.7
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	11.9	101.8		15.5	105.4	105.4	24.7	24.7	24.7	24.7	24.7	24.7
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	8.9	107.9		12.9	111.9	111.9	21.2	21.2	21.2	21.2	21.2	21.2
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	7.4	113.9		10.4	116.9	116.9	17.7	17.7	17.7	17.7	17.7	17.7
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	6.4	122.5		6.7	122.8	122.8	12.8	12.8	12.8	12.8	12.8	12.8
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph)	33	574		27	570	43	23	36	16	116	43	10
Fuel Used(gal)	2	18		2	24	3	1	1	1	4	1	1
CO Emissions (g/hr)	107	1263		149	1700	232	42	65	71	286	96	54
NOx Emissions (g/hr)	21	246		29	331	45	8	13	14	56	19	10
VOC Emissions (g/hr)	25	293		35	394	54	10	15	16	66	22	12
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	29	228		27	312	41	27	43	0	136	51	0
Queue Length 95th (ft)	58	340		55	500	100	58	79	60	204	91	42
Internal Link Dist (ft)		1043			1835			620			466	
Turn Bay Length (ft)	260			290		160	168		168	250		160
Base Capacity (vph)	597	3405		575	2445	1116	437	605	599	440	605	555
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	0.23	0.41		0.23	0.53	0.18	0.07	0.07	0.21	0.30	0.09	0.11

Intersection Summary

Lanes, Volumes, Timings  
 46: 35th Ave & Hollywood Blvd

Area Type:	Other	
Cycle Length:	160	
Actuated Cycle Length:	160	
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle:	65	
Control Type:	Actuated-Coordinated	
Maximum v/c Ratio:	0.74	
Intersection Signal Delay:	17.4	Intersection LOS: B
Intersection Capacity Utilization	68.3%	ICU Level of Service C
Analysis Period (min)	15	

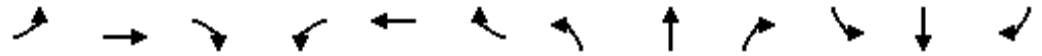
Splits and Phases: 46: 35th Ave & Hollywood Blvd



HCM Unsignalized Intersection Capacity Analysis  
 14: NW 35th Ave & Garfield St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

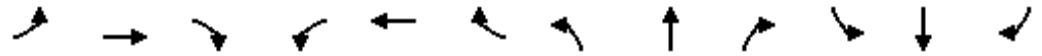


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	87	0	33	3	0	2	33	220	1	4	242	7
Future Volume (veh/h)	87	0	33	3	0	2	33	220	1	4	242	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	95	0	36	3	0	2	36	239	1	4	263	8
Approach Volume (veh/h)	131		5		276		275					
Crossing Volume (veh/h)	270		370		99		39					
High Capacity (veh/h)	1121		1035		1282		1343					
High v/c (veh/h)	0.12		0.00		0.22		0.20					
Low Capacity (veh/h)	922		845		1068		1123					
Low v/c (veh/h)	0.14		0.01		0.26		0.24					
<b>Intersection Summary</b>												
Maximum v/c High			0.22									
Maximum v/c Low			0.26									
Intersection Capacity Utilization			45.7%		ICU Level of Service				A			

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	131	5	276	275
Demand Flow Rate, veh/h	134	5	282	280
Vehicles Circulating, veh/h	275	378	101	40
Vehicles Exiting, veh/h	45	5	308	343
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	5.9	4.7	6.3	5.8
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	134	5	282	280
Cap Entry Lane, veh/h	858	774	1021	1086
Entry HV Adj Factor	0.978	1.000	0.979	0.981
Flow Entry, veh/h	131	5	276	275
Cap Entry, veh/h	839	774	1000	1065
V/C Ratio	0.156	0.006	0.276	0.258
Control Delay, s/veh	5.9	4.7	6.3	5.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1



HCM Unsignalized Intersection Capacity Analysis  
32: 40th Ave & Taft St



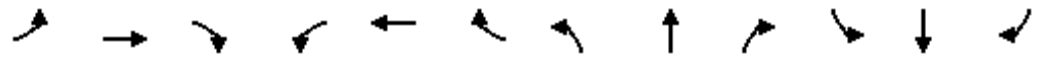
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	18	437	12	70	354	44	12	52	61	56	50	39
Future Volume (veh/h)	18	437	12	70	354	44	12	52	61	56	50	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	475	13	76	385	48	13	57	66	61	54	42
Approach Volume (veh/h)		508			509			136				157
Crossing Volume (veh/h)		191			90			556				474
High Capacity (veh/h)		1193			1291			892				953
High v/c (veh/h)		0.43			0.39			0.15				0.16
Low Capacity (veh/h)		987			1076			718				772
Low v/c (veh/h)		0.51			0.47			0.19				0.20
<b>Intersection Summary</b>												
Maximum v/c High					0.43							
Maximum v/c Low					0.51							
Intersection Capacity Utilization			72.9%		ICU Level of Service					C		

Intersection				
Intersection Delay, s/veh	10.0			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	508	509	136	157
Demand Flow Rate, veh/h	517	520	138	160
Vehicles Circulating, veh/h	195	91	566	484
Vehicles Exiting, veh/h	449	613	146	127
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	11.5	9.6	8.3	8.0
Approach LOS	B	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	517	520	138	160
Cap Entry Lane, veh/h	930	1032	642	696
Entry HV Adj Factor	0.982	0.979	0.985	0.981
Flow Entry, veh/h	508	509	136	157
Cap Entry, veh/h	913	1010	632	683
V/C Ratio	0.556	0.504	0.215	0.230
Control Delay, s/veh	11.5	9.6	8.3	8.0
LOS	B	A	A	A
95th %tile Queue, veh	4	3	1	1

Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	333	86	88	270	50	44	545	72	39	424	20
Future Volume (vph)	89	333	86	88	270	50	44	545	72	39	424	20
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	170		0	80		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.969			0.977			0.983			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1805	0	1770	1820	0	1770	3479	0	1770	1850	0
Flt Permitted	0.236			0.373			0.382			0.353		
Satd. Flow (perm)	440	1805	0	695	1820	0	712	3479	0	658	1850	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			10			16			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1102			1575			333			1164	
Travel Time (s)		25.0			35.8			7.6			26.5	
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)	97	362	93	96	293	54	48	592	78	42	461	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	455	0	96	347	0	48	670	0	42	483	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	9.5	50.5		50.5	50.5		49.5	49.5		49.5	49.5	
Total Split (%)	8.7%	46.1%		46.1%	46.1%		45.2%	45.2%		45.2%	45.2%	
Maximum Green (s)	5.0	46.0		46.0	46.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	29.0	29.0		21.7	21.7		45.5	45.5		45.5	45.5	
Actuated g/C Ratio	0.35	0.35		0.26	0.26		0.54	0.54		0.54	0.54	
v/c Ratio	0.42	0.71		0.53	0.72		0.12	0.35		0.12	0.48	
Control Delay	23.3	29.0		38.9	37.0		13.1	12.4		13.1	15.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.3	29.0		38.9	37.0		13.1	12.4		13.1	15.4	
LOS	C	C		D	D		B	B		B	B	
Approach Delay		28.0			37.4			12.5			15.3	
Approach LOS		C			D			B			B	
90th %ile Green (s)	5.0	40.4		30.9	30.9		45.0	45.0		45.0	45.0	
90th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	5.0	34.3		24.8	24.8		45.0	45.0		45.0	45.0	
70th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	5.0	30.0		20.5	20.5		45.0	45.0		45.0	45.0	
50th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	5.0	27.1		17.6	17.6		45.0	45.0		45.0	45.0	
30th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	16.0		16.0	16.0		45.0	45.0		45.0	45.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
Stops (vph)	53	327		73	269		23	325		21	268	
Fuel Used(gal)	1	8		2	9		1	17		1	7	
CO Emissions (g/hr)	103	551		171	614		85	1187		40	483	
NOx Emissions (g/hr)	20	107		33	119		17	231		8	94	
VOC Emissions (g/hr)	24	128		40	142		20	275		9	112	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	34	194		45	166		12	97		10	149	
Queue Length 95th (ft)	66	294		94	256		38	172		34	290	
Internal Link Dist (ft)		1022			1495			253			1084	
Turn Bay Length (ft)	105			170			80					
Base Capacity (vph)	233	1216		386	1016		387	1899		358	1007	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

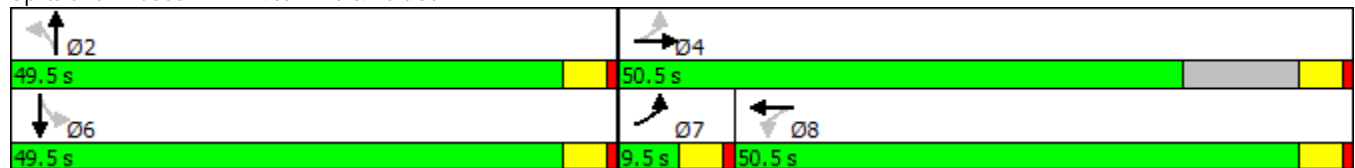


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.37		0.25	0.34		0.12	0.35		0.12	0.48	

Intersection Summary

Area Type:	Other
Cycle Length:	109.5
Actuated Cycle Length:	83.6
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	21.9
Intersection LOS:	C
Intersection Capacity Utilization	70.3%
ICU Level of Service	C
Analysis Period (min)	15
90th %ile Actuated Cycle:	94.4
70th %ile Actuated Cycle:	88.3
50th %ile Actuated Cycle:	84
30th %ile Actuated Cycle:	81.1
10th %ile Actuated Cycle:	70

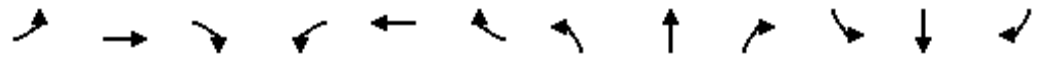
Splits and Phases: 77: 46th Ave & Taft St



Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	435	48	55	405	170	106	199	68	92	120	34
Future Volume (vph)	47	435	48	55	405	170	106	199	68	92	120	34
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	275		0	0		225	270		0
Storage Lanes	1		0	1		1	1		2	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	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	0.390			0.284			0.540			0.617		
Satd. Flow (perm)	726	1835	0	529	1863	1583	1006	3539	1583	1149	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				129			76			76
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			600			227			643	
Travel Time (s)		5.9			13.6			5.2			14.6	
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)	51	473	52	60	440	185	115	216	74	100	130	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	525	0	60	440	185	115	216	74	100	130	37
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
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)	50	50		50	50	50	50	50	50	50	50	50
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
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
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)	12.5	33.0		12.5	33.0	33.0	12.5	33.0	33.0	12.5	33.0	33.0
Total Split (s)	34.5	56.0		34.5	56.0	56.0	34.5	55.0	55.0	34.5	55.0	55.0

Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.2%	31.1%		19.2%	31.1%	31.1%	19.2%	30.6%	30.6%	19.2%	30.6%	30.6%
Maximum Green (s)	29.0	51.0		29.0	51.0	51.0	29.5	50.0	50.0	29.5	50.0	50.0
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)	1.5	1.0		1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.5	5.0		5.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min		None	Min	Min	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		18.0	18.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effect Green (s)	40.6	37.0		42.6	38.0	38.0	22.6	13.1	13.1	18.6	11.1	11.1
Actuated g/C Ratio	0.49	0.45		0.52	0.46	0.46	0.27	0.16	0.16	0.23	0.13	0.13
v/c Ratio	0.12	0.63		0.16	0.51	0.23	0.32	0.38	0.23	0.32	0.52	0.13
Control Delay	10.2	23.7		10.4	20.0	6.5	24.8	34.6	10.2	25.3	43.3	2.5
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	10.2	23.7		10.4	20.0	6.5	24.8	34.6	10.2	25.3	43.3	2.5
LOS	B	C		B	B	A	C	C	B	C	D	A
Approach Delay		22.5			15.5			27.3			30.9	
Approach LOS		C			B			C			C	
90th %ile Green (s)	6.6	42.6		8.2	44.2	44.2	13.3	18.6	18.6	10.4	15.7	15.7
90th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	5.6	37.0		7.1	38.5	38.5	11.0	15.6	15.6	8.4	13.0	13.0
70th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	5.1	35.6		6.3	36.8	36.8	9.5	13.3	13.3	7.4	11.2	11.2
50th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	4.6	35.2		5.6	36.2	36.2	8.1	11.2	11.2	6.5	9.6	9.6
30th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	0.0	32.2		0.0	32.2	32.2	6.0	8.1	8.1	5.0	7.1	7.1
10th %ile Term Code	Skip	Gap		Skip	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	22	358		25	274	36	71	165	14	66	104	1
Fuel Used(gal)	0	5		1	6	2	2	5	1	1	2	0
CO Emissions (g/hr)	22	369		48	443	123	150	322	70	91	156	13
NOx Emissions (g/hr)	4	72		9	86	24	29	63	14	18	30	3
VOC Emissions (g/hr)	5	86		11	103	28	35	75	16	21	36	3
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	11	211		13	161	16	44	53	0	38	64	0
Queue Length 95th (ft)	31	383		35	294	61	94	98	37	83	135	6
Internal Link Dist (ft)		179			520			147			563	
Turn Bay Length (ft)	170			275					225	270		
Base Capacity (vph)	782	1171		744	1188	1056	661	2213	1018	663	1164	1018
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	0.07	0.45		0.08	0.37	0.18	0.17	0.10	0.07	0.15	0.11	0.04

Intersection Summary

Lanes, Volumes, Timings  
 3: NW 35th Ave & Johnson St

Area Type:	Other		
Cycle Length:	180		
Actuated Cycle Length:	82.3		
Natural Cycle:	95		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	0.63		
Intersection Signal Delay:	22.2	Intersection LOS:	C
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		
90th %ile Actuated Cycle:	100.3		
70th %ile Actuated Cycle:	88.6		
50th %ile Actuated Cycle:	83.1		
30th %ile Actuated Cycle:	79		
10th %ile Actuated Cycle:	60.3		

Splits and Phases: 3: NW 35th Ave & Johnson St

Ø1	Ø2	Ø3	Ø4
34.5 s	56 s	34.5 s	55 s
Ø5	Ø6	Ø7	Ø8
34.5 s	56 s	34.5 s	55 s



**Intersection**

Int Delay, s/veh 3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	178	458	412	134	29	145
Future Vol, veh/h	178	458	412	134	29	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	40	0
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	193	498	448	146	32	158

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	448	0	448
Stage 1	-	-	448
Stage 2	-	-	885
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1112	-	611
Stage 1	-	-	644
Stage 2	-	-	403
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1112	-	611
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	644
Stage 2	-	-	333

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1112	-	-	-	140	611
HCM Lane V/C Ratio	0.174	-	-	-	0.225	0.258
HCM Control Delay (s)	8.9	-	-	-	38	12.9
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.6	-	-	-	0.8	1

**Intersection**

Int Delay, s/veh 2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	42	608	488	20	65	62
Future Vol, veh/h	42	608	488	20	65	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
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	46	661	530	22	71	67

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	552	0	1293
Stage 1	-	-	541
Stage 2	-	-	752
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1018	-	180
Stage 1	-	-	583
Stage 2	-	-	466
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1018	-	172
Mov Cap-2 Maneuver	-	-	172
Stage 1	-	-	583
Stage 2	-	-	445

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	26.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1018	-	-	-	172	541
HCM Lane V/C Ratio	0.045	-	-	-	0.411	0.125
HCM Control Delay (s)	8.7	-	-	-	39.8	12.6
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.8	0.4

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	0	196	0	0	0	234	168	0	0	139	149
Future Volume (vph)	115	0	196	0	0	0	234	168	0	0	139	149
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	0		1	1		0	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	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	0	1583	0	0	1863	1770	1863	0	1863	1863	1583
Flt Permitted	0.950						0.491					
Satd. Flow (perm)	1770	0	1583	0	0	1863	915	1863	0	1863	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			213									162
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	125	0	213	0	0	0	254	183	0	0	151	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	0	213	0	0	0	254	183	0	0	151	162
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		1			1	1	2		1	2	1
Detector Template	Left		Right			Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20			20	20	100		20	100	20
Trailing Detector (ft)	0		0			0	0	0		0	0	0
Detector 1 Position(ft)	0		0			0	0	0		0	0	0
Detector 1 Size(ft)	20		20			20	20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
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	Prot		Perm			Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases	4						5	2			6	
Permitted Phases			4			8	2			6		6

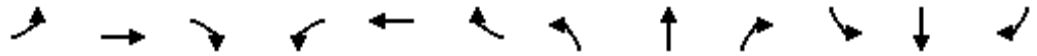
Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4			8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0			5.0	5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0			23.0	16.0	23.0		24.0	24.0	24.0
Total Split (s)	32.0		32.0			32.0	25.0	58.0		33.0	33.0	33.0
Total Split (%)	35.6%		35.6%			35.6%	27.8%	64.4%		36.7%	36.7%	36.7%
Maximum Green (s)	27.0		27.0			27.0	14.0	53.0		27.0	27.0	27.0
Yellow Time (s)	4.0		4.0			4.0	10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0			1.0	1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0			5.0	11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0			3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None		None			None	None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0			7.0		7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0			11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0			0		0		0	0	0
Act Effect Green (s)	11.4		11.4				47.0	53.0			30.8	30.8
Actuated g/C Ratio	0.15		0.15				0.63	0.71			0.41	0.41
v/c Ratio	0.46		0.50				0.37	0.14			0.20	0.22
Control Delay	34.6		9.0				7.8	3.9			16.1	3.9
Queue Delay	0.0		0.0				0.0	0.0			0.0	0.0
Total Delay	34.6		9.0				7.8	3.9			16.1	3.9
LOS	C		A				A	A			B	A
Approach Delay		18.5						6.2			9.8	
Approach LOS		B						A			A	
90th %ile Green (s)	14.6		14.6			14.6	13.9	53.0		27.1	27.1	27.1
90th %ile Term Code	Gap		Gap			Hold	Gap	MaxR		Hold	Hold	Hold
70th %ile Green (s)	12.0		12.0			12.0	11.3	53.0		29.7	29.7	29.7
70th %ile Term Code	Gap		Gap			Hold	Gap	MaxR		Hold	Hold	Hold
50th %ile Green (s)	10.4		10.4			10.4	9.9	53.0		31.1	31.1	31.1
50th %ile Term Code	Gap		Gap			Hold	Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	10.0		10.0			10.0	8.8	53.0		32.2	32.2	32.2
30th %ile Term Code	Min		Min			Hold	Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	10.0		10.0			10.0	7.4	53.0		33.6	33.6	33.6
10th %ile Term Code	Min		Min			Hold	Gap	MaxR		Hold	Hold	Hold
Stops (vph)	100		30				93	49			88	18
Fuel Used(gal)	2		1				2	1			1	1
CO Emissions (g/hr)	110		63				144	87			92	43
NOx Emissions (g/hr)	21		12				28	17			18	8
VOC Emissions (g/hr)	26		15				33	20			21	10
Dilemma Vehicles (#)	0		0				0	0			0	0
Queue Length 50th (ft)	53		0				42	20			41	0
Queue Length 95th (ft)	102		54				85	47			93	38
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)												80
Base Capacity (vph)	642		710				739	1327			771	750
Starvation Cap Reductn	0		0				0	0			0	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0				0	0			0	0
Storage Cap Reductn	0		0				0	0			0	0
Reduced v/c Ratio	0.19		0.30				0.34	0.14			0.20	0.22

**Intersection Summary**

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	74.4
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	11.0
Intersection LOS:	B
Intersection Capacity Utilization:	44.3%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	77.6
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	73.4
30th %ile Actuated Cycle:	73
10th %ile Actuated Cycle:	73

Splits and Phases: 12: NW 35th Ave & Hayes St



**Intersection**

Int Delay, s/veh 2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	42	608	488	20	65	62
Future Vol, veh/h	42	608	488	20	65	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
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	46	661	530	22	71	67

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	552	0	1293
Stage 1	-	-	541
Stage 2	-	-	752
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1018	-	180
Stage 1	-	-	583
Stage 2	-	-	466
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1018	-	172
Mov Cap-2 Maneuver	-	-	172
Stage 1	-	-	583
Stage 2	-	-	445

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	26.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1018	-	-	-	172	541
HCM Lane V/C Ratio	0.045	-	-	-	0.411	0.125
HCM Control Delay (s)	8.7	-	-	-	39.8	12.6
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.8	0.4

**Intersection**

Int Delay, s/veh 3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	178	458	412	134	29	145
Future Vol, veh/h	178	458	412	134	29	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	40	0
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	193	498	448	146	32	158

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	448	0	448
Stage 1	-	-	448
Stage 2	-	-	885
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1112	-	611
Stage 1	-	-	644
Stage 2	-	-	403
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1112	-	611
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	644
Stage 2	-	-	333

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1112	-	-	-	140	611
HCM Lane V/C Ratio	0.174	-	-	-	0.225	0.258
HCM Control Delay (s)	8.9	-	-	-	38	12.9
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.6	-	-	-	0.8	1

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	394	129	192	339	168	181	467	212	128	329	126
Future Volume (vph)	125	394	129	192	339	168	181	467	212	128	329	126
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		280	230		340	260		260	225		230
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	0.476			0.321			0.325			0.266		
Satd. Flow (perm)	887	1863	1583	598	1863	1583	605	3539	1583	495	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			183			230			155
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			977			1241			681	
Travel Time (s)		9.3			22.2			28.2			15.5	
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)	136	428	140	209	368	183	197	508	230	139	358	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	428	140	209	368	183	197	508	230	139	358	137
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	12.3	50.0	50.0	20.0	57.7	57.7	21.0	32.0	32.0	18.0	29.0	29.0



Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	10.3%	41.7%	41.7%	16.7%	48.1%	48.1%	17.5%	26.7%	26.7%	15.0%	24.2%	24.2%
Maximum Green (s)	7.3	45.0	45.0	15.0	52.7	52.7	16.0	27.0	27.0	13.0	24.0	24.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	55.4	48.2	48.2	63.8	52.9	52.9	35.7	21.9	21.9	30.3	19.2	19.2
Actuated g/C Ratio	0.49	0.43	0.43	0.56	0.47	0.47	0.32	0.19	0.19	0.27	0.17	0.17
v/c Ratio	0.28	0.54	0.18	0.46	0.42	0.22	0.59	0.74	0.47	0.54	0.60	0.35
Control Delay	14.6	29.2	3.6	16.0	23.0	3.5	35.4	50.2	8.3	35.1	47.9	7.1
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	14.6	29.2	3.6	16.0	23.0	3.5	35.4	50.2	8.3	35.1	47.9	7.1
LOS	B	C	A	B	C	A	D	D	A	D	D	A
Approach Delay		21.3			16.4			36.8			36.3	
Approach LOS		C			B			D			D	
90th %ile Green (s)	7.3	45.0	45.0	15.0	52.7	52.7	16.0	27.0	27.0	13.0	24.0	24.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Hold	Hold
70th %ile Green (s)	7.3	45.6	45.6	14.4	52.7	52.7	16.0	25.9	25.9	13.0	22.9	22.9
70th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	7.3	47.9	47.9	12.1	52.7	52.7	14.9	22.3	22.3	11.8	19.2	19.2
50th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Gap	Gap	Gap	Gap	Hold	Hold
30th %ile Green (s)	7.3	49.8	49.8	10.2	52.7	52.7	12.8	19.7	19.7	10.2	17.1	17.1
30th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Gap	Gap	Gap	Gap	Hold	Hold
10th %ile Green (s)	6.7	51.4	51.4	8.0	52.7	52.7	9.9	15.4	15.4	7.9	13.4	13.4
10th %ile Term Code	Gap	Hold	Hold	Gap	MaxR	MaxR	Gap	Gap	Gap	Gap	Hold	Hold
Stops (vph)	67	291	10	90	220	14	129	424	24	93	292	13
Fuel Used(gal)	2	7	1	3	5	1	4	12	3	4	12	3
CO Emissions (g/hr)	120	492	81	181	376	103	263	813	178	287	818	202
NOx Emissions (g/hr)	23	96	16	35	73	20	51	158	35	56	159	39
VOC Emissions (g/hr)	28	114	19	42	87	24	61	188	41	66	189	47
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	44	232	0	71	176	0	106	185	0	72	129	0
Queue Length 95th (ft)	84	377	34	126	281	42	167	248	65	121	180	41
Internal Link Dist (ft)		327			897			1161			601	
Turn Bay Length (ft)	280		280	230		340	260		260	225		230
Base Capacity (vph)	492	794	763	499	870	837	363	847	554	287	753	458
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	0.28	0.54	0.18	0.42	0.42	0.22	0.54	0.60	0.42	0.48	0.48	0.30

Intersection Summary

Lanes, Volumes, Timings  
 49: N. Park Rd & Johnson St

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	113.1
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	28.0
Intersection LOS:	C
Intersection Capacity Utilization:	68.0%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	120
70th %ile Actuated Cycle:	118.9
50th %ile Actuated Cycle:	114.1
30th %ile Actuated Cycle:	109.9
10th %ile Actuated Cycle:	102.7

Splits and Phases: 49: N. Park Rd & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
12.3 s	57.7 s	18 s	32 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	50 s	21 s	29 s

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	271	94	103	228	139	89	593	117	124	372	78
Future Volume (vph)	135	271	94	103	228	139	89	593	117	124	372	78
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		170	365		190	162		115	230		0
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	1.00	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	1863	1583
Flt Permitted	0.523			0.462			0.288			0.210		
Satd. Flow (perm)	974	1863	1583	861	1863	1583	536	3539	1583	391	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			151			123			123
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		692			819			1998			1053	
Travel Time (s)		15.7			18.6			45.4			23.9	
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)	147	295	102	112	248	151	97	645	127	135	404	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	295	102	112	248	151	97	645	127	135	404	85
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	36.0	36.0	9.5	36.0	36.0	23.5	37.0	37.0	23.5	37.0	37.0

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	9.0%	34.0%	34.0%	9.0%	34.0%	34.0%	22.2%	34.9%	34.9%	22.2%	34.9%	34.9%
Maximum Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	18.5	32.0	32.0	18.5	32.0	32.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	35.7	31.2	31.2	35.7	31.2	31.2	31.0	22.5	22.5	34.2	26.1	26.1
Actuated g/C Ratio	0.41	0.35	0.35	0.41	0.35	0.35	0.35	0.26	0.26	0.39	0.30	0.30
v/c Ratio	0.34	0.45	0.16	0.28	0.38	0.23	0.31	0.71	0.26	0.45	0.73	0.15
Control Delay	19.4	26.1	3.8	18.5	25.0	5.1	17.9	34.5	6.7	20.2	37.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	26.1	3.8	18.5	25.0	5.1	17.9	34.5	6.7	20.2	37.5	2.4
LOS	B	C	A	B	C	A	B	C	A	C	D	A
Approach Delay		20.1			17.7			28.6			29.0	
Approach LOS		C			B			C			C	
90th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	11.0	30.3	30.3	12.7	32.0	32.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Gap	Gap	Gap	Max	Max
70th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	9.7	26.7	26.7	10.9	27.9	27.9
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	8.6	22.8	22.8	9.6	23.8	23.8
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	7.5	19.3	19.3	8.4	20.2	20.2
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	0.0	15.0	15.0	6.9	26.9	26.9
10th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Skip	Gap	Gap	Gap	Hold	Hold
Stops (vph)	92	203	9	65	165	17	51	511	18	71	324	4
Fuel Used(gal)	2	4	1	1	4	1	2	19	3	2	8	1
CO Emissions (g/hr)	124	281	44	98	246	79	172	1354	189	134	537	49
NOx Emissions (g/hr)	24	55	9	19	48	15	34	264	37	26	104	10
VOC Emissions (g/hr)	29	65	10	23	57	18	40	314	44	31	124	11
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	46	124	0	34	101	0	32	170	2	45	208	0
Queue Length 95th (ft)	101	231	26	79	194	43	60	238	42	80	323	15
Internal Link Dist (ft)		612			739			1918			973	
Turn Bay Length (ft)	210		170	365		190	162		115	230		
Base Capacity (vph)	436	661	640	396	661	658	487	1295	657	456	682	657
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	0.34	0.45	0.16	0.28	0.38	0.23	0.20	0.50	0.19	0.30	0.59	0.13

Intersection Summary

Lanes, Volumes, Timings  
 37: N. Park Rd & Taft St

Area Type:	Other	
Cycle Length:	106	
Actuated Cycle Length:	88	
Natural Cycle:	65	
Control Type:	Actuated-Uncoordinated	
Maximum v/c Ratio:	0.73	
Intersection Signal Delay:	24.7	Intersection LOS: C
Intersection Capacity Utilization	61.1%	ICU Level of Service B
Analysis Period (min)	15	
90th %ile Actuated Cycle:	98.5	
70th %ile Actuated Cycle:	93.1	
50th %ile Actuated Cycle:	87.9	
30th %ile Actuated Cycle:	83.2	
10th %ile Actuated Cycle:	77.4	

Splits and Phases: 37: N. Park Rd & Taft St

9.5 s	36 s	23.5 s	37 s
9.5 s	36 s	23.5 s	37 s

Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	435	48	55	405	170	106	199	68	92	120	34
Future Volume (vph)	47	435	48	55	405	170	106	199	68	92	120	34
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	275		0	0		225	270		0
Storage Lanes	1		0	1		1	1		2	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	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	0.390			0.284			0.540			0.617		
Satd. Flow (perm)	726	1835	0	529	1863	1583	1006	3539	1583	1149	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				129			76			76
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			600			227			643	
Travel Time (s)		5.9			13.6			5.2			14.6	
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)	51	473	52	60	440	185	115	216	74	100	130	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	525	0	60	440	185	115	216	74	100	130	37
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
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)	50	50		50	50	50	50	50	50	50	50	50
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
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
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)	12.5	33.0		12.5	33.0	33.0	12.5	33.0	33.0	12.5	33.0	33.0
Total Split (s)	34.5	56.0		34.5	56.0	56.0	34.5	55.0	55.0	34.5	55.0	55.0

Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.2%	31.1%		19.2%	31.1%	31.1%	19.2%	30.6%	30.6%	19.2%	30.6%	30.6%
Maximum Green (s)	29.0	51.0		29.0	51.0	51.0	29.5	50.0	50.0	29.5	50.0	50.0
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)	1.5	1.0		1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.5	5.0		5.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min		None	Min	Min	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		18.0	18.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effect Green (s)	40.6	37.0		42.6	38.0	38.0	22.6	13.1	13.1	18.6	11.1	11.1
Actuated g/C Ratio	0.49	0.45		0.52	0.46	0.46	0.27	0.16	0.16	0.23	0.13	0.13
v/c Ratio	0.12	0.63		0.16	0.51	0.23	0.32	0.38	0.23	0.32	0.52	0.13
Control Delay	10.2	23.7		10.4	20.0	6.5	24.8	34.6	10.2	25.3	43.3	2.5
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	10.2	23.7		10.4	20.0	6.5	24.8	34.6	10.2	25.3	43.3	2.5
LOS	B	C		B	B	A	C	C	B	C	D	A
Approach Delay		22.5			15.5			27.3			30.9	
Approach LOS		C			B			C			C	
90th %ile Green (s)	6.6	42.6		8.2	44.2	44.2	13.3	18.6	18.6	10.4	15.7	15.7
90th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	5.6	37.0		7.1	38.5	38.5	11.0	15.6	15.6	8.4	13.0	13.0
70th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	5.1	35.6		6.3	36.8	36.8	9.5	13.3	13.3	7.4	11.2	11.2
50th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	4.6	35.2		5.6	36.2	36.2	8.1	11.2	11.2	6.5	9.6	9.6
30th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	0.0	32.2		0.0	32.2	32.2	6.0	8.1	8.1	5.0	7.1	7.1
10th %ile Term Code	Skip	Gap		Skip	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	22	358		25	274	36	71	165	14	66	104	1
Fuel Used(gal)	0	5		1	6	2	2	5	1	1	2	0
CO Emissions (g/hr)	22	369		48	443	123	150	322	70	91	156	13
NOx Emissions (g/hr)	4	72		9	86	24	29	63	14	18	30	3
VOC Emissions (g/hr)	5	86		11	103	28	35	75	16	21	36	3
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	11	211		13	161	16	44	53	0	38	64	0
Queue Length 95th (ft)	31	383		35	294	61	94	98	37	83	135	6
Internal Link Dist (ft)		179			520			147			563	
Turn Bay Length (ft)	170			275					225	270		
Base Capacity (vph)	782	1171		744	1188	1056	661	2213	1018	663	1164	1018
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	0.07	0.45		0.08	0.37	0.18	0.17	0.10	0.07	0.15	0.11	0.04

Intersection Summary

Lanes, Volumes, Timings  
 3: NW 35th Ave & Johnson St

Area Type:	Other		
Cycle Length:	180		
Actuated Cycle Length:	82.3		
Natural Cycle:	95		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	0.63		
Intersection Signal Delay:	22.2	Intersection LOS:	C
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		
90th %ile Actuated Cycle:	100.3		
70th %ile Actuated Cycle:	88.6		
50th %ile Actuated Cycle:	83.1		
30th %ile Actuated Cycle:	79		
10th %ile Actuated Cycle:	60.3		

Splits and Phases: 3: NW 35th Ave & Johnson St

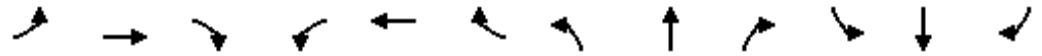
Ø1	Ø2	Ø3	Ø4
34.5 s	56 s	34.5 s	55 s
Ø5	Ø6	Ø7	Ø8
34.5 s	56 s	34.5 s	55 s



HCM Unsignalized Intersection Capacity Analysis  
 14: NW 35th Ave & Garfield St

MEMORIAL HEALTHCARE SYSTEM

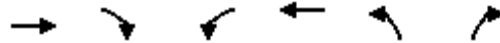
06/16/2017



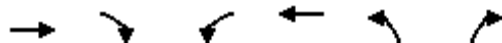
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Right Turn Channelized														
Traffic Volume (veh/h)	87	0	33	3	0	2	33	220	1	4	242	7		
Future Volume (veh/h)	87	0	33	3	0	2	33	220	1	4	242	7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	95	0	36	3	0	2	36	239	1	4	263	8		
Approach Volume (veh/h)	131		5				276			275				
Crossing Volume (veh/h)	270				370			99			39			
High Capacity (veh/h)	1121				1035			1282			1343			
High v/c (veh/h)	0.12				0.00			0.22			0.20			
Low Capacity (veh/h)	922				845			1068			1123			
Low v/c (veh/h)	0.14				0.01			0.26			0.24			
<b>Intersection Summary</b>														
Maximum v/c High			0.22											
Maximum v/c Low			0.26											
Intersection Capacity Utilization			45.7%			ICU Level of Service						A		

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	131	5	276	275
Demand Flow Rate, veh/h	134	5	282	280
Vehicles Circulating, veh/h	275	378	101	40
Vehicles Exiting, veh/h	45	5	308	343
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	5.9	4.7	6.3	5.8
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	134	5	282	280
Cap Entry Lane, veh/h	858	774	1021	1086
Entry HV Adj Factor	0.978	1.000	0.979	0.981
Flow Entry, veh/h	131	5	276	275
Cap Entry, veh/h	839	774	1000	1065
V/C Ratio	0.156	0.006	0.276	0.258
Control Delay, s/veh	5.9	4.7	6.3	5.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

Lanes, Volumes, Timings  
27: NW 35th Ave & Taft St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	343	148	92	305	137	127
Future Volume (vph)	343	148	92	305	137	127
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	230		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1786	0	1770	1863	1770	1583
Flt Permitted			0.190		0.950	
Satd. Flow (perm)	1786	0	354	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	28					138
Link Speed (mph)	30			30	30	
Link Distance (ft)	451			272	1264	
Travel Time (s)	10.3			6.2	28.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	373	161	100	332	149	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	534	0	100	332	149	138
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)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
Detector 1 Type	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
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	51.0		51.0	51.0	49.0	49.0



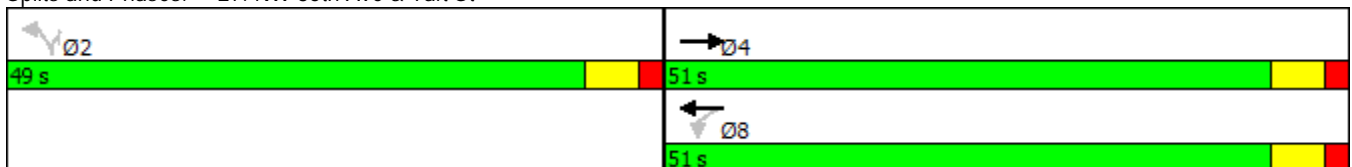
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	51.0%		51.0%	51.0%	49.0%	49.0%
Maximum Green (s)	45.0		45.0	45.0	43.0	43.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	Max
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)	29.3		29.3	29.3	43.4	43.4
Actuated g/C Ratio	0.35		0.35	0.35	0.51	0.51
v/c Ratio	0.84		0.82	0.52	0.16	0.16
Control Delay	36.6		71.6	24.5	13.8	3.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	36.6		71.6	24.5	13.8	3.3
LOS	D		E	C	B	A
Approach Delay	36.6			35.4	8.8	
Approach LOS	D			D	A	
90th %ile Green (s)	43.1		43.1	43.1	43.0	43.0
90th %ile Term Code	Gap		Hold	Hold	MaxR	MaxR
70th %ile Green (s)	34.7		34.7	34.7	43.0	43.0
70th %ile Term Code	Gap		Hold	Hold	MaxR	MaxR
50th %ile Green (s)	28.7		28.7	28.7	43.0	43.0
50th %ile Term Code	Gap		Hold	Hold	MaxR	MaxR
30th %ile Green (s)	24.2		24.2	24.2	43.0	43.0
30th %ile Term Code	Gap		Hold	Hold	MaxR	MaxR
10th %ile Green (s)	18.6		18.6	18.6	43.0	43.0
10th %ile Term Code	Gap		Hold	Hold	MaxR	MaxR
Stops (vph)	408		77	223	72	14
Fuel Used(gal)	8		2	3	2	2
CO Emissions (g/hr)	534		137	238	168	117
NOx Emissions (g/hr)	104		27	46	33	23
VOC Emissions (g/hr)	124		32	55	39	27
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	244		48	138	39	0
Queue Length 95th (ft)	364		#134	209	97	33
Internal Link Dist (ft)	371			192	1184	
Turn Bay Length (ft)			230			
Base Capacity (vph)	969		189	997	905	877
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.55		0.53	0.33	0.16	0.16

Intersection Summary

Lanes, Volumes, Timings  
 27: NW 35th Ave & Taft St

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 84.9  
 Natural Cycle: 50  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 29.8 Intersection LOS: C  
 Intersection Capacity Utilization 62.2% ICU Level of Service B  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 98.1  
 70th %ile Actuated Cycle: 89.7  
 50th %ile Actuated Cycle: 83.7  
 30th %ile Actuated Cycle: 79.2  
 10th %ile Actuated Cycle: 73.6  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 27: NW 35th Ave & Taft St



Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	119	277	131	188	175	60
Future Volume (vph)	119	277	131	188	175	60
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			80
Storage Lanes	1	1	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		0.482			
Satd. Flow (perm)	1770	1583	898	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		301				65
Link Speed (mph)	30			30	30	
Link Distance (ft)	242			643	147	
Travel Time (s)	5.5			14.6	3.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	129	301	142	204	190	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	129	301	142	204	190	65
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	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	5.0	15.0	15.0
Minimum Split (s)	23.0	23.0	16.0	23.0	24.0	24.0
Total Split (s)	32.0	32.0	25.0	58.0	33.0	33.0
Total Split (%)	35.6%	35.6%	27.8%	64.4%	36.7%	36.7%
Maximum Green (s)	27.0	27.0	14.0	53.0	27.0	27.0
Yellow Time (s)	4.0	4.0	10.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	11.0	5.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Max	Max	Max
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 Effect Green (s)	11.5	11.5	47.0	53.0	33.1	33.1
Actuated g/C Ratio	0.15	0.15	0.63	0.71	0.44	0.44
v/c Ratio	0.47	0.60	0.22	0.15	0.23	0.09
Control Delay	34.8	9.4	6.7	4.1	14.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	9.4	6.7	4.1	14.7	4.5
LOS	C	A	A	A	B	A
Approach Delay	17.0			5.2	12.1	
Approach LOS	B			A	B	
90th %ile Green (s)	14.8	14.8	10.3	53.0	30.7	30.7
90th %ile Term Code	Gap	Gap	Gap	MaxR	Hold	Hold
70th %ile Green (s)	12.3	12.3	8.7	53.0	32.3	32.3
70th %ile Term Code	Gap	Gap	Gap	MaxR	Hold	Hold
50th %ile Green (s)	10.6	10.6	7.8	53.0	33.2	33.2
50th %ile Term Code	Gap	Gap	Gap	MaxR	Hold	Hold
30th %ile Green (s)	10.0	10.0	7.0	53.0	34.0	34.0
30th %ile Term Code	Min	Min	Gap	MaxR	Hold	Hold
10th %ile Green (s)	10.0	10.0	6.1	53.0	34.9	34.9
10th %ile Term Code	Min	Min	Gap	MaxR	Hold	Hold
Stops (vph)	104	39	49	55	106	10
Fuel Used(gal)	2	1	1	1	2	0
CO Emissions (g/hr)	115	89	77	98	110	19
NOx Emissions (g/hr)	22	17	15	19	21	4
VOC Emissions (g/hr)	27	21	18	23	26	4
Dilemma Vehicles (#)	0	0	0	0	0	0
Queue Length 50th (ft)	55	0	22	23	50	0
Queue Length 95th (ft)	105	63	50	52	106	22
Internal Link Dist (ft)	162			563	67	
Turn Bay Length (ft)						80
Base Capacity (vph)	641	765	730	1325	826	738
Starvation Cap Reductn	0	0	0	0	0	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.39	0.19	0.15	0.23	0.09

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	74.5
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	11.8
Intersection LOS:	B
Intersection Capacity Utilization	44.1%
ICU Level of Service	A
Analysis Period (min)	15
90th %ile Actuated Cycle:	77.8
70th %ile Actuated Cycle:	75.3
50th %ile Actuated Cycle:	73.6
30th %ile Actuated Cycle:	73
10th %ile Actuated Cycle:	73

Splits and Phases: 12: NW 35th Ave & Hayes St





Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	1312	23	96	1529	134	69	46	133	114	61	105
Future Volume (vph)	128	1312	23	96	1529	134	69	46	133	114	61	105
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		190	290		160	168		168	250		160
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.096			0.147			0.714			0.724		
Satd. Flow (perm)	179	5070	0	274	3539	1583	1330	1863	1583	1349	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				61			145			114
Link Speed (mph)		30			30			30				30
Link Distance (ft)		822			994			700				546
Travel Time (s)		18.7			22.6			15.9				12.4
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)	139	1426	25	104	1662	146	75	50	145	124	66	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	1451	0	104	1662	146	75	50	145	124	66	114
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	20	50	50	50	50	50	50
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)	50	50		50	50	20	50	50	50	50	50	50
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
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	24.0		10.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	58.0		44.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	36.3%		27.5%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Maximum Green (s)	38.0	52.0		38.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0
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 Optimize?	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	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	121.0	111.0		122.6	111.8	111.8	20.2	20.2	20.2	20.2	20.2	20.2
Actuated g/C Ratio	0.76	0.69		0.77	0.70	0.70	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.59	0.41		0.33	0.67	0.13	0.45	0.21	0.44	0.73	0.28	0.38
Control Delay	20.1	11.9		7.2	17.0	6.0	71.5	62.4	12.5	90.0	64.3	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
Total Delay	20.1	11.9		7.2	17.0	6.0	71.5	62.4	12.5	90.0	64.3	12.9
LOS	C	B		A	B	A	E	E	B	F	E	B
Approach Delay		12.6			15.6			38.2			55.5	
Approach LOS		B			B			D			E	
90th %ile Green (s)	16.1	97.3		16.2	97.4	97.4	28.5	28.5	28.5	28.5	28.5	28.5
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	11.6	105.5		12.9	106.8	106.8	23.6	23.6	23.6	23.6	23.6	23.6
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	8.6	111.2		10.6	113.2	113.2	20.2	20.2	20.2	20.2	20.2	20.2
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	7.4	116.9		8.3	117.8	117.8	16.8	16.8	16.8	16.8	16.8	16.8
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	6.4	124.0		6.0	123.6	123.6	12.0	12.0	12.0	12.0	12.0	12.0
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph)	36	558		21	864	28	63	40	17	108	54	15
Fuel Used(gal)	2	15		1	22	1	2	1	1	4	2	1
CO Emissions (g/hr)	108	1040		70	1531	95	121	74	81	268	120	99
NOx Emissions (g/hr)	21	202		14	298	18	24	14	16	52	23	19
VOC Emissions (g/hr)	25	241		16	355	22	28	17	19	62	28	23
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	28	220		20	467	26	74	48	0	127	64	0
Queue Length 95th (ft)	89	328		44	742	68	125	87	64	193	108	57
Internal Link Dist (ft)		742			914			620			466	
Turn Bay Length (ft)	260			290		160	168		168	250		160
Base Capacity (vph)	520	3517		574	2471	1123	432	605	612	438	605	591
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	0.27	0.41		0.18	0.67	0.13	0.17	0.08	0.24	0.28	0.11	0.19

Intersection Summary

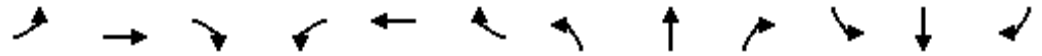
Lanes, Volumes, Timings  
 46: 35th Ave & Hollywood Blvd

Area Type:	Other		
Cycle Length:	160		
Actuated Cycle Length:	160		
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green		
Natural Cycle:	80		
Control Type:	Actuated-Coordinated		
Maximum v/c Ratio:	0.73		
Intersection Signal Delay:	18.9	Intersection LOS:	B
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

Splits and Phases: 46: 35th Ave & Hollywood Blvd



HCM Unsignalized Intersection Capacity Analysis  
 32: 40th Ave & Taft St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	8	334	14	22	511	25	16	43	23	29	67	41
Future Volume (veh/h)	8	334	14	22	511	25	16	43	23	29	67	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	363	15	24	555	27	17	47	25	32	73	45
Approach Volume (veh/h)	387			606			89			150		
Crossing Volume (veh/h)	129			73			404			596		
High Capacity (veh/h)	1252			1308			1008			864		
High v/c (veh/h)	0.31			0.46			0.09			0.17		
Low Capacity (veh/h)	1041			1091			821			693		
Low v/c (veh/h)	0.37			0.56			0.11			0.22		
<b>Intersection Summary</b>												
Maximum v/c High	0.46											
Maximum v/c Low	0.56											
Intersection Capacity Utilization	56.5%			ICU Level of Service				B				

Intersection				
Intersection Delay, s/veh	9.7			
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	387	606	89	150
Demand Flow Rate, veh/h	394	618	91	153
Vehicles Circulating, veh/h	131	74	412	607
Vehicles Exiting, veh/h	629	428	113	85
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	8.1	11.3	6.2	9.2
Approach LOS	A	B	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	394	618	91	153
Cap Entry Lane, veh/h	991	1049	748	616
Entry HV Adj Factor	0.982	0.980	0.979	0.977
Flow Entry, veh/h	387	606	89	150
Cap Entry, veh/h	973	1029	732	602
V/C Ratio	0.397	0.589	0.122	0.248
Control Delay, s/veh	8.1	11.3	6.2	9.2
LOS	A	B	A	A
95th %tile Queue, veh	2	4	0	1

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

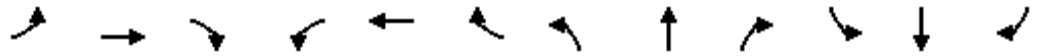


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	279	33	100	416	86	55	410	65	78	396	44
Future Volume (vph)	32	279	33	100	416	86	55	410	65	78	396	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	200		0	170		160
Storage Lanes	1		0	1		0	1		0	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	0.95	1.00	0.95	1.00
Frt		0.984			0.974			0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1833	0	1770	1814	0	1770	3465	0	1770	3539	1583
Flt Permitted	0.276			0.502			0.502			0.453		
Satd. Flow (perm)	514	1833	0	935	1814	0	935	3465	0	844	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			27			47				48
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1143			1545			708				1413
Travel Time (s)		26.0			35.1			16.1				32.1
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)	35	303	36	109	452	93	60	446	71	85	430	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	339	0	109	545	0	60	517	0	85	430	48
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.17	0.46		0.29	0.74		0.16	0.37		0.25	0.30	0.07

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

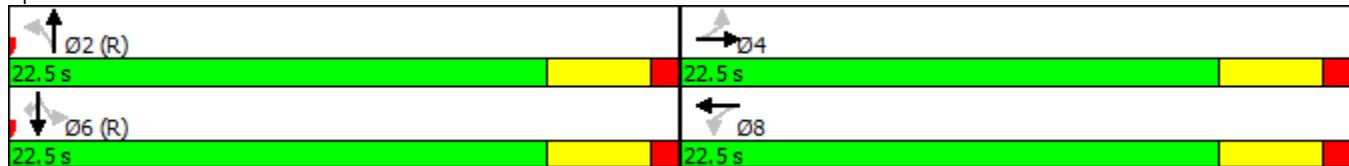


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	11.3	11.9		11.9	19.0		10.1	9.5		11.5	10.0	3.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	11.3	11.9		11.9	19.0		10.1	9.5		11.5	10.0	3.7
LOS	B	B		B	B		B	A		B	A	A
Approach Delay		11.8			17.8			9.6			9.7	
Approach LOS		B			B			A			A	
Stops (vph)	25	205		66	371		37	278		52	246	12
Fuel Used(gal)	0	5		2	12		1	5		2	11	1
CO Emissions (g/hr)	35	326		150	818		43	355		154	764	75
NOx Emissions (g/hr)	7	64		29	159		8	69		30	149	15
VOC Emissions (g/hr)	8	76		35	190		10	82		36	177	17
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Queue Length 50th (ft)	5	57		18	106		9	42		14	37	0
Queue Length 95th (ft)	20	110		46	#241		28	70		38	62	14
Internal Link Dist (ft)		1063			1465			628			1333	
Turn Bay Length (ft)	280			280			200			170		160
Base Capacity (vph)	205	742		374	741		374	1414		337	1415	662
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.17	0.46		0.29	0.74		0.16	0.37		0.25	0.30	0.07

Intersection Summary

Area Type: Other  
 Cycle Length: 45  
 Actuated Cycle Length: 45  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 12.5 Intersection LOS: B  
 Intersection Capacity Utilization 64.0% ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 72: 46th Ave & Johnson St



Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	276	71	64	423	72	67	466	56	37	541	55
Future Volume (vph)	37	276	71	64	423	72	67	466	56	37	541	55
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	170		0	80		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.969			0.978			0.984				0.986
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1805	0	1770	1822	0	1770	3483	0	1770	1837	0
Flt Permitted	0.146			0.538			0.190			0.394		
Satd. Flow (perm)	272	1805	0	1002	1822	0	354	3483	0	734	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			12			21				9
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1102			1575			333				1164
Travel Time (s)		25.0			35.8			7.6				26.5
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)	40	300	77	70	460	78	73	507	61	40	588	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	377	0	70	538	0	73	568	0	40	648	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2			6		



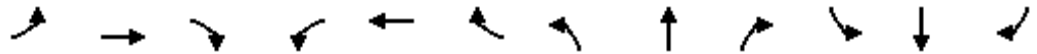
Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	9.6	38.6		29.0	29.0		36.4	36.4		36.4	36.4	
Total Split (%)	12.8%	51.5%		38.7%	38.7%		48.5%	48.5%		48.5%	48.5%	
Maximum Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag			Lag			Lag		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effect Green (s)	28.2	28.2		22.8	22.8		32.2	32.2		32.2	32.2	
Actuated g/C Ratio	0.41	0.41		0.33	0.33		0.46	0.46		0.46	0.46	
v/c Ratio	0.18	0.51		0.21	0.89		0.45	0.35		0.12	0.76	
Control Delay	13.5	16.6		20.0	41.6		26.4	13.4		14.1	24.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.5	16.6		20.0	41.6		26.4	13.4		14.1	24.4	
LOS	B	B		C	D		C	B		B	C	
Approach Delay		16.3			39.1			14.9			23.8	
Approach LOS		B			D			B			C	
90th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
90th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
70th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
50th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	0.0	23.4		23.4	23.4		31.9	31.9		31.9	31.9	
30th %ile Term Code	Skip	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	17.5		17.5	17.5		31.9	31.9		31.9	31.9	
10th %ile Term Code	Skip	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
Stops (vph)	21	222		46	403		53	307		23	455	
Fuel Used(gal)	1	5		1	14		2	15		1	11	
CO Emissions (g/hr)	37	376		105	979		149	1027		40	761	
NOx Emissions (g/hr)	7	73		20	191		29	200		8	148	
VOC Emissions (g/hr)	9	87		24	227		35	238		9	176	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	10	107		23	230		24	87		11	254	
Queue Length 95th (ft)	26	177		54	#414		#72	126		30	#444	
Internal Link Dist (ft)		1022			1495			253			1084	
Turn Bay Length (ft)	105			170			80					
Base Capacity (vph)	221	906		356	656		164	1626		340	856	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

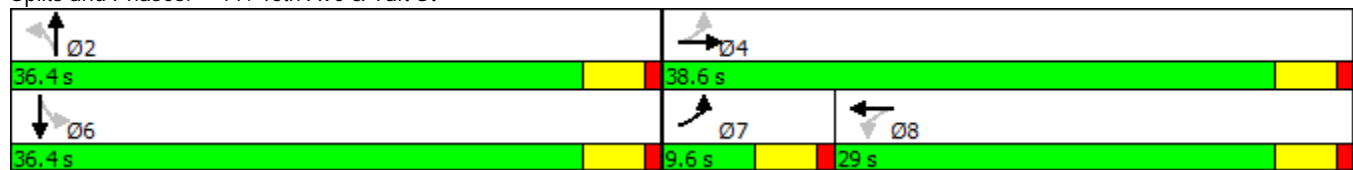


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.42		0.20	0.82		0.45	0.35		0.12	0.76	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	69.5
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	24.0
Intersection LOS:	C
Intersection Capacity Utilization:	81.8%
ICU Level of Service:	D
Analysis Period (min):	15
90th %ile Actuated Cycle:	75
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	75
30th %ile Actuated Cycle:	64.3
10th %ile Actuated Cycle:	58.4
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

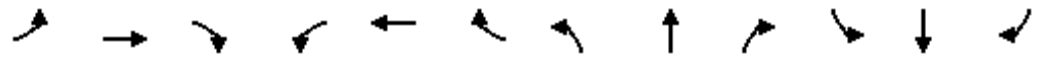
Splits and Phases: 77: 46th Ave & Taft St



Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	0	277	0	0	0	131	188	0	1	175	60
Future Volume (vph)	119	0	277	0	0	0	131	188	0	1	175	60
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	0		1	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	0	1583	0	0	1863	1770	1863	0	1770	1863	1583
Flt Permitted	0.950						0.482			0.630		
Satd. Flow (perm)	1770	0	1583	0	0	1863	898	1863	0	1174	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			301									158
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	129	0	301	0	0	0	142	204	0	1	190	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	0	301	0	0	0	142	204	0	1	190	65
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		1			1	1	2		1	2	1
Detector Template	Left		Right			Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20			20	20	100		20	100	20
Trailing Detector (ft)	0		0			0	0	0		0	0	0
Detector 1 Position(ft)	0		0			0	0	0		0	0	0
Detector 1 Size(ft)	20		20			20	20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
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	Prot		Perm			Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases	4						5	2			6	
Permitted Phases			4			8	2			6		6

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4			8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0			5.0	5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0			23.0	16.0	23.0		24.0	24.0	24.0
Total Split (s)	32.0		32.0			32.0	25.0	58.0		33.0	33.0	33.0
Total Split (%)	35.6%		35.6%			35.6%	27.8%	64.4%		36.7%	36.7%	36.7%
Maximum Green (s)	27.0		27.0			27.0	14.0	53.0		27.0	27.0	27.0
Yellow Time (s)	4.0		4.0			4.0	10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0			1.0	1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0			5.0	11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0			3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None		None			None	None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0			7.0		7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0			11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0			0		0		0	0	0
Act Effct Green (s)	11.5		11.5				47.0	53.0		33.1	33.1	33.1
Actuated g/C Ratio	0.15		0.15				0.63	0.71		0.44	0.44	0.44
v/c Ratio	0.47		0.60				0.22	0.15		0.00	0.23	0.08
Control Delay	34.8		9.4				6.7	4.1		14.0	14.7	0.2
Queue Delay	0.0		0.0				0.0	0.0		0.0	0.0	0.0
Total Delay	34.8		9.4				6.7	4.1		14.0	14.7	0.2
LOS	C		A				A	A		B	B	A
Approach Delay		17.0						5.2			11.0	
Approach LOS		B						A			B	
90th %ile Green (s)	14.8		14.8			14.8	10.3	53.0		30.7	30.7	30.7
90th %ile Term Code	Gap		Gap			Hold	Gap	MaxR		Hold	Hold	Hold
70th %ile Green (s)	12.3		12.3			12.3	8.7	53.0		32.3	32.3	32.3
70th %ile Term Code	Gap		Gap			Hold	Gap	MaxR		Hold	Hold	Hold
50th %ile Green (s)	10.6		10.6			10.6	7.8	53.0		33.2	33.2	33.2
50th %ile Term Code	Gap		Gap			Hold	Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	10.0		10.0			10.0	7.0	53.0		34.0	34.0	34.0
30th %ile Term Code	Min		Min			Hold	Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	10.0		10.0			10.0	6.1	53.0		34.9	34.9	34.9
10th %ile Term Code	Min		Min			Hold	Gap	MaxR		Hold	Hold	Hold
Stops (vph)	104		39				49	55		2	106	0
Fuel Used(gal)	2		1				1	1		0	2	0
CO Emissions (g/hr)	115		89				77	98		1	110	11
NOx Emissions (g/hr)	22		17				15	19		0	21	2
VOC Emissions (g/hr)	27		21				18	23		0	26	3
Dilemma Vehicles (#)	0		0				0	0		0	0	0
Queue Length 50th (ft)	55		0				22	23		0	50	0
Queue Length 95th (ft)	105		63				50	52		3	106	0
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)										50		80
Base Capacity (vph)	641		765				730	1325		520	826	790
Starvation Cap Reductn	0		0				0	0		0	0	0

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0				0	0		0	0	0
Storage Cap Reductn	0		0				0	0		0	0	0
Reduced v/c Ratio	0.20		0.39				0.19	0.15		0.00	0.23	0.08

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	74.5
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	11.6
Intersection LOS:	B
Intersection Capacity Utilization:	41.5%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	77.8
70th %ile Actuated Cycle:	75.3
50th %ile Actuated Cycle:	73.6
30th %ile Actuated Cycle:	73
10th %ile Actuated Cycle:	73

Splits and Phases: 12: NW 35th Ave & Hayes St



Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	291	154	117	312	147	144	542	194	124	500	116
Future Volume (vph)	103	291	154	117	312	147	144	542	194	124	500	116
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		280	230		340	260		260	225		230
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	0.420			0.453			0.342			0.302		
Satd. Flow (perm)	782	1863	1583	844	1863	1583	637	3539	1583	563	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201			201			211			201
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			977			1241			681	
Travel Time (s)		9.3			22.2			28.2			15.5	
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)	112	316	167	127	339	160	157	589	211	135	543	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	316	167	127	339	160	157	589	211	135	543	126
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%
Maximum Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	22.2	18.9	18.9	22.2	18.9	18.9	18.3	15.0	15.0	18.3	15.0	15.0
Actuated g/C Ratio	0.38	0.32	0.32	0.38	0.32	0.32	0.31	0.26	0.26	0.31	0.26	0.26
v/c Ratio	0.30	0.52	0.26	0.32	0.56	0.25	0.54	0.65	0.37	0.49	0.60	0.23
Control Delay	14.0	23.1	3.3	14.4	23.9	3.0	20.8	23.8	5.5	19.4	22.9	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	0.0
Total Delay	14.0	23.1	3.3	14.4	23.9	3.0	20.8	23.8	5.5	19.4	22.9	1.9
LOS	B	C	A	B	C	A	C	C	A	B	C	A
Approach Delay		15.8			16.6			19.3			19.0	
Approach LOS		B			B			B			B	
90th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Hold	Hold
50th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	16.3	16.3	4.5	16.3	16.3
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	14.5	14.5	4.5	14.5	14.5
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	18.0	18.0	0.0	18.0	18.0	0.0	8.9	8.9	0.0	8.9	8.9
10th %ile Term Code	Skip	MaxR	MaxR	Skip	MaxR	MaxR	Skip	Gap	Gap	Skip	Hold	Hold
Stops (vph)	63	233	14	74	255	12	99	447	28	82	404	4
Fuel Used(gal)	1	5	1	2	5	1	3	10	2	4	15	2
CO Emissions (g/hr)	101	345	97	115	371	89	178	723	157	247	1049	174
NOx Emissions (g/hr)	20	67	19	22	72	17	35	141	31	48	204	34
VOC Emissions (g/hr)	23	80	23	27	86	21	41	168	36	57	243	40
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	25	104	0	28	113	0	38	105	0	32	96	0
Queue Length 95th (ft)	54	185	28	61	199	25	73	154	43	64	141	11
Internal Link Dist (ft)		327			897			1161			601	
Turn Bay Length (ft)	280		280	230		340	260		260	225		230
Base Capacity (vph)	377	602	648	395	602	648	291	1145	655	274	1145	648
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	0.30	0.52	0.26	0.32	0.56	0.25	0.54	0.51	0.32	0.49	0.47	0.19

Intersection Summary

Lanes, Volumes, Timings  
 49: N. Park Rd & Johnson St

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	58.3
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	18.0
Intersection LOS:	B
Intersection Capacity Utilization:	60.6%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	65
70th %ile Actuated Cycle:	65
50th %ile Actuated Cycle:	63.3
30th %ile Actuated Cycle:	61.5
10th %ile Actuated Cycle:	36.9

Splits and Phases: 49: N. Park Rd & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	23 s	9.5 s	23 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	23 s	9.5 s	23 s



Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

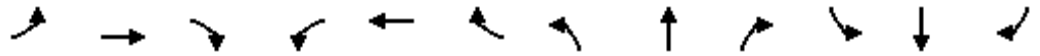


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	279	33	100	416	86	55	410	65	78	396	44
Future Volume (vph)	32	279	33	100	416	86	55	410	65	78	396	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	200		0	170		160
Storage Lanes	1		0	1		0	1		0	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	0.95	1.00	0.95	1.00
Frt		0.984			0.974			0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1833	0	1770	1814	0	1770	3465	0	1770	3539	1583
Flt Permitted	0.276			0.502			0.502			0.453		
Satd. Flow (perm)	514	1833	0	935	1814	0	935	3465	0	844	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			27			47				48
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1143			1545			708				1413
Travel Time (s)		26.0			35.1			16.1				32.1
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)	35	303	36	109	452	93	60	446	71	85	430	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	339	0	109	545	0	60	517	0	85	430	48
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.17	0.46		0.29	0.74		0.16	0.37		0.25	0.30	0.07

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

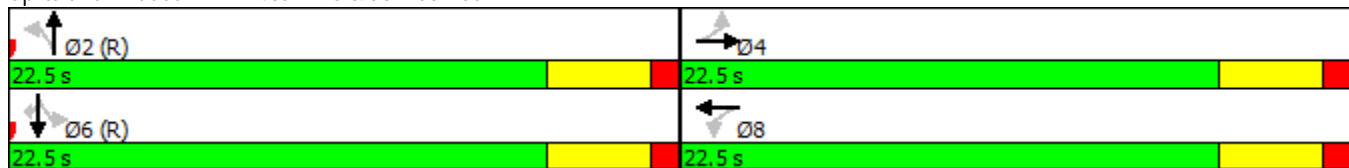


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	11.3	11.9		11.9	19.0		10.1	9.5		11.5	10.0	3.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	11.3	11.9		11.9	19.0		10.1	9.5		11.5	10.0	3.7
LOS	B	B		B	B		B	A		B	A	A
Approach Delay		11.8			17.8			9.6			9.7	
Approach LOS		B			B			A			A	
Stops (vph)	25	205		66	371		37	278		52	246	12
Fuel Used(gal)	0	5		2	12		1	5		2	11	1
CO Emissions (g/hr)	35	326		150	818		43	355		154	764	75
NOx Emissions (g/hr)	7	64		29	159		8	69		30	149	15
VOC Emissions (g/hr)	8	76		35	190		10	82		36	177	17
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Queue Length 50th (ft)	5	57		18	106		9	42		14	37	0
Queue Length 95th (ft)	20	110		46	#241		28	70		38	62	14
Internal Link Dist (ft)		1063			1465			628			1333	
Turn Bay Length (ft)	280			280			200			170		160
Base Capacity (vph)	205	742		374	741		374	1414		337	1415	662
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.17	0.46		0.29	0.74		0.16	0.37		0.25	0.30	0.07

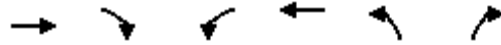
Intersection Summary

Area Type: Other  
 Cycle Length: 45  
 Actuated Cycle Length: 45  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 12.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 64.0%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

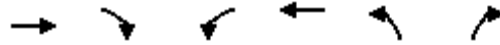
Splits and Phases: 72: 46th Ave & Johnson St



Lanes, Volumes, Timings  
27: NW 35th Ave & Taft St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	284	69	67	388	188	189
Future Volume (vph)	284	69	67	388	188	189
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	230		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1814	0	1770	1863	1770	1583
Flt Permitted			0.322		0.950	
Satd. Flow (perm)	1814	0	600	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	16					205
Link Speed (mph)	30			30	30	
Link Distance (ft)	451			272	1264	
Travel Time (s)	10.3			6.2	28.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	309	75	73	422	204	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	384	0	73	422	204	205
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)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
Detector 1 Type	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
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	51.0		51.0	51.0	49.0	49.0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	51.0%		51.0%	51.0%	49.0%	49.0%
Maximum Green (s)	45.0		45.0	45.0	43.0	43.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	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
Recall Mode	None		None	None	Max	Max
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)	22.6		22.6	22.6	43.2	43.2
Actuated g/C Ratio	0.29		0.29	0.29	0.55	0.55
v/c Ratio	0.72		0.42	0.78	0.21	0.21
Control Delay	31.4		29.8	36.0	10.7	2.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	31.4		29.8	36.0	10.7	2.4
LOS	C		C	D	B	A
Approach Delay	31.4			35.1	6.5	
Approach LOS	C			D	A	
90th %ile Green (s)	32.4		32.4	32.4	43.0	43.0
90th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
70th %ile Green (s)	25.8		25.8	25.8	43.0	43.0
70th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
50th %ile Green (s)	22.3		22.3	22.3	43.0	43.0
50th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
30th %ile Green (s)	19.1		19.1	19.1	43.0	43.0
30th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
10th %ile Green (s)	15.0		15.0	15.0	43.0	43.0
10th %ile Term Code	Min		Min	Min	MaxR	MaxR
Stops (vph)	286		50	337	92	17
Fuel Used(gal)	5		1	6	3	2
CO Emissions (g/hr)	355		58	386	220	169
NOx Emissions (g/hr)	69		11	75	43	33
VOC Emissions (g/hr)	82		13	90	51	39
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	158		28	186	45	0
Queue Length 95th (ft)	248		66	283	104	33
Internal Link Dist (ft)	371			192	1184	
Turn Bay Length (ft)			230			
Base Capacity (vph)	1060		348	1082	982	969
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.36		0.21	0.39	0.21	0.21

Intersection Summary

Lanes, Volumes, Timings  
 27: NW 35th Ave & Taft St

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	77.9
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	24.9
Intersection LOS:	C
Intersection Capacity Utilization:	57.1%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	87.4
70th %ile Actuated Cycle:	80.8
50th %ile Actuated Cycle:	77.3
30th %ile Actuated Cycle:	74.1
10th %ile Actuated Cycle:	70

Splits and Phases: 27: NW 35th Ave & Taft St

↙ Ø2	→ Ø4
49 s	51 s
	↖ Ø8
	51 s

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	251	70	157	315	264	74	541	105	145	608	56
Future Volume (vph)	157	251	70	157	315	264	74	541	105	145	608	56
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		170	365		190	162		115	230		0
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	1.00	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	1863	1583
Flt Permitted	0.379			0.471			0.140			0.265		
Satd. Flow (perm)	706	1863	1583	877	1863	1583	261	3539	1583	494	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			287			123			123
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		692			819			1998			1053	
Travel Time (s)		15.7			18.6			45.4			23.9	
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)	171	273	76	171	342	287	80	588	114	158	661	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	273	76	171	342	287	80	588	114	158	661	61
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	36.0	36.0	9.5	36.0	36.0	23.5	37.0	37.0	23.5	37.0	37.0

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	9.0%	34.0%	34.0%	9.0%	34.0%	34.0%	22.2%	34.9%	34.9%	22.2%	34.9%	34.9%
Maximum Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	18.5	32.0	32.0	18.5	32.0	32.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	35.6	31.1	31.1	35.6	31.1	31.1	35.5	27.4	27.4	40.9	32.1	32.1
Actuated g/C Ratio	0.38	0.33	0.33	0.38	0.33	0.33	0.38	0.29	0.29	0.44	0.34	0.34
v/c Ratio	0.53	0.44	0.12	0.45	0.55	0.40	0.35	0.57	0.21	0.44	1.03	0.10
Control Delay	26.9	28.2	1.7	24.0	30.6	4.9	18.8	30.6	5.3	18.9	77.1	0.3
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	26.9	28.2	1.7	24.0	30.6	4.9	18.8	30.6	5.3	18.9	77.1	0.3
LOS	C	C	A	C	C	A	B	C	A	B	E	A
Approach Delay		23.9			20.0			25.7			61.3	
Approach LOS		C			B			C			E	
90th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	10.1	28.3	28.3	13.8	32.0	32.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
70th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	9.1	29.4	29.4	11.7	32.0	32.0
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
50th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	8.3	29.9	29.9	10.4	32.0	32.0
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
30th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	7.4	30.3	30.3	9.1	32.0	32.0
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
10th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	0.0	19.7	19.7	7.3	32.0	32.0
10th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Skip	Hold	Hold	Gap	Max	Max
Stops (vph)	118	191	3	117	252	27	43	439	13	81	498	0
Fuel Used(gal)	2	4	0	2	5	2	2	17	2	2	17	0
CO Emissions (g/hr)	165	269	29	169	375	147	144	1195	166	154	1208	32
NOx Emissions (g/hr)	32	52	6	33	73	29	28	233	32	30	235	6
VOC Emissions (g/hr)	38	62	7	39	87	34	33	277	39	36	280	8
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	65	131	0	65	171	0	26	154	0	54	~446	0
Queue Length 95th (ft)	114	210	10	114	268	56	51	218	35	93	#677	1
Internal Link Dist (ft)		612			739			1918			973	
Turn Bay Length (ft)	210		170	365		190	162		115	230		
Base Capacity (vph)	320	620	608	377	620	718	419	1216	624	479	640	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	0.53	0.44	0.13	0.45	0.55	0.40	0.19	0.48	0.18	0.33	1.03	0.10

Intersection Summary

Lanes, Volumes, Timings  
 37: N. Park Rd & Taft St

Area Type:	Other		
Cycle Length:	106		
Actuated Cycle Length:	93.5		
Natural Cycle:	90		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	1.03		
Intersection Signal Delay:	34.4	Intersection LOS:	C
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		
90th %ile Actuated Cycle:	97.6		
70th %ile Actuated Cycle:	96.6		
50th %ile Actuated Cycle:	95.8		
30th %ile Actuated Cycle:	94.9		
10th %ile Actuated Cycle:	82.5		
~	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.		

