# Leisure Apartments

SE 4th Street
Hallandale Beach, Florida 33009

prepared for:
GDR, LLC

traffic study

TRAFTECH ENGINEERING, INC.

June 2020

TRAFTECH
ENGINEERING, INC.

June 23, 2020

Mr. Rolando Genera
Senior Project Manager
GDR, LLC
1940 Wilson Street
Hollywood, Florida 33020

**Re: Leisure Apartments – Hallandale Beach, Florida**
**Traffic Engineering Statement**

Dear Rolando:

Traf Tech Engineering, Inc. conducted a traffic impact statement associated with the proposed residential development planned to be located on the north side of SE 4th Street just west of SE 3rd Avenue in the City of Hallandale Beach in southeast Broward County, Florida. This traffic impact statement addresses trip generation, projected driveway volumes and the traffic impacts on Hallandale Beach Boulevard and Federal Highway.

**Trip Generation**

A trip generation analysis was performed using the trip generation equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (10th Edition)*. The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. The analysis was based on the proposed 24 residential units. Attachment A contains the site plan for the project.

According to ITE's *Trip Generation Manual (10th Edition)*, the trip generation equations used for the proposed land uses are:

<u>Multifamily Low-Rise (ITE Land Use 220)</u>
*Daily Trips*
T = 7.32 (X)
Where T = average daily vehicle trip ends and X = number of units

*AM Peak Hour*
T = 0.46 (X) with 23% inbound and 77% outbound
Where T = AM peak hour trip ends and X = number of units

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*PM Peak Hour*

T = 0.56 (X) with 63% inbound and 37% outbound

Where T = PM peak hour trip ends and X = number of units

Using the above-listed trip generation equations from the ITE document, a trip generation analysis was undertaken for the proposed residential development. The results of this effort are documented in Table 1. As indicated in Table 1, the Leisure Apartments project is anticipated to generate approximately 176 daily trips, approximately 11 AM peak hour trips (3 inbound and 8 outbound) and approximately 13 PM peak hour trips (8 inbound and 5 outbound). Hence, from a traffic-engineering standpoint, the trips associated with the proposed Leisure Apartments are considered insignificant (one new peak hour trip every four minutes and 36 seconds). It is important to note that the site currently has two residential homes. The trips associated with the existing homes was not deducted from the above trip generation to assess impacts with a conservative approach.

**TABLE 1**
**Trip Generation Summary**
**Leisure Apartments**

| | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| **Land Use** | **Size** | **Daily Trips** | **Total Trips** | **Inbound** | **Outbound** | **Total Trips** | **Inbound** | **Outbound** |
| MF Low Rise (LUC 220) | 24 | 176 | 11 | 3 | 8 | 13 | 8 | 5 |
| **External Trips** | **24** | **176** | **11** | **3** | **8** | **13** | **8** | **5** |

*Source: ITE Trip Generation Manual (10th Edition)*

## Trip Distribution and Driveway Assignment

The trip distribution and traffic assignment for the proposed project was based on knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. The trip distribution assumed for the Leisure Apartments development is summarized below:

- 20% to and from the north via North Federal Highway via SE 3rd Avenue and SE 3rd Street

- 20% to and from the south via South Federal Highway via SE 3rd Avenue and SE 5th Street/Seabiscuit Trail

- 15% to and from the east via East Hallandale Beach Boulevard via SE 3rd Avenue and SE 3rd Street

- 45% to/from the west via West Hallandale Beach Blvd. via SE 1st Avenue

Figure 1 shows the project location and its relationship to the nearby roadway system. Figure 2 depicts the projected driveway volumes and Figure 3 illustrates the project impacts on the nearby intersections.

**Roadway Impacts**

Roadway link analyses were undertaken to document the existing and projected operating conditions of Hallandale Beach Boulevard, Federal Highway and the Dixie Highway/SE 1st Avenue one-way pair. As presented in Table 2, Federal Highway is currently operating at level of service "F", according to Broward County MPO. However, the proposed residential development will consume approximately one-tenth of one percent of the level of service "D" capacity of US 1 (insignificant impact). Hallandale Beach Boulevard and Dixie Highway/SE 1st Avenue are operating adequately and will continue to operate at an acceptable level of service with the proposed Leisure Apartments project in place, based on Broward County MPO-published traffic data (refer to Attachment B). Moreover, based on the projected turning movement at the project access driveways off of SE 4th Street, no turn lanes are warranted on the local street system.

**Intersection Analyses**

The following intersections were evaluated for purposes of this project:

- SE 1st Avenue and SE 4th Street (stop sign)
- SE 3rd Avenue and SE 4th Street (stop sign)
- SE 1st Avenue and SE 3rd Street (signalized) - Northbound
- Dixie Highway and SE 3rd Street (signalized) - Southbound
- SE 3rd Street and Federal Highway (signalized)

Due to Covid-19, traffic counts recorded previously for other traffic studies were used for two (US 1/SE 3rd Street and SE 3rd Street/SE 1st Avenue) of the five-study intersections. The traffic counts for the two intersections along SE 4th Street and the SE 3rd Street/Dixie Highway intersection were collected the second week in June 2020. The previous and recent traffic counts, as well as the signal timing plans for the three signalized intersections are contained in Attachment C.

The traffic counts were adjusted to reflect peak season based on FDOT's Peak Season Adjustment factors as presented in Attachment D. Moreover, historical traffic count published by FDOT indicate that during the past four years, traffic has grown at a compound yearly rate of approximately 2%. Hence, the

previous traffic counts and the 2020 traffic data were projected to the project's buildout year of 2020 by applying a 2% traffic growth, compounded annually. The historical traffic counts are also contained in Attachment D.

As indicated previously, three of the five intersection counts were recorded during the current pandemic period. A comparison between pre Covid-19 peak season counts and during Covid-19 conditions along three roadway segments indicate that traffic counts collected during the second week of June, 2020 should be increased by approximately 50% in order to obtain normal/non Covid-19 conditions. The 50% increase calculations are shown in Attachment E.

In addition to the peak season adjustment factor, growth rates and Covid-19 adjustments, traffic associated with committed developments were included in the development of future/background traffic conditions. The future turning movement counts projections, including the previously mentioned adjustment factors, growth rates and committed developments for the five study intersections are depicted in Attachment F.

To determine the impacts created to the impacted intersections by the Leisure Apartments project, capacity/level of service analyses were undertaken using the SYNCHRO software based on the 2010 Highway Capacity Manual. The results of the capacity/level of service analyses are presented in Table 3.

As presented in Table 3, the two stop-controlled intersections located along SE 4th Street and the Dixie Highway/SE 1st Avenue/SE 3rd Street signalized intersections are operating at an acceptable level of service and will continue to operate adequately in the future with the proposed project in place. The signalized intersection of Federal Highway and SE 3rd Street is currently failing and is projected to fail in the year 2022 with or without the Leisure Apartments project in place. However, the Leisure Apartments project is projected to have a de-minimus impact to this intersection (additional delay created by the 24 apartments is less than 5 seconds, which is insignificant). The SYNCHRO outputs are contained in Attachment G.

The site plan, as proposed, is projected to function adequately from a traffic engineering standpoint. Entry/exit gates are not proposed at this time and therefore, queueing is not anticipated at the entrance/exit driveways.

Please give me a call if you have any questions.

Sincerely,

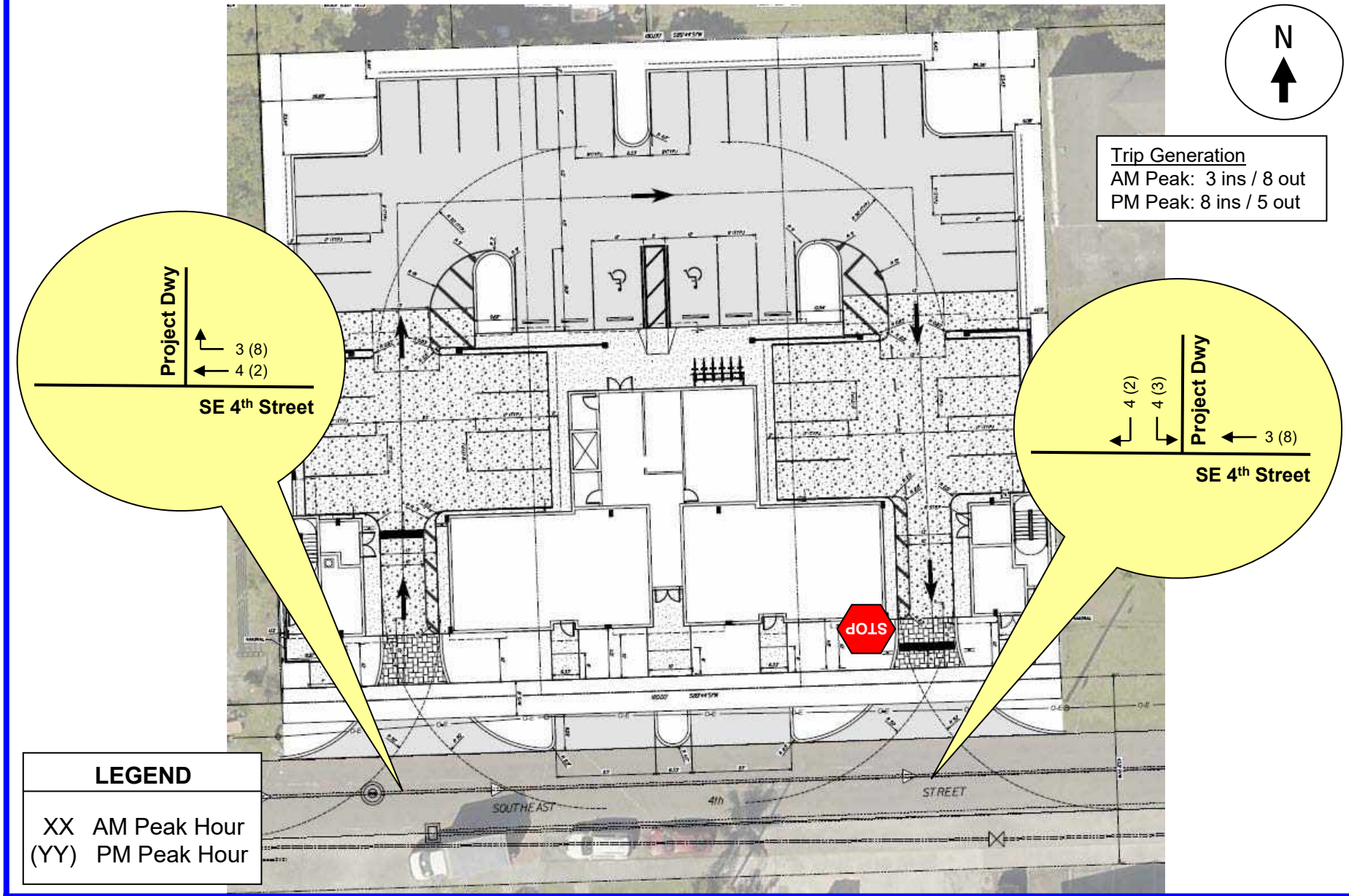
**TRAF TECH ENGINEERING, INC.**

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

Traf Tech
ENGINEERING, INC.

**Project Location**

**FIGURE 1**
Leisure Apartments
Hallandale Beach, Florida

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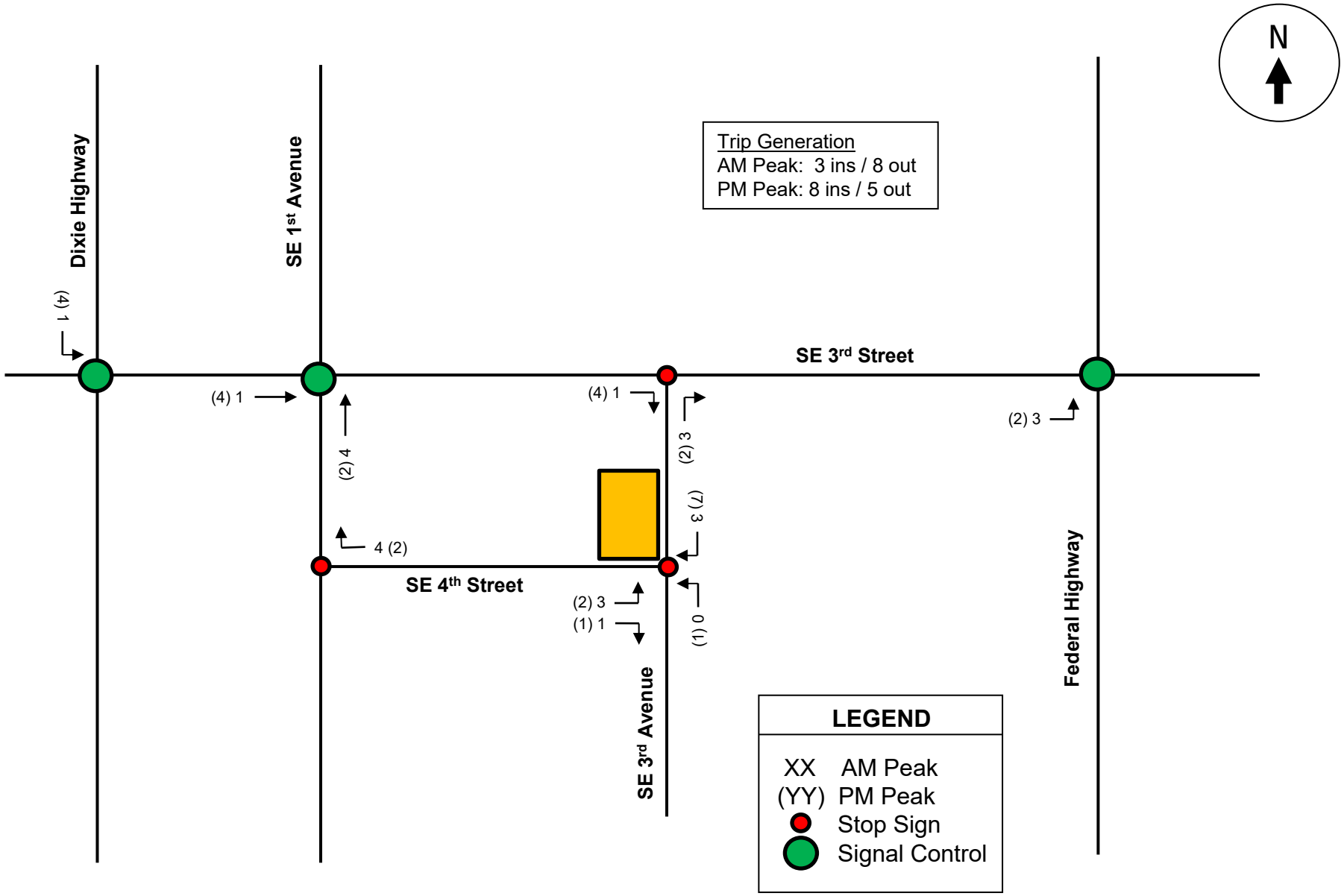
# Driveway Traffic Assignment

**FIGURE 2**
Leisure Apartments
Hallandale Beach, Florida

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# Project Traffic Assignment

**FIGURE 2**
Leisure Apartments
Hallandale Beach, Florida

**TABLE 2**
**Link Evaluation - Leisure Apartments**
**PM Peak Hour Analysis**

| Roadway Segment | Lanes | LOS "D" Capacity | Existing Traffic (2020) Volume | LOS | Future Conditons (2022) w/o Project Volume | LOS | Project Trips = 13 % | Trips | % of Capacity | Future Conditions (2022) with Project Volume | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Hallandale Bch Blvd | | | | | | | | | | | |
| - I-95 to Dixie/NE 1st Ave | 6 | 5390 | 5171 | D | 5350 | D | 45% | 6 | 0.11% | 5356 | D |
| - Dixie/NE 1st Ave to US 1 | 6 | 5390 | 5171 | D | 5350 | D | 0% | 0 | 0.00% | 5350 | D |
| - US 1 to east of US 1 | 6 | 5390 | 4085 | C | 4085 | C | 15% | 2 | 0.04% | 4087 | C |
| Dixie / SE 1st Avenue | | | | | | | | | | | |
| - Hallandale to SE 3rd St | 4 | 3154 | 1327 | C | 1414 | C | 45% | 6 | 0.19% | 1420 | C |
| Federal Highway | | | | | | | | | | | |
| - Hallandale to Pembroke | 4 | 2920 | 3880 | F | 3902 | F | 20% | 3 | 0.10% | 3905 | F |
| - Hallandale to SE 3rd Street | 6 | 4500 | 4760 | F | 4893 | F | 40% | 5 | 0.11% | 4898 | F |
| - SE 3rd Street to County Line | 6 | 4500 | 4760 | F | 4893 | F | 20% | 3 | 0.07% | 4896 | F |

*SOURCE: Broward County MPO. NOTE: Year 2020 and 2022 projeced traffic based on MPO's existing 2017 and future 2040 traffic volumes.*

**TABLE 3**

**Level of Service and Delay**

**LEISURE APARTMENTS**

**EXISTING 2020**

| Intersection | EASTBOUND Approach | | WESTBOUND Approach | | NORTHBOUND Approach | | SOUTHBOUND Approach | | Intersection LOS | Intersection DELAY (sec) |
|---|---|---|---|---|---|---|---|---|---|---|
| | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | | |
| US 1 and SE 3rd Street | F(F) | 85.4(81.5) | E (E) | 75.3 (72.4) | C (F) | 33.6 (200.7) | D (C) | 40.9 (32.0) | D (F) | 44.4 (124.7) |
| SE 1st Avenue and SE 3rd Street | C (B) | 29.1 (17.6) | C (D) | 32.7 (39.9) | C (D) | 30.7 (47.5) | | | C (D) | 30.2 (39.1) |
| Dixie Highway and SE 3rd Street | C ( C) | 34.2 (32.7) | C (B) | 21.9 (18.6) | | | C ( C) | 30.2 (29.0) | C ( C) | 29.3 (25.4) |
| SE 3rd Avenue and SE 4th Street | A (A) | 8.9 (8.8) | | | | | | | | |
| SE 1st Avenue and SE 4th Street | | | B ( C) | 11.2 (17.0) | | | | | | |

**BACKGROUND 2022**

| Intersection | EASTBOUND Approach | | WESTBOUND Approach | | NORTHBOUND Approach | | SOUTHBOUND Approach | | Intersection LOS | Intersection DELAY (sec) |
|---|---|---|---|---|---|---|---|---|---|---|
| | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | | |
| US 1 and SE 3rd Street | F (F) | 90.6 (77.8) | E (E) | 64.8 (62.0) | F (F) | 224.4 (546.5) | F (F) | 215.0 (93.9) | F (F) | 193.6 (308.9) |
| SE 1st Avenue and SE 3rd Street | C (B) | 32.7 (18.6) | C (D) | 32.8 (40.8) | C (D) | 31.1 (53.5) | | | C (D) | 32.3 (42.5) |
| Dixie Highway and SE 3rd Street | C ( C) | 34.9 (33.4) | C (B) | 21.8 (18.8) | | | C ( C) | 30.4 (29.2) | C ( C) | 29.6 (25.8) |
| SE 3rd Avenue and SE 4th Street | A (A) | 9.0 (8.9) | | | | | | | | |
| SE 1st Avenue and SE 4th Street | | | B ( C) | 11.4 (17.9) | | | | | | |

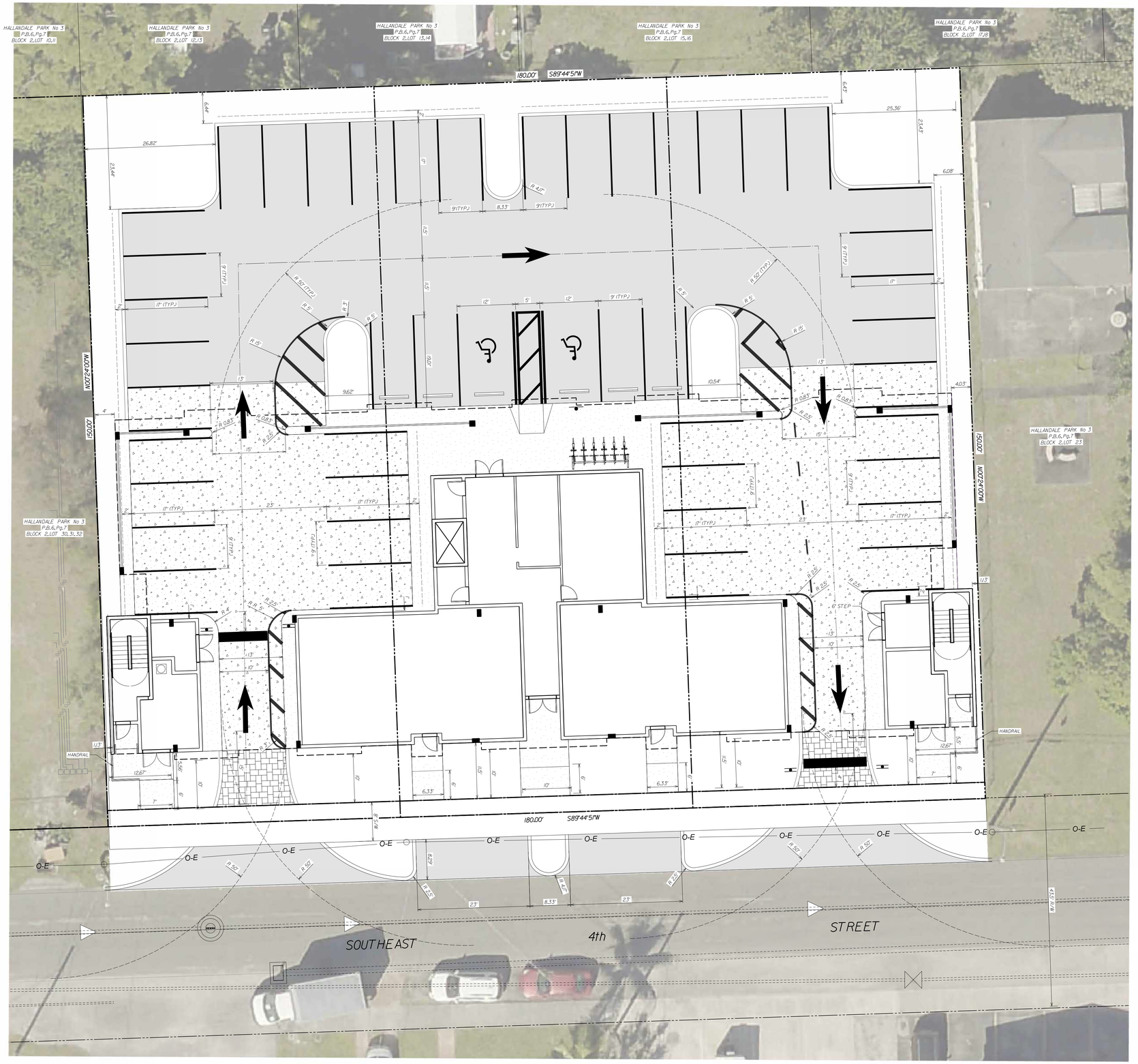
**FUTURE 2022 WITH PROJECT**

| Intersection | EASTBOUND Approach | | WESTBOUND Approach | | NORTHBOUND Approach | | SOUTHBOUND Approach | | Intersection LOS | Intersection DELAY (sec) |
|---|---|---|---|---|---|---|---|---|---|---|
| | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | | |
| US 1 and SE 3rd Street | F (F) | 90.6 (77.8) | E (E) | 64.8 (62.0) | F (F) | 224.4 (546.5) | F (F) | 215.0 (94.4) | F (F) | 193.6 (309.0) |
| SE 1st Avenue and SE 3rd Street | C (B) | 32.8 (18.7) | C (D) | 32.8 (40.8) | C (D) | 31.1 (53.8) | | | C (D) | 32.3 (42.6) |
| Dixie Highway and SE 3rd Street | C ( C) | 34.9 (33.4) | C (B) | 21.8 (18.8) | | | C ( C) | 30.4 (29.2) | C ( C) | 29.6 (25.8) |
| SE 3rd Avenue and SE 4th Street | A (A) | 9.0 (8.9) | | | | | | | | |
| SE 1st Avenue and SE 4th Street | | | B ( C) | 11.4 (18.0) | | | | | | |

SOURCE: SYNCHRO. Legend: AM Peak Hour (PM Peak Hour)

# ATTACHMENT A

## Site Plan for Leisure Apartments



## ABBREVIATIONS

| | |
|---|---|
| P.B. | PLAT BOOK |
| Pg. | PAGE |
| R/W | RIGHT-OF-WAY |
| F.F. | FINISHED FLOOR ELEVATION |
| N.A.V.D. | NORTH AMERICAN VERTICAL DATUM |
| B.C.R. | BROWARD COUNTY RECORDS |
| R. | RADIUS |
| D.I.P. | DUCTILE IRON PIPE |
| TYP. | TYPICAL |
| R.C.P. | REINFORCED CONCRETE PIPE |
| S.R.C.P. | SLOTTED REINFORCED CONCRETE PIPE |

## LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED PAVERS
- **CONCRETE HARDSCAPE SURFACES**
- PROPOSED TYPE "D" CURB
- PROPOSED ROOF OVERHANG
- PROPOSED VEHICLE OVERHANG
- EXISTING PAVEMENT
- EXISTING DRAINAGE PIPE
- EXISITING CURB
- EXISTING CURB & GUTTER
- EXISTING UTILITY STRUCTURES
- PROPERTY LINE
- RIGHT OF WAY LINE
- SECTION LINE
- EASEMENT LINE

## OVERALL SITE DATA - LEISURE APARTMENTS

### PERVIOUS/IMPERVIOUS SITE DATA

| IMPERVIOUS | | | |
|---|---|---|---|
| **AREA** | **SQ. FT.** | **ACRES** | **%** |
| TOTAL GROSS SITE AREA | 26,990 | 0.620 | |
| RIGHT-OF-WAY DEDICATION | 601 | 0.014 | |
| BUILDING GROUND COVERAGE | 4,849 | 0.111 | 18.38% |
| PAVEMENT | 10,949 | 0.251 | 41.49% |
| SIDEWALK/CURBING/PAVERS | 6,060 | 0.139 | 22.96% |
| **PERVIOUS** | | | |
| GREEN SPACE | 4,531 | 0.104 | 17.17% |
| **TOTAL IMPERVIOUS** | **21,858** | **0.502** | 82.83% |
| **TOTAL PERVIOUS** | **4,531** | **0.104** | 17.17% |
| **TOTAL NET SITE AREA** | **26,389** | **0.606** | **100.00%** |

### TRANSIT CORE SUBDISTRICT REQUIREMENTS (TABLE 32-196(a))

| | REQUIRED | PROVIDED |
|---|---|---|
| LOT WIDTH | 50 FT MINIMUM | 180 FT |
| LOT AREA | 5,000 MIN / 100,000 MAX | 26,389 |
| LOT COVERAGE | 95% MAX | 82.83% |
| MINIMUM LANDSCAPE AREA | 5% MIN | 17.17% |
| PRIMARY STREET / FRONT SETBACK | 10 FT MIN / 15 FT MAX | 10 FT |
| INTERIOR SIDE SETBACK | 0 FT | 5 FT |
| REAR SETBACK | 10 FT | 66+/- FT |
| BUILDING FRONTAGE ON PRIMARY STREETS | 75% MIN | 100.00% |
| MINIMUM HEIGHT PRIMARY STREETS | 2 STORIES OR 20 FT | 3 STORIES |
| MAXIMUM DENSITY | 50 DU/AC | 39.62 |
| CIVIC OPEN SPACE | 7.5% OR 1,979 SF | NA |

### PARKING DATA

| USE | UNITS | RATIO | REQUIRED |
|---|---|---|---|
| MULTI FAMILY - ONE BEDROOM | 18 | 1.25 / UNIT | 23 |
| MULTI FAMILY - TWO OR MORE BEDROOM | 6 | 1.75 / UNIT | 11 |
| GUEST PARKING (FIRST 20 UNITS) | 20 | 0.5 / UNIT | 10 |
| GUEST PARKING (UNITS 21-50) | 4 | 0.3 / UNIT | 1 |
| TOTAL PARKING REQUIRED | | | 45 |
| TOTAL PARKING PROVIDED | | | 45 |
| HANDICAPPED PARKING REQUIRED | | | 2 |
| HANDICAPPED PARKING PROVIDED | | | 2 |
| BICYCLE PARKING REQUIRED | | | 2 |
| BICYCLE PARKING PROVIDED | | | 6 |

| | |
|---|---|
| **ZONING DISTRICT** | **CENTRAL RAC - TRANSIT CORE** |
| **PROPOSED ZONING** | **CENTRAL RAC - TRANSIT CORE** |

| NO. | REVISIONS | DATE |
|---|---|---|
| 1 | REVISIONS PER DRC COMMENTS | 5/2020 |

SITE
PLAN

LEISURE APARTMENTS
LEISURE APARTMENTS, INC.

WINNINGHAM & FRADLEY, INC.
ENGINEERS • PLANNERS • SURVEYORS
111 N.E. 44th STREET, OAKLAND PARK, FL 33334 954-771-7440 FAX: 954-771-0258 www.winnfrad.com

DESIGNED: WTV DATE: 03/2020
DRAWN: JAB DATE: 03/2020
CHECKED: GSB DATE: 04/2020
PUBLISHED: 6/23/2020,10:54:51 AM

APPROVED:
EB-0002995
LB-0002995

PROJECT NUMBER 19031
SHEET SP1 OF 1

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# ATTACHMENT B

## Roadway Segments Traffic Data
## (Existing and Projections)
## SOURCE: Broward County MPO

APPENDIX B: East / West Roadways Capacity and Level of Service Analysis 2017 & 2040

| | | 2017 | | | | | 2017 | | | | 2040 | | | | | 2040 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Design | Daily Conditions | | | | Peak Hour Conditions | | | | | Daily Conditions | | | | Peak Hour Conditions | | | |
| E/W Roadway | Segment | Code | AADT | Capacity | V/C | LOS | Volume | Capacity | V/C | LOS | Code | Volume | Capacity | V/C | LOS | Volume | Capacity | V/C | LOS |
| Hndle Bch Blvd | E of I-95 | 622 | 51600 | 59900 | 0.86 | C | 4902 | 5390 | 0.91 | C | 622 | 73300 | 59900 | 1.22 | F | 6964 | 5390 | 1.29 | F |
| Hndle Bch Blvd | E of US 1 | 622 | 43000 | 59900 | 0.72 | C | 4085 | 5390 | 0.76 | C | 622 | 42900 | 49300 | 0.87 | C | 4076 | 5390 | 0.76 | C |

e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5%

APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2017 & 2040

| | | 2017 | | | | | 2017 | | | | 2040 | | | | | 2040 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Design | Daily Conditions | | | | Peak Hour Conditions | | | | Design | Daily Conditions | | | | Peak Hour Conditions | | | |
| N/SRoadway | Segment | Code | AADT | Capacity | V/C | LOS | Volume | Capacity | V/C | LOS | Code | Volume | Capacity | V/C | LOS | Volume | Capacity | V/C | LOS |
| Dixie Hwy/ 21 Ave | N of Dade C L | 463 | 12600 | 34992 | 0.36 | C | 1197 | 3154 | 0.38 | C | 463 | 23100 | 34992 | 0.66 | D | 2195 | 3154 | 0.70 | D |
| US 1 | N of Dade C L | 632 | 48000 | 50000 | 0.96 | D | 4560 | 4500 | 1.01 | E | 632 | 64100 | 50000 | 1.28 | F | 6090 | 4500 | 1.35 | F |

e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5%

# ATTACHMENT C

## Signal Timing Plans and Traffic Counts (2016 and 2020)

# Traf Tech Engineering Inc.

File Name : 1-Dixie Hwy & SE 3rd Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 1

Groups Printed- Peds & Bikes

| | Dixie Hwy From North | | | | SE 3rd Street From East | | | | Dixie Hwy From South | | | | SE 3rd Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Bikes | | | Peds | Bikes | | | Peds | Bikes | | | Peds | Bikes | | | Peds | Int. Total |
| 07:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 08:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 7 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| Total | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 7 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Grand Total | 7 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 22 |
| Apprch % | 63.6 | 0 | 0 | 36.4 | 100 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 60 | 0 | 0 | 40 | |
| Total % | 31.8 | 0 | 0 | 18.2 | 9.1 | 0 | 0 | 0 | 4.5 | 0 | 0 | 13.6 | 13.6 | 0 | 0 | 9.1 | |

# Traf Tech Engineering Inc.

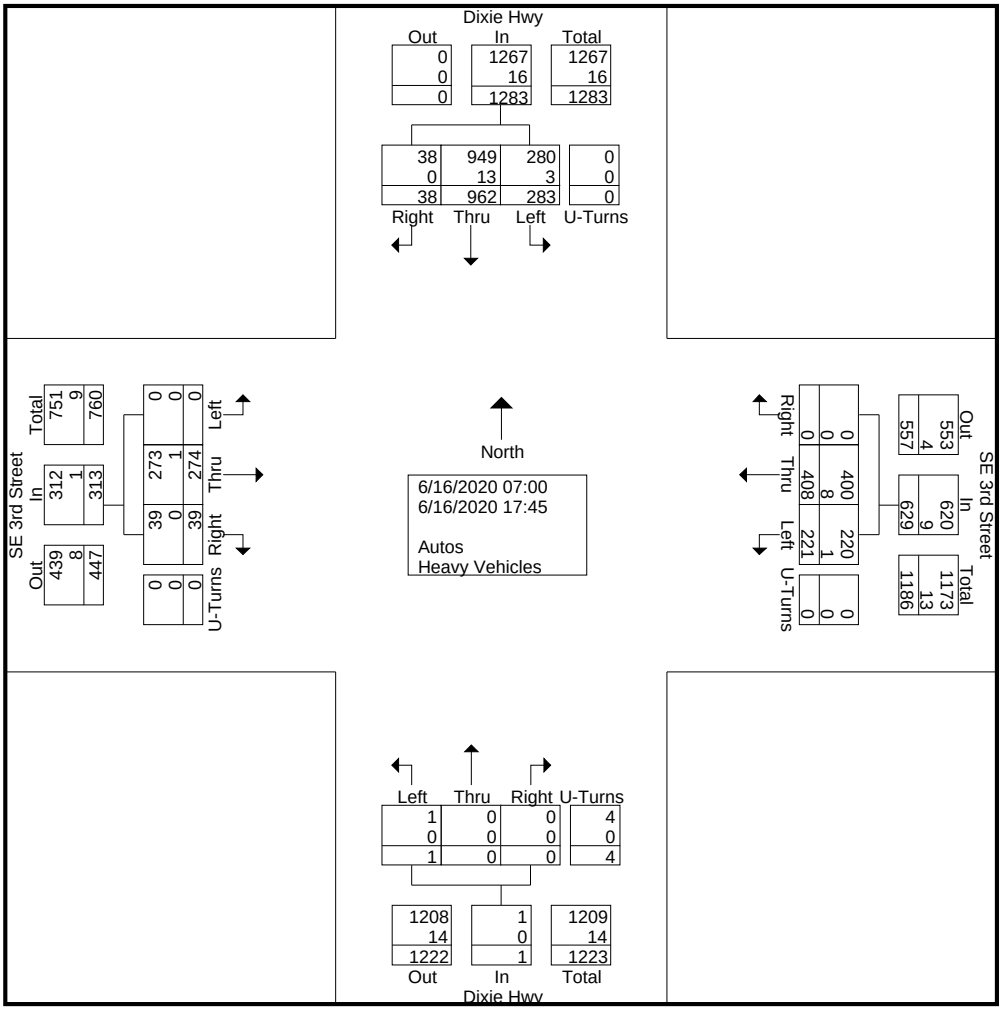
File Name : 1-Dixie Hwy & SE 3rd Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 1

