Hallandale

ArtSquare

Traffic

Impact

Study

prepared

by

Calvin, Giordano and Associates

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

OCTOBER 2014

Engineer's Certification

I, **Joseph DeFronzo** certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Project: Hallandale ArtSquare

Location: Hallandale Beach, Florida

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EXECUTIVE SUMMARY

Calvin, Giordano and Associates was retained to complete a Traffic Impact Study for the development of the Hallandale ArtSquare mixed-use project located between US-1/Federal Highway and NE 3rd Avenue (between NE 3rd Street and NE 4th Street) in Hallandale Beach, Florida.

The project has an anticipated opening year of 2017 with the following proposed land uses:

- 90 Garden Level Apartments
- 268 Mid-Rise Apartments (including 8 live/work units)
- 12,755 Square Feet of Retail

This study analyzed existing and future traffic conditions within the traffic impact area. The purpose of the analysis was to evaluate the regional impacts of the proposed project and to determine if the roadway network is adequate to accommodate the additional traffic to be generated by this project. A trip generation analysis was performed for the proposed land uses within the project site. Based on the results of the trip generation, the project is expected to generate 192 and 297 trips during the AM and PM peak periods respectively.

An intersection analysis was performed, under existing and future traffic conditions, for selected intersections within the traffic impact area. The analysis revealed that all the intersections within the study area operate and will continue to operate at an acceptable Level of Service (LOS E or better) with the addition of project traffic.

Furthermore a queuing analysis was performed to determine if the storage provided for the gated-access driveways is sufficient to accommodate the traffic generated by the project without spillback onto the public right-of-way.

The queuing analysis revealed that the storage provided at the gated-access driveways is sufficient to accommodate the traffic generated by site.

Based on the results of this study, the additional traffic to be generated by the project can be accommodated by the existing roadway network and the proposed driveways.

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1.0 Introduction

The purpose of this report is to document the results of the Traffic Impact Study for the development of the *Hallandale ArtSquare* mixed-use project located between US-1/Federal Highway and NE 3rd Avenue (between NE 3rd Street and NE 4th Street) in Hallandale Beach, Florida.

This study will include the inventory and analysis of existing and future traffic conditions, the identification of potential deficiencies under future conditions, and strategies (if applicable) to mitigate any identified deficiencies.

1.1 Project Description

The project has an anticipated opening year of 2017 with the following proposed land uses:

- 90 Garden Level Apartments
- 268 Mid-Rise Apartments (including 8 live/work units)
- 12,755 Square Feet of Retail

Access to the site is being proposed through five (5) driveways with two (2) driveways serving the residential portion of the project and three (3) driveways serving the commercial/retail portion. Access to the projects site is being proposed as follows:

Residential

- One (1) ingress/egress driveway along NE 3rd Avenue (Residents Only)
- One (1) ingress/egress driveway along NE 3rd Street (Residents and Visitors)

Commercial/Retail

- Two (2) ingress/egress driveways along NE 4th Street
- One (1) ingress-only driveway along US-1

1.2 Traffic Impact Study Area

The project site is bounded by US-1/Federal Highway to the east, NE 3rd Avenue to the west, NE 3rd Street to the south and NE 4th Street to the north. Consistent with the requirements of the City of Hallandale Beach Comprehensive Plan, the study area was selected to include major intersections within 1,000 feet of the project site; the proposed study impact area for the project is bounded by NE 7th Street to the north, NE 1st Street to the south, N. Dixie Highway to the west and NE 8th Avenue to the east. Based on discussions with City of Hallandale Beach staff, the following intersections will be analyzed as part of this study:

- US-1/Federal Highway and NE 3rd Street
- NE 3rd Street and Dixie Highway/NE 1st Avenue
- NE 3rd Avenue and NE 3rd Street
- NE 3rd Avenue and NE 4th Street

The study area including the project site is presented in **Figure 1**.

Figure 1: Hallandale ArtSquare Study Area

2.0 Existing Conditions

The area surrounding the proposed project is mainly residential with some commercial developments to the north and south of the site. The study area includes two (2) signalized intersections and two (2) stop-controlled intersections. The following sections provide a brief summary of existing conditions along the major roadways and at the intersections within the study area.

US-1/Federal Highway

US-1 is a four-lane divided principal urban arterial running in a north/south direction with a posted speed limit of 35 mph. Within the limits of the study area, US-1 is designated as State Road 5 and falls under the jurisdiction of the Florida Department of Transportation (FDOT).

Dixie Highway/ NE 1st Avenue

Dixie Highway/NE 1st Avenue is a one-way pair with four (4) southbound lanes (Dixie Highway) and two (2) northbound lanes (NE 1st Avenue). The roadway is a north/south corridor divided by the Florida East Coast (FEC) railway and a posted speed limit of 35 MPH. Within the limits of the study area, Palm Avenue is designated as a County Minor Arterial.

NE 3rd Avenue

NE 3rd Avenue is a two-lane undivided local road in a north/south direction. Within the limits of the study area, NE 3rd Avenue is designated as a City local road. There are no posted speed limit signs along NE 3rd Avenue within the limits of the study area.

NE 3rd Street

NE 3rd Street is a two-lane undivided local road in an east/west direction. Within the limits of the study area, NE 3rd Street is designated as a City local road. There are no posted speed limit signs along NE 3rd Street within the limits of the study area.

NE 4th Street

NE 4th Street is a two-lane undivided local road in a north/south direction. Within the limits of the study area, NE 4th Street is designated as a City local road. There are no posted speed limit signs along NE 4th Street within the limits of the study area.

Signalized Intersections

- US-1/Federal Highway and NE 3rd Street
- NE 3rd Street and Dixie Highway/NE 1st Avenue

2.1 Existing Bicycle and Pedestrian Facilities

A review of the existing pedestrian and bicycle facilities was completed within the limits of the study area. There are sidewalks and bicycle lanes provided along both sides of US-1 within the limits the study area.

2.2 Existing Transit

There are currently three (3) transit routes serving the study area provided by Broward County Transit: Route 1, Route 1 Breeze, and Route 5. Route 1 and Route 1 Breeze run along US-1 and have an existing average headway of 17 minutes and 30 minutes respectively. Route 5 runs along Pembroke Road and US-1 with an average headway of 30 minutes.

3.0 Data Collection

Twenty-four (24) hour bi-directional hose counts were collected on Tuesday, September 9th, 2014 along US-1 approximately 100 feet south of NE 3rd Street. The purpose of the bi-directional counts is to determine the morning and afternoon peak periods in the vicinity of the project site. Based on the results of the bi-directional counts, the morning and afternoon peak periods were determined to be 7:45 AM to 9:45 AM and 4:15 PM to 6:15 PM respectively.

Four-hour Turning Movement Counts (TMCs) were collected on Thursday, September 11, 2014 during the identified morning and afternoon peak periods at the following intersections:

- US-1/Federal Highway and NE 3rd Street
- NE 3rd Street and Dixie Highway/NE 1st Avenue
- NE 3rd Avenue and NE 3rd Street
- NE 3rd Avenue and NE 4th Street

The raw TMCs were adjusted using Peak Season Adjustment Factors of 1.07 based on information from the *FDOT Traffic Online* website. The adjusted turning movement counts are presented in **Figure 2** and **Figure 3** and the raw TMCs are provided in **Appendix A**.

3.2 Signal Timing

Existing signal timing for the signalized intersections within the study area was obtained from Broward County Traffic Engineering Division and is included in **Appendix B**.

Figure 2: AM Peak Existing Traffic

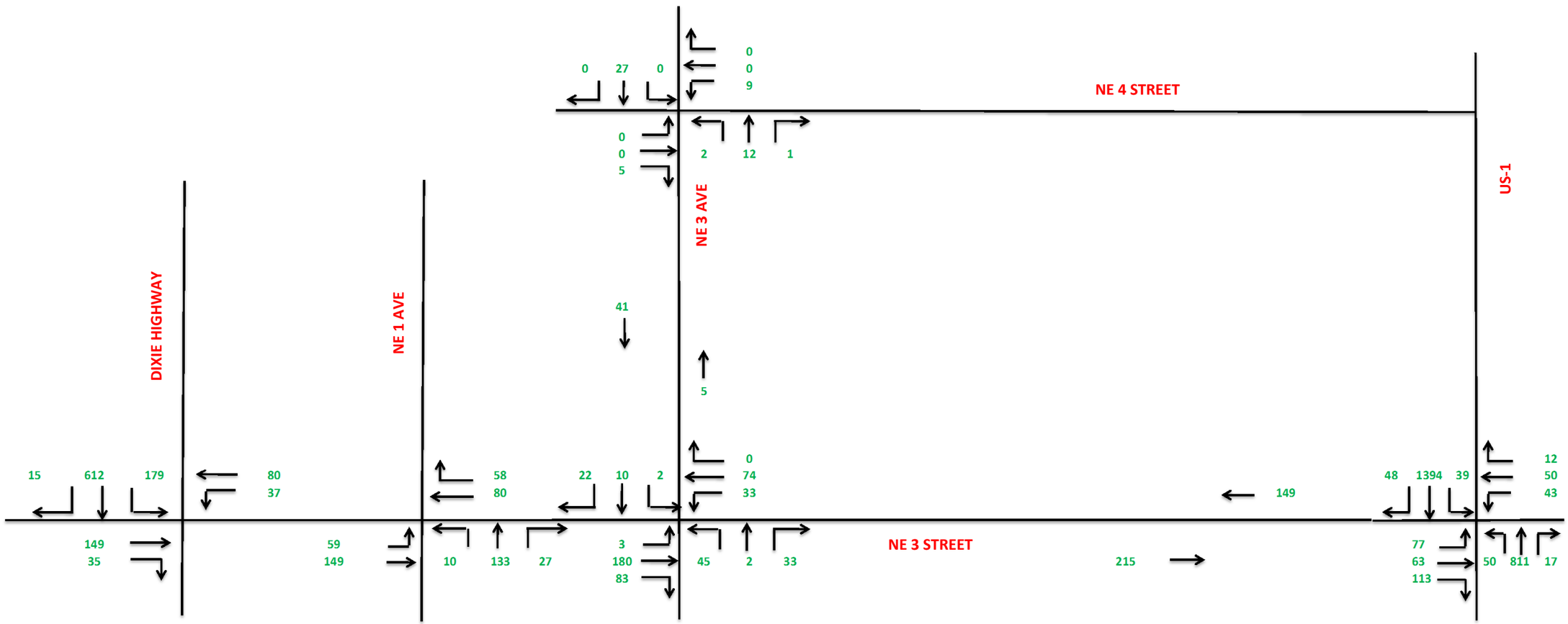
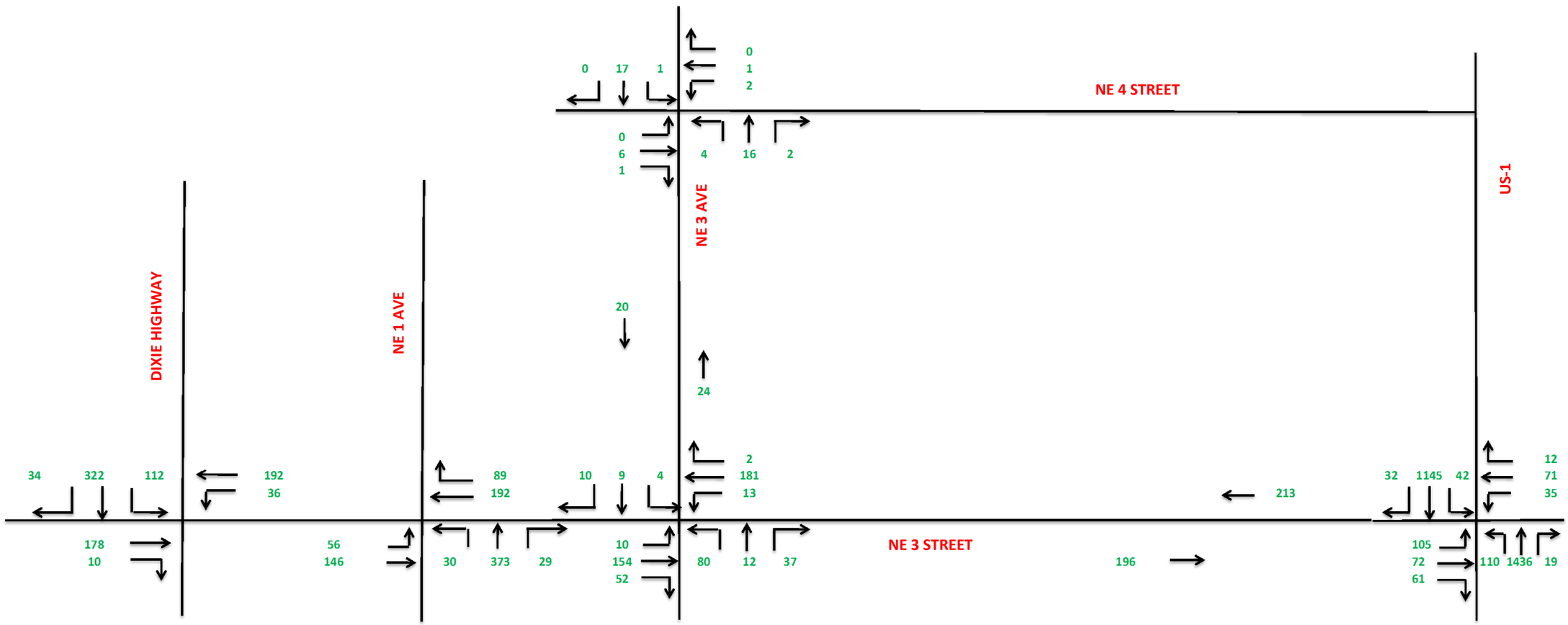


Figure 3: PM Peak Existing Traffic



3.3 Existing Conditions Intersection Analysis

An analysis of existing conditions was performed for the AM and PM peak hours for the selected intersections within the study area. The analysis was performed using *Synchro* Traffic Analysis software (version 8.0) based on methodologies outlined in the 2010 Highway Capacity Manual. It should be noted that the intersections of NE 1st Avenue and NE 3rd Street and Dixie Highway and NE 3rd Street operate as one intersection and are governed by one (1) signal controller; however, for the purpose of this analysis the intersections were analyzed separately.

Under existing conditions, the analysis revealed that all the intersections within the study area operate at an acceptable Level of Service (LOS E or better). The results of the analysis under existing conditions are summarized in **Table 1** and the Synchro Summary Sheets are provided in **Appendix C**.

Table 1: Existing Conditions Intersection Analysis Summary

.Intersection	LOS/DELAY*					LOS/ICU
	EB	WB	NB	SB	Overall	
AM						
US-1 and NE 3rd Street	C/32.3	C/27.2	A/6.1	A/8.3	B/10.6	
NE 3rd Avenue and NE 3rd Street						A/41.7%
NE 3rd Avenue and NE 4th Street						A/17.2%
NE 1st Avenue and NE 3rd Street	C/20.1	B/10.9	A/6.7		B/13.2	
Dixie Highway and NE 3rd Street	B/16.3	A/9.5		A/7.8	A/9.4	
PM						
US-1 and NE 3rd Street	C/30.7	C/27.3	A/8.9	A/7.0	B/10.5	
NE 3rd Avenue and NE 3rd Street						A/35%
NE 3rd Avenue and NE 4th Street						A/13.3%
NE 1st Avenue and NE 3rd Street	B/15.9	B/13.7	A/8.1		B/11.6	
Dixie Highway and NE 3rd Street	B/17.3	B/10.8		A/7.3	B/10.3	

**Delay in Seconds*

4.0 Future Conditions

4.1 Trend Analysis

A trend analysis was performed using historical AADT volumes from the available FDOT traffic volume count stations within the traffic impact area. The trend analysis was performed to develop a suitable growth rate to forecast traffic volumes under future conditions. An area-wide growth rate was derived by averaging the respective growth rates generated from the different count stations. The analysis yielded an area-wide growth rate of -0.65% which would indicate a reduction in traffic volumes; however, to be conservative an annual growth rate of +0.5% will be used for the analysis. The results of the trend analysis are summarized in **Table 2** and are presented in **Appendix D**.

Table 2: Trend Analysis

Roadway Name	Location	Station No.	Annual Historic Growth Rate
Hallandale Beach Blvd	W. of US-1	0590	0.20%
US-1	S. of Pembroke Road	5028	0.10%
Dixie Highway	S. of Hallandale Beach Blvd	7719	0.90%
NE 1 Avenue	S. of Pembroke Road	9634	-3.80%
Average Area Growth Rate		**-0.65%**	
Rounded Growth Rate		**-0.70%**	
Growth Rate Utilized		**0.5%**	

4.2 Background Traffic

Background traffic for the project build-out year was calculated by applying an annual growth rate to the seasonally adjusted 2014 traffic counts to forecast the existing traffic to the year 2017. Based on the results of the trend analysis, a growth rate of +0.5 percent (%) was used within the entire traffic impact area. The projected future traffic volumes are presented in **Figure 4** and **Figure 5** and the volume development worksheets are presented in **Appendix E**.

Figure 4: AM Peak Background Traffic

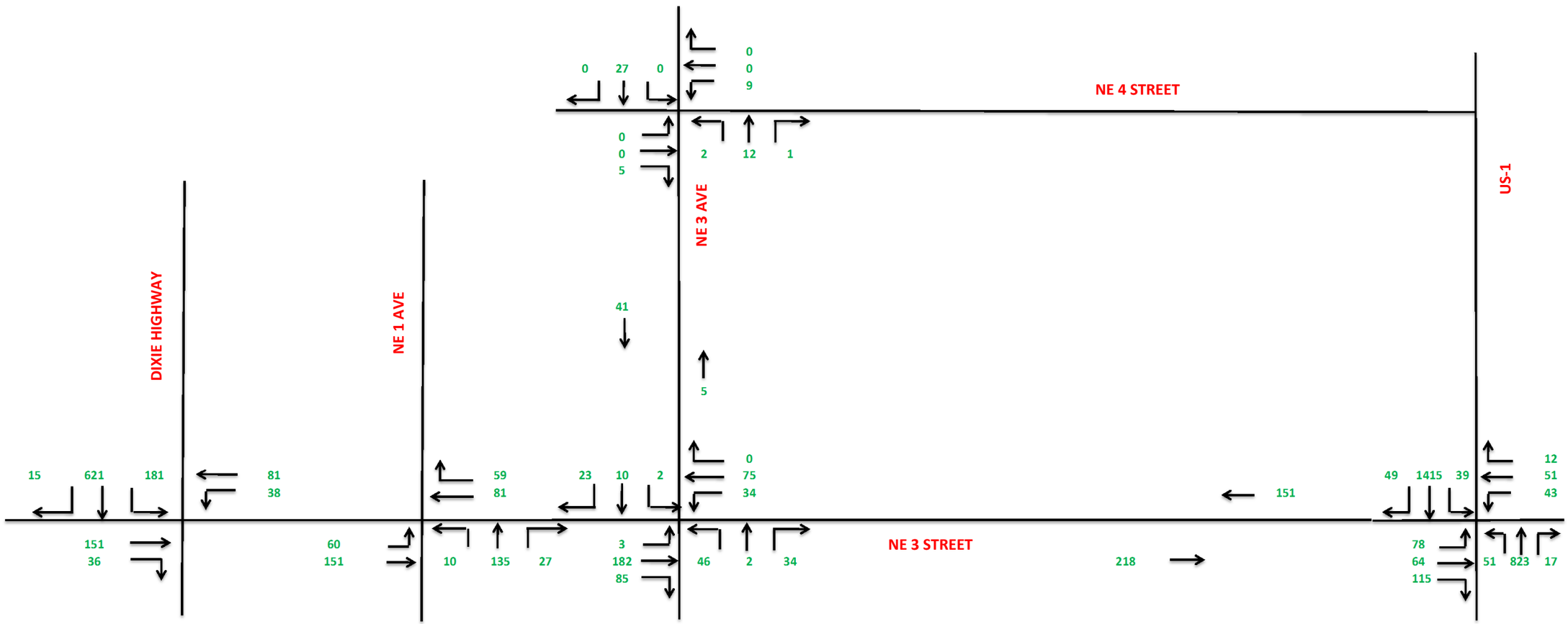
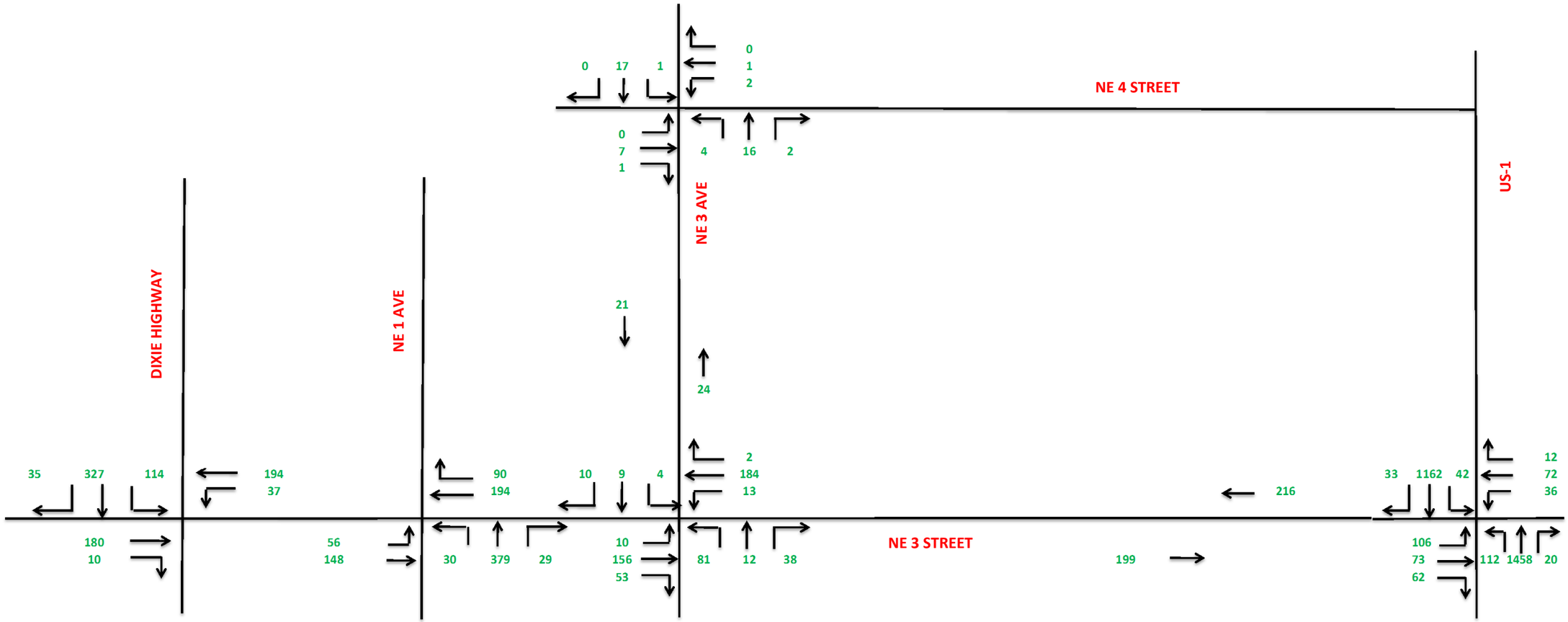


Figure 5: PM Peak Bacground Traffic



4.2.2 Intersection Analysis-Background Traffic

The Level of Service analysis for the selected intersections was performed using *Synchro* Traffic Analysis software (version 8.0) based on methodologies outlined in the 2010 Highway Capacity Manual. It should be noted that the intersections of NE 1st Avenue and NE 3rd Street and Dixie Highway and NE 3rd Street operate as one intersection and are governed by one (1) signal controller; however, for the purpose of this analysis the intersections were analyzed separately.

Under Future Background Traffic conditions, the analysis revealed that all the intersections within the study area operate at an acceptable Level of Service (LOS E or better). The results of the analysis for the forecasted 2017 background traffic are summarized in **Table 3** and the Synchro Summary Sheets are provided in **Appendix C**.

Table 3: Background Traffic Intersection Analysis Summary

Intersection	LOS/DELAY*					LOS/ICU
	EB	WB	NB	SB	Overall	
AM						
US-1 and NE 3rd Street	C/32.9	C/27.1	A/6.3	A/8.6	B/10.8	
NE 3rd Avenue and NE 3rd Street						A/42.2%
NE 3rd Avenue and NE 4th Street						A/17.2%
NE 1st Avenue and NE 3rd Street	C/20.2	B/10.9	A/6.7		B/13.3	
Dixie Highway and NE 3rd Street	B/16.3	A/9.5		A/7.9	A/9.5	
PM						
US-1 and NE 3rd Street	C/30.8	C/27.4	A/9.2	A/7.1	B/10.7	
NE 3rd Avenue and NE 3rd Street						A/35.3%
NE 3rd Avenue and NE 4th Street						A/13.3%
NE 1st Avenue and NE 3rd Street	B/15.9	B/13.8	A/8.2		B/11.6	
Dixie Highway and NE 3rd Street	B/17.4	B/10.9		A/7.3	B/10.4	

**Delay in Seconds*

4.3 Project Trip Generation

The estimated project traffic volumes were developed using trip generation rates for AM and PM peak periods on a typical weekday based on values from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (9th Edition). An internal capture of 10% was calculated and applied to the PM peak period to account trips between land-uses onsite. The internal capture was calculated based on procedures outlined in the ITE *Trip Generation Manual* (9th Edition) and is presented in **Appendix F**. The trip generation analysis is presented in **Table 4**.

Table 4: Trip Generation

ITE Code	Description	Unit	Intensity	Rate/Equation	Trips	Internal Capture	Net Trips	Entering %	Exiting %	Entering	Exiting
AM Peak											
221	Low-Rise Apartment	Dwelling Units	90	Ln(T)=0.82*Ln(X)+0.23	50		50	21%	79%	10	40
223	Midrise Apartment	Dwelling Units	268	T=0.41(X) - 13.06	97		97	31%	69%	30	67
Total Residential					***147***		***147***	***27%***	***73%***	***40***	***107***
820	Shopping Center	1,000 SF	12.755	Ln(T)=0.61*Ln(X) + 2.24	44		44	62%	38%	28	16
Total Site Trips					**192**		192	**36%**	**64%**	**68**	**123**
PM Peak											
221	Low-Rise Apartment	Dwelling Units	90	Ln(T)=0.88*Ln(X)+0.16	62	10%	55	65%	35%	36	19
223	Midrise Apartment	Dwelling Units	268	T=0.48(X) - 11.07	118		106	58%	42%	61	44
Total Residential					***179***		161	***60%***	***40%***	97	64
820	Shopping Center	1,000 SF	12.755	Ln(T)=0.67*Ln(X) + 3.31	151		136	48%	52%	65	71
Total Site Trips					**330**		297	**55%**	**45%**	**163**	**134**

4.4 Trip Distribution and Assignment

The trip distribution of the project's traffic was estimated based on the surrounding roadway network characteristics, current entering and exiting traffic volume ratios, and existing land use patterns. The trip distribution, AM peak trip assignment and PM peak trip assignment are presented in **Figure 6**, **Figure 7** and **Figure 8** respectively.