Splits and Phases: 37: N. Park Rd & Taft St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	36 s	23.5 s	37 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	36 s	23.5 s	37 s



Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	1312	23	96	1529	134	69	46	133	114	61	105
Future Volume (vph)	128	1312	23	96	1529	134	69	46	133	114	61	105
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		190	290		160	168		168	250		160
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.096			0.147			0.714			0.724		
Satd. Flow (perm)	179	5070	0	274	3539	1583	1330	1863	1583	1349	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				61			145			114
Link Speed (mph)		30			30			30				30
Link Distance (ft)		822			994			700				546
Travel Time (s)		18.7			22.6			15.9				12.4
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)	139	1426	25	104	1662	146	75	50	145	124	66	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	1451	0	104	1662	146	75	50	145	124	66	114
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	20	50	50	50	50	50	50
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)	50	50		50	50	20	50	50	50	50	50	50
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
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	24.0		10.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	58.0		44.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	36.3%		27.5%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Maximum Green (s)	38.0	52.0		38.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0
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 Optimize?	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	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	121.0	111.0		122.6	111.8	111.8	20.2	20.2	20.2	20.2	20.2	20.2
Actuated g/C Ratio	0.76	0.69		0.77	0.70	0.70	0.13	0.13	0.13	0.13	0.13	0.13
v/c Ratio	0.59	0.41		0.33	0.67	0.13	0.45	0.21	0.44	0.73	0.28	0.38
Control Delay	20.1	11.9		7.2	17.0	6.0	71.5	62.4	12.5	90.0	64.3	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
Total Delay	20.1	11.9		7.2	17.0	6.0	71.5	62.4	12.5	90.0	64.3	12.9
LOS	C	B		A	B	A	E	E	B	F	E	B
Approach Delay		12.6			15.6			38.2			55.5	
Approach LOS		B			B			D			E	
90th %ile Green (s)	16.1	97.3		16.2	97.4	97.4	28.5	28.5	28.5	28.5	28.5	28.5
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	11.6	105.5		12.9	106.8	106.8	23.6	23.6	23.6	23.6	23.6	23.6
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	8.6	111.2		10.6	113.2	113.2	20.2	20.2	20.2	20.2	20.2	20.2
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	7.4	116.9		8.3	117.8	117.8	16.8	16.8	16.8	16.8	16.8	16.8
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	6.4	124.0		6.0	123.6	123.6	12.0	12.0	12.0	12.0	12.0	12.0
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph)	36	558		21	864	28	63	40	17	108	54	15
Fuel Used(gal)	2	15		1	22	1	2	1	1	4	2	1
CO Emissions (g/hr)	108	1040		70	1531	95	121	74	81	268	120	99
NOx Emissions (g/hr)	21	202		14	298	18	24	14	16	52	23	19
VOC Emissions (g/hr)	25	241		16	355	22	28	17	19	62	28	23
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	28	220		20	467	26	74	48	0	127	64	0
Queue Length 95th (ft)	89	328		44	742	68	125	87	64	193	108	57
Internal Link Dist (ft)		742			914			620			466	
Turn Bay Length (ft)	260			290		160	168		168	250		160
Base Capacity (vph)	520	3517		574	2471	1123	432	605	612	438	605	591
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	0.27	0.41		0.18	0.67	0.13	0.17	0.08	0.24	0.28	0.11	0.19

Intersection Summary

Lanes, Volumes, Timings  
 46: 35th Ave & Hollywood Blvd

Area Type:	Other		
Cycle Length:	160		
Actuated Cycle Length:	160		
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green		
Natural Cycle:	80		
Control Type:	Actuated-Coordinated		
Maximum v/c Ratio:	0.73		
Intersection Signal Delay:	18.9	Intersection LOS:	B
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

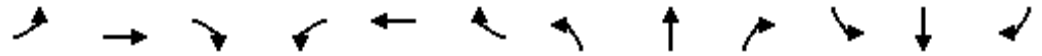
Splits and Phases: 46: 35th Ave & Hollywood Blvd



HCM Unsignalized Intersection Capacity Analysis  
 14: NW 35th Ave & Garfield St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



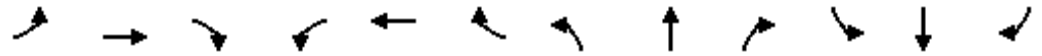
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	62	0	69	11	1	11	33	267	4	4	138	11
Future Volume (veh/h)	62	0	69	11	1	11	33	267	4	4	138	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	67	0	75	12	1	12	36	290	4	4	150	12
Approach Volume (veh/h)	142		25				330			166		
Crossing Volume (veh/h)	166			393			71			49		
High Capacity (veh/h)	1216		1017				1310			1333		
High v/c (veh/h)	0.12		0.02				0.25			0.12		
Low Capacity (veh/h)	1008		828				1093			1114		
Low v/c (veh/h)	0.14		0.03				0.30			0.15		
<b>Intersection Summary</b>												
Maximum v/c High			0.25									
Maximum v/c Low			0.30									
Intersection Capacity Utilization			43.9%				ICU Level of Service			A		

Intersection				
Intersection Delay, s/veh	5.9			
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	142	25	330	166
Demand Flow Rate, veh/h	144	25	337	169
Vehicles Circulating, veh/h	169	401	72	50
Vehicles Exiting, veh/h	50	8	241	376
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	5.3	5.1	6.7	4.8
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	144	25	337	169
Cap Entry Lane, veh/h	954	757	1051	1075
Entry HV Adj Factor	0.986	0.999	0.980	0.982
Flow Entry, veh/h	142	25	330	166
Cap Entry, veh/h	941	756	1030	1056
V/C Ratio	0.151	0.033	0.321	0.157
Control Delay, s/veh	5.3	5.1	6.7	4.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

HCM Unsignalized Intersection Capacity Analysis  
 32: 40th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	8	334	14	22	511	25	16	43	23	29	67	41
Future Volume (veh/h)	8	334	14	22	511	25	16	43	23	29	67	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	363	15	24	555	27	17	47	25	32	73	45
Approach Volume (veh/h)	387			606			89			150		
Crossing Volume (veh/h)	129			73			404			596		
High Capacity (veh/h)	1252			1308			1008			864		
High v/c (veh/h)	0.31			0.46			0.09			0.17		
Low Capacity (veh/h)	1041			1091			821			693		
Low v/c (veh/h)	0.37			0.56			0.11			0.22		
<b>Intersection Summary</b>												
Maximum v/c High	0.46											
Maximum v/c Low	0.56											
Intersection Capacity Utilization	56.5%			ICU Level of Service				B				

Intersection				
Intersection Delay, s/veh	9.7			
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	387	606	89	150
Demand Flow Rate, veh/h	394	618	91	153
Vehicles Circulating, veh/h	131	74	412	607
Vehicles Exiting, veh/h	629	428	113	85
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	8.1	11.3	6.2	9.2
Approach LOS	A	B	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	394	618	91	153
Cap Entry Lane, veh/h	991	1049	748	616
Entry HV Adj Factor	0.982	0.980	0.979	0.977
Flow Entry, veh/h	387	606	89	150
Cap Entry, veh/h	973	1029	732	602
V/C Ratio	0.397	0.589	0.122	0.248
Control Delay, s/veh	8.1	11.3	6.2	9.2
LOS	A	B	A	A
95th %tile Queue, veh	2	4	0	1

Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	276	71	64	423	72	67	466	56	37	541	55
Future Volume (vph)	37	276	71	64	423	72	67	466	56	37	541	55
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	170		0	80		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.969			0.978			0.984				0.986
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1805	0	1770	1822	0	1770	3483	0	1770	1837	0
Flt Permitted	0.146			0.538			0.190			0.394		
Satd. Flow (perm)	272	1805	0	1002	1822	0	354	3483	0	734	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			12			21				9
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1102			1575			333				1164
Travel Time (s)		25.0			35.8			7.6				26.5
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)	40	300	77	70	460	78	73	507	61	40	588	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	377	0	70	538	0	73	568	0	40	648	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2			6		



Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	9.6	38.6		29.0	29.0		36.4	36.4		36.4	36.4	
Total Split (%)	12.8%	51.5%		38.7%	38.7%		48.5%	48.5%		48.5%	48.5%	
Maximum Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	28.2	28.2		22.8	22.8		32.2	32.2		32.2	32.2	
Actuated g/C Ratio	0.41	0.41		0.33	0.33		0.46	0.46		0.46	0.46	
v/c Ratio	0.18	0.51		0.21	0.89		0.45	0.35		0.12	0.76	
Control Delay	13.5	16.6		20.0	41.6		26.4	13.4		14.1	24.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.5	16.6		20.0	41.6		26.4	13.4		14.1	24.4	
LOS	B	B		C	D		C	B		B	C	
Approach Delay		16.3			39.1			14.9			23.8	
Approach LOS		B			D			B			C	
90th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
90th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
70th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
50th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	0.0	23.4		23.4	23.4		31.9	31.9		31.9	31.9	
30th %ile Term Code	Skip	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	17.5		17.5	17.5		31.9	31.9		31.9	31.9	
10th %ile Term Code	Skip	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
Stops (vph)	21	222		46	403		53	307		23	455	
Fuel Used(gal)	1	5		1	14		2	15		1	11	
CO Emissions (g/hr)	37	376		105	979		149	1027		40	761	
NOx Emissions (g/hr)	7	73		20	191		29	200		8	148	
VOC Emissions (g/hr)	9	87		24	227		35	238		9	176	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	10	107		23	230		24	87		11	254	
Queue Length 95th (ft)	26	177		54	#414		#72	126		30	#444	
Internal Link Dist (ft)		1022			1495			253			1084	
Turn Bay Length (ft)	105			170			80					
Base Capacity (vph)	221	906		356	656		164	1626		340	856	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

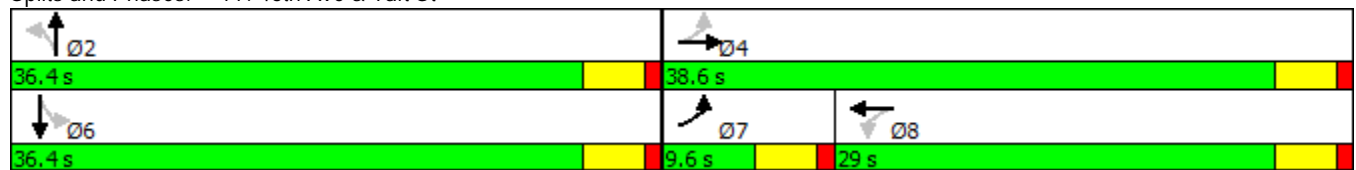


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.42		0.20	0.82		0.45	0.35		0.12	0.76	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	69.5
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	24.0
Intersection LOS:	C
Intersection Capacity Utilization:	81.8%
ICU Level of Service:	D
Analysis Period (min):	15
90th %ile Actuated Cycle:	75
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	75
30th %ile Actuated Cycle:	64.3
10th %ile Actuated Cycle:	58.4
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 77: 46th Ave & Taft St



Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	352	63	69	442	82	93	93	52	108	126	64
Future Volume (vph)	33	352	63	69	442	82	93	93	52	108	126	64
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	275		0	0		225	270		0
Storage Lanes	1		0	1		1	1		2	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.977				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1820	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.339			0.277			0.589			0.688		
Satd. Flow (perm)	631	1820	0	516	1863	1583	1097	3539	1583	1282	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				76			76			76
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			600			227			643	
Travel Time (s)		5.9			13.6			5.2			14.6	
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)	36	383	68	75	480	89	101	101	57	117	137	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	451	0	75	480	89	101	101	57	117	137	70
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
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)	50	50		50	50	50	50	50	50	50	50	50
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
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
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)	12.5	33.0		12.5	33.0	33.0	12.5	33.0	33.0	12.5	33.0	33.0
Total Split (s)	34.5	56.0		34.5	56.0	56.0	34.5	55.0	55.0	34.5	55.0	55.0

Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.2%	31.1%		19.2%	31.1%	31.1%	19.2%	30.6%	30.6%	19.2%	30.6%	30.6%
Maximum Green (s)	29.0	51.0		29.0	51.0	51.0	29.5	50.0	50.0	29.5	50.0	50.0
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)	1.5	1.0		1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.5	5.0		5.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min		None	Min	Min	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		18.0	18.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	28.8	25.6		33.0	29.5	29.5	22.0	13.1	13.1	19.1	11.6	11.6
Actuated g/C Ratio	0.40	0.36		0.46	0.41	0.41	0.31	0.18	0.18	0.27	0.16	0.16
v/c Ratio	0.11	0.69		0.21	0.63	0.13	0.24	0.16	0.16	0.30	0.46	0.22
Control Delay	11.2	27.7		11.7	22.9	6.1	20.0	28.8	6.2	21.1	36.6	9.4
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	11.2	27.7		11.7	22.9	6.1	20.0	28.8	6.2	21.1	36.6	9.4
LOS	B	C		B	C	A	C	C	A	C	D	A
Approach Delay		26.4			19.3			20.4			25.1	
Approach LOS		C			B			C			C	
90th %ile Green (s)	5.9	35.7		9.1	38.9	38.9	12.9	18.6	18.6	10.7	16.4	16.4
90th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	5.2	29.6		7.7	32.1	32.1	10.5	15.3	15.3	8.6	13.4	13.4
70th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	4.8	25.2		6.8	27.2	27.2	9.0	13.3	13.3	7.3	11.6	11.6
50th %ile Term Code	Gap	Hold		Gap	Gap	Gap	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	0.0	21.1		6.2	32.8	32.8	7.4	10.8	10.8	6.3	9.7	9.7
30th %ile Term Code	Skip	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	0.0	16.5		0.0	16.5	16.5	5.5	7.9	7.9	4.8	7.2	7.2
10th %ile Term Code	Skip	Gap		Skip	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	18	327		32	325	17	59	71	7	73	104	13
Fuel Used(gal)	0	5		1	7	1	2	2	1	1	2	1
CO Emissions (g/hr)	17	348		62	512	59	124	140	49	98	150	36
NOx Emissions (g/hr)	3	68		12	100	11	24	27	10	19	29	7
VOC Emissions (g/hr)	4	81		14	119	14	29	33	11	23	35	8
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	8	172		16	179	4	31	20	0	36	57	0
Queue Length 95th (ft)	25	326		43	330	33	77	49	23	87	132	33
Internal Link Dist (ft)		179			520			147			563	
Turn Bay Length (ft)	170			275					225	270		
Base Capacity (vph)	833	1328		821	1358	1175	789	2544	1159	791	1339	1159
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	0.04	0.34		0.09	0.35	0.08	0.13	0.04	0.05	0.15	0.10	0.06

Intersection Summary

Lanes, Volumes, Timings  
 3: NW 35th Ave & Johnson St

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	71.7
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	22.6
Intersection LOS:	C
Intersection Capacity Utilization:	55.5%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	94.6
70th %ile Actuated Cycle:	81.7
50th %ile Actuated Cycle:	73.1
30th %ile Actuated Cycle:	64.9
10th %ile Actuated Cycle:	44.2

Splits and Phases: 3: NW 35th Ave & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
34.5 s	56 s	34.5 s	55 s
 Ø5	 Ø6	 Ø7	 Ø8
34.5 s	56 s	34.5 s	55 s

**Intersection**

Int Delay, s/veh 4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	188	359	498	115	53	82
Future Vol, veh/h	188	359	498	115	53	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	40	0
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	204	390	541	125	58	89

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	541	0	541
Stage 1	-	-	541
Stage 2	-	-	799
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1028	-	541
Stage 1	-	-	583
Stage 2	-	-	443
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1028	-	541
Mov Cap-2 Maneuver	-	-	135
Stage 1	-	-	583
Stage 2	-	-	355

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	27.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1028	-	-	-	135	541
HCM Lane V/C Ratio	0.199	-	-	-	0.427	0.165
HCM Control Delay (s)	9.4	-	-	-	50.2	13
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.7	-	-	-	1.9	0.6

**Intersection**

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	23	492	555	53	27	30
Future Vol, veh/h	23	492	555	53	27	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
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	25	535	603	58	29	33

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	661	0	632
Stage 1	-	-	632
Stage 2	-	-	585
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	927	-	480
Stage 1	-	-	530
Stage 2	-	-	557
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	927	-	480
Mov Cap-2 Maneuver	-	-	195
Stage 1	-	-	530
Stage 2	-	-	542

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	927	-	-	-	195	480
HCM Lane V/C Ratio	0.027	-	-	-	0.151	0.068
HCM Control Delay (s)	9	-	-	-	26.7	13
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	0.2

**Intersection**

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	23	492	555	53	27	30
Future Vol, veh/h	23	492	555	53	27	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
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	25	535	603	58	29	33

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	661	0	632
Stage 1	-	-	632
Stage 2	-	-	585
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	927	-	480
Stage 1	-	-	530
Stage 2	-	-	557
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	927	-	480
Mov Cap-2 Maneuver	-	-	195
Stage 1	-	-	530
Stage 2	-	-	542

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	927	-	-	-	195	480
HCM Lane V/C Ratio	0.027	-	-	-	0.151	0.068
HCM Control Delay (s)	9	-	-	-	26.7	13
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	0.2



**Intersection**

Int Delay, s/veh 4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	188	359	498	115	53	82
Future Vol, veh/h	188	359	498	115	53	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	40	0
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	204	390	541	125	58	89

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	541	0	541
Stage 1	-	-	541
Stage 2	-	-	799
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1028	-	541
Stage 1	-	-	583
Stage 2	-	-	443
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1028	-	541
Mov Cap-2 Maneuver	-	-	135
Stage 1	-	-	583
Stage 2	-	-	355

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	27.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1028	-	-	-	135	541
HCM Lane V/C Ratio	0.199	-	-	-	0.427	0.165
HCM Control Delay (s)	9.4	-	-	-	50.2	13
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.7	-	-	-	1.9	0.6

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	291	154	117	312	147	144	542	194	124	500	116
Future Volume (vph)	103	291	154	117	312	147	144	542	194	124	500	116
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		280	230		340	260		260	225		230
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	0.420			0.453			0.342			0.302		
Satd. Flow (perm)	782	1863	1583	844	1863	1583	637	3539	1583	563	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201			201			211			201
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			977			1241			681	
Travel Time (s)		9.3			22.2			28.2			15.5	
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)	112	316	167	127	339	160	157	589	211	135	543	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	316	167	127	339	160	157	589	211	135	543	126
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%
Maximum Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	22.2	18.9	18.9	22.2	18.9	18.9	18.3	15.0	15.0	18.3	15.0	15.0
Actuated g/C Ratio	0.38	0.32	0.32	0.38	0.32	0.32	0.31	0.26	0.26	0.31	0.26	0.26
v/c Ratio	0.30	0.52	0.26	0.32	0.56	0.25	0.54	0.65	0.37	0.49	0.60	0.23
Control Delay	14.0	23.1	3.3	14.4	23.9	3.0	20.8	23.8	5.5	19.4	22.9	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	0.0
Total Delay	14.0	23.1	3.3	14.4	23.9	3.0	20.8	23.8	5.5	19.4	22.9	1.9
LOS	B	C	A	B	C	A	C	C	A	B	C	A
Approach Delay		15.8			16.6			19.3			19.0	
Approach LOS		B			B			B			B	
90th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Hold	Hold
50th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	16.3	16.3	4.5	16.3	16.3
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	14.5	14.5	4.5	14.5	14.5
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	18.0	18.0	0.0	18.0	18.0	0.0	8.9	8.9	0.0	8.9	8.9
10th %ile Term Code	Skip	MaxR	MaxR	Skip	MaxR	MaxR	Skip	Gap	Gap	Skip	Hold	Hold
Stops (vph)	63	233	14	74	255	12	99	447	28	82	404	4
Fuel Used(gal)	1	5	1	2	5	1	3	10	2	4	15	2
CO Emissions (g/hr)	101	345	97	115	371	89	178	723	157	247	1049	174
NOx Emissions (g/hr)	20	67	19	22	72	17	35	141	31	48	204	34
VOC Emissions (g/hr)	23	80	23	27	86	21	41	168	36	57	243	40
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	25	104	0	28	113	0	38	105	0	32	96	0
Queue Length 95th (ft)	54	185	28	61	199	25	73	154	43	64	141	11
Internal Link Dist (ft)		327			897			1161			601	
Turn Bay Length (ft)	280		280	230		340	260		260	225		230
Base Capacity (vph)	377	602	648	395	602	648	291	1145	655	274	1145	648
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	0.30	0.52	0.26	0.32	0.56	0.25	0.54	0.51	0.32	0.49	0.47	0.19

Intersection Summary

Lanes, Volumes, Timings  
 49: N. Park Rd & Johnson St

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	58.3
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	18.0
Intersection LOS:	B
Intersection Capacity Utilization:	60.6%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	65
70th %ile Actuated Cycle:	65
50th %ile Actuated Cycle:	63.3
30th %ile Actuated Cycle:	61.5
10th %ile Actuated Cycle:	36.9

Splits and Phases: 49: N. Park Rd & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	23 s	9.5 s	23 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	23 s	9.5 s	23 s

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	251	70	157	315	264	74	541	105	145	608	56
Future Volume (vph)	157	251	70	157	315	264	74	541	105	145	608	56
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		170	365		190	162		115	230		0
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	1.00	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	1863	1583
Flt Permitted	0.379			0.471			0.140			0.265		
Satd. Flow (perm)	706	1863	1583	877	1863	1583	261	3539	1583	494	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			287			123			123
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		692			819			1998			1053	
Travel Time (s)		15.7			18.6			45.4			23.9	
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)	171	273	76	171	342	287	80	588	114	158	661	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	273	76	171	342	287	80	588	114	158	661	61
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	36.0	36.0	9.5	36.0	36.0	23.5	37.0	37.0	23.5	37.0	37.0

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	9.0%	34.0%	34.0%	9.0%	34.0%	34.0%	22.2%	34.9%	34.9%	22.2%	34.9%	34.9%
Maximum Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	18.5	32.0	32.0	18.5	32.0	32.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	35.6	31.1	31.1	35.6	31.1	31.1	35.5	27.4	27.4	40.9	32.1	32.1
Actuated g/C Ratio	0.38	0.33	0.33	0.38	0.33	0.33	0.38	0.29	0.29	0.44	0.34	0.34
v/c Ratio	0.53	0.44	0.12	0.45	0.55	0.40	0.35	0.57	0.21	0.44	1.03	0.10
Control Delay	26.9	28.2	1.7	24.0	30.6	4.9	18.8	30.6	5.3	18.9	77.1	0.3
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	26.9	28.2	1.7	24.0	30.6	4.9	18.8	30.6	5.3	18.9	77.1	0.3
LOS	C	C	A	C	C	A	B	C	A	B	E	A
Approach Delay		23.9			20.0			25.7			61.3	
Approach LOS		C			B			C			E	
90th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	10.1	28.3	28.3	13.8	32.0	32.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
70th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	9.1	29.4	29.4	11.7	32.0	32.0
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
50th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	8.3	29.9	29.9	10.4	32.0	32.0
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
30th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	7.4	30.3	30.3	9.1	32.0	32.0
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
10th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	0.0	19.7	19.7	7.3	32.0	32.0
10th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Skip	Hold	Hold	Gap	Max	Max
Stops (vph)	118	191	3	117	252	27	43	439	13	81	498	0
Fuel Used(gal)	2	4	0	2	5	2	2	17	2	2	17	0
CO Emissions (g/hr)	165	269	29	169	375	147	144	1195	166	154	1208	32
NOx Emissions (g/hr)	32	52	6	33	73	29	28	233	32	30	235	6
VOC Emissions (g/hr)	38	62	7	39	87	34	33	277	39	36	280	8
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	65	131	0	65	171	0	26	154	0	54	~446	0
Queue Length 95th (ft)	114	210	10	114	268	56	51	218	35	93	#677	1
Internal Link Dist (ft)		612			739			1918			973	
Turn Bay Length (ft)	210		170	365		190	162		115	230		
Base Capacity (vph)	320	620	608	377	620	718	419	1216	624	479	640	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	0.53	0.44	0.13	0.45	0.55	0.40	0.19	0.48	0.18	0.33	1.03	0.10

Intersection Summary

Lanes, Volumes, Timings  
 37: N. Park Rd & Taft St

Area Type:	Other		
Cycle Length:	106		
Actuated Cycle Length:	93.5		
Natural Cycle:	90		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	1.03		
Intersection Signal Delay:	34.4	Intersection LOS:	C
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		
90th %ile Actuated Cycle:	97.6		
70th %ile Actuated Cycle:	96.6		
50th %ile Actuated Cycle:	95.8		
30th %ile Actuated Cycle:	94.9		
10th %ile Actuated Cycle:	82.5		
~	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.		

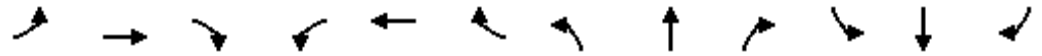
Splits and Phases: 37: N. Park Rd & Taft St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	36 s	23.5 s	37 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	36 s	23.5 s	37 s

HCM Unsignalized Intersection Capacity Analysis  
 14: NW 35th Ave & Garfield St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Right Turn Channelized													
Traffic Volume (veh/h)	62	0	69	11	1	11	33	267	4	4	138	11	
Future Volume (veh/h)	62	0	69	11	1	11	33	267	4	4	138	11	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	67	0	75	12	1	12	36	290	4	4	150	12	
Approach Volume (veh/h)	142		25				330			166			
Crossing Volume (veh/h)	166				393			71		49			
High Capacity (veh/h)	1216				1017			1310			1333		
High v/c (veh/h)	0.12				0.02			0.25		0.12			
Low Capacity (veh/h)	1008				828			1093			1114		
Low v/c (veh/h)	0.14				0.03			0.30		0.15			
<b>Intersection Summary</b>													
Maximum v/c High			0.25										
Maximum v/c Low			0.30										
Intersection Capacity Utilization			43.9%		ICU Level of Service				A				

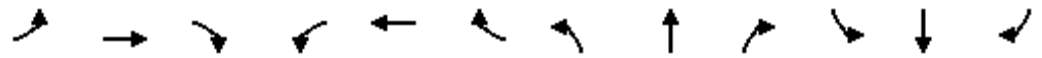


Intersection				
Intersection Delay, s/veh	5.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	142	25	330	166
Demand Flow Rate, veh/h	144	25	337	169
Vehicles Circulating, veh/h	169	401	72	50
Vehicles Exiting, veh/h	50	8	241	376
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	5.3	5.1	6.7	4.8
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	144	25	337	169
Cap Entry Lane, veh/h	954	757	1051	1075
Entry HV Adj Factor	0.986	0.999	0.980	0.982
Flow Entry, veh/h	142	25	330	166
Cap Entry, veh/h	941	756	1030	1056
V/C Ratio	0.151	0.033	0.321	0.157
Control Delay, s/veh	5.3	5.1	6.7	4.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	0	277	0	0	0	131	188	0	1	175	60
Future Volume (vph)	119	0	277	0	0	0	131	188	0	1	175	60
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	0		1	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	0	1583	0	0	1863	1770	1863	0	1770	1863	1583
Flt Permitted	0.950						0.482			0.630		
Satd. Flow (perm)	1770	0	1583	0	0	1863	898	1863	0	1174	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			301									158
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	129	0	301	0	0	0	142	204	0	1	190	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	0	301	0	0	0	142	204	0	1	190	65
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		1			1	1	2		1	2	1
Detector Template	Left		Right			Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20			20	20	100		20	100	20
Trailing Detector (ft)	0		0			0	0	0		0	0	0
Detector 1 Position(ft)	0		0			0	0	0		0	0	0
Detector 1 Size(ft)	20		20			20	20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
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	Prot		Perm			Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases	4						5	2			6	
Permitted Phases			4			8	2			6		6

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

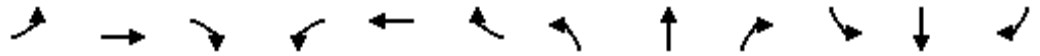
MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4			8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0			5.0	5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0			23.0	16.0	23.0		24.0	24.0	24.0
Total Split (s)	32.0		32.0			32.0	25.0	58.0		33.0	33.0	33.0
Total Split (%)	35.6%		35.6%			35.6%	27.8%	64.4%		36.7%	36.7%	36.7%
Maximum Green (s)	27.0		27.0			27.0	14.0	53.0		27.0	27.0	27.0
Yellow Time (s)	4.0		4.0			4.0	10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0			1.0	1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0			5.0	11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0			3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None		None			None	None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0			7.0		7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0			11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0			0		0		0	0	0
Act Effct Green (s)	11.5		11.5				47.0	53.0		33.1	33.1	33.1
Actuated g/C Ratio	0.15		0.15				0.63	0.71		0.44	0.44	0.44
v/c Ratio	0.47		0.60				0.22	0.15		0.00	0.23	0.08
Control Delay	34.8		9.4				6.7	4.1		14.0	14.7	0.2
Queue Delay	0.0		0.0				0.0	0.0		0.0	0.0	0.0
Total Delay	34.8		9.4				6.7	4.1		14.0	14.7	0.2
LOS	C		A				A	A		B	B	A
Approach Delay		17.0						5.2			11.0	
Approach LOS		B						A			B	
90th %ile Green (s)	14.8		14.8			14.8	10.3	53.0		30.7	30.7	30.7
90th %ile Term Code	Gap		Gap			Hold	Gap	MaxR		Hold	Hold	Hold
70th %ile Green (s)	12.3		12.3			12.3	8.7	53.0		32.3	32.3	32.3
70th %ile Term Code	Gap		Gap			Hold	Gap	MaxR		Hold	Hold	Hold
50th %ile Green (s)	10.6		10.6			10.6	7.8	53.0		33.2	33.2	33.2
50th %ile Term Code	Gap		Gap			Hold	Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	10.0		10.0			10.0	7.0	53.0		34.0	34.0	34.0
30th %ile Term Code	Min		Min			Hold	Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	10.0		10.0			10.0	6.1	53.0		34.9	34.9	34.9
10th %ile Term Code	Min		Min			Hold	Gap	MaxR		Hold	Hold	Hold
Stops (vph)	104		39				49	55		2	106	0
Fuel Used(gal)	2		1				1	1		0	2	0
CO Emissions (g/hr)	115		89				77	98		1	110	11
NOx Emissions (g/hr)	22		17				15	19		0	21	2
VOC Emissions (g/hr)	27		21				18	23		0	26	3
Dilemma Vehicles (#)	0		0				0	0		0	0	0
Queue Length 50th (ft)	55		0				22	23		0	50	0
Queue Length 95th (ft)	105		63				50	52		3	106	0
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)										50		80
Base Capacity (vph)	641		765				730	1325		520	826	790
Starvation Cap Reductn	0		0				0	0		0	0	0

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0				0	0		0	0	0
Storage Cap Reductn	0		0				0	0		0	0	0
Reduced v/c Ratio	0.20		0.39				0.19	0.15		0.00	0.23	0.08

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	74.5
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	11.6
Intersection LOS:	B
Intersection Capacity Utilization:	41.5%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	77.8
70th %ile Actuated Cycle:	75.3
50th %ile Actuated Cycle:	73.6
30th %ile Actuated Cycle:	73
10th %ile Actuated Cycle:	73

Splits and Phases: 12: NW 35th Ave & Hayes St



Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	352	63	69	442	82	93	93	52	108	126	64
Future Volume (vph)	33	352	63	69	442	82	93	93	52	108	126	64
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	275		0	0		225	270		0
Storage Lanes	1		0	1		1	1		2	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.977				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1820	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.339			0.277			0.589			0.688		
Satd. Flow (perm)	631	1820	0	516	1863	1583	1097	3539	1583	1282	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				76			76			76
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			600			227			643	
Travel Time (s)		5.9			13.6			5.2			14.6	
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)	36	383	68	75	480	89	101	101	57	117	137	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	451	0	75	480	89	101	101	57	117	137	70
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
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)	50	50		50	50	50	50	50	50	50	50	50
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
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
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)	12.5	33.0		12.5	33.0	33.0	12.5	33.0	33.0	12.5	33.0	33.0
Total Split (s)	34.5	56.0		34.5	56.0	56.0	34.5	55.0	55.0	34.5	55.0	55.0

Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.2%	31.1%		19.2%	31.1%	31.1%	19.2%	30.6%	30.6%	19.2%	30.6%	30.6%
Maximum Green (s)	29.0	51.0		29.0	51.0	51.0	29.5	50.0	50.0	29.5	50.0	50.0
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)	1.5	1.0		1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.5	5.0		5.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min		None	Min	Min	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		18.0	18.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	28.8	25.6		33.0	29.5	29.5	22.0	13.1	13.1	19.1	11.6	11.6
Actuated g/C Ratio	0.40	0.36		0.46	0.41	0.41	0.31	0.18	0.18	0.27	0.16	0.16
v/c Ratio	0.11	0.69		0.21	0.63	0.13	0.24	0.16	0.16	0.30	0.46	0.22
Control Delay	11.2	27.7		11.7	22.9	6.1	20.0	28.8	6.2	21.1	36.6	9.4
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	11.2	27.7		11.7	22.9	6.1	20.0	28.8	6.2	21.1	36.6	9.4
LOS	B	C		B	C	A	C	C	A	C	D	A
Approach Delay		26.4			19.3			20.4			25.1	
Approach LOS		C			B			C			C	
90th %ile Green (s)	5.9	35.7		9.1	38.9	38.9	12.9	18.6	18.6	10.7	16.4	16.4
90th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	5.2	29.6		7.7	32.1	32.1	10.5	15.3	15.3	8.6	13.4	13.4
70th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	4.8	25.2		6.8	27.2	27.2	9.0	13.3	13.3	7.3	11.6	11.6
50th %ile Term Code	Gap	Hold		Gap	Gap	Gap	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	0.0	21.1		6.2	32.8	32.8	7.4	10.8	10.8	6.3	9.7	9.7
30th %ile Term Code	Skip	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	0.0	16.5		0.0	16.5	16.5	5.5	7.9	7.9	4.8	7.2	7.2
10th %ile Term Code	Skip	Gap		Skip	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	18	327		32	325	17	59	71	7	73	104	13
Fuel Used(gal)	0	5		1	7	1	2	2	1	1	2	1
CO Emissions (g/hr)	17	348		62	512	59	124	140	49	98	150	36
NOx Emissions (g/hr)	3	68		12	100	11	24	27	10	19	29	7
VOC Emissions (g/hr)	4	81		14	119	14	29	33	11	23	35	8
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	8	172		16	179	4	31	20	0	36	57	0
Queue Length 95th (ft)	25	326		43	330	33	77	49	23	87	132	33
Internal Link Dist (ft)		179			520			147			563	
Turn Bay Length (ft)	170			275					225	270		
Base Capacity (vph)	833	1328		821	1358	1175	789	2544	1159	791	1339	1159
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	0.04	0.34		0.09	0.35	0.08	0.13	0.04	0.05	0.15	0.10	0.06

Intersection Summary

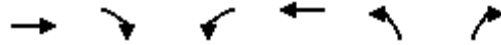
Lanes, Volumes, Timings  
 3: NW 35th Ave & Johnson St

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	71.7
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	22.6
Intersection LOS:	C
Intersection Capacity Utilization:	55.5%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	94.6
70th %ile Actuated Cycle:	81.7
50th %ile Actuated Cycle:	73.1
30th %ile Actuated Cycle:	64.9
10th %ile Actuated Cycle:	44.2

Splits and Phases: 3: NW 35th Ave & Johnson St

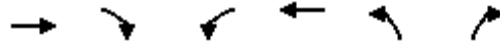
 Ø1	 Ø2	 Ø3	 Ø4
34.5 s	56 s	34.5 s	55 s
 Ø5	 Ø6	 Ø7	 Ø8
34.5 s	56 s	34.5 s	55 s

Lanes, Volumes, Timings  
27: NW 35th Ave & Taft St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	284	69	67	388	188	189
Future Volume (vph)	284	69	67	388	188	189
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	230		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1814	0	1770	1863	1770	1583
Flt Permitted			0.322		0.950	
Satd. Flow (perm)	1814	0	600	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	16					205
Link Speed (mph)	30			30	30	
Link Distance (ft)	451			272	1264	
Travel Time (s)	10.3			6.2	28.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	309	75	73	422	204	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	384	0	73	422	204	205
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)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
Detector 1 Type	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
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	51.0		51.0	51.0	49.0	49.0





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	51.0%		51.0%	51.0%	49.0%	49.0%
Maximum Green (s)	45.0		45.0	45.0	43.0	43.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	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
Recall Mode	None		None	None	Max	Max
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)	22.6		22.6	22.6	43.2	43.2
Actuated g/C Ratio	0.29		0.29	0.29	0.55	0.55
v/c Ratio	0.72		0.42	0.78	0.21	0.21
Control Delay	31.4		29.8	36.0	10.7	2.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	31.4		29.8	36.0	10.7	2.4
LOS	C		C	D	B	A
Approach Delay	31.4			35.1	6.5	
Approach LOS	C			D	A	
90th %ile Green (s)	32.4		32.4	32.4	43.0	43.0
90th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
70th %ile Green (s)	25.8		25.8	25.8	43.0	43.0
70th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
50th %ile Green (s)	22.3		22.3	22.3	43.0	43.0
50th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
30th %ile Green (s)	19.1		19.1	19.1	43.0	43.0
30th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
10th %ile Green (s)	15.0		15.0	15.0	43.0	43.0
10th %ile Term Code	Min		Min	Min	MaxR	MaxR
Stops (vph)	286		50	337	92	17
Fuel Used(gal)	5		1	6	3	2
CO Emissions (g/hr)	355		58	386	220	169
NOx Emissions (g/hr)	69		11	75	43	33
VOC Emissions (g/hr)	82		13	90	51	39
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	158		28	186	45	0
Queue Length 95th (ft)	248		66	283	104	33
Internal Link Dist (ft)	371			192	1184	
Turn Bay Length (ft)			230			
Base Capacity (vph)	1060		348	1082	982	969
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.36		0.21	0.39	0.21	0.21

Intersection Summary

Lanes, Volumes, Timings  
 27: NW 35th Ave & Taft St

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	77.9
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	24.9
Intersection LOS:	C
Intersection Capacity Utilization:	57.1%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	87.4
70th %ile Actuated Cycle:	80.8
50th %ile Actuated Cycle:	77.3
30th %ile Actuated Cycle:	74.1
10th %ile Actuated Cycle:	70

Splits and Phases: 27: NW 35th Ave & Taft St

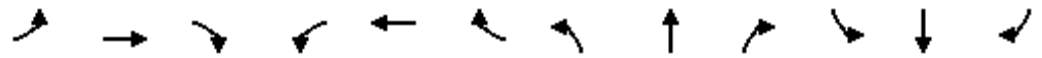
↙ Ø2	→ Ø4
49 s	51 s
	↖ Ø8
	51 s

# EXISTING CONDITIONS + COMMITTED TRIPS

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/19/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	0	225	49	0	23	334	168	96	28	147	177
Future Volume (vph)	160	0	225	49	0	23	334	168	96	28	147	177
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	1		0	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.850			0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	0	1583	1770	1583	0	1770	1762	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.494			0.584		
Satd. Flow (perm)	1770	0	1583	1770	1583	0	920	1762	0	1088	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			245		760			64				192
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	174	0	245	53	0	25	363	183	104	30	160	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	0	245	53	25	0	363	287	0	30	160	192
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		1	1	2		1	2		1	2	1
Detector Template	Left		Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20	20	100		20	100		20	100	20
Trailing Detector (ft)	0		0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0		0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20		20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type	Prot		Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	4!				8!		5	2			6	
Permitted Phases			4	8			2			6		6

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/19/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0	5.0	5.0		5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0	23.0	23.0		16.0	23.0		24.0	24.0	24.0
Total Split (s)	27.0		27.0	27.0	27.0		34.0	63.0		29.0	29.0	29.0
Total Split (%)	30.0%		30.0%	30.0%	30.0%		37.8%	70.0%		32.2%	32.2%	32.2%
Maximum Green (s)	22.0		22.0	22.0	22.0		23.0	58.0		23.0	23.0	23.0
Yellow Time (s)	4.0		4.0	4.0	4.0		10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0		11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							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
Recall Mode	None		None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0			0		0	0	0
Act Effct Green (s)	13.6		13.6	13.6	13.6		52.1	58.1		32.6	32.6	32.6
Actuated g/C Ratio	0.17		0.17	0.17	0.17		0.64	0.71		0.40	0.40	0.40
v/c Ratio	0.59		0.52	0.18	0.03		0.50	0.23		0.07	0.22	0.26
Control Delay	40.1		8.6	30.2	0.0		9.9	4.0		19.3	19.4	4.5
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.1		8.6	30.2	0.0		9.9	4.0		19.3	19.4	4.5
LOS	D		A	C	A		A	A		B	B	A
Approach Delay		21.7			20.6			7.3			11.9	
Approach LOS		C			C			A			B	
90th %ile Green (s)	18.8		18.8	18.8	18.8		19.8	58.0		26.2	26.2	26.2
90th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
70th %ile Green (s)	15.4		15.4	15.4	15.4		15.4	58.0		30.6	30.6	30.6
70th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
50th %ile Green (s)	13.1		13.1	13.1	13.1		13.0	58.0		33.0	33.0	33.0
50th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	11.0		11.0	11.0	11.0		11.0	58.0		35.0	35.0	35.0
30th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	10.0		10.0	10.0	10.0		8.9	58.0		37.1	37.1	37.1
10th %ile Term Code	Min		Min	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
Stops (vph)	143		30	42	0		145	64		20	97	21
Fuel Used(gal)	2		1	1	0		3	2		0	2	1
CO Emissions (g/hr)	168		69	45	4		220	132		21	106	53
NOx Emissions (g/hr)	33		13	9	1		43	26		4	21	10
VOC Emissions (g/hr)	39		16	10	1		51	31		5	24	12
Dilemma Vehicles (#)	0		0	0	0		0	0		0	0	0
Queue Length 50th (ft)	83		0	24	0		74	30		9	51	0
Queue Length 95th (ft)	145		58	54	0		143	71		32	117	46
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)										50		80
Base Capacity (vph)	477		605	477	982		826	1271		434	743	746
Starvation Cap Reductn	0		0	0	0		0	0		0	0	0



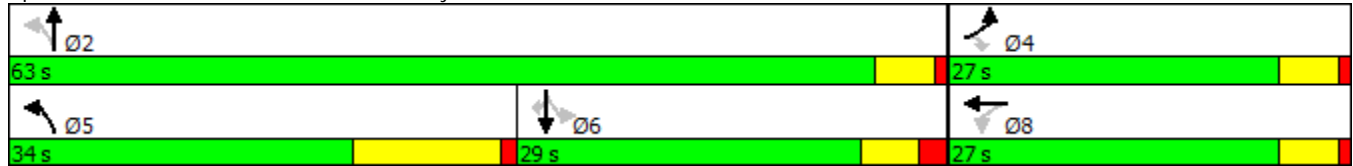
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0	0	0		0	0		0	0	0
Storage Cap Reductn	0		0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.36		0.40	0.11	0.03		0.44	0.23		0.07	0.22	0.26

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	81.7
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.59
Intersection Signal Delay:	13.1
Intersection LOS:	B
Intersection Capacity Utilization	59.0%
ICU Level of Service	B
Analysis Period (min)	15
90th %ile Actuated Cycle:	86.8
70th %ile Actuated Cycle:	83.4
50th %ile Actuated Cycle:	81.1
30th %ile Actuated Cycle:	79
10th %ile Actuated Cycle:	78

! Phase conflict between lane groups.

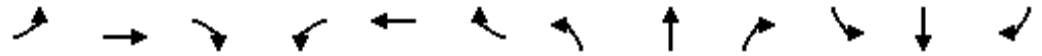
Splits and Phases: 12: NW 35th Ave & Hayes St



HCM Unsignalized Intersection Capacity Analysis  
32: 40th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	18	516	12	70	381	50	12	55	61	79	58	39
Future Volume (veh/h)	18	516	12	70	381	50	12	55	61	79	58	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	561	13	76	414	54	13	60	66	86	63	42
Approach Volume (veh/h)		594			544			139			191	
Crossing Volume (veh/h)		225			93			667			503	
High Capacity (veh/h)		1161			1288			816			931	
High v/c (veh/h)		0.51			0.42			0.17			0.21	
Low Capacity (veh/h)		958			1073			651			752	
Low v/c (veh/h)		0.62			0.51			0.21			0.25	
<b>Intersection Summary</b>												
Maximum v/c High					0.51							
Maximum v/c Low					0.62							
Intersection Capacity Utilization			78.5%			ICU Level of Service				D		

Intersection				
Intersection Delay, s/veh	12.2			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	594	544	139	191
Demand Flow Rate, veh/h	605	555	141	195
Vehicles Circulating, veh/h	230	94	680	513
Vehicles Exiting, veh/h	478	727	155	136
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	15.5	10.4	9.7	9.1
Approach LOS	C	B	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	605	555	141	195
Cap Entry Lane, veh/h	898	1029	572	676
Entry HV Adj Factor	0.981	0.980	0.984	0.978
Flow Entry, veh/h	594	544	139	191
Cap Entry, veh/h	881	1008	564	662
V/C Ratio	0.674	0.540	0.246	0.288
Control Delay, s/veh	15.5	10.4	9.7	9.1
LOS	C	B	A	A
95th %tile Queue, veh	5	3	1	1



Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	401	86	88	294	54	44	548	72	52	435	20
Future Volume (vph)	89	401	86	88	294	54	44	548	72	52	435	20
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	170		0	80		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.974			0.977			0.983				0.993
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1814	0	1770	1820	0	1770	3479	0	1770	1850	0
Flt Permitted	0.222			0.279			0.363			0.346		
Satd. Flow (perm)	414	1814	0	520	1820	0	676	3479	0	645	1850	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			10			16				3
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1102			1575			333				1164
Travel Time (s)		25.0			35.8			7.6				26.5
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)	97	436	93	96	320	59	48	596	78	57	473	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	529	0	96	379	0	48	674	0	57	495	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		

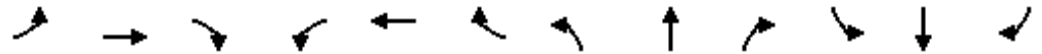
Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	9.5	50.5		50.5	50.5		49.5	49.5		49.5	49.5	
Total Split (%)	8.7%	46.1%		46.1%	46.1%		45.2%	45.2%		45.2%	45.2%	
Maximum Green (s)	5.0	46.0		46.0	46.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effect Green (s)	31.5	31.5		24.1	24.1		45.4	45.4		45.4	45.4	
Actuated g/C Ratio	0.37	0.37		0.28	0.28		0.53	0.53		0.53	0.53	
v/c Ratio	0.42	0.79		0.66	0.73		0.13	0.37		0.17	0.51	
Control Delay	23.0	32.3		50.6	36.6		14.3	13.6		14.9	17.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.0	32.3		50.6	36.6		14.3	13.6		14.9	17.0	
LOS	C	C		D	D		B	B		B	B	
Approach Delay		30.9			39.4			13.6			16.8	
Approach LOS		C			D			B			B	
90th %ile Green (s)	5.0	43.0		33.5	33.5		45.0	45.0		45.0	45.0	
90th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	5.0	36.4		26.9	26.9		45.0	45.0		45.0	45.0	
70th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	5.0	32.9		23.4	23.4		45.0	45.0		45.0	45.0	
50th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	5.0	28.6		19.1	19.1		45.0	45.0		45.0	45.0	
30th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	18.9		18.9	18.9		45.0	45.0		45.0	45.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
Stops (vph)	52	397		76	295		24	339		29	287	
Fuel Used(gal)	1	10		3	10		1	17		1	7	
CO Emissions (g/hr)	103	670		187	670		86	1210		55	510	
NOx Emissions (g/hr)	20	130		36	130		17	235		11	99	
VOC Emissions (g/hr)	24	155		43	155		20	280		13	118	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	34	242		47	185		13	106		16	167	
Queue Length 95th (ft)	65	357		105	282		40	182		47	315	
Internal Link Dist (ft)		1022			1495			253			1084	
Turn Bay Length (ft)	105			170			80					
Base Capacity (vph)	231	1186		280	987		357	1845		341	978	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

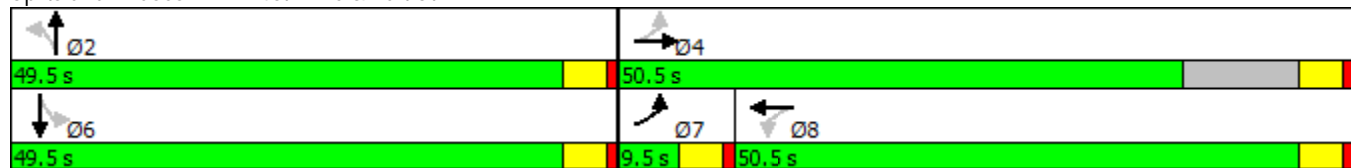


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.45		0.34	0.38		0.13	0.37		0.17	0.51	

Intersection Summary

Area Type:	Other
Cycle Length:	109.5
Actuated Cycle Length:	86
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	24.1
Intersection LOS:	C
Intersection Capacity Utilization	74.5%
ICU Level of Service	D
Analysis Period (min)	15
90th %ile Actuated Cycle:	97
70th %ile Actuated Cycle:	90.4
50th %ile Actuated Cycle:	86.9
30th %ile Actuated Cycle:	82.6
10th %ile Actuated Cycle:	72.9

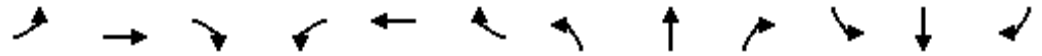
Splits and Phases: 77: 46th Ave & Taft St



Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	0	225	49	0	23	334	168	96	28	147	177
Future Volume (vph)	160	0	225	49	0	23	334	168	96	28	147	177
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	0		1	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.865		0.946			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	0	1583	0	0	1611	1770	1762	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.480			0.584		
Satd. Flow (perm)	1770	0	1583	0	0	1611	894	1762	0	1088	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			245			734			55			192
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	174	0	245	53	0	25	363	183	104	30	160	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	0	245	0	53	25	363	287	0	30	160	192
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		1	1		1	1	2		1	2	1
Detector Template	Left		Right	Left		Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20	20		20	20	100		20	100	20
Trailing Detector (ft)	0		0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0		0	0		0	0	0		0	0	0
Detector 1 Size(ft)	20		20	20		20	20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
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	Prot		Perm	Perm		Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases	4						5	2			6	
Permitted Phases			4	8		8	2			6		6

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4	8		8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0	5.0		5.0	5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0	23.0		23.0	16.0	23.0		24.0	24.0	24.0
Total Split (s)	32.0		32.0	32.0		32.0	25.0	58.0		33.0	33.0	33.0
Total Split (%)	35.6%		35.6%	35.6%		35.6%	27.8%	64.4%		36.7%	36.7%	36.7%
Maximum Green (s)	27.0		27.0	27.0		27.0	14.0	53.0		27.0	27.0	27.0
Yellow Time (s)	4.0		4.0	4.0		4.0	10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0		1.0	1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0			5.0	11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							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
Recall Mode	None		None	None		None	None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0	7.0		7.0		7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0		11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0		0		0		0	0	0
Act Effect Green (s)	13.0		13.0		0.0	13.0	47.0	53.0		29.0	29.0	29.0
Actuated g/C Ratio	0.17		0.17		0.00	0.17	0.62	0.70		0.38	0.38	0.38
v/c Ratio	0.57		0.52		no cap	0.03	0.53	0.23		0.07	0.23	0.27
Control Delay	36.8		8.2			0.0	10.5	4.2		17.9	18.5	4.2
Queue Delay	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	36.8		8.2		Error	0.0	10.5	4.2		17.9	18.5	4.2
LOS	D		A		F	A	B	A		B	B	A
Approach Delay		20.1			Err			7.7			11.3	
Approach LOS		C			F			A			B	
90th %ile Green (s)	17.8		17.8	17.8		17.8	14.0	53.0		27.0	27.0	27.0
90th %ile Term Code	Gap		Gap	Hold		Hold	Max	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	14.7		14.7	14.7		14.7	14.0	53.0		27.0	27.0	27.0
70th %ile Term Code	Gap		Gap	Hold		Hold	Max	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	12.6		12.6	12.6		12.6	12.8	53.0		28.2	28.2	28.2
50th %ile Term Code	Gap		Gap	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	10.6		10.6	10.6		10.6	10.9	53.0		30.1	30.1	30.1
30th %ile Term Code	Gap		Gap	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	10.0		10.0	10.0		10.0	8.9	53.0		32.1	32.1	32.1
10th %ile Term Code	Min		Min	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
Stops (vph)	141		31		0	0	154	71		20	97	21
Fuel Used(gal)	2		1		0	0	3	2		0	1	1
CO Emissions (g/hr)	159		68		8	4	227	136		20	104	52
NOx Emissions (g/hr)	31		13		1	1	44	26		4	20	10
VOC Emissions (g/hr)	37		16		2	1	53	31		5	24	12
Dilemma Vehicles (#)	0		0		0	0	0	0		0	0	0
Queue Length 50th (ft)	76		0		0	0	72	31		9	50	0
Queue Length 95th (ft)	135		56		0	0	140	71		29	104	42
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)										50		80
Base Capacity (vph)	628		719		1	1045	713	1244		414	709	721
Starvation Cap Reductn	0		0		0	0	0	0		0	0	0

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

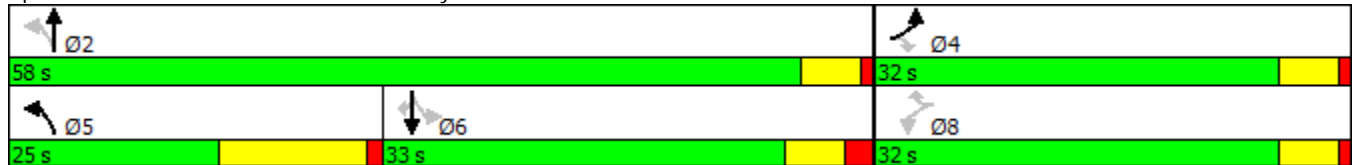


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0		0	0	0	0		0	0	0
Storage Cap Reductn	0		0		0	0	0	0		0	0	0
Reduced v/c Ratio	0.28		0.34		53.00	0.02	0.51	0.23		0.07	0.23	0.27

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	76.1
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	Err
Intersection Signal Delay:	Err
Intersection LOS:	F
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15
90th %ile Actuated Cycle:	80.8
70th %ile Actuated Cycle:	77.7
50th %ile Actuated Cycle:	75.6
30th %ile Actuated Cycle:	73.6
10th %ile Actuated Cycle:	73

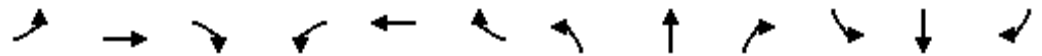
Splits and Phases: 12: NW 35th Ave & Hayes St



Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	441	143	192	458	168	228	467	212	128	329	126
Future Volume (vph)	125	441	143	192	458	168	228	467	212	128	329	126
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		280	230		340	260		260	225		230
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	0.347			0.275			0.293			0.285		
Satd. Flow (perm)	646	1863	1583	512	1863	1583	546	3539	1583	531	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			183			230			155
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			977			1241			681	
Travel Time (s)		9.3			22.2			28.2			15.5	
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)	136	479	155	209	498	183	248	508	230	139	358	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	479	155	209	498	183	248	508	230	139	358	137
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	12.3	50.0	50.0	20.0	57.7	57.7	21.0	32.0	32.0	18.0	29.0	29.0

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	10.3%	41.7%	41.7%	16.7%	48.1%	48.1%	17.5%	26.7%	26.7%	15.0%	24.2%	24.2%
Maximum Green (s)	7.3	45.0	45.0	15.0	52.7	52.7	16.0	27.0	27.0	13.0	24.0	24.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	55.4	48.2	48.2	63.8	52.9	52.9	36.9	22.0	22.0	29.2	18.1	18.1
Actuated g/C Ratio	0.49	0.43	0.43	0.56	0.47	0.47	0.33	0.19	0.19	0.26	0.16	0.16
v/c Ratio	0.35	0.60	0.20	0.50	0.57	0.22	0.73	0.74	0.47	0.54	0.63	0.36
Control Delay	15.7	31.0	4.5	17.0	26.3	3.5	42.4	50.1	8.3	35.1	49.7	7.3
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	15.7	31.0	4.5	17.0	26.3	3.5	42.4	50.1	8.3	35.1	49.7	7.3
LOS	B	C	A	B	C	A	D	D	A	D	D	A
Approach Delay		23.0			19.4			38.4			37.3	
Approach LOS		C			B			D			D	
90th %ile Green (s)	7.3	45.0	45.0	15.0	52.7	52.7	16.0	27.0	27.0	13.0	24.0	24.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Hold	Hold
70th %ile Green (s)	7.3	45.6	45.6	14.4	52.7	52.7	16.0	25.9	25.9	13.0	22.9	22.9
70th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	7.3	47.9	47.9	12.1	52.7	52.7	16.0	22.3	22.3	11.8	18.1	18.1
50th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Max	Gap	Gap	Gap	Hold	Hold
30th %ile Green (s)	7.3	49.8	49.8	10.2	52.7	52.7	15.2	19.7	19.7	10.2	14.7	14.7
30th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Gap	Gap	Gap	Gap	Hold	Hold
10th %ile Green (s)	6.7	51.4	51.4	8.0	52.7	52.7	11.8	15.7	15.7	7.9	11.8	11.8
10th %ile Term Code	Gap	Hold	Hold	Gap	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	67	340	15	91	328	14	170	424	24	95	295	13
Fuel Used(gal)	2	8	1	3	8	1	5	12	3	4	12	3
CO Emissions (g/hr)	122	568	93	184	542	103	357	813	178	287	827	202
NOx Emissions (g/hr)	24	110	18	36	105	20	70	158	35	56	161	39
VOC Emissions (g/hr)	28	132	22	43	126	24	83	188	41	67	192	47
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	44	270	0	71	262	0	138	185	0	72	131	0
Queue Length 95th (ft)	84	433	43	126	405	42	210	248	65	121	180	41
Internal Link Dist (ft)		327			897			1161			601	
Turn Bay Length (ft)	280		280	230		340	260		260	225		230
Base Capacity (vph)	389	793	763	461	870	836	352	846	553	288	752	458
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	0.35	0.60	0.20	0.45	0.57	0.22	0.70	0.60	0.42	0.48	0.48	0.30









Intersection Summary



Lanes, Volumes, Timings  
 49: N. Park Rd & Johnson St

Area Type:	Other		
Cycle Length:	120		
Actuated Cycle Length:	113.2		
Natural Cycle:	75		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	0.74		
Intersection Signal Delay:	29.4	Intersection LOS:	C
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		
90th %ile Actuated Cycle:	120		
70th %ile Actuated Cycle:	118.9		
50th %ile Actuated Cycle:	114.1		
30th %ile Actuated Cycle:	109.9		
10th %ile Actuated Cycle:	103		

Splits and Phases: 49: N. Park Rd & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
12.3 s	57.7 s	18 s	32 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	50 s	21 s	29 s

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	414	23	120	383	109	44	424	115	166	355	105
Future Volume (vph)	99	414	23	120	383	109	44	424	115	166	355	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	200		0	170		160
Storage Lanes	1		0	1		0	1		0	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	0.95	1.00	0.95	1.00
Frt		0.992			0.967			0.968				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1848	0	1770	1801	0	1770	3426	0	1770	3539	1583
Flt Permitted	0.287			0.350			0.523			0.405		
Satd. Flow (perm)	535	1848	0	652	1801	0	974	3426	0	754	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			38			91				114
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1143			1545			708			1413	
Travel Time (s)		26.0			35.1			16.1			32.1	
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)	108	450	25	130	416	118	48	461	125	180	386	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	475	0	130	534	0	48	586	0	180	386	114
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.50	0.64		0.50	0.72		0.12	0.41		0.60	0.27	0.16

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

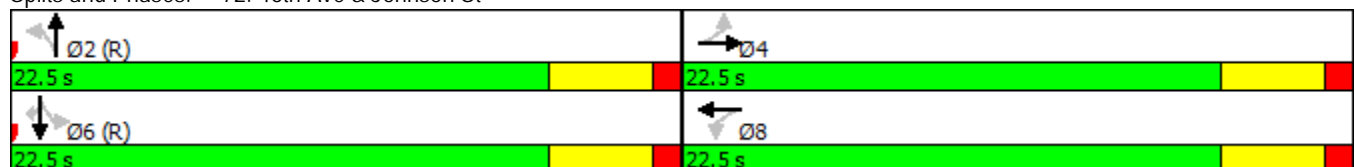


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	21.2	15.5		18.5	17.9		9.6	9.1		22.0	9.8	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	21.2	15.5		18.5	17.9		9.6	9.1		22.0	9.8	3.1
LOS	C	B		B	B		A	A		C	A	A
Approach Delay		16.6			18.0			9.2			11.9	
Approach LOS		B			B			A			B	
Stops (vph)	77	331		92	357		29	299		126	217	18
Fuel Used(gal)	2	7		3	11		0	6		5	10	2
CO Emissions (g/hr)	121	497		196	791		34	394		357	682	174
NOx Emissions (g/hr)	24	97		38	154		7	77		70	133	34
VOC Emissions (g/hr)	28	115		45	183		8	91		83	158	40
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Queue Length 50th (ft)	20	92		24	101		7	44		35	33	0
Queue Length 95th (ft)	#73	168		#70	#231		23	74		#107	56	21
Internal Link Dist (ft)		1063			1465			628			1333	
Turn Bay Length (ft)	280			280			200			170		160
Base Capacity (vph)	214	743		260	743		389	1425		301	1415	701
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.50	0.64		0.50	0.72		0.12	0.41		0.60	0.27	0.16

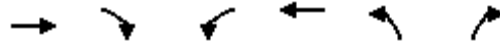
Intersection Summary

Area Type: Other  
 Cycle Length: 45  
 Actuated Cycle Length: 45  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 13.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 71.9%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

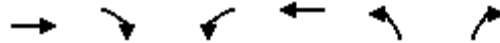
Splits and Phases: 72: 46th Ave & Johnson St



Lanes, Volumes, Timings  
27: NW 35th Ave & Taft St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	343	259	170	305	179	162
Future Volume (vph)	343	259	170	305	179	162
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	230		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1755	0	1770	1863	1770	1583
Flt Permitted			0.181		0.950	
Satd. Flow (perm)	1755	0	337	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	49					176
Link Speed (mph)	30			30	30	
Link Distance (ft)	451			272	1264	
Travel Time (s)	10.3			6.2	28.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	373	282	185	332	195	176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	655	0	185	332	195	176
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)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
Detector 1 Type	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
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	51.0		51.0	51.0	49.0	49.0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	51.0%		51.0%	51.0%	49.0%	49.0%
Maximum Green (s)	45.0		45.0	45.0	43.0	43.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	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
Recall Mode	None		None	None	Max	Max
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)	45.0		45.0	45.0	43.0	43.0
Actuated g/C Ratio	0.45		0.45	0.45	0.43	0.43
v/c Ratio	0.80		1.23	0.40	0.26	0.23
Control Delay	30.9		175.1	20.2	19.4	3.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	30.9		175.1	20.2	19.4	3.5
LOS	C		F	C	B	A
Approach Delay	30.9			75.6	11.9	
Approach LOS	C			E	B	
90th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
90th %ile Term Code	Max		Max	Max	MaxR	MaxR
70th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
70th %ile Term Code	Max		Max	Max	MaxR	MaxR
50th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
50th %ile Term Code	Hold		Max	Max	MaxR	MaxR
30th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
30th %ile Term Code	Hold		Max	Max	MaxR	MaxR
10th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
10th %ile Term Code	Hold		Max	Max	MaxR	MaxR
Stops (vph)	471		125	198	111	16
Fuel Used(gal)	9		7	3	3	2
CO Emissions (g/hr)	596		497	209	240	148
NOx Emissions (g/hr)	116		97	41	47	29
VOC Emissions (g/hr)	138		115	49	56	34
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	326		~146	138	78	0
Queue Length 95th (ft)	#486		#282	208	128	38
Internal Link Dist (ft)	371			192	1184	
Turn Bay Length (ft)			230			
Base Capacity (vph)	816		151	838	761	781
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.80		1.23	0.40	0.26	0.23

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.23
Intersection Signal Delay:	41.3
Intersection LOS:	D
Intersection Capacity Utilization:	71.3%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	100
70th %ile Actuated Cycle:	100
50th %ile Actuated Cycle:	100
30th %ile Actuated Cycle:	100
10th %ile Actuated Cycle:	100
~ 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.	