Groups Printed- Autos - Heavy Vehicles

| | Dixie Hwy From North | | | | | SE 3rd Street From East | | | | | Dixie Hwy From South | | | | | SE 3rd Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Int. Total |
| 07:00 | 0 | 39 | 5 | 0 | 44 | 0 | 11 | 4 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 68 |
| 07:15 | 0 | 48 | 7 | 0 | 55 | 0 | 9 | 7 | 0 | 16 | 0 | 0 | 1 | 1 | 2 | 0 | 11 | 0 | 0 | 11 | 84 |
| 07:30 | 1 | 58 | 17 | 0 | 76 | 0 | 11 | 4 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 3 | 22 | 0 | 0 | 25 | 116 |
| 07:45 | 1 | 77 | 13 | 0 | 91 | 0 | 12 | 8 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 33 | 144 |
| Total | 2 | 222 | 42 | 0 | 266 | 0 | 43 | 23 | 0 | 66 | 0 | 0 | 1 | 1 | 2 | 3 | 75 | 0 | 0 | 78 | 412 |
| 08:00 | 1 | 63 | 13 | 0 | 77 | 0 | 9 | 13 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 13 | 112 |
| 08:15 | 3 | 80 | 28 | 0 | 111 | 0 | 18 | 10 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 6 | 21 | 0 | 0 | 27 | 166 |
| 08:30 | 5 | 72 | 30 | 0 | 107 | 0 | 16 | 19 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 0 | 0 | 27 | 169 |
| 08:45 | 0 | 100 | 19 | 0 | 119 | 0 | 8 | 13 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 162 |
| Total | 9 | 315 | 90 | 0 | 414 | 0 | 51 | 55 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 13 | 76 | 0 | 0 | 89 | 609 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 5 | 40 | 22 | 0 | 67 | 0 | 42 | 12 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 0 | 0 | 19 | 140 |
| 16:15 | 5 | 47 | 16 | 0 | 68 | 0 | 45 | 20 | 0 | 65 | 0 | 0 | 0 | 1 | 1 | 3 | 17 | 0 | 0 | 20 | 154 |
| 16:30 | 1 | 62 | 15 | 0 | 78 | 0 | 36 | 15 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 3 | 21 | 0 | 0 | 24 | 153 |
| 16:45 | 1 | 58 | 19 | 0 | 78 | 0 | 45 | 17 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 0 | 0 | 18 | 158 |
| Total | 12 | 207 | 72 | 0 | 291 | 0 | 168 | 64 | 0 | 232 | 0 | 0 | 0 | 1 | 1 | 11 | 70 | 0 | 0 | 81 | 605 |
| 17:00 | 7 | 62 | 18 | 0 | 87 | 0 | 34 | 16 | 0 | 50 | 0 | 0 | 0 | 1 | 1 | 3 | 12 | 0 | 0 | 15 | 153 |
| 17:15 | 4 | 49 | 22 | 0 | 75 | 0 | 43 | 25 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 20 | 163 |
| 17:30 | 3 | 58 | 23 | 0 | 84 | 0 | 47 | 19 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 0 | 0 | 15 | 165 |
| 17:45 | 1 | 49 | 16 | 0 | 66 | 0 | 22 | 19 | 0 | 41 | 0 | 0 | 0 | 1 | 1 | 5 | 10 | 0 | 0 | 15 | 123 |
| Total | 15 | 218 | 79 | 0 | 312 | 0 | 146 | 79 | 0 | 225 | 0 | 0 | 0 | 2 | 2 | 12 | 53 | 0 | 0 | 65 | 604 |
| Grand Total | 38 | 962 | 283 | 0 | 1283 | 0 | 408 | 221 | 0 | 629 | 0 | 0 | 1 | 4 | 5 | 39 | 274 | 0 | 0 | 313 | 2230 |
| Apprch % | 3 | 75 | 22.1 | 0 | | 0 | 64.9 | 35.1 | 0 | | 0 | 0 | 20 | 80 | | 12.5 | 87.5 | 0 | 0 | | |
| Total % | 1.7 | 43.1 | 12.7 | 0 | 57.5 | 0 | 18.3 | 9.9 | 0 | 28.2 | 0 | 0 | 0 | 0.2 | 0.2 | 1.7 | 12.3 | 0 | 0 | 14 | |
| Autos | 38 | 949 | 280 | 0 | 1267 | 0 | 400 | 220 | 0 | 620 | 0 | 0 | 1 | 4 | 5 | 39 | 273 | 0 | 0 | 312 | 2204 |
| % Autos | 100 | 98.6 | 98.9 | 0 | 98.8 | 0 | 98 | 99.5 | 0 | 98.6 | 0 | 0 | 100 | 100 | 100 | 100 | 99.6 | 0 | 0 | 99.7 | 98.8 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 1.4 | 1.1 | 0 | 1.2 | 0 | 2 | 0.5 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0.3 | 1.2 |

# Traf Tech Engineering Inc.

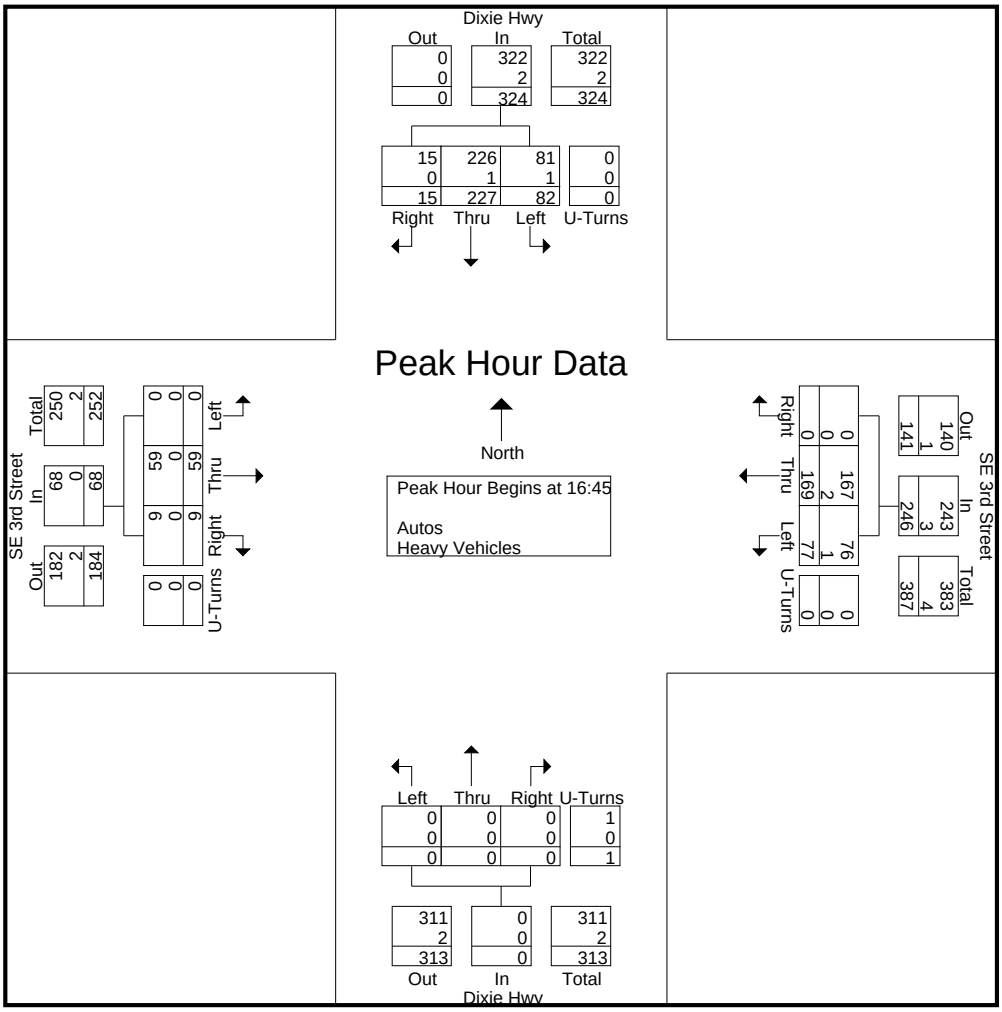
File Name : 1-Dixie Hwy & SE 3rd Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 2



# Traf Tech Engineering Inc.

File Name : 1-Dixie Hwy & SE 3rd Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 3

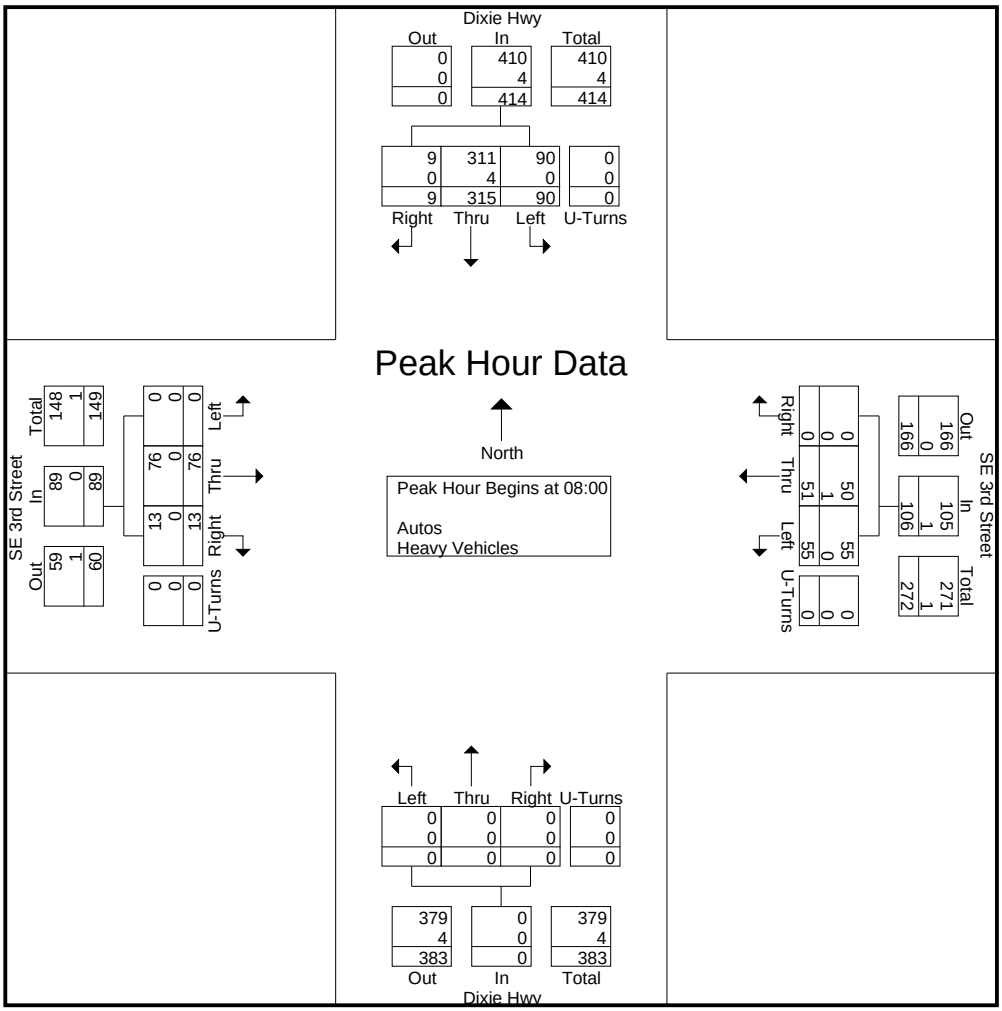
| | Dixie Hwy From North | | | | | SE 3rd Street From East | | | | | Dixie Hwy From South | | | | | SE 3rd Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 1 | 58 | 19 | 0 | 78 | 0 | 45 | 17 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 0 | 0 | 18 | 158 |
| 17:00 | 7 | 62 | 18 | 0 | 87 | 0 | 34 | 16 | 0 | 50 | 0 | 0 | 0 | 1 | 1 | 3 | 12 | 0 | 0 | 15 | 153 |
| 17:15 | 4 | 49 | 22 | 0 | 75 | 0 | 43 | 25 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 20 | 163 |
| 17:30 | 3 | 58 | 23 | 0 | 84 | 0 | 47 | 19 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 0 | 0 | 15 | 165 |
| Total Volume | 15 | 227 | 82 | 0 | 324 | 0 | 169 | 77 | 0 | 246 | 0 | 0 | 0 | 1 | 1 | 9 | 59 | 0 | 0 | 68 | 639 |
| % App. Total | 4.6 | 70.1 | 25.3 | 0 | | 0 | 68.7 | 31.3 | 0 | | 0 | 0 | 0 | 100 | | 13.2 | 86.8 | 0 | 0 | | |
| PHF | .536 | .915 | .891 | .000 | .931 | .000 | .899 | .770 | .000 | .904 | .000 | .000 | .000 | .250 | .250 | .750 | .776 | .000 | .000 | .850 | .968 |
| Autos | 15 | 226 | 81 | 0 | 322 | 0 | 167 | 76 | 0 | 243 | 0 | 0 | 0 | 1 | 1 | 9 | 59 | 0 | 0 | 68 | 634 |
| % Autos | 100 | 99.6 | 98.8 | 0 | 99.4 | 0 | 98.8 | 98.7 | 0 | 98.8 | 0 | 0 | 0 | 100 | 100 | 100 | 100 | 0 | 0 | 100 | 99.2 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0.4 | 1.2 | 0 | 0.6 | 0 | 1.2 | 1.3 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 |



# Traf Tech Engineering Inc.

File Name : 1-Dixie Hwy & SE 3rd Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 4

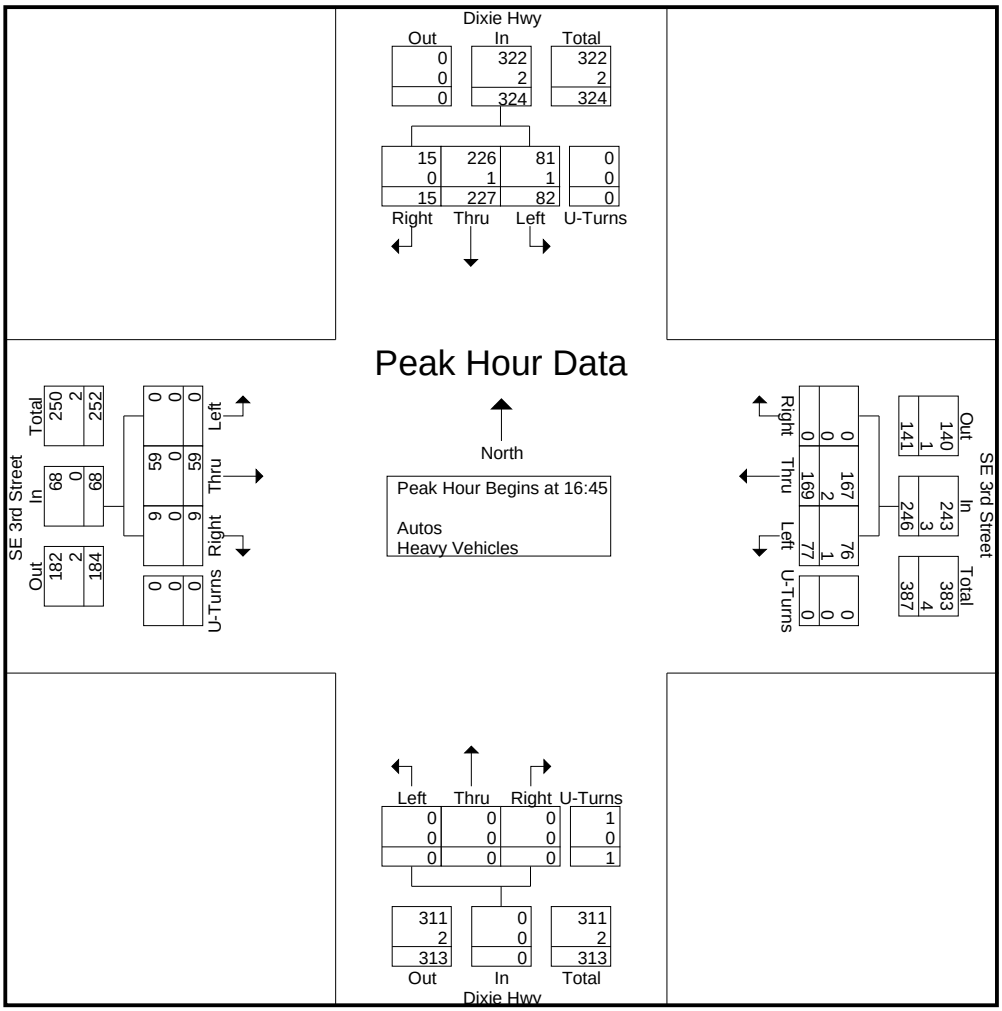
| | Dixie Hwy From North | | | | | SE 3rd Street From East | | | | | Dixie Hwy From South | | | | | SE 3rd Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 1 | 63 | 13 | 0 | 77 | 0 | 9 | 13 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 13 | 112 |
| 08:15 | 3 | 80 | 28 | 0 | 111 | 0 | 18 | 10 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 6 | 21 | 0 | 0 | 27 | 166 |
| 08:30 | 5 | 72 | 30 | 0 | 107 | 0 | 16 | 19 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 0 | 0 | 27 | 169 |
| 08:45 | 0 | 100 | 19 | 0 | 119 | 0 | 8 | 13 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 162 |
| Total Volume | 9 | 315 | 90 | 0 | 414 | 0 | 51 | 55 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 13 | 76 | 0 | 0 | 89 | 609 |
| % App. Total | 2.2 | 76.1 | 21.7 | 0 | | 0 | 48.1 | 51.9 | 0 | | 0 | 0 | 0 | 0 | | 14.6 | 85.4 | 0 | 0 | | |
| PHF | .450 | .788 | .750 | .000 | .870 | .000 | .708 | .724 | .000 | .757 | .000 | .000 | .000 | .000 | .000 | .542 | .864 | .000 | .000 | .824 | .901 |
| Autos | 9 | 311 | 90 | 0 | 410 | 0 | 50 | 55 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 13 | 76 | 0 | 0 | 89 | 604 |
| % Autos | 100 | 98.7 | 100 | 0 | 99.0 | 0 | 98.0 | 100 | 0 | 99.1 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 0 | 100 | 99.2 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 1.3 | 0 | 0 | 1.0 | 0 | 2.0 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 |



# Traf Tech Engineering Inc.

File Name : 1-Dixie Hwy & SE 3rd Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 5

| | Dixie Hwy From North | | | | | SE 3rd Street From East | | | | | Dixie Hwy From South | | | | | SE 3rd Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Int. Total |
| Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 1 | 58 | 19 | 0 | 78 | 0 | 45 | 17 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 0 | 0 | 18 | 158 |
| 17:00 | 7 | 62 | 18 | 0 | 87 | 0 | 34 | 16 | 0 | 50 | 0 | 0 | 0 | 1 | 1 | 3 | 12 | 0 | 0 | 15 | 153 |
| 17:15 | 4 | 49 | 22 | 0 | 75 | 0 | 43 | 25 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 20 | 163 |
| 17:30 | 3 | 58 | 23 | 0 | 84 | 0 | 47 | 19 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 0 | 0 | 15 | 165 |
| Total Volume | 15 | 227 | 82 | 0 | 324 | 0 | 169 | 77 | 0 | 246 | 0 | 0 | 0 | 1 | 1 | 9 | 59 | 0 | 0 | 68 | 639 |
| % App. Total | 4.6 | 70.1 | 25.3 | 0 | | 0 | 68.7 | 31.3 | 0 | | 0 | 0 | 0 | 100 | | 13.2 | 86.8 | 0 | 0 | | |
| PHF | .536 | .915 | .891 | .000 | .931 | .000 | .899 | .770 | .000 | .904 | .000 | .000 | .000 | .250 | .250 | .750 | .776 | .000 | .000 | .850 | .968 |
| Autos | 15 | 226 | 81 | 0 | 322 | 0 | 167 | 76 | 0 | 243 | 0 | 0 | 0 | 1 | 1 | 9 | 59 | 0 | 0 | 68 | 634 |
| % Autos | 100 | 99.6 | 98.8 | 0 | 99.4 | 0 | 98.8 | 98.7 | 0 | 98.8 | 0 | 0 | 0 | 100 | 100 | 100 | 100 | 0 | 0 | 100 | 99.2 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0.4 | 1.2 | 0 | 0.6 | 0 | 1.2 | 1.3 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 |



# Traf Tech Engineering Inc.

File Name : 2-SE 1st Ave & SE 4th Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 1

Groups Printed- Peds & Bikes

| | SE 1st Ave From North | | | | SE 4th Street From East | | | | SE 1st Ave From South | | | | SE 4th Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Bikes | | | Peds | Bikes | | | Peds | Bikes | | | Peds | Bikes | | | Peds | Int. Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:15 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 08:30 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 14 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 18 |
| 17:00 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 17:45 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Grand Total | 0 | 0 | 0 | 2 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 54 |
| Apprch % | 0 | 0 | 0 | 100 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 3.7 | 44.4 | 0 | 0 | 44.4 | 0 | 0 | 0 | 7.4 | 0 | 0 | 0 | 0 | |

# Traf Tech Engineering Inc.

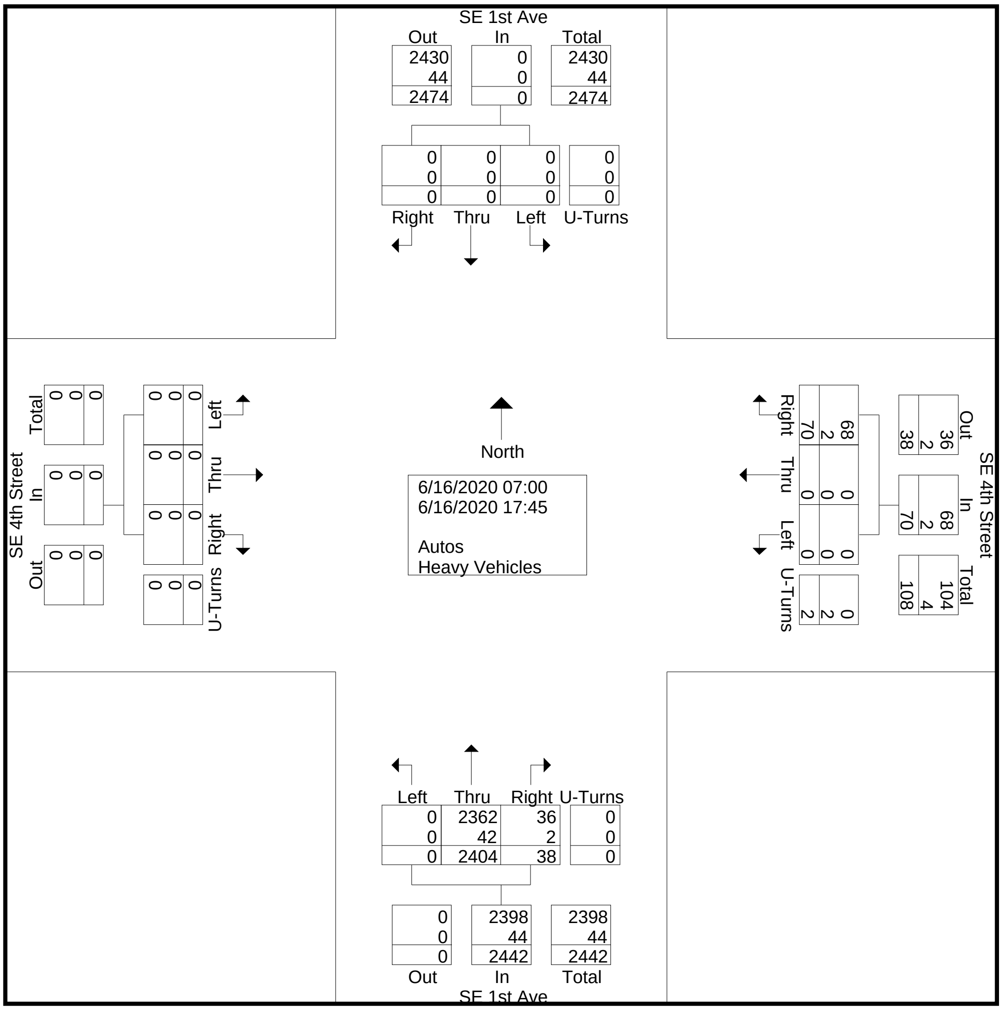
File Name : 2-SE 1st Ave & SE 4th Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 1

Groups Printed- Autos - Heavy Vehicles

| | SE 1st Ave From North | | | | | SE 4th Street From East | | | | | SE 1st Ave From South | | | | | SE 4th Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Int. Total |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 2 | 62 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 68 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 58 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 60 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 90 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 94 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 16 | 2 | 96 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 114 |
| Total | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 2 | 26 | 4 | 306 | 0 | 0 | 310 | 0 | 0 | 0 | 0 | 0 | 336 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 78 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 86 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 2 | 92 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 100 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 114 | 0 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 122 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 2 | 102 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 108 |
| Total | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 22 | 8 | 386 | 0 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 416 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 4 | 214 | 0 | 0 | 218 | 0 | 0 | 0 | 0 | 0 | 220 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 182 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 184 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 6 | 220 | 0 | 0 | 226 | 0 | 0 | 0 | 0 | 0 | 230 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 2 | 222 | 0 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 228 |
| Total | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 12 | 838 | 0 | 0 | 850 | 0 | 0 | 0 | 0 | 0 | 862 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 2 | 230 | 0 | 0 | 232 | 0 | 0 | 0 | 0 | 0 | 238 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 258 | 0 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 262 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 242 | 0 | 0 | 248 | 0 | 0 | 0 | 0 | 0 | 248 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 144 | 0 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 152 |
| Total | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 14 | 874 | 0 | 0 | 888 | 0 | 0 | 0 | 0 | 0 | 900 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 2 | 72 | 38 | 2404 | 0 | 0 | 2442 | 0 | 0 | 0 | 0 | 0 | 2514 |
| Apprch % | 0 | 0 | 0 | 0 | | 97.2 | 0 | 0 | 2.8 | | 1.6 | 98.4 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 2.8 | 0 | 0 | 0.1 | 2.9 | 1.5 | 95.6 | 0 | 0 | 97.1 | 0 | 0 | 0 | 0 | 0 | |
| Autos | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 68 | 36 | 2362 | | | | | | | | | |
| % Autos | 0 | 0 | 0 | 0 | 0 | 97.1 | 0 | 0 | 0 | 94.4 | 94.7 | 98.3 | 0 | 0 | 98.2 | 0 | 0 | 0 | 0 | 0 | 98.1 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 2.9 | 0 | 0 | 100 | 5.6 | 5.3 | 1.7 | 0 | 0 | 1.8 | 0 | 0 | 0 | 0 | 0 | 1.9 |

# Traf Tech Engineering Inc.

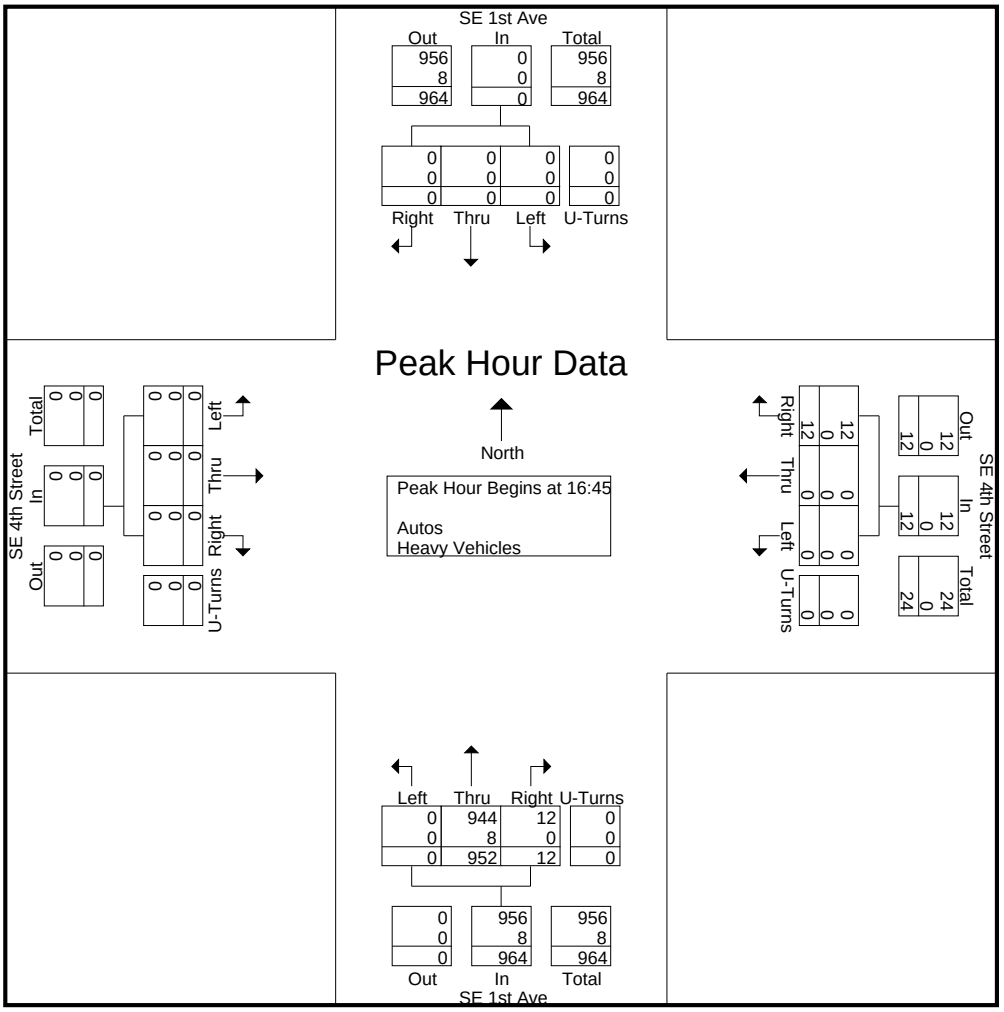
File Name : 2-SE 1st Ave & SE 4th Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 2



# Traf Tech Engineering Inc.

File Name : 2-SE 1st Ave & SE 4th Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 3

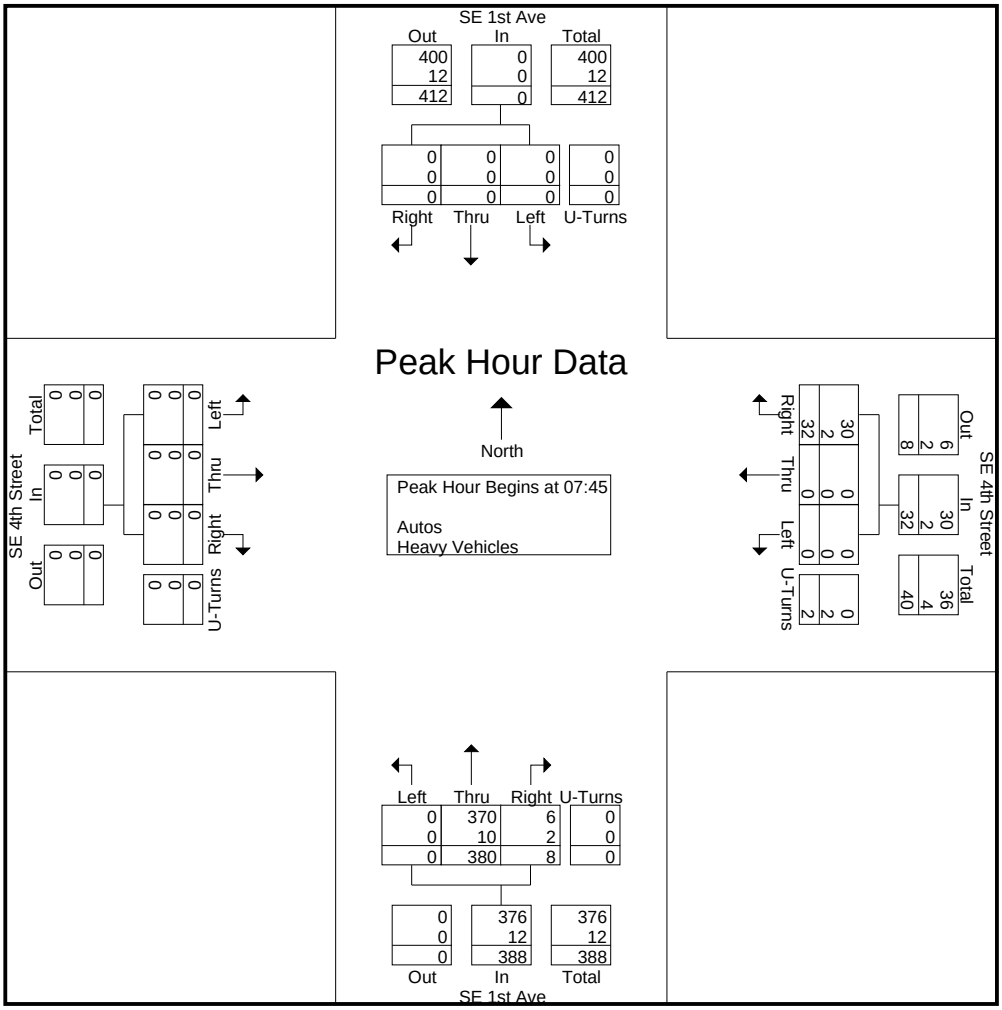
| | SE 1st Ave From North | | | | | SE 4th Street From East | | | | | SE 1st Ave From South | | | | | SE 4th Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 2 | 222 | 0 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 228 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 2 | 230 | 0 | 0 | 232 | 0 | 0 | 0 | 0 | 0 | 238 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 258 | 0 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 262 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 242 | 0 | 0 | 248 | 0 | 0 | 0 | 0 | 0 | 248 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 12 | 952 | 0 | 0 | 964 | 0 | 0 | 0 | 0 | 0 | 976 |
| % App. Total | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 1.2 | 98.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .000 | .500 | .500 | .922 | .000 | .000 | .927 | .000 | .000 | .000 | .000 | .000 | .931 |
| Autos | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 12 | 944 | 0 | 0 | 956 | 0 | 0 | 0 | 0 | 0 | 968 |
| % Autos | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 100 | 99.2 | 0 | 0 | 99.2 | 0 | 0 | 0 | 0 | 0 | 99.2 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0.8 |



# Traf Tech Engineering Inc.

File Name : 2-SE 1st Ave & SE 4th Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 4

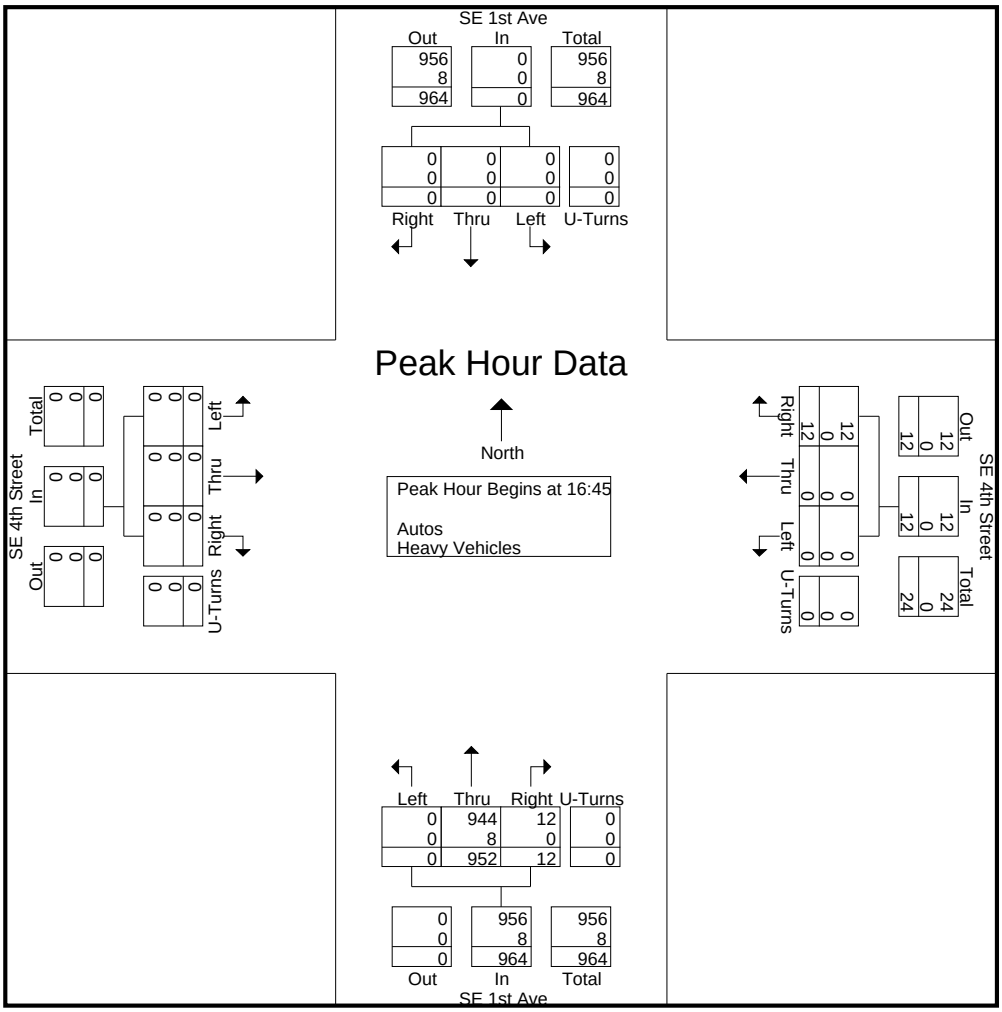
| | SE 1st Ave From North | | | | | SE 4th Street From East | | | | | SE 1st Ave From South | | | | | SE 4th Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 16 | 2 | 96 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 114 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 78 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 86 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 2 | 92 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 100 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 114 | 0 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 122 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 2 | 34 | 8 | 380 | 0 | 0 | 388 | 0 | 0 | 0 | 0 | 0 | 422 |
| % App. Total | 0 | 0 | 0 | 0 | | 94.1 | 0 | 0 | 5.9 | | 2.1 | 97.9 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .571 | .000 | .000 | .250 | .531 | .500 | .833 | .000 | .000 | .851 | .000 | .000 | .000 | .000 | .000 | .865 |
| Autos | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 6 | 370 | 0 | 0 | 376 | 0 | 0 | 0 | 0 | 0 | 406 |
| % Autos | 0 | 0 | 0 | 0 | 0 | 93.8 | 0 | 0 | 0 | 88.2 | 75.0 | 97.4 | 0 | 0 | 96.9 | 0 | 0 | 0 | 0 | 0 | 96.2 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 6.3 | 0 | 0 | 100 | 11.8 | 25.0 | 2.6 | 0 | 0 | 3.1 | 0 | 0 | 0 | 0 | 0 | 3.8 |



