

Bowman

2100 North Federal Highway Traffic Impact Study

Hollywood, Florida

Project No. 313750-01-001

Prepared for:

**Starlife Development, LLC
3080 SW 44 Court
FT. Lauderdale, FL 33312**

September 2023

2100 North Federal Highway Traffic Impact Study

Hollywood, FL

Prepared for:

Starlife Development, LLC

3080 SW 44 Court

Fort Lauderdale, FL 33312

Prepared by:

Bowman Consulting Group, Ltd.

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This item has been digitally signed and sealed by John P. Kim, PE on the date adjacent to the seal.

Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

John P. Kim, P.E.

Professional Engineer

License No. 62400

State of Florida, Board of Professional Engineers

Certificate of Authorization No. 4908

September 2023

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Executive Summary

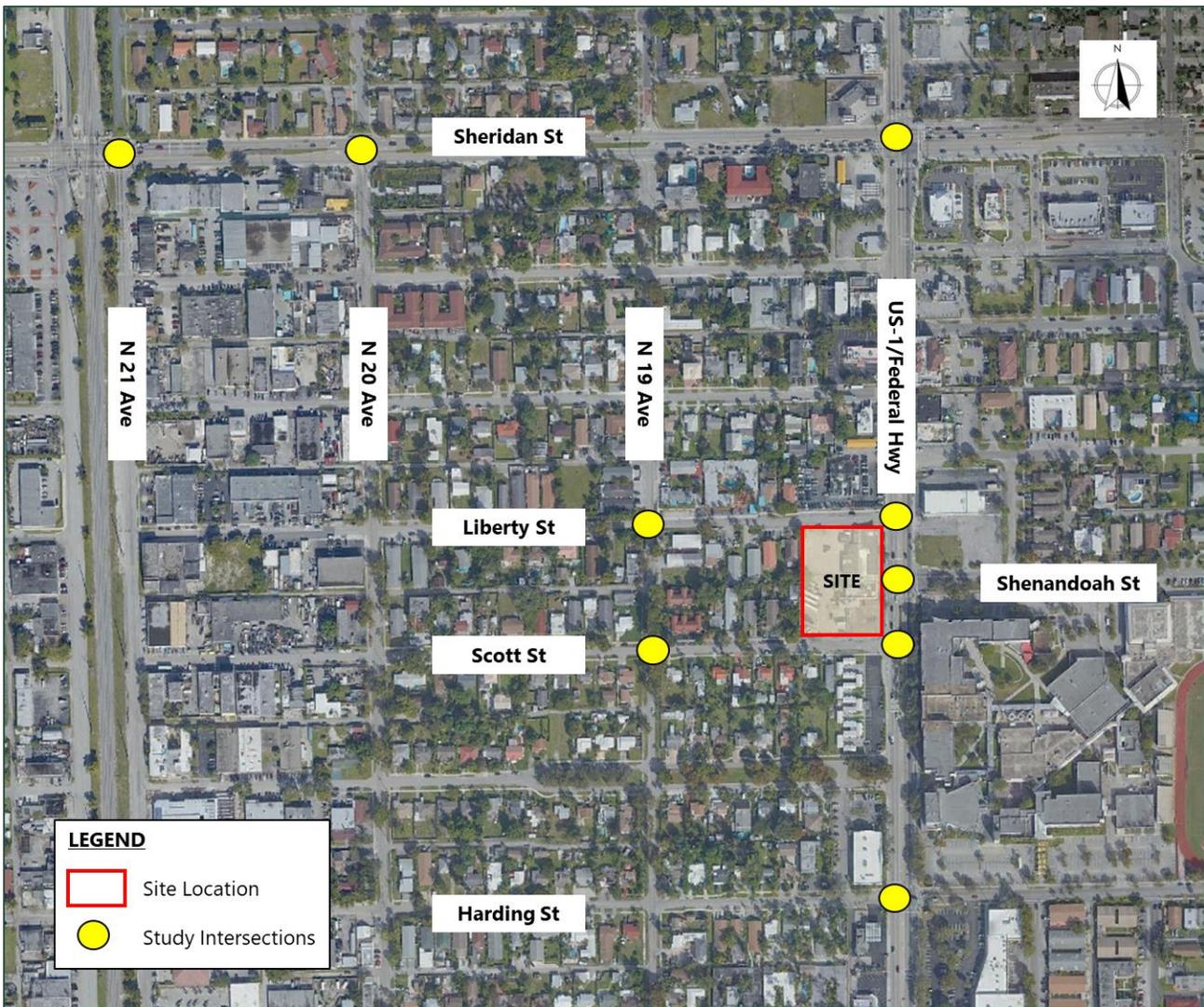
Bowman completed a traffic impact analysis for the 2100 North Federal Highway mixed-use development project located at 2100 North Federal Highway in Hollywood, Florida. The site comprises approximately 1.48 acres and will be developed with 200 high-rise multifamily units and 9,977 square feet of ground-floor retail. The proposed development is expected to be built by 2026 and will have driveway connections to Scott Street and Liberty Street. The proposed development is expected to generate 1,267 daily, 87 AM peak hour, and 125 PM peak hour net-new vehicle trips. We prepared morning and afternoon peak hour intersection capacity analysis for nine (9) intersections. The intersections were analyzed for 2023 existing, 2026 Background (future without project impacts), and 2026 Total (future with project impacts) conditions. Based on the 2026 Build conditions analysis contained herein, the following can be concluded:

- All of the analyzed intersections are expected to operate within LOS D during the AM and PM peak hours.
- The site's main driveway connection on Scott Street will operate at LOS A.
- The peak hour volumes at the site's driveway connections will not warrant the need for exclusive turn lanes on Scott Street for the site's main driveway connection..

Introduction

Bowman Consulting Group, Inc., (Bowman) has completed a traffic analysis associated with a proposed mixed-use development located at 2100 North Federal Highway in the city of Hollywood, Florida. The proposed development, with an anticipated buildout year of 2026, will include 200 high rise residential units and 9,975 square feet of ground-floor retail. The site location and study intersections are shown on **Figure 1**. The site plan is attached in **Appendix A**. This study evaluates the traffic impacts associated with the proposed development on the surrounding roadway network for three (3) scenarios: Existing (2023) conditions, Background (2026) conditions (future traffic without project), and Total (2026) conditions (future traffic with project). The analysis was prepared in accordance with a methodology that was accepted by the City. A copy of the methodology letter is included in **Appendix B**.

Figure 1 Site Location and Study Intersections



Existing (2023) Conditions Analysis

The study area includes the following intersections:

- SR 822/Sheridan Street and N. 21 Avenue (signalized)
- SR 822/Sheridan Street and N. 20 Avenue (NB/SB Two-way stop-sign control)
- SR 822/Sheridan Street and US-1 (signalized)
- N. 19 Avenue and Liberty Street (EB/WB Two-way stop-sign control)
- US-1 and Liberty Street (WB stop-sign control T intersection)
- US-1 and Shenandoah Street (signalized)
- N. 19 Avenue and Scott Street (EB/WB Two-way stop-sign control)
- U-1 and Scott Street (WB stop-sign control T intersection right-in/right-out only)
- US-1 and Harding Street (signalized)

Roadway Characteristics

A field review was conducted to obtain relevant roadway characteristics, including roadway geometries and speed limit information. The lanes configurations for the study intersections are shown in **Figure 2**. The following information was collected for the study intersection roadways:

SR 822/Sheridan Street

Sheridan Street is a four-lane, divided, state-maintained urban principal arterial road with a 40 mile per hour (MPH) posted speed limit.

Liberty Street

Liberty Street is a two-lane, undivided, city-maintained local road with an unposted speed limit.

Shenandoah Street

Shenandoah Street is a two-lane, undivided, city-maintained local road with a 30 MPH posted speed limit.

Scott Street

Scott Street is a two-lane, undivided, city-maintained local road with a 30 MPH posted speed limit.

Harding Street

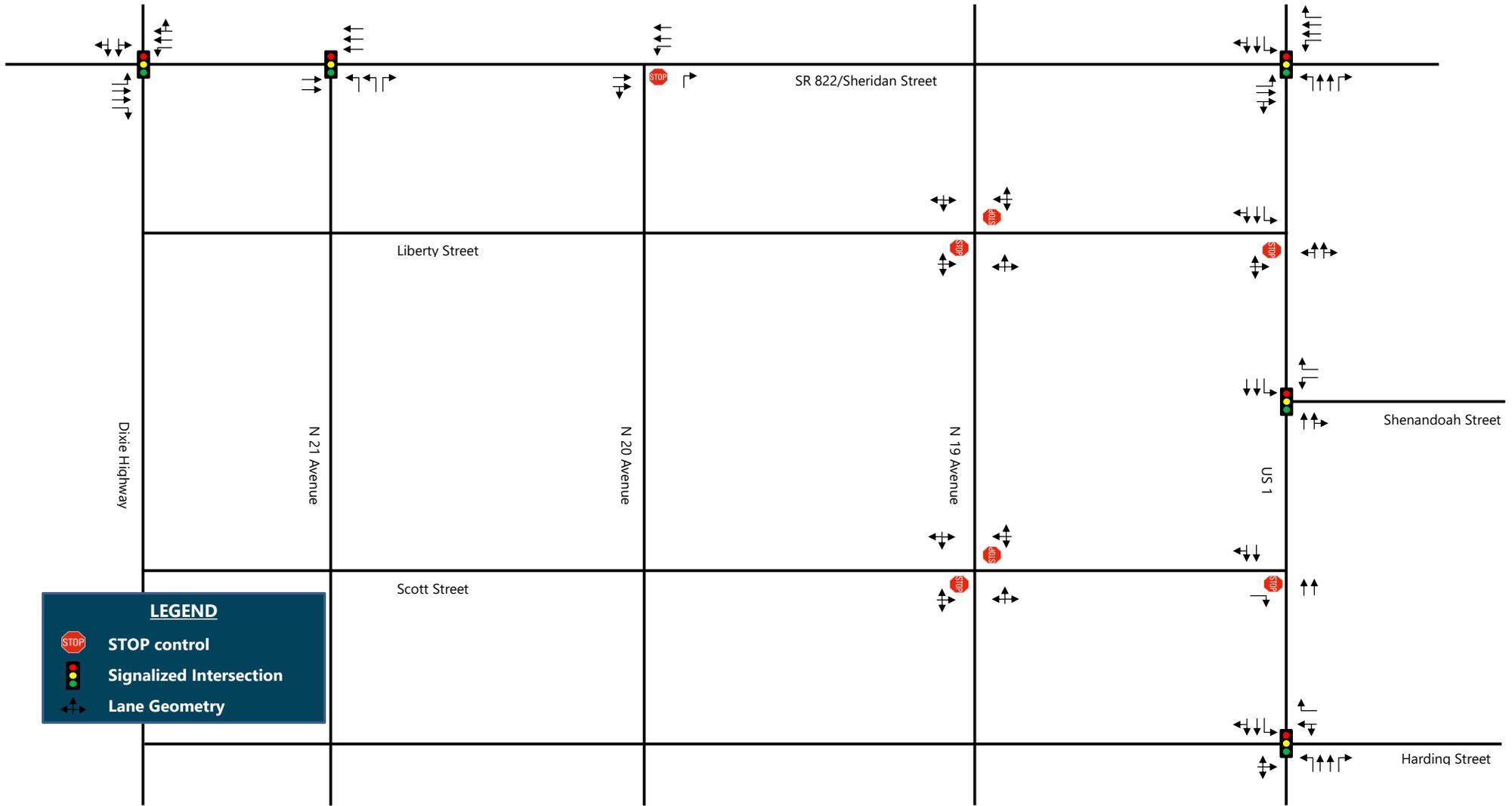
Harding Street is a two-lane, undivided, city-maintained local road with a 25 MPH posted speed limit.

N. 21 Avenue

N. 21 Avenue is a three-lane, one-way northbound, county-maintained collector road with a 35 MPH posted speed limit.

N. 20 Avenue

N. 20 Avenue is a two-lane, undivided, city-maintained local road with a 30 MPH posted speed limit.



LEGEND

- STOP control
- Signalized Intersection
- Lane Geometry

Figure 2
Existing Lane Geometry
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STU
City of Hollywood, Florida

N. 19 Avenue

N. 19 Avenue is a two-lane, undivided, city-maintained local road with a 30 MPH posted speed limit.

SR 5/N. Federal Highway/US-1

US-1 is a four-lane, divided, state-maintained urban principal arterial road with a 35 MPH posted speed limit. The majority of the road between Sheridan Street and Taft Street has a centered two-way left-turn lane, but there are sections that have a raised median.

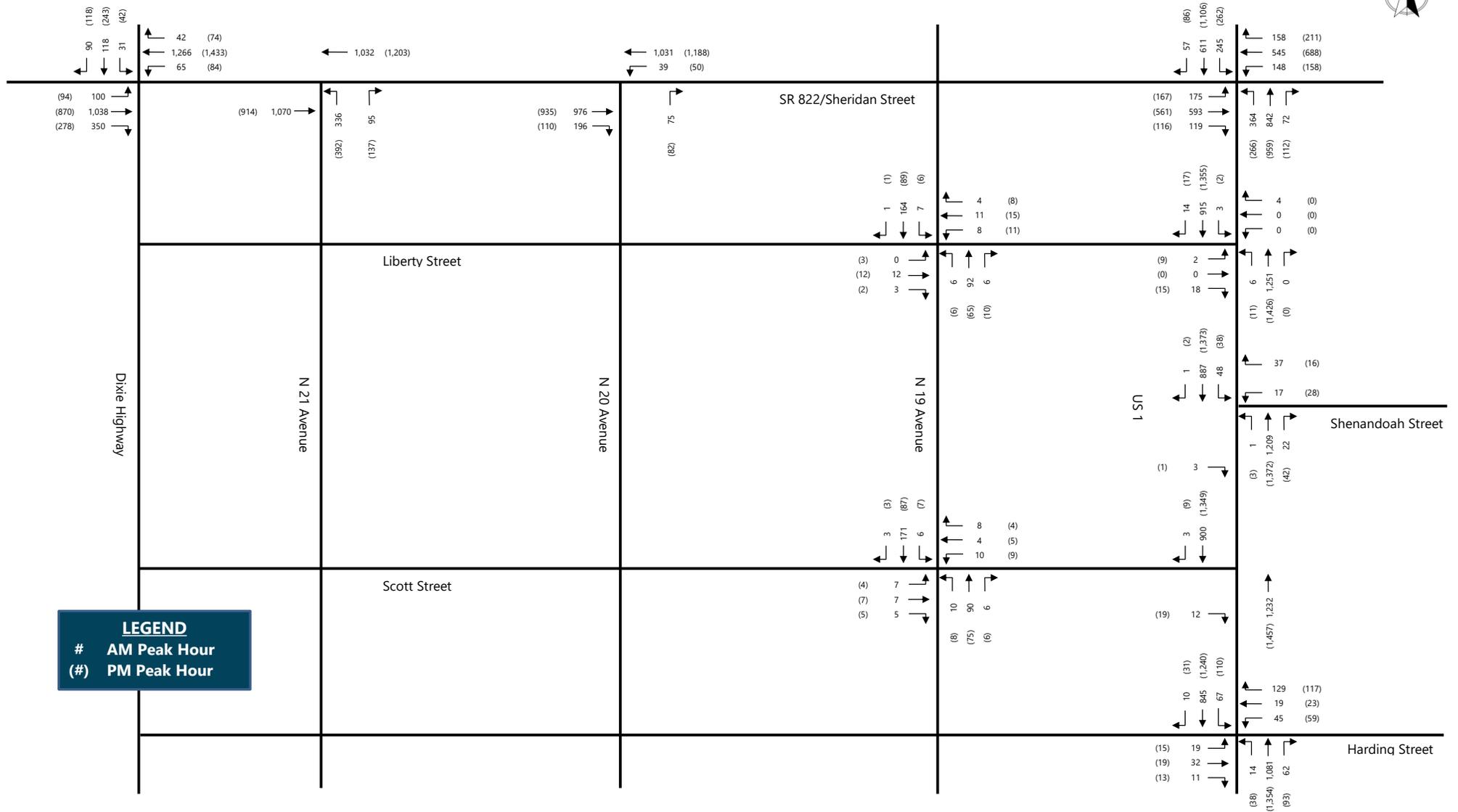
Data Collection

Turning movement volumes were collected at the study intersections on Tuesday, September 19, 2023, from 7:00 to 9:00 AM and 4:00 to 6:00 PM. Individual intersection peak hour counts were used in the analysis. Traffic-signal timing data was acquired from the Broward County Traffic Engineering Division. The turning movement count data and traffic-signal timing data are included in **Appendix C**.

Traffic Volumes

The collected counts were adjusted to reflect existing (2023) peak season volumes. Peak Season Conversion Factors (PSCF) of 1.08 for the intersections on US-1 and 1.06 for all other study intersections were applied to the turning movement counts to develop peak-season volumes for each individual intersection. This information was obtained from the 2022 Florida Department of Transportation (FDOT) *Peak Season Factor Category Report*, included in Appendix B. AM and PM peak hour intersection volume development tables are included in **Appendix D**. **Figure 3** graphically depicts the existing (2023) peak hour traffic volumes.

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LEGEND
 # AM Peak Hour
 (#) PM Peak Hour

Figure 3
 2023 Existing Traffic Volumes
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY
 City of Hollywood, Florida

Intersection Capacity

Intersection capacity analysis was performed for AM and PM peak hour conditions at the study intersections, using Synchro 11 software. Peak hour factors were based on the collected data. The HCM 6th edition outputs from Synchro were used, where applicable. The intersection capacity analysis reports are included in **Appendix E**. Results of the AM and PM peak hour intersection capacity analyses are summarized in **Table 1** and shows that all intersections are operating at Level of Service (LOS) D or better. Tables summarizing the LOS for all movements and approaches and 95th percentile queue lengths for exclusive turn lanes are included in Appendix E.

Table 1 2023 Peak Hour Existing Intersection Capacity Analysis Summary

Location	Time	Level of Service	
		Overall	
		LOS	Delay
SR 822/Sheridan Street at N 21 Avenue ⁽¹⁾	AM	B	19.0
	PM	C	20.7
SR 822/Sheridan Street at N 20 Avenue	AM	A	0.8
	PM	A	0.8
SR 822/Sheridan Street at US 1	AM	D	44.5
	PM	D	48.3
Liberty Street at N 19 Avenue	AM	A	1.8
	PM	A	2.5
US 1 at Liberty Street	AM	A	0.6
	PM	A	0.8
US 1 at Shenandoah Street	AM	A	2.6
	PM	A	1.9
Scott Street at N 19 Avenue	AM	A	1.9
	PM	A	2.1
US 1 at Scott Street	AM	A	0.1
	PM	A	0.1
US 1 at Harding Street	AM	B	13.3
	PM	B	11.9

(1) Summarized using Synchro outputs, due to HCM limitations

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Background (2026) Conditions Analysis

Background Growth Rate

Traffic volumes for Background traffic conditions (future conditions without project traffic) were calculated for 2026 by applying a growth rate to existing volumes. The growth rate applied to each study roadway was based on a review of five-year historical traffic volumes (2017 - 2022) from FDOT count stations near the study intersections. The historical volume data and growth rate calculation are included in Appendix C. An analysis of the data yielded a negative historical growth rate. Therefore, a compound growth rate of one (1) percent was applied to the existing volumes.

Roadway Projects & Committed Development Traffic

We reviewed the City’s Capital Improvement Projects list and Broward County’s Transportation Improvement Program (TIP) and found that there are no proposed roadway or intersection improvements near the proposed development or within the study area. We included traffic from three (3) committed development projects: Alta Hollywood; University Station; and Holiday Inn Express. Pages from the traffic studies for these projects are included in Appendix C. The tables included in Appendix D summarize the AM and PM peak hour Background volume calculations. **Figure 4** graphically depicts the Background (2026) peak hour traffic volumes.

Intersection Capacity Analysis

Intersection capacity analysis was performed for AM and PM peak hour Background conditions at the study intersections. The intersection capacity analysis worksheets are included in Appendix E. Results of the AM and PM peak hour intersection capacity analysis are summarized in **Table 2** and shows that all of the study intersections will operate at LOS D. Tables summarizing the LOS for all movements and approaches and 95th percentile queue lengths for exclusive turn lanes are included in Appendix E.

Table 2 2026 Peak Hour Background Intersection Capacity Analysis Summary

Location	Time	Level of Service	
		Overall	
		LOS	Delay
SR 822/Sheridan Street at N 21 Avenue ⁽¹⁾	AM	C	20.1
	PM	C	21.6
SR 822/Sheridan Street at N 20 Avenue	AM	A	0.9
	PM	A	0.8
SR 822/Sheridan Street at US 1	AM	D	46.2
	PM	D	52.2
Liberty Street at N 19 Avenue	AM	A	1.8
	PM	A	2.5
US 1 at Liberty Street	AM	A	0.7
	PM	A	1.0
US 1 at Shenandoah Street	AM	A	2.6
	PM	A	2.0
Scott Street at N 19 Avenue	AM	A	2.0
	PM	A	2.2
US 1 at Scott Street	AM	A	0.1
	PM	A	0.1
US 1 at Harding Street	AM	B	13.5
	PM	B	12.2

(1) Summarized using Synchro outputs, due to HCM limitations

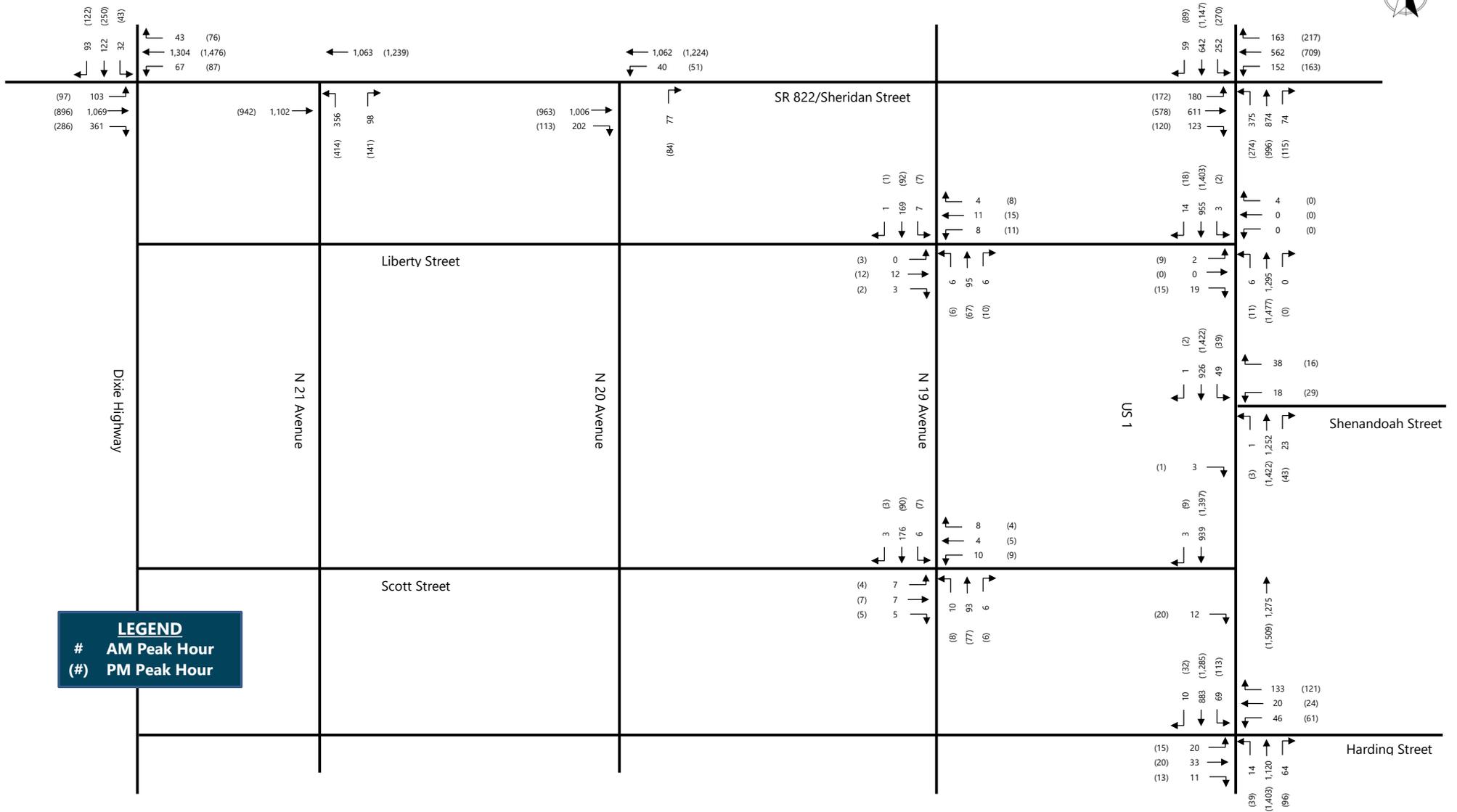


Figure 4
 2026 Background Traffic Volumes
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY
 City of Hollywood, Florida

Total (2026) Conditions Analysis

Project Trip Generation

The proposed redevelopment includes 200 high-rise multifamily units and 9,977 square-feet of ground-floor retail. Daily, AM, and PM peak-hour vehicle trips generated by the proposed development were estimated based on trip generation rates and equations published in the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition. **Table 3** summarizes the results of the net new daily, AM peak hour, and PM peak hour trip generation analysis for the proposed redevelopment which is expected to generate 1,267 daily, 87 AM peak hour, and 125 PM peak hour vehicle trips. Internalization reductions, based on ITE rates, were applied to account for interaction between the residential and retail land uses. There are existing non-residential land uses on the site that will be replaced by the proposed development. However, we did not take credit for the existing development to provide a conservative analysis. We also did not take credit for retail pass-by trips. Trip generation calculations, internalization calculations, and ITE data are provided in **Appendix F**.

Table 3 Trip Generation Analysis

TIME	LAND USE	ITE CODE	INTENSITY	IN	OUT	TOTAL
DAILY	Residential - Multifamily Housing (High-Rise)	222	200 DU	400	416	816
	Retail (<40k)	822	9,977 SF	234	217	451
	TOTAL			634	633	1,267
AM Peak Hour	Residential - Multifamily Housing (High-Rise)	222	200 DU	21	42	63
	Retail (<40k)	822	9,977 SF	14	10	24
	TOTAL			35	52	87
PM Peak Hour	Residential - Multifamily Housing (High-Rise)	222	200 DU	32	29	61
	Retail (<40k)	822	9,977 SF	35	29	64
	TOTAL			67	58	125

(1) ITE Trip Generation Manual, 11th Edition.

(2) Includes Internlization Reductions Based on ITE Rates.

Project Driveway Access

The site will have a two-way driveway connection to Scott Street and a two-way driveway connection to Liberty Street. The driveways are expected to operate as full access driveways. Scott Street and Liberty Street are two-lane undivided local roads. The driveway on Liberty Street will serve residential and retail traffic. The driveway on Liberty Street will serve loading and service vehicles. The existing driveway connections to US-1 will be removed and no driveways are proposed. The site plan included in Appendix A shows the driveway locations.

Project Trip Distribution

The trip distribution is 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. **Figure 5** shows the project distribution percentages. Some of the entering and exiting distribution percentages are not equal due to turning movement restrictions at certain intersections.

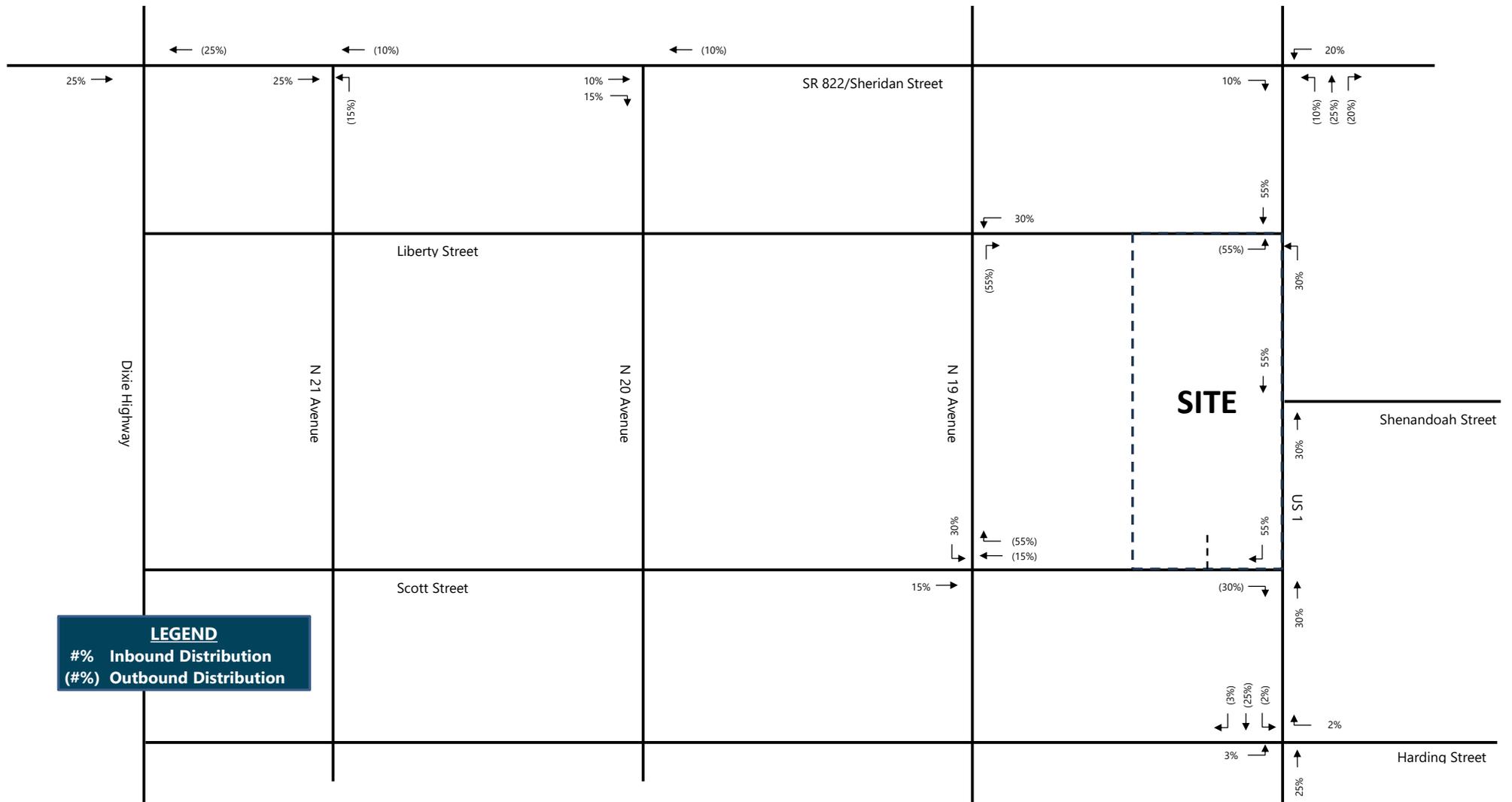


Figure 5
Project Traffic Distribution
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY
City of Hollywood, Florida

Project Trip Assignment

The assignment of project trips at the study intersections and project driveways was based on the project distribution and trip generation analysis. The project trips are graphically shown on **Figure 6**. Detailed calculations of traffic volumes for the AM and PM peak hours are summarized in the tables in Appendix D. Total (2026) peak hour traffic volumes are graphically depicted on **Figure 7**. **Figure 8** graphically depicts the peak hour traffic volumes at the site's main driveway connection to Scott Street.

Intersection Capacity Analysis

Intersection capacity analysis was performed for AM and PM peak hour Total conditions at the study intersections. The intersection capacity analysis worksheets are included in Appendix E. Results of the AM and PM peak hour intersection capacity analysis are summarized in **Table 4**. All of the study intersections are expected to operate LOS D or better. We optimized the traffic signal timing for the intersection of Sheridan Street and US-1 for the PM peak hour, without changing the cycle length, to achieve LOS D. The site's main driveway connection to Scott Street is expected to operate at LOS A during the AM and PM peak hours. The peak hour volumes, shown in Figure 8, do not warrant the need for an exclusive right-turn or left-turn lane on Scott Street. The FDOT recommends exclusive right-turn lanes for driveways where the number of peak-hour right turns are 80 or higher. We used warrant analysis based on the American Association of State Highway Officials criteria. Tables summarizing the intersection LOS and 95th percentile queue lengths for exclusive turn lanes and left-turn warrant analyses are included in Appendix E.

Table 4 2026 Peak Hour Total Intersection Capacity Analysis Summary

Location	Time	Level of Service	
		Overall	
		LOS	Delay
SR 822/Sheridan Street at N 21 Avenue ⁽¹⁾	AM	C	20.6
	PM	C	21.8
SR 822/Sheridan Street at N 20 Avenue	AM	A	0.9
	PM	A	0.8
SR 822/Sheridan Street at US 1	AM	D	46.9
	PM	D	54.8
Liberty Street at N 19 Avenue	AM	A	2.1
	PM	A	2.9
US 1 at Liberty Street	AM	A	1.8
	PM	A	6.1
US 1 at Shenandoah Street	AM	A	2.6
	PM	A	2.0
Scott Street at N 19 Avenue	AM	A	3.2
	PM	A	3.9
Scott Street at Project Driveway	AM	A	5.6
	PM	A	4.8
US 1 at Scott Street	AM	A	0.2
	PM	A	0.2
US 1 at Harding Street	AM	B	13.6
	PM	B	12.4

(1) Summarized using Synchro outputs, due to HCM limitations

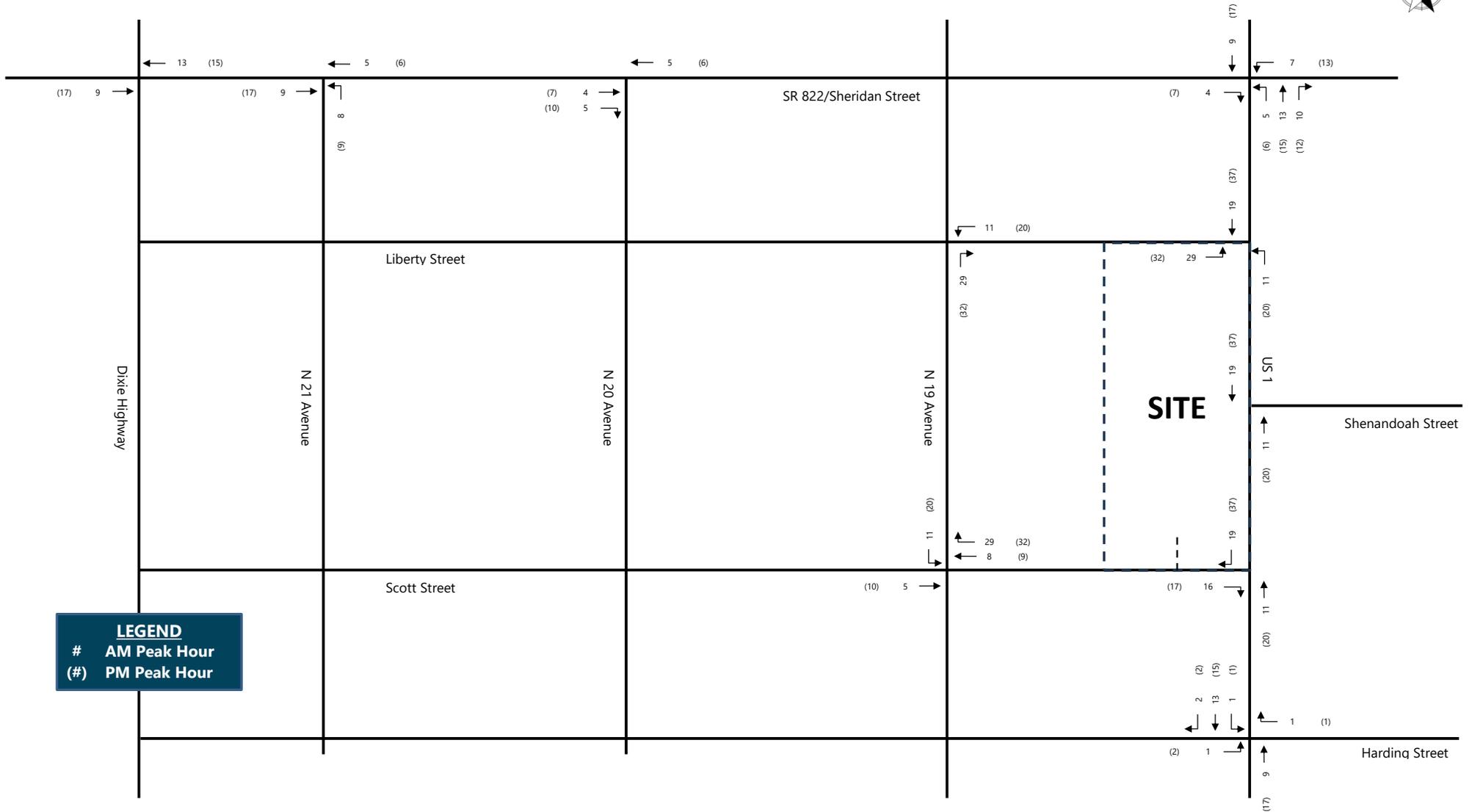


Figure 6
Project Traffic Assignment
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY
City of Hollywood, Florida

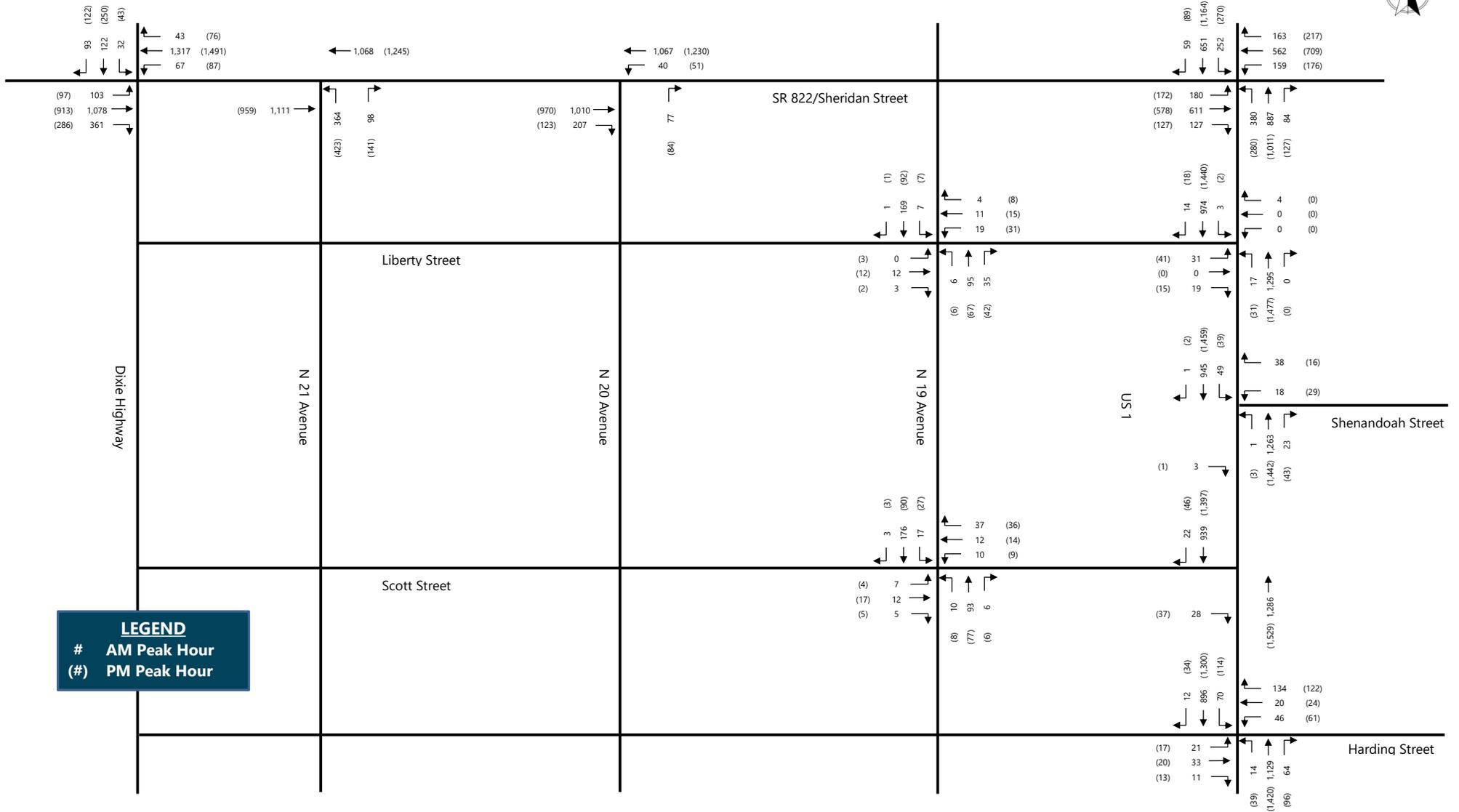
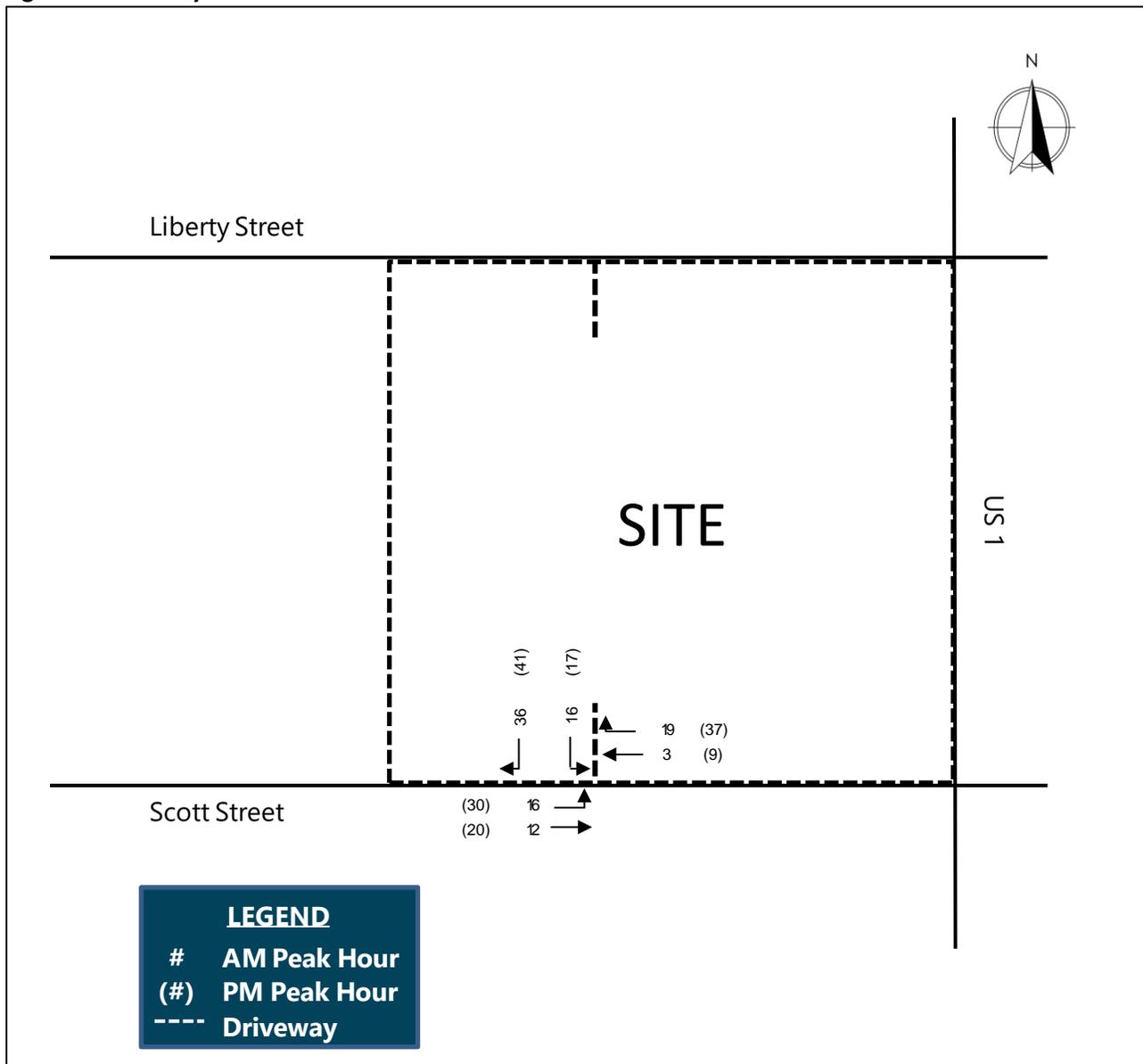


Figure 7
 2026 Total Traffic Volumes
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY
 City of Hollywood, Florida

Figure 8 Driveway Volumes



Pedestrian and Transit Facilities

The site plan shows that there will be pedestrian sidewalks on Liberty Street, Scott Street, and US-1 adjacent to the development site. The site plan shows a bicycle storage area within the proposed building. The nearest transit bus stops are on US-1 approximately 150 feet from the site. Broward County Transit Route 1 and the Route 1 Breeze provide service at these bus stops. Both buses follow the same route, but the Breeze stops has fewer stops. The route provides service from the Aventura Mall in Miami-Dade County along US-1 to the Broward County Transit Central Terminal in Fort Lauderdale. **Appendix G** contains a map showing the site’s location relative to the transit routes and route data.

Conclusion

Bowman completed a traffic impact analysis for the 2100 North Federal Highway mixed-use development located in the City of Hollywood, Florida. The project will redevelop the site to include 200 high-rise multifamily units and 9,977 square-feet of ground floor retail. We analyzed nine (9) intersections during the AM and PM peak hours for existing, 2026 background, and 2026 total conditions. Based on the 2026 build conditions analysis contained herein, the following can be concluded:

- All of the analyzed intersections are expected to operate within LOS D during the AM and PM peak hours.
- The site's main driveway connection on Scott Street will operate at LOS A.
- The peak hour volumes at the site's driveway connections will not warrant the need for exclusive turn lanes on Scott Street for the site's main driveway connection.

Appendix A

Site Plan

LEGAL DESCRIPTION:

MONTEREY PARK SUBDIVISION, PLAT BOOK 2, PAGE 46 OF PUBLIC RECORDS OR BROWARD COUNTY, FLORIDA SECTION 10, TOWNSHIP 51 SOUTH, RANGE 42 EAST. LOT 1 LESS E 7 LESS 15 RAD ARC TAN TO S & E LINE OF LOT 1.

ZONING DESIGNATION:

FH2

ALLOWED LAND USE	COMMERCIAL
MAXIMUM BUILDING HEIGHT	140'-0"
MAXIMUM HEIGHT - STORIES	14
FLOOR AREA RATIO	3.00
MAX BUILDING AREA ALLOWED	192,936 SF
MAXIMUM FOOTPRINT	54,795 SF
GROSS PROPERTY SIZE	64,285 SF / 1.48 AC
RESIDENTIAL DENSITY	UNLIMITED DU/AC

BUILDING SETBACKS:

NON-RESIDENTIAL - FRONT	10'-0"
NON-RESIDENTIAL - REAR	10'-0"
NON-RESIDENTIAL - SIDE ST	10'-0"
NON-RESIDENTIAL - SIDE ST	10'-0"
RESIDENTIAL - FRONT	15'-0"
RESIDENTIAL - REAR	15'-0"
RESIDENTIAL - SIDE ST	15'-0"
RESIDENTIAL - SIDE ST	15'-0"

PROPOSED DEVELOPMENT:

1. TOTAL COMMERCIAL / RETAIL	9,977 SF
2. TOTAL 200 RESIDENTIAL UNITS	156,609 SF

RESIDENCES

ENCLOSED

BALCONY

LEVEL 01 (LOBBY)	2,752 SF	N/A
LEVEL 02	10,709 SF	2,607 SF
LEVEL 03	10,709 SF	2,607 SF
LEVEL 04	10,709 SF	2,607 SF
LEVEL 05	11,946 SF	2,887 SF
LEVEL 06	14,067 SF	3,953 SF
LEVEL 07	14,067 SF	3,953 SF
LEVEL 08	14,067 SF	3,953 SF
LEVEL 09	14,067 SF	3,953 SF
LEVEL 10	14,067 SF	3,953 SF
LEVEL 11	14,067 SF	3,953 SF
LEVEL 12	14,067 SF	3,953 SF
LEVEL 13	14,067 SF	3,953 SF

TOTALS: 159,361 SF 42,332 SF

TYPICAL LAYOUTS

QTY.

3 BEDROOM UNIT	2
2 BEDROOM UNIT	40
1 BEDROOM + DEN	112
STUDIO UNIT (QTY 2)	46

TOTAL UNITS: 200

The maximum foot-candle level shall be 0.5 at all property lines.



ENCLOSED AREAS	
RESIDENTIAL UNITS	3,608 SF
RESIDENTIAL AMENITIES	0
B.O.H. / SERVICES	2,691 SF
VERTICAL CIRCULATION	1,189 SF
RETAIL	9,977 SF
UNENCLOSED AREAS	
RESIDENTIAL BALCONIES	0
PARKING GARAGE	25,579 SF
HORIZONTAL CIRCULATION	8,630 SF
RESIDENTIAL AMENITIES	0

Rev.	Date	Rev.	Date
1	09/05/23		

09/05/2023 - TAC SUBMITTAL

TECHNICAL ADVISORY COMMITTEE
CITY OF HOLLYWOOD, FLORIDA

21 HOLLYWOOD
2100 N Federal Highway
Hollywood, Florida, 33020

Owner:
Name: BARDI VP LLC
Address: 3080 SW 44th Court
Address: Fort Lauderdale, FL 33312
Tel: 305-915-7737
Email: thestarlifegroup@gmail.com

Developer:
Name: The StarLife Development LLC
Address: 3080 SW 44th Court
Address: Fort Lauderdale, Florida 33312
Tel: (305) 915-7737
Email: thestarlifegroup@gmail.com

Consultant:
Name: ABTECH Engineering, INC
Address: 10396 West State Rd 84, Suite 108
Address: Fort Lauderdale, Florida 33312
Tel: (954) 472-6050
Email: babu@abtechengineering.com

Consultant:
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Address: 1906 Tigertail Avenue
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Kobi Karp Architecture and Interior Design, Inc.
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Fax: +1(305) 573 3766

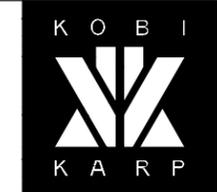
PROGRAM LEGEND

 	RESIDENTIAL LOBBY / UNITS
 	RESIDENTIAL BALCONIES
 	RESIDENTIAL AMENITIES
 	B.O.H. / SERVICES
 	PARKING GARAGE
 	VERTICAL CIRCULATION
 	HORIZONTAL CIRCULATION
 	RETAIL / COMMERCIAL

LOT AREA	BUILDING AREA
SQ. FT. ± 64,284.91	SQ. FT. ± 120,204.9
ACRES ± 1.475	ACRES ± 0.275

1 PROPOSED SITE PLAN
SCALE 1" = 40'-0"

Date	09/05/2023	Sheet No.	
Scale	1" = 40'-0"		A2.00
Project	2302		



KOBI KARP
Lic. # AR0012578

SITE PLAN

Appendix B

Methodology Letter



September 20, 2023

VIA E-MAIL

Rick Mitinger, P.E.
Transportation Engineer
2600 Hollywood Boulevard, Room 308
Hollywood, Florida 33022

**RE: 2100 N Federal Highway Traffic Impact Study
Bowman Project No. 313750-01-001**

Dear Mr. Mitinger:

Bowman is pleased to provide this methodology letter for the proposed 2100 N. Federal Highway mixed-use development to be located on the west side of N. Federal Highway (US 1) between Liberty Street and Scott Street in Hollywood, Broward County, Florida. The site location is graphically shown on **Figure 1**. The proposed development program consists of 200 high-rise residential dwelling units and 9,977 square feet of ground-floor retail space. The project is expected to be completed by 2025.

A preliminary site plan is included in **Appendix A**. Vehicular access to the site will be provided by one (1) driveway on Liberty Street and one (1) driveway on Scott Street. The driveway on Liberty Street is planned to be used for loading and unloading vehicles only. The driveway on Scott Street is planned to be used by both the residential and retail development trips. Neither driveway will have gate-controlled access.

Study Intersections

The study intersections are listed below and graphically shown on Figure 1:

1. Sheridan Street and N 21 Avenue (signalized)
2. Sheridan Street and N 20 Avenue (NB/SB Two-way stop control)
3. N. Federal Highway and Sheridan Street (signalized)
4. N. 19 Avenue and Liberty Street (EB/WB Two-way stop control)
5. N. Federal Highway and Liberty Street (WB stop control T intersection)
6. N. Federal Highway and Shenandoah Street (signalized)
7. N. 19 Avenue and Scott Street (EB/WB Two-way stop control)
8. Scott Street and Future Driveway on Scott Street (SB stop control T intersection)
9. N. Federal Highway and Scott Street (WB stop control T intersection right-in/right-out only)
10. N. Federal Highway and Harding Street (signalized)

Figure 1 Site Location and Study Intersections



Analysis Scenarios

The analysis scenario for this study are as follows:

- Existing Conditions – Year 2023
- Background Future Conditions – Year 2026 without project trips
- Total Future Conditions – Year 2026 with project trips

Data Collection

Turning movement counts at the study intersections will be collected during the AM (7:00 – 9:00) and PM (4:00 – 6:00) peak hour periods on a non-holiday weekday (Tuesday, Wednesday, or Thursday) and when Broward County schools are in session.

Existing Conditions Analysis

Collected counts will be adjusted to reflect existing (2023) peak season, AM and PM peak hour traffic volumes by applying a peak-season conversion factor obtained from the 2022 Florida Department of Transportation (FDOT) Peak Season Factor Category Report. Peak Hour Factors (PHF) and Truck

percentages will be obtained from the collected data. Truck will use heavy vehicle percentages based on the collected data but will use a minimum of two (2) percent. Intersection capacity analyses will be evaluated for the study intersections using the Synchro Software, 6th Edition Highway Capacity Manual methodology where possible. Signal timings will be obtained from the Broward County Traffic Engineering Division. The intersection capacity analyses will be summarized for the overall intersection and per approach. The 95th percentile queue for the exclusive turn lanes at each of the study intersections will be reported and analyzed.

Background Future Conditions Analysis

Future background traffic volumes will be determined by applying a compound growth rate to existing volumes. The growth rate of -0.05 percent was calculated based on a review of the five (5) year historical Annual Average Daily Traffic (AADT) obtained from the nearby FDOT count stations. The historical growth rate is shown in **Table 1** and the AADT data are included in **Appendix B**. A minimum compound growth rate of 1.00 percent is proposed to be used to forecast future background traffic volumes. Traffic studies for committed development projects (projects that have been approved but not yet constructed) in the vicinity of the project site will be included (if any) and obtained from the City of Hollywood.

Table 1 Growth Rate

FDOT STATION	LOCATION	2017 AADT	2022 AADT
860422	SR 5/US 1 - N OF SR 822/SHERIDAN ST	31,500	32,500
865300	SR 822/SHERIDAN ST - W OF SR 5 & E OF 20 AVE	30,000	32,000
865170	SR 822 / SHERIDAN ST - E OF SR 5/US 1	26,000	26,500
868207	TAFT STREET, E OF NW 21 AVENUE	7,900	4,100
869265	TAFT ST, E OF US 1	4,300	2,300
860165	SR 5/US 1 - N OF JOHNSON ST	30,000	32,000
Areawide 5-year Compound Growth Rate		CGR = -0.05%	

Existing Peak Hour Factors (PHF) and heavy vehicle percentages will be used for the background condition analysis. Intersection capacity analyses will be evaluated for the study intersections using the Synchro Software, 6th Edition Highway Capacity Manual methodology where possible. The intersection capacity analyses will be summarized for the overall intersection and per approach. The 95th percentile queue for the exclusive turn lanes at each of the study intersections will be reported and analyzed.

Project Trip Generation

Project trip generation was based on the Institute of Transportation Engineers' *Trip Generation Manual*, 11th Edition. The trip generation analysis indicates that the proposed development is expected to generate 1,267 daily trips, 87 AM peak hour trips, and 125 PM peak hour trips. We applied ITE internalization reduction rates to account for interaction between the residential and retail land uses. We did not apply a pass-by reduction to the retail land use to provide a conservative analysis. The daily, AM and PM peak hour trip generation analysis tables and internalization matrices are included in **Appendix C**. Excerpts of the ITE land uses are included in Appendix C.

Project Trip Distribution

The trip distribution is 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. **Figure 2** shows the project distribution percentages. Some of the entering and exiting distribution percentages are not equal due to turning movement restrictions at certain intersections.

Figure 2 Project Distribution Percentages



Total Future Conditions Analysis

The total future traffic volumes will be determined by summing the project trips to the background traffic volumes. Existing PHF and heavy-vehicle percentages will be used for the total condition analysis. Intersection capacity analyses will be evaluated for the study intersections using the Synchro Software, 6th Edition Highway Capacity Manual methodology when possible. Signal timings may be optimized for future conditions analyses. The intersection capacity analyses will be summarized for the overall intersection and per approach. The 95th percentile queues for the exclusive turn lanes at each of the study intersections will be reported and analyzed. Traffic mitigation will be proposed, if necessary.

Bowman

Report

The study findings will be summarized in a report. This will include an executive summary that will briefly summarize the traffic study purpose, analysis and recommendations.

Should you have any questions or comments regarding this methodology, please do not hesitate to call me.

