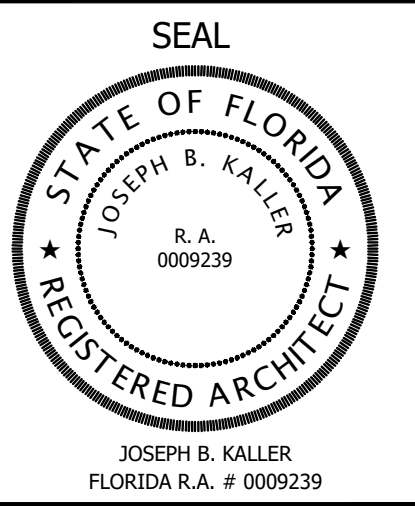




	A		B		C		D		E		F		G		H		I	Galvanized steel structure coated with 100% polyester powder. High-quality Synthetic Monofilament Turfgrass. Clear 12 mm (1/2\") thick tempered glass. Weather-resistant nylon washers and self-adhesive neoprene.
--	----------	--	----------	--	----------	--	----------	--	----------	--	----------	--	----------	--	----------	--	----------	--



KallerArchitecture
AA# 26001212
2417 Hollywood Blvd.
Hollywood Florida 33020
954.920.5746
joseph@kallerarchitects.com
www.kallerarchitects.com



PROJECT TITLE
1830-1844 JACKSON ST.
HOLLYWOOD, FL. 33020

SHEET TITLE
SUBMITTAL FOR FINAL TAC SOUTH ELEVATION

MEETING DATES		
BOARD/ COMMITTEE	DATE	DESCRIPTION
PACO	08.05.23	23-DP-80
TAC	10.02.23	23-DP-80
FINAL TAC	11.20.23	23-DP-80

This drawing, as an instrument of service, is and shall remain the property of the Architect and shall not be reproduced, published or used in any way without the permission of the Architect.

PROJECT No.: 23036
DATE: 11.20.23
DESIGNED BY: SCHIFFINO
CHECKED BY: JBK



AA#26001212
2417 Hollywood Blvd.
Hollywood Florida 33020
954.920.5746
joseph@kallerarchitects.com

www.kallerarchitects.com

EAL

JOSEPH B. KALLER
FLORIDA R.A. #0009239

MULTI FAMILY APARTMENTS

1830-1844 JACKSON STREET HOLLYWOOD,
FL

SIREEI PROFILE

REVISIONS

[illegible]

This drawing, as an instrument of service, is and shall remain the property of the Architect and shall not be reproduced, published or used in any way without the permission of the Architect.

PROJECT No.:	Project Number
DATE:	Issue Date
DRAWN BY:	MF
CHECKED BY:	JBK

SHEET

A-2.5



1 STREET PROFILE
1" = 30'-0"

1830-1844 Jackson Street

Hollywood, Florida

TRAFFIC IMPACT STUDY

prepared for:
1830-1844 Jackson LLC

KBP CONSULTING, INC.

January 2024
Updated April 2024

1830-1844 Jackson Street

Hollywood, Florida

Traffic Impact Study

January 2024

Updated April 2024

Prepared for:

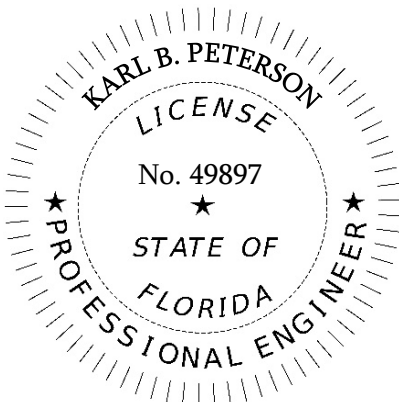
1830-1844 Jackson LLC

Prepared by:

KBP Consulting, Inc.

APPROVED BY:

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED
AND SEALED BY:



ON THE DATE ADJACENT TO THE SEAL.
PRINTED COPIES OF THIS DOCUMENT ARE NOT
CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST
BE VERIFIED ON ANY ELECTRONIC COPIES.

KBP CONSULTING, INC.
8400 N. UNIVERSITY DRIVE, SUITE 309
TAMARAC, FLORIDA 33321
PH: 954-560-7103
KARL B. PETERSON, P.E. NO. 49897

TABLE OF CONTENTS

INTRODUCTION.....	1
INVENTORY	3
Existing Land Uses and Access	3
Proposed Land Uses and Access.....	3
Traffic Circulation	3
Transit Service and Facilities.....	3
EXISTING CONDITIONS	4
Roadway System.....	4
Study Intersections.....	4
TRAFFIC COUNTS	6
TRIP GENERATION.....	9
TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT	11
TRAFFIC ANALYSES	15
Future Conditions Traffic Volumes	15
Level of Service (LOS) Analyses – Intersections	21
SUMMARY & CONCLUSIONS.....	26

LIST OF FIGURES

FIGURE 1 – Project Location Map	2
FIGURE 2 – Existing Lane Geometry with Future Driveway Location & Geometry	5
FIGURE 3 – Existing AM Peak Hour Traffic Counts	7
FIGURE 4 – Existing PM Peak Hour Traffic Counts.....	8
FIGURE 5 – Trip Distribution.....	12
FIGURE 6 – New Project Traffic Assignment – AM Peak Hour.....	13
FIGURE 7 – New Project Traffic Assignment – PM Peak Hour	14
FIGURE 8 – Future (2025) Background (w/out Project) Traffic Volumes – AM Peak Hour.....	17
FIGURE 9 – Future (2025) Background (w/out Project) Traffic Volumes – PM Peak Hour	18
FIGURE 10 – Future (2025) Total (w/ Project) Traffic Volumes – AM Peak Hour	19
FIGURE 11 – Future (2025) Total (w/ Project) Traffic Volumes – PM Peak Hour.....	20

LIST OF TABLES

TABLE 1 – Trip Generation Analysis	10
TABLE 2 – Levels of Service – Intersections – AM Peak Hour	22
TABLE 3 – Levels of Service – Intersections – PM Peak Hour.....	24

Appendices

INTRODUCTION

1830-1844 Jackson Street is a proposed residential development to be located on the south side of Jackson Street between S. Federal Highway (State Road 5 / US 1) and S. 19th Avenue in Hollywood, Broward County, Florida. More specifically, the Broward County Parcel ID numbers for this site are 5142 15 01 7320, 5142 15 01 7330, 5142 15 01 7340, and 5142 15 01 7350. The location of this project site is illustrated in Figure 1 on the following page.

KBP Consulting, Inc. has been retained by the 1830-1844 Jackson LLC to conduct a traffic impact study in connection with the development of this mixed-use project.¹ This study addresses the trip generation, site access, and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

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

¹ A proposed traffic impact study methodology was submitted to the City of Hollywood's engineering department for review and comment. The proposed methodology was confirmed to be acceptable on November 8, 2023. The methodology, as presented to the City is included in Appendix A of this report.

INVENTORY

Existing Land Uses and Access

The subject site has a land area of approximately 36,810 square feet (+/- 0.845 acre) and is currently developed with three (3) single-family residences and ten (10) multifamily dwelling units in a low-rise format. Vehicular access to these properties is provided on both Jackson Street and on the alleyway to the south.

Proposed Land Uses and Access

The subject site will be developed with a 13-story building with 200 multifamily dwelling units and 1,384 square feet of retail space. Vehicular access to the site will be provided via two (2) full access driveways on Jackson Street. No gates are proposed at the entry points to the garage. The proposed project is anticipated to be completed by 2025. Appendix B contains the preliminary site plan for the proposed residential project.

Traffic Circulation

As noted, vehicular access to the site is proposed along Jackson Street. The eastern driveway provides access to nine (9) visitor parking spaces and two (2) loading spaces. The western driveway provides access to the balance of the parking supply including six (6) electric vehicle charging stations and the ramp to the upper floors of the parking garage.

Transit Service and Facilities

Broward County Transit (BCT) Route 1 serves the project area. This route provides transit service from the Aventura Mall to the Broward County Transit Central Terminal in downtown Fort Lauderdale along the US 1 corridor. There are two (2) bus stops located in the immediate vicinity of the subject site.

EXISTING CONDITIONS

This section of the report addresses the transportation system located in the vicinity of the 1830-1844 Jackson Street site.

Roadway System

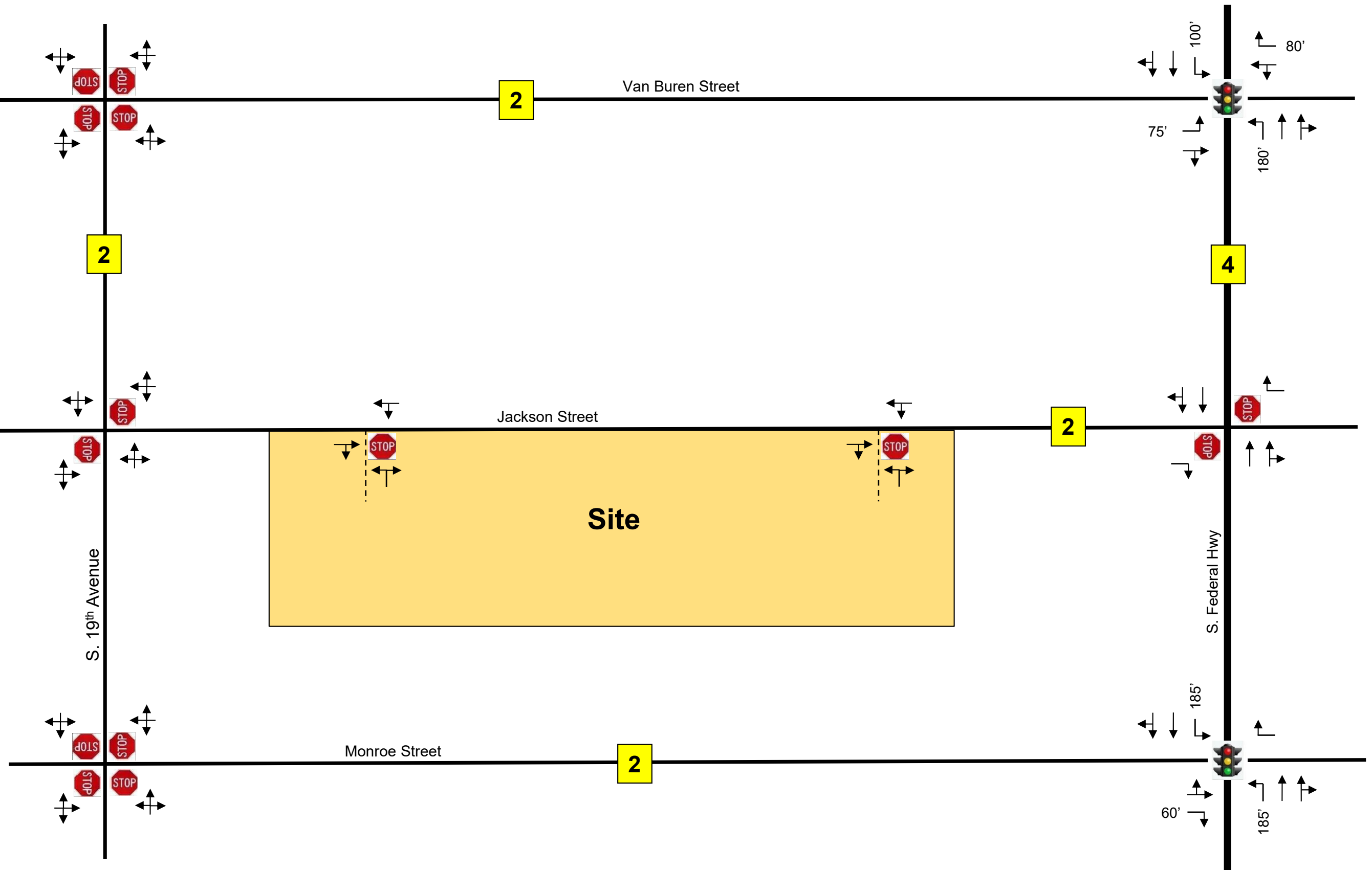
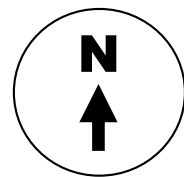
S. Federal Highway (State Road 5 / US 1) is a four-lane divided, state-maintained principal arterial roadway oriented in the north-south direction. Within the project study area, the posted speed limit on S. Federal Highway is 35 miles per hour (mph) and the state's access classification of this roadway is "6". Jackson Street is a locally maintained, two-lane roadway oriented in the east-west direction. This facility connects S. Federal Highway (State Road 5 / US 1) to the east with S. 21st Avenue to the west.

Study Intersections

For purposes of this study, the following six (6) intersections and two (2) driveway locations were selected for detailed analysis purposes. These intersections are:

- S. Federal Highway and Van Buren Street (signalized)
- S. Federal Highway and Jackson Street (unsignalized)
- S. Federal Highway and Monroe Street (signalized)
- S. 19th Avenue and Van Buren Street (unsignalized)
- S. 19th Avenue and Jackson Street (unsignalized)
- S. 19th Avenue and Monroe Street (unsignalized)
- Jackson Street and Future Driveway Locations

Figure 2 on the following page depicts the number of lanes on the roadways located within the study area of the proposed project. The geometry of the intersections selected for detailed analysis purposes are also illustrated in this figure.



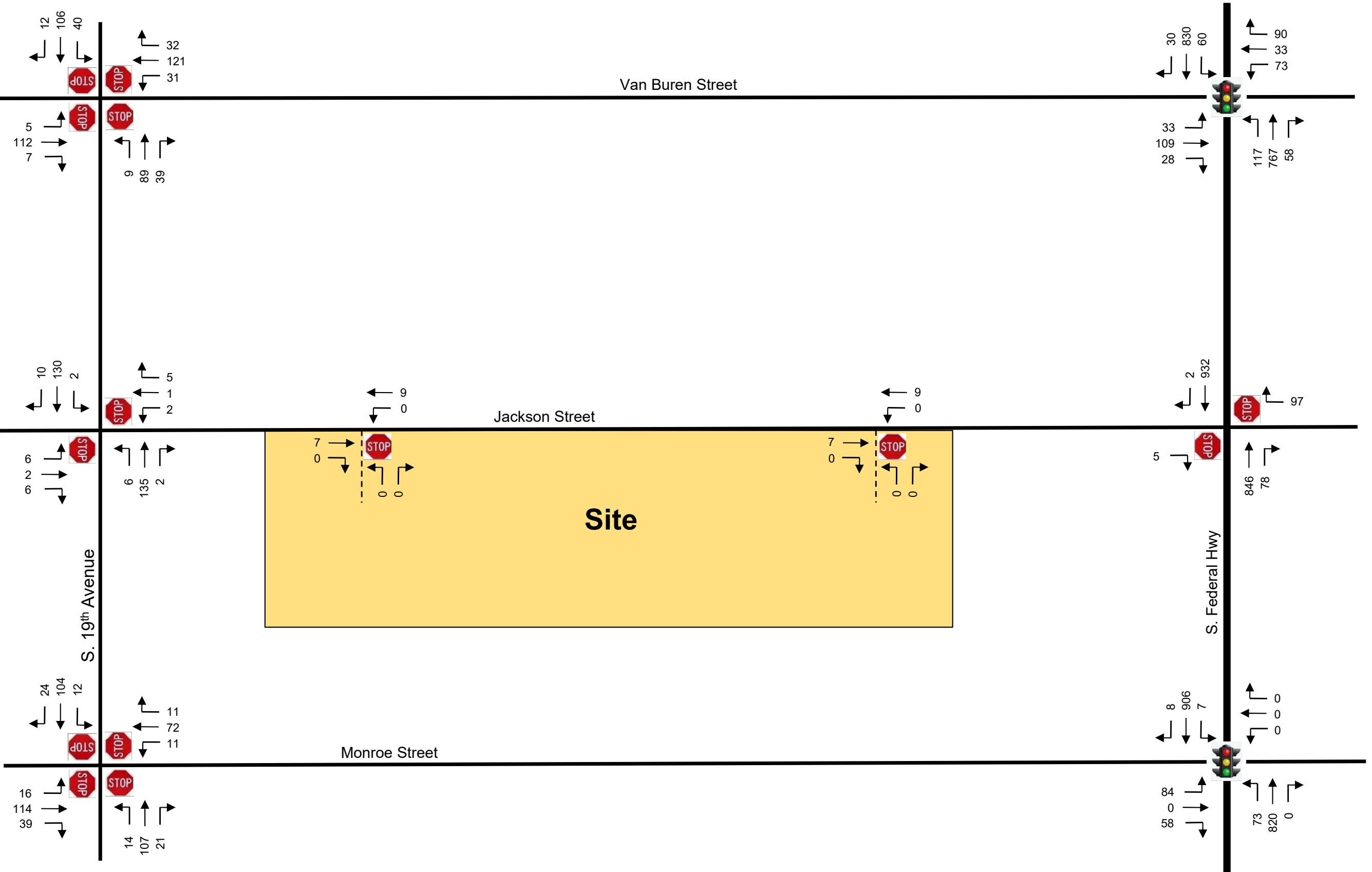
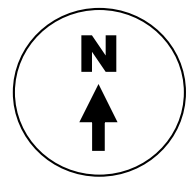
LEGEND	
	Left-Turn Lane
	Through Lane
	Right-Turn Lane
	# of Travel Lanes

TRAFFIC COUNTS

KBP Consulting, Inc., in association with All Traffic Data Services, Inc. (formerly Traffic Survey Specialists, Inc.), collected turning movement counts at the following locations:

- S. Federal Highway and Van Buren Street
- S. Federal Highway and Jackson Street
- S. Federal Highway and Monroe Street
- S. 19th Avenue and Van Buren Street
- S. 19th Avenue and Jackson Street
- S. 19th Avenue and Monroe Street
- Jackson Street and Future Driveway Locations

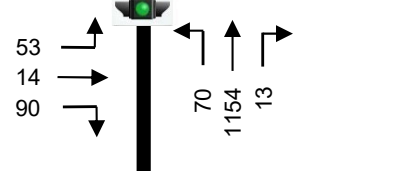
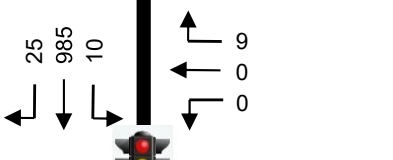
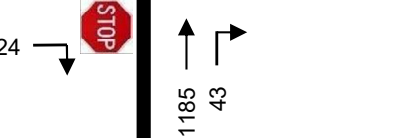
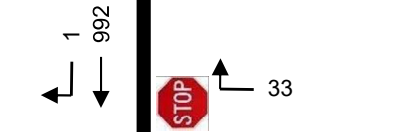
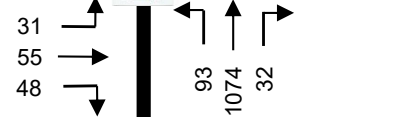
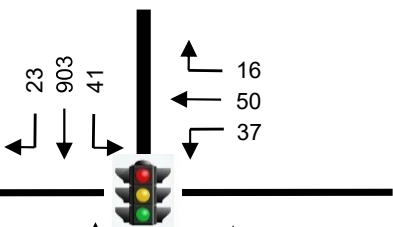
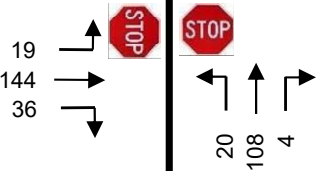
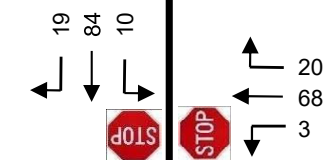
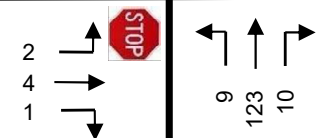
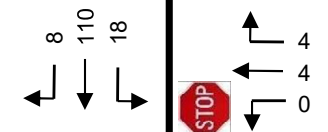
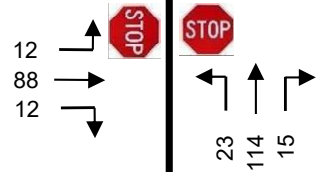
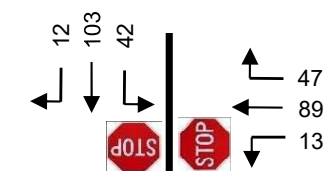
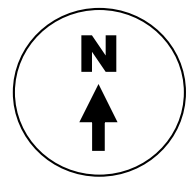
The intersection turning movement counts were collected on Thursday, December 7, 2023, during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM). Figures 3 and 4 summarize the results of this traffic data collection effort. Appendix C contains the traffic data as collected in the field. *(Note that the volumes presented in Figures 3 and 4 represent average peak season conditions in accordance with the FDOT peak season conversion factor data for this area of Broward County. The applicable Peak Season Factor Category Report is presented in Appendix D.)*



Existing (2023) AM Peak Hour (7:00-9:00) Traffic Counts

Seasonally Adjusted
Source: All Traffic Data Services, Inc.

FIGURE 3
1830-1844 Jackson Street
Hollywood, Florida



Existing (2023) PM Peak Hour (4:00-6:00) Traffic Counts

Seasonally Adjusted
Source: All Traffic Data Services, Inc.

FIGURE 4
1830-1844 Jackson Street
Hollywood, Florida

TRIP GENERATION

The trip generation analysis for the 1830-1844 Jackson Street project is based upon information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (11th Edition)*. According to the subject ITE manual, the most appropriate land use categories for the existing and proposed development are Land Use #210 – Single-Family Detached Housing, Land Use #220 – Multifamily Housing (Low-Rise), Land Use #222 – Multifamily Housing (High-Rise), and Land Use #822 – Strip Retail Plaza (<40k). The trip generation rates used to determine the vehicle trips associated with this analysis are shown below.

Single-Family Detached Housing – ITE Land Use #210

- Weekday: $T = 9.43 (X)$
where T = number of trips and X = number of dwelling units
- AM Peak Hour: $T = 0.70 (X)$ (26% in / 74% out)
- PM Peak Hour: $T = 0.94 (X)$ (63% in / 37% out)

Multifamily Housing (Low-Rise) – ITE Land Use #220

- Weekday: $T = 6.74 (X)$
where T = number of trips and X = number of dwelling units
- AM Peak Hour: $T = 0.40 (X)$ (24% in / 76% out)
- PM Peak Hour: $T = 0.51 (X)$ (63% in / 37% out)

Multifamily Housing (High-Rise) – ITE Land Use #222

- Weekday: $T = 4.54 (X)$
where T = number of trips and X = number of dwelling units
- AM Peak Hour: $T = 0.27 (X)$ (34% in / 66% out)
- PM Peak Hour: $T = 0.32 (X)$ (56% in / 44% out)

Strip Retail Plaza (<40k) – ITE Land Use #822

- Weekday: $T = 54.45 (X)$
where T = number of trips and X = 1,000 square feet of gross leasable area
- AM Peak Hour: $T = 2.36 (X)$ (60% in / 40% out)
- PM Peak Hour: $T = 6.59 (X)$ (50% in / 50% out)

Table 1 on the following page summarizes the vehicle trips expected to be generated by the 1830-1844 Jackson Street development. Excerpts from the referenced ITE manual are presented in Appendix E.

Table 1 1830-1844 Jackson Street Trip Generation Summary Hollywood, Florida								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Existing								
Residential - (MF - Low Rise)	10 DU	67	1	3	4	3	2	5
Single-Family Housing	3 DU	28	1	1	2	2	1	3
Sub-Total:		95	2	4	6	5	3	8
Proposed								
Residential - (MF - High Rise)	200 DU	908	18	36	54	36	28	64
Retail (<40k)	1,384 SF	75	2	1	3	5	4	9
Sub-Total:		983	20	37	57	41	32	73
Difference (Proposed - Existing)		888	18	33	51	36	29	65

Source: KBP Consulting, Inc., April 2024.

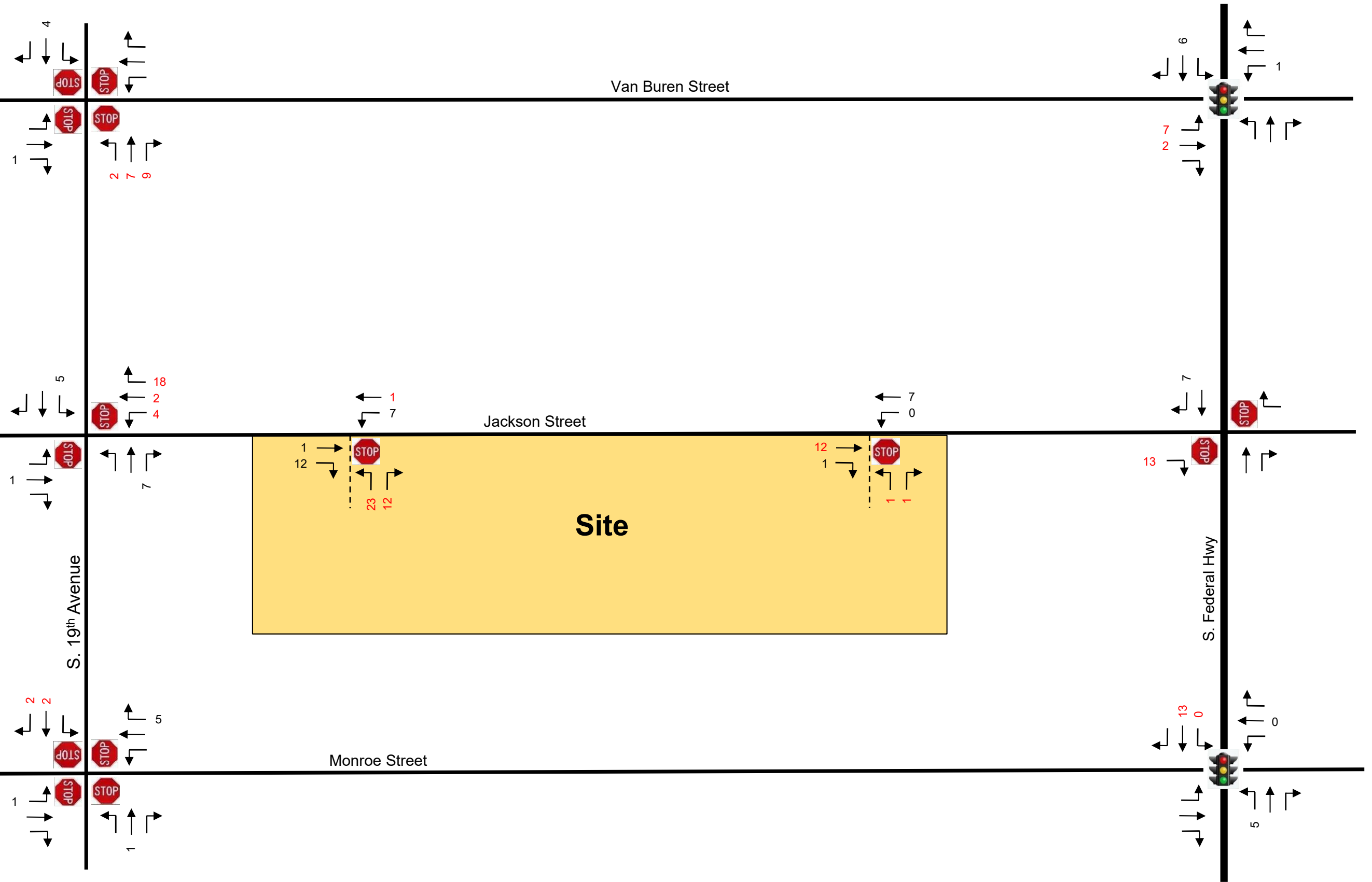
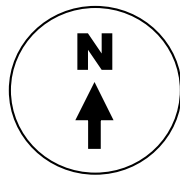
Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition).

As indicated in Table 1 above, the proposed project is anticipated to generate 983 daily vehicle trips, 57 AM peak hour vehicle trips (20 inbound and 37 outbound) and 73 vehicle trips (41 inbound and 32 outbound) during the typical afternoon peak hour. When considering the existing development on the subject site this represents an increase of 888 daily vehicle trips, an increase of 51 AM peak hour vehicle trips, and an increase of 65 PM peak hour vehicle trips. For the purpose of this traffic impact study, no deductions or credits for existing traffic volumes have been applied.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

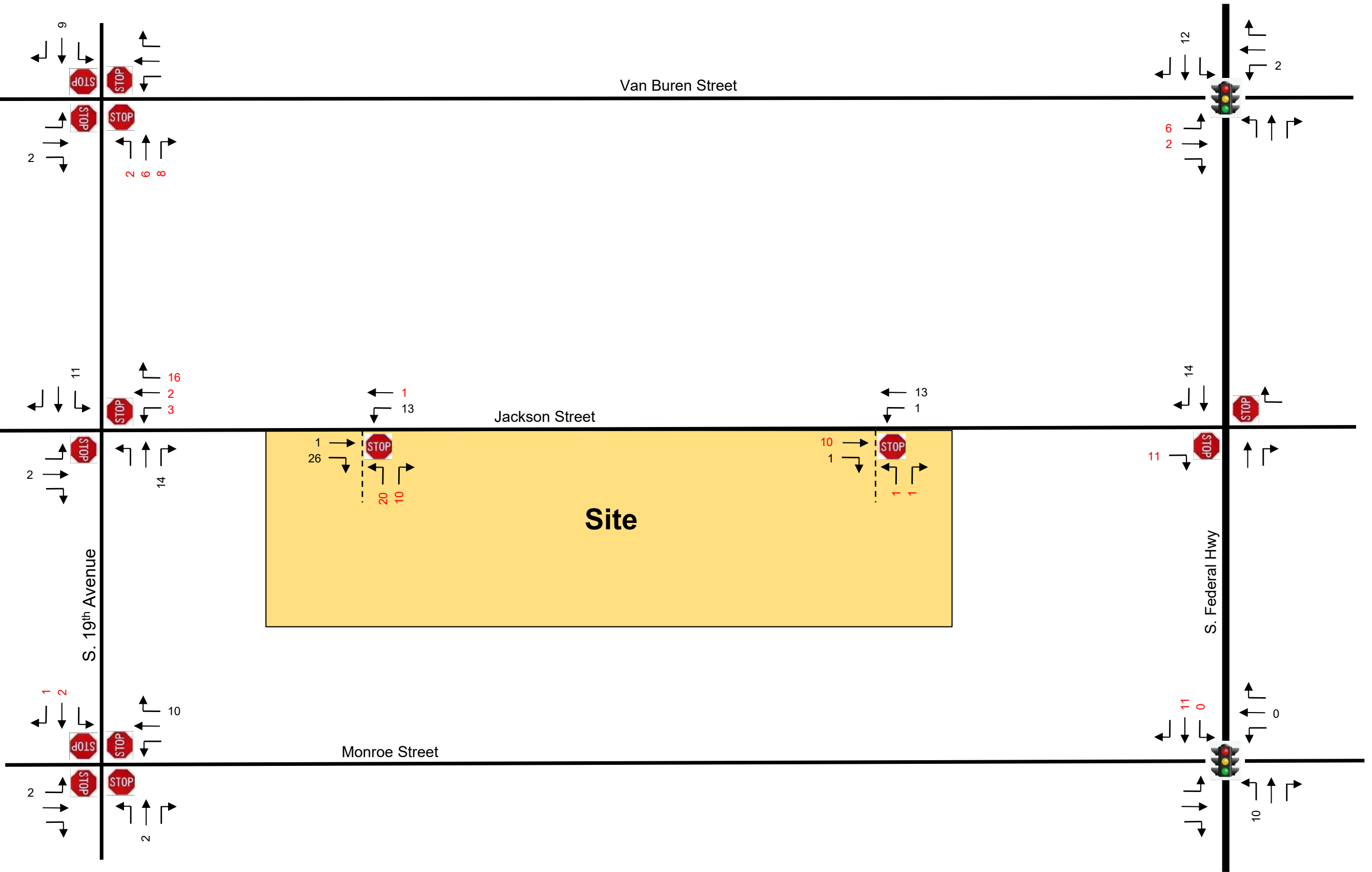
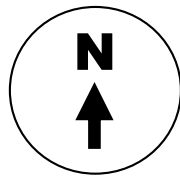
The trip distribution and traffic assignment for the 1830-1844 Jackson Street project was developed based upon knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes (from FDOT count stations and counts performed for this analysis) and existing land use patterns, and input from the project team. The resulting trip distribution for the project trips is presented in Figure 5. The anticipated AM and PM peak hour trip assignment for the project is based upon these estimated trip distribution patterns and is presented in Figures 6 and 7. The “global” trip distribution percentages that the localized trip distribution patterns are based upon are as follows:

- 30% to and from the northeast
- 30% to and from the northwest
- 20% to and from the southeast
- 20% to and from the southwest



Project Traffic Assignment – AM Peak Hour

FIGURE 6
1830-1844 Jackson Street
Hollywood, Florida



Project Traffic Assignment – PM Peak Hour

FIGURE 7
1830-1844 Jackson Street
Hollywood, Florida

TRAFFIC ANALYSES

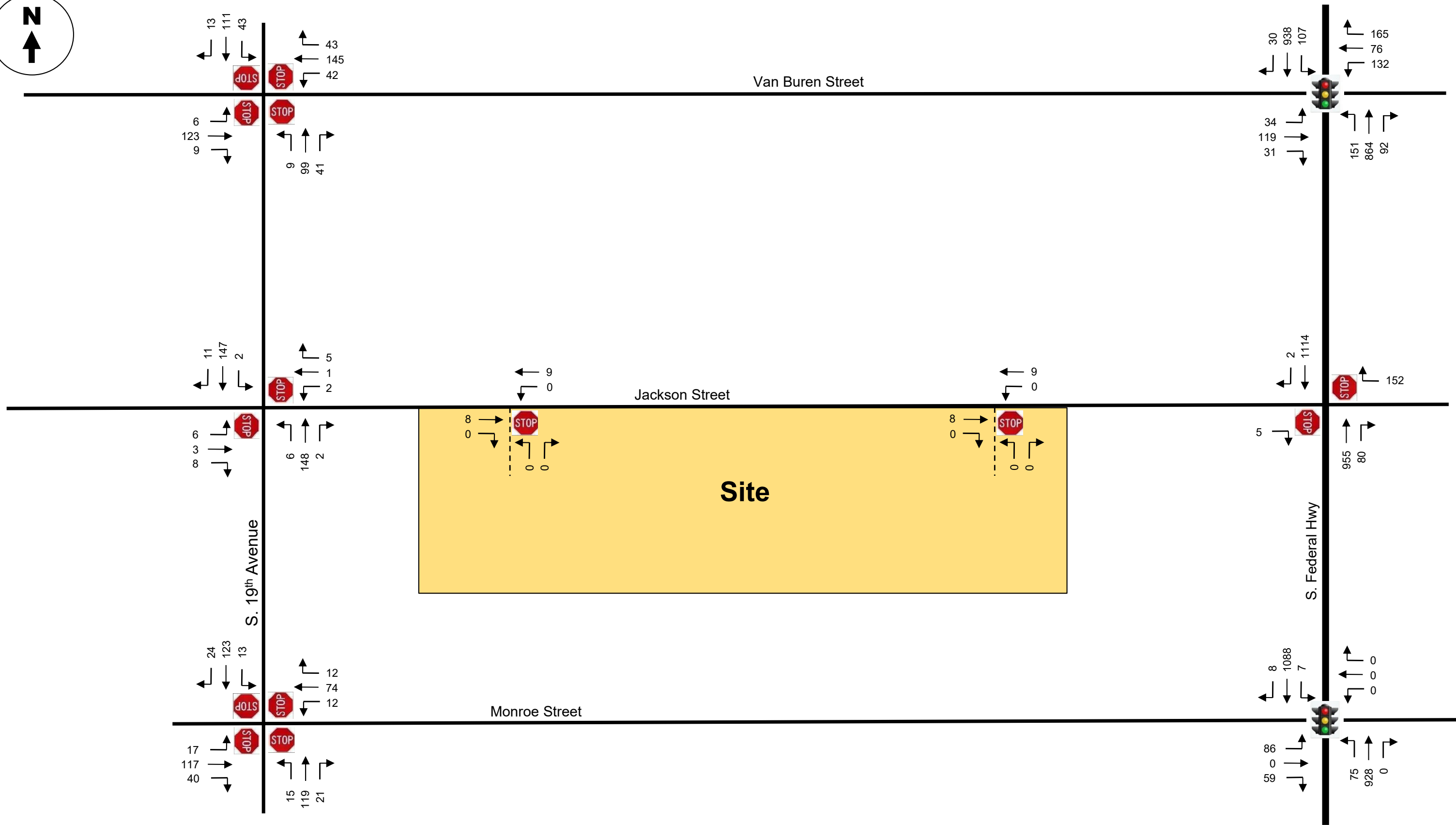
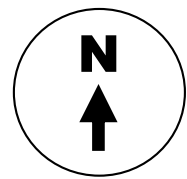
This section of the study is divided into two (2) parts. The first part of this section involves the development of future (2025) traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions for the study intersections.

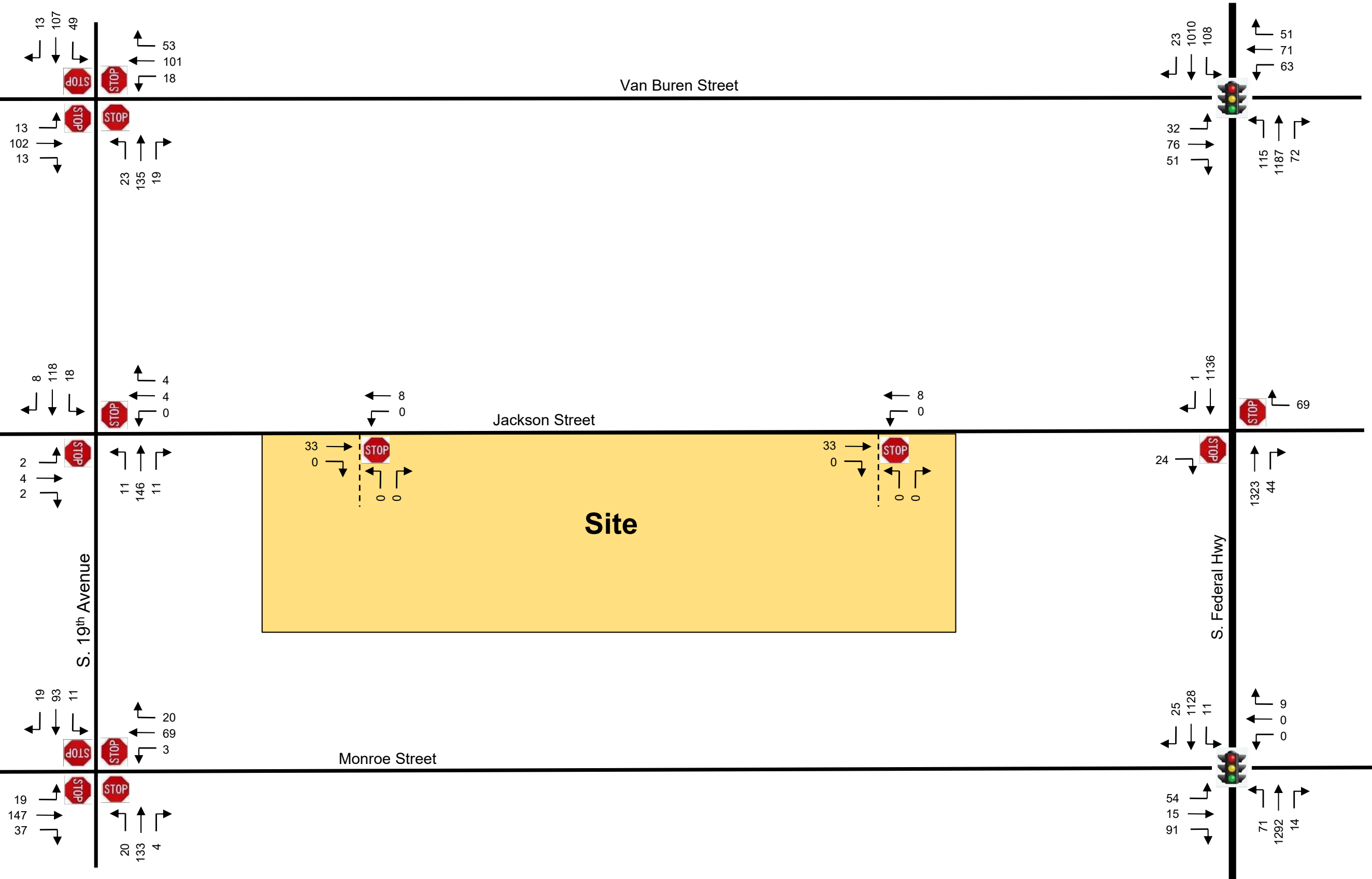
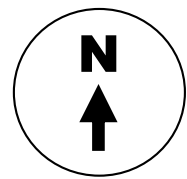
Future Conditions Traffic Volumes

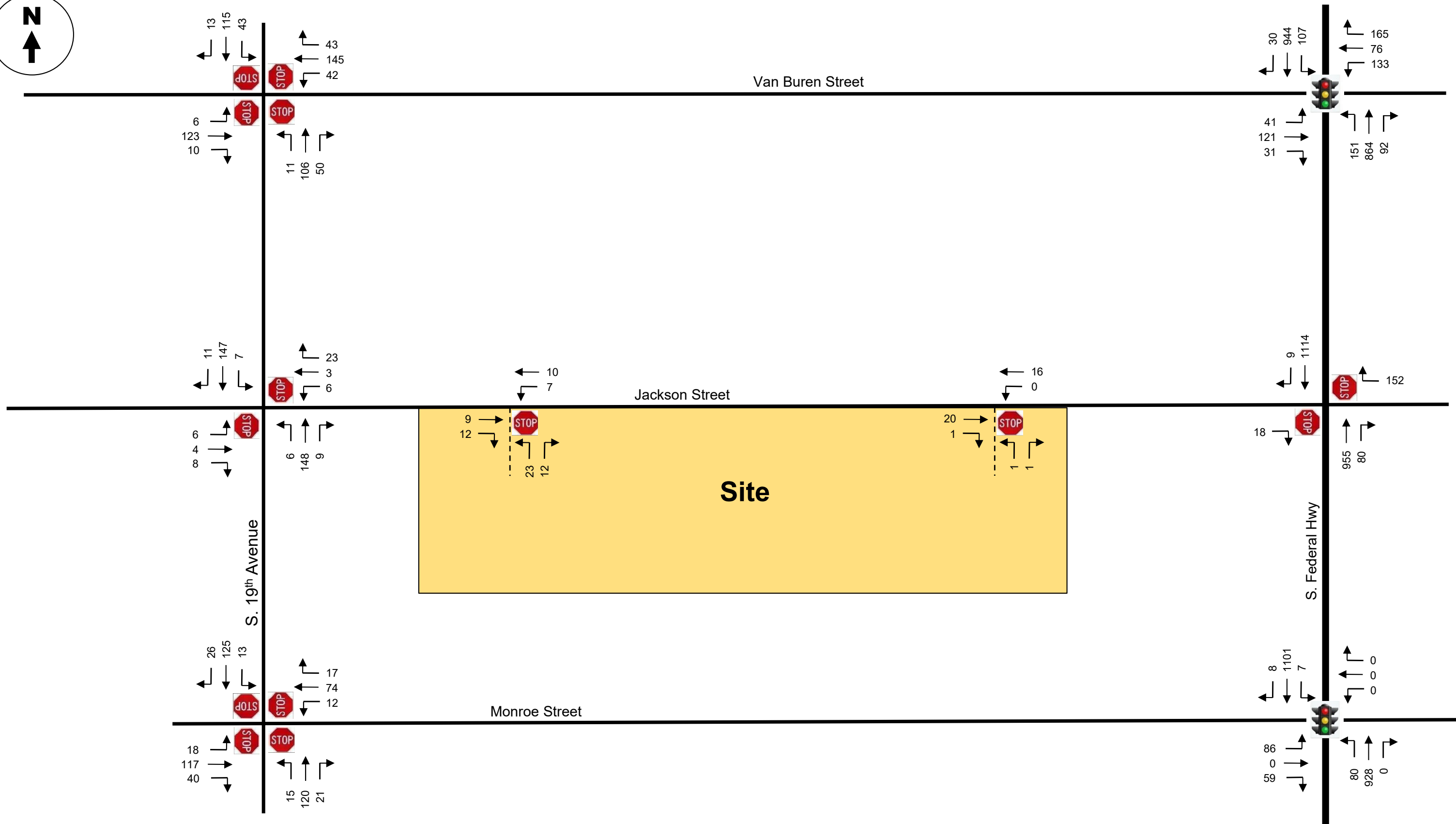
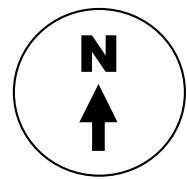
Future, build-out year (2025) traffic volumes were developed for the project study area in the following manner:

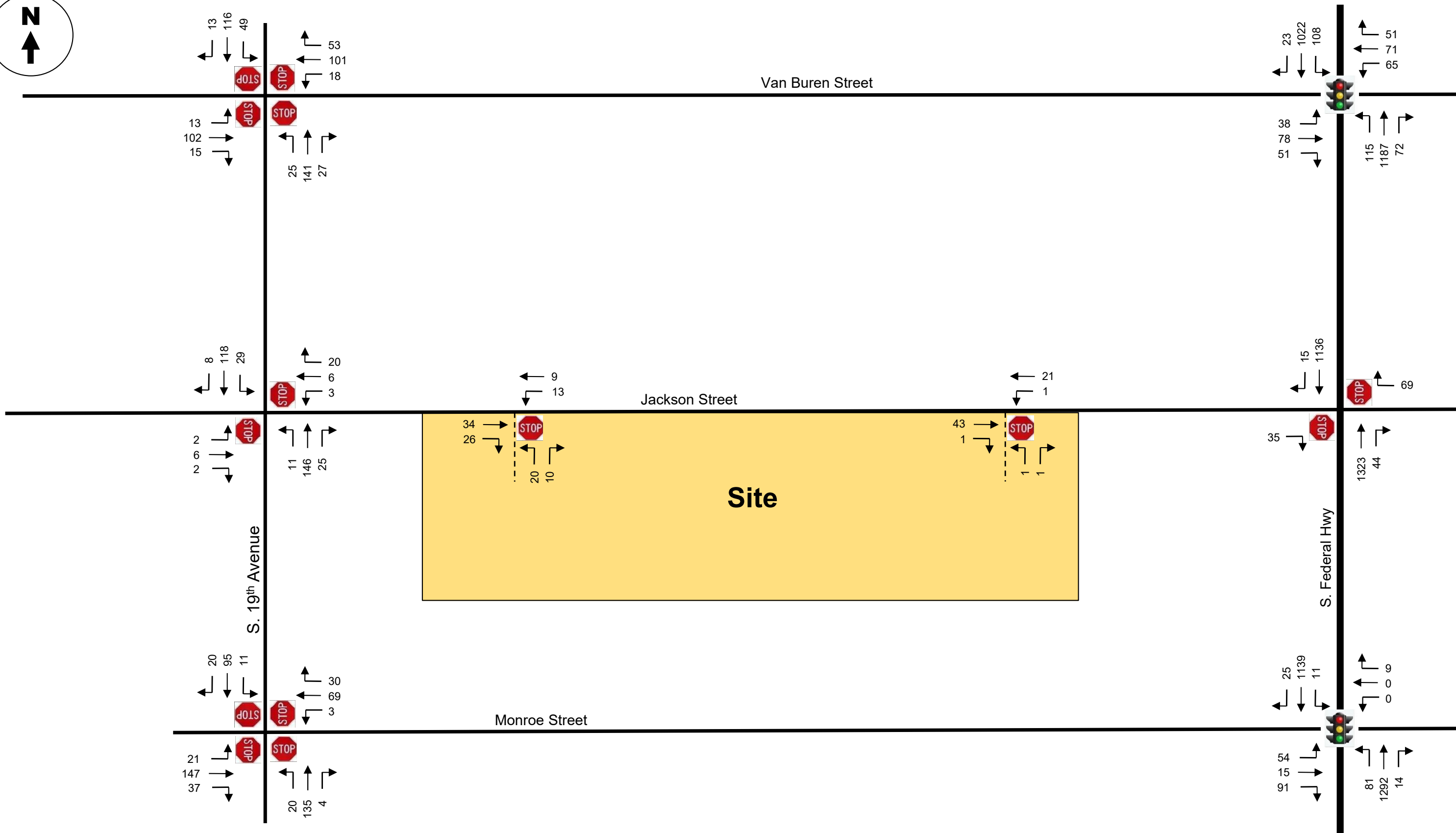
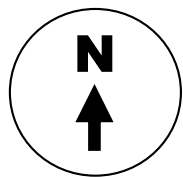
- **Average Peak Season Conversion Factor:** Traffic data collected on Tuesday, December 7, 2023, was reviewed with respect to average peak season conditions. Based on FDOT's Peak Season Factor Category report (see Appendix D), a peak season adjustment factor of 1.03 has been applied.
- **Historic Growth:** The Florida Department of Transportation (FDOT) maintains six (6) traffic count stations in the immediate area of the subject project. The Annual Average Daily Traffic Volumes for these count stations for the past ten (10) years (2013 – 2022) exhibit a moderate increase (+0.57%). For the purposes of this analysis, an annual growth rate of +1.0% has been applied. The data from FDOT and the growth rate analysis are presented in Appendix F.
- **Committed Development:** Traffic volumes associated with approved but not yet constructed projects located within the general study area were identified and provided by the City of Hollywood. These projects are as follows and relevant excerpts from the traffic studies for these projects is presented in Appendix G:
 - Alta Hollywood
 - Block 57
 - Parc Place – Block 58 – Phase 1
 - Parc Place – Block 58 – Phases 2 & 3
 - Soleste La Piazza
 - Soleste Village North
 - Soleste Village South
 - Star Tower
 - The Tropic

The future traffic calculations (peak season adjustments, background traffic growth, committed development traffic and the traffic associated with the proposed 1830-1844 Jackson Street project) for the study intersections are contained in Appendix H in tabular format. Figures 8 and 9 include future background traffic only (without the proposed project) and Figures 10 and 11 include the additional traffic anticipated to be generated by the 1830-1844 Jackson Street project.









Level of Service (LOS) Analyses – Intersections

Intersection capacity/level of service (LOS) analyses were conducted for the study intersections. These analyses were undertaken following the capacity / level of service procedures outlined in the latest Highway Capacity Manual (HCM) using the Synchro software for the signalized and unsignalized intersections. The results of these capacity analyses are summarized in Tables 2 and 3 on the following pages. As indicated in Tables 2 and 3, each of the study intersections is currently operating adequately during the AM and PM peak hours and will continue to do so in the year 2025 with the proposed development in place.

It is noted that, during the AM peak hour, the intersection at US 1 / S. Federal Highway and Van Buren Street is projected to have two (2) LOS “F” movements on the sidestreet approach (i.e. eastbound and westbound left-turns). As a result, this intersection was optimized by holding the cycle length constant and adjusting the timing splits. The optimized timings result in LOS “D” conditions for each of these movements.

The signal timing data from Broward County Traffic Engineering Division (BCTED) is presented in Appendix I and the Synchro printouts of the intersection capacity analyses are contained in Appendix J. (The optimization analysis of the intersection at US 1 / S. Federal Highway and Van Buren Street is also presented in Appendix J.)