# Traf Tech Engineering Inc.

File Name : 2-SE 1st Ave & SE 4th Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 5

| | SE 1st Ave From North | | | | | SE 4th Street From East | | | | | SE 1st Ave From South | | | | | SE 4th Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Int. Total |
| Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 2 | 222 | 0 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 228 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 2 | 230 | 0 | 0 | 232 | 0 | 0 | 0 | 0 | 0 | 238 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 258 | 0 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 262 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 242 | 0 | 0 | 248 | 0 | 0 | 0 | 0 | 0 | 248 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 12 | 952 | 0 | 0 | 964 | 0 | 0 | 0 | 0 | 0 | 976 |
| % App. Total | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 1.2 | 98.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .000 | .500 | .500 | .922 | .000 | .000 | .927 | .000 | .000 | .000 | .000 | .000 | .931 |
| Autos | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 12 | 944 | 0 | 0 | 956 | 0 | 0 | 0 | 0 | 0 | 968 |
| % Autos | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 100 | 99.2 | 0 | 0 | 99.2 | 0 | 0 | 0 | 0 | 0 | 99.2 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0.8 |



# Traf Tech Engineering Inc.

File Name : 3-SE 3rd Ave & SE 4th Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 1

Groups Printed- Peds & Bikes

| | SE 3rd Ave From North | | | | SE 4th Street From East | | | | SE 3rd Ave From South | | | | SE 4th Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Bikes | | | Peds | Bikes | | | Peds | Bikes | | | Peds | Bikes | | | Peds | Int. Total |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total % | | | | | | | | | | | | | | | | | |

# Traf Tech Engineering Inc.

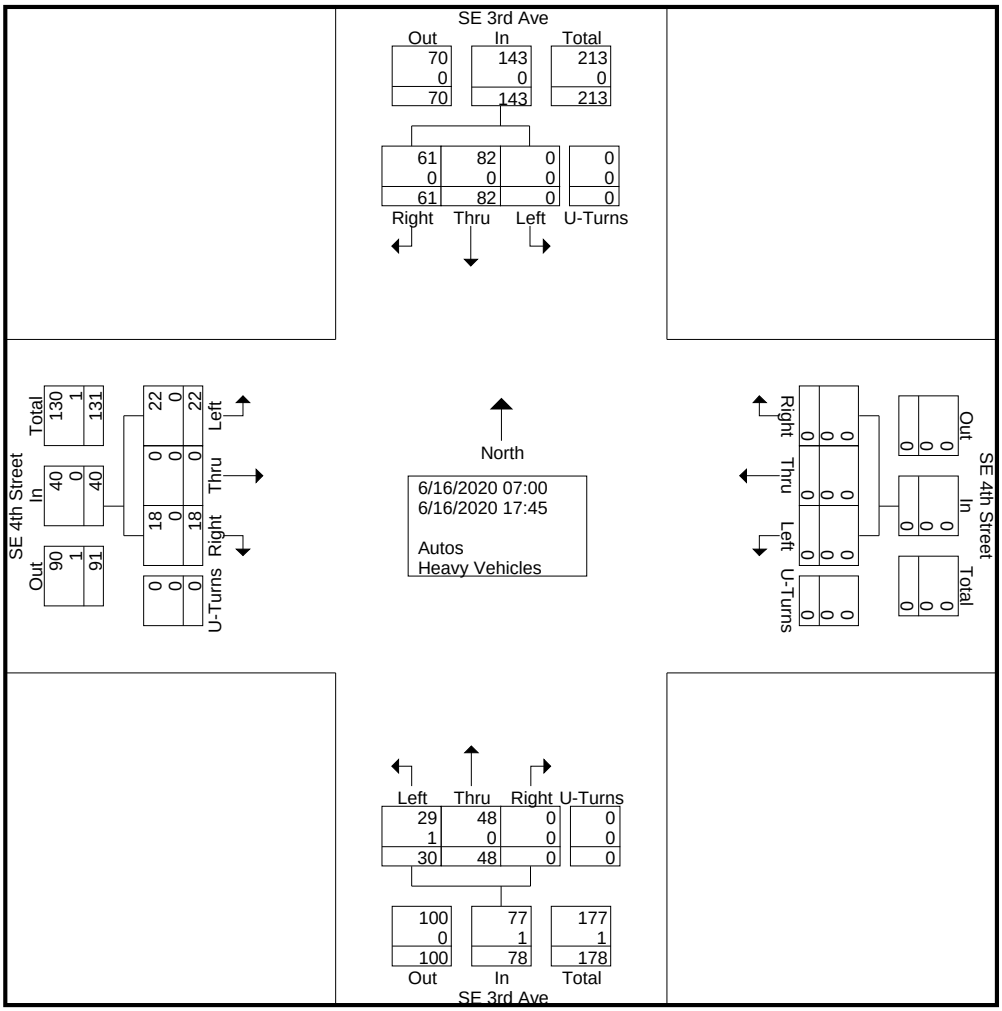
File Name : 3-SE 3rd Ave & SE 4th Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 1

Groups Printed- Autos - Heavy Vehicles

| | SE 3rd Ave From North | | | | | SE 4th Street From East | | | | | SE 3rd Ave From South | | | | | SE 4th Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Int. Total |
| 07:00 | 3 | 4 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 14 |
| 07:15 | 5 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:30 | 5 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 19 |
| 07:45 | 6 | 5 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 21 |
| Total | 19 | 21 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 8 | 0 | 25 | 1 | 0 | 3 | 0 | 4 | 69 |
| 08:00 | 3 | 7 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 16 |
| 08:15 | 5 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 21 |
| 08:30 | 5 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 2 | 0 | 1 | 0 | 3 | 16 |
| 08:45 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 10 |
| Total | 16 | 18 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 0 | 20 | 4 | 0 | 5 | 0 | 9 | 63 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 5 | 0 | 2 | 0 | 7 | 18 |
| 16:15 | 5 | 7 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 17 |
| 16:30 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 2 | 0 | 2 | 14 |
| 16:45 | 5 | 4 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 3 | 16 |
| Total | 14 | 18 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 0 | 20 | 8 | 0 | 5 | 0 | 13 | 65 |
| 17:00 | 2 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 2 | 0 | 1 | 0 | 3 | 15 |
| 17:15 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 11 |
| 17:30 | 3 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 1 | 0 | 3 | 0 | 4 | 17 |
| 17:45 | 4 | 11 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | 4 | 21 |
| Total | 12 | 25 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 0 | 13 | 5 | 0 | 9 | 0 | 14 | 64 |
| Grand Total | 61 | 82 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 30 | 0 | 78 | 18 | 0 | 22 | 0 | 40 | 261 |
| Apprch % | 42.7 | 57.3 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 61.5 | 38.5 | 0 | | 45 | 0 | 55 | 0 | | |
| Total % | 23.4 | 31.4 | 0 | 0 | 54.8 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | 11.5 | 0 | 29.9 | 6.9 | 0 | 8.4 | 0 | 15.3 | |
| Autos | 61 | 82 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 29 | 0 | 77 | 18 | 0 | 22 | 0 | 40 | 260 |
| % Autos | 100 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 96.7 | 0 | 98.7 | 100 | 0 | 100 | 0 | 100 | 99.6 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.3 | 0 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0.4 |

# Traf Tech Engineering Inc.

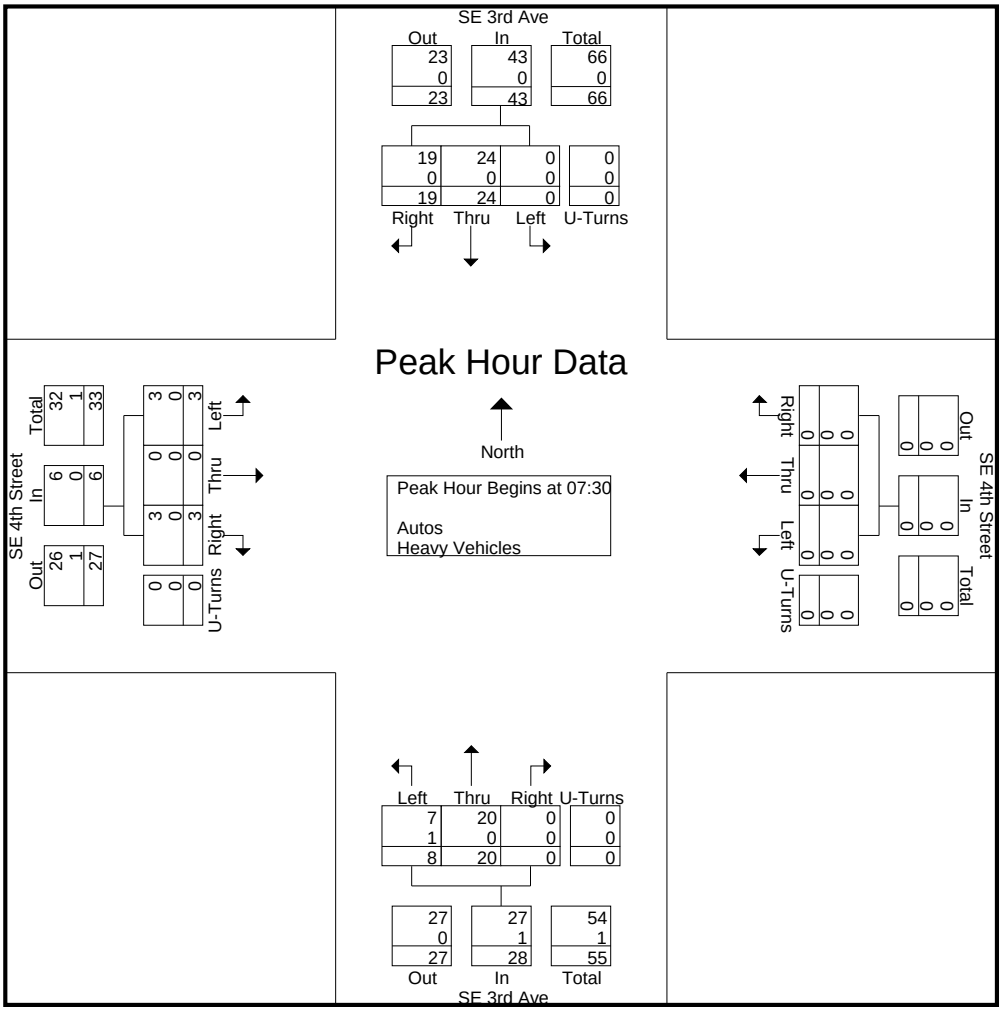
File Name : 3-SE 3rd Ave & SE 4th Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 2



# Traf Tech Engineering Inc.

File Name : 3-SE 3rd Ave & SE 4th Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 3

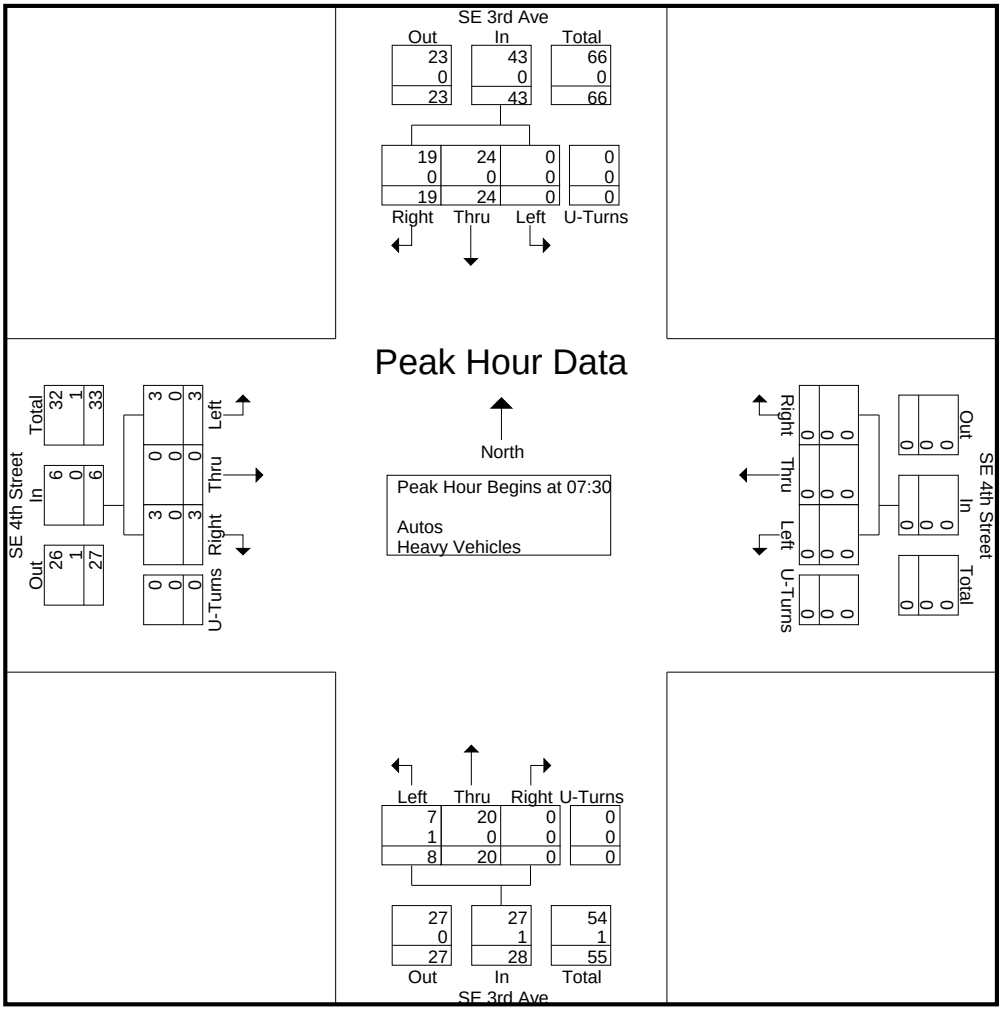
| | SE 3rd Ave From North | | | | | SE 4th Street From East | | | | | SE 3rd Ave From South | | | | | SE 4th Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 5 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 19 |
| 07:45 | 6 | 5 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 21 |
| 08:00 | 3 | 7 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 16 |
| 08:15 | 5 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 21 |
| Total Volume | 19 | 24 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 8 | 0 | 28 | 3 | 0 | 3 | 0 | 6 | 77 |
| % App. Total | 44.2 | 55.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 71.4 | 28.6 | 0 | | 50 | 0 | 50 | 0 | | |
| PHF | .792 | .857 | .000 | .000 | .977 | .000 | .000 | .000 | .000 | .000 | .000 | .833 | .667 | .000 | .875 | .750 | .000 | .750 | .000 | .750 | .917 |
| Autos | 19 | 24 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 7 | 0 | 27 | 3 | 0 | 3 | 0 | 6 | 76 |
| % Autos | 100 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 87.5 | 0 | 96.4 | 100 | 0 | 100 | 0 | 100 | 98.7 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.5 | 0 | 3.6 | 0 | 0 | 0 | 0 | 0 | 1.3 |



# Traf Tech Engineering Inc.

File Name : 3-SE 3rd Ave & SE 4th Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 4

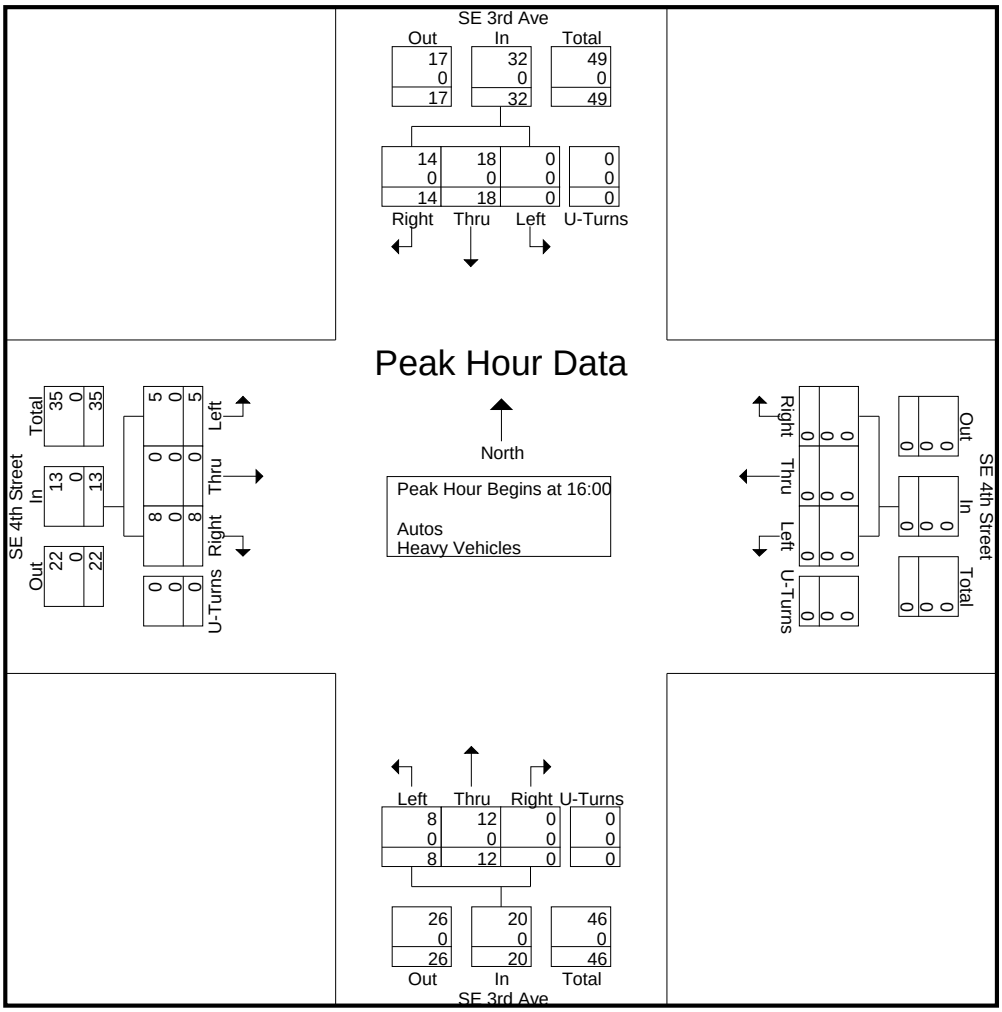
| | SE 3rd Ave From North | | | | | SE 4th Street From East | | | | | SE 3rd Ave From South | | | | | SE 4th Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 5 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 19 |
| 07:45 | 6 | 5 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 21 |
| 08:00 | 3 | 7 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 16 |
| 08:15 | 5 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 21 |
| Total Volume | 19 | 24 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 8 | 0 | 28 | 3 | 0 | 3 | 0 | 6 | 77 |
| % App. Total | 44.2 | 55.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 71.4 | 28.6 | 0 | | 50 | 0 | 50 | 0 | | |
| PHF | .792 | .857 | .000 | .000 | .977 | .000 | .000 | .000 | .000 | .000 | .000 | .833 | .667 | .000 | .875 | .750 | .000 | .750 | .000 | .750 | .917 |
| Autos | 19 | 24 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 7 | 0 | 27 | 3 | 0 | 3 | 0 | 6 | 76 |
| % Autos | 100 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 87.5 | 0 | 96.4 | 100 | 0 | 100 | 0 | 100 | 98.7 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.5 | 0 | 3.6 | 0 | 0 | 0 | 0 | 0 | 1.3 |



# Traf Tech Engineering Inc.

File Name : 3-SE 3rd Ave & SE 4th Street
Site Code : 00000000
Start Date : 6/16/2020
Page No : 5

| | SE 3rd Ave From North | | | | | SE 4th Street From East | | | | | SE 3rd Ave From South | | | | | SE 4th Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Right | Thru | Left | U-Turns | App. Total | Int. Total |
| Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 5 | 0 | 2 | 0 | 7 | 18 |
| 16:15 | 5 | 7 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 17 |
| 16:30 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 2 | 0 | 2 | 14 |
| 16:45 | 5 | 4 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 3 | 16 |
| Total Volume | 14 | 18 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 0 | 20 | 8 | 0 | 5 | 0 | 13 | 65 |
| % App. Total | 43.8 | 56.2 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 60 | 40 | 0 | | 61.5 | 0 | 38.5 | 0 | | |
| PHF | .700 | .643 | .000 | .000 | .667 | .000 | .000 | .000 | .000 | .000 | .000 | .750 | .500 | .000 | .833 | .400 | .000 | .625 | .000 | .464 | .903 |
| Autos | 14 | 18 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 0 | 20 | 8 | 0 | 5 | 0 | 13 | 65 |
| % Autos | 100 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 100 | 100 | 0 | 100 | 0 | 100 | 100 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

SE 3RD STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: RICHARD MENDEZ
SIGNALIZED

Site Code : 00160226
Start Date: 10/20/16
File I.D. : 3ST_1AVE
Page : 1

ALL VEHICLES

| | SE 1ST AVENUE From North | | | | SE 3RD STREET From East | | | | SE 1ST AVENUE From South | | | | SE 3RD STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 10/20/16 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 5 | 0 | 10 | 11 | 2 | 0 | 2 | 30 | 0 | 75 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 9 | 0 | 5 | 25 | 2 | 0 | 6 | 51 | 0 | 130 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 6 | 0 | 15 | 31 | 0 | 0 | 13 | 51 | 0 | 158 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 7 | 0 | 9 | 42 | 1 | 0 | 7 | 82 | 0 | 186 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 27 | 0 | 40 | 109 | 5 | 0 | 28 | 214 | 0 | 549 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 11 | 0 | 13 | 45 | 3 | 0 | 8 | 115 | 0 | 219 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 19 | 0 | 17 | 58 | 1 | 0 | 10 | 111 | 0 | 243 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 19 | 0 | 19 | 45 | 3 | 0 | 5 | 129 | 0 | 246 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 30 | 0 | 11 | 57 | 1 | 0 | 14 | 141 | 0 | 281 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 79 | 0 | 60 | 205 | 8 | 0 | 37 | 496 | 0 | 989 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 40 | 0 | 35 | 93 | 3 | 0 | 7 | 70 | 0 | 325 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 43 | 0 | 27 | 92 | 5 | 0 | 6 | 67 | 0 | 316 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 54 | 0 | 41 | 111 | 0 | 0 | 6 | 59 | 0 | 346 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 37 | 0 | 36 | 88 | 1 | 0 | 12 | 73 | 0 | 309 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 289 | 174 | 0 | 139 | 384 | 10 | 0 | 31 | 269 | 0 | 1296 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 35 | 0 | 60 | 114 | 3 | 0 | 16 | 62 | 0 | 360 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 33 | 0 | 56 | 109 | 4 | 0 | 9 | 63 | 0 | 337 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 25 | 0 | 49 | 107 | 2 | 0 | 8 | 54 | 0 | 306 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 30 | 0 | 57 | 132 | 6 | 0 | 13 | 63 | 0 | 355 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 123 | 0 | 222 | 462 | 15 | 0 | 46 | 242 | 0 | 1358 |
| *TOTAL* | 0 | 0 | 0 | 0 | 0 | 0 | 767 | 403 | 0 | 461 | 1160 | 38 | 0 | 142 | 1221 | 0 | 4192 |

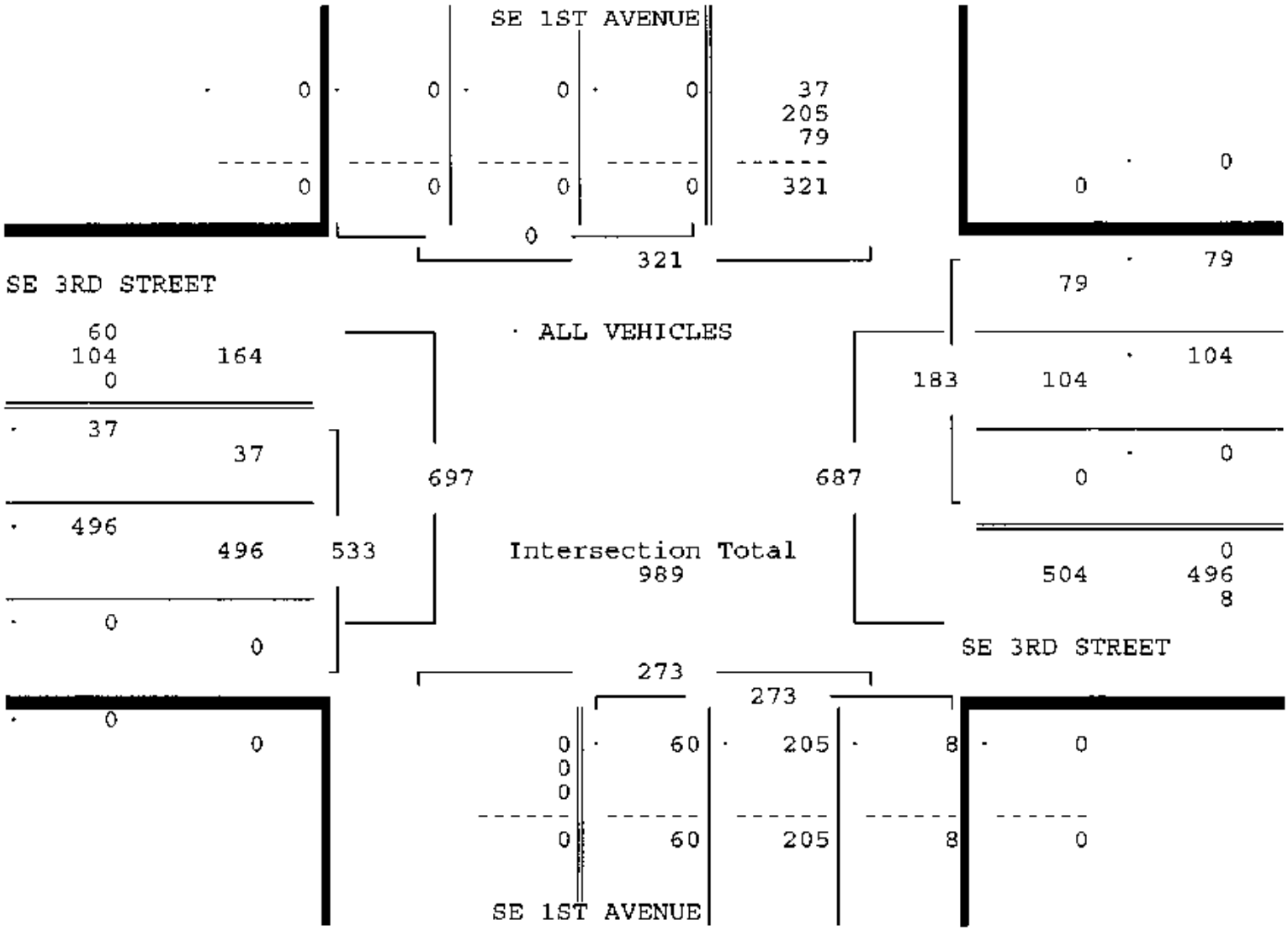
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

SE 3RD STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: RICHARD MENDEZ
SIGNALIZED

Site Code : 00160226
Start Date: 10/20/16
File I.D. : 3ST_1AVE
Page : 2

ALL VEHICLES

| | SE 1ST AVENUE From North | | | | SE 3RD STREET From East | | | | SE 1ST AVENUE From South | | | | SE 3RD STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 10/20/16 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 10/20/16 | | | | | | | | | | | | | | | | | |
| Peak start | 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 79 | 0 | 60 | 205 | 8 | 0 | 37 | 496 | 0 | |
| Percent | 0% | 0% | 0% | 0% | 0% | 0% | 57% | 43% | 0% | 22% | 75% | 3% | 0% | 7% | 93% | 0% | |
| Pk total | 0 | | | | 183 | | | | 273 | | | | 533 | | | | |
| Highest | 07:00 | | | | 08:45 | | | | 08:15 | | | | 08:45 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 30 | 0 | 17 | 58 | 1 | 0 | 14 | 141 | 0 | |
| Hr total | 0 | | | | 57 | | | | 76 | | | | 155 | | | | |
| PHF | .0 | | | | .80 | | | | .90 | | | | .86 | | | | |



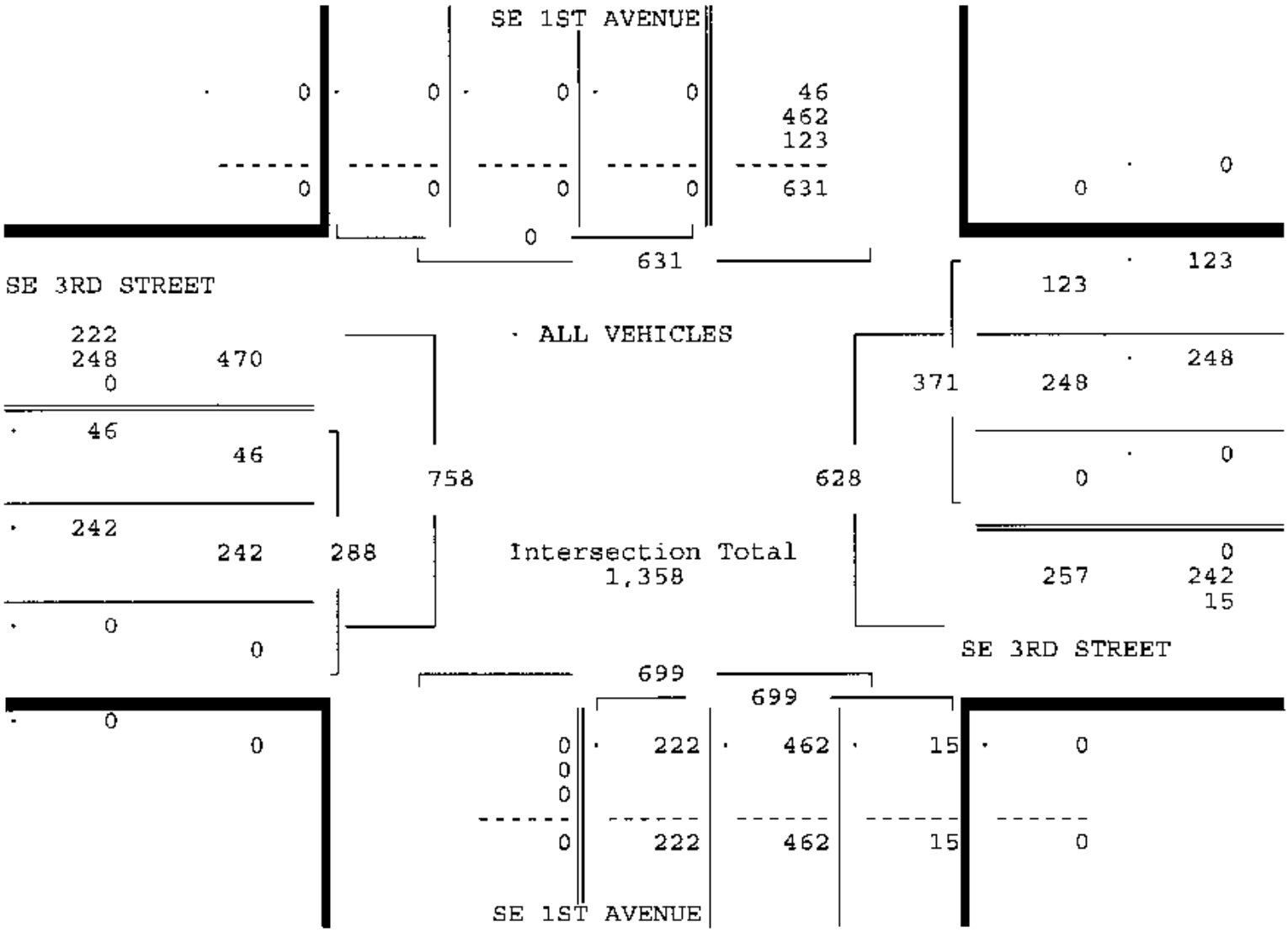
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

SE 3RD STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: RICHARD MENDEZ
SIGNALIZED

Site Code : C0160226
Start Date: 10/20/16
File I.D. : 3ST_1AVE
Page : 3

ALL VEHICLES

| | SE 1ST AVENUE From North | | | | SE 3RD STREET From East | | | | SE 1ST AVENUE From South | | | | SE 3RD STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 10/20/16 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/20/16 | | | | | | | | | | | | | | | | | |
| Peak start 17:00 | | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 123 | 0 | 222 | 462 | 15 | 0 | 46 | 242 | 0 | |
| Percent | 0% | 0% | 0% | 0% | 0% | 0% | 67% | 33% | 0% | 32% | 66% | 2% | 0% | 16% | 84% | 0% | |
| Pk total | 0 | | | | 371 | | | | 699 | | | | 288 | | | | |
| Highest | 07:00 | | | | 17:00 | | | | 17:45 | | | | 17:00 | | | | |
| Volume | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 35 | 0 | 57 | 132 | 6 | 0 | 16 | 62 | 0 | |
| Hi total | 0 | | | | 105 | | | | 195 | | | | 78 | | | | |
| PHF | .0 | | | | .88 | | | | .90 | | | | .92 | | | | |