Splits and Phases: 27: NW 35th Ave & Taft St

↙ Ø2	→ Ø4
49 s	51 s
	↙ Ø8
	51 s

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	283	94	103	255	139	89	593	117	124	372	125
Future Volume (vph)	157	283	94	103	255	139	89	593	117	124	372	125
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		170	365		190	162		115	230		0
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	1.00	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	1863	1583
Flt Permitted	0.485			0.445			0.289			0.211		
Satd. Flow (perm)	903	1863	1583	829	1863	1583	538	3539	1583	393	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			151			123			136
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		692			819			1998			1053	
Travel Time (s)		15.7			18.6			45.4			23.9	
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)	171	308	102	112	277	151	97	645	127	135	404	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	308	102	112	277	151	97	645	127	135	404	136
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	36.0	36.0	9.5	36.0	36.0	23.5	37.0	37.0	23.5	37.0	37.0

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	9.0%	34.0%	34.0%	9.0%	34.0%	34.0%	22.2%	34.9%	34.9%	22.2%	34.9%	34.9%
Maximum Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	18.5	32.0	32.0	18.5	32.0	32.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	35.7	31.2	31.2	35.7	31.2	31.2	31.2	22.7	22.7	34.4	26.3	26.3
Actuated g/C Ratio	0.40	0.35	0.35	0.40	0.35	0.35	0.35	0.26	0.26	0.39	0.30	0.30
v/c Ratio	0.42	0.47	0.16	0.29	0.42	0.23	0.31	0.71	0.26	0.45	0.73	0.24
Control Delay	21.3	26.7	3.8	18.8	25.8	5.2	17.8	34.3	6.7	20.2	37.2	5.6
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	21.3	26.7	3.8	18.8	25.8	5.2	17.8	34.3	6.7	20.2	37.2	5.6
LOS	C	C	A	B	C	A	B	C	A	C	D	A
Approach Delay		21.1			18.6			28.4			27.4	
Approach LOS		C			B			C			C	
90th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	11.0	30.3	30.3	12.7	32.0	32.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Gap	Gap	Gap	Max	Max
70th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	9.8	27.8	27.8	10.9	28.9	28.9
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	8.6	22.8	22.8	9.6	23.8	23.8
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	7.5	19.3	19.3	8.4	20.2	20.2
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	0.0	15.0	15.0	6.9	26.9	26.9
10th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Skip	Gap	Gap	Gap	Hold	Hold
Stops (vph)	112	213	9	66	190	17	51	509	18	71	323	17
Fuel Used(gal)	2	4	1	1	4	1	2	19	3	2	8	1
CO Emissions (g/hr)	150	296	44	99	281	79	172	1352	189	134	535	88
NOx Emissions (g/hr)	29	58	9	19	55	15	33	263	37	26	104	17
VOC Emissions (g/hr)	35	69	10	23	65	18	40	313	44	31	124	20
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	55	130	0	34	115	0	32	170	2	45	208	0
Queue Length 95th (ft)	116	242	26	79	217	43	60	238	42	80	323	41
Internal Link Dist (ft)		612			739			1918			973	
Turn Bay Length (ft)	210		170	365		190	162		115	230		
Base Capacity (vph)	410	659	639	384	659	657	488	1293	656	457	680	664
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	0.42	0.47	0.16	0.29	0.42	0.23	0.20	0.50	0.19	0.30	0.59	0.20









Intersection Summary



Lanes, Volumes, Timings  
 37: N. Park Rd & Taft St

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	88.2
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	24.6
Intersection LOS:	C
Intersection Capacity Utilization:	63.3%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	98.5
70th %ile Actuated Cycle:	94.2
50th %ile Actuated Cycle:	87.9
30th %ile Actuated Cycle:	83.2
10th %ile Actuated Cycle:	77.4

Splits and Phases: 37: N. Park Rd & Taft St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	36 s	23.5 s	37 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	36 s	23.5 s	37 s

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	1235	64	120	1187	229	27	56	116	142	61	61
Future Volume (vph)	164	1235	64	120	1187	229	27	56	116	142	61	61
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		190	290		160	168		168	250		160
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5050	0	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.158			0.151			0.714			0.717		
Satd. Flow (perm)	294	5050	0	281	3539	1583	1330	1863	1583	1336	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				90			126			66
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1915			700			546	
Travel Time (s)		25.5			43.5			15.9			12.4	
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)	178	1342	70	130	1290	249	29	61	126	154	66	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	1412	0	130	1290	249	29	61	126	154	66	66
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	20	50	50	50	50	50	50
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)	50	50		50	50	20	50	50	50	50	50	50
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
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	24.0		10.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	58.0		44.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	36.3%		27.5%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Maximum Green (s)	38.0	52.0		38.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0
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 Optimize?	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	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	118.2	105.0		117.8	104.8	104.8	24.0	24.0	24.0	24.0	24.0	24.0
Actuated g/C Ratio	0.74	0.66		0.74	0.66	0.66	0.15	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.53	0.43		0.40	0.56	0.23	0.15	0.22	0.37	0.77	0.24	0.23
Control Delay	11.3	14.8		9.1	17.9	9.0	57.5	59.2	11.1	88.5	59.7	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
Total Delay	11.3	14.8		9.1	17.9	9.0	57.5	59.2	11.1	88.5	59.7	12.8
LOS	B	B		A	B	A	E	E	B	F	E	B
Approach Delay		14.4			15.9			30.9				64.4
Approach LOS		B			B			C				E
90th %ile Green (s)	21.1	89.6		19.2	87.7	87.7	33.2	33.2	33.2	33.2	33.2	33.2
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	16.0	98.7		15.5	98.2	98.2	27.8	27.8	27.8	27.8	27.8	27.8
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	12.5	105.1		12.9	105.5	105.5	24.0	24.0	24.0	24.0	24.0	24.0
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	9.1	111.4		10.4	112.7	112.7	20.2	20.2	20.2	20.2	20.2	20.2
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	7.0	120.4		6.7	120.1	120.1	14.9	14.9	14.9	14.9	14.9	14.9
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph)	44	605		31	641	62	23	48	16	135	52	10
Fuel Used(gal)	2	19		2	26	4	1	1	1	5	2	1
CO Emissions (g/hr)	144	1302		153	1788	292	41	87	69	331	115	58
NOx Emissions (g/hr)	28	253		30	348	57	8	17	13	64	22	11
VOC Emissions (g/hr)	33	302		35	414	68	10	20	16	77	27	13
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	41	242		29	360	60	27	57	0	157	62	0
Queue Length 95th (ft)	81	360		60	570	138	56	98	59	228	104	43
Internal Link Dist (ft)		1043			1835			620				466
Turn Bay Length (ft)	260			290		160	168		168	250		160
Base Capacity (vph)	578	3317		571	2318	1068	432	605	599	434	605	559
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	0.31	0.43		0.23	0.56	0.23	0.07	0.10	0.21	0.35	0.11	0.12

Intersection Summary

Lanes, Volumes, Timings  
 46: 35th Ave & Hollywood Blvd

Area Type:	Other	
Cycle Length:	160	
Actuated Cycle Length:	160	
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle:	65	
Control Type:	Actuated-Coordinated	
Maximum v/c Ratio:	0.77	
Intersection Signal Delay:	19.8	Intersection LOS: B
Intersection Capacity Utilization	71.4%	ICU Level of Service C
Analysis Period (min)	15	

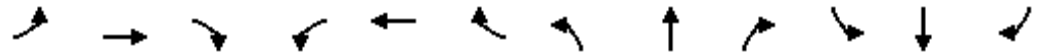
Splits and Phases: 46: 35th Ave & Hollywood Blvd



HCM Unsignalized Intersection Capacity Analysis  
 14: NW 35th Ave & Garfield St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



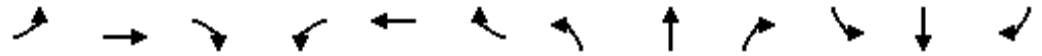
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	96	0	41	3	0	2	33	288	1	4	318	7
Future Volume (veh/h)	96	0	41	3	0	2	33	288	1	4	318	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	104	0	45	3	0	2	36	313	1	4	346	8
Approach Volume (veh/h)	149		5			350			358			
Crossing Volume (veh/h)	353			453			108			39		
High Capacity (veh/h)	1049			969			1273			1343		
High v/c (veh/h)	0.14			0.01			0.27			0.27		
Low Capacity (veh/h)	858			786			1059			1123		
Low v/c (veh/h)	0.17			0.01			0.33			0.32		
<b>Intersection Summary</b>												
Maximum v/c High			0.27									
Maximum v/c Low			0.33									
Intersection Capacity Utilization			52.6%			ICU Level of Service			A			

Intersection				
Intersection Delay, s/veh	7.0			
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	149	5	350	358
Demand Flow Rate, veh/h	152	5	357	365
Vehicles Circulating, veh/h	360	462	110	40
Vehicles Exiting, veh/h	45	5	402	427
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	6.7	5.1	7.4	6.8
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	152	5	357	365
Cap Entry Lane, veh/h	788	712	1012	1086
Entry HV Adj Factor	0.980	1.000	0.980	0.981
Flow Entry, veh/h	149	5	350	358
Cap Entry, veh/h	773	712	992	1065
V/C Ratio	0.193	0.007	0.353	0.336
Control Delay, s/veh	6.7	5.1	7.4	6.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	2	1

HCM Unsignalized Intersection Capacity Analysis  
32: 40th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	18	516	12	70	381	50	12	55	61	79	58	39
Future Volume (veh/h)	18	516	12	70	381	50	12	55	61	79	58	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	561	13	76	414	54	13	60	66	86	63	42
Approach Volume (veh/h)		594			544			139			191	
Crossing Volume (veh/h)		225			93			667			503	
High Capacity (veh/h)		1161			1288			816			931	
High v/c (veh/h)		0.51			0.42			0.17			0.21	
Low Capacity (veh/h)		958			1073			651			752	
Low v/c (veh/h)		0.62			0.51			0.21			0.25	
<b>Intersection Summary</b>												
Maximum v/c High											0.51	
Maximum v/c Low											0.62	
Intersection Capacity Utilization			78.5%		ICU Level of Service						D	

Intersection				
Intersection Delay, s/veh	12.2			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	594	544	139	191
Demand Flow Rate, veh/h	605	555	141	195
Vehicles Circulating, veh/h	230	94	680	513
Vehicles Exiting, veh/h	478	727	155	136
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	15.5	10.4	9.7	9.1
Approach LOS	C	B	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	605	555	141	195
Cap Entry Lane, veh/h	898	1029	572	676
Entry HV Adj Factor	0.981	0.980	0.984	0.978
Flow Entry, veh/h	594	544	139	191
Cap Entry, veh/h	881	1008	564	662
V/C Ratio	0.674	0.540	0.246	0.288
Control Delay, s/veh	15.5	10.4	9.7	9.1
LOS	C	B	A	A
95th %tile Queue, veh	5	3	1	1



Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	401	86	88	294	54	44	548	72	52	435	20
Future Volume (vph)	89	401	86	88	294	54	44	548	72	52	435	20
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	170		0	80		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.974			0.977			0.983				0.993
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1814	0	1770	1820	0	1770	3479	0	1770	1850	0
Flt Permitted	0.222			0.279			0.363			0.346		
Satd. Flow (perm)	414	1814	0	520	1820	0	676	3479	0	645	1850	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			10			16				3
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1102			1575			333				1164
Travel Time (s)		25.0			35.8			7.6				26.5
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)	97	436	93	96	320	59	48	596	78	57	473	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	529	0	96	379	0	48	674	0	57	495	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	9.5	50.5		50.5	50.5		49.5	49.5		49.5	49.5	
Total Split (%)	8.7%	46.1%		46.1%	46.1%		45.2%	45.2%		45.2%	45.2%	
Maximum Green (s)	5.0	46.0		46.0	46.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	31.5	31.5		24.1	24.1		45.4	45.4		45.4	45.4	
Actuated g/C Ratio	0.37	0.37		0.28	0.28		0.53	0.53		0.53	0.53	
v/c Ratio	0.42	0.79		0.66	0.73		0.13	0.37		0.17	0.51	
Control Delay	23.0	32.3		50.6	36.6		14.3	13.6		14.9	17.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.0	32.3		50.6	36.6		14.3	13.6		14.9	17.0	
LOS	C	C		D	D		B	B		B	B	
Approach Delay		30.9			39.4			13.6			16.8	
Approach LOS		C			D			B			B	
90th %ile Green (s)	5.0	43.0		33.5	33.5		45.0	45.0		45.0	45.0	
90th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	5.0	36.4		26.9	26.9		45.0	45.0		45.0	45.0	
70th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	5.0	32.9		23.4	23.4		45.0	45.0		45.0	45.0	
50th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	5.0	28.6		19.1	19.1		45.0	45.0		45.0	45.0	
30th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	18.9		18.9	18.9		45.0	45.0		45.0	45.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
Stops (vph)	52	397		76	295		24	339		29	287	
Fuel Used(gal)	1	10		3	10		1	17		1	7	
CO Emissions (g/hr)	103	670		187	670		86	1210		55	510	
NOx Emissions (g/hr)	20	130		36	130		17	235		11	99	
VOC Emissions (g/hr)	24	155		43	155		20	280		13	118	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	34	242		47	185		13	106		16	167	
Queue Length 95th (ft)	65	357		105	282		40	182		47	315	
Internal Link Dist (ft)		1022			1495			253			1084	
Turn Bay Length (ft)	105			170			80					
Base Capacity (vph)	231	1186		280	987		357	1845		341	978	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

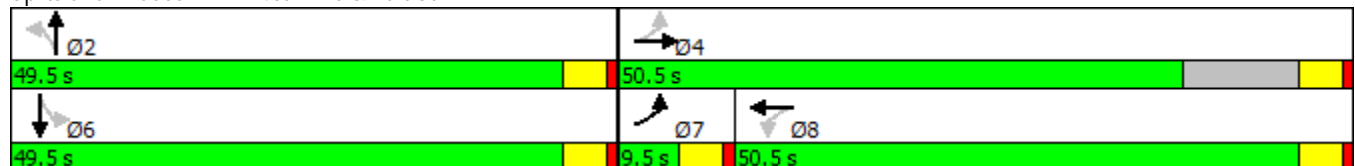


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.45		0.34	0.38		0.13	0.37		0.17	0.51	

Intersection Summary

Area Type:	Other
Cycle Length:	109.5
Actuated Cycle Length:	86
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	24.1
Intersection LOS:	C
Intersection Capacity Utilization	74.5%
ICU Level of Service	D
Analysis Period (min)	15
90th %ile Actuated Cycle:	97
70th %ile Actuated Cycle:	90.4
50th %ile Actuated Cycle:	86.9
30th %ile Actuated Cycle:	82.6
10th %ile Actuated Cycle:	72.9

Splits and Phases: 77: 46th Ave & Taft St



Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	468	53	55	487	253	124	282	68	119	164	49
Future Volume (vph)	76	468	53	55	487	253	124	282	68	119	164	49
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	275		0	0		225	270		0
Storage Lanes	1		0	1		1	1		2	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	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	0.296			0.292			0.410			0.492		
Satd. Flow (perm)	551	1835	0	544	1863	1583	764	3539	1583	916	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				160			76			76
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			600			227			643	
Travel Time (s)		5.9			13.6			5.2			14.6	
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)	83	509	58	60	529	275	135	307	74	129	178	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	567	0	60	529	275	135	307	74	129	178	53
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
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)	50	50		50	50	50	50	50	50	50	50	50
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
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
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)	12.5	33.0		12.5	33.0	33.0	12.5	33.0	33.0	12.5	33.0	33.0
Total Split (s)	34.5	56.0		34.5	56.0	56.0	34.5	55.0	55.0	34.5	55.0	55.0

**Intersection**

Int Delay, s/veh 8.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	263	487	427	235	67	177
Future Vol, veh/h	263	487	427	235	67	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	40	0
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	286	529	464	255	73	192

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	464	0	464
Stage 1	-	-	464
Stage 2	-	-	1101
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1097	-	598
Stage 1	-	-	633
Stage 2	-	-	318
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1097	-	598
Mov Cap-2 Maneuver	-	-	91
Stage 1	-	-	633
Stage 2	-	-	235

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	44.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1097	-	-	-	91	598
HCM Lane V/C Ratio	0.261	-	-	-	0.8	0.322
HCM Control Delay (s)	9.4	-	-	-	127.2	13.8
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	1	-	-	-	4.2	1.4

Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.2%	31.1%		19.2%	31.1%	31.1%	19.2%	30.6%	30.6%	19.2%	30.6%	30.6%
Maximum Green (s)	29.0	51.0		29.0	51.0	51.0	29.5	50.0	50.0	29.5	50.0	50.0
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)	1.5	1.0		1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.5	5.0		5.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min		None	Min	Min	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		18.0	18.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	53.6	48.9		51.7	46.2	46.2	26.5	15.8	15.8	23.7	14.3	14.3
Actuated g/C Ratio	0.55	0.50		0.53	0.47	0.47	0.27	0.16	0.16	0.24	0.15	0.15
v/c Ratio	0.22	0.62		0.17	0.60	0.33	0.43	0.54	0.23	0.43	0.66	0.18
Control Delay	11.8	24.0		11.5	24.3	8.8	30.2	42.3	10.6	30.5	52.8	5.7
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	11.8	24.0		11.5	24.3	8.8	30.2	42.3	10.6	30.5	52.8	5.7
LOS	B	C		B	C	A	C	D	B	C	D	A
Approach Delay		22.4			18.5			34.6			37.8	
Approach LOS		C			B			C			D	
90th %ile Green (s)	8.6	51.0		7.7	50.1	50.1	15.2	22.4	22.4	13.1	20.3	20.3
90th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	7.0	46.0		6.7	45.7	45.7	12.4	18.4	18.4	10.5	16.5	16.5
70th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	6.1	45.0		6.0	44.9	44.9	10.7	15.8	15.8	9.2	14.3	14.3
50th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	5.4	48.4		5.3	48.3	48.3	9.1	13.1	13.1	8.2	12.2	12.2
30th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	4.6	51.0		0.0	40.9	40.9	7.0	10.3	10.3	6.2	9.5	9.5
10th %ile Term Code	Gap	Max		Skip	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	32	375		25	352	66	88	247	13	88	147	5
Fuel Used(gal)	1	6		1	8	3	3	7	1	2	3	0
CO Emissions (g/hr)	36	397		49	572	196	187	492	70	127	237	23
NOx Emissions (g/hr)	7	77		10	111	38	36	96	14	25	46	4
VOC Emissions (g/hr)	8	92		11	132	45	43	114	16	30	55	5
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	21	258		15	234	39	61	91	0	58	104	0
Queue Length 95th (ft)	51	459		40	423	112	118	150	39	114	195	20
Internal Link Dist (ft)		179			520			147			563	
Turn Bay Length (ft)	170			275					225	270		
Base Capacity (vph)	686	964		684	977	906	559	1821	851	563	959	851
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	0.12	0.59		0.09	0.54	0.30	0.24	0.17	0.09	0.23	0.19	0.06

Intersection Summary

Lanes, Volumes, Timings  
 3: NW 35th Ave & Johnson St

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	98.3
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	25.9
Intersection LOS:	C
Intersection Capacity Utilization:	63.8%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	114.7
70th %ile Actuated Cycle:	102.1
50th %ile Actuated Cycle:	96.5
30th %ile Actuated Cycle:	95.5
10th %ile Actuated Cycle:	82.5

Splits and Phases: 3: NW 35th Ave & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
34.5 s	56 s	34.5 s	55 s
 Ø5	 Ø6	 Ø7	 Ø8
34.5 s	56 s	34.5 s	55 s

**Intersection**

Int Delay, s/veh 4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	42	715	532	23	73	62
Future Vol, veh/h	42	715	532	23	73	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
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	46	777	578	25	79	67

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	603	0	1459
Stage 1	-	-	591
Stage 2	-	-	868
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	975	-	507
Stage 1	-	-	553
Stage 2	-	-	411
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	975	-	507
Mov Cap-2 Maneuver	-	-	135
Stage 1	-	-	553
Stage 2	-	-	392

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	40.7
HCM LOS			E

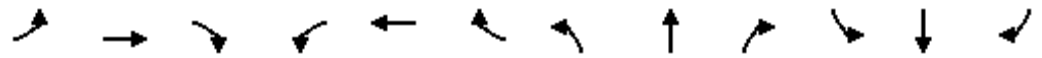
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	975	-	-	-	135	507
HCM Lane V/C Ratio	0.047	-	-	-	0.588	0.133
HCM Control Delay (s)	8.9	-	-	-	64	13.2
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	3	0.5



Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

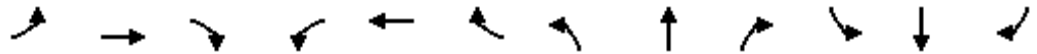


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	1235	64	120	1187	229	27	56	116	142	61	61
Future Volume (vph)	164	1235	64	120	1187	229	27	56	116	142	61	61
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		190	290		160	168		168	250		160
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5050	0	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.158			0.151			0.714			0.717		
Satd. Flow (perm)	294	5050	0	281	3539	1583	1330	1863	1583	1336	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				90			126			66
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1915			700			546	
Travel Time (s)		25.5			43.5			15.9			12.4	
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)	178	1342	70	130	1290	249	29	61	126	154	66	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	1412	0	130	1290	249	29	61	126	154	66	66
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	20	50	50	50	50	50	50
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)	50	50		50	50	20	50	50	50	50	50	50
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
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	24.0		10.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	58.0		44.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



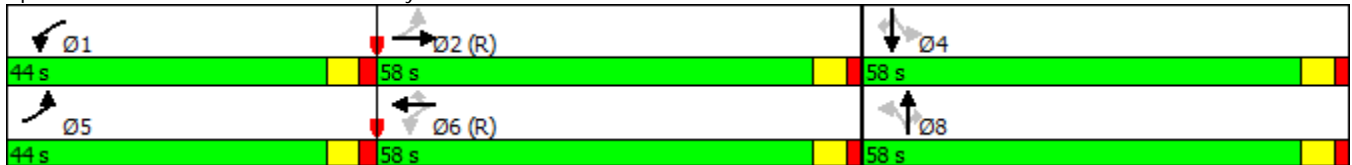
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	36.3%		27.5%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Maximum Green (s)	38.0	52.0		38.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		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 Optimize?	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	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	118.2	105.0		117.8	104.8	104.8	24.0	24.0	24.0	24.0	24.0	24.0
Actuated g/C Ratio	0.74	0.66		0.74	0.66	0.66	0.15	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.53	0.43		0.40	0.56	0.23	0.15	0.22	0.37	0.77	0.24	0.23
Control Delay	11.3	14.8		9.1	17.9	9.0	57.5	59.2	11.1	88.5	59.7	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
Total Delay	11.3	14.8		9.1	17.9	9.0	57.5	59.2	11.1	88.5	59.7	12.8
LOS	B	B		A	B	A	E	E	B	F	E	B
Approach Delay		14.4			15.9			30.9				64.4
Approach LOS		B			B			C				E
90th %ile Green (s)	21.1	89.6		19.2	87.7	87.7	33.2	33.2	33.2	33.2	33.2	33.2
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	16.0	98.7		15.5	98.2	98.2	27.8	27.8	27.8	27.8	27.8	27.8
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	12.5	105.1		12.9	105.5	105.5	24.0	24.0	24.0	24.0	24.0	24.0
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	9.1	111.4		10.4	112.7	112.7	20.2	20.2	20.2	20.2	20.2	20.2
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	7.0	120.4		6.7	120.1	120.1	14.9	14.9	14.9	14.9	14.9	14.9
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph)	44	605		31	641	62	23	48	16	135	52	10
Fuel Used(gal)	2	19		2	26	4	1	1	1	5	2	1
CO Emissions (g/hr)	144	1302		153	1788	292	41	87	69	331	115	58
NOx Emissions (g/hr)	28	253		30	348	57	8	17	13	64	22	11
VOC Emissions (g/hr)	33	302		35	414	68	10	20	16	77	27	13
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	41	242		29	360	60	27	57	0	157	62	0
Queue Length 95th (ft)	81	360		60	570	138	56	98	59	228	104	43
Internal Link Dist (ft)		1043			1835			620				466
Turn Bay Length (ft)	260			290		160	168		168	250		160
Base Capacity (vph)	578	3317		571	2318	1068	432	605	599	434	605	559
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	0.31	0.43		0.23	0.56	0.23	0.07	0.10	0.21	0.35	0.11	0.12

Intersection Summary

Lanes, Volumes, Timings  
 46: 35th Ave & Hollywood Blvd

Area Type:	Other	
Cycle Length:	160	
Actuated Cycle Length:	160	
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle:	65	
Control Type:	Actuated-Coordinated	
Maximum v/c Ratio:	0.77	
Intersection Signal Delay:	19.8	Intersection LOS: B
Intersection Capacity Utilization	71.4%	ICU Level of Service C
Analysis Period (min)	15	

Splits and Phases: 46: 35th Ave & Hollywood Blvd



**Intersection**

Int Delay, s/veh 4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	42	715	532	23	73	62
Future Vol, veh/h	42	715	532	23	73	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
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	46	777	578	25	79	67

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	603	0	1459
Stage 1	-	-	591
Stage 2	-	-	868
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	975	-	507
Stage 1	-	-	553
Stage 2	-	-	411
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	975	-	507
Mov Cap-2 Maneuver	-	-	135
Stage 1	-	-	553
Stage 2	-	-	392

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	40.7
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	975	-	-	-	135	507
HCM Lane V/C Ratio	0.047	-	-	-	0.588	0.133
HCM Control Delay (s)	8.9	-	-	-	64	13.2
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	3	0.5

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	414	23	120	383	109	44	424	115	166	355	105
Future Volume (vph)	99	414	23	120	383	109	44	424	115	166	355	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	200		0	170		160
Storage Lanes	1		0	1		0	1		0	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	0.95	1.00	0.95	1.00
Frt		0.992			0.967			0.968				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1848	0	1770	1801	0	1770	3426	0	1770	3539	1583
Flt Permitted	0.287			0.350			0.523			0.405		
Satd. Flow (perm)	535	1848	0	652	1801	0	974	3426	0	754	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			38			91				114
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1143			1545			708			1413	
Travel Time (s)		26.0			35.1			16.1			32.1	
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)	108	450	25	130	416	118	48	461	125	180	386	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	475	0	130	534	0	48	586	0	180	386	114
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.50	0.64		0.50	0.72		0.12	0.41		0.60	0.27	0.16

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

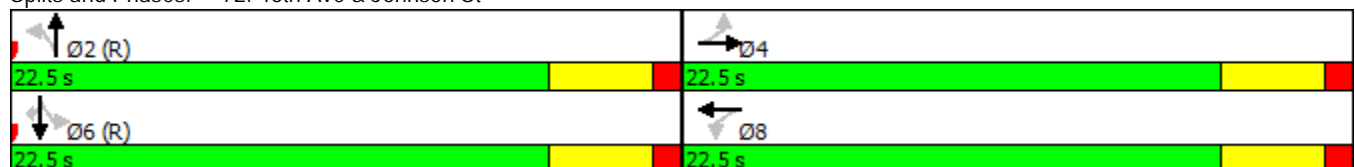


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	21.2	15.5		18.5	17.9		9.6	9.1		22.0	9.8	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	21.2	15.5		18.5	17.9		9.6	9.1		22.0	9.8	3.1
LOS	C	B		B	B		A	A		C	A	A
Approach Delay		16.6			18.0			9.2			11.9	
Approach LOS		B			B			A			B	
Stops (vph)	77	331		92	357		29	299		126	217	18
Fuel Used(gal)	2	7		3	11		0	6		5	10	2
CO Emissions (g/hr)	121	497		196	791		34	394		357	682	174
NOx Emissions (g/hr)	24	97		38	154		7	77		70	133	34
VOC Emissions (g/hr)	28	115		45	183		8	91		83	158	40
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Queue Length 50th (ft)	20	92		24	101		7	44		35	33	0
Queue Length 95th (ft)	#73	168		#70	#231		23	74		#107	56	21
Internal Link Dist (ft)		1063			1465			628			1333	
Turn Bay Length (ft)	280			280			200			170		160
Base Capacity (vph)	214	743		260	743		389	1425		301	1415	701
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.50	0.64		0.50	0.72		0.12	0.41		0.60	0.27	0.16

Intersection Summary

Area Type: Other  
 Cycle Length: 45  
 Actuated Cycle Length: 45  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 13.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 71.9%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 72: 46th Ave & Johnson St



**Intersection**

Int Delay, s/veh 8.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	263	487	427	235	67	177
Future Vol, veh/h	263	487	427	235	67	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	40	0
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	286	529	464	255	73	192

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	464	0	464
Stage 1	-	-	464
Stage 2	-	-	1101
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1097	-	598
Stage 1	-	-	633
Stage 2	-	-	318
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1097	-	598
Mov Cap-2 Maneuver	-	-	91
Stage 1	-	-	633
Stage 2	-	-	235

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	44.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1097	-	-	-	91	598
HCM Lane V/C Ratio	0.261	-	-	-	0.8	0.322
HCM Control Delay (s)	9.4	-	-	-	127.2	13.8
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	1	-	-	-	4.2	1.4

Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	468	53	55	487	253	124	282	68	119	164	49
Future Volume (vph)	76	468	53	55	487	253	124	282	68	119	164	49
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	275		0	0		225	270		0
Storage Lanes	1		0	1		1	1		2	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	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	0.296			0.292			0.410			0.492		
Satd. Flow (perm)	551	1835	0	544	1863	1583	764	3539	1583	916	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				160			76			76
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			600			227			643	
Travel Time (s)		5.9			13.6			5.2			14.6	
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)	83	509	58	60	529	275	135	307	74	129	178	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	567	0	60	529	275	135	307	74	129	178	53
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
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)	50	50		50	50	50	50	50	50	50	50	50
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
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
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)	12.5	33.0		12.5	33.0	33.0	12.5	33.0	33.0	12.5	33.0	33.0
Total Split (s)	34.5	56.0		34.5	56.0	56.0	34.5	55.0	55.0	34.5	55.0	55.0



Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.2%	31.1%		19.2%	31.1%	31.1%	19.2%	30.6%	30.6%	19.2%	30.6%	30.6%
Maximum Green (s)	29.0	51.0		29.0	51.0	51.0	29.5	50.0	50.0	29.5	50.0	50.0
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)	1.5	1.0		1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.5	5.0		5.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min		None	Min	Min	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		18.0	18.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	53.6	48.9		51.7	46.2	46.2	26.5	15.8	15.8	23.7	14.3	14.3
Actuated g/C Ratio	0.55	0.50		0.53	0.47	0.47	0.27	0.16	0.16	0.24	0.15	0.15
v/c Ratio	0.22	0.62		0.17	0.60	0.33	0.43	0.54	0.23	0.43	0.66	0.18
Control Delay	11.8	24.0		11.5	24.3	8.8	30.2	42.3	10.6	30.5	52.8	5.7
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	11.8	24.0		11.5	24.3	8.8	30.2	42.3	10.6	30.5	52.8	5.7
LOS	B	C		B	C	A	C	D	B	C	D	A
Approach Delay		22.4			18.5			34.6			37.8	
Approach LOS		C			B			C			D	
90th %ile Green (s)	8.6	51.0		7.7	50.1	50.1	15.2	22.4	22.4	13.1	20.3	20.3
90th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	7.0	46.0		6.7	45.7	45.7	12.4	18.4	18.4	10.5	16.5	16.5
70th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	6.1	45.0		6.0	44.9	44.9	10.7	15.8	15.8	9.2	14.3	14.3
50th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	5.4	48.4		5.3	48.3	48.3	9.1	13.1	13.1	8.2	12.2	12.2
30th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	4.6	51.0		0.0	40.9	40.9	7.0	10.3	10.3	6.2	9.5	9.5
10th %ile Term Code	Gap	Max		Skip	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	32	375		25	352	66	88	247	13	88	147	5
Fuel Used(gal)	1	6		1	8	3	3	7	1	2	3	0
CO Emissions (g/hr)	36	397		49	572	196	187	492	70	127	237	23
NOx Emissions (g/hr)	7	77		10	111	38	36	96	14	25	46	4
VOC Emissions (g/hr)	8	92		11	132	45	43	114	16	30	55	5
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	21	258		15	234	39	61	91	0	58	104	0
Queue Length 95th (ft)	51	459		40	423	112	118	150	39	114	195	20
Internal Link Dist (ft)		179			520			147			563	
Turn Bay Length (ft)	170			275					225	270		
Base Capacity (vph)	686	964		684	977	906	559	1821	851	563	959	851
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	0.12	0.59		0.09	0.54	0.30	0.24	0.17	0.09	0.23	0.19	0.06

Intersection Summary

Lanes, Volumes, Timings  
 3: NW 35th Ave & Johnson St

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	98.3
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	25.9
Intersection LOS:	C
Intersection Capacity Utilization:	63.8%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	114.7
70th %ile Actuated Cycle:	102.1
50th %ile Actuated Cycle:	96.5
30th %ile Actuated Cycle:	95.5
10th %ile Actuated Cycle:	82.5

Splits and Phases: 3: NW 35th Ave & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
34.5 s	56 s	34.5 s	55 s
 Ø5	 Ø6	 Ø7	 Ø8
34.5 s	56 s	34.5 s	55 s

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	441	143	192	458	168	228	467	212	128	329	126
Future Volume (vph)	125	441	143	192	458	168	228	467	212	128	329	126
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		280	230		340	260		260	225		230
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	0.347			0.275			0.293			0.285		
Satd. Flow (perm)	646	1863	1583	512	1863	1583	546	3539	1583	531	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			183			230			155
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			977			1241			681	
Travel Time (s)		9.3			22.2			28.2			15.5	
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)	136	479	155	209	498	183	248	508	230	139	358	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	479	155	209	498	183	248	508	230	139	358	137
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	12.3	50.0	50.0	20.0	57.7	57.7	21.0	32.0	32.0	18.0	29.0	29.0

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	10.3%	41.7%	41.7%	16.7%	48.1%	48.1%	17.5%	26.7%	26.7%	15.0%	24.2%	24.2%
Maximum Green (s)	7.3	45.0	45.0	15.0	52.7	52.7	16.0	27.0	27.0	13.0	24.0	24.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	55.4	48.2	48.2	63.8	52.9	52.9	36.9	22.0	22.0	29.2	18.1	18.1
Actuated g/C Ratio	0.49	0.43	0.43	0.56	0.47	0.47	0.33	0.19	0.19	0.26	0.16	0.16
v/c Ratio	0.35	0.60	0.20	0.50	0.57	0.22	0.73	0.74	0.47	0.54	0.63	0.36
Control Delay	15.7	31.0	4.5	17.0	26.3	3.5	42.4	50.1	8.3	35.1	49.7	7.3
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	15.7	31.0	4.5	17.0	26.3	3.5	42.4	50.1	8.3	35.1	49.7	7.3
LOS	B	C	A	B	C	A	D	D	A	D	D	A
Approach Delay		23.0			19.4			38.4			37.3	
Approach LOS		C			B			D			D	
90th %ile Green (s)	7.3	45.0	45.0	15.0	52.7	52.7	16.0	27.0	27.0	13.0	24.0	24.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Hold	Hold
70th %ile Green (s)	7.3	45.6	45.6	14.4	52.7	52.7	16.0	25.9	25.9	13.0	22.9	22.9
70th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	7.3	47.9	47.9	12.1	52.7	52.7	16.0	22.3	22.3	11.8	18.1	18.1
50th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Max	Gap	Gap	Gap	Hold	Hold
30th %ile Green (s)	7.3	49.8	49.8	10.2	52.7	52.7	15.2	19.7	19.7	10.2	14.7	14.7
30th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Gap	Gap	Gap	Gap	Hold	Hold
10th %ile Green (s)	6.7	51.4	51.4	8.0	52.7	52.7	11.8	15.7	15.7	7.9	11.8	11.8
10th %ile Term Code	Gap	Hold	Hold	Gap	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	67	340	15	91	328	14	170	424	24	95	295	13
Fuel Used(gal)	2	8	1	3	8	1	5	12	3	4	12	3
CO Emissions (g/hr)	122	568	93	184	542	103	357	813	178	287	827	202
NOx Emissions (g/hr)	24	110	18	36	105	20	70	158	35	56	161	39
VOC Emissions (g/hr)	28	132	22	43	126	24	83	188	41	67	192	47
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	44	270	0	71	262	0	138	185	0	72	131	0
Queue Length 95th (ft)	84	433	43	126	405	42	210	248	65	121	180	41
Internal Link Dist (ft)		327			897			1161			601	
Turn Bay Length (ft)	280		280	230		340	260		260	225		230
Base Capacity (vph)	389	793	763	461	870	836	352	846	553	288	752	458
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	0.35	0.60	0.20	0.45	0.57	0.22	0.70	0.60	0.42	0.48	0.48	0.30

Intersection Summary

Lanes, Volumes, Timings  
 49: N. Park Rd & Johnson St

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	113.2
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	29.4
Intersection LOS:	C
Intersection Capacity Utilization:	72.2%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	120
70th %ile Actuated Cycle:	118.9
50th %ile Actuated Cycle:	114.1
30th %ile Actuated Cycle:	109.9
10th %ile Actuated Cycle:	103

Splits and Phases: 49: N. Park Rd & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
12.3 s	57.7 s	18 s	32 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	50 s	21 s	29 s

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	283	94	103	255	139	89	593	117	124	372	125
Future Volume (vph)	157	283	94	103	255	139	89	593	117	124	372	125
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		170	365		190	162		115	230		0
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	1.00	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	1863	1583
Flt Permitted	0.485			0.445			0.289			0.211		
Satd. Flow (perm)	903	1863	1583	829	1863	1583	538	3539	1583	393	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			151			123			136
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		692			819			1998			1053	
Travel Time (s)		15.7			18.6			45.4			23.9	
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)	171	308	102	112	277	151	97	645	127	135	404	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	308	102	112	277	151	97	645	127	135	404	136
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	36.0	36.0	9.5	36.0	36.0	23.5	37.0	37.0	23.5	37.0	37.0

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	9.0%	34.0%	34.0%	9.0%	34.0%	34.0%	22.2%	34.9%	34.9%	22.2%	34.9%	34.9%
Maximum Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	18.5	32.0	32.0	18.5	32.0	32.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	35.7	31.2	31.2	35.7	31.2	31.2	31.2	22.7	22.7	34.4	26.3	26.3
Actuated g/C Ratio	0.40	0.35	0.35	0.40	0.35	0.35	0.35	0.26	0.26	0.39	0.30	0.30
v/c Ratio	0.42	0.47	0.16	0.29	0.42	0.23	0.31	0.71	0.26	0.45	0.73	0.24
Control Delay	21.3	26.7	3.8	18.8	25.8	5.2	17.8	34.3	6.7	20.2	37.2	5.6
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	21.3	26.7	3.8	18.8	25.8	5.2	17.8	34.3	6.7	20.2	37.2	5.6
LOS	C	C	A	B	C	A	B	C	A	C	D	A
Approach Delay		21.1			18.6			28.4			27.4	
Approach LOS		C			B			C			C	
90th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	11.0	30.3	30.3	12.7	32.0	32.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Gap	Gap	Gap	Max	Max
70th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	9.8	27.8	27.8	10.9	28.9	28.9
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	8.6	22.8	22.8	9.6	23.8	23.8
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	7.5	19.3	19.3	8.4	20.2	20.2
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	0.0	15.0	15.0	6.9	26.9	26.9
10th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Skip	Gap	Gap	Gap	Hold	Hold
Stops (vph)	112	213	9	66	190	17	51	509	18	71	323	17
Fuel Used(gal)	2	4	1	1	4	1	2	19	3	2	8	1
CO Emissions (g/hr)	150	296	44	99	281	79	172	1352	189	134	535	88
NOx Emissions (g/hr)	29	58	9	19	55	15	33	263	37	26	104	17
VOC Emissions (g/hr)	35	69	10	23	65	18	40	313	44	31	124	20
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	55	130	0	34	115	0	32	170	2	45	208	0
Queue Length 95th (ft)	116	242	26	79	217	43	60	238	42	80	323	41
Internal Link Dist (ft)		612			739			1918			973	
Turn Bay Length (ft)	210		170	365		190	162		115	230		
Base Capacity (vph)	410	659	639	384	659	657	488	1293	656	457	680	664
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	0.42	0.47	0.16	0.29	0.42	0.23	0.20	0.50	0.19	0.30	0.59	0.20

Intersection Summary

Lanes, Volumes, Timings  
 37: N. Park Rd & Taft St

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	88.2
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	24.6
Intersection LOS:	C
Intersection Capacity Utilization:	63.3%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	98.5
70th %ile Actuated Cycle:	94.2
50th %ile Actuated Cycle:	87.9
30th %ile Actuated Cycle:	83.2
10th %ile Actuated Cycle:	77.4

Splits and Phases: 37: N. Park Rd & Taft St

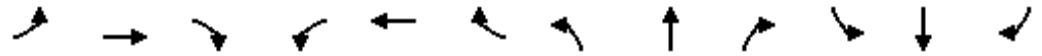
 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	36 s	23.5 s	37 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	36 s	23.5 s	37 s



HCM Unsignalized Intersection Capacity Analysis  
 14: NW 35th Ave & Garfield St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



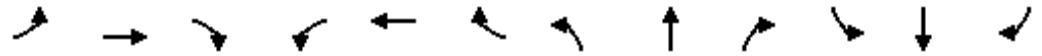
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Right Turn Channelized														
Traffic Volume (veh/h)	96	0	41	3	0	2	33	288	1	4	318	7		
Future Volume (veh/h)	96	0	41	3	0	2	33	288	1	4	318	7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	104	0	45	3	0	2	36	313	1	4	346	8		
Approach Volume (veh/h)	149		5				350			358				
Crossing Volume (veh/h)	353				453			108		39				
High Capacity (veh/h)	1049				969			1273			1343			
High v/c (veh/h)	0.14				0.01			0.27		0.27				
Low Capacity (veh/h)	858				786			1059			1123			
Low v/c (veh/h)	0.17				0.01			0.33		0.32				
<b>Intersection Summary</b>														
Maximum v/c High			0.27											
Maximum v/c Low			0.33											
Intersection Capacity Utilization			52.6%			ICU Level of Service						A		

Intersection				
Intersection Delay, s/veh	7.0			
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	149	5	350	358
Demand Flow Rate, veh/h	152	5	357	365
Vehicles Circulating, veh/h	360	462	110	40
Vehicles Exiting, veh/h	45	5	402	427
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	6.7	5.1	7.4	6.8
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	152	5	357	365
Cap Entry Lane, veh/h	788	712	1012	1086
Entry HV Adj Factor	0.980	1.000	0.980	0.981
Flow Entry, veh/h	149	5	350	358
Cap Entry, veh/h	773	712	992	1065
V/C Ratio	0.193	0.007	0.353	0.336
Control Delay, s/veh	6.7	5.1	7.4	6.8
LOS	A	A	A	A
95th %tile Queue, veh	1	0	2	1

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	0	225	49	0	23	334	168	96	28	147	177
Future Volume (vph)	160	0	225	49	0	23	334	168	96	28	147	177
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	0		1	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.865		0.946				0.850
Flt Protected	0.950			0.950		0.950			0.950			
Satd. Flow (prot)	1770	0	1583	0	0	1611	1770	1762	0	1770	1863	1583
Flt Permitted	0.950			0.950		0.480			0.584			
Satd. Flow (perm)	1770	0	1583	0	0	1611	894	1762	0	1088	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			245			734		55				192
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	174	0	245	53	0	25	363	183	104	30	160	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	0	245	0	53	25	363	287	0	30	160	192
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		1	1		1	1	2		1	2	1
Detector Template	Left		Right	Left		Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20	20		20	20	100		20	100	20
Trailing Detector (ft)	0		0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0		0	0		0	0	0		0	0	0
Detector 1 Size(ft)	20		20	20		20	20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
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	Prot		Perm	Perm		Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases	4						5	2			6	
Permitted Phases			4	8		8	2			6		6

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4	8		8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0	5.0		5.0	5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0	23.0		23.0	16.0	23.0		24.0	24.0	24.0
Total Split (s)	32.0		32.0	32.0		32.0	25.0	58.0		33.0	33.0	33.0
Total Split (%)	35.6%		35.6%	35.6%		35.6%	27.8%	64.4%		36.7%	36.7%	36.7%
Maximum Green (s)	27.0		27.0	27.0		27.0	14.0	53.0		27.0	27.0	27.0
Yellow Time (s)	4.0		4.0	4.0		4.0	10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0		1.0	1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0			5.0	11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							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
Recall Mode	None		None	None		None	None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0	7.0		7.0		7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0		11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0		0		0		0	0	0
Act Effect Green (s)	13.0		13.0		0.0	13.0	47.0	53.0		29.0	29.0	29.0
Actuated g/C Ratio	0.17		0.17		0.00	0.17	0.62	0.70		0.38	0.38	0.38
v/c Ratio	0.57		0.52		no cap	0.03	0.53	0.23		0.07	0.23	0.27
Control Delay	36.8		8.2			0.0	10.5	4.2		17.9	18.5	4.2
Queue Delay	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	36.8		8.2		Error	0.0	10.5	4.2		17.9	18.5	4.2
LOS	D		A		F	A	B	A		B	B	A
Approach Delay		20.1			Err			7.7			11.3	
Approach LOS		C			F			A			B	
90th %ile Green (s)	17.8		17.8	17.8		17.8	14.0	53.0		27.0	27.0	27.0
90th %ile Term Code	Gap		Gap	Hold		Hold	Max	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	14.7		14.7	14.7		14.7	14.0	53.0		27.0	27.0	27.0
70th %ile Term Code	Gap		Gap	Hold		Hold	Max	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	12.6		12.6	12.6		12.6	12.8	53.0		28.2	28.2	28.2
50th %ile Term Code	Gap		Gap	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	10.6		10.6	10.6		10.6	10.9	53.0		30.1	30.1	30.1
30th %ile Term Code	Gap		Gap	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	10.0		10.0	10.0		10.0	8.9	53.0		32.1	32.1	32.1
10th %ile Term Code	Min		Min	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
Stops (vph)	141		31		0	0	154	71		20	97	21
Fuel Used(gal)	2		1		0	0	3	2		0	1	1
CO Emissions (g/hr)	159		68		8	4	227	136		20	104	52
NOx Emissions (g/hr)	31		13		1	1	44	26		4	20	10
VOC Emissions (g/hr)	37		16		2	1	53	31		5	24	12
Dilemma Vehicles (#)	0		0		0	0	0	0		0	0	0
Queue Length 50th (ft)	76		0		0	0	72	31		9	50	0
Queue Length 95th (ft)	135		56		0	0	140	71		29	104	42
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)										50		80
Base Capacity (vph)	628		719		1	1045	713	1244		414	709	721
Starvation Cap Reductn	0		0		0	0	0	0		0	0	0

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0		0	0	0	0		0	0	0
Storage Cap Reductn	0		0		0	0	0	0		0	0	0
Reduced v/c Ratio	0.28		0.34		53.00	0.02	0.51	0.23		0.07	0.23	0.27

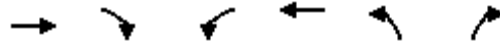
Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	76.1
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	Err
Intersection Signal Delay:	Err
Intersection LOS:	F
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15
90th %ile Actuated Cycle:	80.8
70th %ile Actuated Cycle:	77.7
50th %ile Actuated Cycle:	75.6
30th %ile Actuated Cycle:	73.6
10th %ile Actuated Cycle:	73

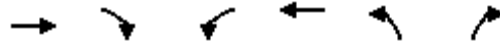
Splits and Phases: 12: NW 35th Ave & Hayes St



Lanes, Volumes, Timings  
27: NW 35th Ave & Taft St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	343	259	170	305	179	162
Future Volume (vph)	343	259	170	305	179	162
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	230		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1755	0	1770	1863	1770	1583
Flt Permitted			0.181		0.950	
Satd. Flow (perm)	1755	0	337	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	49					176
Link Speed (mph)	30			30	30	
Link Distance (ft)	451			272	1264	
Travel Time (s)	10.3			6.2	28.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	373	282	185	332	195	176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	655	0	185	332	195	176
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)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
Detector 1 Type	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
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	51.0		51.0	51.0	49.0	49.0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	51.0%		51.0%	51.0%	49.0%	49.0%
Maximum Green (s)	45.0		45.0	45.0	43.0	43.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	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
Recall Mode	None		None	None	Max	Max
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 Effect Green (s)	45.0		45.0	45.0	43.0	43.0
Actuated g/C Ratio	0.45		0.45	0.45	0.43	0.43
v/c Ratio	0.80		1.23	0.40	0.26	0.23
Control Delay	30.9		175.1	20.2	19.4	3.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	30.9		175.1	20.2	19.4	3.5
LOS	C		F	C	B	A
Approach Delay	30.9			75.6	11.9	
Approach LOS	C			E	B	
90th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
90th %ile Term Code	Max		Max	Max	MaxR	MaxR
70th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
70th %ile Term Code	Max		Max	Max	MaxR	MaxR
50th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
50th %ile Term Code	Hold		Max	Max	MaxR	MaxR
30th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
30th %ile Term Code	Hold		Max	Max	MaxR	MaxR
10th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
10th %ile Term Code	Hold		Max	Max	MaxR	MaxR
Stops (vph)	471		125	198	111	16
Fuel Used(gal)	9		7	3	3	2
CO Emissions (g/hr)	596		497	209	240	148
NOx Emissions (g/hr)	116		97	41	47	29
VOC Emissions (g/hr)	138		115	49	56	34
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	326		~146	138	78	0
Queue Length 95th (ft)	#486		#282	208	128	38
Internal Link Dist (ft)	371			192	1184	
Turn Bay Length (ft)			230			
Base Capacity (vph)	816		151	838	761	781
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.80		1.23	0.40	0.26	0.23

Intersection Summary

Lanes, Volumes, Timings  
 27: NW 35th Ave & Taft St

Area Type:	Other		
Cycle Length:	100		
Actuated Cycle Length:	100		
Natural Cycle:	60		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	1.23		
Intersection Signal Delay:	41.3	Intersection LOS:	D
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		
90th %ile Actuated Cycle:	100		
70th %ile Actuated Cycle:	100		
50th %ile Actuated Cycle:	100		
30th %ile Actuated Cycle:	100		
10th %ile Actuated Cycle:	100		
~ 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.			

Splits and Phases: 27: NW 35th Ave & Taft St

↙ Ø2	→ Ø4
49 s	51 s
	↙ Ø8
	51 s



Intersection				
Intersection Delay, s/veh	11.8			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	416	709	96	157
Demand Flow Rate, veh/h	424	723	98	161
Vehicles Circulating, veh/h	139	81	445	702
Vehicles Exiting, veh/h	724	461	118	102
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	8.7	14.6	6.5	10.6
Approach LOS	A	B	A	B
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	424	723	98	161
Cap Entry Lane, veh/h	983	1042	724	560
Entry HV Adj Factor	0.982	0.981	0.979	0.978
Flow Entry, veh/h	416	709	96	157
Cap Entry, veh/h	965	1022	709	548
V/C Ratio	0.431	0.694	0.135	0.288
Control Delay, s/veh	8.7	14.6	6.5	10.6
LOS	A	B	A	B
95th %tile Queue, veh	2	6	0	1

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/19/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	261	0	389	95	0	47	166	188	48	24	175	70
Future Volume (vph)	261	0	389	95	0	47	166	188	48	24	175	70
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	1		0	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.850			0.970				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	0	1583	1770	1583	0	1770	1807	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.477			0.601		
Satd. Flow (perm)	1770	0	1583	1770	1583	0	889	1807	0	1120	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			423		702			25				158
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	284	0	423	103	0	51	180	204	52	26	190	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	0	423	103	51	0	180	256	0	26	190	76
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		1	1	2		1	2		1	2	1
Detector Template	Left		Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20	20	100		20	100		20	100	20
Trailing Detector (ft)	0		0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0		0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20		20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type	Prot		Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	4!				8!		5	2			6	
Permitted Phases			4	8			2			6		6

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

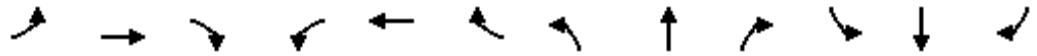
MEMORIAL HEALTHCARE SYSTEM

06/19/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0	5.0	5.0		5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0	23.0	23.0		16.0	23.0		24.0	24.0	24.0
Total Split (s)	32.0		32.0	32.0	32.0		25.0	58.0		33.0	33.0	33.0
Total Split (%)	35.6%		35.6%	35.6%	35.6%		27.8%	64.4%		36.7%	36.7%	36.7%
Maximum Green (s)	27.0		27.0	27.0	27.0		14.0	53.0		27.0	27.0	27.0
Yellow Time (s)	4.0		4.0	4.0	4.0		10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0		11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							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
Recall Mode	None		None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0			0		0	0	0
Act Effct Green (s)	18.4		18.4	18.4	18.4		47.2	53.2		31.6	31.6	31.6
Actuated g/C Ratio	0.23		0.23	0.23	0.23		0.58	0.65		0.39	0.39	0.39
v/c Ratio	0.71		0.62	0.26	0.06		0.29	0.22		0.06	0.26	0.11
Control Delay	39.3		7.0	26.9	0.1		10.6	6.6		20.1	20.8	0.3
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.3		7.0	26.9	0.1		10.6	6.6		20.1	20.8	0.3
LOS	D		A	C	A		B	A		C	C	A
Approach Delay		20.0			18.1			8.3			15.4	
Approach LOS		B			B			A			B	
90th %ile Green (s)	27.0		27.0	27.0	27.0		13.8	53.0		27.2	27.2	27.2
90th %ile Term Code	Max		Max	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
70th %ile Green (s)	22.0		22.0	22.0	22.0		11.0	53.0		30.0	30.0	30.0
70th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
50th %ile Green (s)	18.0		18.0	18.0	18.0		9.3	53.0		31.7	31.7	31.7
50th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	15.1		15.1	15.1	15.1		8.0	53.0		33.0	33.0	33.0
30th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	11.4		11.4	11.4	11.4		6.6	53.0		34.4	34.4	34.4
10th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
Stops (vph)	228		40	72	0		75	83		17	118	0
Fuel Used(gal)	4		2	1	0		2	2		0	2	0
CO Emissions (g/hr)	268		106	79	7		112	137		18	130	13
NOx Emissions (g/hr)	52		21	15	1		22	27		3	25	3
VOC Emissions (g/hr)	62		25	18	2		26	32		4	30	3
Dilemma Vehicles (#)	0		0	0	0		0	0		0	0	0
Queue Length 50th (ft)	134		0	43	0		39	41		8	64	0
Queue Length 95th (ft)	213		66	83	0		88	96		30	141	0
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)										50		80
Base Capacity (vph)	587		808	587	994		665	1186		432	719	708
Starvation Cap Reductn	0		0	0	0		0	0		0	0	0

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St



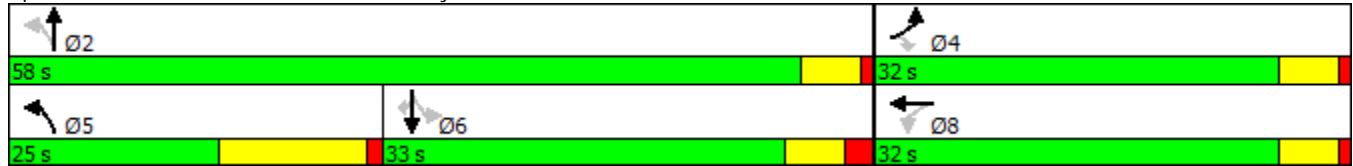
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0	0	0		0	0		0	0	0
Storage Cap Reductn	0		0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.48		0.52	0.18	0.05		0.27	0.22		0.06	0.26	0.11

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	81.7
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	15.7
Intersection LOS:	B
Intersection Capacity Utilization	58.9%
ICU Level of Service	B
Analysis Period (min)	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	85
50th %ile Actuated Cycle:	81
30th %ile Actuated Cycle:	78.1
10th %ile Actuated Cycle:	74.4

! Phase conflict between lane groups.

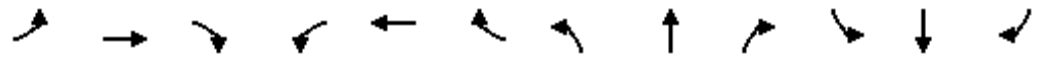
Splits and Phases: 12: NW 35th Ave & Hayes St



Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	1312	23	96	1529	157	69	58	133	145	88	154
Future Volume (vph)	144	1312	23	96	1529	157	69	58	133	145	88	154
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		190	290		160	168		168	250		160
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.084			0.145			0.649			0.716		
Satd. Flow (perm)	156	5070	0	270	3539	1583	1209	1863	1583	1334	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				61			145			167
Link Speed (mph)		30			30			30				30
Link Distance (ft)		822			994			700				546
Travel Time (s)		18.7			22.6			15.9				12.4
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)	157	1426	25	104	1662	171	75	63	145	158	96	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	1451	0	104	1662	171	75	63	145	158	96	167
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	20	50	50	50	50	50	50
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)	50	50		50	50	20	50	50	50	50	50	50
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
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	24.0		10.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	58.0		44.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	36.3%		27.5%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Maximum Green (s)	38.0	52.0		38.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0
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 Optimize?	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	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	118.0	106.5		116.6	105.7	105.7	24.7	24.7	24.7	24.7	24.7	24.7
Actuated g/C Ratio	0.74	0.67		0.73	0.66	0.66	0.15	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.68	0.43		0.35	0.71	0.16	0.40	0.22	0.40	0.77	0.33	0.43
Control Delay	32.1	14.2		8.9	21.6	8.5	65.4	58.5	10.7	87.4	61.5	10.6
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	32.1	14.2		8.9	21.6	8.5	65.4	58.5	10.7	87.4	61.5	10.6
LOS	C	B		A	C	A	E	E	B	F	E	B
Approach Delay		15.9			19.8			35.8			51.0	
Approach LOS		B			B			D			D	
90th %ile Green (s)	18.6	91.2		16.2	88.8	88.8	34.6	34.6	34.6	34.6	34.6	34.6
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	13.8	100.7		12.9	99.8	99.8	28.4	28.4	28.4	28.4	28.4	28.4
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	10.5	106.8		10.6	106.9	106.9	24.6	24.6	24.6	24.6	24.6	24.6
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	8.0	113.0		8.3	113.3	113.3	20.7	20.7	20.7	20.7	20.7	20.7
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	6.8	120.6		6.1	119.9	119.9	15.3	15.3	15.3	15.3	15.3	15.3
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph)	56	613		26	981	40	60	49	16	136	77	18
Fuel Used(gal)	2	16		1	24	2	2	1	1	5	2	2
CO Emissions (g/hr)	152	1104		74	1677	119	114	89	77	335	169	139
NOx Emissions (g/hr)	30	215		14	326	23	22	17	15	65	33	27
VOC Emissions (g/hr)	35	256		17	389	28	26	21	18	78	39	32
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	45	243		23	540	39	72	59	0	161	91	0
Queue Length 95th (ft)	135	364		52	856	96	120	100	61	231	140	64
Internal Link Dist (ft)		742			914			620			466	
Turn Bay Length (ft)	260			290		160	168		168	250		160
Base Capacity (vph)	503	3374		564	2339	1066	392	605	612	433	605	627
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	0.31	0.43		0.18	0.71	0.16	0.19	0.10	0.24	0.36	0.16	0.27

Intersection Summary

Lanes, Volumes, Timings  
 46: 35th Ave & Hollywood Blvd

Area Type:	Other		
Cycle Length:	160		
Actuated Cycle Length:	160		
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green		
Natural Cycle:	80		
Control Type:	Actuated-Coordinated		
Maximum v/c Ratio:	0.77		
Intersection Signal Delay:	22.5	Intersection LOS:	C
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

Splits and Phases: 46: 35th Ave & Hollywood Blvd



HCM Unsignalized Intersection Capacity Analysis  
 32: 40th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	8	361	14	22	596	34	16	50	23	32	71	41
Future Volume (veh/h)	8	361	14	22	596	34	16	50	23	32	71	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	392	15	24	648	37	17	54	25	35	77	45
Approach Volume (veh/h)	416		709				96			157		
Crossing Volume (veh/h)	136				80			436			689	
High Capacity (veh/h)	1245				1301			982			802	
High v/c (veh/h)	0.33				0.55			0.10			0.20	
Low Capacity (veh/h)	1034				1085			798			638	
Low v/c (veh/h)	0.40				0.65			0.12			0.25	

Intersection Summary

Maximum v/c High	0.55	
Maximum v/c Low	0.65	
Intersection Capacity Utilization	62.8%	ICU Level of Service B



Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	311	33	117	508	93	55	410	70	82	396	44
Future Volume (vph)	32	311	33	117	508	93	55	410	70	82	396	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	200		0	170		160
Storage Lanes	1		0	1		0	1		0	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	0.95	1.00	0.95	1.00
Frt		0.986			0.977			0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1837	0	1770	1820	0	1770	3461	0	1770	3539	1583
Flt Permitted	0.222			0.462			0.502			0.449		
Satd. Flow (perm)	414	1837	0	861	1820	0	935	3461	0	836	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			24			51				48
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1143			1545			708				1413
Travel Time (s)		26.0			35.1			16.1				32.1
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)	35	338	36	127	552	101	60	446	76	89	430	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	374	0	127	653	0	60	522	0	89	430	48
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.21	0.50		0.37	0.88		0.16	0.37		0.27	0.30	0.07

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

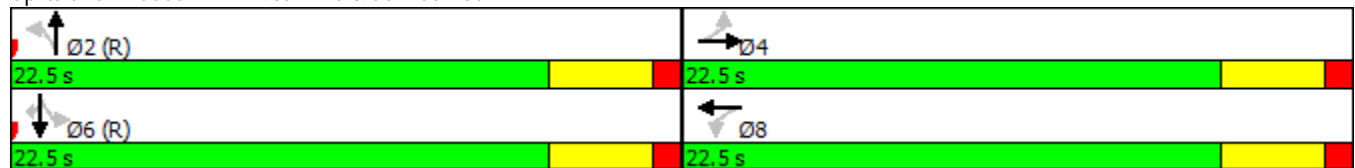


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	12.9	12.7		13.5	29.5		10.1	9.4		11.8	10.0	3.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	12.9	12.7		13.5	29.5		10.1	9.4		11.8	10.0	3.7
LOS	B	B		B	C		B	A		B	A	A
Approach Delay		12.7			26.9			9.5			9.7	
Approach LOS		B			C			A			A	
Stops (vph)	26	235		81	455		37	279		56	246	12
Fuel Used(gal)	1	5		3	15		1	5		2	11	1
CO Emissions (g/hr)	36	367		180	1075		43	357		162	764	75
NOx Emissions (g/hr)	7	71		35	209		8	70		32	149	15
VOC Emissions (g/hr)	8	85		42	249		10	83		38	177	17
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Queue Length 50th (ft)	6	65		22	142		9	42		15	37	0
Queue Length 95th (ft)	22	124		56	#317		28	70		40	62	14
Internal Link Dist (ft)		1063			1465			628			1333	
Turn Bay Length (ft)	280			280			200			170		160
Base Capacity (vph)	165	743		344	742		374	1415		334	1415	662
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.21	0.50		0.37	0.88		0.16	0.37		0.27	0.30	0.07

Intersection Summary

Area Type: Other  
 Cycle Length: 45  
 Actuated Cycle Length: 45  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 15.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 69.7%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 72: 46th Ave & Johnson St



Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	300	71	64	494	87	67	473	56	40	545	55
Future Volume (vph)	37	300	71	64	494	87	67	473	56	40	545	55
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	170		0	80		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.971			0.977			0.984			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1809	0	1770	1820	0	1770	3483	0	1770	1837	0
Flt Permitted	0.137			0.525			0.172			0.384		
Satd. Flow (perm)	255	1809	0	978	1820	0	320	3483	0	715	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			13			21				8
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1102			1575			333				1164
Travel Time (s)		25.0			35.8			7.6				26.5
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)	40	326	77	70	537	95	73	514	61	43	592	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	403	0	70	632	0	73	575	0	43	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	9.6	38.6		29.0	29.0		36.4	36.4		36.4	36.4	
Total Split (%)	12.8%	51.5%		38.7%	38.7%		48.5%	48.5%		48.5%	48.5%	
Maximum Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?	Yes			Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	30.1	30.1		24.6	24.6		32.1	32.1		32.1	32.1	
Actuated g/C Ratio	0.42	0.42		0.35	0.35		0.45	0.45		0.45	0.45	
v/c Ratio	0.19	0.52		0.21	0.99		0.51	0.36		0.13	0.78	
Control Delay	13.6	16.9		20.0	60.5		31.8	13.9		14.4	26.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.6	16.9		20.0	60.5		31.8	13.9		14.4	26.2	
LOS	B	B		B	E		C	B		B	C	
Approach Delay		16.6			56.4			15.9			25.4	
Approach LOS		B			E			B			C	
90th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
90th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
70th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
50th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	0.0	24.5		24.5	24.5		31.9	31.9		31.9	31.9	
30th %ile Term Code	Skip	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	24.5		24.5	24.5		31.9	31.9		31.9	31.9	
10th %ile Term Code	Skip	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
Stops (vph)	21	243		45	450		52	318		26	469	
Fuel Used(gal)	1	6		1	19		2	15		1	11	
CO Emissions (g/hr)	37	406		104	1296		154	1045		44	785	
NOx Emissions (g/hr)	7	79		20	252		30	203		8	153	
VOC Emissions (g/hr)	9	94		24	300		36	242		10	182	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	10	118		23	-322		24	89		12	257	
Queue Length 95th (ft)	26	193		54	#520		#84	128		32	#449	
Internal Link Dist (ft)		1022			1495			253			1084	
Turn Bay Length (ft)	105			170			80					
Base Capacity (vph)	216	881		338	637		144	1579		322	831	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

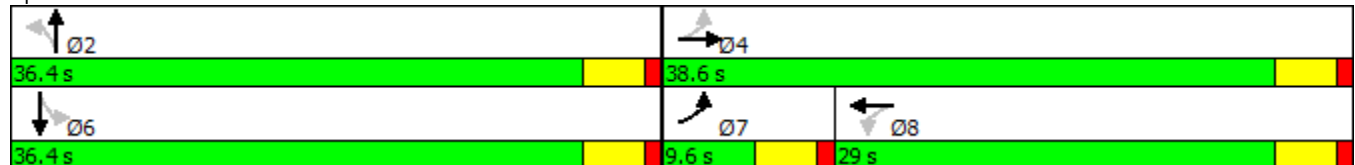


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.46		0.21	0.99		0.51	0.36		0.13	0.78	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	71.2
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	30.1
Intersection LOS:	C
Intersection Capacity Utilization	86.6%
ICU Level of Service	E
Analysis Period (min)	15
90th %ile Actuated Cycle:	75
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	75
30th %ile Actuated Cycle:	65.4
10th %ile Actuated Cycle:	65.4
~ 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.	

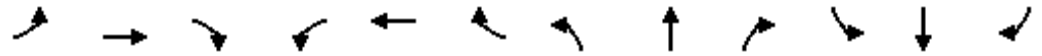
Splits and Phases: 77: 46th Ave & Taft St



Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	261	0	389	95	0	47	166	188	48	24	175	70
Future Volume (vph)	261	0	389	95	0	47	166	188	48	24	175	70
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	0		1	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.865		0.970			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	0	1583	0	0	1611	1770	1807	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.477			0.601		
Satd. Flow (perm)	1770	0	1583	0	0	1611	889	1807	0	1120	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			423			702			25			158
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	284	0	423	103	0	51	180	204	52	26	190	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	0	423	0	103	51	180	256	0	26	190	76
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		1	1		1	1	2		1	2	1
Detector Template	Left		Right	Left		Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20	20		20	20	100		20	100	20
Trailing Detector (ft)	0		0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0		0	0		0	0	0		0	0	0
Detector 1 Size(ft)	20		20	20		20	20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
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	Prot		Perm	Perm		Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases	4						5	2			6	
Permitted Phases			4	8		8	2			6		6

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4	8		8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0	5.0		5.0	5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0	23.0		23.0	16.0	23.0		24.0	24.0	24.0
Total Split (s)	32.0		32.0	32.0		32.0	25.0	58.0		33.0	33.0	33.0
Total Split (%)	35.6%		35.6%	35.6%		35.6%	27.8%	64.4%		36.7%	36.7%	36.7%
Maximum Green (s)	27.0		27.0	27.0		27.0	14.0	53.0		27.0	27.0	27.0
Yellow Time (s)	4.0		4.0	4.0		4.0	10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0		1.0	1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0			5.0	11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							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
Recall Mode	None		None	None		None	None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0	7.0		7.0		7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0		11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0		0		0		0	0	0
Act Effect Green (s)	18.4		18.4		0.0	18.4	47.2	53.2		31.6	31.6	31.6
Actuated g/C Ratio	0.23		0.23		0.00	0.23	0.58	0.65		0.39	0.39	0.39
v/c Ratio	0.71		0.62		no cap	0.06	0.29	0.22		0.06	0.26	0.11
Control Delay	39.3		7.0			0.1	10.6	6.6		20.1	20.8	0.3
Queue Delay	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	39.3		7.0		Error	0.1	10.6	6.6		20.1	20.8	0.3
LOS	D		A		F	A	B	A		C	C	A
Approach Delay		20.0			Err			8.3			15.4	
Approach LOS		B			F			A			B	
90th %ile Green (s)	27.0		27.0	27.0		27.0	13.8	53.0		27.2	27.2	27.2
90th %ile Term Code	Max		Max	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
70th %ile Green (s)	22.0		22.0	22.0		22.0	11.0	53.0		30.0	30.0	30.0
70th %ile Term Code	Gap		Gap	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
50th %ile Green (s)	18.0		18.0	18.0		18.0	9.3	53.0		31.7	31.7	31.7
50th %ile Term Code	Gap		Gap	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	15.1		15.1	15.1		15.1	8.0	53.0		33.0	33.0	33.0
30th %ile Term Code	Gap		Gap	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	11.4		11.4	11.4		11.4	6.6	53.0		34.4	34.4	34.4
10th %ile Term Code	Gap		Gap	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
Stops (vph)	228		40		0	0	75	83		17	118	0
Fuel Used(gal)	4		2		0	0	2	2		0	2	0
CO Emissions (g/hr)	268		106		15	7	112	137		18	130	13
NOx Emissions (g/hr)	52		21		3	1	22	27		3	25	3
VOC Emissions (g/hr)	62		25		3	2	26	32		4	30	3
Dilemma Vehicles (#)	0		0		0	0	0	0		0	0	0
Queue Length 50th (ft)	134		0		0	0	39	41		8	64	0
Queue Length 95th (ft)	213		66		0	0	88	96		30	141	0
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)										50		80
Base Capacity (vph)	587		808		1	1003	665	1186		432	719	708
Starvation Cap Reductn	0		0		0	0	0	0		0	0	0

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0		0	0	0	0		0	0	0
Storage Cap Reductn	0		0		0	0	0	0		0	0	0
Reduced v/c Ratio	0.48		0.52		103.00	0.05	0.27	0.22		0.06	0.26	0.11

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	81.7
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	Err
Intersection Signal Delay:	Err
Intersection LOS:	F
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	85
50th %ile Actuated Cycle:	81
30th %ile Actuated Cycle:	78.1
10th %ile Actuated Cycle:	74.4

Splits and Phases: 12: NW 35th Ave & Hayes St





Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	399	208	117	364	147	162	542	194	124	500	116
Future Volume (vph)	103	399	208	117	364	147	162	542	194	124	500	116
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		280	230		340	260		260	225		230
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	0.338			0.286			0.344			0.304		
Satd. Flow (perm)	630	1863	1583	533	1863	1583	641	3539	1583	566	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			226			201			211			201
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			977			1241			681	
Travel Time (s)		9.3			22.2			28.2			15.5	
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)	112	434	226	127	396	160	176	589	211	135	543	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	434	226	127	396	160	176	589	211	135	543	126
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%
Maximum Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	22.1	18.8	18.8	22.1	18.8	18.8	18.5	15.2	15.2	18.5	15.2	15.2
Actuated g/C Ratio	0.38	0.32	0.32	0.38	0.32	0.32	0.32	0.26	0.26	0.32	0.26	0.26
v/c Ratio	0.34	0.72	0.34	0.42	0.66	0.25	0.60	0.64	0.37	0.49	0.59	0.23
Control Delay	14.8	30.1	4.9	16.8	27.4	3.0	23.3	23.7	5.4	19.3	22.8	1.8
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	14.8	30.1	4.9	16.8	27.4	3.0	23.3	23.7	5.4	19.3	22.8	1.8
LOS	B	C	A	B	C	A	C	C	A	B	C	A
Approach Delay		20.5			19.7			19.7			18.9	
Approach LOS		C			B			B			B	
90th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Hold	Hold
50th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	16.3	16.3	4.5	16.3	16.3
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	14.5	14.5	4.5	14.5	14.5
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	18.0	18.0	0.0	18.0	18.0	0.0	9.4	9.4	0.0	9.4	9.4
10th %ile Term Code	Skip	MaxR	MaxR	Skip	MaxR	MaxR	Skip	Hold	Hold	Skip	Gap	Gap
Stops (vph)	63	319	29	74	291	12	114	446	28	82	404	4
Fuel Used(gal)	1	7	2	2	6	1	3	10	2	4	15	2
CO Emissions (g/hr)	103	513	140	119	448	89	207	722	157	247	1048	174
NOx Emissions (g/hr)	20	100	27	23	87	17	40	140	31	48	204	34
VOC Emissions (g/hr)	24	119	32	28	104	21	48	167	36	57	243	40
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	25	154	0	28	137	0	43	105	0	32	96	0
Queue Length 95th (ft)	54	#307	45	61	#270	25	#82	154	43	64	141	11
Internal Link Dist (ft)		327			897			1161			601	
Turn Bay Length (ft)	280		280	230		340	260		260	225		230
Base Capacity (vph)	330	600	663	301	600	646	293	1141	653	276	1141	646
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	0.34	0.72	0.34	0.42	0.66	0.25	0.60	0.52	0.32	0.49	0.48	0.20

Intersection Summary

Lanes, Volumes, Timings  
 49: N. Park Rd & Johnson St

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	58.4
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	19.7
Intersection LOS:	B
Intersection Capacity Utilization:	66.9%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	65
70th %ile Actuated Cycle:	65
50th %ile Actuated Cycle:	63.3
30th %ile Actuated Cycle:	61.5
10th %ile Actuated Cycle:	37.4
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 49: N. Park Rd & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	23 s	9.5 s	23 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	23 s	9.5 s	23 s

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	311	33	117	508	93	55	410	70	82	396	44
Future Volume (vph)	32	311	33	117	508	93	55	410	70	82	396	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	200		0	170		160
Storage Lanes	1		0	1		0	1		0	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	0.95	1.00	0.95	1.00
Frt		0.986			0.977			0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1837	0	1770	1820	0	1770	3461	0	1770	3539	1583
Flt Permitted	0.222			0.462			0.502			0.449		
Satd. Flow (perm)	414	1837	0	861	1820	0	935	3461	0	836	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			24			51				48
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1143			1545			708				1413
Travel Time (s)		26.0			35.1			16.1				32.1
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)	35	338	36	127	552	101	60	446	76	89	430	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	374	0	127	653	0	60	522	0	89	430	48
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.21	0.50		0.37	0.88		0.16	0.37		0.27	0.30	0.07

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

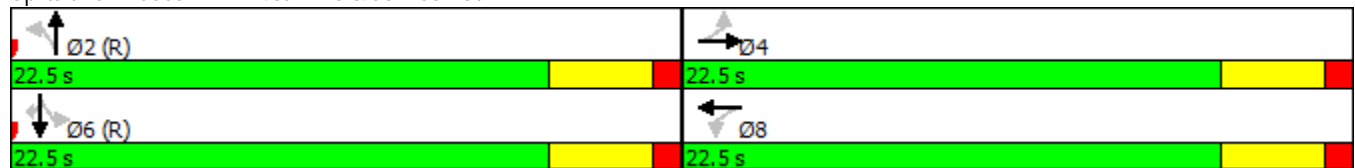


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	12.9	12.7		13.5	29.5		10.1	9.4		11.8	10.0	3.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	12.9	12.7		13.5	29.5		10.1	9.4		11.8	10.0	3.7
LOS	B	B		B	C		B	A		B	A	A
Approach Delay		12.7			26.9			9.5			9.7	
Approach LOS		B			C			A			A	
Stops (vph)	26	235		81	455		37	279		56	246	12
Fuel Used(gal)	1	5		3	15		1	5		2	11	1
CO Emissions (g/hr)	36	367		180	1075		43	357		162	764	75
NOx Emissions (g/hr)	7	71		35	209		8	70		32	149	15
VOC Emissions (g/hr)	8	85		42	249		10	83		38	177	17
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Queue Length 50th (ft)	6	65		22	142		9	42		15	37	0
Queue Length 95th (ft)	22	124		56	#317		28	70		40	62	14
Internal Link Dist (ft)		1063			1465			628			1333	
Turn Bay Length (ft)	280			280			200			170		160
Base Capacity (vph)	165	743		344	742		374	1415		334	1415	662
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.21	0.50		0.37	0.88		0.16	0.37		0.27	0.30	0.07

Intersection Summary

Area Type: Other  
 Cycle Length: 45  
 Actuated Cycle Length: 45  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 15.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 69.7%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

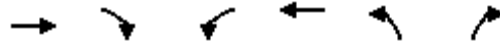
Splits and Phases: 72: 46th Ave & Johnson St



Lanes, Volumes, Timings  
27: NW 35th Ave & Taft St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	284	102	106	388	289	276
Future Volume (vph)	284	102	106	388	289	276
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	230		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.964					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1796	0	1770	1863	1770	1583
Flt Permitted			0.271		0.950	
Satd. Flow (perm)	1796	0	505	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24					300
Link Speed (mph)	30			30	30	
Link Distance (ft)	451			272	1264	
Travel Time (s)	10.3			6.2	28.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	309	111	115	422	314	300
Shared Lane Traffic (%)						
Lane Group Flow (vph)	420	0	115	422	314	300
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)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
Detector 1 Type	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
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	51.0		51.0	51.0	49.0	49.0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	51.0%		51.0%	51.0%	49.0%	49.0%
Maximum Green (s)	45.0		45.0	45.0	43.0	43.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	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
Recall Mode	None		None	None	Max	Max
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)	22.8		22.8	22.8	43.2	43.2
Actuated g/C Ratio	0.29		0.29	0.29	0.55	0.55
v/c Ratio	0.78		0.78	0.78	0.32	0.30
Control Delay	34.2		60.0	35.6	11.9	2.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.2		60.0	35.6	11.9	2.4
LOS	C		E	D	B	A
Approach Delay	34.2			40.8	7.2	
Approach LOS	C			D	A	
90th %ile Green (s)	32.4		32.4	32.4	43.0	43.0
90th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
70th %ile Green (s)	26.8		26.8	26.8	43.0	43.0
70th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
50th %ile Green (s)	22.3		22.3	22.3	43.0	43.0
50th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
30th %ile Green (s)	19.1		19.1	19.1	43.0	43.0
30th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
10th %ile Green (s)	15.0		15.0	15.0	43.0	43.0
10th %ile Term Code	Min		Min	Min	MaxR	MaxR
Stops (vph)	317		92	337	152	21
Fuel Used(gal)	6		2	5	5	4
CO Emissions (g/hr)	405		142	384	347	246
NOx Emissions (g/hr)	79		28	75	67	48
VOC Emissions (g/hr)	94		33	89	80	57
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	175		51	186	75	0
Queue Length 95th (ft)	272		#129	283	161	39
Internal Link Dist (ft)	371			192	1184	
Turn Bay Length (ft)			230			
Base Capacity (vph)	1050		292	1079	980	1010
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.40		0.39	0.39	0.32	0.30

Intersection Summary

Lanes, Volumes, Timings  
 27: NW 35th Ave & Taft St

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	78.1
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	25.9
Intersection LOS:	C
Intersection Capacity Utilization:	64.7%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	87.4
70th %ile Actuated Cycle:	81.8
50th %ile Actuated Cycle:	77.3
30th %ile Actuated Cycle:	74.1
10th %ile Actuated Cycle:	70
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 27: NW 35th Ave & Taft St

↙ Ø2	→ Ø4
49 s	51 s
	↖ Ø8
	51 s



Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	287	70	157	322	264	74	541	105	145	608	87
Future Volume (vph)	206	287	70	157	322	264	74	541	105	145	608	87
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		170	365		190	162		115	230		0
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	1.00	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	1863	1583
Flt Permitted	0.369			0.419			0.140			0.265		
Satd. Flow (perm)	687	1863	1583	780	1863	1583	261	3539	1583	494	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			287			123			123
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		692			819			1998			1053	
Travel Time (s)		15.7			18.6			45.4			23.9	
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)	224	312	76	171	350	287	80	588	114	158	661	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	224	312	76	171	350	287	80	588	114	158	661	95
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	36.0	36.0	9.5	36.0	36.0	23.5	37.0	37.0	23.5	37.0	37.0

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	9.0%	34.0%	34.0%	9.0%	34.0%	34.0%	22.2%	34.9%	34.9%	22.2%	34.9%	34.9%
Maximum Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	18.5	32.0	32.0	18.5	32.0	32.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	35.6	31.1	31.1	35.6	31.1	31.1	35.5	27.4	27.4	40.9	32.1	32.1
Actuated g/C Ratio	0.38	0.33	0.33	0.38	0.33	0.33	0.38	0.29	0.29	0.44	0.34	0.34
v/c Ratio	0.71	0.50	0.12	0.50	0.56	0.40	0.35	0.57	0.21	0.44	1.03	0.15
Control Delay	36.9	29.5	1.7	25.4	30.9	4.9	18.8	30.6	5.3	18.9	77.1	3.0
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	36.9	29.5	1.7	25.4	30.9	4.9	18.8	30.6	5.3	18.9	77.1	3.0
LOS	D	C	A	C	C	A	B	C	A	B	E	A
Approach Delay		28.7			20.5			25.7			59.3	
Approach LOS		C			C			C			E	
90th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	10.1	28.3	28.3	13.8	32.0	32.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
70th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	9.1	29.4	29.4	11.7	32.0	32.0
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
50th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	8.3	29.9	29.9	10.4	32.0	32.0
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
30th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	7.4	30.3	30.3	9.1	32.0	32.0
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
10th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	0.0	19.7	19.7	7.3	32.0	32.0
10th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Skip	Hold	Hold	Gap	Max	Max
Stops (vph)	159	224	3	117	259	27	43	439	13	81	498	5
Fuel Used(gal)	4	5	0	2	6	2	2	17	2	2	17	1
CO Emissions (g/hr)	247	315	29	172	385	147	144	1195	166	154	1208	56
NOx Emissions (g/hr)	48	61	6	33	75	29	28	233	32	30	235	11
VOC Emissions (g/hr)	57	73	7	40	89	34	33	277	39	36	280	13
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	88	153	0	65	176	0	26	154	0	54	~446	0
Queue Length 95th (ft)	#176	242	10	114	275	56	51	218	35	93	#677	21
Internal Link Dist (ft)		612			739			1918			973	
Turn Bay Length (ft)	210		170	365		190	162		115	230		
Base Capacity (vph)	314	620	608	345	620	718	419	1216	624	479	640	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	0.71	0.50	0.13	0.50	0.56	0.40	0.19	0.48	0.18	0.33	1.03	0.15

Intersection Summary

Lanes, Volumes, Timings  
 37: N. Park Rd & Taft St

Area Type:	Other		
Cycle Length:	106		
Actuated Cycle Length:	93.5		
Natural Cycle:	90		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	1.03		
Intersection Signal Delay:	34.8	Intersection LOS:	C
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		
90th %ile Actuated Cycle:	97.6		
70th %ile Actuated Cycle:	96.6		
50th %ile Actuated Cycle:	95.8		
30th %ile Actuated Cycle:	94.9		
10th %ile Actuated Cycle:	82.5		
~	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.		