Table 2 1830-1844 Jackson Street Delay - Level of Service - Queue - AM Peak Hour Hollywood, Florida																
		Delay - Level of Service - Queue	Eastbound			Westbound			Northbound			Southbound				
			L	T	R	L	T	R	L	T	R	L	T	R		
S. Federal Highway & Van Buren Street	Existing	Movement Delay (s/veh)	51.6	0.0	39.0	44.9	0.0	38.3	9.1	6.9	6.8	9.1	8.0	7.9		
		Movement LOS	D	A	D	D	A	D	A	A	A	A	A	A		
		Approach Delay (s/veh)	41.5			41.9			7.1			8.0				
		Approach LOS	D			D			A			A				
		Intersection Delay & LOS	13.2 (B)													
		95th Percentile Queue (ft)	52	156	0	0	143	45	38	258	0	28	261	0		
	Future Without Project	Movement Delay (s/veh)	67.3	0.0	38.3	88.5	0.0	40.7	10.6	9.3	9.2	10.4	10.2	10.1		
		Movement LOS	E	A	D	F	A	D	B	A	A	B	B	B		
		Approach Delay (s/veh)	43.6			67.4			9.4			10.2				
		Approach LOS	D			E			A			B				
		Intersection Delay & LOS	19.9 (B)													
		95th Percentile Queue (ft)	54	165	0	0	317	92	46	324	0	49	309	0		
	Future With Project	Movement Delay (s/veh)	86.4	0.0	38.3	91.3	0.0	40.7	10.6	9.3	9.2	10.4	10.3	10.2		
		Movement LOS	F	A	D	F	A	D	B	A	A	B	B	B		
		Approach Delay (s/veh)	48.5			69.0			9.4			10.2				
		Approach LOS	D			E			A			B				
		Intersection Delay & LOS	20.6 (C)													
		95th Percentile Queue (ft)	63	166	0	0	321	92	46	324	0	49	312	0		
S. Federal Highway & Jackson Street	Existing	Movement Delay (s/veh)	0.0	0.0	9.8	0.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	0.0		
		Movement LOS			A			B								
		Approach Delay (s/veh)	9.8			10.4			0.0			0.0				
		Approach LOS	A			B										
		Intersection Delay & LOS	0.5 (A)													
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0		
	Future Without Project	Movement Delay (s/veh)	0.0	0.0	10.2	0.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0		
		Movement LOS			B			B								
		Approach Delay (s/veh)	10.2			11.3			0.0			0.0				
		Approach LOS	B			B										
		Intersection Delay & LOS	0.8 (A)													
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0		
	Future With Project	Movement Delay (s/veh)	0.0	0.0	10.3	0.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0		
		Movement LOS			B			B								
		Approach Delay (s/veh)	10.3			11.3			0.0			0.0				
		Approach LOS	B			B										
		Intersection Delay & LOS	0.6 (A)													
		95th Percentile Queue (veh)	0.0	0.0	0.1	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0		
S. Federal Highway & Monroe Street	Existing	Movement Delay (s/veh)	53.2	53.2	47.8	0.0	0.0	0.0	3.6	3.2	3.2	1.8	2.4	2.4		
		Movement LOS	D	D	D				A	A	A	A	A	A		
		Approach Delay (s/veh)	51.0			0.0			3.2			2.4				
		Approach LOS	D						A			A				
		Intersection Delay & LOS	6.3 (A)													
		95th Percentile Queue (ft)	0	116	40	0	0	0	29	113	0	2	72	0		
	Future Without Project	Movement Delay (s/veh)	53.6	53.6	47.7	0.0	0.0	0.0	4.6	3.4	3.4	1.8	2.5	2.5		
		Movement LOS	D	D	D				A	A	A	A	A	A		
		Approach Delay (s/veh)	51.2			0.0			3.5			2.4				
		Approach LOS	D						A			A				
		Intersection Delay & LOS	6.0 (A)													
		95th Percentile Queue (ft)	0	118	41	0	0	0	34	134	0	1	88	0		
	Future With Project	Movement Delay (s/veh)	53.6	53.6	47.7	0.0	0.0	0.0	4.9	3.4	3.4	1.8	2.5	2.5		
		Movement LOS	D	D	D				A	A	A	A	A	A		
		Approach Delay (s/veh)	51.2			0.0			3.5			2.5				
		Approach LOS	D						A			A				
		Intersection Delay & LOS	6.0 (A)													
		95th Percentile Queue (ft)	0	118	41	0	0	0	37	134	0	1	90	0		
Van Buren Street & S. 19th Avenue	Existing	Movement Delay (s/veh)	9.3	9.3	9.3	9.9	9.9	9.9	9.3	9.3	9.3	9.7	9.7	9.7		
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A		
		Approach Delay (s/veh)	9.3			9.9			9.3			9.7				
		Approach LOS	A			A			A			A				
		Intersection Delay & LOS	9.6 (A)													
		95th Percentile Queue (veh)	0.0	0.7	0.0	0.0	1.2	0.0	0.0	0.8	0.0	0.0	1.0	0.0		
	Future Without Project	Movement Delay (s/veh)	9.9	9.9	9.9	11.1	11.1	11.1	9.9	9.9	9.9	10.4	10.4	10.4		
		Movement LOS	A	A	A	B	B	B	A	A	A	B	B	B		
		Approach Delay (s/veh)	9.9			11.1			9.9			10.4				
		Approach LOS	A			B			A			B				
		Intersection Delay & LOS	10.4 (B)													
		95th Percentile Queue (veh)	0.0	0.9	0.0	0.0	1.7	0.0	0.0	1.0	0.0	0.0	1.1	0.0		
	Future With Project	Movement Delay (s/veh)	10.0	10.0	10.0	11.2	11.2	11.2	10.2	10.2	10.2	10.6	10.6	10.6		
		Movement LOS	A	A	A	B	B	B	B	B	B	B	B	B		
		Approach Delay (s/veh)	10.0			11.2			10.2			10.6				
		Approach LOS	A			B			B			B				
		Intersection Delay & LOS	10.6 (B)													
		95th Percentile Queue (veh)	0.0	0.9	0.0	0.0	1.7	0.0	0.0	1.1	0.0	0.0	1.2	0.0		

Table 2 (Continued) 1830-1844 Jackson Street Delay - Level of Service - Queue - AM Peak Hour Hollywood, Florida																
		Delay - Level of Service - Queue	Eastbound			Westbound			Northbound			Southbound				
			L	T	R	L	T	R	L	T	R	L	T	R		
Jackson Street & S. 19th Avenue	Existing	Movement Delay (s/veh)	9.2	9.2	9.2	10.1	10.1	10.1	7.7	0.0	0.0	7.6	0.0	0.0		
		Movement LOS	A	A	A	B	B	B	A	A	A	A	A	A		
		Approach Delay (s/veh)	9.2			10.1			0.3			0.1				
		Approach LOS	A			B										
		Intersection Delay & LOS	0.9 (A)													
		95th Percentile Queue (veh)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Future Without Project	Movement Delay (s/veh)	9.3	9.3	9.3	10.2	10.2	10.2	7.7	0.0	0.0	7.6	0.0	0.0		
		Movement LOS	A	A	A	B	B	B	A	A	A	A	A	A		
		Approach Delay (s/veh)	9.2			10.2			0.3			0.1				
		Approach LOS	A			B										
		Intersection Delay & LOS	0.9 (A)													
		95th Percentile Queue (veh)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Future With Project	Movement Delay (s/veh)	9.5	9.5	9.5	10.3	10.3	10.3	7.7	0.0	0.0	7.6	0.0	0.0		
		Movement LOS	A	A	A	B	B	B	A	A	A	A	A	A		
		Approach Delay (s/veh)	9.5			10.3			0.3			0.4				
		Approach LOS	A			B										
		Intersection Delay & LOS	1.6 (A)													
		95th Percentile Queue (veh)	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Monroe Street & S. 19th Avenue	Existing	Movement Delay (s/veh)	9.1	9.1	9.1	8.7	8.7	8.7	9.0	9.0	9.0	8.9	8.9	8.9		
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A		
		Approach Delay (s/veh)	9.1			8.7			9.0			8.9				
		Approach LOS	A			A			A			A				
		Intersection Delay & LOS	9.0 (A)													
		95th Percentile Queue (veh)	0.0	0.9	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	
	Future Without Project	Movement Delay (s/veh)	9.4	9.4	9.4	8.8	8.8	8.8	9.2	9.2	9.2	9.3	9.3	9.3		
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A		
		Approach Delay (s/veh)	9.4			8.8			9.2			9.3				
		Approach LOS	A			A			A			A				
		Intersection Delay & LOS	9.2 (A)													
		95th Percentile Queue (veh)	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.8	0.0	0.0	0.9	0.0	0.0	
	Future With Project	Movement Delay (s/veh)	9.4	9.4	9.4	8.9	8.9	8.9	9.3	9.3	9.3	9.3	9.3	9.3		
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A		
		Approach Delay (s/veh)	9.4			8.9			9.3			9.3				
		Approach LOS	A			A			A			A				
		Intersection Delay & LOS	9.3 (A)													
		95th Percentile Queue (veh)	0.0	1.0	0.0	0.0	0.5	0.0	0.0	0.9	0.0	0.0	0.9	0.0	0.0	
Jackson Street & East Driveway	Existing	Movement Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
		Movement LOS				A			A							
		Approach Delay (s/veh)	0.0			0.0			0.0			0.0				
		Approach LOS	A			A			A							
		Intersection Delay & LOS	0.0 (A)													
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Future Without Project	Movement Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
		Movement LOS				A			A							
		Approach Delay (s/veh)	0.0			0.0			0			0.0				
		Approach LOS	A			A			A							
		Intersection Delay & LOS	0.0 (A)													
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Future With Project	Movement Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	8.1	0.0	0.0	0.0		
		Movement LOS				A			A							
		Approach Delay (s/veh)	0.0			0.0			8.1			0.0				
		Approach LOS	A			A			A							
		Intersection Delay & LOS	0.4 (A)													
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Jackson Street & West Driveway	Existing	Movement Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
		Movement LOS				A										
		Approach Delay (s/veh)	0.0			0.0			0.0			0.0				
		Approach LOS							A							
		Intersection Delay & LOS	0.0 (A)													
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Future Without Project	Movement Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
		Movement LOS				A										
		Approach Delay (s/veh)	0.0			0.0			0			0.0				
		Approach LOS							A							
		Intersection Delay & LOS	0.0 (A)													
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Future With Project	Movement Delay (s/veh)	0.0	0.0	0.0	7.3	0.0	0.0	8.2	0.0	8.2	0.0	0.0	0.0		
		Movement LOS				A			A		A					
		Approach Delay (s/veh)	0.0			3.0			8.2			0.0				
		Approach LOS				A			A							
		Intersection Delay & LOS	4.6 (A)													
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	

Table 3 1830-1844 Jackson Street Delay - Level of Service - Queue - PM Peak Hour Hollywood, Florida														
		Delay - Level of Service - Queue	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
S. Federal Highway & Van Buren Street	Existing	Movement Delay (s/veh)	49.1	0.0	42.9	43.6	0.0	40.4	7.2	1.4	1.3	6.5	10.9	10.9
		Movement LOS	D	A	D	D	A	D	A	A	A	A	B	B
		Approach Delay (s/veh)	44.3			43.1			1.8			10.7		
		Approach LOS	D			D			A			B		
		Intersection Delay & LOS	9.5 (A)											
	Future Without Project	95th Percentile Queue (ft)	51	102	0	0	114	0	19	138	0	14	200	0
		Movement Delay (s/veh)	51.7	0.0	40.8	44.7	0.0	38.9	9.1	2.2	2.2	7.7	13.8	13.7
		Movement LOS	D	A	D	D	A	D	A	A	A	A	B	B
		Approach Delay (s/veh)	43.0			43.1			2.8			13.2		
		Approach LOS	D			D			A			B		
	Future With Project	Intersection Delay & LOS	11.8 (B)											
		95th Percentile Queue (ft)	50	126	0	0	160	13	28	384	0	40	279	0
		Movement Delay (s/veh)	51.9	0.0	40.5	44.5	0.0	38.5	9.3	2.3	2.2	7.9	14.2	14.1
		Movement LOS	D	A	D	D	A	D	A	A	A	A	B	B
		Approach Delay (s/veh)	43.0			42.9			2.9			13.6		
		Approach LOS	D			D			A			B		
		Intersection Delay & LOS	12.1 (B)											
		95th Percentile Queue (ft)	56	126	0	0	161	13	28	388	0	40	287	0
S. Federal Highway & Jackson Street	Existing	Movement Delay (s/veh)	0.0	0.0	10.1	0.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0
		Movement LOS			B			B						
		Approach Delay (s/veh)	10.1			10.7			0.0			0.0		
		Approach LOS	B			B								
		Intersection Delay & LOS	0.3 (A)											
	Future Without Project	95th Percentile Queue (veh)	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
		Movement Delay (s/veh)	0.0	0.0	10.5	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0
		Movement LOS			B			B						
		Approach Delay (s/veh)	10.5			11.5			0.0			0.0		
		Approach LOS	B			B								
	Future With Project	Intersection Delay & LOS	0.4 (A)											
		95th Percentile Queue (veh)	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
		Movement Delay (s/veh)	0.0	0.0	10.6	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0
		Movement LOS			B			B						
		Approach Delay (s/veh)	10.6			11.5			0.0			0.0		
		Approach LOS	B			B								
		Intersection Delay & LOS	0.4 (A)											
		95th Percentile Queue (veh)	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
S. Federal Highway & Monroe Street	Existing	Movement Delay (s/veh)	51.7	51.7	49.1	0.0	0.0	48.8	3.3	3.4	3.4	1.8	2.4	2.4
		Movement LOS	D	D	D			D	A	A	A	A	A	A
		Approach Delay (s/veh)	50.2			48.8			3.4			2.4		
		Approach LOS	D			D			A			A		
		Intersection Delay & LOS	6.2 (A)											
	Future Without Project	95th Percentile Queue (ft)	0	95	50	0	0	0	24	153	0	3	77	0
		Movement Delay (s/veh)	51.7	51.7	49.3	0.0	0.0	48.7	3.9	3.7	3.7	1.9	2.5	2.5
		Movement LOS	D	D	D			D	A	A	A	A	A	A
		Approach Delay (s/veh)	50.4			48.7			3.7			2.5		
		Approach LOS	D			D			A			A		
	Future With Project	Intersection Delay & LOS	6.1 (A)											
		95th Percentile Queue (ft)	0	97	56	0	0	0	27	183	0	3	87	0
		Movement Delay (s/veh)	51.7	51.7	49.4	0.0	0.0	48.7	4.3	3.7	3.7	1.9	2.5	2.5
		Movement LOS	D	D	D			D	A	A	A	A	A	A
		Approach Delay (s/veh)	50.4			48.7			3.7			2.5		
		Approach LOS	D			D			A			A		
		Intersection Delay & LOS	6.1 (A)											
		95th Percentile Queue (ft)	0	97	58	0	0	0	31	183	0	2	88	0
Van Buren Street & S. 19th Avenue	Existing	Movement Delay (s/veh)	9.0	9.0	9.0	9.1	9.1	9.1	9.3	9.3	9.3	9.4	9.4	9.4
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
		Approach Delay (s/veh)	9.0			9.1			9.3			9.4		
		Approach LOS	A			A			A			A		
		Intersection Delay & LOS	9.2 (A)											
	Future Without Project	95th Percentile Queue (veh)	0.0	0.6	0.0	0.0	0.8	0.0	0.0	0.9	0.0	0.0	0.9	0.0
		Movement Delay (s/veh)	9.4	9.4	9.4	9.7	9.7	9.7	9.9	9.9	9.9	9.9	9.9	9.9
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
		Approach Delay (s/veh)	9.4			9.7			9.9			9.9		
		Approach LOS	A			A			A			A		
	Future With Project	Intersection Delay & LOS	9.7 (A)											
		95th Percentile Queue (veh)	0.0	0.7	0.0	0.0	1.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0
		Movement Delay (s/veh)	9.6	9.6	9.6	9.8	9.8	9.8	10.1	10.1	10.1	10.1	10.1	10.1
		Movement LOS	A	A	A	A	A	A	B	B	B	B	B	B
		Approach Delay (s/veh)	9.6			9.8			10.1			10.1		
		Approach LOS	A			A			B			B		
		Intersection Delay & LOS	9.9 (A)											
		95th Percentile Queue (veh)	0.0	0.8	0.0	0.0	1.0	0.0	0.0	1.2	0.0	0.0	1.1	0.0

Table 3 (Continued)														
1830-1844 Jackson Street														
Delay - Level of Service - Queue - PM Peak Hour														
Hollywood, Florida														
		Delay - Level of Service - Queue	Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Jackson Street & S. 19th Avenue	Existing	Movement Delay (s/veh)	9.6	9.6	9.6	10.8	10.8	10.8	7.6	0.0	0.0	7.7	0.0	0.0
		Movement LOS	A	A	A	B	B	B	A			A	A	
		Approach Delay (s/veh)	9.6			10.8			0.5			1.0		
		Approach LOS	A			B								
		Intersection Delay & LOS	1.2 (A)											
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Future Without Project	Movement Delay (s/veh)	9.7	9.7	9.7	11.1	11.1	11.1	7.7	0.0	0.0	7.7	0.0	0.0
		Movement LOS	A	A	A	B	B	B	A	A	A	A	A	A
		Approach Delay (s/veh)	9.7			11.1			0.5			1.0		
		Approach LOS	A			B								
		Intersection Delay & LOS	1.2 (A)											
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Future With Project	Movement Delay (s/veh)	10.0	10.0	10.0	10.8	10.8	10.8	7.7	0.0	0.0	7.8	0.0	0.0
		Movement LOS	B	B	B	B	B	B	A	A	A	A	A	A
		Approach Delay (s/veh)	10.0			10.8			0.5			1.5		
		Approach LOS	B			B								
		Intersection Delay & LOS	2.0 (A)											
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Monroe Street & S. 19th Avenue	Existing	Movement Delay (s/veh)	8.9	8.9	8.9	8.3	8.3	8.3	8.8	8.8	8.8	8.5	8.5	8.5
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
		Approach Delay (s/veh)	8.9			8.3			8.8			8.5		
		Approach LOS	A			A			A			A		
		Intersection Delay & LOS	8.7 (A)											
		95th Percentile Queue (veh)	0.0	0.8	0.0	0.0	0.4	0.0	0.0	0.7	0.0	0.0	0.0	0.5
	Future Without Project	Movement Delay (s/veh)	9.5	9.5	9.5	8.5	8.5	8.5	9.2	9.2	9.2	8.8	8.8	8.8
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
		Approach Delay (s/veh)	9.5			8.5			9.2			8.8		
		Approach LOS	A			A			A			A		
		Intersection Delay & LOS	9.1 (A)											
		95th Percentile Queue (veh)	0.0	1.1	0.0	0.0	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.6
	Future With Project	Movement Delay (s/veh)	9.6	9.6	9.6	8.6	8.6	8.6	9.3	9.3	9.3	8.9	8.9	8.9
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
		Approach Delay (s/veh)	9.6			8.6			9.3			8.9		
		Approach LOS	A			A			A			A		
		Intersection Delay & LOS	9.2 (A)											
		95th Percentile Queue (veh)	0.0	1.1	0.0	0.0	0.5	0.0	0.0	0.9	0.0	0.0	0.0	0.6
Jackson Street & East Driveway	Existing	Movement Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Movement LOS				A			A		A			
		Approach Delay (s/veh)	0.0			0.0			0.0			0.0		
		Approach LOS							A					
		Intersection Delay & LOS	0.0 (A)											
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Future Without Project	Movement Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Movement LOS				A			A		A			
		Approach Delay (s/veh)	0.0			0.0			0			0.0		
		Approach LOS							A					
		Intersection Delay & LOS	0.0 (A)											
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Future With Project	Movement Delay (s/veh)	0.0	0.0	0.0	7.3	0.0	0.0	8.2	0.0	8.2	0.0	0.0	0.0
		Movement LOS				A			A		A			
		Approach Delay (s/veh)	0.0			0.3			8.2			0.0		
		Approach LOS							A					
		Intersection Delay & LOS	0.3 (A)											
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Jackson Street & West Driveway	Existing	Movement Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Movement LOS				A			A		A			
		Approach Delay (s/veh)	0.0			0.0			0.0			0.0		
		Approach LOS							A					
		Intersection Delay & LOS	0.0 (A)											
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Future Without Project	Movement Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Movement LOS				A			A		A			
		Approach Delay (s/veh)	0.0			0.0			0			0.0		
		Approach LOS							A					
		Intersection Delay & LOS	0.0 (A)											
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Future With Project	Movement Delay (s/veh)	0.0	0.0	0.0	7.4	0.0	0.0	8.3	0.0	8.3	0.0	0.0	0.0
		Movement LOS				A			A		A			
		Approach Delay (s/veh)	0.0			4.4			8.3			0.0		
		Approach LOS							A					
		Intersection Delay & LOS	3.1 (A)											
		95th Percentile Queue (veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0

SUMMARY & CONCLUSIONS

1830-1844 Jackson Street is a proposed residential development to be located on the south side of Jackson Street between S. Federal Highway (State Road 5 / US 1) and S. 19th Avenue in Hollywood, Broward County, Florida. The subject site has a land area of approximately 36,810 square feet (+/- 0.845 acre) and is currently developed with three (3) single-family residences and ten (10) multifamily dwelling units in a low-rise format. The subject site will be developed with a 13-story building with 200 multifamily dwelling units and 1,384 square feet of retail space. Vehicular access to the site will be provided via two (2) full access driveways on Jackson Street. The proposed project is anticipated to be completed by 2025.

The trip generation analysis indicates that the proposed project is anticipated to generate 983 daily vehicle trips, 57 AM peak hour vehicle trips (20 inbound and 37 outbound) and 73 vehicle trips (41 inbound and 32 outbound) during the typical afternoon peak hour.

Intersection capacity / level of service (LOS) analyses were conducted for the study intersections within the project's study area. As indicated in the operational analyses, each of the study intersections is currently operating adequately during the AM and PM peak hours and will continue to do so in the year 2025 with the proposed development in place.

APPENDIX A
1830-1844 Jackson Street
Traffic Study Methodology

MEMORANDUM

To: Rick Mitinger, P.E.

From: Karl Peterson, P.E.

Date: November 9, 2023

Subject: 1830-1844 Jackson Street
Traffic Impact Study Methodology

1830-1844 Jackson Street is a proposed residential development (13-story multifamily) to be located on the south side of Jackson Street between US 1 / S. Federal Highway and S. 19th Avenue in Hollywood, Broward County, Florida. The existing development on the site consists of three (3) single-family residences and 10 multifamily dwelling units in a low-rise format. The proposed development program consists of 200 multifamily dwelling units and 1,384 square feet of retail space. Vehicular access to the site will be provided by two (2) driveways on Jackson Street. The buildout year is projected to be 2026. A preliminary site plan is presented in Attachment A. The following is the traffic study methodology for this proposed development.

- The trip generation analysis will be based upon the Institute of Transportation Engineers (ITE) *Trip Generation Manual (11th Edition)*. A preliminary estimate of project traffic is presented below:

Table 1 1830-1844 Jackson Street Trip Generation Summary Hollywood, Florida								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Existing								
Residential - (MF - Low Rise)	10 DU	67	1	3	4	3	2	5
Single-Family Housing	3 DU	28	1	1	2	2	1	3
Sub-Total:		95	2	4	6	5	3	8
Proposed								
Residential - (MF - High Rise)	200 DU	908	18	36	54	36	28	64
Retail (<40k)	1,384 SF	75	2	1	3	5	4	9
Sub-Total:		983	20	37	57	41	32	73
Difference (Proposed - Existing)		888	18	33	51	36	29	65

Source: KBP Consulting, Inc., October 2023.

Institute of Transportation Engineers (ITE) *Trip Generation Manual (11th Edition)*.

KBP CONSULTING, INC.

- The trip distribution will be based upon the existing nearby land uses, the prevailing traffic patterns within the study area, and transportation network in the vicinity of the project site. FDOT traffic count stations will also be relied upon for the distribution of project traffic.
- The subject traffic study will evaluate the following intersections during the typical AM and PM peak periods:
 - S. Federal Highway and Van Buren Street (signalized)
 - S. Federal Highway and Jackson Street (unsignalized)
 - S. Federal Highway and Monroe Street (signalized)
 - S. 19th Avenue and Van Buren Street (unsignalized)
 - S. 19th Avenue and Jackson Street (unsignalized)
 - S. 19th Avenue and Monroe Street (unsignalized)
 - Jackson Street and Future Driveway Locations

These intersection locations are presented graphically in Attachment B.

- Traffic counts will be performed at the study intersections on a typical weekday (while Broward County schools are in session) during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM).
- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available FDOT adjustment factors.
- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site. A minimum annual growth rate of 1.0% will be applied.
- Committed development traffic studies will be requested from the City and will be included in the future background conditions.
- Traffic analysis figures will be prepared for the following trip scenarios for each of the intersections analyzed:
 - Existing traffic
 - Proposed project traffic distribution
 - Future background (w/out project traffic) conditions for buildout year
 - Future total (with project traffic) conditions for buildout year
- Intersection analyses will be conducted using the Synchro software for existing conditions, future conditions without the project, and future conditions with the proposed project in place.
- All traffic data obtained and supporting traffic analysis information for this project will be included in the Appendix of the traffic study.

In order to minimize confusion, attachments to this memorandum have been removed.

8400 North University Drive, Suite 309, Tamarac, Florida 33321

Tel: (954) 560-7103 Fax: (954) 582-0989

APPENDIX B

1830-1844 Jackson Street

Preliminary Site Plan

1844, 1840, 1836, 1830 JACKSON ST.
HOLLYWOOD, FL 33020

LEGAL DESCRIPTION

PARCEL 1: 1844 JACKSON ST, HOLLYWOOD, 33020 (PARCEL ID: 514215017350)
HOLLYWOOD 1-21 B LOT 27 LESS E 10 LOT 21 LESS W 10 BLK 37
PARCEL 2: 1840 JACKSON ST, HOLLYWOOD, 33020 (PARCEL ID: 514215017349)
HOLLYWOOD 1-21 B LOT 26 & E 10 LOT 27 BLK 37
PARCEL 3: 1836 JACKSON ST, HOLLYWOOD, 33020
HOLLYWOOD 1-21 B LOT 24 W 10 LOT 25 BLK 37
PARCEL 4: 1830 JACKSON ST, HOLLYWOOD, 33020
HOLLYWOOD 1-21 B LOT 22,23,24 LESS W 10 BLK 37

Total Lot Net Area: 38,810 SF (0.845 acres)

FEMA
FLOOD ZONE: X
FUTURE CONDITIONS: 9.5
100-YEAR FLOOD ELEVATION
(Feet NAVD88)

ZONING INFO

BASIC ZONING PARCELS 1 and 2

Regional Activity Center (RAC) Downtown District
Community Redevelopment Area (CRA)

Zone: PS-3
Existing Building Use: SINGLE FAMILY RESIDENCE
Existing Land Use: Residential

ADDITIONAL ZONES

FEMA Flood Zone: NA
Future Conditions
100-Year Flood Elevation (Feet NAVD88): 9.5

BUILDING INTENSITY

Maximum Building Height: 140 ft
Maximum Height - Stories: 10
Floor Area Ratio: 3.00
Minimum Open Space: 0%

MINIMUM SETBACKS

Frontage Non-Residential: 10.00 ft
Frontage Residential: 15.00 ft
Side Interior: 0 ft
Alley Setback: 5.00 ft

AT-GRADE PARKING LOT AND VEHICULAR USE AREAS SETBACK REQUIREMENTS

Front: 10 feet
Interior: 5 feet
Alley: 5 feet

Amount of Required Off-Street Parking

Units of one bedroom or less; and Qualifiable Affordable Housing Developments:

1 space per unit; units exceeding one bedroom (including dens): 1.5 space per unit;
plus 1 space per 10 units for guest parking

Off-Street loading spaces; general provisions

Multiple Family or Apt/Hotel Bldg: 50-100 Units - 1 space + 1 space for each
additional 100 units or major fraction.

Minimum Dwelling Unit Size

Multi-family Dwelling Units, within the CRA (Community Redevelopment Areas)

New Construction

Minimum Per Unit: 300 SF
Minimum Cumulative Average: 500 SF

BASIC ZONING PARCELS 3 and 4

Regional Activity Center (RAC) Downtown District
Community Redevelopment Area (CRA)

Zone: FH-2
Existing Building Use: MULTI-FAMILY DWELLINGS
Existing Land Use: Residential

ADDITIONAL ZONES

FEMA Flood Zone: NA
Future Conditions
100-Year Flood Elevation (Feet NAVD88): 9.5

BUILDING INTENSITY

Maximum Building Height: 140 ft
Maximum Height - Stories: 10
Floor Area Ratio: 4.75
Minimum Open Space: 0%

Floor Area Ratio (FAR):

Allowed: 140,606 ft²
Proposed: 148,368 ft²

Parking Requirement:

One Bed Unit (Run x 1): 99 spaces
One Bed + Den (Run x 1.5): 99 spaces
Two Bed Unit (Run x 1.5): 21 spaces
Studio Unit (Run x 1): 81 spaces
Visitors (20Run / 10): 20 spaces
Retail (1300.00 SF / 250): 5.5 spaces
Total Parking Required: 236 spaces
Total Parking Proposed: 236 spaces
(inc. 07 Handicap spaces)

Accessible Parking spaces:

Required: 07 spaces
Provided: 07 spaces

Off-Street loading spaces:

Required: 2 space
Proposed: 2 space

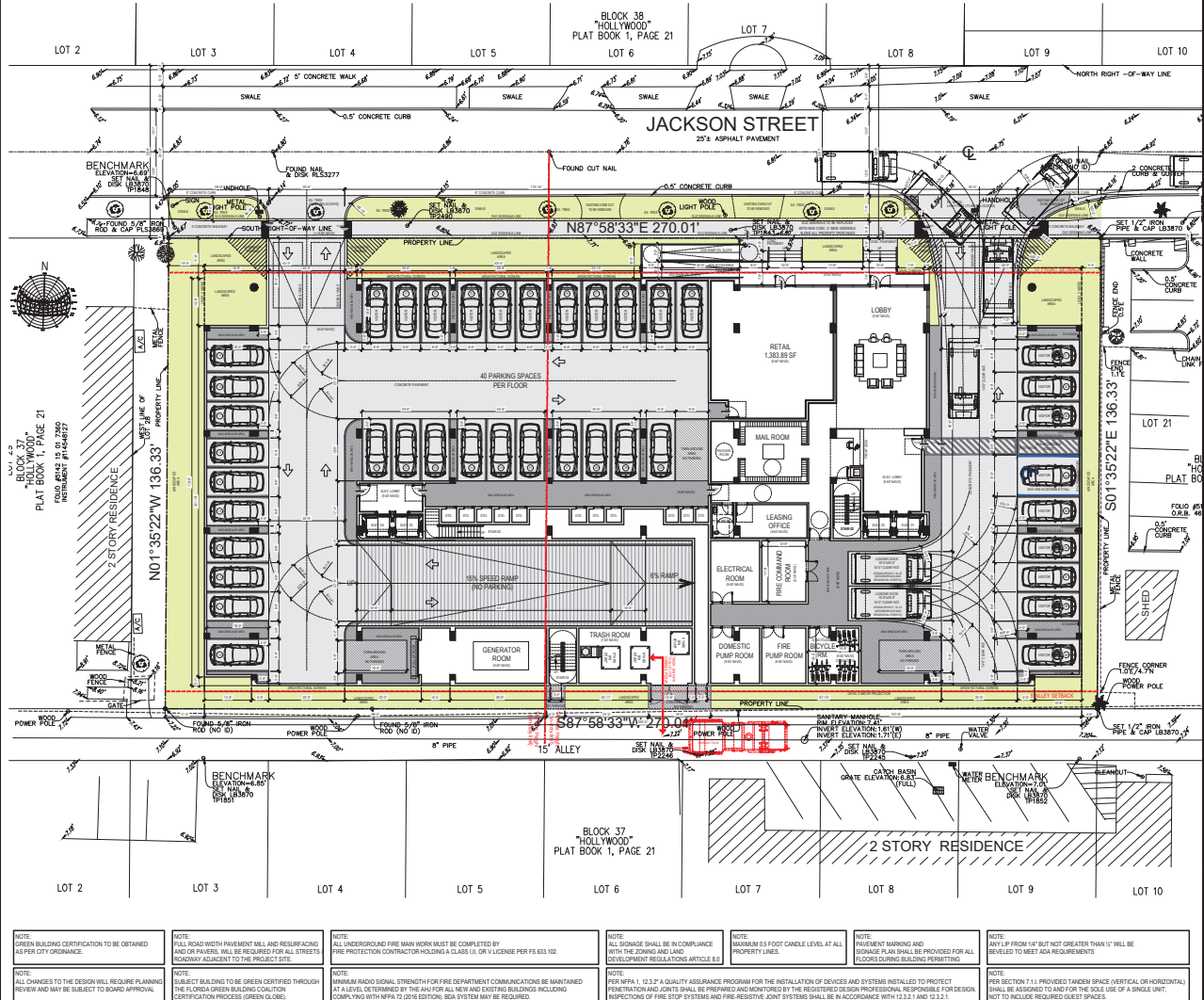
AVERAGE UNIT SIZE:

Required (Within the CRA): 500.00 SF
Provided: 619.61 SF

ALL DIMENSIONS ARE IN FEET AND INCHES

UNIT TYPE	UNIT TYPE	Per unit Type		QUANTITY	PERCENTAGE	Times		TOTAL RESIDENTIAL AREA
		AV. AREA (S.F.)	TERMINAL (S.F.)			AV. AREA (S.F.)	TERMINAL (S.F.)	
STUDIOS	ST1	400.00	41.00	440.00	28	400.00	41.00	176,000.00
	ST2	400.00	41.00	440.00	51	400.00	41.00	176,000.00
	ST3	400.00	41.00	440.00	51	400.00	41.00	176,000.00
	ST4	400.00	41.00	440.00	1	400.00	41.00	176,000.00
	ST5	400.00	41.00	440.00	1	400.00	41.00	176,000.00
	ST6	400.00	41.00	440.00	1	400.00	41.00	176,000.00
	ST7	400.00	41.00	440.00	1	400.00	41.00	176,000.00
	ST8	400.00	41.00	440.00	1	400.00	41.00	176,000.00
	ST9	400.00	41.00	440.00	1	400.00	41.00	176,000.00
	ST10	400.00	41.00	440.00	1	400.00	41.00	176,000.00
ONE BED	OB1	500.00	41.00	540.00	27	500.00	41.00	270,000.00
	OB2	500.00	41.00	540.00	14	500.00	41.00	70,000.00
	OB3	500.00	41.00	540.00	14	500.00	41.00	70,000.00
	OB4	500.00	41.00	540.00	1	500.00	41.00	176,000.00
	OB5	500.00	41.00	540.00	1	500.00	41.00	176,000.00
	OB6	500.00	41.00	540.00	1	500.00	41.00	176,000.00
	OB7	500.00	41.00	540.00	1	500.00	41.00	176,000.00
	OB8	500.00	41.00	540.00	1	500.00	41.00	176,000.00
	OB9	500.00	41.00	540.00	1	500.00	41.00	176,000.00
	OB10	500.00	41.00	540.00	1	500.00	41.00	176,000.00
TWO BED	TB1	600.00	41.00	640.00	3	600.00	41.00	1,800.00
	TB2	600.00	41.00	640.00	1	600.00	41.00	176,000.00
	TB3	600.00	41.00	640.00	1	600.00	41.00	176,000.00
	TB4	600.00	41.00	640.00	1	600.00	41.00	176,000.00
	TB5	600.00	41.00	640.00	1	600.00	41.00	176,000.00
	TB6	600.00	41.00	640.00	1	600.00	41.00	176,000.00
	TB7	600.00	41.00	640.00	1	600.00	41.00	176,000.00
	TB8	600.00	41.00	640.00	1	600.00	41.00	176,000.00
	TB9	600.00	41.00	640.00	1	600.00	41.00	176,000.00
	TB10	600.00	41.00	640.00	1	600.00	41.00	176,000.00
TOTAL		833.00	40.00	873.00	9	833.00	40.00	200,000.00
TOTAL		833.00	40.00	873.00	14	833.00	40.00	200,000.00
TOTAL		833.00	40.00	873.00	23	833.00	40.00	200,000.00
TOTAL		833.00	40.00	873.00	23	833.00	40.00	200,000.00
TOTAL		833.00	40.00	873.00	23	833.00	40.00	200,000.00
TOTAL		833.00	40.00	873.00	23	833.00	40.00	200,000.00
TOTAL		833.00	40.00	873.00	23	833.00	40.00	200,000.00
TOTAL		833.00	40.00	873.00	23	833.00	40.00	200,000.00
TOTAL		833.00	40.00	873.00	23	833.00	40.00	200,000.00
TOTAL		833.00	40.00	873.00	23	833.00	40.00	200,000.00

1 ZONING DATA
N.T.S.



NOTE: GREEN BUILDING CERTIFICATION TO BE OBTAINED AS PER CITY ORDINANCE.

NOTE: FULL ROAD WIDTH PAVEMENT MILL AND REGRADING AND/OR PAVING SHALL BE REQUIRED FOR ALL STREETS/ROADWAYS ADJACENT TO THE PROJECT SITE.

NOTE: ALL UNDERGROUND FIRE MAIN WORK MUST BE COMPLETED BY THE PROTECTION CONTRACTOR HOLDING A CLASS II, OR V LICENSE PER FS 633.102.

NOTE: ALL SIGNAGE SHALL BE IN COMPLIANCE WITH THE ZONING AND LAND DEVELOPMENT REGULATIONS ARTICLE 6.0.

NOTE: MAXIMUM 66 FOOT CANDLE LEVEL AT ALL PROPERTY LINES.

NOTE: PAVEMENT MARKING AND SIGNAGE PLAN SHALL BE PROVIDED FOR ALL FLOORS DURING BUILDING PERMITTING.

NOTE: ANY LIP FROM 14" BUT NOT GREATER THAN 1" WILL BE REVEALED TO MEET ADA REQUIREMENTS.

NOTE: PER SECTION 11.1, PROVIDES TANDEN SPACE (VERTICAL OR HORIZONTAL) SHALL BE ASSIGNED TO AND FOR THE SOLE USE OF A SINGLE UNIT. NOT TO INCLUDE REQUIRED GUEST SPACES.

2 SITE PLAN
1/16"=1'-0"



KallerArchitecture
AAE 26001212
2417 Hollywood Blvd.
Hollywood Florida 33020
954.520.5746
joseph@kallerarchitects.com
www.kallerarchitects.com



PROJECT TITLE
1830-1844 JACKSON ST.
HOLLYWOOD, FL 33020

SHEET TITLE
SUBMITTAL FOR FINAL TAC
SITE PLAN / AREA CHART

MEETING DATES

BOARD / COMMITTEE	DATE	DESCRIPTION
PHOTO	08.05.23	23-CP-80
TAC	10.02.23	23-CP-80
FINAL TAC	11.20.23	23-CP-80

PROJECT NO.: 23036
DATE: 11.20.23
DESIGNED BY: SCHIFFING
CHECKED BY: JMK

SHEET
A-0.3

APPENDIX C

Traffic Counts

All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

VAN BUREN STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Van Buren & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- LIGHT VEHICLES - MEDIUM VEHICLES - HEAVY VEHICLES

	SOUTH FEDERAL HIGHWAY From North				VAN BUREN STREET From East				SOUTH FEDERAL HIGHWAY From South				VAN BUREN STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	11	91	1	0	3	7	1	0	16	140	4	0	2	6	4	286
07:15 AM	0	10	137	2	0	3	3	2	0	17	179	6	0	8	9	3	379
07:30 AM	0	23	233	7	0	1	3	3	0	27	162	10	0	10	16	10	505
07:45 AM	0	16	185	7	0	28	12	34	0	33	219	17	0	10	26	8	595
Total	0	60	646	17	0	35	25	40	0	93	700	37	0	30	57	25	1765
08:00 AM	0	8	148	6	0	21	11	34	0	26	183	16	0	9	47	7	516
08:15 AM	0	11	240	9	0	21	6	16	0	28	181	13	0	3	17	2	547
08:30 AM	0	1	188	5	0	2	5	2	0	12	170	1	0	0	5	9	400
08:45 AM	0	0	182	9	0	5	8	3	0	18	170	4	0	2	10	5	416
Total	0	20	758	29	0	49	30	55	0	84	704	34	0	14	79	23	1879
04:00 PM	0	9	189	6	0	8	13	1	1	25	182	6	0	10	14	10	474
04:15 PM	0	7	189	5	0	8	11	2	0	26	225	2	0	4	14	9	502
04:30 PM	0	4	188	9	0	5	8	2	0	21	192	9	0	6	11	6	461
04:45 PM	0	9	209	2	0	7	10	4	0	15	242	5	0	8	7	16	534
Total	0	29	775	22	0	28	42	9	1	87	841	22	0	28	46	41	1971
05:00 PM	0	4	230	5	0	10	12	3	0	24	254	7	0	5	13	19	586
05:15 PM	0	15	211	4	0	6	11	5	0	22	267	8	0	10	18	12	589
05:30 PM	1	11	206	6	0	11	13	6	0	16	261	5	0	9	15	10	570
05:45 PM	0	9	230	7	0	9	13	2	0	28	261	11	0	6	7	6	589
Total	1	39	877	22	0	36	49	16	0	90	1043	31	0	30	53	47	2334
Grand Total	1	148	3056	90	0	148	146	120	1	354	3288	124	0	102	235	136	7949
Apprch %	0	4.5	92.7	2.7	0	35.7	35.3	29	0	9.4	87.3	3.3	0	21.6	49.7	28.8	
Total %	0	1.9	38.4	1.1	0	1.9	1.8	1.5	0	4.5	41.4	1.6	0	1.3	3	1.7	
LIGHT VEHICLES	1	144	2998	90	0	144	145	114	1	344	3218	121	0	99	233	133	7785
% LIGHT VEHICLES	100	97.3	98.1	100	0	97.3	99.3	95	100	97.2	97.9	97.6	0	97.1	99.1	97.8	97.9
MEDIUM VEHICLES	0	4	56	0	0	4	1	5	0	9	66	3	0	3	1	3	155
% MEDIUM VEHICLES	0	2.7	1.8	0	0	2.7	0.7	4.2	0	2.5	2	2.4	0	2.9	0.4	2.2	1.9
HEAVY VEHICLES	0	0	2	0	0	0	0	1	0	1	4	0	0	0	1	0	9
% HEAVY VEHICLES	0	0	0.1	0	0	0	0	0.8	0	0.3	0.1	0	0	0	0.4	0	0.1

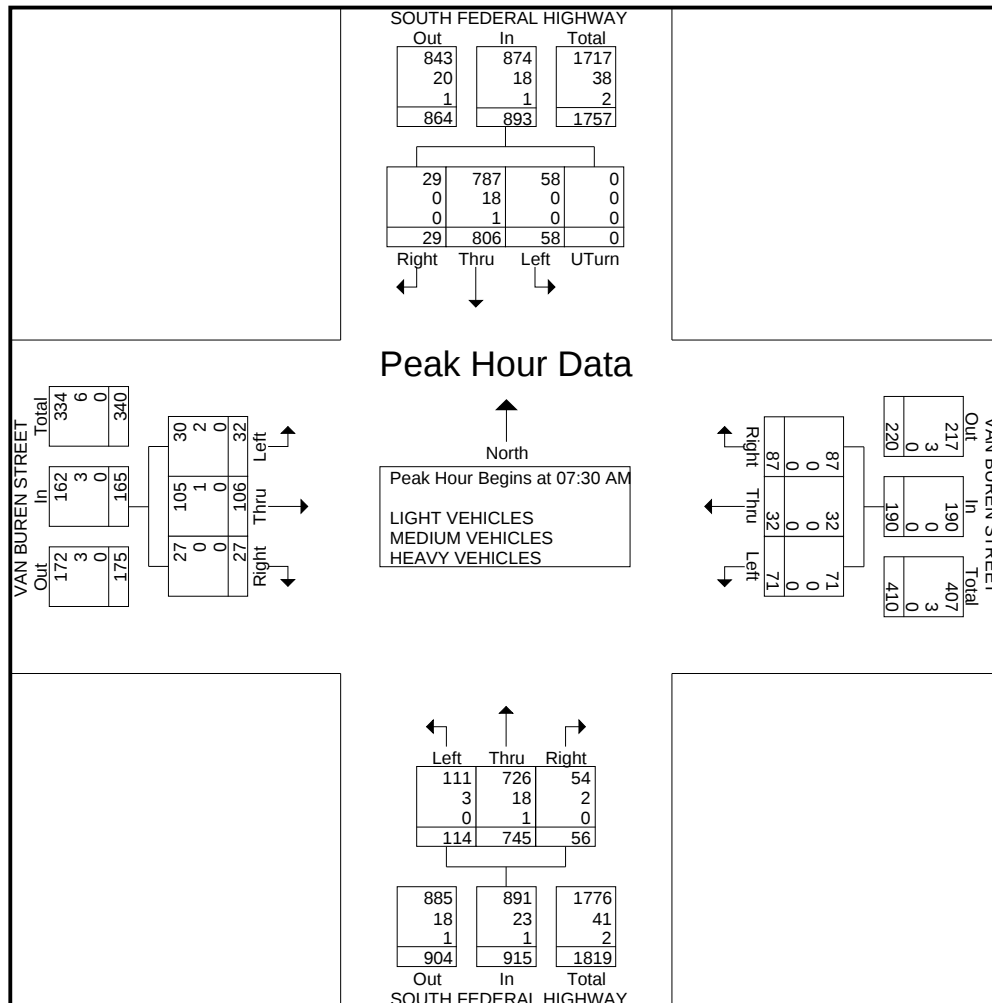
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

VAN BUREN STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Van Buren & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 2

	SOUTH FEDERAL HIGHWAY From North					VAN BUREN STREET From East					SOUTH FEDERAL HIGHWAY From South					VAN BUREN STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	23	233	7	263	0	1	3	3	7	0	27	162	10	199	0	10	16	10	36	505
07:45 AM	0	16	185	7	208	0	28	12	34	74	0	33	219	17	269	0	10	26	8	44	595
08:00 AM	0	8	148	6	162	0	21	11	34	66	0	26	183	16	225	0	9	47	7	63	516
08:15 AM	0	11	240	9	260	0	21	6	16	43	0	28	181	13	222	0	3	17	2	22	547
Total Volume	0	58	806	29	893	0	71	32	87	190	0	114	745	56	915	0	32	106	27	165	2163
% App. Total	0	6.5	90.3	3.2		0	37.4	16.8	45.8		0	12.5	81.4	6.1		0	19.4	64.2	16.4		
PHF	.000	.630	.840	.806	.849	.000	.634	.667	.640	.642	.000	.864	.850	.824	.850	.000	.800	.564	.675	.655	.909
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	97.6	100	97.9	0	100	100	100	100	0	97.4	97.4	96.4	97.4	0	93.8	99.1	100	98.2	97.9
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	2.2	0	2.0	0	0	0	0	0	0	2.6	2.4	3.6	2.5	0	6.3	0.9	0	1.8	2.0
HEAVY VEHICLES	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
% HEAVY VEHICLES	0	0	0.1	0	0.1	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.1



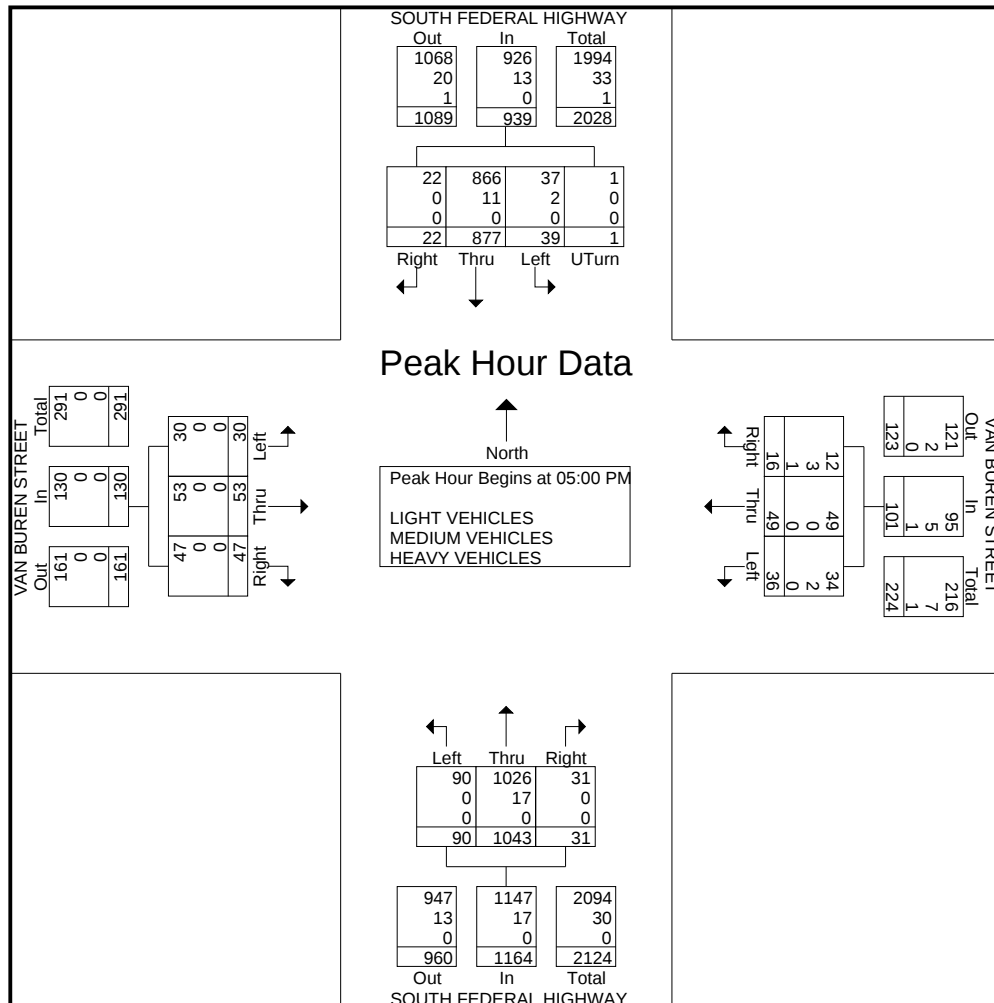
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

VAN BUREN STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Van Buren & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 3

	SOUTH FEDERAL HIGHWAY From North					VAN BUREN STREET From East					SOUTH FEDERAL HIGHWAY From South					VAN BUREN STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	4	230	5	239	0	10	12	3	25	0	24	254	7	285	0	5	13	19	37	586
05:15 PM	0	15	211	4	230	0	6	11	5	22	0	22	267	8	297	0	10	18	12	40	589
05:30 PM	1	11	206	6	224	0	11	13	6	30	0	16	261	5	282	0	9	15	10	34	570
05:45 PM	0	9	230	7	246	0	9	13	2	24	0	28	261	11	300	0	6	7	6	19	589
Total Volume	1	39	877	22	939	0	36	49	16	101	0	90	1043	31	1164	0	30	53	47	130	2334
% App. Total	0.1	4.2	93.4	2.3		0	35.6	48.5	15.8		0	7.7	89.6	2.7		0	23.1	40.8	36.2		
PHF	.250	.650	.953	.786	.954	.000	.818	.942	.667	.842	.000	.804	.977	.705	.970	.000	.750	.736	.618	.813	.991
LIGHT VEHICLES													1026								
% LIGHT VEHICLES	100	94.9	98.7	100	98.6	0	94.4	100	75.0	94.1	0	100	98.4	100	98.5	0	100	100	100	100	98.5
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	5.1	1.3	0	1.4	0	5.6	0	18.8	5.0	0	0	1.6	0	1.5	0	0	0	0	0	1.5
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	6.3	1.0	0	0	0	0	0	0	0	0	0	0	0.0



All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

VAN BUREN STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Van Buren & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	SOUTH FEDERAL HIGHWAY From North				VAN BUREN STREET From East				SOUTH FEDERAL HIGHWAY From South				VAN BUREN STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	3	0	0	1	1	0	0	0	3	0	0	0	1	0	9
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	1	2	0	0	0	0	0	0	0	2	0	0	0	0	0	5
04:00 PM	0	0	2	1	0	0	1	0	0	0	2	0	0	0	0	0	6
04:15 PM	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	5
04:30 PM	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	5
04:45 PM	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	4
Total	0	0	10	4	0	0	1	1	0	0	4	0	0	0	0	0	20
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0	4
05:15 PM	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	0	0	0	1	0	0	0	2	0	0	2	0	8
Grand Total	0	3	16	4	0	1	2	2	0	0	9	2	0	0	3	0	42
Apprch %	0	13	69.6	17.4	0	20	40	40	0	0	81.8	18.2	0	0	100	0	
Total %	0	7.1	38.1	9.5	0	2.4	4.8	4.8	0	0	21.4	4.8	0	0	7.1	0	