Sincerely,



John P. Kim, P.E.
Senior Project Manager

JPK/cec

Appendix C

Traffic Data, Signal Timing Data & Growth Rate Calculations

National Data & Surveying Services

Intersection Turning Movement Count

Location: Dixie Hwy & Sheridan St/SR 822
City: Hollywood
Control: Signalized

Project ID: 23-140388-010
Date: 9/19/2023

Data - Total

NS/EW Streets:	Dixie Hwy				Dixie Hwy				Sheridan St/SR 822				Sheridan St/SR 822				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	17	23	31	0	13	232	86	0	12	247	10	0	671
7:15 AM	0	0	0	0	17	19	29	0	23	307	67	0	16	352	13	0	843
7:30 AM	0	0	0	0	3	28	17	0	36	209	74	0	22	351	9	0	749
7:45 AM	0	0	0	0	2	29	24	0	20	210	86	0	13	235	7	0	626
8:00 AM	0	0	0	0	7	35	15	0	15	253	103	0	10	256	11	0	705
8:15 AM	0	0	0	0	11	37	13	0	14	214	87	1	13	312	13	0	715
8:30 AM	0	0	0	0	8	44	19	0	16	261	66	1	10	279	11	0	715
8:45 AM	0	0	0	0	2	38	25	0	17	236	67	2	20	233	9	0	649
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	67	253	173	0	154	1922	636	4	116	2265	83	0	5673
					13.59%	51.32%	35.09%	0.00%	5.67%	70.77%	23.42%	0.15%	4.71%	91.92%	3.37%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	29	111	85	0	94	979	330	0	61	1194	40	0	2923
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.426	0.793	0.733	0.000	0.653	0.797	0.801	0.000	0.693	0.848	0.769	0.000	0.867
					0.865				0.884				0.848				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM	0	0	0	0	5	35	21	0	25	206	66	0	28	314	12	0	712
4:15 PM	0	0	0	0	9	57	29	0	20	192	56	2	15	283	14	0	677
4:30 PM	0	0	0	0	13	54	18	0	15	190	54	2	27	320	8	0	701
4:45 PM	0	0	0	0	11	62	24	0	14	186	62	0	21	319	18	1	718
5:00 PM	0	0	0	0	4	65	24	0	25	178	79	1	14	343	14	0	747
5:15 PM	0	0	0	0	20	51	33	0	27	223	59	1	19	366	22	0	821
5:30 PM	0	0	0	0	5	51	30	0	20	234	62	1	24	324	16	0	767
5:45 PM	0	0	0	0	10	59	20	0	32	194	70	0	18	260	18	0	681
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	77	434	199	0	178	1603	508	7	166	2529	122	1	5824
					10.85%	61.13%	28.03%	0.00%	7.75%	69.82%	22.13%	0.30%	5.89%	89.74%	4.33%	0.04%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	40	229	111	0	86	821	262	3	78	1352	70	1	3053
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.881	0.841	0.000	0.796	0.877	0.829	0.750	0.813	0.923	0.795	0.250	0.930
					0.913				0.924				0.922				

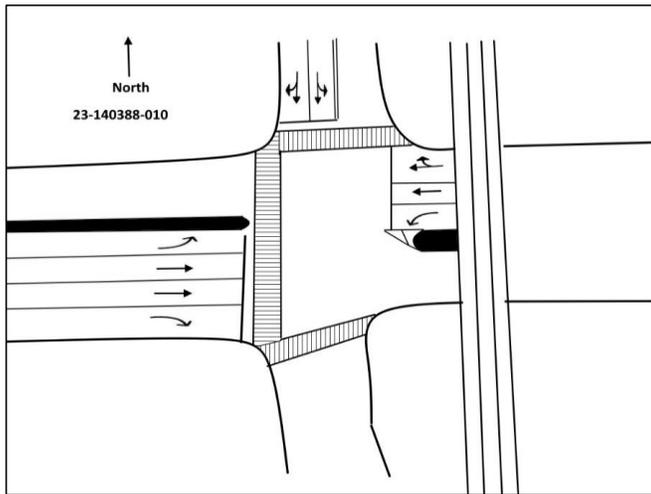
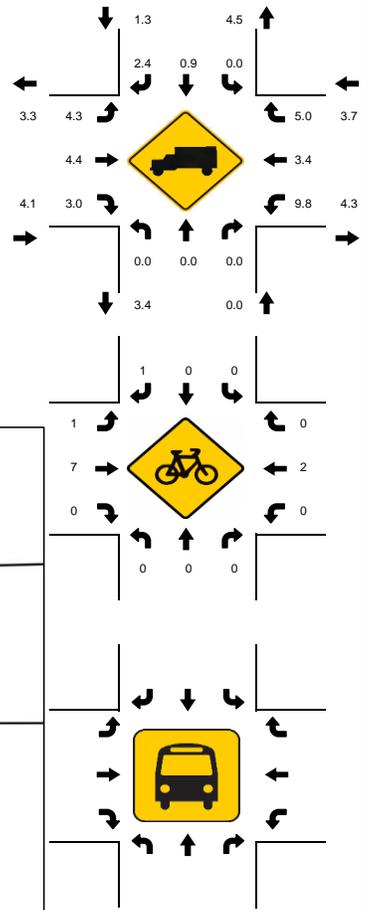
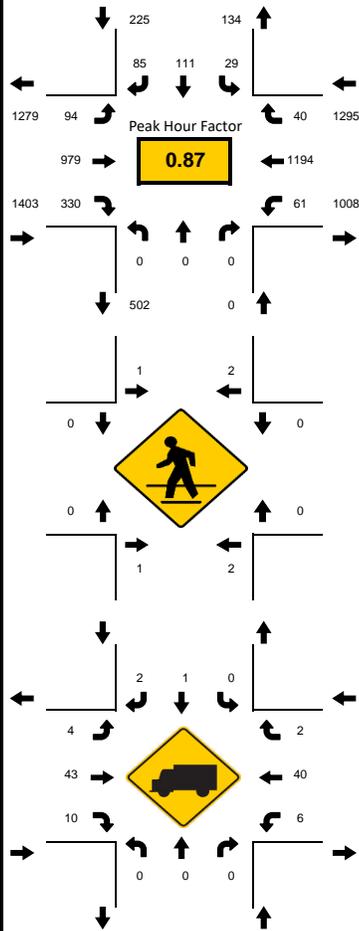
LOCATION: Dixie Hwy & Sheridan St/SR 822
 CITY/STATE: Hollywood, FL

PROJECT ID: 23-140388-010
 DATE: Tue, Sep 19, 2023

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



National Data & Surveying Services

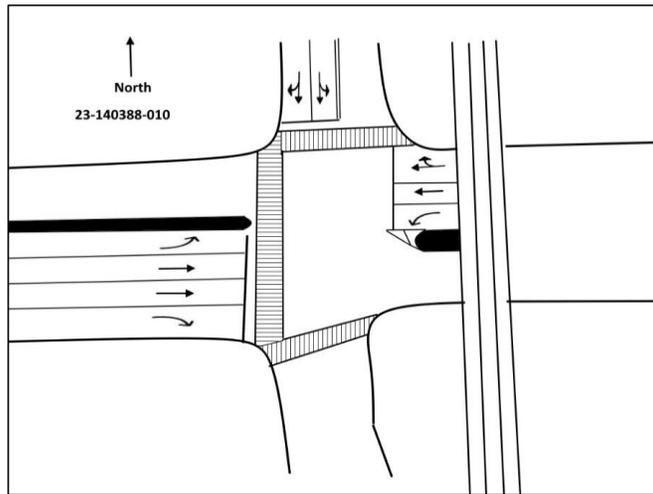
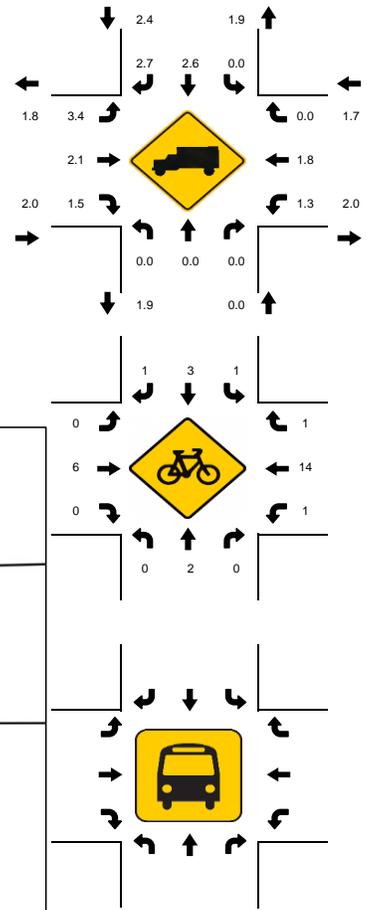
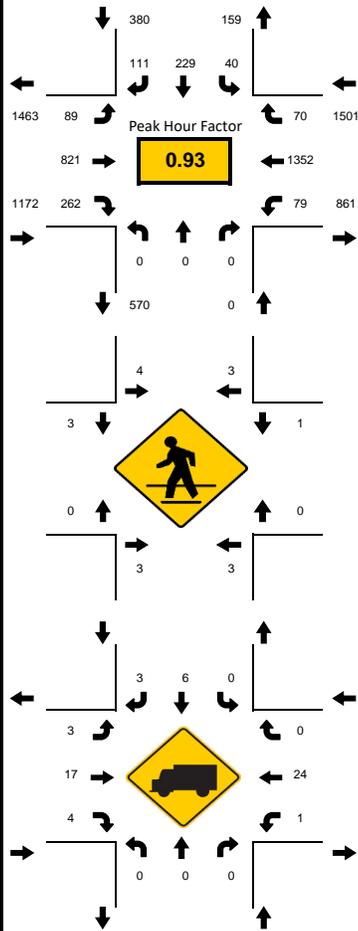
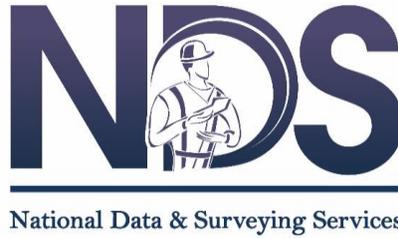


15-Min Count Period Beginning At	Dixie Hwy Northbound					Dixie Hwy Southbound					Sheridan St/SR 822 Eastbound					Sheridan St/SR 822 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0	0	17	23	31	0	0	13	232	86	0	0	12	247	10	0	0	671	2889
7:15 AM	0	0	0	0	0	17	19	29	0	0	23	307	67	0	0	16	352	13	0	0	843	2923
7:30 AM	0	0	0	0	0	3	28	17	0	0	36	209	74	0	0	22	351	9	0	0	749	2795
7:45 AM	0	0	0	0	0	2	29	24	0	0	20	210	86	0	0	13	235	7	0	0	626	2761
8:00 AM	0	0	0	0	0	7	35	15	0	0	15	253	103	0	0	10	256	11	0	0	705	2784
8:15 AM	0	0	0	0	0	11	37	13	0	0	14	214	87	1	1	13	312	13	0	0	715	2079
8:30 AM	0	0	0	0	0	8	44	19	0	0	16	261	66	1	1	10	279	11	0	0	715	1364
8:45 AM	0	0	0	0	0	2	38	25	0	0	17	236	67	2	2	20	233	9	0	0	649	649
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	68	140	116	0	0	144	1228	412	0	0	88	1408	52	0	0	3656	
Heavy Trucks	0	0	0	0	0	0	4	8	0	0	8	56	20	0	0	12	52	4	0	0	164	
Pedestrians	4					8					0					0					12	
Bicycles	0	0	0	0	0	0	0	4	0	0	0	16	0	4	0	0	4	0	0	0	24	
Buses																						
Stopped Buses																						

LOCATION: Dixie Hwy & Sheridan St/SR 822
 CITY/STATE: Hollywood, FL

PROJECT ID: 23-140388-010
 DATE: Tue, Sep 19, 2023

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



15-Min Count Period Beginning At	Dixie Hwy Northbound					Dixie Hwy Southbound					Sheridan St/SR 822 Eastbound					Sheridan St/SR 822 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0	0	5	35	21	0	0	25	206	66	0	0	28	314	12	0	0	712	2808
4:15 PM	0	0	0	0	0	9	57	29	0	0	20	192	56	2	0	15	283	14	0	0	677	2843
4:30 PM	0	0	0	0	0	13	54	18	0	0	15	190	54	2	0	27	320	8	0	0	701	2987
4:45 PM	0	0	0	0	0	11	62	24	0	0	14	186	62	0	0	21	319	18	1	0	718	3053
5:00 PM	0	0	0	0	0	4	65	24	0	0	25	178	79	1	0	14	343	14	0	0	747	3016
5:15 PM	0	0	0	0	0	20	51	33	0	0	27	223	59	1	0	19	366	22	0	0	821	2269
5:30 PM	0	0	0	0	0	5	51	30	0	0	20	234	62	1	0	24	324	16	0	0	767	1448
5:45 PM	0	0	0	0	0	10	59	20	0	0	32	194	70	0	0	18	260	18	0	0	681	681
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	80	260	132	0	0	108	936	316	4	0	96	1464	88	4	0	3488	
Heavy Trucks	0	0	0	0	0	0	8	8	0	0	8	20	8	0	0	4	44	0	0	0	100	
Pedestrians		12					12					12					4				40	
Bicycles	0	4	0	0	0	4	4	4	0	0	0	12	0	0	0	4	24	4	0	0	60	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 21st Ave & Sheridan St/SR 822
City: Hollywood
Control: Signalized

Project ID: 23-140388-001
Date: 9/19/2023

Data - Total

NS/EW Streets:	N 21st Ave				N 21st Ave				Sheridan St/SR 822				Sheridan St/SR 822				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	84	0	26	0	0	0	0	0	0	244	0	1	0	188	0	0	543
7:15 AM	106	0	33	0	0	0	0	0	0	328	0	0	0	271	0	0	738
7:30 AM	87	0	21	0	0	0	0	0	0	205	0	0	0	299	0	0	612
7:45 AM	67	0	24	0	0	0	0	0	0	215	0	0	0	184	0	0	490
8:00 AM	57	0	12	0	0	0	0	0	0	261	0	0	0	220	0	0	550
8:15 AM	102	0	42	0	0	0	0	0	0	227	0	1	0	244	0	0	616
8:30 AM	84	0	26	0	0	0	0	0	0	268	0	0	0	207	0	1	586
8:45 AM	57	0	18	0	0	0	0	0	0	236	0	0	0	207	0	1	519
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	644	0	202	0	0	0	0	0	0	1984	0	2	0	1820	0	2	4654
	76.12%	0.00%	23.88%	0.00%					0.00%	99.90%	0.00%	0.10%	0.00%	99.89%	0.00%	0.11%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	317	0	90	0	0	0	0	0	0	1009	0	0	0	974	0	0	2390
PEAK HR FACTOR :	0.748	0.000	0.682	0.000	0.000	0.000	0.000	0.000	0.000	0.769	0.000	0.000	0.000	0.814	0.000	0.000	0.810
	0.732								0.769				0.814				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	74	0	40	0	0	0	0	0	0	211	0	0	0	284	0	0	609
4:15 PM	90	0	25	0	0	0	0	0	0	200	0	0	0	219	0	0	534
4:30 PM	97	0	27	0	0	0	0	0	0	204	0	0	0	257	0	1	586
4:45 PM	88	0	33	0	0	0	0	0	0	198	0	0	0	273	0	0	592
5:00 PM	81	0	44	0	0	0	0	0	0	179	0	0	0	292	0	0	596
5:15 PM	117	0	34	0	0	0	0	0	0	246	0	0	0	286	0	0	683
5:30 PM	84	0	18	0	0	0	0	0	0	239	0	0	0	284	0	0	625
5:45 PM	80	0	34	0	0	0	0	0	0	202	0	0	0	213	0	0	529
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	711	0	255	0	0	0	0	0	0	1679	0	0	0	2108	0	1	4754
	73.60%	0.00%	26.40%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	99.95%	0.00%	0.05%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	370	0	129	0	0	0	0	0	0	862	0	0	0	1135	0	0	2496
PEAK HR FACTOR :	0.791	0.000	0.733	0.000	0.000	0.000	0.000	0.000	0.000	0.876	0.000	0.000	0.000	0.972	0.000	0.000	0.914
	0.826								0.876				0.972				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 20th Ave/SW 3rd Ave & Sheridan St/SR 822
City: Hollywood
Control: 1-Way Stop(NB)

Project ID: 23-140388-002
Date: 9/19/2023

Data - Total

NS/EW Streets:	N 20th Ave/SW 3rd Ave				N 20th Ave/SW 3rd Ave				Sheridan St/SR 822				Sheridan St/SR 822				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	1	0	19	0	0	0	0	0	0	216	49	0	18	189	0	3	495
7:15 AM	2	0	29	0	0	0	0	0	0	293	75	0	8	277	0	0	684
7:30 AM	3	0	20	0	0	0	0	0	0	189	28	0	9	295	0	0	544
7:45 AM	1	0	9	0	0	0	0	0	0	222	28	0	6	184	0	1	451
8:00 AM	0	0	13	0	0	0	0	0	0	217	54	1	13	217	0	0	515
8:15 AM	1	0	24	0	0	0	0	0	0	222	39	0	18	243	0	2	549
8:30 AM	4	0	13	0	0	0	0	0	0	278	31	0	10	212	0	1	549
8:45 AM	0	0	8	0	0	0	0	0	0	230	23	0	4	200	0	0	465
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	12	0	135	0	0	0	0	0	0	1867	327	1	86	1817	0	7	4252
	8.16%	0.00%	91.84%	0.00%					0.00%	85.06%	14.90%	0.05%	4.50%	95.13%	0.00%	0.37%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	6	0	71	0	0	0	0	0	0	921	185	1	36	973	0	1	2194
PEAK HR FACTOR :	0.500	0.000	0.612	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.617	0.250	0.692	0.825	0.000	0.250	0.802
	0.621								0.752				0.831				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	2	0	22	0	0	0	0	0	0	225	26	2	13	276	0	2	568
4:15 PM	0	0	16	0	0	0	0	0	0	187	26	1	6	220	0	1	457
4:30 PM	1	0	22	0	0	0	0	0	0	223	19	1	5	259	0	1	531
4:45 PM	2	0	12	0	0	0	0	0	0	211	23	0	13	268	0	0	529
5:00 PM	2	0	28	0	0	0	0	0	0	203	18	3	6	286	0	0	546
5:15 PM	1	0	17	0	0	0	0	0	0	260	26	0	14	304	0	2	624
5:30 PM	2	0	20	0	0	0	0	0	0	208	37	0	11	263	0	1	542
5:45 PM	0	0	13	0	0	0	0	0	0	235	11	0	4	214	0	0	477
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	10	0	150	0	0	0	0	0	0	1752	186	7	72	2090	0	7	4274
	6.25%	0.00%	93.75%	0.00%					0.00%	90.08%	9.56%	0.36%	3.32%	96.36%	0.00%	0.32%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	7	0	77	0	0	0	0	0	0	882	104	3	44	1121	0	3	2241
PEAK HR FACTOR :	0.875	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.848	0.703	0.250	0.786	0.922	0.000	0.375	0.898
	0.700								0.865				0.913				

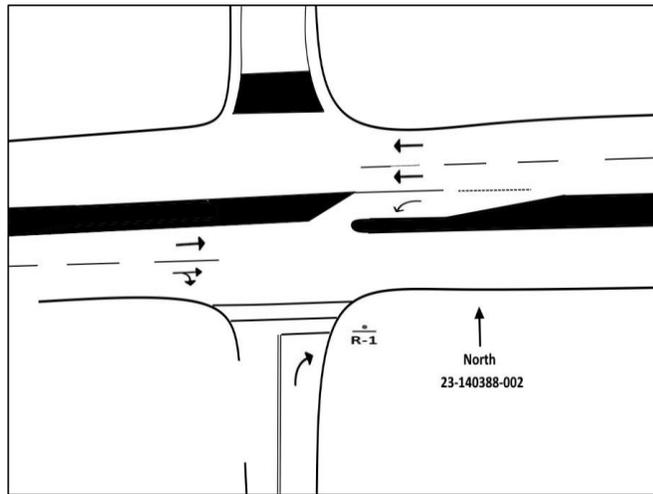
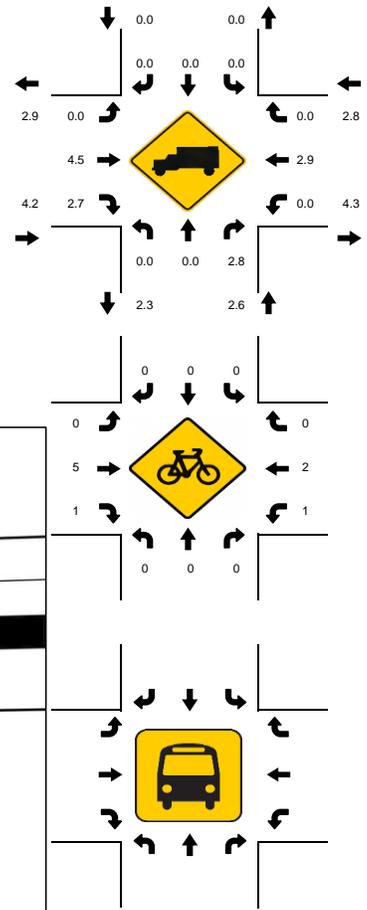
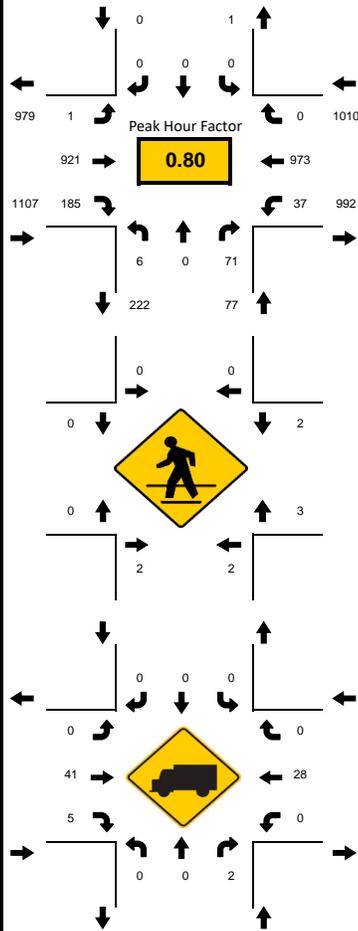
LOCATION: N 20th Ave/SW 3rd Ave & Sheridan St/SR 822
 CITY/STATE: Hollywood, FL

PROJECT ID: 23-140388-002
 DATE: Tue, Sep 19, 2023

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



National Data & Surveying Services



15-Min Count Period Beginning At	N 20th Ave/SW 3rd Ave Northbound					N 20th Ave/SW 3rd Ave Southbound					Sheridan St/SR 822 Eastbound					Sheridan St/SR 822 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	0	19	0		0	0	0	0		0	216	49	0		18	189	0	3		495	2174
7:15 AM	2	0	29	0		0	0	0	0		0	293	75	0		8	277	0	0		684	2194
7:30 AM	3	0	20	0		0	0	0	0		0	189	28	0		9	295	0	0		544	2059
7:45 AM	1	0	9	0		0	0	0	0		0	222	28	0		6	184	0	1		451	2064
8:00 AM	0	0	13	0		0	0	0	0		0	217	54	1		13	217	0	0		515	2078
8:15 AM	1	0	24	0		0	0	0	0		0	222	39	0		18	243	0	2		549	1563
8:30 AM	4	0	13	0		0	0	0	0		0	278	31	0		10	212	0	1		549	1014
8:45 AM	0	0	8	0		0	0	0	0		0	230	23	0		4	200	0	0		465	465
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	12	0	116	0		0	0	0	0		0	1172	300	4		52	1180	0	4		2840	
Heavy Trucks	0	0	8	0		0	0	0	0		0	56	8	0		0	48	0	0		120	
Pedestrians	12					0					0					8					20	
Bicycles	0	0	0	0		0	0	0	0		0	12	4	0		4	4	0	0		24	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Federal Hwy/US 1 & Sheridan St/SR 822
City: Hollywood
Control: Signalized

Project ID: 23-140388-003
Date: 9/19/2023

Data - Total

NS/EW Streets:	S Federal Hwy/US 1				S Federal Hwy/US 1				Sheridan St/SR 822				Sheridan St/SR 822				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	62	125	16	0	21	97	11	0	33	103	28	2	35	106	25	0	664
7:15 AM	95	168	11	0	33	168	13	0	36	111	44	2	34	130	24	0	869
7:30 AM	111	202	15	0	42	122	11	0	46	121	39	4	38	156	39	0	946
7:45 AM	59	210	16	0	58	143	16	0	32	138	27	7	28	100	45	0	879
8:00 AM	83	172	15	0	62	159	14	0	26	123	20	0	41	113	29	0	857
8:15 AM	84	196	21	0	65	142	12	0	44	167	24	3	29	136	33	1	957
8:30 AM	80	193	12	0	92	146	13	0	40	138	23	4	24	116	34	0	915
8:45 AM	59	140	15	1	77	151	20	0	30	164	35	1	30	104	46	2	875
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	633	1406	121	1	450	1128	110	0	287	1065	240	23	259	961	275	3	6962
	29.29%	65.06%	5.60%	0.05%	26.66%	66.82%	6.52%	0.00%	17.77%	65.94%	14.86%	1.42%	17.29%	64.15%	18.36%	0.20%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	337	780	67	0	227	566	53	0	148	549	110	14	136	505	146	1	3639
PEAK HR FACTOR :	0.759	0.929	0.798	0.000	0.873	0.890	0.828	0.000	0.804	0.822	0.705	0.500	0.829	0.809	0.811	0.250	0.951
	0.902				0.900				0.862				0.845				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	58	192	25	0	64	232	20	0	27	128	38	4	21	158	34	1	1002
4:15 PM	60	188	27	0	51	232	19	0	37	114	27	7	39	131	35	1	968
4:30 PM	73	193	21	0	61	251	26	0	24	131	25	4	24	141	44	0	1018
4:45 PM	74	180	22	0	61	213	19	0	48	108	27	5	47	172	42	1	1019
5:00 PM	55	229	31	0	47	270	14	0	49	125	22	4	36	183	33	1	1099
5:15 PM	72	223	21	0	67	257	24	0	28	127	40	1	38	166	54	1	1119
5:30 PM	59	210	25	0	64	225	25	0	42	146	22	4	35	175	55	1	1088
5:45 PM	60	226	27	0	65	272	17	0	23	121	23	4	34	113	53	1	1039
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	511	1641	199	0	480	1952	164	0	278	1000	224	33	274	1239	350	7	8352
	21.74%	69.80%	8.46%	0.00%	18.49%	75.19%	6.32%	0.00%	18.11%	65.15%	14.59%	2.15%	14.65%	66.26%	18.72%	0.37%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	246	888	104	0	243	1024	80	0	142	519	107	13	143	637	195	4	4345
PEAK HR FACTOR :	0.854	0.969	0.839	0.000	0.907	0.941	0.800	0.000	0.724	0.889	0.669	0.813	0.941	0.870	0.886	1.000	0.971
	0.979				0.951				0.912				0.920				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 19th Ave & Liberty St
City: Hollywood
Control: 2-Way Stop(EB/WB)

Project ID: 23-140388-008
Date: 9/19/2023

Data - Total

NS/EW Streets:	N 19th Ave				N 19th Ave				Liberty St				Liberty St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	1	15	0	0	4	49	0	0	0	4	0	0	1	2	0	0	76
7:15 AM	2	34	1	0	2	59	0	0	0	3	1	0	2	5	1	0	110
7:30 AM	2	28	2	0	1	27	0	0	0	3	2	0	3	3	3	0	74
7:45 AM	1	10	3	0	0	20	1	0	0	1	0	0	2	0	0	0	38
8:00 AM	0	10	1	0	2	20	0	0	1	0	3	0	0	3	0	0	40
8:15 AM	1	20	0	0	3	16	0	0	0	1	2	0	1	2	0	0	46
8:30 AM	1	10	2	0	3	21	0	0	0	1	1	0	1	1	1	0	42
8:45 AM	0	7	0	0	1	16	0	0	0	0	1	0	0	2	0	0	27
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	8	134	9	0	16	228	1	0	1	13	10	0	10	18	5	0	453
	5.30%	88.74%	5.96%	0.00%	6.53%	93.06%	0.41%	0.00%	4.17%	54.17%	41.67%	0.00%	30.30%	54.55%	15.15%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	6	87	6	0	7	155	1	0	0	11	3	0	8	10	4	0	298
PEAK HR FACTOR :	0.750	0.640	0.500	0.000	0.438	0.657	0.250	0.000	0.000	0.688	0.375	0.000	0.667	0.500	0.333	0.000	0.677
	0.669				0.668				0.700				0.611				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	1	13	0	0	2	12	0	0	0	1	1	0	3	2	1	0	36
4:15 PM	1	12	2	0	2	15	0	0	1	2	1	0	3	6	0	0	45
4:30 PM	2	6	0	0	1	20	0	0	1	2	1	0	3	0	2	0	38
4:45 PM	1	14	3	0	0	19	1	0	1	4	1	0	3	3	0	0	50
5:00 PM	2	13	0	1	1	17	0	0	0	2	0	0	4	3	2	1	46
5:15 PM	0	16	6	0	5	23	0	0	0	4	0	0	2	5	1	0	62
5:30 PM	2	18	0	0	0	25	0	0	2	1	1	0	0	3	5	0	57
5:45 PM	0	17	4	0	2	17	0	0	1	2	0	0	1	3	1	0	48
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	9	109	15	1	13	148	1	0	6	18	5	0	19	25	12	1	382
	6.72%	81.34%	11.19%	0.75%	8.02%	91.36%	0.62%	0.00%	20.69%	62.07%	17.24%	0.00%	33.33%	43.86%	21.05%	1.75%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	5	61	9	1	6	84	1	0	3	11	2	0	9	14	8	1	215
PEAK HR FACTOR :	0.625	0.847	0.375	0.250	0.300	0.840	0.250	0.000	0.375	0.688	0.500	0.000	0.563	0.700	0.400	0.250	0.867
	0.864				0.813				0.667				0.800				

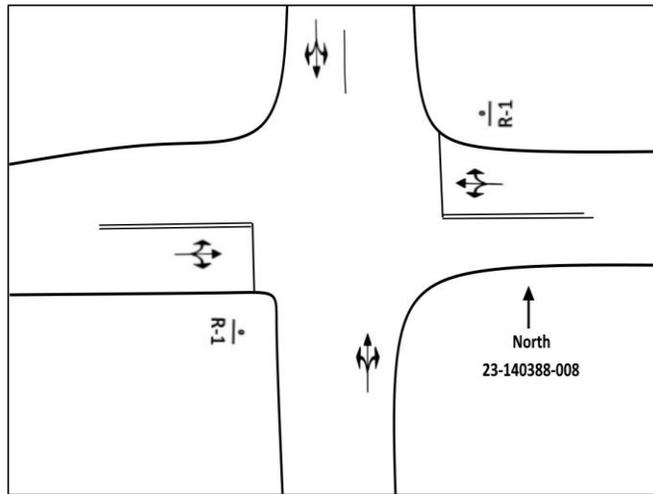
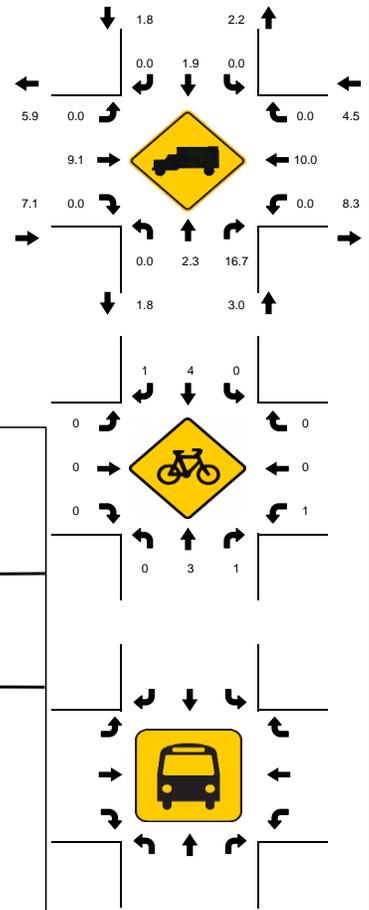
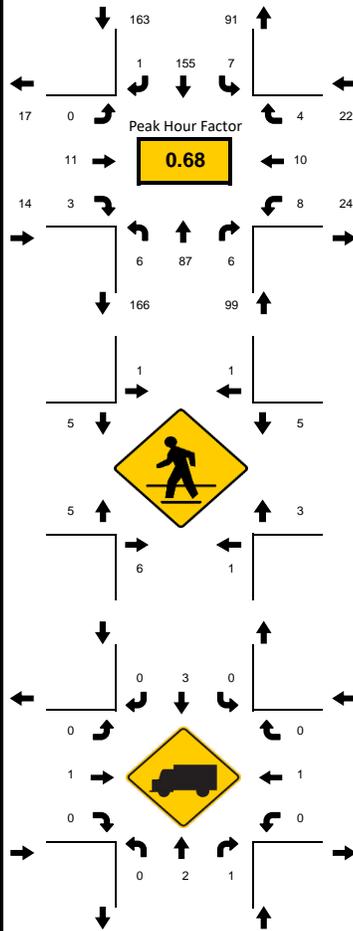
LOCATION: N 19th Ave & Liberty St
 CITY/STATE: Hollywood, FL

PROJECT ID: 23-140388-008
 DATE: Tue, Sep 19, 2023

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



National Data & Surveying Services



15-Min Count Period Beginning At	N 19th Ave Northbound				N 19th Ave Southbound				Liberty St Eastbound				Liberty St Westbound				Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru
7:00 AM	1	15	0	0	4	49	0	0	0	4	0	0	1	2	0	0	76	298	
7:15 AM	2	34	1	0	2	59	0	0	0	3	1	0	2	5	1	0	110	262	
7:30 AM	2	28	2	0	1	27	0	0	0	3	2	0	3	3	3	0	74	198	
7:45 AM	1	10	3	0	0	20	1	0	0	1	0	0	2	0	0	0	38	166	
8:00 AM	0	10	1	0	2	20	0	0	1	0	3	0	0	3	0	0	40	155	
8:15 AM	1	20	0	0	3	16	0	0	0	1	2	0	1	2	0	0	46	115	
8:30 AM	1	10	2	0	3	21	0	0	0	1	1	0	1	1	1	0	42	69	
8:45 AM	0	7	0	0	1	16	0	0	0	0	1	0	0	2	0	0	27	27	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	8	136	12	0	16	236	4	0	0	16	8	0	12	20	12	0	480		
Heavy Trucks	0	4	4	0	0	8	0	0	0	4	0	0	0	4	0	0	24		
Pedestrians		12				4				16				12			44		
Bicycles	0	8	4	0	0	8	4	0	0	0	0	0	4	0	0	0	28		
Buses																			
Stopped Buses																			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Federal Hwy/US 1 & Liberty St
City: Hollywood
Control: 1-Way Stop(EB)

Project ID: 23-140388-004
Date: 9/19/2023

Data - Total

NS/EW Streets:	S Federal Hwy/US 1				S Federal Hwy/US 1				Liberty St				Liberty St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	205	1	0	5	160	4	0	0	0	4	0	0	0	4	0	383
7:15 AM	0	240	0	0	6	207	7	1	2	0	8	1	0	0	8	0	480
7:30 AM	1	326	0	0	3	218	6	0	1	0	6	0	0	0	3	0	564
7:45 AM	1	247	0	0	0	201	2	0	1	0	3	0	0	0	0	0	455
8:00 AM	2	260	0	1	0	212	4	0	0	0	3	0	0	0	0	0	482
8:15 AM	1	325	0	0	0	216	1	0	0	0	5	0	0	0	1	0	549
8:30 AM	1	257	0	0	0	209	2	0	3	0	4	0	0	0	0	0	476
8:45 AM	0	236	0	1	0	216	1	0	0	0	1	0	0	0	0	0	455
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	6	2096	1	2	14	1639	27	1	7	0	34	1	0	0	16	0	3844
	0.29%	99.57%	0.05%	0.10%	0.83%	97.50%	1.61%	0.06%	16.67%	0.00%	80.95%	2.38%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	5	1158	0	1	3	847	13	0	2	0	17	0	0	0	4	0	2050
PEAK HR FACTOR :	0.625	0.888	0.000	0.250	0.250	0.971	0.542	0.000	0.500	0.000	0.708	0.000	0.000	0.000	0.333	0.000	0.909
	0.890				0.950				0.679				0.333				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	1	289	0	0	0	277	2	0	1	0	2	0	0	0	1	0	573
4:15 PM	2	317	0	0	0	309	5	0	0	0	5	0	0	0	0	0	638
4:30 PM	3	275	0	0	0	293	1	0	0	0	2	0	0	0	0	0	574
4:45 PM	0	320	0	0	0	294	5	0	2	0	2	0	0	0	0	0	623
5:00 PM	2	345	0	0	0	337	3	0	1	0	3	0	0	0	0	0	691
5:15 PM	2	321	0	0	0	333	7	0	2	0	8	0	0	0	0	0	673
5:30 PM	6	334	0	0	2	291	1	0	3	0	1	0	0	0	0	0	638
5:45 PM	4	272	0	0	0	329	4	0	1	0	7	0	0	0	2	0	619
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	20	2473	0	0	2	2463	28	0	10	0	30	0	0	0	3	0	5029
	0.80%	99.20%	0.00%	0.00%	0.08%	98.80%	1.12%	0.00%	25.00%	0.00%	75.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	10	1320	0	0	2	1255	16	0	8	0	14	0	0	0	0	0	2625
PEAK HR FACTOR :	0.417	0.957	0.000	0.000	0.250	0.931	0.571	0.000	0.667	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.950
	0.958				0.936				0.550								

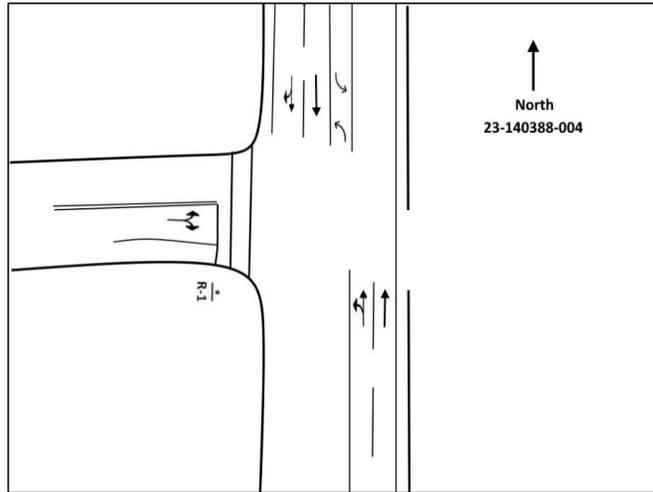
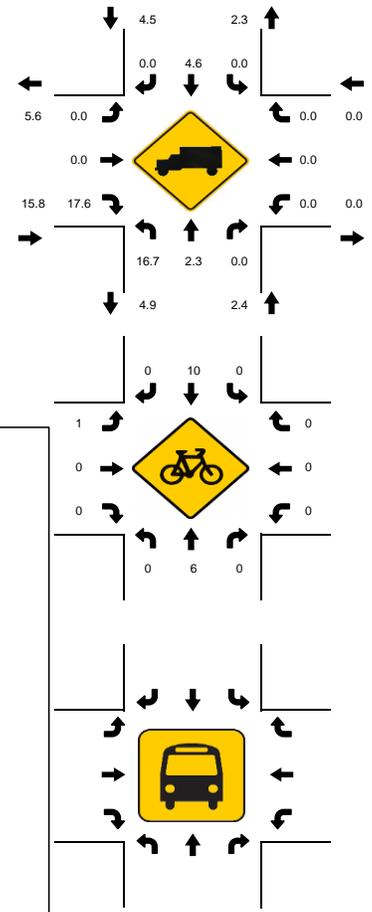
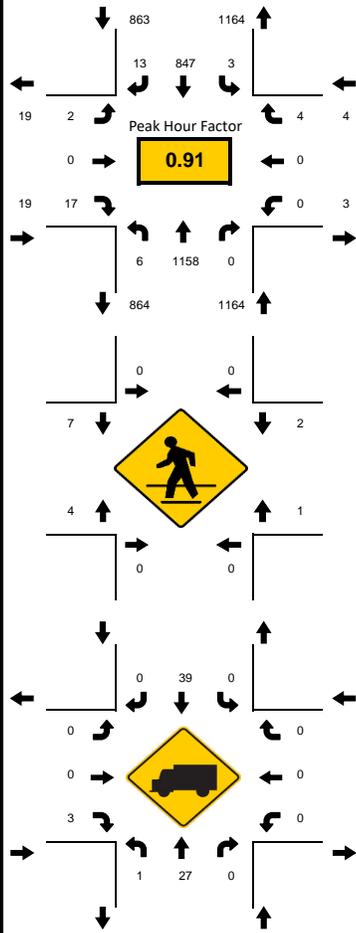
LOCATION: S Federal Hwy/US 1 & Liberty St
 CITY/STATE: Hollywood, FL

PROJECT ID: 23-140388-004
 DATE: Tue, Sep 19, 2023

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



National Data & Surveying Services



15-Min Count Period Beginning At	S Federal Hwy/US 1 Northbound				S Federal Hwy/US 1 Southbound				Liberty St Eastbound				Liberty St Westbound				Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru
7:00 AM	0	205	1	0	5	160	4	0	0	0	4	0	0	0	4	0	383	1882	
7:15 AM	0	240	0	0	6	207	7	1	2	0	8	1	0	0	8	0	480	1981	
7:30 AM	1	326	0	0	3	218	6	0	1	0	6	0	0	0	3	0	564	2050	
7:45 AM	1	247	0	0	0	201	2	0	1	0	3	0	0	0	0	0	455	1962	
8:00 AM	2	260	0	1	0	212	4	0	0	0	3	0	0	0	0	0	482	1962	
8:15 AM	1	325	0	0	0	216	1	0	0	0	5	0	0	0	1	0	549	1480	
8:30 AM	1	257	0	0	0	209	2	0	3	0	4	0	0	0	0	0	476	931	
8:45 AM	0	236	0	1	0	216	1	0	0	0	1	0	0	0	0	0	455	455	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	8	1304	0	4	12	872	24	0	4	0	24	0	0	0	12	0	2264		
Heavy Trucks	4	48	0	0	0	48	0	0	0	0	4	0	0	0	0	0	104		
Pedestrians	0	0	0	0	0	0	0	0	16	0	0	0	8	0	0	0	24		
Bicycles	0	8	0	0	0	24	0	0	4	0	0	0	0	0	0	0	36		
Buses																			
Stopped Buses																			

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 23-140388-005
Date: 9/19/2023

Data - Total

NS/EW Streets:	S Federal Hwy/US 1				S Federal Hwy/US 1				Shenandoah St				Shenandoah St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	185	21	0	29	130	0	0	0	0	1	0	10	0	18	0	394
7:15 AM	0	228	29	0	47	171	0	0	0	0	1	0	18	0	23	0	517
7:30 AM	0	286	12	1	35	192	0	0	0	0	1	0	12	0	30	0	569
7:45 AM	0	248	3	0	2	197	0	0	0	0	0	0	3	0	0	0	453
8:00 AM	0	262	1	0	4	213	1	0	0	0	2	0	1	0	2	0	486
8:15 AM	0	323	4	0	2	219	0	2	0	0	0	0	0	0	2	0	552
8:30 AM	0	255	0	0	3	208	1	0	0	0	0	0	0	0	2	0	469
8:45 AM	0	233	2	0	4	216	0	0	0	0	1	0	0	0	4	0	460
TOTAL VOLUMES :	0	2020	72	1	126	1546	2	2	0	0	6	0	44	0	81	0	3900
APPROACH %'s :	0.00%	96.51%	3.44%	0.05%	7.52%	92.24%	0.12%	0.12%	0.00%	0.00%	100.00%	0.00%	35.20%	0.00%	64.80%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1119	20	1	43	821	1	2	0	0	3	0	16	0	34	0	2060
PEAK HR FACTOR :	0.000	0.866	0.417	0.250	0.307	0.937	0.250	0.250	0.000	0.000	0.375	0.000	0.333	0.000	0.283	0.000	0.905
	0.872				0.955				0.375				0.298				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	286	5	1	9	274	0	0	1	0	0	0	7	0	3	0	586
4:15 PM	0	315	6	0	12	298	0	0	0	0	0	0	4	0	7	0	642
4:30 PM	0	270	10	0	5	294	0	0	0	0	1	0	4	0	5	0	589
4:45 PM	0	318	4	0	8	287	0	0	0	0	0	0	8	0	7	0	632
5:00 PM	0	337	5	0	10	331	0	0	0	0	0	0	13	0	5	0	701
5:15 PM	0	322	9	1	11	325	1	0	0	0	0	0	3	0	7	0	679
5:30 PM	0	332	15	0	6	290	0	0	0	0	0	0	3	0	2	0	648
5:45 PM	0	279	10	2	8	325	1	0	0	0	1	0	7	0	1	0	634
TOTAL VOLUMES :	0	2459	64	4	69	2424	2	0	1	0	2	0	49	0	37	0	5111
APPROACH %'s :	0.00%	97.31%	2.53%	0.16%	2.77%	97.15%	0.08%	0.00%	33.33%	0.00%	66.67%	0.00%	56.98%	0.00%	43.02%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1270	39	3	35	1271	2	0	0	0	1	0	26	0	15	0	2662
PEAK HR FACTOR :	0.000	0.942	0.650	0.375	0.795	0.960	0.500	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.536	0.000	0.949
	0.945				0.959				0.250				0.569				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 19th Ave & Scott St
City: Hollywood
Control: 2-Way Stop(EB/WB)

Project ID: 23-140388-009
Date: 9/19/2023

Data - Total

NS/EW Streets:	N 19th Ave				N 19th Ave				Scott St				Scott St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	2	16	3	0	1	50	2	0	0	0	1	0	3	1	0	0	79
7:15 AM	4	34	1	0	2	59	1	0	1	4	2	0	5	0	3	0	116
7:30 AM	1	24	2	0	1	32	0	0	5	3	1	0	0	2	3	0	74
7:45 AM	2	11	0	0	2	20	0	0	1	0	1	0	1	1	2	0	41
8:00 AM	1	9	0	0	2	19	0	0	2	0	2	0	1	1	1	0	38
8:15 AM	1	20	1	0	0	21	0	0	2	2	0	0	1	1	0	0	49
8:30 AM	0	11	2	0	3	20	0	0	0	1	1	0	0	1	2	0	41
8:45 AM	0	6	1	0	2	13	2	0	1	2	1	0	0	2	1	0	31
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	11	131	10	0	13	234	5	0	12	12	9	0	11	9	12	0	469
APPROACH %'s :	7.24%	86.18%	6.58%	0.00%	5.16%	92.86%	1.98%	0.00%	36.36%	36.36%	27.27%	0.00%	34.38%	28.13%	37.50%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	9	85	6	0	6	161	3	0	7	7	5	0	9	4	8	0	310
PEAK HR FACTOR :	0.563	0.625	0.500	0.000	0.750	0.682	0.375	0.000	0.350	0.438	0.625	0.000	0.450	0.500	0.667	0.000	0.668
	0.641				0.685				0.528				0.656				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	12	1	0	1	14	0	0	2	2	1	0	1	5	0	0	39
4:15 PM	0	14	2	0	3	16	1	0	1	2	2	0	0	1	0	0	42
4:30 PM	1	6	0	0	2	19	2	0	2	2	1	0	0	3	1	0	39
4:45 PM	1	19	0	0	1	17	1	0	0	2	1	0	0	0	0	0	42
5:00 PM	3	15	0	0	1	22	0	0	0	1	0	0	2	1	1	0	46
5:15 PM	2	17	2	0	3	20	3	0	3	3	0	0	3	1	1	0	58
5:30 PM	2	20	4	0	2	23	0	0	0	3	3	0	1	2	0	1	61
5:45 PM	1	19	0	0	1	17	0	0	1	0	2	0	2	1	2	0	46
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	10	122	9	0	14	148	7	0	9	15	10	0	9	14	5	1	373
APPROACH %'s :	7.09%	86.52%	6.38%	0.00%	8.28%	87.57%	4.14%	0.00%	26.47%	44.12%	29.41%	0.00%	31.03%	48.28%	17.24%	3.45%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	8	71	6	0	7	82	3	0	4	7	5	0	8	5	4	1	211
PEAK HR FACTOR :	0.667	0.888	0.375	0.000	0.583	0.891	0.250	0.000	0.333	0.583	0.417	0.000	0.667	0.625	0.500	0.250	0.865
	0.817				0.885				0.667				0.900				

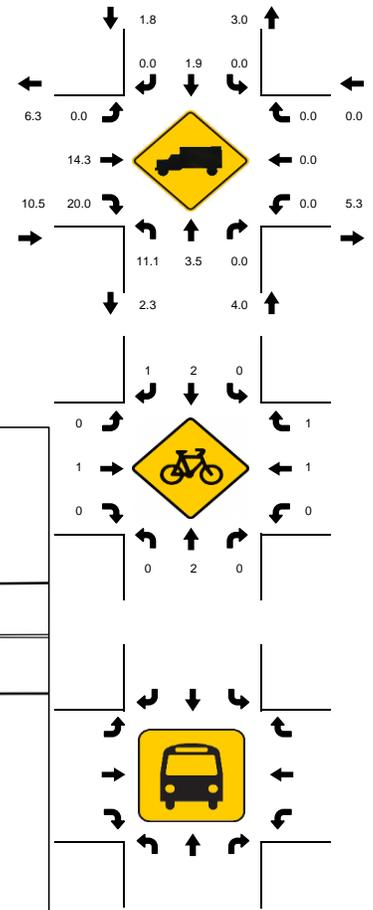
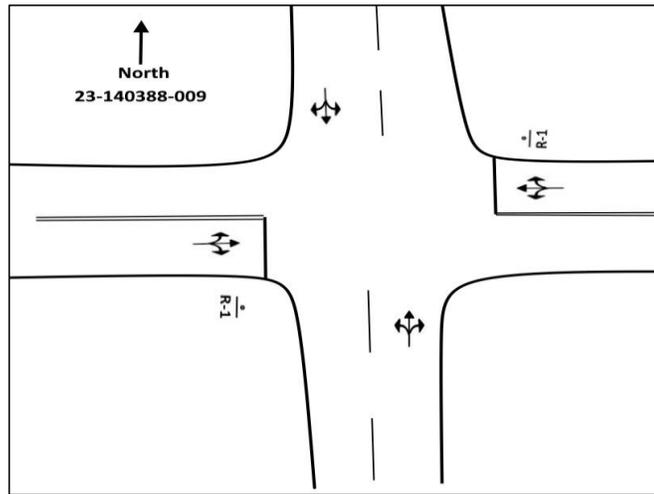
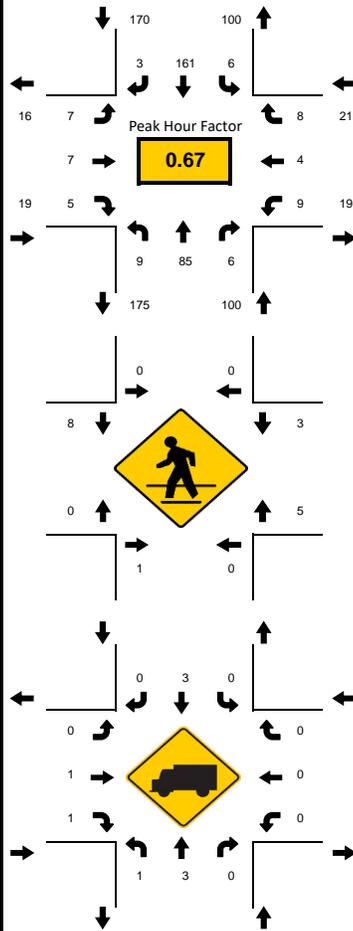
LOCATION: N 19th Ave & Scott St
 CITY/STATE: Hollywood, FL

PROJECT ID: 23-140388-009
 DATE: Tue, Sep 19, 2023

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



National Data & Surveying Services



15-Min Count Period Beginning At	N 19th Ave Northbound					N 19th Ave Southbound					Scott St Eastbound					Scott St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	2	16	3	0		1	50	2	0		0	0	1	0		3	1	0	0		79	310
7:15 AM	4	34	1	0		2	59	1	0		1	4	2	0		5	0	3	0		116	269
7:30 AM	1	24	2	0		1	32	0	0		5	3	1	0		0	2	3	0		74	202
7:45 AM	2	11	0	0		2	20	0	0		1	0	1	0		1	1	2	0		41	169
8:00 AM	1	9	0	0		2	19	0	0		2	0	2	0		1	1	1	0		38	159
8:15 AM	1	20	1	0		0	21	0	0		2	2	0	0		1	1	0	0		49	121
8:30 AM	0	11	2	0		3	20	0	0		0	1	1	0		0	1	2	0		41	72
8:45 AM	0	6	1	0		2	13	2	0		1	2	1	0		0	2	1	0		31	31
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	16	136	12	0		8	236	8	0		20	16	8	0		20	8	12	0		500	
Heavy Trucks	4	4	0	0		0	8	0	0		0	4	4	0		0	0	0	0		24	
Pedestrians		4					0					24					20				48	
Bicycles	0	4	0	0		0	4	4	0		0	4	0	0		0	4	4	0		24	
Buses																						
Stopped Buses																						

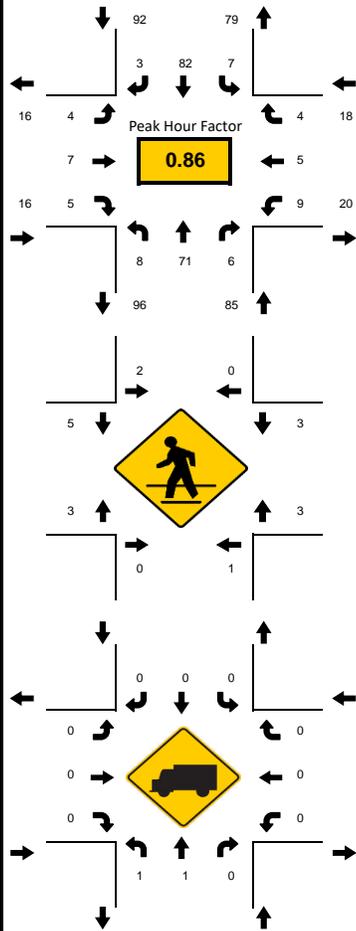
LOCATION: N 19th Ave & Scott St
 CITY/STATE: Hollywood, FL

PROJECT ID: 23-140388-009
 DATE: Tue, Sep 19, 2023

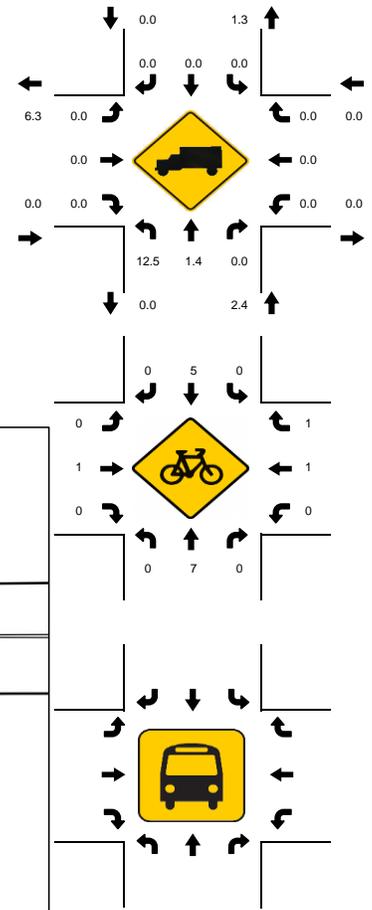
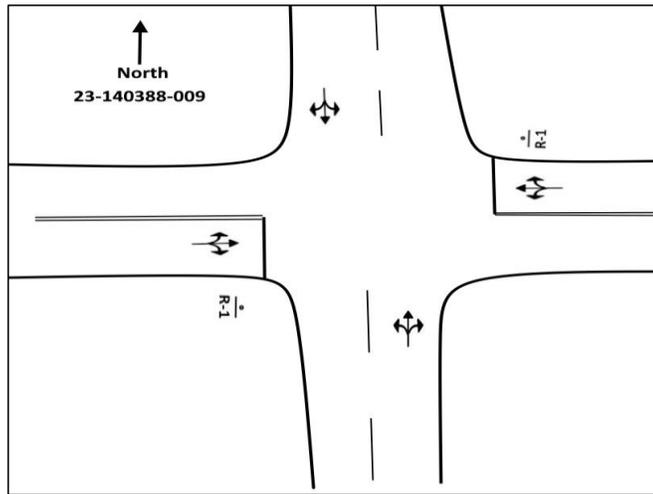
Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services



Peak Hour Factor
0.86



15-Min Count Period Beginning At	N 19th Ave Northbound				N 19th Ave Southbound				Scott St Eastbound				Scott St Westbound				Total	Hourly Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*							
4:00 PM	0	12	1	0	0	1	14	0	0	0	2	2	1	0	0	1	5	0	0	0	39	162
4:15 PM	0	14	2	0	0	3	16	1	0	0	1	2	2	0	0	0	1	0	0	0	42	169
4:30 PM	1	6	0	0	0	2	19	2	0	0	2	2	1	0	0	0	3	1	0	0	39	185
4:45 PM	1	19	0	0	0	1	17	1	0	0	0	2	1	0	0	0	0	0	0	0	42	207
5:00 PM	3	15	0	0	0	1	22	0	0	0	0	1	0	0	0	2	1	1	0	0	46	211
5:15 PM	2	17	2	0	0	3	20	3	0	0	3	3	0	0	0	3	1	1	0	0	58	165
5:30 PM	2	20	4	0	0	2	23	0	0	0	0	3	3	0	0	1	2	0	1	0	61	107
5:45 PM	1	19	0	0	0	1	17	0	0	0	1	0	2	0	0	2	1	2	0	0	46	46
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total					
All Vehicles	12	80	16	0	0	12	92	12	0	0	12	12	12	0	0	12	8	8	4	0	292	
Heavy Trucks	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
Pedestrians		4					8					12					12				36	
Bicycles	0	12	0	0	0	0	8	0	0	0	0	4	0	0	0	0	4	4	0	0	32	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Federal Hwy/US 1 & Scott St
City: Hollywood
Control: 1-Way Stop(EB)