Splits and Phases: 37: N. Park Rd & Taft St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	36 s	23.5 s	37 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	36 s	23.5 s	37 s

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	1312	23	96	1529	157	69	58	133	145	88	154
Future Volume (vph)	144	1312	23	96	1529	157	69	58	133	145	88	154
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		190	290		160	168		168	250		160
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.084			0.145			0.649			0.716		
Satd. Flow (perm)	156	5070	0	270	3539	1583	1209	1863	1583	1334	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				61			145			167
Link Speed (mph)		30			30			30				30
Link Distance (ft)		822			994			700				546
Travel Time (s)		18.7			22.6			15.9				12.4
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)	157	1426	25	104	1662	171	75	63	145	158	96	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	1451	0	104	1662	171	75	63	145	158	96	167
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	20	50	50	50	50	50	50
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)	50	50		50	50	20	50	50	50	50	50	50
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
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	24.0		10.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	58.0		44.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	36.3%		27.5%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Maximum Green (s)	38.0	52.0		38.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0
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 Optimize?	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	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	118.0	106.5		116.6	105.7	105.7	24.7	24.7	24.7	24.7	24.7	24.7
Actuated g/C Ratio	0.74	0.67		0.73	0.66	0.66	0.15	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.68	0.43		0.35	0.71	0.16	0.40	0.22	0.40	0.77	0.33	0.43
Control Delay	32.1	14.2		8.9	21.6	8.5	65.4	58.5	10.7	87.4	61.5	10.6
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	32.1	14.2		8.9	21.6	8.5	65.4	58.5	10.7	87.4	61.5	10.6
LOS	C	B		A	C	A	E	E	B	F	E	B
Approach Delay		15.9			19.8			35.8			51.0	
Approach LOS		B			B			D			D	
90th %ile Green (s)	18.6	91.2		16.2	88.8	88.8	34.6	34.6	34.6	34.6	34.6	34.6
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	13.8	100.7		12.9	99.8	99.8	28.4	28.4	28.4	28.4	28.4	28.4
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	10.5	106.8		10.6	106.9	106.9	24.6	24.6	24.6	24.6	24.6	24.6
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	8.0	113.0		8.3	113.3	113.3	20.7	20.7	20.7	20.7	20.7	20.7
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	6.8	120.6		6.1	119.9	119.9	15.3	15.3	15.3	15.3	15.3	15.3
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph)	56	613		26	981	40	60	49	16	136	77	18
Fuel Used(gal)	2	16		1	24	2	2	1	1	5	2	2
CO Emissions (g/hr)	152	1104		74	1677	119	114	89	77	335	169	139
NOx Emissions (g/hr)	30	215		14	326	23	22	17	15	65	33	27
VOC Emissions (g/hr)	35	256		17	389	28	26	21	18	78	39	32
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	45	243		23	540	39	72	59	0	161	91	0
Queue Length 95th (ft)	135	364		52	856	96	120	100	61	231	140	64
Internal Link Dist (ft)		742			914			620			466	
Turn Bay Length (ft)	260			290		160	168		168	250		160
Base Capacity (vph)	503	3374		564	2339	1066	392	605	612	433	605	627
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	0.31	0.43		0.18	0.71	0.16	0.19	0.10	0.24	0.36	0.16	0.27

Intersection Summary

Lanes, Volumes, Timings  
 46: 35th Ave & Hollywood Blvd

Area Type:	Other		
Cycle Length:	160		
Actuated Cycle Length:	160		
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green		
Natural Cycle:	80		
Control Type:	Actuated-Coordinated		
Maximum v/c Ratio:	0.77		
Intersection Signal Delay:	22.5	Intersection LOS:	C
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

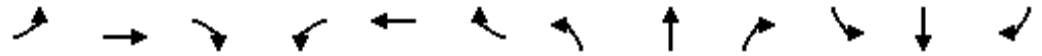
Splits and Phases: 46: 35th Ave & Hollywood Blvd



HCM Unsignalized Intersection Capacity Analysis  
 14: NW 35th Ave & Garfield St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Right Turn Channelized														
Traffic Volume (veh/h)	78	0	69	11	1	11	33	455	4	4	171	50		
Future Volume (veh/h)	78	0	69	11	1	11	33	455	4	4	171	50		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	85	0	75	12	1	12	36	495	4	4	186	54		
Approach Volume (veh/h)	160		25				535			244				
Crossing Volume (veh/h)	202				616			89		49				
High Capacity (veh/h)	1182				851			1292			1333			
High v/c (veh/h)	0.14				0.03			0.41			0.18			
Low Capacity (veh/h)	977				681			1077			1114			
Low v/c (veh/h)	0.16				0.04			0.50			0.22			
<b>Intersection Summary</b>														
Maximum v/c High			0.41											
Maximum v/c Low			0.50											
Intersection Capacity Utilization			59.5%			ICU Level of Service						B		

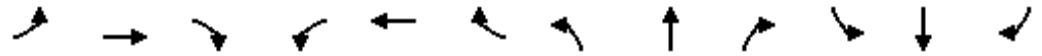
Intersection				
Intersection Delay, s/veh	8.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	160	25	535	244
Demand Flow Rate, veh/h	163	25	546	249
Vehicles Circulating, veh/h	206	629	91	50
Vehicles Exiting, veh/h	93	8	278	604
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	5.7	6.4	10.1	5.6
Approach LOS	A	A	B	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	163	25	546	249
Cap Entry Lane, veh/h	920	602	1032	1075
Entry HV Adj Factor	0.982	0.999	0.980	0.981
Flow Entry, veh/h	160	25	535	244
Cap Entry, veh/h	903	602	1011	1054
V/C Ratio	0.177	0.042	0.529	0.232
Control Delay, s/veh	5.7	6.4	10.1	5.6
LOS	A	A	B	A
95th %tile Queue, veh	1	0	3	1



HCM Unsignalized Intersection Capacity Analysis  
32: 40th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	8	361	14	22	596	34	16	50	23	32	71	41
Future Volume (veh/h)	8	361	14	22	596	34	16	50	23	32	71	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	392	15	24	648	37	17	54	25	35	77	45
Approach Volume (veh/h)	416		709				96			157		
Crossing Volume (veh/h)	136		80				436			689		
High Capacity (veh/h)	1245		1301				982			802		
High v/c (veh/h)	0.33		0.55				0.10			0.20		
Low Capacity (veh/h)	1034		1085				798			638		
Low v/c (veh/h)	0.40		0.65				0.12			0.25		
<b>Intersection Summary</b>												
Maximum v/c High			0.55									
Maximum v/c Low			0.65									
Intersection Capacity Utilization			62.8%				ICU Level of Service			B		

Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	300	71	64	494	87	67	473	56	40	545	55
Future Volume (vph)	37	300	71	64	494	87	67	473	56	40	545	55
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	170		0	80		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.971			0.977			0.984				0.986
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1809	0	1770	1820	0	1770	3483	0	1770	1837	0
Flt Permitted	0.137			0.525			0.172			0.384		
Satd. Flow (perm)	255	1809	0	978	1820	0	320	3483	0	715	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			13			21				8
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1102			1575			333				1164
Travel Time (s)		25.0			35.8			7.6				26.5
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)	40	326	77	70	537	95	73	514	61	43	592	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	403	0	70	632	0	73	575	0	43	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	9.6	38.6		29.0	29.0		36.4	36.4		36.4	36.4	
Total Split (%)	12.8%	51.5%		38.7%	38.7%		48.5%	48.5%		48.5%	48.5%	
Maximum Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag			Lag			Lag		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effect Green (s)	30.1	30.1		24.6	24.6		32.1	32.1		32.1	32.1	
Actuated g/C Ratio	0.42	0.42		0.35	0.35		0.45	0.45		0.45	0.45	
v/c Ratio	0.19	0.52		0.21	0.99		0.51	0.36		0.13	0.78	
Control Delay	13.6	16.9		20.0	60.5		31.8	13.9		14.4	26.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.6	16.9		20.0	60.5		31.8	13.9		14.4	26.2	
LOS	B	B		B	E		C	B		B	C	
Approach Delay		16.6			56.4			15.9			25.4	
Approach LOS		B			E			B			C	
90th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
90th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
70th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
50th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	0.0	24.5		24.5	24.5		31.9	31.9		31.9	31.9	
30th %ile Term Code	Skip	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	24.5		24.5	24.5		31.9	31.9		31.9	31.9	
10th %ile Term Code	Skip	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
Stops (vph)	21	243		45	450		52	318		26	469	
Fuel Used(gal)	1	6		1	19		2	15		1	11	
CO Emissions (g/hr)	37	406		104	1296		154	1045		44	785	
NOx Emissions (g/hr)	7	79		20	252		30	203		8	153	
VOC Emissions (g/hr)	9	94		24	300		36	242		10	182	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	10	118		23	-322		24	89		12	257	
Queue Length 95th (ft)	26	193		54	#520		#84	128		32	#449	
Internal Link Dist (ft)		1022			1495			253			1084	
Turn Bay Length (ft)	105			170			80					
Base Capacity (vph)	216	881		338	637		144	1579		322	831	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

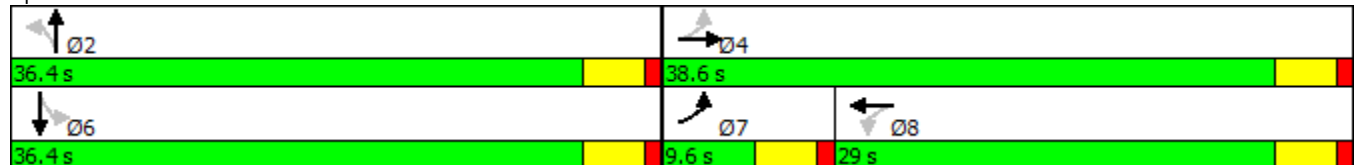


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.46		0.21	0.99		0.51	0.36		0.13	0.78	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	71.2
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	30.1
Intersection LOS:	C
Intersection Capacity Utilization	86.6%
ICU Level of Service	E
Analysis Period (min)	15
90th %ile Actuated Cycle:	75
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	75
30th %ile Actuated Cycle:	65.4
10th %ile Actuated Cycle:	65.4
~ 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.	

Splits and Phases: 77: 46th Ave & Taft St



Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	447	79	69	489	106	109	137	52	175	238	92
Future Volume (vph)	48	447	79	69	489	106	109	137	52	175	238	92
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	275		0	0		225	270		0
Storage Lanes	1		0	1		1	1		2	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.977				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1820	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.313			0.261			0.334			0.583		
Satd. Flow (perm)	583	1820	0	486	1863	1583	622	3539	1583	1086	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				76			76			100
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			600			227			643	
Travel Time (s)		5.9			13.6			5.2			14.6	
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)	52	486	86	75	532	115	118	149	57	190	259	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	572	0	75	532	115	118	149	57	190	259	100
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
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)	50	50		50	50	50	50	50	50	50	50	50
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
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
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)	12.5	33.0		12.5	33.0	33.0	12.5	33.0	33.0	12.5	33.0	33.0
Total Split (s)	34.5	56.0		34.5	56.0	56.0	34.5	55.0	55.0	34.5	55.0	55.0

Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.2%	31.1%		19.2%	31.1%	31.1%	19.2%	30.6%	30.6%	19.2%	30.6%	30.6%
Maximum Green (s)	29.0	51.0		29.0	51.0	51.0	29.5	50.0	50.0	29.5	50.0	50.0
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)	1.5	1.0		1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.5	5.0		5.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min		None	Min	Min	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		18.0	18.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	55.6	51.5		57.5	52.5	52.5	27.4	17.1	17.1	31.8	19.3	19.3
Actuated g/C Ratio	0.52	0.49		0.54	0.49	0.49	0.26	0.16	0.16	0.30	0.18	0.18
v/c Ratio	0.14	0.65		0.22	0.58	0.14	0.44	0.26	0.18	0.47	0.77	0.27
Control Delay	12.9	27.4		13.4	24.7	8.1	31.4	41.2	6.4	31.2	57.7	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
Total Delay	12.9	27.4		13.4	24.7	8.1	31.4	41.2	6.4	31.2	57.7	9.7
LOS	B	C		B	C	A	C	D	A	C	E	A
Approach Delay		26.2			20.9			31.5			39.8	
Approach LOS		C			C			C			D	
90th %ile Green (s)	7.5	51.0		9.0	52.5	52.5	14.9	24.6	24.6	17.5	27.2	27.2
90th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	6.2	51.0		7.7	52.5	52.5	12.1	19.8	19.8	14.6	22.3	22.3
70th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	5.5	49.9		6.7	51.1	51.1	10.3	16.9	16.9	12.6	19.2	19.2
50th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	4.9	51.0		5.9	52.0	52.0	8.6	14.0	14.0	11.0	16.4	16.4
30th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	0.0	51.0		0.0	51.0	51.0	6.6	11.5	11.5	8.0	12.9	12.9
10th %ile Term Code	Skip	Max		Skip	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	22	390		29	344	25	77	112	5	125	218	15
Fuel Used(gal)	0	6		1	8	1	2	3	1	3	5	1
CO Emissions (g/hr)	24	430		62	573	80	166	234	48	187	363	51
NOx Emissions (g/hr)	5	84		12	111	16	32	46	9	36	71	10
VOC Emissions (g/hr)	6	100		14	133	19	39	54	11	43	84	12
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	15	291		21	256	14	58	47	0	98	170	0
Queue Length 95th (ft)	40	523		53	460	55	105	83	24	162	279	46
Internal Link Dist (ft)		179			520			147			563	
Turn Bay Length (ft)	170			275					225	270		
Base Capacity (vph)	662	889		634	921	821	534	1691	796	560	890	808
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	0.08	0.64		0.12	0.58	0.14	0.22	0.09	0.07	0.34	0.29	0.12

Intersection Summary

Lanes, Volumes, Timings  
 3: NW 35th Ave & Johnson St

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	106.1
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	28.6
Intersection LOS:	C
Intersection Capacity Utilization:	67.8%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	122.6
70th %ile Actuated Cycle:	113.6
50th %ile Actuated Cycle:	106.6
30th %ile Actuated Cycle:	102.4
10th %ile Actuated Cycle:	85.5

Splits and Phases: 3: NW 35th Ave & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
34.5 s	56 s	34.5 s	55 s
 Ø5	 Ø6	 Ø7	 Ø8
34.5 s	56 s	34.5 s	55 s

**Intersection**

Int Delay, s/veh 43

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	218	374	526	150	165	177
Future Vol, veh/h	218	374	526	150	165	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	40	0
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	237	407	572	163	179	192

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	572	0	572
Stage 1	-	-	572
Stage 2	-	-	880
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1001	-	520
Stage 1	-	-	565
Stage 2	-	-	406
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1001	-	520
Mov Cap-2 Maneuver	-	-	520
Stage 1	-	-	565
Stage 2	-	-	310

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	196.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1001	-	-	-	110	520
HCM Lane V/C Ratio	0.237	-	-	-	1.63	0.37
HCM Control Delay (s)	9.7	-	-	-	389.7	15.9
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.9	-	-	-	13.6	1.7

**Notes**

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



**Intersection**

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	23	523	675	60	31	30
Future Vol, veh/h	23	523	675	60	31	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
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	25	568	734	65	34	33

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	799	0	1384
Stage 1	-	-	766
Stage 2	-	-	618
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	824	-	158
Stage 1	-	-	459
Stage 2	-	-	538
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	824	-	153
Mov Cap-2 Maneuver	-	-	153
Stage 1	-	-	459
Stage 2	-	-	522

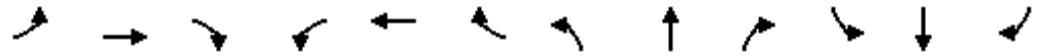
Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	25.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	824	-	-	-	153	403
HCM Lane V/C Ratio	0.03	-	-	-	0.22	0.081
HCM Control Delay (s)	9.5	-	-	-	35.1	14.7
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.3

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

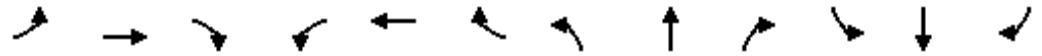


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	261	0	389	95	0	47	166	188	48	24	175	70
Future Volume (vph)	261	0	389	95	0	47	166	188	48	24	175	70
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	0		1	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.865		0.970				0.850
Flt Protected	0.950			0.950		0.950		0.950		0.950		
Satd. Flow (prot)	1770	0	1583	0	0	1611	1770	1807	0	1770	1863	1583
Flt Permitted	0.950			0.950		0.477		0.601				
Satd. Flow (perm)	1770	0	1583	0	0	1611	889	1807	0	1120	1863	1583
Right Turn on Red			Yes			Yes		Yes		Yes		Yes
Satd. Flow (RTOR)			423			702		25				158
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	284	0	423	103	0	51	180	204	52	26	190	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	0	423	0	103	51	180	256	0	26	190	76
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		1	1		1	1	2		1	2	1
Detector Template	Left		Right	Left		Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20	20		20	20	100		20	100	20
Trailing Detector (ft)	0		0	0		0	0	0		0	0	0
Detector 1 Position(ft)	0		0	0		0	0	0		0	0	0
Detector 1 Size(ft)	20		20	20		20	20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
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	Prot		Perm	Perm		Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases	4						5	2			6	
Permitted Phases			4	8		8	2			6		6

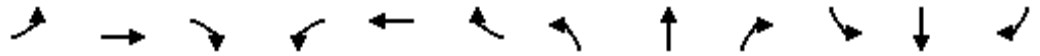
Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4	8		8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0	5.0		5.0	5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0	23.0		23.0	16.0	23.0		24.0	24.0	24.0
Total Split (s)	32.0		32.0	32.0		32.0	25.0	58.0		33.0	33.0	33.0
Total Split (%)	35.6%		35.6%	35.6%		35.6%	27.8%	64.4%		36.7%	36.7%	36.7%
Maximum Green (s)	27.0		27.0	27.0		27.0	14.0	53.0		27.0	27.0	27.0
Yellow Time (s)	4.0		4.0	4.0		4.0	10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0		1.0	1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0			5.0	11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							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
Recall Mode	None		None	None		None	None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0	7.0		7.0		7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0		11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0		0		0		0	0	0
Act Effect Green (s)	18.4		18.4		0.0	18.4	47.2	53.2		31.6	31.6	31.6
Actuated g/C Ratio	0.23		0.23		0.00	0.23	0.58	0.65		0.39	0.39	0.39
v/c Ratio	0.71		0.62		no cap	0.06	0.29	0.22		0.06	0.26	0.11
Control Delay	39.3		7.0			0.1	10.6	6.6		20.1	20.8	0.3
Queue Delay	0.0		0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	39.3		7.0		Error	0.1	10.6	6.6		20.1	20.8	0.3
LOS	D		A		F	A	B	A		C	C	A
Approach Delay		20.0			Err			8.3			15.4	
Approach LOS		B			F			A			B	
90th %ile Green (s)	27.0		27.0	27.0		27.0	13.8	53.0		27.2	27.2	27.2
90th %ile Term Code	Max		Max	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
70th %ile Green (s)	22.0		22.0	22.0		22.0	11.0	53.0		30.0	30.0	30.0
70th %ile Term Code	Gap		Gap	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
50th %ile Green (s)	18.0		18.0	18.0		18.0	9.3	53.0		31.7	31.7	31.7
50th %ile Term Code	Gap		Gap	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	15.1		15.1	15.1		15.1	8.0	53.0		33.0	33.0	33.0
30th %ile Term Code	Gap		Gap	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	11.4		11.4	11.4		11.4	6.6	53.0		34.4	34.4	34.4
10th %ile Term Code	Gap		Gap	Hold		Hold	Gap	MaxR		Hold	Hold	Hold
Stops (vph)	228		40		0	0	75	83		17	118	0
Fuel Used(gal)	4		2		0	0	2	2		0	2	0
CO Emissions (g/hr)	268		106		15	7	112	137		18	130	13
NOx Emissions (g/hr)	52		21		3	1	22	27		3	25	3
VOC Emissions (g/hr)	62		25		3	2	26	32		4	30	3
Dilemma Vehicles (#)	0		0		0	0	0	0		0	0	0
Queue Length 50th (ft)	134		0		0	0	39	41		8	64	0
Queue Length 95th (ft)	213		66		0	0	88	96		30	141	0
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)										50		80
Base Capacity (vph)	587		808		1	1003	665	1186		432	719	708
Starvation Cap Reductn	0		0		0	0	0	0		0	0	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0		0	0	0	0		0	0	0
Storage Cap Reductn	0		0		0	0	0	0		0	0	0
Reduced v/c Ratio	0.48		0.52		103.00	0.05	0.27	0.22		0.06	0.26	0.11

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	81.7
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	Err
Intersection Signal Delay:	Err
Intersection LOS:	F
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	85
50th %ile Actuated Cycle:	81
30th %ile Actuated Cycle:	78.1
10th %ile Actuated Cycle:	74.4

Splits and Phases: 12: NW 35th Ave & Hayes St



**Intersection**

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	23	523	675	60	31	30
Future Vol, veh/h	23	523	675	60	31	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
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	25	568	734	65	34	33

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	799	0	1384
Stage 1	-	-	766
Stage 2	-	-	618
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	824	-	403
Stage 1	-	-	459
Stage 2	-	-	538
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	824	-	403
Mov Cap-2 Maneuver	-	-	153
Stage 1	-	-	459
Stage 2	-	-	522

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	25.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	824	-	-	-	153	403
HCM Lane V/C Ratio	0.03	-	-	-	0.22	0.081
HCM Control Delay (s)	9.5	-	-	-	35.1	14.7
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.3

**Intersection**

Int Delay, s/veh 43

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	218	374	526	150	165	177
Future Vol, veh/h	218	374	526	150	165	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	40	0
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	237	407	572	163	179	192

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	572	0	572
Stage 1	-	-	572
Stage 2	-	-	880
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1001	-	520
Stage 1	-	-	565
Stage 2	-	-	406
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1001	-	520
Mov Cap-2 Maneuver	-	-	520
Stage 1	-	-	565
Stage 2	-	-	310

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	196.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1001	-	-	-	110	520
HCM Lane V/C Ratio	0.237	-	-	-	1.63	0.37
HCM Control Delay (s)	9.7	-	-	-	389.7	15.9
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.9	-	-	-	13.6	1.7

**Notes**

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

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	399	208	117	364	147	162	542	194	124	500	116
Future Volume (vph)	103	399	208	117	364	147	162	542	194	124	500	116
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		280	230		340	260		260	225		230
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	0.338			0.286			0.344			0.304		
Satd. Flow (perm)	630	1863	1583	533	1863	1583	641	3539	1583	566	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			226			201			211			201
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			977			1241			681	
Travel Time (s)		9.3			22.2			28.2			15.5	
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)	112	434	226	127	396	160	176	589	211	135	543	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	434	226	127	396	160	176	589	211	135	543	126
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%
Maximum Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	22.1	18.8	18.8	22.1	18.8	18.8	18.5	15.2	15.2	18.5	15.2	15.2
Actuated g/C Ratio	0.38	0.32	0.32	0.38	0.32	0.32	0.32	0.26	0.26	0.32	0.26	0.26
v/c Ratio	0.34	0.72	0.34	0.42	0.66	0.25	0.60	0.64	0.37	0.49	0.59	0.23
Control Delay	14.8	30.1	4.9	16.8	27.4	3.0	23.3	23.7	5.4	19.3	22.8	1.8
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	14.8	30.1	4.9	16.8	27.4	3.0	23.3	23.7	5.4	19.3	22.8	1.8
LOS	B	C	A	B	C	A	C	C	A	B	C	A
Approach Delay		20.5			19.7			19.7			18.9	
Approach LOS		C			B			B			B	
90th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Hold	Hold
50th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	16.3	16.3	4.5	16.3	16.3
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	14.5	14.5	4.5	14.5	14.5
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	18.0	18.0	0.0	18.0	18.0	0.0	9.4	9.4	0.0	9.4	9.4
10th %ile Term Code	Skip	MaxR	MaxR	Skip	MaxR	MaxR	Skip	Hold	Hold	Skip	Gap	Gap
Stops (vph)	63	319	29	74	291	12	114	446	28	82	404	4
Fuel Used(gal)	1	7	2	2	6	1	3	10	2	4	15	2
CO Emissions (g/hr)	103	513	140	119	448	89	207	722	157	247	1048	174
NOx Emissions (g/hr)	20	100	27	23	87	17	40	140	31	48	204	34
VOC Emissions (g/hr)	24	119	32	28	104	21	48	167	36	57	243	40
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	25	154	0	28	137	0	43	105	0	32	96	0
Queue Length 95th (ft)	54	#307	45	61	#270	25	#82	154	43	64	141	11
Internal Link Dist (ft)		327			897			1161			601	
Turn Bay Length (ft)	280		280	230		340	260		260	225		230
Base Capacity (vph)	330	600	663	301	600	646	293	1141	653	276	1141	646
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	0.34	0.72	0.34	0.42	0.66	0.25	0.60	0.52	0.32	0.49	0.48	0.20









Intersection Summary



Lanes, Volumes, Timings  
 49: N. Park Rd & Johnson St

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	58.4
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	19.7
Intersection LOS:	B
Intersection Capacity Utilization:	66.9%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	65
70th %ile Actuated Cycle:	65
50th %ile Actuated Cycle:	63.3
30th %ile Actuated Cycle:	61.5
10th %ile Actuated Cycle:	37.4
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 49: N. Park Rd & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	23 s	9.5 s	23 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	23 s	9.5 s	23 s

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	287	70	157	322	264	74	541	105	145	608	87
Future Volume (vph)	206	287	70	157	322	264	74	541	105	145	608	87
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		170	365		190	162		115	230		0
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	1.00	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	1863	1583
Flt Permitted	0.369			0.419			0.140			0.265		
Satd. Flow (perm)	687	1863	1583	780	1863	1583	261	3539	1583	494	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			287			123			123
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		692			819			1998			1053	
Travel Time (s)		15.7			18.6			45.4			23.9	
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)	224	312	76	171	350	287	80	588	114	158	661	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	224	312	76	171	350	287	80	588	114	158	661	95
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	36.0	36.0	9.5	36.0	36.0	23.5	37.0	37.0	23.5	37.0	37.0

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	9.0%	34.0%	34.0%	9.0%	34.0%	34.0%	22.2%	34.9%	34.9%	22.2%	34.9%	34.9%
Maximum Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	18.5	32.0	32.0	18.5	32.0	32.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	35.6	31.1	31.1	35.6	31.1	31.1	35.5	27.4	27.4	40.9	32.1	32.1
Actuated g/C Ratio	0.38	0.33	0.33	0.38	0.33	0.33	0.38	0.29	0.29	0.44	0.34	0.34
v/c Ratio	0.71	0.50	0.12	0.50	0.56	0.40	0.35	0.57	0.21	0.44	1.03	0.15
Control Delay	36.9	29.5	1.7	25.4	30.9	4.9	18.8	30.6	5.3	18.9	77.1	3.0
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	36.9	29.5	1.7	25.4	30.9	4.9	18.8	30.6	5.3	18.9	77.1	3.0
LOS	D	C	A	C	C	A	B	C	A	B	E	A
Approach Delay		28.7			20.5			25.7			59.3	
Approach LOS		C			C			C			E	
90th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	10.1	28.3	28.3	13.8	32.0	32.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
70th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	9.1	29.4	29.4	11.7	32.0	32.0
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
50th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	8.3	29.9	29.9	10.4	32.0	32.0
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
30th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	7.4	30.3	30.3	9.1	32.0	32.0
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
10th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	0.0	19.7	19.7	7.3	32.0	32.0
10th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Skip	Hold	Hold	Gap	Max	Max
Stops (vph)	159	224	3	117	259	27	43	439	13	81	498	5
Fuel Used(gal)	4	5	0	2	6	2	2	17	2	2	17	1
CO Emissions (g/hr)	247	315	29	172	385	147	144	1195	166	154	1208	56
NOx Emissions (g/hr)	48	61	6	33	75	29	28	233	32	30	235	11
VOC Emissions (g/hr)	57	73	7	40	89	34	33	277	39	36	280	13
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	88	153	0	65	176	0	26	154	0	54	~446	0
Queue Length 95th (ft)	#176	242	10	114	275	56	51	218	35	93	#677	21
Internal Link Dist (ft)		612			739			1918			973	
Turn Bay Length (ft)	210		170	365		190	162		115	230		
Base Capacity (vph)	314	620	608	345	620	718	419	1216	624	479	640	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	0.71	0.50	0.13	0.50	0.56	0.40	0.19	0.48	0.18	0.33	1.03	0.15

Intersection Summary

Lanes, Volumes, Timings  
 37: N. Park Rd & Taft St

Area Type:	Other		
Cycle Length:	106		
Actuated Cycle Length:	93.5		
Natural Cycle:	90		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	1.03		
Intersection Signal Delay:	34.8	Intersection LOS:	C
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		
90th %ile Actuated Cycle:	97.6		
70th %ile Actuated Cycle:	96.6		
50th %ile Actuated Cycle:	95.8		
30th %ile Actuated Cycle:	94.9		
10th %ile Actuated Cycle:	82.5		
~	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.		

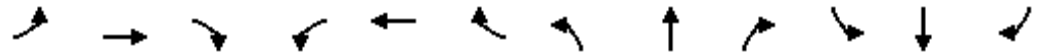
Splits and Phases: 37: N. Park Rd & Taft St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	36 s	23.5 s	37 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	36 s	23.5 s	37 s

HCM Unsignalized Intersection Capacity Analysis  
 14: NW 35th Ave & Garfield St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



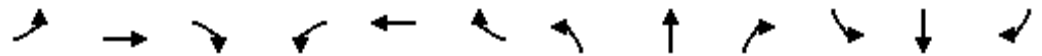
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Right Turn Channelized														
Traffic Volume (veh/h)	78	0	69	11	1	11	33	455	4	4	171	50		
Future Volume (veh/h)	78	0	69	11	1	11	33	455	4	4	171	50		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	85	0	75	12	1	12	36	495	4	4	186	54		
Approach Volume (veh/h)	160		25				535			244				
Crossing Volume (veh/h)	202				616			89		49				
High Capacity (veh/h)	1182				851			1292			1333			
High v/c (veh/h)	0.14				0.03			0.41			0.18			
Low Capacity (veh/h)	977				681			1077			1114			
Low v/c (veh/h)	0.16				0.04			0.50			0.22			
<b>Intersection Summary</b>														
Maximum v/c High			0.41											
Maximum v/c Low			0.50											
Intersection Capacity Utilization			59.5%			ICU Level of Service						B		

Intersection				
Intersection Delay, s/veh	8.2			
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	160	25	535	244
Demand Flow Rate, veh/h	163	25	546	249
Vehicles Circulating, veh/h	206	629	91	50
Vehicles Exiting, veh/h	93	8	278	604
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	5.7	6.4	10.1	5.6
Approach LOS	A	A	B	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	163	25	546	249
Cap Entry Lane, veh/h	920	602	1032	1075
Entry HV Adj Factor	0.982	0.999	0.980	0.981
Flow Entry, veh/h	160	25	535	244
Cap Entry, veh/h	903	602	1011	1054
V/C Ratio	0.177	0.042	0.529	0.232
Control Delay, s/veh	5.7	6.4	10.1	5.6
LOS	A	A	B	A
95th %tile Queue, veh	1	0	3	1

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/19/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	261	0	389	95	0	47	166	188	48	24	175	70
Future Volume (vph)	261	0	389	95	0	47	166	188	48	24	175	70
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	1		0	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.850			0.970				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	0	1583	1770	1583	0	1770	1807	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.477			0.601		
Satd. Flow (perm)	1770	0	1583	1770	1583	0	889	1807	0	1120	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			423		702			25				158
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	284	0	423	103	0	51	180	204	52	26	190	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	0	423	103	51	0	180	256	0	26	190	76
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		1	1	2		1	2		1	2	1
Detector Template	Left		Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20	20	100		20	100		20	100	20
Trailing Detector (ft)	0		0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0		0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20		20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type	Prot		Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	4!				8!		5	2			6	
Permitted Phases			4	8			2			6		6

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

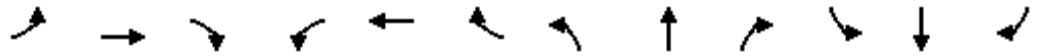
MEMORIAL HEALTHCARE SYSTEM

06/19/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0	5.0	5.0		5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0	23.0	23.0		16.0	23.0		24.0	24.0	24.0
Total Split (s)	32.0		32.0	32.0	32.0		25.0	58.0		33.0	33.0	33.0
Total Split (%)	35.6%		35.6%	35.6%	35.6%		27.8%	64.4%		36.7%	36.7%	36.7%
Maximum Green (s)	27.0		27.0	27.0	27.0		14.0	53.0		27.0	27.0	27.0
Yellow Time (s)	4.0		4.0	4.0	4.0		10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0		11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							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
Recall Mode	None		None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0			0		0	0	0
Act Effct Green (s)	18.4		18.4	18.4	18.4		47.2	53.2		31.6	31.6	31.6
Actuated g/C Ratio	0.23		0.23	0.23	0.23		0.58	0.65		0.39	0.39	0.39
v/c Ratio	0.71		0.62	0.26	0.06		0.29	0.22		0.06	0.26	0.11
Control Delay	39.3		7.0	26.9	0.1		10.6	6.6		20.1	20.8	0.3
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.3		7.0	26.9	0.1		10.6	6.6		20.1	20.8	0.3
LOS	D		A	C	A		B	A		C	C	A
Approach Delay		20.0			18.1			8.3			15.4	
Approach LOS		B			B			A			B	
90th %ile Green (s)	27.0		27.0	27.0	27.0		13.8	53.0		27.2	27.2	27.2
90th %ile Term Code	Max		Max	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
70th %ile Green (s)	22.0		22.0	22.0	22.0		11.0	53.0		30.0	30.0	30.0
70th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
50th %ile Green (s)	18.0		18.0	18.0	18.0		9.3	53.0		31.7	31.7	31.7
50th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	15.1		15.1	15.1	15.1		8.0	53.0		33.0	33.0	33.0
30th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	11.4		11.4	11.4	11.4		6.6	53.0		34.4	34.4	34.4
10th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
Stops (vph)	228		40	72	0		75	83		17	118	0
Fuel Used(gal)	4		2	1	0		2	2		0	2	0
CO Emissions (g/hr)	268		106	79	7		112	137		18	130	13
NOx Emissions (g/hr)	52		21	15	1		22	27		3	25	3
VOC Emissions (g/hr)	62		25	18	2		26	32		4	30	3
Dilemma Vehicles (#)	0		0	0	0		0	0		0	0	0
Queue Length 50th (ft)	134		0	43	0		39	41		8	64	0
Queue Length 95th (ft)	213		66	83	0		88	96		30	141	0
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)										50		80
Base Capacity (vph)	587		808	587	994		665	1186		432	719	708
Starvation Cap Reductn	0		0	0	0		0	0		0	0	0





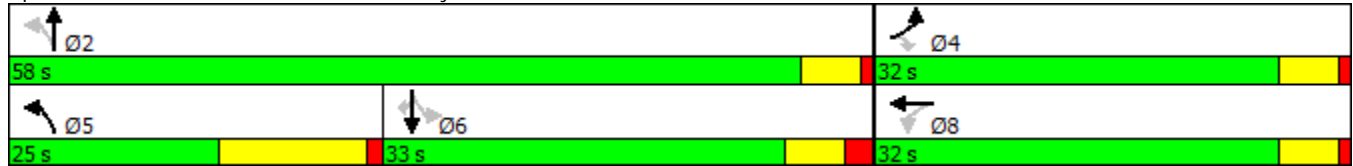
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0	0	0		0	0		0	0	0
Storage Cap Reductn	0		0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.48		0.52	0.18	0.05		0.27	0.22		0.06	0.26	0.11

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	81.7
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	15.7
Intersection LOS:	B
Intersection Capacity Utilization	58.9%
ICU Level of Service	B
Analysis Period (min)	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	85
50th %ile Actuated Cycle:	81
30th %ile Actuated Cycle:	78.1
10th %ile Actuated Cycle:	74.4

! Phase conflict between lane groups.

Splits and Phases: 12: NW 35th Ave & Hayes St



Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	447	79	69	489	106	109	137	52	175	238	92
Future Volume (vph)	48	447	79	69	489	106	109	137	52	175	238	92
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	275		0	0		225	270		0
Storage Lanes	1		0	1		1	1		2	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.977				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1820	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.313			0.261			0.334			0.583		
Satd. Flow (perm)	583	1820	0	486	1863	1583	622	3539	1583	1086	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				76			76			100
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			600			227			643	
Travel Time (s)		5.9			13.6			5.2			14.6	
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)	52	486	86	75	532	115	118	149	57	190	259	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	572	0	75	532	115	118	149	57	190	259	100
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
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)	50	50		50	50	50	50	50	50	50	50	50
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
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
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)	12.5	33.0		12.5	33.0	33.0	12.5	33.0	33.0	12.5	33.0	33.0
Total Split (s)	34.5	56.0		34.5	56.0	56.0	34.5	55.0	55.0	34.5	55.0	55.0

Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.2%	31.1%		19.2%	31.1%	31.1%	19.2%	30.6%	30.6%	19.2%	30.6%	30.6%
Maximum Green (s)	29.0	51.0		29.0	51.0	51.0	29.5	50.0	50.0	29.5	50.0	50.0
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)	1.5	1.0		1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.5	5.0		5.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min		None	Min	Min	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		18.0	18.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	55.6	51.5		57.5	52.5	52.5	27.4	17.1	17.1	31.8	19.3	19.3
Actuated g/C Ratio	0.52	0.49		0.54	0.49	0.49	0.26	0.16	0.16	0.30	0.18	0.18
v/c Ratio	0.14	0.65		0.22	0.58	0.14	0.44	0.26	0.18	0.47	0.77	0.27
Control Delay	12.9	27.4		13.4	24.7	8.1	31.4	41.2	6.4	31.2	57.7	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
Total Delay	12.9	27.4		13.4	24.7	8.1	31.4	41.2	6.4	31.2	57.7	9.7
LOS	B	C		B	C	A	C	D	A	C	E	A
Approach Delay		26.2			20.9			31.5			39.8	
Approach LOS		C			C			C			D	
90th %ile Green (s)	7.5	51.0		9.0	52.5	52.5	14.9	24.6	24.6	17.5	27.2	27.2
90th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	6.2	51.0		7.7	52.5	52.5	12.1	19.8	19.8	14.6	22.3	22.3
70th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	5.5	49.9		6.7	51.1	51.1	10.3	16.9	16.9	12.6	19.2	19.2
50th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	4.9	51.0		5.9	52.0	52.0	8.6	14.0	14.0	11.0	16.4	16.4
30th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	0.0	51.0		0.0	51.0	51.0	6.6	11.5	11.5	8.0	12.9	12.9
10th %ile Term Code	Skip	Max		Skip	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	22	390		29	344	25	77	112	5	125	218	15
Fuel Used(gal)	0	6		1	8	1	2	3	1	3	5	1
CO Emissions (g/hr)	24	430		62	573	80	166	234	48	187	363	51
NOx Emissions (g/hr)	5	84		12	111	16	32	46	9	36	71	10
VOC Emissions (g/hr)	6	100		14	133	19	39	54	11	43	84	12
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	15	291		21	256	14	58	47	0	98	170	0
Queue Length 95th (ft)	40	523		53	460	55	105	83	24	162	279	46
Internal Link Dist (ft)		179			520			147			563	
Turn Bay Length (ft)	170			275					225	270		
Base Capacity (vph)	662	889		634	921	821	534	1691	796	560	890	808
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	0.08	0.64		0.12	0.58	0.14	0.22	0.09	0.07	0.34	0.29	0.12

Intersection Summary

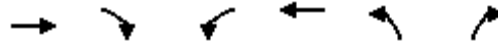
Lanes, Volumes, Timings  
 3: NW 35th Ave & Johnson St

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	106.1
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	28.6
Intersection LOS:	C
Intersection Capacity Utilization:	67.8%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	122.6
70th %ile Actuated Cycle:	113.6
50th %ile Actuated Cycle:	106.6
30th %ile Actuated Cycle:	102.4
10th %ile Actuated Cycle:	85.5

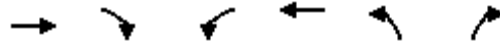
Splits and Phases: 3: NW 35th Ave & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
34.5 s	56 s	34.5 s	55 s
 Ø5	 Ø6	 Ø7	 Ø8
34.5 s	56 s	34.5 s	55 s

Lanes, Volumes, Timings  
27: NW 35th Ave & Taft St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	284	102	106	388	289	276
Future Volume (vph)	284	102	106	388	289	276
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	230		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.964					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1796	0	1770	1863	1770	1583
Flt Permitted			0.271		0.950	
Satd. Flow (perm)	1796	0	505	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24					300
Link Speed (mph)	30			30	30	
Link Distance (ft)	451			272	1264	
Travel Time (s)	10.3			6.2	28.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	309	111	115	422	314	300
Shared Lane Traffic (%)						
Lane Group Flow (vph)	420	0	115	422	314	300
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)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
Detector 1 Type	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
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	51.0		51.0	51.0	49.0	49.0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	51.0%		51.0%	51.0%	49.0%	49.0%
Maximum Green (s)	45.0		45.0	45.0	43.0	43.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	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
Recall Mode	None		None	None	Max	Max
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)	22.8		22.8	22.8	43.2	43.2
Actuated g/C Ratio	0.29		0.29	0.29	0.55	0.55
v/c Ratio	0.78		0.78	0.78	0.32	0.30
Control Delay	34.2		60.0	35.6	11.9	2.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.2		60.0	35.6	11.9	2.4
LOS	C		E	D	B	A
Approach Delay	34.2			40.8	7.2	
Approach LOS	C			D	A	
90th %ile Green (s)	32.4		32.4	32.4	43.0	43.0
90th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
70th %ile Green (s)	26.8		26.8	26.8	43.0	43.0
70th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
50th %ile Green (s)	22.3		22.3	22.3	43.0	43.0
50th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
30th %ile Green (s)	19.1		19.1	19.1	43.0	43.0
30th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
10th %ile Green (s)	15.0		15.0	15.0	43.0	43.0
10th %ile Term Code	Min		Min	Min	MaxR	MaxR
Stops (vph)	317		92	337	152	21
Fuel Used(gal)	6		2	5	5	4
CO Emissions (g/hr)	405		142	384	347	246
NOx Emissions (g/hr)	79		28	75	67	48
VOC Emissions (g/hr)	94		33	89	80	57
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	175		51	186	75	0
Queue Length 95th (ft)	272		#129	283	161	39
Internal Link Dist (ft)	371			192	1184	
Turn Bay Length (ft)			230			
Base Capacity (vph)	1050		292	1079	980	1010
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.40		0.39	0.39	0.32	0.30

Intersection Summary

Lanes, Volumes, Timings  
 27: NW 35th Ave & Taft St

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	78.1
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	25.9
Intersection LOS:	C
Intersection Capacity Utilization:	64.7%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	87.4
70th %ile Actuated Cycle:	81.8
50th %ile Actuated Cycle:	77.3
30th %ile Actuated Cycle:	74.1
10th %ile Actuated Cycle:	70
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 27: NW 35th Ave & Taft St

↙ Ø2	→ Ø4
49 s	51 s
	↖ Ø8
	51 s

# FUTURE CONDITIONS



Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/20/2017

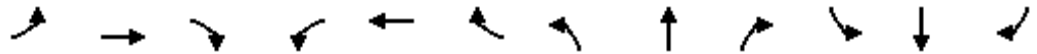


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	0	230	49	0	23	346	168	96	28	147	189
Future Volume (vph)	165	0	230	49	0	23	346	168	96	28	147	189
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	1		0	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.850			0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	0	1583	1770	1583	0	1770	1762	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.479			0.584		
Satd. Flow (perm)	1770	0	1583	1770	1583	0	892	1762	0	1088	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250		734			55				205
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	179	0	250	53	0	25	376	183	104	30	160	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	0	250	53	25	0	376	287	0	30	160	205
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		1	1	2		1	2		1	2	1
Detector Template	Left		Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20	20	100		20	100		20	100	20
Trailing Detector (ft)	0		0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0		0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20		20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type	Prot		Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	4!				8!		5	2			6	
Permitted Phases			4	8			2			6		6

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

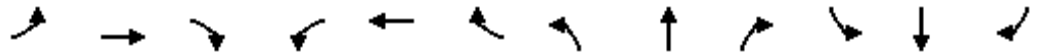
MEMORIAL HEALTHCARE SYSTEM

06/20/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0	5.0	5.0		5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0	23.0	23.0		16.0	23.0		24.0	24.0	24.0
Total Split (s)	32.0		32.0	32.0	32.0		25.0	58.0		33.0	33.0	33.0
Total Split (%)	35.6%		35.6%	35.6%	35.6%		27.8%	64.4%		36.7%	36.7%	36.7%
Maximum Green (s)	27.0		27.0	27.0	27.0		14.0	53.0		27.0	27.0	27.0
Yellow Time (s)	4.0		4.0	4.0	4.0		10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0		11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							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
Recall Mode	None		None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0			0		0	0	0
Act Effct Green (s)	13.2		13.2	13.2	13.2		47.0	53.0		28.8	28.8	28.8
Actuated g/C Ratio	0.17		0.17	0.17	0.17		0.62	0.69		0.38	0.38	0.38
v/c Ratio	0.58		0.52	0.17	0.03		0.54	0.23		0.07	0.23	0.28
Control Delay	37.0		8.1	27.8	0.0		10.9	4.3		18.1	18.7	4.2
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	37.0		8.1	27.8	0.0		10.9	4.3		18.1	18.7	4.2
LOS	D		A	C	A		B	A		B	B	A
Approach Delay		20.2			18.9			8.1			11.2	
Approach LOS		C			B			A			B	
90th %ile Green (s)	18.1		18.1	18.1	18.1		14.0	53.0		27.0	27.0	27.0
90th %ile Term Code	Gap		Gap	Hold	Hold		Max	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	14.9		14.9	14.9	14.9		14.0	53.0		27.0	27.0	27.0
70th %ile Term Code	Gap		Gap	Hold	Hold		Max	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	12.8		12.8	12.8	12.8		13.2	53.0		27.8	27.8	27.8
50th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	10.9		10.9	10.9	10.9		11.2	53.0		29.8	29.8	29.8
30th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	10.0		10.0	10.0	10.0		9.1	53.0		31.9	31.9	31.9
10th %ile Term Code	Min		Min	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
Stops (vph)	146		31	41	0		161	72		20	98	23
Fuel Used(gal)	2		1	1	0		3	2		0	1	1
CO Emissions (g/hr)	165		69	43	4		237	136		20	105	56
NOx Emissions (g/hr)	32		13	8	1		46	27		4	20	11
VOC Emissions (g/hr)	38		16	10	1		55	32		5	24	13
Dilemma Vehicles (#)	0		0	0	0		0	0		0	0	0
Queue Length 50th (ft)	79		0	22	0		76	31		9	51	0
Queue Length 95th (ft)	139		57	51	0		148	72		29	105	44
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)										50		80
Base Capacity (vph)	626		722	626	1034		711	1241		410	703	724
Starvation Cap Reductn	0		0	0	0		0	0		0	0	0

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St



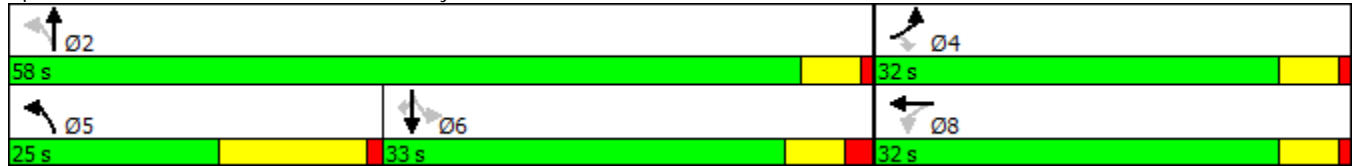
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0	0	0		0	0		0	0	0
Storage Cap Reductn	0		0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.29		0.35	0.08	0.02		0.53	0.23		0.07	0.23	0.28

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	76.3
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	12.7
Intersection LOS:	B
Intersection Capacity Utilization:	60.0%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	81.1
70th %ile Actuated Cycle:	77.9
50th %ile Actuated Cycle:	75.8
30th %ile Actuated Cycle:	73.9
10th %ile Actuated Cycle:	73

! Phase conflict between lane groups.

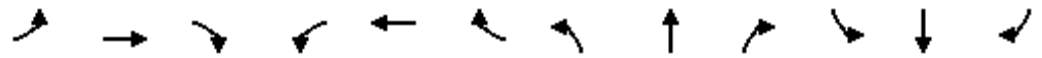
Splits and Phases: 12: NW 35th Ave & Hayes St



Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	1235	64	120	1187	236	27	56	116	145	61	64
Future Volume (vph)	171	1235	64	120	1187	236	27	56	116	145	61	64
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		190	290		160	168		168	250		160
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5050	0	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.155			0.152			0.714			0.717		
Satd. Flow (perm)	289	5050	0	283	3539	1583	1330	1863	1583	1336	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				93			126			70
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1123			1915			700			546	
Travel Time (s)		25.5			43.5			15.9			12.4	
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)	186	1342	70	130	1290	257	29	61	126	158	66	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1412	0	130	1290	257	29	61	126	158	66	70
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	20	50	50	50	50	50	50
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)	50	50		50	50	20	50	50	50	50	50	50
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
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	24.0		10.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	58.0		44.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	36.3%		27.5%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Maximum Green (s)	38.0	52.0		38.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0
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 Optimize?	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	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	118.4	104.6		116.6	103.7	103.7	24.5	24.5	24.5	24.5	24.5	24.5
Actuated g/C Ratio	0.74	0.65		0.73	0.65	0.65	0.15	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.55	0.43		0.40	0.56	0.24	0.14	0.21	0.36	0.77	0.23	0.23
Control Delay	11.9	15.0		9.3	18.6	9.5	57.0	58.7	11.0	88.4	59.1	12.6
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	11.9	15.0		9.3	18.6	9.5	57.0	58.7	11.0	88.4	59.1	12.6
LOS	B	B		A	B	A	E	E	B	F	E	B
Approach Delay		14.7			16.5			30.6			63.8	
Approach LOS		B			B			C			E	
90th %ile Green (s)	22.0	89.0		19.2	86.2	86.2	33.8	33.8	33.8	33.8	33.8	33.8
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	16.9	98.2		15.5	96.8	96.8	28.3	28.3	28.3	28.3	28.3	28.3
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	13.3	104.6		12.9	104.2	104.2	24.5	24.5	24.5	24.5	24.5	24.5
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	9.7	110.9		10.4	111.6	111.6	20.7	20.7	20.7	20.7	20.7	20.7
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	7.1	120.1		6.7	119.7	119.7	15.2	15.2	15.2	15.2	15.2	15.2
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph)	45	611		33	655	66	23	47	15	137	52	10
Fuel Used(gal)	2	19		2	26	4	1	1	1	5	2	1
CO Emissions (g/hr)	151	1309		154	1807	304	41	86	68	338	114	60
NOx Emissions (g/hr)	29	255		30	352	59	8	17	13	66	22	12
VOC Emissions (g/hr)	35	303		36	419	70	10	20	16	78	27	14
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	44	245		30	370	63	27	57	0	161	62	0
Queue Length 95th (ft)	85	363		61	582	146	56	98	58	232	103	45
Internal Link Dist (ft)		1043			1835			620			466	
Turn Bay Length (ft)	260			290		160	168		168	250		160
Base Capacity (vph)	574	3301		571	2293	1058	432	605	599	434	605	561
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	0.32	0.43		0.23	0.56	0.24	0.07	0.10	0.21	0.36	0.11	0.12

Intersection Summary

Lanes, Volumes, Timings  
 46: 35th Ave & Hollywood Blvd

Area Type:	Other		
Cycle Length:	160		
Actuated Cycle Length:	160		
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green		
Natural Cycle:	65		
Control Type:	Actuated-Coordinated		
Maximum v/c Ratio:	0.77		
Intersection Signal Delay:	20.2	Intersection LOS:	C
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

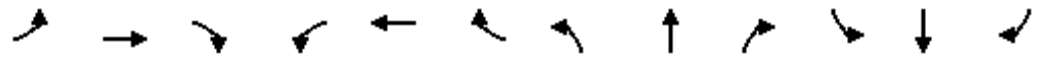
Splits and Phases: 46: 35th Ave & Hollywood Blvd



HCM Unsignalized Intersection Capacity Analysis  
 32: 40th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	23	526	12	70	385	50	14	55	61	79	58	39
Future Volume (veh/h)	23	526	12	70	385	50	14	55	61	79	58	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	572	13	76	418	54	15	60	66	86	63	42
Approach Volume (veh/h)		610			548			141			191	
Crossing Volume (veh/h)		225			100			683			509	
High Capacity (veh/h)		1161			1281			806			927	
High v/c (veh/h)		0.53			0.43			0.17			0.21	
Low Capacity (veh/h)		958			1067			642			748	
Low v/c (veh/h)		0.64			0.51			0.22			0.26	
<b>Intersection Summary</b>												
Maximum v/c High					0.53							
Maximum v/c Low					0.64							
Intersection Capacity Utilization			75.4%		ICU Level of Service					D		

Intersection				
Intersection Delay, s/veh	12.7			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	610	548	141	191
Demand Flow Rate, veh/h	622	559	143	195
Vehicles Circulating, veh/h	230	101	696	519
Vehicles Exiting, veh/h	484	738	155	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	16.2	10.6	10.0	9.1
Approach LOS	C	B	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	622	559	143	195
Cap Entry Lane, veh/h	898	1021	563	672
Entry HV Adj Factor	0.980	0.980	0.985	0.978
Flow Entry, veh/h	610	548	141	191
Cap Entry, veh/h	880	1001	555	658
V/C Ratio	0.693	0.547	0.254	0.290
Control Delay, s/veh	16.2	10.6	10.0	9.1
LOS	C	B	A	A
95th %tile Queue, veh	6	3	1	1



Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	433	23	127	383	109	44	424	115	166	355	105
Future Volume (vph)	99	433	23	127	383	109	44	424	115	166	355	105
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	200		0	170		160
Storage Lanes	1		0	1		0	1		0	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	0.95	1.00	0.95	1.00
Frt		0.992			0.967			0.968				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1848	0	1770	1801	0	1770	3426	0	1770	3539	1583
Flt Permitted	0.287			0.327			0.523			0.405		
Satd. Flow (perm)	535	1848	0	609	1801	0	974	3426	0	754	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			38			91				114
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1143			1545			708			1413	
Travel Time (s)		26.0			35.1			16.1			32.1	
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)	108	471	25	138	416	118	48	461	125	180	386	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	496	0	138	534	0	48	586	0	180	386	114
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.50	0.67		0.57	0.72		0.12	0.41		0.60	0.27	0.16

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

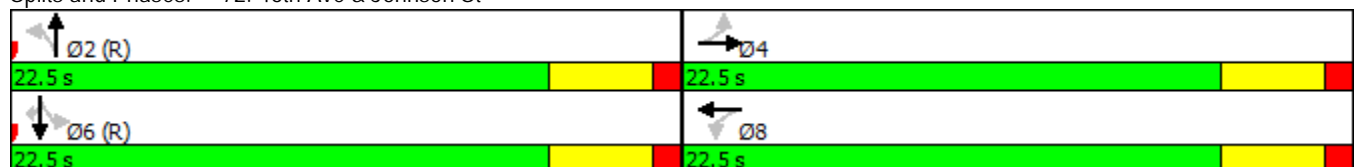


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	21.2	16.4		23.2	17.9		9.6	9.1		22.0	9.8	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	21.2	16.4		23.2	17.9		9.6	9.1		22.0	9.8	3.1
LOS	C	B		C	B		A	A		C	A	A
Approach Delay		17.2			19.0			9.2			11.9	
Approach LOS		B			B			A			B	
Stops (vph)	77	348		95	357		29	299		126	217	18
Fuel Used(gal)	2	8		3	11		0	6		5	10	2
CO Emissions (g/hr)	121	525		215	791		34	394		357	682	174
NOx Emissions (g/hr)	24	102		42	154		7	77		70	133	34
VOC Emissions (g/hr)	28	122		50	183		8	91		83	158	40
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Queue Length 50th (ft)	20	97		26	101		7	44		35	33	0
Queue Length 95th (ft)	#73	179		#90	#231		23	74		#107	56	21
Internal Link Dist (ft)		1063			1465			628			1333	
Turn Bay Length (ft)	280			280			200			170		160
Base Capacity (vph)	214	743		243	743		389	1425		301	1415	701
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.50	0.67		0.57	0.72		0.12	0.41		0.60	0.27	0.16

Intersection Summary

Area Type: Other  
 Cycle Length: 45  
 Actuated Cycle Length: 45  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 14.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 71.9%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

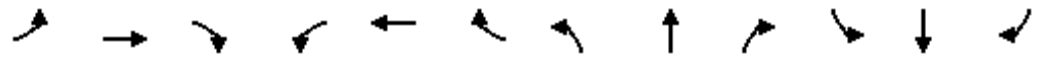
Splits and Phases: 72: 46th Ave & Johnson St



Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	416	86	88	300	54	44	548	72	52	435	20
Future Volume (vph)	89	416	86	88	300	54	44	548	72	52	435	20
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	170		0	80		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.974			0.977			0.983				0.993
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1814	0	1770	1820	0	1770	3479	0	1770	1850	0
Flt Permitted	0.220			0.260			0.361			0.345		
Satd. Flow (perm)	410	1814	0	484	1820	0	672	3479	0	643	1850	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			10			16				3
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1102			1575			333				1164
Travel Time (s)		25.0			35.8			7.6				26.5
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)	97	452	93	96	326	59	48	596	78	57	473	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	545	0	96	385	0	48	674	0	57	495	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	9.5	50.5		50.5	50.5		49.5	49.5		49.5	49.5	
Total Split (%)	8.7%	46.1%		46.1%	46.1%		45.2%	45.2%		45.2%	45.2%	
Maximum Green (s)	5.0	46.0		46.0	46.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	31.9	31.9		24.6	24.6		45.4	45.4		45.4	45.4	
Actuated g/C Ratio	0.37	0.37		0.28	0.28		0.53	0.53		0.53	0.53	
v/c Ratio	0.42	0.80		0.70	0.73		0.14	0.37		0.17	0.51	
Control Delay	22.9	33.2		55.9	36.5		14.5	13.8		15.1	17.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.9	33.2		55.9	36.5		14.5	13.8		15.1	17.3	
LOS	C	C		E	D		B	B		B	B	
Approach Delay		31.7			40.4			13.8			17.0	
Approach LOS		C			D			B			B	
90th %ile Green (s)	5.0	43.7		34.2	34.2		45.0	45.0		45.0	45.0	
90th %ile Term Code	Max	Gap		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	5.0	36.8		27.3	27.3		45.0	45.0		45.0	45.0	
70th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	5.0	33.2		23.7	23.7		45.0	45.0		45.0	45.0	
50th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	5.0	28.9		19.4	19.4		45.0	45.0		45.0	45.0	
30th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	19.5		19.5	19.5		45.0	45.0		45.0	45.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
Stops (vph)	52	413		77	298		24	342		29	288	
Fuel Used(gal)	1	10		3	10		1	17		1	7	
CO Emissions (g/hr)	103	697		194	679		86	1213		55	512	
NOx Emissions (g/hr)	20	136		38	132		17	236		11	100	
VOC Emissions (g/hr)	24	162		45	157		20	281		13	119	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	34	252		48	189		13	107		16	169	
Queue Length 95th (ft)	65	372		#118	287		40	184		47	319	
Internal Link Dist (ft)		1022			1495			253			1084	
Turn Bay Length (ft)	105			170			80					
Base Capacity (vph)	230	1180		259	982		353	1835		337	973	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

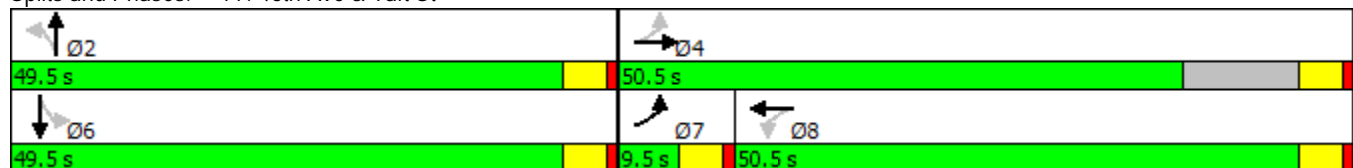


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.46		0.37	0.39		0.14	0.37		0.17	0.51	

Intersection Summary

Area Type:	Other
Cycle Length:	109.5
Actuated Cycle Length:	86.4
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	24.7
Intersection LOS:	C
Intersection Capacity Utilization:	75.3%
ICU Level of Service:	D
Analysis Period (min):	15
90th %ile Actuated Cycle:	97.7
70th %ile Actuated Cycle:	90.8
50th %ile Actuated Cycle:	87.2
30th %ile Actuated Cycle:	82.9
10th %ile Actuated Cycle:	73.5
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 77: 46th Ave & Taft St



Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	453	143	192	489	168	228	467	212	128	329	126
Future Volume (vph)	125	453	143	192	489	168	228	467	212	128	329	126
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		280	230		340	260		260	225		230
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	0.315			0.264			0.293			0.285		
Satd. Flow (perm)	587	1863	1583	492	1863	1583	546	3539	1583	531	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			183			230			155
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			977			1241			681	
Travel Time (s)		9.3			22.2			28.2			15.5	
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)	136	492	155	209	532	183	248	508	230	139	358	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	492	155	209	532	183	248	508	230	139	358	137
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	12.3	50.0	50.0	20.0	57.7	57.7	21.0	32.0	32.0	18.0	29.0	29.0

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	10.3%	41.7%	41.7%	16.7%	48.1%	48.1%	17.5%	26.7%	26.7%	15.0%	24.2%	24.2%
Maximum Green (s)	7.3	45.0	45.0	15.0	52.7	52.7	16.0	27.0	27.0	13.0	24.0	24.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	55.4	48.2	48.2	63.8	52.9	52.9	36.9	22.0	22.0	29.2	18.1	18.1
Actuated g/C Ratio	0.49	0.43	0.43	0.56	0.47	0.47	0.33	0.19	0.19	0.26	0.16	0.16
v/c Ratio	0.38	0.62	0.20	0.51	0.61	0.22	0.73	0.74	0.47	0.54	0.63	0.36
Control Delay	16.2	31.5	4.5	17.3	27.4	3.5	42.4	50.1	8.3	35.1	49.7	7.3
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	16.2	31.5	4.5	17.3	27.4	3.5	42.4	50.1	8.3	35.1	49.7	7.3
LOS	B	C	A	B	C	A	D	D	A	D	D	A
Approach Delay		23.5			20.4			38.4			37.3	
Approach LOS		C			C			D			D	
90th %ile Green (s)	7.3	45.0	45.0	15.0	52.7	52.7	16.0	27.0	27.0	13.0	24.0	24.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Hold	Hold
70th %ile Green (s)	7.3	45.6	45.6	14.4	52.7	52.7	16.0	25.9	25.9	13.0	22.9	22.9
70th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	7.3	47.9	47.9	12.1	52.7	52.7	16.0	22.3	22.3	11.8	18.1	18.1
50th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Max	Gap	Gap	Gap	Hold	Hold
30th %ile Green (s)	7.3	49.8	49.8	10.2	52.7	52.7	15.2	19.7	19.7	10.2	14.7	14.7
30th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Gap	Gap	Gap	Gap	Hold	Hold
10th %ile Green (s)	6.7	51.4	51.4	8.0	52.7	52.7	11.8	15.7	15.7	7.9	11.8	11.8
10th %ile Term Code	Gap	Hold	Hold	Gap	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	67	352	15	91	360	14	170	424	24	95	295	13
Fuel Used(gal)	2	8	1	3	8	1	5	12	3	4	12	3
CO Emissions (g/hr)	123	588	93	185	590	103	357	813	178	287	827	202
NOx Emissions (g/hr)	24	114	18	36	115	20	70	158	35	56	161	39
VOC Emissions (g/hr)	29	136	22	43	137	24	83	188	41	67	192	47
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	44	280	0	71	287	0	138	185	0	72	131	0
Queue Length 95th (ft)	84	448	43	126	441	42	210	248	65	121	180	41
Internal Link Dist (ft)		327			897			1161			601	
Turn Bay Length (ft)	280		280	230		340	260		260	225		230
Base Capacity (vph)	364	793	763	452	870	836	352	846	553	288	752	458
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	0.37	0.62	0.20	0.46	0.61	0.22	0.70	0.60	0.42	0.48	0.48	0.30

Intersection Summary

Lanes, Volumes, Timings  
 49: N. Park Rd & Johnson St

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	113.2
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	29.7
Intersection LOS:	C
Intersection Capacity Utilization:	72.9%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	120
70th %ile Actuated Cycle:	118.9
50th %ile Actuated Cycle:	114.1
30th %ile Actuated Cycle:	109.9
10th %ile Actuated Cycle:	103

Splits and Phases: 49: N. Park Rd & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
12.3 s	57.7 s	18 s	32 s
 Ø5	 Ø6	 Ø7	 Ø8
20 s	50 s	21 s	29 s



Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	433	23	127	383	109	44	424	115	166	355	105
Future Volume (vph)	99	433	23	127	383	109	44	424	115	166	355	105
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	200		0	170		160
Storage Lanes	1		0	1		0	1		0	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	0.95	1.00	0.95	1.00
Frt		0.992			0.967			0.968				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1848	0	1770	1801	0	1770	3426	0	1770	3539	1583
Flt Permitted	0.287			0.327			0.523			0.405		
Satd. Flow (perm)	535	1848	0	609	1801	0	974	3426	0	754	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			38			91				114
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1143			1545			708			1413	
Travel Time (s)		26.0			35.1			16.1			32.1	
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)	108	471	25	138	416	118	48	461	125	180	386	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	496	0	138	534	0	48	586	0	180	386	114
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.50	0.67		0.57	0.72		0.12	0.41		0.60	0.27	0.16

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

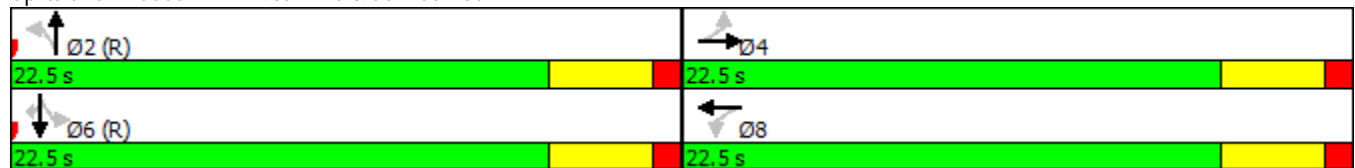


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	21.2	16.4		23.2	17.9		9.6	9.1		22.0	9.8	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	21.2	16.4		23.2	17.9		9.6	9.1		22.0	9.8	3.1
LOS	C	B		C	B		A	A		C	A	A
Approach Delay		17.2			19.0			9.2			11.9	
Approach LOS		B			B			A			B	
Stops (vph)	77	348		95	357		29	299		126	217	18
Fuel Used(gal)	2	8		3	11		0	6		5	10	2
CO Emissions (g/hr)	121	525		215	791		34	394		357	682	174
NOx Emissions (g/hr)	24	102		42	154		7	77		70	133	34
VOC Emissions (g/hr)	28	122		50	183		8	91		83	158	40
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Queue Length 50th (ft)	20	97		26	101		7	44		35	33	0
Queue Length 95th (ft)	#73	179		#90	#231		23	74		#107	56	21
Internal Link Dist (ft)		1063			1465			628			1333	
Turn Bay Length (ft)	280			280			200			170		160
Base Capacity (vph)	214	743		243	743		389	1425		301	1415	701
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.50	0.67		0.57	0.72		0.12	0.41		0.60	0.27	0.16

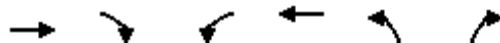
Intersection Summary

Area Type: Other  
 Cycle Length: 45  
 Actuated Cycle Length: 45  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 14.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 71.9%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 72: 46th Ave & Johnson St



Lanes, Volumes, Timings  
27: NW 35th Ave & Taft St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	343	269	181	305	183	166
Future Volume (vph)	343	269	181	305	183	166
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	230		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1753	0	1770	1863	1770	1583
Flt Permitted			0.172		0.950	
Satd. Flow (perm)	1753	0	320	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	51					180
Link Speed (mph)	30			30	30	
Link Distance (ft)	451			272	1264	
Travel Time (s)	10.3			6.2	28.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	373	292	197	332	199	180
Shared Lane Traffic (%)						
Lane Group Flow (vph)	665	0	197	332	199	180
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)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
Detector 1 Type	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
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	51.0		51.0	51.0	49.0	49.0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	51.0%		51.0%	51.0%	49.0%	49.0%
Maximum Green (s)	45.0		45.0	45.0	43.0	43.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	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
Recall Mode	None		None	None	Max	Max
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 Effect Green (s)	45.0		45.0	45.0	43.0	43.0
Actuated g/C Ratio	0.45		0.45	0.45	0.43	0.43
v/c Ratio	0.81		1.37	0.40	0.26	0.23
Control Delay	31.7		230.8	20.2	19.5	3.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	31.7		230.8	20.2	19.5	3.5
LOS	C		F	C	B	A
Approach Delay	31.7			98.6	11.9	
Approach LOS	C			F	B	
90th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
90th %ile Term Code	Max		Max	Max	MaxR	MaxR
70th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
70th %ile Term Code	Max		Max	Max	MaxR	MaxR
50th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
50th %ile Term Code	Hold		Max	Max	MaxR	MaxR
30th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
30th %ile Term Code	Hold		Max	Max	MaxR	MaxR
10th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
10th %ile Term Code	Hold		Max	Max	MaxR	MaxR
Stops (vph)	480		129	198	112	17
Fuel Used(gal)	9		10	3	4	2
CO Emissions (g/hr)	612		671	209	245	152
NOx Emissions (g/hr)	119		131	41	48	30
VOC Emissions (g/hr)	142		156	49	57	35
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	334		~167	138	80	0
Queue Length 95th (ft)	#512		#307	208	130	38
Internal Link Dist (ft)	371			192	1184	
Turn Bay Length (ft)			230			
Base Capacity (vph)	816		144	838	761	783
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.81		1.37	0.40	0.26	0.23

Intersection Summary

Lanes, Volumes, Timings  
 27: NW 35th Ave & Taft St

Area Type:	Other		
Cycle Length:	100		
Actuated Cycle Length:	100		
Natural Cycle:	60		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	1.37		
Intersection Signal Delay:	49.4	Intersection LOS:	D
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
90th %ile Actuated Cycle:	100		
70th %ile Actuated Cycle:	100		
50th %ile Actuated Cycle:	100		
30th %ile Actuated Cycle:	100		
10th %ile Actuated Cycle:	100		
~ 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.			