All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

VAN BUREN STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Van Buren & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	SOUTH FEDERAL HIGHWAY From North				VAN BUREN STREET From East				SOUTH FEDERAL HIGHWAY From South				VAN BUREN STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	6	0	0	0	3	0	1	0	11
07:15 AM	0	0	0	0	0	0	0	0	11	0	0	0	3	0	2	0	16
07:30 AM	0	0	0	0	0	0	0	0	11	0	0	0	2	0	1	0	14
07:45 AM	0	0	0	0	5	0	0	0	25	0	3	0	8	0	2	0	43
Total	1	0	0	0	5	0	0	0	53	0	3	0	16	0	6	0	84
08:00 AM	1	0	0	0	3	0	0	0	26	0	1	0	4	0	1	0	36
08:15 AM	1	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	10
08:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	1	0	2	0	6
08:45 AM	1	0	0	0	1	0	0	0	2	0	3	0	4	0	0	0	11
Total	3	0	0	0	7	0	0	0	35	0	4	0	11	0	3	0	63
04:00 PM	1	0	0	0	1	0	1	0	17	0	0	0	10	0	2	0	32
04:15 PM	3	0	0	0	3	0	0	0	6	0	0	0	7	0	1	0	20
04:30 PM	0	0	1	0	0	0	0	0	2	0	0	0	9	0	0	0	12
04:45 PM	0	0	0	0	2	0	2	0	0	0	0	0	5	0	0	0	9
Total	4	0	1	0	6	0	3	0	25	0	0	0	31	0	3	0	73
05:00 PM	0	0	0	0	1	0	0	0	4	0	1	0	5	0	0	0	11
05:15 PM	0	0	1	0	3	0	1	0	3	0	1	0	12	0	1	0	22
05:30 PM	2	0	0	0	1	0	0	0	10	0	1	0	9	0	0	0	23
05:45 PM	0	0	0	0	5	0	1	0	3	0	2	0	8	0	0	0	19
Total	2	0	1	0	10	0	2	0	20	0	5	0	34	0	1	0	75
Grand Total	10	0	2	0	28	0	5	0	133	0	12	0	92	0	13	0	295
Apprch %	83.3	0	16.7	0	84.8	0	15.2	0	91.7	0	8.3	0	87.6	0	12.4	0	
Total %	3.4	0	0.7	0	9.5	0	1.7	0	45.1	0	4.1	0	31.2	0	4.4	0	

All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

JACKSON STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Jackson & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- LIGHT VEHICLES - MEDIUM VEHICLES - HEAVY VEHICLES

	SOUTH FEDERAL HIGHWAY From North				JACKSON STREET From East				SOUTH FEDERAL HIGHWAY From South				JACKSON STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	102	0	0	0	0	13	0	0	142	8	0	0	0	0	265
07:15 AM	0	0	141	1	0	0	0	12	0	0	201	13	0	0	0	2	370
07:30 AM	0	0	246	1	0	0	0	9	0	0	189	15	1	0	0	0	461
07:45 AM	0	0	217	0	0	0	0	27	0	0	237	26	0	0	0	4	511
Total	0	0	706	2	0	0	0	61	0	0	769	62	1	0	0	6	1607
08:00 AM	0	0	182	0	0	0	0	40	0	0	186	25	0	0	0	0	433
08:15 AM	0	0	260	1	0	0	0	18	0	0	209	10	0	0	0	1	499
08:30 AM	0	0	198	0	0	0	0	1	0	0	188	5	0	0	0	4	396
08:45 AM	0	0	199	2	0	0	0	7	0	0	183	2	0	0	0	2	395
Total	0	0	839	3	0	0	0	66	0	0	766	42	0	0	0	7	1723
04:00 PM	0	0	212	0	0	0	0	18	0	0	197	42	0	0	0	10	479
04:15 PM	0	0	205	1	0	0	0	7	0	0	247	9	0	0	0	1	470
04:30 PM	0	0	200	2	0	0	0	7	0	0	210	13	0	0	0	4	436
04:45 PM	0	0	236	0	0	0	0	5	0	0	268	10	0	0	0	4	523
Total	0	0	853	3	0	0	0	37	0	0	922	74	0	0	0	19	1908
05:00 PM	0	0	260	0	0	1	0	15	0	0	287	17	0	0	0	9	589
05:15 PM	0	0	231	1	0	0	0	7	0	0	283	14	0	0	0	4	540
05:30 PM	0	0	228	0	0	1	0	4	0	0	283	6	0	0	0	5	527
05:45 PM	0	0	244	0	0	0	1	3	0	0	297	5	0	0	0	5	555
Total	0	0	963	1	0	2	1	29	0	0	1150	42	0	0	0	23	2211
Grand Total	0	0	3361	9	0	2	1	193	0	0	3607	220	1	0	0	55	7449
Apprch %	0	0	99.7	0.3	0	1	0.5	98.5	0	0	94.3	5.7	1.8	0	0	98.2	
Total %	0	0	45.1	0.1	0	0	0	2.6	0	0	48.4	3	0	0	0	0.7	
LIGHT VEHICLES	0	0	3296	9	0	2	1	191	0	0	3526	218	1	0	0	55	7299
% LIGHT VEHICLES	0	0	98.1	100	0	100	100	99	0	0	97.8	99.1	100	0	0	100	98
MEDIUM VEHICLES	0	0	63	0	0	0	0	2	0	0	76	2	0	0	0	0	143
% MEDIUM VEHICLES	0	0	1.9	0	0	0	0	1	0	0	2.1	0.9	0	0	0	0	1.9
HEAVY VEHICLES	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	7
% HEAVY VEHICLES	0	0	0.1	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0.1

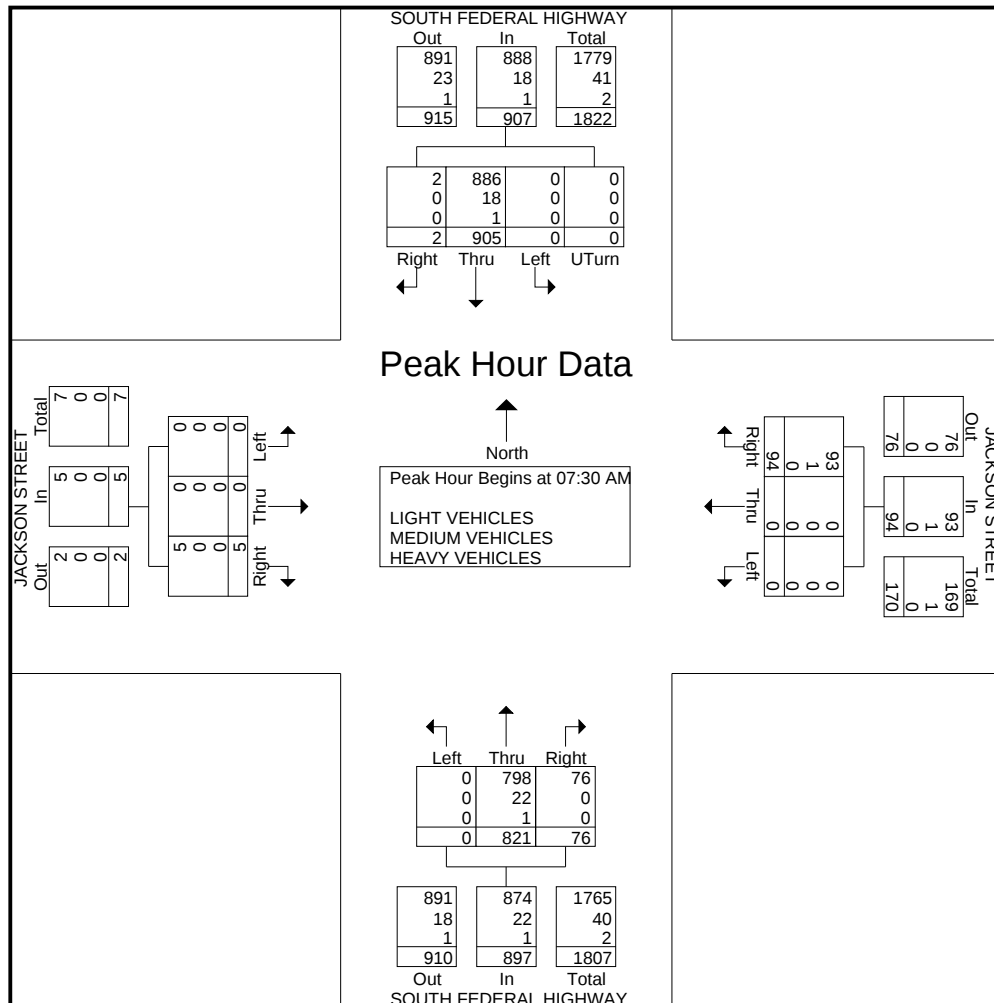
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

JACKSON STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Jackson & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 2

	SOUTH FEDERAL HIGHWAY From North					JACKSON STREET From East					SOUTH FEDERAL HIGHWAY From South					JACKSON STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	246	1	247	0	0	0	9	9	0	0	189	15	204	1	0	0	0	1	461
07:45 AM	0	0	217	0	217	0	0	0	27	27	0	0	237	26	263	0	0	0	4	4	511
08:00 AM	0	0	182	0	182	0	0	0	40	40	0	0	186	25	211	0	0	0	0	0	433
08:15 AM	0	0	260	1	261	0	0	0	18	18	0	0	209	10	219	0	0	0	1	1	499
Total Volume	0	0	905	2	907	0	0	0	94	94	0	0	821	76	897	1	0	0	5	6	1904
% App. Total	0	0	99.8	0.2		0	0	0	100		0	0	91.5	8.5		16.7	0	0	83.3		
PHF	.000	.000	.870	.500	.869	.000	.000	.000	.588	.588	.000	.000	.866	.731	.853	.250	.000	.000	.313	.375	.932
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	97.9	100	97.9	0	0	0	98.9	98.9	0	0	97.2	100	97.4	100	0	0	100	100	97.7
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	2.0	0	2.0	0	0	0	1.1	1.1	0	0	2.7	0	2.5	0	0	0	0	0	2.2
HEAVY VEHICLES	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
% HEAVY VEHICLES	0	0	0.1	0	0.1	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.1



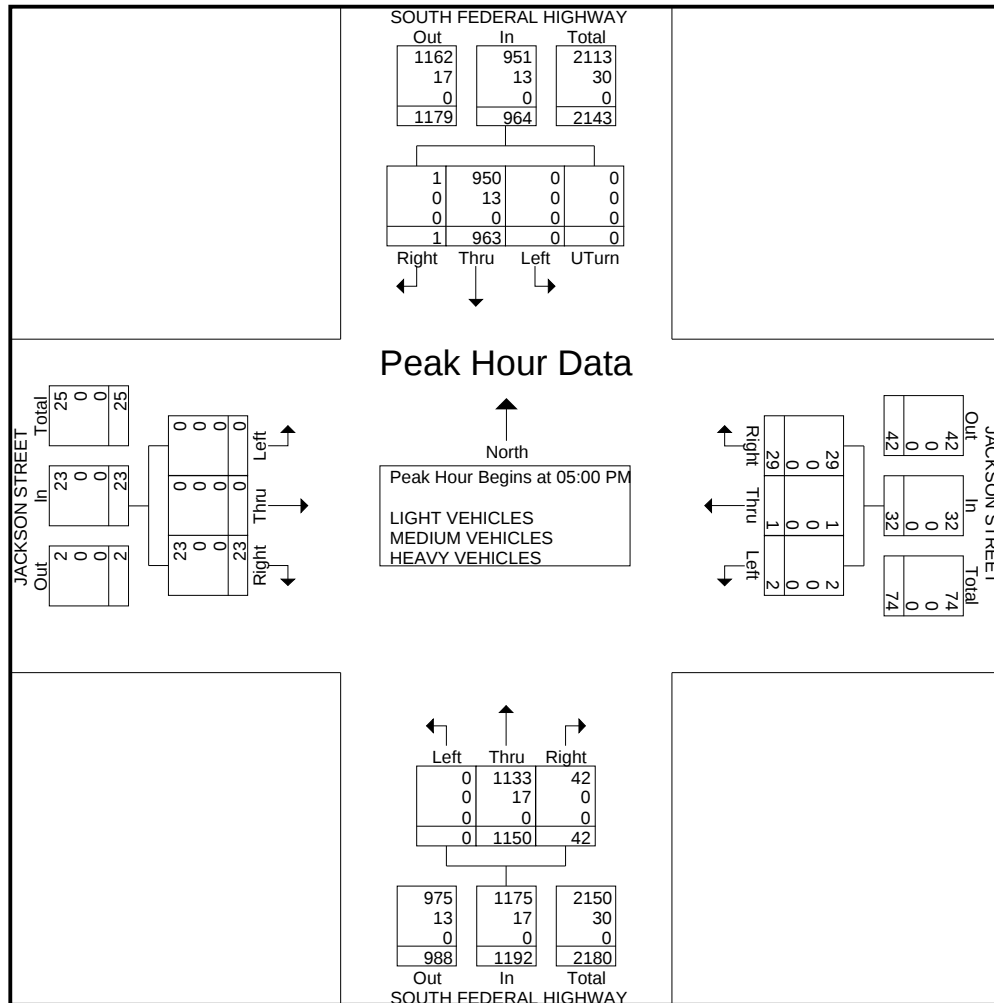
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

JACKSON STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Jackson & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 3

	SOUTH FEDERAL HIGHWAY From North					JACKSON STREET From East					SOUTH FEDERAL HIGHWAY From South					JACKSON STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	260	0	260	0	1	0	15	16	0	0	287	17	304	0	0	0	9	9	589
05:15 PM	0	0	231	1	232	0	0	0	7	7	0	0	283	14	297	0	0	0	4	4	540
05:30 PM	0	0	228	0	228	0	1	0	4	5	0	0	283	6	289	0	0	0	5	5	527
05:45 PM	0	0	244	0	244	0	0	1	3	4	0	0	297	5	302	0	0	0	5	5	555
Total Volume	0	0	963	1	964	0	2	1	29	32	0	0	1150	42	1192	0	0	0	23	23	2211
% App. Total	0	0	99.9	0.1		0	6.2	3.1	90.6		0	0	96.5	3.5		0	0	0	100		
PHF	.000	.000	.926	.250	.927	.000	.500	.250	.483	.500	.000	.000	.968	.618	.980	.000	.000	.000	.639	.639	.938
LIGHT VEHICLES													1133								
% LIGHT VEHICLES	0	0	98.7	100	98.7	0	100	100	100	100	0	0	98.5	100	98.6	0	0	0	100	100	98.6
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	1.3	0	1.3	0	0	0	0	0	0	0	1.5	0	1.4	0	0	0	0	0	1.4
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

JACKSON STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Jackson & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	SOUTH FEDERAL HIGHWAY From North				JACKSON STREET From East				SOUTH FEDERAL HIGHWAY From South				JACKSON STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
07:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
07:30 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Total	0	1	4	0	0	0	0	0	0	0	3	0	0	1	0	0	9
08:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	0	0	3	0	0	0	1	0	0	0	3	2	0	0	0	0	9
04:00 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3
04:15 PM	0	0	3	0	0	0	0	0	0	0	2	0	0	1	0	0	6
04:30 PM	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	2	6
04:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	8	1	0	0	0	0	0	0	4	1	0	1	0	2	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	4
05:30 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	1	1	0	0	0	0	0	2	1	0	0	0	1	9
Grand Total	0	1	18	2	1	0	1	0	0	0	12	4	0	2	0	3	44
Apprch %	0	4.8	85.7	9.5	50	0	50	0	0	0	75	25	0	40	0	60	
Total %	0	2.3	40.9	4.5	2.3	0	2.3	0	0	0	27.3	9.1	0	4.5	0	6.8	

All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

JACKSON STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Jackson & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	SOUTH FEDERAL HIGHWAY From North				JACKSON STREET From East				SOUTH FEDERAL HIGHWAY From South				JACKSON STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	2	0	0	0	1	0	0	0	1	0	0	0	5	0	1	0	10
07:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	3	0	1	0	6
07:30 AM	0	0	0	0	3	0	0	0	3	0	0	0	4	0	1	0	11
07:45 AM	0	0	0	0	9	0	0	0	1	0	0	0	3	0	0	0	13
Total	2	0	0	0	14	0	0	0	6	0	0	0	15	0	3	0	40
08:00 AM	0	0	0	0	1	0	1	0	1	0	0	0	1	0	1	0	5
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	5
Total	0	0	0	0	2	0	2	0	1	0	0	0	9	0	2	0	16
04:00 PM	0	0	0	0	4	0	2	0	0	0	0	0	3	0	2	0	11
04:15 PM	0	0	0	0	10	0	0	0	0	0	0	0	4	0	0	0	14
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	15
04:45 PM	0	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0	8
Total	1	0	0	0	16	0	2	0	1	0	0	0	26	0	2	0	48
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	7	0	0	0	8
05:15 PM	0	0	0	0	10	0	0	0	1	0	0	0	10	0	1	0	22
05:30 PM	2	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	8
05:45 PM	0	0	0	0	5	0	2	0	0	0	0	0	5	0	0	0	12
Total	2	0	0	0	17	0	2	0	1	0	0	0	27	0	1	0	50
Grand Total	5	0	0	0	49	0	6	0	9	0	0	0	77	0	8	0	154
Apprch %	100	0	0	0	89.1	0	10.9	0	100	0	0	0	90.6	0	9.4	0	
Total %	3.2	0	0	0	31.8	0	3.9	0	5.8	0	0	0	50	0	5.2	0	

All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

MONROE STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Monroe & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- LIGHT VEHICLES - MEDIUM VEHICLES - HEAVY VEHICLES

	SOUTH FEDERAL HIGHWAY From North				MONROE STREET (GATED) From East				SOUTH FEDERAL HIGHWAY From South				MONROE STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	1	0	100	1	0	0	0	0	0	3	144	0	0	7	0	6	262
07:15 AM	1	0	140	2	0	0	0	0	0	11	196	0	0	17	0	9	376
07:30 AM	2	0	226	3	0	0	0	0	0	21	186	0	0	17	0	14	469
07:45 AM	4	0	217	3	0	0	0	0	1	20	230	0	0	28	0	16	519
Total	8	0	683	9	0	0	0	0	1	55	756	0	0	69	0	45	1626
08:00 AM	0	0	186	2	0	0	0	0	1	21	177	0	0	27	0	14	428
08:15 AM	1	0	251	0	0	0	0	0	0	9	203	0	0	10	0	12	486
08:30 AM	0	0	201	2	0	0	0	0	0	13	180	0	0	15	0	14	425
08:45 AM	0	0	199	2	0	0	0	0	0	20	172	0	0	8	0	18	419
Total	1	0	837	6	0	0	0	0	1	63	732	0	0	60	0	58	1758
04:00 PM	8	0	209	3	0	0	0	0	1	25	204	0	0	22	0	20	492
04:15 PM	1	5	197	9	0	0	0	2	1	12	242	7	0	13	5	20	514
04:30 PM	0	3	185	5	0	0	0	2	0	12	206	5	0	15	3	21	457
04:45 PM	3	6	231	6	0	0	0	0	2	22	257	12	0	17	4	17	577
Total	12	14	822	23	0	0	0	4	4	71	909	24	0	67	12	78	2040
05:00 PM	2	2	257	9	1	0	0	5	1	14	283	2	0	10	4	18	608
05:15 PM	0	3	230	6	0	0	0	1	0	14	272	5	0	15	6	25	577
05:30 PM	0	3	233	2	0	0	0	1	0	20	270	4	0	11	2	24	570
05:45 PM	0	0	236	7	0	0	0	2	0	20	295	2	0	15	2	20	599
Total	2	8	956	24	1	0	0	9	1	68	1120	13	0	51	14	87	2354
Grand Total	23	22	3298	62	1	0	0	13	7	257	3517	37	0	247	26	268	7778
Apprch %	0.7	0.6	96.9	1.8	7.1	0	0	92.9	0.2	6.7	92.1	1	0	45.7	4.8	49.5	
Total %	0.3	0.3	42.4	0.8	0	0	0	0.2	0.1	3.3	45.2	0.5	0	3.2	0.3	3.4	
LIGHT VEHICLES	23	22	3235	60	1	0	0	13	7	255	3438	37	0	243	26	260	7620
% LIGHT VEHICLES	100	100	98.1	96.8	100	0	0	100	100	99.2	97.8	100	0	98.4	100	97	98
MEDIUM VEHICLES	0	0	61	2	0	0	0	0	0	2	74	0	0	4	0	8	151
% MEDIUM VEHICLES	0	0	1.8	3.2	0	0	0	0	0	0.8	2.1	0	0	1.6	0	3	1.9
HEAVY VEHICLES	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	7
% HEAVY VEHICLES	0	0	0.1	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0.1

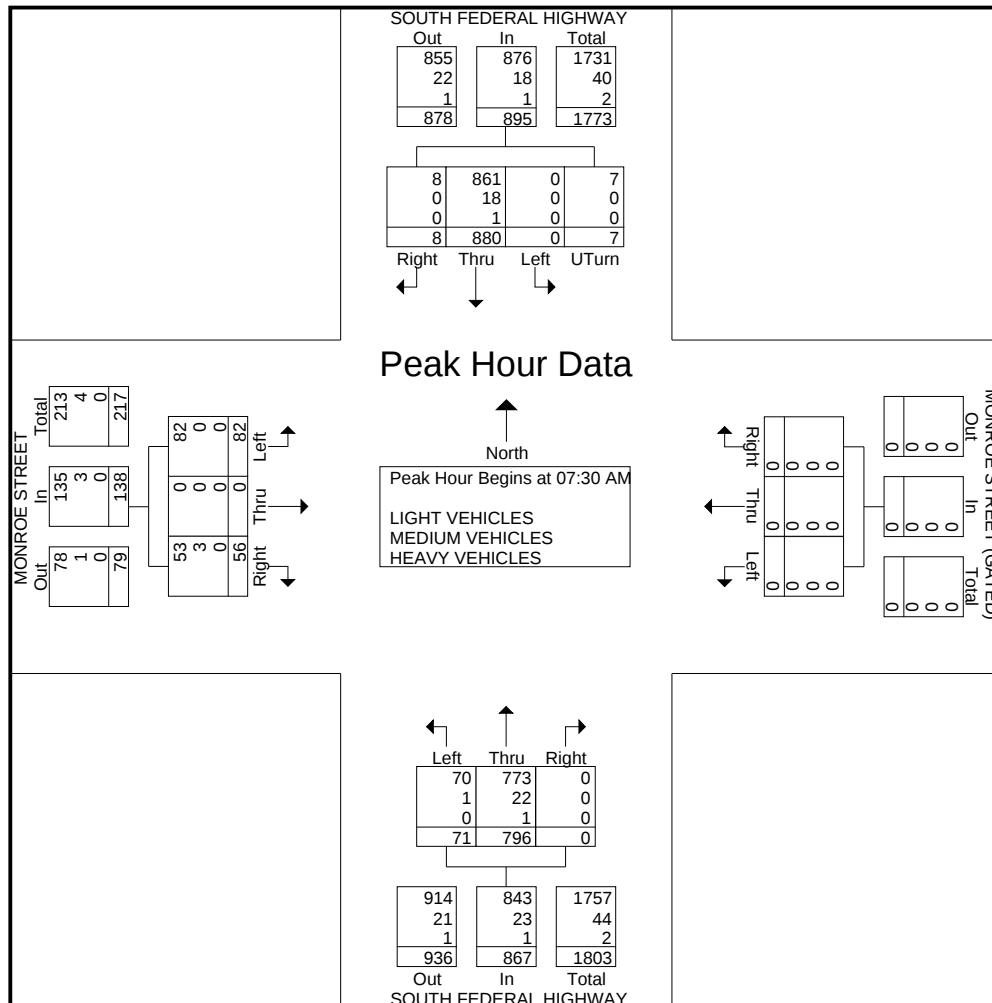
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

MONROE STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Monroe & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 2

	SOUTH FEDERAL HIGHWAY From North					MONROE STREET (GATED) From East					SOUTH FEDERAL HIGHWAY From South					MONROE STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	0	226	3	231	0	0	0	0	0	0	21	186	0	207	0	17	0	14	31	469
07:45 AM	4	0	217	3	224	0	0	0	0	0	1	20	230	0	251	0	28	0	16	44	519
08:00 AM	0	0	186	2	188	0	0	0	0	0	1	21	177	0	199	0	27	0	14	41	428
08:15 AM	1	0	251	0	252	0	0	0	0	0	0	9	203	0	212	0	10	0	12	22	486
Total Volume	7	0	880	8	895	0	0	0	0	0	2	71	796	0	869	0	82	0	56	138	1902
% App. Total	0.8	0	98.3	0.9		0	0	0	0		0.2	8.2	91.6	0		0	59.4	0	40.6		
PHF	.438	.000	.876	.667	.888	.000	.000	.000	.000	.000	.500	.845	.865	.000	.866	.000	.732	.000	.875	.784	.916
LIGHT VEHICLES																					
% LIGHT VEHICLES	100	0	97.8	100	97.9	0	0	0	0	0	100	98.6	97.1	0	97.2	0	100	0	94.6	97.8	97.6
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	2.0	0	2.0	0	0	0	0	0	0	1.4	2.8	0	2.6	0	0	0	5.4	2.2	2.3
HEAVY VEHICLES	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
% HEAVY VEHICLES	0	0	0.1	0	0.1	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.1



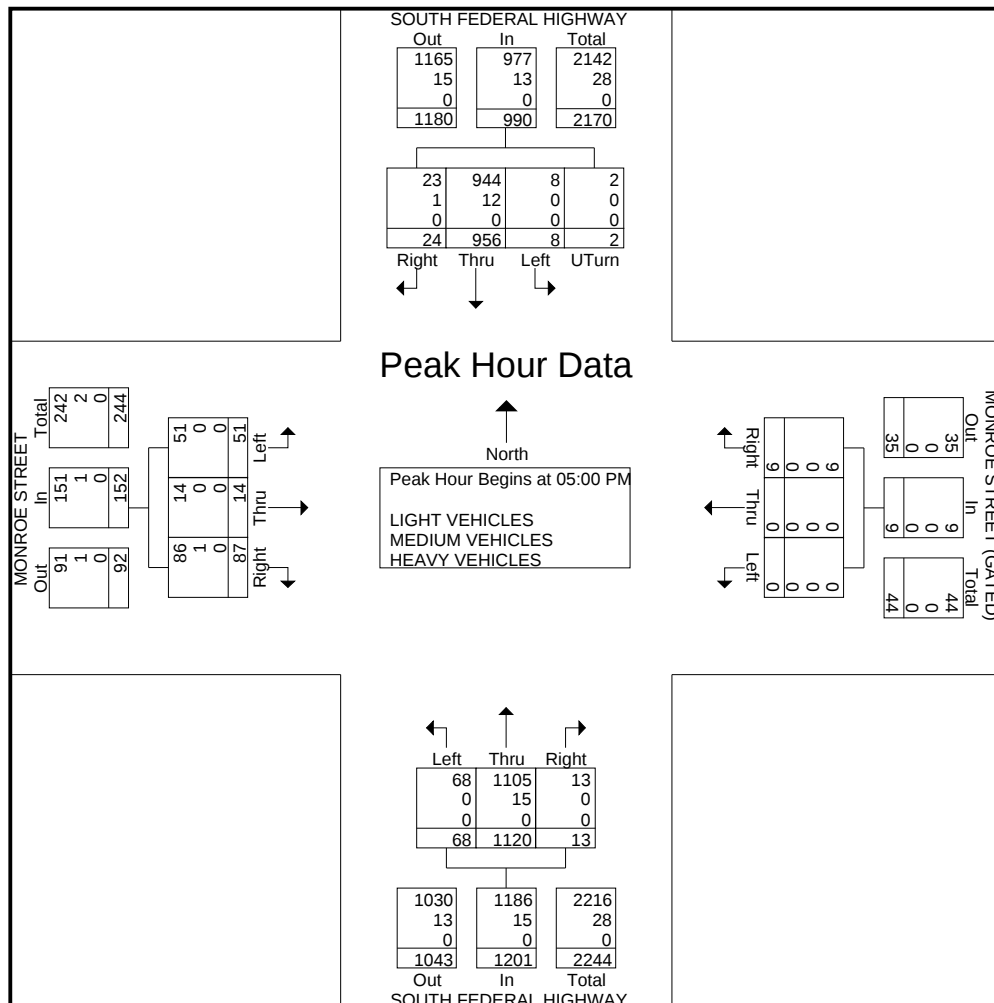
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

MONROE STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Monroe & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 3

	SOUTH FEDERAL HIGHWAY From North					MONROE STREET (GATED) From East					SOUTH FEDERAL HIGHWAY From South					MONROE STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	2	257	9	270	1	0	0	5	6	1	14	283	2	300	0	10	4	18	32	608
05:15 PM	0	3	230	6	239	0	0	0	1	1	0	14	272	5	291	0	15	6	25	46	577
05:30 PM	0	3	233	2	238	0	0	0	1	1	0	20	270	4	294	0	11	2	24	37	570
05:45 PM	0	0	236	7	243	0	0	0	2	2	0	20	295	2	317	0	15	2	20	37	599
Total Volume	2	8	956	24	990	1	0	0	9	10	1	68	1120	13	1202	0	51	14	87	152	2354
% App. Total	0.2	0.8	96.6	2.4		10	0	0	90		0.1	5.7	93.2	1.1		0	33.6	9.2	57.2		
PHF	.250	.667	.930	.667	.917	.250	.000	.000	.450	.417	.250	.850	.949	.650	.948	.000	.850	.583	.870	.826	.968
LIGHT VEHICLES													1105								
% LIGHT VEHICLES	100	100	98.7	95.8	98.7	100	0	0	100	100	100	100	98.7	100	98.8	0	100	100	98.9	99.3	98.8
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	1.3	4.2	1.3	0	0	0	0	0	0	0	1.3	0	1.2	0	0	0	1.1	0.7	1.2
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

MONROE STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Monroe & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	SOUTH FEDERAL HIGHWAY From North				MONROE STREET (GATED) From East				SOUTH FEDERAL HIGHWAY From South				MONROE STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	2	1	0	0	0	0	0	0	2	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	4	1	0	0	0	0	0	0	4	0	0	0	0	0	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	4
Total	0	0	3	0	0	0	0	0	0	0	2	0	0	1	0	1	7
04:00 PM	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4
04:15 PM	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4
04:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	8	0	0	0	0	0	0	0	4	0	0	0	0	1	13
05:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	1	5
05:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	5	0	0	0	0	0	0	0	2	1	0	0	0	1	9
Grand Total	0	0	20	1	0	0	0	0	0	0	12	1	0	1	0	3	38
Apprch %	0	0	95.2	4.8	0	0	0	0	0	0	92.3	7.7	0	25	0	75	
Total %	0	0	52.6	2.6	0	0	0	0	0	0	31.6	2.6	0	2.6	0	7.9	

All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

MONROE STREET & FEDERAL HIGHWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Monroe & Federal
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	SOUTH FEDERAL HIGHWAY From North				MONROE STREET (GATED) From East				SOUTH FEDERAL HIGHWAY From South				MONROE STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	7
07:15 AM	0	0	1	0	0	0	1	0	5	0	0	0	0	0	1	0	8
07:30 AM	0	0	0	0	14	0	2	0	26	0	2	0	7	0	0	0	51
07:45 AM	3	0	0	0	28	0	0	0	22	0	2	0	1	0	0	0	56
Total	3	0	1	0	42	0	3	0	56	0	4	0	11	0	2	0	122
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	6
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	3	0	1	0	5
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
Total	0	0	0	0	2	0	0	0	1	0	0	0	11	0	1	0	15
04:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	8
04:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	5
04:30 PM	4	0	0	0	1	0	1	0	0	0	0	0	6	0	0	0	12
04:45 PM	2	0	0	0	2	0	1	0	0	0	0	0	4	0	1	0	10
Total	7	0	0	0	6	0	2	0	0	0	0	0	17	0	3	0	35
05:00 PM	1	0	0	0	3	0	1	0	0	0	2	0	4	0	0	0	11
05:15 PM	3	0	0	0	3	0	0	0	0	0	0	0	4	0	1	0	11
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	7	0	0	0	8
05:45 PM	0	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	12
Total	4	0	0	0	14	0	1	0	0	0	2	0	20	0	1	0	42
Grand Total	14	0	1	0	64	0	6	0	57	0	6	0	59	0	7	0	214
Apprch %	93.3	0	6.7	0	91.4	0	8.6	0	90.5	0	9.5	0	89.4	0	10.6	0	
Total %	6.5	0	0.5	0	29.9	0	2.8	0	26.6	0	2.8	0	27.6	0	3.3	0	

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

File Name : Van Buren & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

	SOUTH 19TH AVENUE From North				VAN BUREN STREET From East				SOUTH 19TH AVENUE From South				VAN BUREN STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	8	11	0	0	0	21	3	1	5	19	5	0	0	12	1	86
07:15 AM	0	5	26	3	0	2	17	4	0	3	26	3	0	3	15	2	109
07:30 AM	0	11	37	4	0	4	30	7	0	1	23	12	0	1	18	0	148
07:45 AM	0	7	27	2	0	10	27	12	0	2	19	10	0	2	35	4	157
Total	0	31	101	9	0	16	95	26	1	11	87	30	0	6	80	7	500
08:00 AM	0	16	17	2	0	10	29	3	0	5	20	13	0	1	48	3	167
08:15 AM	0	5	22	4	0	6	31	9	0	1	24	3	0	1	8	0	114
08:30 AM	0	8	25	1	1	0	13	3	0	1	21	1	0	1	10	2	87
08:45 AM	0	4	13	1	0	0	22	5	0	4	22	3	0	0	11	1	86
Total	0	33	77	8	1	16	95	20	0	11	87	20	0	3	77	6	454
04:00 PM	1	7	24	1	0	6	34	10	0	4	19	6	0	0	22	0	134
04:15 PM	0	6	19	2	0	6	28	7	0	2	20	10	0	4	15	3	122
04:30 PM	0	4	26	3	0	3	24	9	0	3	23	3	0	1	16	0	115
04:45 PM	1	5	26	7	0	2	14	12	0	3	35	6	0	2	22	2	137
Total	2	22	95	13	0	17	100	38	0	12	97	25	0	7	75	5	508
05:00 PM	0	12	30	2	0	3	24	13	0	9	29	2	0	2	21	5	152
05:15 PM	0	9	18	1	0	5	24	8	0	6	24	3	0	5	24	2	129
05:30 PM	0	14	26	2	0	3	24	13	0	4	23	4	0	3	18	3	137
05:45 PM	1	6	23	4	0	3	31	16	0	1	21	1	0	1	13	5	126
Total	1	41	97	9	0	14	103	50	0	20	97	10	0	11	76	15	544
Grand Total	3	127	370	39	1	63	393	134	1	54	368	85	0	27	308	33	2006
Apprch %	0.6	23.6	68.6	7.2	0.2	10.7	66.5	22.7	0.2	10.6	72.4	16.7	0	7.3	83.7	9	
Total %	0.1	6.3	18.4	1.9	0	3.1	19.6	6.7	0	2.7	18.3	4.2	0	1.3	15.4	1.6	
LIGHT VEHICLES	3	125	367	36	1	62	386	131	1	54	363	85	0	26	302	33	1975
% LIGHT VEHICLES	100	98.4	99.2	92.3	100	98.4	98.2	97.8	100	100	98.6	100	0	96.3	98.1	100	98.5
MEDIUM VEHICLES	0	2	3	3	0	1	7	2	0	0	5	0	0	1	5	0	29
% MEDIUM VEHICLES	0	1.6	0.8	7.7	0	1.6	1.8	1.5	0	0	1.4	0	0	3.7	1.6	0	1.4
HEAVY VEHICLES	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2
% HEAVY VEHICLES																	

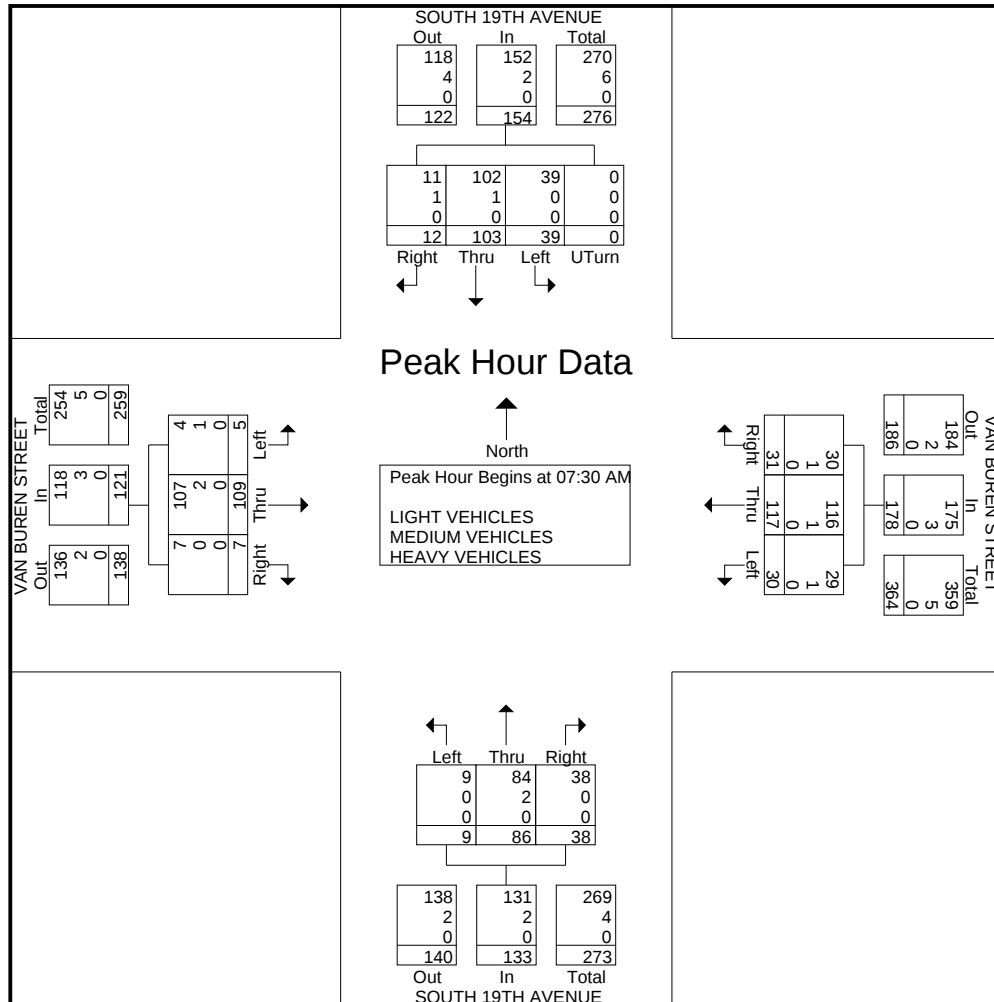
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

VAN BUREN STREET & SOUTH 19TH AVENUE
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Van Buren & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 2

	SOUTH 19TH AVENUE From North					VAN BUREN STREET From East					SOUTH 19TH AVENUE From South					VAN BUREN STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	11	37	4	52	0	4	30	7	41	0	1	23	12	36	0	1	18	0	19	148
07:45 AM	0	7	27	2	36	0	10	27	12	49	0	2	19	10	31	0	2	35	4	41	157
08:00 AM	0	16	17	2	35	0	10	29	3	42	0	5	20	13	38	0	1	48	3	52	167
08:15 AM	0	5	22	4	31	0	6	31	9	46	0	1	24	3	28	0	1	8	0	9	114
Total Volume	0	39	103	12	154	0	30	117	31	178	0	9	86	38	133	0	5	109	7	121	586
% App. Total	0	25.3	66.9	7.8		0	16.9	65.7	17.4		0	6.8	64.7	28.6		0	4.1	90.1	5.8		
PHF	.000	.609	.696	.750	.740	.000	.750	.944	.646	.908	.000	.450	.896	.731	.875	.000	.625	.568	.438	.582	.877
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	99.0	91.7	98.7	0	96.7	99.1	96.8	98.3	0	100	97.7	100	98.5	0	80.0	98.2	100	97.5	98.3
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	1.0	8.3	1.3	0	3.3	0.9	3.2	1.7	0	0	2.3	0	1.5	0	20.0	1.8	0	2.5	1.7
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



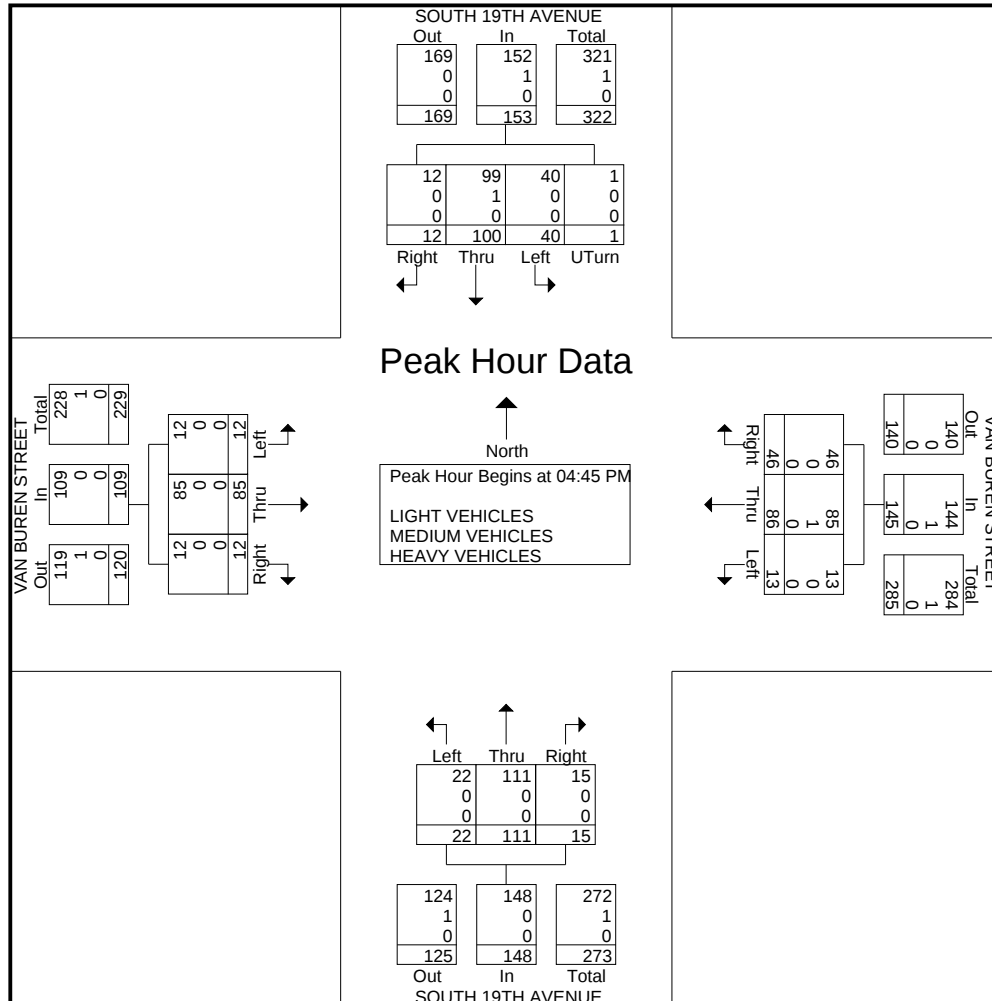
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

VAN BUREN STREET & SOUTH 19TH AVENUE
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Van Buren & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 3

	SOUTH 19TH AVENUE From North					VAN BUREN STREET From East					SOUTH 19TH AVENUE From South					VAN BUREN STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	5	26	7	39	0	2	14	12	28	0	3	35	6	44	0	2	22	2	26	137
05:00 PM	0	12	30	2	44	0	3	24	13	40	0	9	29	2	40	0	2	21	5	28	152
05:15 PM	0	9	18	1	28	0	5	24	8	37	0	6	24	3	33	0	5	24	2	31	129
05:30 PM	0	14	26	2	42	0	3	24	13	40	0	4	23	4	31	0	3	18	3	24	137
Total Volume	1	40	100	12	153	0	13	86	46	145	0	22	111	15	148	0	12	85	12	109	555
% App. Total	0.7	26.1	65.4	7.8		0	9	59.3	31.7		0	14.9	75	10.1		0	11	78	11		
PHF	.250	.714	.833	.429	.869	.000	.650	.896	.885	.906	.000	.611	.793	.625	.841	.000	.600	.885	.600	.879	.913
LIGHT VEHICLES																					
% LIGHT VEHICLES	100	100	99.0	100	99.3	0	100	98.8	100	99.3	0	100	100	100	100	0	100	100	100	100	99.6
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	1.0	0	0.7	0	0	1.2	0	0.7	0	0	0	0	0	0	0	0	0	0	0.4
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

VAN BUREN STREET & SOUTH 19TH AVENUE
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Van Buren & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	SOUTH 19TH AVENUE From North				VAN BUREN STREET From East				SOUTH 19TH AVENUE From South				VAN BUREN STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	1	0	0	0	1	0	0	2	0	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
08:30 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	2	0	0	1	0	0	0	0	1	0	0	0	1	0	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:15 PM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	6
Total	0	0	3	0	0	0	3	1	0	0	8	0	0	0	0	0	15
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	5
Total	0	1	1	0	0	2	0	0	0	1	3	0	0	1	2	0	11
Grand Total	0	1	7	1	0	3	3	2	0	1	12	1	0	1	5	0	37
Apprch %	0	11.1	77.8	11.1	0	37.5	37.5	25	0	7.1	85.7	7.1	0	16.7	83.3	0	
Total %	0	2.7	18.9	2.7	0	8.1	8.1	5.4	0	2.7	32.4	2.7	0	2.7	13.5	0	

All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

VAN BUREN STREET & SOUTH 19TH AVENUE
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Van Buren & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	SOUTH 19TH AVENUE From North				VAN BUREN STREET From East				SOUTH 19TH AVENUE From South				VAN BUREN STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	3	0	0	0	6	0	0	0	4	0	0	0	4	0	1	0	18
07:15 AM	5	0	0	0	7	0	1	0	4	0	0	0	2	0	0	0	19
07:30 AM	3	0	0	0	6	0	0	0	11	0	0	0	2	0	0	0	22
07:45 AM	2	0	0	0	4	0	1	0	8	0	0	0	7	0	0	0	22
Total	13	0	0	0	23	0	2	0	27	0	0	0	15	0	1	0	81
08:00 AM	3	0	0	0	10	0	0	0	8	0	0	0	3	0	0	0	24
08:15 AM	2	0	0	0	7	0	0	0	1	0	0	0	2	0	0	0	12
08:30 AM	7	0	0	0	8	0	0	0	0	0	0	0	3	0	0	0	18
08:45 AM	1	0	0	0	4	0	0	0	2	0	3	0	4	0	0	0	14
Total	13	0	0	0	29	0	0	0	11	0	3	0	12	0	0	0	68
04:00 PM	6	0	0	0	2	0	0	0	4	0	0	0	5	0	0	0	17
04:15 PM	6	0	0	0	4	0	0	0	7	0	0	0	15	0	0	0	32
04:30 PM	6	0	0	0	16	0	1	0	1	0	0	0	11	0	1	0	36
04:45 PM	0	0	0	0	6	0	1	0	1	0	0	0	11	0	1	0	20
Total	18	0	0	0	28	0	2	0	13	0	0	0	42	0	2	0	105
05:00 PM	4	0	0	0	5	0	0	0	1	0	1	0	2	0	0	0	13
05:15 PM	3	0	0	0	10	0	0	0	0	0	1	0	13	0	1	0	28
05:30 PM	2	0	0	0	9	0	1	0	0	0	1	0	6	0	0	0	19
05:45 PM	0	0	0	0	7	0	1	0	0	0	0	0	8	0	0	0	16
Total	9	0	0	0	31	0	2	0	1	0	3	0	29	0	1	0	76
Grand Total	53	0	0	0	111	0	6	0	52	0	6	0	98	0	4	0	330
Apprch %	100	0	0	0	94.9	0	5.1	0	89.7	0	10.3	0	96.1	0	3.9	0	
Total %	16.1	0	0	0	33.6	0	1.8	0	15.8	0	1.8	0	29.7	0	1.2	0	

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

File Name : Jackson & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

[illegible]

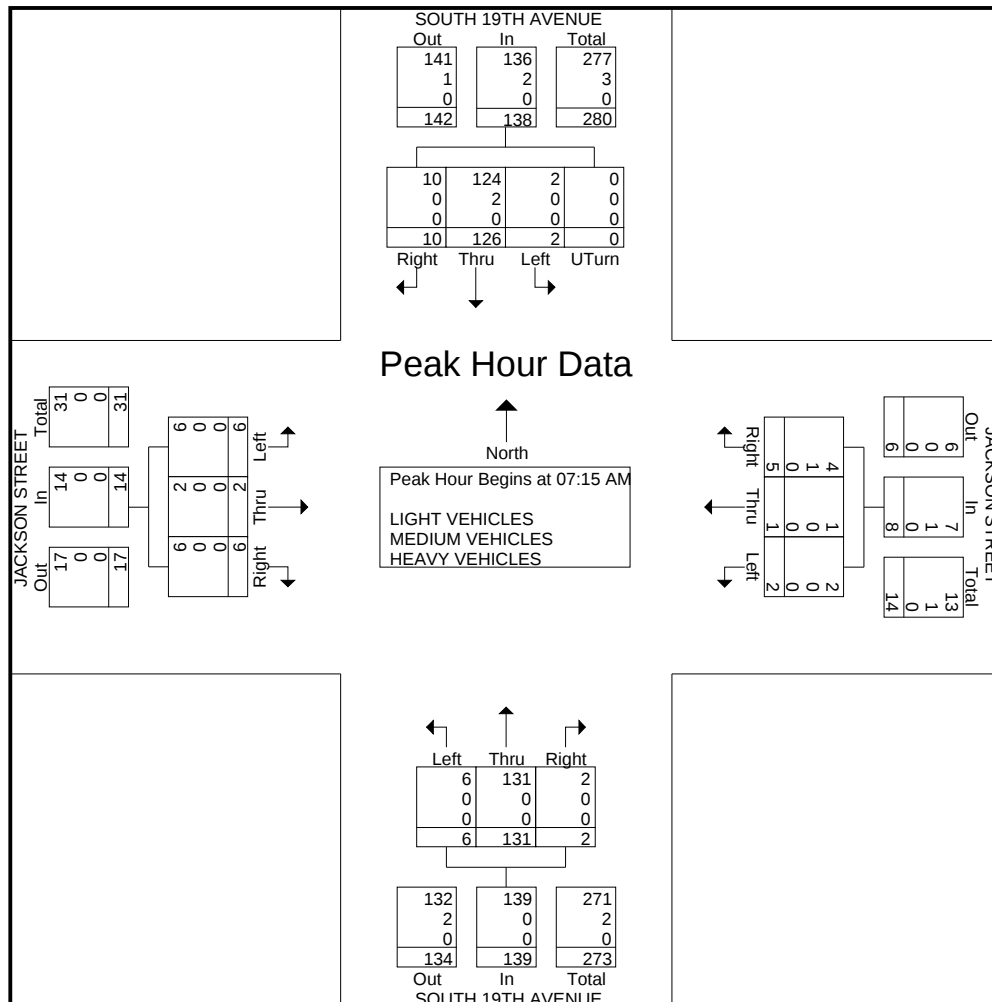
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

JACKSON STREET & SOUTH 19TH AVENUE
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Jackson & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 2

	SOUTH 19TH AVENUE From North					JACKSON STREET From East					SOUTH 19TH AVENUE From South					JACKSON STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	25	3	28	0	1	0	0	1	0	1	33	1	35	0	1	1	1	3	67
07:30 AM	0	1	37	2	40	0	1	1	1	3	0	0	32	1	33	0	4	0	1	5	81
07:45 AM	0	1	33	3	37	0	0	0	2	2	0	1	30	0	31	0	0	1	4	5	75
08:00 AM	0	0	31	2	33	0	0	0	2	2	0	4	36	0	40	0	1	0	0	1	76
Total Volume	0	2	126	10	138	0	2	1	5	8	0	6	131	2	139	0	6	2	6	14	299
% App. Total	0	1.4	91.3	7.2		0	25	12.5	62.5		0	4.3	94.2	1.4		0	42.9	14.3	42.9		
PHF	.000	.500	.851	.833	.863	.000	.500	.250	.625	.667	.000	.375	.910	.500	.869	.000	.375	.500	.375	.700	.923
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	98.4	100	98.6	0	100	100	80.0	87.5	0	100	100	100	100	0	100	100	100	100	99.0
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	1.6	0	1.4	0	0	0	20.0	12.5	0	0	0	0	0	0	0	0	0	0	1.0
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