Project ID: 23-140388-006
Date: 9/19/2023

Data - Total

NS/EW Streets:	S Federal Hwy/US 1				S Federal Hwy/US 1				Scott St				Scott St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	202	0	0	0	139	1	0	0	0	3	0	0	0	0	0	345
7:15 AM	0	258	0	0	0	185	4	0	0	0	5	0	0	0	0	0	452
7:30 AM	0	298	0	0	0	201	1	0	0	0	3	0	0	0	0	0	503
7:45 AM	0	254	0	0	0	203	1	0	0	0	5	0	0	0	0	0	463
8:00 AM	0	268	0	0	0	216	0	0	0	0	0	0	0	0	0	0	484
8:15 AM	0	321	0	0	0	213	1	0	0	0	3	0	0	0	0	0	538
8:30 AM	0	255	0	0	0	200	1	0	0	0	4	0	0	0	0	0	460
8:45 AM	0	233	0	0	0	215	1	0	0	0	5	0	0	0	0	0	454
TOTAL VOLUMES :	0	2089	0	0	0	1572	10	0	0	0	28	0	0	0	0	0	3699
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	99.37%	0.63%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1141	0	0	0	833	3	0	0	0	11	0	0	0	0	0	1988
PEAK HR FACTOR :	0.000	0.889	0.000	0.000	0.000	0.964	0.750	0.000	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.924
	0.889				0.968				0.550								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	288	0	0	0	277	4	0	0	0	6	0	0	0	0	0	575
4:15 PM	0	327	0	0	0	297	1	0	0	0	4	0	0	0	0	0	629
4:30 PM	0	274	0	0	0	304	2	0	0	0	6	0	0	0	0	0	586
4:45 PM	0	323	0	0	0	299	0	0	0	0	3	0	0	0	0	0	625
5:00 PM	1	342	0	0	0	335	2	0	0	0	3	0	0	0	0	0	683
5:15 PM	0	334	0	0	0	320	3	0	0	0	5	0	0	0	0	0	662
5:30 PM	0	350	0	0	0	295	3	0	0	0	7	0	0	0	0	0	655
5:45 PM	0	285	0	0	0	326	1	0	0	0	0	0	0	0	0	0	612
TOTAL VOLUMES :	1	2523	0	0	0	2453	16	0	0	0	34	0	0	0	0	0	5027
APPROACH %'s :	0.04%	99.96%	0.00%	0.00%	0.00%	99.35%	0.65%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	1349	0	0	0	1249	8	0	0	0	18	0	0	0	0	0	2625
PEAK HR FACTOR :	0.250	0.964	0.000	0.000	0.000	0.932	0.667	0.000	0.000	0.000	0.643	0.000	0.000	0.000	0.000	0.000	0.961
	0.964				0.932				0.643								

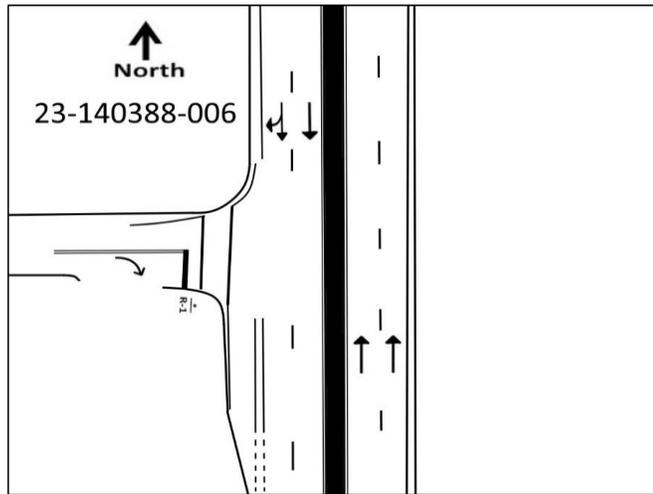
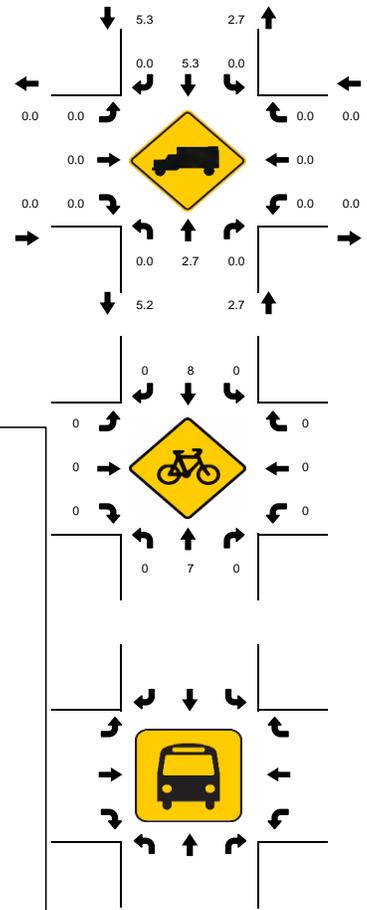
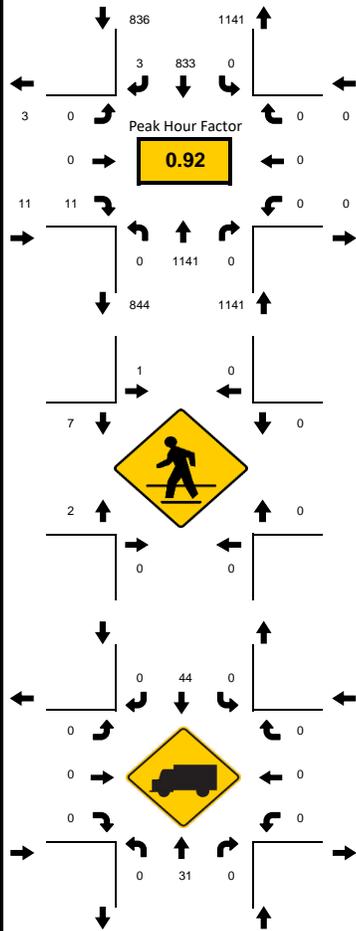
LOCATION: S Federal Hwy/US 1 & Scott St
 CITY/STATE: Hollywood, FL

PROJECT ID: 23-140388-006
 DATE: Tue, Sep 19, 2023

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



National Data & Surveying Services



15-Min Count Period Beginning At	S Federal Hwy/US 1 Northbound				S Federal Hwy/US 1 Southbound				Scott St Eastbound				Scott St Westbound				Total	Hourly Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru	Rgt	U	R*
7:00 AM	0	202	0	0	0	0	139	1	0	0	0	0	3	0	0	0	0	0	0	0	345	1763
7:15 AM	0	258	0	0	0	0	185	4	0	0	0	0	5	0	0	0	0	0	0	0	452	1902
7:30 AM	0	298	0	0	0	0	201	1	0	0	0	0	3	0	0	0	0	0	0	0	503	1988
7:45 AM	0	254	0	0	0	0	203	1	0	0	0	0	5	0	0	0	0	0	0	0	463	1945
8:00 AM	0	268	0	0	0	0	216	0	0	0	0	0	0	0	0	0	0	0	0	0	484	1936
8:15 AM	0	321	0	0	0	0	213	1	0	0	0	0	3	0	0	0	0	0	0	0	538	1452
8:30 AM	0	255	0	0	0	0	200	1	0	0	0	0	4	0	0	0	0	0	0	0	460	914
8:45 AM	0	233	0	0	0	0	215	1	0	0	0	0	5	0	0	0	0	0	0	0	454	454
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total					
All Vehicles	0	1284	0	0	0	0	864	4	0	0	0	0	20	0	0	0	0	0	0	0	2172	
Heavy Trucks	0	52	0	0	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	104	
Pedestrians	0	0	0	0	0	0	4	0	0	0	0	16	0	0	0	0	0	0	0	0	20	
Bicycles	0	8	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	24	
Buses																						
Stopped Buses																						

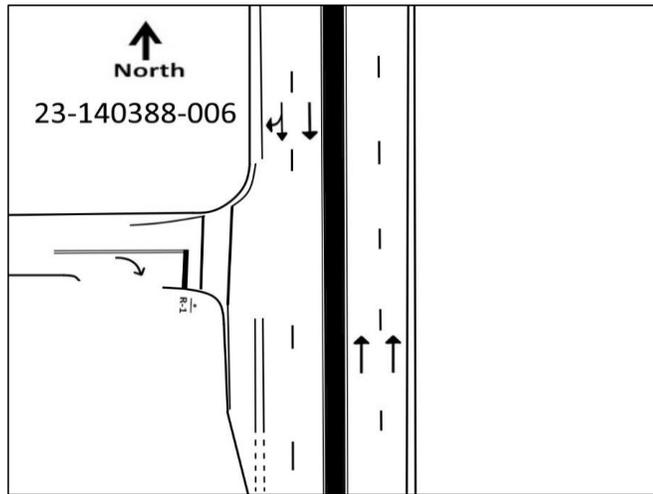
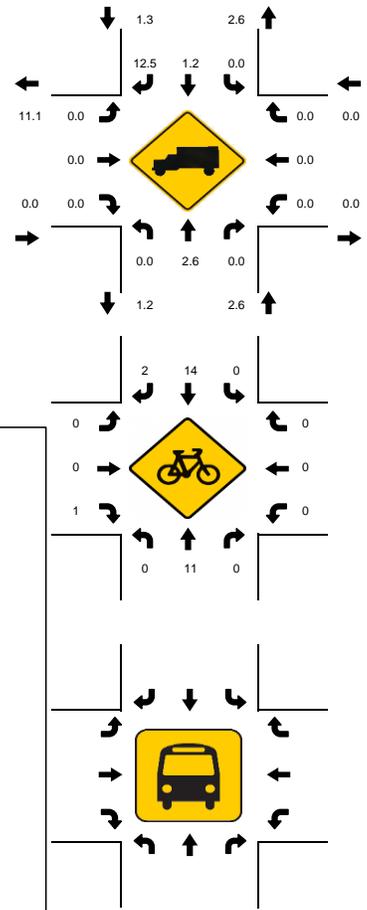
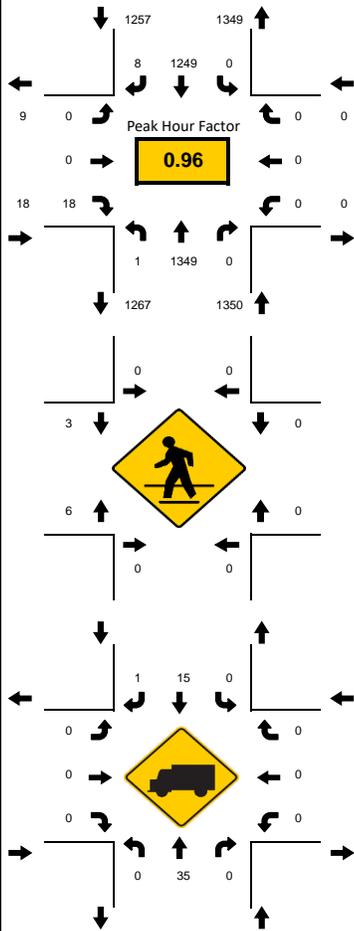
LOCATION: S Federal Hwy/US 1 & Scott St
 CITY/STATE: Hollywood, FL

PROJECT ID: 23-140388-006
 DATE: Tue, Sep 19, 2023

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



National Data & Surveying Services



15-Min Count Period Beginning At	S Federal Hwy/US 1 Northbound				S Federal Hwy/US 1 Southbound				Scott St Eastbound				Scott St Westbound				Total	Hourly Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left			Thru	Rgt	U	R*
4:00 PM	0	288	0	0	0	277	4	0	0	0	0	6	0	0	0	0	0	0	0	0	575	2415
4:15 PM	0	327	0	0	0	297	1	0	0	0	0	4	0	0	0	0	0	0	0	0	629	2523
4:30 PM	0	274	0	0	0	304	2	0	0	0	0	6	0	0	0	0	0	0	0	0	586	2556
4:45 PM	0	323	0	0	0	299	0	0	0	0	0	3	0	0	0	0	0	0	0	0	625	2625
5:00 PM	1	342	0	0	0	335	2	0	0	0	0	3	0	0	0	0	0	0	0	0	683	2612
5:15 PM	0	334	0	0	0	320	3	0	0	0	0	5	0	0	0	0	0	0	0	0	662	1929
5:30 PM	0	350	0	0	0	295	3	0	0	0	0	7	0	0	0	0	0	0	0	0	655	1267
5:45 PM	0	285	0	0	0	326	1	0	0	0	0	0	0	0	0	0	0	0	0	0	612	612
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	4	1400	0	0	0	0	1340	12	0	0	0	0	28	0	0	0	0	0	0	0	2784	
Heavy Trucks	0	44	0	0	0	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	76	
Pedestrians	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	16	
Bicycles	0	24	0	0	0	0	24	4	0	0	0	0	4	0	0	0	0	0	0	0	56	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 23-140388-007
Date: 9/19/2023

Data - Total

NS/EW Streets:	S Federal Hwy/US 1				S Federal Hwy/US 1				Harding St				Harding St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	2	155	24	1	31	110	3	1	10	22	3	0	18	3	28	0	411
7:15 AM	10	207	24	0	26	151	6	0	12	31	10	0	27	5	37	0	546
7:30 AM	7	253	19	0	20	191	3	0	5	17	4	0	24	11	36	0	590
7:45 AM	3	225	15	0	16	188	2	0	1	8	0	0	5	3	26	0	492
8:00 AM	2	234	10	0	12	196	2	0	6	3	1	0	9	0	29	0	504
8:15 AM	1	289	13	0	14	207	2	0	6	2	5	0	4	4	28	0	575
8:30 AM	4	221	13	0	16	193	2	0	8	5	1	0	13	1	22	0	499
8:45 AM	5	203	16	0	15	201	2	0	2	3	1	0	6	3	28	0	485
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	34	1787	134	1	150	1437	22	1	50	91	25	0	106	30	234	0	4102
	1.74%	91.36%	6.85%	0.05%	9.32%	89.25%	1.37%	0.06%	30.12%	54.82%	15.06%	0.00%	28.65%	8.11%	63.24%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	13	1001	57	0	62	782	9	0	18	30	10	0	42	18	119	0	2161
PEAK HR FACTOR :	0.464	0.866	0.750	0.000	0.775	0.944	0.750	0.000	0.750	0.441	0.500	0.000	0.438	0.409	0.826	0.000	0.916
	0.884				0.956				0.558				0.630				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	11	254	18	0	19	260	5	0	3	1	0	0	15	4	24	0	614
4:15 PM	4	299	22	0	26	272	6	0	3	6	1	0	29	6	33	0	707
4:30 PM	7	244	19	1	20	280	4	0	3	15	1	0	24	8	31	0	657
4:45 PM	5	295	23	0	24	272	7	0	5	4	6	0	11	5	19	0	676
5:00 PM	6	318	27	0	21	306	7	0	2	4	2	0	15	4	27	0	739
5:15 PM	11	302	19	0	33	290	10	0	5	5	3	0	17	7	41	0	743
5:30 PM	13	339	17	0	24	280	5	0	2	5	1	0	12	5	21	0	724
5:45 PM	7	239	22	0	28	284	7	0	4	5	2	0	21	5	17	0	641
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	64	2290	167	1	195	2244	51	0	27	45	16	0	144	44	213	0	5501
	2.54%	90.80%	6.62%	0.04%	7.83%	90.12%	2.05%	0.00%	30.68%	51.14%	18.18%	0.00%	35.91%	10.97%	53.12%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	35	1254	86	0	102	1148	29	0	14	18	12	0	55	21	108	0	2882
PEAK HR FACTOR :	0.673	0.925	0.796	0.000	0.773	0.938	0.725	0.000	0.700	0.900	0.500	0.000	0.809	0.750	0.659	0.000	0.970
	0.932				0.957				0.733				0.708				

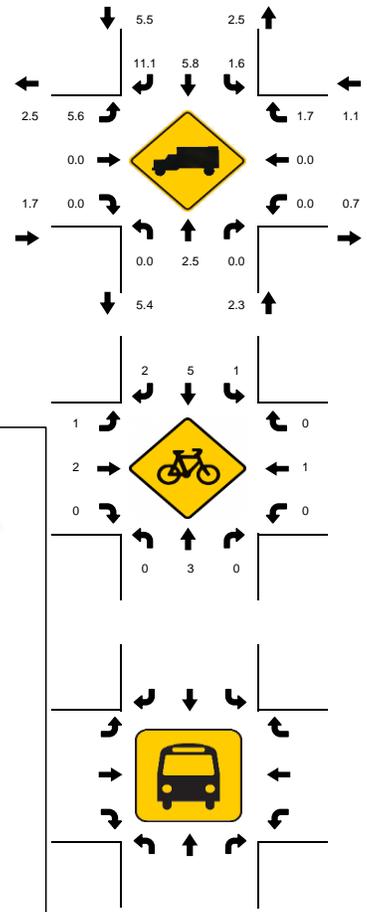
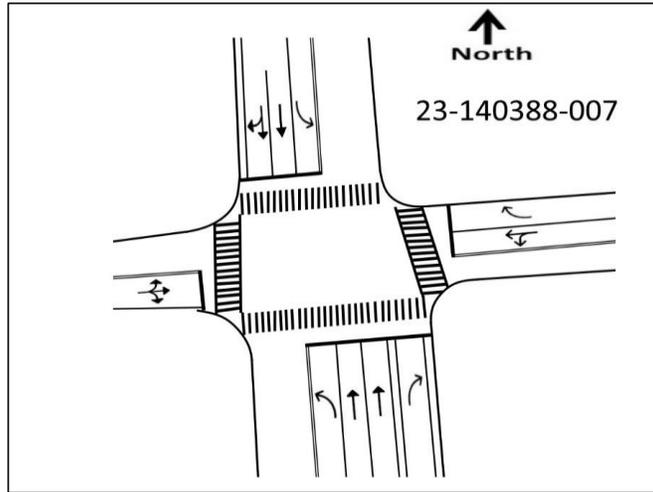
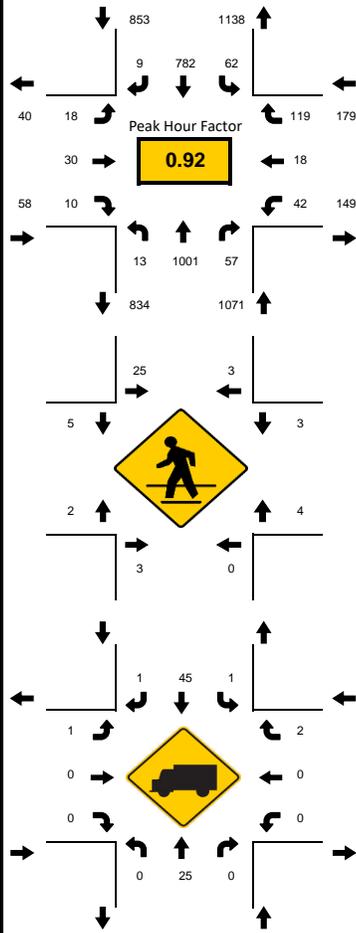
LOCATION: S Federal Hwy/US 1 & Harding St
 CITY/STATE: Hollywood, FL

PROJECT ID: 23-140388-007
 DATE: Tue, Sep 19, 2023

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



National Data & Surveying Services



15-Min Count Period Beginning At	S Federal Hwy/US 1 Northbound					S Federal Hwy/US 1 Southbound					Harding St Eastbound				Harding St Westbound				Total	Hourly Total		
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt			U	R*
7:00 AM	2	155	24	1		31	110	3	1		10	22	3	0		18	3	28	0		411	2039
7:15 AM	10	207	24	0		26	151	6	0		12	31	10	0		27	5	37	0		546	2132
7:30 AM	7	253	19	0		20	191	3	0		5	17	4	0		24	11	36	0		590	2161
7:45 AM	3	225	15	0		16	188	2	0		1	8	0	0		5	3	26	0		492	2070
8:00 AM	2	234	10	0		12	196	2	0		6	3	1	0		9	0	29	0		504	2063
8:15 AM	1	289	13	0		14	207	2	0		6	2	5	0		4	4	28	0		575	1559
8:30 AM	4	221	13	0		16	193	2	0		8	5	1	0		13	1	22	0		499	984
8:45 AM	5	203	16	0		15	201	2	0		2	3	1	0		6	3	28	0		485	485
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound				Westbound				Total			
All Vehicles	28	1156	76	0		80	828	12	0		24	68	20	0		96	44	144	0		2576	
Heavy Trucks	0	44	0	0		4	56	4	0		4	0	0	0		0	0	4	0		116	
Pedestrians		12					100					12					16				140	
Bicycles	0	4	0	0		4	8	4	0		4	8	0	0		0	4	0	0		36	
Buses																						
Stopped Buses																						

**5 YEARS COMPOUND HISTORICAL GROWTH RATE CALCULATION
2100 NORTH FEDERAL HIGHWAY**

FDOT STATION	LOCATION	2017 AADT	2022 AADT
860422	SR 5/US 1 - N OF SR 822/SHERIDAN ST	31,500	32,500
865300	SR 822/SHERIDAN ST - W OF SR 5 & E OF 20 AVE	30,000	32,000
865170	SR 822 / SHERIDAN ST - E OF SR 5/US 1	26,000	26,500
868207	TAFT STREET, E OF NW 21 AVENUE	7,900	4,100
869265	TAFT ST, E OF US 1	4,300	2,300
860165	SR 5/US 1 - N OF JOHNSON ST	30,000	32,000
Areawide 5-year Compound Growth Rate		CGR = -0.05%	

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0165 - SR 5/US 1 - N OF JOHNSON ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	32000	C	N 15000		S 17000	9.00	53.50	7.80
2021	30500	C	N 16000		S 14500	9.00	54.50	7.80
2020	29500	F	N 14500		S 15000	9.00	53.50	3.10
2019	31500	C	N 15500		S 16000	9.00	54.70	3.10
2018	27500	C	N 14000		S 13500	9.00	54.10	3.10
2017	30000	C	N 15000		S 15000	9.00	53.80	3.50
2016	29000	C	N 14500		S 14500	9.00	55.20	3.50
2015	26500	C	N 13000		S 13500	9.00	54.90	3.50
2014	31000	C	N 15500		S 15500	9.00	54.50	5.70
2013	27500	C	N 14000		S 13500	9.00	54.60	5.70
2012	31500	C	N 16500		S 15000	9.00	55.00	5.70
2011	28500	C	N 14500		S 14000	9.00	54.50	1.70
2010	29000	C	N 14500		S 14500	9.37	54.06	1.70
2009	31500	C	N 15500		S 16000	9.31	53.74	1.70
2008	35000	C	N 17500		S 17500	9.70	54.48	2.00
2007	32500	C	N 16500		S 16000	9.10	53.47	2.00

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: 0422 - SR 5/US 1 - N OF SR 822/SHERIDAN ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	32500	C	N 16500		S 16000	9.00	53.50	2.40
2021	30500	C	N 14500		S 16000	9.00	54.50	2.40
2020	31000	C	N 14500		S 16500	9.00	53.50	2.40
2019	31500	C	N 15000		S 16500	9.00	54.70	2.90
2018	29000	C	N 14000		S 15000	9.00	54.10	2.90
2017	31500	C	N 15000		S 16500	9.00	53.80	2.90
2016	35000	C	N 17500		S 17500	9.00	55.20	20.80
2015	30000	C	N 15500		S 14500	9.00	54.90	20.80
2014	26500	C	N 13500		S 13000	9.00	54.50	11.70
2013	28000	C	N 13500		S 14500	9.00	54.60	11.50
2012	30000	C	N 15000		S 15000	9.00	55.00	22.20
2011	29500	C	N 14500		S 15000	9.00	54.50	21.60
2010	28000	C	N 13500		S 14500	9.37	54.06	17.20
2009	30000	C	N 15000		S 15000	9.31	53.74	20.30
2008	36500	C	N 18500		S 18000	9.70	54.48	3.20
2007	33500	C	N 17500		S 16000	9.10	53.47	3.20

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: 5170 - SR 822 / SHERIDAN ST - E OF SR 5/US 1

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	26500	C	E 13000		W 13500	9.00	53.50	4.50
2021	28500	C	E 13500		W 15000	9.00	54.50	2.50
2020	27500	C	E 14000		W 13500	9.00	53.50	2.60
2019	23500	C	E 12000		W 11500	9.00	54.70	1.90
2018	23000	C	E 11000		W 12000	9.00	54.10	1.90
2017	26000	C	E 13500		W 12500	9.00	53.80	1.90
2016	25500	C	E 13000		W 12500	9.00	55.20	1.50
2015	24000	C	E 12500		W 11500	9.00	54.90	1.50
2014	24500	C	E 12000		W 12500	9.00	54.50	1.50
2013	23000	C	E 11500		W 11500	9.00	54.60	2.10
2012	23500	C	E 12000		W 11500	9.00	55.00	2.20
2011	22000	C	E 11000		W 11000	9.00	54.50	2.20
2010	20400	C	E 10500		W 9900	9.37	54.06	2.20
2009	23500	C	E 12000		W 11500	9.31	53.74	2.80
2008	23500	C	E 12000		W 11500	9.70	54.48	2.80
2007	21000	C	E 10500		W 10500	9.10	53.47	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: 5300 - SR 822/SHERIDAN ST - W OF SR 5 & E OF 20 AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	32000	C	E 15500		W 16500	9.00	57.00	5.00
2021	29500	C	E 14000		W 15500	9.00	53.80	4.60
2020	28000	C	E 14500		W 13500	9.00	53.90	4.60
2019	27500	C	E 13500		W 14000	9.00	54.60	2.90
2018	28000	C	E 14000		W 14000	9.00	54.50	2.70
2017	30000	C	E 15000		W 15000	9.00	51.90	2.70
2016	28500	C	E 14000		W 14500	9.00	54.10	2.70
2015	26000	C	E 12500		W 13500	9.00	54.00	3.40
2014	26500	C	E 13000		W 13500	9.00	54.20	3.40
2013	27500	C	E 13500		W 14000	9.00	53.60	3.40
2012	28000	C	E 14000		W 14000	9.00	52.20	4.70
2011	27000	C	E 13500		W 13500	9.00	52.50	4.70
2010	26000	C	E 13000		W 13000	8.35	52.69	4.70
2009	29500	C	E 15000		W 14500	8.53	53.89	3.00
2008	28500	C	E 14000		W 14500	8.81	54.16	3.00
2007	27500	C	E 14000		W 13500	8.63	55.75	3.00

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: 8207 - TAFT STREET, E OF NW 21 AVENUE

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	4100 S	E	2000	W	2100	9.00	57.00	5.40
2021	4100 F	E	2000	W	2100	9.00	53.80	14.30
2020	4100 C	E	2000	W	2100	9.00	53.90	8.80
2019	7900 R	E	3100	W	4800	9.00	54.60	5.50
2018	7900 T	E	3100	W	4800	9.00	54.50	6.00
2017	7900 S	E	3100	W	4800	9.00	51.90	6.20
2016	7900 F	E	3100	W	4800	9.00	54.10	2.90
2015	7800 C	E	3100	W	4700	9.00	54.00	3.40
2014	6200 X					9.00	54.20	7.40
2013	6100 X		0		0	9.00	53.60	7.60
2012	6100 T		0		0	9.00	52.20	5.90
2011	6100 S		0		0	9.00	52.50	6.30
2010	6100 F		0		0	8.35	52.69	9.30
2009	6100 C	E	0	W	0	8.53	53.89	5.30
2008	6600 C	E	0	W	0	8.81	54.16	6.50
2007	7000 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: 9625 - TAFT ST, E OF US 1

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	2300 S	E	1100	W	1200	9.00	53.50	5.40
2021	2300 F	E	1100	W	1200	9.00	54.50	14.30
2020	2300 C	E	1100	W	1200	9.00	53.50	8.80
2019	4300 T	E	1400	W	2900	9.00	54.70	5.50
2018	4300 S	E	1400	W	2900	9.00	54.10	6.00
2017	4300 F	E	1400	W	2900	9.00	53.80	6.20
2016	4300 C	E	1400	W	2900	9.00	55.20	2.90
2015	2400 V		0		0	9.00	54.90	3.40
2014	2400 R					9.00	54.50	7.40
2013	2400 T		0		0	9.00	54.60	7.60
2012	2400 S		0		0	9.00	55.00	5.90
2011	2400 F		0		0	9.00	54.50	6.30
2010	2400 C	E	0	W	0	9.37	54.06	9.30
2009	1400 F		0		0	9.31	53.74	5.30
2008	1400 C	E	0	W	0	9.70	54.48	6.50
2007	1600 C	E	0	W	0	9.10	53.47	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

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

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

* PEAK SEASON

23-FEB-2023 09:11:21

830UPD

4_8600_PKSEASON.TXT

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

MOCF: 0.97

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

* PEAK SEASON

23-FEB-2023 09:11:21

830UPD

4_8601_PKSEASON.TXT

Station : 3173 - US 1 & Sheridan St (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		26		22		26		19								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2.5	1.5	3	1.5	2.5								
Max1	15	40	20	30	20	40	20	30								
Max2																
Yellow Clr	4	4	4.5	4.5	4	4	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON															
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON							
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

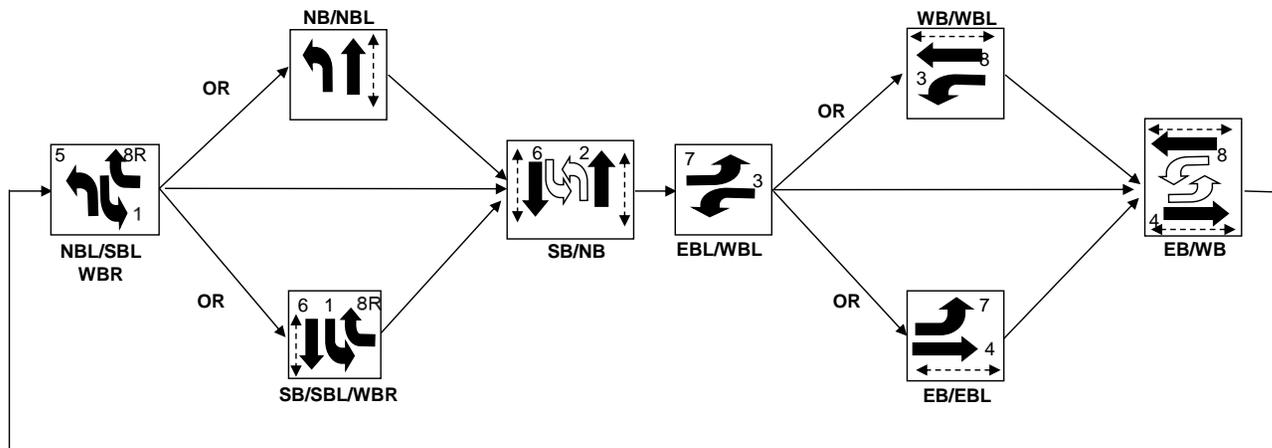
Preemption

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

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				

Sequence of Operation for (3173) Federal Hwy (US1/SR 5) and Sheridan Street (SR 822) Hollywood



 Denotes Permissive left turns
 Denotes pedestrian crosswalk signals



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3173	Initial Operation Date	9/76
Controller Type	2070 LN	System Number	3173
Modification Number	13	Modification Date	09/25/2014
Drawing/Project No	GRP. 1	FPL Grid Number	87673246809
Intersection	FEDERAL HWY. (US 1/SR 5) and SHERIDAN STREET (SR 822)		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,8R	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.5	1.5	3.0	1.5	2.5
Maximum Green I	15	40	20	30	20	40	20	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.5	4.5	4.0	4.0	4.5	4.5
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		26		22		26		19
Permissive	5 SECT		5 SECT		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 HARDWIRED EAST/WEST.
3. WB RIGHT HARDWIRED TO PHASE 1 (SBL).
4. MOD. 13 UPDATES YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____

Approved By _____

Station : 3174 - Sheridan St & Dixie Hwy (Standard File)

Phase	1 (EL)	2 (WT)	3	4	5 (WL)	6 (ET)	7 (NT)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7				7	7	7								
Ped Clearance		12				12	18	23								
Min Green	10	12			10	12	20	15	20							
Gap Ext	1.5	3			2	3	2	2								
Max1	12	75			15	75	25	15	30							
Max2																
Yellow Clr	4.5	4.5			4.5	4.5	4	4.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2				2			2	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert		4				4										
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON			ON	ON	ON	ON								
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call																
Min Recall	ON				ON		ON	ON								
Max Recall		ON				ON										
Ped Recall						ON										
Soft Recall																
Dual Entry																
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

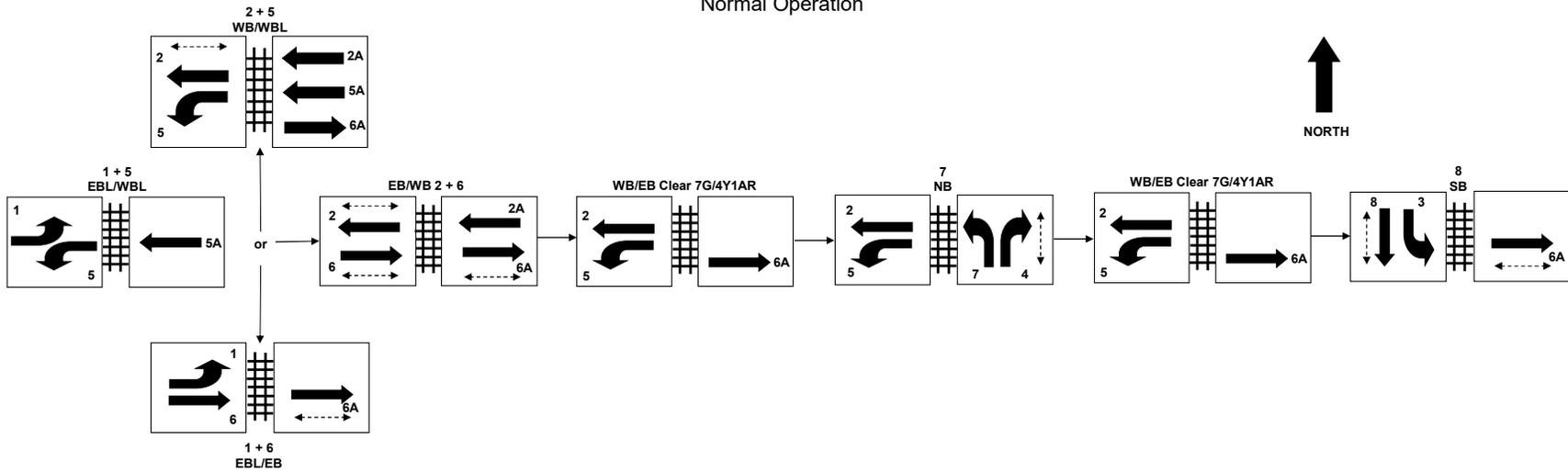
Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt	ON				ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6		
Min Walk						
Ped Clear						
Track Green	10					
Min Dwell		8	8	8		
Max Presence		180	180	180		
Track Veh 1	9					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	1					
Dwell Cyc Veh 2	8					
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

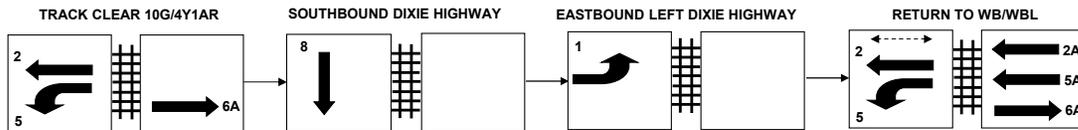
Sequence of Operation

Sheridan Street (SR 822) and Dixie Highway/N 21 Ave
 Intersection Number 3174 (Hollywood) Mod 8 and Higher
 Normal Operation



RAILROAD PREEMPTION SEQUENCE:

- (A) TRACK CLEARANCE (HEADS 2, 5, 6A) 10G, 4Y, 1 AR;
- (B) DEWELL: 8 (SB: HEADS 8 ONLY), 1 (EBL: HEAD 1 ONLY);



Station : 3227 - US 1 & Harding St (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		16		25		16		23								
Min Green	4	7		6		7		6								
Gap Ext	1.5	3		2		3		2								
Max1	12	50		25		50		25								
Max2																
Yellow Clr	4	4		4		4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON							
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

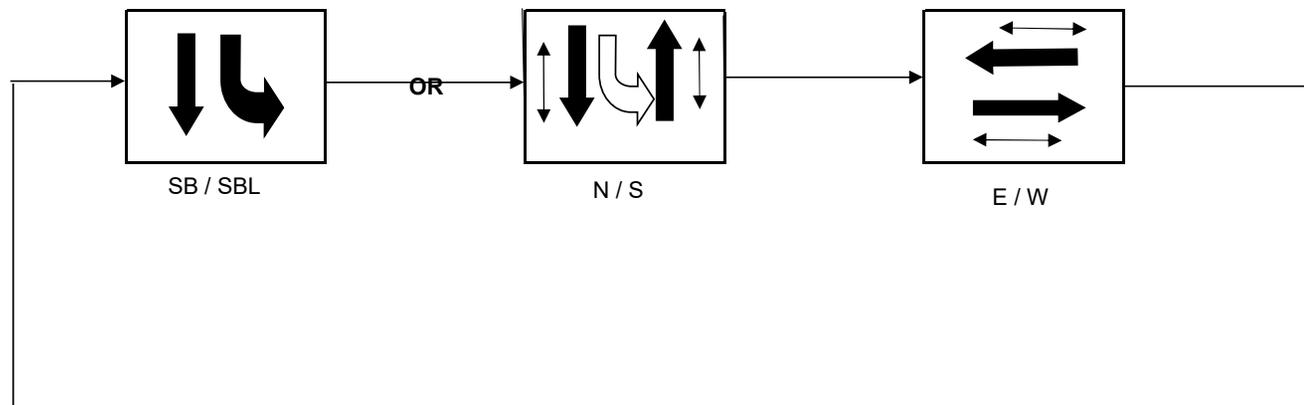
Preemption

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

Preempt LP

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

Sequence of Operation
FEDERAL HIGHWAY (US 1/SR 5) and HARDING STREET (3227)
Hollywood





BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3227	Initial Operation Date	9/30/74
Controller Type	2070	System Number	3227
Modification Number	14	Modification Date	04/04/2023
Drawing/Project No	413794-1-52-01	FPL Grid Number	87673222705
Intersection	FEDERAL HWY. (US 1/SR 5) and HARDING STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4		6		8
Direction	SBL	NB		EB		SB		WB
Initial Green(MIN)	4	7		6		7		6
Vehicle Ext.(GAP)	1.5	3.0		2.0		3.0		2.0
Maximum Green I	12	50		25		50		25
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0		4.0		4.0
All Red Clearance	2.0	2.0		2.0		2.0		2.0
Phase Recall	OFF	MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7 + L		7		7 + L
Pedestrian Clearance		16		25		16		23
Permissive	5 SECT							
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN SOUTHBOUND: PHASES 2+6 ON---> OMIT PHASE 1.
2. DUAL ENTRY EAST/WEST.
3. LEAD PEDESTRIAN INTERVALS: 4.0 SECONDS P8, 5.0 SECONDS P4.
4. MOD. 14 ADDS SIDE STREET LPIs PER CITY OF HOLLYWOOD AND FDOT REQUEST.

Submitted By _____

Approved By _____

Station : 3228 - US 1 & Shenandoah St (Standard File)

Phase	1	2 (NT)	3	4	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7						7								
Ped Clearance		20						21								
Min Green		12				12		6								
Gap Ext		3				3		2								
Max1		50				50		25								
Max2																
Yellow Clr		4				4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		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								
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON							
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

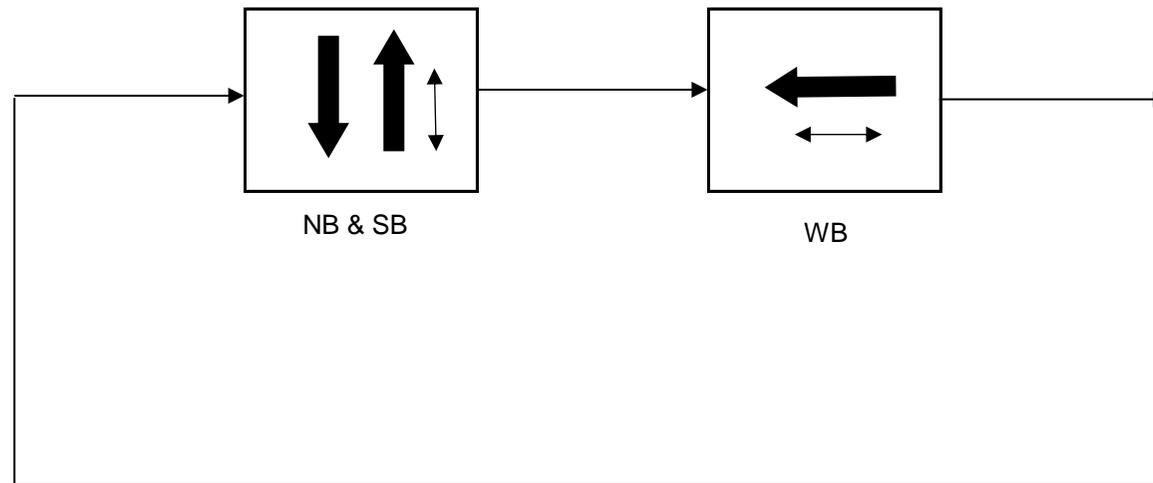
Preemption

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	180			180		
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2			8		
Dwell Cyc Veh 2	6					
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

Sequence of Operation
FEDERAL HWY, (US 1/SR 5) and SHENANDOAH STREET
Intersection Number C-228





BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3228	Initial Operation Date	UNKNOWN
Controller Type	TS2 BIU 2070	System Number	3228
Modification Number	8	Modification Date	09/25/2014
Drawing/Project No	413794-1-52-01	FPL Grid Number	87673274306
Intersection	FEDERAL HWY. (US 1/SR 5) and SHENANDOAH STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2				6		8
Direction		NB				SB		WB
Initial Green(MIN)		12				12		6
Vehicle Ext.(GAP)		3.0				3.0		2.0
Maximum Green I		50				50		25
Maximum Green II								
Yellow Clearance		4.0				4.0		4.0
All Red Clearance		2.0				2.0		2.0
Phase Recall		MIN				MIN		OFF
Detector Delay								
Walk		7						7
Pedestrian Clearance		20						21
Permissive								
Flash Operation		YELLOW				YELLOW		RED

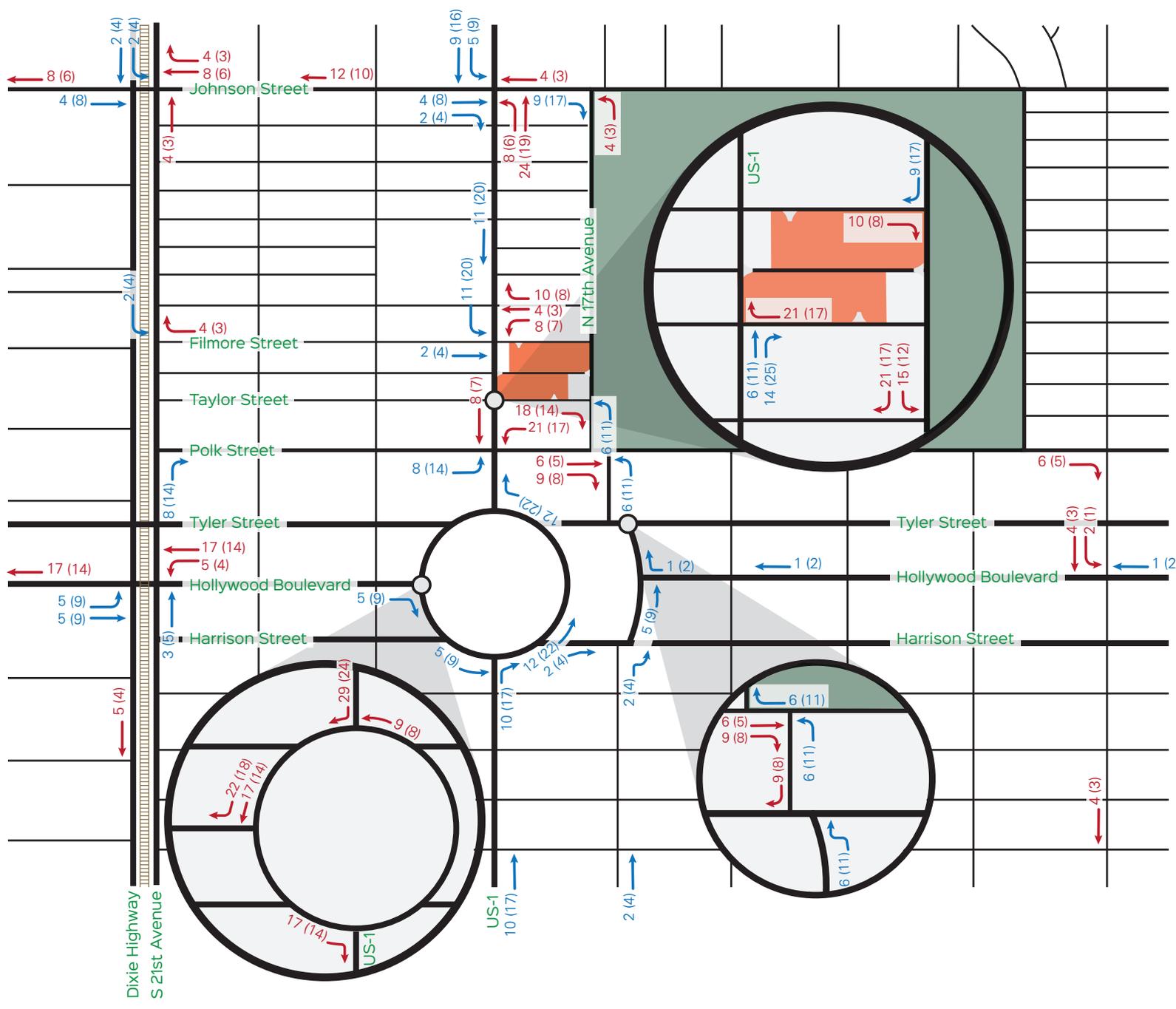
Attachment

NOTES:

1. MOD. 8 UPDATES ALL RED CLEARANCES.

Submitted By _____

Approved By _____



- 00 AM
- (00) PM
- █ Inbound
- █ Outbound
- █ Project Location

Exhibit 10

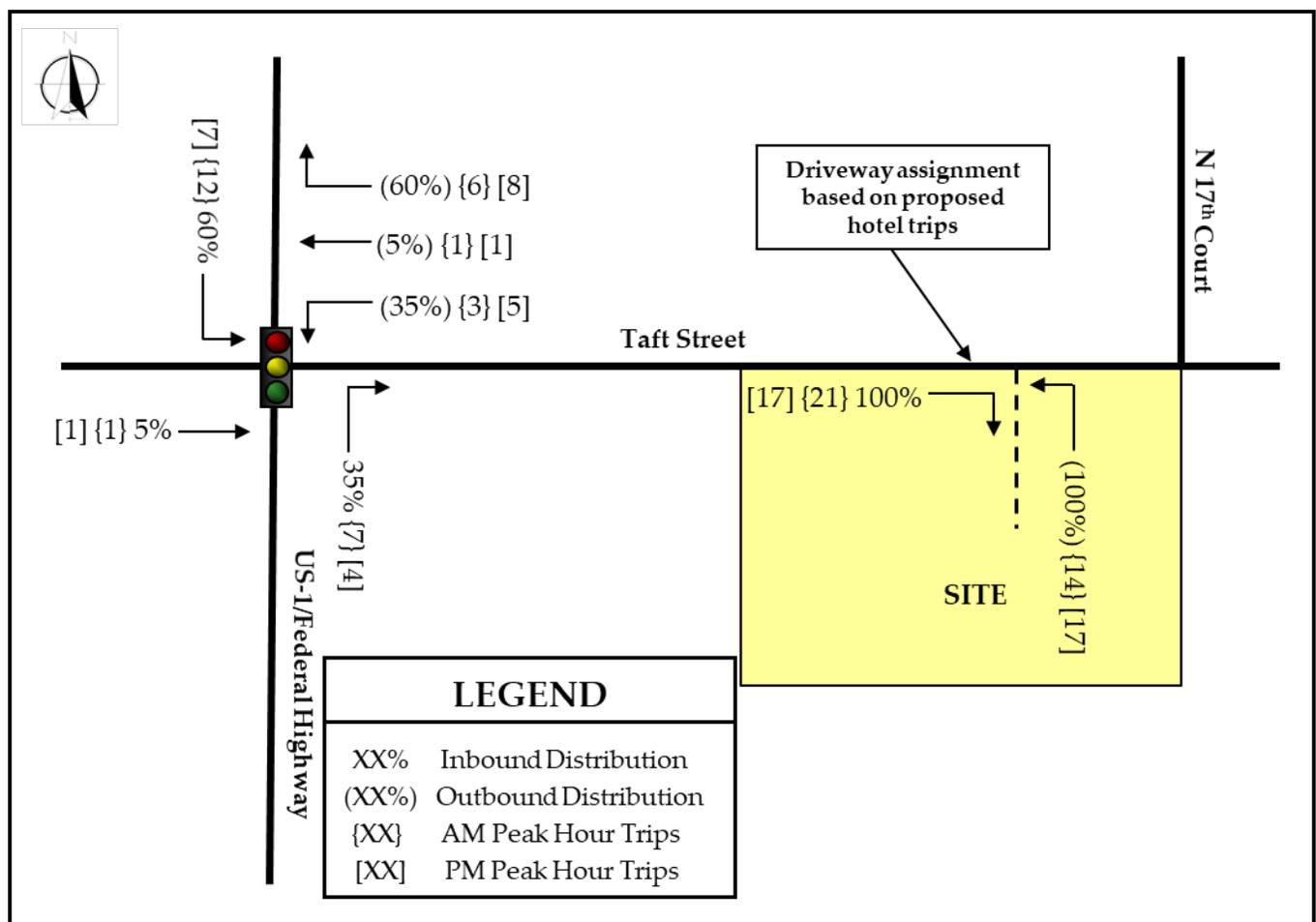
Project Trip Assignment

* See Exhibit 11 for Driveway Trip Assignment



north along US-1, 35 percent to/from the south along US-1, and five (5) percent to/from the west along Taft Street. The project assignment at the study intersection was calculated based on the trip generation and project distribution analyses. The assignment of trips at the study intersection represents the increase in traffic between the current and proposed developments and, therefore, is the net increase in trips. The project assignment at the driveway connection is the total expected trips with the proposed hotel. The project distribution and assignment are graphically depicted on **Figure 5**.