Figure 6: Trip Distribution

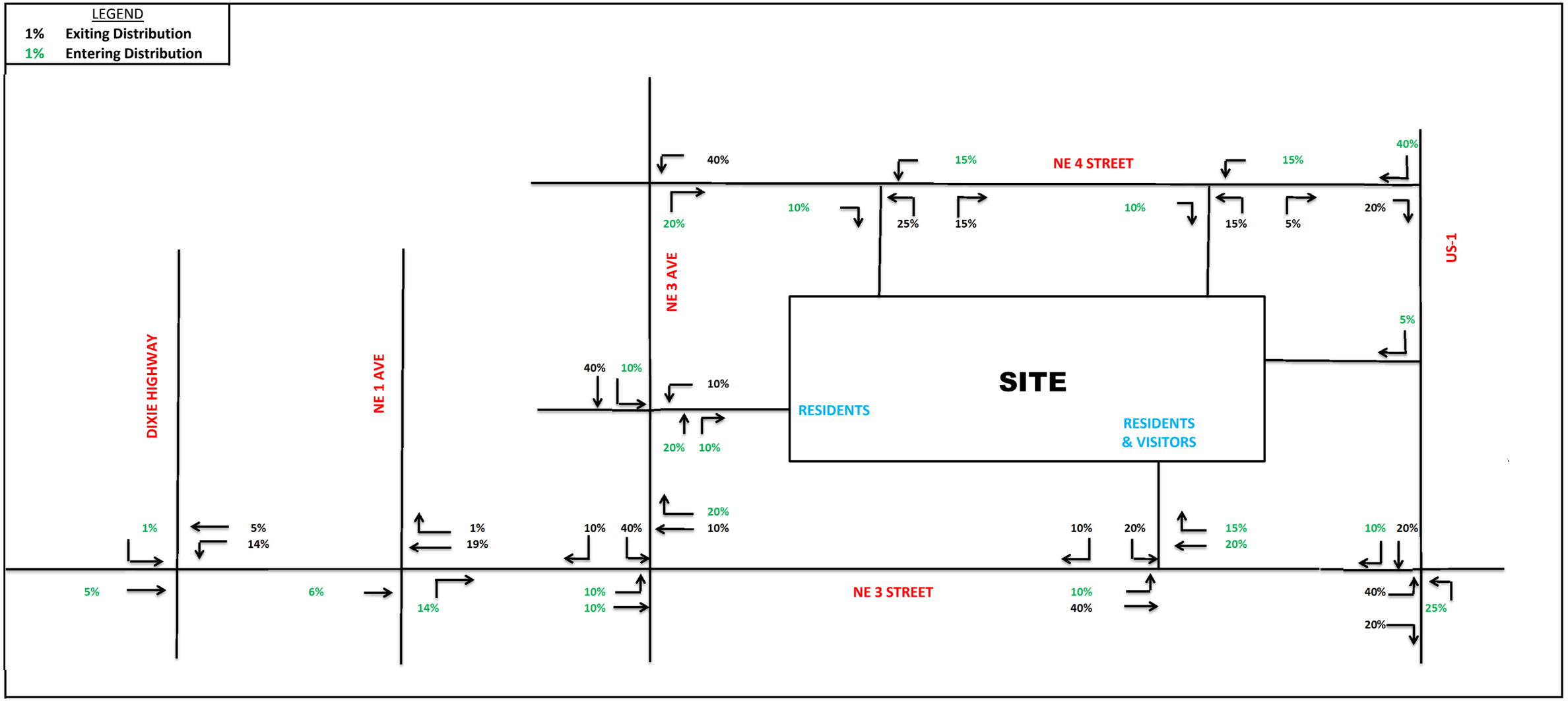


Figure 7: AM Peak Trip Assignment

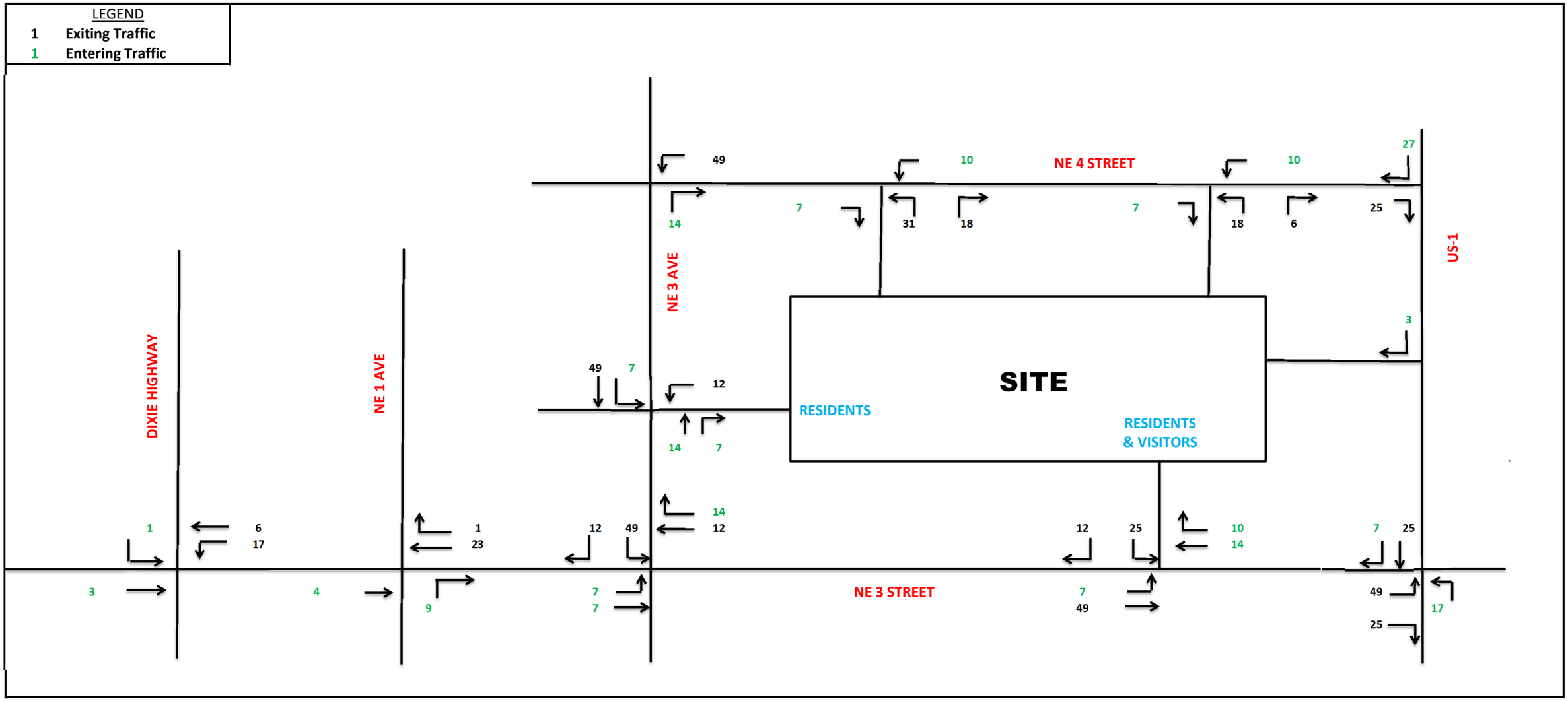
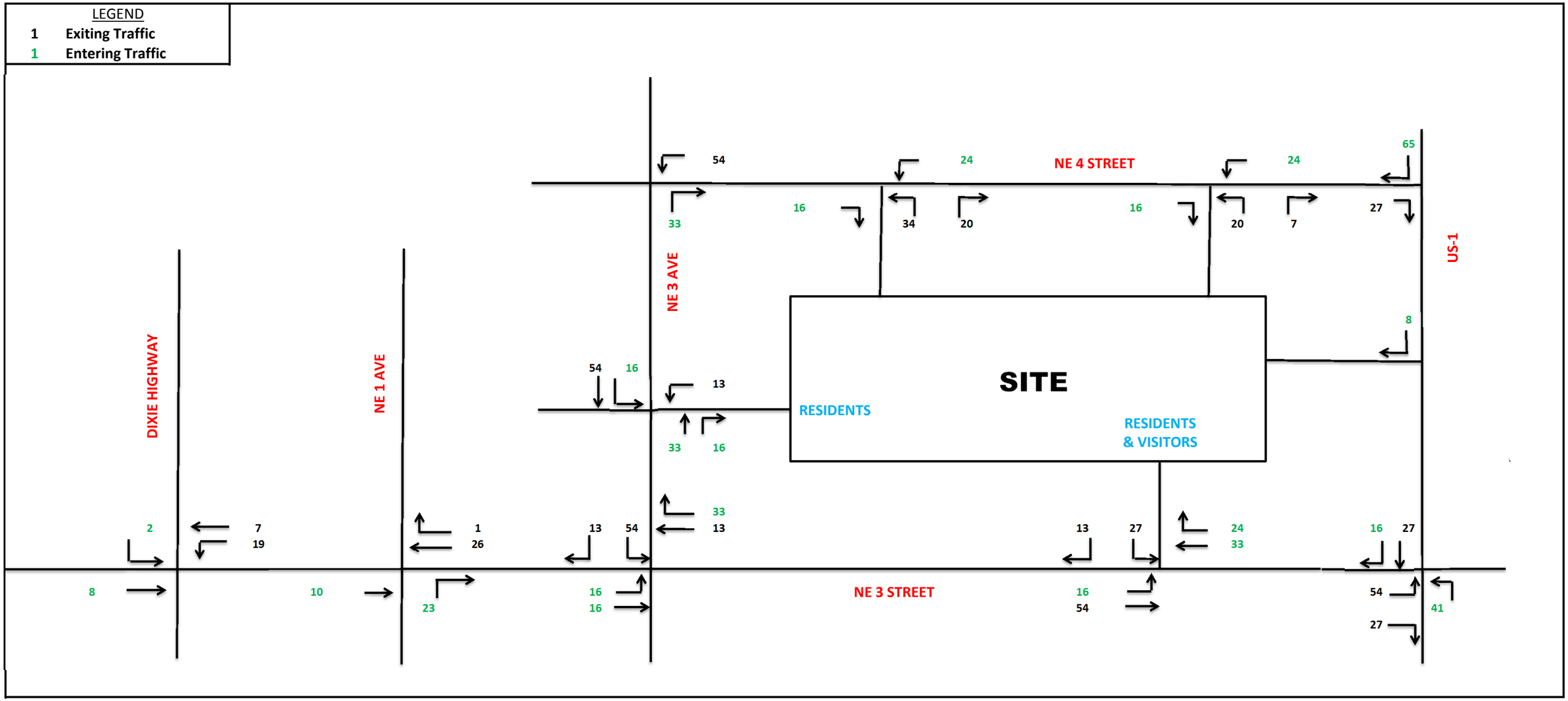


Figure 8: PM Peak Trip Assignment



4.5 Total Traffic

Total Future traffic volumes were developed by adding the trips generated from the project to the forecasted background traffic volumes; the projected total traffic volumes are presented in **Figure 9** and **Figure 10** and the volume development worksheets are presented in **Appendix E**.

Figure 9: AM Peak Total Traffic

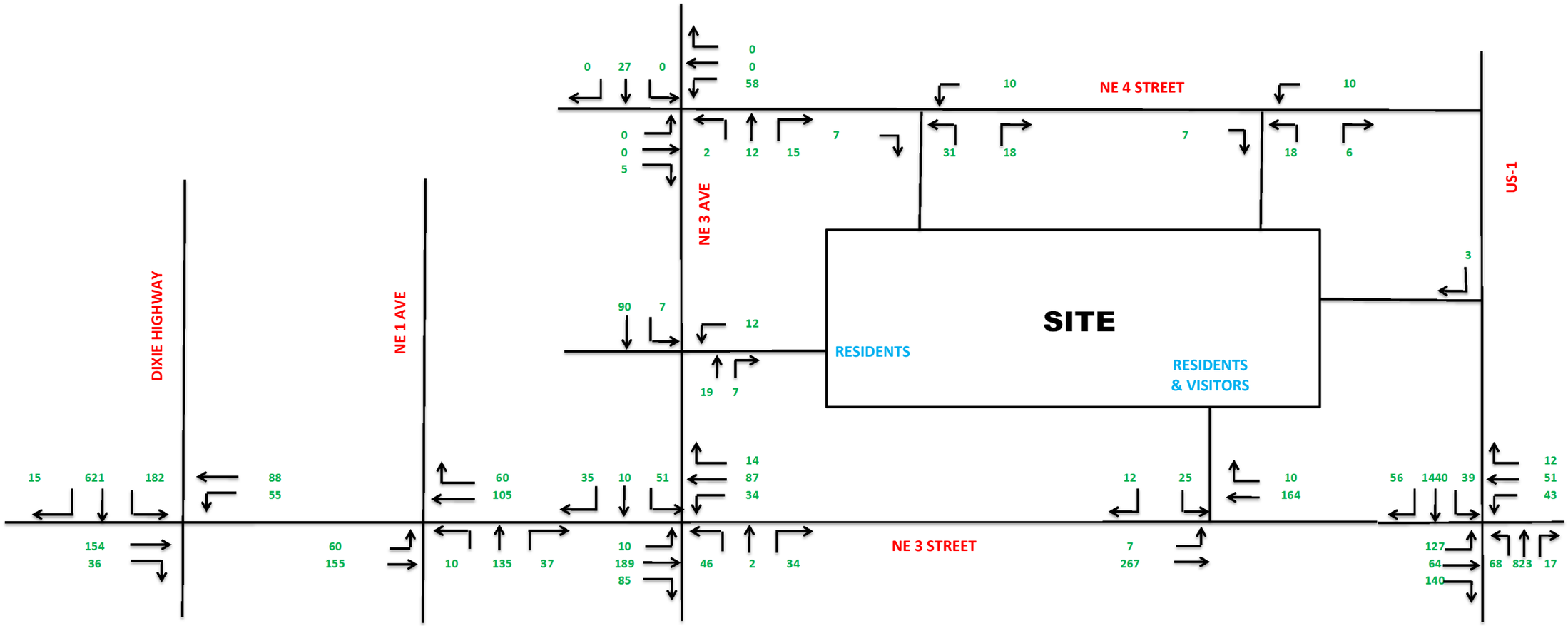
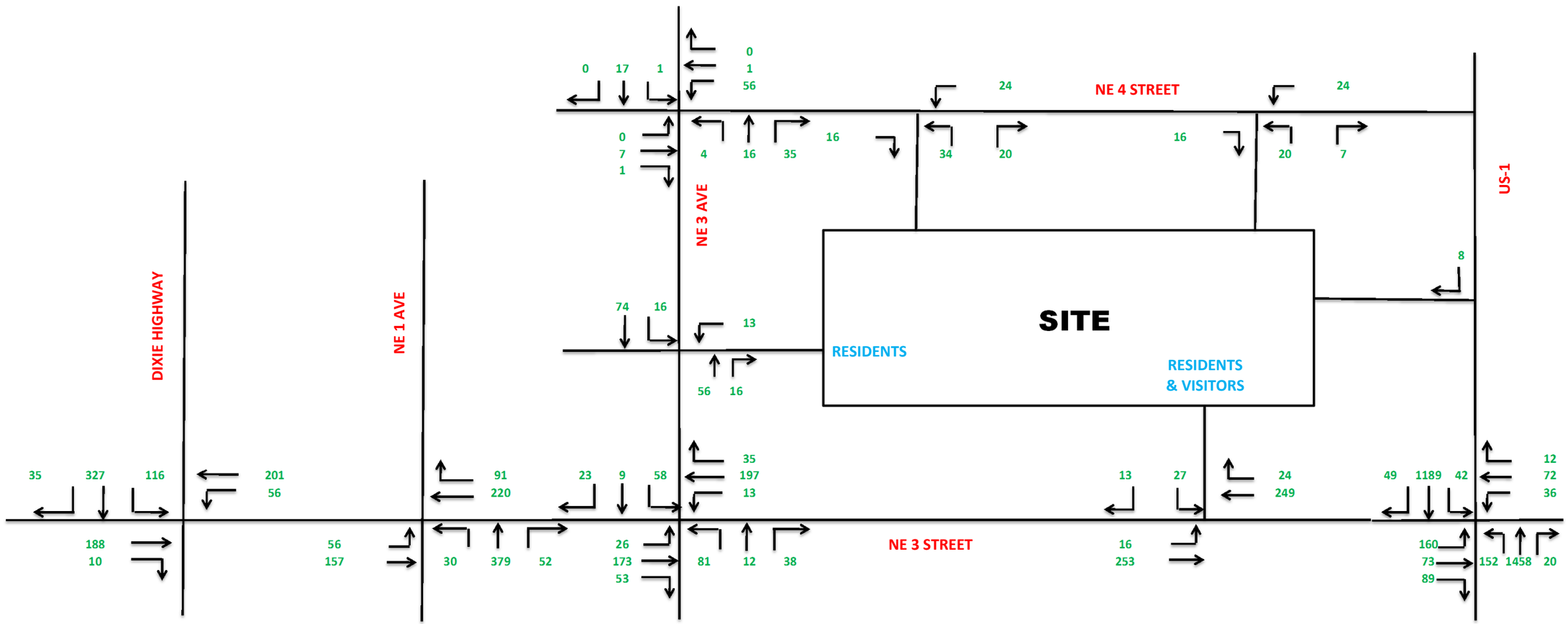


Figure 10: PM Peak Total Traffic



4.5.2 Total Traffic Intersection Analysis

The Level of Service analysis under Future Total Traffic conditions for the selected intersections was performed using *Synchro* Traffic Analysis software (version 8.0) based on methodologies outlined in the 2010 Highway Capacity Manual. Based on discussions with the City's traffic consultant, the proposed access driveways were also evaluated as part of this analysis. It should be noted that the intersections of NE 1st Avenue and NE 3rd Street and Dixie Highway and NE 3rd Street operate as one intersection and are governed by one (1) signal controller; however, for the purpose of this analysis the intersections were analyzed separately.

Under Future Total Traffic conditions, the analysis revealed that all the intersections within the study area will operate at an acceptable Level of Service (LOS E or better). The results of the analysis for the forecasted 2017 total traffic are summarized in **Table 3** and the Synchro Summary Sheets are provided in **Appendix C**.

Table 5: Total Traffic Intersection Analysis Summary

Intersection	LOS/DELAY*					LOS/ICU
	EB	WB	NB	SB	Overall	
AM						
US-1 and NE 3rd Street	D/37.0	C/26.9	A/8.0	A/9.5	B/12.8	
Resident Only Driveway and NE 3rd Avenue						A/20.5%
NE 3rd Avenue and NE 3rd Street						A/35.0%
NE 3rd Avenue and NE 4th Street						A/19.9%
NE 1st Avenue and NE 3rd Street	C/20.4	B/11.7	A/6.7		B/13.4	
Dixie Highway and NE 3rd Street	B/16.3	B/10.3		A/8.0	A/9.7	
Resident/Visitor Driveway and NE 3rd Street						A/6.7%
US-1 and East Commercial Driveway						A/6.7%
NW Commercial Driveway and NE 4th Street						A/17.2%
NE Commercial Driveway and NE 4th Street						A/17.2%
PM						
US-1 and NE 3rd Street	C/33.6	C/26.0	B/13.8	A/8.6	B/14.2	
Resident Only Driveway and NE 3rd Avenue						A/21.4%
NE 3rd Avenue and NE 3rd Street						A/36.8%
NE 3rd Avenue and NE 4th Street						A/21.3%
NE 1st Avenue and NE 3rd Street	B/15.3	B/14.1	A/8.5		B/11.8	
Dixie Highway and NE 3rd Street	B/17.0	B/11.8		A/7.7	B/10.8	
Resident/Visitor Driveway and NE 3rd Street						A/6.7%
US-1 and East Commercial Driveway						A/6.7%
NW Commercial Driveway and NE 4th Street						A/18.0%
NE Commercial Driveway and NE 4th Street						A/18.0%

**Delay in Seconds*

5.0 Queuing Analysis

As previously stated, ingress and egress movements for the project site will be accomplished through five (5) access driveways, of which two (2) will have gated access and will serve the residential portion of the project. The proposed gated access driveways will be as follows: one (1) driveway along NE 3rd Avenue for residents only and one (1) driveway along NE 3rd Street for visitors and residents; it should be noted that residents are also provided cross-access to the residential portion of the site through the driveway in the parking garage.

A queuing analysis was performed for the gated-access driveways to determine if there is sufficient stacking to accommodate the traffic generated by the proposed project without having traffic spillback into the public right-of-way. The analysis was performed for traffic during the PM peak hour which is the critical volume and was completed independently for each driveway based on the projected traffic distribution.

The queuing analysis was performed using a single-channel waiting line model with Poisson arrivals, exponential service times and finite queues. The analysis is based on the coefficient of utilization (ρ) which is the ratio of the average arrival rate of vehicles to the average service rate. It should be noted that two (2) different service rates were utilized in this analysis to account for the different processing times at the respective gates. At the visitor gate, the service rate corresponds to the time it will take for a visitor to call a resident to gain access; at the resident-only gate, the service rate corresponds to the time it takes a resident to swipe his access card and the gate to open. A conservative service rate of 90 seconds and 30 seconds was utilized for the visitor gate and the resident-only gate respectively. The service rates utilized are based on observations for similar configurations. The proposed plans show a total of 50 feet (2 vehicles) and 180 feet (7 vehicles) of storage at the resident-only gate and the visitor gate respectively. The equations used to estimate the queue are presented below:

$$\rho = \frac{q}{NQ}$$

where,

ρ: *Coefficient of Utilization*

q: *Demand Rate (veh/hr)*

Q: *Average Service Rate (processes/hr)*

N: *Number of Service positions*

$$P(0) = \left[\sum_{n=0}^{N=1} \frac{(\frac{q}{Q})^n}{n!} + \frac{(\frac{q}{Q})^N}{N!\,(1-\rho)}\right]$$

$$E(m) = \left[\frac{\rho\left(\frac{q}{Q}\right)^N}{N!\,(1-\rho)^2}\right] P(0)$$

$$E(w) = \frac{E(m)}{q}$$

$$M = \frac{\ln P(x > M) - \ln(E(w) > 0)}{\ln(\rho)} - 1$$

where,

P(0): *Probability of no customers being in the system*

E(m): *Mean number of vehicles in the queue*

E(w): *Mean wait time in queue*

M: *Queue storage required*

n: *N-1*

The queuing analysis for the resident-only gate yielded an average queue of 1 vehicle and a 0.37% probability of having more than 2 vehicles in queue; the queuing analysis for the visitor gate yielded an average queue of 4 vehicles and a 10% probability of having more than 7 vehicles in queue. As previously mentioned, the resident-only driveway and the visitor driveway provide storage for two (2) vehicles and seven (7) vehicles respectively. The storage being provided for the proposed gated access driveways is sufficient to accommodate the traffic generated by the residential portion of the project without spillback into the public right-of-way.

The proposed site plan and queuing calculations are provided in **Appendix G**.

6.0 Conclusion and Recommendations

Calvin, Giordano and Associates was retained to complete a Traffic Impact Analysis for the development of the Hallandale ArtSquare mixed-use project located along US-1/Federal Highway (between NE 3rd Street and NE 4th Street) in Hallandale Beach, Florida.

The project has an anticipated opening year of 2017 with the following proposed land uses:

- 90 Garden Level Apartments
- 268 Mid-Rise Apartments (including 8 live/work units)
- 12,755 Square Feet of Retail

This study analyzed existing and future traffic conditions within the traffic impact area. The purpose of the analysis was to evaluate the regional impacts of the proposed project and to determine if the roadway network is adequate to accommodate the additional traffic to be generated by this project. A trip generation analysis was performed for the proposed land uses within the project site. Based on the results of the trip generation, the project is expected to generate 192 and 297 trips during the AM and PM peak periods respectively.

An intersection analysis was performed, under existing and future traffic conditions, for selected intersections within the traffic impact area. The analysis revealed that all the intersections within the study area operate and will continue to operate at an acceptable Level of Service (LOS E or better) with the addition of project traffic.

Furthermore a queuing analysis was performed to determine if the storage provided for the gated-access driveways is sufficient to accommodate the traffic generated by the project without spillback onto the public right-of-way.

The queuing analysis revealed that the storage provided at the gated-access driveways is sufficient to accommodate the traffic generated by site.

Based on the results of this study, the additional traffic to be generated by the project can be accommodated by the existing roadway network and the proposed driveways.

APPENDIX A

TRAFFIC DATA

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
SR 5/US 1 at NE 3 Street

File Name : SR 5 at NE 3 Street
Site Code : 00500302
Start Date : 9/11/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	SR 5/US 1 Southbound					NE 3 Street Westbound					SR 5/US 1 Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:45 AM	19	329	7	1	356	0	21	7	3	31	2	189	14	2	207	25	12	24	9	70	664
Total	19	329	7	1	356	0	21	7	3	31	2	189	14	2	207	25	12	24	9	70	664
08:00 AM	11	334	8	0	353	4	11	8	8	31	9	156	8	0	173	36	18	24	2	80	637
08:15 AM	9	333	11	4	357	1	4	12	1	18	2	227	15	3	247	21	19	10	5	55	677
08:30 AM	6	307	10	1	324	6	11	13	2	32	3	186	10	2	201	24	10	14	8	56	613
08:45 AM	9	237	14	0	260	3	14	10	3	30	3	189	17	0	209	24	17	22	2	65	564
Total	35	1211	43	5	1294	14	40	43	14	111	17	758	50	5	830	105	64	70	17	256	2491
09:00 AM	4	216	9	1	230	2	11	10	6	29	0	186	20	1	207	10	10	13	6	39	505
09:15 AM	4	246	11	1	262	2	5	4	7	18	4	217	18	3	242	18	11	11	7	47	569
09:30 AM	4	260	10	0	274	3	12	5	1	21	1	188	16	1	206	17	11	6	9	43	544
*** BREAK ***																					
Total	12	722	30	2	766	7	28	19	14	68	5	591	54	5	655	45	32	30	22	129	1618
*** BREAK ***																					
04:15 PM	5	212	12	0	229	4	14	8	2	28	1	304	26	0	331	29	9	18	9	65	653
04:30 PM	12	278	12	3	305	5	12	13	5	35	2	355	24	2	383	7	12	21	12	52	775
04:45 PM	8	239	8	4	259	2	13	6	6	27	4	324	31	1	360	23	12	11	12	58	704
Total	25	729	32	7	793	11	39	27	13	90	7	983	81	3	1074	59	33	50	33	175	2132
05:00 PM	2	260	10	2	274	3	15	9	6	33	7	340	25	0	372	13	13	22	10	58	737
05:15 PM	9	247	7	0	263	2	22	8	1	33	3	336	38	1	378	18	15	19	5	57	731
05:30 PM	12	262	18	3	295	4	13	9	8	34	5	331	26	1	363	15	18	31	9	73	765
05:45 PM	7	301	4	0	312	2	16	7	6	31	3	335	14	3	355	11	21	26	5	63	761
Total	30	1070	39	5	1144	11	66	33	21	131	18	1342	103	5	1468	57	67	98	29	251	2994
06:00 PM	8	247	13	2	270	5	11	0	7	23	9	343	17	3	372	14	13	15	11	53	718
Grand Total	129	4308	164	22	4623	48	205	129	72	454	58	4206	319	23	4606	305	221	287	121	934	10617
Apprch %	2.8	93.2	3.5	0.5		10.6	45.2	28.4	15.9		1.3	91.3	6.9	0.5		32.7	23.7	30.7	13		
Total %	1.2	40.6	1.5	0.2	43.5	0.5	1.9	1.2	0.7	4.3	0.5	39.6	3	0.2	43.4	2.9	2.1	2.7	1.1	8.8	
Passenger Cars	127	4240	163	22	4552	48	200	128	72	448	58	4181	319	23	4581	302	220	285	121	928	10509
% Passenger Cars																					
Heavy Vehicles	2	68	1	0	71	0	5	1	0	6	0	25	0	0	25	3	1	2	0	6	108
% Heavy Vehicles	1.6	1.6	0.6	0	1.5	0	2.4	0.8	0	1.3	0	0.6	0	0	0.5	1	0.5	0.7	0	0.6	1

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

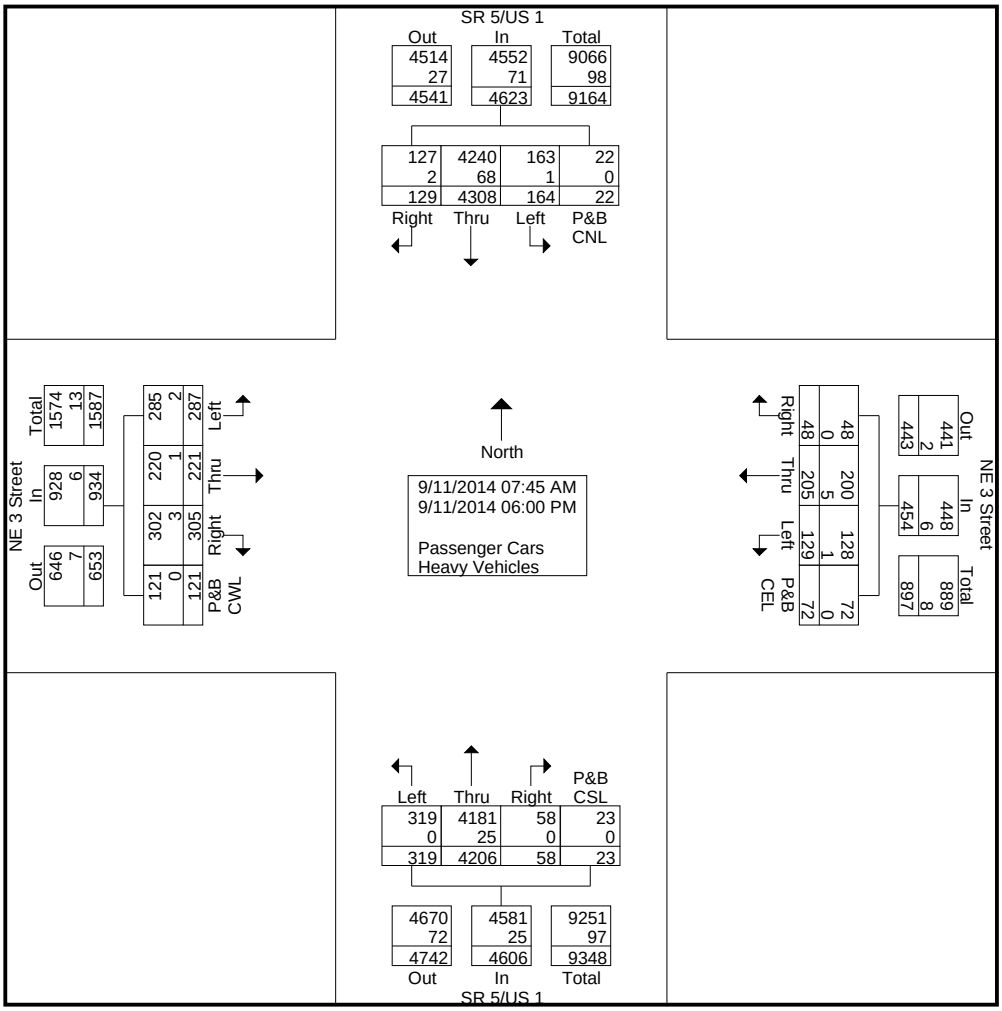
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
SR 5/US 1 at NE 3 Street

File Name : SR 5 at NE 3 Street
Site Code : 00500302
Start Date : 9/11/2014
Page No : 2



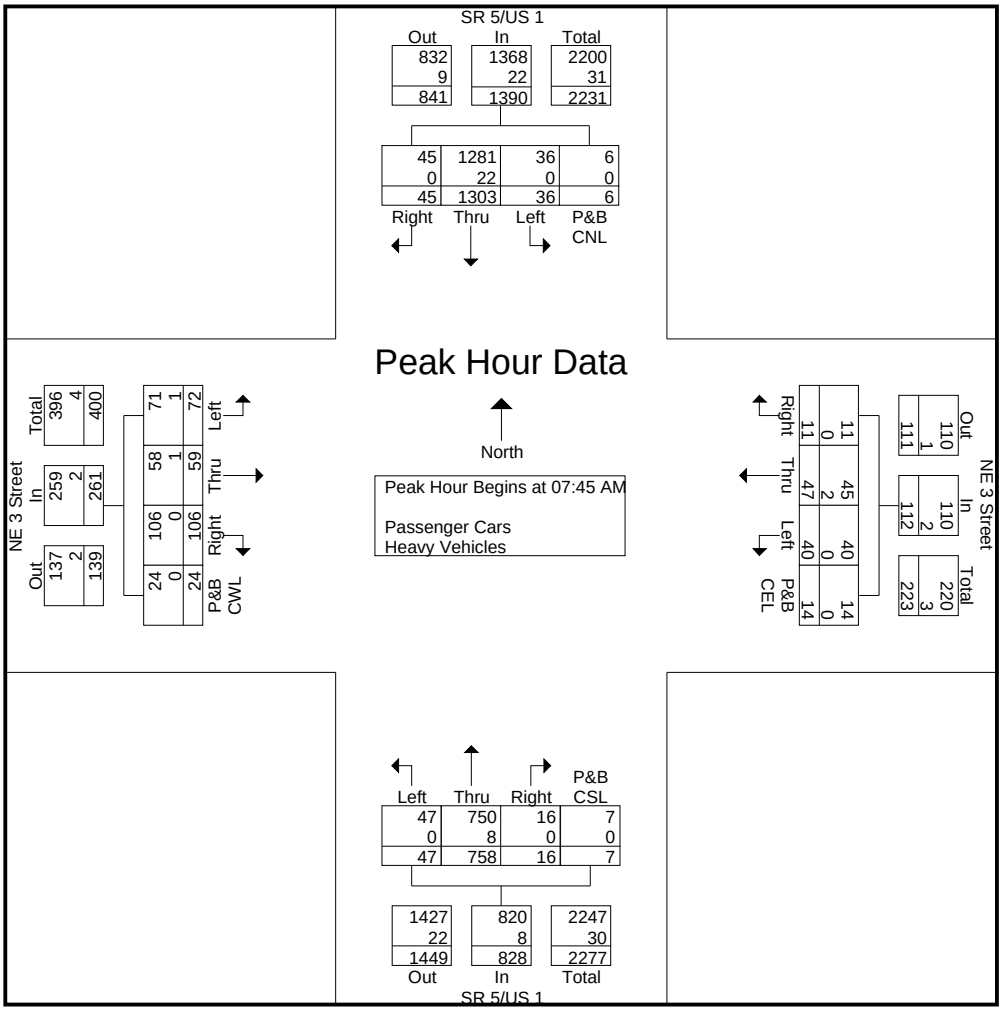
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
SR 5/US 1 at NE 3 Street

File Name : SR 5 at NE 3 Street
Site Code : 00500302
Start Date : 9/11/2014
Page No : 3

	SR 5/US 1 Southbound					NE 3 Street Westbound					SR 5/US 1 Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	19	329	7	1	356	0	21	7	3	31	2	189	14	2	207	25	12	24	9	70	664
08:00 AM	11	334	8	0	353	4	11	8	8	31	9	156	8	0	173	36	18	24	2	80	637
08:15 AM	9	333	11	4	357	1	4	12	1	18	2	227	15	3	247	21	19	10	5	55	677
08:30 AM	6	307	10	1	324	6	11	13	2	32	3	186	10	2	201	24	10	14	8	56	613
Total Volume	45	1303	36	6	1390	11	47	40	14	112	16	758	47	7	828	106	59	72	24	261	2591
% App. Total	3.2	93.7	2.6	0.4		9.8	42	35.7	12.5		1.9	91.5	5.7	0.8		40.6	22.6	27.6	9.2		
PHF	.592	.975	.818	.375	.973	.458	.560	.769	.438	.875	.444	.835	.783	.583	.838	.736	.776	.750	.667	.816	.957
Passenger Cars	45	1281	36	6	1368	11	45	40	14	110	16	750	47	7	820	106	58	71	24	259	2557
% Passenger Cars																					
Heavy Vehicles	0	22	0	0	22	0	2	0	0	2	0	8	0	0	8	0	1	1	0	2	34
% Heavy Vehicles	0	1.7	0	0	1.6	0	4.3	0	0	1.8	0	1.1	0	0	1.0	0	1.7	1.4	0	0.8	1.3