Splits and Phases: 27: NW 35th Ave & Taft St

↙ Ø2	→ Ø4
49 s	51 s
	↙ Ø8
	51 s

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	283	94	108	255	139	89	593	119	124	372	125
Future Volume (vph)	157	283	94	108	255	139	89	593	119	124	372	125
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		170	365		190	162		115	230		0
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	1.00	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	1863	1583
Flt Permitted	0.485			0.445			0.289			0.211		
Satd. Flow (perm)	903	1863	1583	829	1863	1583	538	3539	1583	393	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			151			123			136
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		692			819			1998			1053	
Travel Time (s)		15.7			18.6			45.4			23.9	
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)	171	308	102	117	277	151	97	645	129	135	404	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	308	102	117	277	151	97	645	129	135	404	136
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	36.0	36.0	9.5	36.0	36.0	23.5	37.0	37.0	23.5	37.0	37.0

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	9.0%	34.0%	34.0%	9.0%	34.0%	34.0%	22.2%	34.9%	34.9%	22.2%	34.9%	34.9%
Maximum Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	18.5	32.0	32.0	18.5	32.0	32.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	35.7	31.2	31.2	35.7	31.2	31.2	31.2	22.7	22.7	34.4	26.3	26.3
Actuated g/C Ratio	0.40	0.35	0.35	0.40	0.35	0.35	0.35	0.26	0.26	0.39	0.30	0.30
v/c Ratio	0.42	0.47	0.16	0.30	0.42	0.23	0.31	0.71	0.26	0.45	0.73	0.24
Control Delay	21.3	26.7	3.8	19.0	25.8	5.2	17.8	34.3	6.9	20.2	37.2	5.6
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	21.3	26.7	3.8	19.0	25.8	5.2	17.8	34.3	6.9	20.2	37.2	5.6
LOS	C	C	A	B	C	A	B	C	A	C	D	A
Approach Delay		21.1			18.6			28.4			27.4	
Approach LOS		C			B			C			C	
90th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	11.0	30.3	30.3	12.7	32.0	32.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Gap	Gap	Gap	Max	Max
70th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	9.8	27.8	27.8	10.9	28.9	28.9
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	8.6	22.8	22.8	9.6	23.8	23.8
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	7.5	19.3	19.3	8.4	20.2	20.2
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	0.0	15.0	15.0	6.9	26.9	26.9
10th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Skip	Gap	Gap	Gap	Hold	Hold
Stops (vph)	112	213	9	69	190	17	51	509	19	71	323	17
Fuel Used(gal)	2	4	1	1	4	1	2	19	3	2	8	1
CO Emissions (g/hr)	150	296	44	104	281	79	172	1352	193	134	535	88
NOx Emissions (g/hr)	29	58	9	20	55	15	33	263	37	26	104	17
VOC Emissions (g/hr)	35	69	10	24	65	18	40	313	45	31	124	20
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	55	130	0	36	115	0	32	170	3	45	208	0
Queue Length 95th (ft)	116	242	26	83	217	43	60	238	44	80	323	41
Internal Link Dist (ft)		612			739			1918			973	
Turn Bay Length (ft)	210		170	365		190	162		115	230		
Base Capacity (vph)	410	659	639	384	659	657	488	1293	656	457	680	664
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	0.42	0.47	0.16	0.30	0.42	0.23	0.20	0.50	0.20	0.30	0.59	0.20

Intersection Summary

Lanes, Volumes, Timings  
 37: N. Park Rd & Taft St

Area Type:	Other		
Cycle Length:	106		
Actuated Cycle Length:	88.2		
Natural Cycle:	65		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	0.73		
Intersection Signal Delay:	24.6	Intersection LOS:	C
Intersection Capacity Utilization:	63.3%	ICU Level of Service:	B
Analysis Period (min):	15		
90th %ile Actuated Cycle:	98.5		
70th %ile Actuated Cycle:	94.2		
50th %ile Actuated Cycle:	87.9		
30th %ile Actuated Cycle:	83.2		
10th %ile Actuated Cycle:	77.4		

Splits and Phases: 37: N. Park Rd & Taft St

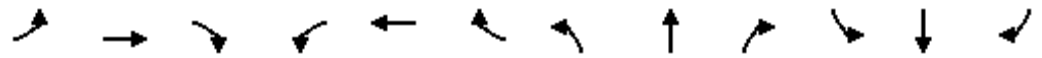
 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	36 s	23.5 s	37 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	36 s	23.5 s	37 s



Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	1235	64	120	1187	236	27	56	116	145	61	64
Future Volume (vph)	171	1235	64	120	1187	236	27	56	116	145	61	64
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		190	290		160	168		168	250		160
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5050	0	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.155			0.152			0.714			0.717		
Satd. Flow (perm)	289	5050	0	283	3539	1583	1330	1863	1583	1336	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				93			126			70
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1123			1915			700				546
Travel Time (s)		25.5			43.5			15.9				12.4
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)	186	1342	70	130	1290	257	29	61	126	158	66	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1412	0	130	1290	257	29	61	126	158	66	70
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	20	50	50	50	50	50	50
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)	50	50		50	50	20	50	50	50	50	50	50
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
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	24.0		10.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	58.0		44.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	36.3%		27.5%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Maximum Green (s)	38.0	52.0		38.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0
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 Optimize?	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	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	118.4	104.6		116.6	103.7	103.7	24.5	24.5	24.5	24.5	24.5	24.5
Actuated g/C Ratio	0.74	0.65		0.73	0.65	0.65	0.15	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.55	0.43		0.40	0.56	0.24	0.14	0.21	0.36	0.77	0.23	0.23
Control Delay	11.9	15.0		9.3	18.6	9.5	57.0	58.7	11.0	88.4	59.1	12.6
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	11.9	15.0		9.3	18.6	9.5	57.0	58.7	11.0	88.4	59.1	12.6
LOS	B	B		A	B	A	E	E	B	F	E	B
Approach Delay		14.7			16.5			30.6			63.8	
Approach LOS		B			B			C			E	
90th %ile Green (s)	22.0	89.0		19.2	86.2	86.2	33.8	33.8	33.8	33.8	33.8	33.8
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	16.9	98.2		15.5	96.8	96.8	28.3	28.3	28.3	28.3	28.3	28.3
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	13.3	104.6		12.9	104.2	104.2	24.5	24.5	24.5	24.5	24.5	24.5
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	9.7	110.9		10.4	111.6	111.6	20.7	20.7	20.7	20.7	20.7	20.7
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	7.1	120.1		6.7	119.7	119.7	15.2	15.2	15.2	15.2	15.2	15.2
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph)	45	611		33	655	66	23	47	15	137	52	10
Fuel Used(gal)	2	19		2	26	4	1	1	1	5	2	1
CO Emissions (g/hr)	151	1309		154	1807	304	41	86	68	338	114	60
NOx Emissions (g/hr)	29	255		30	352	59	8	17	13	66	22	12
VOC Emissions (g/hr)	35	303		36	419	70	10	20	16	78	27	14
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	44	245		30	370	63	27	57	0	161	62	0
Queue Length 95th (ft)	85	363		61	582	146	56	98	58	232	103	45
Internal Link Dist (ft)		1043			1835			620			466	
Turn Bay Length (ft)	260			290		160	168		168	250		160
Base Capacity (vph)	574	3301		571	2293	1058	432	605	599	434	605	561
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	0.32	0.43		0.23	0.56	0.24	0.07	0.10	0.21	0.36	0.11	0.12

Intersection Summary

Lanes, Volumes, Timings  
 46: 35th Ave & Hollywood Blvd

Area Type:	Other	
Cycle Length:	160	
Actuated Cycle Length:	160	
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle:	65	
Control Type:	Actuated-Coordinated	
Maximum v/c Ratio:	0.77	
Intersection Signal Delay:	20.2	Intersection LOS: C
Intersection Capacity Utilization	72.0%	ICU Level of Service C
Analysis Period (min)	15	

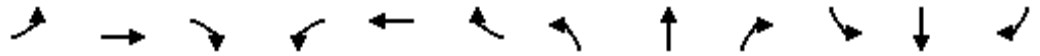
Splits and Phases: 46: 35th Ave & Hollywood Blvd



HCM Unsignalized Intersection Capacity Analysis  
 14: NW 35th Ave & Garfield St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



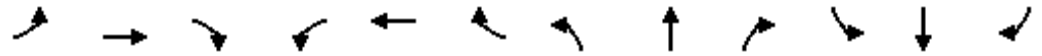
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	100	2	41	3	5	2	33	293	1	4	330	16
Future Volume (veh/h)	100	2	41	3	5	2	33	293	1	4	330	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	109	2	45	3	5	2	36	318	1	4	359	17
Approach Volume (veh/h)	156		10		355		380					
Crossing Volume (veh/h)	366		463		115		44					
High Capacity (veh/h)	1039		961		1266		1338					
High v/c (veh/h)	0.15		0.01		0.28		0.28					
Low Capacity (veh/h)	848		779		1053		1119					
Low v/c (veh/h)	0.18		0.01		0.34		0.34					
<b>Intersection Summary</b>												
Maximum v/c High			0.28									
Maximum v/c Low			0.34									
Intersection Capacity Utilization			58.0%		ICU Level of Service		B					

Intersection				
Intersection Delay, s/veh	7.2			
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	156	10	355	380
Demand Flow Rate, veh/h	159	10	362	387
Vehicles Circulating, veh/h	373	472	117	45
Vehicles Exiting, veh/h	59	7	415	437
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	6.9	5.3	7.5	7.1
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	159	10	362	387
Cap Entry Lane, veh/h	778	705	1005	1080
Entry HV Adj Factor	0.981	0.990	0.980	0.981
Flow Entry, veh/h	156	10	355	380
Cap Entry, veh/h	763	698	985	1060
V/C Ratio	0.204	0.014	0.360	0.358
Control Delay, s/veh	6.9	5.3	7.5	7.1
LOS	A	A	A	A
95th %tile Queue, veh	1	0	2	2

HCM Unsignalized Intersection Capacity Analysis  
32: 40th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



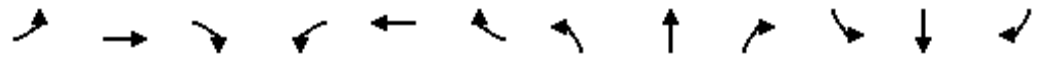
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	23	526	12	70	385	50	14	55	61	79	58	39
Future Volume (veh/h)	23	526	12	70	385	50	14	55	61	79	58	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	572	13	76	418	54	15	60	66	86	63	42
Approach Volume (veh/h)	610			548			141			191		
Crossing Volume (veh/h)	225			100			683			509		
High Capacity (veh/h)	1161			1281			806			927		
High v/c (veh/h)	0.53			0.43			0.17			0.21		
Low Capacity (veh/h)	958			1067			642			748		
Low v/c (veh/h)	0.64			0.51			0.22			0.26		
<b>Intersection Summary</b>												
Maximum v/c High	0.53											
Maximum v/c Low	0.64											
Intersection Capacity Utilization	75.4%			ICU Level of Service			D					

Intersection				
Intersection Delay, s/veh	12.7			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	610	548	141	191
Demand Flow Rate, veh/h	622	559	143	195
Vehicles Circulating, veh/h	230	101	696	519
Vehicles Exiting, veh/h	484	738	155	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	16.2	10.6	10.0	9.1
Approach LOS	C	B	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	622	559	143	195
Cap Entry Lane, veh/h	898	1021	563	672
Entry HV Adj Factor	0.980	0.980	0.985	0.978
Flow Entry, veh/h	610	548	141	191
Cap Entry, veh/h	880	1001	555	658
V/C Ratio	0.693	0.547	0.254	0.290
Control Delay, s/veh	16.2	10.6	10.0	9.1
LOS	C	B	A	A
95th %tile Queue, veh	6	3	1	1

Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	416	86	88	300	54	44	548	72	52	435	20
Future Volume (vph)	89	416	86	88	300	54	44	548	72	52	435	20
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	170		0	80		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.974			0.977			0.983				0.993
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1814	0	1770	1820	0	1770	3479	0	1770	1850	0
Flt Permitted	0.220			0.260			0.361			0.345		
Satd. Flow (perm)	410	1814	0	484	1820	0	672	3479	0	643	1850	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			10			16				3
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1102			1575			333				1164
Travel Time (s)		25.0			35.8			7.6				26.5
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)	97	452	93	96	326	59	48	596	78	57	473	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	545	0	96	385	0	48	674	0	57	495	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2			6		



Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	9.5	50.5		50.5	50.5		49.5	49.5		49.5	49.5	
Total Split (%)	8.7%	46.1%		46.1%	46.1%		45.2%	45.2%		45.2%	45.2%	
Maximum Green (s)	5.0	46.0		46.0	46.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	31.9	31.9		24.6	24.6		45.4	45.4		45.4	45.4	
Actuated g/C Ratio	0.37	0.37		0.28	0.28		0.53	0.53		0.53	0.53	
v/c Ratio	0.42	0.80		0.70	0.73		0.14	0.37		0.17	0.51	
Control Delay	22.9	33.2		55.9	36.5		14.5	13.8		15.1	17.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.9	33.2		55.9	36.5		14.5	13.8		15.1	17.3	
LOS	C	C		E	D		B	B		B	B	
Approach Delay		31.7			40.4			13.8			17.0	
Approach LOS		C			D			B			B	
90th %ile Green (s)	5.0	43.7		34.2	34.2		45.0	45.0		45.0	45.0	
90th %ile Term Code	Max	Gap		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	5.0	36.8		27.3	27.3		45.0	45.0		45.0	45.0	
70th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	5.0	33.2		23.7	23.7		45.0	45.0		45.0	45.0	
50th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	5.0	28.9		19.4	19.4		45.0	45.0		45.0	45.0	
30th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	19.5		19.5	19.5		45.0	45.0		45.0	45.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
Stops (vph)	52	413		77	298		24	342		29	288	
Fuel Used(gal)	1	10		3	10		1	17		1	7	
CO Emissions (g/hr)	103	697		194	679		86	1213		55	512	
NOx Emissions (g/hr)	20	136		38	132		17	236		11	100	
VOC Emissions (g/hr)	24	162		45	157		20	281		13	119	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	34	252		48	189		13	107		16	169	
Queue Length 95th (ft)	65	372		#118	287		40	184		47	319	
Internal Link Dist (ft)		1022			1495			253			1084	
Turn Bay Length (ft)	105			170			80					
Base Capacity (vph)	230	1180		259	982		353	1835		337	973	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

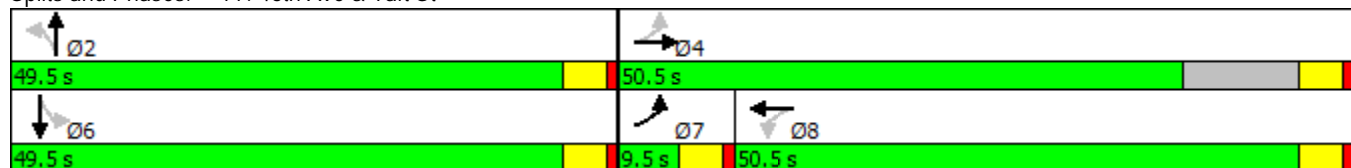


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.46		0.37	0.39		0.14	0.37		0.17	0.51	

Intersection Summary

Area Type:	Other
Cycle Length:	109.5
Actuated Cycle Length:	86.4
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	24.7
Intersection LOS:	C
Intersection Capacity Utilization:	75.3%
ICU Level of Service:	D
Analysis Period (min):	15
90th %ile Actuated Cycle:	97.7
70th %ile Actuated Cycle:	90.8
50th %ile Actuated Cycle:	87.2
30th %ile Actuated Cycle:	82.9
10th %ile Actuated Cycle:	73.5
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 77: 46th Ave & Taft St



Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	475	58	55	506	265	137	282	68	124	164	49
Future Volume (vph)	76	475	58	55	506	265	137	282	68	124	164	49
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	275		0	0		225	270		0
Storage Lanes	1		0	1		1	1		2	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.984				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1833	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.286			0.288			0.386			0.490		
Satd. Flow (perm)	533	1833	0	536	1863	1583	719	3539	1583	913	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				161			76			76
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			600			227			643	
Travel Time (s)		5.9			13.6			5.2			14.6	
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)	83	516	63	60	550	288	149	307	74	135	178	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	579	0	60	550	288	149	307	74	135	178	53
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
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)	50	50		50	50	50	50	50	50	50	50	50
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
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
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)	12.5	33.0		12.5	33.0	33.0	12.5	33.0	33.0	12.5	33.0	33.0
Total Split (s)	34.5	56.0		34.5	56.0	56.0	34.5	55.0	55.0	34.5	55.0	55.0

Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.2%	31.1%		19.2%	31.1%	31.1%	19.2%	30.6%	30.6%	19.2%	30.6%	30.6%
Maximum Green (s)	29.0	51.0		29.0	51.0	51.0	29.5	50.0	50.0	29.5	50.0	50.0
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)	1.5	1.0		1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.5	5.0		5.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min		None	Min	Min	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		18.0	18.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	56.8	52.0		54.7	49.3	49.3	27.6	16.1	16.1	24.2	14.4	14.4
Actuated g/C Ratio	0.56	0.51		0.54	0.48	0.48	0.27	0.16	0.16	0.24	0.14	0.14
v/c Ratio	0.22	0.62		0.17	0.61	0.34	0.48	0.55	0.24	0.45	0.68	0.18
Control Delay	12.0	24.2		11.7	24.7	9.3	32.2	43.9	10.6	32.0	56.1	5.9
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	12.0	24.2		11.7	24.7	9.3	32.2	43.9	10.6	32.0	56.1	5.9
LOS	B	C		B	C	A	C	D	B	C	E	A
Approach Delay		22.6			18.9			35.9			39.9	
Approach LOS		C			B			D			D	
90th %ile Green (s)	8.7	52.0		7.7	51.0	51.0	16.4	23.2	23.2	13.6	20.4	20.4
90th %ile Term Code	Gap	Hold		Gap	Max	Max	Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	7.0	48.1		6.6	47.7	47.7	13.4	19.0	19.0	11.0	16.6	16.6
70th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	6.2	47.7		5.9	47.4	47.4	11.4	16.0	16.0	9.7	14.3	14.3
50th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	5.4	51.0		5.2	50.8	50.8	9.7	13.3	13.3	8.6	12.2	12.2
30th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	4.6	58.5		0.0	48.4	48.4	7.5	10.3	10.3	6.7	9.5	9.5
10th %ile Term Code	Gap	Hold		Skip	Gap	Gap	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	33	382		25	366	73	99	248	13	93	150	5
Fuel Used(gal)	1	6		1	9	3	3	7	1	2	4	0
CO Emissions (g/hr)	36	406		49	597	209	211	499	70	136	246	23
NOx Emissions (g/hr)	7	79		10	116	41	41	97	14	26	48	5
VOC Emissions (g/hr)	8	94		11	138	48	49	116	16	31	57	5
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	21	269		15	252	45	71	95	0	64	109	0
Queue Length 95th (ft)	52	483		41	455	124	130	153	39	119	199	20
Internal Link Dist (ft)		179			520			147			563	
Turn Bay Length (ft)	170			275					225	270		
Base Capacity (vph)	669	956		670	936	875	538	1743	818	545	917	818
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	0.12	0.61		0.09	0.59	0.33	0.28	0.18	0.09	0.25	0.19	0.06

Intersection Summary

Lanes, Volumes, Timings  
 3: NW 35th Ave & Johnson St

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	102.2
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	26.7
Intersection LOS:	C
Intersection Capacity Utilization:	65.2%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	117
70th %ile Actuated Cycle:	105.2
50th %ile Actuated Cycle:	99.8
30th %ile Actuated Cycle:	98.6
10th %ile Actuated Cycle:	90.5

Splits and Phases: 3: NW 35th Ave & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
34.5 s	56 s	34.5 s	55 s
 Ø5	 Ø6	 Ø7	 Ø8
34.5 s	56 s	34.5 s	55 s

**Intersection**

Int Delay, s/veh 9.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	268	494	446	248	72	179
Future Vol, veh/h	268	494	446	248	72	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	40	0
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	291	537	485	270	78	195

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	485	0	485
Stage 1	-	-	485
Stage 2	-	-	1120
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1078	-	582
Stage 1	-	-	619
Stage 2	-	-	312
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1078	-	582
Mov Cap-2 Maneuver	-	-	85
Stage 1	-	-	619
Stage 2	-	-	228

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	57
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1078	-	-	-	85	582
HCM Lane V/C Ratio	0.27	-	-	-	0.921	0.334
HCM Control Delay (s)	9.6	-	-	-	163.2	14.3
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	1.1	-	-	-	5	1.5

**Intersection**

Int Delay, s/veh 4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	42	734	539	25	78	62
Future Vol, veh/h	42	734	539	25	78	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
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	46	798	586	27	85	67

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	613	0	599
Stage 1	-	-	599
Stage 2	-	-	889
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	966	-	502
Stage 1	-	-	549
Stage 2	-	-	402
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	966	-	502
Mov Cap-2 Maneuver	-	-	130
Stage 1	-	-	549
Stage 2	-	-	383

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	47
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	966	-	-	-	130	502
HCM Lane V/C Ratio	0.047	-	-	-	0.652	0.134
HCM Control Delay (s)	8.9	-	-	-	73.8	13.3
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	3.5	0.5

Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	475	58	55	506	265	137	282	68	124	164	49
Future Volume (vph)	76	475	58	55	506	265	137	282	68	124	164	49
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	275		0	0		225	270		0
Storage Lanes	1		0	1		1	1		2	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.984				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1833	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.286			0.288			0.386			0.490		
Satd. Flow (perm)	533	1833	0	536	1863	1583	719	3539	1583	913	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				161			76			76
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			600			227			643	
Travel Time (s)		5.9			13.6			5.2			14.6	
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)	83	516	63	60	550	288	149	307	74	135	178	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	579	0	60	550	288	149	307	74	135	178	53
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
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)	50	50		50	50	50	50	50	50	50	50	50
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
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
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)	12.5	33.0		12.5	33.0	33.0	12.5	33.0	33.0	12.5	33.0	33.0
Total Split (s)	34.5	56.0		34.5	56.0	56.0	34.5	55.0	55.0	34.5	55.0	55.0



Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.2%	31.1%		19.2%	31.1%	31.1%	19.2%	30.6%	30.6%	19.2%	30.6%	30.6%
Maximum Green (s)	29.0	51.0		29.0	51.0	51.0	29.5	50.0	50.0	29.5	50.0	50.0
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)	1.5	1.0		1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.5	5.0		5.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min		None	Min	Min	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		18.0	18.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	56.8	52.0		54.7	49.3	49.3	27.6	16.1	16.1	24.2	14.4	14.4
Actuated g/C Ratio	0.56	0.51		0.54	0.48	0.48	0.27	0.16	0.16	0.24	0.14	0.14
v/c Ratio	0.22	0.62		0.17	0.61	0.34	0.48	0.55	0.24	0.45	0.68	0.18
Control Delay	12.0	24.2		11.7	24.7	9.3	32.2	43.9	10.6	32.0	56.1	5.9
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	12.0	24.2		11.7	24.7	9.3	32.2	43.9	10.6	32.0	56.1	5.9
LOS	B	C		B	C	A	C	D	B	C	E	A
Approach Delay		22.6			18.9			35.9			39.9	
Approach LOS		C			B			D			D	
90th %ile Green (s)	8.7	52.0		7.7	51.0	51.0	16.4	23.2	23.2	13.6	20.4	20.4
90th %ile Term Code	Gap	Hold		Gap	Max	Max	Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	7.0	48.1		6.6	47.7	47.7	13.4	19.0	19.0	11.0	16.6	16.6
70th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	6.2	47.7		5.9	47.4	47.4	11.4	16.0	16.0	9.7	14.3	14.3
50th %ile Term Code	Gap	Gap		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	5.4	51.0		5.2	50.8	50.8	9.7	13.3	13.3	8.6	12.2	12.2
30th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	4.6	58.5		0.0	48.4	48.4	7.5	10.3	10.3	6.7	9.5	9.5
10th %ile Term Code	Gap	Hold		Skip	Gap	Gap	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	33	382		25	366	73	99	248	13	93	150	5
Fuel Used(gal)	1	6		1	9	3	3	7	1	2	4	0
CO Emissions (g/hr)	36	406		49	597	209	211	499	70	136	246	23
NOx Emissions (g/hr)	7	79		10	116	41	41	97	14	26	48	5
VOC Emissions (g/hr)	8	94		11	138	48	49	116	16	31	57	5
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	21	269		15	252	45	71	95	0	64	109	0
Queue Length 95th (ft)	52	483		41	455	124	130	153	39	119	199	20
Internal Link Dist (ft)		179			520			147			563	
Turn Bay Length (ft)	170			275					225	270		
Base Capacity (vph)	669	956		670	936	875	538	1743	818	545	917	818
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	0.12	0.61		0.09	0.59	0.33	0.28	0.18	0.09	0.25	0.19	0.06

Intersection Summary

Lanes, Volumes, Timings  
 3: NW 35th Ave & Johnson St

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	102.2
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	26.7
Intersection LOS:	C
Intersection Capacity Utilization:	65.2%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	117
70th %ile Actuated Cycle:	105.2
50th %ile Actuated Cycle:	99.8
30th %ile Actuated Cycle:	98.6
10th %ile Actuated Cycle:	90.5

Splits and Phases: 3: NW 35th Ave & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
34.5 s	56 s	34.5 s	55 s
 Ø5	 Ø6	 Ø7	 Ø8
34.5 s	56 s	34.5 s	55 s

**Intersection**

Int Delay, s/veh 4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑	↑		↑	↑
Traffic Vol, veh/h	42	734	539	25	78	62
Future Vol, veh/h	42	734	539	25	78	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
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	46	798	586	27	85	67

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	613	0	599
Stage 1	-	-	599
Stage 2	-	-	889
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	966	-	502
Stage 1	-	-	549
Stage 2	-	-	402
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	966	-	502
Mov Cap-2 Maneuver	-	-	130
Stage 1	-	-	549
Stage 2	-	-	383

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	47
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	966	-	-	-	130	502
HCM Lane V/C Ratio	0.047	-	-	-	0.652	0.134
HCM Control Delay (s)	8.9	-	-	-	73.8	13.3
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	3.5	0.5

**Intersection**

Int Delay, s/veh 9.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↗
Traffic Vol, veh/h	268	494	446	248	72	179
Future Vol, veh/h	268	494	446	248	72	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	40	0
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	291	537	485	270	78	195

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	485	0	485
Stage 1	-	-	485
Stage 2	-	-	1120
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1078	-	582
Stage 1	-	-	619
Stage 2	-	-	312
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1078	-	582
Mov Cap-2 Maneuver	-	-	85
Stage 1	-	-	619
Stage 2	-	-	228

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	57
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1078	-	-	-	85	582
HCM Lane V/C Ratio	0.27	-	-	-	0.921	0.334
HCM Control Delay (s)	9.6	-	-	-	163.2	14.3
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	1.1	-	-	-	5	1.5

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	453	143	192	489	168	228	467	212	128	329	126
Future Volume (vph)	125	453	143	192	489	168	228	467	212	128	329	126
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		280	230		340	260		260	225		230
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	0.315			0.264			0.293			0.285		
Satd. Flow (perm)	587	1863	1583	492	1863	1583	546	3539	1583	531	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			183			230			155
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			977			1241			681	
Travel Time (s)		9.3			22.2			28.2			15.5	
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)	136	492	155	209	532	183	248	508	230	139	358	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	492	155	209	532	183	248	508	230	139	358	137
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	12.3	50.0	50.0	20.0	57.7	57.7	21.0	32.0	32.0	18.0	29.0	29.0

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



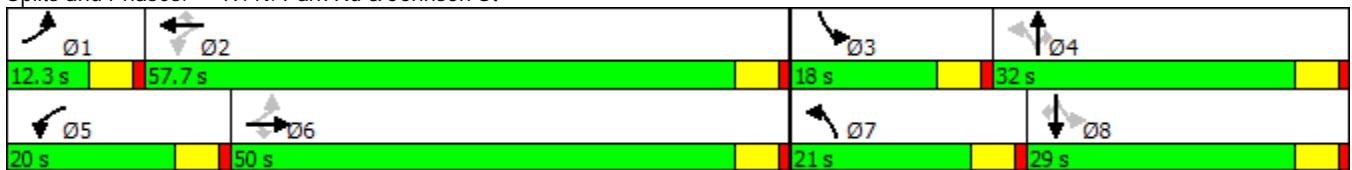
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	10.3%	41.7%	41.7%	16.7%	48.1%	48.1%	17.5%	26.7%	26.7%	15.0%	24.2%	24.2%
Maximum Green (s)	7.3	45.0	45.0	15.0	52.7	52.7	16.0	27.0	27.0	13.0	24.0	24.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	55.4	48.2	48.2	63.8	52.9	52.9	36.9	22.0	22.0	29.2	18.1	18.1
Actuated g/C Ratio	0.49	0.43	0.43	0.56	0.47	0.47	0.33	0.19	0.19	0.26	0.16	0.16
v/c Ratio	0.38	0.62	0.20	0.51	0.61	0.22	0.73	0.74	0.47	0.54	0.63	0.36
Control Delay	16.2	31.5	4.5	17.3	27.4	3.5	42.4	50.1	8.3	35.1	49.7	7.3
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	16.2	31.5	4.5	17.3	27.4	3.5	42.4	50.1	8.3	35.1	49.7	7.3
LOS	B	C	A	B	C	A	D	D	A	D	D	A
Approach Delay		23.5			20.4			38.4			37.3	
Approach LOS		C			C			D			D	
90th %ile Green (s)	7.3	45.0	45.0	15.0	52.7	52.7	16.0	27.0	27.0	13.0	24.0	24.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Hold	Hold
70th %ile Green (s)	7.3	45.6	45.6	14.4	52.7	52.7	16.0	25.9	25.9	13.0	22.9	22.9
70th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
50th %ile Green (s)	7.3	47.9	47.9	12.1	52.7	52.7	16.0	22.3	22.3	11.8	18.1	18.1
50th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Max	Gap	Gap	Gap	Hold	Hold
30th %ile Green (s)	7.3	49.8	49.8	10.2	52.7	52.7	15.2	19.7	19.7	10.2	14.7	14.7
30th %ile Term Code	Max	Hold	Hold	Gap	MaxR	MaxR	Gap	Gap	Gap	Gap	Hold	Hold
10th %ile Green (s)	6.7	51.4	51.4	8.0	52.7	52.7	11.8	15.7	15.7	7.9	11.8	11.8
10th %ile Term Code	Gap	Hold	Hold	Gap	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	67	352	15	91	360	14	170	424	24	95	295	13
Fuel Used(gal)	2	8	1	3	8	1	5	12	3	4	12	3
CO Emissions (g/hr)	123	588	93	185	590	103	357	813	178	287	827	202
NOx Emissions (g/hr)	24	114	18	36	115	20	70	158	35	56	161	39
VOC Emissions (g/hr)	29	136	22	43	137	24	83	188	41	67	192	47
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	44	280	0	71	287	0	138	185	0	72	131	0
Queue Length 95th (ft)	84	448	43	126	441	42	210	248	65	121	180	41
Internal Link Dist (ft)		327			897			1161			601	
Turn Bay Length (ft)	280		280	230		340	260		260	225		230
Base Capacity (vph)	364	793	763	452	870	836	352	846	553	288	752	458
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	0.37	0.62	0.20	0.46	0.61	0.22	0.70	0.60	0.42	0.48	0.48	0.30

Intersection Summary

Lanes, Volumes, Timings  
 49: N. Park Rd & Johnson St

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	113.2
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	29.7
Intersection LOS:	C
Intersection Capacity Utilization	72.9%
ICU Level of Service	C
Analysis Period (min)	15
90th %ile Actuated Cycle:	120
70th %ile Actuated Cycle:	118.9
50th %ile Actuated Cycle:	114.1
30th %ile Actuated Cycle:	109.9
10th %ile Actuated Cycle:	103

Splits and Phases: 49: N. Park Rd & Johnson St



HCM Unsignalized Intersection Capacity Analysis  
 14: NW 35th Ave & Garfield St



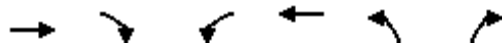
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Right Turn Channelized													
Traffic Volume (veh/h)	100	2	41	3	5	2	33	293	1	4	330	16	
Future Volume (veh/h)	100	2	41	3	5	2	33	293	1	4	330	16	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	109	2	45	3	5	2	36	318	1	4	359	17	
Approach Volume (veh/h)	156		10				355			380			
Crossing Volume (veh/h)	366				463			115			44		
High Capacity (veh/h)	1039				961			1266			1338		
High v/c (veh/h)	0.15				0.01			0.28			0.28		
Low Capacity (veh/h)	848				779			1053			1119		
Low v/c (veh/h)	0.18				0.01			0.34			0.34		

Intersection Summary														
Maximum v/c High			0.28											
Maximum v/c Low			0.34											
Intersection Capacity Utilization			58.0%				ICU Level of Service				B			

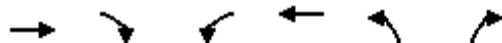


Intersection				
Intersection Delay, s/veh	7.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	156	10	355	380
Demand Flow Rate, veh/h	159	10	362	387
Vehicles Circulating, veh/h	373	472	117	45
Vehicles Exiting, veh/h	59	7	415	437
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	6.9	5.3	7.5	7.1
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	159	10	362	387
Cap Entry Lane, veh/h	778	705	1005	1080
Entry HV Adj Factor	0.981	0.990	0.980	0.981
Flow Entry, veh/h	156	10	355	380
Cap Entry, veh/h	763	698	985	1060
V/C Ratio	0.204	0.014	0.360	0.358
Control Delay, s/veh	6.9	5.3	7.5	7.1
LOS	A	A	A	A
95th %tile Queue, veh	1	0	2	2

Lanes, Volumes, Timings  
27: NW 35th Ave & Taft St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	343	269	181	305	183	166
Future Volume (vph)	343	269	181	305	183	166
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	230		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1753	0	1770	1863	1770	1583
Flt Permitted			0.172		0.950	
Satd. Flow (perm)	1753	0	320	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	51					180
Link Speed (mph)	30			30	30	
Link Distance (ft)	451			272	1264	
Travel Time (s)	10.3			6.2	28.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	373	292	197	332	199	180
Shared Lane Traffic (%)						
Lane Group Flow (vph)	665	0	197	332	199	180
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)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
Detector 1 Type	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
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	51.0		51.0	51.0	49.0	49.0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	51.0%		51.0%	51.0%	49.0%	49.0%
Maximum Green (s)	45.0		45.0	45.0	43.0	43.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	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
Recall Mode	None		None	None	Max	Max
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 Effect Green (s)	45.0		45.0	45.0	43.0	43.0
Actuated g/C Ratio	0.45		0.45	0.45	0.43	0.43
v/c Ratio	0.81		1.37	0.40	0.26	0.23
Control Delay	31.7		230.8	20.2	19.5	3.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	31.7		230.8	20.2	19.5	3.5
LOS	C		F	C	B	A
Approach Delay	31.7			98.6	11.9	
Approach LOS	C			F	B	
90th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
90th %ile Term Code	Max		Max	Max	MaxR	MaxR
70th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
70th %ile Term Code	Max		Max	Max	MaxR	MaxR
50th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
50th %ile Term Code	Hold		Max	Max	MaxR	MaxR
30th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
30th %ile Term Code	Hold		Max	Max	MaxR	MaxR
10th %ile Green (s)	45.0		45.0	45.0	43.0	43.0
10th %ile Term Code	Hold		Max	Max	MaxR	MaxR
Stops (vph)	480		129	198	112	17
Fuel Used(gal)	9		10	3	4	2
CO Emissions (g/hr)	612		671	209	245	152
NOx Emissions (g/hr)	119		131	41	48	30
VOC Emissions (g/hr)	142		156	49	57	35
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	334		~167	138	80	0
Queue Length 95th (ft)	#512		#307	208	130	38
Internal Link Dist (ft)	371			192	1184	
Turn Bay Length (ft)			230			
Base Capacity (vph)	816		144	838	761	783
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.81		1.37	0.40	0.26	0.23

Intersection Summary

Lanes, Volumes, Timings  
 27: NW 35th Ave & Taft St

Area Type:	Other		
Cycle Length:	100		
Actuated Cycle Length:	100		
Natural Cycle:	60		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	1.37		
Intersection Signal Delay:	49.4	Intersection LOS:	D
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
90th %ile Actuated Cycle:	100		
70th %ile Actuated Cycle:	100		
50th %ile Actuated Cycle:	100		
30th %ile Actuated Cycle:	100		
10th %ile Actuated Cycle:	100		
~ 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.			

Splits and Phases: 27: NW 35th Ave & Taft St

↙ Ø2	→ Ø4
49 s	51 s
	↙ Ø8
	51 s

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	283	94	108	255	139	89	593	119	124	372	125
Future Volume (vph)	157	283	94	108	255	139	89	593	119	124	372	125
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		170	365		190	162		115	230		0
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	1.00	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	1863	1583
Flt Permitted	0.485			0.445			0.289			0.211		
Satd. Flow (perm)	903	1863	1583	829	1863	1583	538	3539	1583	393	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			151			123			136
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		692			819			1998			1053	
Travel Time (s)		15.7			18.6			45.4			23.9	
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)	171	308	102	117	277	151	97	645	129	135	404	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	308	102	117	277	151	97	645	129	135	404	136
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	36.0	36.0	9.5	36.0	36.0	23.5	37.0	37.0	23.5	37.0	37.0

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	9.0%	34.0%	34.0%	9.0%	34.0%	34.0%	22.2%	34.9%	34.9%	22.2%	34.9%	34.9%
Maximum Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	18.5	32.0	32.0	18.5	32.0	32.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	35.7	31.2	31.2	35.7	31.2	31.2	31.2	22.7	22.7	34.4	26.3	26.3
Actuated g/C Ratio	0.40	0.35	0.35	0.40	0.35	0.35	0.35	0.26	0.26	0.39	0.30	0.30
v/c Ratio	0.42	0.47	0.16	0.30	0.42	0.23	0.31	0.71	0.26	0.45	0.73	0.24
Control Delay	21.3	26.7	3.8	19.0	25.8	5.2	17.8	34.3	6.9	20.2	37.2	5.6
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	21.3	26.7	3.8	19.0	25.8	5.2	17.8	34.3	6.9	20.2	37.2	5.6
LOS	C	C	A	B	C	A	B	C	A	C	D	A
Approach Delay		21.1			18.6			28.4			27.4	
Approach LOS		C			B			C			C	
90th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	11.0	30.3	30.3	12.7	32.0	32.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Gap	Gap	Gap	Max	Max
70th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	9.8	27.8	27.8	10.9	28.9	28.9
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	8.6	22.8	22.8	9.6	23.8	23.8
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	7.5	19.3	19.3	8.4	20.2	20.2
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	0.0	15.0	15.0	6.9	26.9	26.9
10th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Skip	Gap	Gap	Gap	Hold	Hold
Stops (vph)	112	213	9	69	190	17	51	509	19	71	323	17
Fuel Used(gal)	2	4	1	1	4	1	2	19	3	2	8	1
CO Emissions (g/hr)	150	296	44	104	281	79	172	1352	193	134	535	88
NOx Emissions (g/hr)	29	58	9	20	55	15	33	263	37	26	104	17
VOC Emissions (g/hr)	35	69	10	24	65	18	40	313	45	31	124	20
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	55	130	0	36	115	0	32	170	3	45	208	0
Queue Length 95th (ft)	116	242	26	83	217	43	60	238	44	80	323	41
Internal Link Dist (ft)		612			739			1918			973	
Turn Bay Length (ft)	210		170	365		190	162		115	230		
Base Capacity (vph)	410	659	639	384	659	657	488	1293	656	457	680	664
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	0.42	0.47	0.16	0.30	0.42	0.23	0.20	0.50	0.20	0.30	0.59	0.20

Intersection Summary

Lanes, Volumes, Timings  
 37: N. Park Rd & Taft St

Area Type:	Other	
Cycle Length:	106	
Actuated Cycle Length:	88.2	
Natural Cycle:	65	
Control Type:	Actuated-Uncoordinated	
Maximum v/c Ratio:	0.73	
Intersection Signal Delay:	24.6	Intersection LOS: C
Intersection Capacity Utilization	63.3%	ICU Level of Service B
Analysis Period (min)	15	
90th %ile Actuated Cycle:	98.5	
70th %ile Actuated Cycle:	94.2	
50th %ile Actuated Cycle:	87.9	
30th %ile Actuated Cycle:	83.2	
10th %ile Actuated Cycle:	77.4	

Splits and Phases: 37: N. Park Rd & Taft St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	36 s	23.5 s	37 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	36 s	23.5 s	37 s

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/20/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	273	0	401	95	0	47	172	188	48	24	175	76
Future Volume (vph)	273	0	401	95	0	47	172	188	48	24	175	76
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	50		80
Storage Lanes	1		1	1		0	1		0	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	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.850			0.970				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	0	1583	1770	1583	0	1770	1807	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.476			0.601		
Satd. Flow (perm)	1770	0	1583	1770	1583	0	887	1807	0	1120	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			436		702			25				158
Link Speed (mph)		30			30			30				30
Link Distance (ft)		242			282			643				147
Travel Time (s)		5.5			6.4			14.6				3.3
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)	297	0	436	103	0	51	187	204	52	26	190	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	0	436	103	51	0	187	256	0	26	190	83
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		1	1	2		1	2		1	2	1
Detector Template	Left		Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20		20	20	100		20	100		20	100	20
Trailing Detector (ft)	0		0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0		0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20		20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type	Prot		Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases	4!				8!		5	2			6	
Permitted Phases			4	8			2			6		6



Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St

MEMORIAL HEALTHCARE SYSTEM

06/20/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4		4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		10.0	5.0	5.0		5.0	5.0		15.0	15.0	15.0
Minimum Split (s)	23.0		23.0	23.0	23.0		16.0	23.0		24.0	24.0	24.0
Total Split (s)	32.0		32.0	32.0	32.0		25.0	58.0		33.0	33.0	33.0
Total Split (%)	35.6%		35.6%	35.6%	35.6%		27.8%	64.4%		36.7%	36.7%	36.7%
Maximum Green (s)	27.0		27.0	27.0	27.0		14.0	53.0		27.0	27.0	27.0
Yellow Time (s)	4.0		4.0	4.0	4.0		10.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0		1.0	1.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0		11.0	5.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							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
Recall Mode	None		None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0		7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0			0		0	0	0
Act Effect Green (s)	19.1		19.1	19.1	19.1		47.2	53.2		31.3	31.3	31.3
Actuated g/C Ratio	0.23		0.23	0.23	0.23		0.57	0.65		0.38	0.38	0.38
v/c Ratio	0.72		0.62	0.25	0.06		0.31	0.22		0.06	0.27	0.12
Control Delay	39.6		6.9	26.6	0.1		11.0	6.8		20.6	21.3	0.3
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.6		6.9	26.6	0.1		11.0	6.8		20.6	21.3	0.3
LOS	D		A	C	A		B	A		C	C	A
Approach Delay		20.2			17.8			8.6			15.4	
Approach LOS		C			B			A			B	
90th %ile Green (s)	27.0		27.0	27.0	27.0		14.0	53.0		27.0	27.0	27.0
90th %ile Term Code	Max		Max	Hold	Hold		Max	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	22.8		22.8	22.8	22.8		11.3	53.0		29.7	29.7	29.7
70th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
50th %ile Green (s)	19.7		19.7	19.7	19.7		9.7	53.0		31.3	31.3	31.3
50th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
30th %ile Green (s)	15.7		15.7	15.7	15.7		8.2	53.0		32.8	32.8	32.8
30th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
10th %ile Green (s)	11.8		11.8	11.8	11.8		6.7	53.0		34.3	34.3	34.3
10th %ile Term Code	Gap		Gap	Hold	Hold		Gap	MaxR		Hold	Hold	Hold
Stops (vph)	239		41	72	0		80	85		18	121	0
Fuel Used(gal)	4		2	1	0		2	2		0	2	0
CO Emissions (g/hr)	282		108	78	7		118	138		18	133	15
NOx Emissions (g/hr)	55		21	15	1		23	27		4	26	3
VOC Emissions (g/hr)	65		25	18	2		27	32		4	31	3
Dilemma Vehicles (#)	0		0	0	0		0	0		0	0	0
Queue Length 50th (ft)	141		0	43	0		43	44		8	67	0
Queue Length 95th (ft)	223		67	83	0		91	96		30	142	1
Internal Link Dist (ft)		162			202			563			67	
Turn Bay Length (ft)										50		80
Base Capacity (vph)	582		813	582	992		658	1176		425	707	699
Starvation Cap Reductn	0		0	0	0		0	0		0	0	0

Lanes, Volumes, Timings  
12: NW 35th Ave & Hayes St



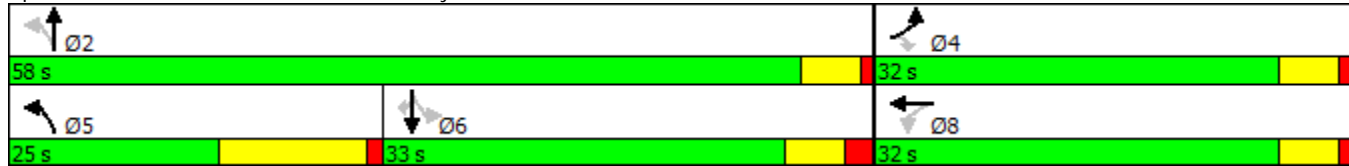
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0		0	0	0		0	0		0	0	0
Storage Cap Reductn	0		0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.51		0.54	0.18	0.05		0.28	0.22		0.06	0.27	0.12

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	82.4
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	15.9
Intersection LOS:	B
Intersection Capacity Utilization	59.6%
ICU Level of Service	B
Analysis Period (min)	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	85.8
50th %ile Actuated Cycle:	82.7
30th %ile Actuated Cycle:	78.7
10th %ile Actuated Cycle:	74.8

! Phase conflict between lane groups.

Splits and Phases: 12: NW 35th Ave & Hayes St



Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	1312	23	96	1529	160	69	58	133	152	88	161
Future Volume (vph)	147	1312	23	96	1529	160	69	58	133	152	88	161
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		190	290		160	168		168	250		160
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.081			0.145			0.652			0.716		
Satd. Flow (perm)	151	5070	0	270	3539	1583	1215	1863	1583	1334	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				61			145			175
Link Speed (mph)		30			30			30				30
Link Distance (ft)		822			994			700				546
Travel Time (s)		18.7			22.6			15.9				12.4
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)	160	1426	25	104	1662	174	75	63	145	165	96	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	1451	0	104	1662	174	75	63	145	165	96	175
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	20	50	50	50	50	50	50
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)	50	50		50	50	20	50	50	50	50	50	50
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
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	24.0		10.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	58.0		44.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	36.3%		27.5%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Maximum Green (s)	38.0	52.0		38.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0
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 Optimize?	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	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	117.4	105.6		115.4	104.6	104.6	25.6	25.6	25.6	25.6	25.6	25.6
Actuated g/C Ratio	0.73	0.66		0.72	0.65	0.65	0.16	0.16	0.16	0.16	0.16	0.16
v/c Ratio	0.70	0.43		0.35	0.72	0.16	0.39	0.21	0.39	0.77	0.32	0.44
Control Delay	34.8	14.6		9.2	22.5	8.9	64.0	57.6	10.4	87.0	60.5	10.2
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	34.8	14.6		9.2	22.5	8.9	64.0	57.6	10.4	87.0	60.5	10.2
LOS	C	B		A	C	A	E	E	B	F	E	B
Approach Delay		16.6			20.6			35.1			50.4	
Approach LOS		B			C			D			D	
90th %ile Green (s)	19.1	90.1		16.2	87.2	87.2	35.7	35.7	35.7	35.7	35.7	35.7
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	14.2	99.8		12.9	98.5	98.5	29.3	29.3	29.3	29.3	29.3	29.3
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	10.9	106.0		10.6	105.7	105.7	25.4	25.4	25.4	25.4	25.4	25.4
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	8.1	112.2		8.3	112.4	112.4	21.5	21.5	21.5	21.5	21.5	21.5
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	6.8	120.0		6.1	119.3	119.3	15.9	15.9	15.9	15.9	15.9	15.9
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph)	60	624		27	1002	43	60	49	16	143	75	18
Fuel Used(gal)	2	16		1	24	2	2	1	1	5	2	2
CO Emissions (g/hr)	162	1117		75	1706	124	112	89	77	351	167	144
NOx Emissions (g/hr)	31	217		15	332	24	22	17	15	68	32	28
VOC Emissions (g/hr)	38	259		17	395	29	26	21	18	81	39	33
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	53	247		24	553	41	71	58	0	168	90	0
Queue Length 95th (ft)	143	370		53	876	101	119	99	60	239	139	65
Internal Link Dist (ft)		742			914			620			466	
Turn Bay Length (ft)	260			290		160	168		168	250		160
Base Capacity (vph)	500	3347		562	2313	1056	394	605	612	433	605	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	0.32	0.43		0.19	0.72	0.16	0.19	0.10	0.24	0.38	0.16	0.28

Intersection Summary

Lanes, Volumes, Timings  
 46: 35th Ave & Hollywood Blvd

Area Type:	Other		
Cycle Length:	160		
Actuated Cycle Length:	160		
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green		
Natural Cycle:	80		
Control Type:	Actuated-Coordinated		
Maximum v/c Ratio:	0.77		
Intersection Signal Delay:	23.1	Intersection LOS:	C
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

Splits and Phases: 46: 35th Ave & Hollywood Blvd



HCM Unsignalized Intersection Capacity Analysis  
32: 40th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	10	366	14	22	606	34	21	50	23	32	71	41
Future Volume (veh/h)	10	366	14	22	606	34	21	50	23	32	71	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	398	15	24	659	37	23	54	25	35	77	45
Approach Volume (veh/h)		424			720			102				157
Crossing Volume (veh/h)		136			88			444				706
High Capacity (veh/h)		1245			1293			976				791
High v/c (veh/h)		0.34			0.56			0.10				0.20
Low Capacity (veh/h)		1034			1078			792				629
Low v/c (veh/h)		0.41			0.67			0.13				0.25

Intersection Summary

Maximum v/c High		0.56										
Maximum v/c Low		0.67										
Intersection Capacity Utilization		61.6%			ICU Level of Service					B		

Intersection				
Intersection Delay, s/veh	12.2			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	424	720	102	157
Demand Flow Rate, veh/h	432	734	104	161
Vehicles Circulating, veh/h	139	89	453	719
Vehicles Exiting, veh/h	741	467	118	104
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	8.8	15.3	6.7	10.9
Approach LOS	A	C	A	B
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	432	734	104	161
Cap Entry Lane, veh/h	983	1034	718	551
Entry HV Adj Factor	0.982	0.981	0.980	0.978
Flow Entry, veh/h	424	720	102	157
Cap Entry, veh/h	965	1014	704	538
V/C Ratio	0.439	0.710	0.145	0.292
Control Delay, s/veh	8.8	15.3	6.7	10.9
LOS	A	C	A	B
95th %tile Queue, veh	2	6	1	1

Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	307	71	64	509	87	67	473	56	40	545	55
Future Volume (vph)	37	307	71	64	509	87	67	473	56	40	545	55
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	170		0	80		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.972			0.978			0.984				0.986
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1811	0	1770	1822	0	1770	3483	0	1770	1837	0
Flt Permitted	0.137			0.516			0.172			0.384		
Satd. Flow (perm)	255	1811	0	961	1822	0	320	3483	0	715	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			12			21				8
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1102			1575			333				1164
Travel Time (s)		25.0			35.8			7.6				26.5
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)	40	334	77	70	553	95	73	514	61	43	592	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	411	0	70	648	0	73	575	0	43	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2			6		



Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	9.6	38.6		29.0	29.0		36.4	36.4		36.4	36.4	
Total Split (%)	12.8%	51.5%		38.7%	38.7%		48.5%	48.5%		48.5%	48.5%	
Maximum Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	30.1	30.1		24.6	24.6		32.1	32.1		32.1	32.1	
Actuated g/C Ratio	0.42	0.42		0.35	0.35		0.45	0.45		0.45	0.45	
v/c Ratio	0.19	0.53		0.21	1.02		0.51	0.36		0.13	0.78	
Control Delay	13.6	17.1		20.1	66.7		31.8	13.9		14.4	26.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.6	17.1		20.1	66.7		31.8	13.9		14.4	26.2	
LOS	B	B		C	E		C	B		B	C	
Approach Delay		16.8			62.1			15.9			25.4	
Approach LOS		B			E			B			C	
90th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
90th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
70th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
50th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	0.0	24.5		24.5	24.5		31.9	31.9		31.9	31.9	
30th %ile Term Code	Skip	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	24.5		24.5	24.5		31.9	31.9		31.9	31.9	
10th %ile Term Code	Skip	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
Stops (vph)	21	250		46	461		52	318		26	469	
Fuel Used(gal)	1	6		1	20		2	15		1	11	
CO Emissions (g/hr)	37	416		105	1382		154	1045		44	785	
NOx Emissions (g/hr)	7	81		20	269		30	203		8	153	
VOC Emissions (g/hr)	9	96		24	320		36	242		10	182	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	10	122		23	-339		24	89		12	257	
Queue Length 95th (ft)	26	198		54	#538		#84	128		32	#449	
Internal Link Dist (ft)		1022			1495			253			1084	
Turn Bay Length (ft)	105			170			80					
Base Capacity (vph)	216	882		332	638		144	1579		322	831	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

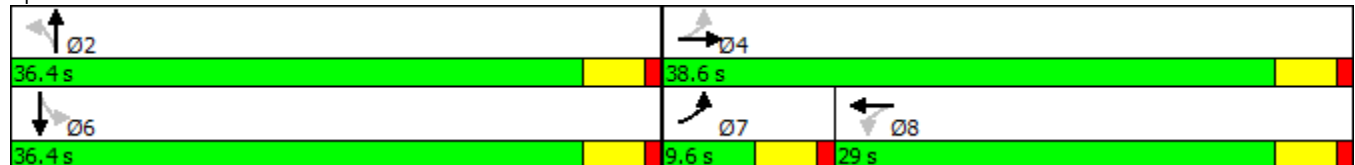


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.47		0.21	1.02		0.51	0.36		0.13	0.78	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	71.2
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	31.9
Intersection LOS:	C
Intersection Capacity Utilization:	87.4%
ICU Level of Service:	E
Analysis Period (min):	15
90th %ile Actuated Cycle:	75
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	75
30th %ile Actuated Cycle:	65.4
10th %ile Actuated Cycle:	65.4
~ 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.	

Splits and Phases: 77: 46th Ave & Taft St



Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	320	33	136	508	93	55	410	70	82	396	44
Future Volume (vph)	32	320	33	136	508	93	55	410	70	82	396	44
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	200		0	170		160
Storage Lanes	1		0	1		0	1		0	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	0.95	1.00	0.95	1.00
Frt		0.986			0.977			0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1837	0	1770	1820	0	1770	3461	0	1770	3539	1583
Flt Permitted	0.222			0.451			0.502			0.449		
Satd. Flow (perm)	414	1837	0	840	1820	0	935	3461	0	836	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			24			51				48
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1143			1545			708				1413
Travel Time (s)		26.0			35.1			16.1				32.1
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)	35	348	36	148	552	101	60	446	76	89	430	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	384	0	148	653	0	60	522	0	89	430	48
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.21	0.52		0.44	0.88		0.16	0.37		0.27	0.30	0.07

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

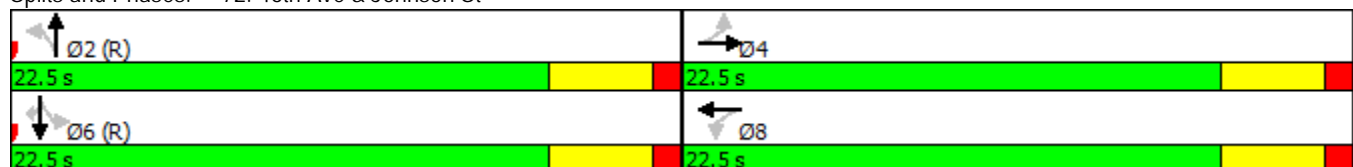


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	12.9	12.9		15.1	29.5		10.1	9.4		11.8	10.0	3.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	12.9	12.9		15.1	29.5		10.1	9.4		11.8	10.0	3.7
LOS	B	B		B	C		B	A		B	A	A
Approach Delay		12.9			26.9			9.5			9.7	
Approach LOS		B			C			A			A	
Stops (vph)	26	244		99	455		37	279		56	246	12
Fuel Used(gal)	1	5		3	15		1	5		2	11	1
CO Emissions (g/hr)	36	379		214	1075		43	357		162	764	75
NOx Emissions (g/hr)	7	74		42	209		8	70		32	149	15
VOC Emissions (g/hr)	8	88		50	249		10	83		38	177	17
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Queue Length 50th (ft)	6	68		26	142		9	42		15	37	0
Queue Length 95th (ft)	22	128		66	#317		28	70		40	62	14
Internal Link Dist (ft)		1063			1465			628			1333	
Turn Bay Length (ft)	280			280			200			170		160
Base Capacity (vph)	165	743		336	742		374	1415		334	1415	662
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.21	0.52		0.44	0.88		0.16	0.37		0.27	0.30	0.07

Intersection Summary

Area Type: Other  
 Cycle Length: 45  
 Actuated Cycle Length: 45  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 16.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 69.7%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 72: 46th Ave & Johnson St



Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	430	208	117	379	147	162	542	194	124	500	116
Future Volume (vph)	103	430	208	117	379	147	162	542	194	124	500	116
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		280	230		340	260		260	225		230
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	0.316			0.241			0.344			0.304		
Satd. Flow (perm)	589	1863	1583	449	1863	1583	641	3539	1583	566	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			226			201			211			201
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			977			1241			681	
Travel Time (s)		9.3			22.2			28.2			15.5	
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)	112	467	226	127	412	160	176	589	211	135	543	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	467	226	127	412	160	176	589	211	135	543	126
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0

Lanes, Volumes, Timings  
49: N. Park Rd & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%	14.6%	35.4%	35.4%
Maximum Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	22.1	18.8	18.8	22.1	18.8	18.8	18.5	15.2	15.2	18.5	15.2	15.2
Actuated g/C Ratio	0.38	0.32	0.32	0.38	0.32	0.32	0.32	0.26	0.26	0.32	0.26	0.26
v/c Ratio	0.35	0.78	0.34	0.46	0.69	0.25	0.60	0.64	0.37	0.49	0.59	0.23
Control Delay	15.1	33.5	4.9	18.1	28.5	3.0	23.3	23.7	5.4	19.3	22.8	1.8
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	15.1	33.5	4.9	18.1	28.5	3.0	23.3	23.7	5.4	19.3	22.8	1.8
LOS	B	C	A	B	C	A	C	C	A	B	C	A
Approach Delay		22.9			20.8			19.7			18.9	
Approach LOS		C			C			B			B	
90th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0	4.5	18.0	18.0
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Max	Max	Max	Hold	Hold
50th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	16.3	16.3	4.5	16.3	16.3
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
30th %ile Green (s)	4.5	18.0	18.0	4.5	18.0	18.0	4.5	14.5	14.5	4.5	14.5	14.5
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Gap	Gap	Max	Hold	Hold
10th %ile Green (s)	0.0	18.0	18.0	0.0	18.0	18.0	0.0	9.4	9.4	0.0	9.4	9.4
10th %ile Term Code	Skip	MaxR	MaxR	Skip	MaxR	MaxR	Skip	Hold	Hold	Skip	Gap	Gap
Stops (vph)	63	334	29	75	303	12	114	446	28	82	404	4
Fuel Used(gal)	1	8	2	2	7	1	3	10	2	4	15	2
CO Emissions (g/hr)	103	570	140	121	473	89	207	722	157	247	1048	174
NOx Emissions (g/hr)	20	111	27	24	92	17	40	140	31	48	204	34
VOC Emissions (g/hr)	24	132	32	28	110	21	48	167	36	57	243	40
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	25	170	0	28	144	0	43	105	0	32	96	0
Queue Length 95th (ft)	54	#340	45	61	#285	25	#82	154	43	64	141	11
Internal Link Dist (ft)		327			897			1161			601	
Turn Bay Length (ft)	280		280	230		340	260		260	225		230
Base Capacity (vph)	318	600	663	276	600	646	293	1141	653	276	1141	646
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	0.35	0.78	0.34	0.46	0.69	0.25	0.60	0.52	0.32	0.49	0.48	0.20

Intersection Summary

Lanes, Volumes, Timings  
 49: N. Park Rd & Johnson St

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	58.4
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	20.5
Intersection LOS:	C
Intersection Capacity Utilization:	68.6%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	65
70th %ile Actuated Cycle:	65
50th %ile Actuated Cycle:	63.3
30th %ile Actuated Cycle:	61.5
10th %ile Actuated Cycle:	37.4
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 49: N. Park Rd & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	23 s	9.5 s	23 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	23 s	9.5 s	23 s

Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	320	33	136	508	93	55	410	70	82	396	44
Future Volume (vph)	32	320	33	136	508	93	55	410	70	82	396	44
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		0	280		0	200		0	170		160
Storage Lanes	1		0	1		0	1		0	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	0.95	1.00	0.95	1.00
Frt		0.986			0.977			0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1837	0	1770	1820	0	1770	3461	0	1770	3539	1583
Flt Permitted	0.222			0.451			0.502			0.449		
Satd. Flow (perm)	414	1837	0	840	1820	0	935	3461	0	836	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			24			51				48
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1143			1545			708				1413
Travel Time (s)		26.0			35.1			16.1				32.1
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)	35	348	36	148	552	101	60	446	76	89	430	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	384	0	148	653	0	60	522	0	89	430	48
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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.40	0.40		0.40	0.40	0.40
v/c Ratio	0.21	0.52		0.44	0.88		0.16	0.37		0.27	0.30	0.07



Lanes, Volumes, Timings  
72: 46th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017

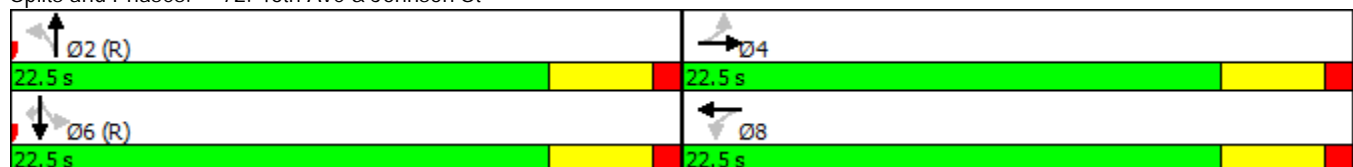


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	12.9	12.9		15.1	29.5		10.1	9.4		11.8	10.0	3.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	12.9	12.9		15.1	29.5		10.1	9.4		11.8	10.0	3.7
LOS	B	B		B	C		B	A		B	A	A
Approach Delay		12.9			26.9			9.5			9.7	
Approach LOS		B			C			A			A	
Stops (vph)	26	244		99	455		37	279		56	246	12
Fuel Used(gal)	1	5		3	15		1	5		2	11	1
CO Emissions (g/hr)	36	379		214	1075		43	357		162	764	75
NOx Emissions (g/hr)	7	74		42	209		8	70		32	149	15
VOC Emissions (g/hr)	8	88		50	249		10	83		38	177	17
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Queue Length 50th (ft)	6	68		26	142		9	42		15	37	0
Queue Length 95th (ft)	22	128		66	#317		28	70		40	62	14
Internal Link Dist (ft)		1063			1465			628			1333	
Turn Bay Length (ft)	280			280			200			170		160
Base Capacity (vph)	165	743		336	742		374	1415		334	1415	662
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.21	0.52		0.44	0.88		0.16	0.37		0.27	0.30	0.07

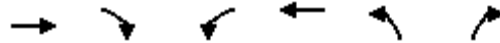
Intersection Summary

Area Type: Other  
 Cycle Length: 45  
 Actuated Cycle Length: 45  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 16.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 69.7%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

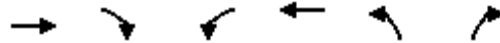
Splits and Phases: 72: 46th Ave & Johnson St



Lanes, Volumes, Timings  
27: NW 35th Ave & Taft St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	284	107	112	388	299	287
Future Volume (vph)	284	107	112	388	299	287
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	230		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.963					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1794	0	1770	1863	1770	1583
Flt Permitted			0.264		0.950	
Satd. Flow (perm)	1794	0	492	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	25					312
Link Speed (mph)	30			30	30	
Link Distance (ft)	451			272	1264	
Travel Time (s)	10.3			6.2	28.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	309	116	122	422	325	312
Shared Lane Traffic (%)						
Lane Group Flow (vph)	425	0	122	422	325	312
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)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	50		50	50	50	50
Detector 1 Type	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
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	24.0		24.0	24.0	24.0	24.0
Total Split (s)	51.0		51.0	51.0	49.0	49.0



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	51.0%		51.0%	51.0%	49.0%	49.0%
Maximum Green (s)	45.0		45.0	45.0	43.0	43.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	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
Recall Mode	None		None	None	Max	Max
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)	22.8		22.8	22.8	43.2	43.2
Actuated g/C Ratio	0.29		0.29	0.29	0.55	0.55
v/c Ratio	0.79		0.85	0.78	0.33	0.31
Control Delay	34.7		72.2	35.6	12.0	2.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.7		72.2	35.6	12.0	2.4
LOS	C		E	D	B	A
Approach Delay	34.7			43.8	7.3	
Approach LOS	C			D	A	
90th %ile Green (s)	32.4		32.4	32.4	43.0	43.0
90th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
70th %ile Green (s)	26.8		26.8	26.8	43.0	43.0
70th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
50th %ile Green (s)	22.3		22.3	22.3	43.0	43.0
50th %ile Term Code	Gap		Gap	Gap	MaxR	MaxR
30th %ile Green (s)	19.1		19.1	19.1	43.0	43.0
30th %ile Term Code	Hold		Gap	Gap	MaxR	MaxR
10th %ile Green (s)	15.0		15.0	15.0	43.0	43.0
10th %ile Term Code	Min		Min	Min	MaxR	MaxR
Stops (vph)	321		97	337	158	21
Fuel Used(gal)	6		2	5	5	4
CO Emissions (g/hr)	413		169	384	359	255
NOx Emissions (g/hr)	80		33	75	70	50
VOC Emissions (g/hr)	96		39	89	83	59
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	177		55	186	78	0
Queue Length 95th (ft)	277		#144	283	168	40
Internal Link Dist (ft)	371			192	1184	
Turn Bay Length (ft)			230			
Base Capacity (vph)	1050		285	1079	980	1015
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.40		0.43	0.39	0.33	0.31

Intersection Summary

Lanes, Volumes, Timings  
 27: NW 35th Ave & Taft St

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	78.1
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	26.9
Intersection LOS:	C
Intersection Capacity Utilization:	65.5%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	87.4
70th %ile Actuated Cycle:	81.8
50th %ile Actuated Cycle:	77.3
30th %ile Actuated Cycle:	74.1
10th %ile Actuated Cycle:	70
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 27: NW 35th Ave & Taft St

↙ Ø2	→ Ø4
49 s	51 s
	↙ Ø8
	51 s

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	287	70	159	322	264	74	541	110	145	608	87
Future Volume (vph)	206	287	70	159	322	264	74	541	110	145	608	87
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		170	365		190	162		115	230		0
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	1.00	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	1863	1583
Flt Permitted	0.369			0.419			0.140			0.265		
Satd. Flow (perm)	687	1863	1583	780	1863	1583	261	3539	1583	494	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			287			123			123
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		692			819			1998			1053	
Travel Time (s)		15.7			18.6			45.4			23.9	
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)	224	312	76	173	350	287	80	588	120	158	661	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	224	312	76	173	350	287	80	588	120	158	661	95
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	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
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)	50	50	50	50	50	50	50	50	50	50	50	50
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
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
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)	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0	9.5	23.0	23.0
Total Split (s)	9.5	36.0	36.0	9.5	36.0	36.0	23.5	37.0	37.0	23.5	37.0	37.0

Lanes, Volumes, Timings  
37: N. Park Rd & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	9.0%	34.0%	34.0%	9.0%	34.0%	34.0%	22.2%	34.9%	34.9%	22.2%	34.9%	34.9%
Maximum Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	18.5	32.0	32.0	18.5	32.0	32.0
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)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	35.6	31.1	31.1	35.6	31.1	31.1	35.5	27.4	27.4	40.9	32.1	32.1
Actuated g/C Ratio	0.38	0.33	0.33	0.38	0.33	0.33	0.38	0.29	0.29	0.44	0.34	0.34
v/c Ratio	0.71	0.50	0.12	0.50	0.56	0.40	0.35	0.57	0.22	0.44	1.03	0.15
Control Delay	36.9	29.5	1.7	25.6	30.9	4.9	18.8	30.6	5.8	18.9	77.1	3.0
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	36.9	29.5	1.7	25.6	30.9	4.9	18.8	30.6	5.8	18.9	77.1	3.0
LOS	D	C	A	C	C	A	B	C	A	B	E	A
Approach Delay		28.7			20.6			25.6			59.3	
Approach LOS		C			C			C			E	
90th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	10.1	28.3	28.3	13.8	32.0	32.0
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
70th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	9.1	29.4	29.4	11.7	32.0	32.0
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
50th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	8.3	29.9	29.9	10.4	32.0	32.0
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
30th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	7.4	30.3	30.3	9.1	32.0	32.0
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Hold	Hold	Gap	Max	Max
10th %ile Green (s)	4.5	31.0	31.0	4.5	31.0	31.0	0.0	19.7	19.7	7.3	32.0	32.0
10th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Skip	Hold	Hold	Gap	Max	Max
Stops (vph)	159	224	3	119	259	27	43	439	15	81	498	5
Fuel Used(gal)	4	5	0	3	6	2	2	17	3	2	17	1
CO Emissions (g/hr)	247	315	29	175	385	147	144	1195	175	154	1208	56
NOx Emissions (g/hr)	48	61	6	34	75	29	28	233	34	30	235	11
VOC Emissions (g/hr)	57	73	7	41	89	34	33	277	41	36	280	13
Dilemma Vehicles (#)	0	0	0	0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	88	153	0	66	176	0	26	154	0	54	~446	0
Queue Length 95th (ft)	#176	242	10	115	275	56	51	218	39	93	#677	21
Internal Link Dist (ft)		612			739			1918			973	
Turn Bay Length (ft)	210		170	365		190	162		115	230		
Base Capacity (vph)	314	620	608	345	620	718	419	1216	624	479	640	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	0.71	0.50	0.13	0.50	0.56	0.40	0.19	0.48	0.19	0.33	1.03	0.15

Intersection Summary

Lanes, Volumes, Timings  
 37: N. Park Rd & Taft St

Area Type:	Other		
Cycle Length:	106		
Actuated Cycle Length:	93.5		
Natural Cycle:	90		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	1.03		
Intersection Signal Delay:	34.8	Intersection LOS:	C
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		
90th %ile Actuated Cycle:	97.6		
70th %ile Actuated Cycle:	96.6		
50th %ile Actuated Cycle:	95.8		
30th %ile Actuated Cycle:	94.9		
10th %ile Actuated Cycle:	82.5		
~	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.		