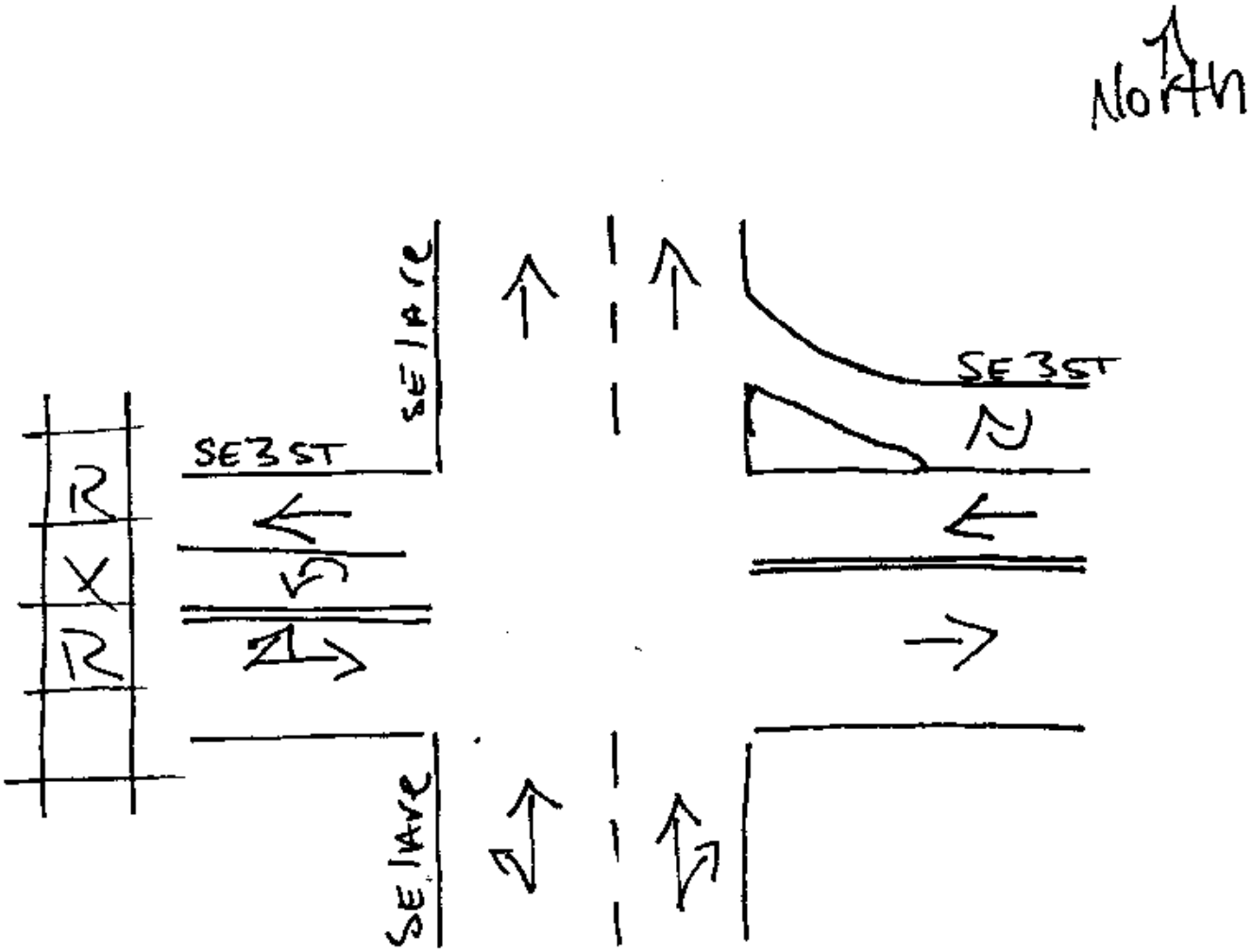
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272 3255

SE 3RD STREET & SE 1ST AVENUE
HALLANDALE BEACH, FLORIDA
COUNTED BY: RICHARD MENDEZ
SIGNALIZED

Site Code : 00160226
Start Date: 10/20/16
File I.D. : 3ST_1AVE
Page : 1

PEDESTRIANS & BIKES

| | SE 1ST AVENUE From North | | | | SE 3RD STREET From East | | | | SE 1ST AVENUE From South | | | | SE 3RD STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Total |
| Date 10/20/16 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Hr Total | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 08:00 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hr Total | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hr Total | 0 | 6 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 15 |
| *TOTAL* | 0 | 10 | 0 | 9 | 0 | 4 | 0 | 18 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 50 |




Hallandale Beach, Florida
February 23, 2016
drawn by: Luis Palomino
signalized

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & S. SALVO
SIGNALIZED

Site Code : 00160226
Start Date: 10/20/16
File I.D. : 3STR_US1
Page : 1

ALL VEHICLES

| | US 1 From North | | | | SEABISCUIT TRAIL From East | | | | US 1 From South | | | | SE 3RD STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 10/20/16 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 2 | 244 | 0 | 0 | 5 | 2 | 6 | 1 | 5 | 126 | 3 | 0 | 13 | 4 | 12 | 423 |
| 07:15 | 0 | 4 | 237 | 0 | 0 | 3 | 2 | 3 | 1 | 3 | 171 | 2 | 0 | 11 | 6 | 23 | 466 |
| 07:30 | 2 | 5 | 346 | 0 | 0 | 1 | 1 | 2 | 0 | 5 | 215 | 2 | 0 | 14 | 3 | 28 | 624 |
| 07:45 | 2 | 5 | 388 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 225 | 10 | 0 | 22 | 6 | 50 | 718 |
| Hr Total | 4 | 16 | 1215 | 0 | 0 | 10 | 5 | 12 | 2 | 21 | 737 | 17 | 0 | 60 | 19 | 113 | 2231 |
| 08:00 | 4 | 3 | 409 | 0 | 0 | 4 | 0 | 1 | 0 | 8 | 209 | 2 | 0 | 33 | 13 | 48 | 734 |
| 08:15 | 1 | 10 | 478 | 1 | 0 | 5 | 6 | 1 | 2 | 7 | 330 | 3 | 0 | 18 | 9 | 63 | 934 |
| 08:30 | 1 | 3 | 413 | 1 | 0 | 3 | 6 | 3 | 2 | 22 | 310 | 14 | 0 | 33 | 12 | 92 | 915 |
| 08:45 | 2 | 14 | 468 | 2 | 0 | 5 | 5 | 2 | 0 | 15 | 296 | 6 | 0 | 33 | 22 | 72 | 942 |
| Hr Total | 8 | 30 | 1768 | 4 | 0 | 17 | 17 | 7 | 4 | 52 | 1145 | 25 | 0 | 117 | 56 | 275 | 4525 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 13 | 337 | 2 | 0 | 17 | 22 | 14 | 7 | 28 | 458 | 10 | 0 | 25 | 8 | 33 | 974 |
| 16:15 | 2 | 13 | 274 | 4 | 0 | 22 | 22 | 14 | 1 | 40 | 426 | 13 | 0 | 36 | 22 | 33 | 922 |
| 16:30 | 5 | 12 | 337 | 6 | 0 | 11 | 12 | 11 | 1 | 33 | 457 | 4 | 0 | 31 | 14 | 44 | 978 |
| 16:45 | 5 | 10 | 381 | 3 | 1 | 11 | 14 | 13 | 2 | 29 | 530 | 7 | 0 | 37 | 17 | 30 | 1090 |
| Hr Total | 12 | 48 | 1329 | 15 | 1 | 61 | 70 | 52 | 11 | 130 | 1871 | 34 | 0 | 129 | 61 | 140 | 3964 |
| 17:00 | 4 | 16 | 308 | 5 | 0 | 17 | 24 | 17 | 2 | 26 | 461 | 13 | 0 | 52 | 16 | 31 | 992 |
| 17:15 | 3 | 10 | 343 | 1 | 0 | 17 | 12 | 16 | 1 | 18 | 491 | 15 | 0 | 37 | 15 | 31 | 1010 |
| 17:30 | 0 | 9 | 258 | 1 | 0 | 18 | 27 | 41 | 1 | 15 | 284 | 1 | 0 | 25 | 13 | 35 | 728 |
| 17:45 | 2 | 16 | 343 | 5 | 0 | 21 | 18 | 92 | 2 | 1 | 136 | 1 | 0 | 63 | 20 | 37 | 757 |
| Hr Total | 9 | 51 | 1252 | 12 | 0 | 73 | 81 | 166 | 6 | 60 | 1372 | 30 | 0 | 177 | 64 | 134 | 3487 |
| *TOTAL* | 33 | 345 | 5564 | 31 | 1 | 161 | 173 | 237 | 23 | 263 | 5125 | 106 | 0 | 483 | 200 | 662 | 13207 |

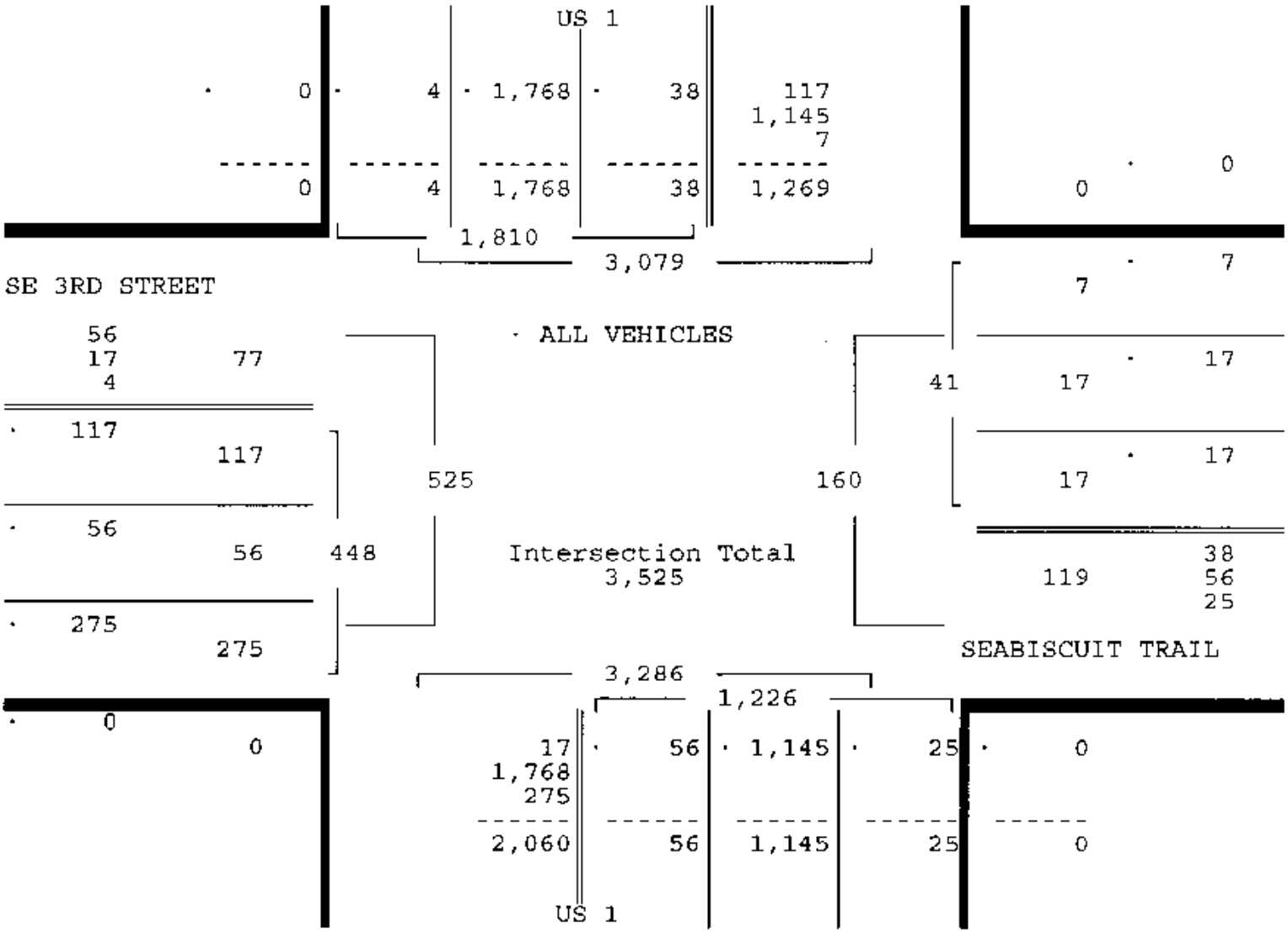
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & S. SALVO
SIGNALIZED

Site Code : 00160226
Start Date: 10/20/16
File I.D. : 3STR_US1
Page : 2

ALL VEHICLES

| | US 1 From North | | | | SEABISCUIT TRAIL From East | | | | US 1 From South | | | | SE 3RD STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 10/20/16 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 10/20/16 | | | | | | | | | | | | | | | | | |
| Peak start 08:00 | | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 8 | 30 | 1768 | 4 | 0 | 17 | 17 | 7 | 4 | 52 | 1145 | 25 | 0 | 117 | 56 | 275 | |
| Percent | 0% | 2% | 98% | 0% | 0% | 41% | 41% | 17% | 0% | 4% | 93% | 2% | 0% | 26% | 12% | 61% | |
| Pk total | 1810 | | | | 41 | | | | 1226 | | | | 448 | | | | |
| Highest | 08:15 | | | | 08:15 | | | | 08:30 | | | | 08:30 | | | | |
| Volume | 1 | 10 | 478 | 1 | 0 | 5 | 6 | 1 | 2 | 22 | 310 | 14 | 0 | 33 | 12 | 92 | |
| Hi total | 490 | | | | 12 | | | | 348 | | | | 137 | | | | |
| PHF | .92 | | | | .85 | | | | .88 | | | | .82 | | | | |



TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
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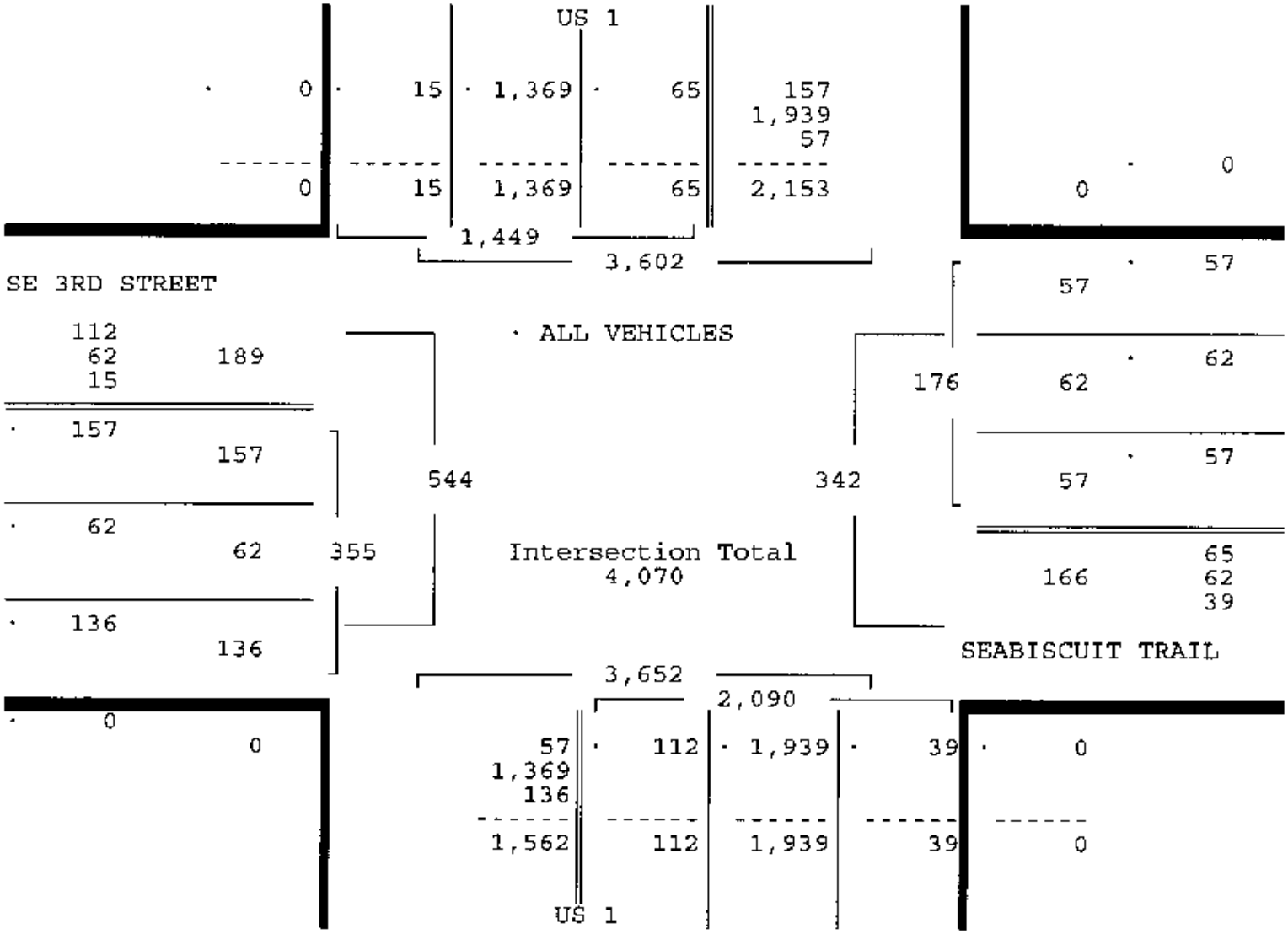
SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & S. SALVO
SIGNALIZED

Site Code : 00160226
Start Date: 10/20/16
File I.D. : 3STR_US1
Page : 3

ALL VEHICLES

| | US 1 From North | | | | SEABISCUIT TRAIL From East | | | | US 1 From South | | | | SE 3RD STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 10/20/16 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/20/16 | | | | | | | | | | | | | | | | | |
| Peak start | 16:30 | | | | 16:30 | | | | 16:30 | | | | 16:30 | | | | |
| Volume | 17 | 48 | 1369 | 15 | 1 | 56 | 62 | 57 | 6 | 106 | 1939 | 39 | 0 | 157 | 62 | 136 | |
| Percent | 1% | 3% | 94% | 1% | 1% | 32% | 35% | 32% | 0% | 5% | 93% | 2% | 0% | 44% | 17% | 38% | |
| Pk total | 1449 | | | | 176 | | | | 2090 | | | | 355 | | | | |
| Highest | 16:45 | | | | 17:00 | | | | 16:45 | | | | 17:00 | | | | |
| Volume | 5 | 10 | 381 | 3 | 0 | 17 | 24 | 17 | 2 | 29 | 530 | 7 | 0 | 52 | 16 | 31 | |
| Hi total | 399 | | | | 58 | | | | 568 | | | | 99 | | | | |
| PHF | .91 | | | | .76 | | | | .92 | | | | .90 | | | | |



TRAFFIC SURVEY SPECIALISTS, INC.

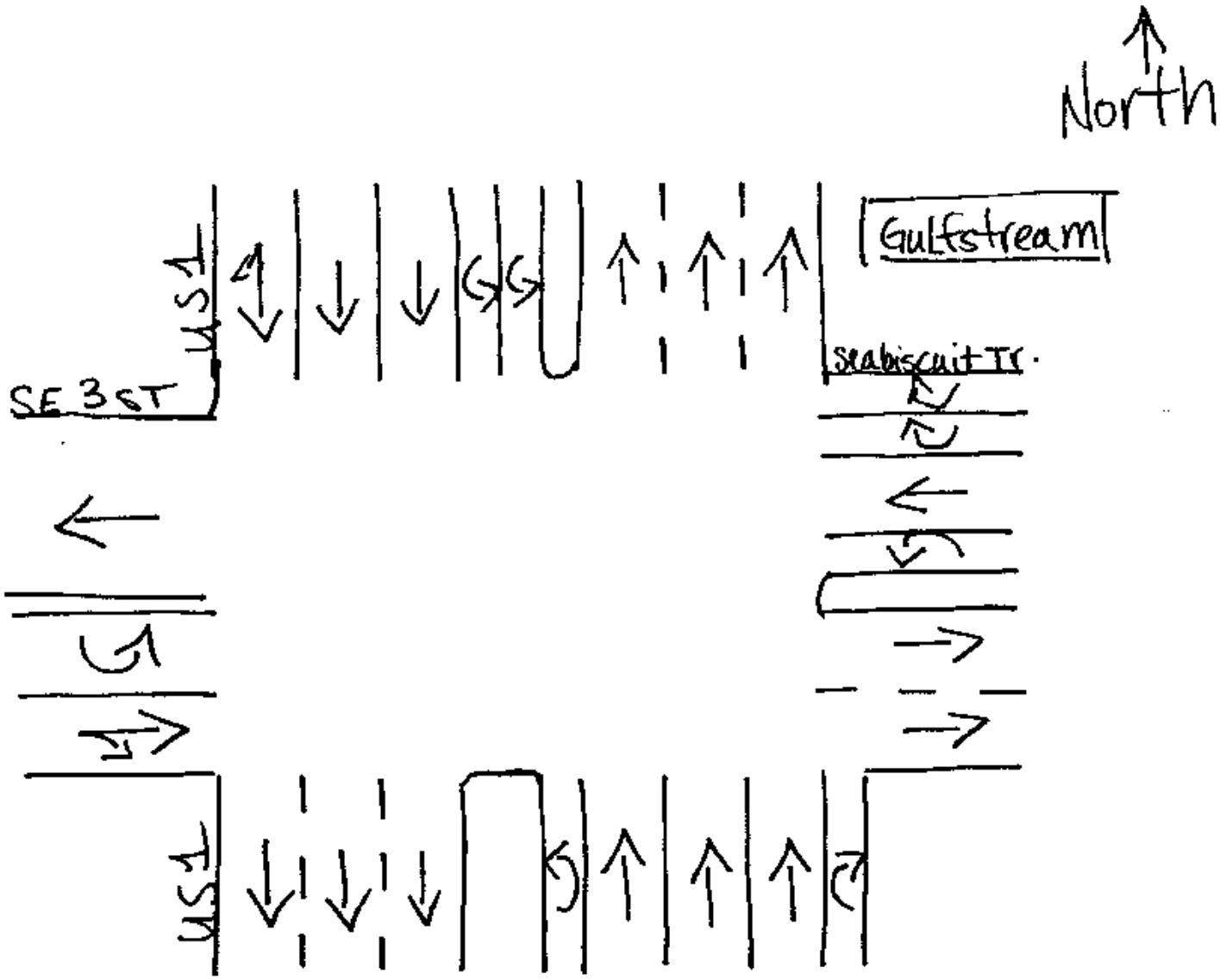
SE 3RD STREET & US 1
HALLANDALE BEACH, FLORIDA
COUNTED BY: R. MARTINEZ & S. SALVO
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160226
Start Date: 10/20/16
File I.D. : 3STR_US1
Page : 1

PEDESTRIANS & BIKES

| | US 1 From North | | | | SEABISCUIT TRAIL From East | | | | US 1 From South | | | | SE 3RD STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Total |
| Date 10/20/16 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 6 |
| Hr Total | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 13 |
| 08:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 08:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:45 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hr Total | 0 | 2 | 0 | 1 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 15 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 7 |
| 16:45 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hr Total | 0 | 1 | 0 | 4 | 0 | 13 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 25 |
| 17:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 17:15 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 17:30 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 3 | 14 |
| 17:45 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 10 |
| Hr Total | 0 | 3 | 0 | 6 | 0 | 5 | 0 | 6 | 0 | 5 | 0 | 1 | 0 | 2 | 0 | 8 | 36 |
| *TOTAL* | 0 | 6 | 0 | 13 | 0 | 27 | 0 | 15 | 0 | 5 | 0 | 5 | 0 | 6 | 0 | 12 | 89 |




Hallandale beach, Florida
March 15, 2014
drawn by: Luis Palomino
signalized

# ATTACHMENT D

## Peak Season Conversion Factors and Historical Traffic Data

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2019 - 01/05/2019 | 1.00 | 1.03 |
| 2 | 01/06/2019 - 01/12/2019 | 1.00 | 1.03 |
| 3 | 01/13/2019 - 01/19/2019 | 1.01 | 1.04 |
| 4 | 01/20/2019 - 01/26/2019 | 1.00 | 1.03 |
| 5 | 01/27/2019 - 02/02/2019 | 0.99 | 1.02 |
| * 6 | 02/03/2019 - 02/09/2019 | 0.98 | 1.01 |
| * 7 | 02/10/2019 - 02/16/2019 | 0.97 | 1.00 |
| * 8 | 02/17/2019 - 02/23/2019 | 0.97 | 1.00 |
| * 9 | 02/24/2019 - 03/02/2019 | 0.97 | 1.00 |
| *10 | 03/03/2019 - 03/09/2019 | 0.96 | 0.99 |
| *11 | 03/10/2019 - 03/16/2019 | 0.96 | 0.99 |
| *12 | 03/17/2019 - 03/23/2019 | 0.97 | 1.00 |
| *13 | 03/24/2019 - 03/30/2019 | 0.97 | 1.00 |
| *14 | 03/31/2019 - 04/06/2019 | 0.97 | 1.00 |
| *15 | 04/07/2019 - 04/13/2019 | 0.98 | 1.01 |
| *16 | 04/14/2019 - 04/20/2019 | 0.98 | 1.01 |
| *17 | 04/21/2019 - 04/27/2019 | 0.99 | 1.02 |
| *18 | 04/28/2019 - 05/04/2019 | 0.99 | 1.02 |
| 19 | 05/05/2019 - 05/11/2019 | 1.00 | 1.03 |
| 20 | 05/12/2019 - 05/18/2019 | 1.00 | 1.03 |
| 21 | 05/19/2019 - 05/25/2019 | 1.01 | 1.04 |
| 22 | 05/26/2019 - 06/01/2019 | 1.01 | 1.04 |
| 23 | 06/02/2019 - 06/08/2019 | 1.01 | 1.04 |
| 24 | 06/09/2019 - 06/15/2019 | 1.02 | 1.05 |
| 25 | 06/16/2019 - 06/22/2019 | 1.02 | 1.05 |
| 26 | 06/23/2019 - 06/29/2019 | 1.02 | 1.05 |
| 27 | 06/30/2019 - 07/06/2019 | 1.03 | 1.06 |
| 28 | 07/07/2019 - 07/13/2019 | 1.03 | 1.06 |
| 29 | 07/14/2019 - 07/20/2019 | 1.04 | 1.07 |
| 30 | 07/21/2019 - 07/27/2019 | 1.03 | 1.06 |
| 31 | 07/28/2019 - 08/03/2019 | 1.02 | 1.05 |
| 32 | 08/04/2019 - 08/10/2019 | 1.02 | 1.05 |
| 33 | 08/11/2019 - 08/17/2019 | 1.01 | 1.04 |
| 34 | 08/18/2019 - 08/24/2019 | 1.02 | 1.05 |
| 35 | 08/25/2019 - 08/31/2019 | 1.03 | 1.06 |
| 36 | 09/01/2019 - 09/07/2019 | 1.03 | 1.06 |
| 37 | 09/08/2019 - 09/14/2019 | 1.04 | 1.07 |
| 38 | 09/15/2019 - 09/21/2019 | 1.05 | 1.08 |
| 39 | 09/22/2019 - 09/28/2019 | 1.04 | 1.07 |
| 40 | 09/29/2019 - 10/05/2019 | 1.02 | 1.05 |
| 41 | 10/06/2019 - 10/12/2019 | 1.01 | 1.04 |
| 42 | 10/13/2019 - 10/19/2019 | 1.00 | 1.03 |
| 43 | 10/20/2019 - 10/26/2019 | 1.00 | 1.03 |
| 44 | 10/27/2019 - 11/02/2019 | 1.00 | 1.03 |
| 45 | 11/03/2019 - 11/09/2019 | 1.00 | 1.03 |
| 46 | 11/10/2019 - 11/16/2019 | 1.00 | 1.03 |
| 47 | 11/17/2019 - 11/23/2019 | 1.00 | 1.03 |
| 48 | 11/24/2019 - 11/30/2019 | 1.00 | 1.03 |
| 49 | 12/01/2019 - 12/07/2019 | 1.00 | 1.03 |
| 50 | 12/08/2019 - 12/14/2019 | 1.00 | 1.03 |
| 51 | 12/15/2019 - 12/21/2019 | 1.00 | 1.03 |
| 52 | 12/22/2019 - 12/28/2019 | 1.00 | 1.03 |
| 53 | 12/29/2019 - 12/31/2019 | 1.01 | 1.04 |

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0268 - SR 5 / US 1 AT DADE/BROWARD CO LINE

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2019 | 50500 C | N 25500 | S 25000 | 9.00 | 54.70 | 4.30 |
| 2018 | 43500 C | N 22000 | S 21500 | 9.00 | 54.10 | 3.10 |
| 2017 | 48000 C | N 26000 | S 22000 | 9.00 | 53.80 | 4.10 |
| 2016 | 47500 C | N 24500 | S 23000 | 9.00 | 55.20 | 1.90 |
| 2015 | 48000 C | N 24500 | S 23500 | 9.00 | 54.90 | 1.90 |
| 2014 | 54000 C | N 27500 | S 26500 | 9.00 | 54.50 | 1.90 |
| 2013 | 51000 C | N 26500 | S 24500 | 9.00 | 54.60 | 4.80 |
| 2012 | 59000 C | N 30000 | S 29000 | 9.00 | 55.00 | 4.80 |
| 2011 | 48500 C | N 21000 | S 27500 | 9.00 | 54.50 | 15.60 |
| 2010 | 55000 C | N 28000 | S 27000 | 9.37 | 54.06 | 15.60 |
| 2009 | 50500 C | N 26000 | S 24500 | 9.31 | 53.74 | 15.60 |
| 2008 | 61000 C | N 29000 | S 32000 | 9.70 | 54.48 | 2.40 |
| 2007 | 54000 C | N 26000 | S 28000 | 9.10 | 53.47 | 2.40 |
| 2006 | 48500 C | N 25000 | S 23500 | 9.48 | 53.59 | 1.60 |
| 2005 | 52500 C | N 27000 | S 25500 | 10.60 | 58.90 | 1.50 |
| 2004 | 48000 C | N 24500 | S 23500 | 10.40 | 56.30 | 1.50 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7037 - SE 1 AVE, S OF HALLANDALE BEACH BLVD

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2019 | 6200 R | 0 | 0 | 9.00 | 99.90 | 5.50 |
| 2018 | 6200 T | 0 | 0 | 9.00 | 99.90 | 6.00 |
| 2017 | 6200 S | 0 | 0 | 9.00 | 99.90 | 6.20 |
| 2016 | 6200 F | 0 | 0 | 9.00 | 99.90 | 2.90 |
| 2015 | 6100 C | N 6100 | 0 | 9.00 | 99.90 | 3.40 |
| 2014 | 4100 X | | | 9.00 | 99.90 | 7.40 |
| 2013 | 4100 X | 0 | 0 | 9.00 | 99.90 | 7.60 |
| 2012 | 4100 T | 0 | 0 | 9.00 | 99.90 | 5.90 |
| 2011 | 4100 S | 0 | 0 | 9.00 | 99.90 | 6.30 |
| 2010 | 4100 F | 0 | 0 | 8.35 | 99.99 | 9.30 |
| 2009 | 4100 C | N 4100 | 0 | 8.53 | 99.99 | 5.30 |
| 2008 | 4400 C | N 4400 | 0 | 8.81 | 99.99 | 6.50 |
| 2007 | 4200 C | N 4200 | 0 | 8.63 | 99.99 | 4.80 |
| 2006 | 4400 C | N 4400 | 0 | 8.40 | 99.99 | 2.90 |
| 2005 | 3100 C | N 3100 | | 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; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8354 - WEST DIXIE HWY, 200' SOUTH OF NE 215 ST

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2019 | 7300 T | N 3700 | S 3600 | 9.00 | 54.60 | 11.00 |
| 2018 | 7300 S | N 3700 | S 3600 | 9.00 | 54.30 | 12.10 |
| 2017 | 7100 F | N 3600 | S 3500 | 9.00 | 55.00 | 12.60 |
| 2016 | 6900 C | N 3500 | S 3400 | 9.00 | 54.50 | 13.50 |
| 2015 | 5200 T | N 2600 | S 2600 | 9.00 | 54.70 | 13.70 |
| 2014 | 5000 S | N 2500 | S 2500 | 9.00 | 54.50 | 17.40 |
| 2013 | 5000 F | N 2500 | S 2500 | 9.00 | 52.40 | 16.20 |
| 2012 | 5000 C | N 2500 | S 2500 | 9.00 | 55.70 | 16.00 |

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

# ATTACHMENT E

## Covid-19 Adjustment Factor

## TABLE E-1
## Covid-19 Adjustment Factor

| Roadway | Direction / Peak | 2020 Peak Season Peak Hour Volumes Pre Covid-19 | Covid-19 | Adjustment Factor |
|---|---|---|---|---|
| SE 1 Ave | NB AM | 351 | 433 | |
| SE 1 Ave | NB PM | 900 | 964 | |
| SE 3 St | EB AM | 687 | 175 | |
| SE 3 St | EB PM | 371 | 148 | |
| SE 3 St | WB AM | 211 | 112 | |
| SE 3 St | WB PM | 605 | 258 | |
| | **Totals** | **3,125** | **2,090** | **1.50** |

# ATTACHMENT F

## Future Turning Movement Volumes

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**US 1 and SE 3rd Street**
**AM Peak Hour**

| | US 1 Northbound | | | US 1 Southbound | | | SE 3rd Street Eastbound | | | SE 3rd Street Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Description** | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (10/20/2016) | 56 | 1,145 | 25 | 38 | 1,768 | 4 | 117 | 56 | 275 | 17 | 17 | 7 |
| Season Adjustment Factor | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| 2020 Peak Season Traffic | 72 | 1,475 | 32 | 49 | 2,277 | 5 | 151 | 72 | 354 | 22 | 22 | 9 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| **Committed Development** | | | | | | | | | | | | |
| Beachwalk | | 18 | | | 42 | | | | | | | |
| 7th Avenue Village | | | | | | | | | | | | |
| CVS Pharmacy | | | | | | | | | | | | |
| Diplomat Golf Course & Tennis | | 55 | | | 36 | | | | | | | |
| Gulfstream Park | | | 138 | 142 | | | | 4 | | 181 | 5 | 185 |
| Gulfstream Point | 1 | 35 | 1 | | 36 | | | | 5 | 1 | | |
| Hallandale ArtSquare | | 17 | | | 50 | | | | | | | |
| Hallandale Oasis | | | | | | | | | | | | |
| Villages at Bluesten Park | | | | | | 1 | 3 | | | | | |
| Bluesten Park | | 30 | | | 48 | | | | 11 | | | |
| 2022 Background Traffic | 76 | 1,689 | 173 | 193 | 2,581 | 6 | 160 | 79 | 385 | 205 | 28 | 194 |
| Leisure Apartments | | | | | | 2 | 3 | | | | | |
| **2022 Total Traffic** | **76** | **1,689** | **173** | **193** | **2,581** | **8** | **163** | **79** | **385** | **205** | **28** | **194** |

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**US 1 and SE 3rd Street**
**PM Peak Hour**

| | US 1 Northbound | | | US 1 Southbound | | | SE 3rd Street Eastbound | | | SE 3rd Street Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Description** | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (10/20/2016) | 112 | 1,939 | 39 | 65 | 1,369 | 15 | 157 | 62 | 136 | 57 | 62 | 57 |
| Season Adjustment Factor | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| 2020 Peak Season Traffic | 144 | 2,498 | 50 | 84 | 1,763 | 19 | 202 | 80 | 175 | 73 | 80 | 73 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| **Committed Development** | | | | | | | | | | | | |
| Beachwalk | | 27 | | | 33 | | | | | | | |
| 7th Avenue Village | | | | | | | | | | | | |
| CVS Pharmacy | | | | | | | | | | | | |
| Diplomat Golf Course & Tennis | | 48 | | | 52 | | | | | | | |
| Gulfstream Park | | | 195 | 200 | | | | 5 | | 147 | 4 | 150 |
| Gulfstream Point | 2 | 34 | 2 | | 45 | | | | 5 | 2 | | |
| Hallandale ArtSquare | | 41 | | | 54 | | | | | | | |
| Hallandale Oasis | | | | | | | | | | | | |
| Villages at Bluesten Park | | | | | | 3 | 1 | | | | | |
| Bluesten Park | | 41 | | | 44 | | | | 10 | | | |
| 2022 Background Traffic | 152 | 2,790 | 249 | 287 | 2,063 | 23 | 211 | 88 | 197 | 225 | 87 | 226 |
| Leisure Apartments | | | | | | 3 | 2 | | | | | |
| **2022 Total Traffic** | **152** | **2,790** | **249** | **287** | **2,063** | **26** | **213** | **88** | **197** | **225** | **87** | **226** |

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**SE 1st Avenue and SE 3rd Street**
**AM Peak Hour**

| | SE 1st Avenue Northbound | | | Southbound | | | SE 3rd Street Eastbound | | | SE 3rd Street Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Description** | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (10/20/2016) | 60 | 205 | 8 | | | | 37 | 496 | 0 | 0 | 104 | 79 |
| Season Adjustment Factor | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| 2020 Peak Season Traffic | 77 | 264 | 10 | 0 | 0 | 0 | 48 | 639 | 0 | 0 | 134 | 102 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| **Committed Development** | | | | | | | | | | | | |
| Beachwalk | | | | | | | | | | | | |
| 7th Avenue Village | | | | | | | | | | | | |
| CVS Pharmacy | | | | | | | | | | | | |
| Diplomat Golf Course & Tennis | | | | | | | | | | | | |
| Gulfstream Park | | | | | | | | | | | | |
| Gulfstream Point | | | | | | | | | | | | |
| Hallandale ArtSquare | | | | | | | | | | | | |
| Hallandale Oasis | | | | | | | | | | | | |
| Villages at Bluesten Park | 1 | 3 | | | | | | 1 | | | | 1 |
| Bluesten Park | 6 | | | | | | | 11 | | | | |
| 2022 Background Traffic | 87 | 278 | 11 | 0 | 0 | 0 | 50 | 677 | 0 | 0 | 139 | 107 |
| Leisure Apartments | | 4 | | | | | | 1 | | | | |
| **2022 Total Traffic** | **87** | **282** | **11** | **0** | **0** | **0** | **50** | **678** | **0** | **0** | **139** | **107** |