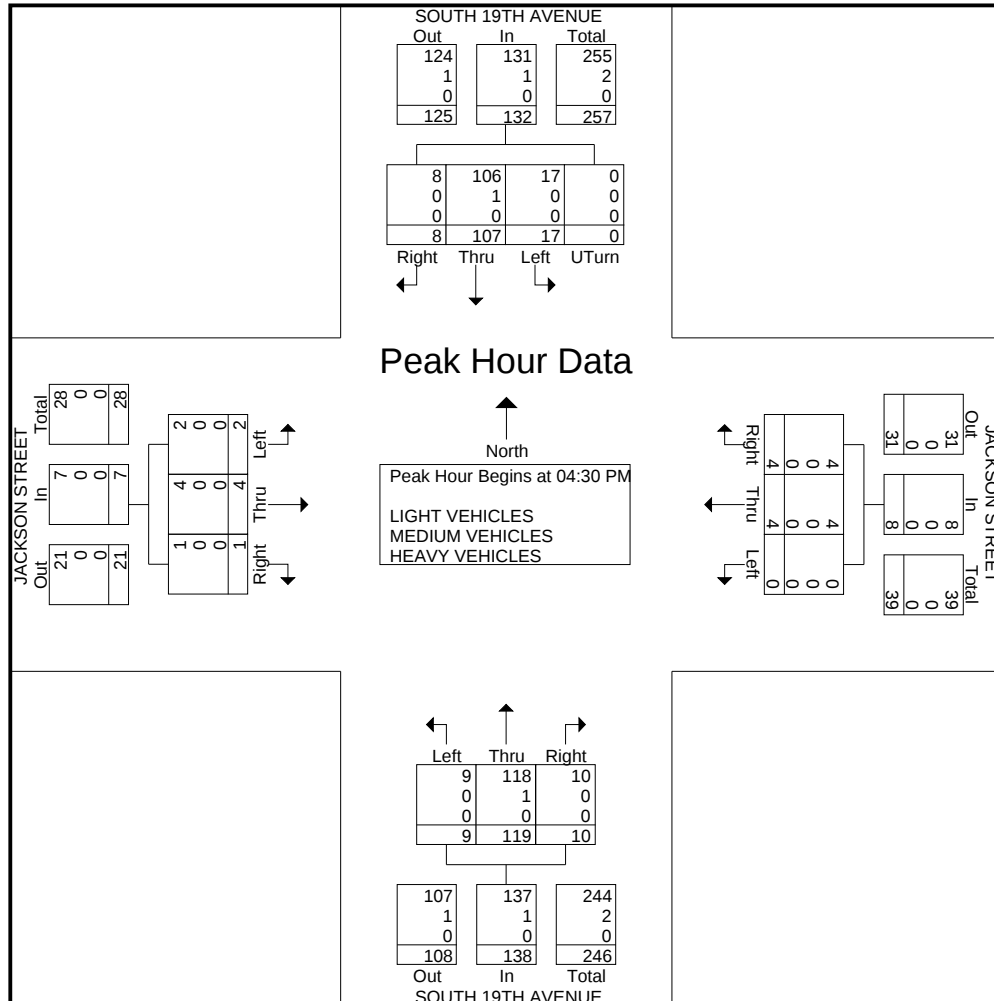
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

JACKSON STREET & SOUTH 19TH AVENUE
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Jackson & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 3

	SOUTH 19TH AVENUE From North					JACKSON STREET From East					SOUTH 19TH AVENUE From South					JACKSON STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	1	30	3	34	0	0	0	1	1	0	1	27	3	31	0	0	1	0	1	67
04:45 PM	0	4	23	2	29	0	0	0	1	1	0	1	30	4	35	0	1	0	0	1	66
05:00 PM	0	11	32	1	44	0	0	0	1	1	0	2	34	0	36	0	0	1	1	2	83
05:15 PM	0	1	22	2	25	0	0	4	1	5	0	5	28	3	36	1	1	2	0	4	70
Total Volume	0	17	107	8	132	0	0	4	4	8	0	9	119	10	138	1	2	4	1	8	286
% App. Total	0	12.9	81.1	6.1		0	0	50	50		0	6.5	86.2	7.2		12.5	25	50	12.5		
PHF	.000	.386	.836	.667	.750	.000	.000	.250	1.00	.400	.000	.450	.875	.625	.958	.250	.500	.500	.250	.500	.861
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	99.1	100	99.2	0	0	100	100	100	0	100	99.2	100	99.3	100	100	100	100	100	99.3
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	0.9	0	0.8	0	0	0	0	0	0	0	0.8	0	0.7	0	0	0	0	0	0.7
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

JACKSON STREET & SOUTH 19TH AVENUE
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Jackson & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	SOUTH 19TH AVENUE From North				JACKSON STREET From East				SOUTH 19TH AVENUE From South				JACKSON STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	4
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	3	0	0	3	0	0	0	0	1	0	0	0	0	0	8
04:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	4
04:45 PM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	6
Total	0	1	2	1	0	0	0	0	0	0	8	0	0	0	1	0	13
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	2	1	0	0	0	0	0	0	2	0	0	0	0	0	5
Total	0	1	7	1	0	1	0	0	0	0	3	0	0	0	0	0	13
Grand Total	0	3	14	2	0	4	0	0	0	0	13	0	0	0	2	0	38
Apprch %	0	15.8	73.7	10.5	0	100	0	0	0	0	100	0	0	0	100	0	
Total %	0	7.9	36.8	5.3	0	10.5	0	0	0	0	34.2	0	0	0	5.3	0	

All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

JACKSON STREET & SOUTH 19TH AVENUE
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Jackson & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	SOUTH 19TH AVENUE From North				JACKSON STREET From East				SOUTH 19TH AVENUE From South				JACKSON STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	3	0	0	0	2	0	0	0	1	0	0	0	7	0	0	0	13
07:15 AM	1	0	0	0	1	0	1	0	0	0	0	0	11	0	1	0	15
07:30 AM	7	0	0	0	2	0	0	0	2	0	0	0	5	0	0	0	16
07:45 AM	4	0	1	0	3	0	0	0	4	0	0	0	8	0	1	0	21
Total	15	0	1	0	8	0	1	0	7	0	0	0	31	0	2	0	65
08:00 AM	5	0	0	0	4	0	0	0	2	0	1	0	6	0	0	0	18
08:15 AM	8	0	0	0	2	0	0	0	2	0	0	0	7	0	0	0	19
08:30 AM	2	0	0	0	3	0	0	0	2	0	0	0	4	0	0	0	11
08:45 AM	3	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	12
Total	18	0	0	0	11	0	0	0	6	0	1	0	24	0	0	0	60
04:00 PM	2	0	0	0	3	0	0	0	1	0	0	0	5	0	0	0	11
04:15 PM	4	0	0	0	2	0	0	0	1	0	0	0	7	0	0	0	14
04:30 PM	3	0	1	0	5	0	0	0	2	0	0	0	5	0	0	0	16
04:45 PM	0	0	0	0	5	0	1	0	2	0	0	0	8	0	0	0	16
Total	9	0	1	0	15	0	1	0	6	0	0	0	25	0	0	0	57
05:00 PM	2	0	0	0	2	0	0	0	2	0	0	0	5	0	0	0	11
05:15 PM	3	0	0	0	9	0	0	0	3	0	0	0	8	0	0	0	23
05:30 PM	5	0	0	0	6	0	2	0	2	0	1	0	5	0	0	0	21
05:45 PM	0	0	0	0	6	0	0	0	2	0	0	0	6	0	0	0	14
Total	10	0	0	0	23	0	2	0	9	0	1	0	24	0	0	0	69
Grand Total	52	0	2	0	57	0	4	0	28	0	2	0	104	0	2	0	251
Apprch %	96.3	0	3.7	0	93.4	0	6.6	0	93.3	0	6.7	0	98.1	0	1.9	0	
Total %	20.7	0	0.8	0	22.7	0	1.6	0	11.2	0	0.8	0	41.4	0	0.8	0	

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

File Name : Monroe & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

[illegible]

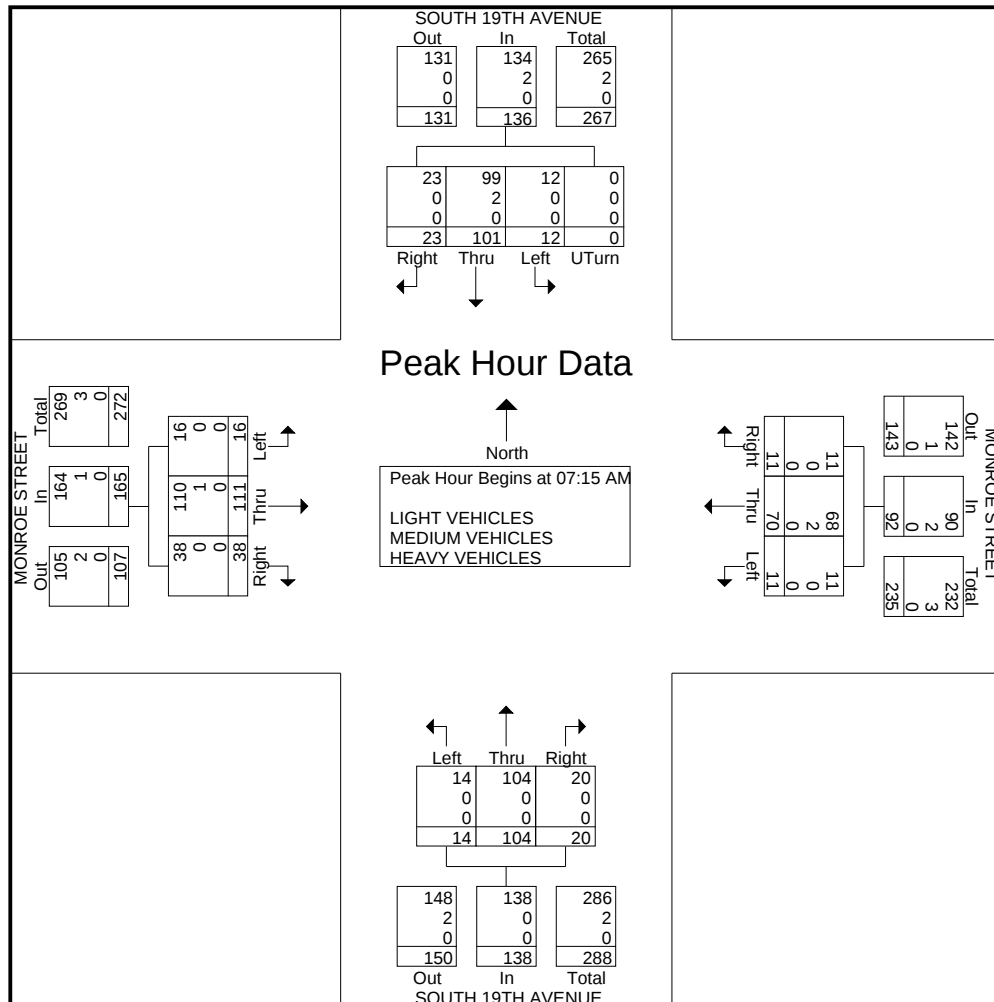
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

MONROE STREET & SOUTH 19TH AVENUE
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Monroe & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 2

	SOUTH 19TH AVENUE From North					MONROE STREET From East					SOUTH 19TH AVENUE From South					MONROE STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	21	6	27	0	1	12	3	16	0	5	26	5	36	0	2	23	7	32	111
07:30 AM	0	2	33	5	40	0	2	21	5	28	0	2	23	2	27	0	3	27	11	41	136
07:45 AM	0	6	26	5	37	0	6	18	2	26	0	3	24	9	36	0	5	31	8	44	143
08:00 AM	0	4	21	7	32	0	2	19	1	22	0	4	31	4	39	0	6	30	12	48	141
Total Volume	0	12	101	23	136	0	11	70	11	92	0	14	104	20	138	0	16	111	38	165	531
% App. Total	0	8.8	74.3	16.9		0	12	76.1	12		0	10.1	75.4	14.5		0	9.7	67.3	23		
PHF	.000	.500	.765	.821	.850	.000	.458	.833	.550	.821	.000	.700	.839	.556	.885	.000	.667	.895	.792	.859	.928
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	98.0	100	98.5	0	100	97.1	100	97.8	0	100	100	100	100	0	100	99.1	100	99.4	99.1
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	2.0	0	1.5	0	0	2.9	0	2.2	0	0	0	0	0	0	0	0.9	0	0.6	0.9
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



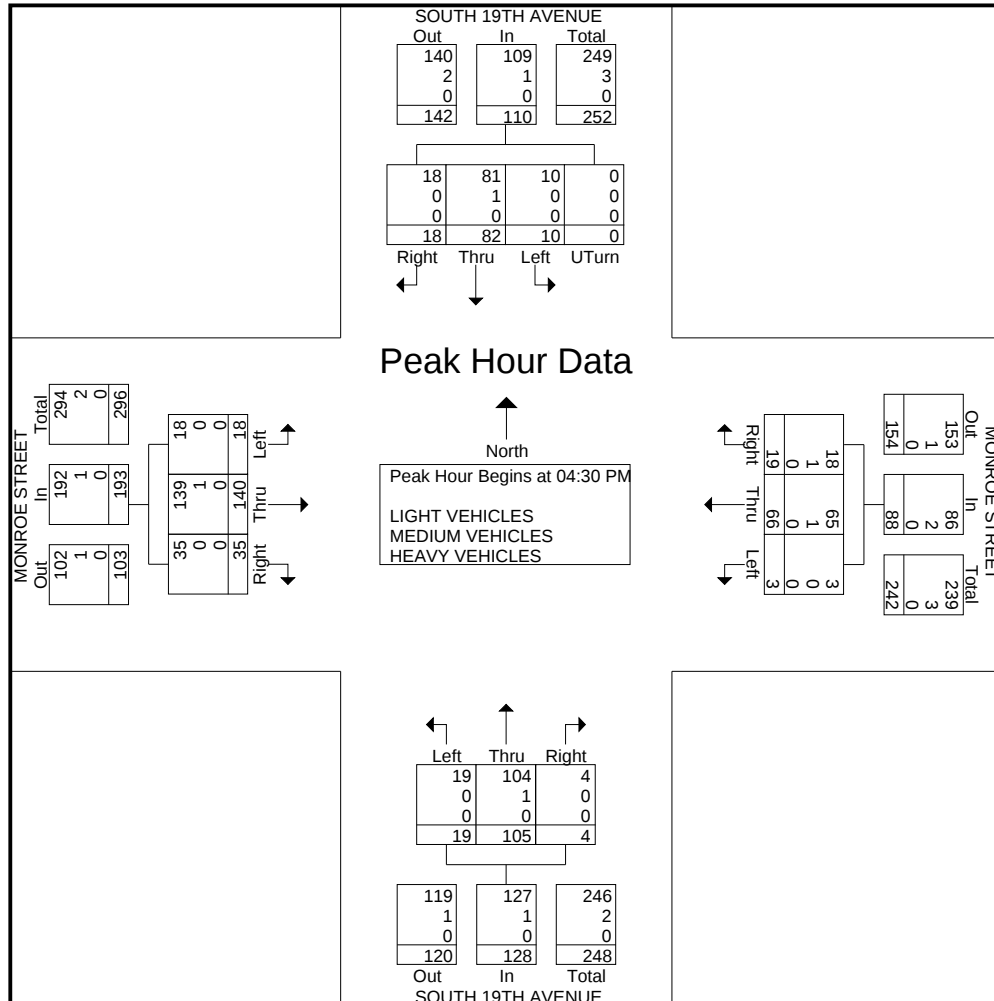
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

MONROE STREET & SOUTH 19TH AVENUE
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Monroe & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 3

	SOUTH 19TH AVENUE From North					MONROE STREET From East					SOUTH 19TH AVENUE From South					MONROE STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	3	22	5	30	0	0	13	3	16	0	5	23	0	28	0	4	32	12	48	122
04:45 PM	0	3	18	5	26	0	1	18	7	26	0	5	25	1	31	0	4	34	8	46	129
05:00 PM	0	2	23	5	30	0	0	18	5	23	0	3	33	2	38	0	2	30	10	42	133
05:15 PM	0	2	19	3	24	0	2	17	4	23	0	6	24	1	31	0	8	44	5	57	135
Total Volume	0	10	82	18	110	0	3	66	19	88	0	19	105	4	128	0	18	140	35	193	519
% App. Total	0	9.1	74.5	16.4		0	3.4	75	21.6		0	14.8	82	3.1		0	9.3	72.5	18.1		
PHF	.000	.833	.891	.900	.917	.000	.375	.917	.679	.846	.000	.792	.795	.500	.842	.000	.563	.795	.729	.846	.961
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	100	98.8	100	99.1	0	100	98.5	94.7	97.7	0	100	99.0	100	99.2	0	100	99.3	100	99.5	99.0
MEDIUM VEHICLES																					
% MEDIUM VEHICLES	0	0	1.2	0	0.9	0	0	1.5	5.3	2.3	0	0	1.0	0	0.8	0	0	0.7	0	0.5	1.0
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

MONROE STREET & SOUTH 19TH AVENUE
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Monroe & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

	SOUTH 19TH AVENUE From North				MONROE STREET From East				SOUTH 19TH AVENUE From South				MONROE STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	1	5
08:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4
08:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	4	0	0	0	0	0	0	0	3	0	0	0	1	0	8
04:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Total	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	0	7
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	1	3	0	0	0	0	0	0	0	3	0	0	0	1	0	8
Grand Total	0	1	13	0	0	0	1	0	0	0	7	0	0	1	4	1	28
Apprch %	0	7.1	92.9	0	0	0	100	0	0	0	100	0	0	16.7	66.7	16.7	
Total %	0	3.6	46.4	0	0	0	3.6	0	0	0	25	0	0	3.6	14.3	3.6	

All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

MONROE STREET & SOUTH 19TH AVENUE
HOLLYWOOD, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : Monroe & 19 Avenue
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	SOUTH 19TH AVENUE From North				MONROE STREET From East				SOUTH 19TH AVENUE From South				MONROE STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	7
07:15 AM	2	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	5
07:30 AM	2	0	2	0	1	0	0	0	1	0	0	0	1	0	0	0	7
07:45 AM	3	0	0	0	2	0	0	0	2	0	1	0	2	0	0	0	10
Total	10	0	3	0	6	0	1	0	3	0	1	0	5	0	0	0	29
08:00 AM	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	4
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	5
Total	4	0	1	0	6	0	0	0	0	0	0	0	4	0	0	0	15
04:00 PM	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	4
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	4
04:30 PM	3	0	0	0	2	0	0	0	0	0	1	0	8	0	0	0	14
04:45 PM	1	0	0	0	7	0	2	0	2	0	0	0	4	0	0	0	16
Total	5	0	0	0	12	0	2	0	2	0	1	0	16	0	0	0	38
05:00 PM	3	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	5
05:15 PM	2	0	0	0	9	0	0	0	0	0	0	0	7	0	0	0	18
05:30 PM	0	0	0	0	5	0	1	0	0	0	0	0	5	0	0	0	11
05:45 PM	2	0	0	0	2	0	0	0	2	0	0	0	6	0	0	0	12
Total	7	0	0	0	17	0	1	0	2	0	0	0	19	0	0	0	46
Grand Total	26	0	4	0	41	0	4	0	7	0	2	0	44	0	0	0	128
Apprch %	86.7	0	13.3	0	91.1	0	8.9	0	77.8	0	22.2	0	100	0	0	0	
Total %	20.3	0	3.1	0	32	0	3.1	0	5.5	0	1.6	0	34.4	0	0	0	

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

File Name : Jackson & Future Project
Site Code : 30529
Start Date : 12/7/2023
Page No : 1

[illegible]

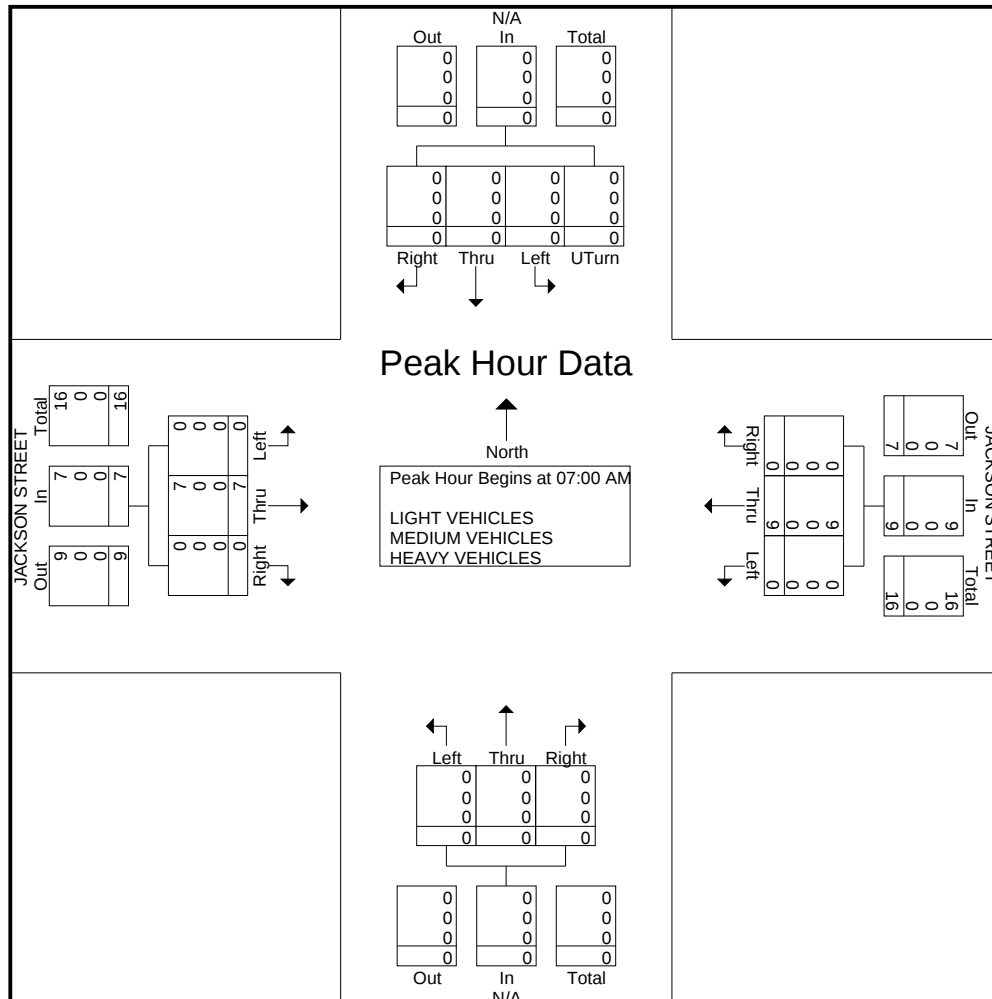
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

JACKSON STREET & FUTURE PROJECT DRIVEWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT OF JACKSON STREET TRAFFIC
NOT SIGNALIZED

File Name : Jackson & Future Project
Site Code : 30529
Start Date : 12/7/2023
Page No : 2

	N/A From North					JACKSON STREET From East					N/A From South					JACKSON STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	4
Total Volume	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	7	0	7	16
% App. Total	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	100	0	100	0
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.875	.000	.875	.800
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	100	0	100	100
MEDIUM VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MEDIUM VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



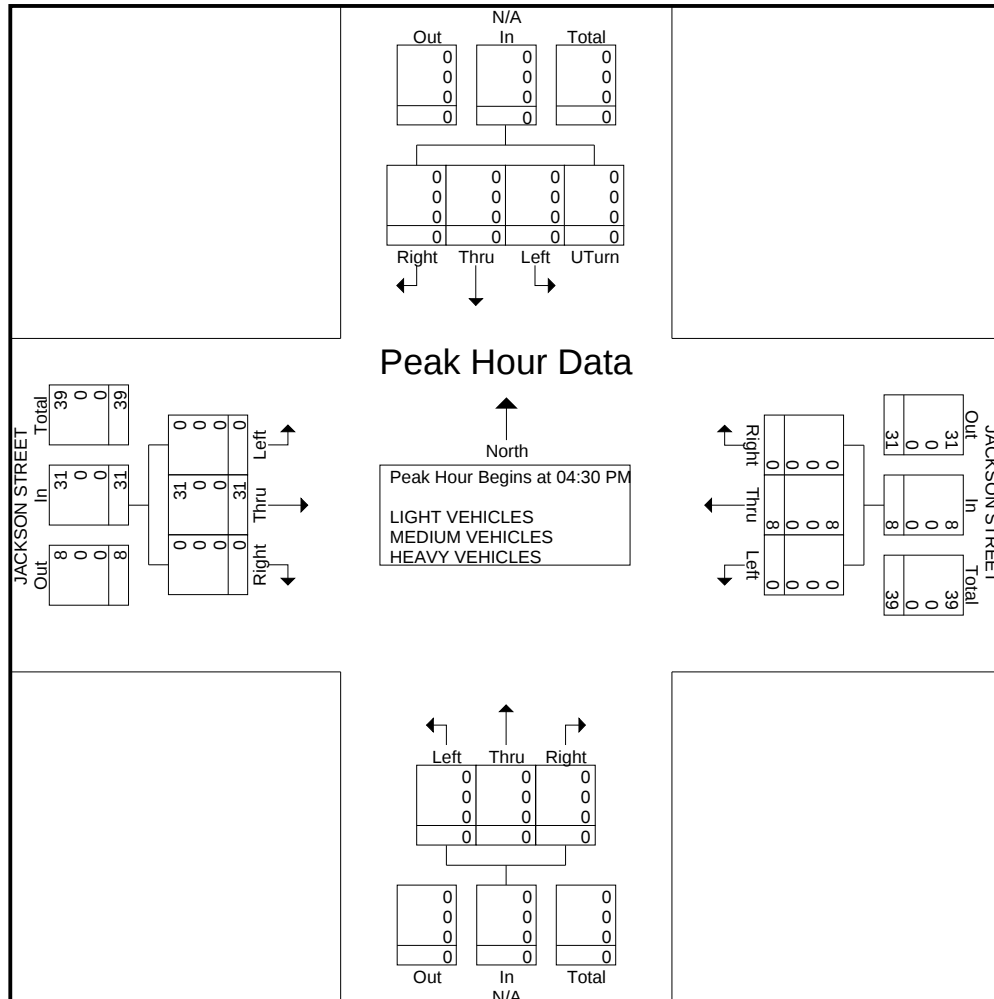
All Traffic Data Services, Inc.

1111 SW 21st Avenue, Unit B22, Fort Lauderdale, Florida 33312
Phone 561-272-3255

JACKSON STREET & FUTURE PROJECT DRIVEWAY
HOLLYWOOD, FLORIDA
VIDEO COUNT OF JACKSON STREET TRAFFIC
NOT SIGNALIZED

File Name : Jackson & Future Project
Site Code : 30529
Start Date : 12/7/2023
Page No : 3

	N/A From North					JACKSON STREET From East					N/A From South					JACKSON STREET From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5	0	5	6
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	8	0	8	9
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	12	0	12	13
05:15 PM	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	6	0	6	11
Total Volume	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	31	0	31	39
% App. Total	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	100	0	100	0
PHF	.000	.000	.000	.000	.000	.000	.000	.400	.000	.400	.000	.000	.000	.000	.000	.000	.000	.646	.000	.646	.750
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	100	0	100	100
MEDIUM VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MEDIUM VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



APPENDIX D

**FDOT Peak Season
Conversion Factor Report**

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

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

* PEAK SEASON

23-FEB-2023 09:11:21

830UPD

4_8601_PKSEASON.TXT

APPENDIX E

ITE Trip Generation Data

Land Use: 210

Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

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

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

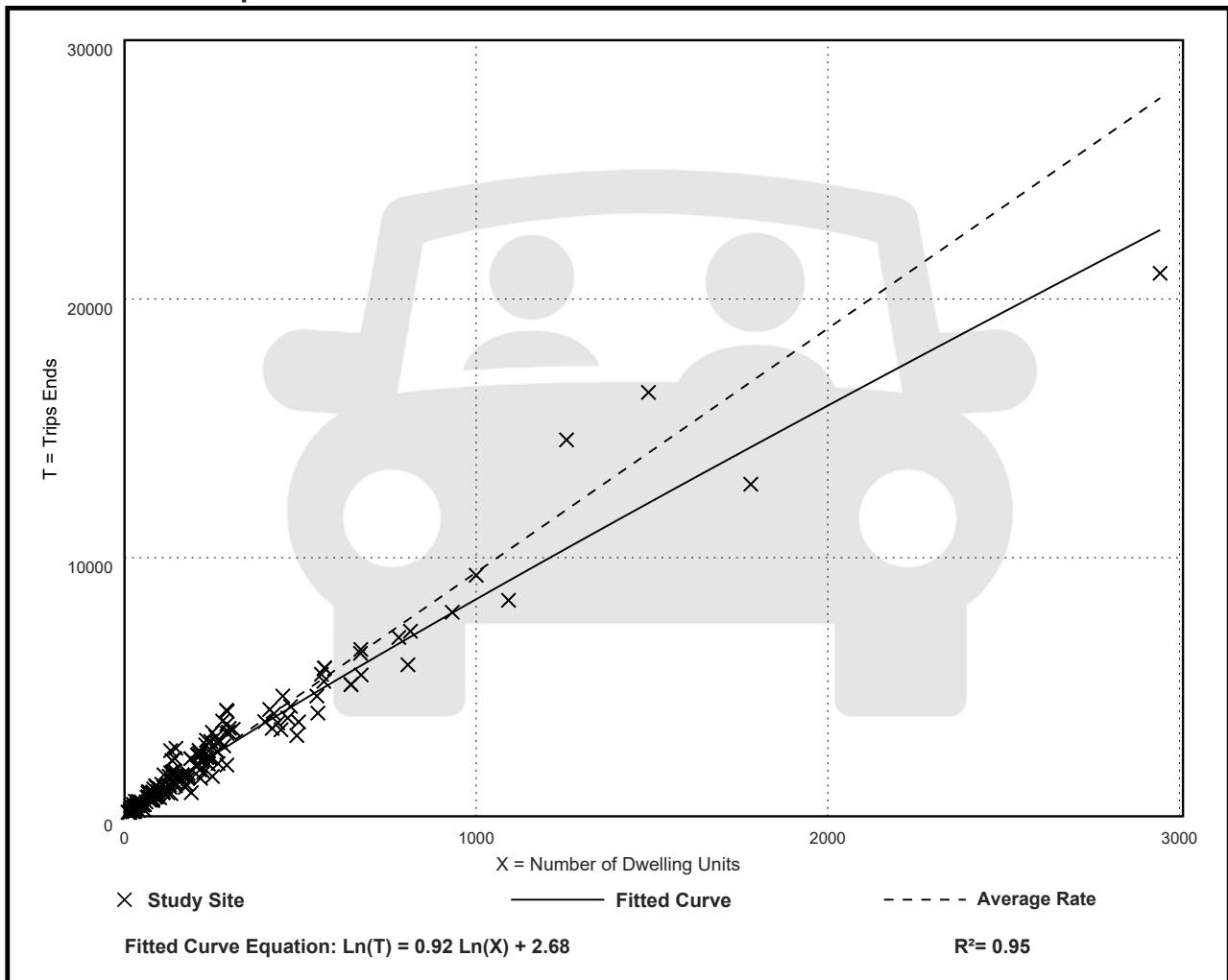
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

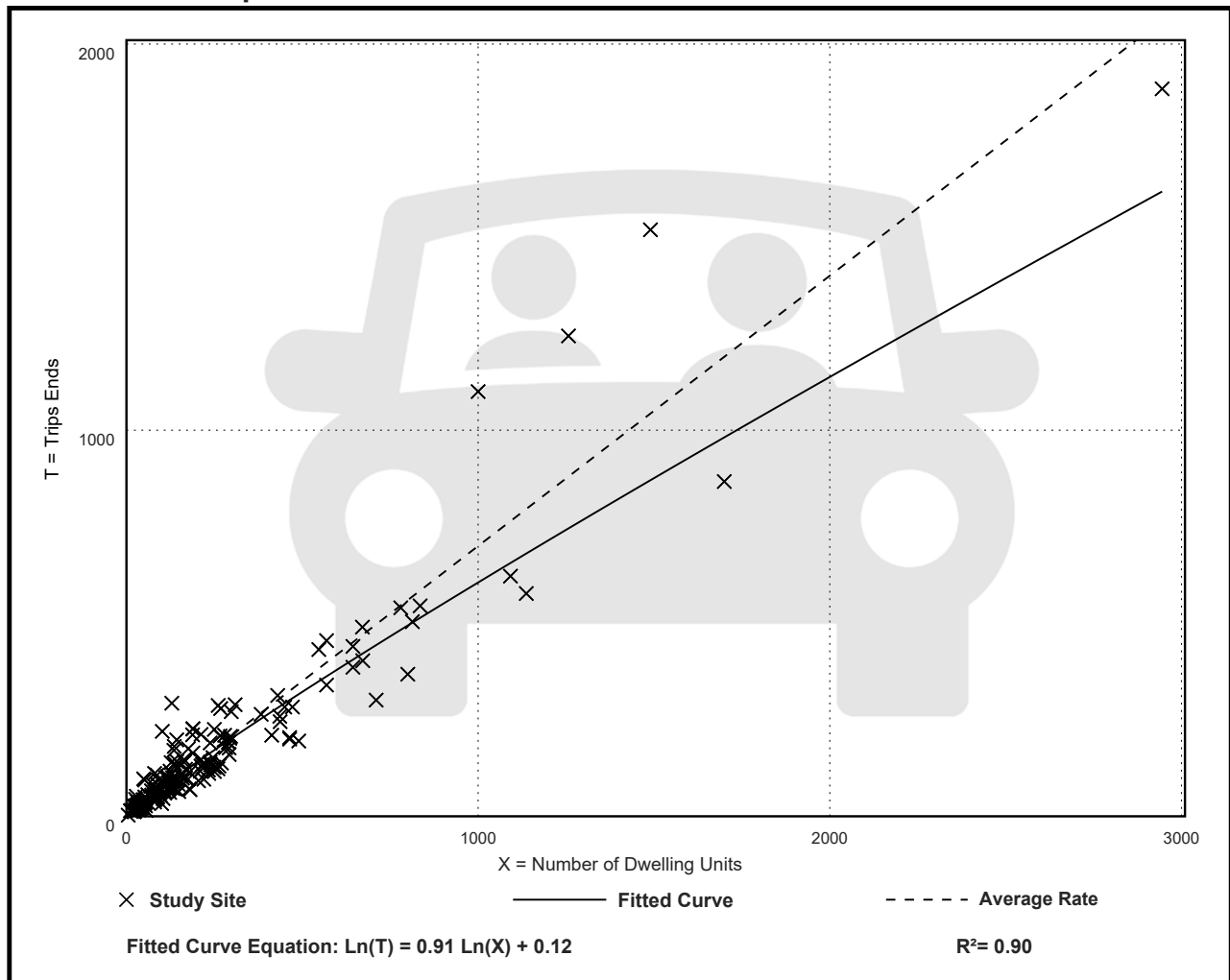
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

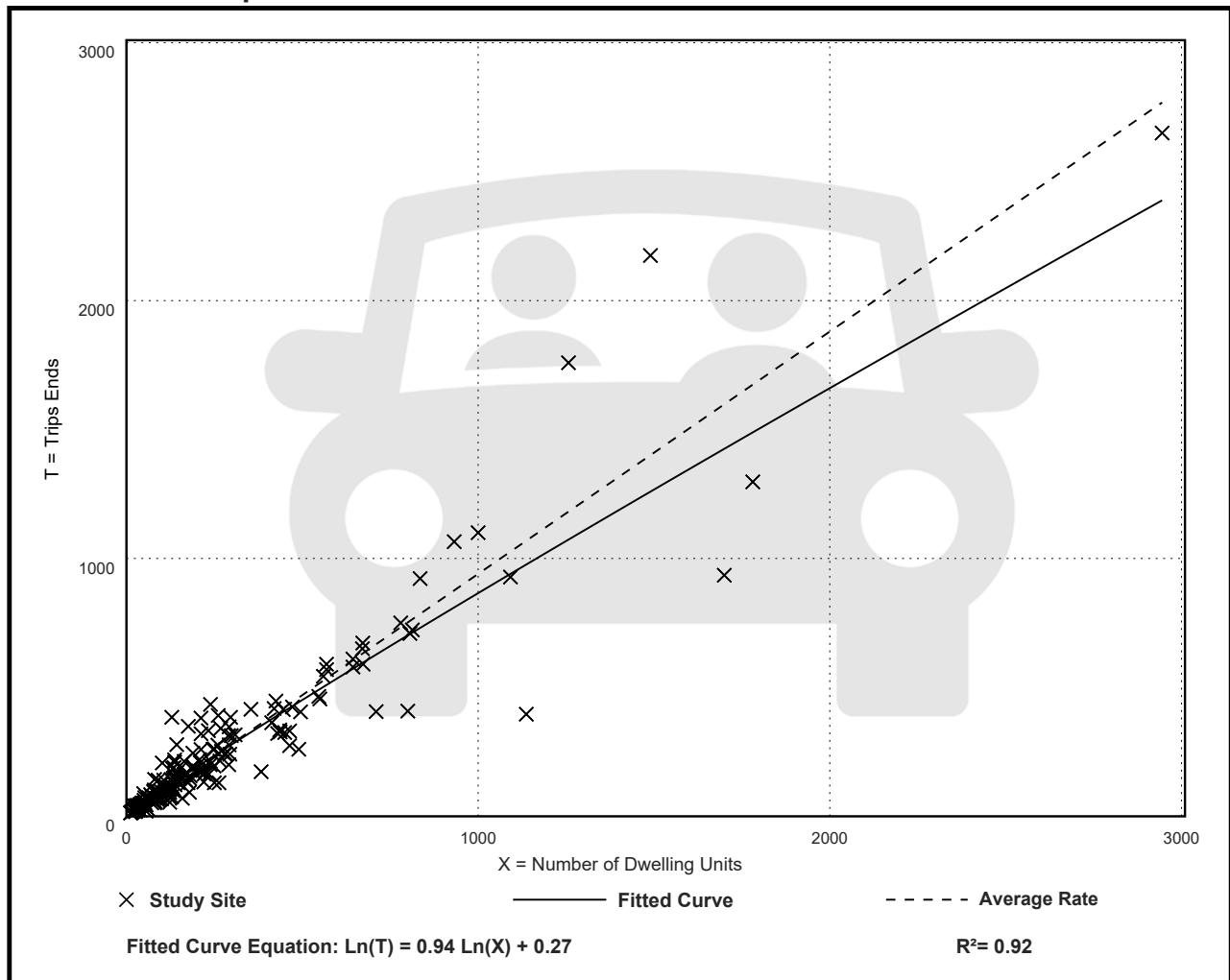
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

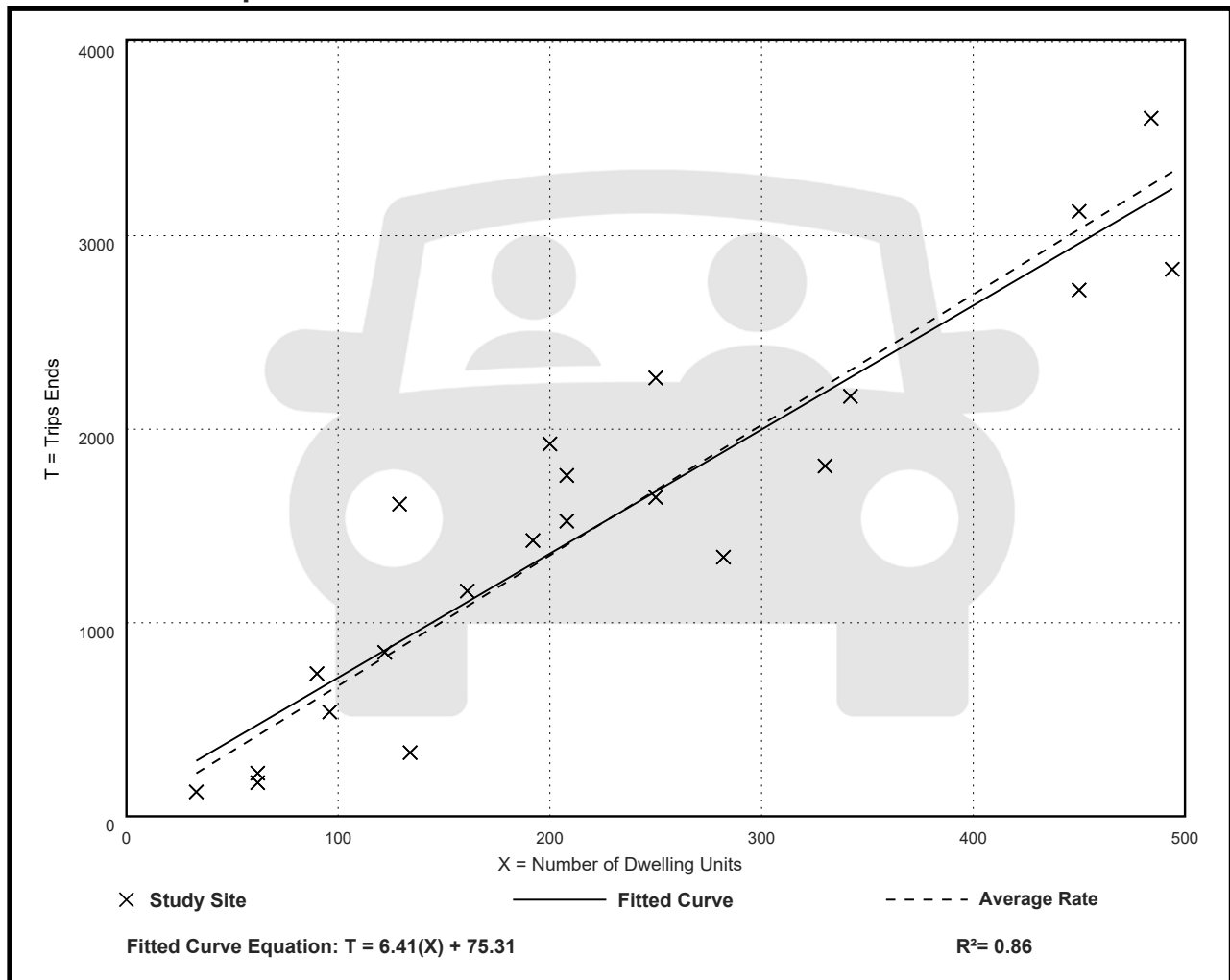
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

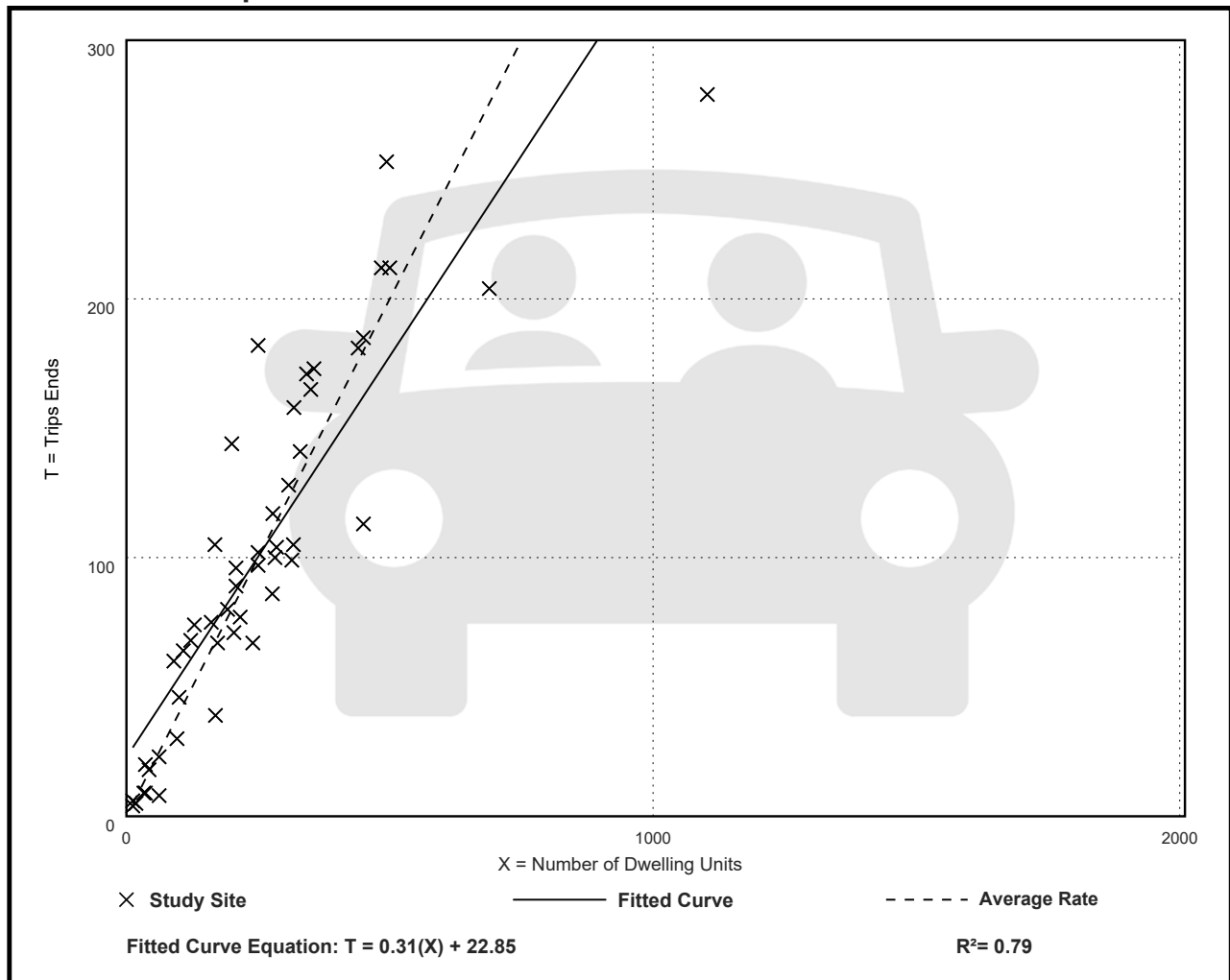
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

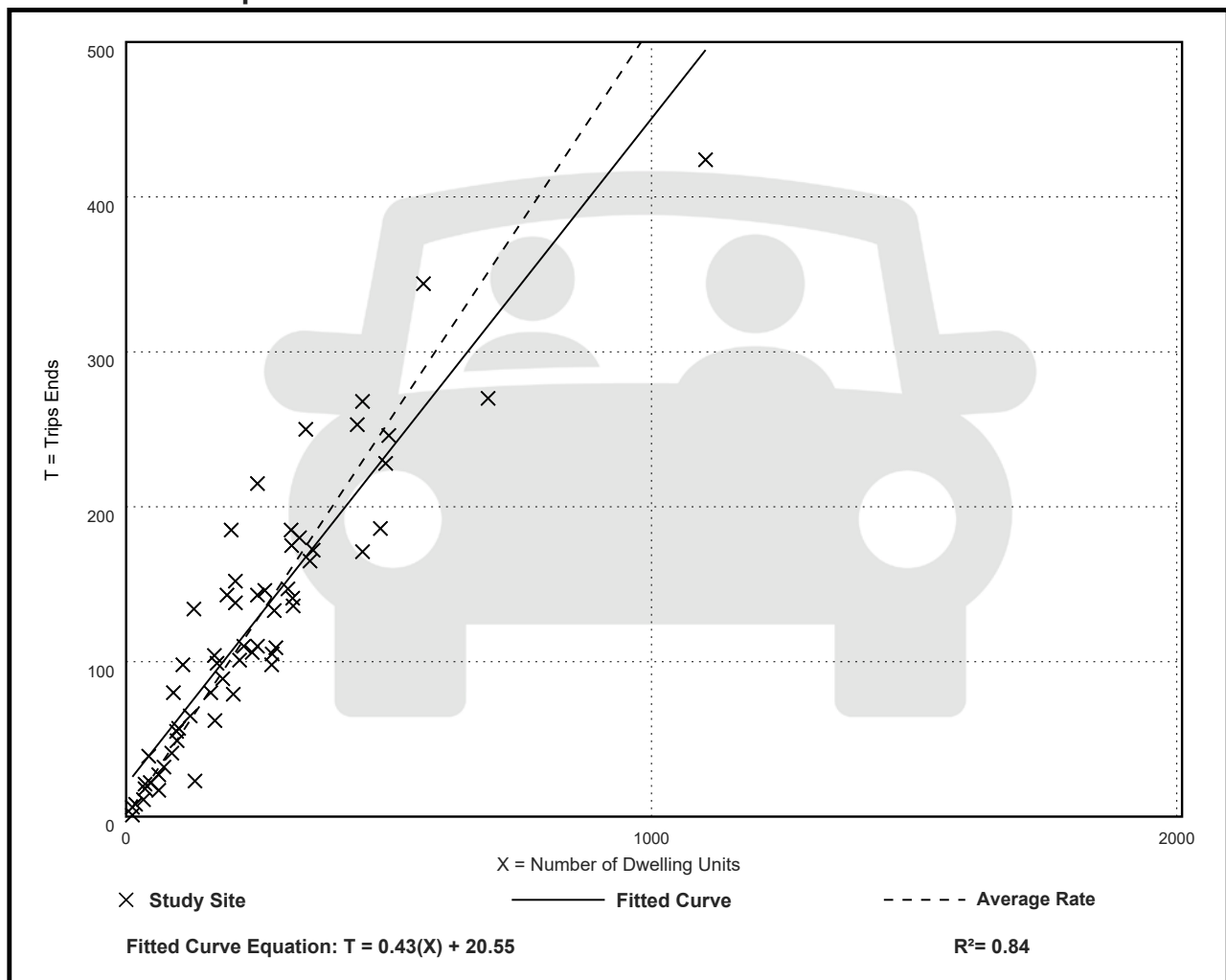
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Land Use: 222

Multifamily Housing (High-Rise)

Description

High-rise multifamily housing includes apartments, townhouses, and condominiums. Each building has more than 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevators, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), off-campus student apartment (high-rise) (Land Use 227), and high-rise residential with ground-floor commercial (Land Use 232) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the 12 sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 1.6 residents per occupied dwelling unit.

For the 26 sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 98 percent of the total dwelling units were occupied.

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

For the 12 sites for which data were provided for both occupied dwelling units and residents, there was an average of 1.6 residents per occupied dwelling unit.

For the 26 sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 98 percent of the units were occupied.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 2000s, and the 2010s in California, District of Columbia, Maryland, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, and Virginia.