Splits and Phases: 37: N. Park Rd & Taft St

 Ø1	 Ø2	 Ø3	 Ø4
9.5 s	36 s	23.5 s	37 s
 Ø5	 Ø6	 Ø7	 Ø8
9.5 s	36 s	23.5 s	37 s

Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	1312	23	96	1529	160	69	58	133	152	88	161
Future Volume (vph)	147	1312	23	96	1529	160	69	58	133	152	88	161
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		190	290		160	168		168	250		160
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.081			0.145			0.652			0.716		
Satd. Flow (perm)	151	5070	0	270	3539	1583	1215	1863	1583	1334	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				61			145			175
Link Speed (mph)		30			30			30				30
Link Distance (ft)		822			994			700				546
Travel Time (s)		18.7			22.6			15.9				12.4
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)	160	1426	25	104	1662	174	75	63	145	165	96	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	1451	0	104	1662	174	75	63	145	165	96	175
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	20	50	50	50	50	50	50
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)	50	50		50	50	20	50	50	50	50	50	50
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
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	5	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	24.0		10.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	58.0		44.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0



Lanes, Volumes, Timings  
46: 35th Ave & Hollywood Blvd

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	27.5%	36.3%		27.5%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%
Maximum Green (s)	38.0	52.0		38.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0	52.0
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 Optimize?	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	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	117.4	105.6		115.4	104.6	104.6	25.6	25.6	25.6	25.6	25.6	25.6
Actuated g/C Ratio	0.73	0.66		0.72	0.65	0.65	0.16	0.16	0.16	0.16	0.16	0.16
v/c Ratio	0.70	0.43		0.35	0.72	0.16	0.39	0.21	0.39	0.77	0.32	0.44
Control Delay	34.8	14.6		9.2	22.5	8.9	64.0	57.6	10.4	87.0	60.5	10.2
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	34.8	14.6		9.2	22.5	8.9	64.0	57.6	10.4	87.0	60.5	10.2
LOS	C	B		A	C	A	E	E	B	F	E	B
Approach Delay		16.6			20.6			35.1			50.4	
Approach LOS		B			C			D			D	
90th %ile Green (s)	19.1	90.1		16.2	87.2	87.2	35.7	35.7	35.7	35.7	35.7	35.7
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	14.2	99.8		12.9	98.5	98.5	29.3	29.3	29.3	29.3	29.3	29.3
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	10.9	106.0		10.6	105.7	105.7	25.4	25.4	25.4	25.4	25.4	25.4
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	8.1	112.2		8.3	112.4	112.4	21.5	21.5	21.5	21.5	21.5	21.5
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	6.8	120.0		6.1	119.3	119.3	15.9	15.9	15.9	15.9	15.9	15.9
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph)	60	624		27	1002	43	60	49	16	143	75	18
Fuel Used(gal)	2	16		1	24	2	2	1	1	5	2	2
CO Emissions (g/hr)	162	1117		75	1706	124	112	89	77	351	167	144
NOx Emissions (g/hr)	31	217		15	332	24	22	17	15	68	32	28
VOC Emissions (g/hr)	38	259		17	395	29	26	21	18	81	39	33
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	53	247		24	553	41	71	58	0	168	90	0
Queue Length 95th (ft)	143	370		53	876	101	119	99	60	239	139	65
Internal Link Dist (ft)		742			914			620			466	
Turn Bay Length (ft)	260			290		160	168		168	250		160
Base Capacity (vph)	500	3347		562	2313	1056	394	605	612	433	605	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	0.32	0.43		0.19	0.72	0.16	0.19	0.10	0.24	0.38	0.16	0.28

Intersection Summary

Lanes, Volumes, Timings  
 46: 35th Ave & Hollywood Blvd

Area Type:	Other		
Cycle Length:	160		
Actuated Cycle Length:	160		
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green		
Natural Cycle:	80		
Control Type:	Actuated-Coordinated		
Maximum v/c Ratio:	0.77		
Intersection Signal Delay:	23.1	Intersection LOS:	C
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

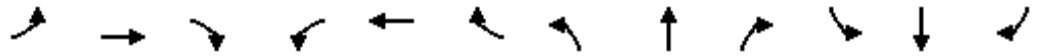
Splits and Phases: 46: 35th Ave & Hollywood Blvd



HCM Unsignalized Intersection Capacity Analysis  
 14: NW 35th Ave & Garfield St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Right Turn Channelized													
Traffic Volume (veh/h)	87	5	69	11	3	11	33	467	4	4	176	55	
Future Volume (veh/h)	87	5	69	11	3	11	33	467	4	4	176	55	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	95	5	75	12	3	12	36	508	4	4	191	60	
Approach Volume (veh/h)	175		27				548			255			
Crossing Volume (veh/h)	207				639			104			51		
High Capacity (veh/h)	1178				835			1277			1331		
High v/c (veh/h)	0.15				0.03			0.43			0.19		
Low Capacity (veh/h)	973				667			1063			1112		
Low v/c (veh/h)	0.18				0.04			0.52			0.23		
<b>Intersection Summary</b>													
Maximum v/c High	0.43												
Maximum v/c Low	0.52												
Intersection Capacity Utilization	62.4%				ICU Level of Service				B				

Intersection				
Intersection Delay, s/veh	8.5			
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	175	27	548	255
Demand Flow Rate, veh/h	178	27	559	260
Vehicles Circulating, veh/h	211	652	106	52
Vehicles Exiting, veh/h	101	13	283	627
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	5.9	6.7	10.7	5.7
Approach LOS	A	A	B	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	178	27	559	260
Cap Entry Lane, veh/h	915	589	1016	1073
Entry HV Adj Factor	0.983	0.998	0.980	0.981
Flow Entry, veh/h	175	27	548	255
Cap Entry, veh/h	899	587	996	1053
V/C Ratio	0.195	0.046	0.550	0.242
Control Delay, s/veh	5.9	6.7	10.7	5.7
LOS	A	A	B	A
95th %tile Queue, veh	1	0	3	1

HCM Unsignalized Intersection Capacity Analysis  
32: 40th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	10	366	14	22	606	34	21	50	23	32	71	41
Future Volume (veh/h)	10	366	14	22	606	34	21	50	23	32	71	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	398	15	24	659	37	23	54	25	35	77	45
Approach Volume (veh/h)		424			720			102				157
Crossing Volume (veh/h)		136			88			444				706
High Capacity (veh/h)		1245			1293			976				791
High v/c (veh/h)		0.34			0.56			0.10				0.20
Low Capacity (veh/h)		1034			1078			792				629
Low v/c (veh/h)		0.41			0.67			0.13				0.25

Intersection Summary

Maximum v/c High			0.56									
Maximum v/c Low			0.67									
Intersection Capacity Utilization			61.6%		ICU Level of Service					B		

Intersection				
Intersection Delay, s/veh	12.2			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	424	720	102	157
Demand Flow Rate, veh/h	432	734	104	161
Vehicles Circulating, veh/h	139	89	453	719
Vehicles Exiting, veh/h	741	467	118	104
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	8.8	15.3	6.7	10.9
Approach LOS	A	C	A	B
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	432	734	104	161
Cap Entry Lane, veh/h	983	1034	718	551
Entry HV Adj Factor	0.982	0.981	0.980	0.978
Flow Entry, veh/h	424	720	102	157
Cap Entry, veh/h	965	1014	704	538
V/C Ratio	0.439	0.710	0.145	0.292
Control Delay, s/veh	8.8	15.3	6.7	10.9
LOS	A	C	A	B
95th %tile Queue, veh	2	6	1	1

Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	307	71	64	509	87	67	473	56	40	545	55
Future Volume (vph)	37	307	71	64	509	87	67	473	56	40	545	55
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	170		0	80		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.972			0.978			0.984				0.986
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1811	0	1770	1822	0	1770	3483	0	1770	1837	0
Flt Permitted	0.137			0.516			0.172			0.384		
Satd. Flow (perm)	255	1811	0	961	1822	0	320	3483	0	715	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			12			21				8
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1102			1575			333				1164
Travel Time (s)		25.0			35.8			7.6				26.5
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)	40	334	77	70	553	95	73	514	61	43	592	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	411	0	70	648	0	73	575	0	43	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings  
77: 46th Ave & Taft St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	9.6	38.6		29.0	29.0		36.4	36.4		36.4	36.4	
Total Split (%)	12.8%	51.5%		38.7%	38.7%		48.5%	48.5%		48.5%	48.5%	
Maximum Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	30.1	30.1		24.6	24.6		32.1	32.1		32.1	32.1	
Actuated g/C Ratio	0.42	0.42		0.35	0.35		0.45	0.45		0.45	0.45	
v/c Ratio	0.19	0.53		0.21	1.02		0.51	0.36		0.13	0.78	
Control Delay	13.6	17.1		20.1	66.7		31.8	13.9		14.4	26.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.6	17.1		20.1	66.7		31.8	13.9		14.4	26.2	
LOS	B	B		C	E		C	B		B	C	
Approach Delay		16.8			62.1			15.9			25.4	
Approach LOS		B			E			B			C	
90th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
90th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
70th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	5.1	34.1		24.5	24.5		31.9	31.9		31.9	31.9	
50th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	0.0	24.5		24.5	24.5		31.9	31.9		31.9	31.9	
30th %ile Term Code	Skip	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	24.5		24.5	24.5		31.9	31.9		31.9	31.9	
10th %ile Term Code	Skip	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
Stops (vph)	21	250		46	461		52	318		26	469	
Fuel Used(gal)	1	6		1	20		2	15		1	11	
CO Emissions (g/hr)	37	416		105	1382		154	1045		44	785	
NOx Emissions (g/hr)	7	81		20	269		30	203		8	153	
VOC Emissions (g/hr)	9	96		24	320		36	242		10	182	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	10	122		23	-339		24	89		12	257	
Queue Length 95th (ft)	26	198		54	#538		#84	128		32	#449	
Internal Link Dist (ft)		1022			1495			253			1084	
Turn Bay Length (ft)	105			170			80					
Base Capacity (vph)	216	882		332	638		144	1579		322	831	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	



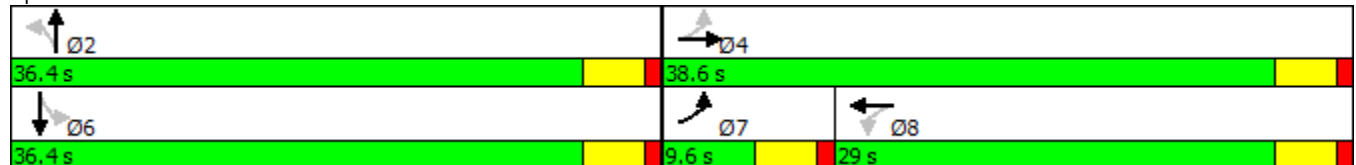


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.47		0.21	1.02		0.51	0.36		0.13	0.78	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	71.2
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	31.9
Intersection LOS:	C
Intersection Capacity Utilization:	87.4%
ICU Level of Service:	E
Analysis Period (min):	15
90th %ile Actuated Cycle:	75
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	75
30th %ile Actuated Cycle:	65.4
10th %ile Actuated Cycle:	65.4
~ 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.	

Splits and Phases: 77: 46th Ave & Taft St



Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	466	92	69	498	112	115	137	52	187	238	92
Future Volume (vph)	48	466	92	69	498	112	115	137	52	187	238	92
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170		0	275		0	0		225	270		0
Storage Lanes	1		0	1		1	1		2	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.975				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1816	0	1770	1863	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.303			0.233			0.338			0.573		
Satd. Flow (perm)	564	1816	0	434	1863	1583	630	3539	1583	1067	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				76			76			100
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		259			600			227			643	
Travel Time (s)		5.9			13.6			5.2			14.6	
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)	52	507	100	75	541	122	125	149	57	203	259	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	607	0	75	541	122	125	149	57	203	259	100
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	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
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)	50	50		50	50	50	50	50	50	50	50	50
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
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
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)	12.5	33.0		12.5	33.0	33.0	12.5	33.0	33.0	12.5	33.0	33.0
Total Split (s)	34.5	56.0		34.5	56.0	56.0	34.5	55.0	55.0	34.5	55.0	55.0

Lanes, Volumes, Timings  
3: NW 35th Ave & Johnson St

MEMORIAL HEALTHCARE SYSTEM

06/16/2017











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.2%	31.1%		19.2%	31.1%	31.1%	19.2%	30.6%	30.6%	19.2%	30.6%	30.6%
Maximum Green (s)	29.0	51.0		29.0	51.0	51.0	29.5	50.0	50.0	29.5	50.0	50.0
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)	1.5	1.0		1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	5.5	5.0		5.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
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)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min		None	Min	Min	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		18.0	18.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	55.8	51.8		57.8	52.7	52.7	27.5	16.8	16.8	32.6	19.4	19.4
Actuated g/C Ratio	0.52	0.49		0.54	0.49	0.49	0.26	0.16	0.16	0.31	0.18	0.18
v/c Ratio	0.15	0.69		0.24	0.59	0.15	0.45	0.27	0.18	0.49	0.77	0.27
Control Delay	13.1	29.0		13.9	25.2	8.7	31.9	41.9	6.5	31.7	58.2	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
Total Delay	13.1	29.0		13.9	25.2	8.7	31.9	41.9	6.5	31.7	58.2	9.7
LOS	B	C		B	C	A	C	D	A	C	E	A
Approach Delay		27.7			21.3			32.0			40.0	
Approach LOS		C			C			C			D	
90th %ile Green (s)	7.5	51.0		9.1	52.6	52.6	15.5	24.3	24.3	18.5	27.3	27.3
90th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	6.2	51.0		7.6	52.4	52.4	12.5	19.4	19.4	15.4	22.3	22.3
70th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	5.5	51.0		6.7	52.2	52.2	10.6	16.5	16.5	13.4	19.3	19.3
50th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	4.9	51.0		5.8	51.9	51.9	9.0	13.9	13.9	11.6	16.5	16.5
30th %ile Term Code	Gap	Max		Gap	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	0.0	51.0		0.0	51.0	51.0	6.8	11.3	11.3	8.4	12.9	12.9
10th %ile Term Code	Skip	Max		Skip	Hold	Hold	Gap	Hold	Hold	Gap	Gap	Gap
Stops (vph)	22	419		29	353	28	83	113	5	134	218	15
Fuel Used(gal)	0	7		1	8	1	3	3	1	3	5	1
CO Emissions (g/hr)	24	471		63	588	86	177	236	49	202	365	51
NOx Emissions (g/hr)	5	92		12	114	17	34	46	9	39	71	10
VOC Emissions (g/hr)	6	109		15	136	20	41	55	11	47	85	12
Dilemma Vehicles (#)	0	0		0	0	0	0	0	0	0	0	0
Queue Length 50th (ft)	15	320		21	264	16	63	48	0	107	173	0
Queue Length 95th (ft)	40	575		54	474	60	110	84	24	173	281	46
Internal Link Dist (ft)		179			520			147			563	
Turn Bay Length (ft)	170			275					225	270		
Base Capacity (vph)	654	883		616	920	820	534	1681	792	560	885	804
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	0.08	0.69		0.12	0.59	0.15	0.23	0.09	0.07	0.36	0.29	0.12

Intersection Summary

Lanes, Volumes, Timings  
 3: NW 35th Ave & Johnson St

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	106.8
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	29.3
Intersection LOS:	C
Intersection Capacity Utilization:	69.9%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	123.4
70th %ile Actuated Cycle:	113.9
50th %ile Actuated Cycle:	108.1
30th %ile Actuated Cycle:	102.8
10th %ile Actuated Cycle:	85.7

Splits and Phases: 3: NW 35th Ave & Johnson St

 Ø1	 Ø2	 Ø3	 Ø4
34.5 s	56 s	34.5 s	55 s
 Ø5	 Ø6	 Ø7	 Ø8
34.5 s	56 s	34.5 s	55 s

**Intersection**

Int Delay, s/veh 55.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	220	393	535	156	178	182
Future Vol, veh/h	220	393	535	156	178	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	40	0
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	239	427	582	170	193	198

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	582	0	1487
Stage 1	-	-	582
Stage 2	-	-	905
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	992	-	~ 137
Stage 1	-	-	559
Stage 2	-	-	395
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	992	-	~ 104
Mov Cap-2 Maneuver	-	-	~ 104
Stage 1	-	-	559
Stage 2	-	-	300

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	251.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	992	-	-	-	104	513
HCM Lane V/C Ratio	0.241	-	-	-	1.86	0.386
HCM Control Delay (s)	9.8	-	-	-	\$ 491	16.4
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.9	-	-	-	15.8	1.8

**Notes**

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

**Intersection**

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	23	532	694	65	33	30
Future Vol, veh/h	23	532	694	65	33	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
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	25	578	754	71	36	33

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	825	0	790
Stage 1	-	-	790
Stage 2	-	-	628
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	805	-	390
Stage 1	-	-	447
Stage 2	-	-	532
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	805	-	390
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	447
Stage 2	-	-	515

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	26.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	805	-	-	-	146	390
HCM Lane V/C Ratio	0.031	-	-	-	0.246	0.084
HCM Control Delay (s)	9.6	-	-	-	37.5	15.1
HCM Lane LOS	A	-	-	-	E	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.3

## ATTACHMENT F

### JOHNSON STREET AND PARKING GARAGE DRIVEWAY TRAFFIC SIGNAL WARRANT ANALYSIS

# MEMORIAL REGIONAL HOSPITAL PARKING GARAGE AT JOHNSON STREET

## TRAFFIC SIGNAL WARRANT ANALYSIS

CGA Project No. 17-9597

Prepared for:



By:

Calvin, Giordano & Associates, Inc.  
EXCEPTIONAL SOLUTIONS™



OCTOBER 2017



## 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 Parking Garage at Johnson Street Traffic Signal Warrant  
Analysis

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.

NAME: Eric S. Czerniejewski, P.E.

P.E. NO.: 58002

DATE: 10/31/2017

SIGNATURE: \_\_\_\_\_

## TABLE OF CONTENTS

LIST OF FIGURES.....	3
INTRODUCTION.....	4
EXISTING CONDITIONS.....	4
TRAFFIC DATA COLLECTION.....	5
TRAFFIC OPERATIONAL ANALYSIS.....	5
SIGNAL WARRANT ANALYSIS.....	8

### LIST OF FIGURES

Figure 1 Location Map- Memorial Regional Hospital Parking Garage at Johnson Street.....	4
Figure 2 Summary of Traffic Data Collection- Johnson Street at Memorial Hospital Parking Garage driveway.....	6
Figure 3 New parking garage driveway for Memorial Regional Hospital at Johnson Street.....	8
Figure 4 MUTCD Figure 4C-1 related to Warrant 2- Four Hour Vehicular Volume.....	9

### LIST OF TABLES

Table 1: Intersection Capacity Analysis (Stop Controlled intersection) Johnson Street and parking garage driveway for Memorial Regional Hospital.....	7
Table 2: Intersection Capacity Analysis (Signal Controlled intersection) Johnson Street and parking garage driveway for Memorial Regional Hospital.....	8

## **INTRODUCTION**

Calvin, Giordano & Associates, Inc was requested by Memorial Health Care System to perform a traffic signal warrant analysis of the intersection of Johnson Street and the new parking garage driveway for Memorial Regional Hospital in Hollywood, FL. Tasks associated with the traffic signal warrant analysis included evaluation of the MUTCD traffic signal warrants for this existing stop controlled intersection.

## **EXISTING CONDITIONS**

The subject intersection of Johnson Street and the new parking garage driveway was recently constructed as part of the on-site parking garage project. The ingress egress driveway along with some roadway modifications on Johnson Street were constructed to provide for direct access to the parking garage for hospital staff at Memorial Regional Hospital. Johnson Street is a two-lane City collector between 35<sup>th</sup> Street and 40<sup>th</sup> Street with turn lanes at key intersections with a posted speed of 30 MPH for this segment. Figure 1 shows the detailed location for this traffic signal warrant analysis.

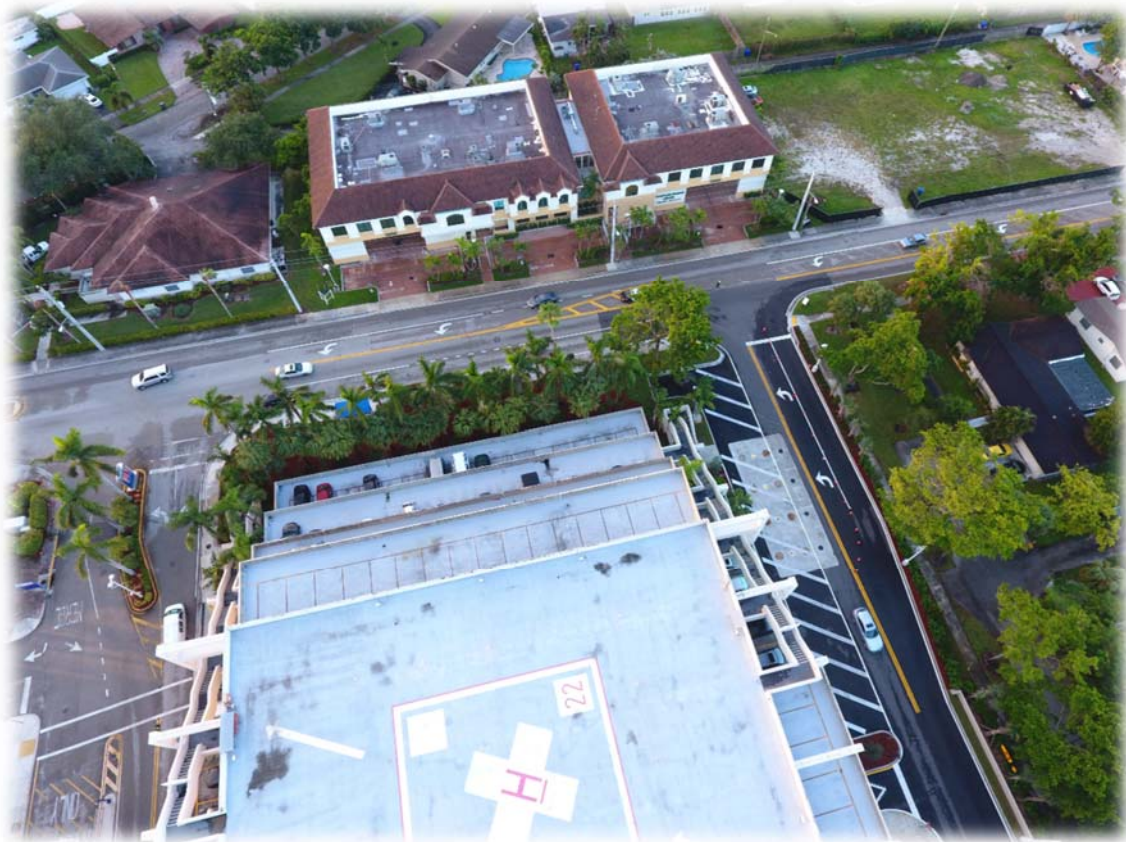


Figure 1 Location Map- Memorial Regional Hospital Parking Garage at Johnson Street

The north approach of the garage driveway at Johnson Street has one southbound left turn lane and a southbound through right turn lane. The south approach driveway has a combined northbound through, right and left turn lane. Johnson Street now has an eastbound left turn lane and a westbound right turn lane at this location in addition to one through lane in each direction.

## TRAFFIC DATA COLLECTION

Manual turning movement counts were collected by video between 6:00 a.m. and 8:00 p.m. on September 26<sup>th</sup>, 2017, September 27<sup>th</sup>, 2017 and September 28<sup>th</sup>, 2017 in order to evaluate the key MUTCD traffic signal warrants accepted by Broward County Traffic Engineering Division. Traffic analysis at adjacent intersections surrounding the Memorial Regional Hospital were completed recently as part of the Joe DiMaggio Children's Hospital Expansion project. It should be noted that during the processing of the data collection videos, it was observed that the intersection was patrolled and controlled by a police officer for each day during the following time periods:

- On Tuesday, 9/26/17, The police officer was at the intersection from 06:11 – 08:53 am & 4:52 – 8:00 pm. From 5:07 – 7:49, the police officer helped facilitate traffic.
- On Wednesday, 9/27/17, The police officer was at the intersection from 06:08 – 08:54 am & 4:59 – 8:00 pm. From 07:16 – 08:11am & 5:07 – 7:49 pm, the police officer helped facilitate traffic.
- On Thursday, 9/28/17, The police officer was at the intersection from 06:32 – 08:50 am & 5:01 – 8:00 pm. From 07:21 – 07:55 am & 5:25 – 7:40 pm, the police officer helped facilitate traffic.

It should be clarified that during the days and times stated above, the police officer did not direct traffic in a direction counter to the lane that the vehicle was in. The traffic data collection reports have been provided in **Appendix A**.

## TRAFFIC OPERATIONAL ANALYSIS

A traffic operational analysis for the existing conditions at Johnson Street and the Memorial Regional Hospital parking garage driveway connection was completed using Synchro 10 software. This intersection is currently a two way stop controlled intersection. Traffic operating conditions are defined in terms of a Level of Service (LOS). These service levels range from A (negligible delays) to F (forced flow/jammed conditions) and are measured based upon approach delay as defined by the 2000 Highway Capacity Manual (HCM). The operational analyses of the existing conditions are based on the existing traffic data collected for the Study on September 26<sup>th</sup>, 2017, September 27<sup>th</sup>, 2017

and September 28<sup>th</sup>, 2017. Peak conditions were determined to have occurred on Thursday September 28<sup>th</sup>.

### Joe DiMaggio Children's Hospital Dwy & Johnson St

#### Peak Hour Turning Movement Count

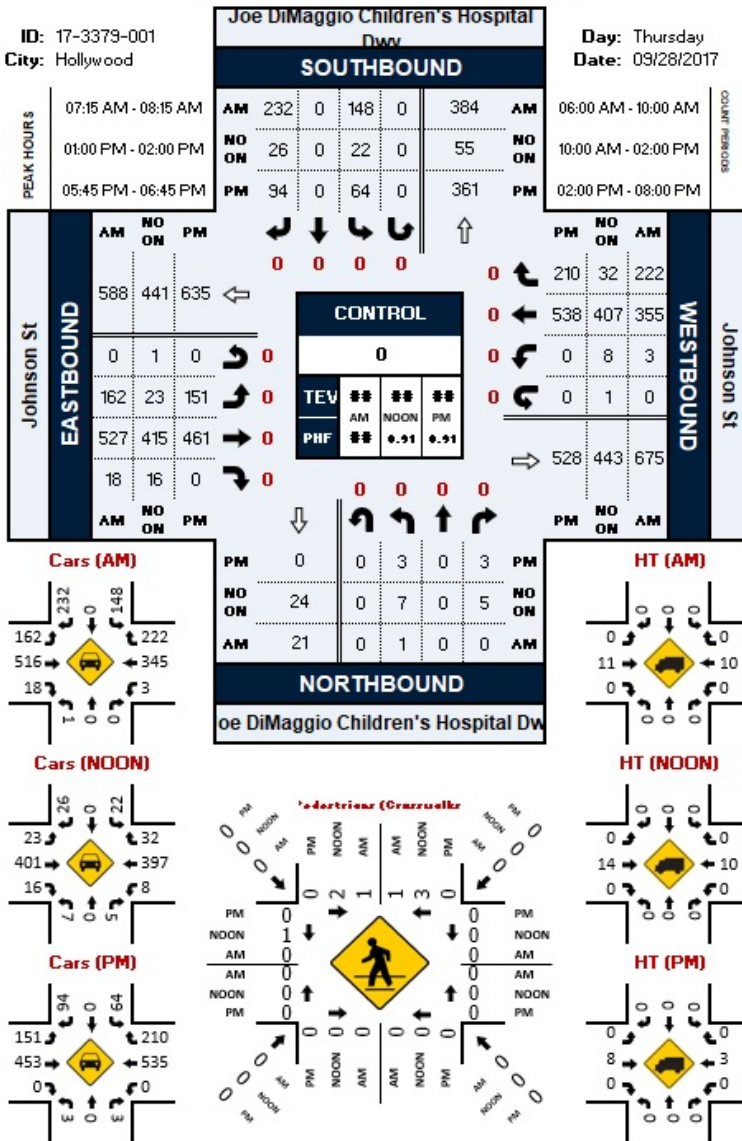


Figure 2 Summary of Traffic Data Collection- Johnson Street at Memorial Hospital Parking Garage driveway.

The HCM methodology does not include overall intersection LOS for two-way stop controlled or one-way stop controlled intersections. Instead, the HCM recommends evaluating the intersection on the critical movement or approach. The southbound left turn lane approach coming from the garage at Johnson Street has a calculated average delay of 304 seconds per vehicle (LOS F) for the AM peak hour. This amounts to a 95<sup>th</sup> percentile queue of 12 vehicles in the southbound left turn lane. Comparably, the eastbound left turn lane approach on Johnson Street at this new driveway connection has a calculated average delay of 9.6 seconds per vehicle (LOS A) for the AM peak hour. This amounts to a 95<sup>th</sup> percentile queue of less than one vehicle in the eastbound left turn lane. Vehicles on both the northbound and southbound approaches must wait for sufficient gaps in both directions of Johnson Street before making the northbound or southbound left turn maneuvers.

Similarly, southbound left turn lane approach coming from the garage at Johnson Street has a calculated average delay of 105.1 seconds per vehicle (LOS F) for the PM peak hour. This amounts to a 95<sup>th</sup> percentile queue of 4 vehicles in the southbound left turn lane. Comparably, the eastbound left turn lane approach on Johnson Street at this new driveway connection has a calculated average delay of 10.5 seconds per vehicle (LOS B) for the PM peak hour. This amounts to a 95<sup>th</sup> percentile queue of less than one vehicle in the eastbound left turn lane. Vehicles on both the northbound and

southbound approaches must wait for sufficient gaps in both directions of Johnson Street before making the northbound and southbound left turn maneuvers.

The operational results demonstrated that the overall intersection does not operate at an acceptable LOS D or better for the existing stop controlled intersection of Johnson Street and the parking garage driveway for Memorial Regional Hospital during both peak hours. This intersection was then evaluated as a signalized intersection. The intersection operates at a LOS A in the AM and PM peak periods as a signalized intersection. The results of the operational analysis for the stop controlled intersection (Table 1) and signalized intersection (Table 2) is shown below and detailed capacity analysis reports have been included in **Appendix B**.

**Table 1 Intersection Capacity Analysis (Stop Controlled intersection) Johnson Street and parking garage driveway for Memorial Regional Hospital**

INTERSECTION SUMMARY (AM PEAK)					
Johnson St & Memorial Hospital Garage Driveway	INTERSECTION APPROACH	EASTBOUND	WESTBOUND	NORTHBOUND	SOUTHBOUND
	APPROACH DELAY	2.2	0.0	83.4	126.7
	APPROACH LOS			F	F
	QUEUE LENGTH (VEHICLES)	0.7 (EBL)	0 (WBR)	0.1 (NBR)	11.3 (SBL)
	HCM CONTROL DELAY	303.9 (SBL)			
	HCM LOS	F			

Source: Synchro 10 (# 95th percentile volume exceeds capacity, queue may be longer).

INTERSECTION SUMMARY (PM PEAK)					
Johnson St & Memorial Hospital Garage Driveway	INTERSECTION APPROACH	EASTBOUND	WESTBOUND	NORTHBOUND	SOUTHBOUND
	APPROACH DELAY	2.6	0.0	40.8	50.8
	APPROACH LOS			F	F
	QUEUE LENGTH (VEHICLES)	0.8 (EBL)	0 (WBL)	0.2 (NBR)	3.7 (SBL)
	HCM CONTROL DELAY	105.1 (SBL)			
	HCM LOS	F			

Source: Synchro 10 (# 95th percentile volume exceeds capacity, queue may be longer).

**Table 2 Intersection Capacity Analysis (Signal Controlled intersection) Johnson Street and parking garage driveway for Memorial Regional Hospital**

SIGNALIZED INTERSECTION SUMMARY (AM PEAK)					
Johnson St & Memorial Hospital Garage Dwy	INTERSECTION APPROACH	EASTBOUND	WESTBOUND	NORTHBOUND	SOUTHBOUND
	APPROACH DELAY	10.7	5.8	15.0	8.2
	APPROACH LOS	B	A	B	A
	QUEUE LENGTH	67 ft (EBL)	24 ft (WBR)	3 ft (NBL)	98 ft (SBL)
	INTERSECTION SIGNALIZATION DELAY	8.4			
	INTERSECTION LOS	A			

Source: Synchro 10 (# 95th percentile volume exceeds capacity, queue may be longer).

SIGNALIZED INTERSECTION SUMMARY (PM PEAK)					
Johnson St & Memorial Hospital Garage Dwy	INTERSECTION APPROACH	EASTBOUND	WESTBOUND	NORTHBOUND	SOUTHBOUND
	APPROACH DELAY	33.4	16.6	4.5	5.7
	APPROACH LOS	C	B	A	A
	QUEUE LENGTH	170 ft (EBL)	31 ft (WBR)	5 ft (NBL)	47 ft (SBL)
	INTERSECTION SIGNALIZATION DELAY	22.2			
	INTERSECTION LOS	C			

Source: Synchro 10 (# 95th percentile volume exceeds capacity, queue may be longer).

## SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was completed for the intersection of Johnson Street and the new parking garage driveway for Memorial Regional Hospital per the Manual of Uniform Traffic Control Devices (MUTCD). Warrants 1A and 1B were evaluated since they are the key MUTCD warrants that are generally accepted by the Broward County Traffic Engineering Division. The traffic signal warrant analysis was performed based on a speed limit of 30 MPH on Johnson Street (the major street) with one lanes in each direction (both east and west approaches) that have dedicated left turn lanes and a westbound right turn lane. These warrants were evaluated without any of the right turn vehicles from the minor street approach included since there is a long right turn queue on-site.



**Figure 3 New parking garage driveway for Memorial Regional Hospital at Johnson Street**

## MUTCD Warrant 1A/1B

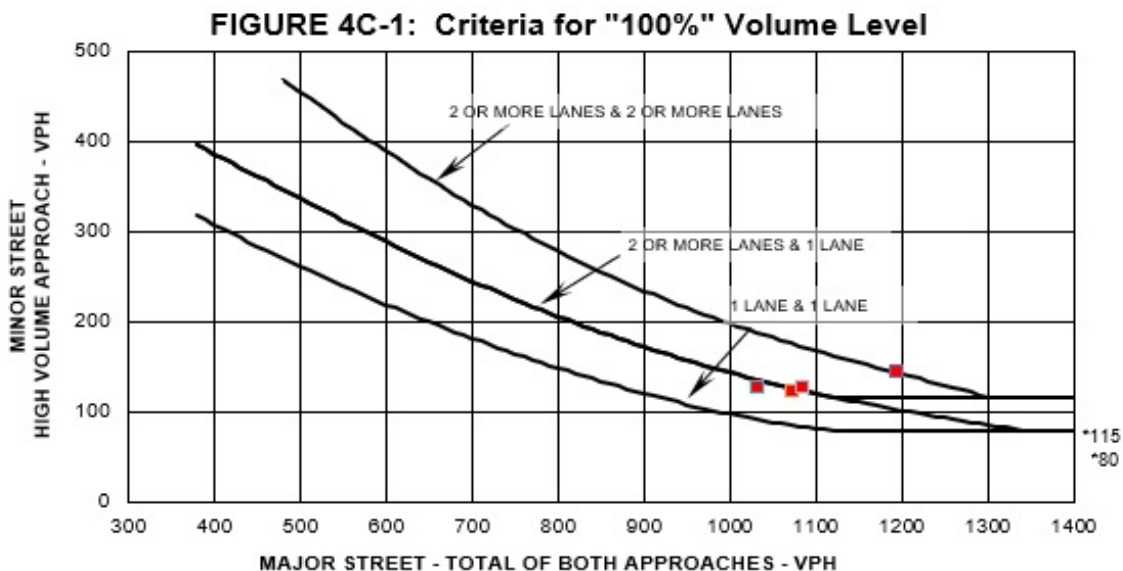
The Minimum Vehicular Volume, Condition A, is intended for application where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The Interruption of Continuous Traffic, Condition B, is intended for application where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. Warrant 1 is met if the requirements for Condition A or Condition B are fulfilled for any eight hours of an average day or if a Combination of Warrants, 80% of Condition A and 80% of Condition B, is fulfilled for any eight hours of an average day.

The intersection of Johnson Street and the new parking garage driveway for Memorial Regional Hospital does not meet the requirements for Warrant 1A. The intersection meets the traffic volumes for five of the required eight hours for the minor approach for Warrant 1B. The major street volumes for both approaches meets the minimum thresholds for Warrant 1B per the MUTCD. Therefore, this intersection does not meet the minimum requirements for installation of a traffic signal per Warrant 1A or 1B. The detailed signal warrant reports have been included in **Appendix C**.

## MUTCD Warrant 2

Although not the primary signal warrant accepted by BCTED, MUTCD Warrant 2 (Four Hour Volume) was reviewed to determine if a traffic signal would be met based on the collected traffic data.

The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours. Figure 3 depicts the curve and the four-



\*Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and

Figure 4 MUTCD Figure 4C-1 related to Warrant 2- Four Hour Vehicular Volume



hour volumes from the collected traffic data at Johnson Street and the new parking garage driveway for Memorial Regional Hospital.

The traffic volumes all fall about the applicable curve for a one lane, one lane condition. Therefore, this intersection meets the minimum requirements for installation of a traffic signal per Warrant 2. The detailed signal warrant reports have been included in **Appendix C**.

## CONCLUSION AND RECOMMENDATIONS

CGA performed a traffic operations and signal warrant analysis at the intersection of Johnson Street and the new parking garage driveway for Memorial Regional Hospital in Hollywood, FL. The purpose of this Study was to evaluate this intersection with respect to the existing traffic operational conditions as well as perform a traffic signal warrant analysis to determine if a traffic signal is warranted based on the key MUTCD traffic signal warrants accepted by Broward County Traffic Engineering Division. The following is a summary of the results of this study as it relates to these key items:

- A. Intersection Capacity Analysis- the existing two way stop controlled intersection of Johnson Street and the new parking garage driveway for Memorial Regional Hospital operates at an unacceptable overall level of service of F during the AM and PM peak hours. The northbound and southbound left turn movements from the minor street driveways experience excessive delay during the peak hours due to the absence of acceptable gaps in the traffic flow. If the traffic control is changed from a two way stop controlled intersection to a signalized intersection, the LOS during the AM and PM peak hours improves to a LOS A and C respectively.
- B. MUTCD Traffic Signal Warrant Analysis- the intersection of Johnson Street and the new parking garage driveway for Memorial Regional Hospital meets the MUTCD criteria for the four-hour vehicular Warrant 2.

The recommendation based on the above items is that a traffic signal should be installed at the intersection of Johnson Street and the new parking garage driveway for Memorial Regional Hospital. There are sufficient traffic volumes observed at the intersection of Johnson Street and the new parking garage driveway for Memorial Regional Hospital on September 26<sup>th</sup>, 27<sup>th</sup> and 28<sup>th</sup>. There are also significant traffic operational improvements when a traffic signal is installed at the intersection of Johnson Street and the new parking garage driveway for Memorial Regional Hospital.

# **APPENDIX A**

Traffic Data Collection

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Joe DiMaggio Children's Hospital Dwy & Johnson St  
**City:** Hollywood  
**Control:** Hollywood

**Project ID:** 17-3379-001  
**Date:** 9/26/2017

### Total

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:00 AM	0	0	0	0	2	0	5	0	75	42	0	0	0	37	109	0	270
6:15 AM	0	0	0	0	1	0	1	0	98	41	0	0	0	23	120	0	284
6:30 AM	0	0	0	0	6	0	8	0	99	69	0	0	0	33	117	0	332
6:45 AM	0	0	0	0	4	0	8	0	37	100	3	0	1	52	47	0	252
7:00 AM	0	0	0	0	20	0	25	0	33	99	1	0	0	59	31	0	268
7:15 AM	0	0	1	0	39	0	55	0	38	118	2	0	0	67	37	0	357
7:30 AM	0	0	0	0	24	0	46	0	40	132	4	0	0	104	61	0	411
7:45 AM	1	0	0	0	38	0	90	0	39	142	0	0	1	110	66	0	487
8:00 AM	0	0	0	0	9	0	27	0	43	156	6	0	2	101	67	0	411
8:15 AM	1	0	1	0	9	0	15	0	26	138	11	0	2	86	50	0	339
8:30 AM	0	0	0	0	9	0	9	0	37	160	2	0	1	61	45	0	324
8:45 AM	0	0	1	0	8	0	18	0	20	155	5	0	1	85	22	0	315
9:00 AM	0	0	1	0	5	0	9	0	15	117	3	0	1	110	24	1	286
9:15 AM	3	0	1	0	6	0	4	0	7	135	4	0	4	105	16	2	287
9:30 AM	0	0	0	0	5	0	5	0	10	147	4	0	2	79	8	1	261
9:45 AM	1	0	0	0	4	0	2	0	8	108	7	0	4	82	9	0	225
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
	6	0	0	0	189	0	327	0	625	1859	52	0	19	1194	829	4	5109
<b>APPROACH %'s:</b>	54.55%	0.00%	45.45%	0.00%	36.63%	0.00%	63.37%	0.00%	24.65%	73.30%	2.05%	0.00%	0.93%	58.36%	40.52%	0.20%	
<b>PEAK HR:</b>	07:15 AM - 08:15 AM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	1	0	1	0	110	0	218	0	160	548	12	0	3	382	231	0	1666
<b>PEAK HR FACTOR:</b>	0.250	0.000	0.250	0.000	0.705	0.000	0.606	0.000	0.930	0.878	0.500	0.000	0.375	0.868	0.862	0.000	0.855
	0.500																
	0.641																
	0.878																
	0.870																
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	4	0	1	0	0	0	4	0	4	117	4	0	2	66	13	0	215
10:15 AM	1	0	1	0	3	0	3	0	10	93	1	0	4	83	18	0	217
10:30 AM	4	0	2	0	7	1	6	0	9	98	1	0	3	109	24	2	266
10:45 AM	2	0	1	0	3	0	2	0	5	103	4	1	1	102	16	1	241
11:00 AM	2	0	1	0	3	0	4	0	7	70	0	0	3	81	14	0	185
11:15 AM	1	0	1	0	2	0	3	0	9	102	1	0	0	109	7	0	235
11:30 AM	0	0	3	0	1	0	3	0	6	106	2	0	3	89	5	0	218
11:45 AM	2	0	1	0	4	0	4	0	0	102	3	0	1	109	10	0	236
12:00 PM	3	0	3	0	5	0	10	0	3	99	2	0	2	96	10	0	233
12:15 PM	2	0	2	0	3	0	6	0	1	92	0	0	1	87	7	0	201
12:30 PM	0	0	1	0	5	0	9	0	8	102	7	0	1	96	9	0	238
12:45 PM	0	0	3	0	6	0	6	0	4	112	4	0	4	104	12	0	255
1:00 PM	0	0	3	0	7	0	9	0	4	99	3	0	0	106	11	0	242
1:15 PM	1	0	3	0	5	0	9	0	8	112	0	0	0	103	5	1	247
1:30 PM	3	0	2	0	15	0	2	0	9	117	1	0	4	98	13	0	264
1:45 PM	0	0	0	0	1	0	2	0	8	123	5	0	0	97	7	0	243
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
	25	0	28	0	70	1	82	0	95	1647	38	1	29	1535	181	4	3736
<b>APPROACH %'s:</b>	47.17%	0.00%	52.83%	0.00%	45.75%	0.65%	53.59%	0.00%	5.33%	92.48%	2.13%	0.06%	1.66%	87.76%	10.35%	0.23%	
<b>PEAK HR:</b>	12:45 PM - 01:45 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	4	0	11	0	33	0	26	0	25	440	8	0	8	411	41	1	1008
<b>PEAK HR FACTOR:</b>	0.333	0.000	0.917	0.000	0.550	0.000	0.722	0.000	0.694	0.940	0.500	0.000	0.500	0.969	0.788	0.250	0.955
	0.750																
	0.868																
	0.931																
	0.960																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	1	0	0	0	3	0	5	0	13	130	3	1	6	125	21	0	308
2:15 PM	6	0	5	0	12	0	9	0	13	105	2	0	3	100	15	0	270
2:30 PM	4	0	0	0	18	0	15	1	11	129	2	0	3	140	25	0	348
2:45 PM	0	0	3	0	21	0	20	0	5	136	1	0	3	128	14	1	332
3:00 PM	3	0	3	0	26	0	34	0	1	132	2	0	3	136	7	0	347
3:15 PM	0	0	1	0	23	0	63	0	3	126	2	0	0	149	13	0	380
3:30 PM	1	0	2	0	38	1	83	0	4	126	0	0	1	128	7	0	391
3:45 PM	0	0	0	0	35	0	27	0	6	94	3	0	1	143	3	0	312
4:00 PM	1	0	2	0	16	0	42	0	3	106	0	1	0	121	4	0	296
4:15 PM	1	0	1	0	27	0	37	0	0	134	1	0	1	153	2	0	357
4:30 PM	1	0	1	0	46	0	72	0	2	102	1	0	0	142	6	2	375
4:45 PM	0	0	2	0	37	0	48	0	4	103	2	0	0	164	3	0	363
5:00 PM	5	0	2	0	48	0	70	0	0	94	1	0	0	178	8	0	406
5:15 PM	2	0	1	0	38	0	53	0	3	105	2	0	1	181	7	0	393
5:30 PM	1	0	0	0	30	0	44	0	9	111	0	0	0	155	10	0	360
5:45 PM	1	0	1	0	25	0	27	0	12	110	0	0	0	149	19	0	344
6:00 PM	2	0	2	0	16	0	28	0	35	119	0	0	0	135	36	0	373
6:15 PM	0	0	0	0	17	0	17	0	64	96	0	0	0	135	75	0	404
6:30 PM	0	0	1	0	12	0	17	0	47	113	0	0	1	145	65	0	401
6:45 PM	0	0	0	0	10	0	16	0	10	81	0	0	1	124	11	1	254
7:00 PM	0	0	0	0	36	0	32	0	3	94	0	0	0	100	4	0	269
7:15 PM	0	0	0	0	84	0	73	0	3	93	0	0	0	109	3	0	365
7:30 PM	0	0	0	0	67	0	60	0	0	109	0	0	0	95	0	0	331
7:45 PM	1	0	0	0	37	0	31	0	7	84	0	0	0	83	6	1	250
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
	30	0	27	0	722	1	923	1	258	2632	22	2	24	3218	364	5	8229
<b>APPROACH %'s:</b>	52.63%	0.00%	47.37%	0.00%	43.84%	0.06%	56.04%	0.06%	8.85%	90.32%	0.75%	0.07%	0.66%	89.12%	10.08%	0.14%	
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	8	0	6	0	169	0	243	0	9	404	6	0	1	665	24	2	1537
<b>PEAK HR FACTOR:</b>	0.400	0.000	0.750	0.000	0.880	0.000	0.844	0.000	0.563	0.962	0.750	0.000	0.250	0.919	0.750	0.250	0.946
	0.500																
	0.873																
	0.952																
	0.915																

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Joe DiMaggio Children's Hospital Dwy & Johnson St  
 City: Hollywood  
 Control: 0

Project ID: 17-3379-001  
 Date: 9/26/2017

### Cars

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
<b>AM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
6:00 AM	0	0	0	0	2	0	5	0	75	41	0	0	0	35	109	0	267
6:15 AM	0	0	0	0	1	0	1	0	98	37	0	0	0	22	120	0	279
6:30 AM	0	0	0	0	6	0	8	0	99	67	0	0	0	30	117	0	327
6:45 AM	0	0	0	0	4	0	8	0	37	97	3	0	1	51	47	0	248
7:00 AM	0	0	0	0	20	0	25	0	33	96	1	0	0	56	31	0	262
7:15 AM	0	0	1	0	39	0	55	0	38	117	2	0	0	63	37	0	352
7:30 AM	0	0	0	0	24	0	46	0	40	130	4	0	0	99	61	0	404
7:45 AM	1	0	0	0	38	0	90	0	39	141	0	0	1	107	66	0	483
8:00 AM	0	0	0	0	9	0	27	0	43	155	6	0	2	100	67	0	409
8:15 AM	1	0	1	0	9	0	15	0	26	133	11	0	2	85	50	0	333
8:30 AM	0	0	0	0	9	0	9	0	37	155	2	0	1	58	45	0	316
8:45 AM	0	0	1	0	8	0	18	0	20	147	5	0	1	80	22	0	302
9:00 AM	0	0	1	0	5	0	9	0	15	113	3	0	1	108	24	1	280
9:15 AM	3	0	1	0	6	0	4	0	7	132	4	0	4	99	16	2	278
9:30 AM	0	0	0	0	5	0	5	0	10	144	4	0	2	75	8	1	254
9:45 AM	1	0	0	0	4	0	2	0	8	104	6	0	4	78	9	0	216
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	54.55%	0.00%	45.45%	0.00%	36.63%	0.00%	63.37%	0.00%	25.15%	72.80%	2.05%	0.00%	0.95%	57.36%	41.49%	0.20%	5010
<b>PEAK HR:</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL:</b>	1	0	1	0	110	0	218	0	160	543	12	0	3	369	231	0	1648
<b>PEAK HR FACTOR:</b>	0.25	0.000	0.250	0.000	0.705	0.000	0.606	0.000	0.930	0.876	0.500	0.000	0.375	0.862	0.862	0.000	0.853

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
<b>NOON</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
10:00 AM	4	0	1	0	0	0	4	0	4	117	4	0	2	62	13	0	211
10:15 AM	1	0	1	0	7	0	3	0	10	90	1	0	4	81	17	0	210
10:30 AM	4	0	2	0	7	1	6	0	9	95	1	0	3	104	24	2	258
10:45 AM	2	0	1	0	3	0	2	0	5	100	4	1	1	100	16	1	236
11:00 AM	2	0	1	0	2	0	4	0	7	68	0	0	2	77	13	0	176
11:15 AM	0	0	1	0	2	0	3	0	9	98	1	0	0	102	7	0	223
11:30 AM	0	0	3	0	1	0	3	0	6	104	2	0	3	86	5	0	213
11:45 AM	2	0	1	0	4	0	4	0	0	97	3	0	1	105	10	0	227
12:00 PM	3	0	3	0	5	0	10	0	3	98	2	0	2	91	10	0	227
12:15 PM	2	0	2	0	3	0	5	0	0	88	0	0	1	83	7	0	191
12:30 PM	0	0	1	0	5	0	9	0	8	101	7	0	1	93	9	0	234
12:45 PM	0	0	3	0	6	0	6	0	4	110	4	0	4	100	12	0	249
1:00 PM	0	0	3	0	7	0	9	0	4	98	3	0	0	103	11	0	238
1:15 PM	1	0	3	0	5	0	9	0	8	109	0	0	0	100	5	1	241
1:30 PM	2	0	2	0	15	0	2	0	9	112	1	0	3	97	13	0	256
1:45 PM	0	0	0	0	1	0	2	0	8	118	5	0	0	96	7	0	237
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	45.10%	0.00%	54.90%	0.00%	45.33%	0.67%	54.00%	0.00%	5.41%	92.34%	2.19%	0.06%	1.60%	87.57%	10.59%	0.24%	3627
<b>PEAK HR:</b>	12:45 PM - 01:45 PM																TOTAL
<b>PEAK HR VOL:</b>	3	0	11	0	33	0	26	0	25	429	8	0	7	400	41	1	984
<b>PEAK HR FACTOR:</b>	0.38	0.000	0.917	0.000	0.550	0.000	0.722	0.000	0.694	0.958	0.500	0.000	0.438	0.971	0.788	0.250	0.961

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
<b>PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
2:00 PM	0	0	0	0	2	0	5	0	13	125	3	1	6	122	20	0	297
2:15 PM	6	0	5	0	12	0	9	0	13	102	2	0	3	97	15	0	264
2:30 PM	4	0	0	0	18	0	15	1	11	126	2	0	3	136	25	0	341
2:45 PM	0	0	3	0	20	0	20	0	5	133	1	0	3	124	14	1	324
3:00 PM	3	0	3	0	26	0	34	0	1	131	2	0	3	132	7	0	342
3:15 PM	0	0	1	0	23	0	63	0	3	122	2	0	0	146	13	0	373
3:30 PM	1	0	2	0	38	1	83	0	4	125	0	0	1	122	7	0	384
3:45 PM	0	0	0	0	35	0	27	0	6	91	3	0	1	137	3	0	303
4:00 PM	1	0	2	0	16	0	42	0	3	104	0	0	0	117	4	0	289
4:15 PM	1	0	1	0	27	0	37	0	0	131	1	0	1	151	2	0	352
4:30 PM	1	0	1	0	46	0	72	0	2	99	1	0	0	142	6	2	372
4:45 PM	0	0	2	0	37	0	48	0	4	100	2	0	0	160	3	0	356
5:00 PM	5	0	2	0	48	0	70	0	0	92	1	0	0	176	8	0	402
5:15 PM	2	0	1	0	38	0	53	0	3	103	2	0	1	178	7	0	388
5:30 PM	1	0	0	0	30	0	44	0	9	109	0	0	0	153	10	0	356
5:45 PM	1	0	1	0	25	0	27	0	12	106	0	0	0	144	19	0	335
6:00 PM	2	0	2	0	16	0	28	0	35	118	0	0	0	135	36	0	372
6:15 PM	0	0	0	0	17	0	17	0	64	94	0	0	0	134	75	0	401
6:30 PM	0	0	1	0	12	0	17	0	47	112	0	0	1	142	65	0	397
6:45 PM	0	0	0	0	10	0	16	0	10	77	0	0	1	123	11	1	249
7:00 PM	0	0	0	0	35	0	32	0	3	91	0	0	0	99	3	0	263
7:15 PM	0	0	0	0	84	0	73	0	3	91	0	0	0	109	3	0	363
7:30 PM	0	0	0	0	67	0	60	0	0	106	0	0	0	95	0	0	328
7:45 PM	1	0	0	0	37	0	31	0	7	81	0	0	0	80	6	1	244
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	51.79%	0.00%	48.21%	0.00%	43.73%	0.06%	56.14%	0.06%	9.05%	90.14%	0.77%	0.04%	0.68%	88.97%	10.21%	0.14%	8095
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	8	0	6	0	169	0	243	0	9	394	6	0	1	656	24	2	1518
<b>PEAK HR FACTOR:</b>	0.40	0.000	0.750	0.000	0.880	0.000	0.844	0.000	0.563	0.956	0.750	0.000	0.250	0.921	0.750	0.250	0.944

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Joe DiMaggio Children's Hospital Dwy & Johnson St  
 City: Hollywood  
 Control: 0

Project ID: 17-3379-001  
 Date: 9/26/2017

**HT**

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
6:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
6:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
6:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
8:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	13
9:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
9:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9
9:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
9:45 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	4	0	0	9
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	0	0	0	0	0.00%	98.04%	1.96%	0.00%	0.00%	100.00%	0.00%	0.00%	99
<b>PEAK HR:</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	5	0	0	0	13	0	0	18
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.650	0.000	0.000	0.643

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
10:15 AM	0	0	0	0	1	0	0	0	0	3	0	0	0	2	1	0	7
10:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
10:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
11:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	1	4	1	0	9
11:15 AM	1	0	0	0	0	0	0	0	0	4	0	0	0	7	0	0	12
11:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
11:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
12:15 PM	0	0	0	0	0	0	1	0	1	4	0	0	0	4	0	0	10
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
1:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
1:30 PM	1	0	0	0	0	0	0	0	0	5	0	0	1	1	0	0	8
1:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	2	0	0	0	2	0	1	0	1	44	0	0	2	55	2	0	109
<b>PEAK HR:</b>	12:45 PM - 01:45 PM																TOTAL
<b>PEAK HR VOL:</b>	1	0	0	0	0	0	0	0	0	11	0	0	1	11	0	0	24
<b>PEAK HR FACTOR:</b>	0.25	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.000	0.250	0.688	0.000	0.000	0.750

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	1	0	0	0	1	0	0	0	0	5	0	0	0	3	1	0	11
2:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
2:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
2:45 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	4	0	0	8
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
3:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7
3:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	1	0	4	0	0	7
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	0	9
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
6:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
7:00 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	1	1	0	6
7:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
7:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	1	0	0	0	3	0	0	0	0.00%	98.44%	0.00%	1.56%	0.00%	96.97%	3.03%	0.00%	134
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	10	0	0	0	9	0	0	19
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.000	0.000	0.563	0.000	0.000	0.679

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Joe DiMaggio Children's Hospital Dwy & Johnson St  
 City: Hollywood  
 Control: 0

Project ID: 17-3379-001  
 Date: 9/26/2017

### Bikes

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				TOTAL
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	7
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	<b>1</b>
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	<b>0.250</b>

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				TOTAL
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	0	0	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	8
<b>PEAK HR :</b>	12:45 PM - 01:45 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	<b>2</b>
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.250</b>

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	0	0	100.00%	0.00%	0.00%	0.00%	12.50%	87.50%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	23
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	1	0	0	0	1	1	0	0	0	2	0	0	<b>5</b>
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	<b>0.625</b>

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Joe DiMaggio Children's Hospital Dwy & Johnson St  
City: Hollywood

Project ID: 17-3379-001  
Date: 9/26/2017

### Pedestrians (Crosswalks)

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy		Joe DiMaggio Children's Hospital Dwy		Johnson St		Johnson St		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
AM	EB	WB	EB	WB	NB	SB	NB	SB	
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	1	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	2	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	3	3	0	0	0	0	0	6
<b>APPROACH %'s :</b>	0.00%	100.00%	100.00%	0.00%					
<b>PEAK HR :</b>	07:15 AM - 08:15 AM								
<b>PEAK HR VOL :</b>	0	2	0	0	0	0	0	0	2
<b>PEAK HR FACTOR :</b>	0.500	0.500							0.500

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
10:00 AM	0	1	2	0	0	0	0	0	3
10:15 AM	1	1	0	0	0	0	0	0	2
10:30 AM	1	0	2	2	0	0	0	0	5
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	1	0	1	0	0	2
11:15 AM	0	0	2	3	0	0	0	0	5
11:30 AM	0	0	0	0	0	1	0	0	1
11:45 AM	1	1	1	1	0	0	1	0	5
12:00 PM	0	0	0	1	0	1	0	0	2
12:15 PM	0	3	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	0	0	0	0	1
1:00 PM	1	0	0	0	0	0	0	0	1
1:15 PM	1	0	1	1	0	0	1	0	4
1:30 PM	0	1	0	1	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	5	8	8	10	0	3	2	0	36
<b>APPROACH %'s :</b>	38.46%	61.54%	44.44%	55.56%	0.00%	100.00%	100.00%	0.00%	
<b>PEAK HR :</b>	12:45 PM - 01:45 PM								
<b>PEAK HR VOL :</b>	2	2	1	2	0	0	1	0	8
<b>PEAK HR FACTOR :</b>	0.500	0.500	0.250	0.500			0.250		0.500

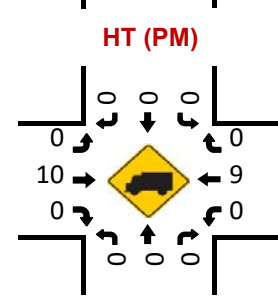
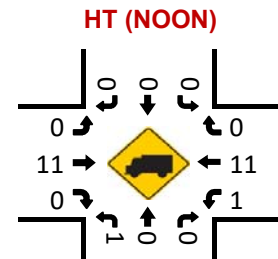
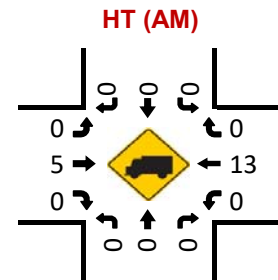
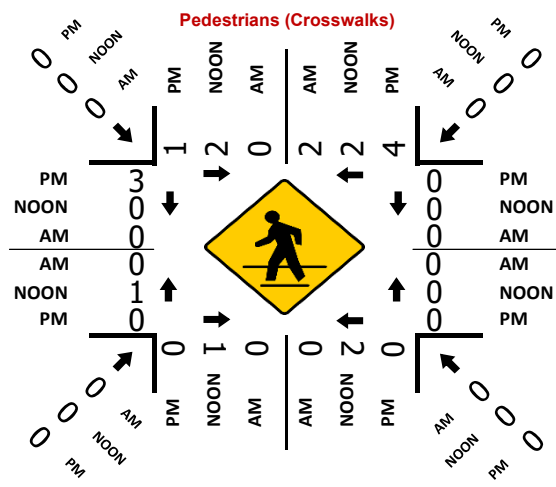
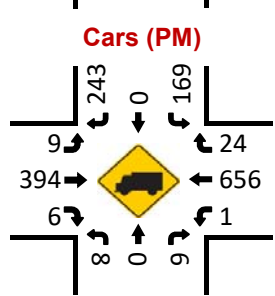
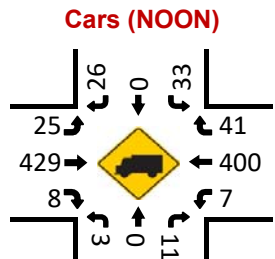
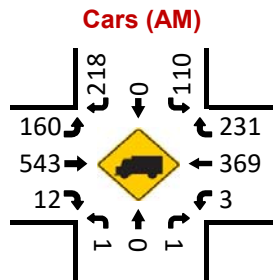
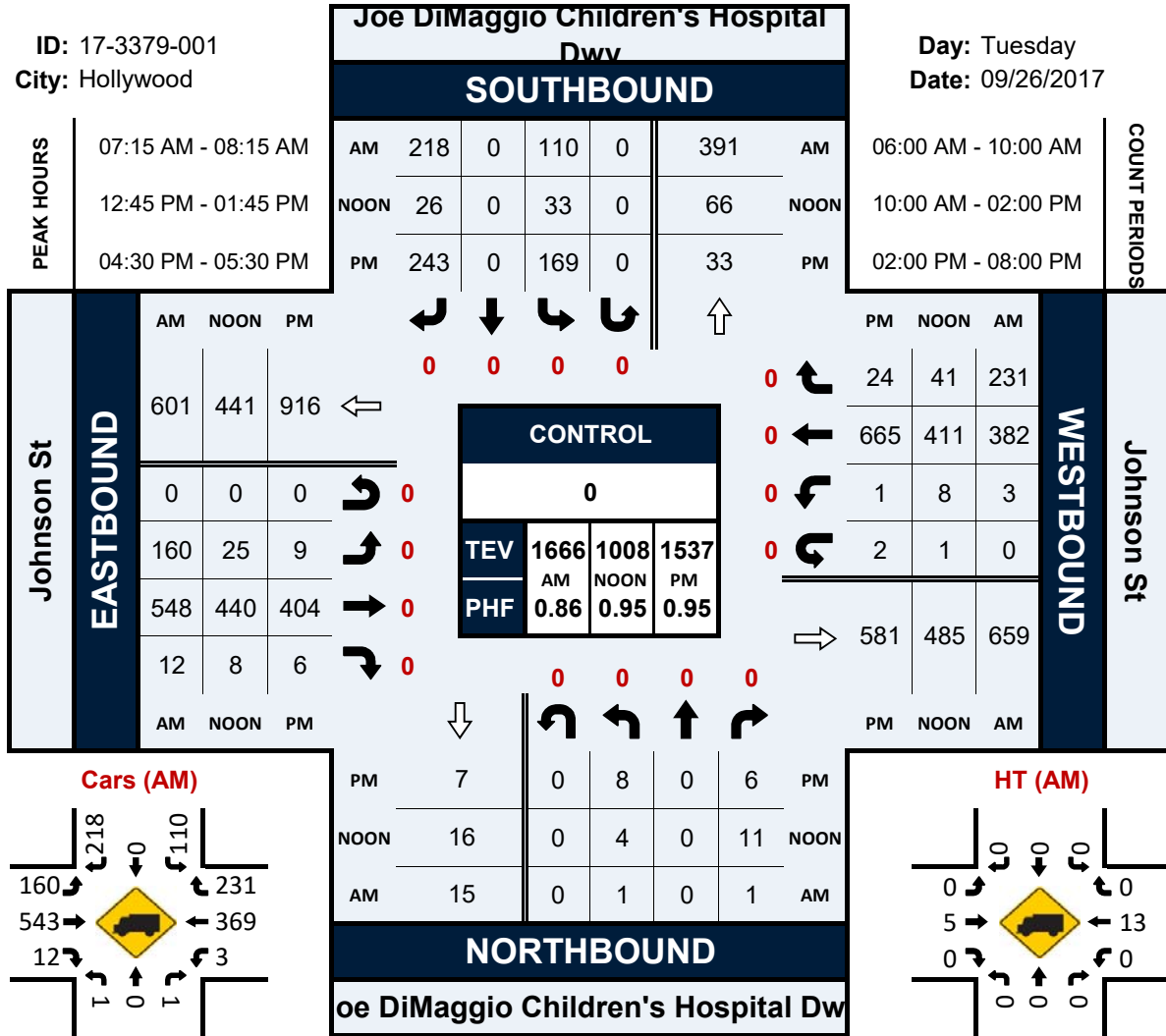
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	1	2	0	1	0	0	4
2:45 PM	1	0	0	1	0	0	1	0	3
3:00 PM	0	0	0	1	0	0	0	0	1
3:15 PM	0	0	0	1	0	0	0	0	1
3:30 PM	1	0	0	0	0	0	1	0	2
3:45 PM	2	0	0	0	0	0	1	0	3
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	1
4:30 PM	1	0	0	0	0	0	0	0	1
4:45 PM	0	3	0	0	0	0	0	3	6
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	1	1	1	0	0	0	0	0	3
6:00 PM	0	1	2	0	0	0	0	0	3
6:15 PM	2	0	0	0	0	0	0	0	2
6:30 PM	1	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	1	0	0	0	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	9	6	5	5	0	2	3	3	33
<b>APPROACH %'s :</b>	60.00%	40.00%	50.00%	50.00%	0.00%	100.00%	50.00%	50.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM								
<b>PEAK HR VOL :</b>	1	4	0	0	0	0	0	3	8
<b>PEAK HR FACTOR :</b>	0.250	0.333					0.250		0.333