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**SE 1st Avenue and SE 3rd Street**
**PM Peak Hour**

| | SE 1st Avenue Northbound | | | Southbound | | | SE 3rd Street Eastbound | | | SE 3rd Street Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Description** | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (10/20/2016) | 222 | 462 | 15 | | | | 46 | 242 | 0 | 0 | 248 | 123 |
| Season Adjustment Factor | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| 2020 Peak Season Traffic | 286 | 595 | 19 | 0 | 0 | 0 | 59 | 312 | 0 | 0 | 319 | 158 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| **Committed Development** | | | | | | | | | | | | |
| Beachwalk | | | | | | | | | | | | |
| 7th Avenue Village | | | | | | | | | | | | |
| CVS Pharmacy | | | | | | | | | | | | |
| Diplomat Golf Course & Tennis | | | | | | | | | | | | |
| Gulfstream Park | | | | | | | | | | | | |
| Gulfstream Point | | | | | | | | | | | | |
| Hallandale ArtSquare | | | | | | | | | | | | |
| Hallandale Oasis | | | | | | | | | | | | |
| Villages at Bluesten Park | 1 | 1 | | | | | | 4 | | | | 1 |
| Bluesten Park | 9 | | | | | | | 10 | | | | |
| 2022 Background Traffic | 308 | 620 | 20 | 0 | 0 | 0 | 62 | 338 | 0 | 0 | 332 | 166 |
| Leisure Apartments | | 2 | | | | | | 4 | | | | |
| **2022 Total Traffic** | **308** | **622** | **20** | **0** | **0** | **0** | **62** | **342** | **0** | **0** | **332** | **166** |

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Dixie Highway and SE 3rd Street**
**AM Peak Hour**

| | Northbound | | | Dixie Highway Southbound | | | SE 3rd Street Eastbound | | | SE 3rd Street Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Description** | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (6/16/2020) | | | | 90 | 315 | 9 | | 76 | 13 | 55 | 51 | |
| Season Adjustment Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Covid-19 Adjustment Factor | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| 2020 Peak Season Traffic | 0 | 0 | 0 | 142 | 496 | 14 | 0 | 120 | 20 | 87 | 80 | 0 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| **Committed Development** | | | | | | | | | | | | |
| Beachwalk | | | | | | | | | | | | |
| 7th Avenue Village | | | | | | | | | | | | |
| CVS Pharmacy | | | | | | | | | | | | |
| Diplomat Golf Course & Tennis | | | | | | | | | | | | |
| Gulfstream Park | | | | | | | | | | | | |
| Gulfstream Point | | | | | | | | | | | | |
| Hallandale ArtSquare | | | | | | | | | | | | |
| Hallandale Oasis | | | | | | | | | | | | |
| Villages at Bluesten Park | | | | | | | | 1 | | | 1 | |
| Bluesten Park | | | | 6 | | | | 11 | | | | |
| 2022 Background Traffic | 0 | 0 | 0 | 153 | 516 | 15 | 0 | 137 | 21 | 90 | 85 | 0 |
| Leisure Apartments | | | | 1 | | | | | | | | |
| **2022 Total Traffic** | **0** | **0** | **0** | **154** | **516** | **15** | **0** | **137** | **21** | **90** | **85** | **0** |

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**Dixie Highway and SE 3rd Street**
**PM Peak Hour**

| | Northbound | | | Dixie Highway Southbound | | | SE 3rd Street Eastbound | | | SE 3rd Street Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Description** | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (6/16/2020) | | | | 82 | 227 | 15 | | 59 | 9 | 77 | 169 | |
| Season Adjustment Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Covid-19 Adjustment Factor | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| 2020 Peak Season Traffic | 0 | 0 | 0 | 129 | 358 | 24 | 0 | 93 | 14 | 121 | 266 | 0 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| **Committed Development** | | | | | | | | | | | | |
| Beachwalk | | | | | | | | | | | | |
| 7th Avenue Village | | | | | | | | | | | | |
| CVS Pharmacy | | | | | | | | | | | | |
| Diplomat Golf Course & Tennis | | | | | | | | | | | | |
| Gulfstream Park | | | | | | | | | | | | |
| Gulfstream Point | | | | | | | | | | | | |
| Hallandale ArtSquare | | | | | | | | | | | | |
| Hallandale Oasis | | | | | | | | | | | | |
| Villages at Bluesten Park | | | | | | | | 4 | | | 1 | |
| Bluesten Park | | | | 6 | | | | 11 | | | | |
| 2022 Background Traffic | 0 | 0 | 0 | 140 | 372 | 25 | 0 | 112 | 15 | 126 | 278 | 0 |
| Leisure Apartments | | | | 4 | | | | | | | | |
| **2022 Total Traffic** | **0** | **0** | **0** | **144** | **372** | **25** | **0** | **112** | **15** | **126** | **278** | **0** |

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**SE 1st Avenue and SE 4th Street**
**AM Peak Hour**

| | SE 1st Avenue Northbound | | | SE 1st Avenue Southbound | | | SE 4th Street Eastbound | | | SE 4th Street Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Description** | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (6/16/2020) | | 380 | 8 | | | | | | | | | 32 |
| Season Adjustment Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Covid-19 Adjustment Factor | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| 2020 Peak Season Traffic | 0 | 599 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| **Committed Development** | | | | | | | | | | | | |
| Beachwalk | | | | | | | | | | | | |
| 7th Avenue Village | | | | | | | | | | | | |
| CVS Pharmacy | | | | | | | | | | | | |
| Diplomat Golf Course & Tennis | | | | | | | | | | | | |
| Gulfstream Park | | | | | | | | | | | | |
| Gulfstream Point | | | | | | | | | | | | |
| Hallandale ArtSquare | | | | | | | | | | | | |
| Hallandale Oasis | | | | | | | | | | | | |
| Villages at Bluesten Park | | 4 | | | | | | | | | | |
| Bluesten Park | | 6 | | | | | | | | | | |
| 2022 Background Traffic | 0 | 633 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| Leisure Apartments | | | | | | | | | | | | 4 |
| **2022 Total Traffic** | **0** | **633** | **13** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **56** |

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**SE 1st Avenue and SE 4th Street**
**PM Peak Hour**

| | SE 1st Avenue Northbound | | | SE 1st Avenue Southbound | | | SE 4th Street Eastbound | | | SE 4th Street Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Description** | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (6/16/2020) | | 952 | 12 | | | | | | | | | 12 |
| Season Adjustment Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Covid-19 Adjustment Factor | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| 2020 Peak Season Traffic | 0 | 1,499 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| **Committed Development** | | | | | | | | | | | | |
| Beachwalk | | | | | | | | | | | | |
| 7th Avenue Village | | | | | | | | | | | | |
| CVS Pharmacy | | | | | | | | | | | | |
| Diplomat Golf Course & Tennis | | | | | | | | | | | | |
| Gulfstream Park | | | | | | | | | | | | |
| Gulfstream Point | | | | | | | | | | | | |
| Hallandale ArtSquare | | | | | | | | | | | | |
| Hallandale Oasis | | | | | | | | | | | | |
| Villages at Bluesten Park | | 2 | | | | | | | | | | |
| Bluesten Park | | 9 | | | | | | | | | | |
| 2022 Background Traffic | 0 | 1,571 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Leisure Apartments | | | | | | | | | | | | 2 |
| **2022 Total Traffic** | **0** | **1,571** | **20** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **22** |

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**SE 3rd Avenue and SE 4th Street**
**AM Peak Hour**

| | SE 3rd Avenue Northbound | | | SE 3rd Avenue Southbound | | | SE 4th Street Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Description** | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (6/16/2020) | 8 | 20 | | | 24 | 19 | 3 | | 3 | | | |
| Season Adjustment Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Covid-19 Adjustment Factor | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| 2020 Peak Season Traffic | 13 | 32 | 0 | 0 | 38 | 30 | 5 | 0 | 5 | 0 | 0 | 0 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| **Committed Development** | | | | | | | | | | | | |
| Beachwalk | | | | | | | | | | | | |
| 7th Avenue Village | | | | | | | | | | | | |
| CVS Pharmacy | | | | | | | | | | | | |
| Diplomat Golf Course & Tennis | | | | | | | | | | | | |
| Gulfstream Park | | | | | | | | | | | | |
| Gulfstream Point | | | | | | | | | | | | |
| Hallandale ArtSquare | | | | | | | | | | | | |
| Hallandale Oasis | | | | | | | | | | | | |
| Villages at Bluesten Park | | 4 | | | 2 | | | | | | | |
| Bluesten Park | | 6 | | | | | | | | | | |
| 2022 Background Traffic | 13 | 43 | 0 | 0 | 41 | 31 | 5 | 0 | 5 | 0 | 0 | 0 |
| Leisure Apartments | | | | | | | 3 | | 1 | | | 3 |
| **2022 Total Traffic** | **13** | **43** | **0** | **0** | **41** | **31** | **8** | **0** | **6** | **0** | **0** | **3** |

**FUTURE TURNING MOVEMENT VOLUME ANALYSIS**

**SE 3rd Avenue and SE 4th Street**
**PM Peak Hour**

| | SE 3rd Avenue Northbound | | | SE 3rd Avenue Southbound | | | SE 4th Street Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Description** | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Traffic (6/16/2020) | 8 | 12 | | | 18 | 14 | 5 | | 8 | | | |
| Season Adjustment Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Covid-19 Adjustment Factor | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| 2020 Peak Season Traffic | 13 | 19 | 0 | 0 | 28 | 22 | 8 | 0 | 13 | 0 | 0 | 0 |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| **Committed Development** | | | | | | | | | | | | |
| Beachwalk | | | | | | | | | | | | |
| 7th Avenue Village | | | | | | | | | | | | |
| CVS Pharmacy | | | | | | | | | | | | |
| Diplomat Golf Course & Tennis | | | | | | | | | | | | |
| Gulfstream Park | | | | | | | | | | | | |
| Gulfstream Point | | | | | | | | | | | | |
| Hallandale ArtSquare | | | | | | | | | | | | |
| Hallandale Oasis | | | | | | | | | | | | |
| Villages at Bluesten Park | | 2 | | | 7 | | | | | | | |
| Bluesten Park | | 6 | | | | | | | | | | |
| 2022 Background Traffic | 13 | 28 | 0 | 0 | 36 | 23 | 8 | 0 | 13 | 0 | 0 | 0 |
| Leisure Apartments | 1 | | | | | | 2 | | 1 | | | 7 |
| **2022 Total Traffic** | **14** | **28** | **0** | **0** | **36** | **23** | **10** | **0** | **14** | **0** | **0** | **7** |

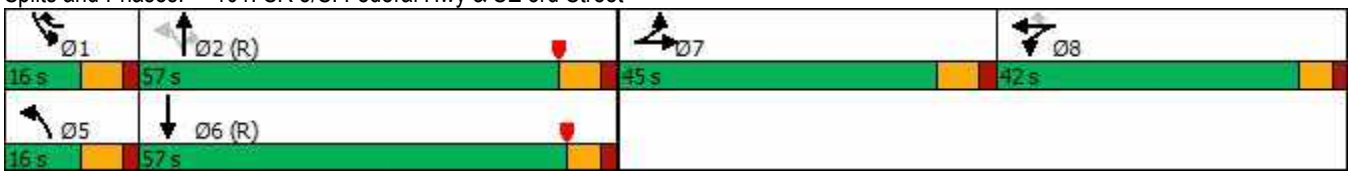
# ATTACHMENT G
## SYNCHRO Analyses

# Timings
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 151 | 72 | 22 | 22 | 9 | 72 | 1475 | 32 | 49 | 2277 |
| Future Volume (vph) | 151 | 72 | 22 | 22 | 9 | 72 | 1475 | 32 | 49 | 2277 |
| Turn Type | Split | NA | Split | NA | pm+ov | pm+pt | NA | Perm | Prot | NA |
| Protected Phases | 7 | 7 | 8 | 8 | 1 | 5 | 2 | | 1 | 6 |
| Permitted Phases | | | | | 8 | 2 | | 2 | | |
| Detector Phase | 7 | 7 | 8 | 8 | 1 | 5 | 2 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 6.0 | 6.0 | 5.0 | 9.0 | 12.0 | 12.0 | 5.0 | 6.0 |
| Minimum Split (s) | 45.0 | 45.0 | 42.0 | 42.0 | 12.0 | 16.0 | 39.0 | 39.0 | 12.0 | 38.0 |
| Total Split (s) | 45.0 | 45.0 | 42.0 | 42.0 | 16.0 | 16.0 | 57.0 | 57.0 | 16.0 | 57.0 |
| Total Split (%) | 28.1% | 28.1% | 26.3% | 26.3% | 10.0% | 10.0% | 35.6% | 35.6% | 10.0% | 35.6% |
| Yellow Time (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lead | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 35.1 | 35.1 | 7.0 | 7.0 | 11.5 | 96.8 | 89.2 | 89.2 | 6.5 | 84.9 |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.04 | 0.04 | 0.07 | 0.60 | 0.56 | 0.56 | 0.04 | 0.53 |
| v/c Ratio | 0.41 | 0.97 | 0.30 | 0.28 | 0.03 | 0.51 | 0.79 | 0.04 | 0.37 | 0.89 |
| Control Delay | 56.3 | 74.7 | 83.4 | 82.3 | 0.2 | 35.9 | 34.4 | 0.1 | 82.0 | 39.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 56.3 | 74.7 | 83.4 | 82.3 | 0.2 | 35.9 | 34.4 | 0.1 | 82.0 | 39.8 |
| LOS | E | E | F | F | A | D | C | A | F | D |
| Approach Delay | | 69.9 | | 69.3 | | | 33.8 | | | 40.7 |
| Approach LOS | | E | | E | | | C | | | D |

| Intersection Summary | |
|---|---|
| Cycle Length: 160 | |
| Actuated Cycle Length: 160 | |
| Offset: 128 (80%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | |
| Natural Cycle: 145 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.97 | |
| Intersection Signal Delay: 42.3 | Intersection LOS: D |
| Intersection Capacity Utilization 94.5% | ICU Level of Service F |
| Analysis Period (min) 15 | |

Splits and Phases: 101: SR 5/S. Federal Hwy & SE 3rd Street



## Queues
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 159 | 449 | 23 | 23 | 9 | 76 | 1553 | 34 | 52 | 2402 |
| v/c Ratio | 0.41 | 0.97 | 0.30 | 0.28 | 0.03 | 0.51 | 0.79 | 0.04 | 0.37 | 0.89 |
| Control Delay | 56.3 | 74.7 | 83.4 | 82.3 | 0.2 | 35.9 | 34.4 | 0.1 | 82.0 | 39.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 56.3 | 74.7 | 83.4 | 82.3 | 0.2 | 35.9 | 34.4 | 0.1 | 82.0 | 39.8 |
| Queue Length 50th (ft) | 141 | 331 | 24 | 24 | 0 | 32 | 727 | 0 | 27 | 851 |
| Queue Length 95th (ft) | 214 | #543 | 56 | 56 | 0 | 90 | 888 | 0 | 52 | #1028 |
| Internal Link Dist (ft) | | 405 | | 687 | | | 468 | | | 548 |
| Turn Bay Length (ft) | 160 | | 100 | | 100 | 250 | | 300 | 500 | |
| Base Capacity (vph) | 420 | 492 | 398 | 419 | 310 | 150 | 1972 | 917 | 193 | 2697 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.38 | 0.91 | 0.06 | 0.05 | 0.03 | 0.51 | 0.79 | 0.04 | 0.27 | 0.89 |

Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 151 | 72 | 354 | 22 | 22 | 9 | 72 | 1475 | 32 | 49 | 2277 | 5 |
| Future Volume (vph) | 151 | 72 | 354 | 22 | 22 | 9 | 72 | 1475 | 32 | 49 | 2277 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 0.88 | 1.00 | 0.95 | 1.00 | 0.97 | 0.91 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.88 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1611 | | 1770 | 1863 | 2740 | 1770 | 3539 | 1557 | 3433 | 5083 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.05 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1611 | | 1770 | 1863 | 2740 | 86 | 3539 | 1557 | 3433 | 5083 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 159 | 76 | 373 | 23 | 23 | 9 | 76 | 1553 | 34 | 52 | 2397 | 5 |
| RTOR Reduction (vph) | 0 | 113 | 0 | 0 | 0 | 8 | 0 | 0 | 16 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 159 | 336 | 0 | 23 | 23 | 1 | 76 | 1553 | 18 | 52 | 2402 | 0 |
| Confl. Peds. (#/hr) | 1 | | 2 | 2 | | 1 | 2 | | 1 | 1 | | 2 |
| Confl. Bikes (#/hr) | | | | | | 2 | | | 8 | | | 1 |
| Turn Type | Split | NA | | Split | NA | pm+ov | pm+pt | NA | Perm | Prot | NA | |
| Protected Phases | 7 | 7 | | 8 | 8 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | 2 | | 2 | | | |
| Actuated Green, G (s) | 35.1 | 35.1 | | 5.8 | 5.8 | 11.3 | 96.0 | 86.6 | 86.6 | 5.5 | 83.7 | |
| Effective Green, g (s) | 35.1 | 35.1 | | 5.8 | 5.8 | 11.3 | 96.0 | 86.6 | 86.6 | 5.5 | 83.7 | |
| Actuated g/C Ratio | 0.22 | 0.22 | | 0.04 | 0.04 | 0.07 | 0.60 | 0.54 | 0.54 | 0.03 | 0.52 | |
| Clearance Time (s) | 7.0 | 7.0 | | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 | |
| Vehicle Extension (s) | 1.5 | 1.5 | | 2.0 | 2.0 | 1.5 | 3.0 | 3.0 | 3.0 | 1.5 | 2.0 | |
| Lane Grp Cap (vph) | 388 | 353 | | 64 | 67 | 193 | 150 | 1915 | 842 | 118 | 2659 | |
| v/s Ratio Prot | 0.09 | c0.21 | | c0.01 | 0.01 | 0.00 | c0.03 | c0.44 | | 0.02 | c0.47 | |
| v/s Ratio Perm | | | | | | 0.00 | 0.27 | | 0.01 | | | |
| v/c Ratio | 0.41 | 0.95 | | 0.36 | 0.34 | 0.00 | 0.51 | 0.81 | 0.02 | 0.44 | 0.90 | |
| Uniform Delay, d1 | 53.6 | 61.6 | | 75.3 | 75.2 | 69.1 | 32.1 | 30.0 | 17.0 | 75.7 | 34.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.3 | 34.9 | | 1.3 | 1.1 | 0.0 | 2.7 | 3.9 | 0.0 | 1.0 | 5.6 | |
| Delay (s) | 53.8 | 96.5 | | 76.5 | 76.4 | 69.1 | 34.7 | 33.9 | 17.1 | 76.7 | 40.1 | |
| Level of Service | D | F | | E | E | E | C | C | B | E | D | |
| Approach Delay (s) | | 85.4 | | | 75.3 | | | 33.6 | | | 40.9 | |
| Approach LOS | | F | | | E | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 44.4 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.88 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 94.5% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

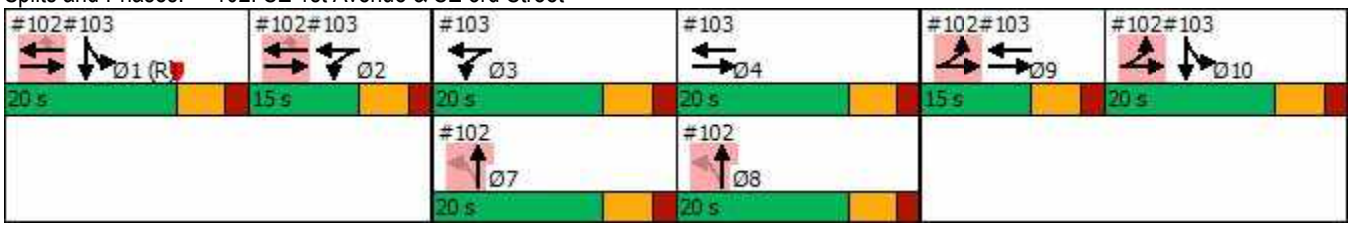
c Critical Lane Group

# Timings
## 102: SE 1st Avenue & SE 3rd Street

| Lane Group | EBT | WBT | WBR | NBT | Ø1 | Ø2 | Ø3 | Ø4 | Ø7 | Ø8 | Ø9 | Ø10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 639 | 134 | 102 | 264 | | | | | | | | |
| Future Volume (vph) | 639 | 134 | 102 | 264 | | | | | | | | |
| Turn Type | NA | NA | Perm | NA | | | | | | | | |
| Protected Phases | 1 2 9 10 | 1 2 | | 7 8 | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 |
| Permitted Phases | | | 1 2 | | | | | | | | | |
| Detector Phase | 1 2 9 10 | 1 2 | 1 2 | 7 8 | | | | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | 7.0 | 6.0 | 6.0 | 1.0 | 6.0 | 6.0 | 6.0 | 7.0 |
| Minimum Split (s) | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 | 20.0 |
| Total Split (s) | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 | 20.0 |
| Total Split (%) | | | | | 18% | 14% | 18% | 18% | 18% | 18% | 14% | 18% |
| 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 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | | | | | | | |
| Total Lost Time (s) | | | | | | | | | | | | |
| Lead/Lag | | | | | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | | | | | C-Max | Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 58.0 | 29.0 | 29.0 | 34.0 | | | | | | | | |
| Actuated g/C Ratio | 0.53 | 0.26 | 0.26 | 0.31 | | | | | | | | |
| v/c Ratio | 1.60 | 0.31 | 0.21 | 0.37 | | | | | | | | |
| Control Delay | 309.2 | 34.7 | 0.8 | 30.7 | | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Total Delay | 309.2 | 34.7 | 0.8 | 30.7 | | | | | | | | |
| LOS | F | C | A | C | | | | | | | | |
| Approach Delay | 309.2 | 20.1 | | 30.7 | | | | | | | | |
| Approach LOS | F | C | | C | | | | | | | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.60 | |
| Intersection Signal Delay: 178.9 | Intersection LOS: F |
| Intersection Capacity Utilization 72.8% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 102: SE 1st Avenue & SE 3rd Street



## Queues
## 102: SE 1st Avenue & SE 3rd Street

| Lane Group | EBT | WBT | WBR | NBT |
|---|---|---|---|---|
| Lane Group Flow (vph) | 789 | 154 | 117 | 403 |
| v/c Ratio | 1.60 | 0.31 | 0.21 | 0.37 |
| Control Delay | 309.2 | 34.7 | 0.8 | 30.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 309.2 | 34.7 | 0.8 | 30.7 |
| Queue Length 50th (ft) | ~803 | 87 | 0 | 115 |
| Queue Length 95th (ft) | #994 | 141 | 0 | 153 |
| Internal Link Dist (ft) | 119 | 186 | | 241 |
| Turn Bay Length (ft) | | | 300 | |
| Base Capacity (vph) | 493 | 491 | 563 | 1078 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.60 | 0.31 | 0.21 | 0.37 |

### Intersection Summary

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

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

# HCM Signalized Intersection Capacity Analysis
## 102: SE 1st Avenue & SE 3rd Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 48 | 639 | 0 | 0 | 134 | 102 | 77 | 264 | 10 | 0 | 0 | 0 |
| Future Volume (vph) | 48 | 639 | 0 | 0 | 134 | 102 | 77 | 264 | 10 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | 6.0 | | 6.0 | | | | |
| Lane Util. Factor | | 1.00 | | | 1.00 | 1.00 | | 0.95 | | | | |
| Frpb, ped/bikes | | 1.00 | | | 1.00 | 0.98 | | 1.00 | | | | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | | |
| Frt | | 1.00 | | | 1.00 | 0.85 | | 1.00 | | | | |
| Flt Protected | | 1.00 | | | 1.00 | 1.00 | | 0.99 | | | | |
| Satd. Flow (prot) | | 1856 | | | 1863 | 1557 | | 3484 | | | | |
| Flt Permitted | | 0.98 | | | 1.00 | 1.00 | | 0.99 | | | | |
| Satd. Flow (perm) | | 1816 | | | 1863 | 1557 | | 3484 | | | | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 55 | 734 | 0 | 0 | 154 | 117 | 89 | 303 | 11 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 2 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 789 | 0 | 0 | 154 | 31 | 0 | 401 | 0 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | 1 | | | |
| Turn Type | Prot | NA | | | NA | Perm | Perm | NA | | | | |
| Protected Phases | 9 10 | 1 2 9 10 | | | 1 2 | | | 7 8 | | | | |
| Permitted Phases | | | | | | 1 2 | 7 8 | | | | | |
| Actuated Green, G (s) | | 58.0 | | | 29.0 | 29.0 | | 34.0 | | | | |
| Effective Green, g (s) | | 58.0 | | | 29.0 | 29.0 | | 34.0 | | | | |
| Actuated g/C Ratio | | 0.53 | | | 0.26 | 0.26 | | 0.31 | | | | |
| Clearance Time (s) | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | | | |
| Lane Grp Cap (vph) | | 968 | | | 491 | 410 | | 1076 | | | | |
| v/s Ratio Prot | | c0.21 | | | 0.08 | | | | | | | |
| v/s Ratio Perm | | c0.21 | | | | 0.02 | | 0.12 | | | | |
| v/c Ratio | | 0.82 | | | 0.31 | 0.08 | | 0.37 | | | | |
| Uniform Delay, d1 | | 21.6 | | | 32.5 | 30.4 | | 29.7 | | | | |
| Progression Factor | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d2 | | 7.5 | | | 1.7 | 0.4 | | 1.0 | | | | |
| Delay (s) | | 29.1 | | | 34.2 | 30.8 | | 30.7 | | | | |
| Level of Service | | C | | | C | C | | C | | | | |
| Approach Delay (s) | | 29.1 | | | 32.7 | | | 30.7 | | | 0.0 | |
| Approach LOS | | C | | | C | | | C | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 30.2 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.81 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 36.0 |
| Intersection Capacity Utilization | 72.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

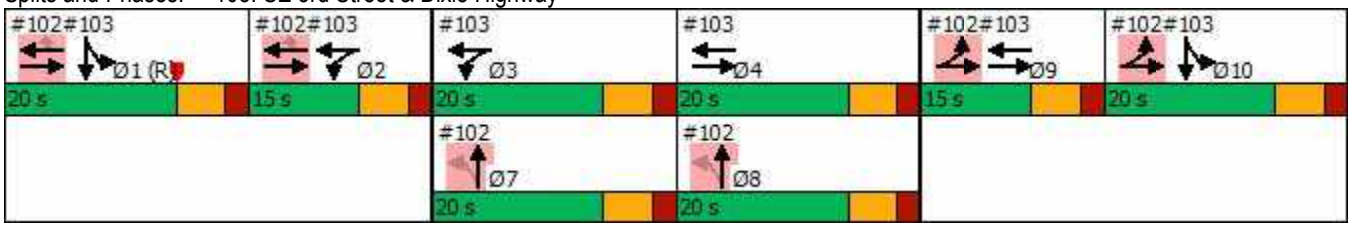
c Critical Lane Group

# Timings
## 103: SE 3rd Street & Dixie Highway

| Lane Group | EBT | WBL | WBT | SBL | SBT | Ø1 | Ø2 | Ø3 | Ø4 | Ø7 | Ø8 | Ø9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 87 | 80 | 142 | 496 | | | | | | | |
| Future Volume (vph) | 120 | 87 | 80 | 142 | 496 | | | | | | | |
| Turn Type | NA | custom | NA | Split | NA | | | | | | | |
| Protected Phases | 4 9 | 2 3 | 2 3 4 9 | 1 10 | 1 10 | 1 | 2 | 3 | 4 | 7 | 8 | 9 |
| Permitted Phases | | 2 3 | | | | | | | | | | |
| Detector Phase | 4 9 | 2 3 | 2 3 4 9 | 1 10 | 1 10 | | | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | 7.0 | 6.0 | 6.0 | 1.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 |
| Total Split (s) | | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 |
| Total Split (%) | | | | | | 18% | 14% | 18% | 18% | 18% | 18% | 14% |
| 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) | | | | | | | | | | | | |
| Total Lost Time (s) | | | | | | | | | | | | |
| Lead/Lag | | | | | | Lead | Lag | Lead | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | | | | | | C-Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 29.0 | 29.0 | 64.0 | 34.0 | 34.0 | | | | | | | |
| Actuated g/C Ratio | 0.26 | 0.26 | 0.58 | 0.31 | 0.31 | | | | | | | |
| v/c Ratio | 0.32 | 0.21 | 0.08 | 0.29 | 0.36 | | | | | | | |
| Control Delay | 33.2 | 33.0 | 10.4 | 30.6 | 30.2 | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | |
| Total Delay | 33.2 | 33.0 | 10.4 | 30.6 | 30.2 | | | | | | | |
| LOS | C | C | B | C | C | | | | | | | |
| Approach Delay | 33.2 | | 22.2 | | 30.3 | | | | | | | |
| Approach LOS | C | | C | | C | | | | | | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.60 | |
| Intersection Signal Delay: 29.3 | Intersection LOS: C |
| Intersection Capacity Utilization 37.4% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 103: SE 3rd Street & Dixie Highway



| Lane Group | Ø10 |
|---|---|
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 7.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 18% |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | Lag |
| Lead-Lag Optimize? | Yes |
| 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 |
|---|

## Queues
## 103: SE 3rd Street & Dixie Highway

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 155 | 97 | 89 | 158 | 567 |
| v/c Ratio | 0.32 | 0.21 | 0.08 | 0.29 | 0.36 |
| Control Delay | 33.2 | 33.0 | 10.4 | 30.6 | 30.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 33.2 | 33.0 | 10.4 | 30.6 | 30.2 |
| Queue Length 50th (ft) | 84 | 53 | 26 | 84 | 112 |
| Queue Length 95th (ft) | 143 | 99 | 49 | 140 | 146 |
| Internal Link Dist (ft) | 206 | | 204 | | 192 |
| Turn Bay Length (ft) | | 70 | | | |
| Base Capacity (vph) | 486 | 466 | 1083 | 547 | 1567 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.32 | 0.21 | 0.08 | 0.29 | 0.36 |

Intersection Summary

# HCM Signalized Intersection Capacity Analysis
## 103: SE 3rd Street & Dixie Highway

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 120 | 20 | 87 | 80 | 0 | 0 | 0 | 0 | 142 | 496 | 14 |
| Future Volume (vph) | 0 | 120 | 20 | 87 | 80 | 0 | 0 | 0 | 0 | 142 | 496 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | 6.0 | 6.0 | | | | | 6.0 | 6.0 | |
| Lane Util. Factor | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 0.91 | |
| Frpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Frt | | 0.98 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1827 | | 1770 | 1863 | | | | | 1770 | 5060 | |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1827 | | 1770 | 1863 | | | | | 1770 | 5060 | |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 133 | 22 | 97 | 89 | 0 | 0 | 0 | 0 | 158 | 551 | 16 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 0 | 150 | 0 | 97 | 89 | 0 | 0 | 0 | 0 | 158 | 564 | 0 |
| Confl. Peds. (#/hr) | | | | | | | | | | 6 | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | 4 |
| Turn Type | | NA | | custom | NA | | | | | Split | NA | |
| Protected Phases | | 4 9 | | 2 3 | 2 3 4 9 | | | | | 1 10 | 1 10 | |
| Permitted Phases | | | | 2 3 | | | | | | | | |
| Actuated Green, G (s) | | 29.0 | | 29.0 | 64.0 | | | | | 34.0 | 34.0 | |
| Effective Green, g (s) | | 29.0 | | 29.0 | 64.0 | | | | | 34.0 | 34.0 | |
| Actuated g/C Ratio | | 0.26 | | 0.26 | 0.58 | | | | | 0.31 | 0.31 | |
| Clearance Time (s) | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | | | |
| Lane Grp Cap (vph) | | 481 | | 466 | 1083 | | | | | 547 | 1564 | |
| v/s Ratio Prot | | c0.08 | | c0.05 | 0.05 | | | | | 0.09 | c0.11 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | 0.31 | | 0.21 | 0.08 | | | | | 0.29 | 0.36 | |
| Uniform Delay, d1 | | 32.5 | | 31.6 | 10.1 | | | | | 28.8 | 29.5 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 1.7 | | 1.0 | 0.1 | | | | | 1.3 | 0.6 | |
| Delay (s) | | 34.2 | | 32.6 | 10.2 | | | | | 30.2 | 30.2 | |
| Level of Service | | C | | C | B | | | | | C | C | |
| Approach Delay (s) | | 34.2 | | | 21.9 | | | 0.0 | | | 30.2 | |
| Approach LOS | | C | | | C | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 29.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.37 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 36.0 |
| Intersection Capacity Utilization | 37.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 5 | 13 | 32 | 38 | 30 |
| Future Vol, veh/h | 5 | 5 | 13 | 32 | 38 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 14 | 35 | 42 | 33 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 122 | 59 | 75 | 0 | - | 0 |
| Stage 1 | 59 | - | - | - | - | - |
| Stage 2 | 63 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 873 | 1007 | 1524 | - | - | - |
| Stage 1 | 964 | - | - | - | - | - |
| Stage 2 | 960 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 865 | 1007 | 1524 | - | - | - |
| Mov Cap-2 Maneuver | 865 | - | - | - | - | - |
| Stage 1 | 955 | - | - | - | - | - |
| Stage 2 | 960 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 2.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1524 | - | 931 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.012 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 50 | 599 | 13 | 0 | 0 |
| Future Vol, veh/h | 0 | 50 | 599 | 13 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | - |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 58 | 697 | 15 | 0 | 0 |

| Major/Minor | Minor1 | | Major1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 356 | 0 | 0 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - |
| Pot Cap-1 Maneuver | 0 | 640 | - | - |
| Stage 1 | 0 | - | - | - |
| Stage 2 | 0 | - | - | - |
| Platoon blocked, % | | | - | - |
| Mov Cap-1 Maneuver | - | 640 | - | - |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | WB | NB |
|---|---|---|
| HCM Control Delay, s | 11.2 | 0 |
| HCM LOS | B | |

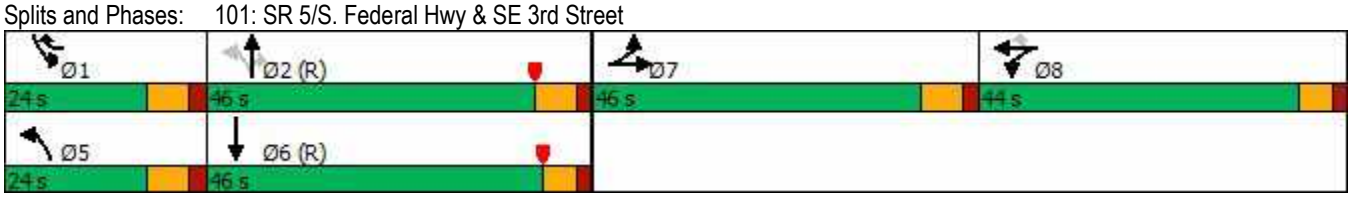
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 |
|---|---|---|---|
| Capacity (veh/h) | - | - | 640 |
| HCM Lane V/C Ratio | - | - | 0.091 |
| HCM Control Delay (s) | - | - | 11.2 |
| HCM Lane LOS | - | - | B |
| HCM 95th %tile Q(veh) | - | - | 0.3 |