Source Numbers

105, 168, 169, 237, 321, 356, 818, 862, 901, 910, 949, 963, 964, 966, 967, 1056, 1057, 1076, 1077

Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 8

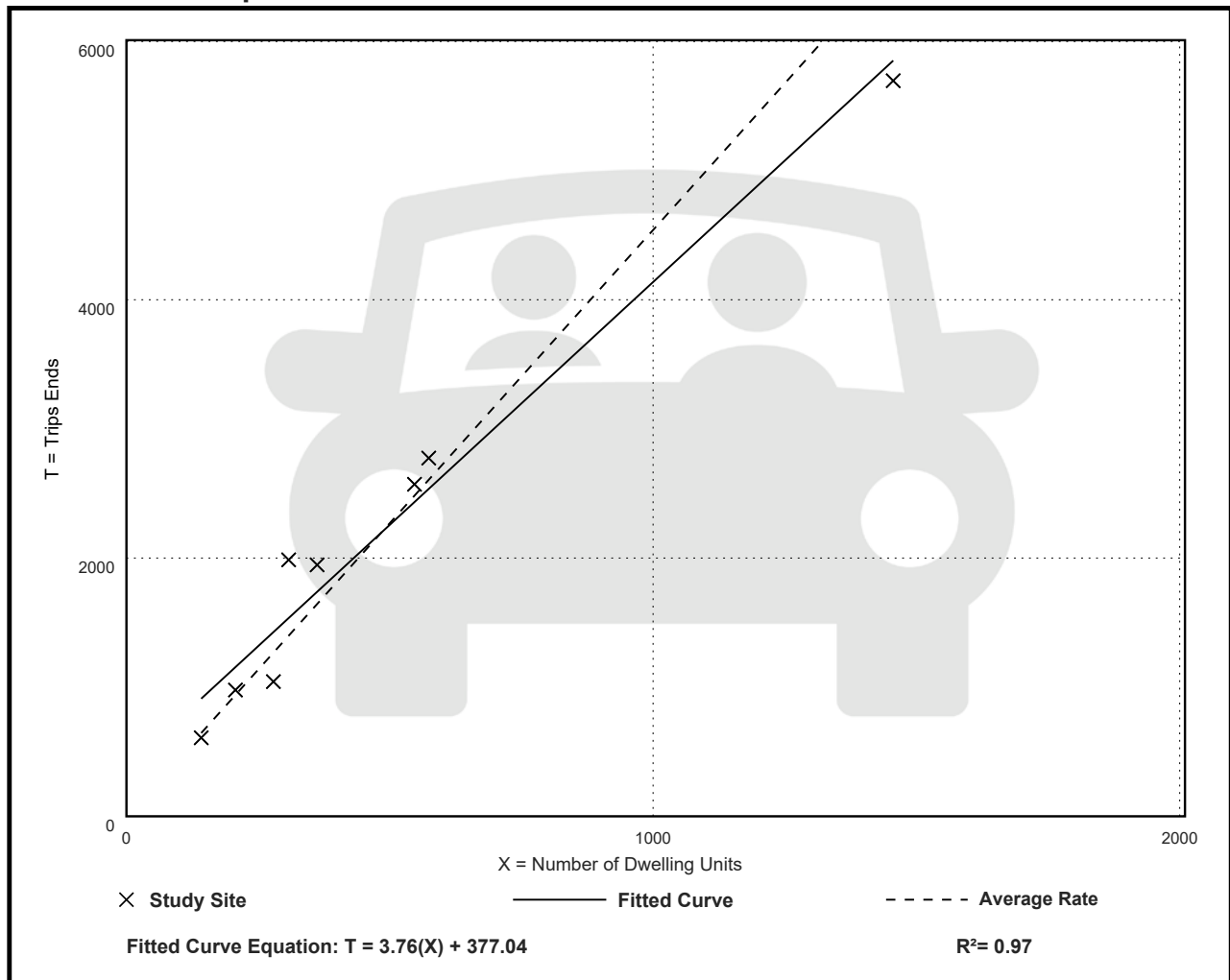
Avg. Num. of Dwelling Units: 484

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.74 - 6.45	0.81

Data Plot and Equation



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 45

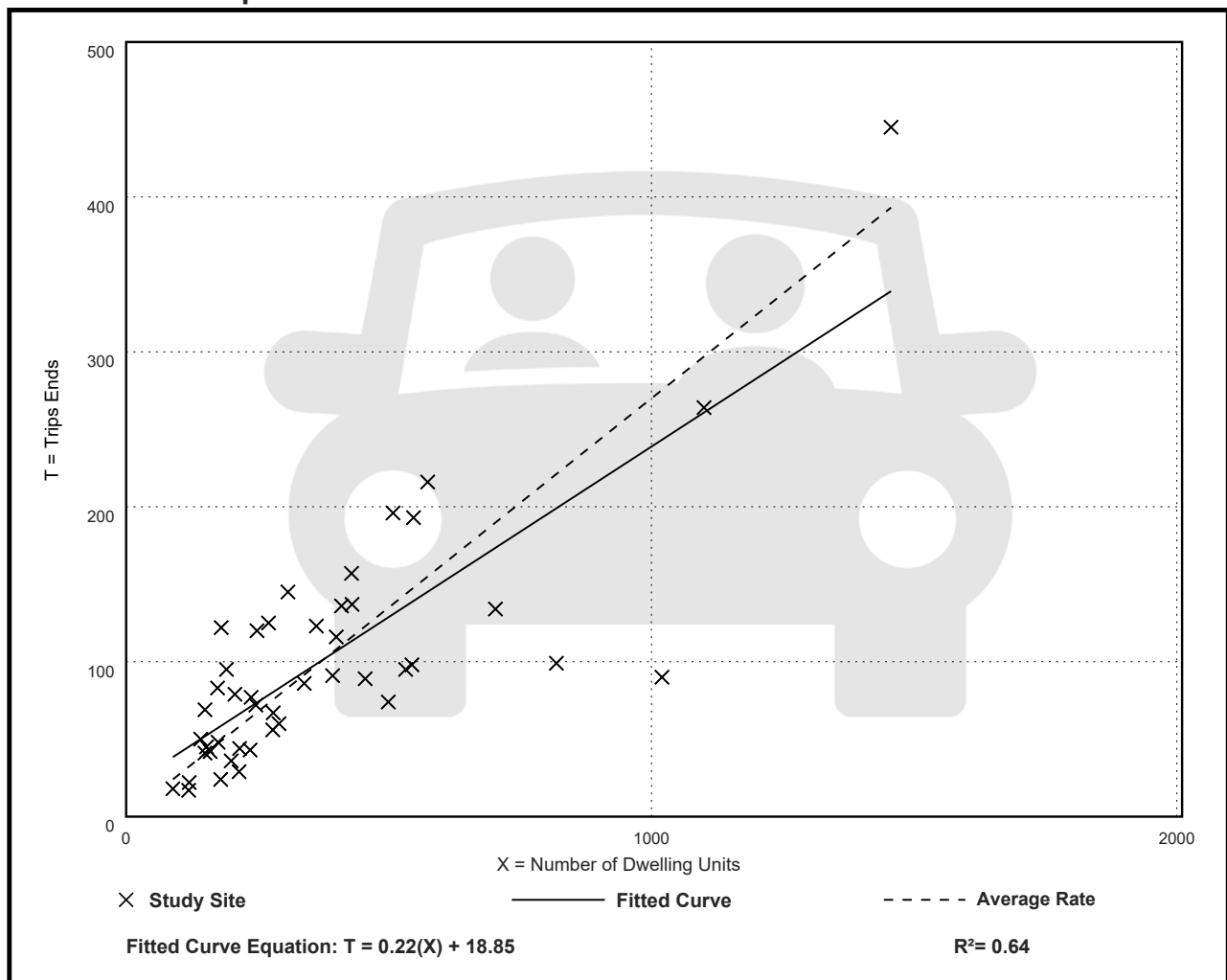
Avg. Num. of Dwelling Units: 372

Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.27	0.09 - 0.67	0.11

Data Plot and Equation



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 45

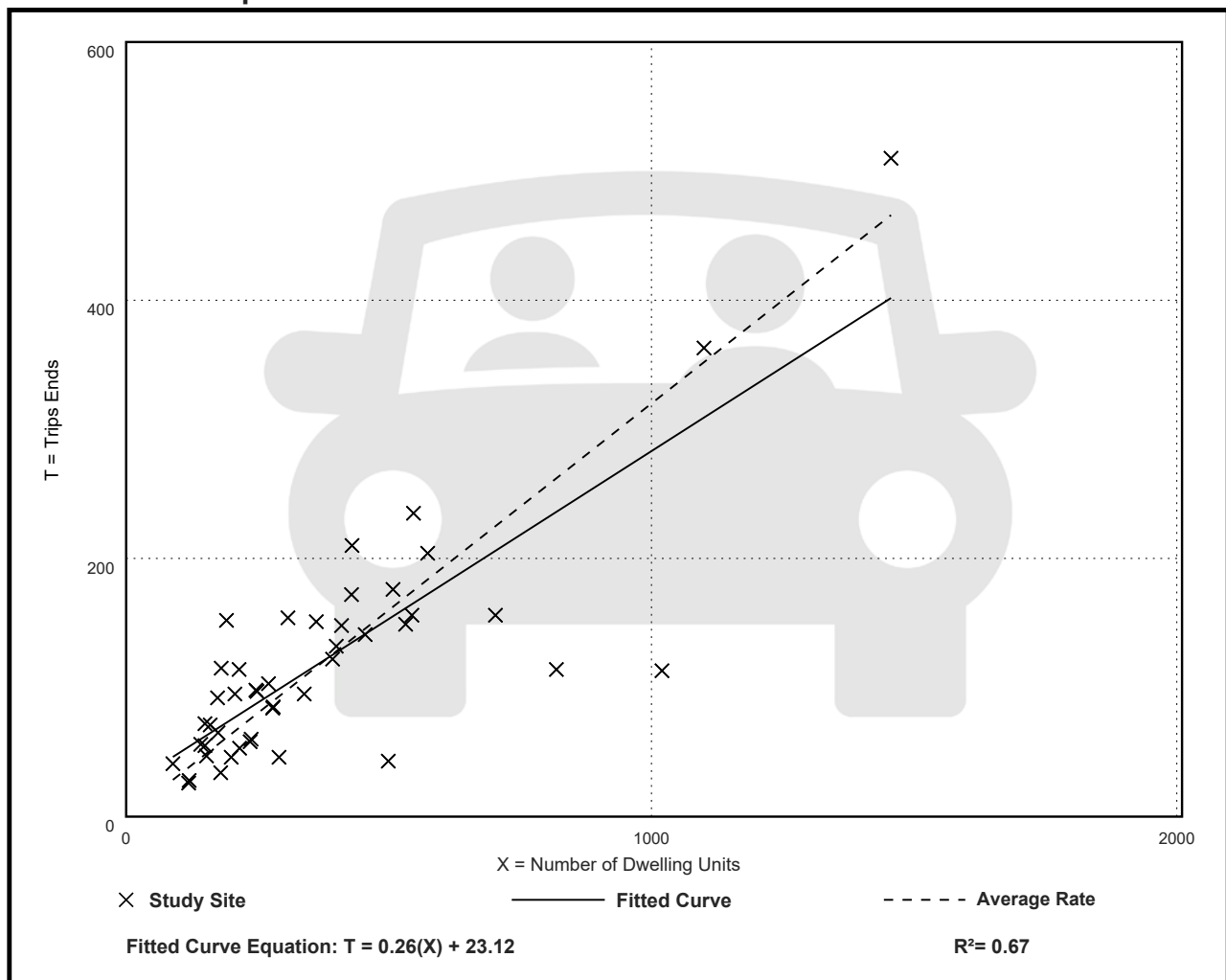
Avg. Num. of Dwelling Units: 372

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.09 - 0.80	0.13

Data Plot and Equation



Land Use: 822

Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Strip Retail Plaza (<40k) (822)

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

Setting/Location: General Urban/Suburban

Number of Studies: 4

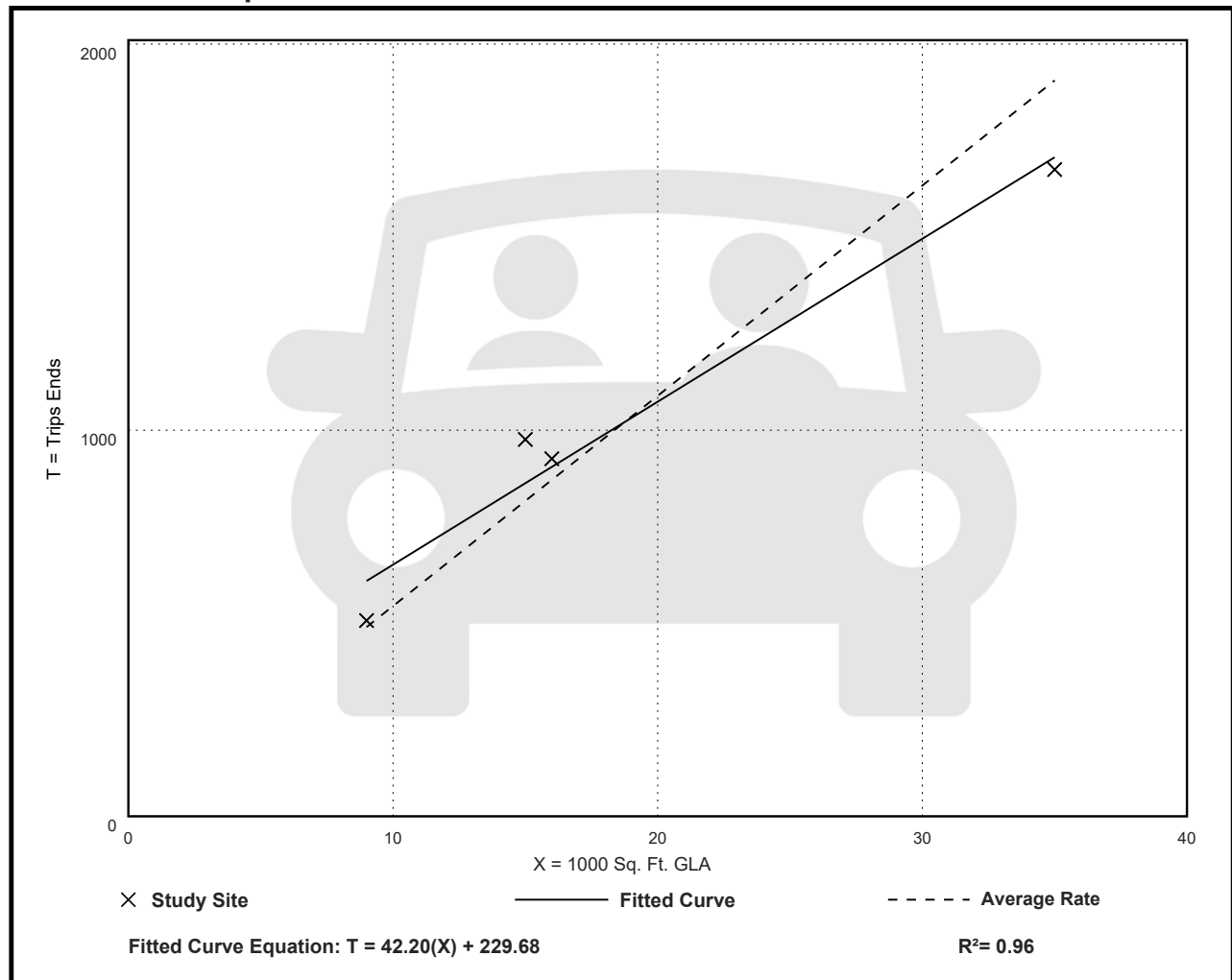
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

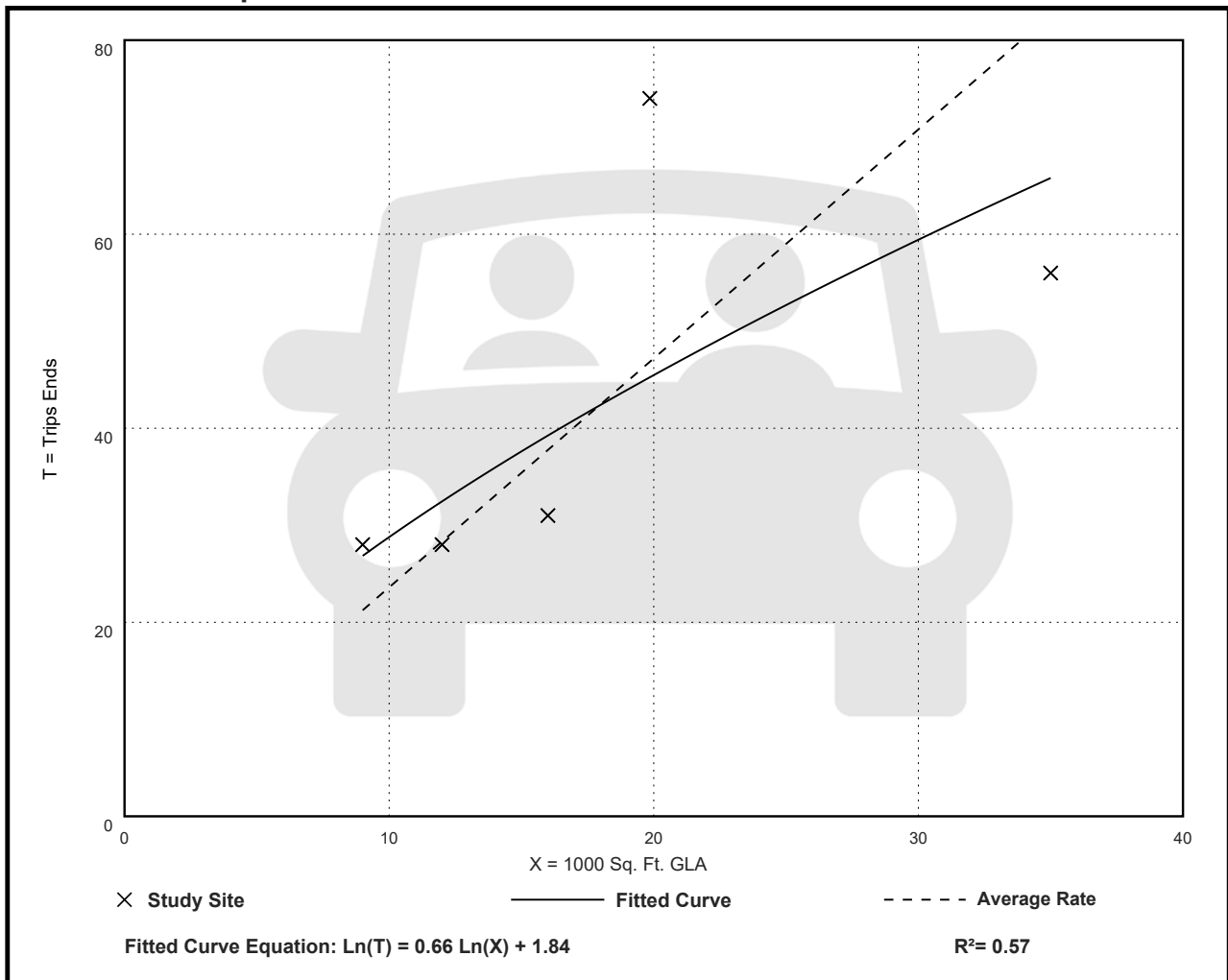
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

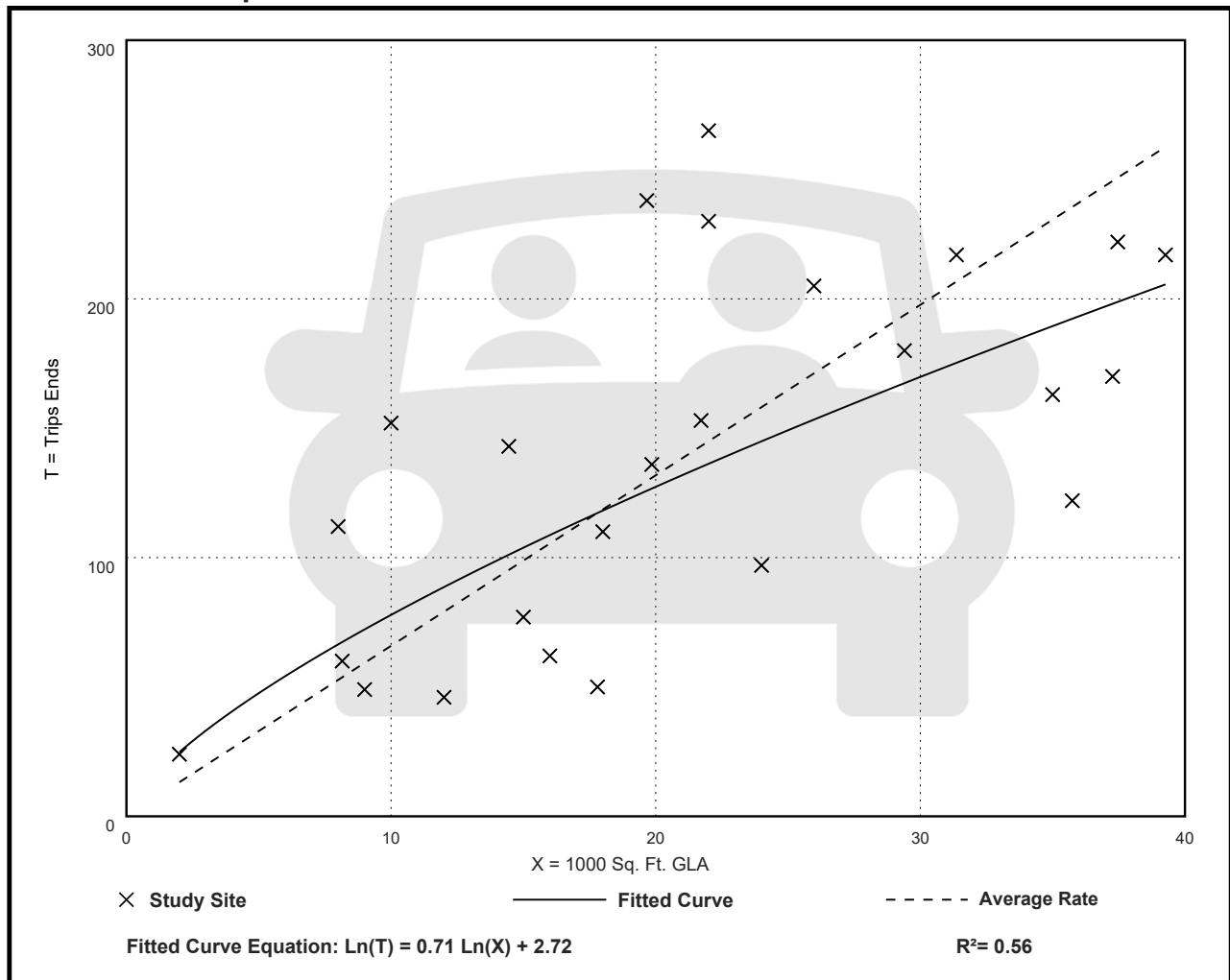
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



APPENDIX F

FDOT Historic Traffic Counts & Growth Rate Analysis

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0176 - SR 5 / US 1 - 0.1 MI N OF PEMBROKE RD, BROWARD CO

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2022	30034 C	N	15484	S 14550	9.00	53.80	2.40
2021	29010 C	N	15013	S 13997	9.00	54.80	2.50
2020	25247 C	N	13096	S 12151	9.00	53.70	2.60
2019	29718 C	N	15236	S 14482	9.00	53.70	2.40
2018	28458 C	N	14647	S 13811	9.00	53.70	2.40
2017	28187 C	N	14465	S 13722	9.00	53.80	2.40
2016	28768 C	N	14693	S 14075	9.00	54.10	2.30
2015	28584 C	N	14649	S 13935	9.00	53.70	2.20
2014	28180 C	N	14309	S 13871	9.00	53.30	2.10
2013	27593 C	N	14209	S 13384	9.00	53.40	2.00
2012	27167 C	N	13986	S 13181	9.00	53.70	2.00
2011	26893 C	N	13852	S 13041	9.00	53.30	2.00
2010	26513 C	N	13628	S 12885	8.28	52.80	2.10
2009	25616 C	N	13177	S 12439	8.48	54.02	2.20
2008	25717 C	N	13221	S 12496	8.72	53.65	2.30
2007	27079 C	N	13993	S 13086	8.58	53.34	2.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5050 - SR 820 / HOLLYWOOD BLVD - E OF 17 AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2022	11500 C	E	5100	W	6400	9.00	53.50	4.50
2021	9400 C	E	4200	W	5200	9.00	54.50	2.50
2020	11200 F	E	5100	W	6100	9.00	53.50	2.60
2019	11800 C	E	5400	W	6400	9.00	54.70	3.10
2018	10700 C	E	5000	W	5700	9.00	54.10	3.10
2017	14600 C	E	7000	W	7600	9.00	53.80	3.10
2016	12000 C	E	5800	W	6200	9.00	55.20	4.20
2015	10200 C	E	4600	W	5600	9.00	54.90	4.20
2014	10200 C	E	4700	W	5500	9.00	54.50	4.20
2013	9500 C	E	4400	W	5100	9.00	54.60	5.70
2012	8600 C	E	4500	W	4100	9.00	55.00	3.50
2011	10200 C	E	4800	W	5400	9.00	54.50	3.00
2010	12600 C	E	6200	W	6400	9.37	54.06	5.10
2009	12200 C	E	5500	W	6700	9.31	53.74	2.20
2008	14400 C	E	7200	W	7200	9.70	54.48	3.60
2007	13000 C	E	6500	W	6500	9.10	53.47	3.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8103 - S 21 AVENUE, S OF HOLLYWOOD BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2022	5800 S	0	0	9.00	99.90	5.40
2021	5900 F	0	0	9.00	99.90	14.30
2020	5900 C	N 5900	0	9.00	99.90	8.80
2019	13000 R	0	0	9.00	99.90	5.50
2018	13000 T	0	0	9.00	99.90	6.00
2017	13000 S	0	0	9.00	99.90	6.20
2016	13000 F	0	0	9.00	99.90	2.90
2015	13000 C	N 13000	0	9.00	99.90	3.40
2014	5300 X			9.00	54.20	7.40
2013	5300 X	0	0	9.00	53.60	7.60
2012	5300 T	0	0	9.00	52.20	5.90
2011	5300 S	0	0	9.00	52.50	6.30
2010	5300 F	0	0	8.35	52.69	9.30
2009	5300 C	0	0	8.53	53.89	5.30
2008	5700 C	N 5700	0	8.81	99.99	6.50
2007	4800 C	N 4800	0	8.63	99.99	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9215 - HARRISON ST., W OF US 1

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
----	-----		-----		-----	-----	-----	-----	
2022	3150	C	E	2200	W	950	9.00	57.00	5.40
2021	10300	V	E	5000	W	5300	9.00	53.80	14.30
2020	10300	R	E	5000	W	5300	9.00	53.90	8.80
2019	10900	T	E	5300	W	5600	9.00	54.60	5.50
2018	10900	S	E	5300	W	5600	9.00	54.50	6.00
2017	10900	F	E	5300	W	5600	9.00	51.90	6.20
2016	10900	C	E	5300	W	5600	9.00	54.10	2.90
2015	3300	V		0		0	9.00	54.00	3.40
2014	3200	R					9.00	54.20	7.40
2013	3200	T		0		0	9.00	53.60	7.60
2012	3200	S		0		0	9.00	52.20	5.90
2011	3200	F		0		0	9.00	52.50	6.30
2010	3200	C		0		0	8.35	52.69	9.30
2009	3400	F		0		0	8.53	53.89	5.30
2008	3500	C		0		0	8.81	54.16	6.50
2007	2800	C	E	2800		0	10.19	60.63	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9632 - WASHINGTON ST, W OF DIXIE HWY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2022	5600 S	E	2800	W	2800	9.00	57.00	5.40
2021	5600 F	E	2800	W	2800	9.00	53.80	14.30
2020	5600 C	E	2800	W	2800	9.00	53.90	8.80
2019	6100 T	E	2500	W	3600	9.00	54.60	5.50
2018	6100 S	E	2500	W	3600	9.00	54.50	6.00
2017	6100 F	E	2500	W	3600	9.00	51.90	6.20
2016	6100 C	E	2500	W	3600	9.00	54.10	2.90
2015	4600 V		0		0	9.00	54.00	3.40
2014	4500 R					9.00	54.20	7.40
2013	4500 T		0		0	9.00	53.60	7.60
2012	4500 S		0		0	9.00	52.20	5.90
2011	4500 F		0		0	9.00	52.50	6.30
2010	4500 C	E	0	W	0	8.35	52.69	9.30
2009	3600 F		0		0	8.53	53.89	5.30
2008	3700 C	E	0	W	0	8.81	54.16	6.50
2007	5200 C	E	0	W	0	8.63	55.75	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9696 - HOLLYWOOD BLVD., W OF US 1

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2022	9100	S	E 4900		W 4200	9.00	57.00	4.60
2021	9200	F	E 5000		W 4200	9.00	53.80	4.10
2020	9200	C	E 5000		W 4200	9.00	53.90	5.10
2019	9800	T	E 5300		W 4500	9.00	54.60	3.20
2018	9800	S	E 5300		W 4500	9.00	54.50	13.20
2017	9800	F	E 5300		W 4500	9.00	51.90	13.20
2016	9800	C	E 5300		W 4500	9.00	54.10	13.20
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	11300	F	0		0	9.00	52.50	6.30
2010	11300	C	E 5700		W 5600	8.35	52.69	12.30
2009	11600	F	E 6200		W 5400	8.53	53.89	12.30
2008	11900	C	E 6400		W 5500	8.81	54.16	12.30
2007	15800	C	E 7900		W 7900	8.63	55.75	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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