# Joe DiMaggio Children's Hospital Dwy & Johnson St

## Peak Hour Turning Movement Count

ID: 17-3379-001  
City: Hollywood

Day: Tuesday  
Date: 09/26/2017



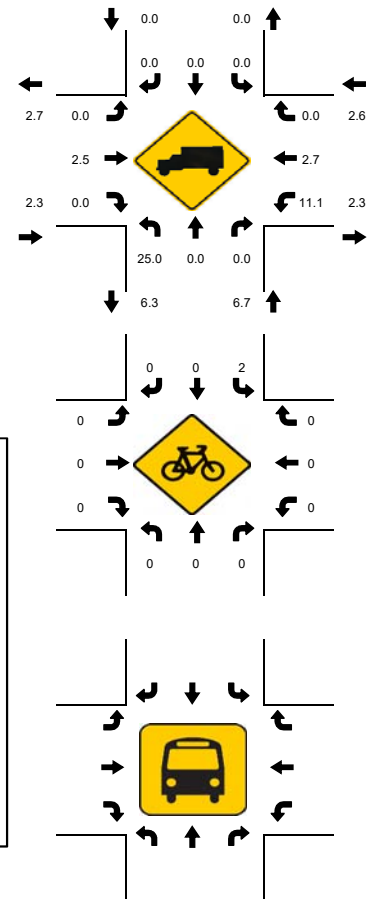
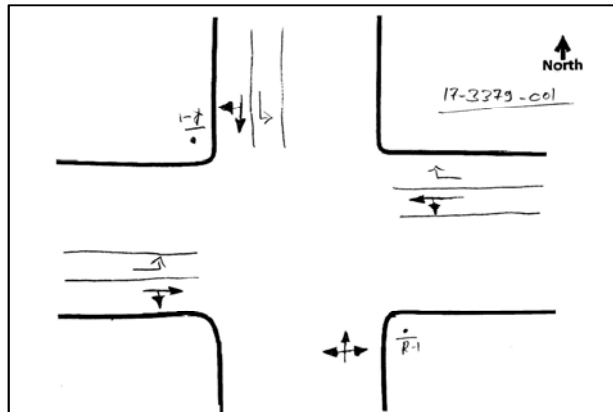
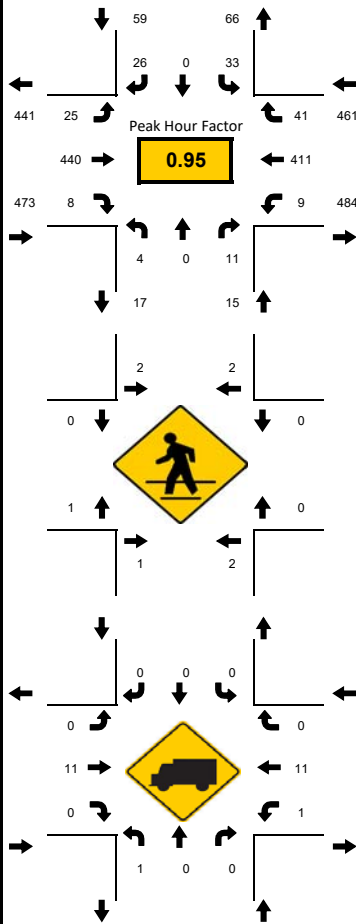




LOCATION: Joe DiMaggio Children's Hospital Dwy & Johnson St  
 CITY/STATE: Hollywood, FL

PROJECT ID: 17-3379-001  
 DATE: 09/26/2017

Peak-Hour: 12:45 PM - 01:45 PM  
 Peak 15-Minute: 01:30 PM - 01:45 PM



15-Min Count Period Beginning At	DiMaggio Children's Hospital Dwy Northbound					DiMaggio Children's Hospital 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*		
10:00 AM	4	0	1	0		0	0	4	0		4	117	4	0		2	66	13	0		215	935
10:15 AM	1	0	1	0		3	0	3	0		10	93	1	0		4	83	18	0		217	905
10:30 AM	4	0	2	0		7	1	6	0		9	98	1	0		3	109	24	2		264	923
10:45 AM	2	0	1	0		3	0	2	0		5	103	4	1		1	102	16	1		239	877
11:00 AM	2	0	1	0		3	0	4	0		7	70	0	0		3	81	14	0		185	874
11:15 AM	1	0	1	0		2	0	3	0		9	102	1	0		0	109	7	0		235	922
11:30 AM	0	0	3	0		1	0	3	0		6	106	2	0		3	89	5	0		218	888
11:45 AM	2	0	1	0		4	0	4	0		0	102	3	0		1	109	10	0		236	908
12:00 PM	3	0	3	0		5	0	10	0		3	99	2	0		2	96	10	0		233	927
12:15 PM	2	0	2	0		3	0	6	0		1	92	0	0		1	87	7	0		201	936
12:30 PM	0	0	1	0		5	0	9	0		8	102	7	0		1	96	9	0		238	981
12:45 PM	0	0	3	0		6	0	6	0		4	112	4	0		4	104	12	0		255	1007
01:00 PM	0	0	3	0		7	0	9	0		4	99	3	0		0	106	11	0		242	995
01:15 PM	1	0	3	0		5	0	9	0		8	112	0	0		0	103	5	1		246	753
01:30 PM	3	0	2	0		15	0	2	0		9	117	1	0		4	98	13	0		264	507
01:45 PM	0	0	0	0		1	0	2	0		8	123	5	0		0	97	7	0		243	243
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	0	12	0		60	0	36	0		36	468	16	0		16	424	52	4		1136	
Heavy Trucks	4	0	0		0	0	0		0	20	0		4	16	0		44					
Pedestrians		8				4				4				0			16					
Bicycles	0	0	0		8	0	0		0	0	0		0	0	0		8					
Railroad Stopped Buses																						



## National Data & Surveying Services Intersection Turning Movement Count

Location: Joe DiMaggio Children's Hospital Dwy & Johnson St  
 City: Hollywood  
 Control: Hollywood

Project ID: 17-3379-001  
 Date: 9/27/2017

### Total

NS/EW Streets:		Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
6:00 AM	0	0	0	0	2	0	5	0	65	40	0	0	0	36	111	0	259	
6:15 AM	0	0	0	0	2	0	6	0	101	40	0	0	0	16	116	0	281	
6:30 AM	0	0	0	0	5	0	3	0	107	79	0	0	0	20	125	0	339	
6:45 AM	0	0	0	0	6	0	6	0	47	115	3	0	0	44	60	0	281	
7:00 AM	0	0	1	0	25	0	31	0	29	137	1	0	0	70	41	0	335	
7:15 AM	0	0	0	0	59	0	83	0	41	111	2	0	0	69	56	0	421	
7:30 AM	0	0	0	0	41	0	57	0	49	141	1	0	0	96	61	0	446	
7:45 AM	0	0	0	0	27	0	32	0	52	135	7	0	2	125	77	0	457	
8:00 AM	0	0	0	0	15	0	24	0	44	149	3	0	2	99	55	0	391	
8:15 AM	0	0	0	0	10	0	17	0	30	138	5	0	0	80	56	0	336	
8:30 AM	2	0	0	0	5	0	8	0	35	150	1	0	1	80	43	0	325	
8:45 AM	0	0	0	0	6	0	6	0	15	171	8	1	2	84	14	0	307	
9:00 AM	1	0	1	0	8	0	7	0	10	136	5	0	2	69	24	1	264	
9:15 AM	0	0	3	0	9	0	6	0	7	132	4	0	2	72	10	0	245	
9:30 AM	0	0	5	0	2	0	2	0	11	112	2	0	2	79	14	1	230	
9:45 AM	0	0	3	0	4	0	4	0	5	107	5	0	4	64	8	1	205	
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	18.75%	0.00%	81.25%	0.00%	43.21%	0.00%	56.79%	0.00%	25.03%	73.12%	1.82%	0.04%	0.85%	55.32%	43.68%	0.15%	5122	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL:	0	0	0	0	142	0	196	0	186	536	13	0	4	389	249	0	1715	
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.602	0.000	0.590	0.000	0.894	0.899	0.464	0.000	0.500	0.778	0.808	0.000	0.938	
					0.595				0.938				0.787					

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	2	0	5	0	2	0	3	0	5	95	1	0	4	95	6	0	218
10:15 AM	5	0	2	0	4	1	4	0	9	81	2	0	2	80	16	0	206
10:30 AM	2	0	2	0	5	0	2	0	9	103	1	0	0	100	14	0	238
10:45 AM	3	0	3	0	4	0	3	0	14	80	3	0	1	84	13	0	208
11:00 AM	1	0	0	0	7	0	5	0	5	102	0	0	2	88	20	0	230
11:15 AM	3	0	1	0	3	0	5	0	5	86	1	0	2	99	10	0	215
11:30 AM	1	0	1	0	8	0	6	0	4	116	3	0	2	71	9	0	221
11:45 AM	1	0	4	0	11	0	2	0	7	98	2	0	0	104	7	0	236
12:00 PM	1	0	3	0	6	0	6	0	1	108	3	0	3	97	9	0	237
12:15 PM	1	0	1	0	4	0	6	0	4	89	1	0	3	104	9	1	223
12:30 PM	1	0	2	0	8	1	6	0	8	88	4	0	0	96	4	0	218
12:45 PM	2	0	2	0	5	0	4	0	2	105	3	0	2	97	11	1	234
1:00 PM	0	0	3	0	5	0	5	0	1	105	6	0	2	91	12	1	231
1:15 PM	2	0	3	0	8	0	10	0	5	132	6	0	10	99	14	0	289
1:30 PM	1	0	2	0	4	0	7	0	10	112	6	0	3	103	8	0	256
1:45 PM	4	0	1	0	11	0	9	0	8	108	4	0	3	103	11	1	263
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	46.15%	0.00%	53.85%	0.00%	52.78%	1.11%	46.11%	0.00%	5.54%	91.83%	2.63%	0.00%	2.26%	87.49%	10.02%	0.23%	3723
PEAK HR:	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL:	7	0	9	0	28	0	31	0	24	457	22	0	18	396	45	2	1039
PEAK HR FACTOR:	0.438	0.000	0.750	0.000	0.636	0.000	0.775	0.000	0.600	0.866	0.917	0.000	0.450	0.961	0.804	0.500	0.899
	0.800				0.738				0.879				0.937				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	3	0	3	0	4	0	9	0	13	136	7	0	4	132	20	1	332
2:15 PM	1	0	0	0	10	0	19	0	11	109	4	0	2	116	15	0	287
2:30 PM	3	1	1	0	12	0	17	0	15	127	4	0	1	133	36	0	350
2:45 PM	3	0	1	0	18	0	12	0	9	146	2	0	4	141	14	1	351
3:00 PM	1	0	2	0	16	0	47	0	1	133	1	0	0	155	9	0	365
3:15 PM	0	0	0	0	27	0	56	0	1	115	4	0	1	151	4	0	359
3:30 PM	1	0	1	0	35	0	83	0	0	128	3	0	4	138	13	0	406
3:45 PM	1	0	1	0	24	0	33	0	4	131	0	0	2	147	5	0	348
4:00 PM	2	0	1	0	26	0	44	0	1	98	2	0	2	155	7	0	338
4:15 PM	1	0	2	0	33	0	53	0	1	112	2	0	1	160	5	2	373
4:30 PM	2	0	0	0	49	0	66	0	3	109	1	0	1	142	5	0	377
4:45 PM	2	0	1	0	37	0	64	0	2	106	1	0	1	148	5	0	367
5:00 PM	6	0	2	0	52	0	85	0	6	103	0	0	0	146	8	0	408
5:15 PM	0	0	1	0	29	0	58	0	3	94	2	0	1	144	4	0	336
5:30 PM	5	0	0	0	26	2	53	0	9	133	1	0	0	176	10	0	415
5:45 PM	1	0	1	0	20	0	28	0	13	124	1	0	0	158	27	0	373
6:00 PM	0	0	1	0	18	0	36	0	31	101	0	0	0	148	39	0	374
6:15 PM	0	0	0	0	15	0	13	0	66	119	0	0	0	104	93	0	410
6:30 PM	0	0	1	0	13	0	18	0	42	94	0	1	0	118	70	0	357
6:45 PM	0	0	0	0	15	0	13	0	6	98	0	0	0	118	12	1	263
7:00 PM	2	0	0	0	30	0	28	0	3	110	0	0	0	110	5	0	288
7:15 PM	2	0	0	0	65	0	78	0	0	91	0	0	0	108	2	0	346
7:30 PM	0	0	0	0	57	0	66	0	2	116	0	0	0	106	1	0	348
7:45 PM	0	0	0	0	36	0	34	0	4	90	0	0	0	90	6	0	260
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	64.29%	1.79%	33.93%	0.00%	39.66%	0.12%	60.23%	0.00%	8.19%	90.62%	1.16%	0.03%	0.65%	87.96%	11.25%	0.14%	8431
PEAK HR:	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL:	6	0	2	0	79	2	130	0	119	477	2	0	0	586	169	0	1572
PEAK HR FACTOR:	0.300	0.000	0.500	0.000	0.760	0.250	0.613	0.000	0.451	0.897	0.500	0.000	0.000	0.832	0.454	0.000	0.947
	0.400				0.651				0.808				0.958				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Joe DiMaggio Children's Hospital Dwy & Johnson St  
City: Hollywood  
Control: 0

Project ID: 17-3379-001  
Date: 9/27/2017

### Cars

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:00 AM	0	0	0	0	2	0	5	0	65	40	0	0	0	33	111	0	256
6:15 AM	0	0	0	0	2	0	6	0	101	38	0	0	0	15	116	0	278
6:30 AM	0	0	0	0	5	0	3	0	107	75	0	0	0	20	125	0	335
6:45 AM	0	0	0	0	6	0	6	0	47	113	3	0	0	43	60	0	278
7:00 AM	0	0	1	0	25	0	31	0	29	135	1	0	0	65	41	0	328
7:15 AM	0	0	0	0	59	0	83	0	41	110	2	0	0	66	56	0	417
7:30 AM	0	0	0	0	41	0	57	0	49	137	1	0	0	94	61	0	440
7:45 AM	0	0	0	0	27	0	32	0	52	134	7	0	2	119	77	0	450
8:00 AM	0	0	0	0	15	0	24	0	44	146	3	0	2	97	55	0	386
8:15 AM	0	0	0	0	10	0	17	0	30	135	5	0	0	76	56	0	329
8:30 AM	2	0	0	0	5	0	8	0	35	145	1	0	1	79	43	0	319
8:45 AM	0	0	0	0	6	0	6	0	15	168	8	1	2	79	14	0	299
9:00 AM	1	0	1	0	8	0	7	0	10	133	5	0	2	66	24	1	258
9:15 AM	0	0	3	0	9	0	6	0	7	126	4	0	2	68	10	0	235
9:30 AM	0	0	5	0	2	0	2	0	11	108	2	0	2	76	14	1	223
9:45 AM	0	0	3	0	4	0	4	0	5	106	5	0	4	62	8	1	202
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	18.75%	0.00%	81.25%	0.00%	43.21%	0.00%	56.79%	0.00%	25.46%	72.65%	1.85%	0.04%	0.87%	54.28%	44.69%	0.15%	5033
<b>PEAK HR:</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	142	0	196	0	186	527	13	0	4	376	249	0	1693
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.602	0.000	0.590	0.000	0.894	0.902	0.464	0.000	0.500	0.790	0.808	0.000	0.941
0.595																	
0.940																	
0.794																	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	2	0	5	0	2	0	3	0	5	91	1	0	4	92	6	0	211
10:15 AM	5	0	2	0	4	1	4	0	9	77	2	0	2	73	16	0	195
10:30 AM	2	0	2	0	5	0	2	0	9	101	1	0	0	97	14	0	233
10:45 AM	3	0	3	0	4	0	3	0	14	77	3	0	1	82	13	0	203
11:00 AM	1	0	0	0	7	0	5	0	5	100	0	0	2	85	20	0	225
11:15 AM	3	0	0	0	3	0	5	0	5	84	1	0	2	97	10	0	210
11:30 AM	1	0	0	0	8	0	6	0	4	112	3	0	2	70	9	0	215
11:45 AM	1	0	4	0	11	0	2	0	7	92	2	0	0	103	7	0	229
12:00 PM	1	0	3	0	6	0	6	0	1	104	3	0	3	93	9	0	229
12:15 PM	1	0	1	0	4	0	6	0	4	89	0	0	3	100	9	1	218
12:30 PM	1	0	2	0	8	1	6	0	8	86	4	0	0	92	4	0	212
12:45 PM	2	0	2	0	5	0	4	0	2	100	3	0	2	91	11	1	223
1:00 PM	0	0	3	0	5	0	5	0	1	102	6	0	2	88	12	1	225
1:15 PM	2	0	3	0	8	0	10	0	5	125	6	0	10	96	14	0	279
1:30 PM	0	0	2	0	4	0	7	0	10	107	6	0	3	101	8	0	248
1:45 PM	4	0	1	0	11	0	9	0	8	100	4	0	3	102	11	1	254
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	46.77%	0.00%	53.23%	0.00%	52.78%	1.11%	46.11%	0.00%	5.74%	91.59%	2.66%	0.00%	2.32%	147.13%	10.31%	0.24%	3609
<b>PEAK HR:</b>	01:00 PM - 02:00 PM																TOTAL
<b>PEAK HR VOL:</b>	6	0	9	0	28	0	31	0	24	434	22	0	18	387	45	2	1006
<b>PEAK HR FACTOR:</b>	0.38	0.000	0.750	0.000	0.636	0.000	0.775	0.000	0.600	0.868	0.917	0.000	0.450	0.949	0.804	0.500	0.901
0.750																	
0.738																	
0.882																	
0.942																	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	3	0	3	0	4	0	9	0	13	131	7	0	4	126	20	1	321
2:15 PM	1	0	0	0	10	0	19	0	11	104	4	0	2	112	15	0	278
2:30 PM	3	1	1	0	12	0	17	0	15	124	4	0	1	131	36	0	345
2:45 PM	3	0	1	0	18	0	12	0	9	140	2	0	3	139	14	0	341
3:00 PM	1	0	2	0	16	0	47	0	1	128	1	0	0	152	9	0	357
3:15 PM	0	0	0	0	27	0	56	0	1	109	4	0	1	146	4	0	348
3:30 PM	1	0	1	0	35	0	83	0	0	124	3	0	4	136	13	0	400
3:45 PM	1	0	1	0	24	0	33	0	4	126	0	0	2	142	5	0	338
4:00 PM	2	0	1	0	26	0	44	0	1	97	2	0	2	144	7	0	326
4:15 PM	1	0	2	0	33	0	53	0	1	107	2	0	1	157	5	2	364
4:30 PM	1	0	0	0	49	0	66	0	3	102	1	0	1	138	5	0	366
4:45 PM	2	0	1	0	37	0	64	0	2	105	1	0	1	146	5	0	364
5:00 PM	6	0	2	0	52	0	85	0	6	99	0	0	0	143	8	0	401
5:15 PM	0	0	1	0	29	0	58	0	3	91	2	0	1	140	4	0	329
5:30 PM	5	0	0	0	26	2	53	0	9	131	1	0	0	171	10	0	408
5:45 PM	1	0	1	0	20	0	28	0	13	118	1	0	0	157	27	0	366
6:00 PM	0	0	1	0	18	0	36	0	31	101	0	0	0	146	39	0	372
6:15 PM	0	0	0	0	15	0	13	0	66	117	0	0	0	101	93	0	405
6:30 PM	0	0	1	0	13	0	18	0	42	91	0	1	0	115	70	0	351
6:45 PM	0	0	0	0	15	0	13	0	6	97	0	0	0	116	12	1	260
7:00 PM	2	0	0	0	30	0	28	0	3	108	0	0	0	108	5	0	284
7:15 PM	2	0	0	0	65	0	78	0	0	90	0	0	0	106	2	0	343
7:30 PM	0	0	0	0	57	0	66	0	2	115	0	0	0	105	1	0	346
7:45 PM	0	0	0	0	36	0	34	0	4	85	0	0	0	88	6	0	253
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	63.64%	1.82%	34.55%	0.00%	39.66%	0.12%	60.23%	0.00%	8.42%	90.35%	1.20%	0.03%	0.64%	87.75%	11.51%	0.11%	8266
<b>PEAK HR:</b>	05:30 PM - 06:30 PM																TOTAL
<b>PEAK HR VOL:</b>	6	0	2	0	79	2	130	0	119	467	2	0	0	575	169	0	1551
<b>PEAK HR FACTOR:</b>	0.30	0.000	0.500	0.000	0.760	0.250	0.613	0.000	0.451	0.891	0.500	0.000	0.000	0.841	0.454	0.000	0.950
0.400																	
0.651																	
0.803																	
0.959																	

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Joe DiMaggio Children's Hospital Dwy & Johnson St  
**City:** Hollywood  
**Control:** 0

**Project ID:** 17-3379-001  
**Date:** 9/27/2017

**HT**

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
6:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
6:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
6:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	5	0	0	0	7
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	2	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	6	0	0	0	7
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	4	0	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	5	0	0	0	8
9:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	6
9:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	4	0	0	0	10
9:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	3	0	0	0	7
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s:</b>	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	<b>89</b>
<b>PEAK HR:</b>	07:15 AM - 08:15 AM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	9	0	0	0	13	0	0	<b>22</b>
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.542	0.000	0.000	<b>0.786</b>

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	3	0	0	0	7
10:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	7	0	0	0	11
10:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	5
10:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	5
11:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	5
11:15 AM	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	5
11:30 AM	0	0	1	0	0	0	0	0	0	4	0	0	1	0	0	0	6
11:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	7
12:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	8
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	5
12:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	4	0	0	0	6
12:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	6	0	0	0	11
1:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	6
1:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	3	0	0	0	10
1:30 PM	1	0	0	0	0	0	0	0	0	5	0	0	2	0	0	0	8
1:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	9
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s:</b>	1	0	2	0	0	0	0	0	0.00%	61	1	0	0	49	0	0	<b>114</b>
<b>PEAK HR:</b>	01:00 PM - 02:00 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	1	0	0	0	0	0	0	0	0	23	0	0	0	9	0	0	<b>33</b>
<b>PEAK HR FACTOR:</b>	0.25	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.719	0.000	0.000	0.000	0.750	0.000	0.000	<b>0.825</b>

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	6	0	0	0	11
2:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	4	0	0	0	9
2:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	5
2:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	1	2	0	1	10
3:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	3	0	0	0	8
3:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	5	0	0	0	11
3:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	2	0	0	0	6
3:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	10
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	11	0	0	0	12
4:15 PM	1	0	0	0	0	0	0	0	0	5	0	0	3	0	0	0	9
4:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	4	0	0	0	11
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	3	0	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	4	0	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	5	0	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	7
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	5
6:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	6
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
7:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	4
7:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	2	0	0	0	7
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s:</b>	100.00%	0.00%	0.00%	0.00%	0	0	0	0	0.00%	100.00%	0.00%	0.00%	1.23%	97.53%	0.00%	1.23%	<b>165</b>
<b>PEAK HR:</b>	05:30 PM - 06:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	10	0	0	0	11	0	0	<b>21</b>
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.550	0.000	0.000	<b>0.750</b>

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Joe DiMaggio Children's Hospital Dwy & Johnson St  
**City:** Hollywood  
**Control:** 0

**Project ID:** 17-3379-001  
**Date:** 9/27/2017

### Bikes

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	7
<b>PEAK HR:</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0.00%	0.00%	100.00%	0.00%	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	8
<b>PEAK HR:</b>	01:00 PM - 02:00 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	16
<b>PEAK HR:</b>	05:30 PM - 06:30 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Joe DiMaggio Children's Hospital Dwy & Johnson St  
City: Hollywood

Project ID: 17-3379-001  
Date: 9/27/2017

### Pedestrians (Crosswalks)

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy		Joe DiMaggio Children's Hospital Dwy		Johnson St		Johnson St		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
AM	EB	WB	EB	WB	NB	SB	NB	SB	
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	2	0	0	0	0	0	2
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	1
8:45 AM	0	1	2	0	0	0	0	0	3
9:00 AM	1	1	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	1	1	0	0	0	1	4
9:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB 2	WB 5	EB 7	WB 1	NB 0	SB 0	NB 0	SB 1	TOTAL 16
<b>APPROACH %'s :</b>	28.57%	71.43%	87.50%	12.50%	0.00%	100.00%	0.00%	100.00%	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM								TOTAL 4
<b>PEAK HR VOL :</b>	0	2	2	0	0	0	0	0	1.000
<b>PEAK HR FACTOR :</b>	0.500		0.500						

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	1	0	0	1
10:30 AM	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	1	1	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	2	0	0	0	0	2
11:45 AM	0	0	1	0	0	0	0	0	1
12:00 PM	1	1	0	2	0	0	0	0	4
12:15 PM	2	0	0	0	0	0	0	0	2
12:30 PM	0	0	1	1	0	0	1	0	3
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB 4	WB 1	EB 4	WB 6	NB 0	SB 1	NB 1	SB 0	TOTAL 17
<b>APPROACH %'s :</b>	80.00%	20.00%	40.00%	60.00%	0.00%	100.00%	100.00%	0.00%	
<b>PEAK HR :</b>	01:00 PM - 02:00 PM								TOTAL 0
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	
<b>PEAK HR FACTOR :</b>									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	0	0	0	1	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	1	0	0	0	0	1	0	0	2
3:00 PM	0	1	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	2	0	0	0	0	0	0	2
3:45 PM	1	0	1	2	0	0	1	0	5
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	1	0	0	0	0	3
5:00 PM	0	2	0	1	0	0	0	0	3
5:15 PM	3	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	1	0	0	0	0	0	1
6:30 PM	1	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0
7:00 PM	1	1	0	0	0	0	0	0	2
7:15 PM	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0
7:45 PM	2	2	0	0	0	0	0	0	4
<b>TOTAL VOLUMES :</b>	EB 9	WB 10	EB 2	WB 5	NB 0	SB 1	NB 1	SB 0	TOTAL 28
<b>APPROACH %'s :</b>	47.37%	52.63%	28.57%	71.43%	0.00%	100.00%	100.00%	0.00%	
<b>PEAK HR :</b>	05:30 PM - 06:30 PM								TOTAL 1
<b>PEAK HR VOL :</b>	0	0	1	0	0	0	0	0	0.250
<b>PEAK HR FACTOR :</b>			0.250						

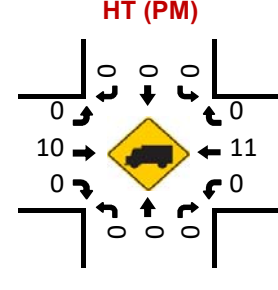
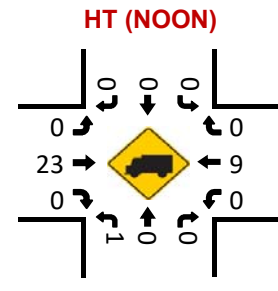
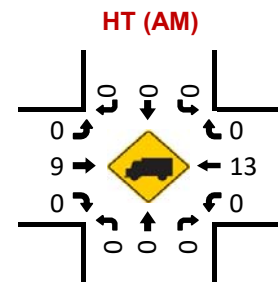
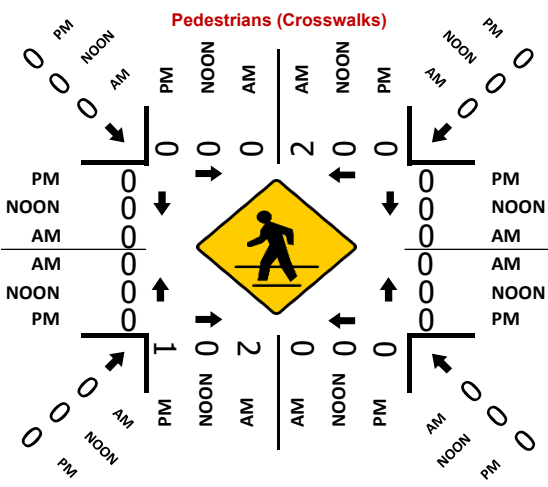
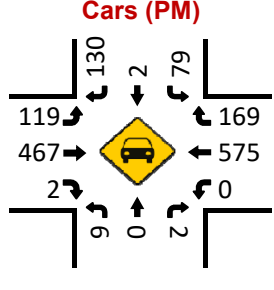
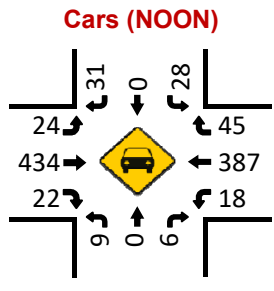
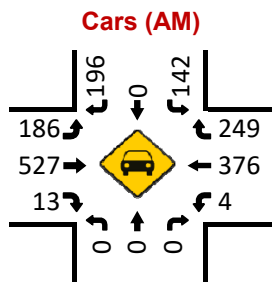
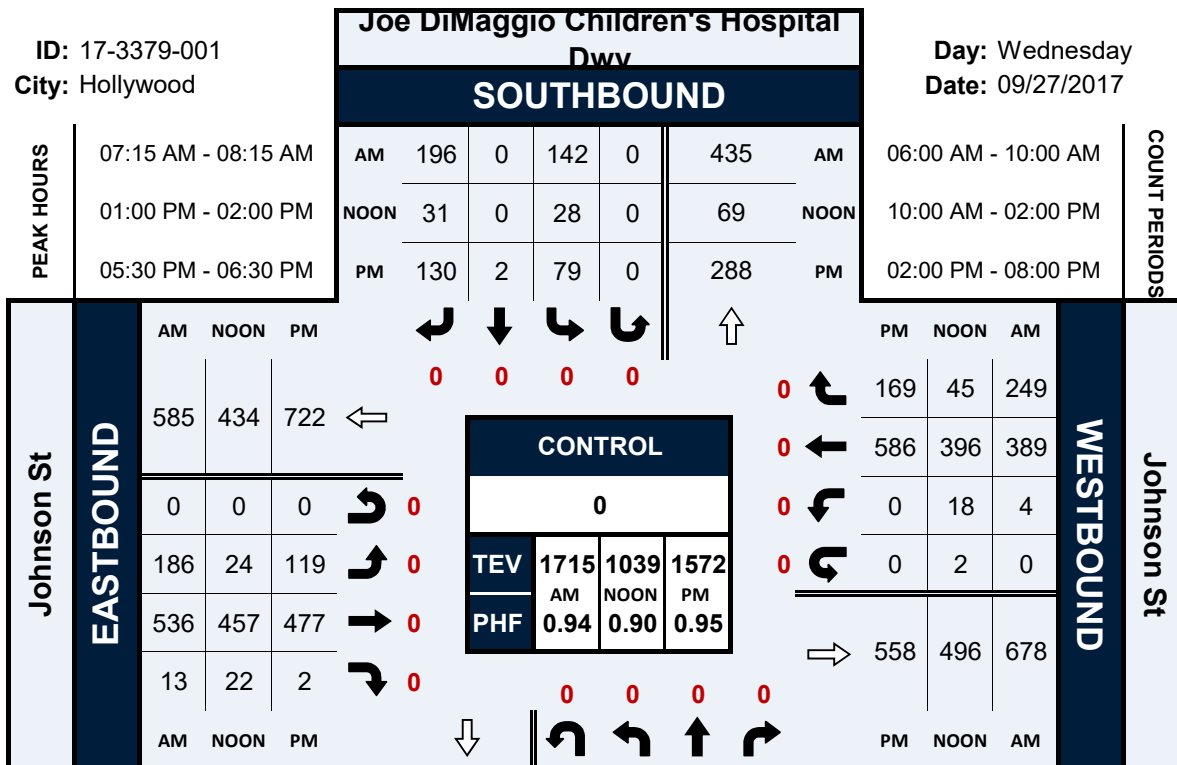


# Joe DiMaggio Children's Hospital Dwy & Johnson St

## Peak Hour Turning Movement Count

ID: 17-3379-001  
City: Hollywood

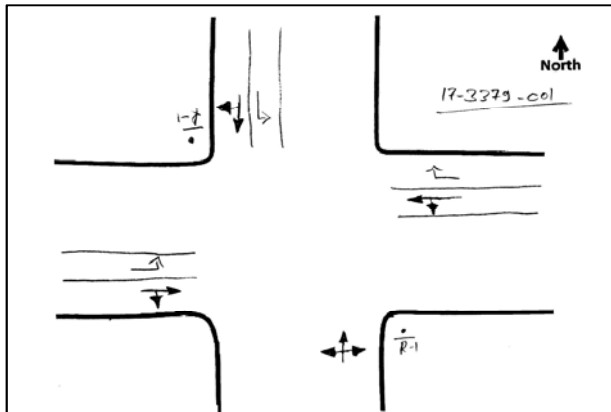
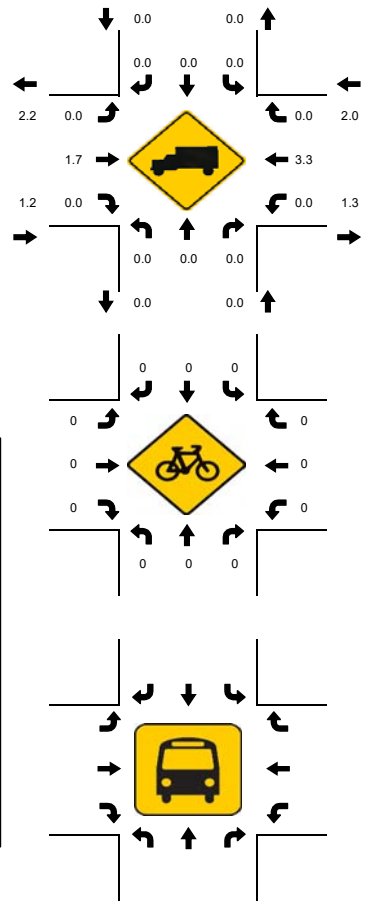
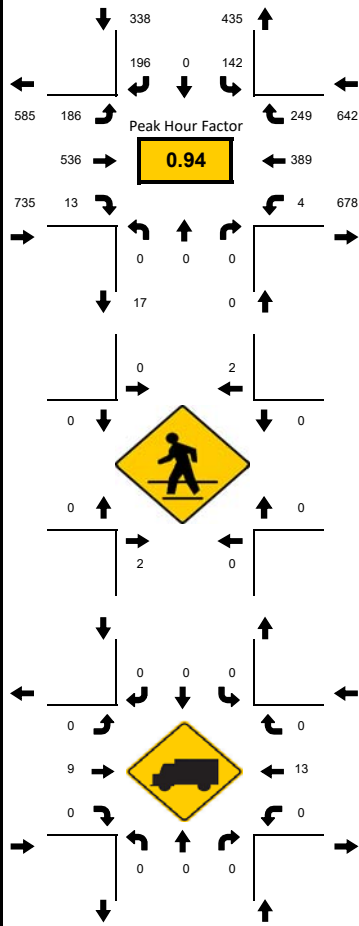
Day: Wednesday  
Date: 09/27/2017



LOCATION: Joe DiMaggio Children's Hospital Dwy & Johnson St  
 CITY/STATE: Hollywood, FL

PROJECT ID: 17-3379-001  
 DATE: 09/27/2017

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

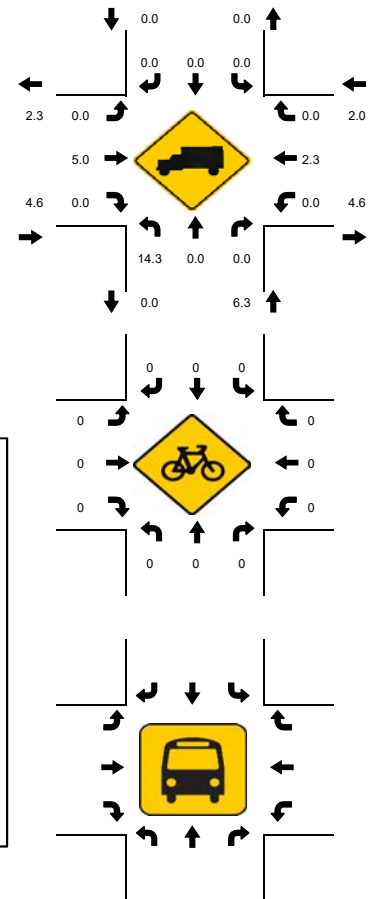
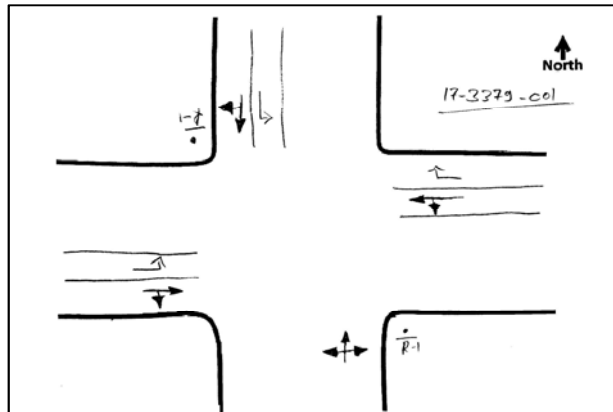
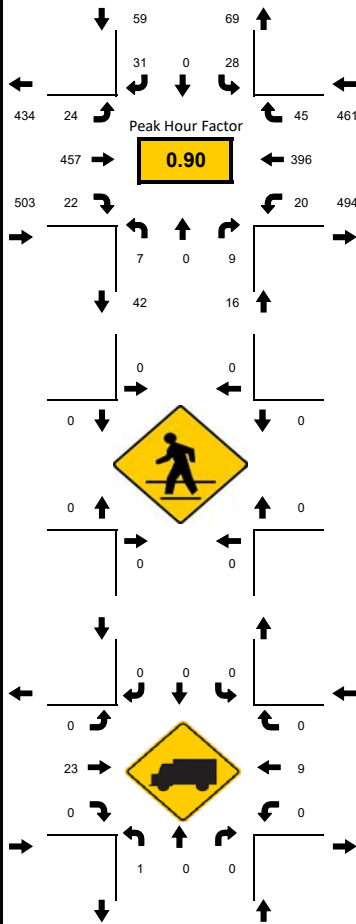


15-Min Count Period Beginning At	DiMaggio Children's Hospital Dwy Northbound					DiMaggio Children's Hospital Dwy Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
06:00 AM	0	0	0	0	0	2	0	5	0	0	65	40	0	0	0	0	36	111	0	0	259	1160
06:15 AM	0	0	0	0	0	2	0	6	0	0	101	40	0	0	0	0	16	116	0	0	281	1236
06:30 AM	0	0	0	0	0	5	0	3	0	0	107	79	0	0	0	0	20	125	0	0	339	1376
06:45 AM	0	0	0	0	0	6	0	6	0	0	47	115	3	0	0	0	44	60	0	0	281	1483
07:00 AM	0	0	0	1	0	25	0	31	0	0	29	137	1	0	0	0	70	41	0	0	335	1659
07:15 AM	0	0	0	0	0	59	0	83	0	0	41	111	2	0	0	0	69	56	0	0	421	1715
07:30 AM	0	0	0	0	0	41	0	57	0	0	49	141	1	0	0	0	96	61	0	0	446	1630
07:45 AM	0	0	0	0	0	27	0	32	0	0	52	135	7	0	0	2	125	77	0	0	457	1509
08:00 AM	0	0	0	0	0	15	0	24	0	0	44	149	3	0	0	2	99	55	0	0	391	1359
08:15 AM	0	0	0	0	0	10	0	17	0	0	30	138	5	0	0	0	80	56	0	0	336	1232
08:30 AM	2	0	0	0	0	5	0	8	0	0	35	150	1	0	0	1	80	43	0	0	325	1141
08:45 AM	0	0	0	0	0	6	0	6	0	0	15	171	8	1	0	2	84	14	0	0	307	1046
09:00 AM	1	0	1	0	0	8	0	7	0	0	10	136	5	0	0	2	69	24	1	0	264	944
09:15 AM	0	0	3	0	0	9	0	6	0	0	7	132	4	0	0	2	72	10	0	0	245	680
09:30 AM	0	0	5	0	0	2	0	2	0	0	11	112	2	0	0	2	79	14	1	0	230	435
09:45 AM	0	0	3	0	0	4	0	4	0	0	5	107	5	0	0	4	64	8	1	0	205	205
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	0	236	0	332	0	0	0	208	596	28	0	0	8	500	308	0	0	2216
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	24	0	0	0	40
Pedestrians		4				4					0	0	0	0	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad Stopped Buses																					0	

LOCATION: Joe DiMaggio Children's Hospital Dwy & Johnson St  
 CITY/STATE: Hollywood, FL

PROJECT ID: 17-3379-001  
 DATE: 09/27/2017

Peak-Hour: 01:00 PM - 02:00 PM  
 Peak 15-Minute: 01:15 PM - 01:30 PM

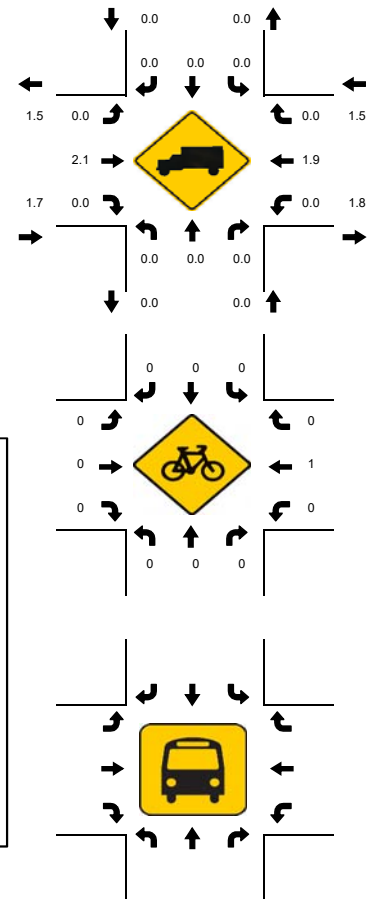
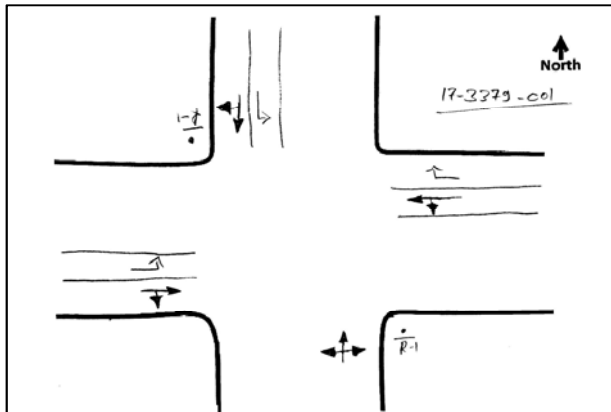
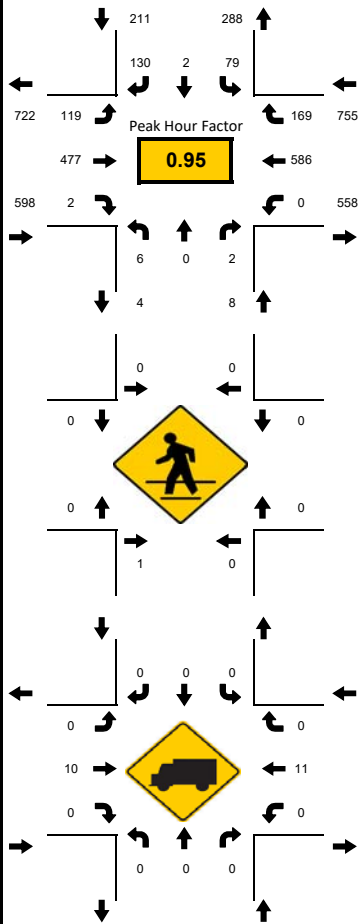


15-Min Count Period Beginning At	DiMaggio Children's Hospital Dwy Northbound					DiMaggio Children's Hospital Dwy Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 AM	2	0	5	0		2	0	3	0		5	95	1	0		4	95	6	0		218	870
10:15 AM	5	0	2	0		4	1	4	0		9	81	2	0		2	80	16	0		206	882
10:30 AM	2	0	2	0		5	0	2	0		9	103	1	0		0	100	14	0		238	891
10:45 AM	3	0	3	0		4	0	3	0		14	80	3	0		1	84	13	0		208	874
11:00 AM	1	0	0	0		7	0	5	0		5	102	0	0		2	88	20	0		230	902
11:15 AM	3	0	1	0		3	0	5	0		5	86	1	0		2	99	10	0		215	909
11:30 AM	1	0	1	0		8	0	6	0		4	116	3	0		2	71	9	0		221	916
11:45 AM	1	0	4	0		11	0	2	0		7	98	2	0		0	104	7	0		236	913
12:00 PM	1	0	3	0		6	0	6	0		1	108	3	0		3	97	9	0		237	910
12:15 PM	1	0	1	0		4	0	6	0		4	89	1	0		3	104	9	1		222	903
12:30 PM	1	0	2	0		8	1	6	0		8	88	4	0		0	96	4	0		218	970
12:45 PM	2	0	2	0		5	0	4	0		2	105	3	0		2	97	11	1		233	1008
01:00 PM	0	0	3	0		5	0	5	0		1	105	6	0		2	91	12	1		230	1037
01:15 PM	2	0	3	0		8	0	10	0		5	132	6	0		10	99	14	0		289	807
01:30 PM	1	0	2	0		4	0	7	0		10	112	6	0		3	103	8	0		256	518
01:45 PM	4	0	1	0		11	0	9	0		8	108	4	0		3	103	11	1		262	262
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	16	0	12	0		44	0	40	0		40	528	24	0		40	412	56	4		1216	
Heavy Trucks	4	0	0		0	0	0		0	32	0		0	12	0		48					
Pedestrians	0				0				0				0				0					
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0					
Railroad Stopped Buses																	0					

LOCATION: Joe DiMaggio Children's Hospital Dwy & Johnson St  
 CITY/STATE: Hollywood, FL

PROJECT ID: 17-3379-001  
 DATE: 09/27/2017

Peak-Hour: 05:30 PM - 06:30 PM  
 Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	DiMaggio Children's Hospital Dwy Northbound					DiMaggio Children's Hospital 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*		
02:00 PM	3	0	3	0		4	0	9	0		13	136	7	0		4	132	20	1		332	1320
02:15 PM	1	0	0	0		10	0	19	0		11	109	4	0		2	116	15	0		287	1353
02:30 PM	3	1	1	0		12	0	17	0		15	127	4	0		1	133	36	0		350	1425
02:45 PM	3	0	1	0		18	0	12	0		9	146	2	0		4	141	14	1		351	1481
03:00 PM	1	0	2	0		16	0	47	0		1	133	1	0		0	155	9	0		365	1478
03:15 PM	0	0	0	0		27	0	56	0		1	115	4	0		1	151	4	0		359	1451
03:30 PM	1	0	1	0		35	0	83	0		0	128	3	0		4	138	13	0		406	1465
03:45 PM	1	0	1	0		24	0	33	0		4	131	0	0		2	147	5	0		348	1436
04:00 PM	2	0	1	0		26	0	44	0		1	98	2	0		2	155	7	0		338	1455
04:15 PM	2	0	2	0		33	0	53	0		1	112	2	0		1	160	5	2		373	1525
04:30 PM	1	0	0	0		49	0	66	0		3	109	1	0		1	142	5	0		377	1488
04:45 PM	2	0	1	0		37	0	64	0		2	106	1	0		1	148	5	0		367	1526
05:00 PM	6	0	2	0		52	0	85	0		6	103	0	0		0	146	8	0		408	1532
05:15 PM	0	0	1	0		29	0	58	0		3	94	2	0		1	144	4	0		336	1498
05:30 PM	5	0	0	0		26	2	53	0		9	133	1	0		0	176	10	0		415	1572
05:45 PM	1	0	1	0		20	0	28	0		13	124	1	0		0	158	27	0		373	1514
06:00 PM	0	0	1	0		18	0	36	0		31	101	0	0		0	148	39	0		374	1404
06:15 PM	0	0	0	0		15	0	13	0		66	119	0	0		0	104	93	0		410	1318
06:30 PM	0	0	1	0		13	0	18	0		42	94	0	1		0	118	70	0		357	1254
06:45 PM	0	0	0	0		15	0	13	0		6	98	0	0		0	118	12	1		263	1245
07:00 PM	2	0	0	0		30	0	28	0		3	110	0	0		0	110	5	0		288	1242
07:15 PM	2	0	0	0		65	0	78	0		0	91	0	0		0	108	2	0		346	954
07:30 PM	0	0	0	0		57	0	66	0		2	116	0	0		0	106	1	0		348	608
07:45 PM	0	0	0	0		36	0	34	0		4	90	0	0		0	90	6	0		260	260
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	20	0	4	0		104	8	212	0		264	532	4	0		0	704	372	0		2224	
Heavy Trucks	0	0	0		0	0	0		0	24	0		0	20	0		44					
Pedestrians		4					0			0				0			4					
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4					
Railroad Stopped Buses																						

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Joe DiMaggio Children's Hospital Dwy & Johnson St  
**City:** Hollywood  
**Control:** Hollywood

**Project ID:** 17-3379-001  
**Date:** 9/28/2017

## Total

NS/EW Streets:		Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:00 AM	0	0	0	0	3	0	5	0	63	30	0	0	0	24	98	0	223	
6:15 AM	0	0	0	0	1	0	2	0	95	40	0	0	0	24	123	0	285	
6:30 AM	0	0	0	0	4	0	7	0	114	58	0	0	0	9	118	0	310	
6:45 AM	0	0	0	0	7	0	6	0	52	97	2	0	0	42	66	0	272	
7:00 AM	0	0	0	0	14	0	20	0	27	112	1	0	0	58	50	0	282	
7:15 AM	0	0	0	0	68	0	82	0	30	108	3	0	0	54	43	0	388	
7:30 AM	0	0	0	0	32	0	86	0	44	148	5	0	0	93	65	0	473	
7:45 AM	0	0	0	0	31	0	40	0	40	130	5	0	1	115	61	0	423	
8:00 AM	1	0	0	0	17	0	24	0	48	141	5	0	2	93	53	0	384	
8:15 AM	2	0	0	0	10	0	9	0	34	152	6	0	2	86	54	0	355	
8:30 AM	1	0	3	0	8	0	10	0	28	136	3	0	1	74	22	0	286	
8:45 AM	0	0	0	0	6	0	10	0	27	133	2	0	0	88	27	1	294	
9:00 AM	0	0	1	0	2	0	2	0	11	144	5	0	0	83	18	0	266	
9:15 AM	0	1	1	0	2	0	4	0	10	137	2	0	5	81	17	1	261	
9:30 AM	4	1	3	0	4	0	5	0	7	118	6	0	3	78	8	0	237	
9:45 AM	3	0	1	0	4	0	4	0	7	129	6	0	0	85	13	1	253	
<b>TOTAL VOLUMES:</b>		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s:</b>		50.00%	9.09%	40.91%	0.00%	40.26%	0.00%	59.74%	0.00%	25.47%	72.49%	2.04%	0.00%	0.72%	56.03%	43.09%	0.15%	4992
<b>PEAK HR:</b>		07:15 AM - 08:15 AM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>		1	0	0	0	148	0	232	0	162	527	18	0	3	355	222	0	1668
<b>PEAK HR FACTOR:</b>		0.250	0.000	0.000	0.000	0.544	0.000	0.674	0.000	0.844	0.890	0.900	0.000	0.375	0.772	0.854	0.000	0.882
		0.250				0.633				0.897				0.819				

NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	6	0	3	0	6	1	3	0	5	121	4	0	4	74	9	0	236	
10:15 AM	3	0	1	0	2	0	3	0	6	107	1	1	2	85	8	0	219	
10:30 AM	0	0	5	0	4	0	3	0	13	110	2	0	1	90	21	0	249	
10:45 AM	2	0	1	0	5	0	6	0	6	96	4	0	1	93	17	0	231	
11:00 AM	1	0	2	0	4	1	1	0	3	101	5	0	1	69	6	1	195	
11:15 AM	1	0	1	0	4	0	4	0	6	80	1	0	1	82	10	0	190	
11:30 AM	0	0	1	0	6	0	6	0	6	107	1	0	1	106	8	0	242	
11:45 AM	0	0	2	0	5	0	6	0	3	94	6	0	2	103	6	0	227	
12:00 PM	0	0	0	0	0	0	7	0	2	84	5	0	0	106	7	0	211	
12:15 PM	1	0	1	0	2	0	6	0	5	105	3	0	1	83	9	0	216	
12:30 PM	1	0	6	0	4	1	5	0	8	108	4	0	2	90	6	0	235	
12:45 PM	0	0	2	0	4	0	4	0	5	106	2	0	3	82	11	0	219	
1:00 PM	2	0	0	0	3	0	5	0	3	95	4	1	5	102	10	0	230	
1:15 PM	1	0	2	0	5	0	4	0	6	97	3	0	0	92	6	0	216	
1:30 PM	4	0	2	0	7	0	10	0	6	118	4	0	0	94	7	0	252	
1:45 PM	0	0	1	0	7	0	7	0	8	105	5	0	3	119	9	1	265	
<b>TOTAL VOLUMES:</b>		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s:</b>		42.31%	0.00%	57.69%	0.00%	45.03%	1.99%	52.98%	0.00%	5.11%	91.75%	3.03%	0.11%	1.64%	89.14%	9.10%	0.12%	3633
<b>PEAK HR:</b>		01:00 PM - 02:00 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>		7	0	5	0	22	0	26	0	23	415	16	1	8	407	32	1	963
<b>PEAK HR FACTOR:</b>		0.438	0.000	0.625	0.000	0.786	0.000	0.650	0.000	0.719	0.879	0.800	0.250	0.400	0.855	0.800	0.250	0.908
		0.500				0.706				0.889				0.848				

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	1	0	3	0	11	0	13	0	11	108	1	0	2	86	16	0	252	
2:15 PM	0	0	0	0	5	0	11	0	11	107	3	0	1	120	26	2	286	
2:30 PM	1	0	1	0	16	0	17	0	12	103	3	0	2	124	25	1	305	
2:45 PM	1	0	0	0	15	0	20	0	9	135	0	0	1	128	19	0	328	
3:00 PM	2	0	2	0	26	0	36	0	5	118	4	0	1	109	5	0	308	
3:15 PM	1	0	2	0	34	0	55	0	4	109	8	0	4	142	4	0	363	
3:30 PM	1	0	1	0	44	0	69	0	4	120	1	0	2	155	8	0	405	
3:45 PM	3	0	4	0	23	0	34	0	3	101	3	0	1	117	4	0	293	
4:00 PM	3	0	1	0	30	0	37	0	4	96	0	0	5	161	4	0	341	
4:15 PM	0	0	3	0	21	0	46	0	1	116	0	0	0	147	3	0	337	
4:30 PM	1	0	4	0	46	0	88	0	4	115	2	0	0	136	3	0	399	
4:45 PM	1	0	1	0	27	0	52	0	4	119	0	0	0	147	4	1	356	
5:00 PM	3	0	2	0	53	0	64	0	4	85	1	0	0	153	9	0	374	
5:15 PM	1	0	3	0	31	0	39	0	4	110	1	0	0	166	10	0	365	
5:30 PM	4	0	0	0	26	0	47	0	2	100	1	0	0	148	5	0	333	
5:45 PM	0	0	1	0	17	0	29	0	8	129	0	0	0	134	13	0	331	
6:00 PM	1	0	1	0	22	0	32	0	27	109	0	0	0	142	32	0	366	
6:15 PM	0	0	0	0	14	0	17	0	47	118	0	0	0	145	68	0	409	
6:30 PM	2	0	1	0	11	0	16	0	69	105	0	0	0	117	97	0	418	
6:45 PM	0	0	0	0	12	0	11	0	13	94	0	0	0	99	23	0	252	
7:00 PM	0	0	0	0	22	0	18	0	6	109	0	0	0	96	6	0	257	
7:15 PM	0	0	0	0	82	0	96	0	3	77	0	0	0	105	4	0	367	
7:30 PM	0	0	0	0	62	0	50	0	1	88	0	0	1	84	6	0	292	
7:45 PM	0	0	0	0	36	0	38	0	4	79	0	0	0	76	2	0	235	
<b>TOTAL VOLUMES:</b>		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s:</b>		46.43%	0.00%	53.57%	0.00%	42.32%	0.00%	57.68%	0.00%	9.16%	89.85%	0.99%	0.00%	0.58%	87.85%	11.46%	0.12%	7972
<b>PEAK HR:</b>		05:45 PM - 06:45 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>		3	0	3	0	64	0	94	0	151	461	0	0	0	538	210	0	1524
<b>PEAK HR FACTOR:</b>		0.375	0.000	0.750	0.000	0.727	0.000	0.734	0.000	0.547	0.893	0.000	0.000	0.000	0.928	0.541	0.000	0.911
		0.500				0.731				0.879				0.874				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Joe DiMaggio Children's Hospital Dwy & Johnson St  
**City:** Hollywood  
**Control:** 0

**Project ID:** 17-3379-001  
**Date:** 9/28/2017

NS/EW Streets:		Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				
AM	Time	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	6:00 AM	0	0	0	0	3	0	5	0	63	29	0	0	0	22	98	0	220
	6:15 AM	0	0	0	0	1	0	2	0	95	38	0	0	0	20	123	0	279
	6:30 AM	0	0	0	0	4	0	7	0	114	55	0	0	0	9	118	0	307
	6:45 AM	0	0	0	0	7	0	6	0	52	95	2	0	0	42	66	0	270
	7:00 AM	0	0	0	0	14	0	20	0	27	111	1	0	0	53	50	0	276
	7:15 AM	0	0	0	0	68	0	82	0	30	107	3	0	0	53	43	0	386
	7:30 AM	0	0	0	0	32	0	86	0	44	144	5	0	0	89	65	0	465
	7:45 AM	0	0	0	0	31	0	40	0	40	128	5	0	1	111	61	0	417
	8:00 AM	1	0	0	0	17	0	24	0	48	137	5	0	2	92	53	0	379
	8:15 AM	2	0	0	0	10	0	9	0	34	148	6	0	2	82	54	0	347
	8:30 AM	1	0	3	0	8	0	10	0	28	130	3	0	1	72	22	0	278
	8:45 AM	0	0	0	0	6	0	10	0	27	131	2	0	0	82	27	1	286
	9:00 AM	0	0	1	0	2	0	2	0	11	140	5	0	0	76	18	0	255
	9:15 AM	0	1	1	0	2	0	4	0	10	136	2	0	5	79	17	1	258
	9:30 AM	4	1	3	0	4	0	5	0	7	114	5	0	3	76	8	0	230
	9:45 AM	3	0	1	0	3	0	4	0	7	127	6	0	0	84	12	1	248
<b>TOTAL VOLUMES:</b>		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>		50.00%	9.09%	40.91%	0.00%	40.15%	0.00%	59.85%	0.00%	25.93%	72.04%	2.04%	0.00%	0.74%	55.02%	44.09%	0.16%	4901
<b>PEAK HR:</b>		07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL:</b>		1	0	0	0	148	0	232	0	162	516	18	0	3	345	222	0	1647
<b>PEAK HR FACTOR:</b>		0.25	0.000	0.000	0.000	0.544	0.000	0.674	0.000	0.844	0.896	0.900	0.000	0.375	0.777	0.854	0.000	0.885

NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
Time		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
		10:00 AM	6	0	3	0	5	1	3	0	5	118	4	0	4	72	8	0
10:15 AM	3	0	1	0	2	0	3	0	6	104	1	1	2	82	8	0	213	
10:30 AM	0	0	5	0	4	0	3	0	13	101	2	0	1	89	21	0	239	
10:45 AM	2	0	1	0	5	0	6	0	6	94	4	0	1	88	17	0	224	
11:00 AM	1	0	2	0	4	1	1	0	3	95	5	0	1	65	6	1	185	
11:15 AM	1	0	1	0	4	0	4	0	6	74	1	0	1	79	10	0	181	
11:30 AM	0	0	0	0	6	0	6	0	6	104	1	0	1	100	8	0	232	
11:45 AM	0	0	2	0	5	0	6	0	3	93	6	0	2	96	6	0	219	
12:00 PM	0	0	0	0	0	0	7	0	2	81	5	0	0	104	7	0	206	
12:15 PM	0	0	1	0	2	0	6	0	5	102	3	0	1	82	9	0	211	
12:30 PM	1	0	6	0	4	1	5	0	8	102	4	0	2	87	6	0	226	
12:45 PM	0	0	2	0	4	0	4	0	5	101	2	0	3	80	11	0	212	
1:00 PM	2	0	0	0	3	0	5	0	3	91	4	1	5	97	10	0	221	
1:15 PM	1	0	2	0	5	0	4	0	6	95	3	0	0	91	6	0	213	
1:30 PM	4	0	2	0	7	0	10	0	6	117	4	0	0	91	7	0	248	
1:45 PM	0	0	1	0	7	0	7	0	8	98	5	0	3	118	9	1	257	
<b>TOTAL VOLUMES:</b>		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>		42.00%	0.00%	58.00%	0.00%	44.67%	2.00%	53.33%	0.00%	5.30%	91.44%	3.15%	0.12%	1.69%	88.87%	9.32%	0.13%	3516
<b>PEAK HR:</b>		01:00 PM - 02:00 PM																TOTAL
<b>PEAK HR VOL:</b>		7	0	5	0	22	0	26	0	23	401	16	1	8	397	32	1	939
<b>PEAK HR FACTOR:</b>		0.44	0.000	0.625	0.000	0.786	0.000	0.650	0.000	0.719	0.857	0.800	0.250	0.400	0.841	0.800	0.250	0.913

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
Time		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
		2:00 PM	1	0	3	0	11	0	13	0	11	104	1	0	2	83	16	0
2:15 PM	0	0	0	0	5	0	11	0	11	103	3	0	1	120	26	2	282	
2:30 PM	1	0	1	0	16	0	17	0	12	100	3	0	2	123	25	1	301	
2:45 PM	1	0	0	0	15	0	20	0	9	135	0	0	0	123	19	0	322	
3:00 PM	2	0	2	0	26	0	36	0	5	114	4	0	1	107	5	0	302	
3:15 PM	1	0	2	0	34	0	55	0	4	105	8	0	4	135	4	0	352	
3:30 PM	1	0	1	0	43	0	69	0	4	116	1	0	2	153	8	0	398	
3:45 PM	3	0	4	0	23	0	34	0	3	99	3	0	1	114	4	0	288	
4:00 PM	3	0	1	0	30	0	37	0	4	94	0	0	5	152	4	0	330	
4:15 PM	0	0	3	0	21	0	46	0	1	110	0	0	0	145	3	0	329	
4:30 PM	1	0	4	0	46	0	88	0	4	111	2	0	0	132	3	0	391	
4:45 PM	1	0	1	0	27	0	52	0	4	115	0	0	0	145	4	1	350	
5:00 PM	3	0	2	0	53	0	64	0	4	83	1	0	0	153	9	0	372	
5:15 PM	1	0	3	0	31	0	39	0	4	106	1	0	0	161	10	0	356	
5:30 PM	4	0	0	0	26	0	47	0	2	97	1	0	0	145	5	0	327	
5:45 PM	0	0	1	0	17	0	29	0	8	125	0	0	0	133	13	0	326	
6:00 PM	1	0	1	0	22	0	32	0	27	108	0	0	0	142	32	0	365	
6:15 PM	0	0	0	0	14	0	17	0	47	116	0	0	0	145	68	0	407	
6:30 PM	2	0	1	0	11	0	16	0	69	104	0	0	0	115	97	0	415	
6:45 PM	0	0	0	0	12	0	11	0	13	93	0	0	0	98	23	0	250	
7:00 PM	0	0	0	0	22	0	18	0	6	107	0	0	0	96	6	0	255	
7:15 PM	0	0	0	0	82	0	96	0	3	77	0	0	0	103	4	0	365	
7:30 PM	0	0	0	0	62	0	50	0	1	84	0	0	1	82	6	0	286	
7:45 PM	0	0	0	0	36	0	38	0	4	76	0	0	0	74	2	0	230	
<b>TOTAL VOLUMES:</b>		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>		46.43%	0.00%	53.57%	0.00%	42.28%	0.00%	57.72%	0.00%	9.39%	89.60%	1.01%	0.00%	0.56%	87.67%	11.65%	0.12%	7844
<b>PEAK HR:</b>		05:45 PM - 06:45 PM																TOTAL
<b>PEAK HR VOL:</b>		3	0	3	0	64	0	94	0	151	453	0	0	0	535	210	0	1513
<b>PEAK HR FACTOR:</b>		0.38	0.000	0.750	0.000	0.727	0.000	0.734	0.000	0.547	0.906	0.000	0.000	0.000	0.922	0.541	0.000	0.911

# National Data & Surveying Services Intersection Turning Movement Count

Location: Joe DiMaggio Children's Hospital Dwy & Johnson St  
City: Hollywood  
Control: 0

Project ID: 17-3379-001  
Date: 9/28/2017

HT

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
6:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
6:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
6:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
8:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	8
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8
9:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	0	11
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0	0	7
9:45 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	1	0	5
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	100.00%	0.00%	0.00%	0.00%	0.00%	97.73%	2.27%	0.00%	0.00%	97.83%	2.17%	0.00%	91
<b>PEAK HR:</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	11	0	0	0	10	0	0	21
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.000	0.000	0.625	0.000	0.000	0.656
									0.688				0.625				
<b>NOON</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	1	0	0	0	0	3	0	0	0	2	1	0	7
10:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
10:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	1	0	0	10
10:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
11:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10
11:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9
11:30 AM	0	0	1	0	0	0	0	0	0	3	0	0	0	6	0	0	10
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	8
12:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
12:15 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	5
12:30 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9
12:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
1:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	0	9
1:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
1:45 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	50.00%	0.00%	50.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	98.00%	2.00%	0.00%	117
<b>PEAK HR:</b>	01:00 PM - 02:00 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	14	0	0	0	10	0	0	24
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.667
									0.500				0.500				
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7
2:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
2:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6
3:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
3:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	0	11
3:30 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	2	0	0	7
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	9	0	0	11
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	8
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
4:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	0	9
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
7:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	1.69%	98.31%	0.00%	0.00%	128
<b>PEAK HR:</b>	05:45 PM - 06:45 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0	0	11
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.375	0.000	0.000	0.550
									0.500				0.375				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Joe DiMaggio Children's Hospital Dwy & Johnson St  
**City:** Hollywood  
**Control:** 0

**Project ID:** 17-3379-001  
**Date:** 9/28/2017

### Bikes

NS/EW Streets:	Joe DiMaggio Children's Hospital Dwy				Joe DiMaggio Children's Hospital Dwy				Johnson St				Johnson St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s:</b>	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	6
<b>PEAK HR:</b>	07:15 AM - 08:15 AM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s:</b>	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	9
<b>PEAK HR:</b>	01:00 PM - 02:00 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s:</b>	0	0	0	0	100.00%	0.00%	0.00%	0.00%	8.33%	91.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	25
<b>PEAK HR:</b>	05:45 PM - 06:45 PM																<b>TOTAL</b>
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
<b>PEAK HR FACTOR:</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.500



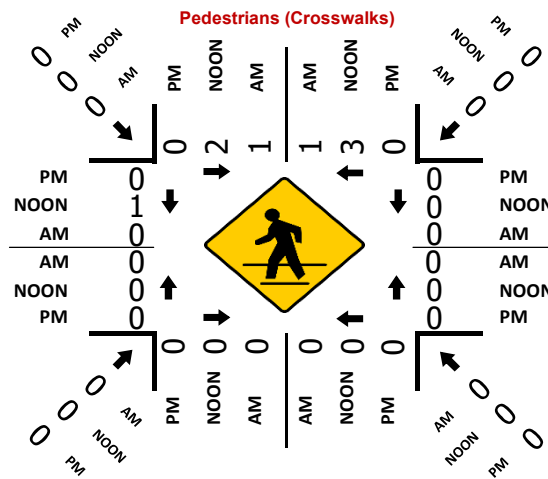
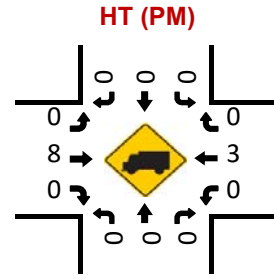
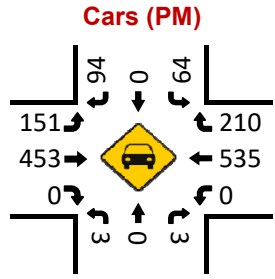
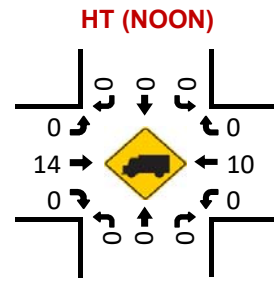
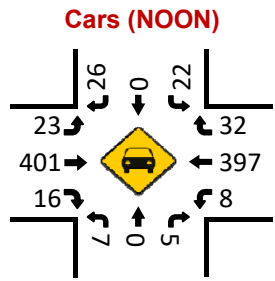
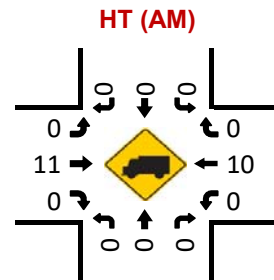
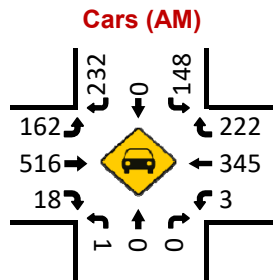
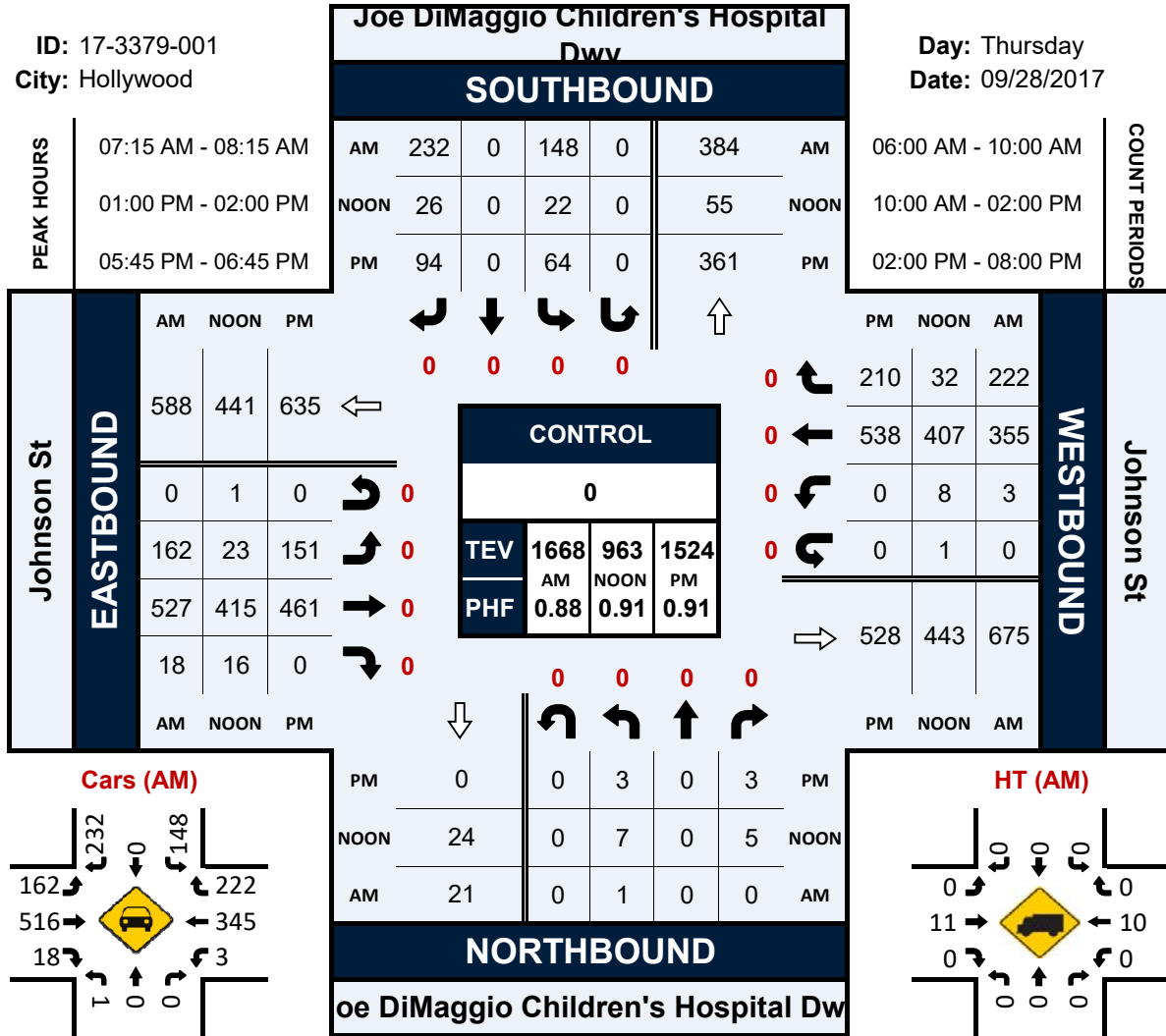