# Timings
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 202 | 80 | 73 | 80 | 73 | 144 | 2498 | 50 | 84 | 1763 |
| Future Volume (vph) | 202 | 80 | 73 | 80 | 73 | 144 | 2498 | 50 | 84 | 1763 |
| Turn Type | Split | NA | Split | NA | pm+ov | pm+pt | NA | Perm | Prot | NA |
| Protected Phases | 7 | 7 | 8 | 8 | 1 | 5 | 2 | | 1 | 6 |
| Permitted Phases | | | | | 8 | 2 | | 2 | | |
| Detector Phase | 7 | 7 | 8 | 8 | 1 | 5 | 2 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 6.0 | 6.0 | 5.0 | 9.0 | 12.0 | 12.0 | 5.0 | 6.0 |
| Minimum Split (s) | 46.0 | 46.0 | 42.0 | 42.0 | 12.0 | 16.0 | 39.0 | 39.0 | 12.0 | 38.0 |
| Total Split (s) | 46.0 | 46.0 | 44.0 | 44.0 | 24.0 | 24.0 | 46.0 | 46.0 | 24.0 | 46.0 |
| Total Split (%) | 28.8% | 28.8% | 27.5% | 27.5% | 15.0% | 15.0% | 28.8% | 28.8% | 15.0% | 28.8% |
| Yellow Time (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lead | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 25.3 | 25.3 | 11.8 | 11.8 | 18.9 | 99.7 | 87.8 | 87.8 | 8.1 | 84.9 |
| Actuated g/C Ratio | 0.16 | 0.16 | 0.07 | 0.07 | 0.12 | 0.62 | 0.55 | 0.55 | 0.05 | 0.53 |
| v/c Ratio | 0.78 | 0.87 | 0.60 | 0.63 | 0.20 | 0.85 | 1.38 | 0.06 | 0.52 | 0.71 |
| Control Delay | 82.1 | 74.6 | 89.8 | 91.0 | 11.3 | 74.6 | 206.6 | 0.1 | 84.3 | 32.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 82.1 | 74.6 | 89.8 | 91.0 | 11.3 | 74.6 | 206.6 | 0.1 | 84.3 | 32.3 |
| LOS | F | E | F | F | B | E | F | A | F | C |
| Approach Delay | | 77.9 | | 64.9 | | | 195.7 | | | 34.6 |
| Approach LOS | | E | | E | | | F | | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 160 | |
| Actuated Cycle Length: 160 | |
| Offset: 156 (98%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | |
| Natural Cycle: 145 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.38 | |
| Intersection Signal Delay: 122.4 | Intersection LOS: F |
| Intersection Capacity Utilization 116.3% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 101: SR 5/S. Federal Hwy & SE 3rd Street



## Queues
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 217 | 274 | 78 | 86 | 78 | 155 | 2686 | 54 | 90 | 1916 |
| v/c Ratio | 0.78 | 0.87 | 0.60 | 0.63 | 0.20 | 0.85 | 1.38 | 0.06 | 0.52 | 0.71 |
| Control Delay | 82.1 | 74.6 | 89.8 | 91.0 | 11.3 | 74.6 | 206.6 | 0.1 | 84.3 | 32.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 82.1 | 74.6 | 89.8 | 91.0 | 11.3 | 74.6 | 206.6 | 0.1 | 84.3 | 32.3 |
| Queue Length 50th (ft) | 221 | 221 | 81 | 89 | 0 | 107 | ~1953 | 0 | 48 | 530 |
| Queue Length 95th (ft) | 295 | 310 | 136 | 147 | 26 | 195 | #2293 | 0 | 79 | #792 |
| Internal Link Dist (ft) | | 405 | | 687 | | | 468 | | | 548 |
| Turn Bay Length (ft) | 160 | | 100 | | 100 | 250 | | 300 | 500 | |
| Base Capacity (vph) | 431 | 452 | 420 | 442 | 543 | 240 | 1941 | 896 | 364 | 2691 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.50 | 0.61 | 0.19 | 0.19 | 0.14 | 0.65 | 1.38 | 0.06 | 0.25 | 0.71 |

### Intersection Summary

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

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

# HCM Signalized Intersection Capacity Analysis
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 202 | 80 | 175 | 73 | 80 | 73 | 144 | 2498 | 50 | 84 | 1763 | 19 |
| Future Volume (vph) | 202 | 80 | 175 | 73 | 80 | 73 | 144 | 2498 | 50 | 84 | 1763 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 0.88 | 1.00 | 0.95 | 1.00 | 0.97 | 0.91 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.90 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1654 | | 1770 | 1863 | 2732 | 1770 | 3539 | 1545 | 3433 | 5076 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.05 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1654 | | 1770 | 1863 | 2732 | 92 | 3539 | 1545 | 3433 | 5076 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 217 | 86 | 188 | 78 | 86 | 78 | 155 | 2686 | 54 | 90 | 1896 | 20 |
| RTOR Reduction (vph) | 0 | 55 | 0 | 0 | 0 | 68 | 0 | 0 | 24 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 217 | 219 | 0 | 78 | 86 | 10 | 155 | 2686 | 30 | 90 | 1916 | 0 |
| Confl. Peds. (#/hr) | 2 | | 1 | 1 | | 2 | 1 | | 6 | 6 | | 1 |
| Confl. Bikes (#/hr) | | | 1 | | | 3 | | | 9 | | | 3 |
| Turn Type | Split | NA | | Split | NA | pm+ov | pm+pt | NA | Perm | Prot | NA | |
| Protected Phases | 7 | 7 | | 8 | 8 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | 2 | | 2 | | | |
| Actuated Green, G (s) | 25.3 | 25.3 | | 11.8 | 11.8 | 19.9 | 99.8 | 87.8 | 87.8 | 8.1 | 84.9 | |
| Effective Green, g (s) | 25.3 | 25.3 | | 11.8 | 11.8 | 19.9 | 99.8 | 87.8 | 87.8 | 8.1 | 84.9 | |
| Actuated g/C Ratio | 0.16 | 0.16 | | 0.07 | 0.07 | 0.12 | 0.62 | 0.55 | 0.55 | 0.05 | 0.53 | |
| Clearance Time (s) | 7.0 | 7.0 | | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 | |
| Vehicle Extension (s) | 1.5 | 1.5 | | 2.0 | 2.0 | 1.5 | 3.0 | 3.0 | 3.0 | 1.5 | 2.0 | |
| Lane Grp Cap (vph) | 279 | 261 | | 130 | 137 | 339 | 183 | 1942 | 847 | 173 | 2693 | |
| v/s Ratio Prot | 0.12 | c0.13 | | 0.04 | c0.05 | 0.00 | c0.06 | c0.76 | | 0.03 | 0.38 | |
| v/s Ratio Perm | | | | | | 0.00 | 0.46 | | 0.02 | | | |
| v/c Ratio | 0.78 | 0.84 | | 0.60 | 0.63 | 0.03 | 0.85 | 1.38 | 0.03 | 0.52 | 0.71 | |
| Uniform Delay, d1 | 64.7 | 65.4 | | 71.8 | 72.0 | 61.6 | 44.7 | 36.1 | 16.6 | 74.1 | 28.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 11.7 | 20.2 | | 4.9 | 6.3 | 0.0 | 28.6 | 175.7 | 0.1 | 1.3 | 1.6 | |
| Delay (s) | 76.4 | 85.5 | | 76.7 | 78.3 | 61.6 | 73.3 | 211.8 | 16.7 | 75.4 | 29.9 | |
| Level of Service | E | F | | E | E | E | E | F | B | E | C | |
| Approach Delay (s) | | 81.5 | | | 72.4 | | | 200.7 | | | 32.0 | |
| Approach LOS | | F | | | E | | | F | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 124.7 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.20 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 116.3% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

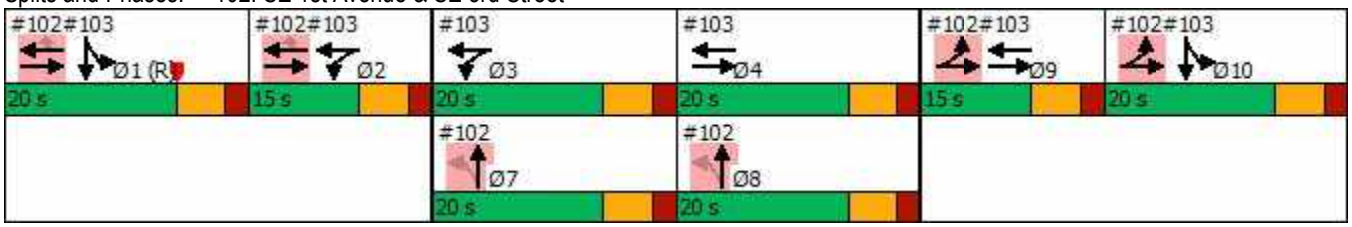
c Critical Lane Group

# Timings
## 102: SE 1st Avenue & SE 3rd Street

| Lane Group | EBT | WBT | WBR | NBT | Ø1 | Ø2 | Ø3 | Ø4 | Ø7 | Ø8 | Ø9 | Ø10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 312 | 319 | 158 | 595 | | | | | | | | |
| Future Volume (vph) | 312 | 319 | 158 | 595 | | | | | | | | |
| Turn Type | NA | NA | Perm | NA | | | | | | | | |
| Protected Phases | 1 2 9 10 | 1 2 | | 7 8 | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 |
| Permitted Phases | | | 1 2 | | | | | | | | | |
| Detector Phase | 1 2 9 10 | 1 2 | 1 2 | 7 8 | | | | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | 7.0 | 6.0 | 6.0 | 1.0 | 6.0 | 6.0 | 6.0 | 7.0 |
| Minimum Split (s) | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 | 20.0 |
| Total Split (s) | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 | 20.0 |
| Total Split (%) | | | | | 18% | 14% | 18% | 18% | 18% | 18% | 14% | 18% |
| 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 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | | | | | | | |
| Total Lost Time (s) | | | | | | | | | | | | |
| Lead/Lag | | | | | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | | | | | C-Max | Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 29.0 | 29.0 | 29.0 | 34.0 | | | | | | | | |
| Actuated g/C Ratio | 0.26 | 0.26 | 0.26 | 0.31 | | | | | | | | |
| v/c Ratio | 0.81 | 0.69 | 0.30 | 0.89 | | | | | | | | |
| Control Delay | 52.5 | 44.9 | 3.4 | 48.0 | | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Total Delay | 52.5 | 44.9 | 3.4 | 48.0 | | | | | | | | |
| LOS | D | D | A | D | | | | | | | | |
| Approach Delay | 52.5 | 31.2 | | 48.0 | | | | | | | | |
| Approach LOS | D | C | | D | | | | | | | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.89 | |
| Intersection Signal Delay: 44.3 | Intersection LOS: D |
| Intersection Capacity Utilization 76.9% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 102: SE 1st Avenue & SE 3rd Street



## Queues
## 102: SE 1st Avenue & SE 3rd Street

| Lane Group | EBT | WBT | WBR | NBT |
|---|---|---|---|---|
| Lane Group Flow (vph) | 395 | 339 | 168 | 957 |
| v/c Ratio | 0.81 | 0.69 | 0.30 | 0.89 |
| Control Delay | 52.5 | 44.9 | 3.4 | 48.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.5 | 44.9 | 3.4 | 48.0 |
| Queue Length 50th (ft) | 262 | 216 | 0 | 337 |
| Queue Length 95th (ft) | #413 | 319 | 29 | #454 |
| Internal Link Dist (ft) | 119 | 186 | | 241 |
| Turn Bay Length (ft) | | | 300 | |
| Base Capacity (vph) | 487 | 491 | 564 | 1073 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.81 | 0.69 | 0.30 | 0.89 |

Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis
## 102: SE 1st Avenue & SE 3rd Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 59 | 312 | 0 | 0 | 319 | 158 | 286 | 595 | 19 | 0 | 0 | 0 |
| Future Volume (vph) | 59 | 312 | 0 | 0 | 319 | 158 | 286 | 595 | 19 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | 6.0 | | 6.0 | | | | |
| Lane Util. Factor | | 1.00 | | | 1.00 | 1.00 | | 0.95 | | | | |
| Frpb, ped/bikes | | 1.00 | | | 1.00 | 0.99 | | 1.00 | | | | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | | |
| Frt | | 1.00 | | | 1.00 | 0.85 | | 1.00 | | | | |
| Flt Protected | | 0.99 | | | 1.00 | 1.00 | | 0.98 | | | | |
| Satd. Flow (prot) | | 1848 | | | 1863 | 1561 | | 3469 | | | | |
| Flt Permitted | | 0.82 | | | 1.00 | 1.00 | | 0.98 | | | | |
| Satd. Flow (perm) | | 1534 | | | 1863 | 1561 | | 3469 | | | | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 63 | 332 | 0 | 0 | 339 | 168 | 304 | 633 | 20 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 124 | 0 | 1 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 395 | 0 | 0 | 339 | 44 | 0 | 956 | 0 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 1 | | | | | 1 | | | 8 | | | |
| Confl. Bikes (#/hr) | | | | | | | | | 1 | | | |
| Turn Type | Prot | NA | | | NA | Perm | Perm | NA | | | | |
| Protected Phases | 9 10 | 1 2 9 10 | | | 1 2 | | | 7 8 | | | | |
| Permitted Phases | | | | | | 1 2 | 7 8 | | | | | |
| Actuated Green, G (s) | | 58.0 | | | 29.0 | 29.0 | | 34.0 | | | | |
| Effective Green, g (s) | | 58.0 | | | 29.0 | 29.0 | | 34.0 | | | | |
| Actuated g/C Ratio | | 0.53 | | | 0.26 | 0.26 | | 0.31 | | | | |
| Clearance Time (s) | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | | | |
| Lane Grp Cap (vph) | | 891 | | | 491 | 411 | | 1072 | | | | |
| v/s Ratio Prot | | c0.12 | | | c0.18 | | | | | | | |
| v/s Ratio Perm | | 0.12 | | | | 0.03 | | 0.28 | | | | |
| v/c Ratio | | 0.44 | | | 0.69 | 0.11 | | 0.89 | | | | |
| Uniform Delay, d1 | | 16.0 | | | 36.5 | 30.7 | | 36.2 | | | | |
| Progression Factor | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d2 | | 1.6 | | | 7.7 | 0.5 | | 11.2 | | | | |
| Delay (s) | | 17.6 | | | 44.2 | 31.2 | | 47.5 | | | | |
| Level of Service | | B | | | D | C | | D | | | | |
| Approach Delay (s) | | 17.6 | | | 39.9 | | | 47.5 | | | 0.0 | |
| Approach LOS | | B | | | D | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 39.1 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 36.0 |
| Intersection Capacity Utilization | 76.9% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

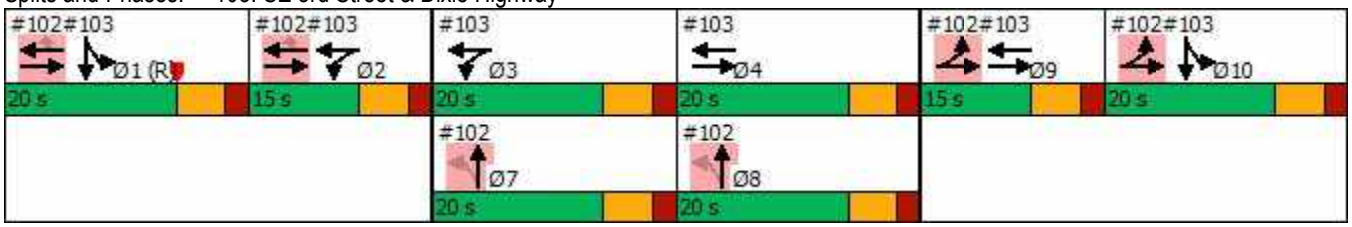
c Critical Lane Group

# Timings
## 103: SE 3rd Street & Dixie Highway

| Lane Group | EBT | WBL | WBT | SBL | SBT | Ø1 | Ø2 | Ø3 | Ø4 | Ø7 | Ø8 | Ø9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 93 | 121 | 266 | 129 | 358 | | | | | | | |
| Future Volume (vph) | 93 | 121 | 266 | 129 | 358 | | | | | | | |
| Turn Type | NA | custom | NA | Split | NA | | | | | | | |
| Protected Phases | 4 9 | 2 3 | 2 3 4 9 | 1 10 | 1 10 | 1 | 2 | 3 | 4 | 7 | 8 | 9 |
| Permitted Phases | | 2 3 | | | | | | | | | | |
| Detector Phase | 4 9 | 2 3 | 2 3 4 9 | 1 10 | 1 10 | | | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | 7.0 | 6.0 | 6.0 | 1.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 |
| Total Split (s) | | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 |
| Total Split (%) | | | | | | 18% | 14% | 18% | 18% | 18% | 18% | 14% |
| 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) | | | | | | | | | | | | |
| Total Lost Time (s) | | | | | | | | | | | | |
| Lead/Lag | | | | | | Lead | Lag | Lead | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | | | | | | C-Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 29.0 | 29.0 | 64.0 | 34.0 | 34.0 | | | | | | | |
| Actuated g/C Ratio | 0.26 | 0.26 | 0.58 | 0.31 | 0.31 | | | | | | | |
| v/c Ratio | 0.23 | 0.27 | 0.26 | 0.24 | 0.25 | | | | | | | |
| Control Delay | 31.2 | 34.0 | 12.1 | 29.9 | 28.3 | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | |
| Total Delay | 31.2 | 34.0 | 12.1 | 29.9 | 28.3 | | | | | | | |
| LOS | C | C | B | C | C | | | | | | | |
| Approach Delay | 31.3 | | 18.9 | | 28.7 | | | | | | | |
| Approach LOS | C | | B | | C | | | | | | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.89 | |
| Intersection Signal Delay: 25.2 | Intersection LOS: C |
| Intersection Capacity Utilization 31.5% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 103: SE 3rd Street & Dixie Highway



| Lane Group | Ø10 |
|---|---|
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 7.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 18% |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | Lag |
| Lead-Lag Optimize? | Yes |
| 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 |
|---|

## Queues
## 103: SE 3rd Street & Dixie Highway

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 112 | 126 | 277 | 134 | 398 |
| v/c Ratio | 0.23 | 0.27 | 0.26 | 0.24 | 0.25 |
| Control Delay | 31.2 | 34.0 | 12.1 | 29.9 | 28.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.2 | 34.0 | 12.1 | 29.9 | 28.3 |
| Queue Length 50th (ft) | 58 | 71 | 91 | 71 | 74 |
| Queue Length 95th (ft) | 107 | 123 | 138 | 122 | 102 |
| Internal Link Dist (ft) | 206 | | 204 | | 192 |
| Turn Bay Length (ft) | | 70 | | | |
| Base Capacity (vph) | 487 | 466 | 1083 | 547 | 1564 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.23 | 0.27 | 0.26 | 0.24 | 0.25 |

Intersection Summary

# HCM Signalized Intersection Capacity Analysis
## 103: SE 3rd Street & Dixie Highway

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 93 | 14 | 121 | 266 | 0 | 0 | 0 | 0 | 129 | 358 | 24 |
| Future Volume (vph) | 0 | 93 | 14 | 121 | 266 | 0 | 0 | 0 | 0 | 129 | 358 | 24 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | 6.0 | 6.0 | | | | | 6.0 | 6.0 | |
| Lane Util. Factor | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 0.91 | |
| Frt | | 0.98 | | 1.00 | 1.00 | | | | | 1.00 | 0.99 | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1829 | | 1770 | 1863 | | | | | 1770 | 5037 | |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1829 | | 1770 | 1863 | | | | | 1770 | 5037 | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 97 | 15 | 126 | 277 | 0 | 0 | 0 | 0 | 134 | 373 | 25 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 0 | 107 | 0 | 126 | 277 | 0 | 0 | 0 | 0 | 134 | 391 | 0 |
| Turn Type | | NA | | custom | NA | | | | | Split | NA | |
| Protected Phases | | 4 9 | | 2 3 | 2 3 4 9 | | | | | 1 10 | 1 10 | |
| Permitted Phases | | | | 2 3 | | | | | | | | |
| Actuated Green, G (s) | | 29.0 | | 29.0 | 64.0 | | | | | 34.0 | 34.0 | |
| Effective Green, g (s) | | 29.0 | | 29.0 | 64.0 | | | | | 34.0 | 34.0 | |
| Actuated g/C Ratio | | 0.26 | | 0.26 | 0.58 | | | | | 0.31 | 0.31 | |
| Clearance Time (s) | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | | | |
| Lane Grp Cap (vph) | | 482 | | 466 | 1083 | | | | | 547 | 1556 | |
| v/s Ratio Prot | | 0.06 | | c0.07 | c0.15 | | | | | 0.08 | c0.08 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | 0.22 | | 0.27 | 0.26 | | | | | 0.24 | 0.25 | |
| Uniform Delay, d1 | | 31.7 | | 32.1 | 11.3 | | | | | 28.4 | 28.5 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 1.1 | | 1.4 | 0.6 | | | | | 1.1 | 0.4 | |
| Delay (s) | | 32.7 | | 33.5 | 11.9 | | | | | 29.5 | 28.9 | |
| Level of Service | | C | | C | B | | | | | C | C | |
| Approach Delay (s) | | 32.7 | | | 18.6 | | | 0.0 | | | 29.0 | |
| Approach LOS | | C | | | B | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 25.4 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.34 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 36.0 |
| Intersection Capacity Utilization | 31.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 13 | 13 | 19 | 28 | 22 |
| Future Vol, veh/h | 8 | 13 | 13 | 19 | 28 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 14 | 14 | 21 | 31 | 24 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 92 | 43 | 55 | 0 | - | 0 |
| Stage 1 | 43 | - | - | - | - | - |
| Stage 2 | 49 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 908 | 1027 | 1550 | - | - | - |
| Stage 1 | 979 | - | - | - | - | - |
| Stage 2 | 973 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 900 | 1027 | 1550 | - | - | - |
| Mov Cap-2 Maneuver | 900 | - | - | - | - | - |
| Stage 1 | 970 | - | - | - | - | - |
| Stage 2 | 973 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1550 | - | 975 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.024 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 8.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 19 | 1499 | 19 | 0 | 0 |
| Future Vol, veh/h | 0 | 19 | 1499 | 19 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | - |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 20 | 1612 | 20 | 0 | 0 |

| Major/Minor | Minor1 | | Major1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 816 | 0 | 0 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - |
| Pot Cap-1 Maneuver | 0 | 320 | - | - |
| Stage 1 | 0 | - | - | - |
| Stage 2 | 0 | - | - | - |
| Platoon blocked, % | | | - | - |
| Mov Cap-1 Maneuver | - | 320 | - | - |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | WB | NB |
|---|---|---|
| HCM Control Delay, s | 17 | 0 |
| HCM LOS | C | |

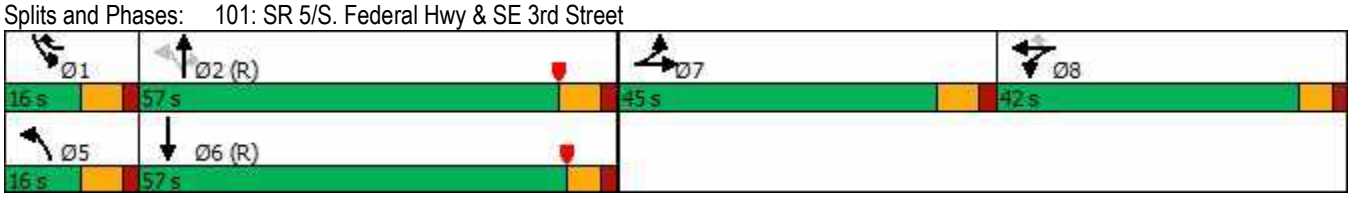
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 |
|---|---|---|---|
| Capacity (veh/h) | - | - | 320 |
| HCM Lane V/C Ratio | - | - | 0.064 |
| HCM Control Delay (s) | - | - | 17 |
| HCM Lane LOS | - | - | C |
| HCM 95th %tile Q(veh) | - | - | 0.2 |

# Timings
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 160 | 79 | 205 | 28 | 194 | 76 | 1689 | 173 | 193 | 2581 |
| Future Volume (vph) | 160 | 79 | 205 | 28 | 194 | 76 | 1689 | 173 | 193 | 2581 |
| Turn Type | Split | NA | Split | NA | pm+ov | pm+pt | NA | Perm | Prot | NA |
| Protected Phases | 7 | 7 | 8 | 8 | 1 | 5 | 2 | | 1 | 6 |
| Permitted Phases | | | | | 8 | 2 | | 2 | | |
| Detector Phase | 7 | 7 | 8 | 8 | 1 | 5 | 2 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 6.0 | 6.0 | 5.0 | 9.0 | 12.0 | 12.0 | 5.0 | 6.0 |
| Minimum Split (s) | 45.0 | 45.0 | 42.0 | 42.0 | 12.0 | 16.0 | 39.0 | 39.0 | 12.0 | 38.0 |
| Total Split (s) | 45.0 | 45.0 | 42.0 | 42.0 | 16.0 | 16.0 | 57.0 | 57.0 | 16.0 | 57.0 |
| Total Split (%) | 28.1% | 28.1% | 26.3% | 26.3% | 10.0% | 10.0% | 35.6% | 35.6% | 10.0% | 35.6% |
| Yellow Time (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lead | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 38.0 | 38.0 | 23.9 | 23.9 | 37.9 | 66.3 | 56.1 | 56.1 | 15.0 | 61.8 |
| Actuated g/C Ratio | 0.24 | 0.24 | 0.15 | 0.15 | 0.24 | 0.41 | 0.35 | 0.35 | 0.09 | 0.39 |
| v/c Ratio | 0.40 | 0.99 | 0.82 | 0.10 | 0.25 | 0.50 | 1.44 | 0.29 | 0.63 | 1.39 |
| Control Delay | 54.8 | 80.6 | 88.8 | 56.7 | 5.4 | 38.0 | 238.0 | 16.1 | 79.3 | 214.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 54.8 | 80.6 | 88.8 | 56.7 | 5.4 | 38.0 | 238.0 | 16.1 | 79.3 | 214.3 |
| LOS | D | F | F | E | A | D | F | B | E | F |
| Approach Delay | | 74.0 | | 48.8 | | | 210.4 | | | 204.9 |
| Approach LOS | | E | | D | | | F | | | F |

| Intersection Summary | |
|---|---|
| Cycle Length: 160 | |
| Actuated Cycle Length: 160 | |
| Offset: 128 (80%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | |
| Natural Cycle: 145 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.44 | |
| Intersection Signal Delay: 181.1 | Intersection LOS: F |
| Intersection Capacity Utilization 118.9% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 101: SR 5/S. Federal Hwy & SE 3rd Street



## Queues
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 168 | 488 | 216 | 29 | 204 | 80 | 1778 | 182 | 203 | 2723 |
| v/c Ratio | 0.40 | 0.99 | 0.82 | 0.10 | 0.25 | 0.50 | 1.44 | 0.29 | 0.63 | 1.39 |
| Control Delay | 54.8 | 80.6 | 88.8 | 56.7 | 5.4 | 38.0 | 238.0 | 16.1 | 79.3 | 214.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 54.8 | 80.6 | 88.8 | 56.7 | 5.4 | 38.0 | 238.0 | 16.1 | 79.3 | 214.3 |
| Queue Length 50th (ft) | 150 | 389 | 222 | 27 | 0 | 44 | ~1327 | 47 | 107 | ~1370 |
| Queue Length 95th (ft) | 226 | #634 | 304 | 56 | 33 | 93 | #1532 | 117 | #156 | #1593 |
| Internal Link Dist (ft) | | 405 | | 687 | | | 468 | | | 548 |
| Turn Bay Length (ft) | 160 | | 100 | | 100 | 250 | | 300 | 500 | |
| Base Capacity (vph) | 420 | 492 | 398 | 419 | 806 | 159 | 1239 | 619 | 322 | 1965 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.40 | 0.99 | 0.54 | 0.07 | 0.25 | 0.50 | 1.44 | 0.29 | 0.63 | 1.39 |

### Intersection Summary

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

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

# HCM Signalized Intersection Capacity Analysis
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 160 | 79 | 385 | 205 | 28 | 194 | 76 | 1689 | 173 | 193 | 2581 | 6 |
| Future Volume (vph) | 160 | 79 | 385 | 205 | 28 | 194 | 76 | 1689 | 173 | 193 | 2581 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 0.88 | 1.00 | 0.95 | 1.00 | 0.97 | 0.91 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.88 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1611 | | 1770 | 1863 | 2743 | 1770 | 3539 | 1554 | 3433 | 5083 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.07 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1611 | | 1770 | 1863 | 2743 | 133 | 3539 | 1554 | 3433 | 5083 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 168 | 83 | 405 | 216 | 29 | 204 | 80 | 1778 | 182 | 203 | 2717 | 6 |
| RTOR Reduction (vph) | 0 | 110 | 0 | 0 | 0 | 154 | 0 | 0 | 75 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 168 | 378 | 0 | 216 | 29 | 50 | 80 | 1778 | 107 | 203 | 2723 | 0 |
| Confl. Peds. (#/hr) | 1 | | 2 | 2 | | 1 | 2 | | 1 | 1 | | 2 |
| Confl. Bikes (#/hr) | | | | | | 2 | | | 8 | | | 1 |
| Turn Type | Split | NA | | Split | NA | pm+ov | pm+pt | NA | Perm | Prot | NA | |
| Protected Phases | 7 | 7 | | 8 | 8 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | 2 | | 2 | | | |
| Actuated Green, G (s) | 38.0 | 38.0 | | 23.9 | 23.9 | 38.9 | 66.3 | 56.1 | 56.1 | 15.0 | 61.9 | |
| Effective Green, g (s) | 38.0 | 38.0 | | 23.9 | 23.9 | 38.9 | 66.3 | 56.1 | 56.1 | 15.0 | 61.9 | |
| Actuated g/C Ratio | 0.24 | 0.24 | | 0.15 | 0.15 | 0.24 | 0.41 | 0.35 | 0.35 | 0.09 | 0.39 | |
| Clearance Time (s) | 7.0 | 7.0 | | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 | |
| Vehicle Extension (s) | 1.5 | 1.5 | | 2.0 | 2.0 | 1.5 | 3.0 | 3.0 | 3.0 | 1.5 | 2.0 | |
| Lane Grp Cap (vph) | 420 | 382 | | 264 | 278 | 666 | 159 | 1240 | 544 | 321 | 1966 | |
| v/s Ratio Prot | 0.09 | c0.23 | | c0.12 | 0.02 | 0.01 | 0.03 | 0.50 | | c0.06 | c0.54 | |
| v/s Ratio Perm | | | | | | 0.01 | 0.18 | | 0.07 | | | |
| v/c Ratio | 0.40 | 0.99 | | 0.82 | 0.10 | 0.07 | 0.50 | 1.43 | 0.20 | 0.63 | 1.39 | |
| Uniform Delay, d1 | 51.4 | 60.8 | | 65.9 | 58.8 | 46.7 | 37.6 | 52.0 | 36.2 | 69.8 | 49.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 43.2 | | 16.8 | 0.1 | 0.0 | 2.5 | 199.9 | 0.8 | 3.0 | 176.5 | |
| Delay (s) | 51.6 | 104.0 | | 82.7 | 58.9 | 46.7 | 40.1 | 251.9 | 37.0 | 72.8 | 225.6 | |
| Level of Service | D | F | | F | E | D | D | F | D | E | F | |
| Approach Delay (s) | | 90.6 | | | 64.8 | | | 224.4 | | | 215.0 | |
| Approach LOS | | F | | | E | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 193.6 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.14 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 118.9% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

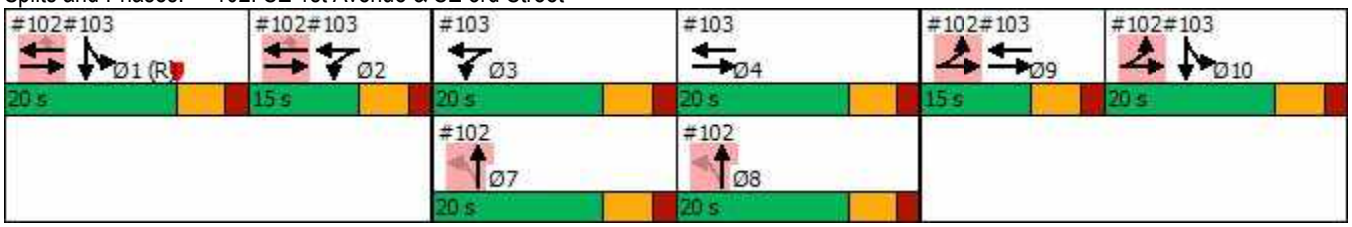
c Critical Lane Group

# Timings
## 102: SE 1st Avenue & SE 3rd Street

| Lane Group | EBT | WBT | WBR | NBT | Ø1 | Ø2 | Ø3 | Ø4 | Ø7 | Ø8 | Ø9 | Ø10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 677 | 139 | 107 | 278 | | | | | | | | |
| Future Volume (vph) | 677 | 139 | 107 | 278 | | | | | | | | |
| Turn Type | NA | NA | Perm | NA | | | | | | | | |
| Protected Phases | 1 2 9 10 | 1 2 | | 7 8 | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 |
| Permitted Phases | | | 1 2 | | | | | | | | | |
| Detector Phase | 1 2 9 10 | 1 2 | 1 2 | 7 8 | | | | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | 7.0 | 6.0 | 6.0 | 1.0 | 6.0 | 6.0 | 6.0 | 7.0 |
| Minimum Split (s) | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 | 20.0 |
| Total Split (s) | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 | 20.0 |
| Total Split (%) | | | | | 18% | 14% | 18% | 18% | 18% | 18% | 14% | 18% |
| 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 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | | | | | | | |
| Total Lost Time (s) | | | | | | | | | | | | |
| Lead/Lag | | | | | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | | | | | C-Max | Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 58.0 | 29.0 | 29.0 | 34.0 | | | | | | | | |
| Actuated g/C Ratio | 0.53 | 0.26 | 0.26 | 0.31 | | | | | | | | |
| v/c Ratio | 1.69 | 0.33 | 0.22 | 0.40 | | | | | | | | |
| Control Delay | 349.2 | 34.9 | 0.9 | 31.1 | | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Total Delay | 349.2 | 34.9 | 0.9 | 31.1 | | | | | | | | |
| LOS | F | C | A | C | | | | | | | | |
| Approach Delay | 349.2 | 20.1 | | 31.1 | | | | | | | | |
| Approach LOS | F | C | | C | | | | | | | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.69 | |
| Intersection Signal Delay: 200.4 | Intersection LOS: F |
| Intersection Capacity Utilization 75.6% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 102: SE 1st Avenue & SE 3rd Street



## Queues
## 102: SE 1st Avenue & SE 3rd Street

| Lane Group | EBT | WBT | WBR | NBT |
|---|---|---|---|---|
| Lane Group Flow (vph) | 835 | 160 | 123 | 433 |
| v/c Ratio | 1.69 | 0.33 | 0.22 | 0.40 |
| Control Delay | 349.2 | 34.9 | 0.9 | 31.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 349.2 | 34.9 | 0.9 | 31.1 |
| Queue Length 50th (ft) | ~872 | 91 | 0 | 125 |
| Queue Length 95th (ft) | #1064 | 146 | 0 | 165 |
| Internal Link Dist (ft) | 119 | 186 | | 241 |
| Turn Bay Length (ft) | | | 300 | |
| Base Capacity (vph) | 493 | 491 | 563 | 1078 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.69 | 0.33 | 0.22 | 0.40 |