Figure 5 Project Distribution and Assignment





Daily	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
2,128	95	86	92	104



LEGEND

AM Peak Hour = XX
 PM Peak Hour = (XY)
 Daily = YY

UNIVERSITY STATION
 NEC Polk St & N 21st Ave
 City of Hollywood

**FIGURE 4:
 PROJECT
 TRIPS**



Appendix D

Traffic Volume Calculations

AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY

Intersection	Scenario	Traffic Volumes															
		EBUT	EBLT	EBT	EBRT	WBUT	WBLT	WBT	WBRT	NBUT	NBLT	NBT	NBRT	SBUT	SBLT	SBT	SBRT
SR 822/Sheridan Street at Dixie Highway	Traffic Count (09/19/23)	0	94	979	330	0	61	1,194	40	-	-	-	-	0	29	111	85
	Peak Season Conversion Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	-	-	-	-	1.06	1.06	1.06	1.06
	2023 Peak Season Traffic	0	100	1,038	350	0	65	1,266	42	-	-	-	-	0	31	118	90
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	-	-	-	-	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	0	103	1,069	361	0	67	1,304	43	-	-	-	-	0	32	122	93
	Committed Development Trips	0	0	0	0	0	0	0	0	-	-	-	-	0	0	0	0
	2026 Background Traffic	0	103	1,069	361	0	67	1,304	43	-	-	-	-	0	32	122	93
	In/Out (Net New)			In				Out		-	-	-	-				
	Project Assignment - Net New			25%				25%		-	-	-	-				
	Net New Project Trips	0	0	9	0	0	0	13	0	-	-	-	-	0	0	0	0
2026 Total Traffic	0	103	1,078	361	0	67	1,317	43	-	-	-	-	0	32	122	93	
SR 822/Sheridan Street at N 21 Avenue	Traffic Count (09/19/23)	-	-	1,009	-	-	-	974	-	0	317	-	90	-	-	-	-
	Peak Season Conversion Factor	-	-	1.06	-	-	-	1.06	-	1.06	1.06	-	1.06	-	-	-	-
	2023 Peak Season Traffic	-	-	1,070	-	-	-	1,032	-	0	336	-	95	-	-	-	-
	Compound Growth Rate	-	-	1.00%	-	-	-	1.00%	-	1.00%	1.00%	-	1.00%	-	-	-	-
	Existing plus Background Growth	-	-	1,102	-	-	-	1,063	-	0	346	-	98	-	-	-	-
	Committed Development Trips	-	-	0	-	-	-	0	-	0	10	-	0	-	-	-	-
	2026 Background Traffic	-	-	1,102	-	-	-	1,063	-	0	356	-	98	-	-	-	-
	In/Out (Net New)	-	-	In	-	-	-	Out	-		Out	-		-	-	-	-
	Project Assignment - Net New	-	-	25%	-	-	-	10%	-		15%	-		-	-	-	-
	Net New Project Trips	-	-	9	-	-	-	5	-	0	8	-	0	-	-	-	-
2026 Total Traffic	-	-	1,111	-	-	-	1,068	-	0	364	-	98	-	-	-	-	
SR 822/Sheridan Street at N 20 Avenue	Traffic Count (09/19/23)	-	-	921	185	1	36	973	-	-	-	-	71	-	-	-	-
	Peak Season Conversion Factor	-	-	1.06	1.06	1.06	1.06	1.06	-	-	-	-	1.06	-	-	-	-
	2023 Peak Season Traffic	-	-	976	196	1	38	1,031	-	-	-	-	75	-	-	-	-
	Compound Growth Rate	-	-	1.00%	1.00%	1.00%	1.00%	1.00%	-	-	-	-	1.00%	-	-	-	-
	Existing plus Background Growth	-	-	1,006	202	1	39	1,062	-	-	-	-	77	-	-	-	-
	Committed Development Trips	-	-	0	0	0	0	0	-	-	-	-	0	-	-	-	-
	2026 Background Traffic	-	-	1,006	202	1	39	1,062	-	-	-	-	77	-	-	-	-
	In/Out (Net New)	-	-	In	In			Out	-	-	-	-		-	-	-	-
	Project Assignment - Net New	-	-	10%	15%			10%	-	-	-	-		-	-	-	-
	Net New Project Trips	-	-	4	5	0	0	5	-	-	-	-	0	-	-	-	-
2026 Total Traffic	-	-	1,010	207	1	39	1,067	-	-	-	-	77	-	-	-	-	
SR 822/Sheridan Street at US 1	Traffic Count (09/19/23)	14	148	549	110	1	136	505	146	0	337	780	67	0	227	566	53
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2023 Peak Season Traffic	15	160	593	119	1	147	545	158	0	364	842	72	0	245	611	57
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	15	165	611	123	1	151	562	163	0	375	868	74	0	252	630	59
	Committed Development Trips	0	0	0	0	0	0	0	0	0	0	0	6	0	0	12	0
	2026 Background Traffic	15	165	611	123	1	151	562	163	0	375	874	74	0	252	642	59
	In/Out (Net New)				In		In				Out	Out	Out				In
	Project Assignment - Net New				10%		20%				10%	25%	20%			25%	
	Net New Project Trips	0	0	0	4	0	7	0	0	0	5	13	10	0	0	9	0
2026 Total Traffic	15	165	611	127	1	158	562	163	0	380	887	84	0	252	651	59	
Liberty Street at N 19 Avenue	Traffic Count (09/19/23)	0	0	11	3	0	8	10	4	0	6	87	6	0	7	155	1
	Peak Season Conversion Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
	2023 Peak Season Traffic	0	0	12	3	0	8	11	4	0	6	92	6	0	7	164	1
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	0	0	12	3	0	8	11	4	0	6	95	6	0	7	169	1
	Committed Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2026 Background Traffic	0	0	12	3	0	8	11	4	0	6	95	6	0	7	169	1
	In/Out (Net New)						In						Out				
	Project Assignment - Net New						30%						55%				
	Net New Project Trips	0	0	0	0	0	11	0	0	0	0	0	29	0	0	0	0
2026 Total Traffic	0	0	12	3	0	19	11	4	0	6	95	35	0	7	169	1	
US 1 at Liberty Street	Traffic Count (09/19/23)	0	2	0	17	0	0	0	4	1	5	1,158	0	0	3	847	13
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2023 Peak Season Traffic	0	2	0	18	0	0	0	4	1	5	1,251	0	0	3	915	14
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	0	2	0	19	0	0	0	4	1	5	1,289	0	0	3	943	14
	Committed Development Trips	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	0
	2026 Background Traffic	0	2	0	19	0	0	0	4	1	5	1,295	0	0	3	955	14
	In/Out (Net New)		Out								In						In
	Project Assignment - Net New		55%								30%					55%	
	Net New Project Trips	0	29	0	0	0	0	0	0	0	11	0	0	0	0	19	0
2026 Total Traffic	0	31	0	19	0	0	0	4	1	16	1,295	0	0	3	974	14	

AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY

Intersection	Scenario	Traffic Volumes															
		EBUT	EBLT	EBT	EBRT	WBUT	WBLT	WBT	WBRT	NBUT	NBLT	NBT	NBRT	SBUT	SBLT	SBT	SBRT
US 1 at Shendoah Street	Traffic Count (09/19/23)	-	-	-	3	0	16	-	34	1	0	1,119	20	2	43	821	1
	Peak Season Conversion Factor	-	-	-	1.08	1.08	1.08	-	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2023 Peak Season Traffic	-	-	-	3	0	17	-	37	1	0	1,209	22	2	46	887	1
	Compound Growth Rate	-	-	-	1.00%	1.00%	1.00%	-	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	-	-	-	3	0	18	-	38	1	0	1,246	23	2	47	914	1
	Committed Development Trips	-	-	-	0	0	0	-	0	0	0	6	0	0	0	12	0
	2026 Background Traffic	-	-	-	3	0	18	-	38	1	0	1,252	23	2	47	926	1
	In/Out (Net New)	-	-	-								In					In
	Project Assignment - Net New	-	-	-								30%					55%
	Net New Project Trips	-	-	-	0	0	0	-	0	0	0	11	0	0	0	19	0
2026 Total Traffic	-	-	-	3	0	18	-	38	1	0	1,263	23	2	47	945	1	
Scott Street at N 19 Avenue	Traffic Count (09/19/23)	0	7	7	5	0	9	4	8	0	9	85	6	0	6	161	3
	Peak Season Conversion Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
	2023 Peak Season Traffic	0	7	7	5	0	10	4	8	0	10	90	6	0	6	171	3
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	0	7	7	5	0	10	4	8	0	10	93	6	0	6	176	3
	Committed Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2026 Background Traffic	0	7	7	5	0	10	4	8	0	10	93	6	0	6	176	3
	In/Out (Net New)			In				Out	Out							In	
	Project Assignment - Net New			15%				15%	55%							30%	
	Net New Project Trips	0	0	5	0	0	0	8	29	0	0	0	0	0	11	0	0
2026 Total Traffic	0	7	12	5	0	10	12	37	0	10	93	6	0	17	176	3	
Scott Street at Project Driveway	Traffic Count (09/19/23)	0	0	11	0	0	0	3	0	0	0	0	0	0	0	0	0
	Peak Season Conversion Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
	2023 Peak Season Traffic	0	0	12	0	0	0	3	0	0	0	0	0	0	0	0	0
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	0	0	12	0	0	0	3	0	0	0	0	0	0	0	0	0
	Committed Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2026 Background Traffic	0	0	12	0	0	0	3	0	0	0	0	0	0	0	0	0
	In/Out (Net New)		In						In							Out	Out
	Project Assignment - Net New		45%						55%							30%	70%
	Net New Project Trips	0	16	0	0	0	0	0	19	0	0	0	0	0	16	0	36
2026 Total Traffic	0	16	12	0	0	0	3	19	0	0	0	0	0	16	0	36	
US 1 at Scott Street	Traffic Count (09/19/23)	-	-	-	11	-	-	-	-	-	-	1,141	-	-	-	833	3
	Peak Season Conversion Factor	-	-	-	1.08	-	-	-	-	-	-	1.08	-	-	-	1.08	1.08
	2023 Peak Season Traffic	-	-	-	12	-	-	-	-	-	-	1,232	-	-	-	900	3
	Compound Growth Rate	-	-	-	1.00%	-	-	-	-	-	-	1.00%	-	-	-	1.00%	1.00%
	Existing plus Background Growth	-	-	-	12	-	-	-	-	-	-	1,269	-	-	-	927	3
	Committed Development Trips	-	-	-	0	-	-	-	-	-	-	6	-	-	-	12	0
	2026 Background Traffic	-	-	-	12	-	-	-	-	-	-	1,275	-	-	-	939	3
	In/Out (Net New)	-	-	-	Out	-	-	-	-	-	-	In	-	-	-	-	In
	Project Assignment - Net New	-	-	-	30%	-	-	-	-	-	-	30%	-	-	-	-	55%
	Net New Project Trips	-	-	-	16	-	-	-	-	-	-	11	-	-	-	0	19
2026 Total Traffic	-	-	-	28	-	-	-	-	-	-	1,286	-	-	-	939	22	
US 1 at Harding Street	Traffic Count (09/19/23)	0	18	30	10	0	42	18	119	0	13	1,001	57	0	62	782	9
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2023 Peak Season Traffic	0	19	32	11	0	45	19	129	0	14	1,081	62	0	67	845	10
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	0	20	33	11	0	46	20	133	0	14	1,114	64	0	69	871	10
	Committed Development Trips	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	0
	2026 Background Traffic	0	20	33	11	0	46	20	133	0	14	1,120	64	0	69	883	10
	In/Out (Net New)		In							In						Out	Out
	Project Assignment - Net New		3%							2%			25%			2%	25%
	Net New Project Trips	0	1	0	0	0	0	0	1	0	0	9	0	0	1	13	2
2026 Total Traffic	0	21	33	11	0	46	20	134	0	14	1,129	64	0	70	896	12	

Balanced Volume

PM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY

Intersection	Scenario	Traffic Volumes															
		EBUT	EBLT	EBT	EBRT	WBUT	WBLT	WBT	WBRT	NBUT	NBLT	NBT	NBRT	SBUT	SBLT	SBT	SBRT
SR 822/Sheridan Street at Dixie Highway	Traffic Count (09/19/23)	3	86	821	262	1	78	1,352	70	-	-	-	-	0	40	229	111
	Peak Season Conversion Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	-	-	-	-	1.06	1.06	1.06	1.06
	2023 Peak Season Traffic	3	91	870	278	1	83	1,433	74	-	-	-	-	0	42	243	118
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	-	-	-	-	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	3	94	896	286	1	86	1,476	76	-	-	-	-	0	43	250	122
	Committed Development Trips	0	0	0	0	0	0	0	0	-	-	-	-	0	0	0	0
	2026 Background Traffic	3	94	896	286	1	86	1,476	76	-	-	-	-	0	43	250	122
	In/Out (Net New)			In				Out		-	-	-	-				
	Project Assignment - Net New			25%				25%		-	-	-	-				
	Net New Project Trips	0	0	17	0	0	0	15	0	-	-	-	-	0	0	0	0
2026 Total Traffic	3	94	913	286	1	86	1,491	76	-	-	-	-	0	43	250	122	
SR 822/Sheridan Street at N 21 Avenue	Traffic Count (09/19/23)	-	-	862	-	-	-	1,135	-	0	370	-	129	-	-	-	-
	Peak Season Conversion Factor	-	-	1.06	-	-	-	1.06	-	1.06	1.06	-	1.06	-	-	-	-
	2023 Peak Season Traffic	-	-	914	-	-	-	1,203	-	0	392	-	137	-	-	-	-
	Compound Growth Rate	-	-	1.00%	-	-	-	1.00%	-	1.00%	1.00%	-	1.00%	-	-	-	-
	Existing plus Background Growth	-	-	942	-	-	-	1,239	-	0	404	-	141	-	-	-	-
	Committed Development Trips	-	-	0	-	-	-	0	-	0	10	-	0	-	-	-	-
	2026 Background Traffic	-	-	942	-	-	-	1,239	-	0	414	-	141	-	-	-	-
	In/Out (Net New)	-	-	In	-	-	-	Out	-		Out	-		-	-	-	-
	Project Assignment - Net New	-	-	25%	-	-	-	10%	-	-	15%	-	-	-	-	-	-
	Net New Project Trips	-	-	17	-	-	-	6	-	0	9	-	0	-	-	-	-
2026 Total Traffic	-	-	959	-	-	-	1,245	-	0	423	-	141	-	-	-	-	
SR 822/Sheridan Street at N 20 Avenue	Traffic Count (09/19/23)	-	-	882	104	3	44	1,121	-	-	-	-	77	-	-	-	-
	Peak Season Conversion Factor	-	-	1.06	1.06	1.06	1.06	1.06	-	-	-	-	1.06	-	-	-	-
	2023 Peak Season Traffic	-	-	935	110	3	47	1,188	-	-	-	-	82	-	-	-	-
	Compound Growth Rate	-	-	1.00%	1.00%	1.00%	1.00%	1.00%	-	-	-	-	1.00%	-	-	-	-
	Existing plus Background Growth	-	-	963	113	3	48	1,224	-	-	-	-	84	-	-	-	-
	Committed Development Trips	-	-	0	0	0	0	0	-	-	-	-	0	-	-	-	-
	2026 Background Traffic	-	-	963	113	3	48	1,224	-	-	-	-	84	-	-	-	-
	In/Out (Net New)	-	-	In	In			Out	-	-	-	-		-	-	-	-
	Project Assignment - Net New	-	-	10%	15%			10%	-	-	-	-		-	-	-	-
	Net New Project Trips	-	-	7	10	0	0	6	-	-	-	-	0	-	-	-	-
2026 Total Traffic	-	-	970	123	3	48	1,230	-	-	-	-	84	-	-	-	-	
SR 822/Sheridan Street at US 1	Traffic Count (09/19/23)	13	142	519	107	4	143	637	195	0	246	888	104	0	243	1,024	80
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2023 Peak Season Traffic	14	153	561	116	4	154	688	211	0	266	959	112	0	262	1,106	86
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	14	158	578	120	4	159	709	217	0	274	988	115	0	270	1,140	89
	Committed Development Trips	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0
	2026 Background Traffic	14	158	578	120	4	159	709	217	0	274	996	115	0	270	1,147	89
	In/Out (Net New)				In		In				Out	Out	Out			In	
	Project Assignment - Net New				10%		20%				10%	25%	20%			25%	
	Net New Project Trips	0	0	0	7	0	13	0	0	0	6	15	12	0	0	17	0
2026 Total Traffic	14	158	578	127	4	172	709	217	0	280	1,011	127	0	270	1,164	89	
Liberty Street at N 19 Avenue	Traffic Count (09/19/23)	0	3	11	2	1	9	14	8	1	5	61	9	0	6	84	1
	Peak Season Conversion Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
	2023 Peak Season Traffic	0	3	12	2	1	10	15	8	1	5	65	10	0	6	89	1
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	0	3	12	2	1	10	15	8	1	5	67	10	0	6	92	1
	Committed Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2026 Background Traffic	0	3	12	2	1	10	15	8	1	5	67	10	0	6	92	1
	In/Out (Net New)						In						Out				
	Project Assignment - Net New						30%						55%				
	Net New Project Trips	0	0	0	0	0	20	0	0	0	0	0	32	0	0	0	0
2026 Total Traffic	0	3	12	2	1	30	15	8	1	5	67	42	0	6	92	1	
US 1 at Liberty Street	Traffic Count (09/19/23)	0	8	0	14	0	0	0	0	0	10	1,320	0	0	2	1,255	16
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2023 Peak Season Traffic	0	9	0	15	0	0	0	0	0	11	1,426	0	0	2	1,355	17
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	0	9	0	15	0	0	0	0	0	11	1,469	0	0	2	1,396	18
	Committed Development Trips	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0
	2026 Background Traffic	0	9	0	15	0	0	0	0	0	11	1,477	0	0	2	1,403	18
	In/Out (Net New)		Out								In					In	
	Project Assignment - Net New		55%								30%					55%	
	Net New Project Trips	0	32	0	0	0	0	0	0	0	20	0	0	0	0	37	0
2026 Total Traffic	0	41	0	15	0	0	0	0	0	31	1,477	0	0	2	1,440	18	

PM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY

Intersection	Scenario	Traffic Volumes															
		EBUT	EBLT	EBT	EBRT	WBUT	WBLT	WBT	WBRT	NBUT	NBLT	NBT	NBRT	SBUT	SBLT	SBT	SBRT
US 1 at Shendoah Street	Traffic Count (09/19/23)	-	-	-	1	0	26	-	15	3	0	1,270	39	0	35	1,271	2
	Peak Season Conversion Factor	-	-	-	1.08	1.08	1.08	-	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2023 Peak Season Traffic	-	-	-	1	0	28	-	16	3	0	1,372	42	0	38	1,373	2
	Compound Growth Rate	-	-	-	1.00%	1.00%	1.00%	-	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	-	-	-	1	0	29	-	16	3	0	1,414	43	0	39	1,415	2
	Committed Development Trips	-	-	-	0	0	0	-	0	0	0	8	0	0	0	7	0
	2026 Background Traffic	-	-	-	1	0	29	-	16	3	0	1,422	43	0	39	1,422	2
	In/Out (Net New)	-	-	-								In					In
	Project Assignment - Net New	-	-	-								30%					55%
	Net New Project Trips	-	-	-	0	0	0	-	0	0	0	20	0	0	0	37	0
2026 Total Traffic	-	-	-	1	0	29	-	16	3	0	1,442	43	0	39	1,459	2	
Scott Street at N 19 Avenue	Traffic Count (09/19/23)	0	4	7	5	1	8	5	4	0	8	71	6	0	7	82	3
	Peak Season Conversion Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
	2023 Peak Season Traffic	0	4	7	5	1	8	5	4	0	8	75	6	0	7	87	3
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	0	4	7	5	1	8	5	4	0	8	77	6	0	7	90	3
	Committed Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2026 Background Traffic	0	4	7	5	1	8	5	4	0	8	77	6	0	7	90	3
	In/Out (Net New)			In				Out	Out						In		
	Project Assignment - Net New			15%				15%	55%						30%		
	Net New Project Trips	0	0	10	0	0	0	9	32	0	0	0	0	0	20	0	0
2026 Total Traffic	0	4	17	5	1	8	14	36	0	8	77	6	0	27	90	3	
Scott Street at Project Driveway	Traffic Count (09/19/23)	0	0	18	0	0	0	8	0	0	0	0	0	0	0	0	0
	Peak Season Conversion Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
	2023 Peak Season Traffic	0	0	19	0	0	0	8	0	0	0	0	0	0	0	0	0
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	0	0	20	0	0	0	8	0	0	0	0	0	0	0	0	0
	Committed Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2026 Background Traffic	0	0	20	0	0	0	9	0	0	0	0	0	0	0	0	0
	In/Out (Net New)		In						In						Out		Out
	Project Assignment - Net New		45%						55%						30%		70%
	Net New Project Trips	0	30	0	0	0	0	0	37	0	0	0	0	0	17	0	41
2026 Total Traffic	0	30	20	0	0	0	9	37	0	0	0	0	0	17	0	41	
US 1 at Scott Street	Traffic Count (09/19/23)	-	-	-	18	-	-	-	-	-	-	1,349	-	-	-	1,249	8
	Peak Season Conversion Factor	-	-	-	1.08	-	-	-	-	-	-	1.08	-	-	-	1.08	1.08
	2023 Peak Season Traffic	-	-	-	19	-	-	-	-	-	-	1,457	-	-	-	1,349	9
	Compound Growth Rate	-	-	-	1.00%	-	-	-	-	-	-	1.00%	-	-	-	1.00%	1.00%
	Existing plus Background Growth	-	-	-	20	-	-	-	-	-	-	1,501	-	-	-	1,390	9
	Committed Development Trips	-	-	-	0	-	-	-	-	-	-	8	-	-	-	7	0
	2026 Background Traffic	-	-	-	20	-	-	-	-	-	-	1,509	-	-	-	1,397	9
	In/Out (Net New)	-	-	-	Out	-	-	-	-	-	-	In	-	-	-		In
	Project Assignment - Net New	-	-	-	30%	-	-	-	-	-	-	30%	-	-	-		55%
	Net New Project Trips	-	-	-	17	-	-	-	-	-	-	20	-	-	-	0	37
2026 Total Traffic	-	-	-	37	-	-	-	-	-	-	1,529	-	-	-	1,397	46	
US 1 at Harding Street	Traffic Count (09/19/23)	0	14	18	12	0	55	21	108	0	35	1,254	86	0	102	1,148	29
	Peak Season Conversion Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2023 Peak Season Traffic	0	15	19	13	0	59	23	117	0	38	1,354	93	0	110	1,240	31
	Compound Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Existing plus Background Growth	0	15	20	13	0	61	24	121	0	39	1,395	96	0	113	1,278	32
	Committed Development Trips	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0
	2026 Background Traffic	0	15	20	13	0	61	24	121	0	39	1,403	96	0	113	1,285	32
	In/Out (Net New)		In							In					Out	Out	Out
	Project Assignment - Net New		3%							2%			25%		2%	25%	3%
	Net New Project Trips	0	2	0	0	0	0	0	1	0	0	17	0	0	1	15	2
2026 Total Traffic	0	17	20	13	0	61	24	122	0	39	1,420	96	0	114	1,300	34	

Balanced Volume

Appendix E

Intersection Capacity Analysis Reports

Existing Conditions

EXISTING (2023) PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY

Location	Time	Level of Service									
		Overall		EB		WB		NB		SB	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
SR 822/Sheridan Street at N 21 Avenue ⁽¹⁾	AM	B	19.0	A	6.6	B	17.9	D	52.2	-	-
	PM	C	20.7	A	2.0	C	22.4	D	48.9	-	-
SR 822/Sheridan Street at N 20 Avenue	AM	A	0.8	A	0.0	A	0.5	C	18.8	-	-
	PM	A	0.8	A	0.0	A	0.5	C	15.0	-	-
SR 822/Sheridan Street at US 1	AM	D	44.5	F	82.6	D	54.4	B	16.5	D	38.2
	PM	D	48.3	F	87.5	E	64.8	B	17.4	D	42.5
Liberty Street at N 19 Avenue	AM	A	1.8	B	12.2	B	12.3	A	0.4	A	0.3
	PM	A	2.5	B	10.4	B	10.2	A	0.0	A	0.5
US 1 at Liberty Street	AM	A	0.6	B	14.7	B	14.5	A	0.7	A	0.0
	PM	A	0.8	D	27.7	A	0.0	A	1.1	A	0.0
US 1 at Shenandoah Street	AM	A	2.6	-	-	F	80.6	A	0.8	A	0.3
	PM	A	1.9	-	-	E	78.2	A	1.0	A	0.5
Scott Street at N 19 Avenue	AM	A	1.9	B	12.3	B	11.6	A	0.7	A	0.3
	PM	A	2.1	B	10.1	B	10.2	A	0.7	A	0.5
US 1 at Scott Street	AM	A	0.1	B	12.2	-	-	A	0.0	A	0.0
	PM	A	0.1	C	15.4	-	-	A	0.0	A	0.0
US 1 at Harding Street	AM	B	13.3	E	55.7	E	58.1	B	13.0	A	1.4
	PM	B	11.9	E	58.0	E	61.3	B	13.0	A	2.0

(1) Summarized using Synchro outputs, due to HCM limitations

2023 Existing Intersection Queue Lengths Summary

Location	Time	95th Percentile Queue Lengths (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)
SR 822/Sheridan Street at N 21 Avenue	AM										230	39					
	PM								500+	269	500+	62					
SR 822/Sheridan Street at N 20 Avenue	AM					180	10										
	PM						8										
SR 822/Sheridan Street at US 1	AM	335	235			280	228	230	210	175	333	65	25	225	255		
	PM		240				228		278		290		28		245		
Liberty Street at N 19 Avenue	AM																
	PM																
US 1 at Liberty Street	AM												85	0			
	PM													0			
US 1 at Shenandoah Street	AM							25	80					85	3		
	PM								33					3			
Scott Street at N 19 Avenue	AM																
	PM																
US 1 at Scott Street	AM																
	PM																
US 1 at Harding Street	AM							100	225	230	8	150	38	245	33		
	PM								203		23	50	48				

2100 N Federal Highway Traffic Impact Study
 2: N 21 Avenue & SR 822/Sheridan Street

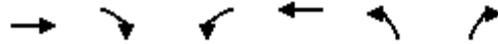
Existing (2023)
 Timing Plan: AM peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø6	Ø8
Lane Configurations	↑↑			↑↑↑	↑↑	↑					
Traffic Volume (vph)	1070	0	0	1032	336	95					
Future Volume (vph)	1070	0	0	1032	336	95					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900					
Lane Width (ft)	12	12	12	12	12	12					
Grade (%)	0%			0%	0%						
Storage Length (ft)		0	150		0	0					
Storage Lanes		0	1		2	1					
Taper Length (ft)			25		25						
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	1.00					
Ped Bike Factor						0.98					
Frt						0.850					
Flt Protected					0.950						
Satd. Flow (prot)	3471	0	0	5036	3303	1524					
Flt Permitted					0.950						
Satd. Flow (perm)	3471	0	0	5036	3303	1500					
Right Turn on Red		No				Yes					
Satd. Flow (RTOR)						117					
Link Speed (mph)	40			40	35						
Link Distance (ft)	150			645	1000						
Travel Time (s)	2.6			11.0	19.5						
Confl. Peds. (#/hr)		2	2			2					
Confl. Bikes (#/hr)		6									
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81					
Growth Factor	100%	100%	100%	100%	100%	100%					
Heavy Vehicles (%)	4%	4%	3%	3%	6%	6%					
Bus Blockages (#/hr)	0	0	0	0	0	0					
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%	0%						
Adj. Flow (vph)	1321	0	0	1274	415	117					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1321	0	0	1274	415	117					
Turn Type	NA			NA	Prot	Perm					
Protected Phases	6 8			1 2	7		1	2	5	6	8
Permitted Phases						7					
Detector Phase	6 8			1 2	7	7					
Switch Phase											
Minimum Initial (s)				20.0	20.0	10.0	12.0	10.0	12.0	15.0	
Minimum Split (s)				31.0	31.0	16.5	25.5	16.5	25.5	36.5	
Total Split (s)				41.0	41.0	21.0	62.0	21.0	62.0	36.0	
Total Split (%)				25.6%	25.6%	13%	39%	13%	39%	23%	
Yellow Time (s)				4.0	4.0	4.5	4.5	4.5	4.5	4.5	
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						
Total Lost Time (s)				6.0	6.0						
Lead/Lag				Lead	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode				Min	Min	Min	C-Max	Min	C-Max	Min	
Act Effect Green (s)	93.5			80.0	31.0	31.0					

2100 N Federal Highway Traffic Impact Study
 2: N 21 Avenue & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: AM peak

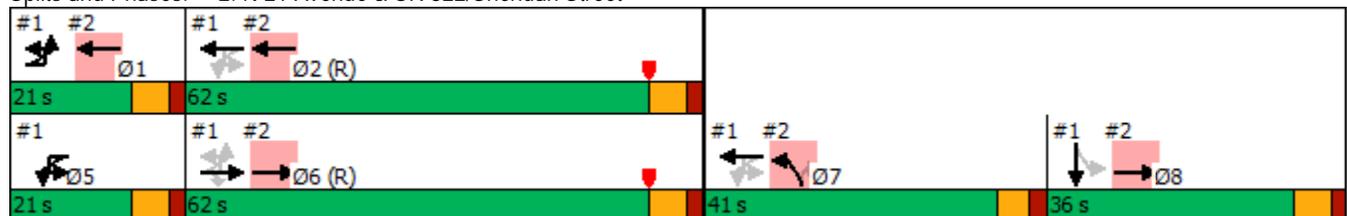


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø6	Ø8
Actuated g/C Ratio	0.58			0.50	0.19	0.19					
v/c Ratio	0.65			0.51	0.65	0.30					
Control Delay	5.0			17.7	64.0	10.1					
Queue Delay	1.6			0.2	0.0	0.0					
Total Delay	6.6			17.9	64.0	10.1					
LOS	A			B	E	B					
Approach Delay	6.6			17.9	52.2						
Approach LOS	A			B	D						
Queue Length 50th (ft)	26			146	205	0					
Queue Length 95th (ft)	45			207	230	39					
Internal Link Dist (ft)	70			565	920						
Turn Bay Length (ft)											
Base Capacity (vph)	2043			2518	722	419					
Starvation Cap Reductn	507			0	0	0					
Spillback Cap Reductn	0			406	0	0					
Storage Cap Reductn	0			0	0	0					
Reduced v/c Ratio	0.86			0.60	0.57	0.28					

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	19.0
Intersection LOS:	B
Intersection Capacity Utilization:	56.9%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: N 21 Avenue & SR 822/Sheridan Street



2100 N Federal Highway Traffic Impact Study
 3: N 20 Avenue & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: AM peak



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↔	↑↑		↗
Traffic Volume (vph)	976	196	1	38	1031	0	75
Future Volume (vph)	976	196	1	38	1031	0	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		0		180		0	0
Storage Lanes		0		1		0	1
Taper Length (ft)				25		25	
Link Speed (mph)	40				40	30	
Link Distance (ft)	645				1430	1000	
Travel Time (s)	11.0				24.4	22.7	
Confl. Peds. (#/hr)		4	5	4			5
Confl. Bikes (#/hr)		5					
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
 3: N 20 Avenue & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: AM peak

Intersection							
Int Delay, s/veh	0.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↔	↑↑		↗
Traffic Vol, veh/h	976	196	1	38	1031	0	75
Future Vol, veh/h	976	196	1	38	1031	0	75
Conflicting Peds, #/hr	0	4	5	4	0	0	5
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80	80
Heavy Vehicles, %	4	4	3	3	3	3	3
Mvmt Flow	1220	245	1	48	1289	0	94

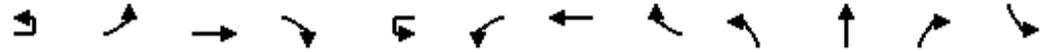
Major/Minor	Major1	Major2	Minor1				
Conflicting Flow All	0	0	1465	1469	0	-	742
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.46	4.16	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.53	2.23	-	-	3.33
Pot Cap-1 Maneuver	-	-	164	450	-	0	356
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	421	421	-	-	353
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	353	-	-	421	-
HCM Lane V/C Ratio	0.266	-	-	0.116	-
HCM Control Delay (s)	18.8	-	-	14.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.1	-	-	0.4	-

2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: AM peak

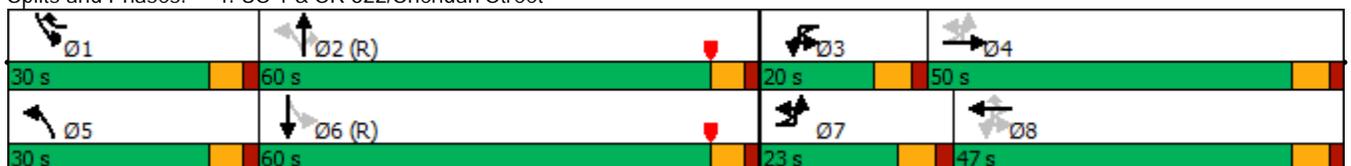


Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↔	↕	↕	↕	↕
Traffic Volume (vph)	15	160	593	119	1	147	545	158	364	842	72	245
Future Volume (vph)	15	160	593	119	1	147	545	158	364	842	72	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		335		0		280		230	175		65	225
Storage Lanes		1		0		1		1	1		1	1
Taper Length (ft)		25				25			25			25
Right Turn on Red				Yes				Yes			Yes	
Link Speed (mph)			40				45			35		
Link Distance (ft)			1430				1000			995		
Travel Time (s)			24.4				15.2			19.4		
Confl. Peds. (#/hr)	12	9		7	9	7		9	12		9	9
Confl. Bikes (#/hr)				5								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	3%	3%	3%	3%	3%	3%	3%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt
Protected Phases	7	7	4		3	3	8	1	5	2		1
Permitted Phases	4	4			8	8		8	2		2	6
Detector Phase	7	7	4		3	3	8	1	5	2	2	1
Switch Phase												
Minimum Initial (s)	4.0	4.0	6.0		4.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0
Minimum Split (s)	10.5	10.5	35.5		10.5	10.5	32.5	10.0	10.0	39.0	39.0	10.0
Total Split (s)	23.0	23.0	50.0		20.0	20.0	47.0	30.0	30.0	60.0	60.0	30.0
Total Split (%)	14.4%	14.4%	31.3%		12.5%	12.5%	29.4%	18.8%	18.8%	37.5%	37.5%	18.8%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5			6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	None	None	None		None	None	None	None	None	C-Min	C-Min	None

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 40 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & SR 822/Sheridan Street



2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: AM peak



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	611	57
Future Volume (vph)	611	57
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Right Turn on Red		Yes
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		12
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.95	0.95
Growth Factor	100%	100%
Heavy Vehicles (%)	5%	5%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	12.0	
Minimum Split (s)	39.0	
Total Split (s)	60.0	
Total Split (%)	37.5%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	
Intersection Summary		

2100 N Federal Highway Traffic Impact Study
4: US 1 & SR 822/Sheridan Street

Existing (2023)
Timing Plan: AM peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↔	↕	↕	↔	↕
Traffic Volume (veh/h)	15	160	593	119	1	147	545	158	364	842	72	245
Future Volume (veh/h)	15	160	593	119	1	147	545	158	364	842	72	245
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.99	1.00		0.99	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1826	1826	1826		1856	1856	1856	1856	1856	1856	1826
Adj Flow Rate, veh/h		168	624	125		155	574	166	383	886	76	258
Peak Hour Factor		0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		5	5	5		3	3	3	3	3	3	5
Cap, veh/h		253	694	139		202	832	531	469	1476	653	418
Arrive On Green		0.03	0.08	0.08		0.08	0.24	0.24	0.30	0.84	0.84	0.10
Sat Flow, veh/h		1739	2866	573		1767	3526	1554	1767	3526	1559	1739
Grp Volume(v), veh/h		168	377	372		155	574	166	383	886	76	258
Grp Sat Flow(s),veh/h/ln		1739	1735	1704		1767	1763	1554	1767	1763	1559	1739
Q Serve(g_s), s		11.5	34.5	34.6		10.5	23.8	12.6	23.4	13.1	1.4	14.6
Cycle Q Clear(g_c), s		11.5	34.5	34.6		10.5	23.8	12.6	23.4	13.1	1.4	14.6
Prop In Lane		1.00		0.34		1.00		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		253	420	413		202	832	531	469	1476	653	418
V/C Ratio(X)		0.66	0.90	0.90		0.77	0.69	0.31	0.82	0.60	0.12	0.62
Avail Cap(c_a), veh/h		286	472	463		212	892	558	469	1476	653	497
HCM Platoon Ratio		0.33	0.33	0.33		1.00	1.00	1.00	2.00	2.00	2.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		45.9	71.7	71.7		45.4	55.8	39.0	22.0	8.6	7.7	25.8
Incr Delay (d2), s/veh		3.3	18.0	18.7		13.2	1.9	0.2	10.1	1.8	0.4	0.8
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		9.4	25.3	25.1		9.1	16.0	8.4	13.3	6.1	1.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		49.2	89.7	90.4		58.6	57.7	39.2	32.1	10.4	8.0	26.6
LnGrp LOS		D	F	F		E	E	D	C	B	A	C
Approach Vol, veh/h			917				895			1345		
Approach Delay, s/veh			82.6				54.4			16.5		
Approach LOS			F				D			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.7	73.0	19.0	45.2	30.0	65.7	20.1	44.2				
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	24.0	54.0	13.5	43.5	24.0	54.0	16.5	40.5				
Max Q Clear Time (g_c+I1), s	16.6	15.1	12.5	36.6	25.4	27.3	13.5	25.8				
Green Ext Time (p_c), s	0.1	7.6	0.0	2.1	0.0	4.5	0.0	2.9				

Intersection Summary

HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: AM peak



Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (veh/h)	611	57
Future Volume (veh/h)	611	57
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1826	1826
Adj Flow Rate, veh/h	643	60
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	5	5
Cap, veh/h	1194	111
Arrive On Green	0.37	0.37
Sat Flow, veh/h	3200	298
Grp Volume(v), veh/h	348	355
Grp Sat Flow(s),veh/h/ln	1735	1764
Q Serve(g_s), s	25.2	25.3
Cycle Q Clear(g_c), s	25.2	25.3
Prop In Lane		0.17
Lane Grp Cap(c), veh/h	647	658
V/C Ratio(X)	0.54	0.54
Avail Cap(c_a), veh/h	647	658
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	39.3	39.3
Incr Delay (d2), s/veh	3.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	17.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	42.5	42.5
LnGrp LOS	D	D
Approach Vol, veh/h	961	
Approach Delay, s/veh	38.2	
Approach LOS	D	
Timer - Assigned Phs		

2100 N Federal Highway Traffic Impact Study
 5: N 19 Avenue & Liberty Street

Existing (2023)
 Timing Plan: AM peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	3	8	11	4	6	92	6	7	164	1
Future Volume (vph)	0	12	3	8	11	4	6	92	6	7	164	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			655			330			500	
Travel Time (s)		15.2			14.9			7.5			11.4	
Confl. Peds. (#/hr)	2		7	7		2	10		8	8		10
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
5: N 19 Avenue & Liberty Street

Existing (2023)
Timing Plan: AM peak

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	3	8	11	4	6	92	6	7	164	1
Future Vol, veh/h	0	12	3	8	11	4	6	92	6	7	164	1
Conflicting Peds, #/hr	2	0	7	7	0	2	10	0	8	8	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	7	7	7	5	5	5	3	3	3	3	3	3
Mvmt Flow	0	18	4	12	16	6	9	135	9	10	241	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	443	442	259	446	438	150	252	0	0	152	0	0
Stage 1	272	272	-	166	166	-	-	-	-	-	-	-
Stage 2	171	170	-	280	272	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.15	6.55	6.25	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.545	4.045	3.345	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	516	502	768	517	508	889	1307	-	-	1423	-	-
Stage 1	723	676	-	829	755	-	-	-	-	-	-	-
Stage 2	819	749	-	720	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	488	485	756	486	491	881	1295	-	-	1412	-	-
Mov Cap-2 Maneuver	488	485	-	486	491	-	-	-	-	-	-	-
Stage 1	711	664	-	816	743	-	-	-	-	-	-	-
Stage 2	788	737	-	687	667	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	12.2		12.3		0.4			0.3		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	522	530	1412	-
HCM Lane V/C Ratio	0.007	-	-	0.042	0.064	0.007	-
HCM Control Delay (s)	7.8	0	-	12.2	12.3	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

2100 N Federal Highway Traffic Impact Study
6: US 1 & Liberty Street

Existing (2023)
Timing Plan: AM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕			↕				↕		↕	↕
Traffic Volume (vph)	2	0	18	0	0	4	1	5	1251	0	3	915
Future Volume (vph)	2	0	18	0	0	4	1	5	1251	0	3	915
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	0		0	0		0		0		0	85	
Storage Lanes	0		0	0		0		0		0	1	
Taper Length (ft)	25			25				25				25
Link Speed (mph)		30			30				35			35
Link Distance (ft)		655			1000				150			995
Travel Time (s)		14.9			22.7				2.9			19.4
Confl. Peds. (#/hr)									11		3	3
Confl. Bikes (#/hr)											6	
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 (%)	16%	16%	16%	3%	3%	3%	3%	3%	3%	3%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0	0									
Mid-Block Traffic (%)		0%			0%				0%			0%
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	14
Future Volume (vph)	14
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	11
Confl. Bikes (#/hr)	10
Peak Hour Factor	0.91
Growth Factor	100%
Heavy Vehicles (%)	5%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Intersection Summary	

2100 N Federal Highway Traffic Impact Study
6: US 1 & Liberty Street

Existing (2023)
Timing Plan: AM peak

Intersection													
Int Delay, s/veh	0.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕		↕	↕	
Traffic Vol, veh/h	2	0	18	0	0	4	1	5	1251	0	3	915	14
Future Vol, veh/h	2	0	18	0	0	4	1	5	1251	0	3	915	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	11	0	3	3	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free						
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	85	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	16	16	16	3	3	3	3	3	3	3	5	5	5
Mvmt Flow	2	0	20	0	0	4	1	5	1375	0	3	1005	15

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	1730	2420	521	1899	2427	691	1021	1031	0	0	1378	0	0
Stage 1	1030	1030	-	1390	1390	-	-	-	-	-	-	-	-
Stage 2	700	1390	-	509	1037	-	-	-	-	-	-	-	-
Critical Hdwy	7.82	6.82	7.22	7.56	6.56	6.96	6.46	4.16	-	-	4.2	-	-
Critical Hdwy Stg 1	6.82	5.82	-	6.56	5.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.82	5.82	-	6.56	5.56	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.66	4.16	3.46	3.53	4.03	3.33	2.53	2.23	-	-	2.25	-	-
Pot Cap-1 Maneuver	49	26	465	42	31	385	319	664	-	-	478	-	-
Stage 1	225	280	-	148	206	-	-	-	-	-	-	-	-
Stage 2	365	184	-	512	304	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	46	24	460	38	29	384	552	552	-	-	477	-	-
Mov Cap-2 Maneuver	174	138	-	38	29	-	-	-	-	-	-	-	-
Stage 1	211	276	-	140	194	-	-	-	-	-	-	-	-
Stage 2	341	174	-	487	299	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.7		14.5		0.7		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	552	-	-	395	384	477	-	-
HCM Lane V/C Ratio	0.01	-	-	0.056	0.011	0.007	-	-
HCM Control Delay (s)	11.6	0.6	-	14.7	14.5	12.6	-	-
HCM Lane LOS	B	A	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

2100 N Federal Highway Traffic Impact Study
7: US 1 & Shenandoah Street

Existing (2023)
Timing Plan: AM peak

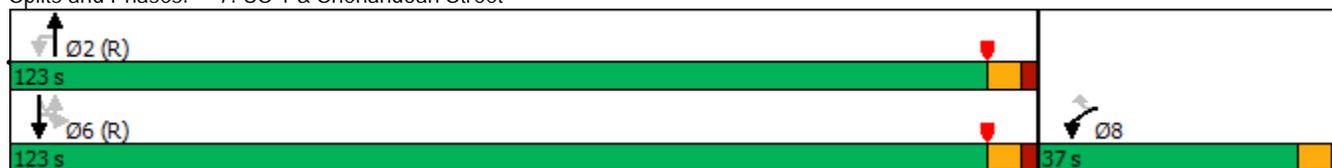


Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	17	37	1	1209	22	2	46	888
Future Volume (vph)	17	37	1	1209	22	2	46	888
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%	
Storage Length (ft)	0	25	0		0		85	
Storage Lanes	1	1	0		0		1	
Taper Length (ft)	25		25				25	
Right Turn on Red		Yes			Yes			
Link Speed (mph)	25			35				35
Link Distance (ft)	1000			180				150
Travel Time (s)	27.3			3.5				2.9
Confl. Peds. (#/hr)	8	1	8		6	1	6	
Confl. Bikes (#/hr)					6			
Peak Hour Factor	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%
Heavy Vehicles (%)	4%	4%	3%	3%	3%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Shared Lane Traffic (%)								
Turn Type	Prot	Perm	Perm	NA		Perm	Perm	NA
Protected Phases	8			2				6
Permitted Phases		8	2			6	6	
Detector Phase	8	8	2	2		6	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	12.0	12.0		12.0	12.0	12.0
Minimum Split (s)	34.0	34.0	33.0	33.0		18.0	18.0	18.0
Total Split (s)	37.0	37.0	123.0	123.0		123.0	123.0	123.0
Total Split (%)	23.1%	23.1%	76.9%	76.9%		76.9%	76.9%	76.9%
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
Total Lost Time (s)	6.0	6.0		6.0			6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	C-Min	C-Min		C-Min	C-Min	C-Min

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 70 (44%), Referenced to phase 2:NBTU and 6:SBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 7: US 1 & Shenandoah Street



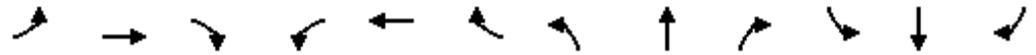
2100 N Federal Highway Traffic Impact Study
7: US 1 & Shenandoah Street

Existing (2023)
Timing Plan: AM peak

								
Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (veh/h)	17	37	1	1209	22	2	46	888
Future Volume (veh/h)	17	37	1	1209	22	2	46	888
Initial Q (Qb), veh	0	0		0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			0.97		1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No			No				No
Adj Sat Flow, veh/h/ln	1841	1841		1856	1856		1826	1826
Adj Flow Rate, veh/h	19	41		1329	24		51	976
Peak Hour Factor	0.91	0.91		0.91	0.91		0.91	0.91
Percent Heavy Veh, %	4	4		3	3		5	5
Cap, veh/h	64	57		3147	57		394	3083
Arrive On Green	0.04	0.04		1.00	1.00		1.00	1.00
Sat Flow, veh/h	1753	1560		3634	64		393	3561
Grp Volume(v), veh/h	19	41		661	692		51	976
Grp Sat Flow(s),veh/h/ln	1753	1560		1763	1842		393	1735
Q Serve(g_s), s	1.7	4.2		0.0	0.0		0.0	0.0
Cycle Q Clear(g_c), s	1.7	4.2		0.0	0.0		0.0	0.0
Prop In Lane	1.00	1.00			0.03		1.00	
Lane Grp Cap(c), veh/h	64	57		1567	1637		394	3083
V/C Ratio(X)	0.30	0.72		0.42	0.42		0.13	0.32
Avail Cap(c_a), veh/h	340	302		1567	1637		394	3083
HCM Platoon Ratio	1.00	1.00		1.33	1.33		2.00	2.00
Upstream Filter(I)	1.00	1.00		1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	75.1	76.3		0.0	0.0		0.0	0.0
Incr Delay (d2), s/veh	1.0	6.4		0.8	0.8		0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	3.2		0.7	0.7		0.1	0.2
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	76.1	82.7		0.8	0.8		0.7	0.3
LnGrp LOS	E	F		A	A		A	A
Approach Vol, veh/h	60			1353				1027
Approach Delay, s/veh	80.6			0.8				0.3
Approach LOS	F			A				A
Timer - Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		148.2				148.2		11.8
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		117.0				117.0		31.0
Max Q Clear Time (g_c+I1), s		2.0				2.0		6.2
Green Ext Time (p_c), s		13.6				10.4		0.1
Intersection Summary								
HCM 6th Ctrl Delay			2.6					
HCM 6th LOS			A					
Notes								
User approved ignoring U-Turning movement.								

2100 N Federal Highway Traffic Impact Study
 8: N 19 Avenue & Scott Street

Existing (2023)
 Timing Plan: AM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	7	7	5	10	4	8	10	90	6	6	171	3
Future Volume (vph)	7	7	5	10	4	8	10	90	6	6	171	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			430			475			330	
Travel Time (s)		15.2			9.8			10.8			7.5	
Confl. Peds. (#/hr)			1	1			8		8	8		8
Confl. Bikes (#/hr)			1			1			2			2
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	11%	11%	11%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	7	5	10	4	8	10	90	6	6	171	3
Future Vol, veh/h	7	7	5	10	4	8	10	90	6	6	171	3
Conflicting Peds, #/hr	0	0	1	1	0	0	8	0	8	8	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	11	11	11	3	3	3	4	4	4	3	3	3
Mvmt Flow	10	10	7	15	6	12	15	134	9	9	255	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	461	464	266	462	462	147	267	0	0	151	0	0
Stage 1	283	283	-	177	177	-	-	-	-	-	-	-
Stage 2	178	181	-	285	285	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.13	6.53	6.23	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.527	4.027	3.327	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	496	482	751	508	495	897	1285	-	-	1424	-	-
Stage 1	705	661	-	822	751	-	-	-	-	-	-	-
Stage 2	803	733	-	720	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	474	465	745	483	477	890	1275	-	-	1413	-	-
Mov Cap-2 Maneuver	474	465	-	483	477	-	-	-	-	-	-	-
Stage 1	690	651	-	805	735	-	-	-	-	-	-	-
Stage 2	776	718	-	696	664	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.3		11.6		0.7		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1275	-	-	520	578	1413	-
HCM Lane V/C Ratio	0.012	-	-	0.055	0.057	0.006	-
HCM Control Delay (s)	7.9	0	-	12.3	11.6	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-

2100 N Federal Highway Traffic Impact Study
 10: US 1 & Scott Street

Existing (2023)
 Timing Plan: AM peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	12	0	1232	900	3
Future Volume (vph)	0	12	0	1232	900	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			35	35	
Link Distance (ft)	225			665	180	
Travel Time (s)	5.1			13.0	3.5	
Confl. Peds. (#/hr)	1					9
Confl. Bikes (#/hr)						8
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 (%)	3%	3%	3%	3%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	12	0	1232	900	3
Future Vol, veh/h	0	12	0	1232	900	3
Conflicting Peds, #/hr	1	0	0	0	0	9
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	3	3	3	3	5	5
Mvmt Flow	0	13	0	1339	978	3

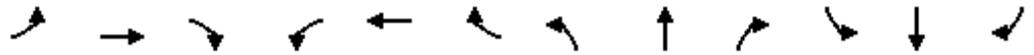
Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	500	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-
Pot Cap-1 Maneuver	0	514	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	510	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	510	-	-
HCM Lane V/C Ratio	-	0.026	-	-
HCM Control Delay (s)	-	12.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

2100 N Federal Highway Traffic Impact Study
 11: US 1 & Harding Street

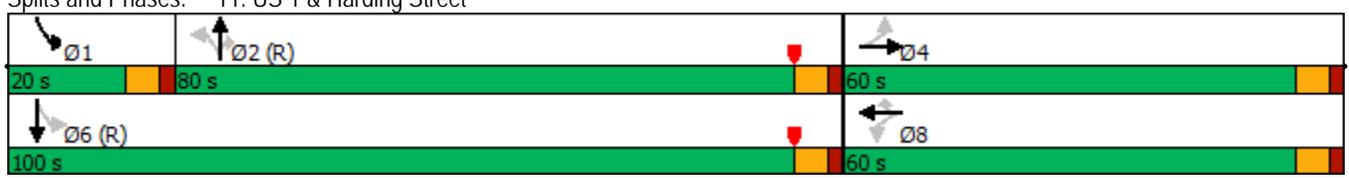
Existing (2023)
 Timing Plan: AM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↕	↗	↖	↕	↕
Traffic Volume (vph)	19	32	11	45	19	129	14	1081	62	67	845	10
Future Volume (vph)	19	32	11	45	19	129	14	1081	62	67	845	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		100	230		150	245		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1000			1000			1000			665	
Travel Time (s)		27.3			27.3			19.5			13.0	
Confl. Peds. (#/hr)	28		3	3		28	7		7	7		7
Confl. Bikes (#/hr)			2			1						5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	43.0	43.0		40.0	40.0	40.0	29.0	29.0	29.0	10.0	29.0	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	80.0	80.0	80.0	20.0	100.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	50.0%	50.0%	50.0%	12.5%	62.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	

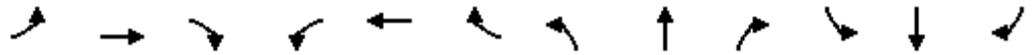
Intersection Summary
 Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 153 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated

Splits and Phases: 11: US 1 & Harding Street



2100 N Federal Highway Traffic Impact Study
 11: US 1 & Harding Street

Existing (2023)
 Timing Plan: AM peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕	↕	↕	↕↕	
Traffic Volume (veh/h)	19	32	11	45	19	129	14	1081	62	67	845	10
Future Volume (veh/h)	19	32	11	45	19	129	14	1081	62	67	845	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.96		0.94	1.00		0.99	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	21	35	12	49	21	140	15	1175	67	73	918	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	6	6	6
Cap, veh/h	93	147	45	209	83	276	449	2387	1059	311	2573	31
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.68	0.68	0.68	0.05	1.00	1.00
Sat Flow, veh/h	344	792	243	916	446	1482	597	3526	1564	1725	3481	42
Grp Volume(v), veh/h	68	0	0	70	0	140	15	1175	67	73	454	475
Grp Sat Flow(s),veh/h/ln	1379	0	0	1362	0	1482	597	1763	1564	1725	1721	1802
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	13.6	1.3	25.8	2.3	2.1	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	0.0	7.9	0.0	13.6	1.3	25.8	2.3	2.1	0.0	0.0
Prop In Lane	0.31		0.18	0.70		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	286	0	0	292	0	276	449	2387	1059	311	1272	1332
V/C Ratio(X)	0.24	0.00	0.00	0.24	0.00	0.51	0.03	0.49	0.06	0.23	0.36	0.36
Avail Cap(c_a), veh/h	516	0	0	508	0	500	449	2387	1059	420	1272	1332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	0.0	0.0	56.0	0.0	58.5	8.6	12.5	8.7	9.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.5	0.1	0.7	0.1	0.1	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	0.0	0.0	4.5	0.0	9.0	0.3	15.4	1.5	1.3	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.7	0.0	0.0	56.2	0.0	59.1	8.7	13.3	8.8	9.6	0.8	0.7
LnGrp LOS	E	A	A	E	A	E	A	B	A	A	A	A
Approach Vol, veh/h		68			210			1257			1002	
Approach Delay, s/veh		55.7			58.1			13.0			1.4	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.9	114.3		35.8		124.2		35.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	14.0	74.0		54.0		94.0		54.0				
Max Q Clear Time (g_c+I1), s	4.1	27.8		11.0		2.0		15.6				
Green Ext Time (p_c), s	0.0	11.9		0.3		7.1		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				13.3								
HCM 6th LOS				B								

2100 N Federal Highway Traffic Impact Study
2: N 21 Avenue & SR 822/Sheridan Street

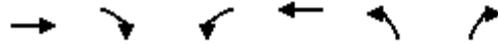
Existing (2023)
Timing Plan: PM peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø6	Ø8
Lane Configurations	↑↑			↑↑↑	↑↑	↑					
Traffic Volume (vph)	914	0	0	1203	392	137					
Future Volume (vph)	914	0	0	1203	392	137					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900					
Lane Width (ft)	12	12	12	12	12	12					
Grade (%)	0%			0%	0%						
Storage Length (ft)		0	150		0	0					
Storage Lanes		0	1		2	1					
Taper Length (ft)			25		25						
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	1.00					
Ped Bike Factor					1.00	0.99					
Fr _t						0.850					
Fl _t Protected					0.950						
Satd. Flow (prot)	3505	0	0	5036	3400	1568					
Fl _t Permitted					0.950						
Satd. Flow (perm)	3505	0	0	5036	3393	1546					
Right Turn on Red		No				Yes					
Satd. Flow (RTOR)						151					
Link Speed (mph)	40			40	35						
Link Distance (ft)	150			645	1000						
Travel Time (s)	2.6			11.0	19.5						
Confl. Peds. (#/hr)		5	5		1	1					
Confl. Bikes (#/hr)		6									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91					
Growth Factor	100%	100%	100%	100%	100%	100%					
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%					
Bus Blockages (#/hr)	0	0	0	0	0	0					
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%	0%						
Adj. Flow (vph)	1004	0	0	1322	431	151					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1004	0	0	1322	431	151					
Turn Type	NA			NA	Prot	Perm					
Protected Phases	6 8			1 2	7		1	2	5	6	8
Permitted Phases						7					
Detector Phase	6 8			1 2	7	7					
Switch Phase											
Minimum Initial (s)				20.0	20.0	10.0	12.0	10.0	12.0	15.0	
Minimum Split (s)				31.0	31.0	16.5	25.5	16.5	25.5	36.5	
Total Split (s)				41.0	41.0	21.0	62.0	21.0	62.0	36.0	
Total Split (%)				25.6%	25.6%	13%	39%	13%	39%	23%	
Yellow Time (s)				4.0	4.0	4.5	4.5	4.5	4.5	4.5	
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						
Total Lost Time (s)				6.0	6.0						
Lead/Lag				Lead	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode				Min	Min	Min	C-Max	Min	C-Max	Min	
Act Effect Green (s)	92.5			82.1	32.0	32.0					

2100 N Federal Highway Traffic Impact Study
 2: N 21 Avenue & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: PM peak

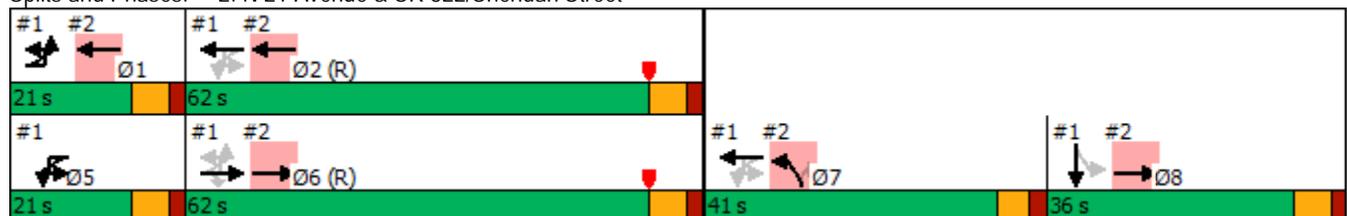


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø6	Ø8
Actuated g/C Ratio	0.58			0.51	0.20	0.20					
v/c Ratio	0.50			0.51	0.63	0.35					
Control Delay	1.7			22.2	62.7	9.4					
Queue Delay	0.3			0.2	0.0	0.0					
Total Delay	2.0			22.4	62.7	9.4					
LOS	A			C	E	A					
Approach Delay	2.0			22.4	48.9						
Approach LOS	A			C	D						
Queue Length 50th (ft)	13			216	210	0					
Queue Length 95th (ft)	14			m294	269	62					
Internal Link Dist (ft)	70			565	920						
Turn Bay Length (ft)											
Base Capacity (vph)	2082			2582	743	456					
Starvation Cap Reductn	499			0	0	0					
Spillback Cap Reductn	0			406	0	0					
Storage Cap Reductn	0			0	0	0					
Reduced v/c Ratio	0.63			0.61	0.58	0.33					

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 20.7
 Intersection LOS: C
 Intersection Capacity Utilization 52.5%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N 21 Avenue & SR 822/Sheridan Street



2100 N Federal Highway Traffic Impact Study
 3: N 20 Avenue & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: PM peak



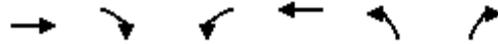
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↔	↑↑		↗
Traffic Volume (vph)	935	110	3	47	1188	0	82
Future Volume (vph)	935	110	3	47	1188	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		0		180		0	0
Storage Lanes		0		1		0	1
Taper Length (ft)				25		25	
Link Speed (mph)	40				40	30	
Link Distance (ft)	645				1430	1000	
Travel Time (s)	11.0				24.4	22.7	
Confl. Peds. (#/hr)		2		2		1	
Confl. Bikes (#/hr)		6					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
 2: N 21 Avenue & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: PM peak

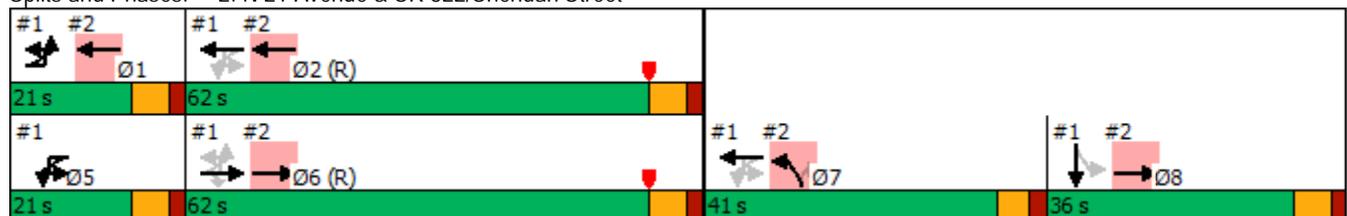


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø6	Ø8
Actuated g/C Ratio	0.58			0.51	0.20	0.20					
v/c Ratio	0.50			0.51	0.63	0.35					
Control Delay	1.7			22.2	62.7	9.4					
Queue Delay	0.3			0.2	0.0	0.0					
Total Delay	2.0			22.4	62.7	9.4					
LOS	A			C	E	A					
Approach Delay	2.0			22.4	48.9						
Approach LOS	A			C	D						
Queue Length 50th (ft)	13			216	210	0					
Queue Length 95th (ft)	14			m294	269	62					
Internal Link Dist (ft)	70			565	920						
Turn Bay Length (ft)											
Base Capacity (vph)	2082			2582	743	456					
Starvation Cap Reductn	499			0	0	0					
Spillback Cap Reductn	0			406	0	0					
Storage Cap Reductn	0			0	0	0					
Reduced v/c Ratio	0.63			0.61	0.58	0.33					

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 20.7
 Intersection LOS: C
 Intersection Capacity Utilization 52.5%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N 21 Avenue & SR 822/Sheridan Street



2100 N Federal Highway Traffic Impact Study
 3: N 20 Avenue & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: PM peak



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↔	↑↑		↗
Traffic Volume (vph)	935	110	3	47	1188	0	82
Future Volume (vph)	935	110	3	47	1188	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		0		180		0	0
Storage Lanes		0		1		0	1
Taper Length (ft)				25		25	
Link Speed (mph)	40				40	30	
Link Distance (ft)	645				1430	1000	
Travel Time (s)	11.0				24.4	22.7	
Confl. Peds. (#/hr)		2		2		1	
Confl. Bikes (#/hr)		6					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
 3: N 20 Avenue & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: PM peak

Intersection							
Int Delay, s/veh	0.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑		↑
Traffic Vol, veh/h	935	110	3	47	1188	0	82
Future Vol, veh/h	935	110	3	47	1188	0	82
Conflicting Peds, #/hr	0	2	0	2	0	1	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	1039	122	3	52	1320	0	91