1830-1844 Jackson Street

Hollywood, FL

Growth Rate Analysis

Site #860176 - SR 5 / US 1 - 0.1 Mile North of Pembroke Road

Year	Volume	Growth Rate
2013	27,593	
2022	30,034	0.85%

Site #865050 - Hollywood Boulevard - East of 17th Avenue

Year	Volume	Growth Rate
2013	9,500	
2022	11,500	1.93%

Site #868103 - S. 21st Avenue - South of Hollywood Boulevard

Year	Volume	Growth Rate
2013	5,300	
2022	5,800	0.91%

Site #869215 - Harrison Street - West of US 1

Year	Volume	Growth Rate
2013	3,200	
2022	3,150	-0.16%

Site #869632 - Washington Street - West of Dixie Highway

Year	Volume	Growth Rate
2013	4,500	
2022	5,600	2.21%

Site #869696 - Hollywood Boulevard - West of US 1

Year	Volume	Growth Rate
2013	11,500	
2022	9,100	-2.31%

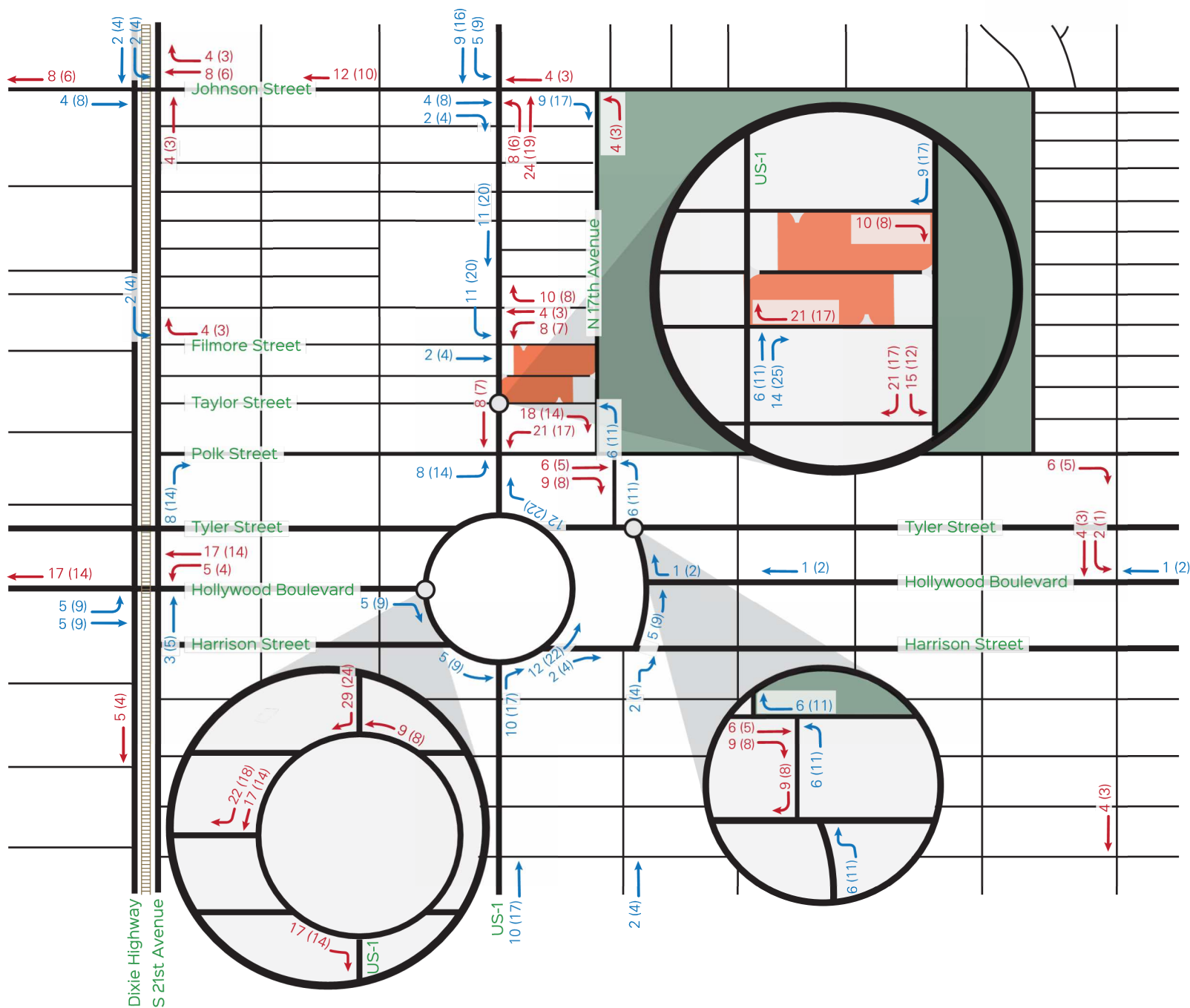
Total - All Count Stations

Year	Volume	Growth Rate
2013	61,593	
2022	65,184	0.57%

APPENDIX G

Committed Development

Alta Hollywood



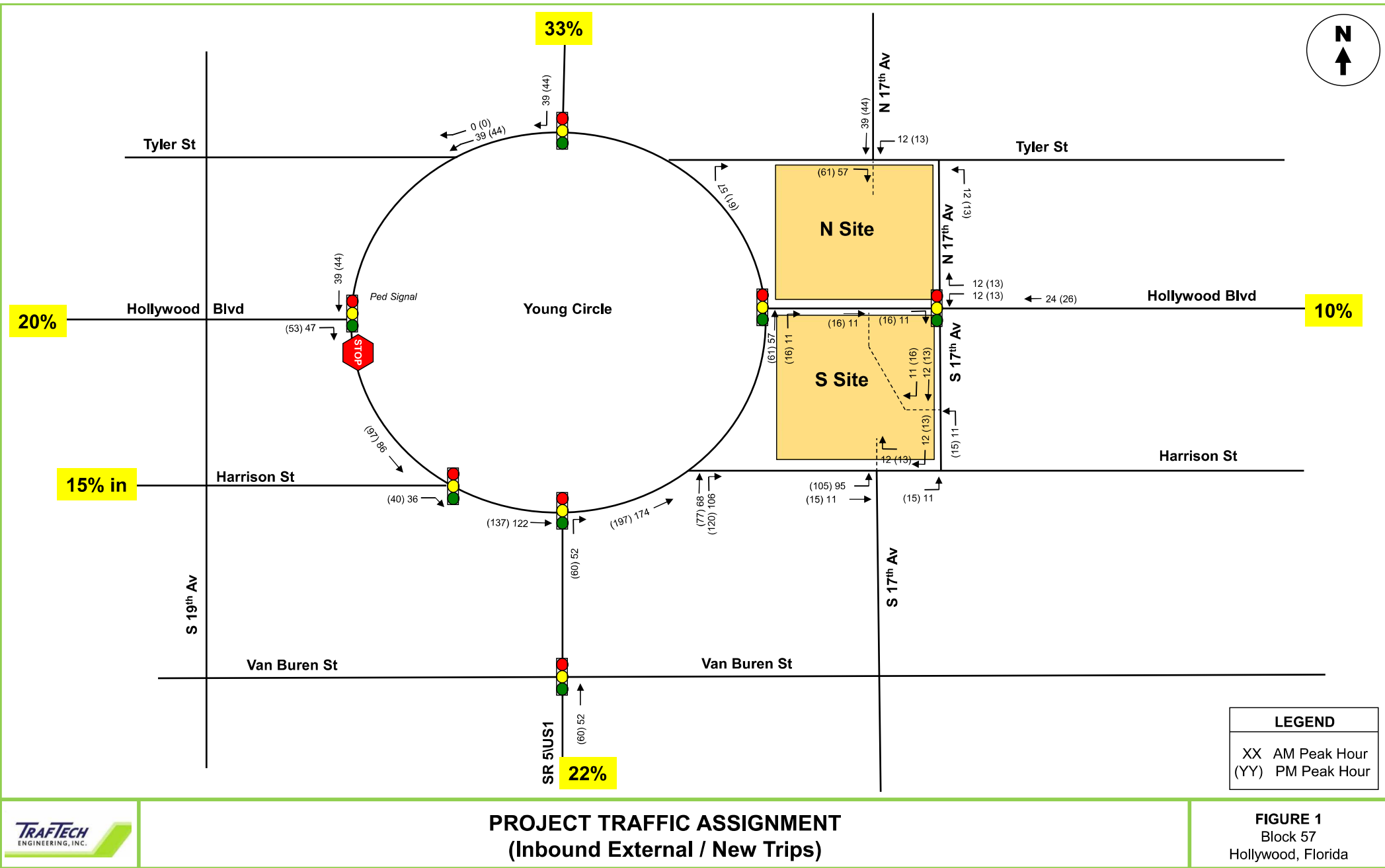
00 AM
(00) PM

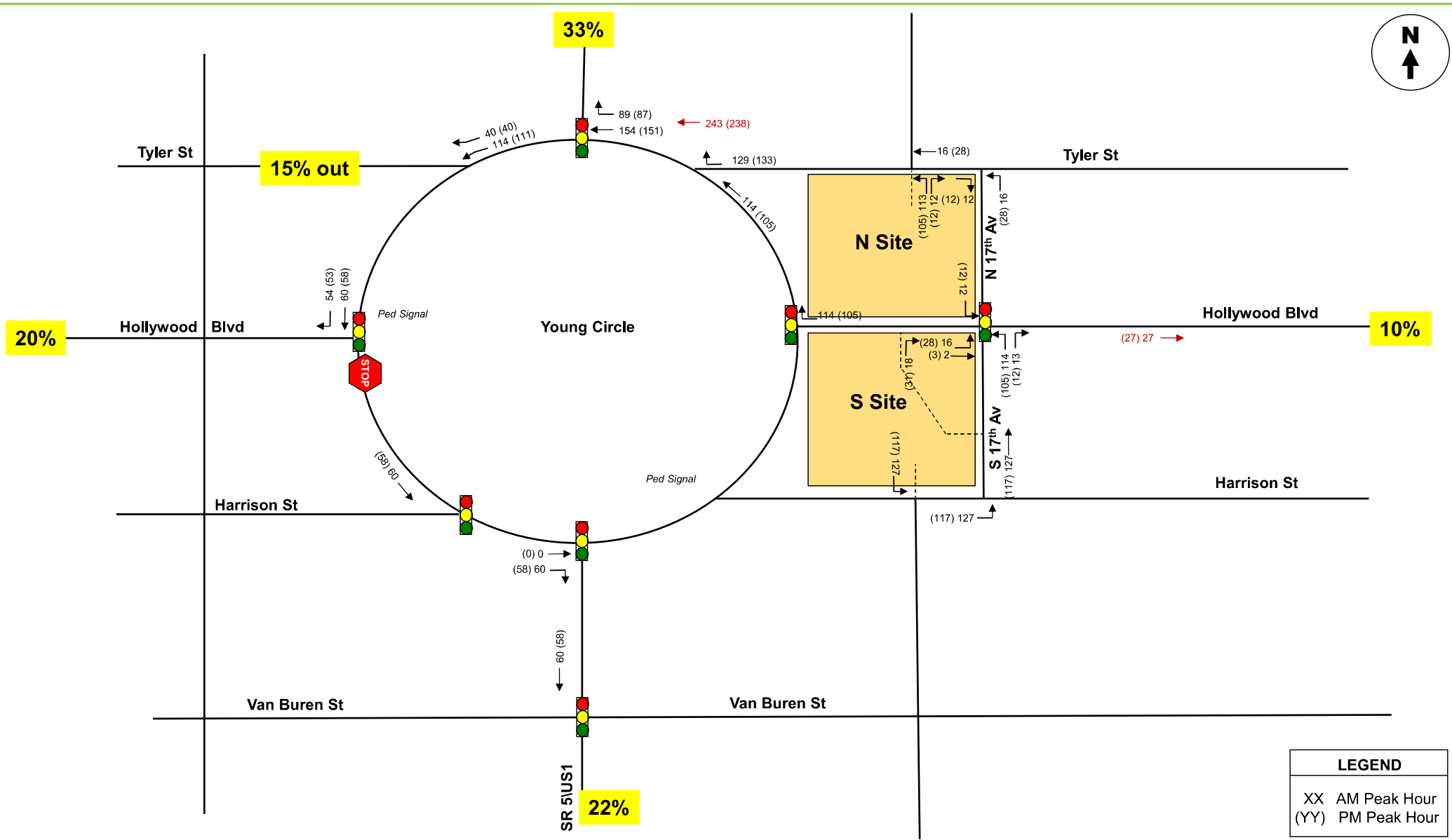
- Inbound
- Outbound
- Project Location

Exhibit 10

Project Trip Assignment

Block 57

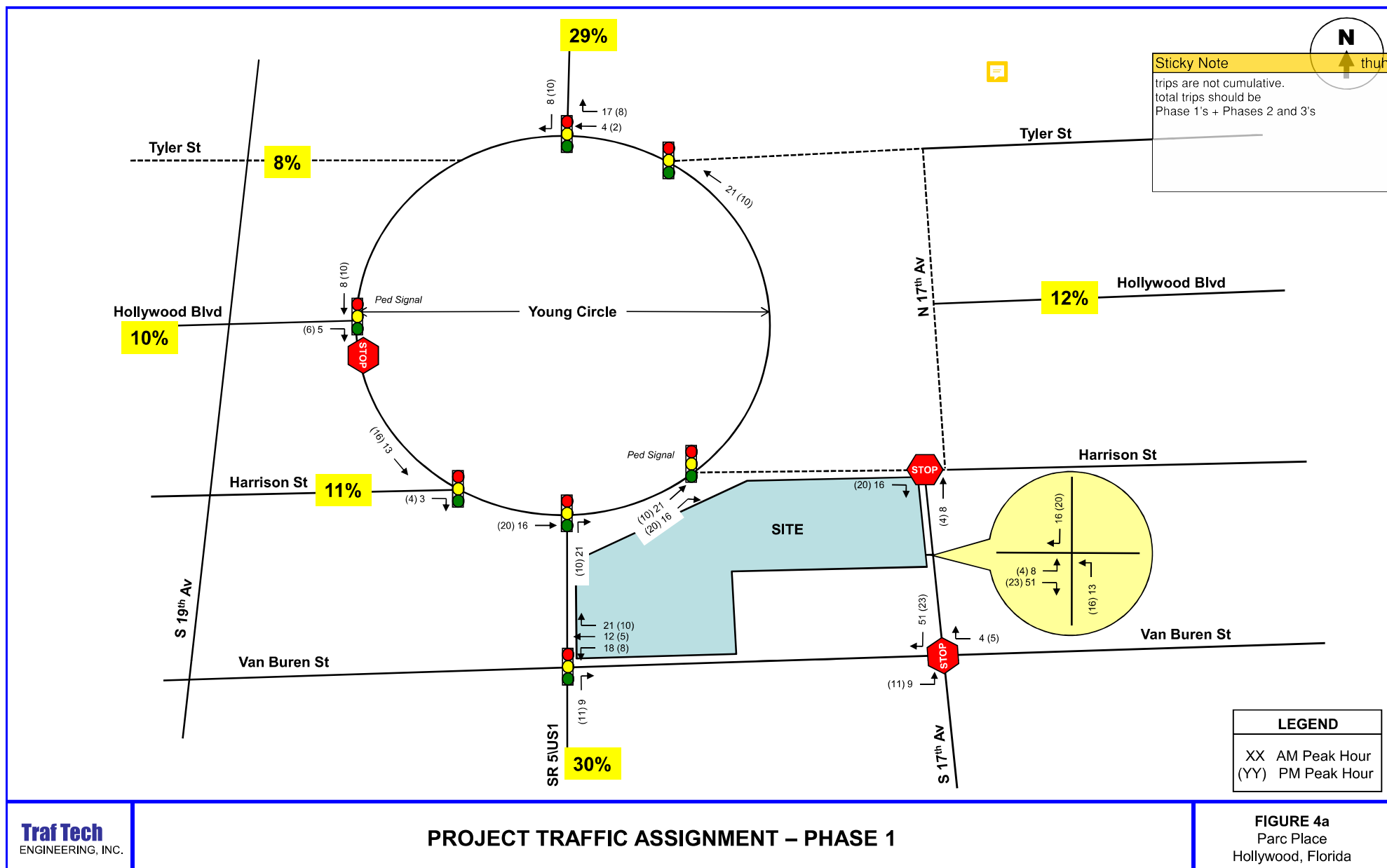


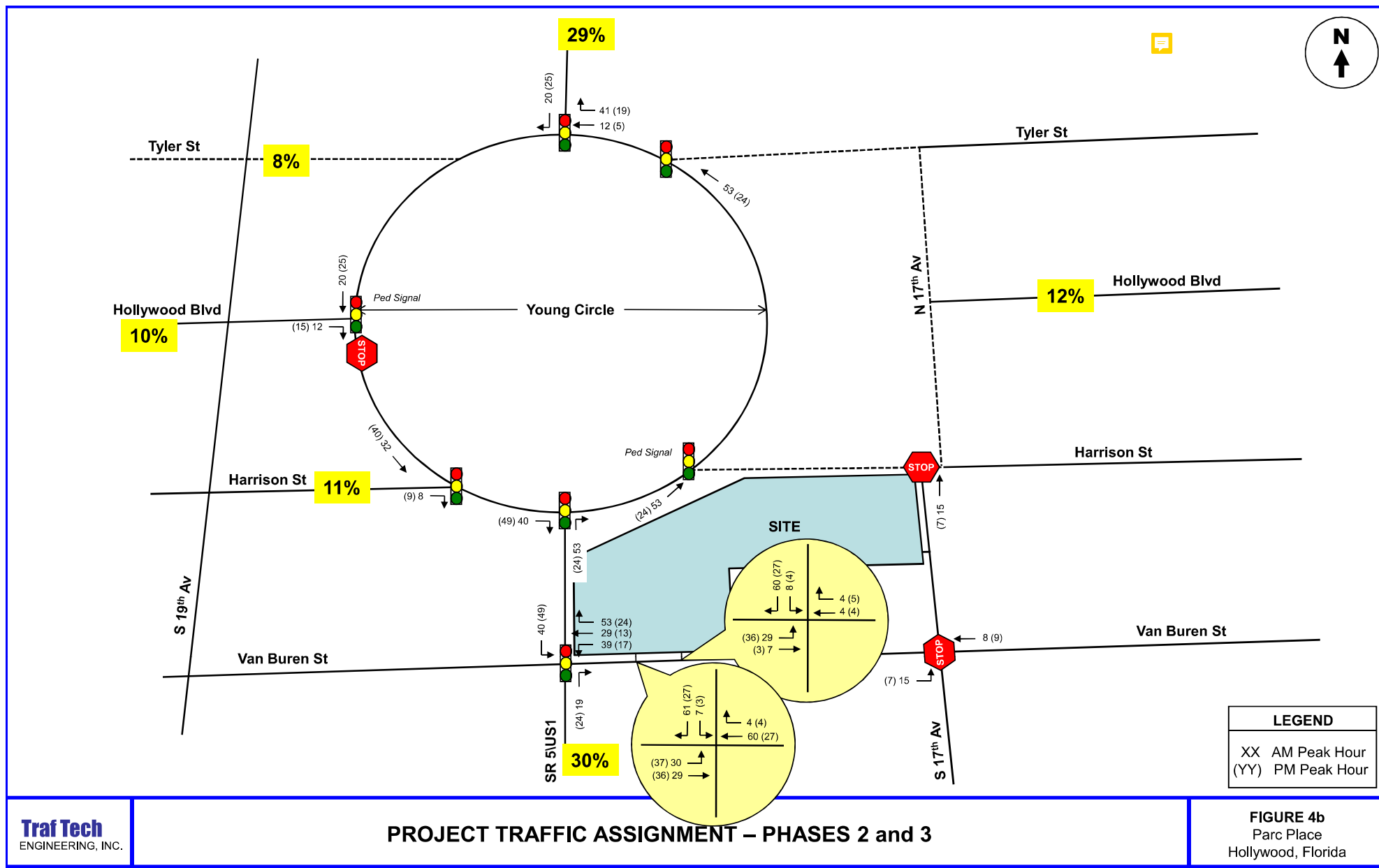


**PROJECT TRAFFIC ASSIGNMENT
(Outbound External / New Trips)**

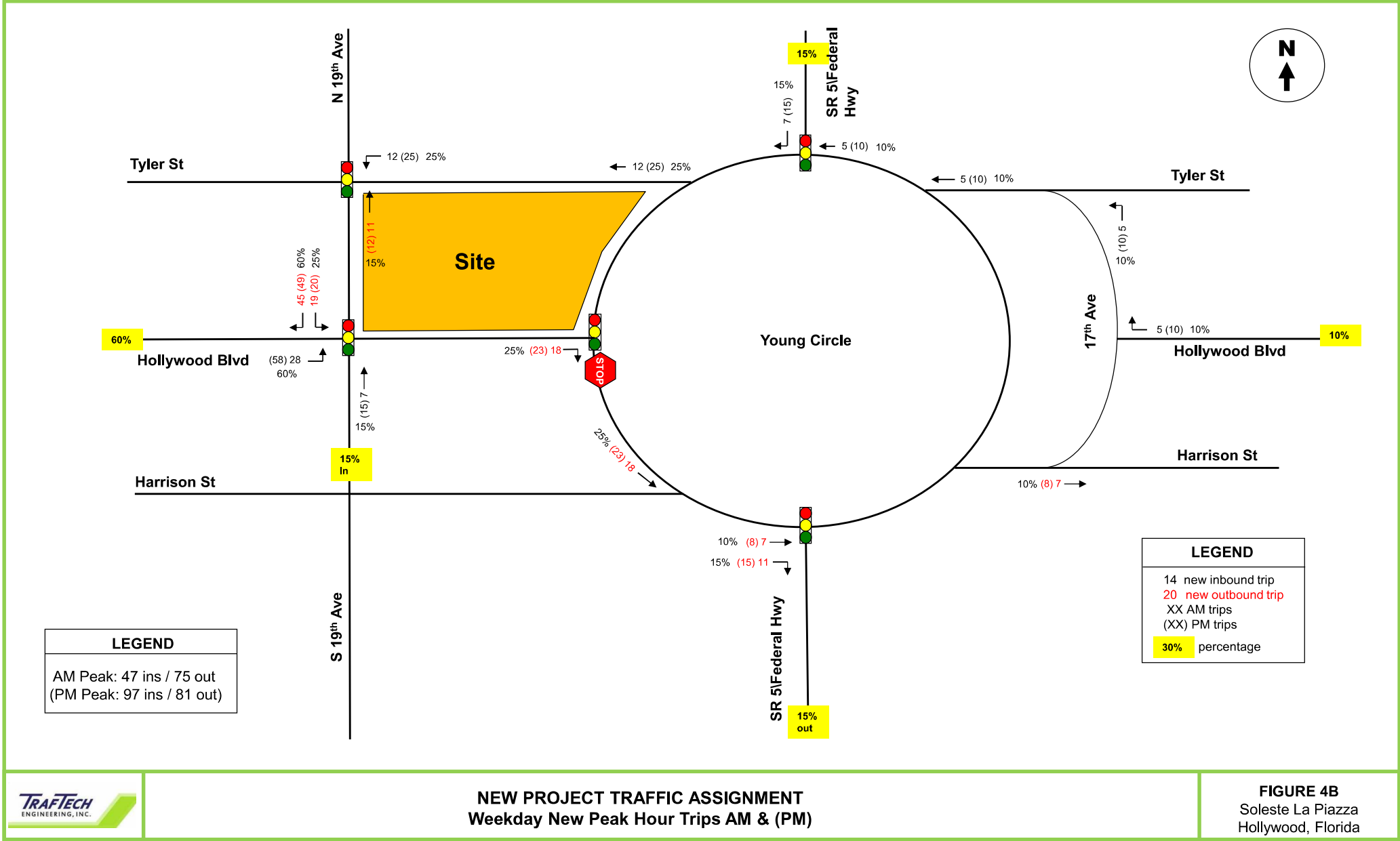
FIGURE 2
Block 57
Hollywood, Florida

Parc Place – Block 58





Soleste La Piazza



Soleste Village

Figure 6: Soleste Village North Site Traffic (Net Trips) - AM Peak Hour

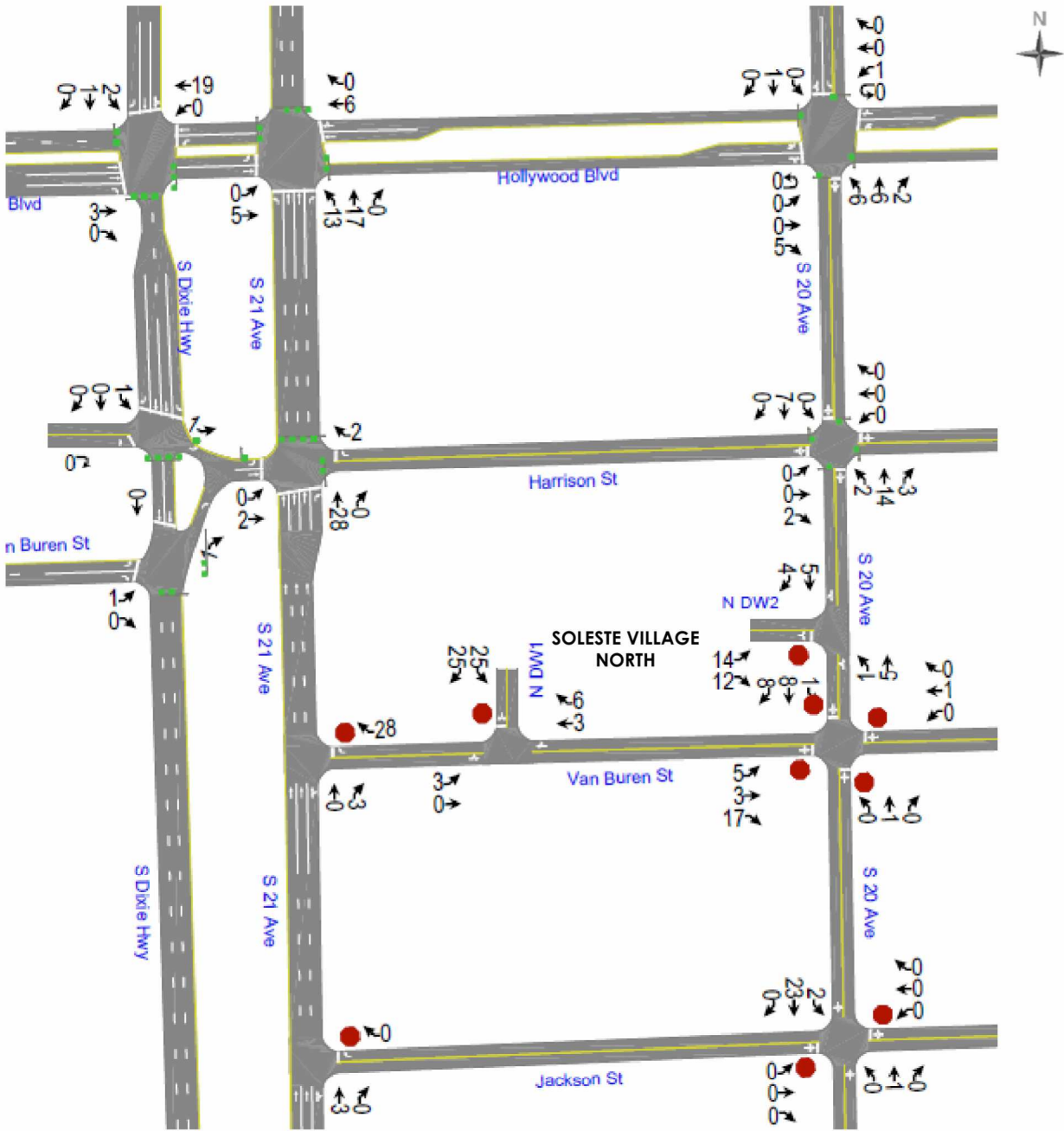


Figure 7: Soleste Village North Site Traffic (Net Trips) - PM Peak Hour



Figure 8: Soleste Village South Site Traffic (Net Trips) - AM Peak Hour

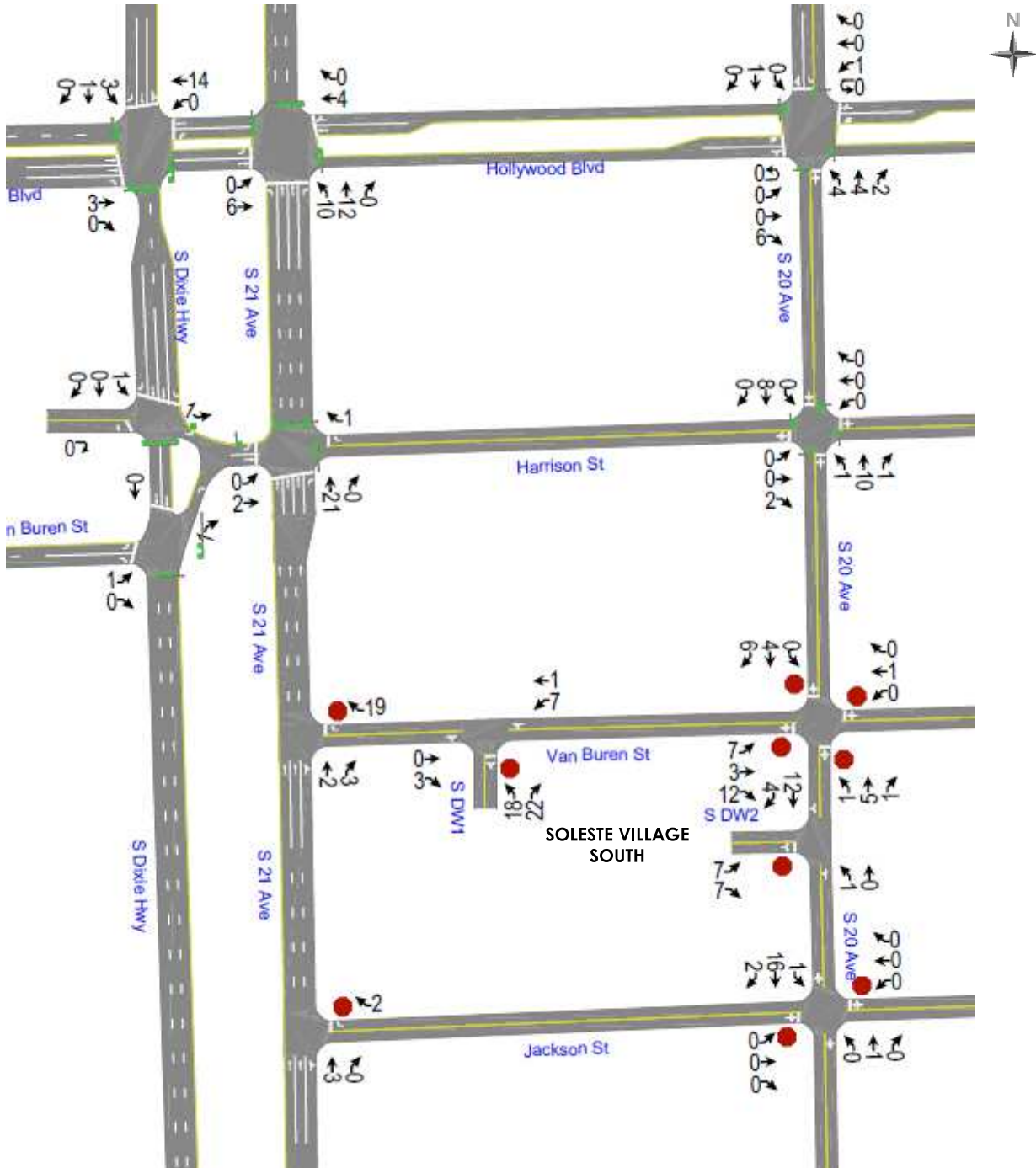


Figure 9: Soleste Village South Site Traffic (Net Trips) - PM Peak Hour

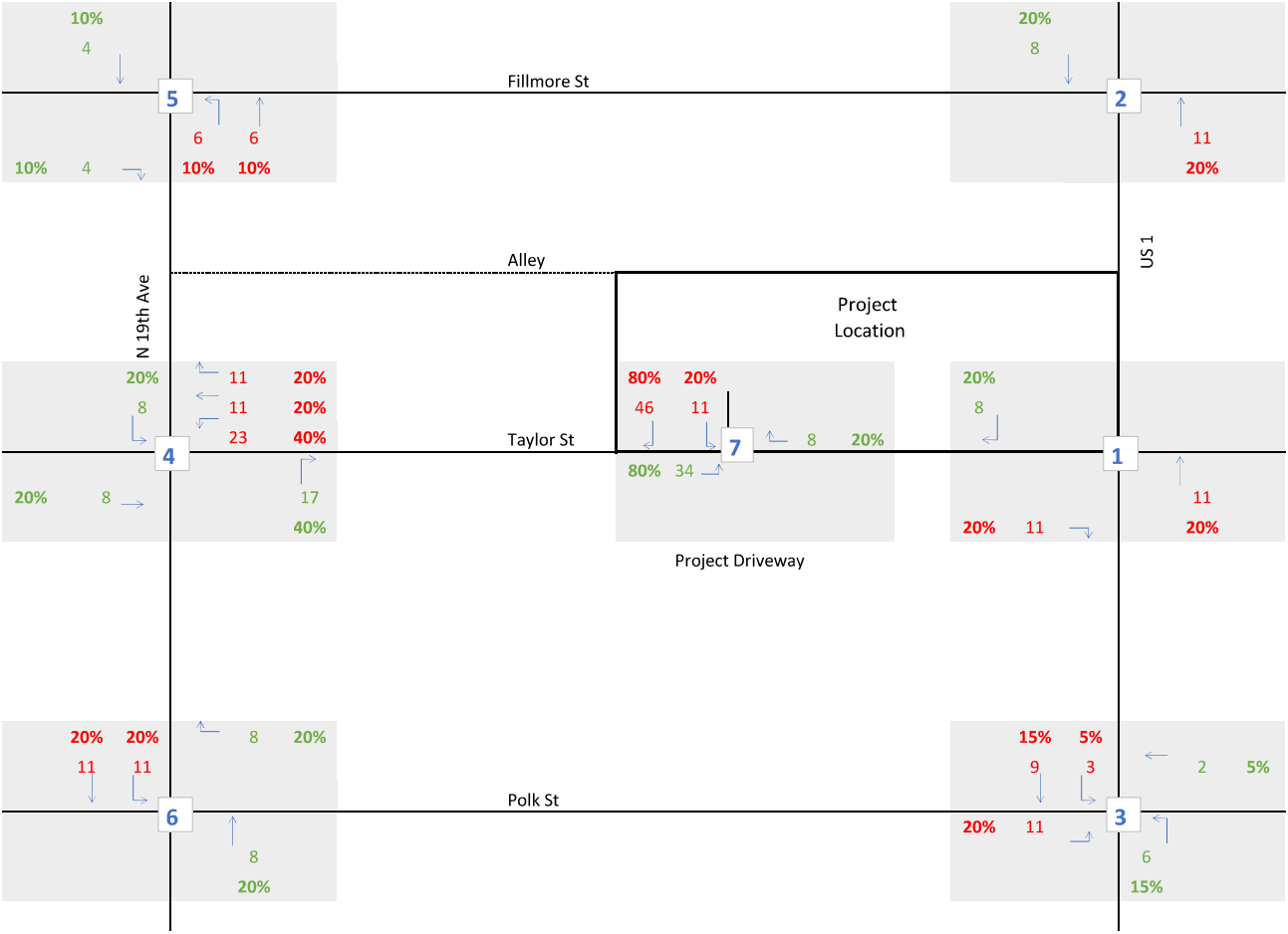


Star Tower

Star Tower

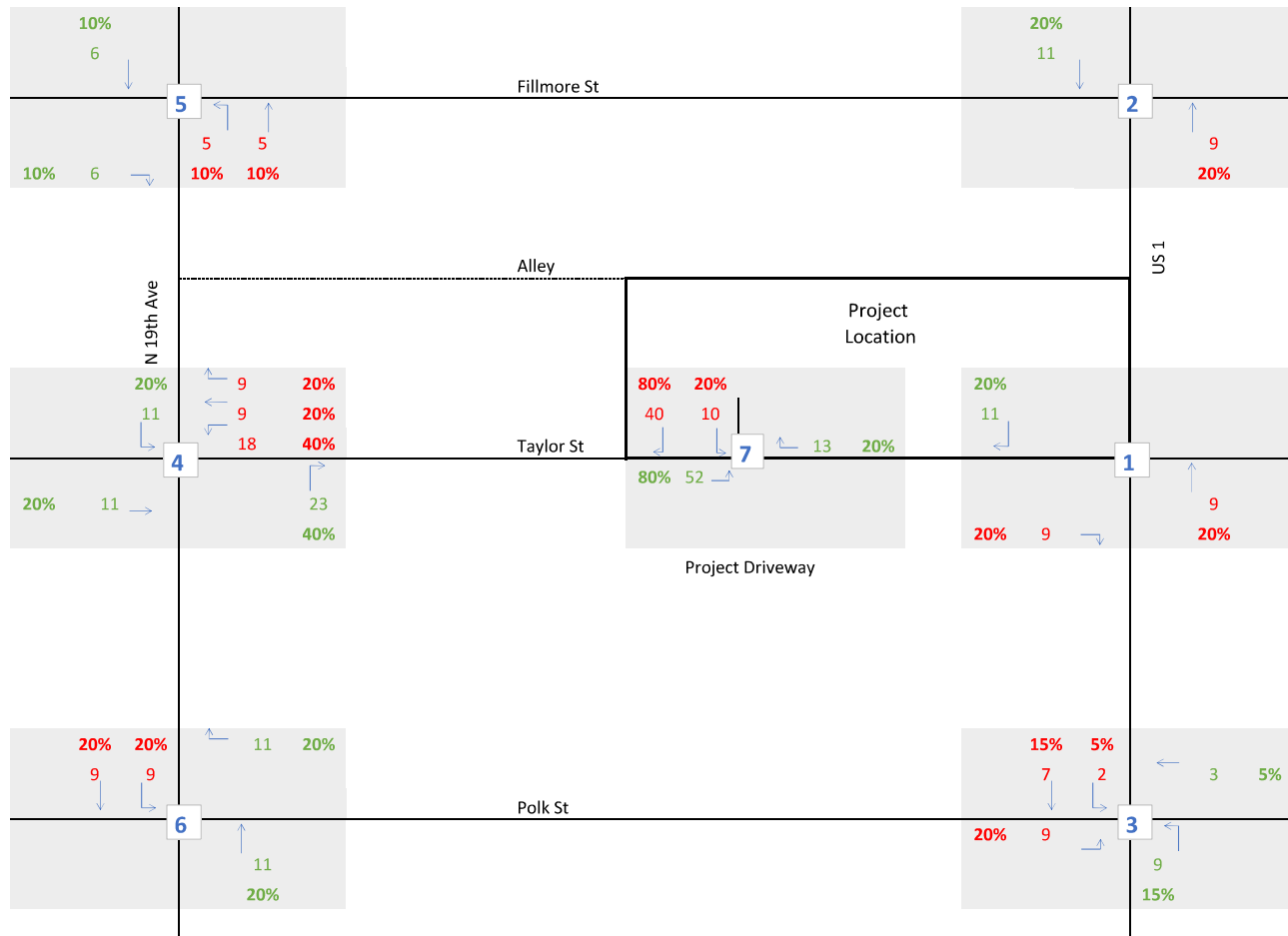
Trip Distribution AM

XX Inbound
XX Outbound

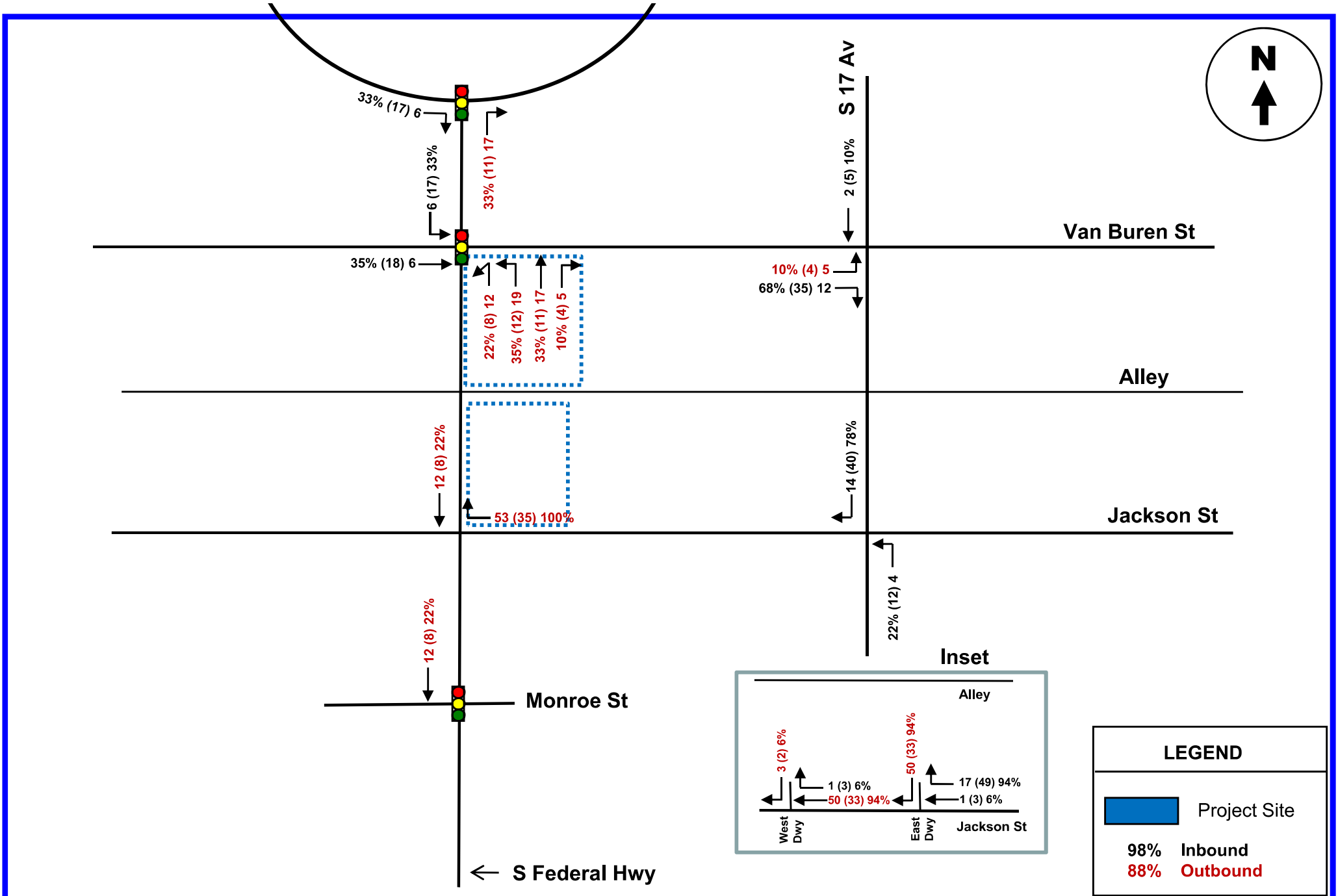


Trip Distribution PM

XX Inbound
XX Outbound



The Tropic



APPENDIX H

Future Traffic Volumes Spreadsheets

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. Federal Highway and Van Buren Street AM Peak Hour

Description	S. Federal Highway Northbound			S. Federal Highway Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	114	745	56	58	806	29	32	106	27	71	32	87
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	117	767	58	60	830	30	33	109	28	73	33	90
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
- Alta Hollywood		10			17							
- Block 57		52			60							
- Parc Place - Block 58 - Ph 1			9							18	12	21
- Parc Place - Block 58 - Ph 2&3			19	40						39	29	53
- Soleste La Piazza					11							
- Soleste Village North								1	2			
- Soleste Village South								1	1		1	
- Star Tower		2			3							
- The Tropic	31	17	5	6				6				
2025 Background Traffic	151	864	92	107	938	30	34	119	31	132	76	165
1830-1844 Jackson Street					6		7	2		1		
2025 Total Traffic	151	864	92	107	944	30	41	121	31	133	76	165

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. Federal Highway and Van Buren Street PM Peak Hour

Description	S. Federal Highway Northbound			S. Federal Highway Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	90	1,043	31	40	877	22	30	53	47	36	49	16
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	93	1,074	32	41	903	23	31	55	48	37	50	16
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
- Alta Hollywood		17			14							
- Block 57		60			58							
- Parc Place - Block 58 - Ph 1			11							8	5	10
- Parc Place - Block 58 - Ph 2&3			24	49						17	13	24
- Soleste La Piazza					15							
- Soleste Village North								1	1			
- Soleste Village South								1	1		2	
- Star Tower		3			2							
- The Tropic	20	11	4	17				18				
2025 Background Traffic	115	1,187	72	108	1,010	23	32	76	51	63	71	51
1830-1844 Jackson Street					12		6	2		2		
2025 Total Traffic	115	1,187	72	108	1,022	23	38	78	51	65	71	51

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. Federal Highway and Jackson Street AM Peak Hour

Description	S. Federal Highway Northbound			S. Federal Highway Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	0	821	76	0	905	2	0	0	5	0	0	94
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	0	846	78	0	932	2	0	0	5	0	0	97
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
- Alta Hollywood		10			17							
- Block 57		52			60							
- Parc Place - Block 58 - Ph 1		9			18							
- Parc Place - Block 58 - Ph 2&3		19			39							
- Soleste La Piazza					11							
- Soleste Village North					2							
- Soleste Village South					1							
- Star Tower		2			3							
- The Tropic					12							53
2025 Background Traffic	0	955	80	0	1,114	2	0	0	5	0	0	152
1830-1844 Jackson Street						7			13			
2025 Total Traffic	0	955	80	0	1,114	9	0	0	18	0	0	152

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. Federal Highway and Jackson Street PM Peak Hour

Description	S. Federal Highway Northbound			S. Federal Highway Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	0	1,150	42	0	963	1	0	0	23	0	0	32
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	0	1,185	43	0	992	1	0	0	24	0	0	33
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
- Alta Hollywood		17			14							
- Block 57		60			58							
- Parc Place - Block 58 - Ph 1		11			8							
- Parc Place - Block 58 - Ph 2&3		24			17							
- Soleste La Piazza					15							
- Soleste Village North					1							
- Soleste Village South					1							
- Star Tower		3			2							
- The Tropic					8							35
2025 Background Traffic	0	1,323	44	0	1,136	1	0	0	24	0	0	69
1830-1844 Jackson Street						14			11			
2025 Total Traffic	0	1,323	44	0	1,136	15	0	0	35	0	0	69

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. Federal Highway and Monroe Street AM Peak Hour

Description	S. Federal Highway Northbound			S. Federal Highway Southbound			Monroe Street Eastbound			Monroe Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	71	796	0	7	880	8	82	0	56	0	0	0
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	73	820	0	7	906	8	84	0	58	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
- Alta Hollywood		10			17							
- Block 57		52			60							
- Parc Place - Block 58 - Ph 1		9			18							
- Parc Place - Block 58 - Ph 2&3		19			39							
- Soleste La Piazza					11							
- Soleste Village North					2							
- Soleste Village South					1							
- Star Tower		2			3							
- The Tropic					12							
2025 Background Traffic	75	928	0	7	1,088	8	86	0	59	0	0	0
1830-1844 Jackson Street	5				13							
2025 Total Traffic	80	928	0	7	1,101	8	86	0	59	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. Federal Highway and Monroe Street PM Peak Hour

Description	S. Federal Highway Northbound			S. Federal Highway Southbound			Monroe Street Eastbound			Monroe Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	68	1,120	13	10	956	24	51	14	87	0	0	9
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	70	1,154	13	10	985	25	53	14	90	0	0	9
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
- Alta Hollywood		17			14							
- Block 57		60			58							
- Parc Place - Block 58 - Ph 1		11			8							
- Parc Place - Block 58 - Ph 2&3		24			17							
- Soleste La Piazza					15							
- Soleste Village North					1							
- Soleste Village South					1							
- Star Tower		3			2							
- The Tropic					8							
2025 Background Traffic	71	1,292	14	11	1,128	25	54	15	91	0	0	9
1830-1844 Jackson Street	10				11							
2025 Total Traffic	81	1,292	14	11	1,139	25	54	15	91	0	0	9

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. 19th Avenue and Van Buren Street AM Peak Hour

Description	S. 19th Avenue Northbound			S. 19th Avenue Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	9	86	38	39	103	12	5	109	7	30	117	31
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	9	89	39	40	106	12	5	112	7	31	121	32
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development: - Alta Hollywood - Block 57 - Parc Place - Block 58 - Ph 1 - Parc Place - Block 58 - Ph 2&3 - Soleste La Piazza - Soleste Village North - Soleste Village South - Star Tower - The Tropic												
										3	6	3
										7	15	7
		7										
								3	1			
							1	2	1		1	
		2			3							
			1	2				3				
2025 Background Traffic	9	99	41	43	111	13	6	123	9	42	145	43
1830-1844 Jackson Street	2	7	9		4				1			
2025 Total Traffic	11	106	50	43	115	13	6	123	10	42	145	43

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. 19th Avenue and Van Buren Street PM Peak Hour

Description	S. 19th Avenue Northbound			S. 19th Avenue Southbound			Van Buren Street Eastbound			Van Buren Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	22	111	15	41	100	12	12	85	12	13	86	46
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	23	114	15	42	103	12	12	88	12	13	89	47
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
- Alta Hollywood												
- Block 57												
- Parc Place - Block 58 - Ph 1										1	2	2
- Parc Place - Block 58 - Ph 2&3										3	7	3
- Soleste La Piazza		15										
- Soleste Village North								2				
- Soleste Village South								2			2	
- Star Tower		3			2							
- The Tropic			3	6				9				
2025 Background Traffic	23	135	19	49	107	13	13	102	13	18	101	53
1830-1844 Jackson Street	2	6	8		9				2			
2025 Total Traffic	25	141	27	49	116	13	13	102	15	18	101	53

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. 19th Avenue and Jackson Street AM Peak Hour

Description	S. 19th Avenue Northbound			S. 19th Avenue Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	6	131	2	2	126	10	6	2	6	2	1	5
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	6	135	2	2	130	10	6	2	6	2	1	5
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
- Alta Hollywood												
- Block 57												
- Parc Place - Block 58 - Ph 1					3							
- Parc Place - Block 58 - Ph 2&3					7							
- Soleste La Piazza		7										
- Soleste Village North					1			1	1			
- Soleste Village South					1				1			
- Star Tower		2			3							
- The Tropic		1										
2025 Background Traffic	6	148	2	2	147	11	6	3	8	2	1	5
1830-1844 Jackson Street			7	5				1		4	2	18
2025 Total Traffic	6	148	9	7	147	11	6	4	8	6	3	23

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. 19th Avenue and Jackson Street PM Peak Hour

Description	S. 19th Avenue Northbound			S. 19th Avenue Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	9	119	10	17	107	8	2	4	1	0	4	4
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	9	123	10	18	110	8	2	4	1	0	4	4
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
- Alta Hollywood												
- Block 57												
- Parc Place - Block 58 - Ph 1					1							
- Parc Place - Block 58 - Ph 2&3					3							
- Soleste La Piazza		15										
- Soleste Village North	1											
- Soleste Village South	1								1			
- Star Tower		3			2							
- The Tropic		3										
2025 Background Traffic	11	146	11	18	118	8	2	4	2	0	4	4
1830-1844 Jackson Street			14	11				2		3	2	16
2025 Total Traffic	11	146	25	29	118	8	2	6	2	3	6	20

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. 19th Avenue and Monroe Street AM Peak Hour

Description	S. 19th Avenue Northbound			S. 19th Avenue Southbound			Monroe Street Eastbound			Monroe Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	14	104	20	12	101	23	16	111	38	11	70	11
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	14	107	21	12	104	24	16	114	39	11	72	11
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
- Alta Hollywood												
- Block 57												
- Parc Place - Block 58 - Ph 1					3							
- Parc Place - Block 58 - Ph 2&3					7							
- Soleste La Piazza		7										
- Soleste Village North					2							
- Soleste Village South					2							
- Star Tower		2			3							
- The Tropic		1										
2025 Background Traffic	15	119	21	13	123	24	17	117	40	12	74	12
1830-1844 Jackson Street		1			2	2	1					5
2025 Total Traffic	15	120	21	13	125	26	18	117	40	12	74	17

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

S. 19th Avenue and Monroe Street PM Peak Hour

Description	S. 19th Avenue Northbound			S. 19th Avenue Southbound			Monroe Street Eastbound			Monroe Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	19	105	4	10	82	18	18	140	35	3	66	19
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	20	108	4	10	84	19	19	144	36	3	68	20
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development:												
- Alta Hollywood												
- Block 57												
- Parc Place - Block 58 - Ph 1					1							
- Parc Place - Block 58 - Ph 2&3					3							
- Soleste La Piazza		15										
- Soleste Village North		1										
- Soleste Village South		1			1							
- Star Tower		3			2							
- The Tropic		3										
2025 Background Traffic	20	133	4	11	93	19	19	147	37	3	69	20
1830-1844 Jackson Street		2			2	1	2					10
2025 Total Traffic	20	135	4	11	95	20	21	147	37	3	69	30

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Jackson Street and East Driveway AM Peak Hour

Description	East Driveway Northbound			Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	0	0	0	0	0	0	0	7	0	0	9	0
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	0	0	0	0	0	0	0	7	0	0	9	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development: - Alta Hollywood - Block 57 - Parc Place - Block 58 - Ph 1 - Parc Place - Block 58 - Ph 2&3 - Soleste La Piazza - Soleste Village North - Soleste Village South - Star Tower - The Tropic								1				
2025 Background Traffic	0	0	0	0	0	0	0	8	0	0	9	0
1830-1844 Jackson Street	1		1					12	1		7	
2025 Total Traffic	1	0	1	0	0	0	0	20	1	0	16	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Jackson Street and East Driveway PM Peak Hour

Description	East Driveway Northbound			Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	0	0	0	0	0	0	0	31	0	0	8	0
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	0	0	0	0	0	0	0	32	0	0	8	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development: - Alta Hollywood - Block 57 - Parc Place - Block 58 - Ph 1 - Parc Place - Block 58 - Ph 2&3 - Soleste La Piazza - Soleste Village North - Soleste Village South - Star Tower - The Tropic												
2025 Background Traffic	0	0	0	0	0	0	0	33	0	0	8	0
1830-1844 Jackson Street	1		1					10	1	1	13	
2025 Total Traffic	1	0	1	0	0	0	0	43	1	1	21	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Jackson Street and West Driveway AM Peak Hour

Description	West Driveway Northbound			Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	0	0	0	0	0	0	0	7	0	0	9	0
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	0	0	0	0	0	0	0	7	0	0	9	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development: - Alta Hollywood - Block 57 - Parc Place - Block 58 - Ph 1 - Parc Place - Block 58 - Ph 2&3 - Soleste La Piazza - Soleste Village North - Soleste Village South - Star Tower - The Tropic								1				
2025 Background Traffic	0	0	0	0	0	0	0	8	0	0	9	0
1830-1844 Jackson Street	23		12					1	12	7	1	
2025 Total Traffic	23	0	12	0	0	0	0	9	12	7	10	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Jackson Street and West Driveway PM Peak Hour

Description	West Driveway Northbound			Southbound			Jackson Street Eastbound			Jackson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/7/2023)	0	0	0	0	0	0	0	31	0	0	8	0
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2023 Peak Season Traffic	0	0	0	0	0	0	0	32	0	0	8	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development: - Alta Hollywood - Block 57 - Parc Place - Block 58 - Ph 1 - Parc Place - Block 58 - Ph 2&3 - Soleste La Piazza - Soleste Village North - Soleste Village South - Star Tower - The Tropic												
2025 Background Traffic	0	0	0	0	0	0	0	33	0	0	8	0
1830-1844 Jackson Street	20		10					1	26	13	1	
2025 Total Traffic	20	0	10	0	0	0	0	34	26	13	9	0

APPENDIX I

Signal Timing Data



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3206	Initial Operation Date	9/9/77
Controller Type	2070 LN	System Number	3206
Modification Number	12	Modification Date	07/06/2022
Drawing/Project No	228034-1-52-01	FPL Grid Number	87671279106
Intersection	FEDERAL HWY. (US 1/SR 5) and VAN BUREN STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	10		6	4	10		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	50		20	12	50		20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MAX		OFF	OFF	MAX		OFF
Detector Delay				30-RT				30-RT
Walk		7		7		7		7
Pedestrian Clearance		14		18		14		18
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

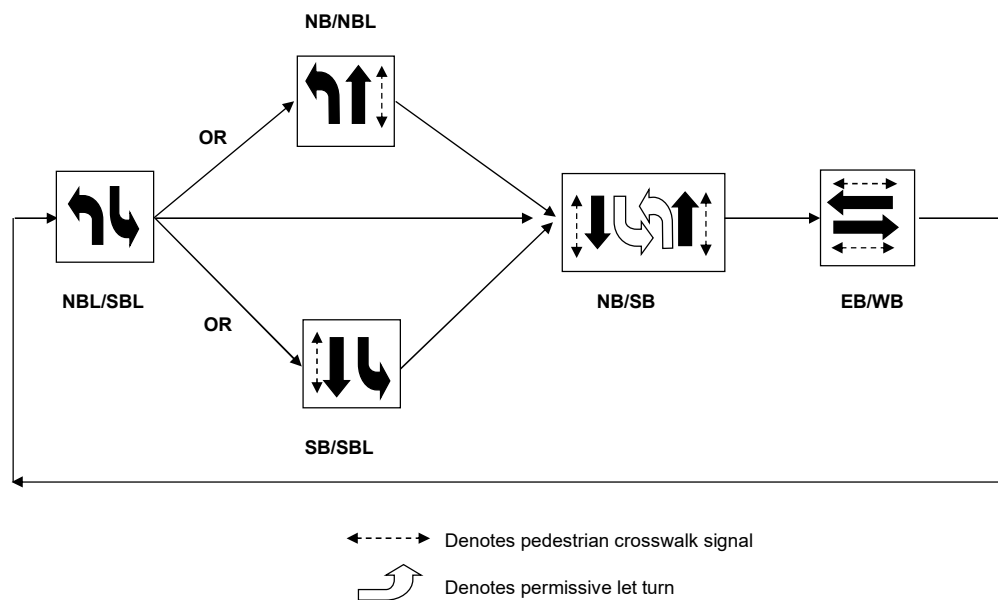
NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY EAST/WEST.
3. MOD.12 UPDATES RECALL ON PHASES 2+6.

Submitted By _____

Approved By _____

Sequence of Operation for FEDERAL HWY. (US 1/SR 5) and VAN BUREN STREET [3206]



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

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		14		18		14		18								
Min Green	4	10		6	4	10		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	50		20	12	50		20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash				ON		ON
Override Higher Preempt				ON		ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	
Min Walk						
Ped Clear						
Track Green			1		1	
Min Dwell	8	8	8		8	
Max Presence	180	180	180		180	
Track Veh 1			9		9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max	200		200	
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt	ON		ON	
No Skip	ON		ON	
Priority P1	6		2	
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3225	Initial Operation Date	03/25/76
Controller Type	2070 LN	System Number	3225
Modification Number	14	Modification Date	10/05/2016
Drawing/Project No	0228034-1-52-01	FPL Grid Number	87671267906
Intersection	FEDERAL HWY. (US 1/SR 5) and MONROE STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8*
Direction		NB		EB		SB		WBR
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.5
Maximum Green I		50		25		50		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MAX		OFF		MAX		OFF
Detector Delay				30-RT				30-RT
Walk		7		7		7		7
Pedestrian Clearance		13		22		13		22
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

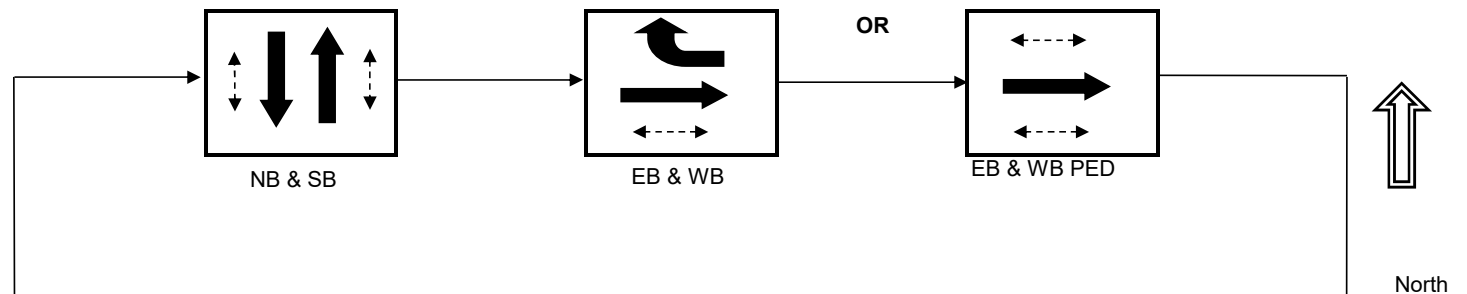
NOTES:

1. DUAL ENTRY PHASES 4+8.
2. *WBR (OLA) OVERLAPPED WITH PHASE 8 AND OMITTED WHEN PEDESTRIAN PHASE 8 ACTIVE.
3. MOD. 14 UPDATES RECALLS ON PHASES 2+6.

Submitted By _____

Approved By _____

Sequence of Operation
Federal Hwy (US 1/SR 5) and Monroe Street (3225)
Hollywood



←-----→ Denotes pedestrian crosswalk signal

Note: WB is R/L only; omitted when pedestrian phase is active.

Station : 3225 - US 1 & Monroe St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		13		22		13		22								
Min Green		10		6		10		6	10							
Gap Ext		3		2		3		2.5	3							
Max1		50		25		50		25	50							
Max2																
Yellow Clr	3.5	4	3.5	4	3.5	4	3.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call																
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash			ON	ON	ON	ON
Override Higher Preempt			ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6				
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8				
Max Presence	120	120				
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4				
Dwell Cyc Veh 2	6	8				
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max	200		200	
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt	ON		ON	
No Skip	ON		ON	
Priority P1	6		2	
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

APPENDIX J

Synchro Output

Existing (2023) Synchro Output

Volume

101: Federal Highway & Van Buren Street/Van Burren Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	33	109	28	73	33	90	117	767	58	60	830	30
Future Volume (vph)	33	109	28	73	33	90	117	767	58	60	830	30
Confl. Peds. (#/hr)	2		69	69		2	16		8	8		16
Confl. Bikes (#/hr)			4									3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	36	120	31	80	36	99	129	843	64	66	912	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	151	0	0	116	99	129	907	0	66	945	0
Intersection Summary												

Timings

101: Federal Highway & Van Buren Street/Van Burren Street

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	33	109	73	33	90	117	767	60	830
Future Volume (vph)	33	109	73	33	90	117	767	60	830
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	70.0	13.0	70.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	11.3%	60.9%	11.3%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	16.1	16.1		16.1	16.1	83.3	77.8	79.7	74.5
Actuated g/C Ratio	0.14	0.14		0.14	0.14	0.72	0.68	0.69	0.65
v/c Ratio	0.21	0.59		0.83	0.33	0.31	0.38	0.15	0.41
Control Delay	44.2	51.7		88.0	10.7	6.2	8.8	5.6	11.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	51.7		88.0	10.7	6.2	8.8	5.6	11.3
LOS	D	D		F	B	A	A	A	B
Approach Delay		50.3		52.4			8.5		11.0
Approach LOS		D		D			A		B

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 16.6

Intersection LOS: B

Intersection Capacity Utilization 76.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 101: Federal Highway & Van Buren Street/Van Burren Street



Queues

101: Federal Highway & Van Buren Street/Van Burren Street

								
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	151	116	99	129	907	66	945
v/c Ratio	0.21	0.59	0.83	0.33	0.31	0.38	0.15	0.41
Control Delay	44.2	51.7	88.0	10.7	6.2	8.8	5.6	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	51.7	88.0	10.7	6.2	8.8	5.6	11.3
Queue Length 50th (ft)	24	99	85	0	16	171	11	161
Queue Length 95th (ft)	52	156	143	45	38	258	28	261
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	272	406	227	429	429	2364	455	2279
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.37	0.51	0.23	0.30	0.38	0.15	0.41
Intersection Summary								

HCM 6th Signalized Intersection Summary 101: Federal Highway & Van Buren Street/Van Burren Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	109	28	73	33	90	117	767	58	60	830	30
Future Volume (veh/h)	33	109	28	73	33	90	117	767	58	60	830	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.89	0.94		0.90	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	120	31	80	36	99	129	843	64	66	912	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	299	77	180	72	308	436	2000	152	436	2035	74
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.06	0.80	0.80	0.04	0.77	0.77
Sat Flow, veh/h	1188	1393	360	593	335	1432	1781	3344	254	1781	3493	126
Grp Volume(v), veh/h	36	0	151	116	0	99	129	448	459	66	464	481
Grp Sat Flow(s),veh/h/ln	1188	0	1753	928	0	1432	1781	1777	1821	1781	1777	1842
Q Serve(g_s), s	3.3	0.0	8.5	8.2	0.0	6.7	3.4	8.9	8.9	1.7	10.4	10.4
Cycle Q Clear(g_c), s	20.0	0.0	8.5	16.7	0.0	6.7	3.4	8.9	8.9	1.7	10.4	10.4
Prop In Lane	1.00		0.21	0.69		1.00	1.00		0.14	1.00		0.07
Lane Grp Cap(c), veh/h	145	0	377	252	0	308	436	1063	1089	436	1035	1073
V/C Ratio(X)	0.25	0.00	0.40	0.46	0.00	0.32	0.30	0.42	0.42	0.15	0.45	0.45
Avail Cap(c_a), veh/h	159	0	396	267	0	324	463	1063	1089	490	1035	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	0.0	38.8	44.4	0.0	38.1	9.0	5.6	5.6	9.1	6.6	6.6
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.5	0.0	0.2	0.1	1.2	1.2	0.1	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.7	3.1	0.0	2.4	1.2	3.0	3.0	0.6	3.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	39.0	44.9	0.0	38.3	9.1	6.9	6.8	9.1	8.0	7.9
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h	187				215				1036			
Approach Delay, s/veh	41.5				41.9				7.1			
Approach LOS	D				D				A			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.5	74.8	30.7		11.3	73.0	30.7					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	7.0	64.0	26.0		7.0	64.0	26.0					
Max Q Clear Time (g_c+I1), s	3.7	10.9	22.0		5.4	12.4	18.7					
Green Ext Time (p_c), s	0.0	7.2	0.2		0.0	7.6	0.4					
Intersection Summary												
HCM 6th Ctrl Delay	13.2											
HCM 6th LOS	B											

Volume

102: Federal Highway & Jackson Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	5	0	0	97	0	846	78	0	932	2
Future Volume (vph)	0	0	5	0	0	97	0	846	78	0	932	2
Confl. Peds. (#/hr)			5	5			11		13	13		11
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	5	0	0	104	0	910	84	0	1002	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	5	0	0	104	0	994	0	0	1004	0
Intersection Summary												

HCM 6th TWSC
102: Federal Highway & Jackson Street

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	0	0	97	0	846	78	0	932	2
Future Vol, veh/h	0	0	5	0	0	97	0	846	78	0	932	2
Conflicting Peds, #/hr	0	0	5	5	0	0	11	0	13	13	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	104	0	910	84	0	1002	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	518	-	-	510	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	773	0	0	779	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	761	-	-	769	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.8		10.4		0		0					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBT		NBR EBLn1WBLn1		SBT		SBR					
Capacity (veh/h)	-		761 769		-		-					
HCM Lane V/C Ratio	-		0.007 0.136		-		-					
HCM Control Delay (s)	-		9.8 10.4		-		-					
HCM Lane LOS	-		A B		-		-					
HCM 95th %tile Q(veh)	-		0 0.5		-		-					

Volume

103: Federal Highway & Monroe St

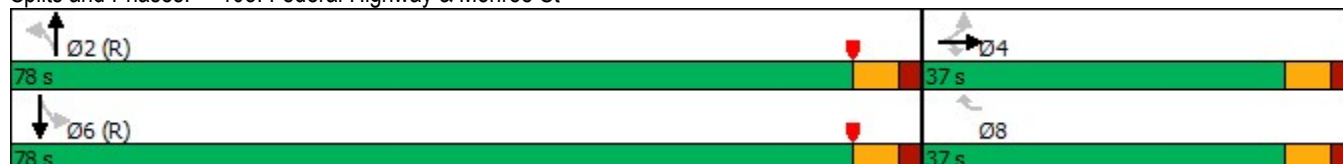
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	84	0	58	0	0	0	73	820	0	7	906	8
Future Volume (vph)	84	0	58	0	0	0	73	820	0	7	906	8
Confl. Peds. (#/hr)	3		49	49		3	15		42	42		15
Confl. Bikes (#/hr)			4						2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	91	0	63	0	0	0	79	891	0	8	985	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	63	0	0	0	79	891	0	8	994	0
Intersection Summary												

Timings

103: Federal Highway & Monroe St

	→	↘	↙	↑	↘	↓	
Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	Ø8
Lane Configurations	↕	↗	↖	↕↗	↖	↕↗	
Traffic Volume (vph)	0	58	73	820	7	906	
Future Volume (vph)	0	58	73	820	7	906	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	4			2		6	8
Permitted Phases		4	2		6		
Detector Phase	4	4	2	2	6	6	
Switch Phase							
Minimum Initial (s)	6.0	6.0	10.0	10.0	10.0	10.0	6.0
Minimum Split (s)	35.0	35.0	26.0	26.0	26.0	26.0	35.0
Total Split (s)	37.0	37.0	78.0	78.0	78.0	78.0	37.0
Total Split (%)	32.2%	32.2%	67.8%	67.8%	67.8%	67.8%	32%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.4	10.4	92.6	92.6	92.6	92.6	
Actuated g/C Ratio	0.09	0.09	0.81	0.81	0.81	0.81	
v/c Ratio	0.58	0.33	0.19	0.31	0.02	0.35	
Control Delay	63.7	16.3	4.3	3.5	2.4	2.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.7	16.3	4.3	3.5	2.4	2.6	
LOS	E	B	A	A	A	A	
Approach Delay	44.3			3.5		2.6	
Approach LOS	D			A		A	
Intersection Summary							
Cycle Length: 115							
Actuated Cycle Length: 115							
Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow							
Natural Cycle: 65							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 0.58							
Intersection Signal Delay: 6.0				Intersection LOS: A			
Intersection Capacity Utilization 69.7%				ICU Level of Service C			
Analysis Period (min) 15							

Splits and Phases: 103: Federal Highway & Monroe St



Queues

103: Federal Highway & Monroe St

	→	↘	↙	↑	↘	↓
Lane Group	EBT	EBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	91	63	79	891	8	994
v/c Ratio	0.58	0.33	0.19	0.31	0.02	0.35
Control Delay	63.7	16.3	4.3	3.5	2.4	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	16.3	4.3	3.5	2.4	2.6
Queue Length 50th (ft)	66	0	11	71	1	51
Queue Length 95th (ft)	116	40	29	113	m2	72
Internal Link Dist (ft)	236			217		270
Turn Bay Length (ft)		60	185		185	
Base Capacity (vph)	475	442	414	2851	456	2847
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.14	0.19	0.31	0.02	0.35
Intersection Summary						
m Volume for 95th percentile queue is metered by upstream signal.						

HCM Signalized Intersection Capacity Analysis

103: Federal Highway & Monroe St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	0	58	0	0	0	73	820	0	7	906	8
Future Volume (vph)	84	0	58	0	0	0	73	820	0	7	906	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00				1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.92				1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00				0.99	1.00		0.97	1.00	
Frt		1.00	0.85				1.00	1.00		1.00	1.00	
Flt Protected		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1763	1460				1752	3539		1711	3532	
Flt Permitted		0.95	1.00				0.28	1.00		0.31	1.00	
Satd. Flow (perm)		1763	1460				513	3539		563	3532	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	0	63	0	0	0	79	891	0	8	985	9
RTOR Reduction (vph)	0	0	57	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	91	6	0	0	0	79	891	0	8	994	0
Confl. Peds. (#/hr)	3		49	49		3	15		42	42		15
Confl. Bikes (#/hr)			4						2			
Turn Type	Perm	NA	Perm			Perm	Perm	NA		Perm	NA	
Protected Phases		4					2			6		
Permitted Phases	4		4			8	2			6		
Actuated Green, G (s)		10.4	10.4				92.6	92.6		92.6	92.6	
Effective Green, g (s)		10.4	10.4				92.6	92.6		92.6	92.6	
Actuated g/C Ratio		0.09	0.09				0.81	0.81		0.81	0.81	
Clearance Time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0				3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		159	132				413	2849		453	2844	
v/s Ratio Prot								0.25			c0.28	
v/s Ratio Perm		0.05	0.00				0.15			0.01		
v/c Ratio		0.57	0.04				0.19	0.31		0.02	0.35	
Uniform Delay, d1		50.2	47.8				2.6	2.9		2.2	3.0	
Progression Factor		1.00	1.00				1.00	1.00		0.80	0.68	
Incremental Delay, d2		3.1	0.0				1.0	0.3		0.1	0.3	
Delay (s)		53.2	47.8				3.6	3.2		1.8	2.4	
Level of Service		D	D				A	A		A	A	
Approach Delay (s)		51.0			0.0			3.2			2.4	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.3										
HCM 2000 Volume to Capacity ratio		0.37										
Actuated Cycle Length (s)		115.0								12.0		
Intersection Capacity Utilization		69.7%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

103: Federal Highway & Monroe St

HCM 6th Edition methodology does not support Non-NEMA phasing.