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
SR 5/US 1 at NE 3 Street

File Name : SR 5 at NE 3 Street
Site Code : 00500302
Start Date : 9/11/2014
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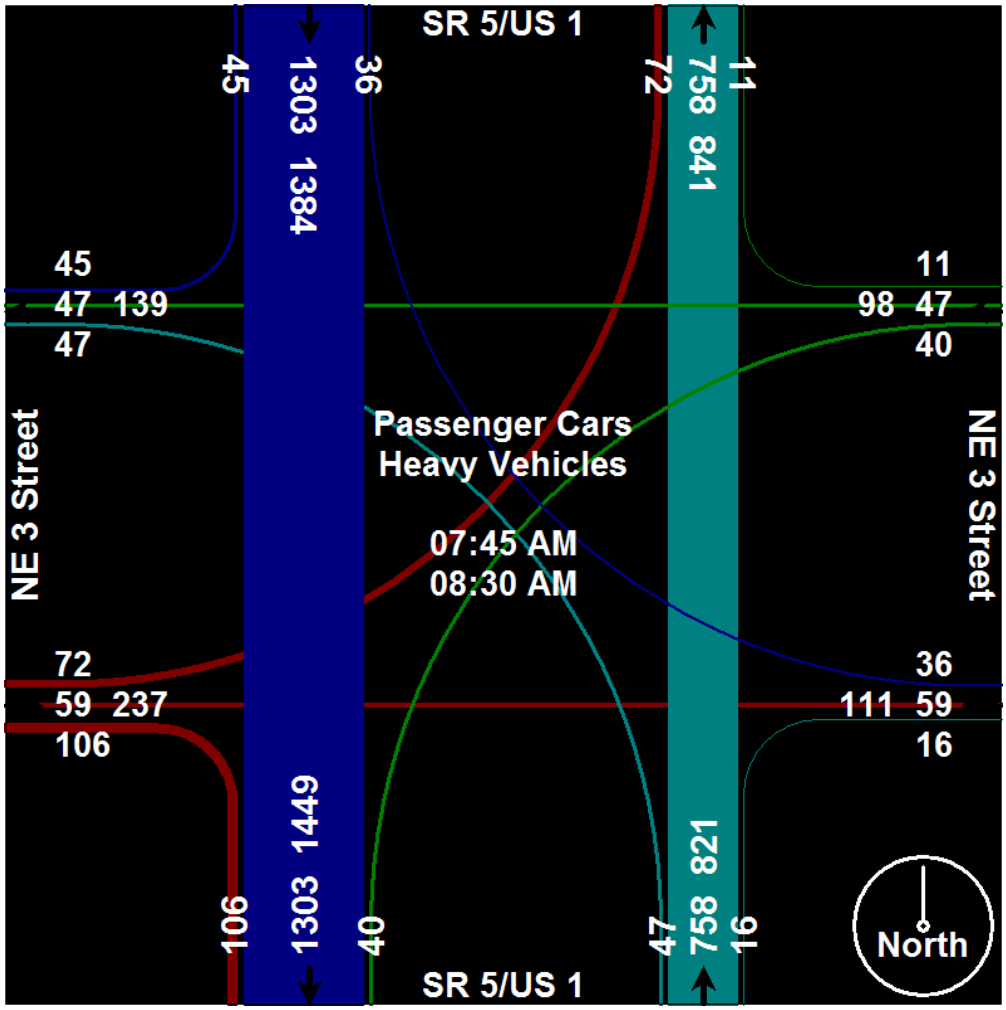


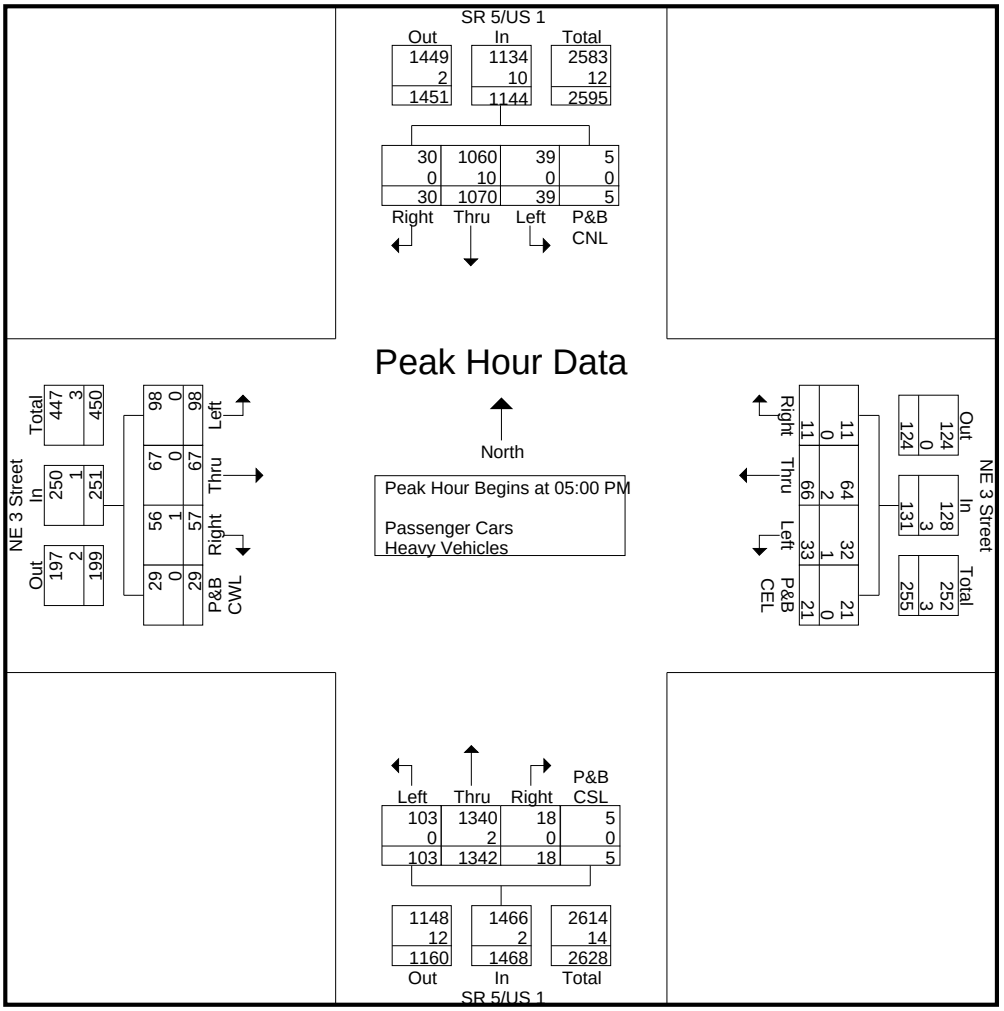
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
SR 5/US 1 at NE 3 Street

File Name : SR 5 at NE 3 Street
Site Code : 00500302
Start Date : 9/11/2014
Page No : 5

	SR 5/US 1 Southbound					NE 3 Street Westbound					SR 5/US 1 Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	260	10	2	274	3	15	9	6	33	7	340	25	0	372	13	13	22	10	58	737
05:15 PM	9	247	7	0	263	2	22	8	1	33	3	336	38	1	378	18	15	19	5	57	731
05:30 PM	12	262	18	3	295	4	13	9	8	34	5	331	26	1	363	15	18	31	9	73	765
05:45 PM	7	301	4	0	312	2	16	7	6	31	3	335	14	3	355	11	21	26	5	63	761
Total Volume	30	1070	39	5	1144	11	66	33	21	131	18	1342	103	5	1468	57	67	98	29	251	2994
% App. Total	2.6	93.5	3.4	0.4		8.4	50.4	25.2	16		1.2	91.4	7	0.3		22.7	26.7	39	11.6		
PHF	.625	.889	.542	.417	.917	.688	.750	.917	.656	.963	.643	.987	.678	.417	.971	.792	.798	.790	.725	.860	.978
Passenger Cars	30	1060	39	5	1134	11	64	32	21	128	18	1340	103	5	1466	56	67	98	29	250	2978
% Passenger Cars																					
Heavy Vehicles	0	10	0	0	10	0	2	1	0	3	0	2	0	0	2	1	0	0	0	1	16
% Heavy Vehicles	0	0.9	0	0	0.9	0	3.0	3.0	0	2.3	0	0.1	0	0	0.1	1.8	0	0	0	0.4	0.5

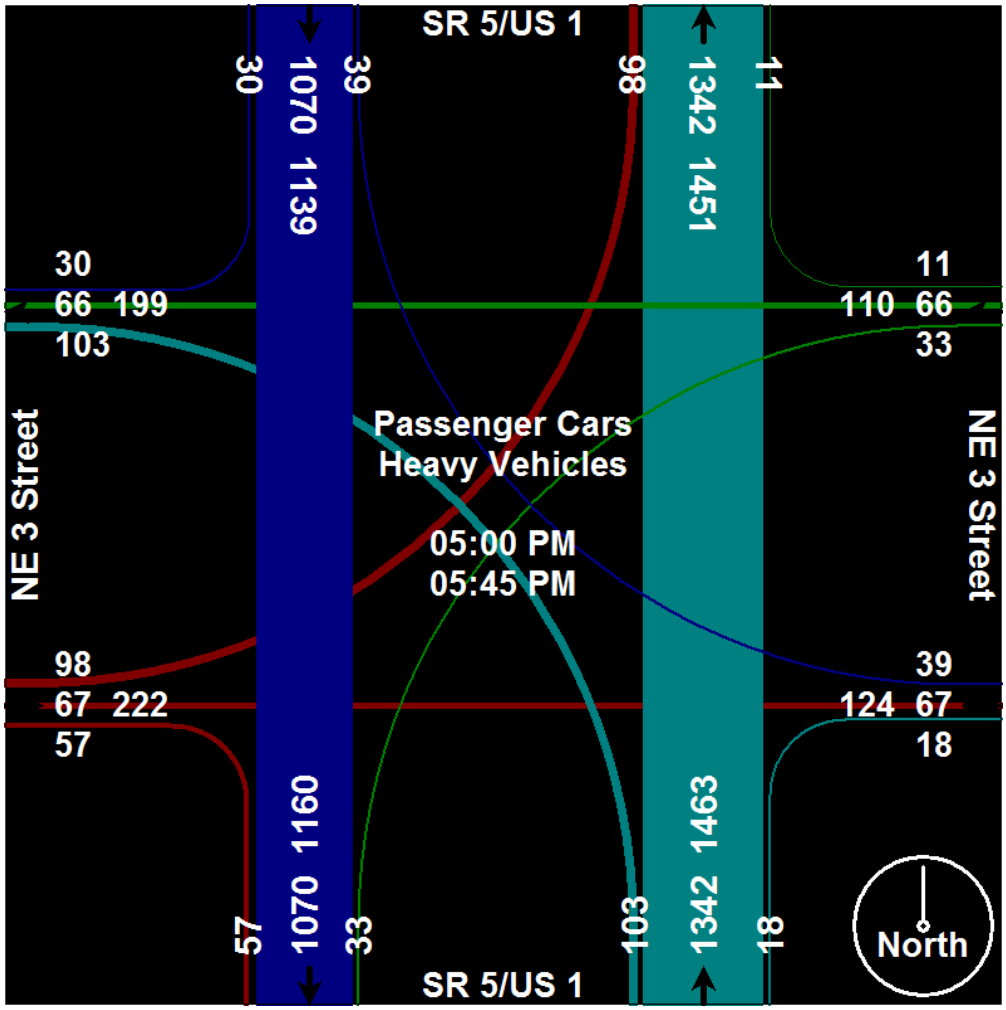


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
SR 5/US 1 at NE 3 Street

File Name : SR 5 at NE 3 Street
Site Code : 00500302
Start Date : 9/11/2014
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
SR 5/US 1 at NE 3 Street

File Name : SR 5 at NE 3 Street
Site Code : 00500302
Start Date : 9/11/2014
Page No : 1

Groups Printed- Passenger Cars

	SR 5/US 1 Southbound					NE 3 Street Westbound					SR 5/US 1 Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:45 AM	19	327	7	1	354	0	20	7	3	30	2	188	14	2	206	25	12	24	9	70	660
Total	19	327	7	1	354	0	20	7	3	30	2	188	14	2	206	25	12	24	9	70	660
08:00 AM	11	332	8	0	351	4	10	8	8	30	9	155	8	0	172	36	18	24	2	80	633
08:15 AM	9	324	11	4	348	1	4	12	1	18	2	224	15	3	244	21	19	10	5	55	665
08:30 AM	6	298	10	1	315	6	11	13	2	32	3	183	10	2	198	24	9	13	8	54	599
08:45 AM	9	232	14	0	255	3	14	10	3	30	3	188	17	0	208	24	17	22	2	65	558
Total	35	1186	43	5	1269	14	39	43	14	110	17	750	50	5	822	105	63	69	17	254	2455
09:00 AM	4	210	8	1	223	2	11	10	6	29	0	184	20	1	205	9	10	13	6	38	495
09:15 AM	3	239	11	1	254	2	5	4	7	18	4	213	18	3	238	17	11	10	7	45	555
09:30 AM	4	257	10	0	271	3	12	5	1	21	1	187	16	1	205	17	11	6	9	43	540
*** BREAK ***																					
Total	11	706	29	2	748	7	28	19	14	68	5	584	54	5	648	43	32	29	22	126	1590
*** BREAK ***																					
04:15 PM	4	203	12	0	219	4	13	8	2	27	1	301	26	0	328	29	9	18	9	65	639
04:30 PM	12	276	12	3	303	5	12	13	5	35	2	352	24	2	380	7	12	21	12	52	770
04:45 PM	8	237	8	4	257	2	13	6	6	27	4	324	31	1	360	23	12	11	12	58	702
Total	24	716	32	7	779	11	38	27	13	89	7	977	81	3	1068	59	33	50	33	175	2111
05:00 PM	2	259	10	2	273	3	15	9	6	33	7	340	25	0	372	12	13	22	10	57	735
05:15 PM	9	245	7	0	261	2	22	8	1	33	3	336	38	1	378	18	15	19	5	57	729
05:30 PM	12	257	18	3	290	4	12	8	8	32	5	330	26	1	362	15	18	31	9	73	757
05:45 PM	7	299	4	0	310	2	15	7	6	30	3	334	14	3	354	11	21	26	5	63	757
Total	30	1060	39	5	1134	11	64	32	21	128	18	1340	103	5	1466	56	67	98	29	250	2978
06:00 PM	8	245	13	2	268	5	11	0	7	23	9	342	17	3	371	14	13	15	11	53	715
Grand Total	127	4240	163	22	4552	48	200	128	72	448	58	4181	319	23	4581	302	220	285	121	928	10509
Apprch %	2.8	93.1	3.6	0.5		10.7	44.6	28.6	16.1		1.3	91.3	7	0.5		32.5	23.7	30.7	13		
Total %	1.2	40.3	1.6	0.2	43.3	0.5	1.9	1.2	0.7	4.3	0.6	39.8	3	0.2	43.6	2.9	2.1	2.7	1.2	8.8	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
SR 5/US 1 at NE 3 Street

File Name : SR 5 at NE 3 Street
Site Code : 00500302
Start Date : 9/11/2014
Page No : 1

Groups Printed- Heavy Vehicles

	SR 5/US 1 Southbound					NE 3 Street Westbound					SR 5/US 1 Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:45 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
08:00 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	12
08:30 AM	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	14
08:45 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Total	0	25	0	0	25	0	1	0	0	1	0	8	0	0	8	0	1	1	0	2	36
09:00 AM	0	6	1	0	7	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	10
09:15 AM	1	7	0	0	8	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	14
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
*** BREAK ***																					
Total	1	16	1	0	18	0	0	0	0	0	0	7	0	0	7	2	0	1	0	3	28
*** BREAK ***																					
04:15 PM	1	9	0	0	10	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	14
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	13	0	0	14	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	21
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	5	0	0	5	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	8
05:45 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	10	0	0	10	0	2	1	0	3	0	2	0	0	2	1	0	0	0	1	16
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Grand Total	2	68	1	0	71	0	5	1	0	6	0	25	0	0	25	3	1	2	0	6	108
Apprch %	2.8	95.8	1.4	0		0	83.3	16.7	0		0	100	0	0		50	16.7	33.3	0		
Total %	1.9	63	0.9	0	65.7	0	4.6	0.9	0	5.6	0	23.1	0	0	23.1	2.8	0.9	1.9	0	5.6	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 4 Street at NE 3 Avenue

File Name : NE 4 Street at NE 3 Avenue
Site Code : 00400302
Start Date : 9/11/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NE 3 Avenue Southbound					NE 4 Street Westbound					NE 3 Avenue Northbound					NE 4 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:45 AM	0	5	0	0	5	0	0	1	0	1	1	5	1	0	7	2	0	0	1	3	16
Total	0	5	0	0	5	0	0	1	0	1	1	5	1	0	7	2	0	0	1	3	16
08:00 AM	0	6	0	0	6	0	0	1	1	2	0	4	1	0	5	1	0	0	0	1	14
08:15 AM	0	11	0	0	11	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	0	3	0	0	3	0	0	5	0	5	0	2	0	0	2	2	0	0	1	3	13
08:45 AM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	2	2	7
Total	0	21	0	0	21	0	0	8	1	9	1	8	1	0	10	3	0	0	3	6	46
09:00 AM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	1	1	6
09:15 AM	0	4	0	1	5	0	0	0	1	1	1	2	0	0	3	1	0	0	0	1	10
09:30 AM	0	3	1	0	4	0	0	0	0	0	3	2	1	0	6	0	0	0	2	2	12
*** BREAK ***																					
Total	0	9	1	1	11	0	0	0	1	1	5	6	1	0	12	1	0	0	3	4	28
*** BREAK ***																					
04:15 PM	0	3	0	0	3	0	1	2	0	3	2	4	2	2	10	4	0	1	0	5	21
04:30 PM	0	4	0	0	4	0	0	0	1	1	0	2	1	1	4	1	0	0	1	2	11
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	9
Total	0	12	0	0	12	0	1	2	1	4	2	8	4	3	17	6	0	1	1	8	41
05:00 PM	0	4	1	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
05:15 PM	0	3	0	0	3	0	0	0	1	1	0	2	0	0	2	2	0	0	1	3	9
05:30 PM	0	4	0	0	4	0	0	1	1	2	0	8	1	0	9	1	0	0	1	2	17
05:45 PM	0	6	0	0	6	0	0	0	1	1	0	4	0	1	5	0	0	0	0	0	12
Total	0	17	1	0	18	0	0	1	3	4	0	21	1	1	23	3	0	0	2	5	50
06:00 PM	0	5	0	0	5	0	0	0	1	1	0	4	1	0	5	2	0	0	2	4	15
Grand Total	0	69	2	1	72	0	1	12	7	20	9	52	9	4	74	17	0	1	12	30	196
Apprch %	0	95.8	2.8	1.4		0	5	60	35		12.2	70.3	12.2	5.4		56.7	0	3.3	40		
Total %	0	35.2	1	0.5	36.7	0	0.5	6.1	3.6	10.2	4.6	26.5	4.6	2	37.8	8.7	0	0.5	6.1	15.3	
Passenger Cars	0	69	2	1	72	0	1	11	7	19	9	51	8	4	72	16	0	1	12	29	192
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	1	0	0	0	1	4
% Heavy Vehicles	0	0	0	0	0	0	0	8.3	0	5	0	1.9	11.1	0	2.7	5.9	0	0	0	3.3	2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

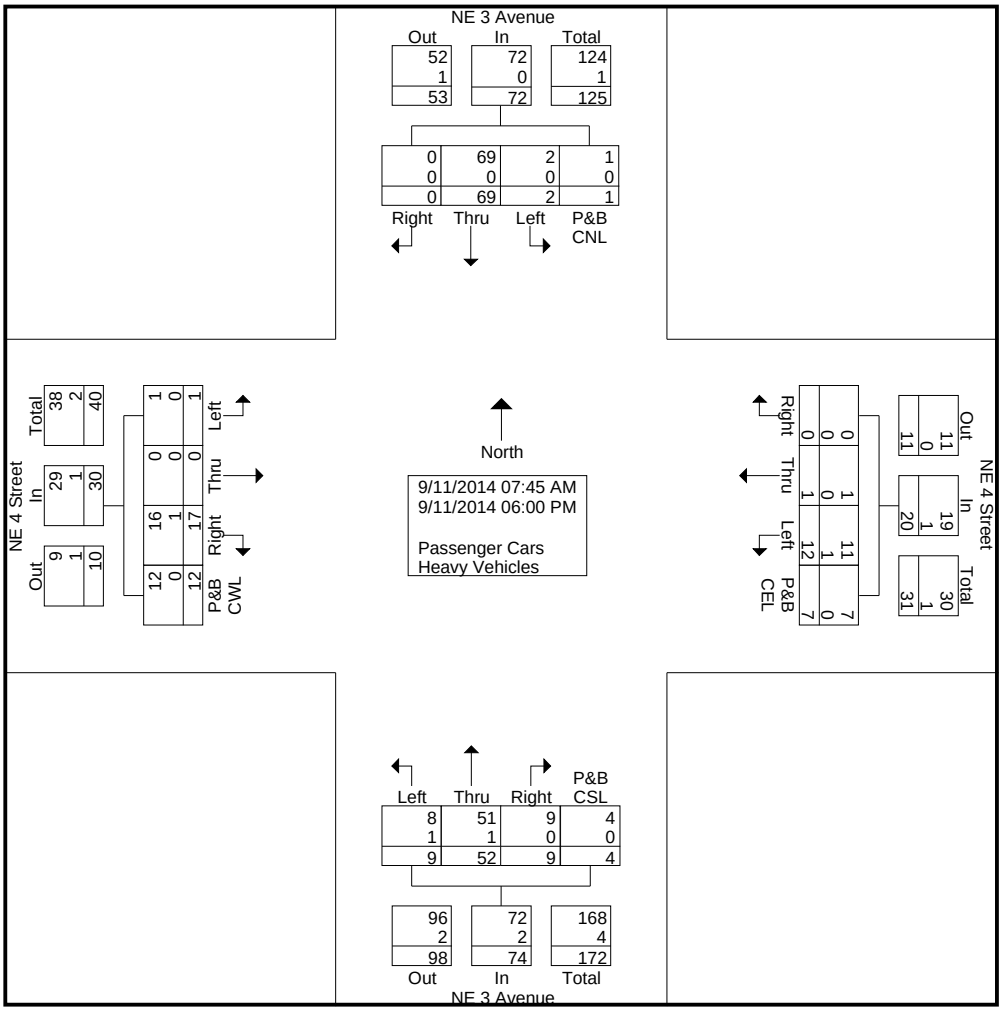
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 4 Street at NE 3 Avenue

File Name : NE 4 Street at NE 3 Avenue
Site Code : 00400302
Start Date : 9/11/2014
Page No : 2



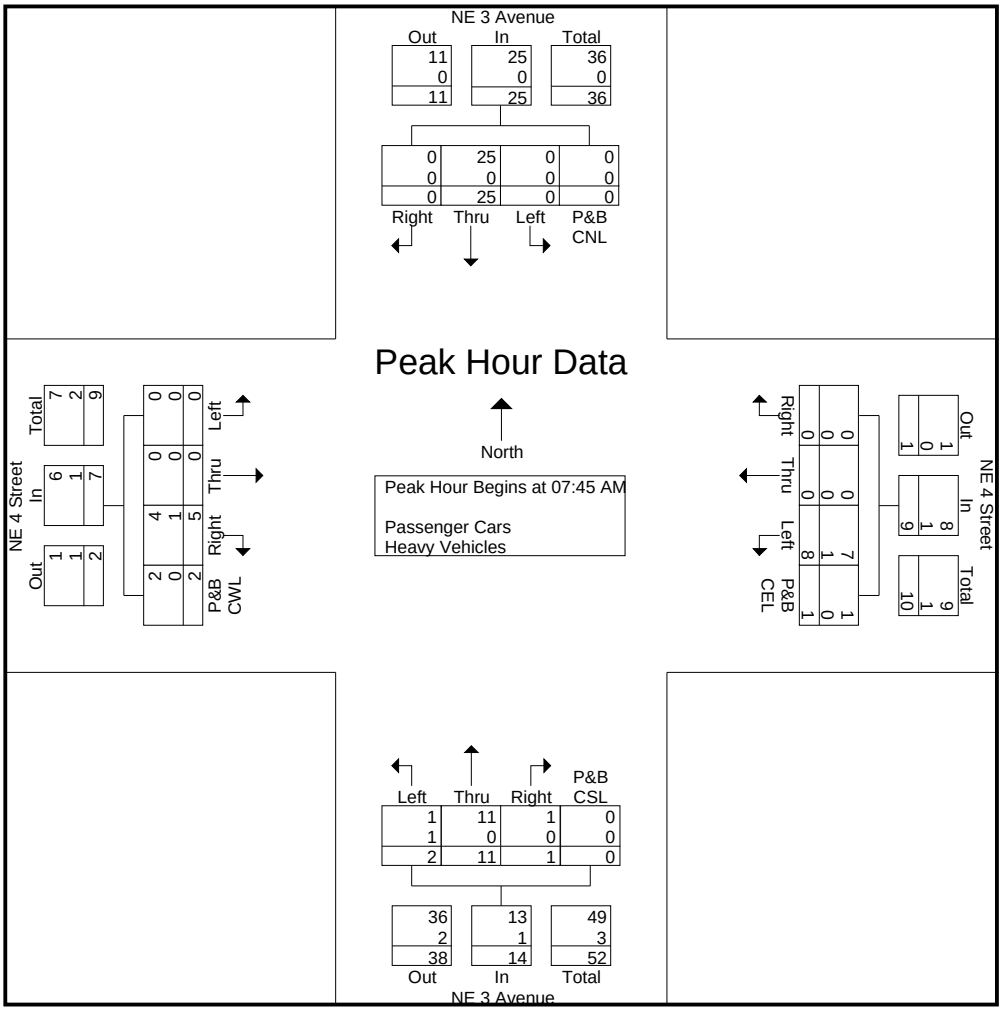
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 4 Street at NE 3 Avenue

File Name : NE 4 Street at NE 3 Avenue
Site Code : 00400302
Start Date : 9/11/2014
Page No : 3

	NE 3 Avenue Southbound					NE 4 Street Westbound					NE 3 Avenue Northbound					NE 4 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	5	0	0	5	0	0	1	0	1	1	5	1	0	7	2	0	0	1	3	16
08:00 AM	0	6	0	0	6	0	0	1	1	2	0	4	1	0	5	1	0	0	0	1	14
08:15 AM	0	11	0	0	11	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	0	3	0	0	3	0	0	5	0	5	0	2	0	0	2	2	0	0	1	3	13
Total Volume	0	25	0	0	25	0	0	8	1	9	1	11	2	0	14	5	0	0	2	7	55
% App. Total	0	100	0	0		0	0	88.9	11.1		7.1	78.6	14.3	0		71.4	0	0	28.6		
PHF	.000	.568	.000	.000	.568	.000	.000	.400	.250	.450	.250	.550	.500	.000	.500	.625	.000	.000	.500	.583	.859
Passenger Cars	0	25	0	0	25	0	0	7	1	8	1	11	1	0	13	4	0	0	2	6	52
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	3
% Heavy Vehicles	0	0	0	0	0	0	0	12.5	0	11.1	0	0	50.0	0	7.1	20.0	0	0	0	14.3	5.5

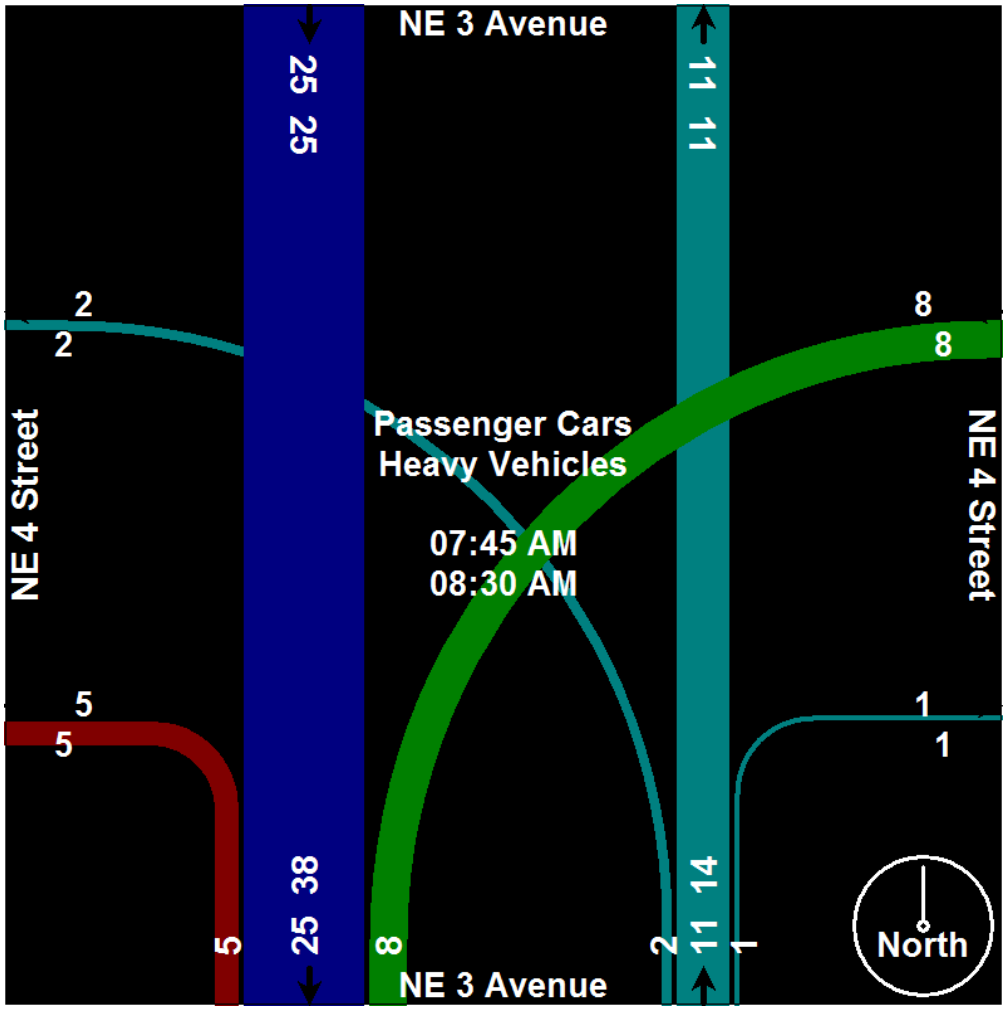


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 4 Street at NE 3 Avenue

File Name : NE 4 Street at NE 3 Avenue
Site Code : 00400302
Start Date : 9/11/2014
Page No : 4



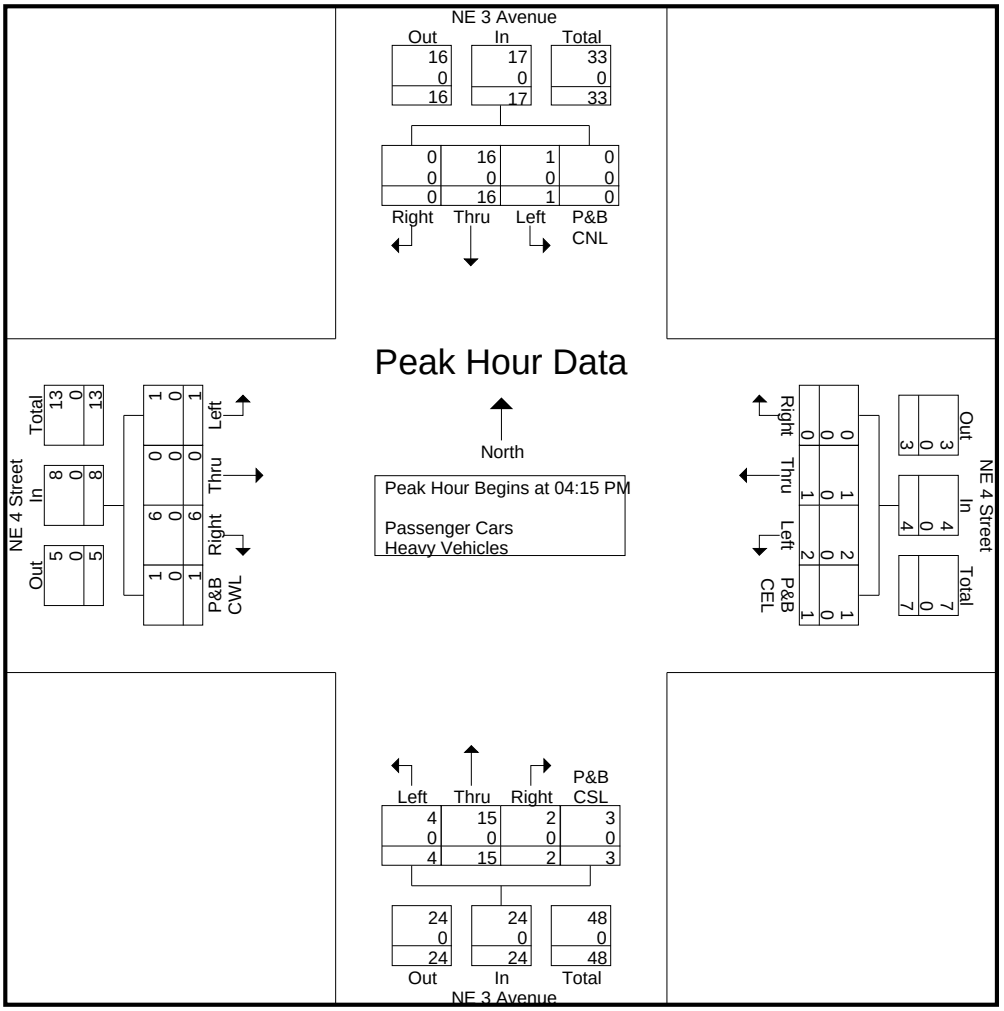
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 4 Street at NE 3 Avenue