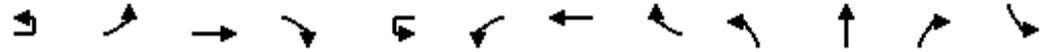
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	583
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.46	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.53	2.23
Pot Cap-1 Maneuver	-	259	453
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	533	452
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	452	-	-	533	-
HCM Lane V/C Ratio	0.202	-	-	0.104	-
HCM Control Delay (s)	15	-	-	12.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.7	-	-	0.3	-

2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: PM peak

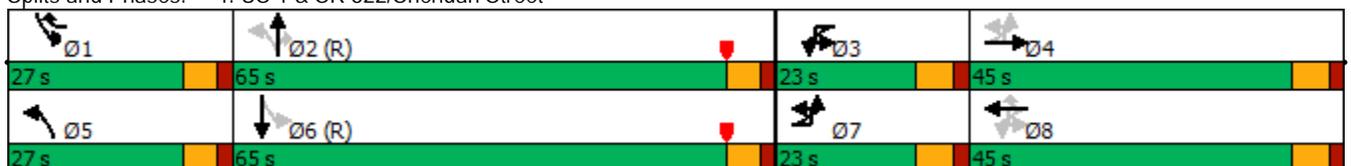


Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↔	↕	↕	↕	↕
Traffic Volume (vph)	14	153	561	116	4	154	688	211	266	959	112	262
Future Volume (vph)	14	153	561	116	4	154	688	211	266	959	112	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		335		0		280		230	175		65	225
Storage Lanes		1		0		1		1	1		1	1
Taper Length (ft)		25				25			25			25
Right Turn on Red				Yes				Yes			Yes	
Link Speed (mph)			40				45			35		
Link Distance (ft)			1430				1000			995		
Travel Time (s)			24.4				15.2			19.4		
Confl. Peds. (#/hr)	7	9		12	19	12		9	7		19	19
Confl. Bikes (#/hr)				4								
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt
Protected Phases	7	7	4		3	3	8	1	5	2		1
Permitted Phases	4	4			8	8		8	2		2	6
Detector Phase	7	7	4		3	3	8	1	5	2	2	1
Switch Phase												
Minimum Initial (s)	4.0	4.0	6.0		4.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0
Minimum Split (s)	10.5	10.5	35.5		10.5	10.5	32.5	10.0	10.0	39.0	39.0	10.0
Total Split (s)	23.0	23.0	45.0		23.0	23.0	45.0	27.0	27.0	65.0	65.0	27.0
Total Split (%)	14.4%	14.4%	28.1%		14.4%	14.4%	28.1%	16.9%	16.9%	40.6%	40.6%	16.9%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5			6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	None	None	None		None	None	None	None	None	C-Min	C-Min	None

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 48 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & SR 822/Sheridan Street





Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1106	86
Future Volume (vph)	1106	86
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Right Turn on Red		Yes
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		5
Peak Hour Factor	0.97	0.97
Growth Factor	100%	100%
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	12.0	
Minimum Split (s)	39.0	
Total Split (s)	65.0	
Total Split (%)	40.6%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	
Intersection Summary		

2100 N Federal Highway Traffic Impact Study
4: US 1 & SR 822/Sheridan Street

Existing (2023)
Timing Plan: PM peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	14	153	561	116	4	154	688	211	266	959	112	262
Future Volume (veh/h)	14	153	561	116	4	154	688	211	266	959	112	262
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.98	1.00		0.99	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1856	1856	1856		1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h		158	578	120		159	709	218	274	989	115	270
Peak Hour Factor		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		3	3	3		3	3	3	3	3	3	3
Cap, veh/h		203	639	132		205	782	496	292	1565	689	405
Arrive On Green		0.03	0.07	0.07		0.08	0.22	0.22	0.21	0.89	0.89	0.10
Sat Flow, veh/h		1767	2890	598		1767	3526	1547	1767	3526	1552	1767
Grp Volume(v), veh/h		158	352	346		159	709	218	274	989	115	270
Grp Sat Flow(s),veh/h/ln		1767	1763	1725		1767	1763	1547	1767	1763	1552	1767
Q Serve(g_s), s		10.9	31.7	31.9		11.0	31.3	17.9	14.6	11.5	1.6	13.4
Cycle Q Clear(g_c), s		10.9	31.7	31.9		11.0	31.3	17.9	14.6	11.5	1.6	13.4
Prop In Lane		1.00		0.35		1.00		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		203	390	381		205	782	496	292	1565	689	405
V/C Ratio(X)		0.78	0.90	0.91		0.77	0.91	0.44	0.94	0.63	0.17	0.67
Avail Cap(c_a), veh/h		243	424	415		243	848	525	340	1565	689	465
HCM Platoon Ratio		0.33	0.33	0.33		1.00	1.00	1.00	2.00	2.00	2.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		49.3	72.5	72.6		46.5	60.6	43.2	28.8	5.6	5.1	21.2
Incr Delay (d2), s/veh		10.0	20.8	22.0		9.9	12.5	0.5	29.2	2.0	0.5	2.0
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
%ile BackOfQ(95%),veh/ln		9.6	24.2	24.0		9.1	21.5	11.1	11.6	4.9	1.1	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		59.3	93.3	94.6		56.4	73.1	43.6	57.9	7.6	5.6	23.2
LnGrp LOS		E	F	F		E	E	D	E	A	A	C
Approach Vol, veh/h			856				1086			1378		
Approach Delay, s/veh			87.5				64.8			17.4		
Approach LOS			F				E			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.6	77.0	19.6	41.9	22.7	75.9	19.4	42.0				
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	21.0	59.0	16.5	38.5	21.0	59.0	16.5	38.5				
Max Q Clear Time (g_c+I1), s	15.4	13.5	13.0	33.9	16.6	49.5	12.9	33.3				
Green Ext Time (p_c), s	0.1	9.2	0.0	1.5	0.1	5.3	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay	48.3
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Existing (2023)
 Timing Plan: PM peak



Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (veh/h)	1106	86
Future Volume (veh/h)	1106	86
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.97
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1856
Adj Flow Rate, veh/h	1140	89
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	3	3
Cap, veh/h	1444	113
Arrive On Green	0.44	0.44
Sat Flow, veh/h	3306	258
Grp Volume(v), veh/h	607	622
Grp Sat Flow(s),veh/h/ln	1763	1801
Q Serve(g_s), s	47.4	47.5
Cycle Q Clear(g_c), s	47.4	47.5
Prop In Lane		0.14
Lane Grp Cap(c), veh/h	770	787
V/C Ratio(X)	0.79	0.79
Avail Cap(c_a), veh/h	770	787
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	38.7	38.8
Incr Delay (d2), s/veh	8.0	8.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.8	30.4
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	46.8	46.7
LnGrp LOS	D	D
Approach Vol, veh/h	1499	
Approach Delay, s/veh	42.5	
Approach LOS	D	
Timer - Assigned Phs		

2100 N Federal Highway Traffic Impact Study
 5: N 19 Avenue & Liberty Street

Existing (2023)
 Timing Plan: PM peak



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations		↕				↕				↕		
Traffic Volume (vph)	3	12	2	1	10	15	8	1	5	65	10	6
Future Volume (vph)	3	12	2	1	10	15	8	1	5	65	10	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%				0%		
Storage Length (ft)	0		0		0		0		0		0	0
Storage Lanes	0		0		0		0		0		0	0
Taper Length (ft)	25				25				25			25
Link Speed (mph)		30				30				30		
Link Distance (ft)		670				655				330		
Travel Time (s)		15.2				14.9				7.5		
Confl. Peds. (#/hr)	1		1	9	1		1	1	6		9	9
Confl. Bikes (#/hr)			1								5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	4%	4%	4%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%				0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other



Lane Group	SBT	SBR
Lane Configurations	↕	
Traffic Volume (vph)	89	1
Future Volume (vph)	89	1
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Link Speed (mph)	30	
Link Distance (ft)	500	
Travel Time (s)	11.4	
Confl. Peds. (#/hr)		6
Confl. Bikes (#/hr)		5
Peak Hour Factor	0.87	0.87
Growth Factor	100%	100%
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Intersection Summary		

2100 N Federal Highway Traffic Impact Study
5: N 19 Avenue & Liberty Street

Existing (2023)
Timing Plan: PM peak

Intersection														
Int Delay, s/veh	2.5													
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕				↕			↕	
Traffic Vol, veh/h	3	12	2	1	10	15	8	1	5	65	10	6	89	1
Future Vol, veh/h	3	12	2	1	10	15	8	1	5	65	10	6	89	1
Conflicting Peds, #/hr	1	0	1	9	1	0	1	1	6	0	9	9	0	6
Sign Control	Stop	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	87	87	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	4	4	4	4	3	3	3
Mvmt Flow	3	14	2	1	11	17	9	1	6	75	11	7	102	1

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	230	232	110	0	228	227	91	-	109	0	0	95	0	0
Stage 1	123	123	-	0	102	104	-	-	-	-	-	-	-	-
Stage 2	107	109	-	0	126	123	-	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	-	7.13	6.53	6.23	-	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	-	6.13	5.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	-	6.13	5.53	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	-	3.527	4.027	3.327	-	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	723	666	941	0	725	671	964	-	1469	-	-	1493	-	-
Stage 1	879	792	-	0	902	807	-	-	-	-	-	-	-	-
Stage 2	896	803	-	0	875	792	-	-	-	-	-	-	-	-
Platoon blocked, %				-						-	-		-	-
Mov Cap-1 Maneuver	694	653	935	0	702	658	955	~-6	~-6	-	-	1480	-	-
Mov Cap-2 Maneuver	694	653	-	0	702	658	-	-	-	-	-	-	-	-
Stage 1	879	783	-	0	902	800	-	-	-	-	-	-	-	-
Stage 2	867	796	-	0	852	783	-	-	-	-	-	-	-	-

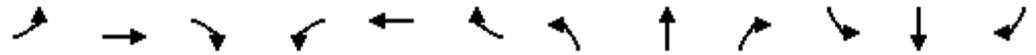
Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		10.2				0.5	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	+	-	-	684	727	1480	-	-
HCM Lane V/C Ratio	-	-	-	0.029	0.052	0.005	-	-
HCM Control Delay (s)	-	-	-	10.4	10.2	7.4	0	-
HCM Lane LOS	-	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0.2	0	-	-

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

2100 N Federal Highway Traffic Impact Study
6: US 1 & Liberty Street

Existing (2023)
Timing Plan: PM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (vph)	9	0	15	0	0	0	11	1426	0	2	1355	17
Future Volume (vph)	9	0	15	0	0	0	11	1426	0	2	1355	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		655			1000			150			995	
Travel Time (s)		14.9			22.7			2.9			19.4	
Confl. Peds. (#/hr)							8		15	15		8
Confl. Bikes (#/hr)									9			11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0	0									
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
6: US 1 & Liberty Street

Existing (2023)
Timing Plan: PM peak

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	9	0	15	0	0	0	11	1426	0	2	1355	17
Future Vol, veh/h	9	0	15	0	0	0	11	1426	0	2	1355	17
Conflicting Peds, #/hr	0	0	0	0	0	0	8	0	15	15	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	85	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	0	16	0	0	0	12	1501	0	2	1426	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2222	2987	730	2257	2996	766	1452	0	0	1516	0	0
Stage 1	1447	1447	-	1540	1540	-	-	-	-	-	-	-
Stage 2	775	1540	-	717	1456	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	24	13	363	22	13	343	457	-	-	432	-	-
Stage 1	137	193	-	119	174	-	-	-	-	-	-	-
Stage 2	355	174	-	384	191	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	21	11	360	18	11	338	454	-	-	426	-	-
Mov Cap-2 Maneuver	101	105	-	18	11	-	-	-	-	-	-	-
Stage 1	114	190	-	99	144	-	-	-	-	-	-	-
Stage 2	299	144	-	365	189	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	27.7		0		1.1		0	
HCM LOS	D		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	454	-	-	184	-	426	-
HCM Lane V/C Ratio	0.026	-	-	0.137	-	0.005	-
HCM Control Delay (s)	13.1	1	-	27.7	0	13.5	-
HCM Lane LOS	B	A	-	D	A	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	-	0	-

2100 N Federal Highway Traffic Impact Study
 7: US 1 & Shenandoah Street

Existing (2023)
 Timing Plan: PM peak

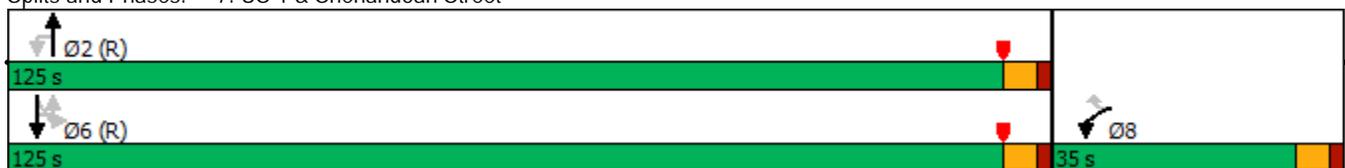


Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	28	16	3	1372	42	38	1375
Future Volume (vph)	28	16	3	1372	42	38	1375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	25	0		0	85	
Storage Lanes	1	1	0		0	1	
Taper Length (ft)	25		25			25	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	25			35			35
Link Distance (ft)	1000			180			150
Travel Time (s)	27.3			3.5			2.9
Confl. Peds. (#/hr)	5		5		16	16	
Confl. Bikes (#/hr)					8		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Perm	NA		Perm	NA
Protected Phases	8			2			6
Permitted Phases		8	2			6	
Detector Phase	8	8	2	2		6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	12.0	12.0		12.0	12.0
Minimum Split (s)	34.0	34.0	33.0	33.0		18.0	18.0
Total Split (s)	35.0	35.0	125.0	125.0		125.0	125.0
Total Split (%)	21.9%	21.9%	78.1%	78.1%		78.1%	78.1%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0	6.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min		C-Min	C-Min

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 77 (48%), Referenced to phase 2:NBTU and 6:SBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 7: US 1 & Shenandoah Street



2100 N Federal Highway Traffic Impact Study
7: US 1 & Shenandoah Street

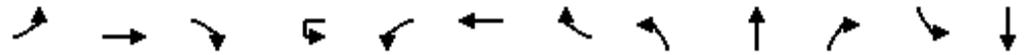
Existing (2023)
Timing Plan: PM peak



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	28	16	3	1372	42	38	1375
Future Volume (veh/h)	28	16	3	1372	42	38	1375
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			0.97	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1826	1826		1856	1856	1856	1856
Adj Flow Rate, veh/h	29	17		1444	44	40	1447
Peak Hour Factor	0.95	0.95		0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5		3	3	3	3
Cap, veh/h	57	51		3113	95	358	3146
Arrive On Green	0.03	0.03		1.00	1.00	1.00	1.00
Sat Flow, veh/h	1739	1547		3582	106	351	3618
Grp Volume(v), veh/h	29	17		728	760	40	1447
Grp Sat Flow(s),veh/h/ln	1739	1547		1763	1832	351	1763
Q Serve(g_s), s	2.6	1.7		0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	1.7		0.0	0.0	0.0	0.0
Prop In Lane	1.00	1.00			0.06	1.00	
Lane Grp Cap(c), veh/h	57	51		1573	1635	358	3146
V/C Ratio(X)	0.51	0.34		0.46	0.46	0.11	0.46
Avail Cap(c_a), veh/h	315	280		1573	1635	358	3146
HCM Platoon Ratio	1.00	1.00		1.33	1.33	2.00	2.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.1	75.7		0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.6	1.4		1.0	1.0	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	1.3		0.8	0.8	0.1	0.4
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	78.8	77.1		1.0	1.0	0.6	0.5
LnGrp LOS	E	E		A	A	A	A
Approach Vol, veh/h	46			1488			1487
Approach Delay, s/veh	78.2			1.0			0.5
Approach LOS	E			A			A
Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		148.8				148.8	11.2
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		119.0				119.0	29.0
Max Q Clear Time (g_c+I1), s		2.0				2.0	4.6
Green Ext Time (p_c), s		16.8				20.0	0.0
Intersection Summary							
HCM 6th Ctrl Delay			1.9				
HCM 6th LOS			A				
Notes							
User approved ignoring U-Turning movement.							

2100 N Federal Highway Traffic Impact Study
 8: N 19 Avenue & Scott Street

Existing (2023)
 Timing Plan: PM peak



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕				↕			↕			↕
Traffic Volume (vph)	4	7	5	1	8	5	4	8	75	6	7	87
Future Volume (vph)	4	7	5	1	8	5	4	8	75	6	7	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	0		0		0		0	0		0	0	
Storage Lanes	0		0		0		0	0		0	0	
Taper Length (ft)	25				25			25				25
Link Speed (mph)		30				30			30			30
Link Distance (ft)		670				430			475			330
Travel Time (s)		15.2				9.8			10.8			7.5
Confl. Peds. (#/hr)	2		1	6	1		2	8		6	6	
Confl. Bikes (#/hr)			1				1			7		
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	8
Confl. Bikes (#/hr)	5
Peak Hour Factor	0.86
Growth Factor	100%
Heavy Vehicles (%)	3%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Intersection Summary	

Intersection													
Int Delay, s/veh	2.1												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕			↕			↕	
Traffic Vol, veh/h	4	7	5	1	8	5	4	8	75	6	7	87	3
Future Vol, veh/h	4	7	5	1	8	5	4	8	75	6	7	87	3
Conflicting Peds, #/hr	2	0	1	6	1	0	2	8	0	6	6	0	8
Sign Control	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	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	8	6	1	9	6	5	9	87	7	8	101	3

Major/Minor	Minor2		Minor1		Major1				Major2				
Conflicting Flow All	243	245	112	0	242	243	99	112	0	0	100	0	0
Stage 1	127	127	-	0	115	115	-	-	-	-	-	-	-
Stage 2	116	118	-	0	127	128	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	-	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	-	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	709	655	938	0	710	657	954	1471	-	-	1486	-	-
Stage 1	874	789	-	0	887	798	-	-	-	-	-	-	-
Stage 2	886	796	-	0	874	788	-	-	-	-	-	-	-
Platoon blocked, %				-					-	-		-	-
Mov Cap-1 Maneuver	687	637	930	0	687	639	947	1460	-	-	1478	-	-
Mov Cap-2 Maneuver	687	637	-	0	687	639	-	-	-	-	-	-	-
Stage 1	861	778	-	0	875	788	-	-	-	-	-	-	-
Stage 2	867	786	-	0	853	777	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		10.2		0.7		0.5	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1460	-	-	721	717	1478	-
HCM Lane V/C Ratio	0.006	-	-	0.026	0.028	0.006	-
HCM Control Delay (s)	7.5	0	-	10.1	10.2	7.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

2100 N Federal Highway Traffic Impact Study
 10: US 1 & Scott Street

Existing (2023)
 Timing Plan: PM peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	19	0	1457	1349	9
Future Volume (vph)	0	19	0	1457	1349	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			35	35	
Link Distance (ft)	225			665	180	
Travel Time (s)	5.1			13.0	3.5	
Confl. Peds. (#/hr)			9			9
Confl. Bikes (#/hr)						14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	19	0	1457	1349	9
Future Vol, veh/h	0	19	0	1457	1349	9
Conflicting Peds, #/hr	0	0	9	0	0	9
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	20	0	1518	1405	9

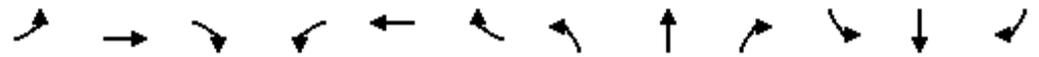
Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	716	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-
Pot Cap-1 Maneuver	0	370	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	367	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	367	-	-
HCM Lane V/C Ratio	-	0.054	-	-
HCM Control Delay (s)	-	15.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

2100 N Federal Highway Traffic Impact Study
 11: US 1 & Harding Street

Existing (2023)
 Timing Plan: PM peak

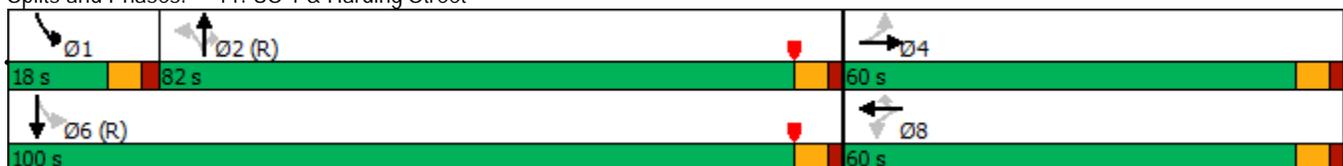


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	15	19	13	59	23	117	38	1354	93	110	1240	31
Future Volume (vph)	15	19	13	59	23	117	38	1354	93	110	1240	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		100	230		150	245		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1000			1000			1000			665	
Travel Time (s)		27.3			27.3			19.5			13.0	
Confl. Peds. (#/hr)	16		3	3		16	13		18	18		13
Confl. Bikes (#/hr)			2			1						10
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	43.0	43.0		40.0	40.0	40.0	29.0	29.0	29.0	10.0	29.0	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	82.0	82.0	82.0	18.0	100.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	51.3%	51.3%	51.3%	11.3%	62.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	

Intersection Summary

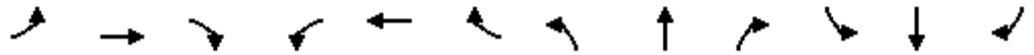
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 137 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 11: US 1 & Harding Street



2100 N Federal Highway Traffic Impact Study
 11: US 1 & Harding Street

Existing (2023)
 Timing Plan: PM peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕	↕	↕	↕↕	
Traffic Volume (veh/h)	15	19	13	59	23	117	38	1354	93	110	1240	31
Future Volume (veh/h)	15	19	13	59	23	117	38	1354	93	110	1240	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.98		0.96	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	20	13	61	24	121	39	1396	96	113	1278	32
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	71	90	49	178	64	246	333	2443	1075	272	2674	67
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.69	0.69	0.69	0.06	1.00	1.00
Sat Flow, veh/h	252	549	297	854	392	1506	416	3526	1552	1767	3511	88
Grp Volume(v), veh/h	48	0	0	85	0	121	39	1396	96	113	641	669
Grp Sat Flow(s),veh/h/ln	1098	0	0	1245	0	1506	416	1763	1552	1767	1763	1836
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	11.7	5.1	32.2	3.2	3.0	0.0	0.0
Cycle Q Clear(g_c), s	12.4	0.0	0.0	12.2	0.0	11.7	5.1	32.2	3.2	3.0	0.0	0.0
Prop In Lane	0.31		0.27	0.72		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	209	0	0	242	0	246	333	2443	1075	272	1343	1398
V/C Ratio(X)	0.23	0.00	0.00	0.35	0.00	0.49	0.12	0.57	0.09	0.42	0.48	0.48
Avail Cap(c_a), veh/h	472	0	0	495	0	508	333	2443	1075	350	1343	1398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	0.0	60.8	0.0	60.9	8.3	12.5	8.0	10.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.6	0.7	1.0	0.2	0.4	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.0	0.0	5.8	0.0	8.1	0.9	18.3	2.0	1.9	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	0.0	0.0	61.1	0.0	61.4	9.0	13.5	8.2	11.3	1.2	1.2
LnGrp LOS	E	A	A	E	A	E	A	B	A	B	A	A
Approach Vol, veh/h		48			206			1531			1423	
Approach Delay, s/veh		58.0			61.3			13.0			2.0	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	116.9		32.1		127.9		32.1				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	12.0	76.0		54.0		94.0		54.0				
Max Q Clear Time (g_c+I1), s	5.0	34.2		14.4		2.0		14.2				
Green Ext Time (p_c), s	0.0	16.2		0.2		12.7		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				11.9								
HCM 6th LOS				B								

Background Conditions

**BACKGROUND (2026) PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY**

Location	Time	Level of Service									
		Overall		EB		WB		NB		SB	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
SR 822/Sheridan Street at N 21 Avenue ⁽¹⁾	AM	C	20.3	A	8.0	B	19.3	D	52.3	-	-
	PM	C	21.8	A	2.2	C	24.3	D	49.5	-	-
SR 822/Sheridan Street at N 20 Avenue	AM	A	0.9	A	0.0	A	0.6	C	19.7	-	-
	PM	A	0.8	A	0.0	A	0.5	C	15.3	-	-
SR 822/Sheridan Street at US 1	AM	D	46.4	F	83.7	D	54.4	C	20.3	D	40.1
	PM	D	52.5	F	89.2	E	65.3	C	21.5	D	50.9
Liberty Street at N 19 Avenue	AM	A	1.8	B	12.3	B	12.4	A	0.4	A	0.3
	PM	A	2.5	B	10.5	B	10.3	A	0.0	A	0.5
US 1 at Liberty Street	AM	A	0.7	C	15.1	B	14.8	A	0.9	A	0.0
	PM	A	1.0	D	30.2	A	0.0	A	1.5	A	0.0
US 1 at Shenandoah Street	AM	A	2.6	-	-	F	80.4	A	0.9	A	0.3
	PM	A	2.0	-	-	E	78.3	A	1.0	A	0.5
Scott Street at N 19 Avenue	AM	A	1.8	B	12.5	B	11.7	A	0.7	A	0.2
	PM	A	2.0	B	10.2	B	10.2	A	0.7	A	0.5
US 1 at Scott Street	AM	A	0.1	B	12.5	-	-	A	0.0	A	0.0
	PM	A	0.1	C	15.8	-	-	A	0.0	A	0.0
US 1 at Harding Street	AM	B	13.5	E	55.8	E	58.1	B	13.5	A	1.5
	PM	B	12.3	E	57.6	E	61.1	B	13.7	A	2.2

(1) Summarized using Synchro outputs, due to HCM limitations

2026 Background Intersection Queue Lengths Summary

Location	Time	95th Percentile Queue Lengths (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)
SR 822/Sheridan Street at N 21 Avenue	AM										244	40					
	PM								500+	285	500+	62					
SR 822/Sheridan Street at N 20 Avenue	AM					180	10										
	PM						10										
SR 822/Sheridan Street at US 1	AM	335	243			280	233	230	215	175	378	28	225	268			
	PM		248				238		280	460	33	265					
Liberty Street at N 19 Avenue	AM																
	PM																
US 1 at Liberty Street	AM												85	0			
	PM													0			
US 1 at Shenandoah Street	AM							25	83				85	3			
	PM								33					3			
Scott Street at N 19 Avenue	AM																
	PM																
US 1 at Scott Street	AM																
	PM																
US 1 at Harding Street	AM							100	230	230	8	40	245	35			
	PM								208		25	53		55			

2100 N Federal Highway Traffic Impact Study
 2: N 21 Avenue & SR 822/Sheridan Street

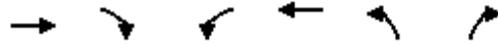
Background (2026)
 Timing Plan: AM peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø6	Ø8
Lane Configurations	↑↑			↑↑↑	↑↑	↑					
Traffic Volume (vph)	1102	0	0	1063	356	98					
Future Volume (vph)	1102	0	0	1063	356	98					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900					
Lane Width (ft)	12	12	12	12	12	12					
Grade (%)	0%			0%	0%						
Storage Length (ft)		0	150		0	0					
Storage Lanes		0	1		2	1					
Taper Length (ft)			25		25						
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	1.00					
Ped Bike Factor						0.98					
Frt						0.850					
Flt Protected					0.950						
Satd. Flow (prot)	3471	0	0	5036	3303	1524					
Flt Permitted					0.950						
Satd. Flow (perm)	3471	0	0	5036	3303	1500					
Right Turn on Red		No				Yes					
Satd. Flow (RTOR)						121					
Link Speed (mph)	40			40	35						
Link Distance (ft)	150			645	1000						
Travel Time (s)	2.6			11.0	19.5						
Confl. Peds. (#/hr)		2	2			2					
Confl. Bikes (#/hr)		6									
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81					
Growth Factor	100%	100%	100%	100%	100%	100%					
Heavy Vehicles (%)	4%	4%	3%	3%	6%	6%					
Bus Blockages (#/hr)	0	0	0	0	0	0					
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%	0%						
Adj. Flow (vph)	1360	0	0	1312	440	121					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1360	0	0	1312	440	121					
Turn Type	NA			NA	Prot	Perm					
Protected Phases	6 8			1 2	7		1	2	5	6	8
Permitted Phases						7					
Detector Phase	6 8			1 2	7	7					
Switch Phase											
Minimum Initial (s)				20.0	20.0	10.0	12.0	10.0	12.0	15.0	
Minimum Split (s)				31.0	31.0	16.5	25.5	16.5	25.5	36.5	
Total Split (s)				41.0	41.0	21.0	62.0	21.0	62.0	36.0	
Total Split (%)				25.6%	25.6%	13%	39%	13%	39%	23%	
Yellow Time (s)				4.0	4.0	4.5	4.5	4.5	4.5	4.5	
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						
Total Lost Time (s)				6.0	6.0						
Lead/Lag				Lead	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode				Min	Min	Min	C-Max	Min	C-Max	Min	
Act Effect Green (s)	92.5			78.9	32.0	32.0					

2100 N Federal Highway Traffic Impact Study
 2: N 21 Avenue & SR 822/Sheridan Street

Background (2026)
 Timing Plan: AM peak

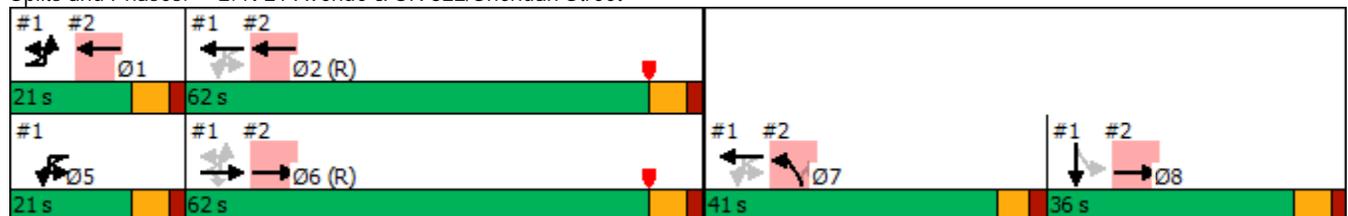


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø6	Ø8
Actuated g/C Ratio	0.58			0.49	0.20	0.20					
v/c Ratio	0.68			0.53	0.67	0.31					
Control Delay	5.9			19.1	64.0	9.9					
Queue Delay	2.1			0.2	0.0	0.0					
Total Delay	8.0			19.3	64.0	9.9					
LOS	A			B	E	A					
Approach Delay	8.0			19.3	52.3						
Approach LOS	A			B	D						
Queue Length 50th (ft)	28			182	216	0					
Queue Length 95th (ft)	46			210	244	40					
Internal Link Dist (ft)	70			565	920						
Turn Bay Length (ft)											
Base Capacity (vph)	2014			2483	722	422					
Starvation Cap Reductn	480			0	0	0					
Spillback Cap Reductn	0			406	0	0					
Storage Cap Reductn	0			0	0	0					
Reduced v/c Ratio	0.89			0.63	0.61	0.29					

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.91
Intersection Signal Delay:	20.3
Intersection LOS:	C
Intersection Capacity Utilization	57.8%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 2: N 21 Avenue & SR 822/Sheridan Street



2100 N Federal Highway Traffic Impact Study
 3: N 20 Avenue & SR 822/Sheridan Street

Background (2026)
 Timing Plan: AM peak



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↔	↑↑		↔
Traffic Volume (vph)	1006	202	1	39	1062	0	77
Future Volume (vph)	1006	202	1	39	1062	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		0		180		0	0
Storage Lanes		0		1		0	1
Taper Length (ft)				25		25	
Link Speed (mph)	40				40	30	
Link Distance (ft)	645				1430	1000	
Travel Time (s)	11.0				24.4	22.7	
Confl. Peds. (#/hr)		4	5	4			5
Confl. Bikes (#/hr)		5					
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Intersection							
Int Delay, s/veh	0.9						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↔	↑↑		↗
Traffic Vol, veh/h	1006	202	1	39	1062	0	77
Future Vol, veh/h	1006	202	1	39	1062	0	77
Conflicting Peds, #/hr	0	4	5	4	0	0	5
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80	80
Heavy Vehicles, %	4	4	3	3	3	3	3
Mvmt Flow	1258	253	1	49	1328	0	96

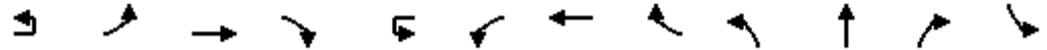
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	765
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.46	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.53	2.23
Pot Cap-1 Maneuver	-	154	344
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	404	341
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	341	-	-	404	-
HCM Lane V/C Ratio	0.282	-	-	0.124	-
HCM Control Delay (s)	19.7	-	-	15.2	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	1.1	-	-	0.4	-

2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Background (2026)
 Timing Plan: AM peak



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	15	165	611	123	1	151	562	163	375	874	74	252
Future Volume (vph)	15	165	611	123	1	151	562	163	375	874	74	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		335		0		280		230	175		65	225
Storage Lanes		1		0		1		1	1		1	1
Taper Length (ft)		25				25			25			25
Right Turn on Red				Yes				Yes			Yes	
Link Speed (mph)			40				45			35		
Link Distance (ft)			1430				1000			995		
Travel Time (s)			24.4				15.2			19.4		
Confl. Peds. (#/hr)	12	9		7	9	7		9	12		9	9
Confl. Bikes (#/hr)				5								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	3%	3%	3%	3%	3%	3%	3%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt
Protected Phases	7	7	4		3	3	8	1	5	2		1
Permitted Phases	4	4			8	8		8	2		2	6
Detector Phase	7	7	4		3	3	8	1	5	2	2	1
Switch Phase												
Minimum Initial (s)	4.0	4.0	6.0		4.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0
Minimum Split (s)	10.5	10.5	35.5		10.5	10.5	32.5	10.0	10.0	39.0	39.0	10.0
Total Split (s)	23.0	23.0	50.0		20.0	20.0	47.0	30.0	30.0	60.0	60.0	30.0
Total Split (%)	14.4%	14.4%	31.3%		12.5%	12.5%	29.4%	18.8%	18.8%	37.5%	37.5%	18.8%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5			6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	None	None	None		None	None	None	None	None	C-Min	C-Min	None

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 40 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & SR 822/Sheridan Street





Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	642	59
Future Volume (vph)	642	59
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Right Turn on Red		Yes
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		12
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.95	0.95
Growth Factor	100%	100%
Heavy Vehicles (%)	5%	5%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	12.0	
Minimum Split (s)	39.0	
Total Split (s)	60.0	
Total Split (%)	37.5%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	
Intersection Summary		

2100 N Federal Highway Traffic Impact Study
4: US 1 & SR 822/Sheridan Street

Background (2026)
Timing Plan: AM peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕↔			↔	↕↕	↕	↕	↕↕	↕	↕
Traffic Volume (veh/h)	15	165	611	123	1	151	562	163	375	874	74	252
Future Volume (veh/h)	15	165	611	123	1	151	562	163	375	874	74	252
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.99	1.00		0.99	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1826	1826	1826		1856	1856	1856	1856	1856	1856	1826
Adj Flow Rate, veh/h		174	643	129		159	592	172	395	920	78	265
Peak Hour Factor		0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		5	5	5		3	3	3	3	3	3	5
Cap, veh/h		256	710	142		203	849	544	451	1440	637	402
Arrive On Green		0.03	0.08	0.08		0.08	0.24	0.24	0.30	0.82	0.82	0.11
Sat Flow, veh/h		1739	2865	574		1767	3526	1555	1767	3526	1559	1739
Grp Volume(v), veh/h		174	389	383		159	592	172	395	920	78	265
Grp Sat Flow(s),veh/h/ln		1739	1735	1704		1767	1763	1555	1767	1763	1559	1739
Q Serve(g_s), s		11.8	35.6	35.7		10.8	24.5	13.0	24.0	16.0	1.6	15.1
Cycle Q Clear(g_c), s		11.8	35.6	35.7		10.8	24.5	13.0	24.0	16.0	1.6	15.1
Prop In Lane		1.00		0.34		1.00		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		256	430	422		203	849	544	451	1440	637	402
V/C Ratio(X)		0.68	0.91	0.91		0.78	0.70	0.32	0.88	0.64	0.12	0.66
Avail Cap(c_a), veh/h		284	472	463		211	892	563	451	1440	637	475
HCM Platoon Ratio		0.33	0.33	0.33		1.00	1.00	1.00	2.00	2.00	2.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		45.5	71.6	71.6		45.0	55.4	38.2	24.4	10.1	8.8	26.6
Incr Delay (d2), s/veh		4.2	19.4	20.1		15.1	2.1	0.2	16.8	2.2	0.4	1.6
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		9.7	26.1	25.9		9.3	16.4	8.6	15.1	7.3	1.1	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		49.6	91.0	91.7		60.2	57.5	38.4	41.3	12.3	9.2	28.2
LnGrp LOS		D	F	F		E	E	D	D	B	A	C
Approach Vol, veh/h			946				923			1393		
Approach Delay, s/veh			83.7				54.4			20.3		
Approach LOS			F				D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.3	71.3	19.2	46.1	30.0	64.6	20.4	45.0				
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	24.0	54.0	13.5	43.5	24.0	54.0	16.5	40.5				
Max Q Clear Time (g_c+I1), s	17.1	18.0	12.8	37.7	26.0	29.1	13.8	26.5				
Green Ext Time (p_c), s	0.1	7.9	0.0	2.0	0.0	4.7	0.0	2.9				

Intersection Summary

HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Notes

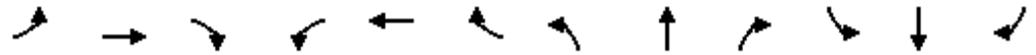
User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (veh/h)	642	59
Future Volume (veh/h)	642	59
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1826	1826
Adj Flow Rate, veh/h	676	62
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	5	5
Cap, veh/h	1174	108
Arrive On Green	0.37	0.37
Sat Flow, veh/h	3206	294
Grp Volume(v), veh/h	365	373
Grp Sat Flow(s),veh/h/ln	1735	1765
Q Serve(g_s), s	27.1	27.1
Cycle Q Clear(g_c), s	27.1	27.1
Prop In Lane		0.17
Lane Grp Cap(c), veh/h	635	647
V/C Ratio(X)	0.58	0.58
Avail Cap(c_a), veh/h	635	647
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	40.7	40.7
Incr Delay (d2), s/veh	3.8	3.7
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	18.3
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	44.5	44.4
LnGrp LOS	D	D
Approach Vol, veh/h	1003	
Approach Delay, s/veh	40.1	
Approach LOS	D	
Timer - Assigned Phs		

2100 N Federal Highway Traffic Impact Study
 5: N 19 Avenue & Liberty Street

Background (2026)
 Timing Plan: AM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	3	8	11	4	6	95	6	7	169	1
Future Volume (vph)	0	12	3	8	11	4	6	95	6	7	169	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			655			330			500	
Travel Time (s)		15.2			14.9			7.5			11.4	
Confl. Peds. (#/hr)	2		7	7		2	10		8	8		10
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
5: N 19 Avenue & Liberty Street

Background (2026)
Timing Plan: AM peak

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	3	8	11	4	6	95	6	7	169	1
Future Vol, veh/h	0	12	3	8	11	4	6	95	6	7	169	1
Conflicting Peds, #/hr	2	0	7	7	0	2	10	0	8	8	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	7	7	7	5	5	5	3	3	3	3	3	3
Mvmt Flow	0	18	4	12	16	6	9	140	9	10	249	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	456	455	267	459	451	155	260	0	0	157	0	0
Stage 1	280	280	-	171	171	-	-	-	-	-	-	-
Stage 2	176	175	-	288	280	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.15	6.55	6.25	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.545	4.045	3.345	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	506	494	760	507	499	883	1299	-	-	1417	-	-
Stage 1	716	670	-	824	752	-	-	-	-	-	-	-
Stage 2	814	745	-	713	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	478	477	748	477	482	875	1287	-	-	1406	-	-
Mov Cap-2 Maneuver	478	477	-	477	482	-	-	-	-	-	-	-
Stage 1	704	658	-	811	740	-	-	-	-	-	-	-
Stage 2	783	733	-	680	662	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.3		12.4		0.4		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1287	-	-	514	521	1406	-
HCM Lane V/C Ratio	0.007	-	-	0.043	0.065	0.007	-
HCM Control Delay (s)	7.8	0	-	12.3	12.4	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

2100 N Federal Highway Traffic Impact Study
6: US 1 & Liberty Street

Background (2026)
Timing Plan: AM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕			↕				↕		↕	↕
Traffic Volume (vph)	2	0	19	0	0	4	1	5	1295	0	3	955
Future Volume (vph)	2	0	19	0	0	4	1	5	1295	0	3	955
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	0		0	0		0		0		0	85	
Storage Lanes	0		0	0		0		0		0	1	
Taper Length (ft)	25			25				25				25
Link Speed (mph)		30			30				35			35
Link Distance (ft)		655			1000				150			995
Travel Time (s)		14.9			22.7				2.9			19.4
Confl. Peds. (#/hr)									11		3	3
Confl. Bikes (#/hr)											6	
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 (%)	16%	16%	16%	3%	3%	3%	3%	3%	3%	3%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0	0									
Mid-Block Traffic (%)		0%			0%				0%			0%
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	14
Future Volume (vph)	14
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	11
Confl. Bikes (#/hr)	10
Peak Hour Factor	0.91
Growth Factor	100%
Heavy Vehicles (%)	5%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Intersection Summary	

Intersection													
Int Delay, s/veh	0.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕		↕	↕	
Traffic Vol, veh/h	2	0	19	0	0	4	1	5	1295	0	3	955	14
Future Vol, veh/h	2	0	19	0	0	4	1	5	1295	0	3	955	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	11	0	3	3	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free						
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	85	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	16	16	16	3	3	3	3	3	3	3	5	5	5
Mvmt Flow	2	0	21	0	0	4	1	5	1423	0	3	1049	15

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	1798	2512	543	1969	2519	715	1065	1075	0	0	1426	0	0
Stage 1	1074	1074	-	1438	1438	-	-	-	-	-	-	-	-
Stage 2	724	1438	-	531	1081	-	-	-	-	-	-	-	-
Critical Hdwy	7.82	6.82	7.22	7.56	6.56	6.96	6.46	4.16	-	-	4.2	-	-
Critical Hdwy Stg 1	6.82	5.82	-	6.56	5.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.82	5.82	-	6.56	5.56	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.66	4.16	3.46	3.53	4.03	3.33	2.53	2.23	-	-	2.25	-	-
Pot Cap-1 Maneuver	43	23	449	37	27	371	299	638	-	-	458	-	-
Stage 1	211	266	-	138	195	-	-	-	-	-	-	-	-
Stage 2	353	174	-	497	290	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	40	21	444	33	25	370	525	525	-	-	457	-	-
Mov Cap-2 Maneuver	161	128	-	33	25	-	-	-	-	-	-	-	-
Stage 1	195	261	-	129	182	-	-	-	-	-	-	-	-
Stage 2	326	162	-	471	285	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.1		14.8		0.9		0	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	525	-	-	380	370	457	-
HCM Lane V/C Ratio	0.01	-	-	0.061	0.012	0.007	-
HCM Control Delay (s)	11.9	0.8	-	15.1	14.8	12.9	-
HCM Lane LOS	B	A	-	C	B	B	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-

2100 N Federal Highway Traffic Impact Study
 7: US 1 & Shenandoah Street

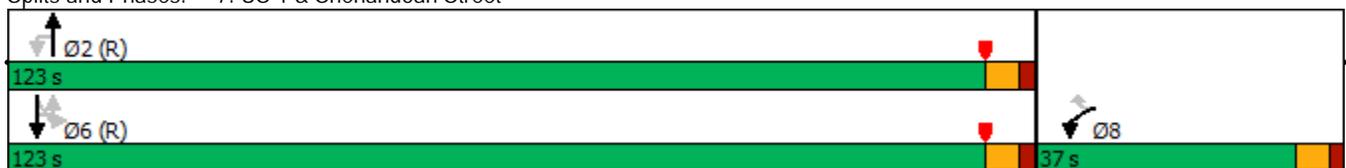
Background (2026)
 Timing Plan: AM peak

Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	38	1	1252	23	2	47	927
Future Volume (vph)	18	38	1	1252	23	2	47	927
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%			0%				0%
Storage Length (ft)	0	25	0		0		85	
Storage Lanes	1	1	0		0		1	
Taper Length (ft)	25		25				25	
Right Turn on Red		Yes			Yes			
Link Speed (mph)	25			35				35
Link Distance (ft)	1000			180				150
Travel Time (s)	27.3			3.5				2.9
Confl. Peds. (#/hr)	8	1	8		6	1	6	
Confl. Bikes (#/hr)					6			
Peak Hour Factor	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%
Heavy Vehicles (%)	4%	4%	3%	3%	3%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Shared Lane Traffic (%)								
Turn Type	Prot	Perm	Perm	NA		Perm	Perm	NA
Protected Phases	8			2				6
Permitted Phases		8	2			6	6	
Detector Phase	8	8	2	2		6	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	12.0	12.0		12.0	12.0	12.0
Minimum Split (s)	34.0	34.0	33.0	33.0		18.0	18.0	18.0
Total Split (s)	37.0	37.0	123.0	123.0		123.0	123.0	123.0
Total Split (%)	23.1%	23.1%	76.9%	76.9%		76.9%	76.9%	76.9%
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
Total Lost Time (s)	6.0	6.0		6.0			6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	C-Min	C-Min		C-Min	C-Min	C-Min

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 70 (44%), Referenced to phase 2:NBTU and 6:SBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 7: US 1 & Shenandoah Street



2100 N Federal Highway Traffic Impact Study
7: US 1 & Shenandoah Street

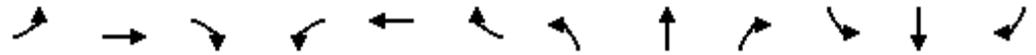
Background (2026)
Timing Plan: AM peak



Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (veh/h)	18	38	1	1252	23	2	47	927
Future Volume (veh/h)	18	38	1	1252	23	2	47	927
Initial Q (Qb), veh	0	0		0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			0.97		1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No			No				No
Adj Sat Flow, veh/h/ln	1841	1841		1856	1856		1826	1826
Adj Flow Rate, veh/h	20	42		1376	25		52	1019
Peak Hour Factor	0.91	0.91		0.91	0.91		0.91	0.91
Percent Heavy Veh, %	4	4		3	3		5	5
Cap, veh/h	65	58		3144	57		378	3080
Arrive On Green	0.04	0.04		1.00	1.00		1.00	1.00
Sat Flow, veh/h	1753	1560		3633	64		375	3561
Grp Volume(v), veh/h	20	42		685	716		52	1019
Grp Sat Flow(s),veh/h/ln	1753	1560		1763	1842		375	1735
Q Serve(g_s), s	1.8	4.3		0.0	0.0		0.0	0.0
Cycle Q Clear(g_c), s	1.8	4.3		0.0	0.0		0.0	0.0
Prop In Lane	1.00	1.00			0.03		1.00	
Lane Grp Cap(c), veh/h	65	58		1565	1635		378	3080
V/C Ratio(X)	0.31	0.73		0.44	0.44		0.14	0.33
Avail Cap(c_a), veh/h	340	302		1565	1635		378	3080
HCM Platoon Ratio	1.00	1.00		1.33	1.33		2.00	2.00
Upstream Filter(I)	1.00	1.00		1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	75.0	76.2		0.0	0.0		0.0	0.0
Incr Delay (d2), s/veh	1.0	6.3		0.9	0.9		0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	3.3		0.7	0.7		0.1	0.2
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	76.0	82.5		0.9	0.9		0.8	0.3
LnGrp LOS	E	F		A	A		A	A
Approach Vol, veh/h	62			1401				1071
Approach Delay, s/veh	80.4			0.9				0.3
Approach LOS	F			A				A
Timer - Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		148.1				148.1		11.9
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		117.0				117.0		31.0
Max Q Clear Time (g_c+I1), s		2.0				2.0		6.3
Green Ext Time (p_c), s		14.6				11.2		0.1
Intersection Summary								
HCM 6th Ctrl Delay			2.6					
HCM 6th LOS			A					
Notes								
User approved ignoring U-Turning movement.								

2100 N Federal Highway Traffic Impact Study
 8: N 19 Avenue & Scott Street

Background (2026)
 Timing Plan: AM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	7	7	5	10	4	8	10	93	6	6	176	3
Future Volume (vph)	7	7	5	10	4	8	10	93	6	6	176	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			430			475			330	
Travel Time (s)		15.2			9.8			10.8			7.5	
Confl. Peds. (#/hr)			1	1			8		8	8		8
Confl. Bikes (#/hr)			1			1			2			2
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	11%	11%	11%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	7	5	10	4	8	10	93	6	6	176	3
Future Vol, veh/h	7	7	5	10	4	8	10	93	6	6	176	3
Conflicting Peds, #/hr	0	0	1	1	0	0	8	0	8	8	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	11	11	11	3	3	3	4	4	4	3	3	3
Mvmt Flow	10	10	7	15	6	12	15	139	9	9	263	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	474	477	274	475	475	152	275	0	0	156	0	0
Stage 1	291	291	-	182	182	-	-	-	-	-	-	-
Stage 2	183	186	-	293	293	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.13	6.53	6.23	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.527	4.027	3.327	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	486	474	744	498	487	892	1277	-	-	1418	-	-
Stage 1	698	656	-	817	747	-	-	-	-	-	-	-
Stage 2	798	729	-	713	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	464	457	738	473	469	885	1267	-	-	1407	-	-
Mov Cap-2 Maneuver	464	457	-	473	469	-	-	-	-	-	-	-
Stage 1	683	646	-	800	731	-	-	-	-	-	-	-
Stage 2	771	714	-	688	657	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		11.7		0.7		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1267	-	-	511	568	1407	-
HCM Lane V/C Ratio	0.012	-	-	0.055	0.058	0.006	-
HCM Control Delay (s)	7.9	0	-	12.5	11.7	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	12	0	1275	939	3
Future Volume (vph)	0	12	0	1275	939	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			35	35	
Link Distance (ft)	225			665	180	
Travel Time (s)	5.1			13.0	3.5	
Confl. Peds. (#/hr)	1					9
Confl. Bikes (#/hr)						8
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 (%)	3%	3%	3%	3%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	12	0	1275	939	3
Future Vol, veh/h	0	12	0	1275	939	3
Conflicting Peds, #/hr	1	0	0	0	0	9
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	3	3	3	3	5	5
Mvmt Flow	0	13	0	1386	1021	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	521	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.96	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.33	-
Pot Cap-1 Maneuver	0	498	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	494	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	494	-	-
HCM Lane V/C Ratio	-	0.026	-	-
HCM Control Delay (s)	-	12.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

2100 N Federal Highway Traffic Impact Study
 11: US 1 & Harding Street

Background (2026)
 Timing Plan: AM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↕	↗	↖	↕	↕
Traffic Volume (vph)	20	33	11	47	20	133	14	1120	64	69	883	10
Future Volume (vph)	20	33	11	47	20	133	14	1120	64	69	883	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		100	230		150	245		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1000			1000			1000			665	
Travel Time (s)		27.3			27.3			19.5			13.0	
Confl. Peds. (#/hr)	28		3	3		28	7		7	7		7
Confl. Bikes (#/hr)			2			1						5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	43.0	43.0		40.0	40.0	40.0	29.0	29.0	29.0	10.0	29.0	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	80.0	80.0	80.0	20.0	100.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	50.0%	50.0%	50.0%	12.5%	62.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	

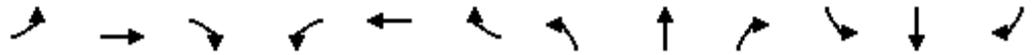
Intersection Summary
 Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 153 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated

Splits and Phases: 11: US 1 & Harding Street



2100 N Federal Highway Traffic Impact Study
 11: US 1 & Harding Street

Background (2026)
 Timing Plan: AM peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕	↕	↕	↕↕	↕	↕	↕↔	
Traffic Volume (veh/h)	20	33	11	47	20	133	14	1120	64	69	883	10
Future Volume (veh/h)	20	33	11	47	20	133	14	1120	64	69	883	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.97		0.94	1.00		0.99	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	22	36	12	51	22	145	15	1217	70	75	960	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	6	6	6
Cap, veh/h	93	143	43	206	82	279	432	2377	1055	297	2566	29
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.67	0.67	0.67	0.05	1.00	1.00
Sat Flow, veh/h	336	762	227	891	437	1483	574	3526	1564	1725	3483	40
Grp Volume(v), veh/h	70	0	0	73	0	145	15	1217	70	75	474	497
Grp Sat Flow(s),veh/h/ln	1325	0	0	1328	0	1483	574	1763	1564	1725	1721	1803
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	14.1	1.4	27.5	2.4	2.1	0.0	0.0
Cycle Q Clear(g_c), s	10.2	0.0	0.0	8.9	0.0	14.1	1.4	27.5	2.4	2.1	0.0	0.0
Prop In Lane	0.31		0.17	0.70		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	279	0	0	288	0	279	432	2377	1055	297	1268	1328
V/C Ratio(X)	0.25	0.00	0.00	0.25	0.00	0.52	0.03	0.51	0.07	0.25	0.37	0.37
Avail Cap(c_a), veh/h	505	0	0	502	0	501	432	2377	1055	405	1268	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	0.0	0.0	56.1	0.0	58.4	8.7	13.0	8.9	10.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.6	0.2	0.8	0.1	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	0.0	0.0	4.7	0.0	9.2	0.3	16.2	1.6	1.4	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	0.0	0.0	56.3	0.0	59.0	8.9	13.8	9.0	10.1	0.8	0.8
LnGrp LOS	E	A	A	E	A	E	A	B	A	B	A	A
Approach Vol, veh/h		70			218			1302			1046	
Approach Delay, s/veh		55.8			58.1			13.5			1.5	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	113.9		36.1		123.9		36.1				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	14.0	74.0		54.0		94.0		54.0				
Max Q Clear Time (g_c+I1), s	4.1	29.5		12.2		2.0		16.1				
Green Ext Time (p_c), s	0.0	12.5		0.3		7.6		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				13.5								
HCM 6th LOS				B								

2100 N Federal Highway Traffic Impact Study
 2: N 21 Avenue & SR 822/Sheridan Street

Background (2026)
 Timing Plan: PM peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø6	Ø8
Lane Configurations	↑↑			↑↑↑	↑↑	↑					
Traffic Volume (vph)	942	0	0	1239	414	141					
Future Volume (vph)	942	0	0	1239	414	141					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900					
Lane Width (ft)	12	12	12	12	12	12					
Grade (%)	0%			0%	0%						
Storage Length (ft)		0	150		0	0					
Storage Lanes		0	1		2	1					
Taper Length (ft)			25		25						
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	1.00					
Ped Bike Factor					1.00	0.99					
Fr _t						0.850					
Fl _t Protected					0.950						
Satd. Flow (prot)	3505	0	0	5036	3400	1568					
Fl _t Permitted					0.950						
Satd. Flow (perm)	3505	0	0	5036	3393	1546					
Right Turn on Red		No				Yes					
Satd. Flow (RTOR)						155					
Link Speed (mph)	40			40	35						
Link Distance (ft)	150			645	1000						
Travel Time (s)	2.6			11.0	19.5						
Confl. Peds. (#/hr)		5	5		1	1					
Confl. Bikes (#/hr)		6									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91					
Growth Factor	100%	100%	100%	100%	100%	100%					
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%					
Bus Blockages (#/hr)	0	0	0	0	0	0					
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%	0%						
Adj. Flow (vph)	1035	0	0	1362	455	155					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1035	0	0	1362	455	155					
Turn Type	NA			NA	Prot	Perm					
Protected Phases	6 8			1 2	7		1	2	5	6	8
Permitted Phases						7					
Detector Phase	6 8			1 2	7	7					
Switch Phase											
Minimum Initial (s)				20.0	20.0	10.0	12.0	10.0	12.0	15.0	
Minimum Split (s)				31.0	31.0	16.5	25.5	16.5	25.5	36.5	
Total Split (s)				41.0	41.0	21.0	62.0	21.0	62.0	36.0	
Total Split (%)				25.6%	25.6%	13%	39%	13%	39%	23%	
Yellow Time (s)				4.0	4.0	4.5	4.5	4.5	4.5	4.5	
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						
Total Lost Time (s)				6.0	6.0						
Lead/Lag				Lead	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode				Min	Min	Min	C-Max	Min	C-Max	Min	
Act Effect Green (s)	91.9			81.1	32.6	32.6					

2100 N Federal Highway Traffic Impact Study
 3: N 20 Avenue & SR 822/Sheridan Street

Background (2026)
 Timing Plan: PM peak



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↘	↑↑		↗
Traffic Volume (vph)	963	113	3	48	1224	0	84
Future Volume (vph)	963	113	3	48	1224	0	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		0		180		0	0
Storage Lanes		0		1		0	1
Taper Length (ft)				25		25	
Link Speed (mph)	40				40	30	
Link Distance (ft)	645				1430	1000	
Travel Time (s)	11.0				24.4	22.7	
Confl. Peds. (#/hr)		2		2		1	
Confl. Bikes (#/hr)		6					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Intersection							
Int Delay, s/veh	0.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↔	↑↑		↗
Traffic Vol, veh/h	963	113	3	48	1224	0	84
Future Vol, veh/h	963	113	3	48	1224	0	84
Conflicting Peds, #/hr	0	2	0	2	0	1	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	1070	126	3	53	1360	0	93

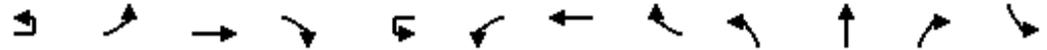
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1196
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.46	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.53	2.23
Pot Cap-1 Maneuver	-	246	573
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	515	515
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	441	-	-	515	-
HCM Lane V/C Ratio	0.212	-	-	0.11	-
HCM Control Delay (s)	15.3	-	-	12.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.8	-	-	0.4	-