### Intersection Summary

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

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

# HCM Signalized Intersection Capacity Analysis
## 102: SE 1st Avenue & SE 3rd Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 677 | 0 | 0 | 139 | 107 | 87 | 278 | 11 | 0 | 0 | 0 |
| Future Volume (vph) | 50 | 677 | 0 | 0 | 139 | 107 | 87 | 278 | 11 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | 6.0 | | 6.0 | | | | |
| Lane Util. Factor | | 1.00 | | | 1.00 | 1.00 | | 0.95 | | | | |
| Frpb, ped/bikes | | 1.00 | | | 1.00 | 0.98 | | 1.00 | | | | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | | |
| Frt | | 1.00 | | | 1.00 | 0.85 | | 1.00 | | | | |
| Flt Protected | | 1.00 | | | 1.00 | 1.00 | | 0.99 | | | | |
| Satd. Flow (prot) | | 1856 | | | 1863 | 1557 | | 3481 | | | | |
| Flt Permitted | | 0.97 | | | 1.00 | 1.00 | | 0.99 | | | | |
| Satd. Flow (perm) | | 1815 | | | 1863 | 1557 | | 3481 | | | | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 57 | 778 | 0 | 0 | 160 | 123 | 100 | 320 | 13 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 2 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 835 | 0 | 0 | 160 | 32 | 0 | 431 | 0 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | 1 | | | |
| Turn Type | Prot | NA | | | NA | Perm | Perm | NA | | | | |
| Protected Phases | 9 10 | 1 2 9 10 | | | 1 2 | | | 7 8 | | | | |
| Permitted Phases | | | | | | 1 2 | 7 8 | | | | | |
| Actuated Green, G (s) | | 58.0 | | | 29.0 | 29.0 | | 34.0 | | | | |
| Effective Green, g (s) | | 58.0 | | | 29.0 | 29.0 | | 34.0 | | | | |
| Actuated g/C Ratio | | 0.53 | | | 0.26 | 0.26 | | 0.31 | | | | |
| Clearance Time (s) | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | | | |
| Lane Grp Cap (vph) | | 967 | | | 491 | 410 | | 1075 | | | | |
| v/s Ratio Prot | | c0.23 | | | 0.09 | | | | | | | |
| v/s Ratio Perm | | c0.23 | | | | 0.02 | | 0.12 | | | | |
| v/c Ratio | | 0.86 | | | 0.33 | 0.08 | | 0.40 | | | | |
| Uniform Delay, d1 | | 22.6 | | | 32.6 | 30.5 | | 30.0 | | | | |
| Progression Factor | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d2 | | 10.1 | | | 1.8 | 0.4 | | 1.1 | | | | |
| Delay (s) | | 32.7 | | | 34.4 | 30.8 | | 31.1 | | | | |
| Level of Service | | C | | | C | C | | C | | | | |
| Approach Delay (s) | | 32.7 | | | 32.8 | | | 31.1 | | | 0.0 | |
| Approach LOS | | C | | | C | | | C | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 32.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.86 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 36.0 |
| Intersection Capacity Utilization | 75.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

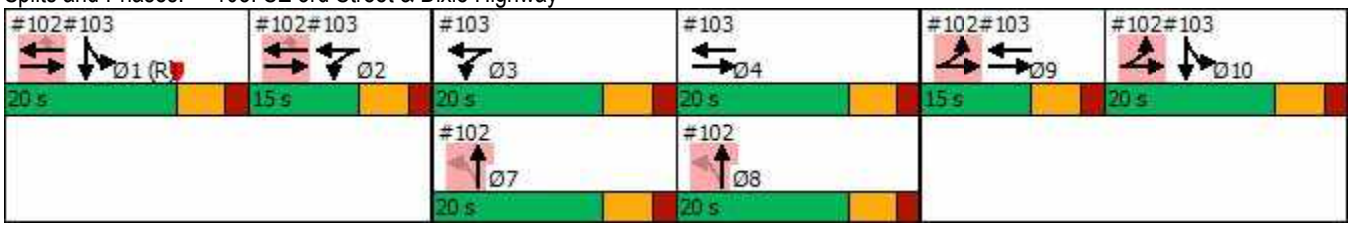
c Critical Lane Group

# Timings
## 103: SE 3rd Street & Dixie Highway

| Lane Group | EBT | WBL | WBT | SBL | SBT | Ø1 | Ø2 | Ø3 | Ø4 | Ø7 | Ø8 | Ø9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 137 | 90 | 85 | 153 | 516 | | | | | | | |
| Future Volume (vph) | 137 | 90 | 85 | 153 | 516 | | | | | | | |
| Turn Type | NA | custom | NA | Split | NA | | | | | | | |
| Protected Phases | 4 9 | 2 3 | 2 3 4 9 | 1 10 | 1 10 | 1 | 2 | 3 | 4 | 7 | 8 | 9 |
| Permitted Phases | | 2 3 | | | | | | | | | | |
| Detector Phase | 4 9 | 2 3 | 2 3 4 9 | 1 10 | 1 10 | | | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | 7.0 | 6.0 | 6.0 | 1.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 |
| Total Split (s) | | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 |
| Total Split (%) | | | | | | 18% | 14% | 18% | 18% | 18% | 18% | 14% |
| 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) | | | | | | | | | | | | |
| Total Lost Time (s) | | | | | | | | | | | | |
| Lead/Lag | | | | | | Lead | Lag | Lead | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | | | | | | C-Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 29.0 | 29.0 | 64.0 | 34.0 | 34.0 | | | | | | | |
| Actuated g/C Ratio | 0.26 | 0.26 | 0.58 | 0.31 | 0.31 | | | | | | | |
| v/c Ratio | 0.36 | 0.21 | 0.09 | 0.31 | 0.38 | | | | | | | |
| Control Delay | 34.1 | 33.1 | 10.4 | 31.0 | 30.4 | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | |
| Total Delay | 34.1 | 33.1 | 10.4 | 31.0 | 30.4 | | | | | | | |
| LOS | C | C | B | C | C | | | | | | | |
| Approach Delay | 34.1 | | 22.1 | | 30.5 | | | | | | | |
| Approach LOS | C | | C | | C | | | | | | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.69 | |
| Intersection Signal Delay: 29.6 | Intersection LOS: C |
| Intersection Capacity Utilization 38.8% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 103: SE 3rd Street & Dixie Highway



| Lane Group | Ø10 |
|---|---|
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 7.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 18% |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | Lag |
| Lead-Lag Optimize? | Yes |
| 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 |
|---|

## Queues
## 103: SE 3rd Street & Dixie Highway

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 175 | 100 | 94 | 170 | 590 |
| v/c Ratio | 0.36 | 0.21 | 0.09 | 0.31 | 0.38 |
| Control Delay | 34.1 | 33.1 | 10.4 | 31.0 | 30.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 34.1 | 33.1 | 10.4 | 31.0 | 30.4 |
| Queue Length 50th (ft) | 97 | 55 | 28 | 91 | 117 |
| Queue Length 95th (ft) | 160 | 101 | 51 | 151 | 152 |
| Internal Link Dist (ft) | 206 | | 204 | | 192 |
| Turn Bay Length (ft) | | 70 | | | |
| Base Capacity (vph) | 487 | 466 | 1083 | 547 | 1567 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.36 | 0.21 | 0.09 | 0.31 | 0.38 |

Intersection Summary

# HCM Signalized Intersection Capacity Analysis
## 103: SE 3rd Street & Dixie Highway

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 137 | 21 | 90 | 85 | 0 | 0 | 0 | 0 | 153 | 516 | 15 |
| Future Volume (vph) | 0 | 137 | 21 | 90 | 85 | 0 | 0 | 0 | 0 | 153 | 516 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | 6.0 | 6.0 | | | | | 6.0 | 6.0 | |
| Lane Util. Factor | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 0.91 | |
| Frpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Frt | | 0.98 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1830 | | 1770 | 1863 | | | | | 1770 | 5060 | |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1830 | | 1770 | 1863 | | | | | 1770 | 5060 | |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 152 | 23 | 100 | 94 | 0 | 0 | 0 | 0 | 170 | 573 | 17 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 0 | 170 | 0 | 100 | 94 | 0 | 0 | 0 | 0 | 170 | 587 | 0 |
| Confl. Peds. (#/hr) | | | | | | | | | | 6 | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | 4 |
| Turn Type | | NA | | custom | NA | | | | | Split | NA | |
| Protected Phases | | 4 9 | | 2 3 | 2 3 4 9 | | | | | 1 10 | 1 10 | |
| Permitted Phases | | | | 2 3 | | | | | | | | |
| Actuated Green, G (s) | | 29.0 | | 29.0 | 64.0 | | | | | 34.0 | 34.0 | |
| Effective Green, g (s) | | 29.0 | | 29.0 | 64.0 | | | | | 34.0 | 34.0 | |
| Actuated g/C Ratio | | 0.26 | | 0.26 | 0.58 | | | | | 0.31 | 0.31 | |
| Clearance Time (s) | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | | | |
| Lane Grp Cap (vph) | | 482 | | 466 | 1083 | | | | | 547 | 1564 | |
| v/s Ratio Prot | | c0.09 | | c0.06 | 0.05 | | | | | 0.10 | c0.12 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | 0.35 | | 0.21 | 0.09 | | | | | 0.31 | 0.38 | |
| Uniform Delay, d1 | | 32.9 | | 31.6 | 10.1 | | | | | 29.0 | 29.7 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 2.0 | | 1.1 | 0.2 | | | | | 1.5 | 0.7 | |
| Delay (s) | | 34.9 | | 32.7 | 10.3 | | | | | 30.5 | 30.4 | |
| Level of Service | | C | | C | B | | | | | C | C | |
| Approach Delay (s) | | 34.9 | | | 21.8 | | | 0.0 | | | 30.4 | |
| Approach LOS | | C | | | C | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 29.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 36.0 |
| Intersection Capacity Utilization | 38.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 5 | 13 | 43 | 41 | 31 |
| Future Vol, veh/h | 5 | 5 | 13 | 43 | 41 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 14 | 47 | 45 | 34 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 137 | 62 | 79 | 0 | - | 0 |
| Stage 1 | 62 | - | - | - | - | - |
| Stage 2 | 75 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 856 | 1003 | 1519 | - | - | - |
| Stage 1 | 961 | - | - | - | - | - |
| Stage 2 | 948 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 848 | 1003 | 1519 | - | - | - |
| Mov Cap-2 Maneuver | 848 | - | - | - | - | - |
| Stage 1 | 952 | - | - | - | - | - |
| Stage 2 | 948 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9 | 1.7 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1519 | - | 919 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.012 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 52 | 633 | 13 | 0 | 0 |
| Future Vol, veh/h | 0 | 52 | 633 | 13 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | - |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 60 | 736 | 15 | 0 | 0 |

| Major/Minor | Minor1 | | Major1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 376 | 0 | 0 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - |
| Pot Cap-1 Maneuver | 0 | 622 | - | - |
| Stage 1 | 0 | - | - | - |
| Stage 2 | 0 | - | - | - |
| Platoon blocked, % | | | - | - |
| Mov Cap-1 Maneuver | - | 622 | - | - |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | WB | NB |
|---|---|---|
| HCM Control Delay, s | 11.4 | 0 |
| HCM LOS | B | |

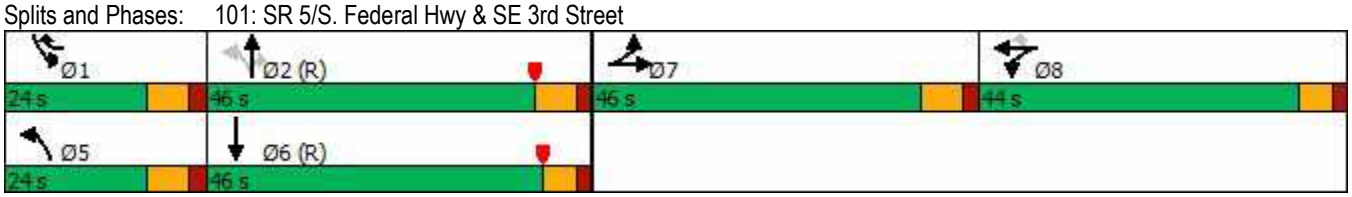
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 |
|---|---|---|---|
| Capacity (veh/h) | - | - | 622 |
| HCM Lane V/C Ratio | - | - | 0.097 |
| HCM Control Delay (s) | - | - | 11.4 |
| HCM Lane LOS | - | - | B |
| HCM 95th %tile Q(veh) | - | - | 0.3 |

# Timings
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 211 | 88 | 225 | 87 | 226 | 152 | 2790 | 249 | 287 | 2063 |
| Future Volume (vph) | 211 | 88 | 225 | 87 | 226 | 152 | 2790 | 249 | 287 | 2063 |
| Turn Type | Split | NA | Split | NA | pm+ov | pm+pt | NA | Perm | Prot | NA |
| Protected Phases | 7 | 7 | 8 | 8 | 1 | 5 | 2 | | 1 | 6 |
| Permitted Phases | | | | | 8 | 2 | | 2 | | |
| Detector Phase | 7 | 7 | 8 | 8 | 1 | 5 | 2 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 6.0 | 6.0 | 5.0 | 9.0 | 12.0 | 12.0 | 5.0 | 6.0 |
| Minimum Split (s) | 46.0 | 46.0 | 42.0 | 42.0 | 12.0 | 16.0 | 39.0 | 39.0 | 12.0 | 38.0 |
| Total Split (s) | 46.0 | 46.0 | 44.0 | 44.0 | 24.0 | 24.0 | 46.0 | 46.0 | 24.0 | 46.0 |
| Total Split (%) | 28.8% | 28.8% | 27.5% | 27.5% | 15.0% | 15.0% | 28.8% | 28.8% | 15.0% | 28.8% |
| Yellow Time (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lead | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 28.5 | 28.5 | 26.3 | 26.3 | 43.4 | 74.4 | 60.1 | 60.1 | 18.1 | 65.0 |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.16 | 0.16 | 0.27 | 0.46 | 0.38 | 0.38 | 0.11 | 0.41 |
| v/c Ratio | 0.72 | 0.88 | 0.83 | 0.31 | 0.26 | 0.80 | 2.26 | 0.41 | 0.80 | 1.09 |
| Control Delay | 74.2 | 75.2 | 87.5 | 59.8 | 4.3 | 68.2 | 592.3 | 25.9 | 84.4 | 90.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 74.2 | 75.2 | 87.5 | 59.8 | 4.3 | 68.2 | 592.3 | 25.9 | 84.4 | 90.9 |
| LOS | E | E | F | E | A | E | F | C | F | F |
| Approach Delay | | 74.8 | | 48.1 | | | 523.1 | | | 90.1 |
| Approach LOS | | E | | D | | | F | | | F |

| Intersection Summary | |
|---|---|
| Cycle Length: 160 | |
| Actuated Cycle Length: 160 | |
| Offset: 156 (98%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | |
| Natural Cycle: 145 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 2.26 | |
| Intersection Signal Delay: 294.9 | Intersection LOS: F |
| Intersection Capacity Utilization 137.6% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 101: SR 5/S. Federal Hwy & SE 3rd Street



## Queues
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 227 | 307 | 242 | 94 | 243 | 163 | 3000 | 268 | 309 | 2243 |
| v/c Ratio | 0.72 | 0.88 | 0.83 | 0.31 | 0.26 | 0.80 | 2.26 | 0.41 | 0.80 | 1.09 |
| Control Delay | 74.2 | 75.2 | 87.5 | 59.8 | 4.3 | 68.2 | 592.3 | 25.9 | 84.4 | 90.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 74.2 | 75.2 | 87.5 | 59.8 | 4.3 | 68.2 | 592.3 | 25.9 | 84.4 | 90.9 |
| Queue Length 50th (ft) | 227 | 255 | 249 | 88 | 0 | 119 | ~2672 | 115 | 164 | ~953 |
| Queue Length 95th (ft) | 301 | 348 | 332 | 138 | 32 | 215 | #3025 | 243 | 217 | #1373 |
| Internal Link Dist (ft) | | 405 | | 687 | | | 468 | | | 548 |
| Turn Bay Length (ft) | 160 | | 100 | | 100 | 250 | | 300 | 500 | |
| Base Capacity (vph) | 431 | 452 | 420 | 442 | 931 | 243 | 1329 | 650 | 402 | 2062 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 0.68 | 0.58 | 0.21 | 0.26 | 0.67 | 2.26 | 0.41 | 0.77 | 1.09 |

### Intersection Summary

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

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

# HCM Signalized Intersection Capacity Analysis
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 211 | 88 | 197 | 225 | 87 | 226 | 152 | 2790 | 249 | 287 | 2063 | 23 |
| Future Volume (vph) | 211 | 88 | 197 | 225 | 87 | 226 | 152 | 2790 | 249 | 287 | 2063 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 0.88 | 1.00 | 0.95 | 1.00 | 0.97 | 0.91 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.90 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1653 | | 1770 | 1863 | 2740 | 1770 | 3539 | 1542 | 3433 | 5075 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.07 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1653 | | 1770 | 1863 | 2740 | 124 | 3539 | 1542 | 3433 | 5075 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 227 | 95 | 212 | 242 | 94 | 243 | 163 | 3000 | 268 | 309 | 2218 | 25 |
| RTOR Reduction (vph) | 0 | 54 | 0 | 0 | 0 | 176 | 0 | 0 | 72 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 227 | 253 | 0 | 242 | 94 | 67 | 163 | 3000 | 196 | 309 | 2242 | 0 |
| Confl. Peds. (#/hr) | 2 | | 1 | 1 | | 2 | 1 | | 6 | 6 | | 1 |
| Confl. Bikes (#/hr) | | | 1 | | | 3 | | | 9 | | | 3 |
| Turn Type | Split | NA | | Split | NA | pm+ov | pm+pt | NA | Perm | Prot | NA | |
| Protected Phases | 7 | 7 | | 8 | 8 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | 2 | | 2 | | | |
| Actuated Green, G (s) | 28.5 | 28.5 | | 26.3 | 26.3 | 44.4 | 74.3 | 60.1 | 60.1 | 18.1 | 65.0 | |
| Effective Green, g (s) | 28.5 | 28.5 | | 26.3 | 26.3 | 44.4 | 74.3 | 60.1 | 60.1 | 18.1 | 65.0 | |
| Actuated g/C Ratio | 0.18 | 0.18 | | 0.16 | 0.16 | 0.28 | 0.46 | 0.38 | 0.38 | 0.11 | 0.41 | |
| Clearance Time (s) | 7.0 | 7.0 | | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 | |
| Vehicle Extension (s) | 1.5 | 1.5 | | 2.0 | 2.0 | 1.5 | 3.0 | 3.0 | 3.0 | 1.5 | 2.0 | |
| Lane Grp Cap (vph) | 315 | 294 | | 290 | 306 | 760 | 203 | 1329 | 579 | 388 | 2061 | |
| v/s Ratio Prot | 0.13 | c0.15 | | c0.14 | 0.05 | 0.01 | 0.07 | c0.85 | | c0.09 | c0.44 | |
| v/s Ratio Perm | | | | | | 0.01 | 0.30 | | 0.13 | | | |
| v/c Ratio | 0.72 | 0.86 | | 0.83 | 0.31 | 0.09 | 0.80 | 2.26 | 0.34 | 0.80 | 1.09 | |
| Uniform Delay, d1 | 62.0 | 63.8 | | 64.7 | 58.8 | 42.8 | 44.6 | 50.0 | 35.7 | 69.2 | 47.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 6.7 | 20.6 | | 17.6 | 0.2 | 0.0 | 20.0 | 568.2 | 1.6 | 10.1 | 48.4 | |
| Delay (s) | 68.7 | 84.5 | | 82.3 | 59.0 | 42.8 | 64.6 | 618.2 | 37.3 | 79.3 | 95.9 | |
| Level of Service | E | F | | F | E | D | E | F | D | E | F | |
| Approach Delay (s) | | 77.8 | | | 62.0 | | | 546.5 | | | 93.9 | |
| Approach LOS | | E | | | E | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 308.9 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.49 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 137.6% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

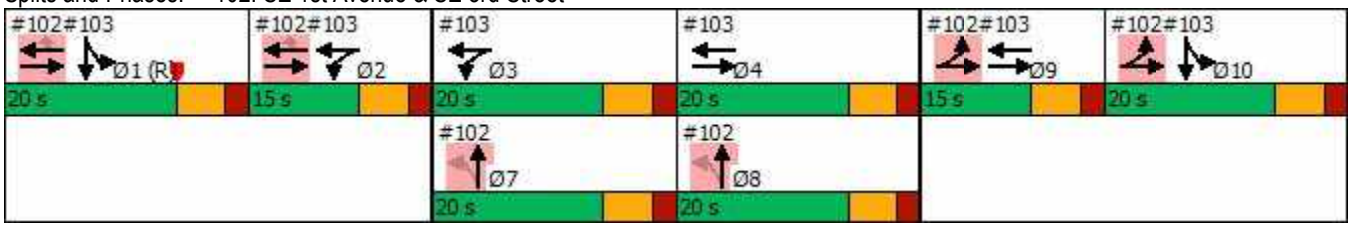
c Critical Lane Group

# Timings
## 102: SE 1st Avenue & SE 3rd Street

| Lane Group | EBT | WBT | WBR | NBT | Ø1 | Ø2 | Ø3 | Ø4 | Ø7 | Ø8 | Ø9 | Ø10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 338 | 332 | 166 | 620 | | | | | | | | |
| Future Volume (vph) | 338 | 332 | 166 | 620 | | | | | | | | |
| Turn Type | NA | NA | Perm | NA | | | | | | | | |
| Protected Phases | 1 2 9 10 | 1 2 | | 7 8 | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 |
| Permitted Phases | | | 1 2 | | | | | | | | | |
| Detector Phase | 1 2 9 10 | 1 2 | 1 2 | 7 8 | | | | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | 7.0 | 6.0 | 6.0 | 1.0 | 6.0 | 6.0 | 6.0 | 7.0 |
| Minimum Split (s) | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 | 20.0 |
| Total Split (s) | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 | 20.0 |
| Total Split (%) | | | | | 18% | 14% | 18% | 18% | 18% | 18% | 14% | 18% |
| 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 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | | | | | | | |
| Total Lost Time (s) | | | | | | | | | | | | |
| Lead/Lag | | | | | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | | | | | C-Max | Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 29.0 | 29.0 | 29.0 | 34.0 | | | | | | | | |
| Actuated g/C Ratio | 0.26 | 0.26 | 0.26 | 0.31 | | | | | | | | |
| v/c Ratio | 0.87 | 0.72 | 0.31 | 0.94 | | | | | | | | |
| Control Delay | 58.9 | 46.3 | 4.1 | 53.9 | | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Total Delay | 58.9 | 46.3 | 4.1 | 53.9 | | | | | | | | |
| LOS | E | D | A | D | | | | | | | | |
| Approach Delay | 58.9 | 32.2 | | 53.9 | | | | | | | | |
| Approach LOS | E | C | | D | | | | | | | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.94 | |
| Intersection Signal Delay: 49.1 | Intersection LOS: D |
| Intersection Capacity Utilization 80.4% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 102: SE 1st Avenue & SE 3rd Street



## Queues
## 102: SE 1st Avenue & SE 3rd Street

| Lane Group | EBT | WBT | WBR | NBT |
|---|---|---|---|---|
| Lane Group Flow (vph) | 426 | 353 | 177 | 1009 |
| v/c Ratio | 0.87 | 0.72 | 0.31 | 0.94 |
| Control Delay | 58.9 | 46.3 | 4.1 | 53.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 58.9 | 46.3 | 4.1 | 53.9 |
| Queue Length 50th (ft) | 288 | 227 | 0 | 363 |
| Queue Length 95th (ft) | #463 | 334 | 35 | #497 |
| Internal Link Dist (ft) | 119 | 186 | | 241 |
| Turn Bay Length (ft) | | | 300 | |
| Base Capacity (vph) | 487 | 491 | 564 | 1073 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.87 | 0.72 | 0.31 | 0.94 |

Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis
## 102: SE 1st Avenue & SE 3rd Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 62 | 338 | 0 | 0 | 332 | 166 | 308 | 620 | 20 | 0 | 0 | 0 |
| Future Volume (vph) | 62 | 338 | 0 | 0 | 332 | 166 | 308 | 620 | 20 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | 6.0 | | 6.0 | | | | |
| Lane Util. Factor | | 1.00 | | | 1.00 | 1.00 | | 0.95 | | | | |
| Frpb, ped/bikes | | 1.00 | | | 1.00 | 0.99 | | 1.00 | | | | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | | |
| Frt | | 1.00 | | | 1.00 | 0.85 | | 1.00 | | | | |
| Flt Protected | | 0.99 | | | 1.00 | 1.00 | | 0.98 | | | | |
| Satd. Flow (prot) | | 1848 | | | 1863 | 1561 | | 3468 | | | | |
| Flt Permitted | | 0.77 | | | 1.00 | 1.00 | | 0.98 | | | | |
| Satd. Flow (perm) | | 1442 | | | 1863 | 1561 | | 3468 | | | | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 66 | 360 | 0 | 0 | 353 | 177 | 328 | 660 | 21 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 1 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 426 | 0 | 0 | 353 | 47 | 0 | 1008 | 0 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 1 | | | | | 1 | | | 8 | | | |
| Confl. Bikes (#/hr) | | | | | | | | | 1 | | | |
| Turn Type | Prot | NA | | | NA | Perm | Perm | NA | | | | |
| Protected Phases | 9 10 | 1 2 9 10 | | | 1 2 | | | 7 8 | | | | |
| Permitted Phases | | | | | | 1 2 | 7 8 | | | | | |
| Actuated Green, G (s) | | 58.0 | | | 29.0 | 29.0 | | 34.0 | | | | |
| Effective Green, g (s) | | 58.0 | | | 29.0 | 29.0 | | 34.0 | | | | |
| Actuated g/C Ratio | | 0.53 | | | 0.26 | 0.26 | | 0.31 | | | | |
| Clearance Time (s) | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | | | |
| Lane Grp Cap (vph) | | 867 | | | 491 | 411 | | 1071 | | | | |
| v/s Ratio Prot | | c0.13 | | | c0.19 | | | | | | | |
| v/s Ratio Perm | | 0.13 | | | | 0.03 | | 0.29 | | | | |
| v/c Ratio | | 0.49 | | | 0.72 | 0.11 | | 0.94 | | | | |
| Uniform Delay, d1 | | 16.6 | | | 36.8 | 30.7 | | 37.0 | | | | |
| Progression Factor | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d2 | | 2.0 | | | 8.8 | 0.6 | | 16.5 | | | | |
| Delay (s) | | 18.6 | | | 45.6 | 31.3 | | 53.5 | | | | |
| Level of Service | | B | | | D | C | | D | | | | |
| Approach Delay (s) | | 18.6 | | | 40.8 | | | 53.5 | | | 0.0 | |
| Approach LOS | | B | | | D | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 42.5 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.91 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 36.0 |
| Intersection Capacity Utilization | 80.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

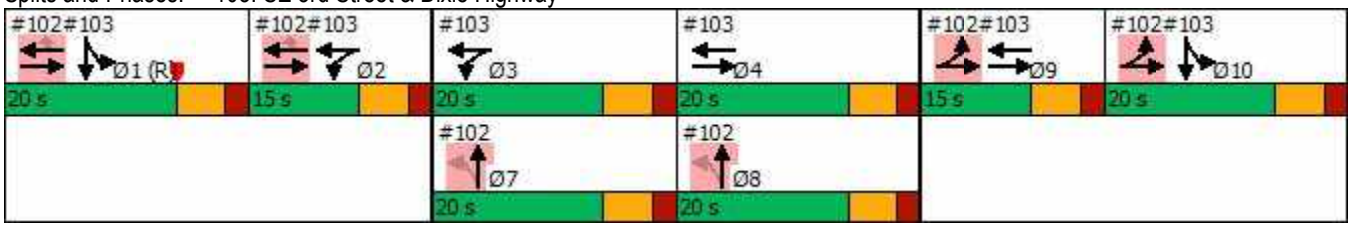
c Critical Lane Group

# Timings
## 103: SE 3rd Street & Dixie Highway

| Lane Group | EBT | WBL | WBT | SBL | SBT | Ø1 | Ø2 | Ø3 | Ø4 | Ø7 | Ø8 | Ø9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 112 | 126 | 278 | 140 | 372 | | | | | | | |
| Future Volume (vph) | 112 | 126 | 278 | 140 | 372 | | | | | | | |
| Turn Type | NA | custom | NA | Split | NA | | | | | | | |
| Protected Phases | 4 9 | 2 3 | 2 3 4 9 | 1 10 | 1 10 | 1 | 2 | 3 | 4 | 7 | 8 | 9 |
| Permitted Phases | | 2 3 | | | | | | | | | | |
| Detector Phase | 4 9 | 2 3 | 2 3 4 9 | 1 10 | 1 10 | | | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | 7.0 | 6.0 | 6.0 | 1.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 |
| Total Split (s) | | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 |
| Total Split (%) | | | | | | 18% | 14% | 18% | 18% | 18% | 18% | 14% |
| 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) | | | | | | | | | | | | |
| Total Lost Time (s) | | | | | | | | | | | | |
| Lead/Lag | | | | | | Lead | Lag | Lead | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | | | | | | C-Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 29.0 | 29.0 | 64.0 | 34.0 | 34.0 | | | | | | | |
| Actuated g/C Ratio | 0.26 | 0.26 | 0.58 | 0.31 | 0.31 | | | | | | | |
| v/c Ratio | 0.27 | 0.28 | 0.27 | 0.27 | 0.26 | | | | | | | |
| Control Delay | 32.5 | 34.2 | 12.2 | 30.3 | 28.4 | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | |
| Total Delay | 32.5 | 34.2 | 12.2 | 30.3 | 28.4 | | | | | | | |
| LOS | C | C | B | C | C | | | | | | | |
| Approach Delay | 32.5 | | 19.1 | | 28.9 | | | | | | | |
| Approach LOS | C | | B | | C | | | | | | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.94 | |
| Intersection Signal Delay: 25.6 | Intersection LOS: C |
| Intersection Capacity Utilization 36.5% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 103: SE 3rd Street & Dixie Highway



| Lane Group | Ø10 |
|---|---|
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 7.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 18% |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | Lag |
| Lead-Lag Optimize? | Yes |
| 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 |
|---|

## Queues
## 103: SE 3rd Street & Dixie Highway

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 133 | 131 | 290 | 146 | 414 |
| v/c Ratio | 0.27 | 0.28 | 0.27 | 0.27 | 0.26 |
| Control Delay | 32.5 | 34.2 | 12.2 | 30.3 | 28.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.5 | 34.2 | 12.2 | 30.3 | 28.4 |
| Queue Length 50th (ft) | 71 | 74 | 95 | 77 | 78 |
| Queue Length 95th (ft) | 125 | 127 | 144 | 131 | 106 |
| Internal Link Dist (ft) | 206 | | 204 | | 192 |
| Turn Bay Length (ft) | | 70 | | | |
| Base Capacity (vph) | 487 | 466 | 1083 | 547 | 1564 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.28 | 0.27 | 0.27 | 0.26 |

Intersection Summary

# HCM Signalized Intersection Capacity Analysis
## 103: SE 3rd Street & Dixie Highway

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 112 | 15 | 126 | 278 | 0 | 0 | 0 | 0 | 140 | 372 | 25 |
| Future Volume (vph) | 0 | 112 | 15 | 126 | 278 | 0 | 0 | 0 | 0 | 140 | 372 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | 6.0 | 6.0 | | | | | 6.0 | 6.0 | |
| Lane Util. Factor | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 0.91 | |
| Frt | | 0.98 | | 1.00 | 1.00 | | | | | 1.00 | 0.99 | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1832 | | 1770 | 1863 | | | | | 1770 | 5037 | |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1832 | | 1770 | 1863 | | | | | 1770 | 5037 | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 117 | 16 | 131 | 290 | 0 | 0 | 0 | 0 | 146 | 388 | 26 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 0 | 129 | 0 | 131 | 290 | 0 | 0 | 0 | 0 | 146 | 407 | 0 |
| Turn Type | | NA | | custom | NA | | | | | Split | NA | |
| Protected Phases | | 4 9 | | 2 3 | 2 3 4 9 | | | | | 1 10 | 1 10 | |
| Permitted Phases | | | | 2 3 | | | | | | | | |
| Actuated Green, G (s) | | 29.0 | | 29.0 | 64.0 | | | | | 34.0 | 34.0 | |
| Effective Green, g (s) | | 29.0 | | 29.0 | 64.0 | | | | | 34.0 | 34.0 | |
| Actuated g/C Ratio | | 0.26 | | 0.26 | 0.58 | | | | | 0.31 | 0.31 | |
| Clearance Time (s) | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | | | |
| Lane Grp Cap (vph) | | 482 | | 466 | 1083 | | | | | 547 | 1556 | |
| v/s Ratio Prot | | 0.07 | | c0.07 | c0.16 | | | | | c0.08 | 0.08 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | 0.27 | | 0.28 | 0.27 | | | | | 0.27 | 0.26 | |
| Uniform Delay, d1 | | 32.1 | | 32.2 | 11.4 | | | | | 28.6 | 28.6 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 1.4 | | 1.5 | 0.6 | | | | | 1.2 | 0.4 | |
| Delay (s) | | 33.4 | | 33.7 | 12.0 | | | | | 29.8 | 29.0 | |
| Level of Service | | C | | C | B | | | | | C | C | |
| Approach Delay (s) | | 33.4 | | | 18.8 | | | 0.0 | | | 29.2 | |
| Approach LOS | | C | | | B | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 25.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.36 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 36.0 |
| Intersection Capacity Utilization | 36.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 13 | 13 | 28 | 36 | 23 |
| Future Vol, veh/h | 8 | 13 | 13 | 28 | 36 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 14 | 14 | 31 | 40 | 26 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 112 | 53 | 66 | 0 | - | 0 |
| Stage 1 | 53 | - | - | - | - | - |
| Stage 2 | 59 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 885 | 1014 | 1536 | - | - | - |
| Stage 1 | 970 | - | - | - | - | - |
| Stage 2 | 964 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 877 | 1014 | 1536 | - | - | - |
| Mov Cap-2 Maneuver | 877 | - | - | - | - | - |
| Stage 1 | 961 | - | - | - | - | - |
| Stage 2 | 964 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 2.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1536 | - | 957 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.024 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 20 | 1571 | 20 | 0 | 0 |
| Future Vol, veh/h | 0 | 20 | 1571 | 20 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | - |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 22 | 1689 | 22 | 0 | 0 |

| Major/Minor | Minor1 | | Major1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 856 | 0 | 0 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - |
| Pot Cap-1 Maneuver | 0 | 301 | - | - |
| Stage 1 | 0 | - | - | - |
| Stage 2 | 0 | - | - | - |
| Platoon blocked, % | | | - | - |
| Mov Cap-1 Maneuver | - | 301 | - | - |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | WB | NB |
|---|---|---|
| HCM Control Delay, s | 17.9 | 0 |
| HCM LOS | C | |

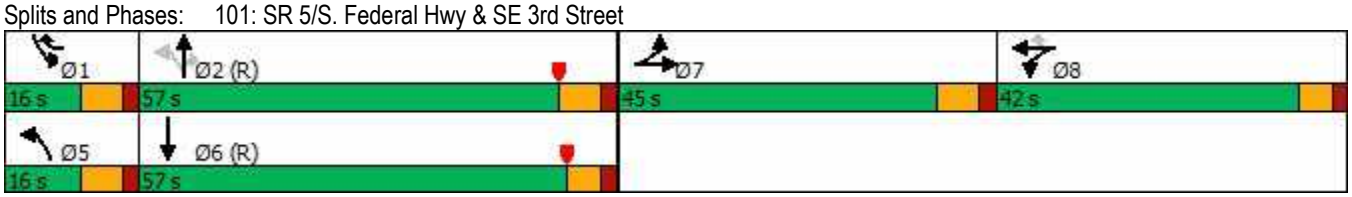
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 |
|---|---|---|---|
| Capacity (veh/h) | - | - | 301 |
| HCM Lane V/C Ratio | - | - | 0.071 |
| HCM Control Delay (s) | - | - | 17.9 |
| HCM Lane LOS | - | - | C |
| HCM 95th %tile Q(veh) | - | - | 0.2 |

# Timings
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 160 | 79 | 205 | 28 | 194 | 76 | 1689 | 173 | 193 | 2581 |
| Future Volume (vph) | 160 | 79 | 205 | 28 | 194 | 76 | 1689 | 173 | 193 | 2581 |
| Turn Type | Split | NA | Split | NA | pm+ov | pm+pt | NA | Perm | Prot | NA |
| Protected Phases | 7 | 7 | 8 | 8 | 1 | 5 | 2 | | 1 | 6 |
| Permitted Phases | | | | | 8 | 2 | | 2 | | |
| Detector Phase | 7 | 7 | 8 | 8 | 1 | 5 | 2 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 6.0 | 6.0 | 5.0 | 9.0 | 12.0 | 12.0 | 5.0 | 6.0 |
| Minimum Split (s) | 45.0 | 45.0 | 42.0 | 42.0 | 12.0 | 16.0 | 39.0 | 39.0 | 12.0 | 38.0 |
| Total Split (s) | 45.0 | 45.0 | 42.0 | 42.0 | 16.0 | 16.0 | 57.0 | 57.0 | 16.0 | 57.0 |
| Total Split (%) | 28.1% | 28.1% | 26.3% | 26.3% | 10.0% | 10.0% | 35.6% | 35.6% | 10.0% | 35.6% |
| Yellow Time (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lead | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 38.0 | 38.0 | 23.9 | 23.9 | 37.9 | 66.3 | 56.1 | 56.1 | 15.0 | 61.8 |
| Actuated g/C Ratio | 0.24 | 0.24 | 0.15 | 0.15 | 0.24 | 0.41 | 0.35 | 0.35 | 0.09 | 0.39 |
| v/c Ratio | 0.40 | 0.99 | 0.82 | 0.10 | 0.25 | 0.50 | 1.44 | 0.29 | 0.63 | 1.39 |
| Control Delay | 54.8 | 80.6 | 88.8 | 56.7 | 5.4 | 38.0 | 238.0 | 16.1 | 79.3 | 214.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 54.8 | 80.6 | 88.8 | 56.7 | 5.4 | 38.0 | 238.0 | 16.1 | 79.3 | 214.3 |
| LOS | D | F | F | E | A | D | F | B | E | F |
| Approach Delay | | 74.0 | | 48.8 | | | 210.4 | | | 204.9 |
| Approach LOS | | E | | D | | | F | | | F |

| Intersection Summary | |
|---|---|
| Cycle Length: 160 | |
| Actuated Cycle Length: 160 | |
| Offset: 128 (80%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | |
| Natural Cycle: 145 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.44 | |
| Intersection Signal Delay: 181.1 | Intersection LOS: F |
| Intersection Capacity Utilization 118.9% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 101: SR 5/S. Federal Hwy & SE 3rd Street