# Joe DiMaggio Children's Hospital Dwy & Johnson St

## Peak Hour Turning Movement Count

ID: 17-3379-001  
City: Hollywood

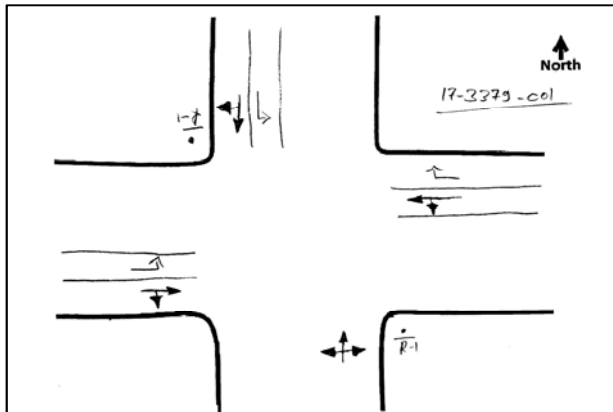
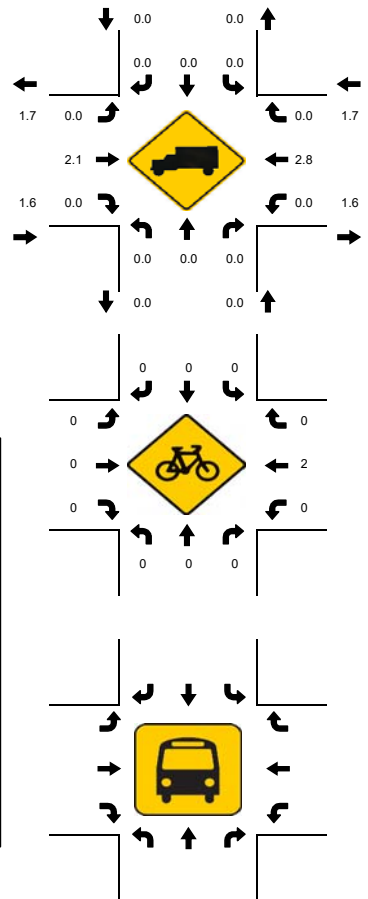
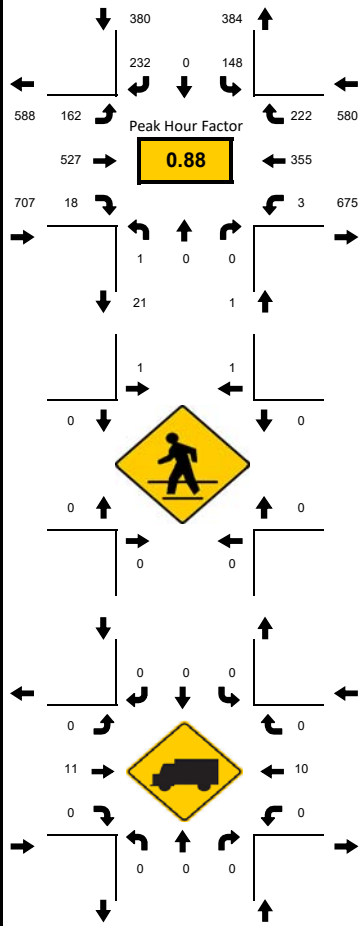
Day: Thursday  
Date: 09/28/2017



LOCATION: Joe DiMaggio Children's Hospital Dwy & Johnson St  
 CITY/STATE: Hollywood, FL

PROJECT ID: 17-3379-001  
 DATE: 09/28/2017

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



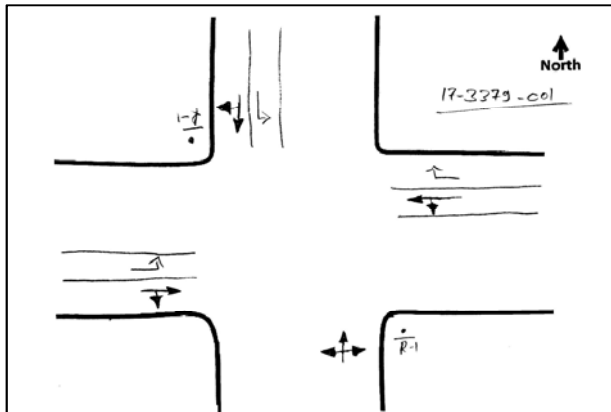
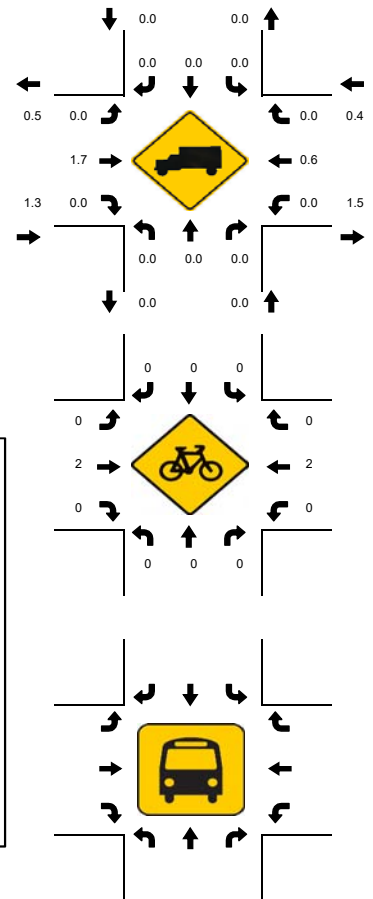
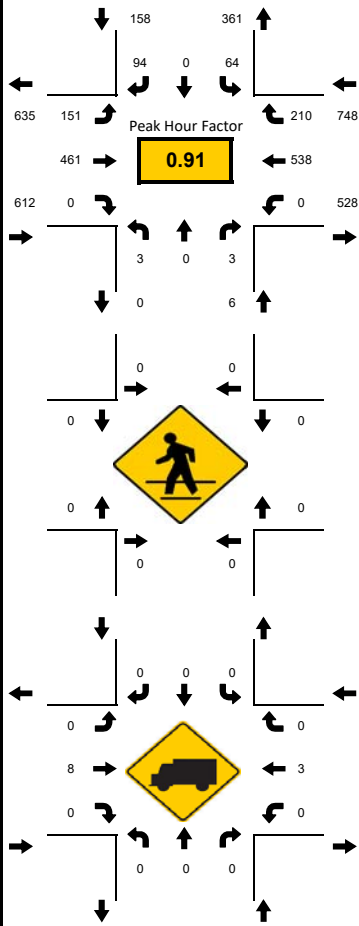
15-Min Count Period Beginning At	DiMaggio Children's Hospital Dwy Northbound					DiMaggio Children's Hospital Dwy Southbound					Johnson St Eastbound					Johnson St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
06:00 AM	0	0	0	0	0	3	0	5	0	0	63	30	0	0	0	0	24	98	0	0	223	1090
06:15 AM	0	0	0	0	0	1	0	2	0	0	95	40	0	0	0	0	24	123	0	0	285	1149
06:30 AM	0	0	0	0	0	4	0	7	0	0	114	58	0	0	0	0	9	118	0	0	310	1252
06:45 AM	0	0	0	0	0	7	0	6	0	0	52	97	2	0	0	0	42	66	0	0	272	1415
07:00 AM	0	0	0	0	0	14	0	20	0	0	27	112	1	0	0	0	58	50	0	0	282	1566
07:15 AM	0	0	0	0	0	68	0	82	0	0	30	108	3	0	0	0	54	43	0	0	388	1668
07:30 AM	0	0	0	0	0	32	0	86	0	0	44	148	5	0	0	0	93	65	0	0	473	1635
07:45 AM	0	0	0	0	0	31	0	40	0	0	40	130	5	0	0	1	115	61	0	0	423	1448
08:00 AM	1	0	0	0	0	17	0	24	0	0	48	141	5	0	0	2	93	53	0	0	384	1319
08:15 AM	2	0	0	0	0	10	0	9	0	0	34	152	6	0	0	2	86	54	0	0	355	1201
08:30 AM	1	0	3	0	0	8	0	10	0	0	28	136	3	0	0	1	74	22	0	0	286	1107
08:45 AM	0	0	0	0	0	6	0	10	0	0	27	133	2	0	0	0	88	27	1	0	294	1058
09:00 AM	0	0	1	0	0	2	0	2	0	0	11	144	5	0	0	0	83	18	0	0	266	1017
09:15 AM	0	1	1	0	0	2	0	4	0	0	10	137	2	0	0	5	81	17	1	0	261	751
09:30 AM	4	1	3	0	0	4	0	5	0	0	7	118	6	0	0	3	78	8	0	0	237	490
09:45 AM	3	0	1	0	0	4	0	4	0	0	7	129	6	0	0	0	85	13	1	0	253	253
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	4	0	0	0	0	272	0	344	0	0	192	592	20	0	0	8	460	260	0	0	2152	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	0	0	0	32		
Pedestrians						4				0	0	0	0	0	0	0	0	0	0	4		
Bicycles	0	0	0			0	0	0		0	0	0			0	4	0			4		
Railroad Stopped Buses																						



LOCATION: Joe DiMaggio Children's Hospital Dwy & Johnson St  
 CITY/STATE: Hollywood, FL

PROJECT ID: 17-3379-001  
 DATE: 09/28/2017

Peak-Hour: 05:45 PM - 06:45 PM  
 Peak 15-Minute: 06:30 PM - 06:45 PM



15-Min Count Period Beginning At	DiMaggio Children's Hospital Dwy Northbound					DiMaggio Children's Hospital 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*		
02:00 PM	1	0	3	0		11	0	13	0		11	108	1	0		2	86	16	0		252	1171
02:15 PM	0	0	0	0		5	0	11	0		11	107	3	0		1	120	26	2		286	1227
02:30 PM	1	0	1	0		16	0	17	0		12	103	3	0		2	124	25	1		305	1304
02:45 PM	1	0	0	0		15	0	20	0		9	135	0	0		1	128	19	0		328	1404
03:00 PM	2	0	2	0		26	0	36	0		5	118	4	0		1	109	5	0		308	1369
03:15 PM	1	0	2	0		34	0	55	0		4	109	8	0		4	142	4	0		363	1402
03:30 PM	1	0	1	0		44	0	69	0		4	120	1	0		2	155	8	0		405	1376
03:45 PM	3	0	4	0		23	0	34	0		3	101	3	0		1	117	4	0		293	1370
04:00 PM	3	0	1	0		30	0	37	0		4	96	0	0		5	161	4	0		341	1433
04:15 PM	0	0	3	0		21	0	46	0		1	116	0	0		0	147	3	0		337	1466
04:30 PM	1	0	4	0		46	0	88	0		4	115	2	0		0	136	3	0		399	1494
04:45 PM	1	0	1	0		27	0	52	0		4	119	0	0		0	147	4	1		356	1428
05:00 PM	3	0	2	0		53	0	64	0		4	85	1	0		0	153	9	0		374	1403
05:15 PM	1	0	3	0		31	0	39	0		4	110	1	0		0	166	10	0		365	1395
05:30 PM	4	0	0	0		26	0	47	0		2	100	1	0		0	148	5	0		333	1439
05:45 PM	0	0	1	0		17	0	29	0		8	129	0	0		0	134	13	0		331	1524
06:00 PM	1	0	1	0		22	0	32	0		27	109	0	0		0	142	32	0		366	1445
06:15 PM	0	0	0	0		14	0	17	0		47	118	0	0		0	145	68	0		409	1336
06:30 PM	2	0	1	0		11	0	16	0		69	105	0	0		0	117	97	0		418	1294
06:45 PM	0	0	0	0		12	0	11	0		13	94	0	0		0	99	23	0		252	1168
07:00 PM	0	0	0	0		22	0	18	0		6	109	0	0		0	96	6	0		257	1151
07:15 PM	0	0	0	0		82	0	96	0		3	77	0	0		0	105	4	0		367	894
07:30 PM	0	0	0	0		62	0	50	0		1	88	0	0		1	84	6	0		292	527
07:45 PM	0	0	0	0		36	0	38	0		4	79	0	0		0	76	2	0		235	235
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	8	0	4	0		88	0	128	0		276	516	0	0		88	580	388	0		1988	
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	8	0		24					
Pedestrians	0				0				0				0				0					
Bicycles	0	0	0		0	0	0		0	4	0		0	4	0		8					
Railroad																						
Stopped Buses																						

## **APPENDIX B**

### Intersection Capacity Analysis

Intersection												
Int Delay, s/veh	29.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↕		↖	↗	
Traffic Vol, veh/h	162	527	18	3	355	222	1	0	0	148	0	232
Future Vol, veh/h	162	527	18	3	355	222	1	0	0	148	0	232
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	100	-	-	-	-	0	-	-	-	0	-	-
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	176	573	20	3	386	241	1	0	0	161	0	252

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	627	0	0	593	0	0	1574	1568	583	1327	1337	386
Stage 1	-	-	-	-	-	-	935	935	-	392	392	-
Stage 2	-	-	-	-	-	-	639	633	-	935	945	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	955	-	-	983	-	-	89	111	512	~ 132	153	662
Stage 1	-	-	-	-	-	-	318	344	-	633	606	-
Stage 2	-	-	-	-	-	-	464	473	-	318	340	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	955	-	-	983	-	-	47	90	512	~ 113	124	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	90	-	~ 113	124	-
Stage 1	-	-	-	-	-	-	259	281	-	517	603	-
Stage 2	-	-	-	-	-	-	286	471	-	259	277	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0	83.4	126.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	47	955	-	-	983	-	-	113	662
HCM Lane V/C Ratio	0.023	0.184	-	-	0.003	-	-	1.424	0.381
HCM Control Delay (s)	83.4	9.6	-	-	8.7	0	-	303.9	13.7
HCM Lane LOS	F	A	-	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.1	0.7	-	-	0	-	-	11.3	1.8

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

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↔		↖	↗	
Traffic Vol, veh/h	151	461	0	0	538	210	3	0	3	64	0	94
Future Vol, veh/h	151	461	0	0	538	210	3	0	3	64	0	94
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	100	-	-	-	-	0	-	-	-	0	-	-
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	164	501	0	0	585	228	3	0	3	70	0	102

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	813	0	0	501	0	0	1579	1642	501	1416	1414	585
Stage 1	-	-	-	-	-	-	829	829	-	585	585	-
Stage 2	-	-	-	-	-	-	750	813	-	831	829	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	814	-	-	1063	-	-	88	100	570	115	138	511
Stage 1	-	-	-	-	-	-	365	385	-	497	498	-
Stage 2	-	-	-	-	-	-	403	392	-	364	385	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	814	-	-	1063	-	-	59	80	570	97	110	511
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	80	-	97	110	-
Stage 1	-	-	-	-	-	-	292	308	-	397	498	-
Stage 2	-	-	-	-	-	-	322	392	-	289	308	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.6	0	40.8	50.8
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	107	814	-	-	1063	-	-	97	511
HCM Lane V/C Ratio	0.061	0.202	-	-	-	-	-	0.717	0.2
HCM Control Delay (s)	40.8	10.5	-	-	0	-	-	105.1	13.8
HCM Lane LOS	E	B	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	0.8	-	-	0	-	-	3.7	0.7



Lanes, Volumes, Timings  
11: Johnson St & Joe DiMaggio Hospital Dwy

MEMORIAL HEALTHCARE SYSTEM

11/03/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	527	18	3	355	222	1	0	0	148	0	232
Future Volume (vph)	162	527	18	3	355	222	1	0	0	148	0	232
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850						0.850
Flt Protected	0.950							0.950		0.950		
Satd. Flow (prot)	1770	1853	0	0	1863	1583	0	1770	0	1770	1583	0
Flt Permitted	0.504				0.996			0.573		0.757		
Satd. Flow (perm)	939	1853	0	0	1855	1583	0	1067	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				241						501
Link Speed (mph)		30			30			30				30
Link Distance (ft)		712			258			205				410
Travel Time (s)		16.2			5.9			4.7				9.3
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)	176	573	20	3	386	241	1	0	0	161	0	252
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	593	0	0	389	241	0	1	0	161	252	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	81.0	81.0		81.0	81.0	81.0	39.0	39.0		39.0	39.0	
Total Split (%)	67.5%	67.5%		67.5%	67.5%	67.5%	32.5%	32.5%		32.5%	32.5%	
Maximum Green (s)	76.5	76.5		76.5	76.5	76.5	34.5	34.5		34.5	34.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effect Green (s)	22.2	22.2			22.2	22.2		11.6		11.6	11.6	
Actuated g/C Ratio	0.51	0.51			0.51	0.51		0.27		0.27	0.27	
v/c Ratio	0.37	0.63			0.41	0.26		0.00		0.43	0.32	
Control Delay	9.2	11.1			8.2	1.9		15.0		19.3	1.1	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay	9.2	11.1			8.2	1.9		15.0		19.3	1.1	

Lanes, Volumes, Timings  
 11: Johnson St & Joe DiMaggio Hospital Dwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B			A	A		B		B	A	
Approach Delay		10.7			5.8			15.0			8.2	
Approach LOS		B			A			B			A	
90th %ile Green (s)	36.2	36.2		36.2	36.2	36.2	18.1	18.1		18.1	18.1	
90th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	Gap	
70th %ile Green (s)	26.3	26.3		26.3	26.3	26.3	13.8	13.8		13.8	13.8	
70th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	Gap	
50th %ile Green (s)	20.7	20.7		20.7	20.7	20.7	10.7	10.7		10.7	10.7	
50th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	Gap	
30th %ile Green (s)	17.4	17.4		17.4	17.4	17.4	9.0	9.0		9.0	9.0	
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	Gap	
10th %ile Green (s)	12.8	12.8		12.8	12.8	12.8	7.1	7.1		7.1	7.1	
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	Gap	
Stops (vph)	83	335			185	18		2		111	0	
Fuel Used(gal)	2	6			2	1		0		2	1	
CO Emissions (g/hr)	116	428			164	44		1		117	55	
NOx Emissions (g/hr)	23	83			32	9		0		23	11	
VOC Emissions (g/hr)	27	99			38	10		0		27	13	
Dilemma Vehicles (#)	0	0			0	0		0		0	0	
Queue Length 50th (ft)	21	83			47	0		0		30	0	
Queue Length 95th (ft)	67	209			121	24		3		98	0	
Internal Link Dist (ft)		632			178			125			330	
Turn Bay Length (ft)	100											
Base Capacity (vph)	939	1853			1855	1583		869		1149	1383	
Starvation Cap Reductn	0	0			0	0		0		0	0	
Spillback Cap Reductn	0	0			0	0		0		0	0	
Storage Cap Reductn	0	0			0	0		0		0	0	
Reduced v/c Ratio	0.19	0.32			0.21	0.15		0.00		0.14	0.18	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 43.4  
 Natural Cycle: 50  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay: 8.4  
 Intersection LOS: A  
 Intersection Capacity Utilization 73.3%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 63.3  
 70th %ile Actuated Cycle: 49.1  
 50th %ile Actuated Cycle: 40.4  
 30th %ile Actuated Cycle: 35.4  
 10th %ile Actuated Cycle: 28.9

Splits and Phases: 11: Johnson St & Joe DiMaggio Hospital Dwy



Lanes, Volumes, Timings  
 11: Johnson St & Joe DiMaggio Hospital Dwy

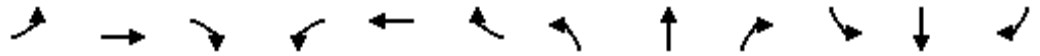
MEMORIAL HEALTHCARE SYSTEM

11/03/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	461	0	0	538	210	3	0	3	64	0	94
Future Volume (vph)	151	461	0	0	538	210	3	0	3	64	0	94
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.932				0.850
Flt Protected	0.950							0.976		0.950		
Satd. Flow (prot)	1770	1863	0	0	1863	1583	0	1694	0	1770	1583	0
Flt Permitted	0.222							0.939		0.754		
Satd. Flow (perm)	414	1863	0	0	1863	1583	0	1630	0	1405	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						228		14				368
Link Speed (mph)		30			30			30				30
Link Distance (ft)		712			258			205				410
Travel Time (s)		16.2			5.9			4.7				9.3
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)	164	501	0	0	585	228	3	0	3	70	0	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	501	0	0	585	228	0	6	0	70	102	0
Turn Type	Perm	NA			NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	88.0	88.0		88.0	88.0	88.0	32.0	32.0		32.0	32.0	
Total Split (%)	73.3%	73.3%		73.3%	73.3%	73.3%	26.7%	26.7%		26.7%	26.7%	
Maximum Green (s)	83.5	83.5		83.5	83.5	83.5	27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effect Green (s)	26.5	26.5			26.5	26.5		27.8		27.8	27.8	
Actuated g/C Ratio	0.42	0.42			0.42	0.42		0.44		0.44	0.44	
v/c Ratio	0.95	0.64			0.75	0.29		0.01		0.11	0.11	
Control Delay	78.8	18.5			22.1	2.7		4.5		13.7	0.3	
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay	78.8	18.5			22.1	2.7		4.5		13.7	0.3	

Lanes, Volumes, Timings  
 11: Johnson St & Joe DiMaggio Hospital Dwy

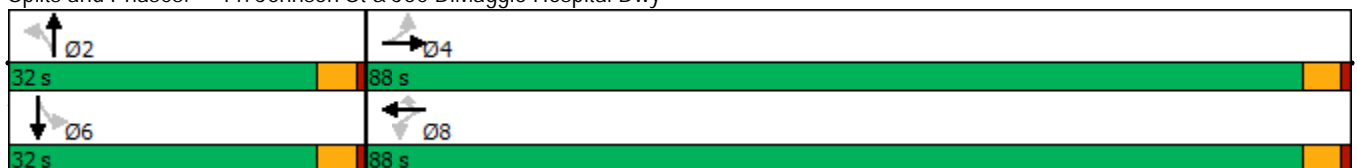


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	B			C	A		A		B	A	
Approach Delay		33.4			16.6			4.5			5.7	
Approach LOS		C			B			A			A	
90th %ile Green (s)	38.0	38.0		38.0	38.0	38.0	27.5	27.5		27.5	27.5	
90th %ile Term Code	Hold	Hold		Gap	Gap	Gap	MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	30.6	30.6		30.6	30.6	30.6	27.5	27.5		27.5	27.5	
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	26.3	26.3		26.3	26.3	26.3	27.5	27.5		27.5	27.5	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	22.3	22.3		22.3	22.3	22.3	27.5	27.5		27.5	27.5	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	17.6	17.6		17.6	17.6	17.6	27.5	27.5		27.5	27.5	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	MaxR	MaxR		MaxR	MaxR	
Stops (vph)	121	331			417	18		2		39	0	
Fuel Used(gal)	4	6			6	1		0		1	0	
CO Emissions (g/hr)	275	428			406	44		2		42	21	
NOx Emissions (g/hr)	53	83			79	9		0		8	4	
VOC Emissions (g/hr)	64	99			94	10		0		10	5	
Dilemma Vehicles (#)	0	0			0	0		0		0	0	
Queue Length 50th (ft)	58	145			181	0		0		15	0	
Queue Length 95th (ft)	#170	228			282	31		5		47	0	
Internal Link Dist (ft)		632			178			125			330	
Turn Bay Length (ft)	100											
Base Capacity (vph)	414	1863			1863	1583		722		616	900	
Starvation Cap Reductn	0	0			0	0		0		0	0	
Spillback Cap Reductn	0	0			0	0		0		0	0	
Storage Cap Reductn	0	0			0	0		0		0	0	
Reduced v/c Ratio	0.40	0.27			0.31	0.14		0.01		0.11	0.11	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 63.5  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay: 22.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 70.1%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 90th %ile Actuated Cycle: 74.5  
 70th %ile Actuated Cycle: 67.1  
 50th %ile Actuated Cycle: 62.8  
 30th %ile Actuated Cycle: 58.8  
 10th %ile Actuated Cycle: 54.1  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 11: Johnson St & Joe DiMaggio Hospital Dwy



# **APPENDIX C**

MUTCD Traffic Signal Analysis Worksheets

**Input Data**

City: **Hollywood**  
County: **86 – Broward**  
District: **Four**

Engineer: **Eric Czerniejewski**  
Date: **October 31, 2017**

Major Street: **Johnson Street** # Lanes: **1** Major Approach Speed: **30**  
Minor Street: **Garage Driveway** # Lanes: **1** Minor Approach Speed: **20**

Eight Hour Volumes (Condition A)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00-8:00	1193	145
8:00-9:00	1218	41
2:00-3:00	1055	47
3:00-4:00	1032	127
4:00-5:00	1072	124
5:00-6:00	1083	127
6:00-7:00	1305	59
7:00-8:00	747	202

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00-8:00	1193	145
8:00-9:00	1218	41
2:00-3:00	1055	47
3:00-4:00	1032	127
4:00-5:00	1072	124
5:00-6:00	1083	127
6:00-7:00	1305	59
7:00-8:00	747	202

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00-8:00	1193	145
3:00-4:00	1032	127
4:00-5:00	1072	124
5:00-6:00	1083	127

Highest Four Hour Pedestrian Volumes		
Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street
9:00-10:00	975	6
10:00-11:00	881	11
12:00-1:00	837	7
3:00-4:00	1032	7

Vehicular Peak Hour Volumes			
Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
7:00-8:00	1193	145	1338

Pedestrian Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street
10:00-11:00	881	11

State of Florida Department of Transportation  
**TRAFFIC SIGNAL WARRANT SUMMARY**

Form 750-020-01  
 TRAFFIC ENGINEERING  
 10/15

City: **Hollywood**  
 County: **86 – Broward**  
 District: **Four**

Engineer: **Eric Czerniejewski**  
 Date: **October 31, 2017**

Major Street: **Johnson Street** Lanes: **1** Major Approach Speed: **30**  
 Minor Street: **Garage Driveway** Lanes: **1** Minor Approach Speed: **20**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?  Yes  No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?  Yes  No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"  70%  100%

**WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME**

*Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours.*

*Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).*

**Condition A - Minimum Vehicular Volume**

*Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.*

- 100% Satisfied:  Yes  No  
 80% Satisfied:  Yes  No  
 70% Satisfied:  Yes  No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00-8:00	8:00-9:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00
Major	1,193	1,218	1,055	1,032	1,072	1,083	1,305	747
Minor	145	41	47	127	124	127	59	202

Existing Volumes

State of Florida Department of Transportation  
**TRAFFIC SIGNAL WARRANT SUMMARY**

**Condition B - Interruption of Continuous Traffic**

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:  Yes  No

100% Satisfied:  Yes  No

80% Satisfied:  Yes  No

70% Satisfied:  Yes  No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

<sup>a</sup> Basic Minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	7:00-8:00	8:00-9:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00	7:00-8:00
Major	1,193	1,218	1,055	1,032	1,072	1,083	1,305	747
Minor	145	41	47	127	124	127	59	202

Existing Volumes



State of Florida Department of Transportation  
**TRAFFIC SIGNAL WARRANT SUMMARY**

Form 750-020-01  
 TRAFFIC ENGINEERING  
 10/15

City: **Hollywood**  
 County: **86 – Broward**  
 District: **Four**

Engineer: **Eric Czerniejewski**  
 Date: **October 31, 2017**

Major Street: **Johnson Street** Lanes: **1** Major Approach Speed: **30**  
 Minor Street: **Garage Driveway** Lanes: **1** Minor Approach Speed: **20**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**Volume Level Criteria**

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?  Yes  No
  2. Is the intersection in a built-up area of an isolated community with a population < 10,000?  Yes  No
- "70%" volume level **may** be used if Question 1 or 2 above is answered "Yes"  Yes  No

**WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME**

*If all four points lie above the appropriate line, then the warrant is satisfied.*

Applicable:  Yes  No  
 Satisfied:  Yes  No

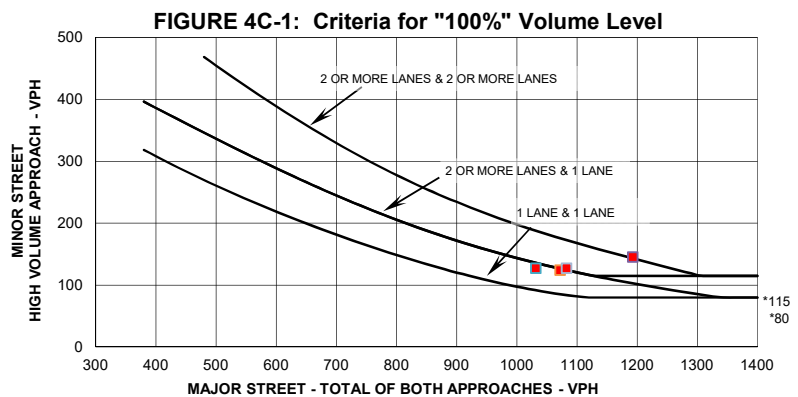
**100% Volume Level**

Four Highest Hours	Volumes	
	Major Street	Minor Street
7:00-8:00	1193	145
3:00-4:00	1032	127
4:00-5:00	1072	124
5:00-6:00	1083	127

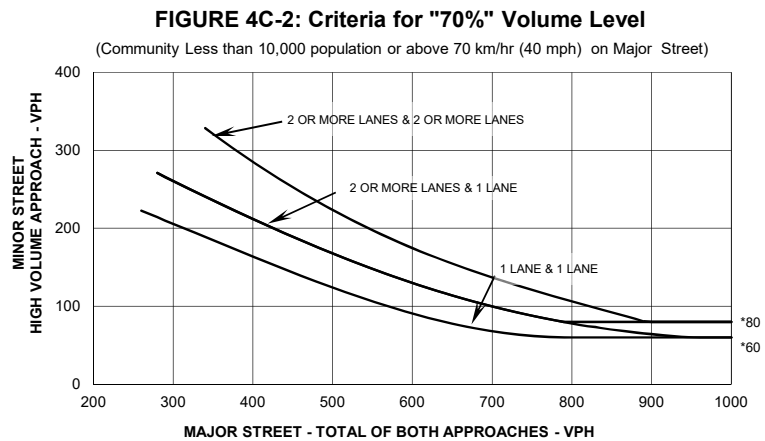
**70% Volume Level**

Four Highest Hours	Volumes	
	Major Street	Minor Street

Plot four volume combinations on the applicable figure below.



\* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



\* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

State of Florida Department of Transportation  
**TRAFFIC SIGNAL WARRANT SUMMARY**

Form 750-020-01  
TRAFFIC ENGINEERING  
10/15

City: **Hollywood**  
County: **86 – Broward**  
District: **Four**

Engineer: **Eric Czerniejewski**  
Date: **October 31, 2017**

Major Street: **Johnson Street**  
Minor Street: **Garage Driveway**

Lanes: **1**  
Lanes: **1**

Major Approach Speed: **30**  
Minor Approach Speed: **20**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

**CONCLUSIONS**

Remarks: **Warrant 2 is met. Warrant 1A and 1B are not met (without 100% of right turn volume).**

**WARRANTS SATISFIED:**

- |   |   |
|---|---|
| <input type="checkbox"/> Warrant 1            | <input type="checkbox"/> Not Applicable |
| <input checked="" type="checkbox"/> Warrant 2 | <input type="checkbox"/> Not Applicable |
| <input type="checkbox"/> Warrant 3            | <input type="checkbox"/> Not Applicable |
| <input type="checkbox"/> Warrant 4            | <input type="checkbox"/> Not Applicable |
| <input type="checkbox"/> Warrant 5            | <input type="checkbox"/> Not Applicable |
| <input type="checkbox"/> Warrant 6            | <input type="checkbox"/> Not Applicable |
| <input type="checkbox"/> Warrant 7            | <input type="checkbox"/> Not Applicable |
| <input type="checkbox"/> Warrant 8            | <input type="checkbox"/> Not Applicable |
| <input type="checkbox"/> Warrant 9            | <input type="checkbox"/> Not Applicable |

**Arterial Level of Service: EB Johnson St**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
46th Ave	III	30	27.5	13.2	40.7	0.22	19.1	C
NW 35th Ave	III	30	82.4	23.7	106.1	0.69	23.3	C
<b>Total</b>	<b>III</b>		<b>109.9</b>	<b>36.9</b>	<b>146.8</b>	<b>0.90</b>	<b>22.1</b>	<b>C</b>

**Arterial Level of Service: WB Johnson St**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 35th Ave	III	30	24.2	20.0	44.2	0.19	15.5	D
46th Ave	III	30	82.4	15.4	97.8	0.69	25.2	B
<b>Total</b>	<b>III</b>		<b>106.6</b>	<b>35.4</b>	<b>142.0</b>	<b>0.88</b>	<b>22.2</b>	<b>C</b>

**Arterial Level of Service: EB Johnson St**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
46th Ave	III	30	27.5	13.2	40.7	0.22	19.1	C
Proposed Signal	III	30	64.6	11.1	75.7	0.51	24.2	B
NW 35th Ave	III	30	22.5	23.7	46.2	0.18	13.8	E
Total	III		114.6	48.0	162.6	0.90	20.0	C

**Arterial Level of Service: WB Johnson St**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 35th Ave	III	30	24.2	20.0	44.2	0.19	15.5	D
Joe DiMaggio Hospital	III	30	22.5	8.2	30.7	0.18	20.8	C
46th Ave	III	30	64.6	15.4	80.0	0.51	22.9	C
Total	III		111.3	43.6	154.9	0.88	20.4	C

**Arterial Level of Service: EB Johnson St**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
46th Ave	III	30	27.5	13.2	40.7	0.22	19.1	C
NW 35th Ave	III	30	82.4	23.7	106.1	0.69	23.3	C
<b>Total</b>	<b>III</b>		<b>109.9</b>	<b>36.9</b>	<b>146.8</b>	<b>0.90</b>	<b>22.1</b>	<b>C</b>

**Arterial Level of Service: WB Johnson St**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 35th Ave	III	30	24.2	20.0	44.2	0.19	15.5	D
46th Ave	III	30	82.4	15.4	97.8	0.69	25.2	B
<b>Total</b>	<b>III</b>		<b>106.6</b>	<b>35.4</b>	<b>142.0</b>	<b>0.88</b>	<b>22.2</b>	<b>C</b>

**Arterial Level of Service: EB Johnson St**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
46th Ave	III	30	27.5	13.2	40.7	0.22	19.1	C
Proposed Signal	III	30	64.6	18.5	83.1	0.51	22.0	C
NW 35th Ave	III	30	22.5	23.7	46.2	0.18	13.8	E
Total	III		114.6	55.4	170.0	0.90	19.1	C





**Arterial Level of Service: WB Johnson St**

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 35th Ave	III	30	24.2	20.0	44.2	0.19	15.5	D
Joe DiMaggio Hospital	III	30	22.5	22.1	44.6	0.18	14.3	D
46th Ave	III	30	64.6	15.4	80.0	0.51	22.9	C
Total	III		111.3	57.5	168.8	0.88	18.7	C

## ATTACHMENT G

### LIST OF TRANSPORTATION IMPROVEMENTS- INTERLOCAL AGREEMENT

## TRANSPORTATION RELATED IMPROVEMENTS STATUS







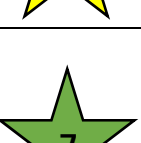
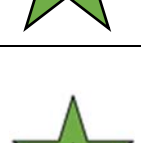
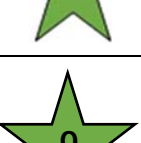
-  BUS SHELTER
-  SHUTTLE SERVICE FOR EMPLOYEES
-  IMPROVEMENT COMPLETED
-  IMPROVEMENT NOT YET REQUIRED



N.T.S.





SYMBOL	EXISTING ROADWAY	LOCATION	IMPROVEMENT DESCRIPTION	STATUS
	N. 35th Avenue	Main Hospital Entrance/Re-Aligned Hayes Street	Create 4th Leg (East Leg) of signalized intersection. Modify existing signal and add corresponding pedestrian features	IMPROVEMENT NOT YET REQUIRED
	N. 35th Avenue	NB approach to Johnson Street - signalized intersection	Add exclusive NB right-turn lane (includes potential new signal, subject to satisfaction of signal warrants as determined by Broward County Traffic Engineering)	IMPROVEMENT COMPLETED
	N. 40th Avenue	Johnson Street	Add exclusive EB and SB left turn lanes	IMPROVEMENT COMPLETED
	N. 40th Avenue	Taft Street	Construct single-lane roundabout. Close Yale Drive connection.	IMPROVEMENT COMPLETED
	Johnson Street	N. 40 <sup>th</sup> Avenue to West Hospital property limits (proposed garage access ways.	Widen EB approach to provide longer EB left-turn lane to serve hospital inbound garage access ways.	IMPROVEMENT COMPLETED
	Johnson Street	West hospital campus (either E. of 38th Ave at proposed garage access ways or at existing ER driveway).	Construct new traffic signal and systems communications (interconnect) (subject to satisfaction of signal warrants as determined by Broward County Traffic Engineering); close 38 <sup>th</sup> Avenue connection & landscape	IMPROVEMENT NOT YET REQUIRED TRAFFIC SIGNAL (SIGNAL WARRANT UNDER REVIEW) 38 <sup>TH</sup> AVENUE CLOSED AND LANDSCAPED
	Johnson Street	West hospital property limits (proposed garage access ways) to 35th Ave.	Convert to outbound WB turn lanes (right-turn lanes and striped out areas) to functional WB shared thru/right lane.	IMPROVEMENT COMPLETED
	N. 35 <sup>th</sup> Avenue	Between Johnson and Garfield Streets	Streetscape Improvements	IMPROVEMENT COMPLETED
	Johnson Street	Park Road	Construct dual EB and WB turning lanes (pavement improvements only). New lanes to be striped out until signal modifications are warranted.	IMPROVEMENT COMPLETED

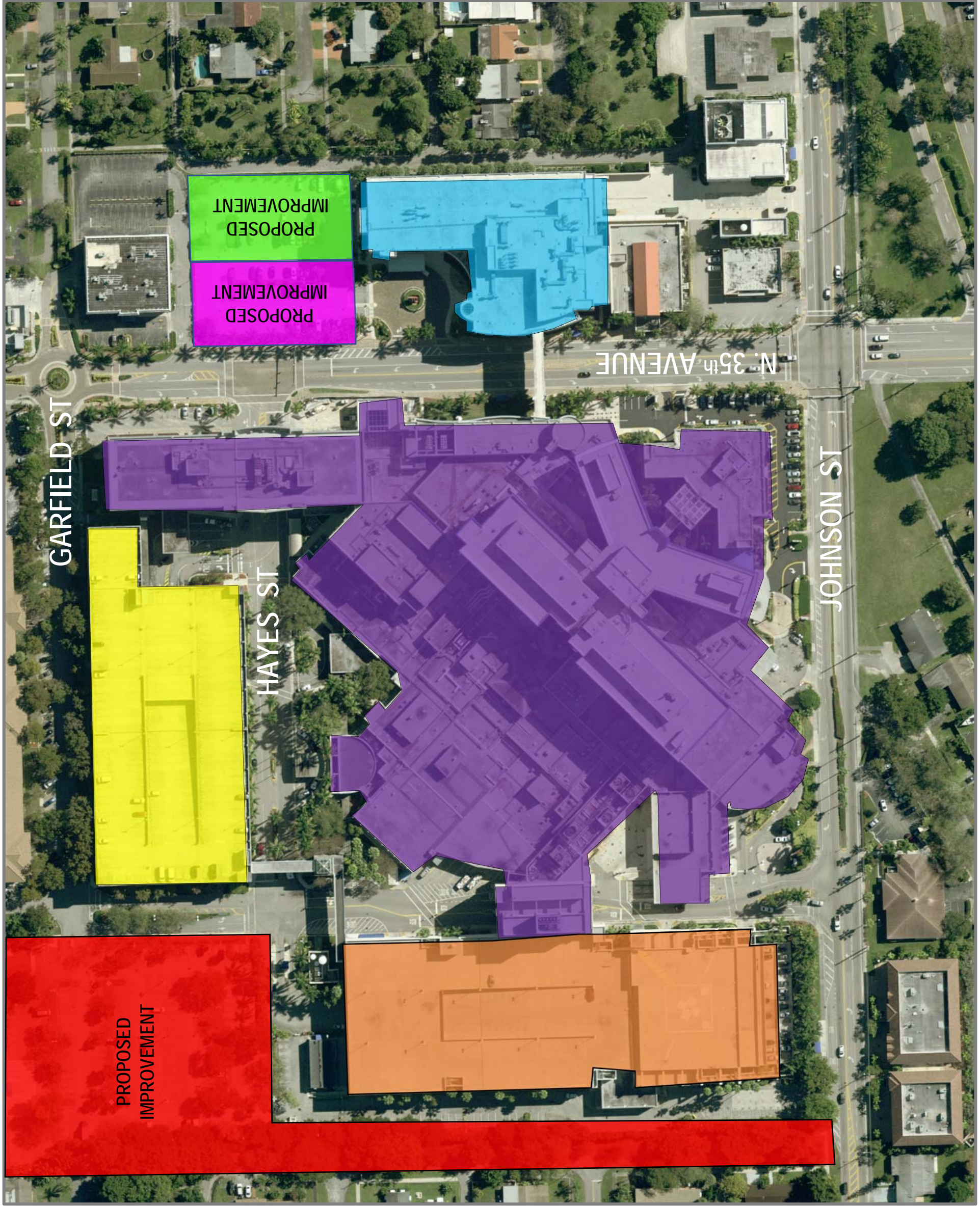
	Johnson Street	Between 46 <sup>th</sup> Avenue & Park Road	Fund for Circular Driveway Program- \$90,000	IMPROVEMENT COMPLETED
	Area Bus Stops	Bus Shelters at 4 closest stops	Construct new bus shelters	IMPROVEMENT COMPLETED
SYMBOL	EXISTING ROADWAY	LOCATION	PEDESTRIAN AND TRANSIT IMPROVEMENTS	STATUS
	Area Bus Stops	Bus Shelters at 4 closest stops	Construct new bus shelter	IMPROVEMENT COMPLETED
	Bus Bay	West side of 35th Avenue	If sufficient hospital property is available, install bus bay on the West side of 35th Avenue between Garfield & Johnson Streets	IMPROVEMENT COMPLETED
	Bus Bay	Johnson Street - North side	Construct bus bay on north side of Johnson Street on hospital campus	IMPROVEMENT COMPLETED
	Bus Bay	Johnson Street - South side	Construct bus bay at a location designated and where right-of-way is made available by City and Broward County Mass Transit	IMPROVEMENT COMPLETED
	Shuttle Service		Shuttle Service for Employees	IMPROVEMENT COMPLETED

**PROJECT  
IMPROVEMENTS  
MASTER PLAN**

- EXISTING JOE DIMAGGIO CHILDREN'S HOSPITAL
- EXISTING VISITOR PARKING GARAGE (2 STORIES)
- MEMORIAL REGIONAL HOSPITAL
- PARKING GARAGE
- PROPOSED 6 STORY PARKING GARAGE
- PROPOSED MEMORIAL CANCER PARKING GARAGE (4 LEVELS)
- PROPOSED MEMORIAL CANCER CENTER (4 STORIES)



N.T.S.



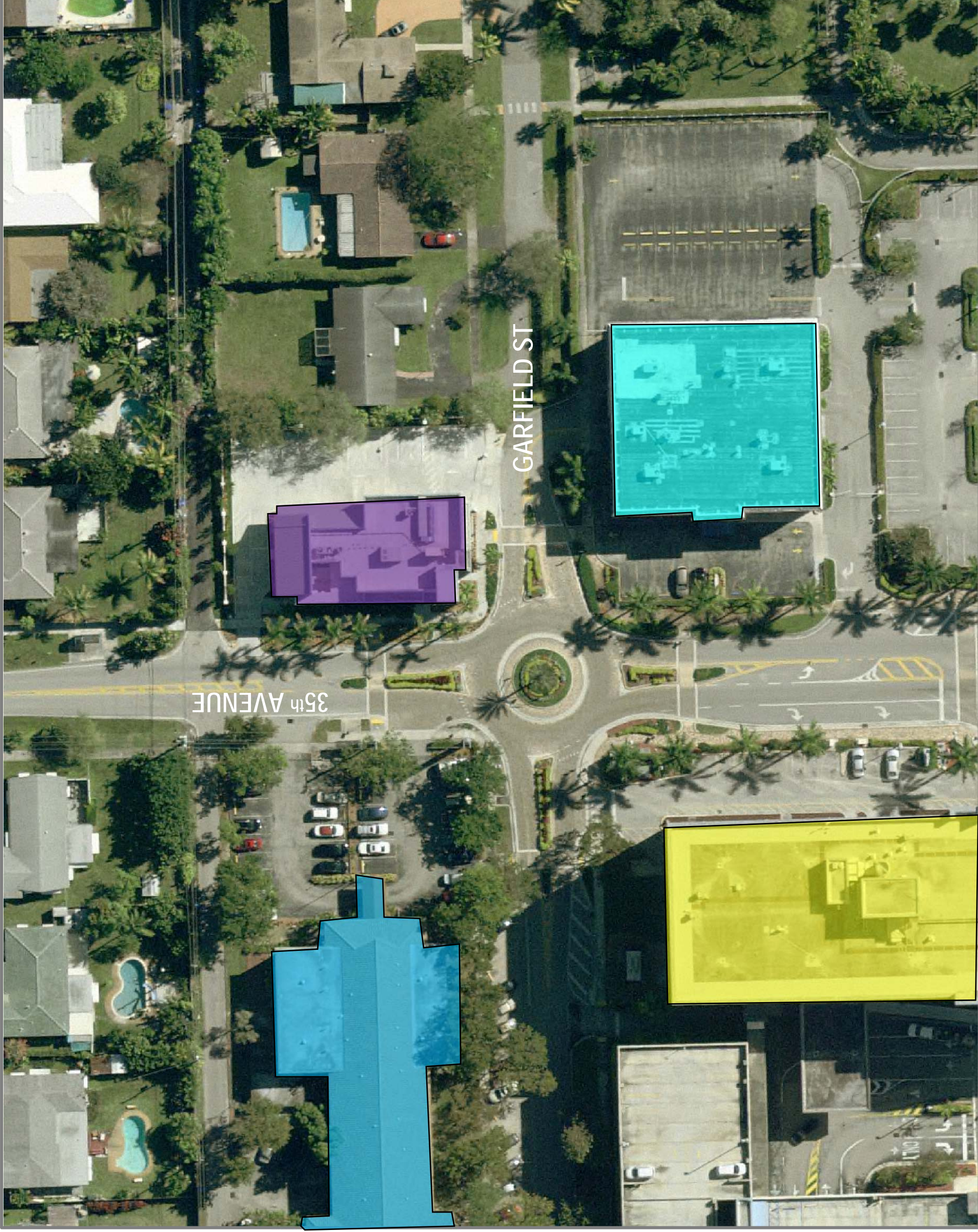
**EXISTING  
CONDITIONS  
SITE LOCATION # 1:**

**GARFIELD ST &  
35<sup>th</sup> AVENUE**

- HOLLYWOOD HILLS  
NURSING HOMES
- MEMORIAL MEDICAL  
OFFICE CENTRE
- PLASTIC SURGERY  
SPECIALISTS
- MEMORIAL  
HEALTHCARE SYSTEM



N.T.S.



**EXISTING  
CONDITIONS  
SITE LOCATION # 2:**

**HAYES ST  
(HOSPITAL  
ENTRANCE) &  
35<sup>th</sup> AVENUE**

JOE DIMAGGIO  
CHILDREN'S HOSPITAL



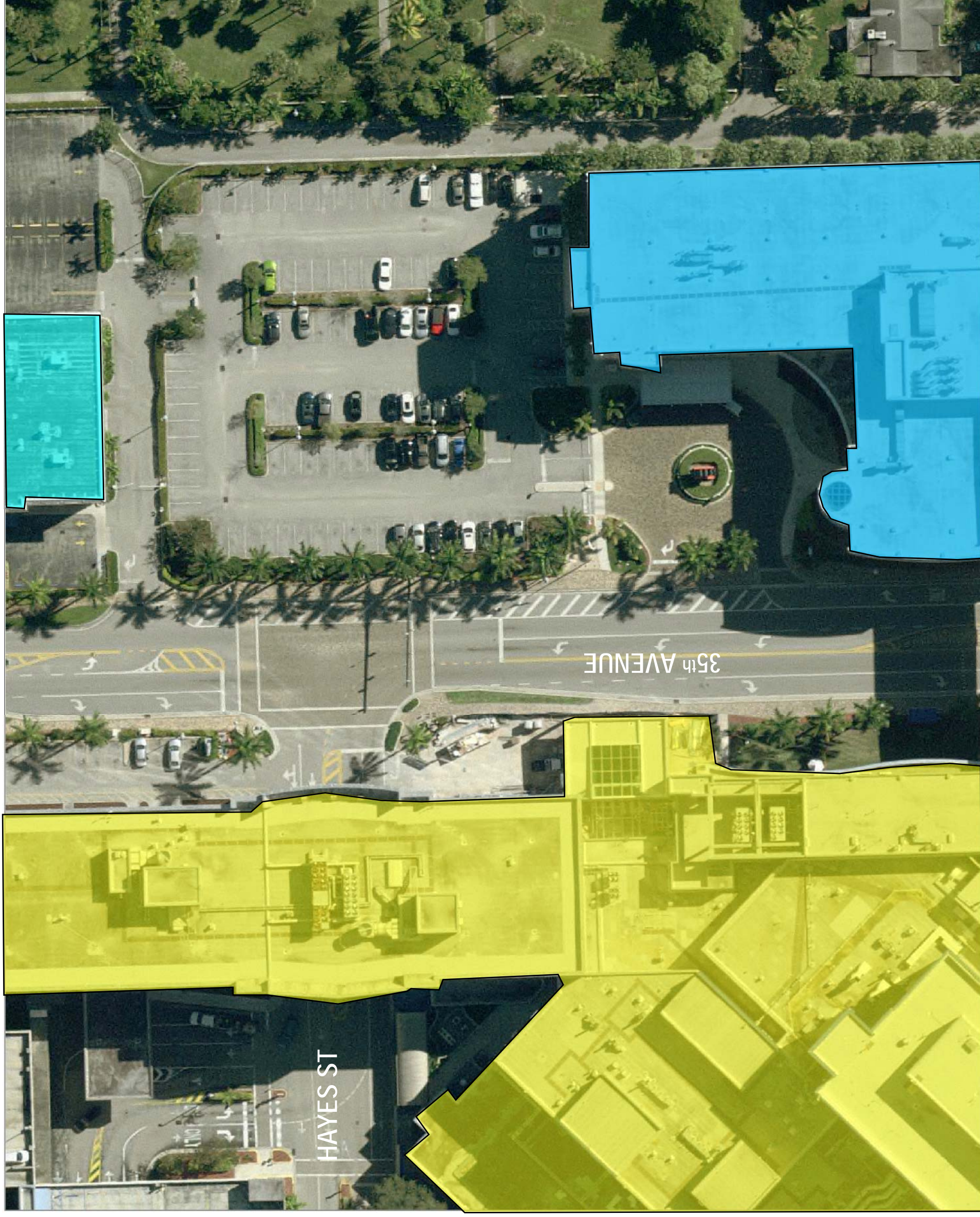
MEMORIAL MEDICAL  
OFFICE CENTRE



MEMORIAL HEALTHCARE  
SYSTEM



N.T.S.



**EXISTING  
CONDITIONS  
SITE LOCATION # 3:  
HOLLYWOOD BLVD  
&  
35th AVENUE**

CHEVRON GAS STATION



URGENT CARE FACILITY



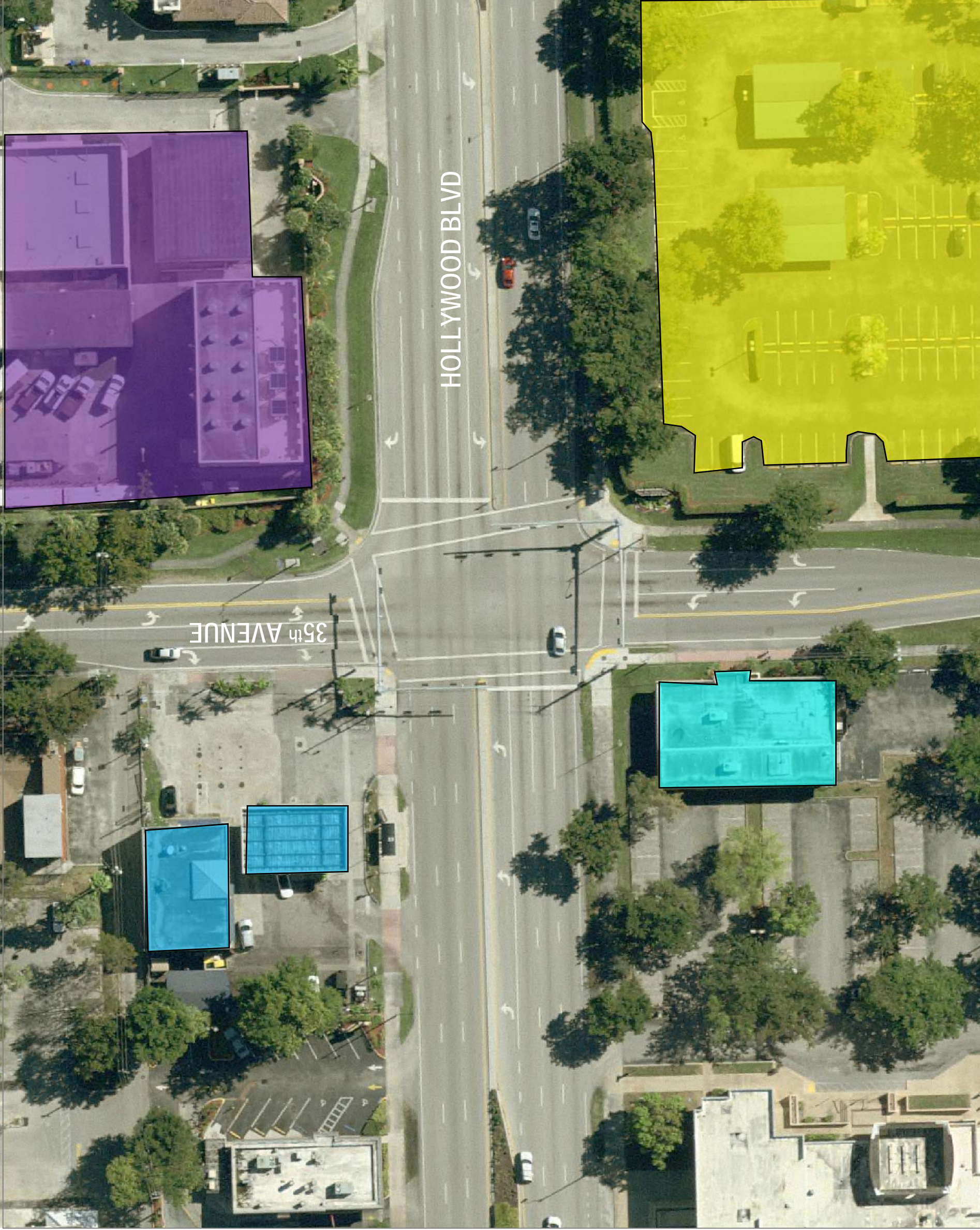
CITY OF HOLLYWOOD -  
WATER TREATMENT  
PLANT



VENTURE CORPORATE  
CENTER - PARKING LOT



N.T.S.





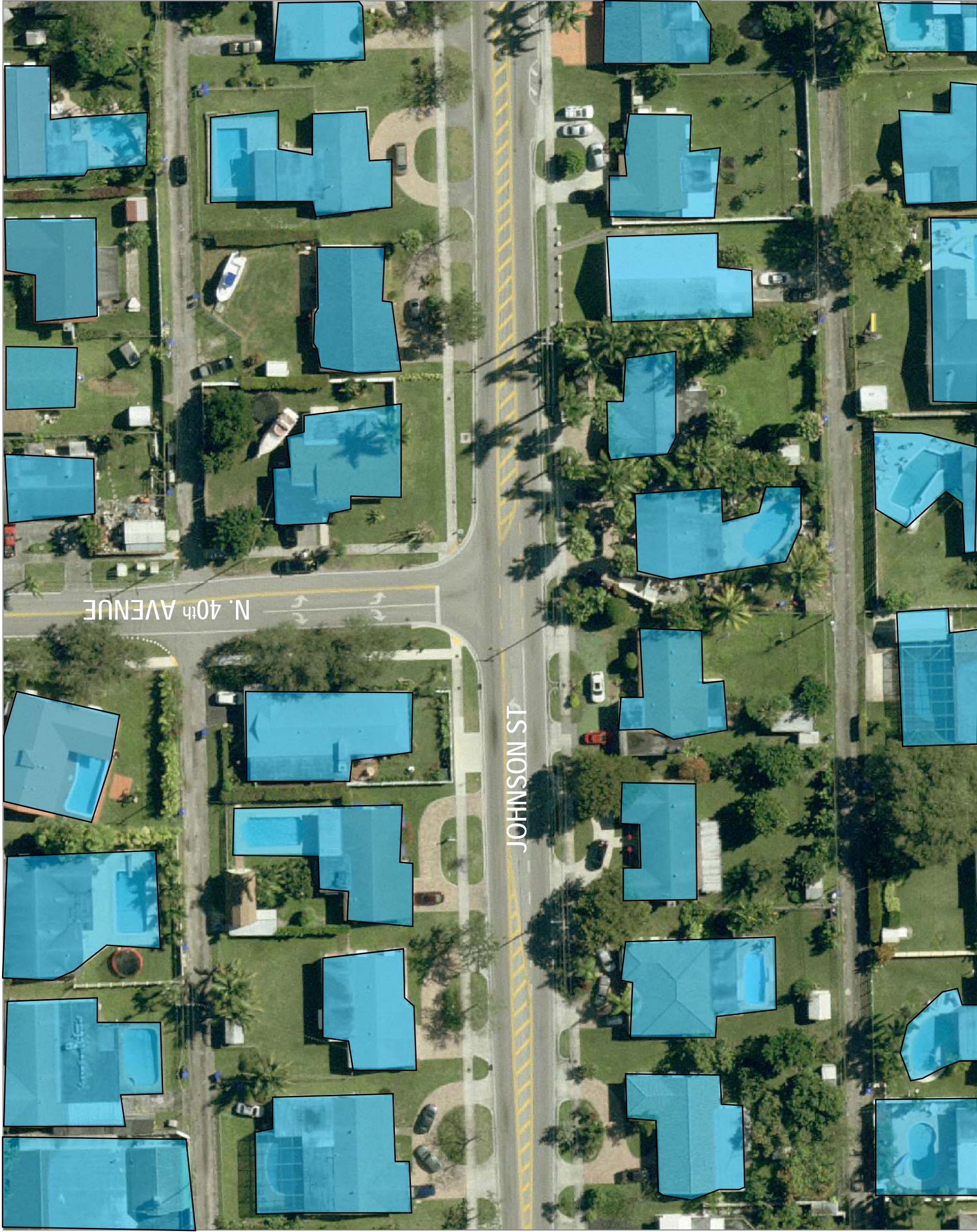
**EXISTING  
CONDITIONS  
SITE LOCATION # 4:**

**JOHNSON ST  
&  
N. 40<sup>th</sup> AVENUE**

RESIDENTIAL AREA



N.T.S.



**EXISTING  
CONDITIONS  
SITE LOCATION # 5:**

**JOHNSON ST  
&  
N. 46<sup>th</sup> AVENUE**

 RESIDENTIAL AREA



N.T.S.





**EXISTING  
CONDITIONS  
SITE LOCATION # 6:**

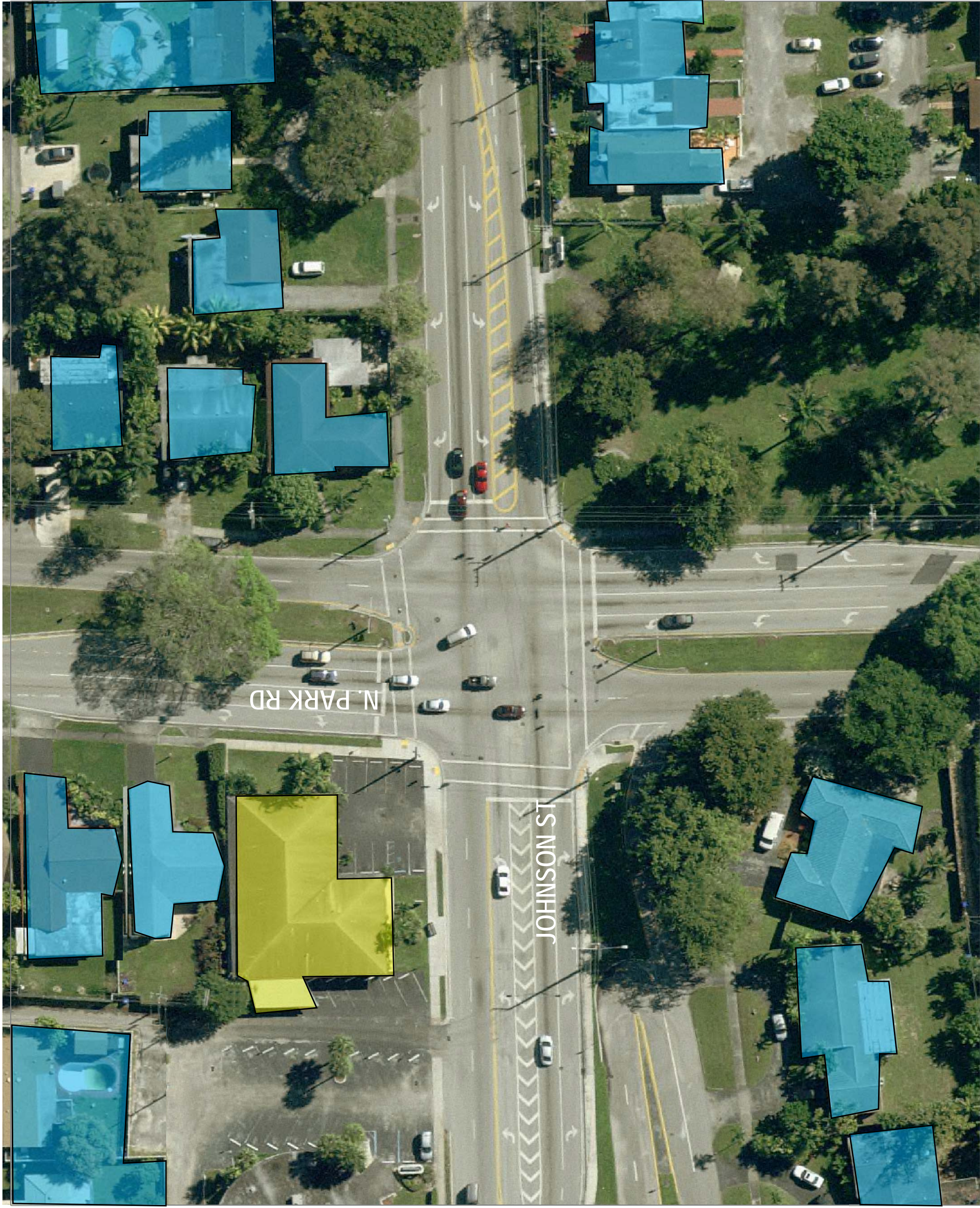
**JOHNSON ST  
&  
N. PARK RD**

 RESIDENTIAL AREA

 MEDICAL OFFICE



N.T.S.



**EXISTING  
CONDITIONS  
SITE LOCATION # 7:**

**TAFT ST  
&  
N. 35<sup>th</sup> AVENUE**

 RESIDENTIAL AREA

 HOLLYWOOD HILLS  
ELEMENTARY SCHOOL



N.T.S.





**EXISTING  
CONDITIONS  
SITE LOCATION # 8:**

**TAFT ST  
&  
N. 40<sup>th</sup> AVENUE**

 RESIDENTIAL AREA



N.T.S.





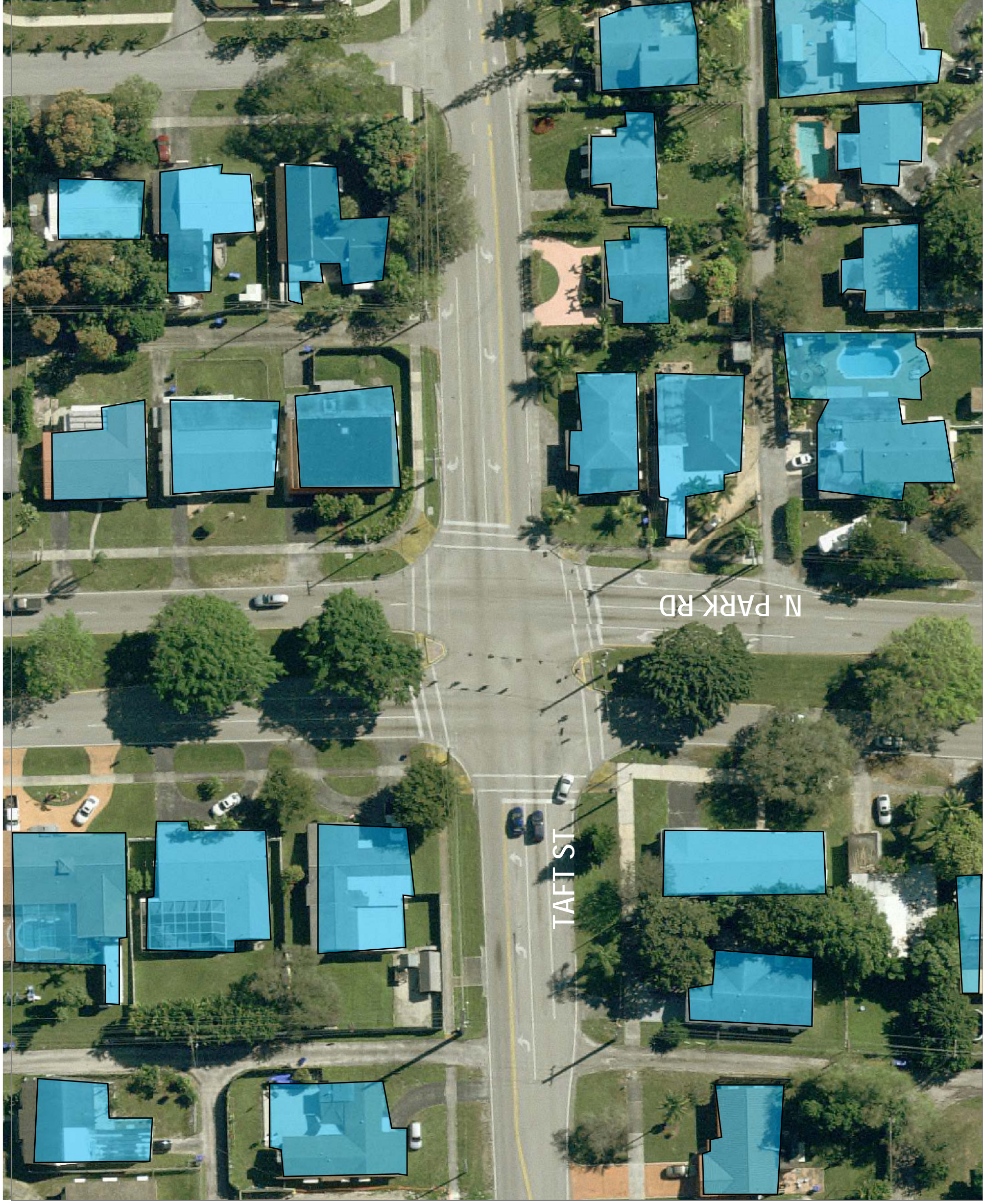
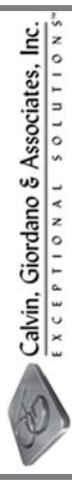
**EXISTING  
CONDITIONS  
SITE LOCATION # 9:**

**TAFT ST  
&  
N. PARK RD**

RESIDENTIAL AREA







N.T.S.





**EXISTING  
CONDITIONS  
SITE LOCATION # 10:**

**JOHNSON ST  
&  
N. 35th AVENUE**

-  JOE DIMAGGIO CHILDREN'S HOSPITAL
-  PARKING GARAGE 2 STORIES
-  MEMORIAL REGIONAL HOSPITAL
-  PARKING GARAGE



N.T.S.