File Name : NE 4 Street at NE 3 Avenue
Site Code : 00400302
Start Date : 9/11/2014
Page No : 5

	NE 3 Avenue Southbound					NE 4 Street Westbound					NE 3 Avenue Northbound					NE 4 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	3	0	0	3	0	1	2	0	3	2	4	2	2	10	4	0	1	0	5	21
04:30 PM	0	4	0	0	4	0	0	0	1	1	0	2	1	1	4	1	0	0	1	2	11
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	9
05:00 PM	0	4	1	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
Total Volume	0	16	1	0	17	0	1	2	1	4	2	15	4	3	24	6	0	1	1	8	53
% App. Total	0	94.1	5.9	0		0	25	50	25		8.3	62.5	16.7	12.5		75	0	12.5	12.5		
PHF	.000	.800	.250	.000	.850	.000	.250	.250	.250	.333	.250	.536	.500	.375	.600	.375	.000	.250	.250	.400	.631
Passenger Cars	0	16	1	0	17	0	1	2	1	4	2	15	4	3	24	6	0	1	1	8	53
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

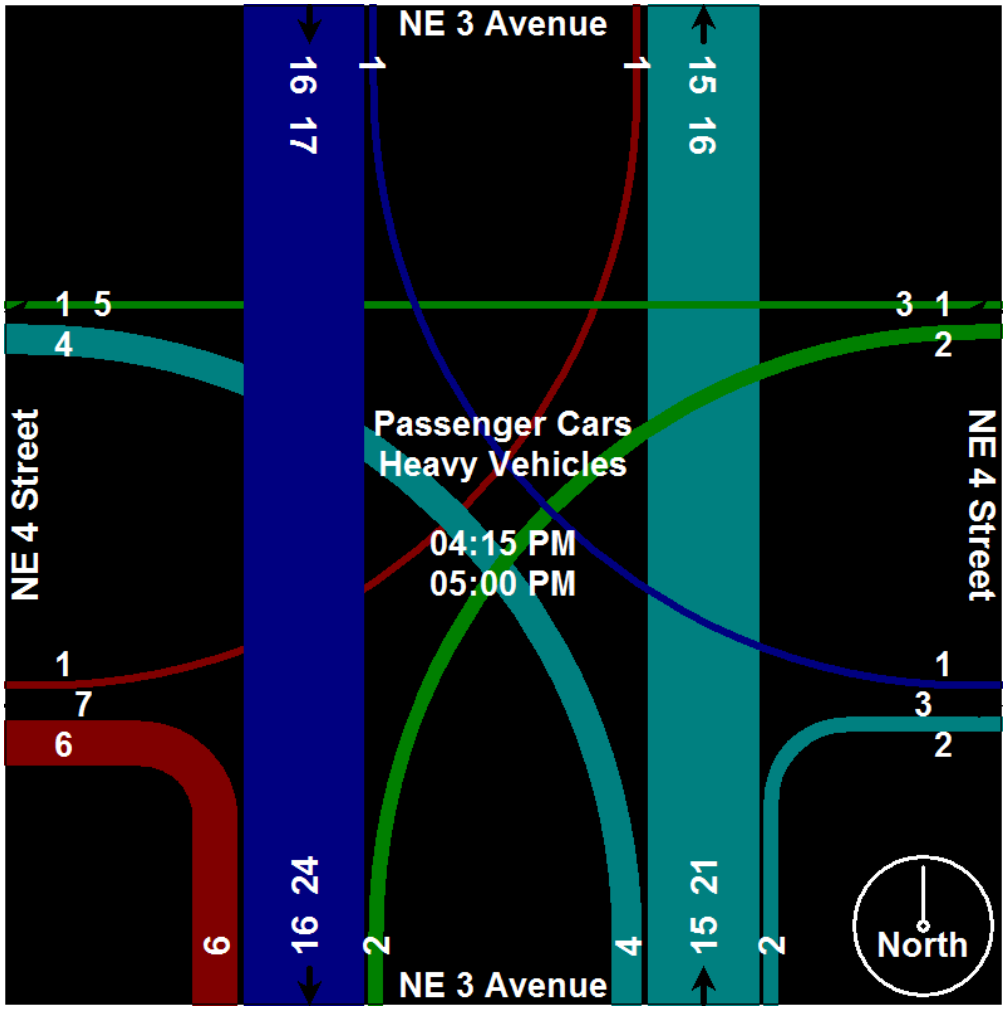


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 4 Street at NE 3 Avenue

File Name : NE 4 Street at NE 3 Avenue
Site Code : 00400302
Start Date : 9/11/2014
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 4 Street at NE 3 Avenue

File Name : NE 4 Street at NE 3 Avenue
Site Code : 00400302
Start Date : 9/11/2014
Page No : 1

Groups Printed- Passenger Cars

	NE 3 Avenue Southbound					NE 4 Street Westbound					NE 3 Avenue Northbound					NE 4 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:45 AM	0	5	0	0	5	0	0	0	0	0	1	5	1	0	7	2	0	0	1	3	15
Total	0	5	0	0	5	0	0	0	0	0	1	5	1	0	7	2	0	0	1	3	15
08:00 AM	0	6	0	0	6	0	0	1	1	2	0	4	0	0	4	0	0	0	0	0	12
08:15 AM	0	11	0	0	11	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	0	3	0	0	3	0	0	5	0	5	0	2	0	0	2	2	0	0	1	3	13
08:45 AM	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	2	2	6
Total	0	21	0	0	21	0	0	8	1	9	1	7	0	0	8	2	0	0	3	5	43
09:00 AM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	1	1	6
09:15 AM	0	4	0	1	5	0	0	0	1	1	1	2	0	0	3	1	0	0	0	1	10
09:30 AM	0	3	1	0	4	0	0	0	0	0	3	2	1	0	6	0	0	0	2	2	12
*** BREAK ***																					
Total	0	9	1	1	11	0	0	0	1	1	5	6	1	0	12	1	0	0	3	4	28
*** BREAK ***																					
04:15 PM	0	3	0	0	3	0	1	2	0	3	2	4	2	2	10	4	0	1	0	5	21
04:30 PM	0	4	0	0	4	0	0	0	1	1	0	2	1	1	4	1	0	0	1	2	11
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	9
Total	0	12	0	0	12	0	1	2	1	4	2	8	4	3	17	6	0	1	1	8	41
05:00 PM	0	4	1	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
05:15 PM	0	3	0	0	3	0	0	0	1	1	0	2	0	0	2	2	0	0	1	3	9
05:30 PM	0	4	0	0	4	0	0	1	1	2	0	8	1	0	9	1	0	0	1	2	17
05:45 PM	0	6	0	0	6	0	0	0	1	1	0	4	0	1	5	0	0	0	0	0	12
Total	0	17	1	0	18	0	0	1	3	4	0	21	1	1	23	3	0	0	2	5	50
06:00 PM	0	5	0	0	5	0	0	0	1	1	0	4	1	0	5	2	0	0	2	4	15
Grand Total	0	69	2	1	72	0	1	11	7	19	9	51	8	4	72	16	0	1	12	29	192
Apprch %	0	95.8	2.8	1.4		0	5.3	57.9	36.8		12.5	70.8	11.1	5.6		55.2	0	3.4	41.4		
Total %	0	35.9	1	0.5	37.5	0	0.5	5.7	3.6	9.9	4.7	26.6	4.2	2.1	37.5	8.3	0	0.5	6.2	15.1	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 4 Street at NE 3 Avenue

File Name : NE 4 Street at NE 3 Avenue
Site Code : 00400302
Start Date : 9/11/2014
Page No : 1

Groups Printed- Heavy Vehicles

	NE 3 Avenue Southbound					NE 4 Street Westbound					NE 3 Avenue Northbound					NE 4 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
*** BREAK ***																					
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	3
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	1	0	0	0	1	4
Apprch %	0	0	0	0		0	0	100	0		0	50	50	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	25	0	25	0	25	25	0	50	25	0	0	0	25	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NE 3 Street at NE 3 Avenue

File Name : NE 3 Street at NE 3 Avenue
Site Code : 87030000
Start Date : 9/11/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NE 3 Avenue Southbound					NE 3 Street Westbound					NE 3 Avenue Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:45 AM	5	1	1	0	7	0	44	6	0	50	8	5	15	0	28	14	40	1	0	55	140
Total	5	1	1	0	7	0	44	6	0	50	8	5	15	0	28	14	40	1	0	55	140
08:00 AM	7	1	0	0	8	0	24	5	0	29	7	1	7	3	18	15	57	1	3	76	131
08:15 AM	6	5	0	1	12	0	18	9	0	27	6	0	14	3	23	24	39	0	0	63	125
08:30 AM	6	3	2	2	13	0	26	4	0	30	7	2	8	0	17	15	27	0	1	43	103
08:45 AM	2	0	0	0	2	0	28	13	1	42	11	0	13	1	25	24	45	2	1	72	141
Total	21	9	2	3	35	0	96	31	1	128	31	3	42	7	83	78	168	3	5	254	500
09:00 AM	1	1	0	0	2	1	31	7	0	39	5	1	10	2	18	13	43	1	0	57	116
09:15 AM	3	2	0	0	5	0	21	5	2	28	8	2	4	1	15	16	27	1	1	45	93
09:30 AM	3	0	0	0	3	1	22	6	0	29	7	3	9	3	22	7	21	2	0	30	84
*** BREAK ***																					
Total	7	3	0	0	10	2	74	18	2	96	20	6	23	6	55	36	91	4	1	132	293
*** BREAK ***																					
04:15 PM	6	1	2	0	9	1	34	8	0	43	10	3	12	2	27	6	33	4	0	43	122
04:30 PM	3	2	0	0	5	1	37	7	0	45	8	1	21	2	32	8	21	1	1	31	113
04:45 PM	2	3	0	0	5	0	37	3	0	40	9	1	28	1	39	11	29	4	0	44	128
Total	11	6	2	0	19	2	108	18	0	128	27	5	61	5	98	25	83	9	1	118	363
05:00 PM	4	0	1	0	5	1	47	1	0	49	11	3	23	1	38	12	35	2	0	49	141
05:15 PM	1	3	1	0	5	0	45	3	0	48	10	2	16	0	28	14	36	0	1	51	132
05:30 PM	2	2	2	0	6	1	40	5	1	47	5	5	8	2	20	12	44	3	1	60	133
05:45 PM	5	0	0	0	5	2	27	5	0	34	12	2	11	1	26	8	43	0	0	51	116
Total	12	5	4	0	21	4	159	14	1	178	38	12	58	4	112	46	158	5	2	211	522
06:00 PM	3	0	2	1	6	2	20	5	0	27	4	1	11	3	19	12	38	3	1	54	106
Grand Total	59	24	11	4	98	10	501	92	4	607	128	32	210	25	395	211	578	25	10	824	1924
Apprch %	60.2	24.5	11.2	4.1		1.6	82.5	15.2	0.7		32.4	8.1	53.2	6.3		25.6	70.1	3	1.2		
Total %	3.1	1.2	0.6	0.2	5.1	0.5	26	4.8	0.2	31.5	6.7	1.7	10.9	1.3	20.5	11	30	1.3	0.5	42.8	
Passenger Cars	58	24	10	4	96	10	495	92	4	601	128	31	207	25	391	207	567	25	10	809	1897
% Passenger Cars																					
Heavy Vehicles	1	0	1	0	2	0	6	0	0	6	0	1	3	0	4	4	11	0	0	15	27
% Heavy Vehicles	1.7	0	9.1	0	2	0	1.2	0	0	1	0	3.1	1.4	0	1	1.9	1.9	0	0	1.8	1.4

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

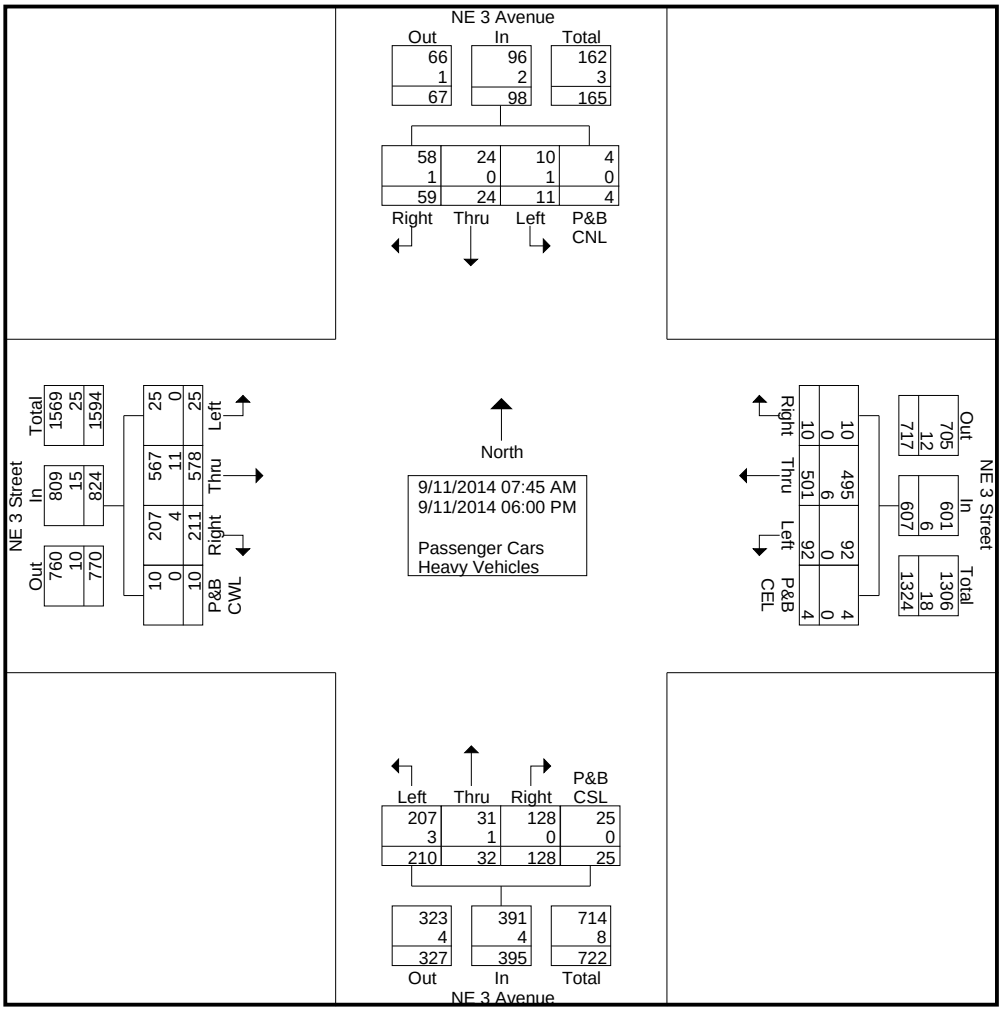
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NE 3 Street at NE 3 Avenue

File Name : NE 3 Street at NE 3 Avenue
Site Code : 87030000
Start Date : 9/11/2014
Page No : 2



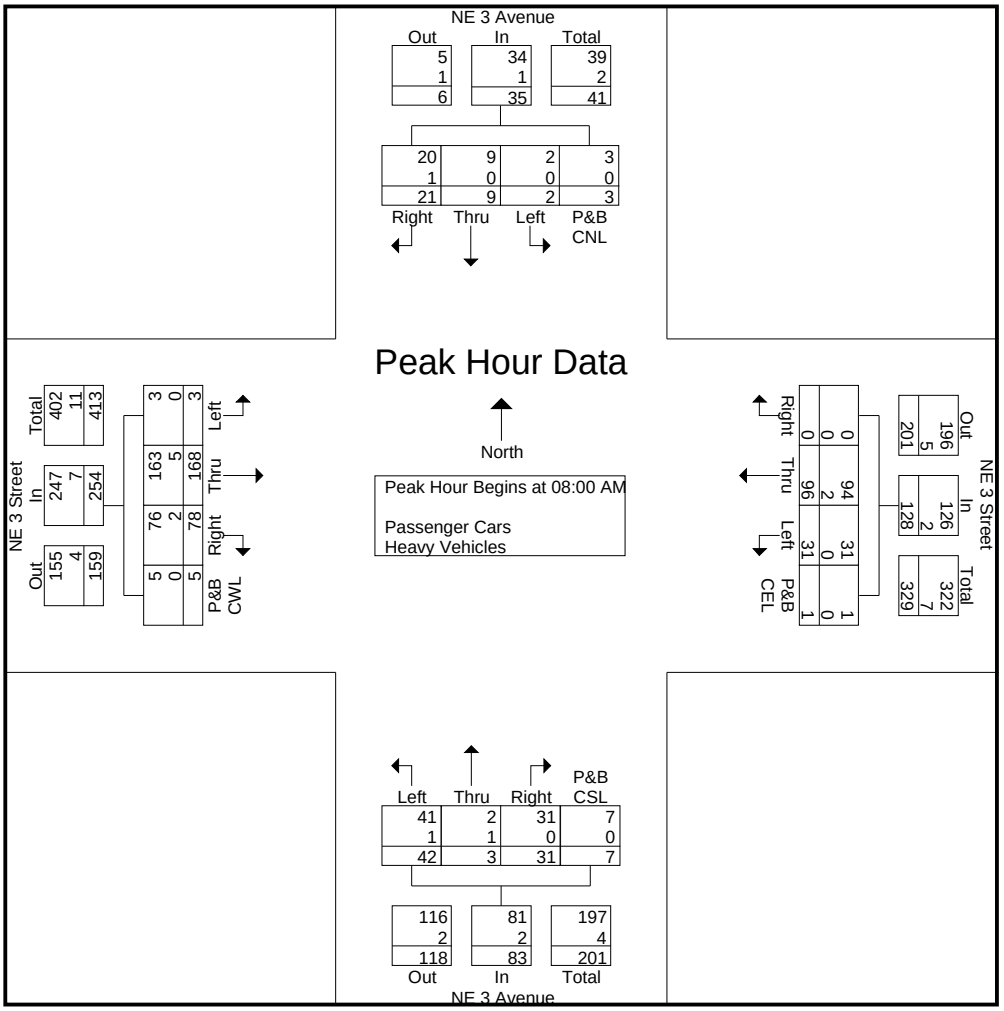
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NE 3 Street at NE 3 Avenue

File Name : NE 3 Street at NE 3 Avenue
Site Code : 87030000
Start Date : 9/11/2014
Page No : 3

	NE 3 Avenue Southbound					NE 3 Street Westbound					NE 3 Avenue Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	7	1	0	0	8	0	24	5	0	29	7	1	7	3	18	15	57	1	3	76	131
08:15 AM	6	5	0	1	12	0	18	9	0	27	6	0	14	3	23	24	39	0	0	63	125
08:30 AM	6	3	2	2	13	0	26	4	0	30	7	2	8	0	17	15	27	0	1	43	103
08:45 AM	2	0	0	0	2	0	28	13	1	42	11	0	13	1	25	24	45	2	1	72	141
Total Volume	21	9	2	3	35	0	96	31	1	128	31	3	42	7	83	78	168	3	5	254	500
% App. Total	60	25.7	5.7	8.6		0	75	24.2	0.8		37.3	3.6	50.6	8.4		30.7	66.1	1.2	2		
PHF	.750	.450	.250	.375	.673	.000	.857	.596	.250	.762	.705	.375	.750	.583	.830	.813	.737	.375	.417	.836	.887
Passenger Cars	20	9	2	3	34	0	94	31	1	126	31	2	41	7	81	76	163	3	5	247	488
% Passenger Cars																					
Heavy Vehicles	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	2	5	0	0	7	12
% Heavy Vehicles	4.8	0	0	0	2.9	0	2.1	0	0	1.6	0	33.3	2.4	0	2.4	2.6	3.0	0	0	2.8	2.4

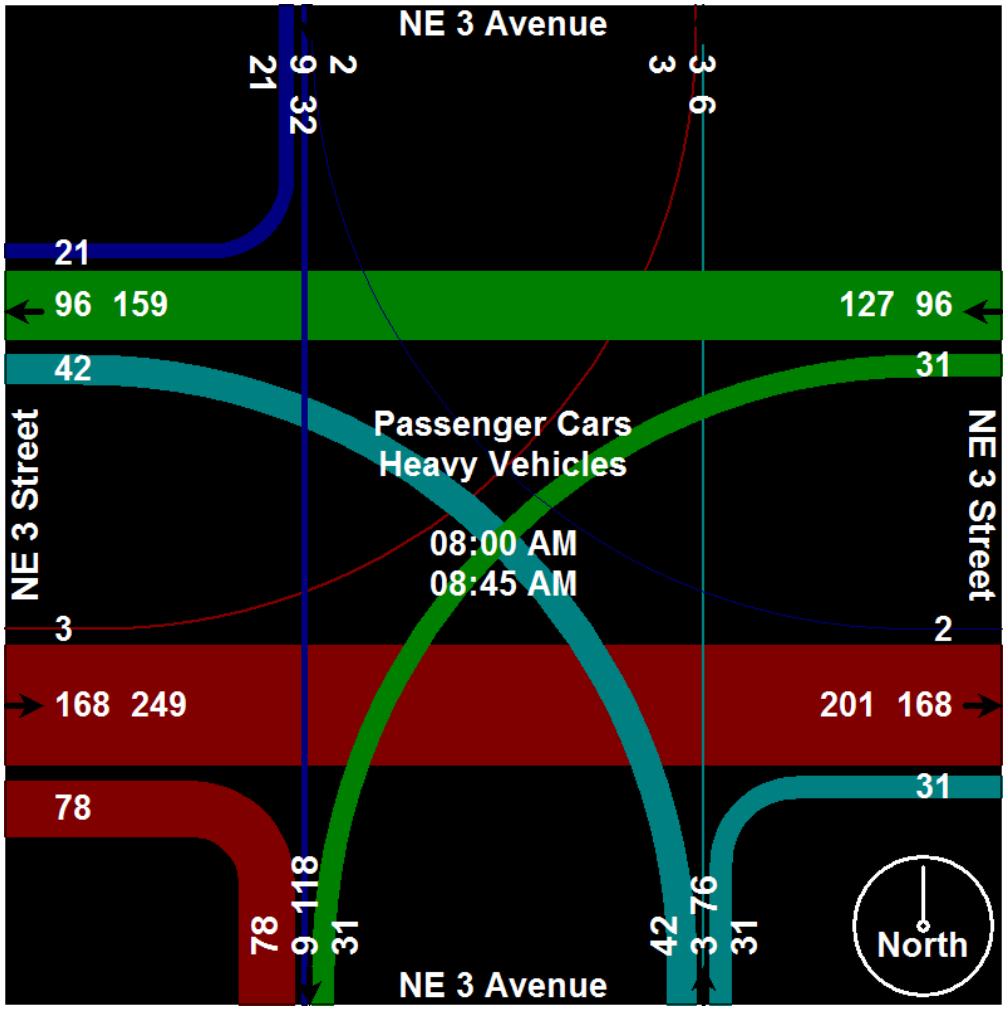


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NE 3 Street at NE 3 Avenue

File Name : NE 3 Street at NE 3 Avenue
Site Code : 87030000
Start Date : 9/11/2014
Page No : 4



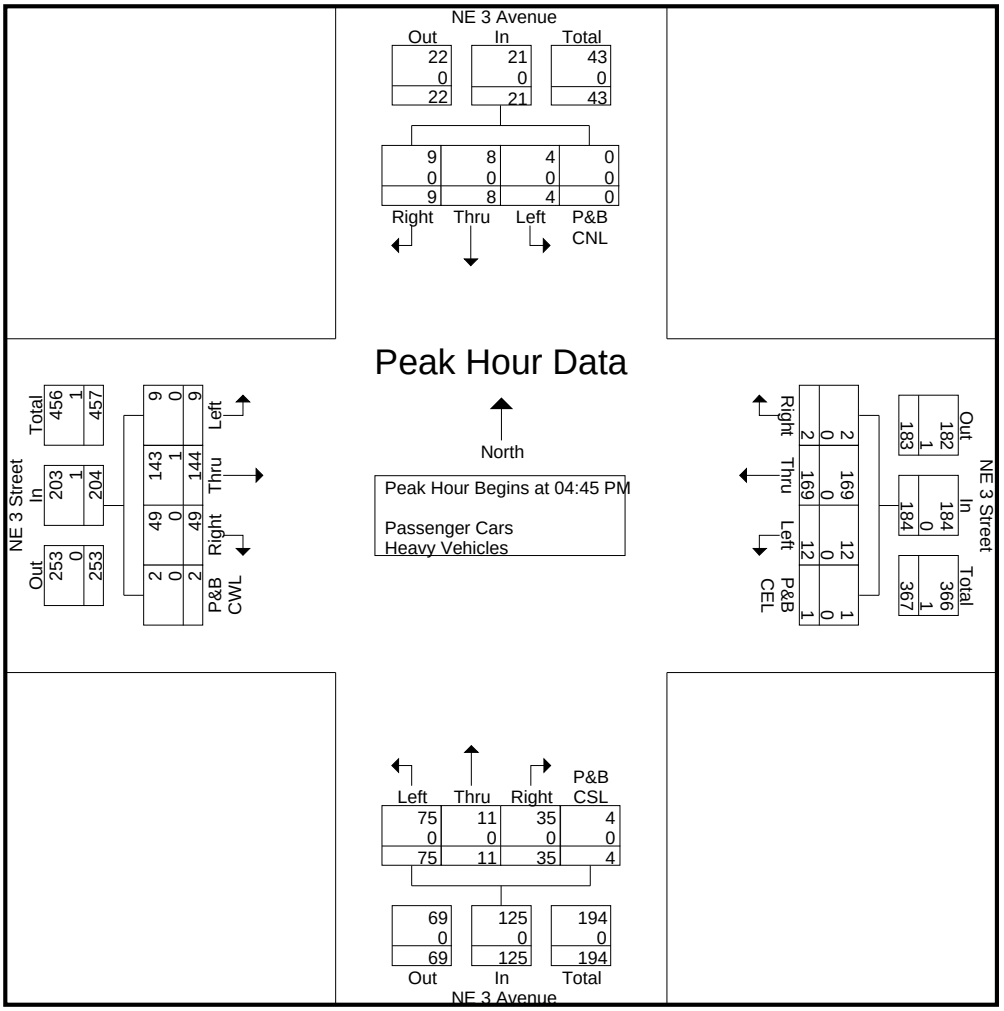
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NE 3 Street at NE 3 Avenue

File Name : NE 3 Street at NE 3 Avenue
Site Code : 87030000
Start Date : 9/11/2014
Page No : 5

	NE 3 Avenue Southbound					NE 3 Street Westbound					NE 3 Avenue Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	3	0	0	5	0	37	3	0	40	9	1	28	1	39	11	29	4	0	44	128
05:00 PM	4	0	1	0	5	1	47	1	0	49	11	3	23	1	38	12	35	2	0	49	141
05:15 PM	1	3	1	0	5	0	45	3	0	48	10	2	16	0	28	14	36	0	1	51	132
05:30 PM	2	2	2	0	6	1	40	5	1	47	5	5	8	2	20	12	44	3	1	60	133
Total Volume	9	8	4	0	21	2	169	12	1	184	35	11	75	4	125	49	144	9	2	204	534
% App. Total	42.9	38.1	19	0		1.1	91.8	6.5	0.5		28	8.8	60	3.2		24	70.6	4.4	1		
PHF	.563	.667	.500	.000	.875	.500	.899	.600	.250	.939	.795	.550	.670	.500	.801	.875	.818	.563	.500	.850	.947
Passenger Cars	9	8	4	0	21	2	169	12	1	184	35	11	75	4	125	49	143	9	2	203	533
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.5	0.2

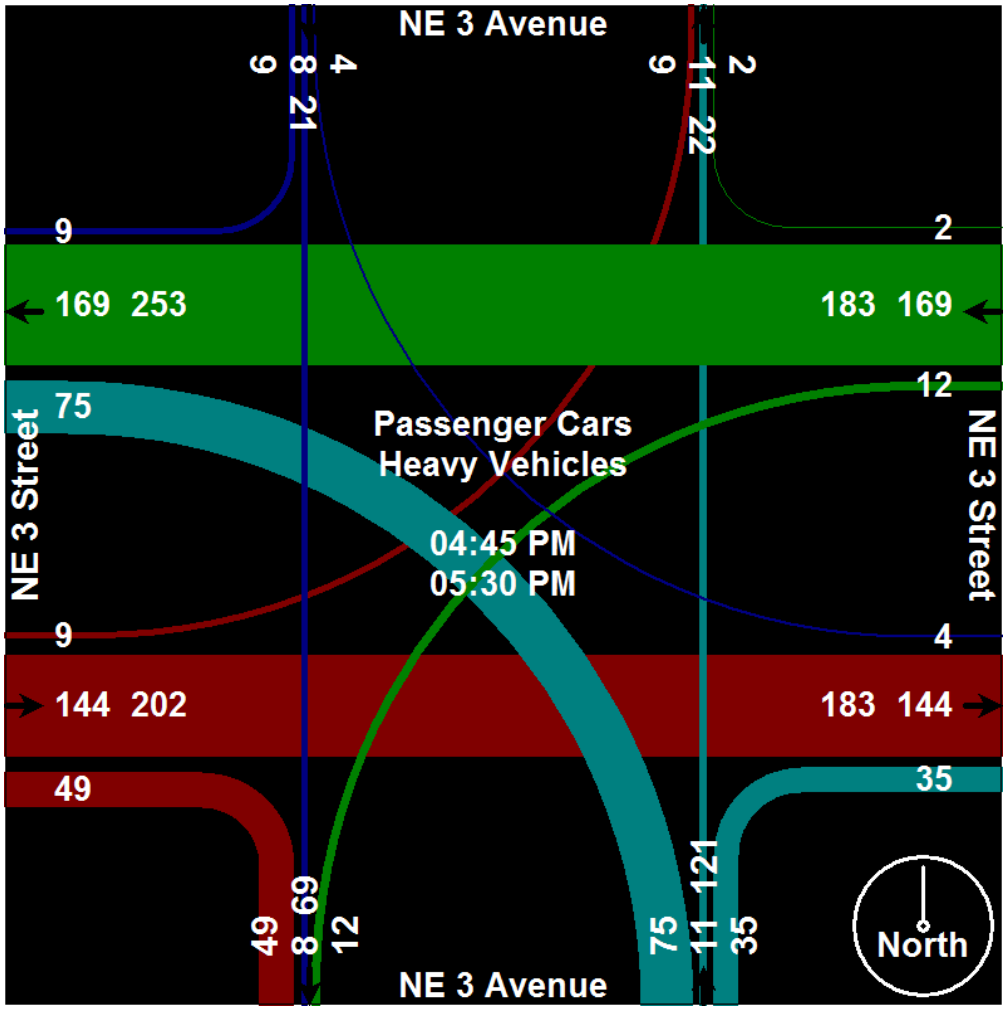


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NE 3 Street at NE 3 Avenue

File Name : NE 3 Street at NE 3 Avenue
Site Code : 87030000
Start Date : 9/11/2014
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NE 3 Street at NE 3 Avenue

File Name : NE 3 Street at NE 3 Avenue
Site Code : 87030000
Start Date : 9/11/2014
Page No : 1