Volume

104: S 19 Ave & Van Burren St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	5	112	7	31	121	32	9	89	39	40	106	12
Future Volume (vph)	5	112	7	31	121	32	9	89	39	40	106	12
Confl. Peds. (#/hr)	10		28	28		10	14		27	27		14
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	6	127	8	35	138	36	10	101	44	45	120	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	209	0	0	155	0	0	179	0
Intersection Summary												

HCM 6th AWSC
104: S 19 Ave & Van Burren St

Intersection

Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	112	7	31	121	32	9	89	39	40	106	12
Future Vol, veh/h	5	112	7	31	121	32	9	89	39	40	106	12
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	127	8	35	138	36	10	101	44	45	120	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	9.9	9.3	9.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	4%	17%	25%
Vol Thru, %	65%	90%	66%	67%
Vol Right, %	28%	6%	17%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	124	184	158
LT Vol	9	5	31	40
Through Vol	89	112	121	106
RT Vol	39	7	32	12
Lane Flow Rate	156	141	209	180
Geometry Grp	1	1	1	1
Degree of Util (X)	0.211	0.196	0.283	0.249
Departure Headway (Hd)	4.868	4.999	4.866	4.993
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	730	710	732	713
Service Time	2.948	3.08	2.941	3.071
HCM Lane V/C Ratio	0.214	0.199	0.286	0.252
HCM Control Delay	9.3	9.3	9.9	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.7	1.2	1

Volume

105: S 19 Ave & Jackson Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	6	2	6	2	1	5	6	135	2	2	130	10
Future Volume (vph)	6	2	6	2	1	5	6	135	2	2	130	10
Confl. Peds. (#/hr)	17		8	8		17	30		10	10		30
Confl. Bikes (#/hr)			1			1			1			2
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	2	7	2	1	5	7	147	2	2	141	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	8	0	0	156	0	0	154	0
Intersection Summary												

HCM 6th TWSC
105: S 19 Ave & Jackson Street

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	6	2	1	5	6	135	2	2	130	10
Future Vol, veh/h	6	2	6	2	1	5	6	135	2	2	130	10
Conflicting Peds, #/hr	17	0	8	8	0	17	30	0	10	10	0	30
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2	7	2	1	5	7	147	2	2	141	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	363	354	185	335	358	175	182	0	0	159	0	0
Stage 1	181	181	-	172	172	-	-	-	-	-	-	-
Stage 2	182	173	-	163	186	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	840	847	1028	619	568	868	1393	-	-	1420	-	-
Stage 1	1005	1005	-	830	756	-	-	-	-	-	-	-
Stage 2	1004	1013	-	839	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	791	808	991	600	542	846	1353	-	-	1406	-	-
Mov Cap-2 Maneuver	791	808	-	600	542	-	-	-	-	-	-	-
Stage 1	971	974	-	818	744	-	-	-	-	-	-	-
Stage 2	974	997	-	824	723	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.2		10.1		0.3		0.1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1353	-	-	869	721	1406	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.018	0.012	0.002	-	-				
HCM Control Delay (s)	7.7	0	-	9.2	10.1	7.6	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

Volume

106: S 19 Ave & Monroe Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	16	114	39	11	72	11	14	107	21	12	104	24
Future Volume (vph)	16	114	39	11	72	11	14	107	21	12	104	24
Confl. Peds. (#/hr)	9		3	3		9	4		4	4		4
Confl. Bikes (#/hr)			1			4			1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	17	123	42	12	77	12	15	115	23	13	112	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	182	0	0	101	0	0	153	0	0	151	0
Intersection Summary												

HCM 6th AWSC
106: S 19 Ave & Monroe Street

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	114	39	11	72	11	14	107	21	12	104	24
Future Vol, veh/h	16	114	39	11	72	11	14	107	21	12	104	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	123	42	12	77	12	15	115	23	13	112	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	8.7	9	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	9%	12%	9%
Vol Thru, %	75%	67%	77%	74%
Vol Right, %	15%	23%	12%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	169	94	140
LT Vol	14	16	11	12
Through Vol	107	114	72	104
RT Vol	21	39	11	24
Lane Flow Rate	153	182	101	151
Geometry Grp	1	1	1	1
Degree of Util (X)	0.2	0.235	0.136	0.197
Departure Headway (Hd)	4.722	4.66	4.831	4.709
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	757	767	739	759
Service Time	2.772	2.707	2.883	2.758
HCM Lane V/C Ratio	0.202	0.237	0.137	0.199
HCM Control Delay	9	9.1	8.7	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.9	0.5	0.7

Volume

201: West Driveway & Jackson Street

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	7	0	0	9	0	0
Future Volume (vph)	7	0	0	9	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	8	0	0	10	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	10	0	0
Intersection Summary						

HCM 6th TWSC
201: West Driveway & Jackson Street

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	9	0	0
Future Vol, veh/h	7	0	0	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	8	0	0	10	0	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	8	0	18	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1612	-	1179	1192
Stage 1	-	-	-	-	1191	-
Stage 2	-	-	-	-	1188	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1612	-	1179	1192
Mov Cap-2 Maneuver	-	-	-	-	1179	-
Stage 1	-	-	-	-	1191	-
Stage 2	-	-	-	-	1188	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1612	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Volume

202: East Driveway & Jackson Street

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	7	0	0	9	0	0
Future Volume (vph)	7	0	0	9	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	8	0	0	10	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	10	0	0
Intersection Summary						

HCM 6th TWSC
202: East Driveway & Jackson Street

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	9	0	0
Future Vol, veh/h	7	0	0	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	8	0	0	10	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	18	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1612	-	1179	1192
Stage 1	-	-	-	-	1191	-
Stage 2	-	-	-	-	1188	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1612	-	1179	1192
Mov Cap-2 Maneuver	-	-	-	-	1179	-
Stage 1	-	-	-	-	1191	-
Stage 2	-	-	-	-	1188	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1612	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Volume

101: US 1 & Van Buren Street/Van Burren Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	31	55	48	37	50	16	93	1074	32	41	903	23
Future Volume (vph)	31	55	48	37	50	16	93	1074	32	41	903	23
Confl. Peds. (#/hr)	2		20	20		2	34		10	10		34
Confl. Bikes (#/hr)			5						2			1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	31	56	48	37	51	16	94	1085	32	41	912	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	104	0	0	88	16	94	1117	0	41	935	0
Intersection Summary												

Timings

101: US 1 & Van Buren Street/Van Burren Street

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	31	55	37	50	16	93	1074	41	903
Future Volume (vph)	31	55	37	50	16	93	1074	41	903
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	70.0	13.0	70.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	11.3%	60.9%	11.3%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	10.9	10.9		10.9	10.9	89.1	85.6	85.3	80.7
Actuated g/C Ratio	0.09	0.09		0.09	0.09	0.77	0.74	0.74	0.70
v/c Ratio	0.25	0.54		0.64	0.07	0.21	0.43	0.11	0.38
Control Delay	51.6	42.7		70.1	0.6	3.4	5.3	3.8	7.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	42.7		70.1	0.6	3.4	5.3	3.8	7.9
LOS	D	D		E	A	A	A	A	A
Approach Delay		44.8		59.4			5.2		7.8
Approach LOS		D		E			A		A

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 10.8

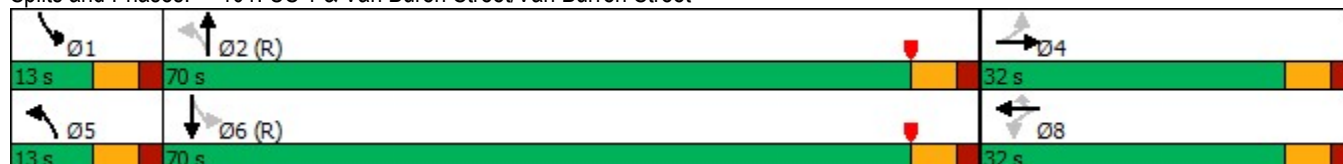
Intersection LOS: B

Intersection Capacity Utilization 65.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: US 1 & Van Buren Street/Van Burren Street



Queues

101: US 1 & Van Buren Street/Van Burren Street

								
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	31	104	88	16	94	1117	41	935
v/c Ratio	0.25	0.54	0.64	0.07	0.21	0.43	0.11	0.38
Control Delay	51.6	42.7	70.1	0.6	3.4	5.3	3.8	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	42.7	70.1	0.6	3.4	5.3	3.8	7.9
Queue Length 50th (ft)	22	49	64	0	10	85	5	130
Queue Length 95th (ft)	51	102	114	0	19	138	14	200
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	294	411	328	418	464	2619	411	2468
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.25	0.27	0.04	0.20	0.43	0.10	0.38
Intersection Summary								

HCM 6th Signalized Intersection Summary 101: US 1 & Van Buren Street/Van Burren Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	55	48	37	50	16	93	1074	32	41	903	23
Future Volume (veh/h)	31	55	48	37	50	16	93	1074	32	41	903	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.96	1.00		0.95	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	56	48	37	51	16	94	1085	32	41	912	23
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	151	129	117	145	255	433	2292	68	430	2273	57
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.07	1.00	1.00	0.03	0.64	0.64
Sat Flow, veh/h	1301	904	775	437	870	1528	1781	3519	104	1781	3537	89
Grp Volume(v), veh/h	31	0	104	88	0	16	94	548	569	41	458	477
Grp Sat Flow(s),veh/h/ln	1301	0	1679	1307	0	1528	1781	1777	1846	1781	1777	1849
Q Serve(g_s), s	2.6	0.0	6.3	2.6	0.0	1.0	2.1	0.0	0.0	0.9	14.3	14.3
Cycle Q Clear(g_c), s	11.5	0.0	6.3	9.0	0.0	1.0	2.1	0.0	0.0	0.9	14.3	14.3
Prop In Lane	1.00		0.46	0.42		1.00	1.00		0.06	1.00		0.05
Lane Grp Cap(c), veh/h	178	0	280	262	0	255	433	1157	1202	430	1142	1188
V/C Ratio(X)	0.17	0.00	0.37	0.34	0.00	0.06	0.22	0.47	0.47	0.10	0.40	0.40
Avail Cap(c_a), veh/h	255	0	380	355	0	345	481	1157	1202	493	1142	1188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	0.0	42.6	43.4	0.0	40.4	7.1	0.0	0.0	6.5	9.9	9.9
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.3	0.0	0.0	0.1	1.4	1.3	0.0	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.7	2.3	0.0	0.4	0.7	0.4	0.4	0.3	5.6	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	42.9	43.6	0.0	40.4	7.2	1.4	1.3	6.5	10.9	10.9
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	B	B
Approach Vol, veh/h	135			104			1211			976		
Approach Delay, s/veh	44.3			43.1			1.8			10.7		
Approach LOS	D			D			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	80.9		25.2	9.9	79.9		25.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	64.0		26.0	7.0	64.0		26.0				
Max Q Clear Time (g_c+I1), s	2.9	2.0		13.5	4.1	16.3		11.0				
Green Ext Time (p_c), s	0.0	10.0		0.3	0.0	7.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				9.5								
HCM 6th LOS				A								

Volume
102: US 1 & Jackson Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	24	0	0	33	0	1185	43	0	992	1
Future Volume (vph)	0	0	24	0	0	33	0	1185	43	0	992	1
Confl. Peds. (#/hr)			1			2	27		17	17		27
Confl. Bikes (#/hr)									2			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	26	0	0	35	0	1261	46	0	1055	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	26	0	0	35	0	1307	0	0	1056	0
Intersection Summary												

HCM 6th TWSC
102: US 1 & Jackson Street

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	24	0	0	33	0	1185	43	0	992	1
Future Vol, veh/h	0	0	24	0	0	33	0	1185	43	0	992	1
Conflicting Peds, #/hr	0	0	1	0	0	2	27	0	17	17	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	0	35	0	1261	46	0	1055	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	556	-	-	673	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	748	0	0	676	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	728	-	-	664	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.1		10.7		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR EBLn1WBLn1		SBT		SBR					
Capacity (veh/h)	-		728 664		-		-					
HCM Lane V/C Ratio	-		0.035 0.053		-		-					
HCM Control Delay (s)	-		10.1 10.7		-		-					
HCM Lane LOS	-		B B		-		-					
HCM 95th %tile Q(veh)	-		0.1 0.2		-		-					

Volume

103: Monroe St & US 1

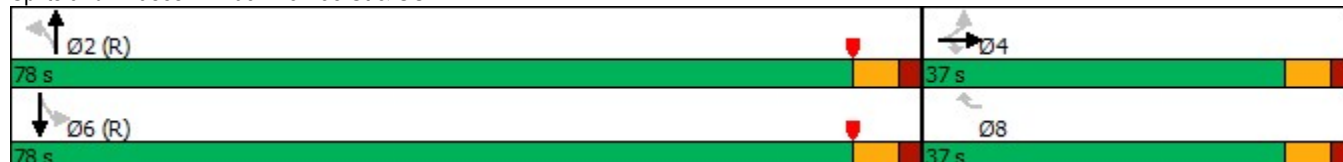
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	53	14	90	0	0	9	70	1154	13	10	985	25
Future Volume (vph)	53	14	90	0	0	9	70	1154	13	10	985	25
Confl. Peds. (#/hr)	4					4	20		14	14		20
Confl. Bikes (#/hr)			2						1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	55	14	93	0	0	9	72	1190	13	10	1015	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	93	0	0	9	72	1203	0	10	1041	0
Intersection Summary												

Timings

103: Monroe St & US 1

	→	↘	↖	↙	↑	↘	↓
Lane Group	EBT	EBR	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗
Traffic Volume (vph)	14	90	9	70	1154	10	985
Future Volume (vph)	14	90	9	70	1154	10	985
Turn Type	NA	Perm	Perm	Perm	NA	Perm	NA
Protected Phases	4				2		6
Permitted Phases		4	8	2		6	
Detector Phase	4	4	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	35.0	35.0	35.0	26.0	26.0	26.0	26.0
Total Split (s)	37.0	37.0	37.0	78.0	78.0	78.0	78.0
Total Split (%)	32.2%	32.2%	32.2%	67.8%	67.8%	67.8%	67.8%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.1	9.1	9.1	93.9	93.9	93.9	93.9
Actuated g/C Ratio	0.08	0.08	0.08	0.82	0.82	0.82	0.82
v/c Ratio	0.49	0.45	0.04	0.18	0.42	0.03	0.36
Control Delay	61.9	16.8	0.4	3.8	3.6	2.3	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	16.8	0.4	3.8	3.6	2.3	2.6
LOS	E	B	A	A	A	A	A
Approach Delay	36.0				3.6		2.6
Approach LOS	D				A		A
Intersection Summary							
Cycle Length: 115							
Actuated Cycle Length: 115							
Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow							
Natural Cycle: 65							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 0.49							
Intersection Signal Delay: 5.3				Intersection LOS: A			
Intersection Capacity Utilization 66.0%				ICU Level of Service C			
Analysis Period (min) 15							

Splits and Phases: 103: Monroe St & US 1



Queues

103: Monroe St & US 1

	→	↘	↗	↙	↑	↘	↓
Lane Group	EBT	EBR	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	69	93	9	72	1203	10	1041
v/c Ratio	0.49	0.45	0.04	0.18	0.42	0.03	0.36
Control Delay	61.9	16.8	0.4	3.8	3.6	2.3	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	16.8	0.4	3.8	3.6	2.3	2.6
Queue Length 50th (ft)	50	0	0	9	99	1	56
Queue Length 95th (ft)	95	50	0	24	153	m3	77
Internal Link Dist (ft)	236				217		270
Turn Bay Length (ft)		60		185		185	
Base Capacity (vph)	481	488	486	401	2883	333	2874
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	0.14	0.19	0.02	0.18	0.42	0.03	0.36
Intersection Summary							
m Volume for 95th percentile queue is metered by upstream signal.							

HCM Signalized Intersection Capacity Analysis

103: Monroe St & US 1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	14	90	0	0	9	70	1154	13	10	985	25
Future Volume (vph)	53	14	90	0	0	9	70	1154	13	10	985	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00			1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98			0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	0.99	1.00		0.99	1.00	
Frt		1.00	0.85			0.86	1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00			1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1785	1555			1584	1748	3531		1758	3519	
Flt Permitted		0.96	1.00			1.00	0.27	1.00		0.22	1.00	
Satd. Flow (perm)		1785	1555			1584	489	3531		408	3519	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	55	14	93	0	0	9	72	1190	13	10	1015	26
RTOR Reduction (vph)	0	0	86	0	0	8	0	0	0	0	1	0
Lane Group Flow (vph)	0	69	7	0	0	1	72	1203	0	10	1040	0
Confl. Peds. (#/hr)	4					4	20		14	14		20
Confl. Bikes (#/hr)			2						1			1
Turn Type	Perm	NA	Perm			Perm	Perm	NA		Perm	NA	
Protected Phases		4						2				6
Permitted Phases	4		4			8	2			6		
Actuated Green, G (s)		9.1	9.1			9.1	93.9	93.9		93.9	93.9	
Effective Green, g (s)		9.1	9.1			9.1	93.9	93.9		93.9	93.9	
Actuated g/C Ratio		0.08	0.08			0.08	0.82	0.82		0.82	0.82	
Clearance Time (s)		6.0	6.0			6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0			2.5	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		141	123			125	399	2883		333	2873	
v/s Ratio Prot								c0.34				0.30
v/s Ratio Perm		0.04	0.00			0.00	0.15			0.02		
v/c Ratio		0.49	0.06			0.01	0.18	0.42		0.03	0.36	
Uniform Delay, d1		50.7	49.0			48.8	2.3	2.9		2.0	2.7	
Progression Factor		1.00	1.00			1.00	1.00	1.00		0.84	0.76	
Incremental Delay, d2		1.0	0.1			0.0	1.0	0.4		0.2	0.3	
Delay (s)		51.7	49.1			48.8	3.3	3.4		1.8	2.4	
Level of Service		D	D			D	A	A		A	A	
Approach Delay (s)		50.2			48.8			3.4			2.4	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.2				HCM 2000 Level of Service		A				
HCM 2000 Volume to Capacity ratio		0.42										
Actuated Cycle Length (s)		115.0				Sum of lost time (s)		12.0				
Intersection Capacity Utilization		66.0%				ICU Level of Service		C				
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

103: Monroe St & US 1

HCM 6th Edition methodology does not support Non-NEMA phasing.

Volume

104: S 19 Ave & Van Burren St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	12	88	12	13	89	47	23	114	15	42	103	12
Future Volume (vph)	12	88	12	13	89	47	23	114	15	42	103	12
Confl. Peds. (#/hr)	9		2	2		9	31		30	30		31
Confl. Bikes (#/hr)			3						2			2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	97	13	14	98	52	25	125	16	46	113	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	164	0	0	166	0	0	172	0
Intersection Summary												

HCM 6th AWSC
104: S 19 Ave & Van Burren St

Intersection

Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	88	12	13	89	47	23	114	15	42	103	12
Future Vol, veh/h	12	88	12	13	89	47	23	114	15	42	103	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	97	13	14	98	52	25	125	16	46	113	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	9.1	9.3	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	11%	9%	27%
Vol Thru, %	75%	79%	60%	66%
Vol Right, %	10%	11%	32%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	112	149	157
LT Vol	23	12	13	42
Through Vol	114	88	89	103
RT Vol	15	12	47	12
Lane Flow Rate	167	123	164	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.223	0.168	0.216	0.232
Departure Headway (Hd)	4.812	4.917	4.74	4.841
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	742	725	753	737
Service Time	2.873	2.981	2.799	2.9
HCM Lane V/C Ratio	0.225	0.17	0.218	0.235
HCM Control Delay	9.3	9	9.1	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.6	0.8	0.9

Volume
105: S 19 Ave & Jackson Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	2	4	1	0	4	4	9	123	10	18	110	8
Future Volume (vph)	2	4	1	0	4	4	9	123	10	18	110	8
Confl. Peds. (#/hr)	8		9	9		8	26		21	21		26
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	5	1	0	5	5	10	143	12	21	128	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	10	0	0	165	0	0	158	0
Intersection Summary												

HCM 6th TWSC
105: S 19 Ave & Jackson Street

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	4	1	0	4	4	9	123	10	18	110	8
Future Vol, veh/h	2	4	1	0	4	4	9	123	10	18	110	8
Conflicting Peds, #/hr	8	0	9	9	0	8	26	0	21	21	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	5	1	0	5	5	10	143	12	21	128	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	383	397	168	377	395	178	163	0	0	176	0	0
Stage 1	201	201	-	190	190	-	-	-	-	-	-	-
Stage 2	182	196	-	187	205	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	823	812	1042	580	542	865	1416	-	-	1400	-	-
Stage 1	986	986	-	812	743	-	-	-	-	-	-	-
Stage 2	1004	991	-	815	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	772	757	1007	550	505	841	1381	-	-	1372	-	-
Mov Cap-2 Maneuver	772	757	-	550	505	-	-	-	-	-	-	-
Stage 1	953	945	-	789	722	-	-	-	-	-	-	-
Stage 2	977	963	-	789	701	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.6		10.8		0.5		1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1381	-	-	789	631	1372	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.01	0.015	0.015	-	-				
HCM Control Delay (s)	7.6	0	-	9.6	10.8	7.7	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Volume

106: S 19 Ave & Monroe Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	19	114	36	3	68	20	20	108	4	10	84	19
Future Volume (vph)	19	114	36	3	68	20	20	108	4	10	84	19
Confl. Peds. (#/hr)	9		2	2		9	20		19	19		20
Confl. Bikes (#/hr)			1						2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	20	119	38	3	71	21	21	113	4	10	88	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	177	0	0	95	0	0	138	0	0	118	0
Intersection Summary												

HCM 6th AWSC
106: S 19 Ave & Monroe Street

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	19	114	36	3	68	20	20	108	4	10	84	19
Future Vol, veh/h	19	114	36	3	68	20	20	108	4	10	84	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	119	38	3	71	21	21	113	4	10	88	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	8.3	8.8	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	11%	3%	9%
Vol Thru, %	82%	67%	75%	74%
Vol Right, %	3%	21%	22%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	132	169	91	113
LT Vol	20	19	3	10
Through Vol	108	114	68	84
RT Vol	4	36	20	19
Lane Flow Rate	138	176	95	118
Geometry Grp	1	1	1	1
Degree of Util (X)	0.18	0.222	0.122	0.152
Departure Headway (Hd)	4.717	4.548	4.623	4.648
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	759	789	773	770
Service Time	2.755	2.582	2.663	2.688
HCM Lane V/C Ratio	0.182	0.223	0.123	0.153
HCM Control Delay	8.8	8.9	8.3	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.8	0.4	0.5

Volume

201: West Driveway & Jackson Street

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	31	0	0	8	0	0
Future Volume (vph)	31	0	0	8	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	34	0	0	9	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	9	0	0
Intersection Summary						

HCM 6th TWSC
201: West Driveway & Jackson Street

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	8	0	0
Future Vol, veh/h	31	0	0	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	34	0	0	9	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	43	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1578	-	1151	1166
Stage 1	-	-	-	-	1161	-
Stage 2	-	-	-	-	1190	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	1151	1166
Mov Cap-2 Maneuver	-	-	-	-	1151	-
Stage 1	-	-	-	-	1161	-
Stage 2	-	-	-	-	1190	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1578	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Volume

202: East Driveway & Jackson Street

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	31	0	0	8	0	0
Future Volume (vph)	31	0	0	8	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	34	0	0	9	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	9	0	0
Intersection Summary						

HCM 6th TWSC

202: East Driveway & Jackson Street

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	8	0	0
Future Vol, veh/h	31	0	0	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	34	0	0	9	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	43	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1578	-	1151	1166
Stage 1	-	-	-	-	1161	-
Stage 2	-	-	-	-	1190	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	1151	1166
Mov Cap-2 Maneuver	-	-	-	-	1151	-
Stage 1	-	-	-	-	1161	-
Stage 2	-	-	-	-	1190	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1578	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Future (2025) Background Synchro Output

Volume

101: Federal Highway & Van Buren Street/Van Burren Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	34	119	31	132	76	165	151	864	92	107	938	30
Future Volume (vph)	34	119	31	132	76	165	151	864	92	107	938	30
Confl. Peds. (#/hr)	2		69	69		2	16		8	8		16
Confl. Bikes (#/hr)			4									3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	37	131	34	145	84	181	166	949	101	118	1031	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	165	0	0	229	181	166	1050	0	118	1064	0
Intersection Summary												

Timings

101: Federal Highway & Van Buren Street/Van Burren Street

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	34	119	132	76	165	151	864	107	938
Future Volume (vph)	34	119	132	76	165	151	864	107	938
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	70.0	13.0	70.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	11.3%	60.9%	11.3%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	25.0	25.0		25.0	25.0	72.4	65.8	71.6	65.4
Actuated g/C Ratio	0.22	0.22		0.22	0.22	0.63	0.57	0.62	0.57
v/c Ratio	0.21	0.42		0.95	0.41	0.53	0.53	0.37	0.53
Control Delay	39.8	39.8		91.5	14.5	13.5	15.5	10.4	16.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	39.8		91.5	14.5	13.5	15.5	10.4	16.8
LOS	D	D		F	B	B	B	B	B
Approach Delay		39.8		57.5			15.2		16.2
Approach LOS		D		E			B		B

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 23.0

Intersection LOS: C

Intersection Capacity Utilization 86.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: Federal Highway & Van Buren Street/Van Burren Street



Queues

101: Federal Highway & Van Buren Street/Van Burren Street

								
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	37	165	229	181	166	1050	118	1064
v/c Ratio	0.21	0.42	0.95	0.41	0.53	0.53	0.37	0.53
Control Delay	39.8	39.8	91.5	14.5	13.5	15.5	10.4	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	39.8	91.5	14.5	13.5	15.5	10.4	16.8
Queue Length 50th (ft)	22	98	166	28	30	261	28	250
Queue Length 95th (ft)	54	165	#317	92	46	324	49	309
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	184	406	251	456	319	1995	327	1999
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.41	0.91	0.40	0.52	0.53	0.36	0.53

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary 101: Federal Highway & Van Buren Street/Van Burren Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	119	31	132	76	165	151	864	92	107	938	30
Future Volume (veh/h)	34	119	31	132	76	165	151	864	92	107	938	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	0.94		0.91	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	131	34	145	84	181	166	949	101	118	1031	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	315	82	175	72	326	396	1853	197	388	1967	63
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.08	0.76	0.76	0.06	0.75	0.75
Sat Flow, veh/h	1114	1393	362	547	317	1440	1781	3235	344	1781	3510	112
Grp Volume(v), veh/h	37	0	165	229	0	181	166	521	529	118	522	542
Grp Sat Flow(s),veh/h/ln	1114	0	1755	863	0	1440	1781	1777	1803	1781	1777	1845
Q Serve(g_s), s	0.0	0.0	9.2	16.8	0.0	12.8	4.6	13.2	13.2	3.2	14.1	14.1
Cycle Q Clear(g_c), s	26.0	0.0	9.2	26.0	0.0	12.8	4.6	13.2	13.2	3.2	14.1	14.1
Prop In Lane	1.00		0.21	0.63		1.00	1.00		0.19	1.00		0.06
Lane Grp Cap(c), veh/h	63	0	397	246	0	326	396	1018	1032	388	996	1034
V/C Ratio(X)	0.59	0.00	0.42	0.93	0.00	0.56	0.42	0.51	0.51	0.30	0.52	0.52
Avail Cap(c_a), veh/h	63	0	397	246	0	326	403	1018	1032	417	996	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	0.0	38.0	50.4	0.0	39.4	10.3	7.4	7.4	10.2	8.2	8.2
Incr Delay (d2), s/veh	9.8	0.0	0.3	38.1	0.0	1.3	0.3	1.8	1.8	0.2	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	4.0	9.3	0.0	4.6	1.7	4.3	4.3	1.2	4.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	0.0	38.3	88.5	0.0	40.7	10.6	9.3	9.2	10.4	10.2	10.1
LnGrp LOS	E	A	D	F	A	D	B	A	A	B	B	B
Approach Vol, veh/h	202			410			1216			1182		
Approach Delay, s/veh	43.6			67.4			9.4			10.2		
Approach LOS	D			E			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	71.9		32.0	12.6	70.4		32.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	64.0		26.0	7.0	64.0		26.0				
Max Q Clear Time (g_c+I1), s	5.2	15.2		28.0	6.6	16.1		28.0				
Green Ext Time (p_c), s	0.0	9.0		0.0	0.0	9.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	19.9											
HCM 6th LOS	B											

Volume

102: Federal Highway & Jackson Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	5	0	0	152	0	955	80	0	1114	2
Future Volume (vph)	0	0	5	0	0	152	0	955	80	0	1114	2
Confl. Peds. (#/hr)			5	5			11		13	13		11
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	5	0	0	163	0	1027	86	0	1198	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	5	0	0	163	0	1113	0	0	1200	0
Intersection Summary												

HCM 6th TWSC
102: Federal Highway & Jackson Street

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	0	0	152	0	955	80	0	1114	2
Future Vol, veh/h	0	0	5	0	0	152	0	955	80	0	1114	2
Conflicting Peds, #/hr	0	0	5	5	0	0	11	0	13	13	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	163	0	1027	86	0	1198	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	616	-	-	570	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	710	0	0	739	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	699	-	-	730	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.2		11.3		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR EBLn1WBLn1		SBT		SBR					
Capacity (veh/h)	-		699 730		-		-					
HCM Lane V/C Ratio	-		0.008 0.224		-		-					
HCM Control Delay (s)	-		10.2 11.3		-		-					
HCM Lane LOS	-		B B		-		-					
HCM 95th %tile Q(veh)	-		0 0.9		-		-					

Volume

103: Federal Highway & Monroe St

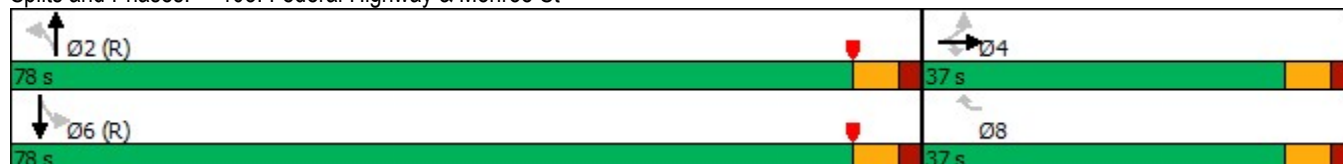
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	86	0	59	0	0	0	75	928	0	7	1088	8
Future Volume (vph)	86	0	59	0	0	0	75	928	0	7	1088	8
Confl. Peds. (#/hr)	3		49	49		3	15		42	42		15
Confl. Bikes (#/hr)			4						2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	93	0	64	0	0	0	82	1009	0	8	1183	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	64	0	0	0	82	1009	0	8	1192	0
Intersection Summary												

Timings

103: Federal Highway & Monroe St

	→	↘	↙	↑	↘	↓	
Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	Ø8
Lane Configurations	↖	↗	↖	↕	↖	↕	
Traffic Volume (vph)	0	59	75	928	7	1088	
Future Volume (vph)	0	59	75	928	7	1088	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	4			2		6	8
Permitted Phases		4	2		6		
Detector Phase	4	4	2	2	6	6	
Switch Phase							
Minimum Initial (s)	6.0	6.0	10.0	10.0	10.0	10.0	6.0
Minimum Split (s)	35.0	35.0	26.0	26.0	26.0	26.0	35.0
Total Split (s)	37.0	37.0	78.0	78.0	78.0	78.0	37.0
Total Split (%)	32.2%	32.2%	67.8%	67.8%	67.8%	67.8%	32%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.5	10.5	92.5	92.5	92.5	92.5	
Actuated g/C Ratio	0.09	0.09	0.80	0.80	0.80	0.80	
v/c Ratio	0.58	0.33	0.25	0.35	0.02	0.42	
Control Delay	63.9	16.1	5.4	3.7	2.4	2.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.9	16.1	5.4	3.7	2.4	2.6	
LOS	E	B	A	A	A	A	
Approach Delay	44.4			3.8		2.6	
Approach LOS	D			A		A	
Intersection Summary							
Cycle Length: 115							
Actuated Cycle Length: 115							
Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow							
Natural Cycle: 65							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 0.58							
Intersection Signal Delay: 5.8				Intersection LOS: A			
Intersection Capacity Utilization 74.8%				ICU Level of Service D			
Analysis Period (min) 15							

Splits and Phases: 103: Federal Highway & Monroe St



Queues

103: Federal Highway & Monroe St

	→	↘	↙	↑	↘	↓
Lane Group	EBT	EBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	93	64	82	1009	8	1192
v/c Ratio	0.58	0.33	0.25	0.35	0.02	0.42
Control Delay	63.9	16.1	5.4	3.7	2.4	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	16.1	5.4	3.7	2.4	2.6
Queue Length 50th (ft)	67	0	12	85	1	58
Queue Length 95th (ft)	118	41	34	134	m1	m88
Internal Link Dist (ft)	236			217		270
Turn Bay Length (ft)		60	185		185	
Base Capacity (vph)	475	442	329	2847	402	2843
Starvation Cap Reductn	0	0	0	0	0	72
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.14	0.25	0.35	0.02	0.43
Intersection Summary						
m Volume for 95th percentile queue is metered by upstream signal.						

HCM Signalized Intersection Capacity Analysis

103: Federal Highway & Monroe St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	0	59	0	0	0	75	928	0	7	1088	8
Future Volume (vph)	86	0	59	0	0	0	75	928	0	7	1088	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00				1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.92				1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00				0.99	1.00		0.97	1.00	
Frt		1.00	0.85				1.00	1.00		1.00	1.00	
Flt Protected		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1763	1460				1757	3539		1721	3534	
Flt Permitted		0.95	1.00				0.22	1.00		0.27	1.00	
Satd. Flow (perm)		1763	1460				409	3539		496	3534	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	93	0	64	0	0	0	82	1009	0	8	1183	9
RTOR Reduction (vph)	0	0	58	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	93	6	0	0	0	82	1009	0	8	1192	0
Confl. Peds. (#/hr)	3		49	49		3	15		42	42		15
Confl. Bikes (#/hr)			4						2			
Turn Type	Perm	NA	Perm			Perm	Perm	NA		Perm	NA	
Protected Phases		4					2			6		
Permitted Phases	4		4			8	2			6		
Actuated Green, G (s)		10.5	10.5				92.5	92.5		92.5	92.5	
Effective Green, g (s)		10.5	10.5				92.5	92.5		92.5	92.5	
Actuated g/C Ratio		0.09	0.09				0.80	0.80		0.80	0.80	
Clearance Time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0				3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		160	133				328	2846		398	2842	
v/s Ratio Prot								0.29			c0.34	
v/s Ratio Perm		0.05	0.00				0.20			0.02		
v/c Ratio		0.58	0.04				0.25	0.35		0.02	0.42	
Uniform Delay, d1		50.1	47.7				2.8	3.1		2.2	3.3	
Progression Factor		1.00	1.00				1.00	1.00		0.78	0.62	
Incremental Delay, d2		3.4	0.0				1.8	0.3		0.1	0.4	
Delay (s)		53.6	47.7				4.6	3.4		1.8	2.5	
Level of Service		D	D				A	A		A	A	
Approach Delay (s)		51.2			0.0			3.5			2.4	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			6.0				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			115.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			74.8%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

103: Federal Highway & Monroe St

HCM 6th Edition methodology does not support Non-NEMA phasing.

Volume

104: S 19 Ave & Van Burren St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	6	123	9	42	145	43	9	99	41	43	111	13
Future Volume (vph)	6	123	9	42	145	43	9	99	41	43	111	13
Confl. Peds. (#/hr)	10		28	28		10	14		27	27		14
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	140	10	48	165	49	10	113	47	49	126	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	262	0	0	170	0	0	190	0
Intersection Summary												

HCM 6th AWSC
104: S 19 Ave & Van Burren St

Intersection

Intersection Delay, s/veh 10.4

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	123	9	42	145	43	9	99	41	43	111	13
Future Vol, veh/h	6	123	9	42	145	43	9	99	41	43	111	13
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	140	10	48	165	49	10	113	47	49	126	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	11.1	9.9	10.4
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	4%	18%	26%
Vol Thru, %	66%	89%	63%	66%
Vol Right, %	28%	7%	19%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	149	138	230	167
LT Vol	9	6	42	43
Through Vol	99	123	145	111
RT Vol	41	9	43	13
Lane Flow Rate	169	157	261	190
Geometry Grp	1	1	1	1
Degree of Util (X)	0.244	0.229	0.37	0.28
Departure Headway (Hd)	5.191	5.268	5.096	5.311
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	693	682	711	677
Service Time	3.224	3.3	3.096	3.342
HCM Lane V/C Ratio	0.244	0.23	0.367	0.281
HCM Control Delay	9.9	9.9	11.1	10.4
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	1	0.9	1.7	1.1

Volume

105: S 19 Ave & Jackson Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	6	3	8	2	1	5	6	148	2	2	147	11
Future Volume (vph)	6	3	8	2	1	5	6	148	2	2	147	11
Confl. Peds. (#/hr)	17		8	8		17	30		10	10		30
Confl. Bikes (#/hr)			1			1			1			2
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	3	9	2	1	5	7	161	2	2	160	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	8	0	0	170	0	0	174	0
Intersection Summary												

HCM 6th TWSC
105: S 19 Ave & Jackson Street

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	3	8	2	1	5	6	148	2	2	147	11
Future Vol, veh/h	6	3	8	2	1	5	6	148	2	2	147	11
Conflicting Peds, #/hr	17	0	8	8	0	17	30	0	10	10	0	30
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	3	9	2	1	5	7	161	2	2	160	12
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	396	387	204	370	392	189	202	0	0	173	0	0
Stage 1	200	200	-	186	186	-	-	-	-	-	-	-
Stage 2	196	187	-	184	206	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	813	820	1011	587	544	853	1370	-	-	1404	-	-
Stage 1	987	987	-	816	746	-	-	-	-	-	-	-
Stage 2	991	1000	-	818	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	766	782	975	566	519	831	1331	-	-	1391	-	-
Mov Cap-2 Maneuver	766	782	-	566	519	-	-	-	-	-	-	-
Stage 1	953	956	-	804	734	-	-	-	-	-	-	-
Stage 2	961	984	-	800	708	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.3		10.2		0.3		0.1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1331	-	-	855	697	1391	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.022	0.012	0.002	-	-				
HCM Control Delay (s)	7.7	0	-	9.3	10.2	7.6	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

Volume

106: S 19 Ave & Monroe Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	17	117	40	12	74	12	15	119	21	13	123	24
Future Volume (vph)	17	117	40	12	74	12	15	119	21	13	123	24
Confl. Peds. (#/hr)	9		3	3		9	4		4	4		4
Confl. Bikes (#/hr)			1			4			1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	18	126	43	13	80	13	16	128	23	14	132	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	187	0	0	106	0	0	167	0	0	172	0
Intersection Summary												

HCM 6th AWSC
106: S 19 Ave & Monroe Street

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	117	40	12	74	12	15	119	21	13	123	24
Future Vol, veh/h	17	117	40	12	74	12	15	119	21	13	123	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	126	43	13	80	13	16	128	23	14	132	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	8.8	9.2	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	10%	12%	8%
Vol Thru, %	77%	67%	76%	77%
Vol Right, %	14%	23%	12%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	174	98	160
LT Vol	15	17	12	13
Through Vol	119	117	74	123
RT Vol	21	40	12	24
Lane Flow Rate	167	187	105	172
Geometry Grp	1	1	1	1
Degree of Util (X)	0.222	0.247	0.144	0.228
Departure Headway (Hd)	4.791	4.758	4.932	4.773
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	745	750	722	748
Service Time	2.85	2.817	2.998	2.832
HCM Lane V/C Ratio	0.224	0.249	0.145	0.23
HCM Control Delay	9.2	9.4	8.8	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1	0.5	0.9

Volume

201: West Driveway & Jackson Street

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	8	0	0	9	0	0
Future Volume (vph)	8	0	0	9	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	9	0	0	10	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	10	0	0
Intersection Summary						

HCM 6th TWSC
201: West Driveway & Jackson Street

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	9	0	0
Future Vol, veh/h	8	0	0	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	9	0	0	10	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	19	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1611	-	1178	1191
Stage 1	-	-	-	-	1190	-
Stage 2	-	-	-	-	1188	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	1178	1191
Mov Cap-2 Maneuver	-	-	-	-	1178	-
Stage 1	-	-	-	-	1190	-
Stage 2	-	-	-	-	1188	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1611	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Volume

202: East Driveway & Jackson Street

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	8	0	0	9	0	0
Future Volume (vph)	8	0	0	9	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	9	0	0	10	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	10	0	0
Intersection Summary						

HCM 6th TWSC
202: East Driveway & Jackson Street

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	9	0	0
Future Vol, veh/h	8	0	0	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	9	0	0	10	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	19	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1611	-	1178	1191
Stage 1	-	-	-	-	1190	-
Stage 2	-	-	-	-	1188	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	1178	1191
Mov Cap-2 Maneuver	-	-	-	-	1178	-
Stage 1	-	-	-	-	1190	-
Stage 2	-	-	-	-	1188	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1611	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Volume

101: US 1 & Van Buren Street/Van Burren Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	32	76	51	63	71	51	115	1187	72	108	1010	23
Future Volume (vph)	32	76	51	63	71	51	115	1187	72	108	1010	23
Confl. Peds. (#/hr)	2		20	20		2	34		10	10		34
Confl. Bikes (#/hr)			5						2			1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	32	77	52	64	72	52	116	1199	73	109	1020	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	129	0	0	136	52	116	1272	0	109	1043	0
Intersection Summary												

Timings

101: US 1 & Van Buren Street/Van Burren Street

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	32	76	63	71	51	115	1187	108	1010
Future Volume (vph)	32	76	63	71	51	115	1187	108	1010
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	70.0	13.0	70.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	11.3%	60.9%	11.3%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	15.1	15.1		15.1	15.1	82.0	76.0	81.7	75.8
Actuated g/C Ratio	0.13	0.13		0.13	0.13	0.71	0.66	0.71	0.66
v/c Ratio	0.23	0.52		0.81	0.19	0.31	0.55	0.36	0.45
Control Delay	46.4	42.9		80.4	4.3	6.0	10.1	7.8	11.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	46.4	42.9		80.4	4.3	6.0	10.2	7.8	11.0
LOS	D	D		F	A	A	B	A	B
Approach Delay		43.6		59.4			9.8		10.7
Approach LOS		D		E			A		B

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 15.3

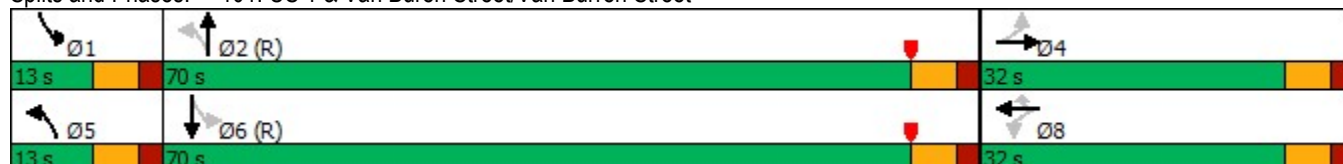
Intersection LOS: B

Intersection Capacity Utilization 83.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: US 1 & Van Buren Street/Van Burren Street



Queues

101: US 1 & Van Buren Street/Van Burren Street

								
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	129	136	52	116	1272	109	1043
v/c Ratio	0.23	0.52	0.81	0.19	0.31	0.55	0.36	0.45
Control Delay	46.4	42.9	80.4	4.3	6.0	10.1	7.8	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	46.4	42.9	80.4	4.3	6.0	10.2	7.8	11.0
Queue Length 50th (ft)	22	71	99	0	13	254	17	178
Queue Length 95th (ft)	50	126	160	13	28	384	40	279
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	241	409	290	418	393	2313	319	2321
Starvation Cap Reductn	0	0	0	0	0	131	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.32	0.47	0.12	0.30	0.58	0.34	0.45
Intersection Summary								

HCM 6th Signalized Intersection Summary 101: US 1 & Van Buren Street/Van Burren Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	76	51	63	71	51	115	1187	72	108	1010	23
Future Volume (veh/h)	32	76	51	63	71	51	115	1187	72	108	1010	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.97	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	77	52	64	72	52	116	1199	73	109	1020	23
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	196	133	136	138	296	381	2074	126	396	2161	49
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.08	1.00	1.00	0.04	0.61	0.61
Sat Flow, veh/h	1245	1018	688	466	714	1536	1781	3391	206	1781	3548	80
Grp Volume(v), veh/h	32	0	129	136	0	52	116	627	645	109	511	532
Grp Sat Flow(s),veh/h/ln	1245	0	1706	1179	0	1536	1781	1777	1821	1781	1777	1851
Q Serve(g_s), s	2.8	0.0	7.6	6.9	0.0	3.3	2.9	0.0	0.0	2.6	18.1	18.1
Cycle Q Clear(g_c), s	17.3	0.0	7.6	14.5	0.0	3.3	2.9	0.0	0.0	2.6	18.1	18.1
Prop In Lane	1.00		0.40	0.47		1.00	1.00		0.11	1.00		0.04
Lane Grp Cap(c), veh/h	146	0	329	273	0	296	381	1086	1113	396	1082	1128
V/C Ratio(X)	0.22	0.00	0.39	0.50	0.00	0.18	0.30	0.58	0.58	0.28	0.47	0.47
Avail Cap(c_a), veh/h	187	0	386	324	0	347	415	1086	1113	435	1082	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	0.0	40.5	44.2	0.0	38.8	8.9	0.0	0.0	7.6	12.3	12.3
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.5	0.0	0.1	0.2	2.2	2.2	0.1	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.2	3.7	0.0	1.2	1.0	0.7	0.7	1.0	7.3	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	0.0	40.8	44.7	0.0	38.9	9.1	2.2	2.2	7.7	13.8	13.7
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	B	B
Approach Vol, veh/h		161			188			1388			1152	
Approach Delay, s/veh		43.0			43.1			2.8			13.2	
Approach LOS		D			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	76.3		28.2	10.8	76.0		28.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	64.0		26.0	7.0	64.0		26.0				
Max Q Clear Time (g_c+I1), s	4.6	2.0		19.3	4.9	20.1		16.5				
Green Ext Time (p_c), s	0.0	12.7		0.3	0.0	8.7		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				11.8								
HCM 6th LOS				B								

Volume
102: US 1 & Jackson Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	24	0	0	69	0	1323	44	0	1136	1
Future Volume (vph)	0	0	24	0	0	69	0	1323	44	0	1136	1
Confl. Peds. (#/hr)			1			2	27		17	17		27
Confl. Bikes (#/hr)									2			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	26	0	0	73	0	1407	47	0	1209	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	26	0	0	73	0	1454	0	0	1210	0
Intersection Summary												

HCM 6th TWSC
102: US 1 & Jackson Street

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	24	0	0	69	0	1323	44	0	1136	1
Future Vol, veh/h	0	0	24	0	0	69	0	1323	44	0	1136	1
Conflicting Peds, #/hr	0	0	1	0	0	2	27	0	17	17	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	26	0	0	73	0	1407	47	0	1209	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	633	-	-	746	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	700	0	0	634	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	681	-	-	623	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.5		11.5		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1WBLn1		SBT		SBR			
Capacity (veh/h)	-		-		681 623		-		-			
HCM Lane V/C Ratio	-		-		0.037 0.118		-		-			
HCM Control Delay (s)	-		-		10.5 11.5		-		-			
HCM Lane LOS	-		-		B B		-		-			
HCM 95th %tile Q(veh)	-		-		0.1 0.4		-		-			

Volume
103: Monroe St & US 1

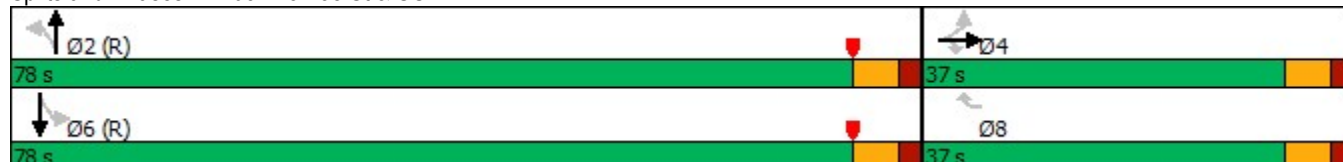
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	54	15	91	0	0	9	71	1292	14	11	1128	25
Future Volume (vph)	54	15	91	0	0	9	71	1292	14	11	1128	25
Confl. Peds. (#/hr)	4					4	20		14	14		20
Confl. Bikes (#/hr)			2						1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	56	15	94	0	0	9	73	1332	14	11	1163	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	94	0	0	9	73	1346	0	11	1189	0
Intersection Summary												

Timings

103: Monroe St & US 1

	→	↘	↖	↙	↑	↘	↓
Lane Group	EBT	EBR	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗
Traffic Volume (vph)	15	91	9	71	1292	11	1128
Future Volume (vph)	15	91	9	71	1292	11	1128
Turn Type	NA	Perm	Perm	Perm	NA	Perm	NA
Protected Phases	4				2		6
Permitted Phases		4	8	2		6	
Detector Phase	4	4	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	35.0	35.0	35.0	26.0	26.0	26.0	26.0
Total Split (s)	37.0	37.0	37.0	78.0	78.0	78.0	78.0
Total Split (%)	32.2%	32.2%	32.2%	67.8%	67.8%	67.8%	67.8%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.2	9.2	9.2	93.8	93.8	93.8	93.8
Actuated g/C Ratio	0.08	0.08	0.08	0.82	0.82	0.82	0.82
v/c Ratio	0.50	0.46	0.05	0.22	0.47	0.04	0.41
Control Delay	62.1	20.3	0.6	4.5	3.9	2.4	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	20.3	0.6	4.5	3.9	2.4	2.6
LOS	E	C	A	A	A	A	A
Approach Delay	38.3				4.0		2.6
Approach LOS	D				A		A
Intersection Summary							
Cycle Length: 115							
Actuated Cycle Length: 115							
Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow							
Natural Cycle: 65							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 0.50							
Intersection Signal Delay: 5.4				Intersection LOS: A			
Intersection Capacity Utilization 70.0%				ICU Level of Service C			
Analysis Period (min) 15							

Splits and Phases: 103: Monroe St & US 1



Queues

103: Monroe St & US 1

	→	↘	↖	↙	↑	↘	↓
Lane Group	EBT	EBR	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	71	94	9	73	1346	11	1189
v/c Ratio	0.50	0.46	0.05	0.22	0.47	0.04	0.41
Control Delay	62.1	20.3	0.6	4.5	3.9	2.4	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	20.3	0.6	4.5	3.9	2.4	2.6
Queue Length 50th (ft)	51	6	0	9	118	1	64
Queue Length 95th (ft)	97	56	0	27	183	m3	87
Internal Link Dist (ft)	236				217		270
Turn Bay Length (ft)		60		185		185	
Base Capacity (vph)	481	483	470	338	2880	282	2875
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	0.15	0.19	0.02	0.22	0.47	0.04	0.41
Intersection Summary							
m Volume for 95th percentile queue is metered by upstream signal.							

HCM Signalized Intersection Capacity Analysis

103: Monroe St & US 1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	15	91	0	0	9	71	1292	14	11	1128	25
Future Volume (vph)	54	15	91	0	0	9	71	1292	14	11	1128	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00			1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98			0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	0.99	1.00		0.99	1.00	
Frt		1.00	0.85			0.86	1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00			1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1785	1556			1584	1753	3531		1761	3522	
Flt Permitted		0.96	1.00			1.00	0.22	1.00		0.19	1.00	
Satd. Flow (perm)		1785	1556			1584	413	3531		345	3522	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	56	15	94	0	0	9	73	1332	14	11	1163	26
RTOR Reduction (vph)	0	0	78	0	0	8	0	0	0	0	1	0
Lane Group Flow (vph)	0	71	16	0	0	1	73	1346	0	11	1188	0
Confl. Peds. (#/hr)	4					4	20		14	14		20
Confl. Bikes (#/hr)			2						1			1
Turn Type	Perm	NA	Perm			Perm	Perm	NA		Perm	NA	
Protected Phases		4						2				6
Permitted Phases	4		4			8	2			6		
Actuated Green, G (s)		9.2	9.2			9.2	93.8	93.8		93.8	93.8	
Effective Green, g (s)		9.2	9.2			9.2	93.8	93.8		93.8	93.8	
Actuated g/C Ratio		0.08	0.08			0.08	0.82	0.82		0.82	0.82	
Clearance Time (s)		6.0	6.0			6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0			2.5	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		142	124			126	336	2880		281	2872	
v/s Ratio Prot								c0.38				0.34
v/s Ratio Perm		0.04	0.01			0.00	0.18			0.03		
v/c Ratio		0.50	0.13			0.01	0.22	0.47		0.04	0.41	
Uniform Delay, d1		50.7	49.2			48.7	2.4	3.2		2.0	2.9	
Progression Factor		1.00	1.00			1.00	1.00	1.00		0.80	0.71	
Incremental Delay, d2		1.0	0.2			0.0	1.5	0.5		0.2	0.4	
Delay (s)		51.7	49.3			48.7	3.9	3.7		1.9	2.5	
Level of Service		D	D			D	A	A		A	A	
Approach Delay (s)		50.4			48.7			3.7			2.5	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.1										
HCM 2000 Volume to Capacity ratio		0.47										
Actuated Cycle Length (s)		115.0								12.0		
Intersection Capacity Utilization		70.0%								C		
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

103: Monroe St & US 1

HCM 6th Edition methodology does not support Non-NEMA phasing.