2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Background (2026)
 Timing Plan: PM peak

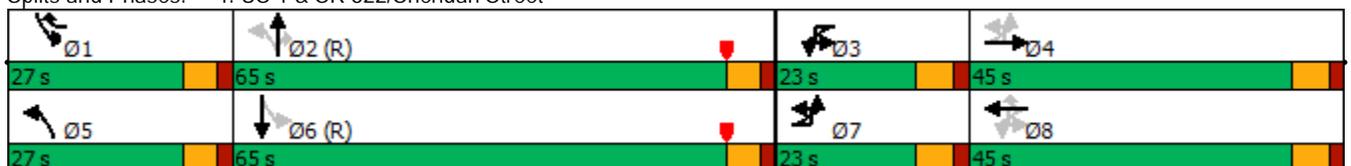


Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	14	158	578	120	4	159	709	217	274	996	115	270
Future Volume (vph)	14	158	578	120	4	159	709	217	274	996	115	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		335		0		280		230	175		65	225
Storage Lanes		1		0		1		1	1		1	1
Taper Length (ft)		25				25			25			25
Right Turn on Red				Yes				Yes			Yes	
Link Speed (mph)			40				45			35		
Link Distance (ft)			1430				1000			995		
Travel Time (s)			24.4				15.2			19.4		
Confl. Peds. (#/hr)	7	9		12	19	12		9	7		19	19
Confl. Bikes (#/hr)				4								
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt
Protected Phases	7	7	4		3	3	8	1	5	2		1
Permitted Phases	4	4			8	8		8	2		2	6
Detector Phase	7	7	4		3	3	8	1	5	2	2	1
Switch Phase												
Minimum Initial (s)	4.0	4.0	6.0		4.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0
Minimum Split (s)	10.5	10.5	35.5		10.5	10.5	32.5	10.0	10.0	39.0	39.0	10.0
Total Split (s)	23.0	23.0	45.0		23.0	23.0	45.0	27.0	27.0	65.0	65.0	27.0
Total Split (%)	14.4%	14.4%	28.1%		14.4%	14.4%	28.1%	16.9%	16.9%	40.6%	40.6%	16.9%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5			6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	None	None	None		None	None	None	None	None	C-Min	C-Min	None

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 48 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & SR 822/Sheridan Street





Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1147	89
Future Volume (vph)	1147	89
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Right Turn on Red		Yes
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		5
Peak Hour Factor	0.97	0.97
Growth Factor	100%	100%
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	12.0	
Minimum Split (s)	39.0	
Total Split (s)	65.0	
Total Split (%)	40.6%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	
Intersection Summary		

2100 N Federal Highway Traffic Impact Study
4: US 1 & SR 822/Sheridan Street

Background (2026)
Timing Plan: PM peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↔			↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	14	158	578	120	4	159	709	217	274	996	115	270
Future Volume (veh/h)	14	158	578	120	4	159	709	217	274	996	115	270
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.98	1.00		0.99	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1856	1856	1856		1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h		163	596	124		164	731	224	282	1027	119	278
Peak Hour Factor		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		3	3	3		3	3	3	3	3	3	3
Cap, veh/h		205	653	135		207	800	514	297	1519	669	391
Arrive On Green		0.03	0.07	0.07		0.08	0.23	0.23	0.24	0.86	0.86	0.10
Sat Flow, veh/h		1767	2888	599		1767	3526	1548	1767	3526	1552	1767
Grp Volume(v), veh/h		163	363	357		164	731	224	282	1027	119	278
Grp Sat Flow(s),veh/h/ln		1767	1763	1725		1767	1763	1548	1767	1763	1552	1767
Q Serve(g_s), s		11.2	32.7	32.9		11.3	32.4	18.1	17.5	15.4	2.0	14.5
Cycle Q Clear(g_c), s		11.2	32.7	32.9		11.3	32.4	18.1	17.5	15.4	2.0	14.5
Prop In Lane		1.00		0.35		1.00		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		205	398	390		207	800	514	297	1519	669	391
V/C Ratio(X)		0.80	0.91	0.92		0.79	0.91	0.44	0.95	0.68	0.18	0.71
Avail Cap(c_a), veh/h		242	424	415		242	848	535	313	1519	669	439
HCM Platoon Ratio		0.33	0.33	0.33		1.00	1.00	1.00	2.00	2.00	2.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		48.8	72.5	72.5		46.0	60.3	41.9	34.8	7.4	6.4	23.4
Incr Delay (d2), s/veh		12.1	22.6	23.7		11.9	13.6	0.4	35.7	2.4	0.6	3.6
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		9.9	25.1	24.8		9.5	22.2	11.2	18.4	6.3	1.3	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		60.9	95.0	96.2		58.0	74.0	42.4	70.5	9.8	7.0	27.0
LnGrp LOS		E	F	F		E	E	D	E	A	A	C
Approach Vol, veh/h			883				1119			1428		
Approach Delay, s/veh			89.2				65.3			21.5		
Approach LOS			F				E			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.6	74.9	19.8	42.6	25.6	72.0	19.7	42.8				
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	21.0	59.0	16.5	38.5	21.0	59.0	16.5	38.5				
Max Q Clear Time (g_c+I1), s	16.5	17.4	13.3	34.9	19.5	54.4	13.2	34.4				
Green Ext Time (p_c), s	0.1	9.6	0.0	1.3	0.0	3.0	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Notes

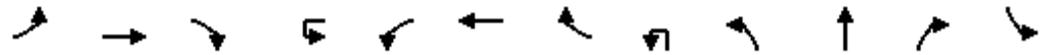
User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (veh/h)	1147	89
Future Volume (veh/h)	1147	89
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.97
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1856
Adj Flow Rate, veh/h	1182	92
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	3	3
Cap, veh/h	1363	106
Arrive On Green	0.41	0.41
Sat Flow, veh/h	3306	257
Grp Volume(v), veh/h	629	645
Grp Sat Flow(s),veh/h/ln	1763	1800
Q Serve(g_s), s	52.2	52.4
Cycle Q Clear(g_c), s	52.2	52.4
Prop In Lane		0.14
Lane Grp Cap(c), veh/h	727	742
V/C Ratio(X)	0.87	0.87
Avail Cap(c_a), veh/h	727	742
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	43.0	43.0
Incr Delay (d2), s/veh	13.1	13.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	33.4	34.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	56.1	56.2
LnGrp LOS	E	E
Approach Vol, veh/h	1552	
Approach Delay, s/veh	50.9	
Approach LOS	D	
Timer - Assigned Phs		

2100 N Federal Highway Traffic Impact Study
 5: N 19 Avenue & Liberty Street

Background (2026)
 Timing Plan: PM peak



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations		↕				↕				↕		
Traffic Volume (vph)	3	12	2	1	10	15	8	1	5	67	10	6
Future Volume (vph)	3	12	2	1	10	15	8	1	5	67	10	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%				0%		
Storage Length (ft)	0		0		0		0		0		0	0
Storage Lanes	0		0		0		0		0		0	0
Taper Length (ft)	25				25				25			25
Link Speed (mph)		30				30				30		
Link Distance (ft)		670				655				330		
Travel Time (s)		15.2				14.9				7.5		
Confl. Peds. (#/hr)	1		1	9	1		1	1	6		9	9
Confl. Bikes (#/hr)			1								5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	4%	4%	4%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%				0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other



Lane Group	SBT	SBR
Lane Configurations	↕	
Traffic Volume (vph)	92	1
Future Volume (vph)	92	1
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Link Speed (mph)	30	
Link Distance (ft)	500	
Travel Time (s)	11.4	
Confl. Peds. (#/hr)		6
Confl. Bikes (#/hr)		5
Peak Hour Factor	0.87	0.87
Growth Factor	100%	100%
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Intersection Summary		

2100 N Federal Highway Traffic Impact Study
5: N 19 Avenue & Liberty Street

Background (2026)
Timing Plan: PM peak

Intersection														
Int Delay, s/veh	2.5													
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕				↕			↕	
Traffic Vol, veh/h	3	12	2	1	10	15	8	1	5	67	10	6	92	1
Future Vol, veh/h	3	12	2	1	10	15	8	1	5	67	10	6	92	1
Conflicting Peds, #/hr	1	0	1	9	1	0	1	1	6	0	9	9	0	6
Sign Control	Stop	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	87	87	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	4	4	4	4	3	3	3
Mvmt Flow	3	14	2	1	11	17	9	1	6	77	11	7	106	1

Major/Minor	Minor2		Minor1			Major1			Major2					
Conflicting Flow All	236	238	114	0	234	233	93	-	113	0	0	97	0	0
Stage 1	127	127	-	0	104	106	-	-	-	-	-	-	-	-
Stage 2	109	111	-	0	130	127	-	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	-	7.13	6.53	6.23	-	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	-	6.13	5.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	-	6.13	5.53	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	-	3.527	4.027	3.327	-	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	716	661	936	0	719	665	961	-	1464	-	-	1490	-	-
Stage 1	874	789	-	0	899	806	-	-	-	-	-	-	-	-
Stage 2	894	802	-	0	871	789	-	-	-	-	-	-	-	-
Platoon blocked, %				-										
Mov Cap-1 Maneuver	687	648	930	0	696	652	952	~-6	~-6	-	-	1477	-	-
Mov Cap-2 Maneuver	687	648	-	0	696	652	-	-	-	-	-	-	-	-
Stage 1	874	780	-	0	899	799	-	-	-	-	-	-	-	-
Stage 2	865	795	-	0	848	780	-	-	-	-	-	-	-	-

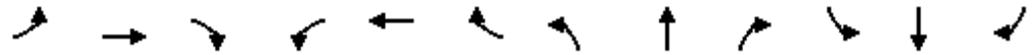
Approach	EB		WB			NB			SB	
HCM Control Delay, s	10.5		10.3						0.5	
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	+	-	-	679	721	1477	-	-
HCM Lane V/C Ratio	-	-	-	0.029	0.053	0.005	-	-
HCM Control Delay (s)	-	-	-	10.5	10.3	7.4	0	-
HCM Lane LOS	-	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0.2	0	-	-

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

2100 N Federal Highway Traffic Impact Study
6: US 1 & Liberty Street

Background (2026)
Timing Plan: PM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕		↕	↕↕	
Traffic Volume (vph)	9	0	16	0	0	0	11	1477	0	2	1403	18
Future Volume (vph)	9	0	16	0	0	0	11	1477	0	2	1403	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		655			1000			150			995	
Travel Time (s)		14.9			22.7			2.9			19.4	
Confl. Peds. (#/hr)							8		15	15		8
Confl. Bikes (#/hr)									9			11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0	0									
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	9	0	16	0	0	0	11	1477	0	2	1403	18
Future Vol, veh/h	9	0	16	0	0	0	11	1477	0	2	1403	18
Conflicting Peds, #/hr	0	0	0	0	0	0	8	0	15	15	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	85	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	0	17	0	0	0	12	1555	0	2	1477	19

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	2301	3093	756	2337	3102	793	1504	0	0	1570	0	0
Stage 1	1499	1499	-	1594	1594	-	-	-	-	-	-	-
Stage 2	802	1594	-	743	1508	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	20	11	348	19	11	329	436	-	-	411	-	-
Stage 1	127	182	-	110	163	-	-	-	-	-	-	-
Stage 2	342	163	-	371	180	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	17	9	345	15	9	324	433	-	-	405	-	-
Mov Cap-2 Maneuver	89	95	-	15	9	-	-	-	-	-	-	-
Stage 1	100	180	-	86	128	-	-	-	-	-	-	-
Stage 2	273	128	-	351	178	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	30.2		0			1.5			0		
HCM LOS	D		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	433	-	-	169	-	405	-
HCM Lane V/C Ratio	0.027	-	-	0.156	-	0.005	-
HCM Control Delay (s)	13.5	1.4	-	30.2	0	13.9	-
HCM Lane LOS	B	A	-	D	A	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	-	0	-

2100 N Federal Highway Traffic Impact Study
 7: US 1 & Shenandoah Street

Background (2026)
 Timing Plan: PM peak

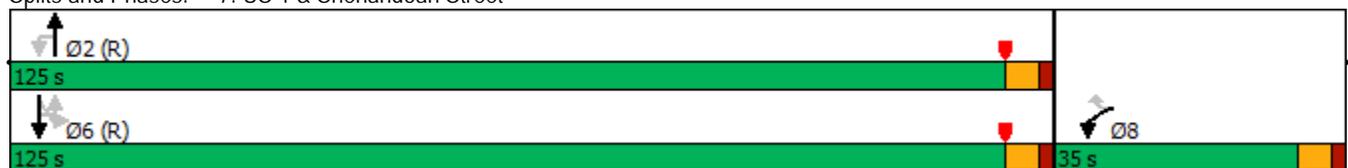


Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	29	16	3	1422	43	39	1424
Future Volume (vph)	29	16	3	1422	43	39	1424
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	25	0		0	85	
Storage Lanes	1	1	0		0	1	
Taper Length (ft)	25		25			25	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	25			35			35
Link Distance (ft)	1000			180			150
Travel Time (s)	27.3			3.5			2.9
Confl. Peds. (#/hr)	5		5		16	16	
Confl. Bikes (#/hr)					8		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Perm	NA		Perm	NA
Protected Phases	8			2			6
Permitted Phases		8	2			6	
Detector Phase	8	8	2	2		6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	12.0	12.0		12.0	12.0
Minimum Split (s)	34.0	34.0	33.0	33.0		18.0	18.0
Total Split (s)	35.0	35.0	125.0	125.0		125.0	125.0
Total Split (%)	21.9%	21.9%	78.1%	78.1%		78.1%	78.1%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0	6.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min		C-Min	C-Min

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 77 (48%), Referenced to phase 2:NBTU and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 7: US 1 & Shenandoah Street



2100 N Federal Highway Traffic Impact Study
7: US 1 & Shenandoah Street

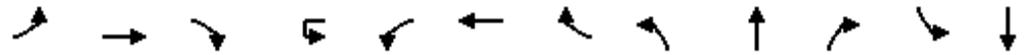
Background (2026)
Timing Plan: PM peak



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	29	16	3	1422	43	39	1424
Future Volume (veh/h)	29	16	3	1422	43	39	1424
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			0.97	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1826	1826		1856	1856	1856	1856
Adj Flow Rate, veh/h	31	17		1497	45	41	1499
Peak Hour Factor	0.95	0.95		0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5		3	3	3	3
Cap, veh/h	57	51		3113	93	342	3145
Arrive On Green	0.03	0.03		1.00	1.00	1.00	1.00
Sat Flow, veh/h	1739	1547		3583	105	333	3618
Grp Volume(v), veh/h	31	17		754	788	41	1499
Grp Sat Flow(s),veh/h/ln	1739	1547		1763	1833	333	1763
Q Serve(g_s), s	2.8	1.7		0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	1.7		0.0	0.0	0.0	0.0
Prop In Lane	1.00	1.00			0.06	1.00	
Lane Grp Cap(c), veh/h	57	51		1572	1635	342	3145
V/C Ratio(X)	0.54	0.33		0.48	0.48	0.12	0.48
Avail Cap(c_a), veh/h	315	280		1572	1635	342	3145
HCM Platoon Ratio	1.00	1.00		1.33	1.33	2.00	2.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.2	75.6		0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.9	1.4		1.1	1.0	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	1.3		0.8	0.8	0.1	0.4
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	79.1	77.0		1.1	1.0	0.7	0.5
LnGrp LOS	E	E		A	A	A	A
Approach Vol, veh/h	48			1542			1540
Approach Delay, s/veh	78.3			1.0			0.5
Approach LOS	E			A			A
Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		148.7				148.7	11.3
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		119.0				119.0	29.0
Max Q Clear Time (g_c+I1), s		2.0				2.0	4.8
Green Ext Time (p_c), s		18.2				21.7	0.1
Intersection Summary							
HCM 6th Ctrl Delay			2.0				
HCM 6th LOS			A				
Notes							
User approved ignoring U-Turning movement.							

2100 N Federal Highway Traffic Impact Study
 8: N 19 Avenue & Scott Street

Background (2026)
 Timing Plan: PM peak



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕				↕			↕			↕
Traffic Volume (vph)	4	7	5	1	8	5	4	8	77	6	7	90
Future Volume (vph)	4	7	5	1	8	5	4	8	77	6	7	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	0		0		0		0	0		0	0	
Storage Lanes	0		0		0		0	0		0	0	
Taper Length (ft)	25				25			25				25
Link Speed (mph)		30				30			30			30
Link Distance (ft)		670				430			475			330
Travel Time (s)		15.2				9.8			10.8			7.5
Confl. Peds. (#/hr)	2		1	6	1		2	8		6	6	
Confl. Bikes (#/hr)			1				1			7		
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	8
Confl. Bikes (#/hr)	5
Peak Hour Factor	0.86
Growth Factor	100%
Heavy Vehicles (%)	3%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Intersection Summary	

Intersection													
Int Delay, s/veh	2												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕			↕			↕	
Traffic Vol, veh/h	4	7	5	1	8	5	4	8	77	6	7	90	3
Future Vol, veh/h	4	7	5	1	8	5	4	8	77	6	7	90	3
Conflicting Peds, #/hr	2	0	1	6	1	0	2	8	0	6	6	0	8
Sign Control	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	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	8	6	1	9	6	5	9	90	7	8	105	3

Major/Minor	Minor2		Minor1			Major1			Major2				
Conflicting Flow All	250	252	116	0	249	250	102	116	0	0	103	0	0
Stage 1	131	131	-	0	118	118	-	-	-	-	-	-	-
Stage 2	119	121	-	0	131	132	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	-	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	-	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	701	650	934	0	702	651	950	1466	-	-	1483	-	-
Stage 1	870	786	-	0	884	796	-	-	-	-	-	-	-
Stage 2	883	794	-	0	870	785	-	-	-	-	-	-	-
Platoon blocked, %				-					-	-		-	-
Mov Cap-1 Maneuver	679	632	926	0	680	633	943	1455	-	-	1475	-	-
Mov Cap-2 Maneuver	679	632	-	0	680	633	-	-	-	-	-	-	-
Stage 1	857	775	-	0	873	786	-	-	-	-	-	-	-
Stage 2	864	784	-	0	850	774	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	10.2		10.2			0.7			0.5		
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	715	711	1475	-	-
HCM Lane V/C Ratio	0.006	-	-	0.026	0.028	0.006	-	-
HCM Control Delay (s)	7.5	0	-	10.2	10.2	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	20	0	1509	1397	9
Future Volume (vph)	0	20	0	1509	1397	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			35	35	
Link Distance (ft)	225			665	180	
Travel Time (s)	5.1			13.0	3.5	
Confl. Peds. (#/hr)			9			9
Confl. Bikes (#/hr)						14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	20	0	1509	1397	9
Future Vol, veh/h	0	20	0	1509	1397	9
Conflicting Peds, #/hr	0	0	9	0	0	9
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	21	0	1572	1455	9

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	741	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-
Pot Cap-1 Maneuver	0	356	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	353	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	353	-	-
HCM Lane V/C Ratio	-	0.059	-	-
HCM Control Delay (s)	-	15.8	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

2100 N Federal Highway Traffic Impact Study
 11: US 1 & Harding Street

Background (2026)
 Timing Plan: PM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑↑	↔	↔	↔	↔
Traffic Volume (vph)	15	20	13	61	24	121	39	1403	96	113	1285	32
Future Volume (vph)	15	20	13	61	24	121	39	1403	96	113	1285	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		100	230		150	245		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1000			1000			1000			665	
Travel Time (s)		27.3			27.3			19.5			13.0	
Confl. Peds. (#/hr)	16		3	3		16	13		18	18		13
Confl. Bikes (#/hr)			2			1						10
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	43.0	43.0		40.0	40.0	40.0	29.0	29.0	29.0	10.0	29.0	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	82.0	82.0	82.0	18.0	100.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	51.3%	51.3%	51.3%	11.3%	62.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	

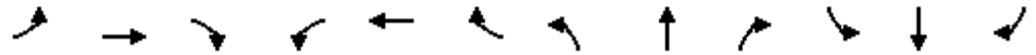
Intersection Summary
 Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 137 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 11: US 1 & Harding Street



2100 N Federal Highway Traffic Impact Study
 11: US 1 & Harding Street

Background (2026)
 Timing Plan: PM peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕	↕	↕	↕↕	↕	↕	↕↕	
Traffic Volume (veh/h)	15	20	13	61	24	121	39	1403	96	113	1285	32
Future Volume (veh/h)	15	20	13	61	24	121	39	1403	96	113	1285	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.98		0.96	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	21	13	63	25	125	40	1446	99	116	1325	33
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	68	91	47	177	64	251	319	2429	1069	259	2663	66
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.69	0.69	0.69	0.06	1.00	1.00
Sat Flow, veh/h	234	545	281	828	384	1507	397	3526	1552	1767	3511	87
Grp Volume(v), veh/h	49	0	0	88	0	125	40	1446	99	116	665	693
Grp Sat Flow(s),veh/h/ln	1060	0	0	1212	0	1507	397	1763	1552	1767	1763	1836
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	12.1	5.6	34.6	3.4	3.1	0.0	0.0
Cycle Q Clear(g_c), s	13.5	0.0	0.0	13.2	0.0	12.1	5.6	34.6	3.4	3.1	0.0	0.0
Prop In Lane	0.31		0.27	0.72		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	206	0	0	240	0	251	319	2429	1069	259	1337	1393
V/C Ratio(X)	0.24	0.00	0.00	0.37	0.00	0.50	0.13	0.60	0.09	0.45	0.50	0.50
Avail Cap(c_a), veh/h	465	0	0	489	0	509	319	2429	1069	335	1337	1393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	0.0	0.0	60.7	0.0	60.6	8.6	13.1	8.3	12.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.6	0.8	1.1	0.2	0.5	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.0	0.0	6.0	0.0	8.3	1.0	19.5	2.1	2.2	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	0.0	61.1	0.0	61.2	9.4	14.2	8.4	12.4	1.3	1.3
LnGrp LOS	E	A	A	E	A	E	A	B	A	B	A	A
Approach Vol, veh/h		49			213			1585			1474	
Approach Delay, s/veh		57.6			61.1			13.7			2.2	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.1	116.2		32.6		127.4		32.6				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	12.0	76.0		54.0		94.0		54.0				
Max Q Clear Time (g_c+I1), s	5.1	36.6		15.5		2.0		15.2				
Green Ext Time (p_c), s	0.0	16.8		0.2		13.7		0.6				

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Total Conditions

TOTAL (2026) PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY

Location	Time	Level of Service									
		Overall		EB		WB		NB		SB	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
SR 822/Sheridan Street at N 21 Avenue ⁽¹⁾	AM	C	20.9	A	8.7	B	19.8	D	52.6	-	-
	PM	C	22.0	A	2.3	C	24.7	D	49.6	-	-
SR 822/Sheridan Street at N 20 Avenue	AM	A	0.9	A	0.0	A	0.6	C	19.8	-	-
	PM	A	0.8	A	0.0	A	0.5	C	15.6	-	-
SR 822/Sheridan Street at US 1	AM	D	47.2	F	83.8	D	54.2	C	22.3	D	41.1
	PM	E	55.1	F	89.4	E	62.9	C	25.0	E	58.2
Liberty Street at N 19 Avenue	AM	A	2.0	B	12.7	B	13.2	A	0.3	A	0.3
	PM	A	2.8	B	10.7	B	10.7	A	0.0	A	0.5
US 1 at Liberty Street	AM	A	1.8	D	31.5	B	14.8	A	1.9	A	0.0
	PM	A	6.4	F	231.4	A	0.0	A	4.2	A	0.0
US 1 at Shenandoah Street	AM	A	2.6	-	-	F	80.4	A	0.9	A	0.3
	PM	A	2.0	-	-	E	78.3	A	1.1	A	0.6
Scott Street at N 19 Avenue	AM	A	3.1	B	13.5	B	11.5	A	0.7	A	0.7
	PM	A	3.9	B	11.0	B	10.1	A	0.7	A	1.7
Scott Street at Project Driveway	AM	A	5.6	A	4.2	A	0.0	-	-	A	8.7
	PM	A	4.8	A	4.4	A	0.0	-	-	A	8.9
US 1 at Scott Street	AM	A	0.2	B	12.9	-	-	A	0.0	A	0.0
	PM	A	0.2	C	16.8	-	-	A	0.0	A	0.0
US 1 at Harding Street	AM	B	13.5	E	56.0	E	58.1	B	13.6	A	1.5
	PM	B	12.4	E	58.5	E	61.2	B	13.8	A	2.2

(1) Summarized using Synchro outputs, due to HCM limitations

2026 Total Intersection Queue Lengths Summary

Location	Time	95th Percentile Queue Lengths (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)
SR 822/Sheridan Street at N 21 Avenue	AM																
	PM									500+	248	500+	40				
SR 822/Sheridan Street at N 20 Avenue	AM					180	10										
	PM						10										
SR 822/Sheridan Street at US 1	AM	335	240			280	245	230	213	175	400	65	33	225	270		
	PM		245				258		278		488		43		275		
Liberty Street at N 19 Avenue	AM																
	PM																
US 1 at Liberty Street	AM													85	0		
	PM														0		
US 1 at Shenandoah Street	AM							25	83					85	3		
	PM								33						3		
Scott Street at N 19 Avenue	AM																
	PM																
Scott Street at Project Driveway	AM																
	PM																
US 1 at Scott Street	AM																
	PM																
US 1 at Harding Street	AM							100	233	230	8	150	40	245	35		
	PM								210		25		53		58		

2100 N Federal Highway Traffic Impact Study
 2: N 21 Avenue & SR 822/Sheridan Street

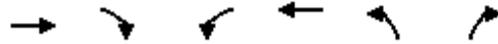
Total (2026)
 Timing Plan: AM peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø6	Ø8
Lane Configurations	↑↑			↑↑↑	↑↑	↑					
Traffic Volume (vph)	1111	0	0	1068	364	98					
Future Volume (vph)	1111	0	0	1068	364	98					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900					
Lane Width (ft)	12	12	12	12	12	12					
Grade (%)	0%			0%	0%						
Storage Length (ft)		0	150		0	0					
Storage Lanes		0	1		2	1					
Taper Length (ft)			25		25						
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	1.00					
Ped Bike Factor						0.98					
Frt						0.850					
Flt Protected					0.950						
Satd. Flow (prot)	3471	0	0	5036	3303	1524					
Flt Permitted					0.950						
Satd. Flow (perm)	3471	0	0	5036	3303	1500					
Right Turn on Red		No				Yes					
Satd. Flow (RTOR)						121					
Link Speed (mph)	40			40	35						
Link Distance (ft)	150			645	1000						
Travel Time (s)	2.6			11.0	19.5						
Confl. Peds. (#/hr)		2	2			2					
Confl. Bikes (#/hr)		6									
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81					
Growth Factor	100%	100%	100%	100%	100%	100%					
Heavy Vehicles (%)	4%	4%	3%	3%	6%	6%					
Bus Blockages (#/hr)	0	0	0	0	0	0					
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%	0%						
Adj. Flow (vph)	1372	0	0	1319	449	121					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1372	0	0	1319	449	121					
Turn Type	NA			NA	Prot	Perm					
Protected Phases	6 8			1 2	7		1	2	5	6	8
Permitted Phases						7					
Detector Phase	6 8			1 2	7	7					
Switch Phase											
Minimum Initial (s)				20.0	20.0	10.0	12.0	10.0	12.0	15.0	
Minimum Split (s)				31.0	31.0	16.5	25.5	16.5	25.5	36.5	
Total Split (s)				41.0	41.0	21.0	62.0	21.0	62.0	36.0	
Total Split (%)				25.6%	25.6%	13%	39%	13%	39%	23%	
Yellow Time (s)				4.0	4.0	4.5	4.5	4.5	4.5	4.5	
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						
Total Lost Time (s)				6.0	6.0						
Lead/Lag				Lead	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode				Min	Min	Min	C-Max	Min	C-Max	Min	
Act Effect Green (s)	92.2			78.7	32.3	32.3					

2100 N Federal Highway Traffic Impact Study
 2: N 21 Avenue & SR 822/Sheridan Street

Total (2026)
 Timing Plan: AM peak

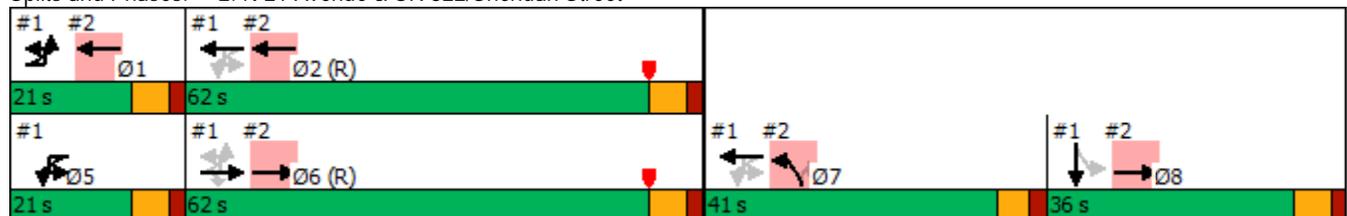


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø6	Ø8
Actuated g/C Ratio	0.58			0.49	0.20	0.20					
v/c Ratio	0.69			0.53	0.67	0.30					
Control Delay	6.3			19.6	64.1	9.8					
Queue Delay	2.4			0.2	0.0	0.0					
Total Delay	8.7			19.8	64.1	9.8					
LOS	A			B	E	A					
Approach Delay	8.7			19.8	52.6						
Approach LOS	A			B	D						
Queue Length 50th (ft)	35			195	221	0					
Queue Length 95th (ft)	47			211	248	40					
Internal Link Dist (ft)	70			565	920						
Turn Bay Length (ft)											
Base Capacity (vph)	2005			2477	722	422					
Starvation Cap Reductn	479			0	0	0					
Spillback Cap Reductn	0			406	0	0					
Storage Cap Reductn	0			0	0	0					
Reduced v/c Ratio	0.90			0.64	0.62	0.29					

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	20.9
Intersection LOS:	C
Intersection Capacity Utilization	58.1%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 2: N 21 Avenue & SR 822/Sheridan Street



2100 N Federal Highway Traffic Impact Study
 3: N 20 Avenue & SR 822/Sheridan Street

Total (2026)
 Timing Plan: AM peak



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↔	↑↑		↔
Traffic Volume (vph)	1010	207	1	39	1067	0	77
Future Volume (vph)	1010	207	1	39	1067	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		0		180		0	0
Storage Lanes		0		1		0	1
Taper Length (ft)				25		25	
Link Speed (mph)	40				40	30	
Link Distance (ft)	645				1430	1000	
Travel Time (s)	11.0				24.4	22.7	
Confl. Peds. (#/hr)		4	5	4			5
Confl. Bikes (#/hr)		5					
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
 3: N 20 Avenue & SR 822/Sheridan Street

Total (2026)
 Timing Plan: AM peak

Intersection							
Int Delay, s/veh	0.9						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↔	↑↑		↗
Traffic Vol, veh/h	1010	207	1	39	1067	0	77
Future Vol, veh/h	1010	207	1	39	1067	0	77
Conflicting Peds, #/hr	0	4	5	4	0	0	5
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80	80
Heavy Vehicles, %	4	4	3	3	3	3	3
Mvmt Flow	1263	259	1	49	1334	0	96

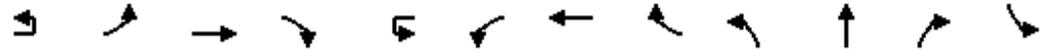
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	770
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.46	6.96
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.53	3.33
Pot Cap-1 Maneuver	-	151	341
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	400	338
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	19.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	400	-
HCM Lane V/C Ratio	0.285	-	-	0.125	-
HCM Control Delay (s)	19.8	-	-	15.3	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	1.2	-	-	0.4	-

2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

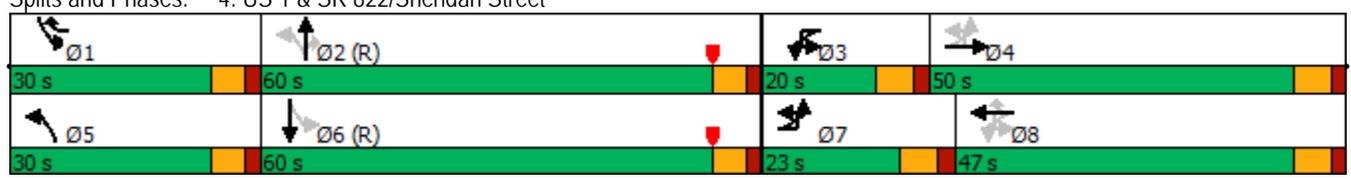
Total (2026)
 Timing Plan: AM peak



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↔	↕	↕	↕	↕
Traffic Volume (vph)	15	165	611	127	1	158	562	163	380	887	84	252
Future Volume (vph)	15	165	611	127	1	158	562	163	380	887	84	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		335		0		280		230	175		65	225
Storage Lanes		1		0		1		1	1		1	1
Taper Length (ft)		25				25			25			25
Right Turn on Red				Yes				Yes			Yes	
Link Speed (mph)			40				45			35		
Link Distance (ft)			1430				1000			995		
Travel Time (s)			24.4				15.2			19.4		
Confl. Peds. (#/hr)	12	9		7	9	7		9	12		9	9
Confl. Bikes (#/hr)				5								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	3%	3%	3%	3%	3%	3%	3%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt
Protected Phases	7	7	4		3	3	8	1	5	2		1
Permitted Phases	4	4			8	8		8	2		2	6
Detector Phase	7	7	4		3	3	8	1	5	2	2	1
Switch Phase												
Minimum Initial (s)	4.0	4.0	6.0		4.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0
Minimum Split (s)	10.5	10.5	35.5		10.5	10.5	32.5	10.0	10.0	39.0	39.0	10.0
Total Split (s)	23.0	23.0	50.0		20.0	20.0	47.0	30.0	30.0	60.0	60.0	30.0
Total Split (%)	14.4%	14.4%	31.3%		12.5%	12.5%	29.4%	18.8%	18.8%	37.5%	37.5%	18.8%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5			6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	None	None	None		None	None	None	None	None	C-Min	C-Min	None

Intersection Summary
 Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 40 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & SR 822/Sheridan Street



2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Total (2026)
 Timing Plan: AM peak



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	651	59
Future Volume (vph)	651	59
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Right Turn on Red		Yes
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		12
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.95	0.95
Growth Factor	100%	100%
Heavy Vehicles (%)	5%	5%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	12.0	
Minimum Split (s)	39.0	
Total Split (s)	60.0	
Total Split (%)	37.5%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	
Intersection Summary		

2100 N Federal Highway Traffic Impact Study
4: US 1 & SR 822/Sheridan Street

Total (2026)
Timing Plan: AM peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↔	↕	↕	↔	↕
Traffic Volume (veh/h)	15	165	611	127	1	158	562	163	380	887	84	252
Future Volume (veh/h)	15	165	611	127	1	158	562	163	380	887	84	252
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.99	1.00		0.99	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1826	1826	1826		1856	1856	1856	1856	1856	1856	1826
Adj Flow Rate, veh/h		174	643	134		166	592	172	400	934	88	265
Peak Hour Factor		0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		5	5	5		3	3	3	3	3	3	5
Cap, veh/h		259	708	147		207	864	552	444	1424	629	393
Arrive On Green		0.03	0.08	0.08		0.08	0.25	0.25	0.30	0.81	0.81	0.11
Sat Flow, veh/h		1739	2843	591		1767	3526	1555	1767	3526	1558	1739
Grp Volume(v), veh/h		174	392	385		166	592	172	400	934	88	265
Grp Sat Flow(s),veh/h/ln		1739	1735	1700		1767	1763	1555	1767	1763	1558	1739
Q Serve(g_s), s		11.8	35.8	36.0		11.2	24.4	12.9	24.0	17.3	2.0	15.2
Cycle Q Clear(g_c), s		11.8	35.8	36.0		11.2	24.4	12.9	24.0	17.3	2.0	15.2
Prop In Lane		1.00		0.35		1.00		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		259	432	424		207	864	552	444	1424	629	393
V/C Ratio(X)		0.67	0.91	0.91		0.80	0.69	0.31	0.90	0.66	0.14	0.67
Avail Cap(c_a), veh/h		288	472	462		211	892	564	444	1424	629	465
HCM Platoon Ratio		0.33	0.33	0.33		1.00	1.00	1.00	2.00	2.00	2.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		44.9	71.6	71.6		44.6	54.8	37.6	25.8	10.8	9.4	27.1
Incr Delay (d2), s/veh		3.8	19.7	20.5		17.8	1.9	0.2	20.6	2.4	0.5	2.0
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
%ile BackOfQ(95%),veh/ln		9.6	26.4	26.1		9.8	16.3	8.5	16.0	7.7	1.3	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		48.7	91.3	92.1		62.4	56.7	37.8	46.4	13.2	9.8	29.1
LnGrp LOS		D	F	F		E	E	D	D	B	A	C
Approach Vol, veh/h			951				930			1422		
Approach Delay, s/veh			83.8				54.2			22.3		
Approach LOS			F				D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.4	70.6	19.7	46.4	30.0	64.0	20.3	45.7				
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	24.0	54.0	13.5	43.5	24.0	54.0	16.5	40.5				
Max Q Clear Time (g_c+I1), s	17.2	19.3	13.2	38.0	26.0	29.7	13.8	26.4				
Green Ext Time (p_c), s	0.1	8.1	0.0	1.9	0.0	4.8	0.0	3.0				

Intersection Summary

HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

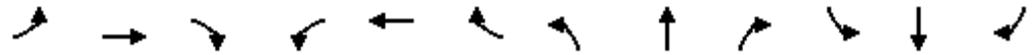
Total (2026)
 Timing Plan: AM peak



Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (veh/h)	651	59
Future Volume (veh/h)	651	59
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.98
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1826	1826
Adj Flow Rate, veh/h	685	62
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	5	5
Cap, veh/h	1163	105
Arrive On Green	0.36	0.36
Sat Flow, veh/h	3210	290
Grp Volume(v), veh/h	370	377
Grp Sat Flow(s),veh/h/ln	1735	1766
Q Serve(g_s), s	27.6	27.7
Cycle Q Clear(g_c), s	27.6	27.7
Prop In Lane		0.16
Lane Grp Cap(c), veh/h	629	640
V/C Ratio(X)	0.59	0.59
Avail Cap(c_a), veh/h	629	640
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	41.3	41.4
Incr Delay (d2), s/veh	4.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.4	18.7
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	45.3	45.3
LnGrp LOS	D	D
Approach Vol, veh/h	1012	
Approach Delay, s/veh	41.1	
Approach LOS	D	
Timer - Assigned Phs		

2100 N Federal Highway Traffic Impact Study
 5: N 19 Avenue & Liberty Street

Total (2026)
 Timing Plan: AM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	12	3	19	11	4	6	95	35	7	169	1
Future Volume (vph)	0	12	3	19	11	4	6	95	35	7	169	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			655			330			500	
Travel Time (s)		15.2			14.9			7.5			11.4	
Confl. Peds. (#/hr)	2		7	7		2	10		8	8		10
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
5: N 19 Avenue & Liberty Street

Total (2026)
Timing Plan: AM peak

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	0	12	3	19	11	4	6	95	35	7	169	1
Future Vol, veh/h	0	12	3	19	11	4	6	95	35	7	169	1
Conflicting Peds, #/hr	2	0	7	7	0	2	10	0	8	8	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	7	7	7	5	5	5	3	3	3	3	3	3
Mvmt Flow	0	18	4	28	16	6	9	140	51	10	249	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	477	497	267	480	472	176	260	0	0	199	0	0
Stage 1	280	280	-	192	192	-	-	-	-	-	-	-
Stage 2	197	217	-	288	280	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.15	6.55	6.25	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.545	4.045	3.345	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	490	467	760	491	486	859	1299	-	-	1367	-	-
Stage 1	716	670	-	803	736	-	-	-	-	-	-	-
Stage 2	793	714	-	713	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	463	451	748	461	469	851	1287	-	-	1357	-	-
Mov Cap-2 Maneuver	463	451	-	461	469	-	-	-	-	-	-	-
Stage 1	704	657	-	790	724	-	-	-	-	-	-	-
Stage 2	762	703	-	679	661	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		13.2		0.3		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1287	-	-	490	490	1357	-
HCM Lane V/C Ratio	0.007	-	-	0.045	0.102	0.008	-
HCM Control Delay (s)	7.8	0	-	12.7	13.2	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-

2100 N Federal Highway Traffic Impact Study
 6: US 1 & Liberty Street

Total (2026)
 Timing Plan: AM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕↕			↕↕				↕↕		↕	↕↕
Traffic Volume (vph)	31	0	19	0	0	4	1	16	1295	0	3	974
Future Volume (vph)	31	0	19	0	0	4	1	16	1295	0	3	974
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	0		0	0		0		0		0	85	
Storage Lanes	0		0	0		0		0		0	1	
Taper Length (ft)	25			25				25				25
Link Speed (mph)		30			30				35			35
Link Distance (ft)		655			1000				150			995
Travel Time (s)		14.9			22.7				2.9			19.4
Confl. Peds. (#/hr)									11		3	3
Confl. Bikes (#/hr)											6	
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 (%)	16%	16%	16%	3%	3%	3%	3%	3%	3%	3%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0	0									
Mid-Block Traffic (%)		0%			0%				0%			0%
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	14
Future Volume (vph)	14
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	11
Confl. Bikes (#/hr)	10
Peak Hour Factor	0.91
Growth Factor	100%
Heavy Vehicles (%)	5%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Intersection Summary	

2100 N Federal Highway Traffic Impact Study
6: US 1 & Liberty Street

Total (2026)
Timing Plan: AM peak

Intersection													
Int Delay, s/veh	1.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕		↕	↕	
Traffic Vol, veh/h	31	0	19	0	0	4	1	16	1295	0	3	974	14
Future Vol, veh/h	31	0	19	0	0	4	1	16	1295	0	3	974	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	11	0	3	3	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free						
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	85	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	16	16	16	3	3	3	3	3	3	3	5	5	5
Mvmt Flow	34	0	21	0	0	4	1	18	1423	0	3	1070	15

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	1845	2559	554	2005	2566	715	1086	1096	0	0	1426	0	0
Stage 1	1095	1095	-	1464	1464	-	-	-	-	-	-	-	-
Stage 2	750	1464	-	541	1102	-	-	-	-	-	-	-	-
Critical Hdwy	7.82	6.82	7.22	7.56	6.56	6.96	6.46	4.16	-	-	4.2	-	-
Critical Hdwy Stg 1	6.82	5.82	-	6.56	5.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.82	5.82	-	6.56	5.56	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.66	4.16	3.46	3.53	4.03	3.33	2.53	2.23	-	-	2.25	-	-
Pot Cap-1 Maneuver	40	21	442	35	25	371	290	627	-	-	458	-	-
Stage 1	205	260	-	133	189	-	-	-	-	-	-	-	-
Stage 2	340	168	-	490	283	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	~ 34	17	437	29	21	370	578	578	-	-	457	-	-
Mov Cap-2 Maneuver	141	114	-	29	21	-	-	-	-	-	-	-	-
Stage 1	171	256	-	112	159	-	-	-	-	-	-	-	-
Stage 2	283	141	-	464	278	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	31.5		14.8		1.9		0	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	578	-	-	190	370	457	-
HCM Lane V/C Ratio	0.03	-	-	0.289	0.012	0.007	-
HCM Control Delay (s)	11.4	1.8	-	31.5	14.8	12.9	-
HCM Lane LOS	B	A	-	D	B	B	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0	0	-

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

2100 N Federal Highway Traffic Impact Study
 7: US 1 & Shenandoah Street

Total (2026)
 Timing Plan: AM peak

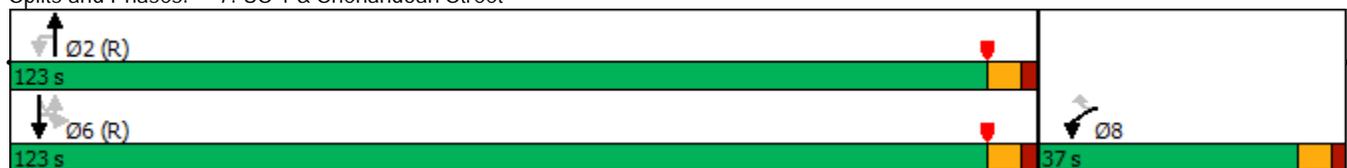


Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	38	1	1263	23	2	47	945
Future Volume (vph)	18	38	1	1263	23	2	47	945
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%			0%				0%
Storage Length (ft)	0	25	0		0		85	
Storage Lanes	1	1	0		0		1	
Taper Length (ft)	25		25				25	
Right Turn on Red		Yes			Yes			
Link Speed (mph)	25			35				35
Link Distance (ft)	1000			180				150
Travel Time (s)	27.3			3.5				2.9
Confl. Peds. (#/hr)	8	1	8		6	1	6	
Confl. Bikes (#/hr)					6			
Peak Hour Factor	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%
Heavy Vehicles (%)	4%	4%	3%	3%	3%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Shared Lane Traffic (%)								
Turn Type	Prot	Perm	Perm	NA		Perm	Perm	NA
Protected Phases	8			2				6
Permitted Phases		8	2			6	6	
Detector Phase	8	8	2	2		6	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	12.0	12.0		12.0	12.0	12.0
Minimum Split (s)	34.0	34.0	33.0	33.0		18.0	18.0	18.0
Total Split (s)	37.0	37.0	123.0	123.0		123.0	123.0	123.0
Total Split (%)	23.1%	23.1%	76.9%	76.9%		76.9%	76.9%	76.9%
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
Total Lost Time (s)	6.0	6.0		6.0			6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	C-Min	C-Min		C-Min	C-Min	C-Min

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 70 (44%), Referenced to phase 2:NBTU and 6:SBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 7: US 1 & Shenandoah Street



2100 N Federal Highway Traffic Impact Study
7: US 1 & Shenandoah Street

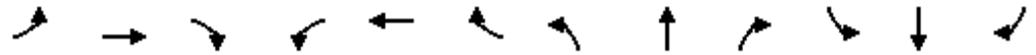
Total (2026)
Timing Plan: AM peak



Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (veh/h)	18	38	1	1263	23	2	47	945
Future Volume (veh/h)	18	38	1	1263	23	2	47	945
Initial Q (Qb), veh	0	0		0	0		0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			0.97		1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No			No				No
Adj Sat Flow, veh/h/ln	1841	1841		1856	1856		1826	1826
Adj Flow Rate, veh/h	20	42		1388	25		52	1038
Peak Hour Factor	0.91	0.91		0.91	0.91		0.91	0.91
Percent Heavy Veh, %	4	4		3	3		5	5
Cap, veh/h	65	58		3144	57		375	3080
Arrive On Green	0.04	0.04		1.00	1.00		1.00	1.00
Sat Flow, veh/h	1753	1560		3634	64		371	3561
Grp Volume(v), veh/h	20	42		690	723		52	1038
Grp Sat Flow(s),veh/h/ln	1753	1560		1763	1842		371	1735
Q Serve(g_s), s	1.8	4.3		0.0	0.0		0.0	0.0
Cycle Q Clear(g_c), s	1.8	4.3		0.0	0.0		0.0	0.0
Prop In Lane	1.00	1.00			0.03		1.00	
Lane Grp Cap(c), veh/h	65	58		1565	1636		375	3080
V/C Ratio(X)	0.31	0.73		0.44	0.44		0.14	0.34
Avail Cap(c_a), veh/h	340	302		1565	1636		375	3080
HCM Platoon Ratio	1.00	1.00		1.33	1.33		2.00	2.00
Upstream Filter(I)	1.00	1.00		1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	75.0	76.2		0.0	0.0		0.0	0.0
Incr Delay (d2), s/veh	1.0	6.3		0.9	0.9		0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	3.3		0.7	0.7		0.1	0.2
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	76.0	82.5		0.9	0.9		0.8	0.3
LnGrp LOS	E	F		A	A		A	A
Approach Vol, veh/h	62			1413				1090
Approach Delay, s/veh	80.4			0.9				0.3
Approach LOS	F			A				A
Timer - Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		148.1				148.1		11.9
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		117.0				117.0		31.0
Max Q Clear Time (g_c+I1), s		2.0				2.0		6.3
Green Ext Time (p_c), s		14.9				11.6		0.1
Intersection Summary								
HCM 6th Ctrl Delay			2.6					
HCM 6th LOS			A					
Notes								
User approved ignoring U-Turning movement.								

2100 N Federal Highway Traffic Impact Study
 8: N 19 Avenue & Scott Street

Total (2026)
 Timing Plan: AM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	7	12	5	10	12	37	10	93	6	17	176	3
Future Volume (vph)	7	12	5	10	12	37	10	93	6	17	176	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			430			475			330	
Travel Time (s)		15.2			9.8			10.8			7.5	
Confl. Peds. (#/hr)			1	1			8		8	8		8
Confl. Bikes (#/hr)			1			1			2			2
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	11%	11%	11%	3%	3%	3%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
8: N 19 Avenue & Scott Street

Total (2026)
Timing Plan: AM peak

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	12	5	10	12	37	10	93	6	17	176	3
Future Vol, veh/h	7	12	5	10	12	37	10	93	6	17	176	3
Conflicting Peds, #/hr	0	0	1	1	0	0	8	0	8	8	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	11	11	11	3	3	3	4	4	4	3	3	3
Mvmt Flow	10	18	7	15	18	55	15	139	9	25	263	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	533	509	274	511	507	152	275	0	0	156	0	0
Stage 1	323	323	-	182	182	-	-	-	-	-	-	-
Stage 2	210	186	-	329	325	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.13	6.53	6.23	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.527	4.027	3.327	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	444	454	744	472	467	892	1277	-	-	1418	-	-
Stage 1	670	635	-	817	747	-	-	-	-	-	-	-
Stage 2	772	729	-	682	647	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	390	432	738	437	444	885	1267	-	-	1407	-	-
Mov Cap-2 Maneuver	390	432	-	437	444	-	-	-	-	-	-	-
Stage 1	656	617	-	800	731	-	-	-	-	-	-	-
Stage 2	697	714	-	641	628	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.5		11.5		0.7		0.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1267	-	-	457	643	1407	-
HCM Lane V/C Ratio	0.012	-	-	0.078	0.137	0.018	-
HCM Control Delay (s)	7.9	0	-	13.5	11.5	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0.1	-

2100 N Federal Highway Traffic Impact Study
 9: Scott Street & Project Driveway

Total (2026)
 Timing Plan: AM peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	12	3	19	16	36
Future Volume (vph)	16	12	3	19	16	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		430	225		125	
Travel Time (s)		9.8	5.1		2.8	
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 (%)	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
 9: Scott Street & Project Driveway

Total (2026)
 Timing Plan: AM peak

Intersection

Int Delay, s/veh 5.6

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	16	12	3	19	16	36
Future Vol, veh/h	16	12	3	19	16	36
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, %	3	3	3	3	3	3
Mvmt Flow	17	13	3	21	17	39

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	24	0	-	0	61	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1584	-	-	-	943	1063
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1584	-	-	-	933	1063
Mov Cap-2 Maneuver	-	-	-	-	933	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	973	-

Approach EB WB SB

HCM Control Delay, s	4.2	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1584	-	-	-	1019
HCM Lane V/C Ratio	0.011	-	-	-	0.055
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

2100 N Federal Highway Traffic Impact Study
 10: US 1 & Scott Street

Total (2026)
 Timing Plan: AM peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	28	0	1286	939	22
Future Volume (vph)	0	28	0	1286	939	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			35	35	
Link Distance (ft)	225			665	180	
Travel Time (s)	5.1			13.0	3.5	
Confl. Peds. (#/hr)	1					9
Confl. Bikes (#/hr)						8
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 (%)	3%	3%	3%	3%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
 10: US 1 & Scott Street

Total (2026)
 Timing Plan: AM peak

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	28	0	1286	939	22
Future Vol, veh/h	0	28	0	1286	939	22
Conflicting Peds, #/hr	1	0	0	0	0	9
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	3	3	3	3	5	5
Mvmt Flow	0	30	0	1398	1021	24

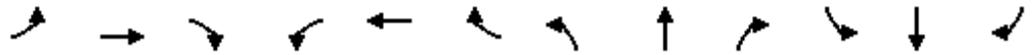
Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	532	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-
Pot Cap-1 Maneuver	0	489	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	485	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	485	-	-
HCM Lane V/C Ratio	-	0.063	-	-
HCM Control Delay (s)	-	12.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

2100 N Federal Highway Traffic Impact Study
 11: US 1 & Harding Street

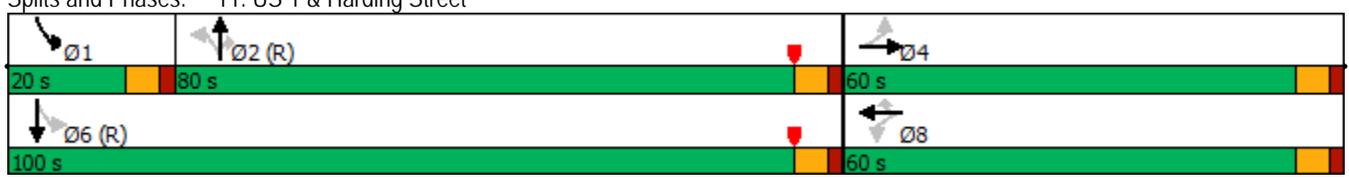
Total (2026)
 Timing Plan: AM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↑↑	↗	↖	↑↑	
Traffic Volume (vph)	21	33	11	46	20	134	14	1129	64	70	896	12
Future Volume (vph)	21	33	11	46	20	134	14	1129	64	70	896	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		100	230		150	245		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1000			1000			1000			665	
Travel Time (s)		27.3			27.3			19.5			13.0	
Confl. Peds. (#/hr)	28		3	3		28	7		7	7		7
Confl. Bikes (#/hr)			2			1						5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	43.0	43.0		40.0	40.0	40.0	29.0	29.0	29.0	10.0	29.0	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	80.0	80.0	80.0	20.0	100.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	50.0%	50.0%	50.0%	12.5%	62.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	

Intersection Summary
 Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 153 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated

Splits and Phases: 11: US 1 & Harding Street



2100 N Federal Highway Traffic Impact Study
 11: US 1 & Harding Street

Total (2026)
 Timing Plan: AM peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	33	11	46	20	134	14	1129	64	70	896	12
Future Volume (veh/h)	21	33	11	46	20	134	14	1129	64	70	896	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.97		0.94	1.00		0.99	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	23	36	12	50	22	146	15	1227	70	76	974	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	6	6	6
Cap, veh/h	95	141	42	205	84	280	426	2375	1054	294	2560	34
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.67	0.67	0.67	0.05	1.00	1.00
Sat Flow, veh/h	348	748	223	886	444	1483	565	3526	1564	1725	3475	46
Grp Volume(v), veh/h	71	0	0	72	0	146	15	1227	70	76	482	505
Grp Sat Flow(s),veh/h/ln	1319	0	0	1330	0	1483	565	1763	1564	1725	1721	1801
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	14.2	1.4	27.9	2.4	2.2	0.0	0.0
Cycle Q Clear(g_c), s	10.4	0.0	0.0	8.7	0.0	14.2	1.4	27.9	2.4	2.2	0.0	0.0
Prop In Lane	0.32		0.17	0.69		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	278	0	0	289	0	280	426	2375	1054	294	1267	1327
V/C Ratio(X)	0.26	0.00	0.00	0.25	0.00	0.52	0.04	0.52	0.07	0.26	0.38	0.38
Avail Cap(c_a), veh/h	503	0	0	502	0	501	426	2375	1054	401	1267	1327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	0.0	0.0	56.0	0.0	58.4	8.8	13.1	8.9	10.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.6	0.2	0.8	0.1	0.2	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	0.0	0.0	4.6	0.0	9.3	0.3	16.4	1.6	1.4	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	0.0	0.0	56.1	0.0	59.0	8.9	13.9	9.0	10.3	0.9	0.8
LnGrp LOS	E	A	A	E	A	E	A	B	A	B	A	A
Approach Vol, veh/h		71			218			1312			1063	
Approach Delay, s/veh		56.0			58.1			13.6			1.5	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.1	113.8		36.2		123.8		36.2				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	14.0	74.0		54.0		94.0		54.0				
Max Q Clear Time (g_c+I1), s	4.2	29.9		12.4		2.0		16.2				
Green Ext Time (p_c), s	0.0	12.6		0.3		7.8		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				13.5								
HCM 6th LOS				B								

2100 N Federal Highway Traffic Impact Study
 2: N 21 Avenue & SR 822/Sheridan Street

Total (2026)
 Timing Plan: PM peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø6	Ø8
Lane Configurations	↑↑			↑↑↑	↑↑	↑					
Traffic Volume (vph)	959	0	0	1245	423	141					
Future Volume (vph)	959	0	0	1245	423	141					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900					
Lane Width (ft)	12	12	12	12	12	12					
Grade (%)	0%			0%	0%						
Storage Length (ft)		0	150		0	0					
Storage Lanes		0	1		2	1					
Taper Length (ft)			25		25						
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	1.00					
Ped Bike Factor					1.00	0.99					
Frt						0.850					
Flt Protected					0.950						
Satd. Flow (prot)	3505	0	0	5036	3400	1568					
Flt Permitted					0.950						
Satd. Flow (perm)	3505	0	0	5036	3393	1546					
Right Turn on Red		No				Yes					
Satd. Flow (RTOR)						155					
Link Speed (mph)	40			40	35						
Link Distance (ft)	150			645	1000						
Travel Time (s)	2.6			11.0	19.5						
Confl. Peds. (#/hr)		5	5		1	1					
Confl. Bikes (#/hr)		6									
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91					
Growth Factor	100%	100%	100%	100%	100%	100%					
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%					
Bus Blockages (#/hr)	0	0	0	0	0	0					
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%	0%						
Adj. Flow (vph)	1054	0	0	1368	465	155					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1054	0	0	1368	465	155					
Turn Type	NA			NA	Prot	Perm					
Protected Phases	6 8			1 2	7		1	2	5	6	8
Permitted Phases						7					
Detector Phase	6 8			1 2	7	7					
Switch Phase											
Minimum Initial (s)				20.0	20.0	10.0	12.0	10.0	12.0	15.0	
Minimum Split (s)				31.0	31.0	16.5	25.5	16.5	25.5	36.5	
Total Split (s)				41.0	41.0	21.0	62.0	21.0	62.0	36.0	
Total Split (%)				25.6%	25.6%	13%	39%	13%	39%	23%	
Yellow Time (s)				4.0	4.0	4.5	4.5	4.5	4.5	4.5	
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						
Total Lost Time (s)				6.0	6.0						
Lead/Lag				Lead	Lead	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode				Min	Min	Min	C-Max	Min	C-Max	Min	
Act Effect Green (s)	91.4			80.4	33.1	33.1					