Groups Printed- Passenger Cars

	NE 3 Avenue Southbound					NE 3 Street Westbound					NE 3 Avenue Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:45 AM	5	1	0	0	6	0	44	6	0	50	8	5	15	0	28	14	38	1	0	53	137
Total	5	1	0	0	6	0	44	6	0	50	8	5	15	0	28	14	38	1	0	53	137
08:00 AM	6	1	0	0	7	0	23	5	0	28	7	0	7	3	17	14	57	1	3	75	127
08:15 AM	6	5	0	1	12	0	18	9	0	27	6	0	13	3	22	23	38	0	0	61	122
08:30 AM	6	3	2	2	13	0	26	4	0	30	7	2	8	0	17	15	26	0	1	42	102
08:45 AM	2	0	0	0	2	0	27	13	1	41	11	0	13	1	25	24	42	2	1	69	137
Total	20	9	2	3	34	0	94	31	1	126	31	2	41	7	81	76	163	3	5	247	488
09:00 AM	1	1	0	0	2	1	31	7	0	39	5	1	10	2	18	12	40	1	0	53	112
09:15 AM	3	2	0	0	5	0	20	5	2	27	8	2	3	1	14	16	27	1	1	45	91
09:30 AM	3	0	0	0	3	1	22	6	0	29	7	3	9	3	22	7	21	2	0	30	84
*** BREAK ***																					
Total	7	3	0	0	10	2	73	18	2	95	20	6	22	6	54	35	88	4	1	128	287
*** BREAK ***																					
04:15 PM	6	1	2	0	9	1	33	8	0	42	10	3	12	2	27	6	33	4	0	43	121
04:30 PM	3	2	0	0	5	1	36	7	0	44	8	1	20	2	31	7	21	1	1	30	110
04:45 PM	2	3	0	0	5	0	37	3	0	40	9	1	28	1	39	11	28	4	0	43	127
Total	11	6	2	0	19	2	106	18	0	126	27	5	60	5	97	24	82	9	1	116	358
05:00 PM	4	0	1	0	5	1	47	1	0	49	11	3	23	1	38	12	35	2	0	49	141
05:15 PM	1	3	1	0	5	0	45	3	0	48	10	2	16	0	28	14	36	0	1	51	132
05:30 PM	2	2	2	0	6	1	40	5	1	47	5	5	8	2	20	12	44	3	1	60	133
05:45 PM	5	0	0	0	5	2	26	5	0	33	12	2	11	1	26	8	43	0	0	51	115
Total	12	5	4	0	21	4	158	14	1	177	38	12	58	4	112	46	158	5	2	211	521
06:00 PM	3	0	2	1	6	2	20	5	0	27	4	1	11	3	19	12	38	3	1	54	106
Grand Total	58	24	10	4	96	10	495	92	4	601	128	31	207	25	391	207	567	25	10	809	1897
Apprch %	60.4	25	10.4	4.2		1.7	82.4	15.3	0.7		32.7	7.9	52.9	6.4		25.6	70.1	3.1	1.2		
Total %	3.1	1.3	0.5	0.2	5.1	0.5	26.1	4.8	0.2	31.7	6.7	1.6	10.9	1.3	20.6	10.9	29.9	1.3	0.5	42.6	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NE 3 Street at NE 3 Avenue

File Name : NE 3 Street at NE 3 Avenue
Site Code : 87030000
Start Date : 9/11/2014
Page No : 1

Groups Printed- Heavy Vehicles

	NE 3 Avenue Southbound					NE 3 Street Westbound					NE 3 Avenue Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
08:00 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	2	5	0	0	7	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	4
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	6
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	5
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Grand Total	1	0	1	0	2	0	6	0	0	6	0	1	3	0	4	4	11	0	0	15	27
Apprch %	50	0	50	0		0	100	0	0		0	25	75	0		26.7	73.3	0	0		
Total %	3.7	0	3.7	0	7.4	0	22.2	0	0	22.2	0	3.7	11.1	0	14.8	14.8	40.7	0	0	55.6	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 3 Street at W Dixie Highway (SB) and NE 1 Avenue (NB)

File Name : NE 3 St at Dixie Hwy and NE 1 Ave
Site Code : 00300102
Start Date : 9/11/2014
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	Dixie Highway Southbound					NE 3 Street Westbound					NE 1 Avenue Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:45 AM	6	102	36	0	144	19	45	7	0	71	0	25	2	1	28	8	42	15	3	68	311
Total	6	102	36	0	144	19	45	7	0	71	0	25	2	1	28	8	42	15	3	68	311
08:00 AM	4	139	48	0	191	11	26	10	0	47	13	29	4	1	47	6	42	17	1	66	351
08:15 AM	1	143	42	0	186	16	14	4	0	34	6	30	1	2	39	7	36	17	0	60	319
08:30 AM	6	147	28	1	182	11	19	9	0	39	2	27	2	2	33	7	28	11	0	46	300
08:45 AM	3	143	49	0	195	16	16	12	0	44	4	38	2	3	47	13	33	10	2	58	344
Total	14	572	167	1	754	54	75	35	0	164	25	124	9	8	166	33	139	55	3	230	1314
09:00 AM	4	106	40	1	151	13	18	9	0	40	3	21	3	0	27	8	31	17	2	58	276
09:15 AM	5	89	42	0	136	12	16	8	1	37	4	31	5	5	45	3	23	10	1	37	255
09:30 AM	2	71	15	1	89	10	19	7	0	36	1	24	6	1	32	6	21	11	1	39	196
*** BREAK ***																					
Total	11	266	97	2	376	35	53	24	1	113	8	76	14	6	104	17	75	38	4	134	727
*** BREAK ***																					
04:15 PM	5	75	24	2	106	20	21	11	0	52	2	56	9	4	71	3	20	4	2	29	258
04:30 PM	9	78	15	2	104	21	42	11	0	74	0	71	9	1	81	3	21	7	0	31	290
04:45 PM	10	73	22	2	107	24	40	13	0	77	6	61	6	0	73	4	27	6	0	37	294
Total	24	226	61	6	317	65	103	35	0	203	8	188	24	5	225	10	68	17	2	97	842
05:00 PM	12	84	31	1	128	18	60	7	0	85	13	129	8	1	151	0	24	12	1	37	401
05:15 PM	7	73	25	1	106	26	48	7	0	81	3	83	13	0	99	2	45	15	3	65	351
05:30 PM	3	71	27	1	102	15	31	7	0	53	5	76	1	1	83	3	40	19	1	63	301
05:45 PM	3	64	18	2	87	22	28	3	1	54	9	80	3	0	92	4	33	10	0	47	280
Total	25	292	101	5	423	81	167	24	1	273	30	368	25	2	425	9	142	56	5	212	1333
06:00 PM	4	87	28	0	119	16	25	5	1	47	3	61	6	1	71	3	40	19	1	63	300
Grand Total	84	1545	490	14	2133	270	468	130	3	871	74	842	80	23	1019	80	506	200	18	804	4827
Apprch %	3.9	72.4	23	0.7		31	53.7	14.9	0.3		7.3	82.6	7.9	2.3		10	62.9	24.9	2.2		
Total %	1.7	32	10.2	0.3	44.2	5.6	9.7	2.7	0.1	18	1.5	17.4	1.7	0.5	21.1	1.7	10.5	4.1	0.4	16.7	
Passenger Cars	80	1484	452	3	2019	263	432	118	3	816	73	833	70	23	999	75	457	190	18	740	4574
% Passenger Cars																					
Heavy Vehicles	4	61	38	11	114	7	36	12	0	55	1	9	10	0	20	5	49	10	0	64	253
% Heavy Vehicles	4.8	3.9	7.8	78.6	5.3	2.6	7.7	9.2	0	6.3	1.4	1.1	12.5	0	2	6.2	9.7	5	0	8	5.2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

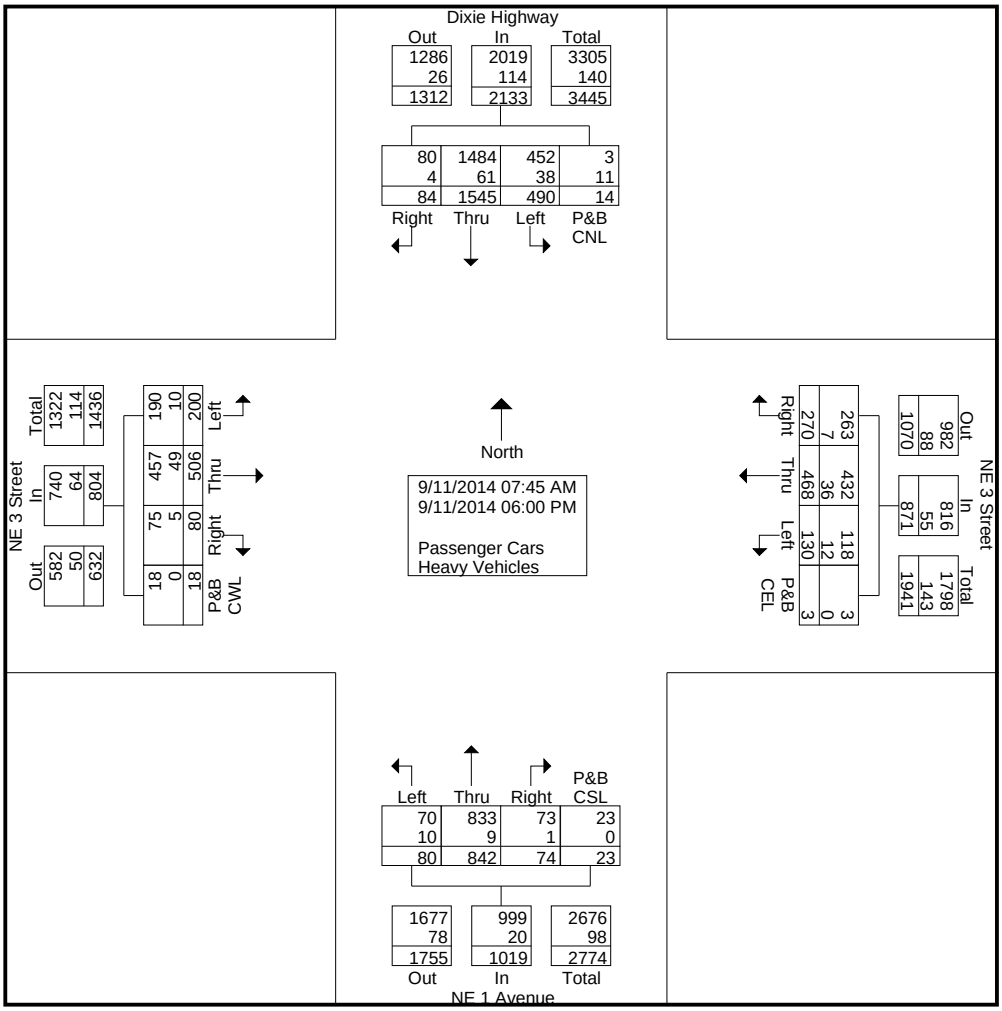
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 3 Street at W Dixie Highway (SB) and NE 1 Avenue (NB)

File Name : NE 3 St at Dixie Hwy and NE 1 Ave
Site Code : 00300102
Start Date : 9/11/2014
Page No : 2



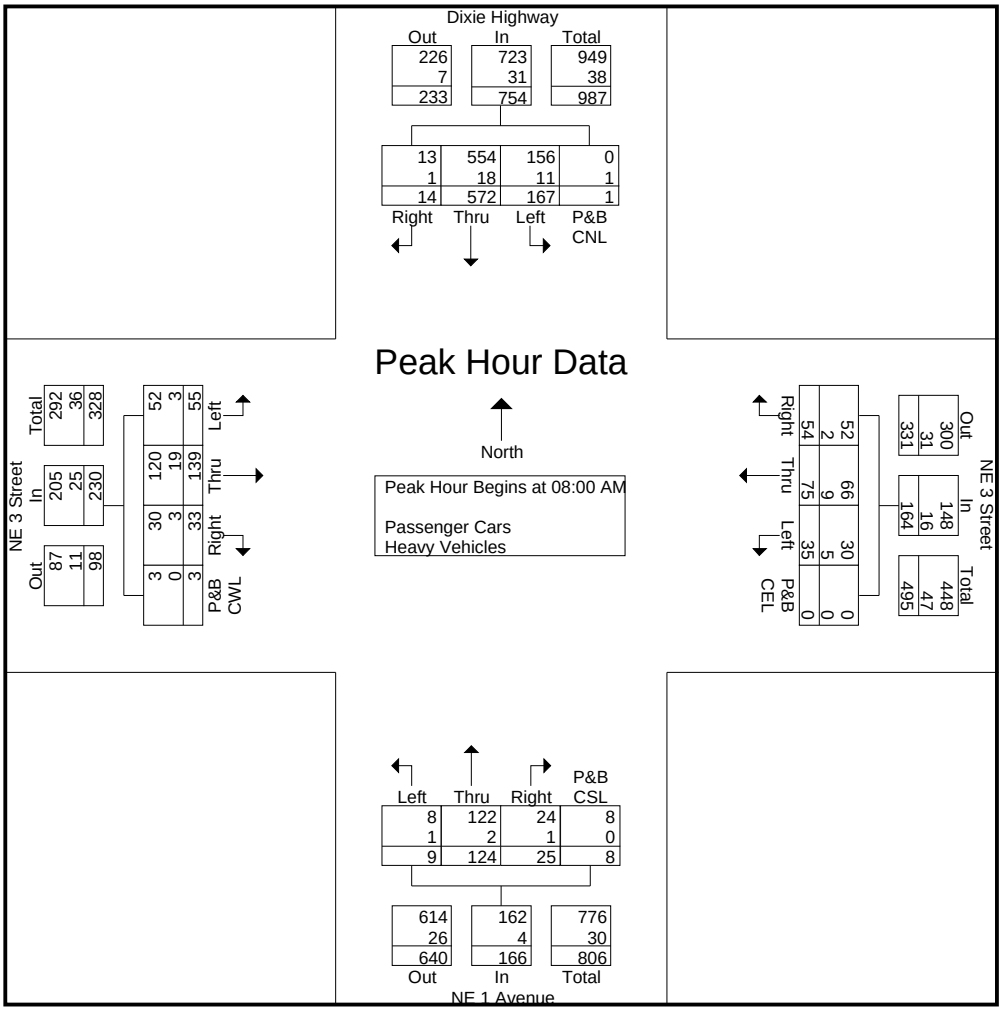
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 3 Street at W Dixie Highway (SB) and NE 1 Avenue (NB)

File Name : NE 3 St at Dixie Hwy and NE 1 Ave
Site Code : 00300102
Start Date : 9/11/2014
Page No : 3

	Dixie Highway Southbound					NE 3 Street Westbound					NE 1 Avenue Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	4	139	48	0	191	11	26	10	0	47	13	29	4	1	47	6	42	17	1	66	351
08:15 AM	1	143	42	0	186	16	14	4	0	34	6	30	1	2	39	7	36	17	0	60	319
08:30 AM	6	147	28	1	182	11	19	9	0	39	2	27	2	2	33	7	28	11	0	46	300
08:45 AM	3	143	49	0	195	16	16	12	0	44	4	38	2	3	47	13	33	10	2	58	344
Total Volume	14	572	167	1	754	54	75	35	0	164	25	124	9	8	166	33	139	55	3	230	1314
% App. Total	1.9	75.9	22.1	0.1		32.9	45.7	21.3	0		15.1	74.7	5.4	4.8		14.3	60.4	23.9	1.3		
PHF	.583	.973	.852	.250	.967	.844	.721	.729	.000	.872	.481	.816	.563	.667	.883	.635	.827	.809	.375	.871	.936
Passenger Cars	13	554	156	0	723	52	66	30	0	148	24	122	8	8	162	30	120	52	3	205	1238
% Passenger Cars																					
Heavy Vehicles	1	18	11	1	31	2	9	5	0	16	1	2	1	0	4	3	19	3	0	25	76
% Heavy Vehicles	7.1	3.1	6.6	100	4.1	3.7	12.0	14.3	0	9.8	4.0	1.6	11.1	0	2.4	9.1	13.7	5.5	0	10.9	5.8

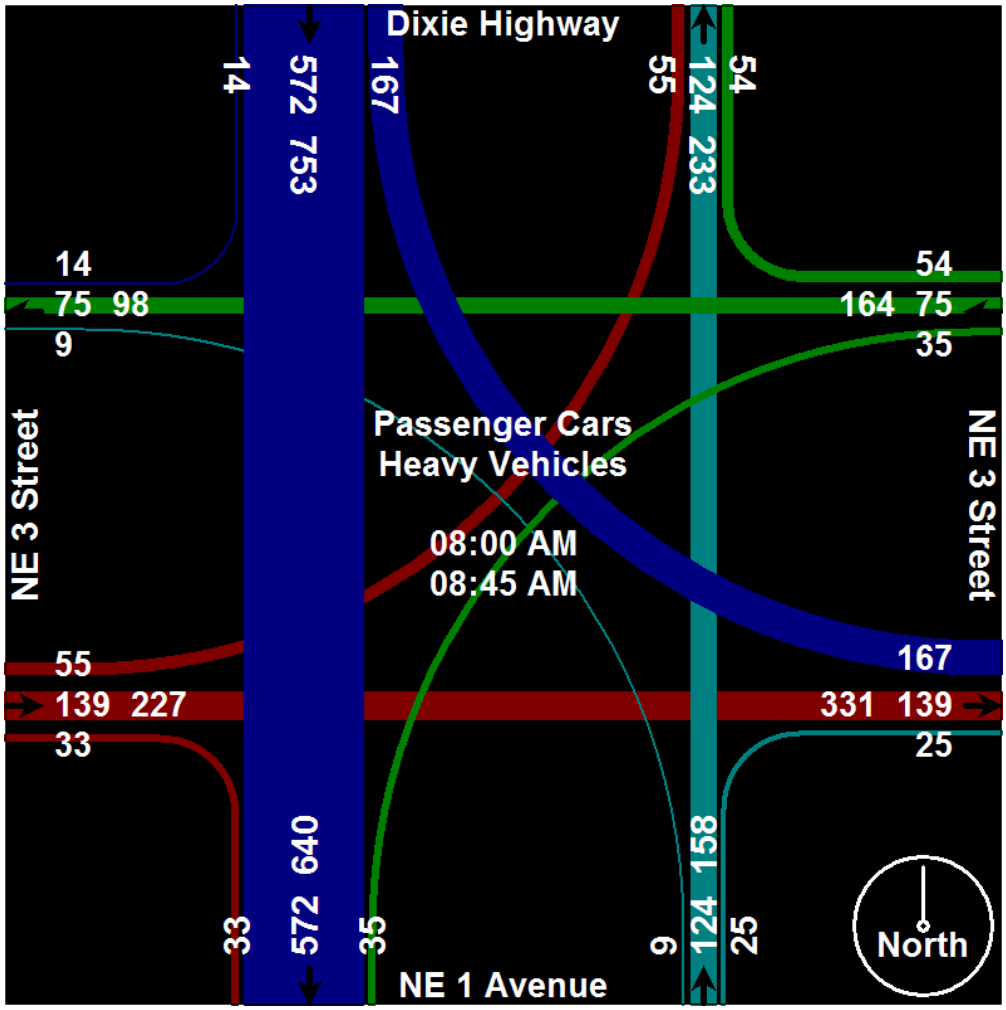


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 3 Street at W Dixie Highway (SB) and NE 1 Avenue (NB)

File Name : NE 3 St at Dixie Hwy and NE 1 Ave
Site Code : 00300102
Start Date : 9/11/2014
Page No : 4



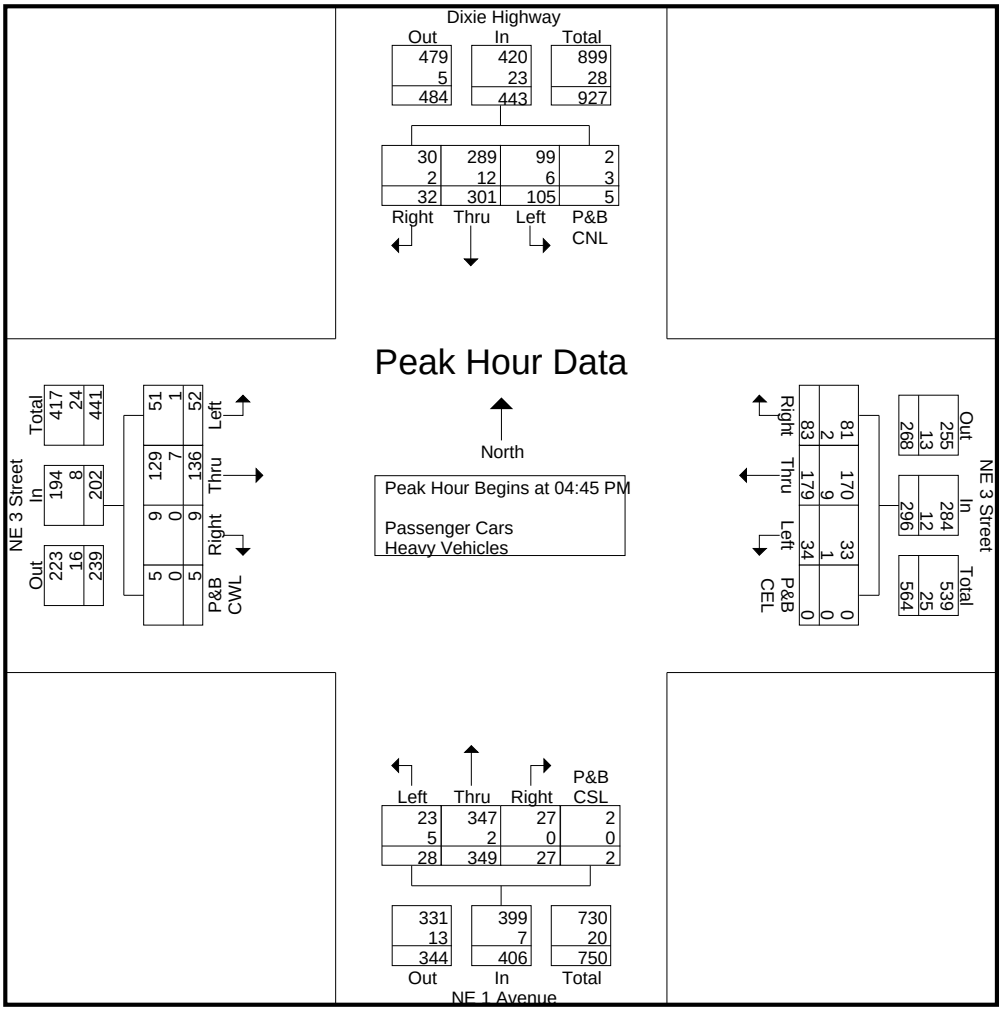
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 3 Street at W Dixie Highway (SB) and NE 1 Avenue (NB)

File Name : NE 3 St at Dixie Hwy and NE 1 Ave
Site Code : 00300102
Start Date : 9/11/2014
Page No : 5

	Dixie Highway Southbound					NE 3 Street Westbound					NE 1 Avenue Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	10	73	22	2	107	24	40	13	0	77	6	61	6	0	73	4	27	6	0	37	294
05:00 PM	12	84	31	1	128	18	60	7	0	85	13	129	8	1	151	0	24	12	1	37	401
05:15 PM	7	73	25	1	106	26	48	7	0	81	3	83	13	0	99	2	45	15	3	65	351
05:30 PM	3	71	27	1	102	15	31	7	0	53	5	76	1	1	83	3	40	19	1	63	301
Total Volume	32	301	105	5	443	83	179	34	0	296	27	349	28	2	406	9	136	52	5	202	1347
% App. Total	7.2	67.9	23.7	1.1		28	60.5	11.5	0		6.7	86	6.9	0.5		4.5	67.3	25.7	2.5		
PHF	.667	.896	.847	.625	.865	.798	.746	.654	.000	.871	.519	.676	.538	.500	.672	.563	.756	.684	.417	.777	.840
Passenger Cars	30	289	99	2	420	81	170	33	0	284	27	347	23	2	399	9	129	51	5	194	1297
% Passenger Cars																					
Heavy Vehicles	2	12	6	3	23	2	9	1	0	12	0	2	5	0	7	0	7	1	0	8	50
% Heavy Vehicles	6.3	4.0	5.7	60.0	5.2	2.4	5.0	2.9	0	4.1	0	0.6	17.9	0	1.7	0	5.1	1.9	0	4.0	3.7

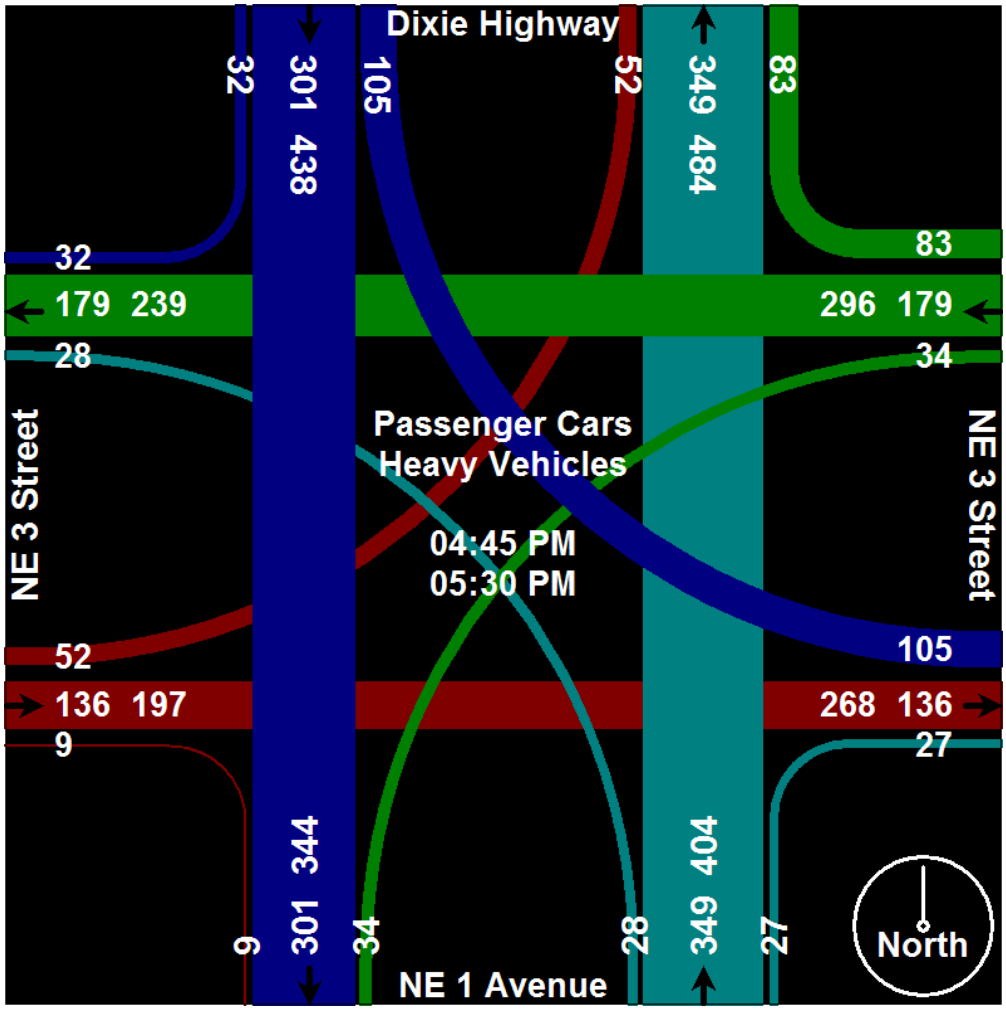


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 3 Street at W Dixie Highway (SB) and NE 1 Avenue (NB)

File Name : NE 3 St at Dixie Hwy and NE 1 Ave
Site Code : 00300102
Start Date : 9/11/2014
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 3 Street at W Dixie Highway (SB) and NE 1 Avenue (NB)

File Name : NE 3 St at Dixie Hwy and NE 1 Ave
Site Code : 00300102
Start Date : 9/11/2014
Page No : 1

Groups Printed- Passenger Cars

	Dixie Highway Southbound					NE 3 Street Westbound					NE 1 Avenue Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:45 AM	6	99	31	0	136	19	44	6	0	69	0	24	1	1	26	8	34	13	3	58	289
Total	6	99	31	0	136	19	44	6	0	69	0	24	1	1	26	8	34	13	3	58	289
08:00 AM	3	138	47	0	188	9	23	9	0	41	12	28	4	1	45	6	40	16	1	63	337
08:15 AM	1	133	40	0	174	16	10	2	0	28	6	30	0	2	38	7	30	17	0	54	294
08:30 AM	6	145	26	0	177	11	18	8	0	37	2	27	2	2	33	6	22	9	0	37	284
08:45 AM	3	138	43	0	184	16	15	11	0	42	4	37	2	3	46	11	28	10	2	51	323
Total	13	554	156	0	723	52	66	30	0	148	24	122	8	8	162	30	120	52	3	205	1238
09:00 AM	4	100	36	0	140	12	15	7	0	34	3	21	3	0	27	7	26	16	2	51	252
09:15 AM	5	84	38	0	127	12	13	8	1	34	4	31	4	5	44	3	18	9	1	31	236
09:30 AM	2	62	13	1	78	10	18	6	0	34	1	24	6	1	32	6	18	11	1	36	180
*** BREAK ***																					
Total	11	246	87	1	345	34	46	21	1	102	8	76	13	6	103	16	62	36	4	118	668
*** BREAK ***																					
04:15 PM	5	75	22	0	102	19	19	11	0	49	2	55	8	4	69	3	19	4	2	28	248
04:30 PM	9	75	13	0	97	21	38	10	0	69	0	70	9	1	80	2	21	7	0	30	276
04:45 PM	9	69	20	1	99	23	38	12	0	73	6	60	6	0	72	4	27	6	0	37	281
Total	23	219	55	1	298	63	95	33	0	191	8	185	23	5	221	9	67	17	2	95	805
05:00 PM	11	80	29	1	121	17	57	7	0	81	13	129	6	1	149	0	23	12	1	36	387
05:15 PM	7	72	25	0	104	26	45	7	0	78	3	82	10	0	95	2	42	14	3	61	338
05:30 PM	3	68	25	0	96	15	30	7	0	52	5	76	1	1	83	3	37	19	1	60	291
05:45 PM	2	60	18	0	80	22	25	2	1	50	9	80	3	0	92	4	33	10	0	47	269
Total	23	280	97	1	401	80	157	23	1	261	30	367	20	2	419	9	135	55	5	204	1285
06:00 PM	4	86	26	0	116	15	24	5	1	45	3	59	5	1	68	3	39	17	1	60	289
Grand Total	80	1484	452	3	2019	263	432	118	3	816	73	833	70	23	999	75	457	190	18	740	4574
Apprch %	4	73.5	22.4	0.1		32.2	52.9	14.5	0.4		7.3	83.4	7	2.3		10.1	61.8	25.7	2.4		
Total %	1.7	32.4	9.9	0.1	44.1	5.7	9.4	2.6	0.1	17.8	1.6	18.2	1.5	0.5	21.8	1.6	10	4.2	0.4	16.2	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
NE 3 Street at W Dixie Highway (SB) and NE 1 Avenue (NB)