Volume

104: S 19 Ave & Van Burren St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	13	102	13	18	101	53	23	135	19	49	107	13
Future Volume (vph)	13	102	13	18	101	53	23	135	19	49	107	13
Confl. Peds. (#/hr)	9		2	2		9	31		30	30		31
Confl. Bikes (#/hr)			3						2			2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	14	112	14	20	111	58	25	148	21	54	118	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	0	0	189	0	0	194	0	0	186	0
Intersection Summary												

HCM 6th AWSC
104: S 19 Ave & Van Burren St

Intersection

Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	102	13	18	101	53	23	135	19	49	107	13
Future Vol, veh/h	13	102	13	18	101	53	23	135	19	49	107	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	112	14	20	111	58	25	148	21	54	118	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	9.7	9.9	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	10%	10%	29%
Vol Thru, %	76%	80%	59%	63%
Vol Right, %	11%	10%	31%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	177	128	172	169
LT Vol	23	13	18	49
Through Vol	135	102	101	107
RT Vol	19	13	53	13
Lane Flow Rate	195	141	189	186
Geometry Grp	1	1	1	1
Degree of Util (X)	0.267	0.198	0.257	0.258
Departure Headway (Hd)	4.948	5.075	4.891	5.007
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	718	699	726	709
Service Time	3.031	3.165	2.973	3.091
HCM Lane V/C Ratio	0.272	0.202	0.26	0.262
HCM Control Delay	9.9	9.4	9.7	9.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.7	1	1

Volume
105: S 19 Ave & Jackson Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	2	4	2	0	4	4	11	146	11	18	118	8
Future Volume (vph)	2	4	2	0	4	4	11	146	11	18	118	8
Confl. Peds. (#/hr)	8		9	9		8	26		21	21		26
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	5	2	0	5	5	13	170	13	21	137	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	10	0	0	196	0	0	167	0
Intersection Summary												

HCM 6th TWSC
105: S 19 Ave & Jackson Street

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	4	2	0	4	4	11	146	11	18	118	8
Future Vol, veh/h	2	4	2	0	4	4	11	146	11	18	118	8
Conflicting Peds, #/hr	8	0	9	9	0	8	26	0	21	21	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	5	2	0	5	5	13	170	13	21	137	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	426	440	177	420	438	206	172	0	0	204	0	0
Stage 1	210	210	-	224	224	-	-	-	-	-	-	-
Stage 2	216	230	-	196	214	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	789	778	1034	544	512	835	1405	-	-	1368	-	-
Stage 1	977	977	-	779	718	-	-	-	-	-	-	-
Stage 2	971	958	-	806	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	738	723	1000	514	476	812	1370	-	-	1341	-	-
Mov Cap-2 Maneuver	738	723	-	514	476	-	-	-	-	-	-	-
Stage 1	943	936	-	755	696	-	-	-	-	-	-	-
Stage 2	941	928	-	780	695	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.7		11.1		0.5		1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1370	-	-	781	600	1341	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.012	0.016	0.016	-	-				
HCM Control Delay (s)	7.7	0	-	9.7	11.1	7.7	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Volume

106: S 19 Ave & Monroe Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	19	147	37	3	69	20	20	133	4	11	93	19
Future Volume (vph)	19	147	37	3	69	20	20	133	4	11	93	19
Confl. Peds. (#/hr)	9		2	2		9	20		19	19		20
Confl. Bikes (#/hr)			1						2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	20	153	39	3	72	21	21	139	4	11	97	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	212	0	0	96	0	0	164	0	0	128	0
Intersection Summary												

HCM 6th AWSC
106: S 19 Ave & Monroe Street

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	147	37	3	69	20	20	133	4	11	93	19
Future Vol, veh/h	19	147	37	3	69	20	20	133	4	11	93	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	153	39	3	72	21	21	139	4	11	97	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	8.5	9.2	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	9%	3%	9%
Vol Thru, %	85%	72%	75%	76%
Vol Right, %	3%	18%	22%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	203	92	123
LT Vol	20	19	3	11
Through Vol	133	147	69	93
RT Vol	4	37	20	19
Lane Flow Rate	164	211	96	128
Geometry Grp	1	1	1	1
Degree of Util (X)	0.219	0.274	0.127	0.171
Departure Headway (Hd)	4.831	4.665	4.776	4.794
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	768	747	744
Service Time	2.885	2.713	2.832	2.849
HCM Lane V/C Ratio	0.222	0.275	0.129	0.172
HCM Control Delay	9.2	9.5	8.5	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1.1	0.4	0.6

Volume

201: West Driveway & Jackson Street

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	33	0	0	8	0	0
Future Volume (vph)	33	0	0	8	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	36	0	0	9	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	9	0	0
Intersection Summary						

HCM 6th TWSC
201: West Driveway & Jackson Street

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	0	0	8	0	0
Future Vol, veh/h	33	0	0	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	36	0	0	9	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	45	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1575	-	1149	1164
Stage 1	-	-	-	-	1159	-
Stage 2	-	-	-	-	1190	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1575	-	1149	1164
Mov Cap-2 Maneuver	-	-	-	-	1149	-
Stage 1	-	-	-	-	1159	-
Stage 2	-	-	-	-	1190	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1575	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Volume

202: East Driveway & Jackson Street

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	33	0	0	8	0	0
Future Volume (vph)	33	0	0	8	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	36	0	0	9	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	9	0	0
Intersection Summary						

HCM 6th TWSC 202: East Driveway & Jackson Street

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	0	0	8	0	0
Future Vol, veh/h	33	0	0	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	36	0	0	9	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	45	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1575	-	1149	1164
Stage 1	-	-	-	-	1159	-
Stage 2	-	-	-	-	1190	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1575	-	1149	1164
Mov Cap-2 Maneuver	-	-	-	-	1149	-
Stage 1	-	-	-	-	1159	-
Stage 2	-	-	-	-	1190	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1575	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Future (2025) Total Synchro Output

Volume

101: Federal Highway & Van Buren Street/Van Burren Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	41	121	31	133	76	165	151	864	92	107	944	30
Future Volume (vph)	41	121	31	133	76	165	151	864	92	107	944	30
Confl. Peds. (#/hr)	2		69	69		2	16		8	8		16
Confl. Bikes (#/hr)			4									3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	45	133	34	146	84	181	166	949	101	118	1037	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	167	0	0	230	181	166	1050	0	118	1070	0
Intersection Summary												

Timings

101: Federal Highway & Van Buren Street/Van Burren Street

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	41	121	133	76	165	151	864	107	944
Future Volume (vph)	41	121	133	76	165	151	864	107	944
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	70.0	13.0	70.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	11.3%	60.9%	11.3%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	25.1	25.1		25.1	25.1	72.3	65.6	71.5	65.2
Actuated g/C Ratio	0.22	0.22		0.22	0.22	0.63	0.57	0.62	0.57
v/c Ratio	0.25	0.43		0.96	0.41	0.53	0.53	0.37	0.54
Control Delay	41.0	39.8		93.0	14.5	13.7	15.5	10.4	16.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	39.8		93.0	14.5	13.7	15.5	10.4	16.9
LOS	D	D		F	B	B	B	B	B
Approach Delay		40.1		58.4			15.3		16.3
Approach LOS		D		E			B		B

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 23.3

Intersection LOS: C

Intersection Capacity Utilization 87.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: Federal Highway & Van Buren Street/Van Burren Street



Queues

101: Federal Highway & Van Buren Street/Van Burren Street

								
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	167	230	181	166	1050	118	1070
v/c Ratio	0.25	0.43	0.96	0.41	0.53	0.53	0.37	0.54
Control Delay	41.0	39.8	93.0	14.5	13.7	15.5	10.4	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	39.8	93.0	14.5	13.7	15.5	10.4	16.9
Queue Length 50th (ft)	27	100	168	28	30	261	28	252
Queue Length 95th (ft)	63	166	#321	92	46	324	49	312
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	184	406	249	456	316	1990	326	1995
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.41	0.92	0.40	0.53	0.53	0.36	0.54

Intersection Summary

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

HCM 6th Signalized Intersection Summary 101: Federal Highway & Van Buren Street/Van Burren Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	121	31	133	76	165	151	864	92	107	944	30
Future Volume (veh/h)	41	121	31	133	76	165	151	864	92	107	944	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	0.94		0.91	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	133	34	146	84	181	166	949	101	118	1037	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	316	81	174	71	326	394	1853	197	388	1967	63
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.08	0.76	0.76	0.06	0.75	0.75
Sat Flow, veh/h	1114	1399	358	543	313	1440	1781	3235	344	1781	3510	112
Grp Volume(v), veh/h	45	0	167	230	0	181	166	521	529	118	525	545
Grp Sat Flow(s),veh/h/ln	1114	0	1756	856	0	1440	1781	1777	1803	1781	1777	1845
Q Serve(g_s), s	0.0	0.0	9.4	16.6	0.0	12.8	4.6	13.2	13.2	3.2	14.3	14.3
Cycle Q Clear(g_c), s	26.0	0.0	9.4	26.0	0.0	12.8	4.6	13.2	13.2	3.2	14.3	14.3
Prop In Lane	1.00		0.20	0.63		1.00	1.00		0.19	1.00		0.06
Lane Grp Cap(c), veh/h	63	0	397	245	0	326	394	1018	1032	388	996	1034
V/C Ratio(X)	0.72	0.00	0.42	0.94	0.00	0.56	0.42	0.51	0.51	0.30	0.53	0.53
Avail Cap(c_a), veh/h	63	0	397	245	0	326	401	1018	1032	417	996	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	0.0	38.1	50.5	0.0	39.4	10.4	7.4	7.4	10.2	8.3	8.3
Incr Delay (d2), s/veh	28.9	0.0	0.3	40.8	0.0	1.3	0.3	1.8	1.8	0.2	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	4.1	9.5	0.0	4.6	1.7	4.3	4.3	1.2	4.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.4	0.0	38.3	91.3	0.0	40.7	10.6	9.3	9.2	10.4	10.3	10.2
LnGrp LOS	F	A	D	F	A	D	B	A	A	B	B	B
Approach Vol, veh/h		212			411			1216			1188	
Approach Delay, s/veh		48.5			69.0			9.4			10.2	
Approach LOS		D			E			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	71.9		32.0	12.6	70.4		32.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	64.0		26.0	7.0	64.0		26.0				
Max Q Clear Time (g_c+I1), s	5.2	15.2		28.0	6.6	16.3		28.0				
Green Ext Time (p_c), s	0.0	9.0		0.0	0.0	9.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			20.6									
HCM 6th LOS			C									

Volume

102: Federal Highway & Jackson Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	18	0	0	152	0	955	80	0	1114	9
Future Volume (vph)	0	0	18	0	0	152	0	955	80	0	1114	9
Confl. Peds. (#/hr)			5	5			11		13	13		11
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	19	0	0	163	0	1027	86	0	1198	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	19	0	0	163	0	1113	0	0	1208	0
Intersection Summary												

HCM 6th TWSC
102: Federal Highway & Jackson Street

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	18	0	0	152	0	955	80	0	1114	9
Future Vol, veh/h	0	0	18	0	0	152	0	955	80	0	1114	9
Conflicting Peds, #/hr	0	0	5	5	0	0	11	0	13	13	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	19	0	0	163	0	1027	86	0	1198	10
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	620	-	-	570	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	708	0	0	739	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	697	-	-	730	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.3		11.3		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR EBLn1WBLn1		SBT		SBR					
Capacity (veh/h)	-		697 730		-		-					
HCM Lane V/C Ratio	-		0.028 0.224		-		-					
HCM Control Delay (s)	-		10.3 11.3		-		-					
HCM Lane LOS	-		B B		-		-					
HCM 95th %tile Q(veh)	-		0.1 0.9		-		-					

Volume

103: Federal Highway & Monroe St

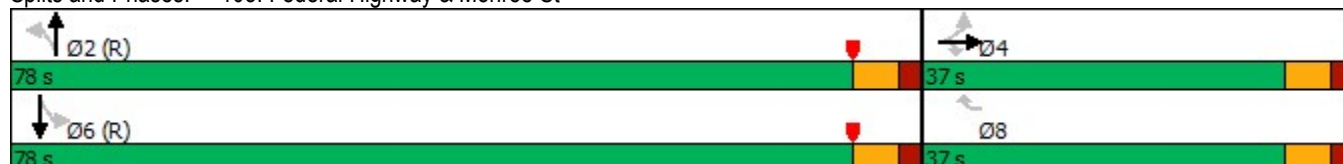
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	86	0	59	0	0	0	80	928	0	7	1101	8
Future Volume (vph)	86	0	59	0	0	0	80	928	0	7	1101	8
Confl. Peds. (#/hr)	3		49	49		3	15		42	42		15
Confl. Bikes (#/hr)			4						2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	93	0	64	0	0	0	87	1009	0	8	1197	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	64	0	0	0	87	1009	0	8	1206	0
Intersection Summary												

Timings

103: Federal Highway & Monroe St

	→	↘	↙	↑	↘	↓	
Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	Ø8
Lane Configurations	↖	↗	↖	↕	↖	↕	
Traffic Volume (vph)	0	59	80	928	7	1101	
Future Volume (vph)	0	59	80	928	7	1101	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	4			2		6	8
Permitted Phases		4	2		6		
Detector Phase	4	4	2	2	6	6	
Switch Phase							
Minimum Initial (s)	6.0	6.0	10.0	10.0	10.0	10.0	6.0
Minimum Split (s)	35.0	35.0	26.0	26.0	26.0	26.0	35.0
Total Split (s)	37.0	37.0	78.0	78.0	78.0	78.0	37.0
Total Split (%)	32.2%	32.2%	67.8%	67.8%	67.8%	67.8%	32%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.5	10.5	92.5	92.5	92.5	92.5	
Actuated g/C Ratio	0.09	0.09	0.80	0.80	0.80	0.80	
v/c Ratio	0.58	0.33	0.27	0.35	0.02	0.42	
Control Delay	63.9	16.1	5.7	3.7	2.3	2.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.9	16.1	5.7	3.7	2.3	2.7	
LOS	E	B	A	A	A	A	
Approach Delay	44.4			3.9		2.7	
Approach LOS	D			A		A	
Intersection Summary							
Cycle Length: 115							
Actuated Cycle Length: 115							
Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow							
Natural Cycle: 75							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 0.58							
Intersection Signal Delay: 5.9				Intersection LOS: A			
Intersection Capacity Utilization 75.1%				ICU Level of Service D			
Analysis Period (min) 15							

Splits and Phases: 103: Federal Highway & Monroe St



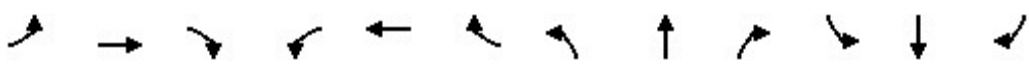
Queues

103: Federal Highway & Monroe St

	→	↘	↙	↑	↘	↓
Lane Group	EBT	EBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	93	64	87	1009	8	1206
v/c Ratio	0.58	0.33	0.27	0.35	0.02	0.42
Control Delay	63.9	16.1	5.7	3.7	2.3	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	16.1	5.7	3.7	2.3	2.7
Queue Length 50th (ft)	67	0	13	85	1	60
Queue Length 95th (ft)	118	41	37	134	m1	m90
Internal Link Dist (ft)	236			217		270
Turn Bay Length (ft)		60	185		185	
Base Capacity (vph)	475	442	324	2847	402	2843
Starvation Cap Reductn	0	0	0	0	0	74
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.14	0.27	0.35	0.02	0.44
Intersection Summary						
m Volume for 95th percentile queue is metered by upstream signal.						

HCM Signalized Intersection Capacity Analysis

103: Federal Highway & Monroe St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖ ↗	↖ ↗			↖ ↗	↖ ↗	↖ ↗		↖ ↗	↖ ↗	
Traffic Volume (vph)	86	0	59	0	0	0	80	928	0	7	1101	8
Future Volume (vph)	86	0	59	0	0	0	80	928	0	7	1101	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00				1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.92				1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00				0.99	1.00		0.97	1.00	
Frt		1.00	0.85				1.00	1.00		1.00	1.00	
Flt Protected		0.95	1.00				0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1763	1460				1758	3539		1721	3534	
Flt Permitted		0.95	1.00				0.22	1.00		0.27	1.00	
Satd. Flow (perm)		1763	1460				402	3539		496	3534	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	93	0	64	0	0	0	87	1009	0	8	1197	9
RTOR Reduction (vph)	0	0	58	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	93	6	0	0	0	87	1009	0	8	1206	0
Confl. Peds. (#/hr)	3		49	49		3	15		42	42		15
Confl. Bikes (#/hr)			4						2			
Turn Type	Perm	NA	Perm			Perm	Perm	NA		Perm	NA	
Protected Phases		4					2			6		
Permitted Phases	4		4			8	2			6		
Actuated Green, G (s)		10.5	10.5				92.5	92.5		92.5	92.5	
Effective Green, g (s)		10.5	10.5				92.5	92.5		92.5	92.5	
Actuated g/C Ratio		0.09	0.09				0.80	0.80		0.80	0.80	
Clearance Time (s)		6.0	6.0				6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0				3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		160	133				323	2846		398	2842	
v/s Ratio Prot								0.29			c0.34	
v/s Ratio Perm		0.05	0.00				0.22			0.02		
v/c Ratio		0.58	0.04				0.27	0.35		0.02	0.42	
Uniform Delay, d1		50.1	47.7				2.8	3.1		2.2	3.3	
Progression Factor		1.00	1.00				1.00	1.00		0.76	0.63	
Incremental Delay, d2		3.4	0.0				2.0	0.3		0.1	0.4	
Delay (s)		53.6	47.7				4.9	3.4		1.8	2.5	
Level of Service		D	D				A	A		A	A	
Approach Delay (s)		51.2			0.0			3.5			2.5	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.0										
HCM 2000 Volume to Capacity ratio		0.44										
Actuated Cycle Length (s)		115.0										
Intersection Capacity Utilization		75.1%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

103: Federal Highway & Monroe St

HCM 6th Edition methodology does not support Non-NEMA phasing.

Volume

104: S 19 Ave & Van Burren St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	6	123	10	42	145	43	11	106	50	43	115	13
Future Volume (vph)	6	123	10	42	145	43	11	106	50	43	115	13
Confl. Peds. (#/hr)	10		28	28		10	14		27	27		14
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	140	11	48	165	49	13	120	57	49	131	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	0	0	262	0	0	190	0	0	195	0
Intersection Summary												

HCM 6th AWSC
104: S 19 Ave & Van Burren St

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	123	10	42	145	43	11	106	50	43	115	13
Future Vol, veh/h	6	123	10	42	145	43	11	106	50	43	115	13
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	140	11	48	165	49	13	120	57	49	131	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	11.2	10.2	10.6
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	4%	18%	25%
Vol Thru, %	63%	88%	63%	67%
Vol Right, %	30%	7%	19%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	139	230	171
LT Vol	11	6	42	43
Through Vol	106	123	145	115
RT Vol	50	10	43	13
Lane Flow Rate	190	158	261	194
Geometry Grp	1	1	1	1
Degree of Util (X)	0.274	0.235	0.374	0.289
Departure Headway (Hd)	5.206	5.346	5.148	5.362
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	691	671	700	670
Service Time	3.24	3.38	3.178	3.396
HCM Lane V/C Ratio	0.275	0.235	0.373	0.29
HCM Control Delay	10.2	10	11.2	10.6
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.1	0.9	1.7	1.2

Volume

105: S 19 Ave & Jackson Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	6	4	8	6	3	23	6	148	9	7	147	11
Future Volume (vph)	6	4	8	6	3	23	6	148	9	7	147	11
Confl. Peds. (#/hr)	17		8	8		17	30		10	10		30
Confl. Bikes (#/hr)			1			1			1			2
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	4	9	7	3	25	7	161	10	8	160	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	35	0	0	178	0	0	180	0
Intersection Summary												

HCM 6th TWSC
105: S 19 Ave & Jackson Street

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	4	8	6	3	23	6	148	9	7	147	11
Future Vol, veh/h	6	4	8	6	3	23	6	148	9	7	147	11
Conflicting Peds, #/hr	17	0	8	8	0	17	30	0	10	10	0	30
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	4	9	7	3	25	7	161	10	8	160	12
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	423	407	204	387	408	193	202	0	0	181	0	0
Stage 1	212	212	-	190	190	-	-	-	-	-	-	-
Stage 2	211	195	-	197	218	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	791	804	1011	572	533	849	1370	-	-	1394	-	-
Stage 1	975	975	-	812	743	-	-	-	-	-	-	-
Stage 2	976	992	-	805	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	723	764	975	550	506	827	1331	-	-	1381	-	-
Mov Cap-2 Maneuver	723	764	-	550	506	-	-	-	-	-	-	-
Stage 1	942	941	-	800	731	-	-	-	-	-	-	-
Stage 2	921	976	-	783	698	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.5		10.3		0.3		0.3					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1331	-	-	828	717	1381	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.024	0.049	0.006	-	-				
HCM Control Delay (s)	7.7	0	-	9.5	10.3	7.6	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

Volume

106: S 19 Ave & Monroe Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	18	117	40	12	74	17	15	120	21	13	125	26
Future Volume (vph)	18	117	40	12	74	17	15	120	21	13	125	26
Confl. Peds. (#/hr)	9		3	3		9	4		4	4		4
Confl. Bikes (#/hr)			1			4			1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	19	126	43	13	80	18	16	129	23	14	134	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	111	0	0	168	0	0	176	0
Intersection Summary												

HCM 6th AWSC
106: S 19 Ave & Monroe Street

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	117	40	12	74	17	15	120	21	13	125	26
Future Vol, veh/h	18	117	40	12	74	17	15	120	21	13	125	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	126	43	13	80	18	16	129	23	14	134	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	8.9	9.3	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	10%	12%	8%
Vol Thru, %	77%	67%	72%	76%
Vol Right, %	13%	23%	17%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	175	103	164
LT Vol	15	18	12	13
Through Vol	120	117	74	125
RT Vol	21	40	17	26
Lane Flow Rate	168	188	111	176
Geometry Grp	1	1	1	1
Degree of Util (X)	0.224	0.25	0.151	0.234
Departure Headway (Hd)	4.816	4.783	4.923	4.787
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	741	747	723	746
Service Time	2.876	2.842	2.99	2.848
HCM Lane V/C Ratio	0.227	0.252	0.154	0.236
HCM Control Delay	9.3	9.4	8.9	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1	0.5	0.9

Volume

201: West Driveway & Jackson Street

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	9	12	7	10	23	12
Future Volume (vph)	9	12	7	10	23	12
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	10	13	8	11	25	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	19	38	0
Intersection Summary						

HCM 6th TWSC
201: West Driveway & Jackson Street

Intersection						
Int Delay, s/veh	4.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	12	7	10	23	12
Future Vol, veh/h	9	12	7	10	23	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	10	13	8	11	25	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	44	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1592	-	1150	1183
Stage 1	-	-	-	-	1180	-
Stage 2	-	-	-	-	1169	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	1144	1183
Mov Cap-2 Maneuver	-	-	-	-	1144	-
Stage 1	-	-	-	-	1180	-
Stage 2	-	-	-	-	1163	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3		8.2	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1157	-	-	1592	-	
HCM Lane V/C Ratio	0.033	-	-	0.005	-	
HCM Control Delay (s)	8.2	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Volume

202: East Driveway & Jackson Street

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	20	1	0	16	1	1
Future Volume (vph)	20	1	0	16	1	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	22	1	0	17	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	17	2	0
Intersection Summary						

HCM 6th TWSC 202: East Driveway & Jackson Street

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	1	0	16	1	1
Future Vol, veh/h	20	1	0	16	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	22	1	0	17	1	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	40	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1592	-	1154	1177
Stage 1	-	-	-	-	1173	-
Stage 2	-	-	-	-	1180	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	1154	1177
Mov Cap-2 Maneuver	-	-	-	-	1154	-
Stage 1	-	-	-	-	1173	-
Stage 2	-	-	-	-	1180	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1165	-	-	1592	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Control Delay (s)	8.1	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Volume

101: US 1 & Van Buren Street/Van Burren Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	38	78	51	65	71	51	115	1187	72	108	1022	23
Future Volume (vph)	38	78	51	65	71	51	115	1187	72	108	1022	23
Confl. Peds. (#/hr)	2		20	20		2	34		10	10		34
Confl. Bikes (#/hr)			5						2			1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	38	79	52	66	72	52	116	1199	73	109	1032	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	131	0	0	138	52	116	1272	0	109	1055	0
Intersection Summary												

Timings

101: US 1 & Van Buren Street/Van Burren Street

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	38	78	65	71	51	115	1187	108	1022
Future Volume (vph)	38	78	65	71	51	115	1187	108	1022
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	70.0	13.0	70.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	11.3%	60.9%	11.3%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	15.5	15.5		15.5	15.5	81.6	75.5	81.4	75.4
Actuated g/C Ratio	0.13	0.13		0.13	0.13	0.71	0.66	0.71	0.66
v/c Ratio	0.27	0.51		0.81	0.18	0.31	0.55	0.37	0.46
Control Delay	47.1	42.5		79.6	4.2	6.2	10.4	8.0	11.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	47.1	42.5		79.6	4.2	6.2	10.4	8.0	11.3
LOS	D	D		E	A	A	B	A	B
Approach Delay		43.5		58.9			10.1		11.0
Approach LOS		D		E			B		B

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 15.6

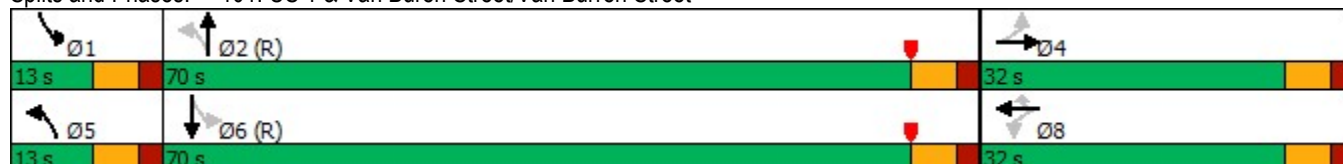
Intersection LOS: B

Intersection Capacity Utilization 83.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: US 1 & Van Buren Street/Van Burren Street



Queues

101: US 1 & Van Buren Street/Van Burren Street

								
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	38	131	138	52	116	1272	109	1055
v/c Ratio	0.27	0.51	0.81	0.18	0.31	0.55	0.37	0.46
Control Delay	47.1	42.5	79.6	4.2	6.2	10.4	8.0	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	47.1	42.5	79.6	4.2	6.2	10.4	8.0	11.3
Queue Length 50th (ft)	26	72	101	0	14	258	17	183
Queue Length 95th (ft)	56	126	161	13	28	388	40	287
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	239	409	287	418	387	2300	315	2310
Starvation Cap Reductn	0	0	0	0	0	128	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.32	0.48	0.12	0.30	0.59	0.35	0.46
Intersection Summary								

HCM 6th Signalized Intersection Summary 101: US 1 & Van Buren Street/Van Burren Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	78	51	65	71	51	115	1187	72	108	1022	23
Future Volume (veh/h)	38	78	51	65	71	51	115	1187	72	108	1022	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.97	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	79	52	66	72	52	116	1199	73	109	1032	23
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	203	133	139	137	302	374	2060	125	395	2147	48
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.08	1.00	1.00	0.04	0.61	0.61
Sat Flow, veh/h	1245	1030	678	474	697	1537	1781	3391	206	1781	3549	79
Grp Volume(v), veh/h	38	0	131	138	0	52	116	627	645	109	517	538
Grp Sat Flow(s),veh/h/ln	1245	0	1709	1171	0	1537	1781	1777	1821	1781	1777	1851
Q Serve(g_s), s	3.4	0.0	7.7	7.1	0.0	3.2	2.9	0.0	0.0	2.7	18.6	18.6
Cycle Q Clear(g_c), s	18.2	0.0	7.7	14.8	0.0	3.2	2.9	0.0	0.0	2.7	18.6	18.6
Prop In Lane	1.00		0.40	0.48		1.00	1.00		0.11	1.00		0.04
Lane Grp Cap(c), veh/h	147	0	336	277	0	302	374	1079	1106	395	1075	1120
V/C Ratio(X)	0.26	0.00	0.39	0.50	0.00	0.17	0.31	0.58	0.58	0.28	0.48	0.48
Avail Cap(c_a), veh/h	184	0	386	321	0	347	408	1079	1106	433	1075	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	0.0	40.2	44.0	0.0	38.4	9.2	0.0	0.0	7.7	12.6	12.6
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.5	0.0	0.1	0.2	2.3	2.2	0.1	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	3.3	3.7	0.0	1.2	1.0	0.7	0.7	1.0	7.5	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	0.0	40.5	44.5	0.0	38.5	9.3	2.3	2.2	7.9	14.2	14.1
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	B	B
Approach Vol, veh/h		169			190			1388			1164	
Approach Delay, s/veh		43.0			42.9			2.9			13.6	
Approach LOS		D			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	75.8		28.6	10.8	75.6		28.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	64.0		26.0	7.0	64.0		26.0				
Max Q Clear Time (g_c+l1), s	4.7	2.0		20.2	4.9	20.6		16.8				
Green Ext Time (p_c), s	0.0	12.7		0.2	0.0	8.8		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				12.1								
HCM 6th LOS				B								

Volume
102: US 1 & Jackson Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	0	0	35	0	0	69	0	1323	44	0	1136	15
Future Volume (vph)	0	0	35	0	0	69	0	1323	44	0	1136	15
Confl. Peds. (#/hr)			1			2	27		17	17		27
Confl. Bikes (#/hr)									2			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	37	0	0	73	0	1407	47	0	1209	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	37	0	0	73	0	1454	0	0	1225	0
Intersection Summary												

HCM 6th TWSC
102: US 1 & Jackson Street

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	35	0	0	69	0	1323	44	0	1136	15
Future Vol, veh/h	0	0	35	0	0	69	0	1323	44	0	1136	15
Conflicting Peds, #/hr	0	0	1	0	0	2	27	0	17	17	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	37	0	0	73	0	1407	47	0	1209	16
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	641	-	-	746	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	695	0	0	634	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	676	-	-	623	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.6		11.5		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR EBLn1WBLn1		SBT		SBR					
Capacity (veh/h)	-		676 623		-		-					
HCM Lane V/C Ratio	-		0.055 0.118		-		-					
HCM Control Delay (s)	-		10.6 11.5		-		-					
HCM Lane LOS	-		B B		-		-					
HCM 95th %tile Q(veh)	-		0.2 0.4		-		-					

Volume
103: Monroe St & US 1

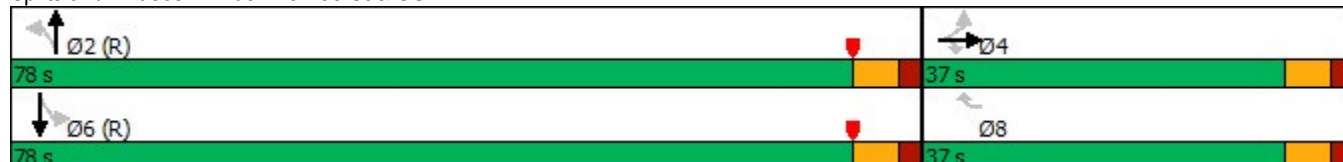
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	54	15	91	0	0	9	81	1292	14	11	1139	25
Future Volume (vph)	54	15	91	0	0	9	81	1292	14	11	1139	25
Confl. Peds. (#/hr)	4					4	20		14	14		20
Confl. Bikes (#/hr)			2						1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	56	15	94	0	0	9	84	1332	14	11	1174	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	94	0	0	9	84	1346	0	11	1200	0
Intersection Summary												

Timings

103: Monroe St & US 1

	→	↘	↖	↙	↑	↘	↓
Lane Group	EBT	EBR	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗	↖↗
Traffic Volume (vph)	15	91	9	81	1292	11	1139
Future Volume (vph)	15	91	9	81	1292	11	1139
Turn Type	NA	Perm	Perm	Perm	NA	Perm	NA
Protected Phases	4				2		6
Permitted Phases		4	8	2		6	
Detector Phase	4	4	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	35.0	35.0	35.0	26.0	26.0	26.0	26.0
Total Split (s)	37.0	37.0	37.0	78.0	78.0	78.0	78.0
Total Split (%)	32.2%	32.2%	32.2%	67.8%	67.8%	67.8%	67.8%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.2	9.2	9.2	93.8	93.8	93.8	93.8
Actuated g/C Ratio	0.08	0.08	0.08	0.82	0.82	0.82	0.82
v/c Ratio	0.50	0.47	0.05	0.25	0.47	0.04	0.42
Control Delay	62.1	21.1	0.6	4.9	3.9	2.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	21.1	0.6	4.9	3.9	2.5	2.7
LOS	E	C	A	A	A	A	A
Approach Delay	38.7				4.0		2.7
Approach LOS	D				A		A
Intersection Summary							
Cycle Length: 115							
Actuated Cycle Length: 115							
Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow							
Natural Cycle: 75							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 0.50							
Intersection Signal Delay: 5.5				Intersection LOS: A			
Intersection Capacity Utilization 70.0%				ICU Level of Service C			
Analysis Period (min) 15							

Splits and Phases: 103: Monroe St & US 1



Queues

103: Monroe St & US 1

	→	↘	↖	↙	↑	↘	↓
Lane Group	EBT	EBR	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	71	94	9	84	1346	11	1200
v/c Ratio	0.50	0.47	0.05	0.25	0.47	0.04	0.42
Control Delay	62.1	21.1	0.6	4.9	3.9	2.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	21.1	0.6	4.9	3.9	2.5	2.7
Queue Length 50th (ft)	51	8	0	11	118	1	64
Queue Length 95th (ft)	97	58	0	31	183	m2	88
Internal Link Dist (ft)	236				217		270
Turn Bay Length (ft)		60		185		185	
Base Capacity (vph)	481	481	470	333	2880	282	2875
Starvation Cap Reductn	0	0	0	0	0	0	128
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.20	0.02	0.25	0.47	0.04	0.44

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

103: Monroe St & US 1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	15	91	0	0	9	81	1292	14	11	1139	25
Future Volume (vph)	54	15	91	0	0	9	81	1292	14	11	1139	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00			1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98			0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	0.99	1.00		0.99	1.00	
Frt		1.00	0.85			0.86	1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00			1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1785	1556			1584	1753	3531		1761	3522	
Flt Permitted		0.96	1.00			1.00	0.22	1.00		0.19	1.00	
Satd. Flow (perm)		1785	1556			1584	408	3531		345	3522	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	56	15	94	0	0	9	84	1332	14	11	1174	26
RTOR Reduction (vph)	0	0	76	0	0	8	0	0	0	0	1	0
Lane Group Flow (vph)	0	71	18	0	0	1	84	1346	0	11	1199	0
Confl. Peds. (#/hr)	4					4	20		14	14		20
Confl. Bikes (#/hr)			2						1			1
Turn Type	Perm	NA	Perm			Perm	Perm	NA		Perm	NA	
Protected Phases		4						2				6
Permitted Phases	4		4			8	2			6		
Actuated Green, G (s)		9.2	9.2			9.2	93.8	93.8		93.8	93.8	
Effective Green, g (s)		9.2	9.2			9.2	93.8	93.8		93.8	93.8	
Actuated g/C Ratio		0.08	0.08			0.08	0.82	0.82		0.82	0.82	
Clearance Time (s)		6.0	6.0			6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		2.0	2.0			2.5	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		142	124			126	332	2880		281	2872	
v/s Ratio Prot								c0.38				0.34
v/s Ratio Perm		0.04	0.01			0.00	0.21			0.03		
v/c Ratio		0.50	0.14			0.01	0.25	0.47		0.04	0.42	
Uniform Delay, d1		50.7	49.2			48.7	2.5	3.2		2.0	3.0	
Progression Factor		1.00	1.00			1.00	1.00	1.00		0.82	0.71	
Incremental Delay, d2		1.0	0.2			0.0	1.8	0.5		0.2	0.4	
Delay (s)		51.7	49.4			48.7	4.3	3.7		1.9	2.5	
Level of Service		D	D			D	A	A		A	A	
Approach Delay (s)		50.4			48.7			3.7			2.5	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.1				HCM 2000 Level of Service		A				
HCM 2000 Volume to Capacity ratio		0.47										
Actuated Cycle Length (s)		115.0				Sum of lost time (s)		12.0				
Intersection Capacity Utilization		70.0%				ICU Level of Service		C				
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

103: Monroe St & US 1

HCM 6th Edition methodology does not support Non-NEMA phasing.

Volume

104: S 19 Ave & Van Burren St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	13	102	15	18	101	53	25	141	27	49	116	13
Future Volume (vph)	13	102	15	18	101	53	25	141	27	49	116	13
Confl. Peds. (#/hr)	9		2	2		9	31		30	30		31
Confl. Bikes (#/hr)			3						2			2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	14	112	16	20	111	58	27	155	30	54	127	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	142	0	0	189	0	0	212	0	0	195	0
Intersection Summary												

HCM 6th AWSC
104: S 19 Ave & Van Burren St

Intersection

Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	102	15	18	101	53	25	141	27	49	116	13
Future Vol, veh/h	13	102	15	18	101	53	25	141	27	49	116	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	112	16	20	111	58	27	155	30	54	127	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	9.8	10.1	10.1
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	10%	10%	28%
Vol Thru, %	73%	78%	59%	65%
Vol Right, %	14%	12%	31%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	193	130	172	178
LT Vol	25	13	18	49
Through Vol	141	102	101	116
RT Vol	27	15	53	13
Lane Flow Rate	212	143	189	196
Geometry Grp	1	1	1	1
Degree of Util (X)	0.292	0.204	0.261	0.274
Departure Headway (Hd)	4.956	5.142	4.966	5.044
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	717	689	714	704
Service Time	3.048	3.241	3.059	3.138
HCM Lane V/C Ratio	0.296	0.208	0.265	0.278
HCM Control Delay	10.1	9.6	9.8	10.1
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.2	0.8	1	1.1

Volume

105: S 19 Ave & Jackson Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	2	6	2	3	6	20	11	146	25	29	118	8
Future Volume (vph)	2	6	2	3	6	20	11	146	25	29	118	8
Confl. Peds. (#/hr)	8		9	9		8	26		21	21		26
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	7	2	3	7	23	13	170	29	34	137	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	33	0	0	212	0	0	180	0
Intersection Summary												

HCM 6th TWSC
105: S 19 Ave & Jackson Street

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	6	2	3	6	20	11	146	25	29	118	8
Future Vol, veh/h	2	6	2	3	6	20	11	146	25	29	118	8
Conflicting Peds, #/hr	8	0	9	9	0	8	26	0	21	21	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	7	2	3	7	23	13	170	29	34	137	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	470	482	177	455	472	214	172	0	0	220	0	0
Stage 1	236	236	-	232	232	-	-	-	-	-	-	-
Stage 2	234	246	-	223	240	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	755	746	1034	515	490	826	1405	-	-	1349	-	-
Stage 1	952	952	-	771	713	-	-	-	-	-	-	-
Stage 2	954	943	-	780	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	680	686	1000	480	450	803	1370	-	-	1322	-	-
Mov Cap-2 Maneuver	680	686	-	480	450	-	-	-	-	-	-	-
Stage 1	919	902	-	747	691	-	-	-	-	-	-	-
Stage 2	900	914	-	744	670	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10		10.8		0.5		1.5					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1370	-	-	731	652	1322	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.016	0.052	0.026	-	-				
HCM Control Delay (s)	7.7	0	-	10	10.8	7.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-				

Volume

106: S 19 Ave & Monroe Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	21	147	37	3	69	30	20	135	4	11	95	20
Future Volume (vph)	21	147	37	3	69	30	20	135	4	11	95	20
Confl. Peds. (#/hr)	9		2	2		9	20		19	19		20
Confl. Bikes (#/hr)			1						2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	22	153	39	3	72	31	21	141	4	11	99	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	0	106	0	0	166	0	0	131	0
Intersection Summary												

HCM 6th AWSC
106: S 19 Ave & Monroe Street

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	147	37	3	69	30	20	135	4	11	95	20
Future Vol, veh/h	21	147	37	3	69	30	20	135	4	11	95	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	153	39	3	72	31	21	141	4	11	99	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	8.6	9.3	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	10%	3%	9%
Vol Thru, %	85%	72%	68%	75%
Vol Right, %	3%	18%	29%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	205	102	126
LT Vol	20	21	3	11
Through Vol	135	147	69	95
RT Vol	4	37	30	20
Lane Flow Rate	166	214	106	131
Geometry Grp	1	1	1	1
Degree of Util (X)	0.224	0.279	0.14	0.176
Departure Headway (Hd)	4.865	4.697	4.75	4.824
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	760	750	739
Service Time	2.924	2.749	2.81	2.886
HCM Lane V/C Ratio	0.226	0.282	0.141	0.177
HCM Control Delay	9.3	9.6	8.6	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1.1	0.5	0.6

Volume

201: West Driveway & Jackson Street

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	34	26	13	9	20	10
Future Volume (vph)	34	26	13	9	20	10
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	37	28	14	10	22	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	24	33	0
Intersection Summary						

HCM 6th TWSC
201: West Driveway & Jackson Street

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	26	13	9	20	10
Future Vol, veh/h	34	26	13	9	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	37	28	14	10	22	11
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	89	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1537	-	1100	1150
Stage 1	-	-	-	-	1142	-
Stage 2	-	-	-	-	1156	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1537	-	1090	1150
Mov Cap-2 Maneuver	-	-	-	-	1090	-
Stage 1	-	-	-	-	1142	-
Stage 2	-	-	-	-	1146	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.4		8.3	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1109	-	-	1537	-	
HCM Lane V/C Ratio	0.029	-	-	0.009	-	
HCM Control Delay (s)	8.3	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Volume

202: East Driveway & Jackson Street

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Volume (vph)	43	1	1	21	1	1
Future Volume (vph)	43	1	1	21	1	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	47	1	1	23	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	0	24	2	0
Intersection Summary						

HCM 6th TWSC
202: East Driveway & Jackson Street

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	1	1	21	1	1
Future Vol, veh/h	43	1	1	21	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	47	1	1	23	1	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	48	0	73	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1559	-	1118	1153
Stage 1	-	-	-	-	1145	-
Stage 2	-	-	-	-	1171	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1559	-	1117	1153
Mov Cap-2 Maneuver	-	-	-	-	1117	-
Stage 1	-	-	-	-	1145	-
Stage 2	-	-	-	-	1170	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		8.2	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1135	-	-	1559	-	
HCM Lane V/C Ratio	0.002	-	-	0.001	-	
HCM Control Delay (s)	8.2	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Optimization Analysis

US 1 / S. Federal Highway & Van Buren Street

AM Peak Hour

Volume

101: Federal Highway & Van Buren Street/Van Burren Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	41	121	31	133	76	165	151	864	92	107	944	30
Future Volume (vph)	41	121	31	133	76	165	151	864	92	107	944	30
Confl. Peds. (#/hr)	2		69	69		2	16		8	8		16
Confl. Bikes (#/hr)			4									3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	45	133	34	146	84	181	166	949	101	118	1037	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	167	0	0	230	181	166	1050	0	118	1070	0
Intersection Summary												

Timings

101: Federal Highway & Van Buren Street/Van Burren Street

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	41	121	133	76	165	151	864	107	944
Future Volume (vph)	41	121	133	76	165	151	864	107	944
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	10.0	27.0	10.0	27.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	21.0	58.0	16.0	53.0
Total Split (%)	35.7%	35.7%	35.7%	35.7%	35.7%	18.3%	50.4%	13.9%	46.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	26.4	26.4		26.4	26.4	72.5	63.7	68.7	61.8
Actuated g/C Ratio	0.23	0.23		0.23	0.23	0.63	0.55	0.60	0.54
v/c Ratio	0.23	0.40		0.90	0.38	0.51	0.54	0.38	0.57
Control Delay	36.2	36.2		77.6	10.5	14.2	19.0	12.3	21.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	36.2		77.6	10.5	14.2	19.0	12.3	21.1
LOS	D	D		E	B	B	B	B	C
Approach Delay		36.2		48.0			18.4		20.2
Approach LOS		D		D			B		C

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 40 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 24.4

Intersection LOS: C

Intersection Capacity Utilization 87.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: Federal Highway & Van Buren Street/Van Burren Street



Queues

101: Federal Highway & Van Buren Street/Van Burren Street

								
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	167	230	181	166	1050	118	1070
v/c Ratio	0.23	0.40	0.90	0.38	0.51	0.54	0.38	0.57
Control Delay	36.2	36.2	77.6	10.5	14.2	19.0	12.3	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	36.2	77.6	10.5	14.2	19.0	12.3	21.1
Queue Length 50th (ft)	27	97	165	19	42	247	29	262
Queue Length 95th (ft)	56	147	244	71	86	382	63	425
Internal Link Dist (ft)		461	620			260		200
Turn Bay Length (ft)	75			80	180		100	
Base Capacity (vph)	256	545	339	578	413	1930	360	1889
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.31	0.68	0.31	0.40	0.54	0.33	0.57
Intersection Summary								

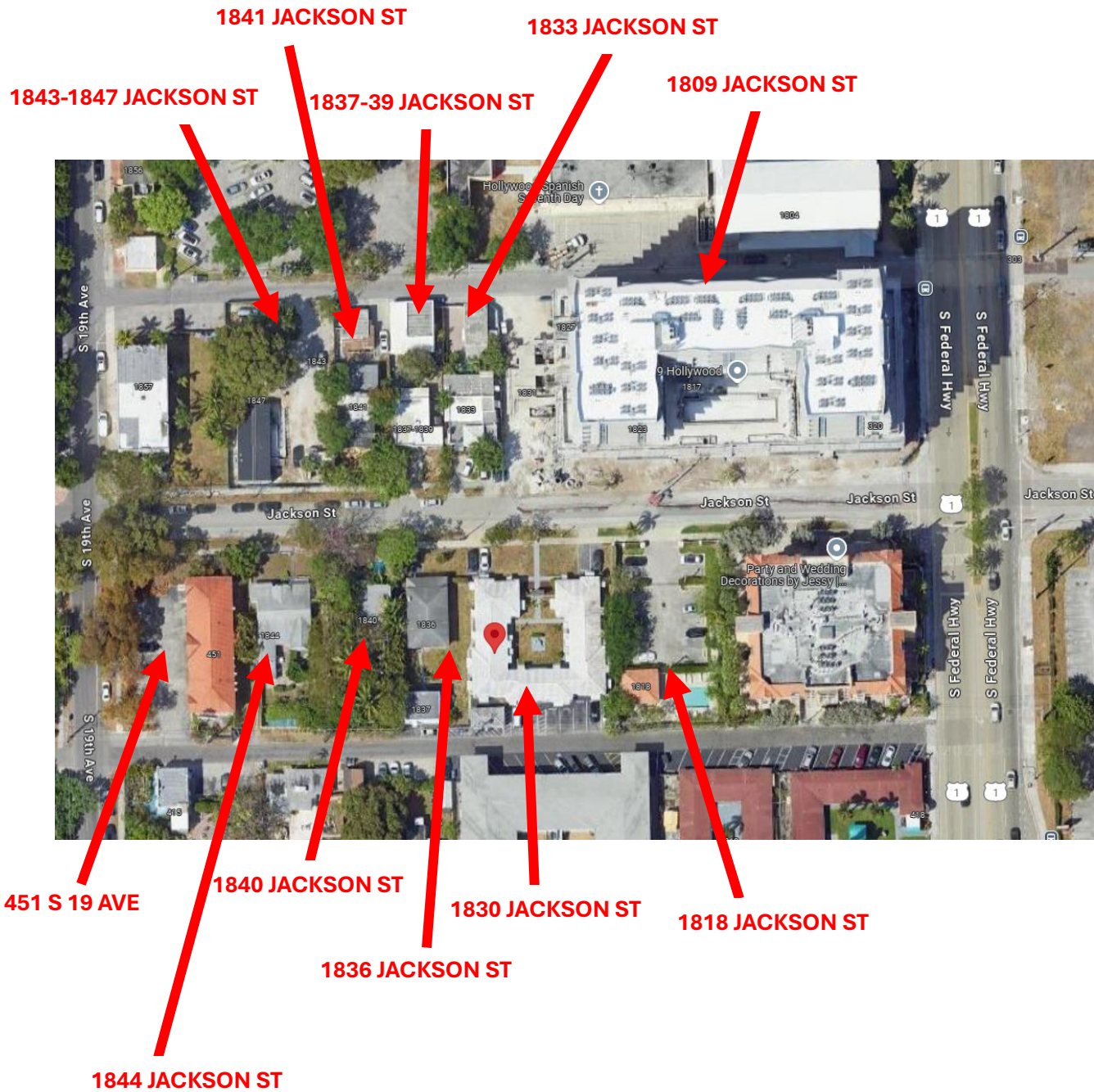
HCM 6th Signalized Intersection Summary

101: Federal Highway & Van Buren Street/Van Burren Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	121	31	133	76	165	151	864	92	107	944	30
Future Volume (veh/h)	41	121	31	133	76	165	151	864	92	107	944	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	0.96		0.93	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	133	34	146	84	181	166	949	101	118	1037	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	407	104	235	111	425	347	1634	174	337	1722	55
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.09	0.67	0.67	0.07	0.65	0.65
Sat Flow, veh/h	1114	1407	360	637	385	1472	1781	3235	344	1781	3510	112
Grp Volume(v), veh/h	45	0	167	230	0	181	166	521	529	118	525	545
Grp Sat Flow(s),veh/h/ln	1114	0	1766	1021	0	1472	1781	1777	1802	1781	1777	1845
Q Serve(g_s), s	4.6	0.0	8.5	18.0	0.0	11.5	5.3	18.2	18.2	3.8	19.5	19.5
Cycle Q Clear(g_c), s	31.2	0.0	8.5	26.6	0.0	11.5	5.3	18.2	18.2	3.8	19.5	19.5
Prop In Lane	1.00		0.20	0.63		1.00	1.00		0.19	1.00		0.06
Lane Grp Cap(c), veh/h	127	0	510	346	0	425	347	898	910	337	871	905
V/C Ratio(X)	0.36	0.00	0.33	0.66	0.00	0.43	0.48	0.58	0.58	0.35	0.60	0.60
Avail Cap(c_a), veh/h	144	0	538	367	0	448	465	898	910	405	871	905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	0.0	32.1	42.2	0.0	33.1	14.6	12.3	12.3	14.3	13.6	13.6
Incr Delay (d2), s/veh	0.6	0.0	0.1	3.1	0.0	0.3	0.4	2.7	2.7	0.2	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	3.7	6.4	0.0	4.1	2.1	6.4	6.4	1.5	7.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	0.0	32.2	45.3	0.0	33.4	15.0	15.1	15.0	14.5	16.6	16.5
LnGrp LOS	D	A	C	D	A	C	B	B	B	B	B	B
Approach Vol, veh/h	212			411			1216			1188		
Approach Delay, s/veh	36.8			40.1			15.0			16.4		
Approach LOS	D			D			B			B		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	11.7	64.1	39.3		13.4	62.4	39.3					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	10.0	52.0	35.0		15.0	47.0	35.0					
Max Q Clear Time (g_c+I1), s	5.8	20.2	33.2		7.3	21.5	28.6					
Green Ext Time (p_c), s	0.0	8.4	0.1		0.1	8.0	0.8					
Intersection Summary												
HCM 6th Ctrl Delay	20.5											
HCM 6th LOS	C											

Subject Photos

Overview Map



1830 Jackson Street



1836 Jackson Street



1840 Jackson Street



1844 Jackson Street



Adjacent Property Photos

1843-1847 Jackson Street



1841 Jackson Street



1837-1839 Jackson Street



1833 Jackson Street



451 S 19th Avenue



1818 Jackson St



1809 Jackson St





KallerArchitecture

April 15, 2024

City of Hollywood

2600 Hollywood Boulevard
Hollywood, FL 33022

Reference: Jackson Street Apartments
1830-1844 Jackson Street
Hollywood, Florida
File #23-DP-80

To Whom It May Concern,

The following is our analysis of Criteria and findings for Review for the above referenced Residential Building as per the City of Hollywood Zoning and Land Development Regulations.

DESIGN REVIEW

GENERAL CRITERIA: All plans/architectural drawings shall be reviewed based upon the evaluation of compatibility with the City's Design Guidelines, including the following elements:

CRITERION 1: Architectural and Design components. Architecture refers to the architectural elements of exterior building surfaces. Architectural details should be commensurate with the building mass. The use of traditional materials for new architectural details is recommended. Design of the building(s) shall consider aesthetics and functionality, including the relationship of the pedestrian with the built environment.

ANALYSIS: The proposed new construction multifamily building exterior design proposes a modern, contemporary design concept which places emphasis on the vertical movement of the building along with architectural screening at the garage levels and framing around the façade at the upper levels. The base of the building utilizes a mixture of elements including storefront glazing, composite wood slats and architectural screening for the garage. The proposed concept provides for friendly connection between the base and sidewalk of the building for pedestrians.

The design and overall massing of the building is broken down by framing the 4th floor units with large balconies and frame outs. Also the upper levels pull back to create a tower effect that softens the height and appearance. Each corner unit has wraparound balconies along with white and grey stucco finishes.

CRITERION 2: Compatibility. The relationship between existing architectural styles and proposed construction, including how each building along the street relates to the whole and the pattern created with adjacent structures and the surrounding neighborhood. Buildings should contain architectural details that are characteristic of the surrounding neighborhood.

ANALYSIS: The proposed building follows the intent of the District per the Downtown Master Plan. The building design also provides a building base, a common design feature in the neighborhood, which encourages pedestrian movement around the building along the streets. The mixture of both the white and grey colors palate and use of stucco work are also elements which communicate well with the existing and proposed buildings in the surrounding neighborhood.

CRITERION 3: Scale/Massing. Buildings shall be proportionate in scale, with a height which is consistent with the surrounding structures. Building mass shall reflect a simple composition of basic architectural details in relation to its length, width, height lot coverage, and setting of the structure in context with adjacent buildings. Architectural details include, but are not limited to, banding, molding, and fenestration.

ANALYSIS: The proposed building scale is consistent with the permitted and approved height restrictions allowed by the Downtown Master Plan for the District. The overall scale of the building is broken up with the base being placed at the 10'-0" setback along with a mixture of composite wood paneling, storefront glazing and architectural screening. Furthermore, the 4th level is pulled back to create a frame out effect which functions well with the large balconies for those units. In addition, the clean stucco color selection of grey and whites at the apartment levels creates a contrast with the composite wood treatment at the base as well.

CRITERION 4: Landscaping. Landscaped areas should contain a variety of native and other compatible plant types and forms and be carefully integrated with existing buildings and paved areas. Existing mature trees and other significant plants on the site should be preserved.

ANALYSIS: The proposed design incorporates the use of native plants selected specifically for use in this area with careful consideration of insects and diseases common to the area. The proposed planting also creates variations of color and texture and are integrated in the front yards of the apartment units and simultaneously along the public sidewalks.

Should you have any questions, please feel free to contact this office.

Sincerely,

Kaller Architecture



Joseph B. Kaller AIA, LEED AP BD+C
President