2100 N Federal Highway Traffic Impact Study
 2: N 21 Avenue & SR 822/Sheridan Street

Total (2026)
 Timing Plan: PM peak

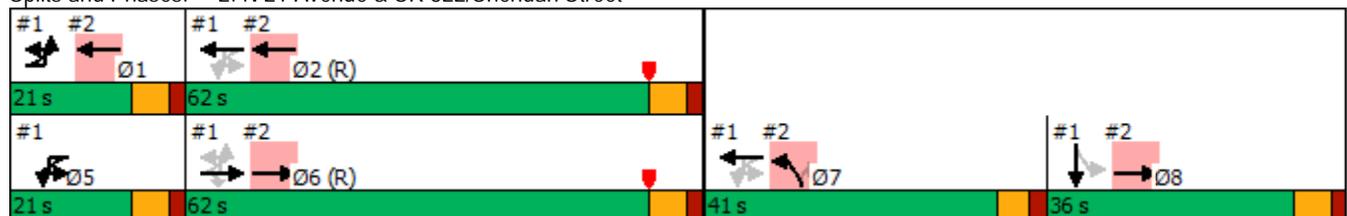


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø6	Ø8
Actuated g/C Ratio	0.57			0.50	0.21	0.21					
v/c Ratio	0.53			0.54	0.66	0.35					
Control Delay	1.8			24.5	63.0	9.2					
Queue Delay	0.5			0.2	0.0	0.0					
Total Delay	2.3			24.7	63.0	9.2					
LOS	A			C	E	A					
Approach Delay	2.3			24.7	49.6						
Approach LOS	A			C	D						
Queue Length 50th (ft)	14			235	229	0					
Queue Length 95th (ft)	15			m305	291	62					
Internal Link Dist (ft)	70			565	920						
Turn Bay Length (ft)											
Base Capacity (vph)	2045			2530	743	459					
Starvation Cap Reductn	499			0	0	0					
Spillback Cap Reductn	0			406	0	0					
Storage Cap Reductn	0			0	0	0					
Reduced v/c Ratio	0.68			0.64	0.63	0.34					

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 22.0 Intersection LOS: C
 Intersection Capacity Utilization 53.7% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N 21 Avenue & SR 822/Sheridan Street



2100 N Federal Highway Traffic Impact Study
 3: N 20 Avenue & SR 822/Sheridan Street

Total (2026)
 Timing Plan: PM peak



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↔	↑↑		↗
Traffic Volume (vph)	970	123	3	48	1230	0	84
Future Volume (vph)	970	123	3	48	1230	0	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		0		180		0	0
Storage Lanes		0		1		0	1
Taper Length (ft)				25		25	
Link Speed (mph)	40				40	30	
Link Distance (ft)	645				1430	1000	
Travel Time (s)	11.0				24.4	22.7	
Confl. Peds. (#/hr)		2		2		1	
Confl. Bikes (#/hr)		6					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
 3: N 20 Avenue & SR 822/Sheridan Street

Total (2026)
 Timing Plan: PM peak

Intersection							
Int Delay, s/veh	0.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↔	↑↑		↗
Traffic Vol, veh/h	970	123	3	48	1230	0	84
Future Vol, veh/h	970	123	3	48	1230	0	84
Conflicting Peds, #/hr	0	2	0	2	0	1	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	1078	137	3	53	1367	0	93

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	610
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.46	6.96
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.53	3.33
Pot Cap-1 Maneuver	-	239	435
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	505	434
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	434	-	-	505	-
HCM Lane V/C Ratio	0.215	-	-	0.112	-
HCM Control Delay (s)	15.6	-	-	13	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.8	-	-	0.4	-

2100 N Federal Highway Traffic Impact Study
4: US 1 & SR 822/Sheridan Street

Total (2026)
Timing Plan: PM peak

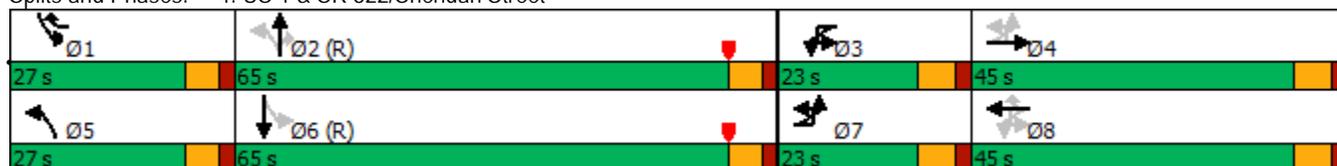


Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↔	↕	↕	↕	↕
Traffic Volume (vph)	14	158	578	127	4	172	709	217	280	1011	127	270
Future Volume (vph)	14	158	578	127	4	172	709	217	280	1011	127	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		335		0		280		230	175		65	225
Storage Lanes		1		0		1		1	1		1	1
Taper Length (ft)		25				25			25			25
Right Turn on Red				Yes				Yes			Yes	
Link Speed (mph)			40				45			35		
Link Distance (ft)			1430				1000			995		
Travel Time (s)			24.4				15.2			19.4		
Confl. Peds. (#/hr)	7	9		12	19	12		9	7		19	19
Confl. Bikes (#/hr)				4								
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt
Protected Phases	7	7	4		3	3	8	1	5	2		1
Permitted Phases	4	4			8	8		8	2		2	6
Detector Phase	7	7	4		3	3	8	1	5	2	2	1
Switch Phase												
Minimum Initial (s)	4.0	4.0	6.0		4.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0
Minimum Split (s)	10.5	10.5	35.5		10.5	10.5	32.5	10.0	10.0	39.0	39.0	10.0
Total Split (s)	23.0	23.0	45.0		23.0	23.0	45.0	27.0	27.0	65.0	65.0	27.0
Total Split (%)	14.4%	14.4%	28.1%		14.4%	14.4%	28.1%	16.9%	16.9%	40.6%	40.6%	16.9%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5			6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	None	None	None		None	None	None	None	None	C-Min	C-Min	None

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 48 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & SR 822/Sheridan Street



2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Total (2026)
 Timing Plan: PM peak



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1164	89
Future Volume (vph)	1164	89
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Right Turn on Red		Yes
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		5
Peak Hour Factor	0.97	0.97
Growth Factor	100%	100%
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	12.0	
Minimum Split (s)	39.0	
Total Split (s)	65.0	
Total Split (%)	40.6%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	

Intersection Summary

2100 N Federal Highway Traffic Impact Study
4: US 1 & SR 822/Sheridan Street

Total (2026)
Timing Plan: PM peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↔	↕	↕	↕	↕
Traffic Volume (veh/h)	14	158	578	127	4	172	709	217	280	1011	127	270
Future Volume (veh/h)	14	158	578	127	4	172	709	217	280	1011	127	270
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.98	1.00		0.99	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1856	1856	1856		1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h		163	596	131		177	731	224	289	1042	131	278
Peak Hour Factor		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		3	3	3		3	3	3	3	3	3	3
Cap, veh/h		210	650	143		216	826	529	299	1485	653	378
Arrive On Green		0.03	0.08	0.08		0.09	0.23	0.23	0.26	0.84	0.84	0.11
Sat Flow, veh/h		1767	2856	626		1767	3526	1548	1767	3526	1551	1767
Grp Volume(v), veh/h		163	367	360		177	731	224	289	1042	131	278
Grp Sat Flow(s),veh/h/ln		1767	1763	1719		1767	1763	1548	1767	1763	1551	1767
Q Serve(g_s), s		11.1	33.1	33.3		12.2	32.1	17.9	19.7	18.2	2.6	14.9
Cycle Q Clear(g_c), s		11.1	33.1	33.3		12.2	32.1	17.9	19.7	18.2	2.6	14.9
Prop In Lane		1.00		0.36		1.00		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		210	401	391		216	826	529	299	1485	653	378
V/C Ratio(X)		0.78	0.91	0.92		0.82	0.89	0.42	0.97	0.70	0.20	0.74
Avail Cap(c_a), veh/h		247	424	414		241	848	539	299	1485	653	422
HCM Platoon Ratio		0.33	0.33	0.33		1.00	1.00	1.00	2.00	2.00	2.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		48.5	72.4	72.5		45.6	59.2	40.7	38.4	8.7	7.5	25.1
Incr Delay (d2), s/veh		10.1	23.2	24.5		16.0	10.7	0.4	42.7	2.8	0.7	4.7
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		9.8	25.4	25.1		10.3	21.7	11.1	19.5	7.3	1.7	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		58.6	95.7	97.0		61.6	69.9	41.1	81.1	11.5	8.2	29.8
LnGrp LOS		E	F	F		E	E	D	F	B	A	C
Approach Vol, veh/h			890				1132			1462		
Approach Delay, s/veh			89.4				62.9			25.0		
Approach LOS			F				E			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	73.4	20.7	42.9	27.0	69.4	19.7	44.0				
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	21.0	59.0	16.5	38.5	21.0	59.0	16.5	38.5				
Max Q Clear Time (g_c+I1), s	16.9	20.2	14.2	35.3	21.7	57.1	13.1	34.1				
Green Ext Time (p_c), s	0.1	9.8	0.0	1.2	0.0	1.4	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	55.1
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Total (2026)
 Timing Plan: PM peak



Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (veh/h)	1164	89
Future Volume (veh/h)	1164	89
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.97
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1856
Adj Flow Rate, veh/h	1200	92
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	3	3
Cap, veh/h	1311	100
Arrive On Green	0.40	0.40
Sat Flow, veh/h	3310	253
Grp Volume(v), veh/h	638	654
Grp Sat Flow(s),veh/h/ln	1763	1801
Q Serve(g_s), s	54.8	55.1
Cycle Q Clear(g_c), s	54.8	55.1
Prop In Lane		0.14
Lane Grp Cap(c), veh/h	698	713
V/C Ratio(X)	0.91	0.92
Avail Cap(c_a), veh/h	698	713
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	45.7	45.8
Incr Delay (d2), s/veh	18.5	18.6
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	35.9	36.7
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	64.3	64.4
LnGrp LOS	E	E
Approach Vol, veh/h	1570	
Approach Delay, s/veh	58.2	
Approach LOS	E	
Timer - Assigned Phs		

2100 N Federal Highway Traffic Impact Study
 5: N 19 Avenue & Liberty Street

Total (2026)
 Timing Plan: PM peak



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations		↕				↕				↕		
Traffic Volume (vph)	3	12	2	1	30	15	8	1	5	67	42	6
Future Volume (vph)	3	12	2	1	30	15	8	1	5	67	42	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%				0%		
Storage Length (ft)	0		0		0		0		0		0	0
Storage Lanes	0		0		0		0		0		0	0
Taper Length (ft)	25				25				25			25
Link Speed (mph)		30				30				30		
Link Distance (ft)		670				655				330		
Travel Time (s)		15.2				14.9				7.5		
Confl. Peds. (#/hr)	1		1	9	1		1	1	6		9	9
Confl. Bikes (#/hr)			1								5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	4%	4%	4%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%				0%		
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other



Lane Group	SBT	SBR
Lane Configurations	↕	
Traffic Volume (vph)	92	1
Future Volume (vph)	92	1
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Link Speed (mph)	30	
Link Distance (ft)	500	
Travel Time (s)	11.4	
Confl. Peds. (#/hr)		6
Confl. Bikes (#/hr)		5
Peak Hour Factor	0.87	0.87
Growth Factor	100%	100%
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Intersection Summary		

2100 N Federal Highway Traffic Impact Study
5: N 19 Avenue & Liberty Street

Total (2026)
Timing Plan: PM peak

Intersection														
Int Delay, s/veh	2.8													
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕				↕			↕	
Traffic Vol, veh/h	3	12	2	1	30	15	8	1	5	67	42	6	92	1
Future Vol, veh/h	3	12	2	1	30	15	8	1	5	67	42	6	92	1
Conflicting Peds, #/hr	1	0	1	9	1	0	1	1	6	0	9	9	0	6
Sign Control	Stop	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	87	87	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	4	4	4	4	3	3	3
Mvmt Flow	3	14	2	1	34	17	9	1	6	77	48	7	106	1

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	254	275	114	0	252	251	111	-	113	0	0	134	0	0
Stage 1	127	127	-	0	122	124	-	-	-	-	-	-	-	-
Stage 2	127	148	-	0	130	127	-	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	-	7.13	6.53	6.23	-	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	-	6.13	5.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	-	6.13	5.53	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	-	3.527	4.027	3.327	-	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	697	631	936	0	699	650	940	-	1464	-	-	1444	-	-
Stage 1	874	789	-	0	880	791	-	-	-	-	-	-	-	-
Stage 2	874	773	-	0	871	789	-	-	-	-	-	-	-	-
Platoon blocked, %				-						-	-		-	-
Mov Cap-1 Maneuver	669	618	930	0	677	637	931	~-6	~-6	-	-	1432	-	-
Mov Cap-2 Maneuver	669	618	-	0	677	637	-	-	-	-	-	-	-	-
Stage 1	874	780	-	0	880	784	-	-	-	-	-	-	-	-
Stage 2	846	766	-	0	848	780	-	-	-	-	-	-	-	-

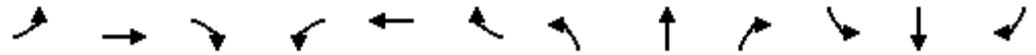
Approach	EB		WB		NB			SB		
HCM Control Delay, s	10.7		10.7					0.5		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	+	-	-	653	693	1432	-	-
HCM Lane V/C Ratio	-	-	-	0.03	0.088	0.005	-	-
HCM Control Delay (s)	-	-	-	10.7	10.7	7.5	0	-
HCM Lane LOS	-	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0.3	0	-	-

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

2100 N Federal Highway Traffic Impact Study
6: US 1 & Liberty Street

Total (2026)
Timing Plan: PM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	0	15	0	0	0	31	1477	0	2	1440	18
Future Volume (vph)	41	0	15	0	0	0	31	1477	0	2	1440	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	85		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		655			1000			150				995
Travel Time (s)		14.9			22.7			2.9				19.4
Confl. Peds. (#/hr)							8		15	15		8
Confl. Bikes (#/hr)									9			11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0	0									
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other

2100 N Federal Highway Traffic Impact Study
6: US 1 & Liberty Street

Total (2026)
Timing Plan: PM peak

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	41	0	15	0	0	0	31	1477	0	2	1440	18
Future Vol, veh/h	41	0	15	0	0	0	31	1477	0	2	1440	18
Conflicting Peds, #/hr	0	0	0	0	0	0	8	0	15	15	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	85	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	43	0	16	0	0	0	33	1555	0	2	1516	19

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2382	3174	776	2398	3183	793	1543	0	0	1570	0	0
Stage 1	1538	1538	-	1636	1636	-	-	-	-	-	-	-
Stage 2	844	1636	-	762	1547	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	~ 18	10	338	17	10	329	421	-	-	411	-	-
Stage 1	120	174	-	104	156	-	-	-	-	-	-	-
Stage 2	322	156	-	361	172	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 10	4	335	9	4	324	418	-	-	405	-	-
Mov Cap-2 Maneuver	45	55	-	9	4	-	-	-	-	-	-	-
Stage 1	50	172	-	43	65	-	-	-	-	-	-	-
Stage 2	136	65	-	342	170	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	231.4	0	4.2	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	418	-	-	59	-	405	-
HCM Lane V/C Ratio	0.078	-	-	0.999	-	0.005	-
HCM Control Delay (s)	14.3	4	-	231.4	0	13.9	-
HCM Lane LOS	B	A	-	F	A	B	-
HCM 95th %tile Q(veh)	0.3	-	-	4.7	-	0	-

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

2100 N Federal Highway Traffic Impact Study
7: US 1 & Shenandoah Street

Total (2026)
Timing Plan: PM peak

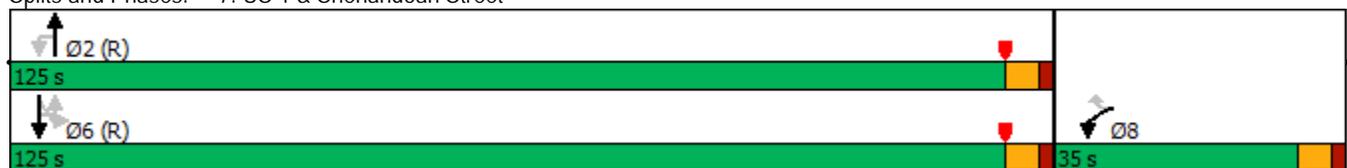


Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	29	16	3	1442	43	39	1461
Future Volume (vph)	29	16	3	1442	43	39	1461
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	25	0		0	85	
Storage Lanes	1	1	0		0	1	
Taper Length (ft)	25		25			25	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	25			35			35
Link Distance (ft)	1000			180			150
Travel Time (s)	27.3			3.5			2.9
Confl. Peds. (#/hr)	5		5		16	16	
Confl. Bikes (#/hr)					8		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Perm	NA		Perm	NA
Protected Phases	8			2			6
Permitted Phases		8	2			6	
Detector Phase	8	8	2	2		6	6
Switch Phase							
Minimum Initial (s)	6.0	6.0	12.0	12.0		12.0	12.0
Minimum Split (s)	34.0	34.0	33.0	33.0		18.0	18.0
Total Split (s)	35.0	35.0	125.0	125.0		125.0	125.0
Total Split (%)	21.9%	21.9%	78.1%	78.1%		78.1%	78.1%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0	6.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min		C-Min	C-Min

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 77 (48%), Referenced to phase 2:NBTU and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 7: US 1 & Shenandoah Street



2100 N Federal Highway Traffic Impact Study
7: US 1 & Shenandoah Street

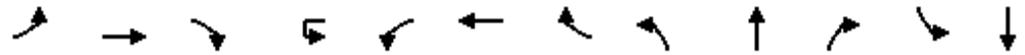
Total (2026)
Timing Plan: PM peak



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	29	16	3	1442	43	39	1461
Future Volume (veh/h)	29	16	3	1442	43	39	1461
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00			0.97	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1826	1826		1856	1856	1856	1856
Adj Flow Rate, veh/h	31	17		1518	45	41	1538
Peak Hour Factor	0.95	0.95		0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5		3	3	3	3
Cap, veh/h	57	51		3115	92	336	3145
Arrive On Green	0.03	0.03		1.00	1.00	1.00	1.00
Sat Flow, veh/h	1739	1547		3585	103	326	3618
Grp Volume(v), veh/h	31	17		764	799	41	1538
Grp Sat Flow(s),veh/h/ln	1739	1547		1763	1833	326	1763
Q Serve(g_s), s	2.8	1.7		0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	1.7		0.0	0.0	0.0	0.0
Prop In Lane	1.00	1.00			0.06	1.00	
Lane Grp Cap(c), veh/h	57	51		1572	1635	336	3145
V/C Ratio(X)	0.54	0.33		0.49	0.49	0.12	0.49
Avail Cap(c_a), veh/h	315	280		1572	1635	336	3145
HCM Platoon Ratio	1.00	1.00		1.33	1.33	2.00	2.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.2	75.6		0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.9	1.4		1.1	1.0	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	1.3		0.8	0.9	0.1	0.4
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	79.1	77.0		1.1	1.0	0.7	0.5
LnGrp LOS	E	E		A	A	A	A
Approach Vol, veh/h	48			1563			1579
Approach Delay, s/veh	78.3			1.1			0.6
Approach LOS	E			A			A
Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		148.7				148.7	11.3
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		119.0				119.0	29.0
Max Q Clear Time (g_c+I1), s		2.0				2.0	4.8
Green Ext Time (p_c), s		18.8				23.0	0.1
Intersection Summary							
HCM 6th Ctrl Delay			2.0				
HCM 6th LOS			A				
Notes							
User approved ignoring U-Turning movement.							

2100 N Federal Highway Traffic Impact Study
 8: N 19 Avenue & Scott Street

Total (2026)
 Timing Plan: PM peak



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕				↕			↕			↕
Traffic Volume (vph)	4	17	5	1	8	14	36	8	77	6	27	90
Future Volume (vph)	4	17	5	1	8	14	36	8	77	6	27	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%				0%			0%			0%
Storage Length (ft)	0		0		0		0	0		0	0	
Storage Lanes	0		0		0		0	0		0	0	
Taper Length (ft)	25				25			25			25	
Link Speed (mph)		30				30			30			30
Link Distance (ft)		670				430			475			330
Travel Time (s)		15.2				9.8			10.8			7.5
Confl. Peds. (#/hr)	2		1	6	1		2	8		6	6	
Confl. Bikes (#/hr)			1				1			7		
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	8
Confl. Bikes (#/hr)	5
Peak Hour Factor	0.86
Growth Factor	100%
Heavy Vehicles (%)	3%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Intersection Summary	

2100 N Federal Highway Traffic Impact Study
 8: N 19 Avenue & Scott Street

Total (2026)
 Timing Plan: PM peak

Intersection													
Int Delay, s/veh	3.9												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕			↕			↕	
Traffic Vol, veh/h	4	17	5	1	8	14	36	8	77	6	27	90	3
Future Vol, veh/h	4	17	5	1	8	14	36	8	77	6	27	90	3
Conflicting Peds, #/hr	2	0	1	6	1	0	2	8	0	6	6	0	8
Sign Control	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	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	20	6	1	9	16	42	9	90	7	31	105	3

Major/Minor	Minor2		Minor1			Major1			Major2				
Conflicting Flow All	320	298	116	0	301	296	102	116	0	0	103	0	0
Stage 1	177	177	-	0	118	118	-	-	-	-	-	-	-
Stage 2	143	121	-	0	183	178	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	-	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	-	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	631	612	934	0	649	614	950	1466	-	-	1483	-	-
Stage 1	822	751	-	0	884	796	-	-	-	-	-	-	-
Stage 2	857	794	-	0	816	750	-	-	-	-	-	-	-
Platoon blocked, %				-					-	-		-	-
Mov Cap-1 Maneuver	572	586	926	0	611	588	943	1455	-	-	1475	-	-
Mov Cap-2 Maneuver	572	586	-	0	611	588	-	-	-	-	-	-	-
Stage 1	810	728	-	0	873	786	-	-	-	-	-	-	-
Stage 2	795	784	-	0	771	728	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	10.1	0.7	1.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	628	773	1475	-
HCM Lane V/C Ratio	0.006	-	-	0.048	0.087	0.021	-
HCM Control Delay (s)	7.5	0	-	11	10.1	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-

2100 N Federal Highway Traffic Impact Study
 9: Scott Street & Project Driveway

Total (2026)
 Timing Plan: PM peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Volume (vph)	30	20	9	37	17	41
Future Volume (vph)	30	20	9	37	17	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		30	
Link Distance (ft)		430	225		125	
Travel Time (s)		9.8	5.1		2.8	
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 (%)	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Intersection Summary						
Area Type:	Other					

2100 N Federal Highway Traffic Impact Study
 9: Scott Street & Project Driveway

Total (2026)
 Timing Plan: PM peak

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	30	20	9	37	17	41
Future Vol, veh/h	30	20	9	37	17	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	33	22	10	40	18	45

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	50	0	-	0	118 30
Stage 1	-	-	-	-	30 -
Stage 2	-	-	-	-	88 -
Critical Hdwy	4.13	-	-	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.227	-	-	-	3.527 3.327
Pot Cap-1 Maneuver	1550	-	-	-	875 1042
Stage 1	-	-	-	-	990 -
Stage 2	-	-	-	-	933 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1550	-	-	-	856 1042
Mov Cap-2 Maneuver	-	-	-	-	856 -
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	933 -

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1550	-	-	-	980
HCM Lane V/C Ratio	0.021	-	-	-	0.064
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

2100 N Federal Highway Traffic Impact Study
 10: US 1 & Scott Street

Total (2026)
 Timing Plan: PM peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	37	0	1529	1397	46
Future Volume (vph)	0	37	0	1529	1397	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			35	35	
Link Distance (ft)	225			665	180	
Travel Time (s)	5.1			13.0	3.5	
Confl. Peds. (#/hr)			9			9
Confl. Bikes (#/hr)						14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary

Area Type: Other

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	37	0	1529	1397	46
Future Vol, veh/h	0	37	0	1529	1397	46
Conflicting Peds, #/hr	0	0	9	0	0	9
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	39	0	1593	1455	48

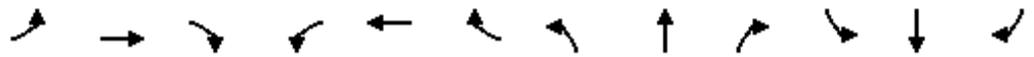
Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	761	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-
Pot Cap-1 Maneuver	0	346	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	343	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	343	-	-
HCM Lane V/C Ratio	-	0.112	-	-
HCM Control Delay (s)	-	16.8	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

2100 N Federal Highway Traffic Impact Study
 11: US 1 & Harding Street

Total (2026)
 Timing Plan: PM peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕	↕	↕	↕↕	↕	↕	↕↕	
Traffic Volume (vph)	17	20	13	61	24	122	39	1420	96	114	1300	34
Future Volume (vph)	17	20	13	61	24	122	39	1420	96	114	1300	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		100	230		150	245		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1000			1000			1000			665	
Travel Time (s)		27.3			27.3			19.5			13.0	
Confl. Peds. (#/hr)	16		3	3		16	13		18	18		13
Confl. Bikes (#/hr)			2			1						10
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	43.0	43.0		40.0	40.0	40.0	29.0	29.0	29.0	10.0	29.0	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	82.0	82.0	82.0	18.0	100.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	51.3%	51.3%	51.3%	11.3%	62.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	

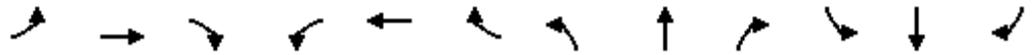
Intersection Summary
 Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 137 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 11: US 1 & Harding Street



2100 N Federal Highway Traffic Impact Study
 11: US 1 & Harding Street

Total (2026)
 Timing Plan: PM peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑↑	↔	↔	↔	↔
Traffic Volume (veh/h)	17	20	13	61	24	122	39	1420	96	114	1300	34
Future Volume (veh/h)	17	20	13	61	24	122	39	1420	96	114	1300	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.98		0.96	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	18	21	13	63	25	126	40	1464	99	118	1340	35
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	76	84	43	179	65	250	314	2430	1070	255	2662	69
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.69	0.69	0.69	0.06	1.00	1.00
Sat Flow, veh/h	273	505	260	848	392	1507	391	3526	1552	1767	3506	91
Grp Volume(v), veh/h	52	0	0	88	0	126	40	1464	99	118	673	702
Grp Sat Flow(s),veh/h/ln	1038	0	0	1241	0	1507	391	1763	1552	1767	1763	1835
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	12.2	5.7	35.3	3.4	3.2	0.0	0.0
Cycle Q Clear(g_c), s	13.2	0.0	0.0	12.5	0.0	12.2	5.7	35.3	3.4	3.2	0.0	0.0
Prop In Lane	0.35		0.25	0.72		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	202	0	0	244	0	250	314	2430	1070	255	1338	1393
V/C Ratio(X)	0.26	0.00	0.00	0.36	0.00	0.50	0.13	0.60	0.09	0.46	0.50	0.50
Avail Cap(c_a), veh/h	458	0	0	493	0	509	314	2430	1070	331	1338	1393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	0.0	0.0	60.6	0.0	60.8	8.6	13.2	8.2	12.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.6	0.8	1.1	0.2	0.5	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	0.0	0.0	6.0	0.0	8.4	1.0	19.9	2.1	2.3	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	0.0	0.0	60.9	0.0	61.3	9.4	14.3	8.4	12.8	1.4	1.3
LnGrp LOS	E	A	A	E	A	E	A	B	A	B	A	A
Approach Vol, veh/h		52			214			1603			1493	
Approach Delay, s/veh		58.5			61.2			13.8			2.2	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.2	116.3		32.5		127.5		32.5				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	12.0	76.0		54.0		94.0		54.0				
Max Q Clear Time (g_c+I1), s	5.2	37.3		15.2		2.0		14.5				
Green Ext Time (p_c), s	0.0	17.0		0.2		14.0		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				12.4								
HCM 6th LOS				B								

Total Optimized Conditions

TOTAL (2026) OPTIMIZED PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY
2100 N FEDERAL HIGHWAY TRAFFIC IMPACT STUDY

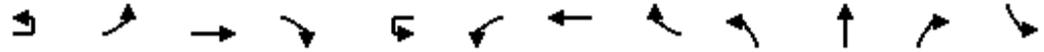
Location	Time	Level of Service									
		Overall		EB		WB		NB		SB	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
SR 822/Sheridan Street at US 1	PM	D	54.8	F	90.7	E	66.8	C	23.6	D	54.7

2026 Total Intersection Queue Lengths Summary

Location	Time	95th Percentile Queue Lengths (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)	Storage (ft)	95 th %tile (ft)
SR 822/Sheridan Street at US 1	PM	335	258			280	280	230	280	175	485	65	40	225	260		

2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Total (2026) Optimized
 Timing Plan: PM peak

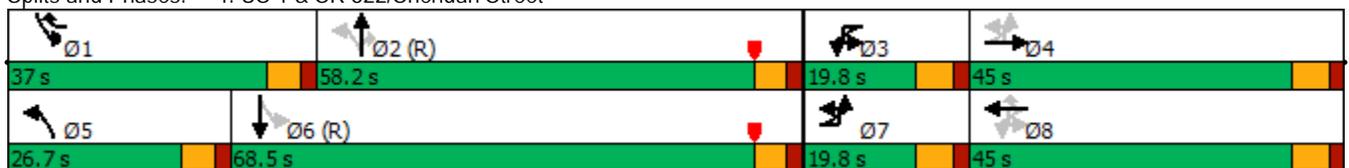


Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↔	↕	↕	↕	↕
Traffic Volume (vph)	14	158	578	127	4	172	709	217	280	1011	127	270
Future Volume (vph)	14	158	578	127	4	172	709	217	280	1011	127	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		335		0		280		230	175		65	225
Storage Lanes		1		0		1		1	1		1	1
Taper Length (ft)		25				25			25			25
Right Turn on Red				Yes				Yes			Yes	
Link Speed (mph)			40				45			35		
Link Distance (ft)			1430				1000			995		
Travel Time (s)			24.4				15.2			19.4		
Confl. Peds. (#/hr)	7	9		12	19	12		9	7		19	19
Confl. Bikes (#/hr)				4								
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 (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt
Protected Phases	7	7	4		3	3	8	1	5	2		1
Permitted Phases	4	4			8	8		8	2		2	6
Detector Phase	7	7	4		3	3	8	1	5	2	2	1
Switch Phase												
Minimum Initial (s)	4.0	4.0	6.0		4.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0
Minimum Split (s)	10.5	10.5	35.5		10.5	10.5	32.5	10.0	10.0	39.0	39.0	10.0
Total Split (s)	19.8	19.8	45.0		19.8	19.8	45.0	37.0	26.7	58.2	58.2	37.0
Total Split (%)	12.4%	12.4%	28.1%		12.4%	12.4%	28.1%	23.1%	16.7%	36.4%	36.4%	23.1%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5			6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	None	None	None		None	None	None	None	None	C-Min	C-Min	None

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 48 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1 & SR 822/Sheridan Street



2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Total (2026) Optimized
 Timing Plan: PM peak



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1164	89
Future Volume (vph)	1164	89
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Right Turn on Red		Yes
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		5
Peak Hour Factor	0.97	0.97
Growth Factor	100%	100%
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	12.0	
Minimum Split (s)	39.0	
Total Split (s)	68.5	
Total Split (%)	42.8%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	

Intersection Summary

2100 N Federal Highway Traffic Impact Study
4: US 1 & SR 822/Sheridan Street

Total (2026) Optimized
Timing Plan: PM peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕			↔	↕	↔	↕	↕	↔	↕
Traffic Volume (veh/h)	14	158	578	127	4	172	709	217	280	1011	127	270
Future Volume (veh/h)	14	158	578	127	4	172	709	217	280	1011	127	270
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.97		1.00		0.98	1.00		0.99	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1856	1856	1856		1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h		163	596	131		177	731	224	289	1042	131	278
Peak Hour Factor		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		3	3	3		3	3	3	3	3	3	3
Cap, veh/h		206	650	143		206	806	520	301	1507	663	384
Arrive On Green		0.03	0.08	0.08		0.08	0.23	0.23	0.26	0.85	0.85	0.11
Sat Flow, veh/h		1767	2856	626		1767	3526	1548	1767	3526	1552	1767
Grp Volume(v), veh/h		163	367	360		177	731	224	289	1042	131	278
Grp Sat Flow(s),veh/h/ln		1767	1763	1719		1767	1763	1548	1767	1763	1552	1767
Q Serve(g_s), s		11.1	33.1	33.3		12.3	32.3	18.0	19.1	16.8	2.4	14.7
Cycle Q Clear(g_c), s		11.1	33.1	33.3		12.3	32.3	18.0	19.1	16.8	2.4	14.7
Prop In Lane		1.00		0.36		1.00		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		206	401	391		206	806	520	301	1507	663	384
V/C Ratio(X)		0.79	0.91	0.92		0.86	0.91	0.43	0.96	0.69	0.20	0.72
Avail Cap(c_a), veh/h		208	424	414		206	848	538	301	1507	663	540
HCM Platoon Ratio		0.33	0.33	0.33		1.00	1.00	1.00	2.00	2.00	2.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		48.7	72.4	72.5		46.2	60.0	41.5	37.3	7.9	6.8	24.2
Incr Delay (d2), s/veh		17.0	23.2	24.5		27.4	12.7	0.4	41.2	2.6	0.7	1.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		10.3	25.4	25.1		11.2	22.1	11.2	19.4	6.7	1.6	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		65.7	95.7	97.0		73.7	72.8	41.9	78.4	10.5	7.5	25.5
LnGrp LOS		E	F	F		E	E	D	E	B	A	C
Approach Vol, veh/h			890				1132			1462		
Approach Delay, s/veh			90.7				66.8			23.6		
Approach LOS			F				E			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.9	74.4	19.8	42.9	26.7	70.6	19.6	43.1				
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	31.0	52.2	13.3	38.5	20.7	62.5	13.3	38.5				
Max Q Clear Time (g_c+I1), s	16.7	18.8	14.3	35.3	21.1	56.4	13.1	34.3				
Green Ext Time (p_c), s	0.2	9.5	0.0	1.2	0.0	3.9	0.0	1.8				

Intersection Summary

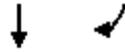
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

2100 N Federal Highway Traffic Impact Study
 4: US 1 & SR 822/Sheridan Street

Total (2026) Optimized
 Timing Plan: PM peak



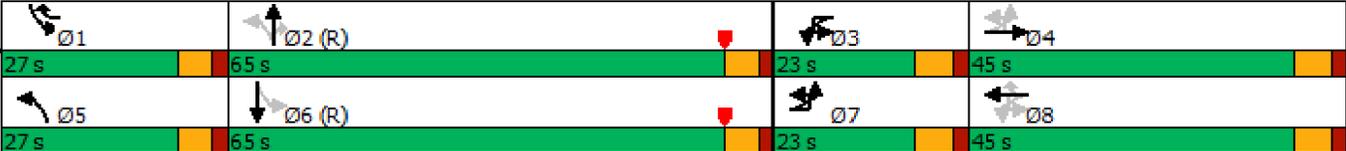
Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (veh/h)	1164	89
Future Volume (veh/h)	1164	89
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.97
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1856
Adj Flow Rate, veh/h	1200	92
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	3	3
Cap, veh/h	1336	102
Arrive On Green	0.40	0.40
Sat Flow, veh/h	3311	253
Grp Volume(v), veh/h	638	654
Grp Sat Flow(s),veh/h/ln	1763	1801
Q Serve(g_s), s	54.1	54.4
Cycle Q Clear(g_c), s	54.1	54.4
Prop In Lane		0.14
Lane Grp Cap(c), veh/h	711	727
V/C Ratio(X)	0.90	0.90
Avail Cap(c_a), veh/h	711	727
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	44.6	44.7
Incr Delay (d2), s/veh	16.3	16.3
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(95%),veh/ln	35.1	35.9
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	60.9	61.0
LnGrp LOS	E	E
Approach Vol, veh/h	1570	
Approach Delay, s/veh	54.7	
Approach LOS	D	
Timer - Assigned Phs		

EXISTING VS OPTIMIZED SIGNAL TIMING

SR 822/Sheridan Street @ US 1

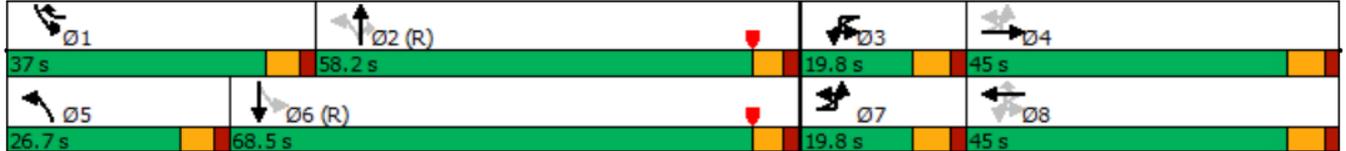
AM Peak Hour: Existing Timing

Splits and Phases: 4: US 1 & SR 822/Sheridan Street



AM Peak Hour: Optimized Timing

Splits and Phases: 4: US 1 & SR 822/Sheridan Street



Left Turn Lane Warrant

Analyst: JPK
AM PEAK HOUR

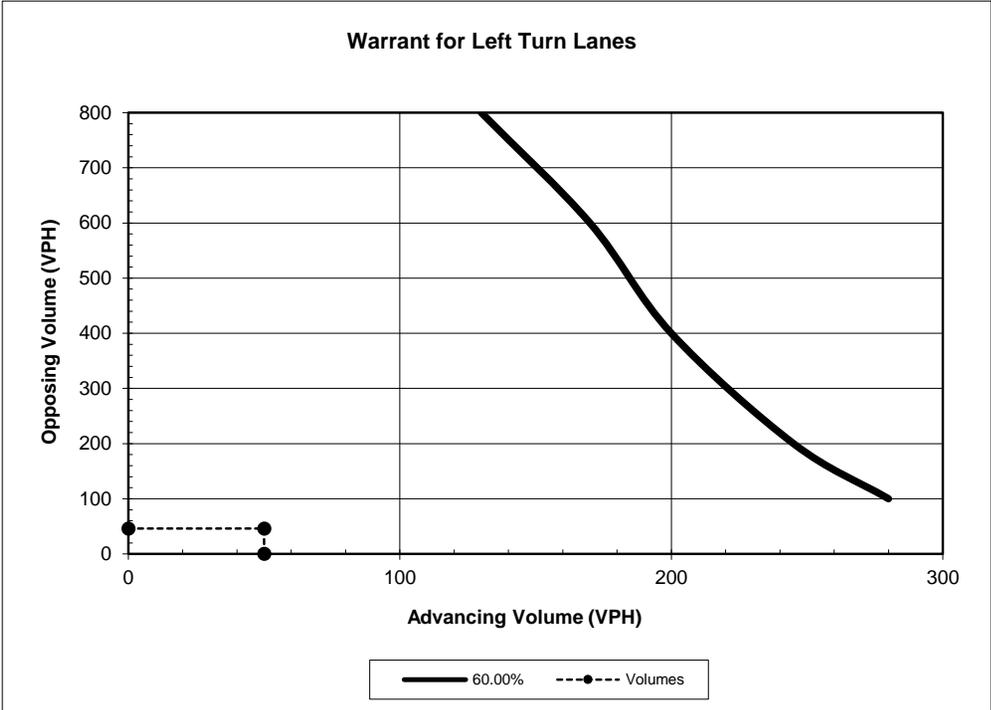
Intersection
N/S: South Site Driveway
E/W: Scott Street

Posted Speed Limit: 40 mph
 Advancing Volume: 50 vehicles per hour
 Advancing Left Turns: 30 vehicles per hour
 Opposing Volume: 46 vehicles per hour
 % Left Turns: **60.00% Out of Range**

Opposing Volume (veh/h)	Advancing Volume (veh/h)				
	5% left turns	10% left turns	20% left turns	30% left turns	40% left turns
40-mph operating speed					
800	330	240	180	160	150
600	410	305	225	200	190
400	510	380	275	245	230
200	640	470	350	305	285
100	720	515	390	340	320

Table based on AASHTO Exhibit 9-75

Opposing Volume	Left Turn % Interpolation		
	30%	60.00%	40%
800	160	130	150
600	200	170	190
400	245	200	230
200	305	245	285
100	340	280	320



Warrant Met ? ut of range

Left Turn Lane Warrant

Analyst: JPK
PM PEAK HOUR

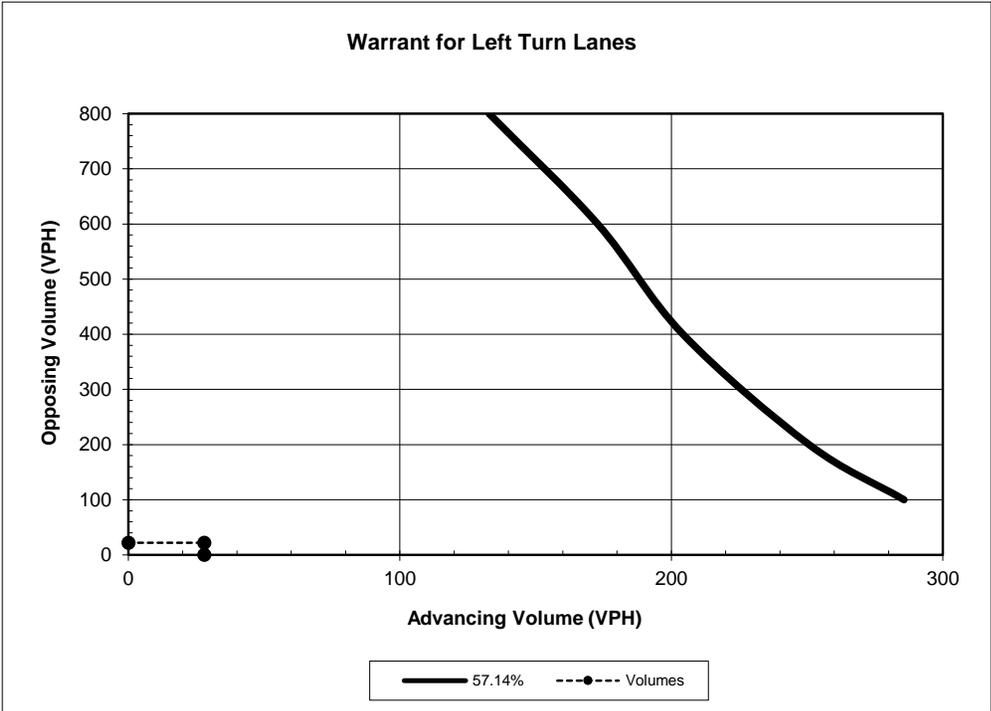
Intersection
N/S: South Site Driveway
E/W: Scott Street

Posted Speed Limit: 40 mph
 Advancing Volume: 28 vehicles per hour
 Advancing Left Turns: 16 vehicles per hour
 Opposing Volume: 22 vehicles per hour
 % Left Turns: **57.14% Out of Range**

Opposing Volume (veh/h)	Advancing Volume (veh/h)				
	5% left turns	10% left turns	20% left turns	30% left turns	40% left turns
40-mph operating speed					
800	330	240	180	160	150
600	410	305	225	200	190
400	510	380	275	245	230
200	640	470	350	305	285
100	720	515	390	340	320

Table based on AASHTO Exhibit 9-75

Opposing Volume	Left Turn % Interpolation		
	30%	57.14%	40%
800	160	133	150
600	200	173	190
400	245	204	230
200	305	251	285
100	340	286	320



Warrant Met ? ut of range

Appendix F

Trip Generation Calculations & ITE Data

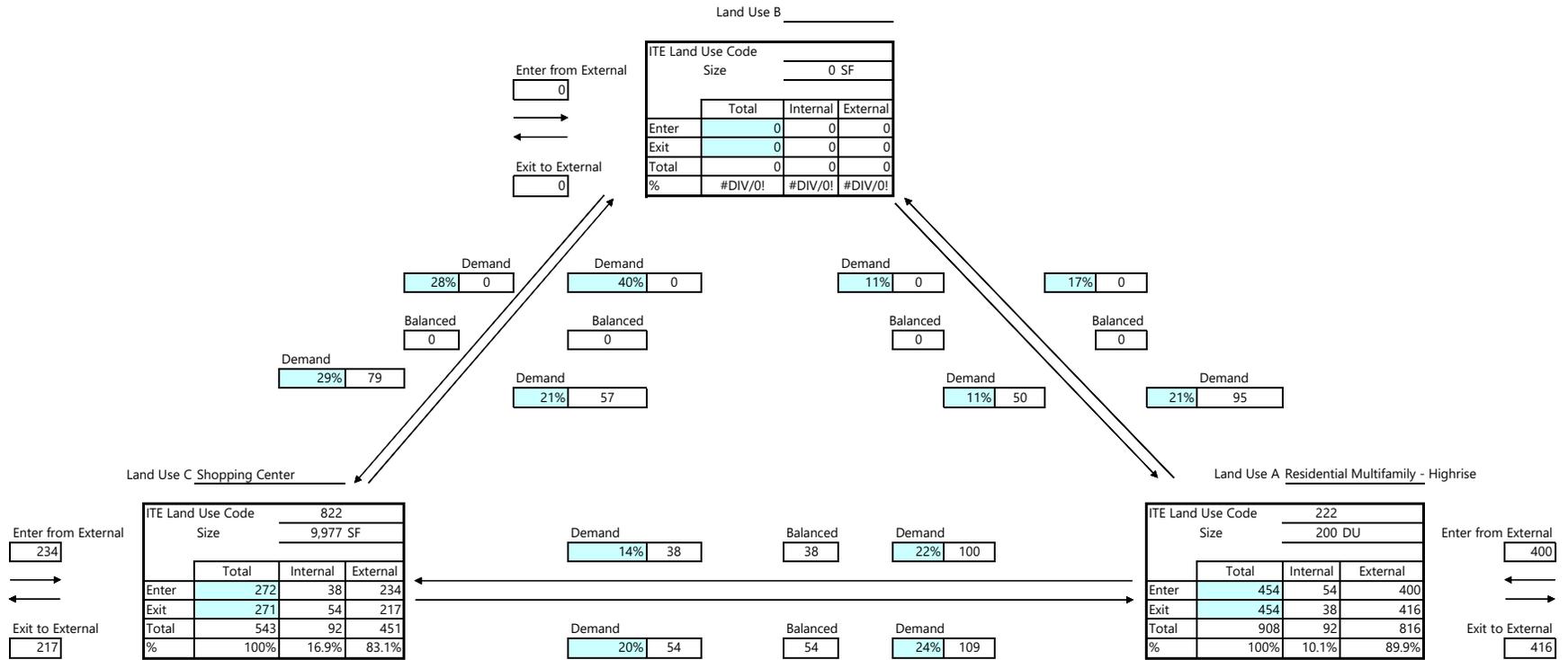
**TABLE C1
DAILY TRIP GENERATION ANALYSIS
2100 N FEDERAL HIGHWAY TRAFFIC ANALYSIS**

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS ⁽¹⁾				EXTERNAL TRIPS			NEW TRIPS				
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL		
PROPOSED USES																				
Residential Multifamily - Highrise	222	200 DU	T = 4.54 (X)	50%	50%	454	454	908	54	38	92	10.1%	400	416	816	400	416	816		
Retail - Less than 40,000 SF	822	9,977 SF	T = 54.45 (X)	50%	50%	272	271	543	38	54	92	16.9%	234	217	451	234	217	451		
TOTAL						726	725	1,451	92	92	184	12.7%	634	633	1,267	634	633	1,267		

(1) Source: *Institute of Transportation Engineers*, Trip Generation Manual, 11th Edition.



**TABLE C2
DAILY TRIP INTERNAL CAPTURE
2100 N FEDERAL HIGHWAY TRAFFIC ANALYSIS**



Net External Trips for Multi-Use Development

	Land Use B	Land Use C	Land Use A	Total	
Enter	0	234	400	634	
Exit	0	217	416	633	
Total	0	451	816	1,267	Internal Capture
Single-Use Trip Gen Estimate	0	543	908	1,451	12.7%

Source: Bowman, based on Templates from the ITE Trip Generation Manual, 10th Edition.

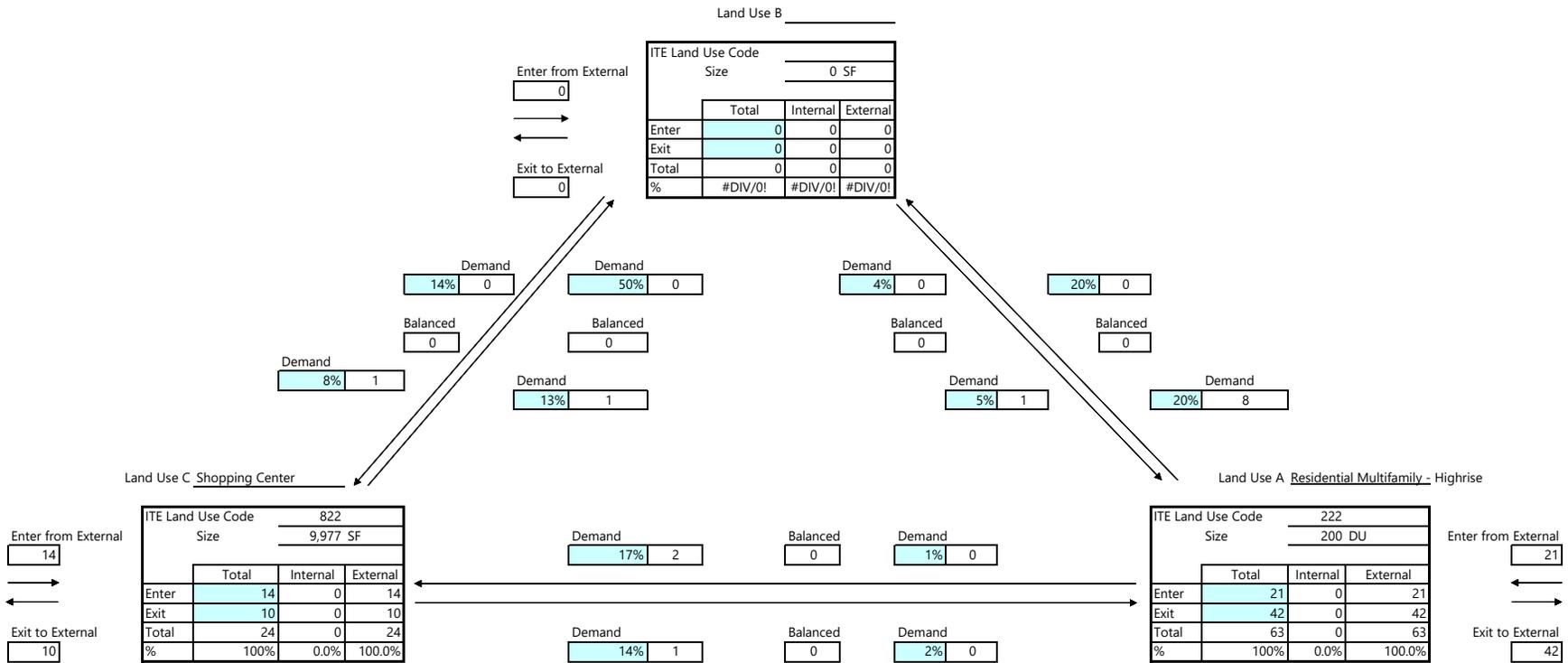
**TABLE C3
AM PEAK TRIP GENERATION ANALYSIS
2100 N FEDERAL HIGHWAY TRAFFIC ANALYSIS**

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS ⁽¹⁾				EXTERNAL TRIPS			NEW TRIPS					
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL			
PROPOSED USES																					
Residential Multifamily - Highrise	222	200 DU	T = 0.22 (X) + 18.85	34%	66%	21	42	63	0	0	0	0.0%	21	42	63	21	42	63			
Retail - Less than 40,000 SF	822	9,977 SF	T = 2.36 (X)	60%	40%	14	10	24	0	0	0	0.0%	14	10	24	14	10	24			
TOTAL						35	52	87	0	0	0	0.0%	35	52	87	35	52	87			

(1) Source: Institute of Transportation Engineers, Trip Generation Manual, 11th Edition.



**TABLE C4
AM PEAK HOUR TRIP INTERNAL CAPTURE
2100 N FEDERAL HIGHWAY TRAFFIC ANALYSIS**



Net External Trips for Multi-Use Development

	Land Use B	Land Use C	Land Use A	Total	
Enter	0	14	21	35	
Exit	0	10	42	52	
Total	0	24	63	87	Internal Capture
Single-Use Trip Gen Estimate	0	24	63	87	0.0%

Source: Bowman, based on Templates from the ITE Trip Generation Manual, 10th Edition.

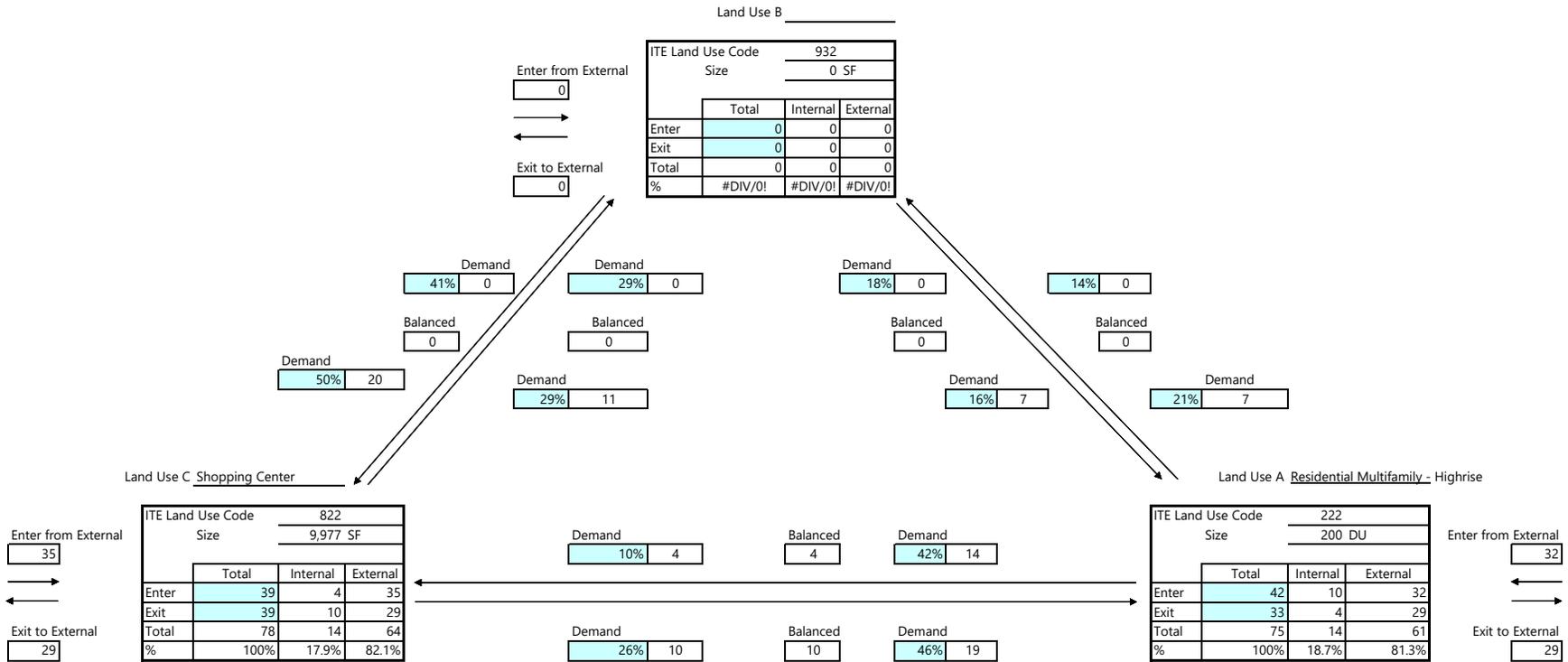
TABLE C5
PM PEAK TRIP GENERATION ANALYSIS
2100 N FEDERAL HIGHWAY TRAFFIC ANALYSIS

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS ⁽¹⁾				EXTERNAL TRIPS			NEW TRIPS					
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL			
PROPOSED USES																					
Residential Multifamily - Highrise	222	200 DU	$T = 0.26 (X) + 23.12$	56%	44%	42	33	75	10	4	14	18.7%	32	29	61	32	29	61			
Retail - Less than 40,000 SF	822	9,977 SF	$\ln (T) = 0.71 \ln (X) + 2.72$	50%	50%	39	39	78	4	10	14	17.9%	35	29	64	35	29	64			
TOTAL						81	72	153	14	14	28	18.3%	67	58	125	67	58	125			

(1) Source: *Institute of Transportation Engineers*, Trip Generation Manual, 11th Edition.