File Name : NE 3 St at Dixie Hwy and NE 1 Ave
Site Code : 00300102
Start Date : 9/11/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Dixie Highway Southbound					NE 3 Street Westbound					NE 1 Avenue Northbound					NE 3 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:45 AM	0	3	5	0	8	0	1	1	0	2	0	1	1	0	2	0	8	2	0	10	22
Total	0	3	5	0	8	0	1	1	0	2	0	1	1	0	2	0	8	2	0	10	22
08:00 AM	1	1	1	0	3	2	3	1	0	6	1	1	0	0	2	0	2	1	0	3	14
08:15 AM	0	10	2	0	12	0	4	2	0	6	0	0	1	0	1	0	6	0	0	6	25
08:30 AM	0	2	2	1	5	0	1	1	0	2	0	0	0	0	0	1	6	2	0	9	16
08:45 AM	0	5	6	0	11	0	1	1	0	2	0	1	0	0	1	2	5	0	0	7	21
Total	1	18	11	1	31	2	9	5	0	16	1	2	1	0	4	3	19	3	0	25	76
09:00 AM	0	6	4	1	11	1	3	2	0	6	0	0	0	0	0	1	5	1	0	7	24
09:15 AM	0	5	4	0	9	0	3	0	0	3	0	0	1	0	1	0	5	1	0	6	19
09:30 AM	0	9	2	0	11	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	16
*** BREAK ***																					
Total	0	20	10	1	31	1	7	3	0	11	0	0	1	0	1	1	13	2	0	16	59
*** BREAK ***																					
04:15 PM	0	0	2	2	4	1	2	0	0	3	0	1	1	0	2	0	1	0	0	1	10
04:30 PM	0	3	2	2	7	0	4	1	0	5	0	1	0	0	1	1	0	0	0	1	14
04:45 PM	1	4	2	1	8	1	2	1	0	4	0	1	0	0	1	0	0	0	0	0	13
Total	1	7	6	5	19	2	8	2	0	12	0	3	1	0	4	1	1	0	0	2	37
05:00 PM	1	4	2	0	7	1	3	0	0	4	0	0	2	0	2	0	1	0	0	1	14
05:15 PM	0	1	0	1	2	0	3	0	0	3	0	1	3	0	4	0	3	1	0	4	13
05:30 PM	0	3	2	1	6	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	10
05:45 PM	1	4	0	2	7	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	11
Total	2	12	4	4	22	1	10	1	0	12	0	1	5	0	6	0	7	1	0	8	48
06:00 PM	0	1	2	0	3	1	1	0	0	2	0	2	1	0	3	0	1	2	0	3	11
Grand Total	4	61	38	11	114	7	36	12	0	55	1	9	10	0	20	5	49	10	0	64	253
Apprch %	3.5	53.5	33.3	9.6		12.7	65.5	21.8	0		5	45	50	0		7.8	76.6	15.6	0		
Total %	1.6	24.1	15	4.3	45.1	2.8	14.2	4.7	0	21.7	0.4	3.6	4	0	7.9	2	19.4	4	0	25.3	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax (305) 592

Station ID: 24059
SR 5/Federal Highway
South of NE 3 Street

Start	08-Sep-14		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	225	178	*	*	*	*	*	*	225	178	*	*	*	*
01:00	*	*	148	116	*	*	*	*	*	*	148	116	*	*	*	*
02:00	*	*	95	100	*	*	*	*	*	*	95	100	*	*	*	*
03:00	*	*	71	86	*	*	*	*	*	*	71	86	*	*	*	*
04:00	*	*	80	126	*	*	*	*	*	*	80	126	*	*	*	*
05:00	*	*	133	215	*	*	*	*	*	*	133	215	*	*	*	*
06:00	*	*	277	522	*	*	*	*	*	*	277	522	*	*	*	*
07:00	*	*	645	987	*	*	*	*	*	*	645	987	*	*	*	*
08:00	*	*	816	**1154**	*	*	*	*	*	*	816	**1154**	*	*	*	*
09:00	*	*	810	1100	*	*	*	*	*	*	810	1100	*	*	*	*
10:00	*	*	750	992	*	*	*	*	*	*	750	992	*	*	*	*
11:00	*	*	**909**	940	*	*	*	*	*	*	**909**	940	*	*	*	*
12:00 PM	*	*	1021	974	*	*	*	*	*	*	1021	974	*	*	*	*
01:00	*	*	1013	1066	*	*	*	*	*	*	1013	1066	*	*	*	*
02:00	*	*	1168	1029	*	*	*	*	*	*	1168	1029	*	*	*	*
03:00	*	*	1208	**1118**	*	*	*	*	*	*	1208	**1118**	*	*	*	*
04:00	*	*	**1318**	1066	*	*	*	*	*	*	**1318**	1066	*	*	*	*
05:00	*	*	1203	1102	*	*	*	*	*	*	1203	1102	*	*	*	*
06:00	*	*	1240	1108	*	*	*	*	*	*	1240	1108	*	*	*	*
07:00	*	*	948	879	*	*	*	*	*	*	948	879	*	*	*	*
08:00	*	*	826	648	*	*	*	*	*	*	826	648	*	*	*	*
09:00	*	*	704	608	*	*	*	*	*	*	704	608	*	*	*	*
10:00	*	*	565	415	*	*	*	*	*	*	565	415	*	*	*	*
11:00	*	*	386	325	*	*	*	*	*	*	386	325	*	*	*	*
Total	0	0	16559	16854	0	0	0	0	0	0	16559	16854	0	0	0	0
Day	0		33413		0		0		0		33413		0		0	
AM Peak	-	-	11:00	08:00	-	-	-	-	-	-	11:00	08:00	-	-	-	-
Vol.	-	-	909	1154	-	-	-	-	-	-	909	1154	-	-	-	-
PM Peak	-	-	16:00	15:00	-	-	-	-	-	-	16:00	15:00	-	-	-	-
Vol.	-	-	1318	1118	-	-	-	-	-	-	1318	1118	-	-	-	-

Comb. Total	0	33413	0	0	0	33413	0	0

ADT ADT 33,413 AADT 33,413

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax (305) 592

Station ID: 24059
SR 5/Federal Highway
South of NE 3 Street

Start	09-Sep-14	NB		SB		Combined		10-Sep	NB		SB		Combined	
Time	Tue	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		54	297	51	232	105	529		*	*	*	*	*	*
12:15		64	250	52	252	116	502		*	*	*	*	*	*
12:30		59	236	31	248	90	484		*	*	*	*	*	*
12:45		48	238	44	242	92	480		*	*	*	*	*	*
01:00		43	242	33	292	76	534		*	*	*	*	*	*
01:15		39	262	33	254	72	516		*	*	*	*	*	*
01:30		37	266	28	278	65	544		*	*	*	*	*	*
01:45		29	243	22	242	51	485		*	*	*	*	*	*
02:00		30	272	34	248	64	520		*	*	*	*	*	*
02:15		20	278	16	252	36	530		*	*	*	*	*	*
02:30		26	300	24	264	50	564		*	*	*	*	*	*
02:45		19	318	26	265	45	583		*	*	*	*	*	*
03:00		12	276	23	278	35	554		*	*	*	*	*	*
03:15		22	302	17	279	39	581		*	*	*	*	*	*
03:30		16	318	16	296	32	***614***		*	*	*	*	*	*
03:45		21	312	30	265	51	***577***		*	*	*	*	*	*
04:00		22	328	18	286	40	***614***		*	*	*	*	*	*
04:15		14	312	20	284	34	***596***		*	*	*	*	*	*
04:30		25	***354***	46	245	71	599		*	*	*	*	*	*
04:45		19	***324***	42	251	61	575		*	*	*	*	*	*
05:00		26	***302***	30	278	56	580		*	*	*	*	*	*
05:15		28	***348***	36	258	64	606		*	*	*	*	*	*
05:30		34	289	68	***282***	102	571		*	*	*	*	*	*
05:45		45	264	81	***284***	126	548		*	*	*	*	*	*
06:00		44	288	88	***300***	132	588		*	*	*	*	*	*
06:15		59	335	111	***290***	170	625		*	*	*	*	*	*
06:30		86	306	152	252	238	558		*	*	*	*	*	*
06:45		88	311	171	266	259	577		*	*	*	*	*	*
07:00		139	224	197	245	336	469		*	*	*	*	*	*
07:15		148	270	227	232	375	502		*	*	*	*	*	*
07:30		164	256	***282***	198	446	454		*	*	*	*	*	*
07:45		194	198	***281***	204	475	402		*	*	*	*	*	*
08:00		160	248	***310***	168	***470***	416		*	*	*	*	*	*
08:15		207	214	***296***	166	***503***	380		*	*	*	*	*	*
08:30		230	192	280	165	***510***	357		*	*	*	*	*	*
08:45		219	172	268	149	***487***	321		*	*	*	*	*	*
09:00		192	173	272	158	464	331		*	*	*	*	*	*
09:15		204	179	272	166	476	345		*	*	*	*	*	*
09:30		208	196	285	146	493	342		*	*	*	*	*	*
09:45		206	156	271	138	477	294		*	*	*	*	*	*
10:00		196	167	216	106	412	273		*	*	*	*	*	*
10:15		162	160	234	104	396	264		*	*	*	*	*	*
10:30		172	112	274	104	446	216		*	*	*	*	*	*
10:45		***220***	126	268	101	488	227		*	*	*	*	*	*
11:00		***222***	119	248	86	470	205		*	*	*	*	*	*
11:15		***250***	93	222	83	472	176		*	*	*	*	*	*
11:30		***241***	90	220	86	461	176		*	*	*	*	*	*
11:45		196	84	250	70	446	154		*	*	*	*	*	*
Total		4959	11600	6516	10338	11475	21938		0	0	0	0	0	0
Day Total		16559		16854		33413			0		0		0	
% Total		14.8%	34.7%	19.5%	30.9%				0.0%	0.0%	0.0%	0.0%		
Peak	-	10:45	04:30	07:30	05:30	08:00	03:30	-	-	-	-	-	-	-
Vol.	-	933	1328	1169	1156	1970	2401	-	-	-	-	-	-	-
P.H.F.		0.933	0.938	0.943	0.963	0.966	0.978							

ADT	ADT 33,413	AADT 33,413

APPENDIX B

SIGNAL TIMING

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3223	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	3223
Modification Number	10	**Modification Date**	12/19/2012
Drawing/Project No	228034-1-52-01	**FPL Grid Number**	87670294306
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 3 STREET (HALLANDALE)		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		50		20		50		20
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		1.0		2.0		1.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay				10RT				10RT
Walk		7		5		7		5
Pedestrian Clearance		11		20		11		20
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return								

Attachment

Channel/Drop / **IP Address**

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5022
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. MOD. 10 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3095	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	3095
Modification Number	12	**Modification Date**	07/23/2014
Drawing/Project No	DES. GRP. 4	**FPL Grid Number**	87570914204
Intersection	DIXIE HWY./N 1 AVE. and NE/NW 3 STREET		
Municipality	HALLANDALE BEACH		

Controller Phase	1	2	3	4	5	6	7	9
Face Number							*	
Direction	WBST	WB	NB	EBST	EB	SB	*N/S	P/E
Initial Green(MIN)	2	6	6	2	6	12	*10	5
Vehicle Ext.(GAP)	0.0	2.0	2.5	0.0	2.0	2.5	0.0	0.0
Maximum Green I	2	20	25	2	20	25	*10	9
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	*4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	OFF	OFF	OFF	OFF	MIN	*OFF	OFF
Detector Delay								
Walk								
Pedestrian Clearance								
Permissive								
Flash Operation		RED	YELLOW		RED	YELLOW		
Green Return								

Attachment **DOC071113-001.pdf**

Channel/Drop **/** **IP Address**

NOTES:

1. IP: 192.168.000.010, MASK: 255.255.255.000, GWAY: 192.168.000.001, PORT: 5198
2. DIODE STRAPPING: PHASE 2 CALL: PHASE 1 DETECT. PHASE 5 CALL: PHASE 4 DETECT.
3. RAILROAD PREEMPTION SEQUENCE (UTILIZING PHASE 9):
(A) TIME BEFORE PREEMPTION = 0 SECONDS.
(B) TRACK CLEARANCE = 5 GREEN, 4 YELLOW, 1 ALL RED; EB AND WB FARSIDE SIGNALS.
(C) DWELL NORTH/SOUTH.
(D) RETURN TO WESTBOUND START, PHASE 2.
4. FLASH OPERATION: 2100 TO 0600, 7 DAYS.
5. *USED DURING STARTUP AND EXITING FLASH ONLY.
6. MOD. 12 UPDATES ALL RED CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

APPENDIX C

SYNCHRO SUMMARY SHEETS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	72	61	35	71	12	110	1436	19	42	1145	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.931			0.978			0.998			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1734	0	1770	1822	0	1770	3532	0	1770	3525	0
Flt Permitted	0.699			0.665			0.182			0.116		
Satd. Flow (perm)	1302	1734	0	1239	1822	0	339	3532	0	216	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			10			3			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		980			317			834			1533	
Travel Time (s)		22.3			7.2			19.0			34.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	78	66	38	77	13	120	1561	21	46	1245	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	144	0	38	90	0	120	1582	0	46	1280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		30.0	30.0		30.0	30.0	
Total Split (s)	24.0	24.0		24.0	24.0		56.0	56.0		56.0	56.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%		70.0%	70.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		51.0	51.0		51.0	51.0	
Yellow Time (s)	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		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		20.0	20.0		20.0	20.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	11.9	11.9		11.9	11.9		53.9	53.9		53.9	53.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.70	0.70		0.70	0.70	
v/c Ratio	0.57	0.46		0.20	0.31		0.51	0.64		0.30	0.52	
Control Delay	40.0	23.3		28.7	26.7		16.2	8.4		12.3	6.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	40.0	23.3		28.7	26.7		16.2	8.4		12.3	6.8	
LOS	D	C		C	C		B	A		B	A	
Approach Delay		30.7			27.3			8.9			7.0	
Approach LOS		C			C			A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 76.9	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 10.5	Intersection LOS: B
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: US-1 & NE 3rd Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	144	38	90	120	1582	46	1280
v/c Ratio	0.57	0.46	0.20	0.31	0.51	0.64	0.30	0.52
Control Delay	40.0	23.3	28.7	26.7	16.2	8.4	12.3	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	23.3	28.7	26.7	16.2	8.4	12.3	6.8
Queue Length 50th (ft)	49	39	15	33	22	174	7	121
Queue Length 95th (ft)	97	89	40	71	95	310	35	216
Internal Link Dist (ft)		900		237		754		1453
Turn Bay Length (ft)	50		50					
Base Capacity (vph)	305	444	291	435	237	2478	151	2473
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.32	0.13	0.21	0.51	0.64	0.30	0.52

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	154	52	13	181	2	80	12	37	4	9	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.999			0.961			0.941	
Flt Protected		0.998			0.997			0.970			0.992	
Satd. Flow (prot)	0	1798	0	0	1855	0	0	1736	0	0	1739	0
Flt Permitted		0.998			0.997			0.970			0.992	
Satd. Flow (perm)	0	1798	0	0	1855	0	0	1736	0	0	1739	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			980			681			543	
Travel Time (s)		18.7			22.3			15.5			12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	167	57	14	197	2	87	13	40	4	10	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	235	0	0	213	0	0	140	0	0	25	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	6	1	2	1	0	4	16	2	1	17	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983						0.988				
Flt Protected					0.968			0.991			0.997	
Satd. Flow (prot)	0	1831	0	0	1803	0	0	1824	0	0	1857	0
Flt Permitted					0.968			0.991			0.997	
Satd. Flow (perm)	0	1831	0	0	1803	0	0	1824	0	0	1857	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		560			925			543			395	
Travel Time (s)		12.7			21.0			12.3			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	7	1	2	1	0	4	17	2	1	18	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	3	0	0	23	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

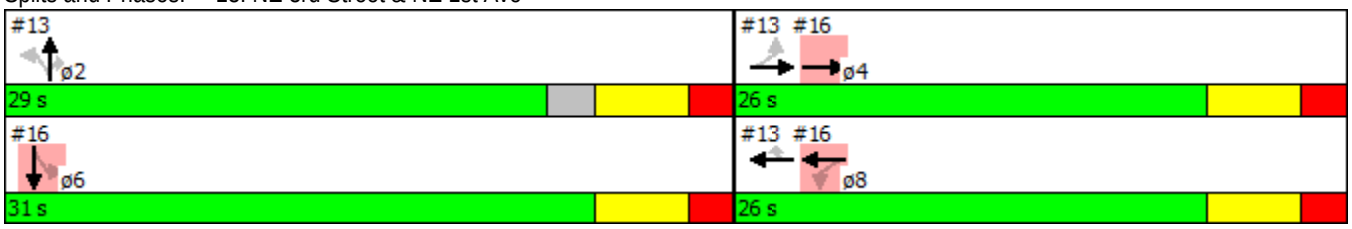
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	146	0	0	192	89	30	373	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		115	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.986						0.996				
Satd. Flow (prot)	0	1837	0	0	1863	1583	0	3525	1583	0	0	0
Flt Permitted		0.835						0.996				
Satd. Flow (perm)	0	1555	0	0	1863	1583	0	3525	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						97			57			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			824			708			1640	
Travel Time (s)		4.1			18.7			16.1			37.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	159	0	0	209	97	33	405	32	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	209	97	0	438	32	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Detector Phase	4	4			8	8	2	2	2			

Lane Group	ø6
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0			
Minimum Split (s)	12.0	12.0			12.0	12.0	12.0	12.0	12.0			
Total Split (s)	26.0	26.0			26.0	26.0	29.0	29.0	29.0			
Total Split (%)	45.6%	45.6%			45.6%	45.6%	50.9%	50.9%	50.9%			
Maximum Green (s)	20.0	20.0			20.0	20.0	23.0	23.0	23.0			
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?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	Max	Max	Max			
Act Effct Green (s)		13.1			13.1	13.1		25.2	25.2			
Actuated g/C Ratio		0.26			0.26	0.26		0.50	0.50			
v/c Ratio		0.54			0.43	0.20		0.25	0.04			
Control Delay		15.7			17.9	4.7		8.6	1.7			
Queue Delay		0.2			0.0	0.0		0.0	0.0			
Total Delay		15.9			17.9	4.7		8.6	1.7			
LOS		B			B	A		A	A			
Approach Delay		15.9			13.7			8.1				
Approach LOS		B			B			A				

Intersection Summary	
Area Type: Other	
Cycle Length: 57	
Actuated Cycle Length: 50.4	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 47.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: NE 3rd Street & NE 1st Ave



Lane Group	ø6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	18.0
Total Split (s)	31.0
Total Split (%)	54%
Maximum Green (s)	25.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	220	209	97	438	32
v/c Ratio	0.54	0.43	0.20	0.25	0.04
Control Delay	15.7	17.9	4.7	8.6	1.7
Queue Delay	0.2	0.0	0.0	0.0	0.0
Total Delay	15.9	17.9	4.7	8.6	1.7
Queue Length 50th (ft)	33	51	0	34	0
Queue Length 95th (ft)	64	96	25	74	7
Internal Link Dist (ft)	102	744		628	
Turn Bay Length (ft)			200		115
Base Capacity (vph)	621	744	690	1761	819
Starvation Cap Reductn	76	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.28	0.14	0.25	0.04

Intersection Summary

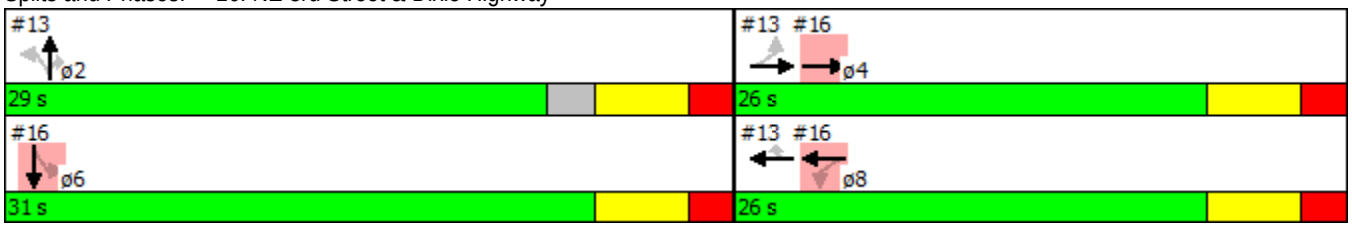
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	178	10	36	192	0	0	0	0	112	322	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Frt		0.993									0.989	
Flt Protected					0.992						0.988	
Satd. Flow (prot)	0	1850	0	0	1848	0	0	0	0	0	6261	0
Flt Permitted					0.910						0.988	
Satd. Flow (perm)	0	1850	0	0	1695	0	0	0	0	0	6261	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6									37	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			182			721			1604	
Travel Time (s)		14.4			4.1			16.4			36.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	193	11	39	209	0	0	0	0	122	350	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	0	0	248	0	0	0	0	0	509	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0					12.0	12.0	
Minimum Split (s)		12.0		12.0	12.0					18.0	18.0	

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	12.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		26.0		26.0	26.0					31.0	31.0	
Total Split (%)		45.6%		45.6%	45.6%					54.4%	54.4%	
Maximum Green (s)		20.0		20.0	20.0					25.0	25.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		6.0			6.0						6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					Max	Max	
Act Effct Green (s)		13.1			13.1						25.2	
Actuated g/C Ratio		0.26			0.26						0.50	
v/c Ratio		0.42			0.56						0.16	
Control Delay		17.2			10.7						7.3	
Queue Delay		0.0			0.1						0.0	
Total Delay		17.3			10.8						7.3	
LOS		B			B						A	
Approach Delay		17.3			10.8						7.3	
Approach LOS		B			B						A	

Intersection Summary	
Area Type: Other	
Cycle Length: 57	
Actuated Cycle Length: 50.4	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 10.3	Intersection LOS: B
Intersection Capacity Utilization 47.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: NE 3rd Street & Dixie Highway



Lane Group	ø2
Total Split (s)	29.0
Total Split (%)	51%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	204	248	509
v/c Ratio	0.42	0.56	0.16
Control Delay	17.2	10.7	7.3
Queue Delay	0.0	0.1	0.0
Total Delay	17.3	10.8	7.3
Queue Length 50th (ft)	48	18	19
Queue Length 95th (ft)	92	33	40
Internal Link Dist (ft)	554	102	1524
Turn Bay Length (ft)			
Base Capacity (vph)	743	677	3146
Starvation Cap Reductn	0	41	0
Spillback Cap Reductn	8	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.28	0.39	0.16

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	63	113	43	50	12	50	811	17	39	1394	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.903			0.971			0.997			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1682	0	1770	1809	0	1770	3529	0	1770	3522	0
Flt Permitted	0.713			0.548			0.118			0.297		
Satd. Flow (perm)	1328	1682	0	1021	1809	0	220	3529	0	553	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			13			5			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		980			317			834			1533	
Travel Time (s)		22.3			7.2			19.0			34.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	84	68	123	47	54	13	54	882	18	42	1515	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	191	0	47	67	0	54	900	0	42	1567	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		30.0	30.0		30.0	30.0	
Total Split (s)	24.0	24.0		24.0	24.0		56.0	56.0		56.0	56.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%		70.0%	70.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		51.0	51.0		51.0	51.0	
Yellow Time (s)	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		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		20.0	20.0		20.0	20.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	12.1	12.1		12.1	12.1		54.0	54.0		54.0	54.0	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.70	0.70		0.70	0.70	
v/c Ratio	0.40	0.63		0.29	0.23		0.35	0.36		0.11	0.64	
Control Delay	33.5	31.8		31.7	24.0		14.1	5.6		5.7	8.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.5	31.8		31.7	24.0		14.1	5.6		5.7	8.4	
LOS	C	C		C	C		B	A		A	A	
Approach Delay		32.3			27.2			6.1			8.3	
Approach LOS		C			C			A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 77.1	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: US-1 & NE 3rd Street

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	84	191	47	67	54	900	42	1567
v/c Ratio	0.40	0.63	0.29	0.23	0.35	0.36	0.11	0.64
Control Delay	33.5	31.8	31.7	24.0	14.1	5.6	5.7	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	31.8	31.7	24.0	14.1	5.6	5.7	8.4
Queue Length 50th (ft)	35	62	19	22	8	73	5	172
Queue Length 95th (ft)	74	124	48	54	44	135	20	310
Internal Link Dist (ft)		900		237		754		1453
Turn Bay Length (ft)	50		50					
Base Capacity (vph)	311	428	239	434	154	2470	387	2466
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.45	0.20	0.15	0.35	0.36	0.11	0.64

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	180	83	33	74	0	45	2	33	2	10	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958						0.944			0.912	
Flt Protected		0.999			0.985			0.973			0.997	
Satd. Flow (prot)	0	1783	0	0	1835	0	0	1711	0	0	1694	0
Flt Permitted		0.999			0.985			0.973			0.997	
Satd. Flow (perm)	0	1783	0	0	1835	0	0	1711	0	0	1694	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			980			681			543	
Travel Time (s)		18.7			22.3			15.5			12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	196	90	36	80	0	49	2	36	2	11	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	289	0	0	116	0	0	87	0	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	5	9	0	0	2	12	1	0	27	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865						0.992				
Flt Protected					0.950			0.994				
Satd. Flow (prot)	0	1611	0	0	1770	0	0	1837	0	0	1863	0
Flt Permitted					0.950			0.994				
Satd. Flow (perm)	0	1611	0	0	1770	0	0	1837	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		560			925			543			395	
Travel Time (s)		12.7			21.0			12.3			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	5	10	0	0	2	13	1	0	29	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	10	0	0	16	0	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 17.2%	ICU Level of Service A
Analysis Period (min) 15	

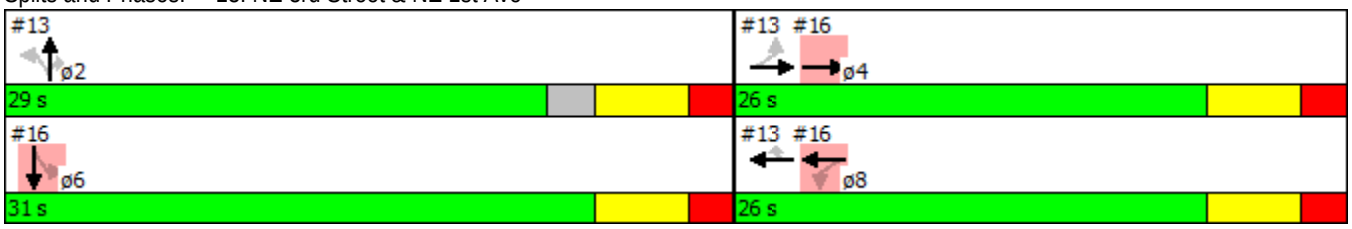
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	149	0	0	80	58	10	133	27	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		115	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.986						0.996				
Satd. Flow (prot)	0	1837	0	0	1863	1583	0	3525	1583	0	0	0
Flt Permitted		0.874						0.996				
Satd. Flow (perm)	0	1628	0	0	1863	1583	0	3525	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						63			57			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			824			708			1640	
Travel Time (s)		4.1			18.7			16.1			37.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	162	0	0	87	63	11	145	29	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	87	63	0	156	29	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Detector Phase	4	4			8	8	2	2	2			

Lane Group	ø6
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0			
Minimum Split (s)	12.0	12.0			12.0	12.0	12.0	12.0	12.0			
Total Split (s)	26.0	26.0			26.0	26.0	29.0	29.0	29.0			
Total Split (%)	45.6%	45.6%			45.6%	45.6%	50.9%	50.9%	50.9%			
Maximum Green (s)	20.0	20.0			20.0	20.0	23.0	23.0	23.0			
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?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	Max	Max	Max			
Act Effct Green (s)		12.3			12.3	12.3		25.2	25.2			
Actuated g/C Ratio		0.25			0.25	0.25		0.51	0.51			
v/c Ratio		0.56			0.19	0.14		0.09	0.03			
Control Delay		19.9			15.0	5.2		7.6	1.5			
Queue Delay		0.2			0.0	0.0		0.0	0.0			
Total Delay		20.1			15.0	5.2		7.6	1.5			
LOS		C			B	A		A	A			
Approach Delay		20.1			10.9			6.7				
Approach LOS		C			B			A				

Intersection Summary	
Area Type:	Other
Cycle Length: 57	
Actuated Cycle Length: 49.6	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 36.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: NE 3rd Street & NE 1st Ave



Lane Group	ø6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	18.0
Total Split (s)	31.0
Total Split (%)	54%
Maximum Green (s)	25.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	226	87	63	156	29
v/c Ratio	0.56	0.19	0.14	0.09	0.03
Control Delay	19.9	15.0	5.2	7.6	1.5
Queue Delay	0.2	0.0	0.0	0.0	0.0
Total Delay	20.1	15.0	5.2	7.6	1.5
Queue Length 50th (ft)	47	20	0	10	0
Queue Length 95th (ft)	89	45	20	28	6
Internal Link Dist (ft)	102	744		628	
Turn Bay Length (ft)			200		115
Base Capacity (vph)	661	757	680	1790	832
Starvation Cap Reductn	97	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.11	0.09	0.09	0.03

Intersection Summary

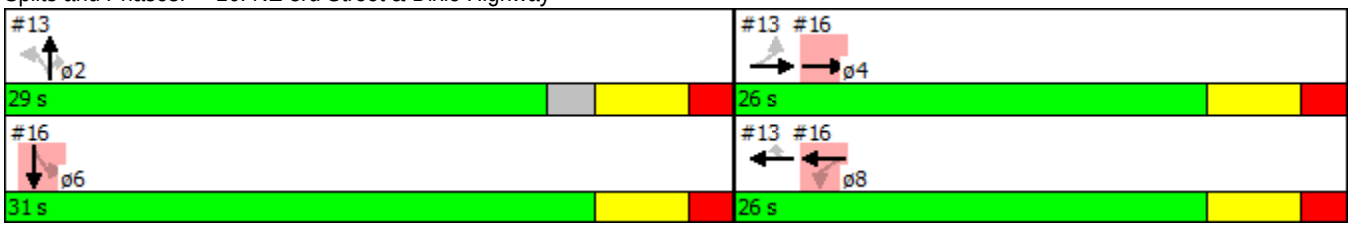
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	149	35	37	80	0	0	0	0	179	612	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Frt		0.974									0.997	
Flt Protected					0.984						0.989	
Satd. Flow (prot)	0	1814	0	0	1833	0	0	0	0	0	6318	0
Flt Permitted					0.832						0.989	
Satd. Flow (perm)	0	1814	0	0	1550	0	0	0	0	0	6318	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23									8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			182			721			1604	
Travel Time (s)		14.4			4.1			16.4			36.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	162	38	40	87	0	0	0	0	195	665	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	200	0	0	127	0	0	0	0	0	876	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0					12.0	12.0	
Minimum Split (s)		12.0		12.0	12.0					18.0	18.0	

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	12.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		26.0		26.0	26.0					31.0	31.0	
Total Split (%)		45.6%		45.6%	45.6%					54.4%	54.4%	
Maximum Green (s)		20.0		20.0	20.0					25.0	25.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		6.0			6.0						6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					Max	Max	
Act Effct Green (s)		12.3			12.3						25.2	
Actuated g/C Ratio		0.25			0.25						0.51	
v/c Ratio		0.43			0.33						0.27	
Control Delay		16.3			9.4						7.8	
Queue Delay		0.0			0.1						0.0	
Total Delay		16.3			9.5						7.8	
LOS		B			A						A	
Approach Delay		16.3			9.5						7.8	
Approach LOS		B			A						A	

Intersection Summary	
Area Type: Other	
Cycle Length: 57	
Actuated Cycle Length: 49.6	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 43.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: NE 3rd Street & Dixie Highway



Lane Group	ø2
Total Split (s)	29.0
Total Split (%)	51%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	200	127	876
v/c Ratio	0.43	0.33	0.27
Control Delay	16.3	9.4	7.8
Queue Delay	0.0	0.1	0.0
Total Delay	16.3	9.5	7.8
Queue Length 50th (ft)	42	13	36
Queue Length 95th (ft)	85	26	70
Internal Link Dist (ft)	554	102	1524
Turn Bay Length (ft)			
Base Capacity (vph)	750	629	3212
Starvation Cap Reductn	0	86	0
Spillback Cap Reductn	31	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.28	0.23	0.27

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	73	62	36	72	12	112	1458	20	42	1162	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.931			0.979			0.998			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1734	0	1770	1824	0	1770	3532	0	1770	3525	0
Flt Permitted	0.698			0.664			0.177			0.111		
Satd. Flow (perm)	1300	1734	0	1237	1824	0	330	3532	0	207	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			10			3			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		980			317			834			1533	
Travel Time (s)		22.3			7.2			19.0			34.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	115	79	67	39	78	13	122	1585	22	46	1263	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	146	0	39	91	0	122	1607	0	46	1299	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		30.0	30.0		30.0	30.0	
Total Split (s)	24.0	24.0		24.0	24.0		56.0	56.0		56.0	56.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%		70.0%	70.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		51.0	51.0		51.0	51.0	
Yellow Time (s)	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		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		20.0	20.0		20.0	20.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	12.0	12.0		12.0	12.0		53.9	53.9		53.9	53.9	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.70	0.70		0.70	0.70	
v/c Ratio	0.57	0.47		0.20	0.31		0.53	0.65		0.32	0.53	
Control Delay	40.1	23.5		28.9	26.7		17.8	8.5		13.1	6.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	40.1	23.5		28.9	26.7		17.8	8.5		13.1	6.9	
LOS	D	C		C	C		B	A		B	A	
Approach Delay		30.8			27.4			9.2			7.1	
Approach LOS		C			C			A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 76.9	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: US-1 & NE 3rd Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	156	53	13	184	2	81	12	38	4	9	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.999			0.961			0.941	
Flt Protected		0.998			0.997			0.970			0.992	
Satd. Flow (prot)	0	1798	0	0	1855	0	0	1736	0	0	1739	0
Flt Permitted		0.998			0.997			0.970			0.992	
Satd. Flow (perm)	0	1798	0	0	1855	0	0	1736	0	0	1739	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			980			681			543	
Travel Time (s)		18.7			22.3			15.5			12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	170	58	14	200	2	88	13	41	4	10	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	239	0	0	216	0	0	142	0	0	25	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	7	1	2	1	0	4	16	2	1	17	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985						0.988				
Flt Protected					0.968			0.991			0.997	
Satd. Flow (prot)	0	1835	0	0	1803	0	0	1824	0	0	1857	0
Flt Permitted					0.968			0.991			0.997	
Satd. Flow (perm)	0	1835	0	0	1803	0	0	1824	0	0	1857	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		560			925			543			395	
Travel Time (s)		12.7			21.0			12.3			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	8	1	2	1	0	4	17	2	1	18	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	3	0	0	23	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

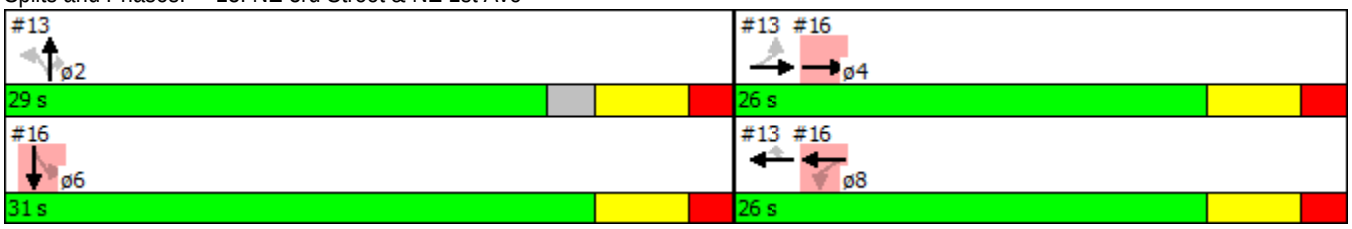
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	148	0	0	194	90	30	379	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		115	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.986						0.996				
Satd. Flow (prot)	0	1837	0	0	1863	1583	0	3525	1583	0	0	0
Flt Permitted		0.836						0.996				
Satd. Flow (perm)	0	1557	0	0	1863	1583	0	3525	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						98			57			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			824			708			1640	
Travel Time (s)		4.1			18.7			16.1			37.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	161	0	0	211	98	33	412	32	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	222	0	0	211	98	0	445	32	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Detector Phase	4	4			8	8	2	2	2			

Lane Group	ø6
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0			
Minimum Split (s)	12.0	12.0			12.0	12.0	12.0	12.0	12.0			
Total Split (s)	26.0	26.0			26.0	26.0	29.0	29.0	29.0			
Total Split (%)	45.6%	45.6%			45.6%	45.6%	50.9%	50.9%	50.9%			
Maximum Green (s)	20.0	20.0			20.0	20.0	23.0	23.0	23.0			
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?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	Max	Max	Max			
Act Effct Green (s)		13.2			13.2	13.2		25.2	25.2			
Actuated g/C Ratio		0.26			0.26	0.26		0.50	0.50			
v/c Ratio		0.55			0.43	0.20		0.25	0.04			
Control Delay		15.6			18.0	4.7		8.6	1.7			
Queue Delay		0.2			0.0	0.0		0.0	0.0			
Total Delay		15.9			18.0	4.7		8.6	1.7			
LOS		B			B	A		A	A			
Approach Delay		15.9			13.8			8.2				
Approach LOS		B			B			A				

Intersection Summary	
Area Type:	Other
Cycle Length: 57	
Actuated Cycle Length: 50.5	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 47.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: NE 3rd Street & NE 1st Ave



Lane Group	ø6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	18.0
Total Split (s)	31.0
Total Split (%)	54%
Maximum Green (s)	25.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

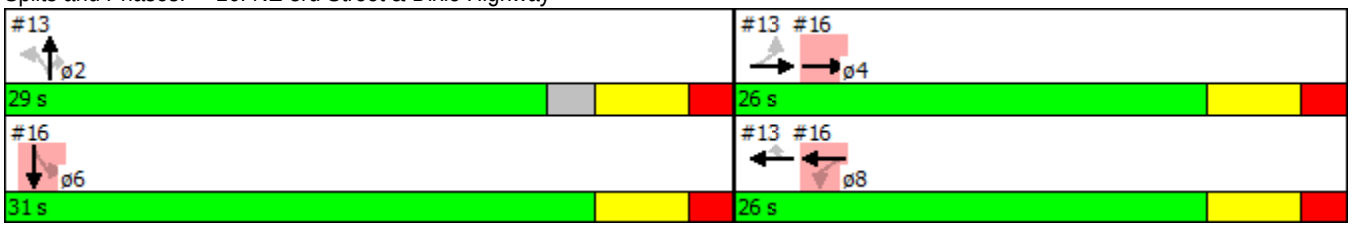
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	180	10	37	194	0	0	0	0	114	327	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Frt		0.993									0.989	
Flt Protected					0.992						0.988	
Satd. Flow (prot)	0	1850	0	0	1848	0	0	0	0	0	6261	0
Flt Permitted					0.908						0.988	
Satd. Flow (perm)	0	1850	0	0	1691	0	0	0	0	0	6261	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5									38	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			182			721			1604	
Travel Time (s)		14.4			4.1			16.4			36.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	196	11	40	211	0	0	0	0	124	355	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	251	0	0	0	0	0	517	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0					12.0	12.0	
Minimum Split (s)		12.0		12.0	12.0					18.0	18.0	

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	12.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		26.0		26.0	26.0					31.0	31.0	
Total Split (%)		45.6%		45.6%	45.6%					54.4%	54.4%	
Maximum Green (s)		20.0		20.0	20.0					25.0	25.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		6.0			6.0						6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					Max	Max	
Act Effct Green (s)		13.2			13.2						25.2	
Actuated g/C Ratio		0.26			0.26						0.50	
v/c Ratio		0.43			0.57						0.16	
Control Delay		17.4			10.8						7.3	
Queue Delay		0.0			0.1						0.0	
Total Delay		17.4			10.9						7.3	
LOS		B			B						A	
Approach Delay		17.4			10.9						7.3	
Approach LOS		B			B						A	

Intersection Summary	
Area Type: Other	
Cycle Length: 57	
Actuated Cycle Length: 50.5	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 47.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: NE 3rd Street & Dixie Highway



Lane Group	ø2
Total Split (s)	29.0
Total Split (%)	51%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	64	115	43	51	12	51	823	17	39	1415	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.904			0.971			0.997			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1684	0	1770	1809	0	1770	3529	0	1770	3522	0
Flt Permitted	0.713			0.538			0.113			0.292		
Satd. Flow (perm)	1328	1684	0	1002	1809	0	210	3529	0	544	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			13			5			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		980			317			834			1533	
Travel Time (s)		22.3			7.2			19.0			34.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	85	70	125	47	55	13	55	895	18	42	1538	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	195	0	47	68	0	55	913	0	42	1591	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		30.0	30.0		30.0	30.0	
Total Split (s)	24.0	24.0		24.0	24.0		56.0	56.0		56.0	56.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%		70.0%	70.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		51.0	51.0		51.0	51.0	
Yellow Time (s)	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		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		20.0	20.0		20.0	20.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	12.3	12.3		12.3	12.3		53.9	53.9		53.9	53.9	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.70	0.70		0.70	0.70	
v/c Ratio	0.40	0.64		0.30	0.23		0.38	0.37		0.11	0.65	
Control Delay	33.3	32.7		31.7	24.0		15.6	5.7		5.8	8.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.3	32.7		31.7	24.0		15.6	5.7		5.8	8.6	
LOS	C	C		C	C		B	A		A	A	
Approach Delay		32.9			27.1			6.3			8.6	
Approach LOS		C			C			A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 77.3	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: US-1 & NE 3rd Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	182	85	34	75	0	46	2	34	2	10	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958						0.944			0.911	
Flt Protected		0.999			0.985			0.973			0.997	
Satd. Flow (prot)	0	1783	0	0	1835	0	0	1711	0	0	1692	0
Flt Permitted		0.999			0.985			0.973			0.997	
Satd. Flow (perm)	0	1783	0	0	1835	0	0	1711	0	0	1692	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			980			681			543	
Travel Time (s)		18.7			22.3			15.5			12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	198	92	37	82	0	50	2	37	2	11	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	0	0	119	0	0	89	0	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	5	9	0	0	2	12	1	0	27	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865						0.992				
Flt Protected					0.950			0.994				
Satd. Flow (prot)	0	1611	0	0	1770	0	0	1837	0	0	1863	0
Flt Permitted					0.950			0.994				
Satd. Flow (perm)	0	1611	0	0	1770	0	0	1837	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		560			925			543			395	
Travel Time (s)		12.7			21.0			12.3			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	5	10	0	0	2	13	1	0	29	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	10	0	0	16	0	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 17.2%	ICU Level of Service A
Analysis Period (min) 15	

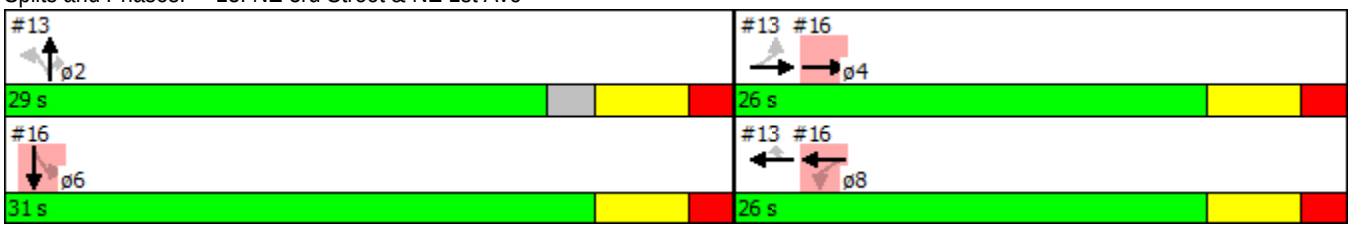
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	151	0	0	81	59	10	135	27	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		115	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.986						0.997				
Satd. Flow (prot)	0	1837	0	0	1863	1583	0	3529	1583	0	0	0
Flt Permitted		0.873						0.997				
Satd. Flow (perm)	0	1626	0	0	1863	1583	0	3529	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						64			57			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			824			708			1640	
Travel Time (s)		4.1			18.7			16.1			37.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	164	0	0	88	64	11	147	29	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	229	0	0	88	64	0	158	29	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Detector Phase	4	4			8	8	2	2	2			

Lane Group	ø6
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0			
Minimum Split (s)	12.0	12.0			12.0	12.0	12.0	12.0	12.0			
Total Split (s)	26.0	26.0			26.0	26.0	29.0	29.0	29.0			
Total Split (%)	45.6%	45.6%			45.6%	45.6%	50.9%	50.9%	50.9%			
Maximum Green (s)	20.0	20.0			20.0	20.0	23.0	23.0	23.0			
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?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	Max	Max	Max			
Act Effct Green (s)		12.4			12.4	12.4		25.2	25.2			
Actuated g/C Ratio		0.25			0.25	0.25		0.51	0.51			
v/c Ratio		0.56			0.19	0.14		0.09	0.03			
Control Delay		20.0			15.0	5.2		7.7	1.5			
Queue Delay		0.2			0.0	0.0		0.0	0.0			
Total Delay		20.2			15.0	5.2		7.7	1.5			
LOS		C			B	A		A	A			
Approach Delay		20.2			10.9			6.7				
Approach LOS		C			B			A				

Intersection Summary	
Area Type:	Other
Cycle Length: 57	
Actuated Cycle Length: 49.7	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 36.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: NE 3rd Street & NE 1st Ave



Lane Group	ø6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	18.0
Total Split (s)	31.0
Total Split (%)	54%
Maximum Green (s)	25.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

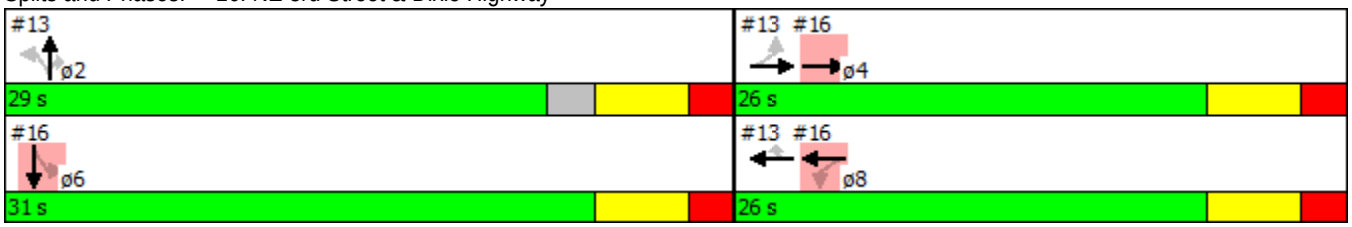
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	151	36	38	81	0	0	0	0	181	621	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Frt		0.974									0.997	
Flt Protected					0.984						0.989	
Satd. Flow (prot)	0	1814	0	0	1833	0	0	0	0	0	6318	0
Flt Permitted					0.829						0.989	
Satd. Flow (perm)	0	1814	0	0	1544	0	0	0	0	0	6318	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23									7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			182			721			1604	
Travel Time (s)		14.4			4.1			16.4			36.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	164	39	41	88	0	0	0	0	197	675	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	203	0	0	129	0	0	0	0	0	888	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0					12.0	12.0	
Minimum Split (s)		12.0		12.0	12.0					18.0	18.0	

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	12.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		26.0		26.0	26.0					31.0	31.0	
Total Split (%)		45.6%		45.6%	45.6%					54.4%	54.4%	
Maximum Green (s)		20.0		20.0	20.0					25.0	25.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		6.0			6.0						6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					Max	Max	
Act Effct Green (s)		12.4			12.4						25.2	
Actuated g/C Ratio		0.25			0.25						0.51	
v/c Ratio		0.43			0.34						0.28	
Control Delay		16.3			9.5						7.9	
Queue Delay		0.0			0.1						0.0	
Total Delay		16.3			9.5						7.9	
LOS		B			A						A	
Approach Delay		16.3			9.5						7.9	
Approach LOS		B			A						A	

Intersection Summary	
Area Type: Other	
Cycle Length: 57	
Actuated Cycle Length: 49.7	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 9.5	Intersection LOS: A
Intersection Capacity Utilization 43.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: NE 3rd Street & Dixie Highway



Lane Group	ø2
Total Split (s)	29.0
Total Split (%)	51%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	73	89	36	72	12	152	1458	20	42	1189	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	50		0	160		0	160		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.917			0.979			0.998			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1708	0	1770	1824	0	1770	3532	0	1770	3518	0
Flt Permitted	0.698			0.608			0.158			0.103		
Satd. Flow (perm)	1300	1708	0	1133	1824	0	294	3532	0	192	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		71			10			3			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			317			834			353	
Travel Time (s)		6.8			7.2			19.0			8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	79	97	39	78	13	165	1585	22	46	1292	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	176	0	39	91	0	165	1607	0	46	1345	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		30.0	30.0		30.0	30.0	
Total Split (s)	24.0	24.0		24.0	24.0		56.0	56.0		56.0	56.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%		70.0%	70.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		51.0	51.0		51.0	51.0	
Yellow Time (s)	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		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		20.0	20.0		20.0	20.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	14.4	14.4		14.4	14.4		52.3	52.3		52.3	52.3	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.67	0.67		0.67	0.67	
v/c Ratio	0.72	0.47		0.19	0.26		0.84	0.68		0.36	0.57	
Control Delay	46.8	20.6		27.8	25.2		50.1	10.1		16.4	8.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.8	20.6		27.8	25.2		50.1	10.1		16.4	8.4	
LOS	D	C		C	C		D	B		B	A	
Approach Delay		33.6			26.0			13.8			8.6	
Approach LOS		C			C			B			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 77.7	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: US-1 & NE 3rd Street

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	13	0	56	16	16	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.971			
Flt Protected	0.950					0.991
Satd. Flow (prot)	1770	0	1809	0	0	1846
Flt Permitted	0.950					0.991
Satd. Flow (perm)	1770	0	1809	0	0	1846
Link Speed (mph)	30		30			30
Link Distance (ft)	357		100			443
Travel Time (s)	8.1		2.3			10.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	0	61	17	17	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	78	0	0	97
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 21.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	173	53	13	197	35	81	12	38	58	9	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.981			0.961			0.966	
Flt Protected		0.995			0.997			0.970			0.969	
Satd. Flow (prot)	0	1800	0	0	1822	0	0	1736	0	0	1744	0
Flt Permitted		0.995			0.997			0.970			0.969	
Satd. Flow (perm)	0	1800	0	0	1822	0	0	1736	0	0	1744	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			680			681			100	
Travel Time (s)		18.7			15.5			15.5			2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	188	58	14	214	38	88	13	41	63	10	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	266	0	0	142	0	0	98	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	7	1	56	1	0	4	16	35	1	27	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985						0.913			0.996	
Flt Protected					0.953			0.997			0.998	
Satd. Flow (prot)	0	1835	0	0	1775	0	0	1696	0	0	1852	0
Flt Permitted					0.953			0.997			0.998	
Satd. Flow (perm)	0	1835	0	0	1775	0	0	1696	0	0	1852	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		560			50			443			395	
Travel Time (s)		12.7			1.1			10.1			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	8	1	61	1	0	4	17	38	1	29	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	62	0	0	59	0	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 21.3%	ICU Level of Service A
Analysis Period (min) 15	

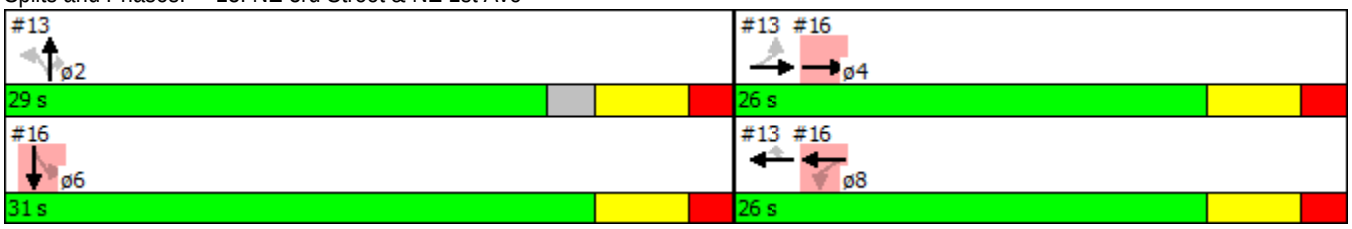
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	157	0	0	220	91	30	379	52	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		115	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.987						0.996				
Satd. Flow (prot)	0	1839	0	0	1863	1583	0	3525	1583	0	0	0
Flt Permitted		0.838						0.996				
Satd. Flow (perm)	0	1561	0	0	1863	1583	0	3525	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						99			57			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			824			708			1640	
Travel Time (s)		4.1			18.7			16.1			37.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	171	0	0	239	99	33	412	57	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	0	239	99	0	445	57	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Detector Phase	4	4			8	8	2	2	2			

Lane Group	ø6
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0			
Minimum Split (s)	12.0	12.0			12.0	12.0	12.0	12.0	12.0			
Total Split (s)	26.0	26.0			26.0	26.0	29.0	29.0	29.0			
Total Split (%)	45.6%	45.6%			45.6%	45.6%	50.9%	50.9%	50.9%			
Maximum Green (s)	20.0	20.0			20.0	20.0	23.0	23.0	23.0			
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?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	Max	Max	Max			
Act Effct Green (s)		14.3			14.3	14.3		25.2	25.2			
Actuated g/C Ratio		0.28			0.28	0.28		0.49	0.49			
v/c Ratio		0.54			0.46	0.19		0.26	0.07			
Control Delay		15.1			18.1	4.5		9.2	3.5			
Queue Delay		0.3			0.0	0.0		0.0	0.0			
Total Delay		15.3			18.1	4.5		9.2	3.5			
LOS		B			B	A		A	A			
Approach Delay		15.3			14.1			8.5				
Approach LOS		B			B			A				

Intersection Summary	
Area Type: Other	
Cycle Length: 57	
Actuated Cycle Length: 51.6	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 49.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: NE 3rd Street & NE 1st Ave



Lane Group	ø6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	18.0
Total Split (s)	31.0
Total Split (%)	54%
Maximum Green (s)	25.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

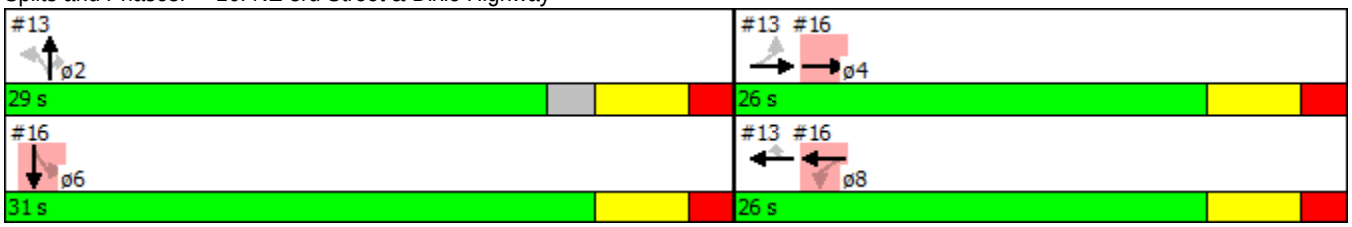
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	188	10	56	201	0	0	0	0	116	327	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Frt		0.993									0.989	
Flt Protected					0.989						0.988	
Satd. Flow (prot)	0	1850	0	0	1842	0	0	0	0	0	6261	0
Flt Permitted					0.868						0.988	
Satd. Flow (perm)	0	1850	0	0	1617	0	0	0	0	0	6261	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5									38	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			182			721			1604	
Travel Time (s)		14.4			4.1			16.4			36.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	204	11	61	218	0	0	0	0	126	355	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	0	279	0	0	0	0	0	519	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0					12.0	12.0	
Minimum Split (s)		12.0		12.0	12.0					18.0	18.0	

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	12.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		26.0		26.0	26.0					31.0	31.0	
Total Split (%)		45.6%		45.6%	45.6%					54.4%	54.4%	
Maximum Green (s)		20.0		20.0	20.0					25.0	25.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		6.0			6.0						6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					Max	Max	
Act Effct Green (s)		14.3			14.3						25.2	
Actuated g/C Ratio		0.28			0.28						0.49	
v/c Ratio		0.42			0.62						0.17	
Control Delay		16.9			11.7						7.7	
Queue Delay		0.0			0.1						0.0	
Total Delay		17.0			11.8						7.7	
LOS		B			B						A	
Approach Delay		17.0			11.8						7.7	
Approach LOS		B			B						A	

Intersection Summary	
Area Type: Other	
Cycle Length: 57	
Actuated Cycle Length: 51.6	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: NE 3rd Street & Dixie Highway



Lane Group	ø2
Total Split (s)	29.0
Total Split (%)	51%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	0	0	0	16	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	1863	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1863	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		680	300		219	
Travel Time (s)		15.5	6.8		5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	17	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 6.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	0	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt					0.850	
Flt Protected						
Satd. Flow (prot)	0	0	0	3539	3008	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	3539	3008	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	139			353	1180	
Travel Time (s)	3.2			8.0	26.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 6.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	16	24	0	34	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.950	
Flt Protected				0.950	0.970	
Satd. Flow (prot)	1611	0	0	1770	1717	0
Flt Permitted				0.950	0.970	
Satd. Flow (perm)	1611	0	0	1770	1717	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	50			150	182	
Travel Time (s)	1.1			3.4	4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	17	26	0	37	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	0	26	59	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	16	24	0	20	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.964	
Flt Protected				0.950	0.965	
Satd. Flow (prot)	1611	0	0	1770	1733	0
Flt Permitted				0.950	0.965	
Satd. Flow (perm)	1611	0	0	1770	1733	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	150			235	163	
Travel Time (s)	3.4			5.3	3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	17	26	0	22	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	0	26	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
3: US-1 & NE 3rd Street

9/16/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	64	140	43	51	12	68	823	17	39	1440	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	50		0	160		0	160		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.897			0.971			0.997			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1671	0	1770	1809	0	1770	3529	0	1770	3518	0
Flt Permitted	0.713			0.484			0.103			0.289		
Satd. Flow (perm)	1328	1671	0	902	1809	0	192	3529	0	538	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			13			5			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			317			834			353	
Travel Time (s)		6.8			7.2			19.0			8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	70	152	47	55	13	74	895	18	42	1565	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	222	0	47	68	0	74	913	0	42	1626	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		30.0	30.0		30.0	30.0	
Total Split (s)	24.0	24.0		24.0	24.0		56.0	56.0		56.0	56.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%		70.0%	70.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		51.0	51.0		51.0	51.0	
Yellow Time (s)	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		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		20.0	20.0		20.0	20.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	13.3	13.3		13.3	13.3		52.3	52.3		52.3	52.3	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.68	0.68		0.68	0.68	
v/c Ratio	0.60	0.69		0.30	0.21		0.56	0.38		0.11	0.68	
Control Delay	39.9	35.3		31.8	23.5		30.3	6.2		6.1	9.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.9	35.3		31.8	23.5		30.3	6.2		6.1	9.6	
LOS	D	D		C	C		C	A		A	A	
Approach Delay		37.0			26.9			8.0			9.5	
Approach LOS		D			C			A			A	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 76.6	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: US-1 & NE 3rd Street

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	12	0	19	7	7	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.963			
Flt Protected	0.950					0.996
Satd. Flow (prot)	1770	0	1794	0	0	1855
Flt Permitted	0.950					0.996
Satd. Flow (perm)	1770	0	1794	0	0	1855
Link Speed (mph)	30		30			30
Link Distance (ft)	357		100			443
Travel Time (s)	8.1		2.3			10.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	0	21	8	8	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	29	0	0	106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 20.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	189	85	34	87	14	46	2	34	51	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960			0.986			0.944			0.951	
Flt Protected		0.998			0.988			0.973			0.974	
Satd. Flow (prot)	0	1785	0	0	1815	0	0	1711	0	0	1725	0
Flt Permitted		0.998			0.988			0.973			0.974	
Satd. Flow (perm)	0	1785	0	0	1815	0	0	1711	0	0	1725	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			680			681			100	
Travel Time (s)		18.7			15.5			15.5			2.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	205	92	37	95	15	50	2	37	55	11	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	308	0	0	147	0	0	89	0	0	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	5	58	0	0	2	12	15	0	27	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865						0.930				
Flt Protected					0.950			0.997				
Satd. Flow (prot)	0	1611	0	0	1770	0	0	1727	0	0	1863	0
Flt Permitted					0.950			0.997				
Satd. Flow (perm)	0	1611	0	0	1770	0	0	1727	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		560			50			443			395	
Travel Time (s)		12.7			1.1			10.1			9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	5	63	0	0	2	13	16	0	29	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	63	0	0	31	0	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 19.9%	ICU Level of Service A
Analysis Period (min) 15	

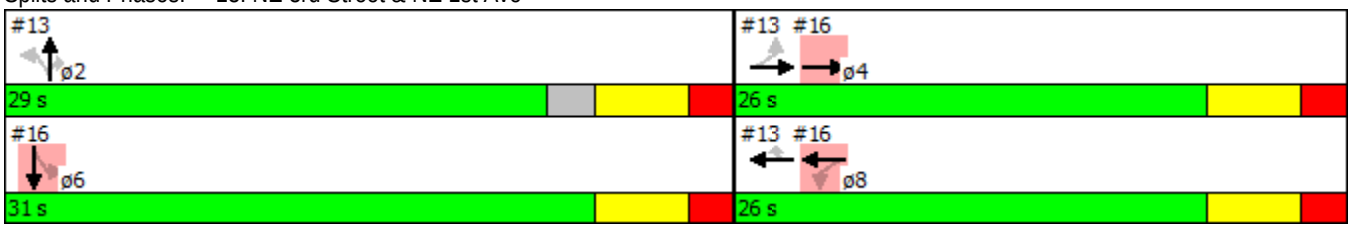
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	155	0	0	105	60	10	135	37	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		115	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.986						0.997				
Satd. Flow (prot)	0	1837	0	0	1863	1583	0	3529	1583	0	0	0
Flt Permitted		0.866						0.997				
Satd. Flow (perm)	0	1613	0	0	1863	1583	0	3529	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						65			57			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			824			708			1640	
Travel Time (s)		4.1			18.7			16.1			37.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	168	0	0	114	65	11	147	40	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	233	0	0	114	65	0	158	40	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Detector Phase	4	4			8	8	2	2	2			

Lane Group	ø6
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0			
Minimum Split (s)	12.0	12.0			12.0	12.0	12.0	12.0	12.0			
Total Split (s)	26.0	26.0			26.0	26.0	29.0	29.0	29.0			
Total Split (%)	45.6%	45.6%			45.6%	45.6%	50.9%	50.9%	50.9%			
Maximum Green (s)	20.0	20.0			20.0	20.0	23.0	23.0	23.0			
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?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	Max	Max	Max			
Act Effct Green (s)		12.6			12.6	12.6		25.2	25.2			
Actuated g/C Ratio		0.25			0.25	0.25		0.51	0.51			
v/c Ratio		0.57			0.24	0.15		0.09	0.05			
Control Delay		20.1			15.5	5.1		7.8	2.4			
Queue Delay		0.2			0.0	0.0		0.0	0.0			
Total Delay		20.4			15.5	5.1		7.8	2.4			
LOS		C			B	A		A	A			
Approach Delay		20.4			11.7			6.7				
Approach LOS		C			B			A				

Intersection Summary	
Area Type: Other	
Cycle Length: 57	
Actuated Cycle Length: 49.9	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 13.4	Intersection LOS: B
Intersection Capacity Utilization 36.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: NE 3rd Street & NE 1st Ave



Lane Group	ø6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	18.0
Total Split (s)	31.0
Total Split (%)	54%
Maximum Green (s)	25.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

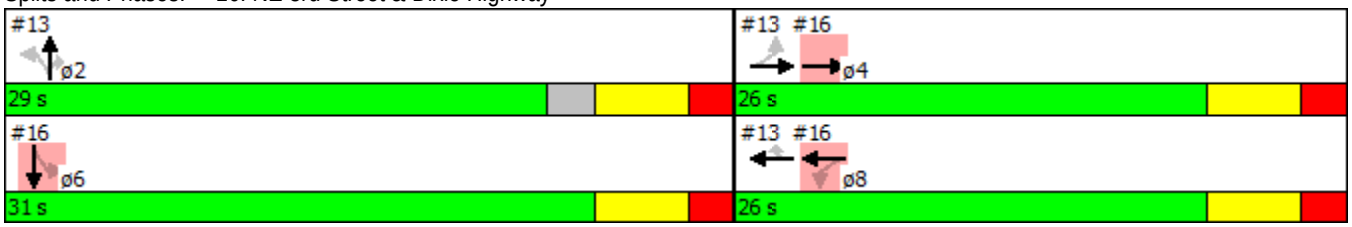
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	154	36	55	88	0	0	0	0	182	621	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Frt		0.974									0.997	
Flt Protected					0.981						0.989	
Satd. Flow (prot)	0	1814	0	0	1827	0	0	0	0	0	6318	0
Flt Permitted					0.786						0.989	
Satd. Flow (perm)	0	1814	0	0	1464	0	0	0	0	0	6318	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23									7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			182			721			1604	
Travel Time (s)		14.4			4.1			16.4			36.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	167	39	60	96	0	0	0	0	198	675	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	206	0	0	156	0	0	0	0	0	889	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0					12.0	12.0	
Minimum Split (s)		12.0		12.0	12.0					18.0	18.0	