**TABLE C6
PM PEAK HOUR TRIP INTERNAL CAPTURE
2100 N FEDERAL HIGHWAY TRAFFIC ANALYSIS**



Net External Trips for Multi-Use Development

	Land Use B	Land Use C	Land Use A	Total	
Enter	0	35	32	67	
Exit	0	29	29	58	
Total	0	64	61	125	Internal Capture
Single-Use Trip Gen Estimate	0	78	75	153	18.3%

Source: Bowman, based on Templates from the ITE Trip Generation Manual, 10th Edition.

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

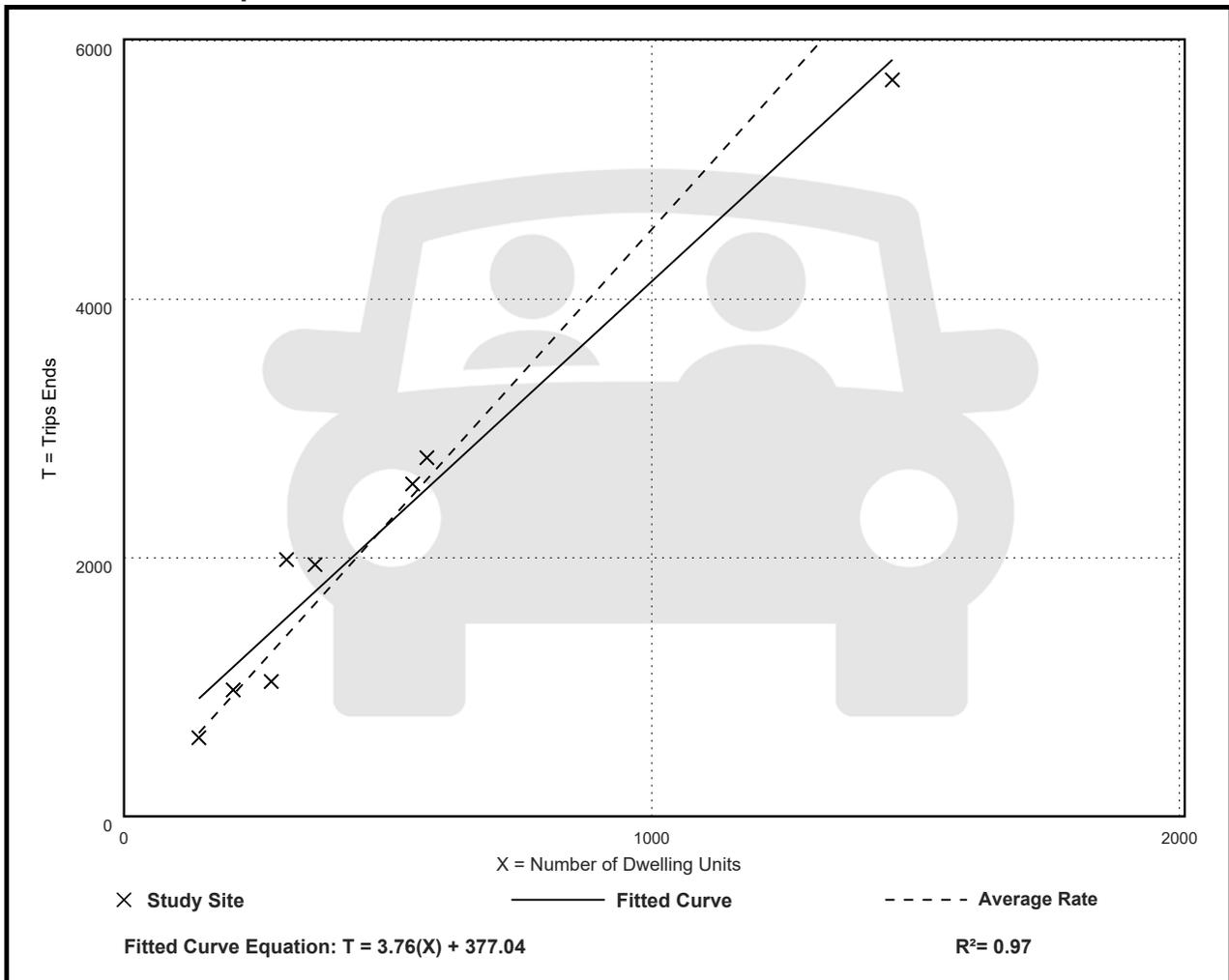
Avg. Num. of Dwelling Units: 484

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

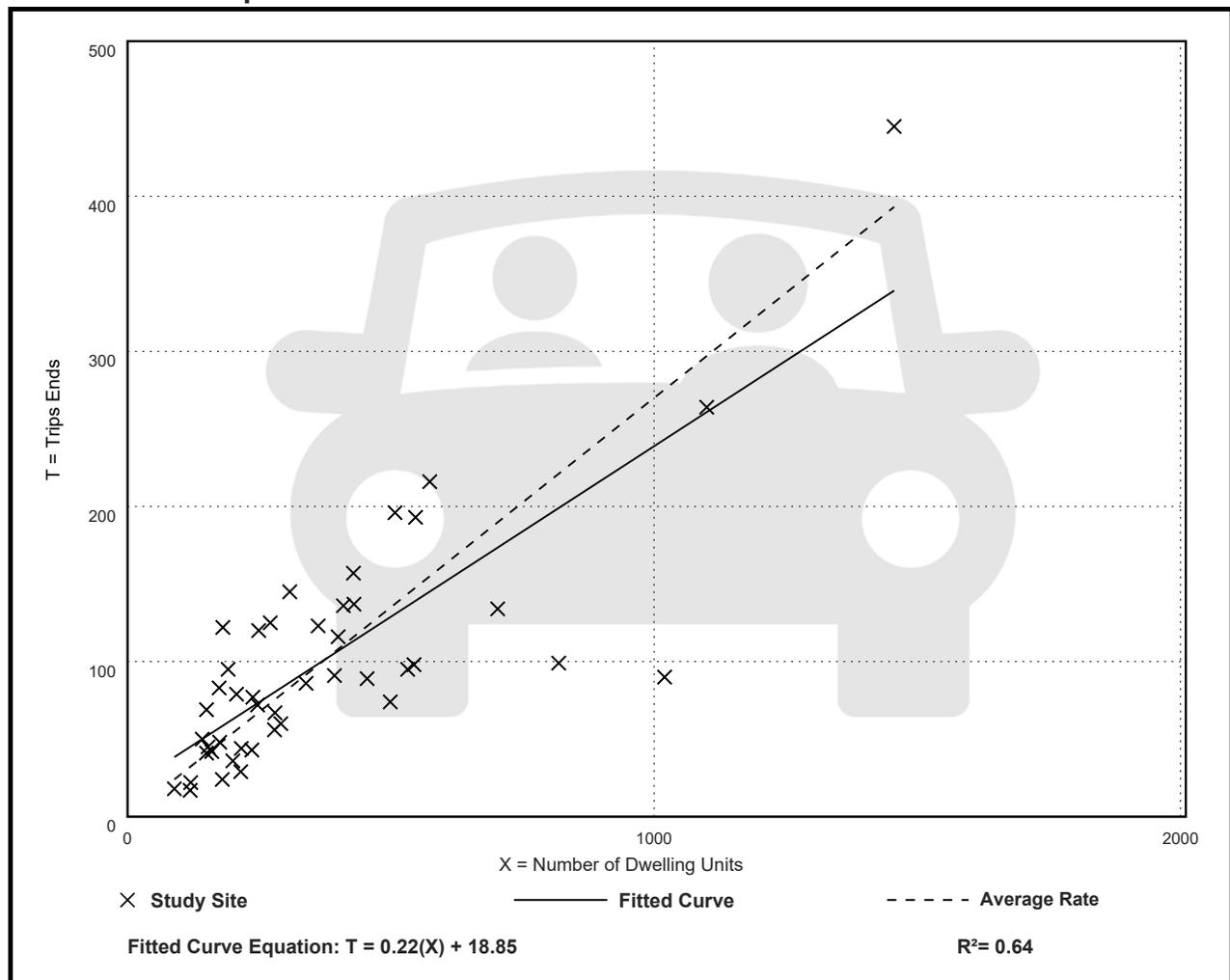
Avg. Num. of Dwelling Units: 372

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

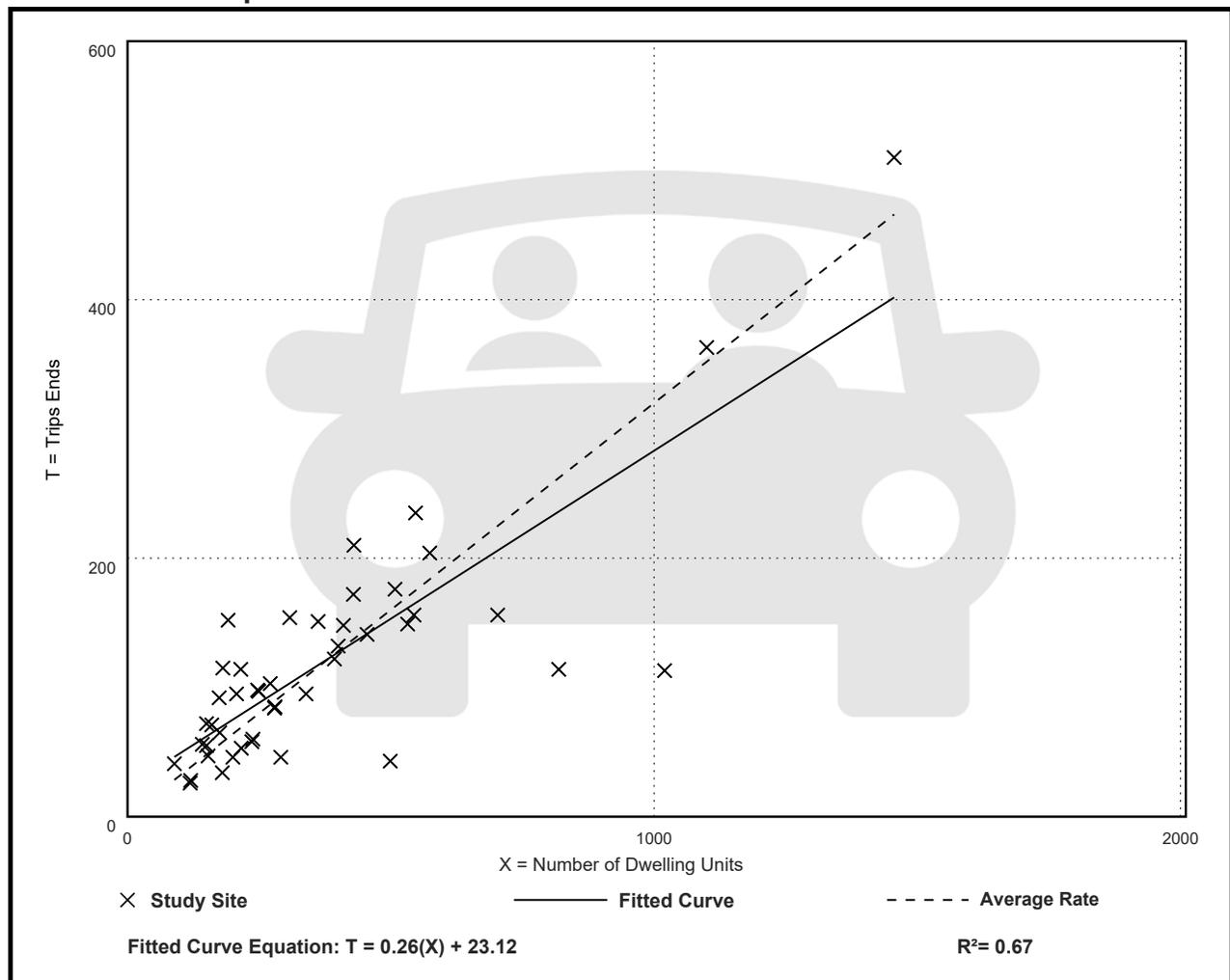
Avg. Num. of Dwelling Units: 372

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



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

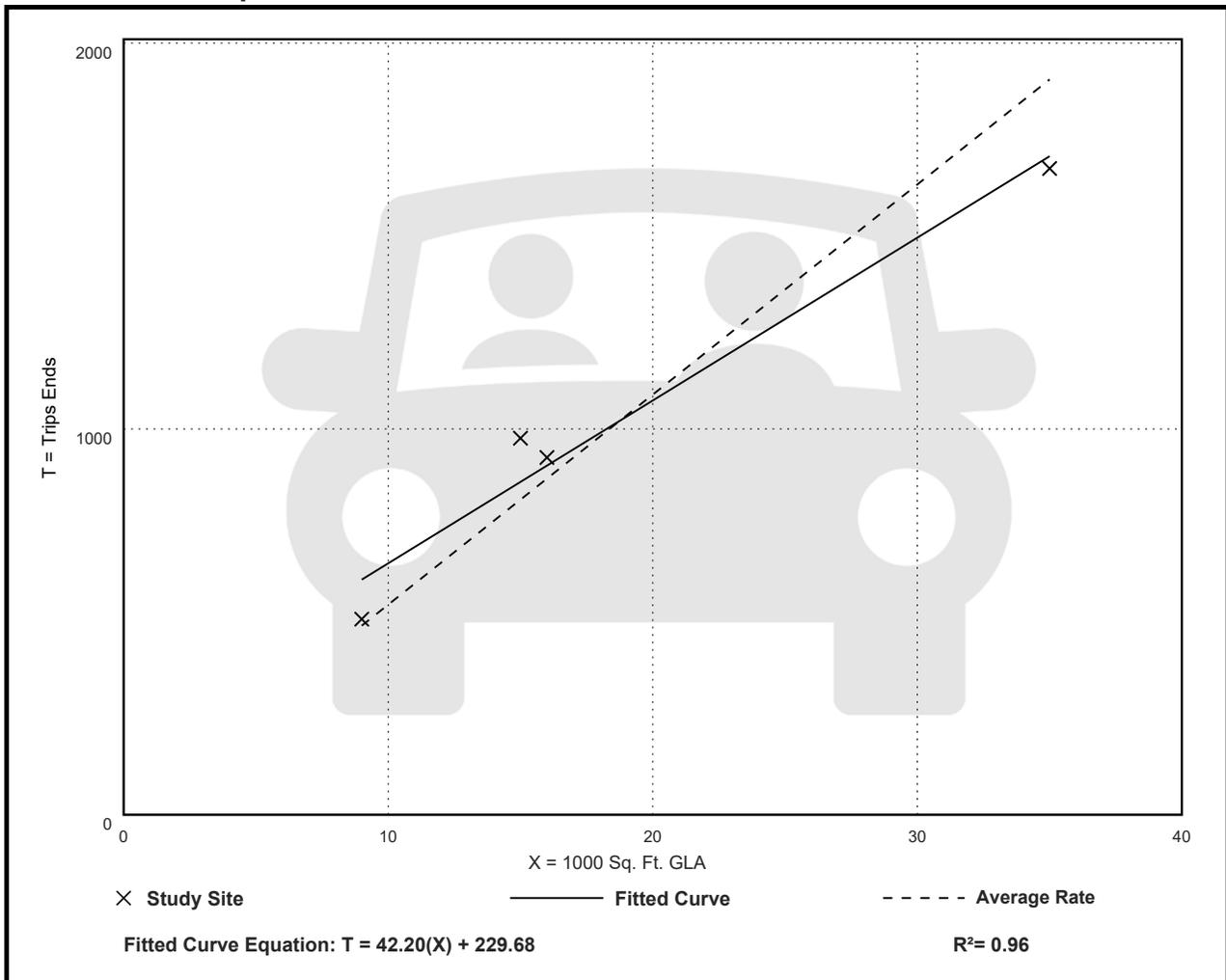
Avg. 1000 Sq. Ft. GLA: 19

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

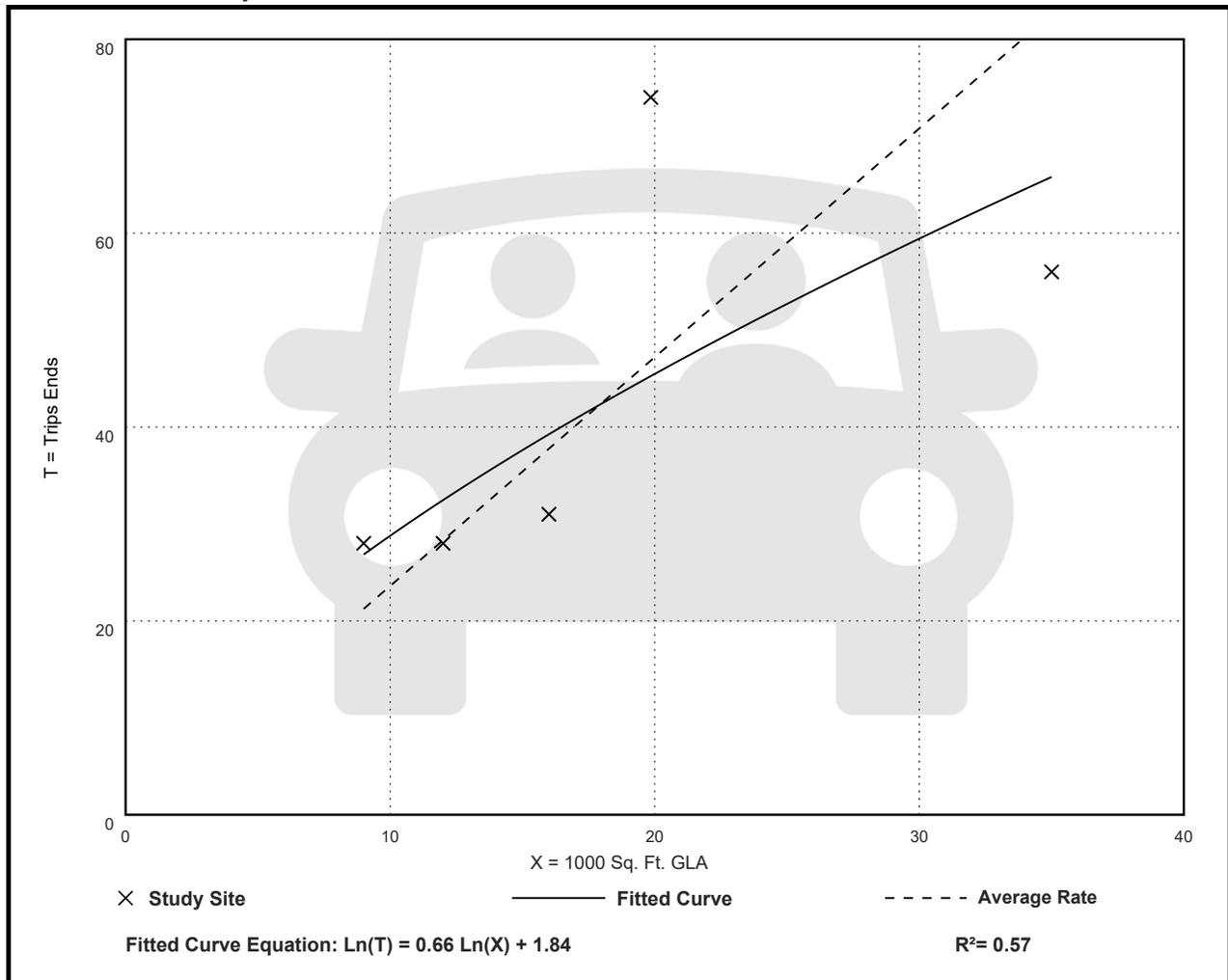
Avg. 1000 Sq. Ft. GLA: 18

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

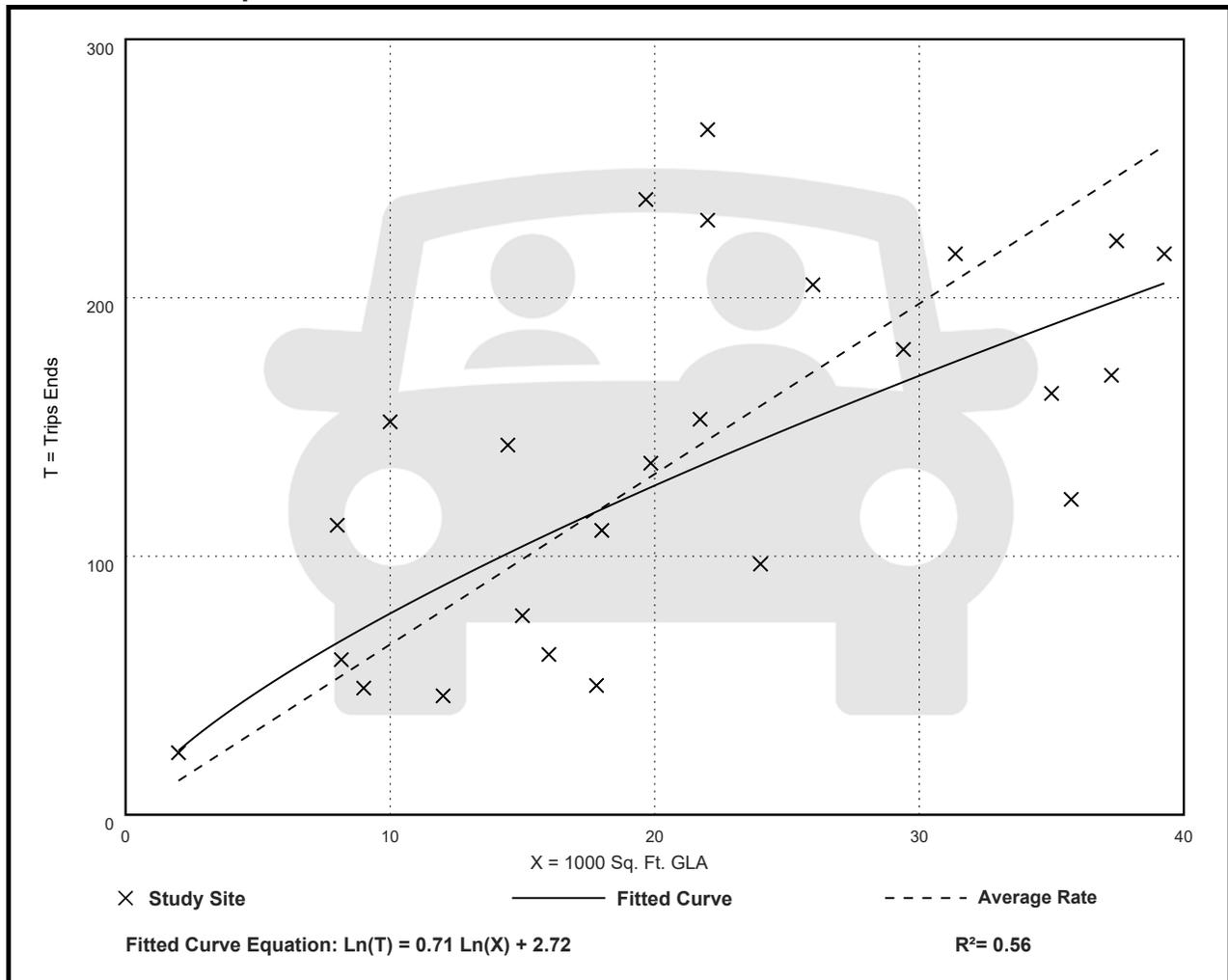
Avg. 1000 Sq. Ft. GLA: 21

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

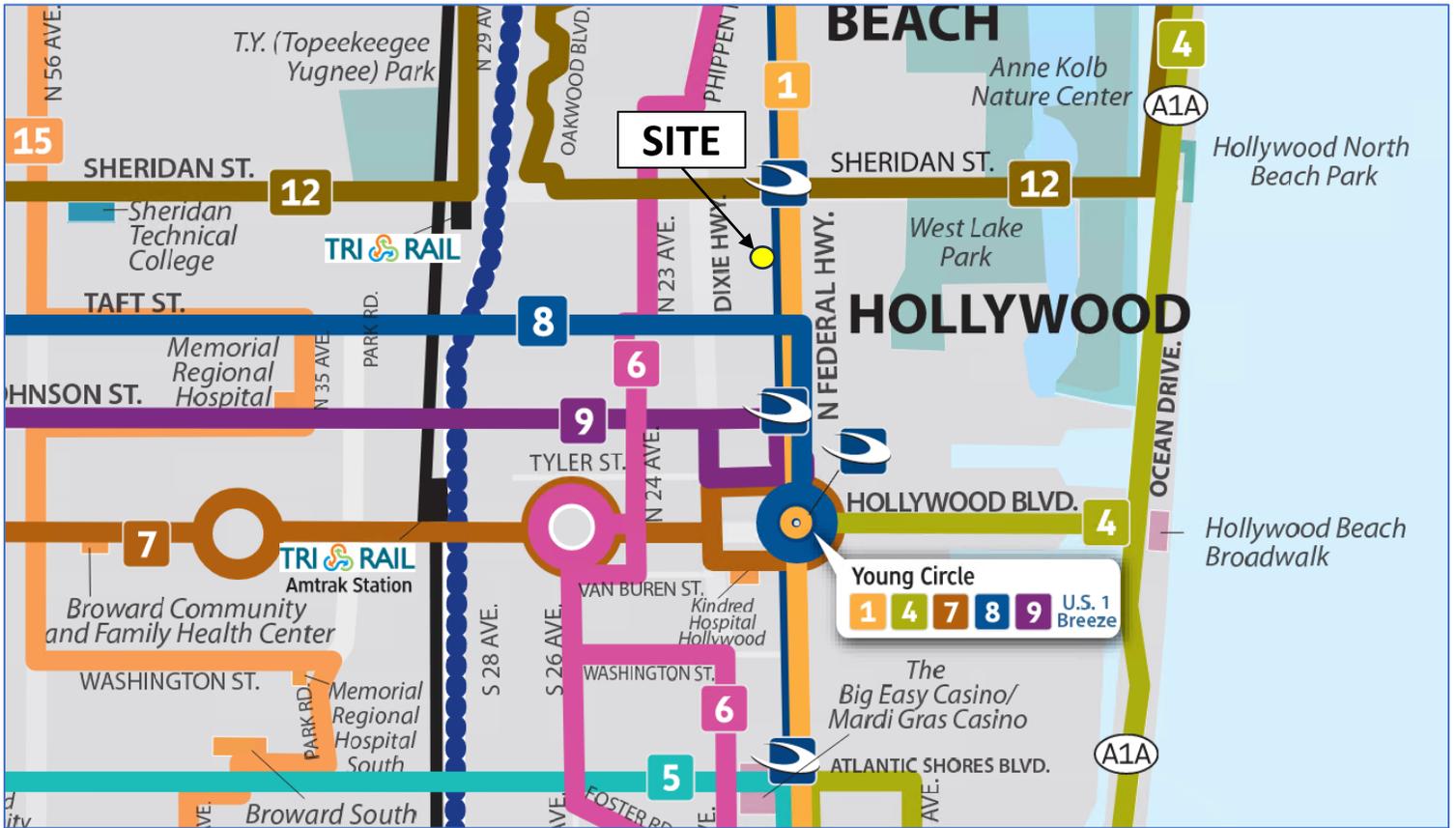
Data Plot and Equation



Appendix G

Transit Data

Broward County Transit System Map



For more details on our fares please
visit our web site at
Broward.org/BCT or call
customer service: 954-357-8400.

Reading a Timetable - It's Easy

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

**Not paying your fare is a crime per
Florida Statute 812.015.**

**Violation constitutes a misdemeanor,
punishable by jail time and/or a fine.**

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in
alternative formats upon request.



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



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

Broward County Transit

ROUTE 1 ALL WEEK SCHEDULE

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

Effective 7/9/23



Safety Is Our Number One Priority



**Mobile
Ticketing App**

Now Your **Phone** Is Your
Ticket to ride BCT!
Download the App today.

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BROWARD.org

Real Time Bus Information
MyRide.Broward.org

**BROWARD
COUNTY
Transit**



Broward.org/BCT
954-357-8400

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD HEALTH MEDICAL CENTER	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
5:03a	5:11a	5:18a	5:34a	5:47a	5:56a
5:25a	5:33a	5:40a	6:00a	6:14a	6:23a
5:50a	6:01a	6:10a	6:32a	6:46a	6:55a
6:10a	6:21a	6:30a	6:52a	7:06a	7:16a
6:30a	6:41a	6:50a	7:12a	7:28a	7:38a
6:55a	7:06a	7:16a	7:37a	7:53a	8:03a
7:20a	7:33a	7:44a	8:05a	8:20a	8:31a
7:45a	7:58a	8:09a	8:30a	8:44a	8:55a
8:10a	8:24a	8:34a	8:55a	9:09a	9:20a
8:35a	8:49a	8:59a	9:20a	9:34a	9:45a
9:00a	9:14a	9:24a	9:45a	9:59a	10:10a
9:25a	9:39a	9:49a	10:10a	10:24a	10:35a
9:50a	10:04a	10:14a	10:35a	10:49a	11:00a
10:15a	10:29a	10:39a	11:00a	11:14a	11:25a
10:40a	10:54a	11:04a	11:25a	11:39a	11:50a
11:05a	11:19a	11:29a	11:50a	12:04p	12:17p
11:30a	11:44a	11:54a	12:16p	12:29p	12:42p
11:55a	12:09p	12:19p	12:42p	12:55p	1:08p
12:20p	12:34p	12:44p	1:07p	1:20p	1:33p
12:45p	12:59p	1:09p	1:32p	1:45p	1:58p
1:10p	1:24p	1:34p	1:57p	2:10p	2:22p
1:35p	1:49p	1:59p	2:23p	2:36p	2:48p
2:00p	2:16p	2:27p	2:51p	3:04p	3:16p
2:25p	2:41p	2:52p	3:16p	3:29p	3:41p
2:50p	3:06p	3:17p	3:41p	3:54p	4:05p
3:15p	3:31p	3:42p	4:06p	4:18p	4:28p
3:40p	3:56p	4:08p	4:31p	4:43p	4:53p
4:05p	4:21p	4:33p	4:56p	5:08p	5:18p
4:30p	4:46p	4:58p	5:21p	5:33p	5:43p
4:55p	5:11p	5:23p	5:46p	5:58p	6:06p
5:10p	5:26p	5:38p	6:01p	6:13p	6:21p
5:32p	5:48p	6:00p	6:21p	6:33p	6:41p
5:54p	6:09p	6:20p	6:41p	6:53p	7:01p
6:20p	6:35p	6:46p	7:07p	7:19p	7:27p
6:45p	7:00p	7:11p	7:32p	7:43p	7:50p
7:05p	7:20p	7:31p	7:51p	8:02p	8:09p
7:30p	7:43p	7:53p	8:13p	8:24p	8:31p
8:00p	8:13p	8:23p	8:43p	8:54p	9:01p
8:30p	8:43p	8:53p	9:11p	9:22p	9:29p
9:00p	9:11p	9:20p	9:37p	9:48p	9:55p
9:26p	9:37p	9:46p	10:03p	10:14p	10:21p
10:00p	10:11p	10:20p	10:37p	10:48p	10:55p
10:30p	10:41p	10:50p	11:07p	11:17p	11:23p G
11:00p	11:11p	11:18p	11:34p	11:44p	11:50p G
11:30p	11:41p	11:48p	12:04a	12:14a	12:20a G

SOUTHBOUND To Aventura Mall

BROWARD CENTRAL TERMINAL	BROWARD HEALTH MEDICAL CENTER	FTL/HWD INTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
6	5	4	3	2	1
			4:53a	5:03a	5:11a
			5:18a	5:28a	5:36a
5:00a	5:07a	5:18a	5:40a	5:50a	5:59a
5:26a	5:33a	5:44a	6:08a	6:22a	6:32a
5:51a	5:58a	6:09a	6:34a	6:48a	6:58a
6:13a	6:20a	6:31a	6:56a	7:12a	7:25a
6:36a	6:43a	6:54a	7:19a	7:36a	7:49a
6:51a	6:58a	7:11a	7:36a	7:53a	8:06a G
7:06a	7:17a	7:30a	7:55a	8:12a	8:25a
7:33a	7:44a	7:57a	8:22a	8:36a	8:46a
8:00a	8:11a	8:24a	8:48a	9:01a	9:11a
8:25a	8:35a	8:48a	9:12a	9:25a	9:35a
8:50a	9:00a	9:13a	9:37a	9:50a	10:00a
9:11a	9:21a	9:34a	9:58a	10:11a	10:22a
9:35a	9:45a	9:58a	10:23a	10:36a	10:47a
10:00a	10:11a	10:25a	10:50a	11:03a	11:14a
10:25a	10:36a	10:50a	11:15a	11:28a	11:40a
10:50a	11:01a	11:15a	11:41a	11:54a	12:06p
11:15a	11:26a	11:40a	12:06p	12:19p	12:31p
11:40a	11:51a	12:05p	12:31p	12:44p	12:56p
12:05p	12:16p	12:30p	12:56p	1:11p	1:22p
12:30p	12:41p	12:55p	1:22p	1:37p	1:48p
12:55p	1:06p	1:18p	1:45p	2:00p	2:12p
1:20p	1:31p	1:43p	2:11p	2:26p	2:38p
1:45p	1:56p	2:08p	2:37p	2:52p	3:04p
2:10p	2:20p	2:32p	3:01p	3:17p	3:28p
2:35p	2:45p	2:57p	3:25p	3:41p	3:52p
2:52p	3:02p	3:17p	3:45p	4:01p	4:12p
3:10p	3:22p	3:37p	4:05p	4:21p	4:32p
3:35p	3:47p	4:02p	4:30p	4:46p	4:57p
3:55p	4:07p	4:22p	4:50p	5:05p	5:15p
4:20p	4:32p	4:47p	5:14p	5:28p	5:38p
4:45p	4:57p	5:12p	5:39p	5:53p	6:03p
5:10p	5:23p	5:38p	6:05p	6:18p	6:27p
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5:57p	6:10p	6:22p	6:46p	6:58p	7:07p
6:25p	6:36p	6:47p	7:11p	7:23p	7:32p G
6:41p	6:52p	7:03p	7:27p	7:38p	7:46p
7:05p	7:16p	7:27p	7:50p	8:01p	8:09p
7:22p	7:33p	7:44p	8:07p	8:18p	8:26p
7:45p	7:55p	8:06p	8:29p	8:40p	8:48p
8:05p	8:15p	8:26p	8:49p	9:00p	9:07p
8:29p	8:39p	8:50p	9:12p	9:21p	9:28p G
8:50p	9:00p	9:12p	9:33p	9:42p	9:49p
9:20p	9:30p	9:42p	10:03p	10:12p	10:19p
9:45p	9:55p	10:07p	10:28p	10:37p	10:44p
10:10p	10:20p	10:32p	10:53p	11:02p	11:09p
10:40p	10:50p	11:02p	11:23p	11:32p	11:39p G
11:10p W	11:20p	11:32p	11:53p	12:02a	12:09p G

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD MEDICAL HEALTH CENTER	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
5:05a	5:14a	5:21a	5:37a	5:50a	5:57a
5:30a	5:39a	5:46a	6:04a	6:15a	6:22a
5:55a	6:05a	6:13a	6:32a	6:43a	6:50a
6:15a	6:25a	6:33a	6:52a	7:03a	7:10a
6:40a	6:50a	6:58a	7:17a	7:28a	7:35a
7:05a	7:15a	7:23a	7:42a	7:53a	8:00a
7:30a	7:40a	7:48a	8:07a	8:18a	8:27a
7:55a	8:05a	8:13a	8:34a	8:46a	8:55a
8:12a	8:24a	8:34a	8:55a	9:07a	9:16a
8:25a	8:38a	8:48a	9:09a	9:21a	9:30a
8:50a	9:03a	9:13a	9:34a	9:46a	9:55a
9:15a	9:28a	9:38a	9:59a	10:11a	10:20a
9:40a	9:53a	10:03a	10:24a	10:36a	10:45a
10:05a	10:18a	10:28a	10:49a	11:01a	11:10a
10:30a	10:43a	10:53a	11:14a	11:26a	11:34a
10:50a	11:03a	11:13a	11:34a	11:45a	11:53a
11:15a	11:28a	11:38a	12:01p	12:12p	12:20p
11:40a	11:55a	12:05p	12:28p	12:39p	12:47p
12:05p	12:20p	12:30p	12:53p	1:04p	1:12p
12:30p	12:45p	12:55p	1:18p	1:30p	1:39p
12:55p	1:10p	1:20p	1:42p	1:54p	2:03p
1:20p	1:35p	1:45p	2:07p	2:19p	2:28p
1:40p	1:55p	2:05p	2:27p	2:39p	2:48p
2:04p	2:19p	2:29p	2:51p	3:03p	3:12p
2:20p	2:35p	2:45p	3:07p	3:19p	3:28p
2:40p	2:55p	3:05p	3:27p	3:39p	3:48p
3:05p	3:20p	3:30p	3:52p	4:04p	4:13p
3:30p	3:45p	3:55p	4:17p	4:29p	4:38p
3:55p	4:10p	4:20p	4:43p	4:55p	5:04p
4:20p	4:34p	4:46p	5:09p	5:21p	5:30p
4:40p	4:53p	5:05p	5:28p	5:39p	5:47p
5:02p	5:15p	5:27p	5:48p	5:59p	6:07p
5:20p	5:34p	5:47p	6:08p	6:19p	6:27p
5:40p	5:57p	6:10p	6:31p	6:42p	6:50p
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6:25p	6:42p	6:55p	7:16p	7:27p	7:35p
6:50p	7:07p	7:20p	7:41p	7:52p	8:00p
7:18p	7:35p	7:48p	8:09p	8:22p	8:29p
7:51p	8:06p	8:18p	8:39p	8:52p	8:59p
8:25p	8:38p	8:50p	9:09p	9:20p	9:27p
8:50p	9:03p	9:12p	9:30p	9:41p	9:48p
9:15p	9:26p	9:35p	9:53p	10:04p	10:11p
9:40p	9:51p	10:00p	10:18p	10:29p	10:36p
10:07p	10:18p	10:27p	10:45p	10:56p	11:03p G
10:37p	10:48p	10:57p	11:15p	11:26p	11:33p
11:09p	11:20p	11:29p	11:47p	11:58p	12:05a G

SOUTHBOUND To Aventura Mall

BROWARD CENTRAL TERMINAL	BROWARD MEDICAL HEALTH CENTER	FTL/HWD INTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
6	5	4	3	2	1
5:00a	5:08a	5:19a	5:41a	5:51a	5:59a
5:25a	5:33a	5:44a	6:06a	6:16a	6:24a
5:50a	5:58a	6:09a	6:31a	6:41a	6:49a
6:15a	6:23a	6:34a	6:56a	7:06a	7:14a
6:40a	6:48a	6:59a	7:21a	7:31a	7:39a
7:05a	7:13a	7:24a	7:47a	8:00a	8:10a
7:25a	7:33a	7:44a	8:08a	8:21a	8:31a
7:50a	7:58a	8:09a	8:33a	8:46a	8:56a
8:15a	8:23a	8:34a	8:58a	9:11a	9:21a
8:40a	8:48a	8:59a	9:23a	9:36a	9:46a
9:05a	9:13a	9:24a	9:48a	10:01a	10:12a
9:25a	9:33a	9:44a	10:09a	10:23a	10:34a
9:45a	9:53a	10:05a	10:32a	10:46a	10:57a
10:10a	10:19a	10:32a	10:59a	11:13a	11:24a
10:35a	10:44a	10:57a	11:24a	11:38a	11:49a
11:00a	11:09a	11:22a	11:49a	12:03p	12:14p
11:25a	11:34a	11:47a	12:14p	12:28p	12:39p
11:50a	11:59a	12:12p	12:39p	12:53p	1:04p
12:10p	12:19p	12:32p	12:59p	1:13p	1:24p
12:33p	12:42p	12:55p	1:23p	1:37p	1:48p
12:50p	12:59p	1:13p	1:41p	1:55p	2:06p
1:07p	1:16p	1:30p	1:58p	2:12p	2:23p
1:31p	1:40p	1:54p	2:22p	2:36p	2:47p
1:55p	2:04p	2:18p	2:46p	2:59p	3:10p
2:20p	2:29p	2:43p	3:12p	3:25p	3:36p
2:45p	2:55p	3:09p	3:38p	3:51p	4:02p
3:05p	3:15p	3:29p	3:58p	4:11p	4:22p
3:30p	3:40p	3:54p	4:23p	4:36p	4:47p
3:47p	3:57p	4:11p	4:40p	4:53p	5:04p
4:05p	4:15p	4:29p	4:58p	5:11p	5:22p
4:30p	4:40p	4:54p	5:23p	5:36p	5:47p
4:55p	5:05p	5:19p	5:47p	5:59p	6:10p
5:20p	5:30p	5:44p	6:10p	6:22p	6:33p
5:45p	5:55p	6:10p	6:36p	6:48p	6:59p
6:06p	6:16p	6:31p	6:57p	7:09p	7:20p G
6:25p	6:35p	6:50p	7:16p	7:28p	7:37p
6:47p	6:57p	7:12p	7:37p	7:47p	7:56p G
7:05p	7:15p	7:30p	7:53p	8:03p	8:12p
7:30p	7:39p	7:51p	8:14p	8:24p	8:33p
7:55p	8:04p	8:16p	8:39p	8:49p	8:58p
8:16p	8:25p	8:37p	9:00p	9:10p	9:19p
8:43p	8:52p	9:04p	9:27p	9:37p	9:46p
9:10p	9:19p	9:31p	9:54p	10:04p	10:13p
9:40p	9:49p	10:01p	10:24p	10:34p	10:43p
10:05p	10:14p	10:26p	10:49p	10:59p	11:08p G
10:30p	10:39p	10:51p	11:14p	11:24p	11:33p G
11:00p	11:09p	11:21p	11:44p	11:54p	12:03a G
11:45p	11:54p	12:06a	12:29a	12:39a	12:48a G

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

SUNDAY

NORTHBOUND To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD. & US 1	YOUNG CIRCLE	FTL/HWD INTERNATIONAL AIRPORT	BROWARD MEDICAL HEALTH CENTER	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
5:59a	6:10a	6:17a	6:37a	6:48a	6:55a
6:34a	6:45a	6:52a	7:12a	7:23a	7:30a
7:04a	7:15a	7:22a	7:42a	7:53a	8:00a
7:34a	7:45a	7:52a	8:12a	8:24a	8:32a
8:04a	8:17a	8:26a	8:46a	8:58a	9:06a
8:35a	8:48a	8:57a	9:17a	9:29a	9:37a
9:05a	9:18a	9:27a	9:47a	9:59a	10:07a
9:35a	9:48a	9:57a	10:17a	10:29a	10:37a
10:05a	10:18a	10:27a	10:47a	10:59a	11:07a
10:35a	10:48a	10:57a	11:17a	11:29a	11:37a
11:05a	11:18a	11:27a	11:47a	11:59a	12:07p
11:27a	11:40a	11:49a	12:09p	12:21p	12:29p
11:57a	12:10p	12:19p	12:41p	12:53p	1:01p
12:27p	12:40p	12:52p	1:16p	1:28p	1:36p
12:57p	1:10p	1:22p	1:46p	1:58p	2:06p
1:27p	1:40p	1:52p	2:16p	2:28p	2:36p
1:57p	2:10p	2:22p	2:46p	2:58p	3:06p
2:25p	2:38p	2:50p	3:13p	3:24p	3:32p
2:55p	3:09p	3:20p	3:42p	3:53p	4:01p
3:25p	3:39p	3:50p	4:12p	4:23p	4:31p
3:55p	4:09p	4:20p	4:42p	4:53p	5:01p
4:25p	4:39p	4:50p	5:12p	5:23p	5:31p
4:55p	5:09p	5:20p	5:42p	5:53p	6:01p
5:25p	5:39p	5:50p	6:12p	6:23p	6:31p
5:55p	6:09p	6:20p	6:40p	6:51p	6:58p
6:25p	6:39p	6:49p	7:07p	7:18p	7:25p
6:55p	7:09p	7:19p	7:37p	7:48p	7:55p
7:25p	7:39p	7:49p	8:07p	8:18p	8:26p
7:49p	8:03p	8:13p	8:35p	8:46p	8:54p G
8:15p	8:29p	8:41p	9:02p	9:13p	9:20p
8:40p	8:54p	9:05p	9:23p	9:34p	9:41p G
9:10p	9:22p	9:31p	9:49p	10:00p	10:07p G

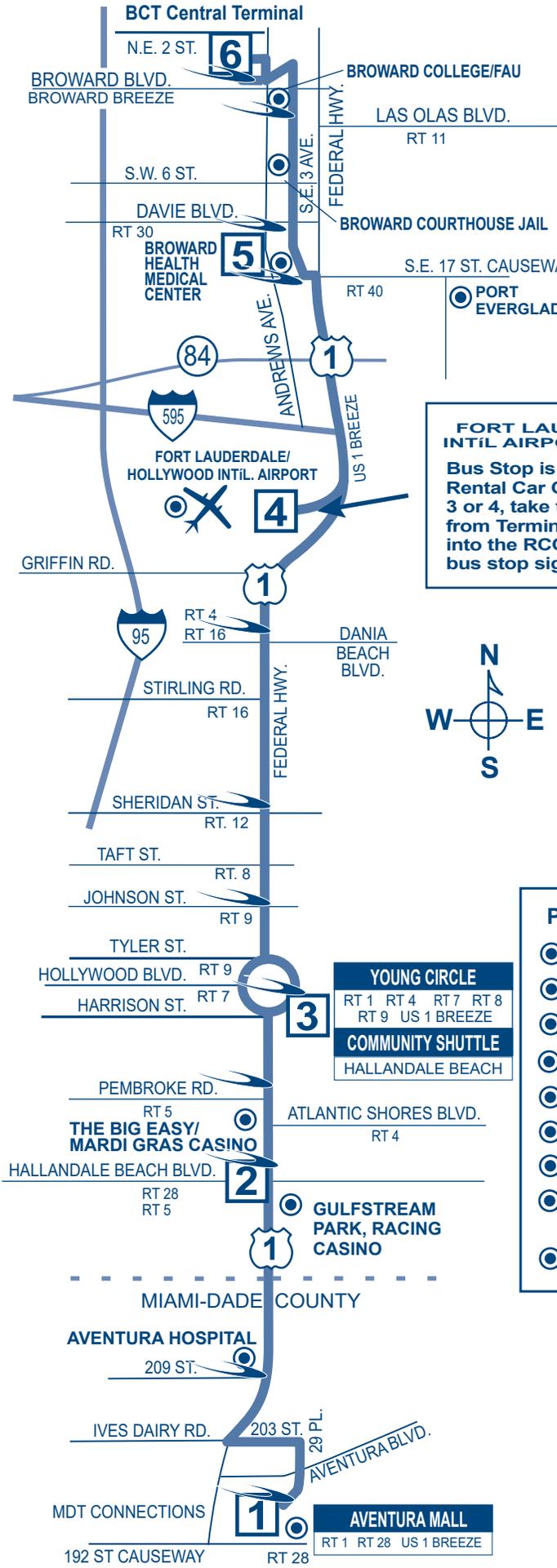
SOUTHBOUND To Aventura Mall

BROWARD CENTRAL TERMINAL	BROWARD MEDICAL HEALTH CENTER	FTL/HWD INTERNATIONAL AIRPORT	YOUNG CIRCLE	HALLANDALE BCH BLVD. & US 1	AVENTURA MALL
6	5	4	3	2	1
5:46a	5:53a	6:04a	6:26a	6:38a	6:46a
6:16a	6:23a	6:34a	6:56a	7:08a	7:16a
6:46a	6:53a	7:04a	7:26a	7:38a	7:46a
7:16a	7:23a	7:34a	7:56a	8:09a	8:18a
7:46a	7:53a	8:04a	8:26a	8:39a	8:48a
8:16a	8:24a	8:35a	8:57a	9:10a	9:19a
8:46a	8:54a	9:05a	9:27a	9:40a	9:49a
9:16a	9:24a	9:35a	9:58a	10:11a	10:20a
9:38a	9:50a	10:01a	10:24a	10:37a	10:46a
10:00a	10:12a	10:23a	10:46a	10:59a	11:10a
10:30a	10:42a	10:53a	11:19a	11:33a	11:44a
11:00a	11:11a	11:23a	11:50a	12:04p	12:15p
11:30a	11:41a	11:53a	12:20p	12:34p	12:45p
12:00p	12:11p	12:23p	12:50p	1:04p	1:15p
12:30p	12:41p	12:53p	1:20p	1:34p	1:45p
12:50p	1:01p	1:13p	1:40p	1:54p	2:05p
1:20p	1:31p	1:43p	2:10p	2:24p	2:35p
1:50p	2:01p	2:13p	2:40p	2:54p	3:05p
2:20p	2:31p	2:43p	3:10p	3:24p	3:35p
2:50p	3:01p	3:13p	3:40p	3:54p	4:05p
3:20p	3:31p	3:43p	4:10p	4:24p	4:36p
3:50p	4:01p	4:16p	4:42p	4:56p	5:08p
4:20p	4:31p	4:46p	5:12p	5:26p	5:38p
4:50p	5:01p	5:16p	5:42p	5:56p	6:08p
5:20p	5:31p	5:46p	6:12p	6:26p	6:38p
5:50p	6:01p	6:16p	6:42p	6:56p	7:06p
6:20p	6:31p	6:46p	7:11p	7:23p	7:32p
6:50p	7:01p	7:13p	7:37p	7:49p	7:58p
7:15p	7:26p	7:38p	8:02p	8:14p	8:23p
7:45p	7:56p	8:08p	8:32p	8:44p	8:53p
8:20p	8:31p	8:43p	9:07p	9:19p	9:28 G
8:56p	9:07p	9:19p	9:43p	9:55p	10:04p G
9:35p	9:46p	9:58p	10:22p	10:34p	10:43p G

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

ROUTE 1

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



BROWARD CENTRAL TERMINAL			
RT 1	RT 6	RT 9	RT 10
RT 11	RT 14	RT 20	RT 22
RT 30	RT 31	RT 40	RT 50
RT 60	RT 81	US 1 BREEZE	
COMMUNITY SHUTTLE			
FORT LAUDERDALE			

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



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

YOUNG CIRCLE	
RT 1	RT 4 RT 7 RT 8
RT 9	US 1 BREEZE
COMMUNITY SHUTTLE	
HALLANDALE BEACH	

AVENTURA MALL	
RT 1	RT 28 US 1 BREEZE

Customer Service

Monday - Friday.....7AM - 7:45PM

Saturday, Sunday and Holidays.....8:30AM - 4:45PM

Transit Operations Agents help with:

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

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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



TRANSIT WATCH

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

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

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

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

To ensure reliable and safe connections for our customers, all trips

with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a \$1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the \$1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the \$1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading a Timetable - It's Easy

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

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

Information: 954-357-8400

Hearing-speech impaired/TTY:
954-357-8302

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



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



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

Broward County Transit **ROUTE 101** **WEEKDAYS** **SCHEDULE**

Aventura Mall to Broward Central Terminal
via U.S. 1

Effective 7/9/23



Safety Is Our Number One Priority



Mobile
Ticketing App

Now Your **Phone** Is Your
Ticket to ride BCT!
Download the App today.



Real Time Bus Information
MyRide.Broward.org



Broward.org/BCT
954-357-8400

ROUTE U.S. 1 BREEZE

Aventura Mall to Broward Central
Terminal via U.S. 1

Monday - Friday
Limited Service

NORTHBOUND

To Broward Central Terminal

AVENTURA MALL	HALLANDALE BCH BLVD & US 1	YOUNG CIRCLE	DANIA BEACH BLVD & US 1	SE 17 ST & US 1	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6
5:00a	5:07a	5:12a	5:19a	5:28a	5:34a
5:25a	5:32a	5:37a	5:44a	5:54a	6:02a
5:50a	5:58a	6:04a	6:12a	6:22a	6:30a
6:15a	6:23a	6:29a	6:39a	6:51a	7:01a
6:40a	6:49a	6:56a	7:06a	7:18a	7:28a
7:05a	7:14a	7:21a	7:31a	7:43a	7:53a
7:30a	7:39a	7:46a	7:56a	8:09a	8:19a
7:55a	8:05a	8:13a	8:23a	8:35a	8:45a
8:20a	8:30a	8:37a	8:46a	8:57a	9:07a
8:45a	8:56a	9:03a	9:12a	9:23a	9:33a
9:10a	9:21a	9:28a	9:37a	9:48a	9:58a
9:35a	9:46a	9:53a	10:02a	10:13a	10:23a
10:00a	10:11a	10:18a	10:27a	10:37a	10:47a
10:25a	10:36a	10:43a	10:52a	11:02a	11:12a
10:50a	11:01a	11:08a	11:17a	11:27a	11:37a
11:15a	11:26a	11:33a	11:42a	11:52a	12:02p
11:40a	11:51a	11:58a	12:07p	12:17p	12:27p
12:05p	12:16p	12:23p	12:32p	12:41p	12:50p
12:30p	12:42p	12:49p	12:59p	1:08p	1:17p
12:55p	1:07p	1:14p	1:24p	1:33p	1:43p
1:20p	1:32p	1:40p	1:50p	2:00p	2:11p
1:45p	1:57p	2:06p	2:18p	2:28p	2:39p
2:15p	2:29p	2:38p	2:50p	3:00p	3:11p
2:45p	2:59p	3:08p	3:20p	3:30p	3:42p
3:10p	3:24p	3:33p	3:45p	3:56p	4:08p
3:40p	3:56p	4:05p	4:17p	4:28p	4:40p G
4:10p	4:26p	4:35p	4:47p	4:58p	5:09p
4:40p	4:56p	5:06p	5:17p	5:28p	5:39p
5:10p	5:24p	5:34p	5:45p	5:55p	6:05p
5:40p	5:53p	6:02p	6:12p	6:22p	6:32p
6:10p	6:22p	6:31p	6:41p	6:51p	7:01p
6:40p	6:52p	7:01p	7:11p	7:21p	7:31p
7:09p	7:21p	7:30p	7:38p	7:47p	7:54p
7:29p	7:39p	7:47p	7:55p	8:04p	8:11p G
7:49p	7:59p	8:07p	8:15p	8:24p	8:31p G
8:14p	8:24p	8:32p	8:40p	8:49p	8:56p G
8:45p	8:55p	9:03p	9:11p	9:20p	9:27p G

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

ROUTE U.S. 1 BREEZE

Aventura Mall to Broward Central
Terminal via U.S. 1

Monday - Friday
Limited Service

SOUTHBOUND

To Aventura Mall

BROWARD CENTRAL TERMINAL	SE 17 ST & US 1	DANIA BEACH BLVD & US 1	YOUNG CIRCLE	HALLANDALE BCH BLVD & US 1	AVENTURA MALL
6	5	4	3	2	1
4:55a	5:02a	5:09a	5:18a	5:24a	5:29a
5:19a	5:26a	5:33a	5:43a	5:50a	5:55a
5:45a	5:52a	5:59a	6:10a	6:19a	6:28a
6:00a	6:08a	6:15a	6:28a	6:39a	6:48a
6:22a	6:33a	6:41a	6:54a	7:05a	7:14a
6:47a	6:58a	7:06a	7:19a	7:30a	7:39a
7:14a	7:25a	7:33a	7:46a	7:57a	8:06a
7:42a	7:53a	8:01a	8:14a	8:24a	8:32a
8:09a	8:20a	8:29a	8:40a	8:50a	8:58a
8:32a	8:44a	8:53a	9:04a	9:14a	9:22a
8:57a	9:09a	9:18a	9:29a	9:39a	9:47a
9:20a	9:32a	9:41a	9:52a	10:02a	10:10a
9:45a	9:57a	10:06a	10:17a	10:27a	10:35a
10:10a	10:23a	10:32a	10:43a	10:53a	11:02a
10:35a	10:48a	10:56a	11:09a	11:19a	11:28a
11:00a	11:12a	11:20a	11:33a	11:43a	11:52a
11:25a	11:37a	11:45a	11:58a	12:08p	12:17p
11:50a	12:02p	12:10p	12:23p	12:33p	12:42p
12:15p	12:27p	12:35p	12:48p	12:58p	1:07p
12:40p	12:52p	1:00p	1:13p	1:23p	1:33p
1:05p	1:17p	1:26p	1:39p	1:50p	2:00p
1:30p	1:43p	1:52p	2:05p	2:16p	2:26p
1:55p	2:08p	2:17p	2:30p	2:41p	2:51p
2:25p	2:38p	2:47p	3:01p	3:12p	3:22p
2:55p	3:10p	3:21p	3:35p	3:46p	3:56p
3:25p	3:40p	3:51p	4:05p	4:16p	4:25p
3:55p	4:10p	4:22p	4:36p	4:46p	4:55p
4:25p	4:40p	4:52p	5:06p	5:16p	5:25p
4:55p	5:10p	5:22p	5:36p	5:46p	5:55p
5:25p	5:40p	5:52p	6:06p	6:16p	6:25p
5:55p	6:10p	6:22p	6:35p	6:45p	6:53p
6:20p	6:33p	6:41p	6:54p	7:04p	7:12p
6:45p	6:57p	7:05p	7:17p	7:25p	7:32p
7:15p	7:26p	7:34p	7:46p	7:54p	8:01p
7:45p	7:56p	8:04p	8:16p	8:24p	8:31p
8:10p	8:21p	8:29p	8:41p	8:49p	8:56p G

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

Customer Service

Monday - Friday.....7 am - 7:45 pm

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

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

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



TRANSIT WATCH

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a \$1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the \$1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the \$1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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