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	12.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		26.0		26.0	26.0					31.0	31.0	
Total Split (%)		45.6%		45.6%	45.6%					54.4%	54.4%	
Maximum Green (s)		20.0		20.0	20.0					25.0	25.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		6.0			6.0						6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					Max	Max	
Act Effct Green (s)		12.6			12.6						25.2	
Actuated g/C Ratio		0.25			0.25						0.51	
v/c Ratio		0.43			0.42						0.28	
Control Delay		16.3			10.2						8.0	
Queue Delay		0.0			0.1						0.0	
Total Delay		16.3			10.3						8.0	
LOS		B			B						A	
Approach Delay		16.3			10.3						8.0	
Approach LOS		B			B						A	

Intersection Summary	
Area Type: Other	
Cycle Length: 57	
Actuated Cycle Length: 49.9	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 45.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: NE 3rd Street & Dixie Highway



Lane Group	ø2
Total Split (s)	29.0
Total Split (%)	51%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	0	0	0	7	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	1863	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1863	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		680	300		219	
Travel Time (s)		15.5	6.8		5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	8	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 6.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	0	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt					0.850	
Flt Protected						
Satd. Flow (prot)	0	0	0	3539	3008	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	3539	3008	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	139			353	1180	
Travel Time (s)	3.2			8.0	26.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 6.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	7	10	0	31	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.950	
Flt Protected				0.950	0.969	
Satd. Flow (prot)	1611	0	0	1770	1715	0
Flt Permitted				0.950	0.969	
Satd. Flow (perm)	1611	0	0	1770	1715	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	50			150	182	
Travel Time (s)	1.1			3.4	4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	8	11	0	34	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	11	54	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	7	10	0	18	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.965	
Flt Protected				0.950	0.964	
Satd. Flow (prot)	1611	0	0	1770	1733	0
Flt Permitted				0.950	0.964	
Satd. Flow (perm)	1611	0	0	1770	1733	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	150			235	163	
Travel Time (s)	3.4			5.3	3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	8	11	0	20	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	11	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.2%		ICU Level of Service A	
Analysis Period (min) 15			

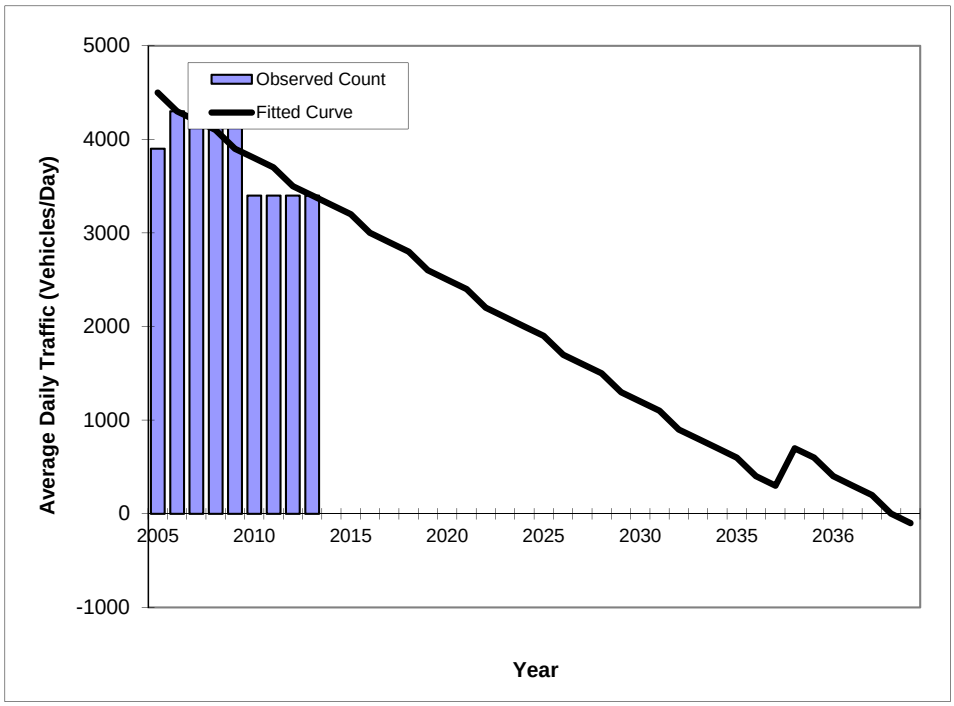
APPENDIX D

TREND ANALYSIS

TRAFFIC TRENDS

NE 1 Avenue -- S. of Pembroke Road

County:	Broward
Station #:	86-9634
Highway:	NE 1 Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2005	3900	4500
2006	4300	4300
2007	4300	4200
2008	4700	4100
2009	4600	3900
2010	3400	3800
2011	3400	3700
2012	3400	3500
2013	3400	3400
2017 Opening Year Trend		
2017	N/A	2900
2027 Mid-Year Trend		
2027	N/A	1600
2037 Design Year Trend		
2037	N/A	300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

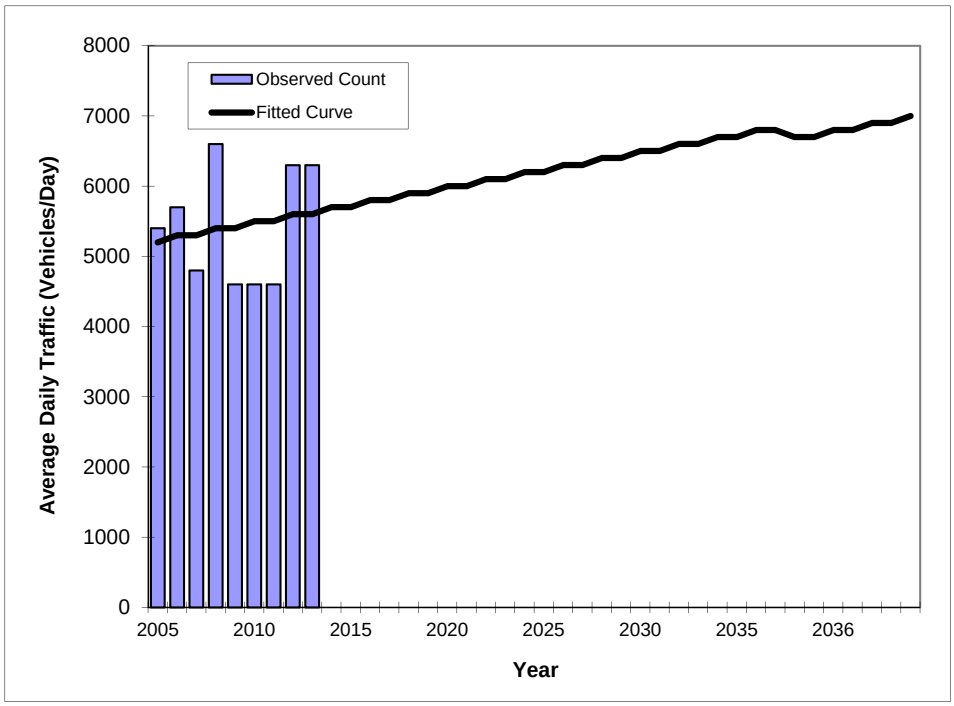
** Annual Trend Increase:	-130
Trend R-squared:	41.6%
Trend Annual Historic Growth Rate:	-1.6%
Trend Growth Rate (2013 to Design Year):	-3.8%
Printed:	10-Sep-14

Straight Line Growth Option

TRAFFIC TRENDS

Dixie Highway -- S. of Hallandale Beach Blvd

County:	Broward
Station #:	86-7719
Highway:	Dixie Highway



Year	Traffic (ADT/AADT) Count*	Trend**
2005	5400	5200
2006	5700	5300
2007	4800	5300
2008	6600	5400
2009	4600	5400
2010	4600	5500
2011	4600	5500
2012	6300	5600
2013	6300	5600
2017 Opening Year Trend		
2017	N/A	5800
2027 Mid-Year Trend		
2027	N/A	6300
2037 Design Year Trend		
2037	N/A	6800
TRANPLAN Forecasts/Trends		

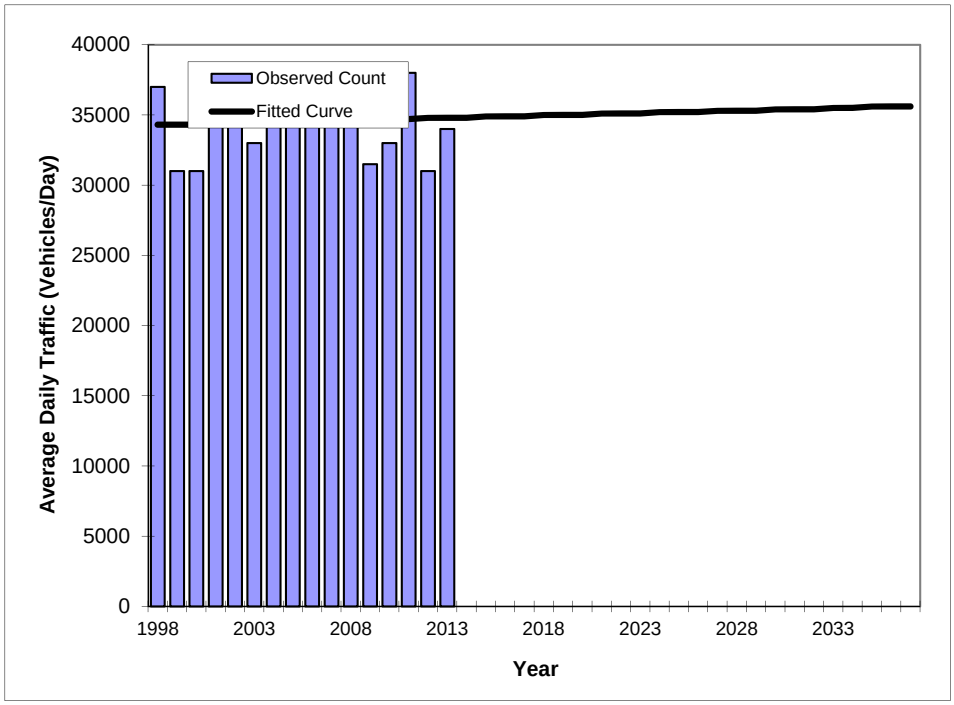
*Axle-Adjusted

** Annual Trend Increase:	50
Trend R-squared:	2.8%
Trend Annual Historic Growth Rate:	2.1%
Trend Growth Rate (2013 to Design Year):	0.9%
Printed:	10-Sep-14
Straight Line Growth Option	

TRAFFIC TRENDS

US-1 -- S. of Pembroke Road

County:	Broward
Station #:	86-5028
Highway:	US-1



Year	Traffic (ADT/AADT) Count*	Trend**
1998	37000	34300
1999	31000	34300
2000	31000	34300
2001	35000	34400
2002	34500	34400
2003	33000	34400
2004	35500	34500
2005	35500	34500
2006	38000	34500
2007	36500	34600
2008	38000	34600
2009	31500	34700
2010	33000	34700
2011	38000	34700
2012	31000	34800
2013	34000	34800
2017 Opening Year Trend		
2017	N/A	34900
2027 Mid-Year Trend		
2027	N/A	35300
2037 Design Year Trend		
2037	N/A	35600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

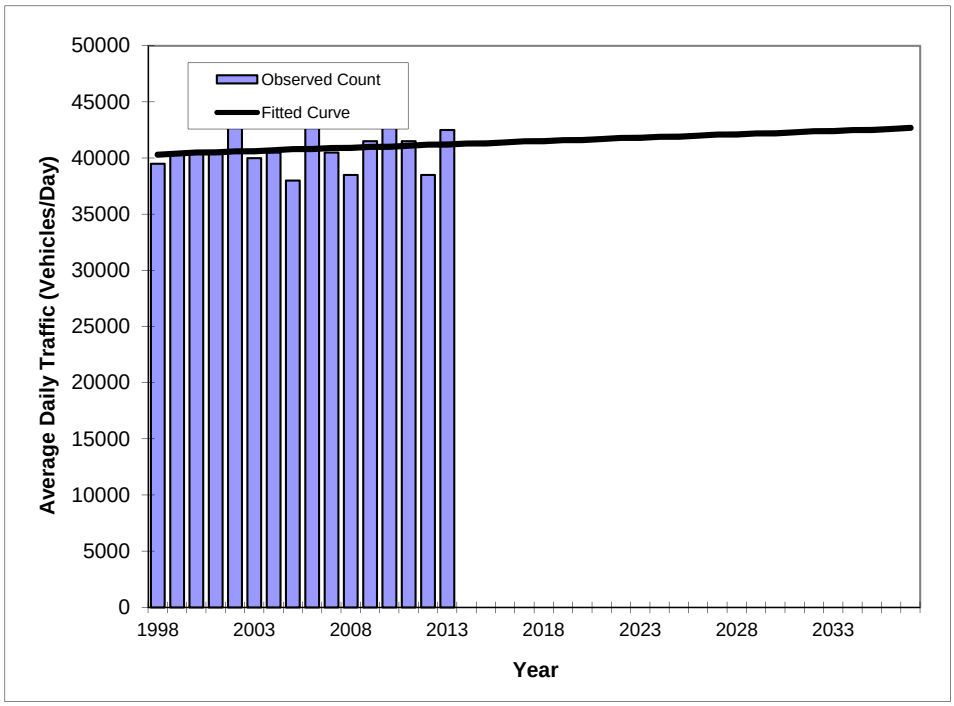
** Annual Trend Increase:	35
Trend R-squared:	0.4%
Trend Annual Historic Growth Rate:	-0.5%
Trend Growth Rate (2013 to Design Year):	0.1%
Printed:	10-Sep-14

Straight Line Growth Option

TRAFFIC TRENDS

Hallandale Beach Blvd -- W of US-1

County:	Broward
Station #:	86-0590
Highway:	Hallandale Beach Blvd



Year	Traffic (ADT/AADT) Count*	Trend**
1998	39500	40300
1999	40500	40400
2000	40500	40500
2001	40500	40500
2002	43000	40600
2003	40000	40600
2004	40500	40700
2005	38000	40800
2006	44000	40800
2007	40500	40900
2008	38500	40900
2009	41500	41000
2010	43000	41000
2011	41500	41100
2012	38500	41200
2013	42500	41200
2017 Opening Year Trend		
2017	N/A	41500
2027 Mid-Year Trend		
2027	N/A	42100
2037 Design Year Trend		
2037	N/A	42700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	60
Trend R-squared:	2.7%
Trend Annual Historic Growth Rate:	0.5%
Trend Growth Rate (2013 to Design Year):	0.2%
Printed:	10-Sep-14

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9634 - NE 1 AVE, S OF PEMBROKE RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	3400 T	0	0	9.00	99.90	7.60
2012	3400 S	0	0	9.00	99.90	5.90
2011	3400 F	0	0	9.00	99.90	6.30
2010	3400 C	N 3400	0	8.35	52.69	9.30
2009	4600 F	0	0	8.53	99.99	5.30
2008	4700 C	N 4700	0	8.81	99.99	6.50
2007	4300 C	N 4300	0	8.63	99.99	4.80
2006	4300 C	N 4300	0	8.40	99.99	2.90
2005	3900 C	N		8.20	99.90	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7719 - DIXIE HWY, S OF HALLANDALE BEACH BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	6300 F	0	0	9.00	99.90	1.20
2012	6300 C	S 6300	0	9.00	99.90	1.20
2011	4600 S	0	0	9.00	99.90	6.30
2010	4600 F	0	0	8.35	99.99	4.40
2009	4600 C	S 4600	0	8.53	99.99	4.40
2008	6600 C	S 6600	0	8.81	99.99	4.40
2007	4800 C	S 4800	0	8.63	99.99	4.80
2006	5700 C	S 5700	0	8.40	99.99	2.90
2005	5400 C	S		8.20	99.90	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5028 - SR 5 / US 1 - S OF SR 824/PEMBROKE RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	34000 C	N 17000	S 17000	9.00	54.60	4.00
2012	31000 C	N 15500	S 15500	9.00	55.00	4.20
2011	38000 C	N 18000	S 20000	9.00	54.50	4.20
2010	33000 C	N 15500	S 17500	9.37	54.06	4.20
2009	31500 C	N 15500	S 16000	9.31	53.74	2.20
2008	38000 C	N 20500	S 17500	9.70	54.48	2.20
2007	36500 C	N 19000	S 17500	9.10	53.47	1.80
2006	38000 C	N 19500	S 18500	9.48	53.59	1.80
2005	35500 C	N 18500	S 17000	10.60	58.90	1.80
2004	35500 C	N 18000	S 17500	10.40	56.30	1.80
2003	33000 C	N 16500	S 16500	9.20	55.90	4.10
2002	34500 C	N 17500	S 17000	9.50	55.00	4.10
2001	35000 C	N 17500	S 17500	9.70	55.60	3.50
2000	31000 C	N 16000	S 15000	9.40	56.30	3.80
1999	31000 C	N 16500	S 14500	9.40	56.40	2.50
1998	37000 C	N 19000	S 18000	9.60	53.90	2.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0590 - SR 858 / HALLANDALE BCH BLVD - W OF SR 5/US 1

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	42500 C	E 19500	W 23000	9.00	53.60	10.10
2012	38500 C	E 18500	W 20000	9.00	52.20	10.10
2011	41500 C	E 18500	W 23000	9.00	52.50	2.50
2010	43000 C	E 21500	W 21500	8.35	52.69	4.10
2009	41500 C	E 20500	W 21000	8.53	53.89	2.90
2008	38500 C	E 20000	W 18500	8.81	54.16	2.90
2007	40500 C	E 20000	W 20500	8.63	55.75	2.90
2006	44000 C	E 21500	W 22500	8.40	55.34	6.90
2005	38000 C	E 19000	W 19000	8.20	51.70	6.90
2004	40500 C	E 20000	W 20500	9.10	55.30	6.90
2003	40000 C	E 20500	W 19500	8.60	57.50	4.30
2002	43000 C	E 20500	W 22500	8.70	56.40	3.50
2001	40500 C	E 19500	W 21000	9.00	60.20	5.20
2000	40500 C	E 19500	W 21000	8.90	57.80	3.90
1999	40500 C	E 20000	W 20500	9.60	62.50	4.10
1998	39500 C	E 19000	W 20500	8.70	56.10	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX E

VOLUME

DEVELOPMENT

SHEET

AM PEAK VOLUME DEVELOPMENT SHEET

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
US-1 & NE 3rd Street	2014 Existing Traffic	47	758	16	36	1303	45	72	59	106	40	47	11
	PSCF	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Adjusted Existing Traffic	50	811	17	39	1394	48	77	63	113	43	50	12
	2017 Background Traffic	51	823	17	39	1415	49	78	64	115	43	51	12
	Project Trips	17				25	7	49		25			
	2017 Total Traffic	68	823	17	39	1440	56	127	64	140	43	51	12
NE 3rd Avenue & NE 3rd Street	2014 Existing Traffic	42	2	31	2	9	21	3	168	78	31	69	0
	PSCF	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Adjusted Existing Traffic	45	2	33	2	10	22	3	180	83	33	74	0
	2017 Background Traffic	46	2	34	2	10	23	3	182	85	34	75	0
	Project Trips				49		12	7	7			12	14
	2017 Total Traffic	46	2	34	51	10	35	10	189	85	34	87	14
NE 3rd Avenue & NE 4th Street	2014 Existing Traffic	2	11	1	0	25	0	0	0	5	8	0	0
	PSCF	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Adjusted Existing Traffic	2	12	1	0	27	0	0	0	5	9	0	0
	2017 Background Traffic	2	12	1	0	27	0	0	0	5	9	0	0
	Project Trips			14							49		
	2017 Total Traffic	2	12	15	0	27	0	0	0	5	58	0	0
NE 1st Avenue & NE 3rd Street	2014 Existing Traffic	9	124	25				55	139			75	54
	PSCF	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Adjusted Existing Traffic	10	133	27	0	0	0	59	149	0	0	80	58
	2017 Background Traffic	10	135	27	0	0	0	60	151	0	0	81	59
	Project Trips			9					4			23	1
	2017 Total Traffic	10	135	36	0	0	0	60	155	0	0	104	60
N. Dixie Highway & NE 3rd Street	2014 Existing Traffic				167	572	14		139	33	35	75	
	PSCF	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Adjusted Existing Traffic	0	0	0	179	612	15	0	149	35	37	80	0
	2017 Background Traffic	0	0	0	181	621	15	0	151	36	38	81	0
	Project Trips				1				3		17	6	
	2017 Total Traffic	0	0	0	182	621	15	0	154	36	55	87	0

Growth Rate	0.50%
Years	**3**

PM PEAK VOLUME DEVELOPMENT SHEET

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
US-1 & NE 3rd Street	2014 Existing Traffic	103	1342	18	39	1070	30	98	67	57	33	66	11
	PSCF	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Adjusted Existing Traffic	110	1436	19	42	1145	32	105	72	61	35	71	12
	2017 Background Traffic	112	1458	20	42	1162	33	106	73	62	36	72	12
	Project Trips	41				27	16	54		27			
	2017 Total Traffic	153	1458	20	42	1189	49	160	73	89	36	72	12
NE 3rd Avenue & NE 3rd Street	2014 Existing Traffic	75	11	35	4	8	9	9	144	49	12	169	2
	PSCF	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Adjusted Existing Traffic	80	12	37	4	9	10	10	154	52	13	181	2
	2017 Background Traffic	81	12	38	4	9	10	10	156	53	13	184	2
	Project Trips				54		13	16	16			13	33
	2017 Total Traffic	81	12	38	58	9	23	26	172	53	13	197	35
NE 3rd Avenue & NE 4th Street	2014 Existing Traffic	4	15	2	1	16	0	0	6	1	2	1	0
	PSCF	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Adjusted Existing Traffic	4	16	2	1	17	0	0	6	1	2	1	0
	2017 Background Traffic	4	16	2	1	17	0	0	7	1	2	1	0
	Project Trips			33							54		
	2017 Total Traffic	4	16	35	1	17	0	0	7	1	56	1	0
NE 1st Avenue & NE 3rd Street	2014 Existing Traffic	28	349	27				52	136			179	83
	PSCF	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Adjusted Existing Traffic	30	373	29	0	0	0	56	146	0	0	192	89
	2017 Background Traffic	30	379	29	0	0	0	56	148	0	0	194	90
	Project Trips			23					10			26	1
	2017 Total Traffic	30	379	52	0	0	0	56	158	0	0	220	91
N. Dixie Highway & NE 3rd Street	2014 Existing Traffic				105	301	32		166	9	34	179	
	PSCF	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Adjusted Existing Traffic	0	0	0	112	322	34	0	178	10	36	192	0
	2017 Background Traffic	0	0	0	114	327	35	0	180	10	37	194	0
	Project Trips				2				8		19	7	
	2017 Total Traffic	0	0	0	116	327	35	0	188	10	56	201	0

Growth Rate	0.50%
Years	**3**

APPENDIX F

INTERNAL

CAPTURE

WORKSHEET

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Analyst _____

Date _____

Name of Dvlpt HAVLANDALE ARTSQUARE

Time Period PM PEAK

LAND USE A RESIDENTIAL

ITE LU Code 221/223

Size 358 UNITS

	Total	Internal	External
Enter	109	9	100
Exit	70	7	63
Total	179	16	163
%	100%	9%	91%

Exit to External

Enter from External

53% 37 Demand

7 Balanced

9% 7 Demand

31% 34 Demand

9 Balanced

12% 9 Demand

% Demand

Balanced

% Demand

% Demand

Balanced

% Demand

LAND USE B RETAIL

ITE LU Code 820

Size 12,755 SF

	Total	Internal	External
Enter	73	7	66
Exit	78	9	69
Total	151	16	135
%	100%	10%	90%

Exit to External

Enter from External

Demand % Balanced Demand %

% Demand Balanced % Demand

LAND USE C _____

ITE LU Code _____

Size _____

	Total	Internal	External
Enter			
Exit			
Total			
%			

Enter from External

Exit to External

Net External Trips for Multi-Use Development

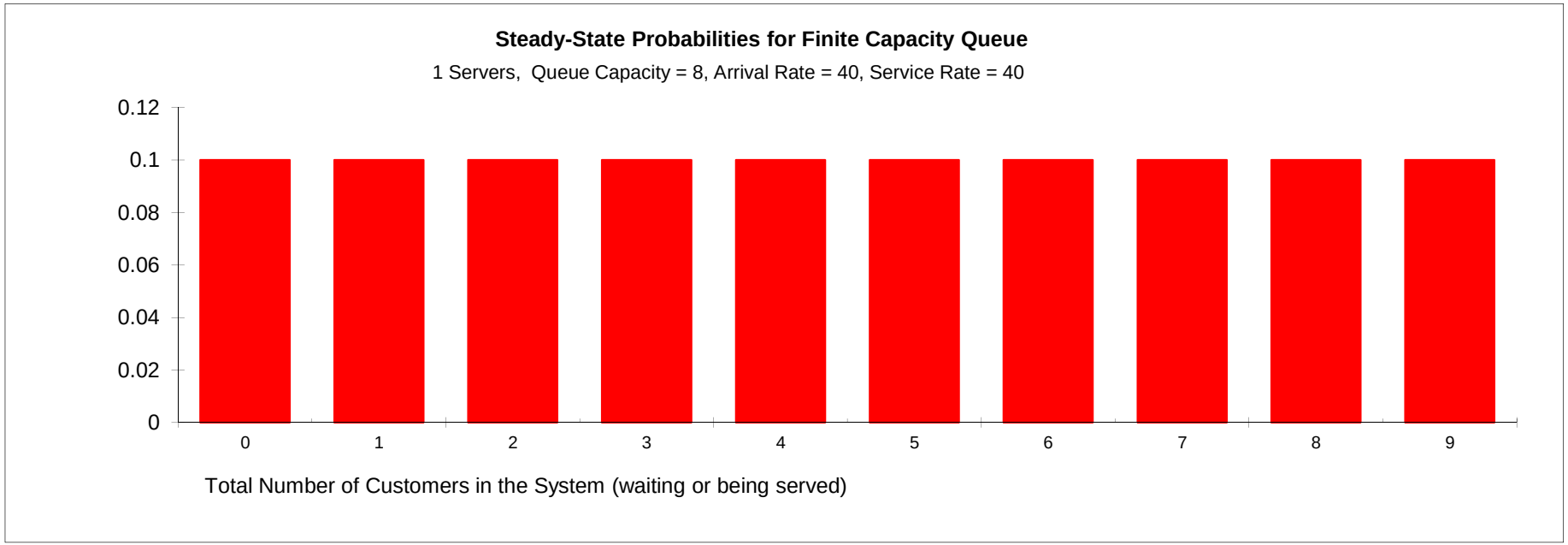
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	100	66		166
Exit	63	69		132
Total	163	135		298
Single-Use Trip Gen. Est.	179	151		330

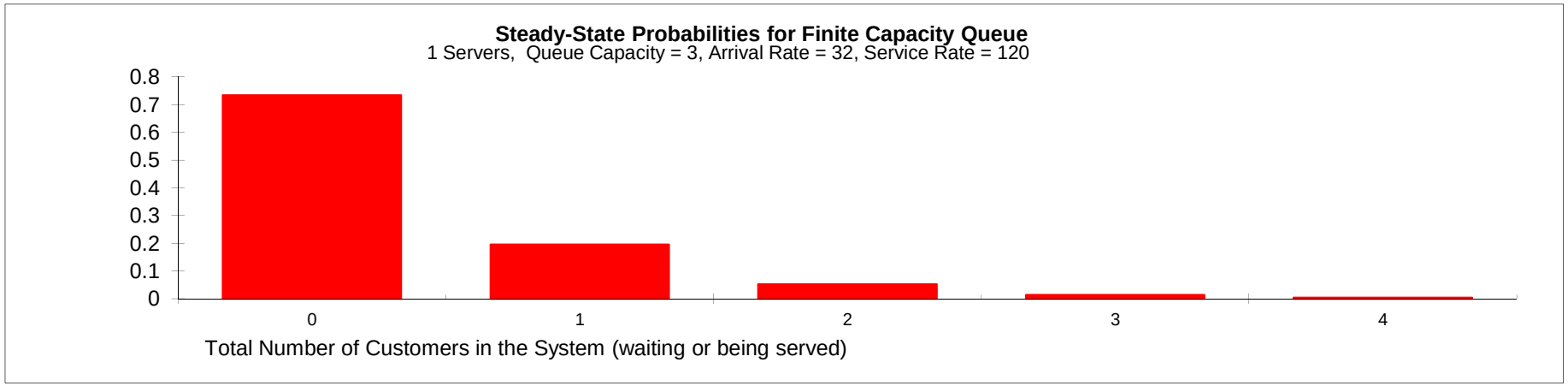
Source: Kaku Associates, Inc.

INTERNAL CAPTURE 10%

APPENDIX G

QUEUING ANALYSIS


Steady-State Probabilities for Finite Capacity Queue
1 Servers, Queue Capacity = 8, Arrival Rate = 40, Service Rate = 40
0.12
0.1
0.08
0.06
0.04
0.02
0
0
1
2
3
4
5
6
7
8
9
Total Number of Customers in the System (waiting or being served)


Steady-State Probabilities for Finite Capacity Queue
1 Servers, Queue Capacity = 3, Arrival Rate = 32, Service Rate = 120
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
0
1
2
3
4
Total Number of Customers in the System (waiting or being served)

Finite Queue Calculations for Visitor Gate

Basic Inputs:

Number of Servers, S =	**1**
Queue Capacity, M =	**8**
Arrival Rate, q =	**40**
Service Rate Capacity of each server, Q =	**40**

The Waiting Line:

Average Number Waiting in Queue (Nq) = **3.600**

Average Waiting Time (Tq) = **0.1**

Q: Probability of more than **7** customers waiting **= 10%**

Service:

Average Utilization of Servers = **90.00%**

Average Number of Customers Being Served (Ns) = **0.9**

The Total System (waiting line plus customers being served):

Average Number in the System (N) = **4.500**

Average Time in System (Tq + Ts) = **0.125**

Probability Distribution: n = total number of customers in the system
q = number of customers in the waiting line

n	P(n)	Cumulative	q	P(q)	Cumulative
0	0.1000	0.1000			
1	0.1000	0.2000	0	0.2000	0.2000
2	0.1000	0.3000	1	0.1000	0.3000
3	0.1000	0.4000	2	0.1000	0.4000
4	0.1000	0.5000	3	0.1000	0.5000
5	0.1000	0.6000	4	0.1000	0.6000
6	0.1000	0.7000	5	0.1000	0.7000
7	0.1000	0.8000	6	0.1000	0.8000
8	0.1000	0.9000	7	0.1000	0.9000
9	0.1000	1.0000	8	0.1000	1.0000

Finite Queue Calculations for Resident-Only Gate

Basic Inputs:

Number of Servers, S =	**1**
Queue Capacity, M =	**3**
Arrival Rate, q =	**32**
Service Rate Capacity of each server, Q =	**120**

The Waiting Line:

Average Number Waiting in Queue (Nq) = **0.091**

Average Waiting Time (Tq) = **0.00286**

Q: Probability of more than **2** customers waiting **= 0.37%**

Service:

Average Utilization of Servers = **26.57%**

Average Number of Customers Being Served (Ns) = **0.26568**

The Total System (waiting line plus customers being served):

Average Number in the System (N) = **0.357**

Average Time in System (Tq + Ts) = **0.01119**

Probability Distribution: n = total number of customers in the system
q = number of customers in the waiting line

n	P(n)	Cumulative	q	P(q)	Cumulative
0	0.7343	0.7343			
1	0.1958	0.9301	0	0.9301	0.9301
2	0.0522	0.9824	1	0.0522	0.9823
3	0.0139	0.9963	2	0.0139	0.9962
4	0.0037	1.0000	3	0.0037	1.0000