## Queues
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 168 | 488 | 216 | 29 | 204 | 80 | 1778 | 182 | 203 | 2723 |
| v/c Ratio | 0.40 | 0.99 | 0.82 | 0.10 | 0.25 | 0.50 | 1.44 | 0.29 | 0.63 | 1.39 |
| Control Delay | 54.8 | 80.6 | 88.8 | 56.7 | 5.4 | 38.0 | 238.0 | 16.1 | 79.3 | 214.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 54.8 | 80.6 | 88.8 | 56.7 | 5.4 | 38.0 | 238.0 | 16.1 | 79.3 | 214.3 |
| Queue Length 50th (ft) | 150 | 389 | 222 | 27 | 0 | 44 | ~1327 | 47 | 107 | ~1370 |
| Queue Length 95th (ft) | 226 | #634 | 304 | 56 | 33 | 93 | #1532 | 117 | #156 | #1593 |
| Internal Link Dist (ft) | | 405 | | 687 | | | 468 | | | 548 |
| Turn Bay Length (ft) | 160 | | 100 | | 100 | 250 | | 300 | 500 | |
| Base Capacity (vph) | 420 | 492 | 398 | 419 | 806 | 159 | 1239 | 619 | 322 | 1965 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.40 | 0.99 | 0.54 | 0.07 | 0.25 | 0.50 | 1.44 | 0.29 | 0.63 | 1.39 |

### Intersection Summary

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

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

# HCM Signalized Intersection Capacity Analysis
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 160 | 79 | 385 | 205 | 28 | 194 | 76 | 1689 | 173 | 193 | 2581 | 6 |
| Future Volume (vph) | 160 | 79 | 385 | 205 | 28 | 194 | 76 | 1689 | 173 | 193 | 2581 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 0.88 | 1.00 | 0.95 | 1.00 | 0.97 | 0.91 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.88 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1611 | | 1770 | 1863 | 2743 | 1770 | 3539 | 1554 | 3433 | 5083 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.07 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1611 | | 1770 | 1863 | 2743 | 133 | 3539 | 1554 | 3433 | 5083 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 168 | 83 | 405 | 216 | 29 | 204 | 80 | 1778 | 182 | 203 | 2717 | 6 |
| RTOR Reduction (vph) | 0 | 110 | 0 | 0 | 0 | 154 | 0 | 0 | 75 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 168 | 378 | 0 | 216 | 29 | 50 | 80 | 1778 | 107 | 203 | 2723 | 0 |
| Confl. Peds. (#/hr) | 1 | | 2 | 2 | | 1 | 2 | | 1 | 1 | | 2 |
| Confl. Bikes (#/hr) | | | | | | 2 | | | 8 | | | 1 |
| Turn Type | Split | NA | | Split | NA | pm+ov | pm+pt | NA | Perm | Prot | NA | |
| Protected Phases | 7 | 7 | | 8 | 8 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | 2 | | 2 | | | |
| Actuated Green, G (s) | 38.0 | 38.0 | | 23.9 | 23.9 | 38.9 | 66.3 | 56.1 | 56.1 | 15.0 | 61.9 | |
| Effective Green, g (s) | 38.0 | 38.0 | | 23.9 | 23.9 | 38.9 | 66.3 | 56.1 | 56.1 | 15.0 | 61.9 | |
| Actuated g/C Ratio | 0.24 | 0.24 | | 0.15 | 0.15 | 0.24 | 0.41 | 0.35 | 0.35 | 0.09 | 0.39 | |
| Clearance Time (s) | 7.0 | 7.0 | | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 | |
| Vehicle Extension (s) | 1.5 | 1.5 | | 2.0 | 2.0 | 1.5 | 3.0 | 3.0 | 3.0 | 1.5 | 2.0 | |
| Lane Grp Cap (vph) | 420 | 382 | | 264 | 278 | 666 | 159 | 1240 | 544 | 321 | 1966 | |
| v/s Ratio Prot | 0.09 | c0.23 | | c0.12 | 0.02 | 0.01 | 0.03 | 0.50 | | c0.06 | c0.54 | |
| v/s Ratio Perm | | | | | | 0.01 | 0.18 | | 0.07 | | | |
| v/c Ratio | 0.40 | 0.99 | | 0.82 | 0.10 | 0.07 | 0.50 | 1.43 | 0.20 | 0.63 | 1.39 | |
| Uniform Delay, d1 | 51.4 | 60.8 | | 65.9 | 58.8 | 46.7 | 37.6 | 52.0 | 36.2 | 69.8 | 49.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 43.2 | | 16.8 | 0.1 | 0.0 | 2.5 | 199.9 | 0.8 | 3.0 | 176.5 | |
| Delay (s) | 51.6 | 104.0 | | 82.7 | 58.9 | 46.7 | 40.1 | 251.9 | 37.0 | 72.8 | 225.6 | |
| Level of Service | D | F | | F | E | D | D | F | D | E | F | |
| Approach Delay (s) | | 90.6 | | | 64.8 | | | 224.4 | | | 215.0 | |
| Approach LOS | | F | | | E | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 193.6 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.14 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 118.9% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

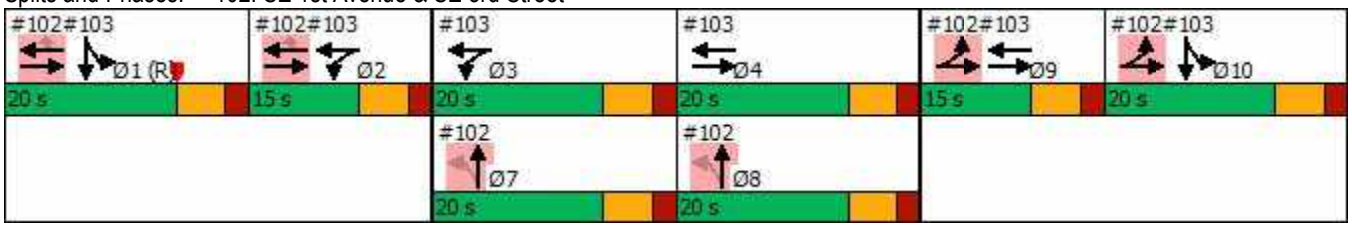
c Critical Lane Group

# Timings
## 102: SE 1st Avenue & SE 3rd Street

| Lane Group | EBT | WBT | WBR | NBT | Ø1 | Ø2 | Ø3 | Ø4 | Ø7 | Ø8 | Ø9 | Ø10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 678 | 139 | 107 | 282 | | | | | | | | |
| Future Volume (vph) | 678 | 139 | 107 | 282 | | | | | | | | |
| Turn Type | NA | NA | Perm | NA | | | | | | | | |
| Protected Phases | 1 2 9 10 | 1 2 | | 7 8 | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 |
| Permitted Phases | | | 1 2 | | | | | | | | | |
| Detector Phase | 1 2 9 10 | 1 2 | 1 2 | 7 8 | | | | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | 7.0 | 6.0 | 6.0 | 1.0 | 6.0 | 6.0 | 6.0 | 7.0 |
| Minimum Split (s) | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 | 20.0 |
| Total Split (s) | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 | 20.0 |
| Total Split (%) | | | | | 18% | 14% | 18% | 18% | 18% | 18% | 14% | 18% |
| 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 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | | | | | | | |
| Total Lost Time (s) | | | | | | | | | | | | |
| Lead/Lag | | | | | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | | | | | C-Max | Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 58.0 | 29.0 | 29.0 | 34.0 | | | | | | | | |
| Actuated g/C Ratio | 0.53 | 0.26 | 0.26 | 0.31 | | | | | | | | |
| v/c Ratio | 1.70 | 0.33 | 0.22 | 0.41 | | | | | | | | |
| Control Delay | 350.1 | 34.9 | 0.9 | 31.2 | | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Total Delay | 350.1 | 34.9 | 0.9 | 31.2 | | | | | | | | |
| LOS | F | C | A | C | | | | | | | | |
| Approach Delay | 350.1 | 20.1 | | 31.2 | | | | | | | | |
| Approach LOS | F | C | | C | | | | | | | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.70 | |
| Intersection Signal Delay: 200.5 | Intersection LOS: F |
| Intersection Capacity Utilization 75.8% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 102: SE 1st Avenue & SE 3rd Street



## Queues
## 102: SE 1st Avenue & SE 3rd Street

| Lane Group | EBT | WBT | WBR | NBT |
|---|---|---|---|---|
| Lane Group Flow (vph) | 836 | 160 | 123 | 437 |
| v/c Ratio | 1.70 | 0.33 | 0.22 | 0.41 |
| Control Delay | 350.1 | 34.9 | 0.9 | 31.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 350.1 | 34.9 | 0.9 | 31.2 |
| Queue Length 50th (ft) | ~874 | 91 | 0 | 126 |
| Queue Length 95th (ft) | #1066 | 146 | 0 | 166 |
| Internal Link Dist (ft) | 119 | 186 | | 241 |
| Turn Bay Length (ft) | | | 300 | |
| Base Capacity (vph) | 493 | 491 | 563 | 1078 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.70 | 0.33 | 0.22 | 0.41 |

### Intersection Summary

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

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

# HCM Signalized Intersection Capacity Analysis
## 102: SE 1st Avenue & SE 3rd Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 678 | 0 | 0 | 139 | 107 | 87 | 282 | 11 | 0 | 0 | 0 |
| Future Volume (vph) | 50 | 678 | 0 | 0 | 139 | 107 | 87 | 282 | 11 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | 6.0 | | 6.0 | | | | |
| Lane Util. Factor | | 1.00 | | | 1.00 | 1.00 | | 0.95 | | | | |
| Frpb, ped/bikes | | 1.00 | | | 1.00 | 0.98 | | 1.00 | | | | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | | |
| Frt | | 1.00 | | | 1.00 | 0.85 | | 1.00 | | | | |
| Flt Protected | | 1.00 | | | 1.00 | 1.00 | | 0.99 | | | | |
| Satd. Flow (prot) | | 1856 | | | 1863 | 1557 | | 3481 | | | | |
| Flt Permitted | | 0.97 | | | 1.00 | 1.00 | | 0.99 | | | | |
| Satd. Flow (perm) | | 1815 | | | 1863 | 1557 | | 3481 | | | | |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 57 | 779 | 0 | 0 | 160 | 123 | 100 | 324 | 13 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 2 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 836 | 0 | 0 | 160 | 32 | 0 | 435 | 0 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 2 | | | | | 2 | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | 1 | | | |
| Turn Type | Prot | NA | | | NA | Perm | Perm | NA | | | | |
| Protected Phases | 9 10 | 1 2 9 10 | | | 1 2 | | | 7 8 | | | | |
| Permitted Phases | | | | | | 1 2 | 7 8 | | | | | |
| Actuated Green, G (s) | | 58.0 | | | 29.0 | 29.0 | | 34.0 | | | | |
| Effective Green, g (s) | | 58.0 | | | 29.0 | 29.0 | | 34.0 | | | | |
| Actuated g/C Ratio | | 0.53 | | | 0.26 | 0.26 | | 0.31 | | | | |
| Clearance Time (s) | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | | | |
| Lane Grp Cap (vph) | | 967 | | | 491 | 410 | | 1075 | | | | |
| v/s Ratio Prot | | c0.23 | | | 0.09 | | | | | | | |
| v/s Ratio Perm | | c0.23 | | | | 0.02 | | 0.12 | | | | |
| v/c Ratio | | 0.86 | | | 0.33 | 0.08 | | 0.40 | | | | |
| Uniform Delay, d1 | | 22.6 | | | 32.6 | 30.5 | | 30.0 | | | | |
| Progression Factor | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d2 | | 10.2 | | | 1.8 | 0.4 | | 1.1 | | | | |
| Delay (s) | | 32.8 | | | 34.4 | 30.8 | | 31.1 | | | | |
| Level of Service | | C | | | C | C | | C | | | | |
| Approach Delay (s) | | 32.8 | | | 32.8 | | | 31.1 | | | 0.0 | |
| Approach LOS | | C | | | C | | | C | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 32.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.86 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 36.0 |
| Intersection Capacity Utilization | 75.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

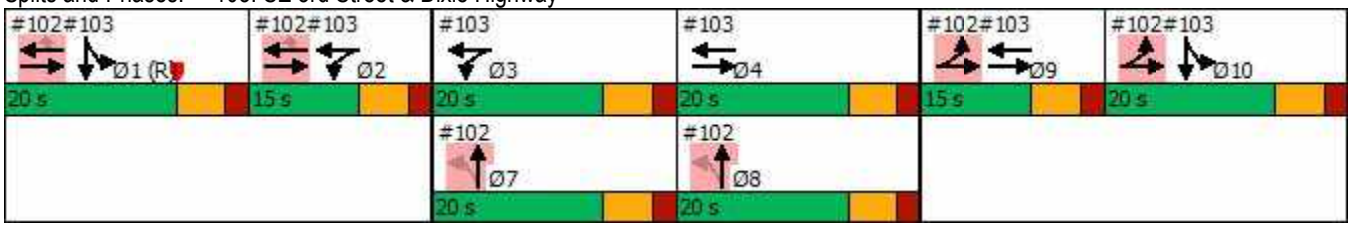
c Critical Lane Group

# Timings
## 103: SE 3rd Street & Dixie Highway

| Lane Group | EBT | WBL | WBT | SBL | SBT | Ø1 | Ø2 | Ø3 | Ø4 | Ø7 | Ø8 | Ø9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 137 | 90 | 85 | 154 | 516 | | | | | | | |
| Future Volume (vph) | 137 | 90 | 85 | 154 | 516 | | | | | | | |
| Turn Type | NA | custom | NA | Split | NA | | | | | | | |
| Protected Phases | 4 9 | 2 3 | 2 3 4 9 | 1 10 | 1 10 | 1 | 2 | 3 | 4 | 7 | 8 | 9 |
| Permitted Phases | | 2 3 | | | | | | | | | | |
| Detector Phase | 4 9 | 2 3 | 2 3 4 9 | 1 10 | 1 10 | | | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | 7.0 | 6.0 | 6.0 | 1.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 |
| Total Split (s) | | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 |
| Total Split (%) | | | | | | 18% | 14% | 18% | 18% | 18% | 18% | 14% |
| 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) | | | | | | | | | | | | |
| Total Lost Time (s) | | | | | | | | | | | | |
| Lead/Lag | | | | | | Lead | Lag | Lead | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | | | | | | C-Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 29.0 | 29.0 | 64.0 | 34.0 | 34.0 | | | | | | | |
| Actuated g/C Ratio | 0.26 | 0.26 | 0.58 | 0.31 | 0.31 | | | | | | | |
| v/c Ratio | 0.36 | 0.21 | 0.09 | 0.31 | 0.38 | | | | | | | |
| Control Delay | 34.1 | 33.1 | 10.4 | 31.1 | 30.4 | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | |
| Total Delay | 34.1 | 33.1 | 10.4 | 31.1 | 30.4 | | | | | | | |
| LOS | C | C | B | C | C | | | | | | | |
| Approach Delay | 34.1 | | 22.1 | | 30.5 | | | | | | | |
| Approach LOS | C | | C | | C | | | | | | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.70 | |
| Intersection Signal Delay: 29.6 | Intersection LOS: C |
| Intersection Capacity Utilization 38.8% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 103: SE 3rd Street & Dixie Highway



| Lane Group | Ø10 |
|---|---|
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 7.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 18% |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | Lag |
| Lead-Lag Optimize? | Yes |
| 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 |
|---|

## Queues
## 103: SE 3rd Street & Dixie Highway

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 175 | 100 | 94 | 171 | 590 |
| v/c Ratio | 0.36 | 0.21 | 0.09 | 0.31 | 0.38 |
| Control Delay | 34.1 | 33.1 | 10.4 | 31.1 | 30.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 34.1 | 33.1 | 10.4 | 31.1 | 30.4 |
| Queue Length 50th (ft) | 97 | 55 | 28 | 92 | 117 |
| Queue Length 95th (ft) | 160 | 101 | 51 | 152 | 152 |
| Internal Link Dist (ft) | 206 | | 204 | | 192 |
| Turn Bay Length (ft) | | 70 | | | |
| Base Capacity (vph) | 487 | 466 | 1083 | 547 | 1567 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.36 | 0.21 | 0.09 | 0.31 | 0.38 |

Intersection Summary

# HCM Signalized Intersection Capacity Analysis
## 103: SE 3rd Street & Dixie Highway

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 137 | 21 | 90 | 85 | 0 | 0 | 0 | 0 | 154 | 516 | 15 |
| Future Volume (vph) | 0 | 137 | 21 | 90 | 85 | 0 | 0 | 0 | 0 | 154 | 516 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | 6.0 | 6.0 | | | | | 6.0 | 6.0 | |
| Lane Util. Factor | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 0.91 | |
| Frpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Flpb, ped/bikes | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Frt | | 0.98 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1830 | | 1770 | 1863 | | | | | 1770 | 5060 | |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1830 | | 1770 | 1863 | | | | | 1770 | 5060 | |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 152 | 23 | 100 | 94 | 0 | 0 | 0 | 0 | 171 | 573 | 17 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 0 | 170 | 0 | 100 | 94 | 0 | 0 | 0 | 0 | 171 | 587 | 0 |
| Confl. Peds. (#/hr) | | | | | | | | | | 6 | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | 4 |
| Turn Type | | NA | | custom | NA | | | | | Split | NA | |
| Protected Phases | | 4 9 | | 2 3 | 2 3 4 9 | | | | | 1 10 | 1 10 | |
| Permitted Phases | | | | 2 3 | | | | | | | | |
| Actuated Green, G (s) | | 29.0 | | 29.0 | 64.0 | | | | | 34.0 | 34.0 | |
| Effective Green, g (s) | | 29.0 | | 29.0 | 64.0 | | | | | 34.0 | 34.0 | |
| Actuated g/C Ratio | | 0.26 | | 0.26 | 0.58 | | | | | 0.31 | 0.31 | |
| Clearance Time (s) | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | | | |
| Lane Grp Cap (vph) | | 482 | | 466 | 1083 | | | | | 547 | 1564 | |
| v/s Ratio Prot | | c0.09 | | c0.06 | 0.05 | | | | | 0.10 | c0.12 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | 0.35 | | 0.21 | 0.09 | | | | | 0.31 | 0.38 | |
| Uniform Delay, d1 | | 32.9 | | 31.6 | 10.1 | | | | | 29.1 | 29.7 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 2.0 | | 1.1 | 0.2 | | | | | 1.5 | 0.7 | |
| Delay (s) | | 34.9 | | 32.7 | 10.3 | | | | | 30.6 | 30.4 | |
| Level of Service | | C | | C | B | | | | | C | C | |
| Approach Delay (s) | | 34.9 | | | 21.8 | | | 0.0 | | | 30.4 | |
| Approach LOS | | C | | | C | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 29.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 36.0 |
| Intersection Capacity Utilization | 38.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 5 | 13 | 43 | 41 | 31 |
| Future Vol, veh/h | 5 | 5 | 13 | 43 | 41 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 14 | 47 | 45 | 34 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 137 | 62 | 79 | 0 | - | 0 |
| Stage 1 | 62 | - | - | - | - | - |
| Stage 2 | 75 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 856 | 1003 | 1519 | - | - | - |
| Stage 1 | 961 | - | - | - | - | - |
| Stage 2 | 948 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 848 | 1003 | 1519 | - | - | - |
| Mov Cap-2 Maneuver | 848 | - | - | - | - | - |
| Stage 1 | 952 | - | - | - | - | - |
| Stage 2 | 948 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9 | 1.7 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1519 | - | 919 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.012 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 52 | 633 | 13 | 0 | 0 |
| Future Vol, veh/h | 0 | 52 | 633 | 13 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | - |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 60 | 736 | 15 | 0 | 0 |

| Major/Minor | Minor1 | | Major1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 376 | 0 | 0 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - |
| Pot Cap-1 Maneuver | 0 | 622 | - | - |
| Stage 1 | 0 | - | - | - |
| Stage 2 | 0 | - | - | - |
| Platoon blocked, % | | | - | - |
| Mov Cap-1 Maneuver | - | 622 | - | - |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | WB | NB |
|---|---|---|
| HCM Control Delay, s | 11.4 | 0 |
| HCM LOS | B | |

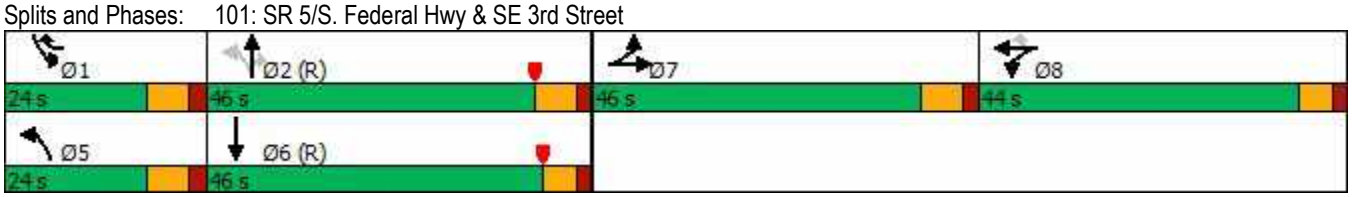
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 |
|---|---|---|---|
| Capacity (veh/h) | - | - | 622 |
| HCM Lane V/C Ratio | - | - | 0.097 |
| HCM Control Delay (s) | - | - | 11.4 |
| HCM Lane LOS | - | - | B |
| HCM 95th %tile Q(veh) | - | - | 0.3 |

# Timings
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 213 | 88 | 225 | 87 | 226 | 152 | 2790 | 249 | 287 | 2063 |
| Future Volume (vph) | 213 | 88 | 225 | 87 | 226 | 152 | 2790 | 249 | 287 | 2063 |
| Turn Type | Split | NA | Split | NA | pm+ov | pm+pt | NA | Perm | Prot | NA |
| Protected Phases | 7 | 7 | 8 | 8 | 1 | 5 | 2 | | 1 | 6 |
| Permitted Phases | | | | | 8 | 2 | | 2 | | |
| Detector Phase | 7 | 7 | 8 | 8 | 1 | 5 | 2 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 6.0 | 6.0 | 5.0 | 9.0 | 12.0 | 12.0 | 5.0 | 6.0 |
| Minimum Split (s) | 46.0 | 46.0 | 42.0 | 42.0 | 12.0 | 16.0 | 39.0 | 39.0 | 12.0 | 38.0 |
| Total Split (s) | 46.0 | 46.0 | 44.0 | 44.0 | 24.0 | 24.0 | 46.0 | 46.0 | 24.0 | 46.0 |
| Total Split (%) | 28.8% | 28.8% | 27.5% | 27.5% | 15.0% | 15.0% | 28.8% | 28.8% | 15.0% | 28.8% |
| Yellow Time (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lead | Lead | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 28.5 | 28.5 | 26.3 | 26.3 | 43.4 | 74.4 | 60.1 | 60.1 | 18.1 | 65.0 |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.16 | 0.16 | 0.27 | 0.46 | 0.38 | 0.38 | 0.11 | 0.41 |
| v/c Ratio | 0.73 | 0.88 | 0.83 | 0.31 | 0.26 | 0.80 | 2.26 | 0.41 | 0.80 | 1.09 |
| Control Delay | 74.7 | 75.2 | 87.5 | 59.8 | 4.3 | 68.2 | 592.3 | 25.9 | 84.4 | 91.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 74.7 | 75.2 | 87.5 | 59.8 | 4.3 | 68.2 | 592.3 | 25.9 | 84.4 | 91.6 |
| LOS | E | E | F | E | A | E | F | C | F | F |
| Approach Delay | | 75.0 | | 48.1 | | | 523.1 | | | 90.7 |
| Approach LOS | | E | | D | | | F | | | F |

| Intersection Summary | |
|---|---|
| Cycle Length: 160 | |
| Actuated Cycle Length: 160 | |
| Offset: 156 (98%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | |
| Natural Cycle: 145 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 2.26 | |
| Intersection Signal Delay: 295.0 | Intersection LOS: F |
| Intersection Capacity Utilization 137.6% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 101: SR 5/S. Federal Hwy & SE 3rd Street



## Queues
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 229 | 307 | 242 | 94 | 243 | 163 | 3000 | 268 | 309 | 2246 |
| v/c Ratio | 0.73 | 0.88 | 0.83 | 0.31 | 0.26 | 0.80 | 2.26 | 0.41 | 0.80 | 1.09 |
| Control Delay | 74.7 | 75.2 | 87.5 | 59.8 | 4.3 | 68.2 | 592.3 | 25.9 | 84.4 | 91.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 74.7 | 75.2 | 87.5 | 59.8 | 4.3 | 68.2 | 592.3 | 25.9 | 84.4 | 91.6 |
| Queue Length 50th (ft) | 229 | 255 | 249 | 88 | 0 | 119 | ~2672 | 115 | 164 | ~956 |
| Queue Length 95th (ft) | 302 | 348 | 332 | 138 | 32 | 215 | #3025 | 243 | 217 | #1375 |
| Internal Link Dist (ft) | | 405 | | 687 | | | 468 | | | 548 |
| Turn Bay Length (ft) | 160 | | 100 | | 100 | 250 | | 300 | 500 | |
| Base Capacity (vph) | 431 | 452 | 420 | 442 | 931 | 243 | 1329 | 650 | 402 | 2061 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 0.68 | 0.58 | 0.21 | 0.26 | 0.67 | 2.26 | 0.41 | 0.77 | 1.09 |

### Intersection Summary

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

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

# HCM Signalized Intersection Capacity Analysis
## 101: SR 5/S. Federal Hwy & SE 3rd Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 213 | 88 | 197 | 225 | 87 | 226 | 152 | 2790 | 249 | 287 | 2063 | 26 |
| Future Volume (vph) | 213 | 88 | 197 | 225 | 87 | 226 | 152 | 2790 | 249 | 287 | 2063 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 0.88 | 1.00 | 0.95 | 1.00 | 0.97 | 0.91 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.90 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1653 | | 1770 | 1863 | 2740 | 1770 | 3539 | 1542 | 3433 | 5074 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.07 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1653 | | 1770 | 1863 | 2740 | 124 | 3539 | 1542 | 3433 | 5074 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 229 | 95 | 212 | 242 | 94 | 243 | 163 | 3000 | 268 | 309 | 2218 | 28 |
| RTOR Reduction (vph) | 0 | 54 | 0 | 0 | 0 | 176 | 0 | 0 | 72 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 229 | 253 | 0 | 242 | 94 | 67 | 163 | 3000 | 196 | 309 | 2245 | 0 |
| Confl. Peds. (#/hr) | 2 | | 1 | 1 | | 2 | 1 | | 6 | 6 | | 1 |
| Confl. Bikes (#/hr) | | | 1 | | | 3 | | | 9 | | | 3 |
| Turn Type | Split | NA | | Split | NA | pm+ov | pm+pt | NA | Perm | Prot | NA | |
| Protected Phases | 7 | 7 | | 8 | 8 | 1 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | 2 | | 2 | | | |
| Actuated Green, G (s) | 28.5 | 28.5 | | 26.3 | 26.3 | 44.4 | 74.3 | 60.1 | 60.1 | 18.1 | 65.0 | |
| Effective Green, g (s) | 28.5 | 28.5 | | 26.3 | 26.3 | 44.4 | 74.3 | 60.1 | 60.1 | 18.1 | 65.0 | |
| Actuated g/C Ratio | 0.18 | 0.18 | | 0.16 | 0.16 | 0.28 | 0.46 | 0.38 | 0.38 | 0.11 | 0.41 | |
| Clearance Time (s) | 7.0 | 7.0 | | 6.0 | 6.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 6.0 | |
| Vehicle Extension (s) | 1.5 | 1.5 | | 2.0 | 2.0 | 1.5 | 3.0 | 3.0 | 3.0 | 1.5 | 2.0 | |
| Lane Grp Cap (vph) | 315 | 294 | | 290 | 306 | 760 | 203 | 1329 | 579 | 388 | 2061 | |
| v/s Ratio Prot | 0.13 | c0.15 | | c0.14 | 0.05 | 0.01 | 0.07 | c0.85 | | c0.09 | c0.44 | |
| v/s Ratio Perm | | | | | | 0.01 | 0.30 | | 0.13 | | | |
| v/c Ratio | 0.73 | 0.86 | | 0.83 | 0.31 | 0.09 | 0.80 | 2.26 | 0.34 | 0.80 | 1.09 | |
| Uniform Delay, d1 | 62.1 | 63.8 | | 64.7 | 58.8 | 42.8 | 44.6 | 50.0 | 35.7 | 69.2 | 47.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 6.9 | 20.6 | | 17.6 | 0.2 | 0.0 | 20.0 | 568.2 | 1.6 | 10.1 | 49.0 | |
| Delay (s) | 69.0 | 84.5 | | 82.3 | 59.0 | 42.8 | 64.6 | 618.2 | 37.3 | 79.3 | 96.5 | |
| Level of Service | E | F | | F | E | D | E | F | D | E | F | |
| Approach Delay (s) | | 77.8 | | | 62.0 | | | 546.5 | | | 94.4 | |
| Approach LOS | | E | | | E | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 309.0 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.49 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.0 |
| Intersection Capacity Utilization | 137.6% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

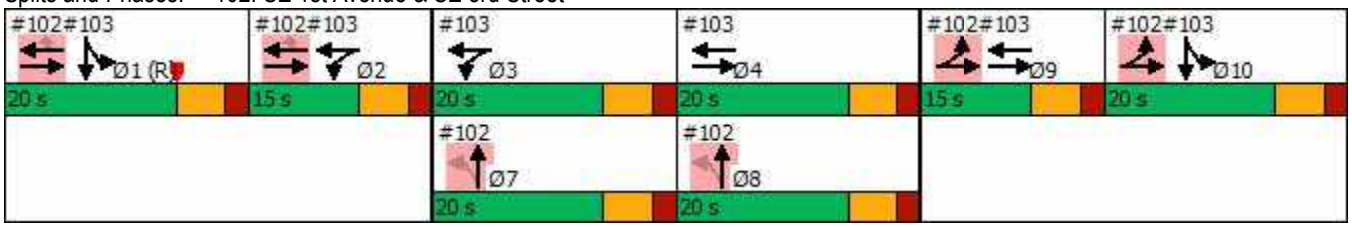
c Critical Lane Group

# Timings
## 102: SE 1st Avenue & SE 3rd Street

| Lane Group | EBT | WBT | WBR | NBT | Ø1 | Ø2 | Ø3 | Ø4 | Ø7 | Ø8 | Ø9 | Ø10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 342 | 332 | 166 | 622 | | | | | | | | |
| Future Volume (vph) | 342 | 332 | 166 | 622 | | | | | | | | |
| Turn Type | NA | NA | Perm | NA | | | | | | | | |
| Protected Phases | 1 2 9 10 | 1 2 | | 7 8 | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 |
| Permitted Phases | | | 1 2 | | | | | | | | | |
| Detector Phase | 1 2 9 10 | 1 2 | 1 2 | 7 8 | | | | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | 7.0 | 6.0 | 6.0 | 1.0 | 6.0 | 6.0 | 6.0 | 7.0 |
| Minimum Split (s) | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 | 20.0 |
| Total Split (s) | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 | 20.0 |
| Total Split (%) | | | | | 18% | 14% | 18% | 18% | 18% | 18% | 14% | 18% |
| 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 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | | | | | | | | |
| Total Lost Time (s) | | | | | | | | | | | | |
| Lead/Lag | | | | | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | | | | | C-Max | Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 29.0 | 29.0 | 29.0 | 34.0 | | | | | | | | |
| Actuated g/C Ratio | 0.26 | 0.26 | 0.26 | 0.31 | | | | | | | | |
| v/c Ratio | 0.88 | 0.72 | 0.31 | 0.94 | | | | | | | | |
| Control Delay | 60.0 | 46.3 | 4.1 | 54.2 | | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Total Delay | 60.0 | 46.3 | 4.1 | 54.2 | | | | | | | | |
| LOS | E | D | A | D | | | | | | | | |
| Approach Delay | 60.0 | 32.2 | | 54.2 | | | | | | | | |
| Approach LOS | E | C | | D | | | | | | | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.94 | |
| Intersection Signal Delay: 49.5 | Intersection LOS: D |
| Intersection Capacity Utilization 80.7% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 102: SE 1st Avenue & SE 3rd Street



## Queues
## 102: SE 1st Avenue & SE 3rd Street

| Lane Group | EBT | WBT | WBR | NBT |
|---|---|---|---|---|
| Lane Group Flow (vph) | 430 | 353 | 177 | 1011 |
| v/c Ratio | 0.88 | 0.72 | 0.31 | 0.94 |
| Control Delay | 60.0 | 46.3 | 4.1 | 54.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 60.0 | 46.3 | 4.1 | 54.2 |
| Queue Length 50th (ft) | 292 | 227 | 0 | 364 |
| Queue Length 95th (ft) | #470 | 334 | 35 | #498 |
| Internal Link Dist (ft) | 119 | 186 | | 241 |
| Turn Bay Length (ft) | | | 300 | |
| Base Capacity (vph) | 487 | 491 | 564 | 1073 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.88 | 0.72 | 0.31 | 0.94 |

Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis
## 102: SE 1st Avenue & SE 3rd Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 62 | 342 | 0 | 0 | 332 | 166 | 308 | 622 | 20 | 0 | 0 | 0 |
| Future Volume (vph) | 62 | 342 | 0 | 0 | 332 | 166 | 308 | 622 | 20 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | | 6.0 | 6.0 | | 6.0 | | | | |
| Lane Util. Factor | | 1.00 | | | 1.00 | 1.00 | | 0.95 | | | | |
| Frpb, ped/bikes | | 1.00 | | | 1.00 | 0.99 | | 1.00 | | | | |
| Flpb, ped/bikes | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | | |
| Frt | | 1.00 | | | 1.00 | 0.85 | | 1.00 | | | | |
| Flt Protected | | 0.99 | | | 1.00 | 1.00 | | 0.98 | | | | |
| Satd. Flow (prot) | | 1848 | | | 1863 | 1561 | | 3468 | | | | |
| Flt Permitted | | 0.77 | | | 1.00 | 1.00 | | 0.98 | | | | |
| Satd. Flow (perm) | | 1443 | | | 1863 | 1561 | | 3468 | | | | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 66 | 364 | 0 | 0 | 353 | 177 | 328 | 662 | 21 | 0 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 1 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 430 | 0 | 0 | 353 | 47 | 0 | 1010 | 0 | 0 | 0 | 0 |
| Confl. Peds. (#/hr) | 1 | | | | | 1 | | | 8 | | | |
| Confl. Bikes (#/hr) | | | | | | | | | 1 | | | |
| Turn Type | Prot | NA | | | NA | Perm | Perm | NA | | | | |
| Protected Phases | 9 10 | 1 2 9 10 | | | 1 2 | | | 7 8 | | | | |
| Permitted Phases | | | | | | 1 2 | 7 8 | | | | | |
| Actuated Green, G (s) | | 58.0 | | | 29.0 | 29.0 | | 34.0 | | | | |
| Effective Green, g (s) | | 58.0 | | | 29.0 | 29.0 | | 34.0 | | | | |
| Actuated g/C Ratio | | 0.53 | | | 0.26 | 0.26 | | 0.31 | | | | |
| Clearance Time (s) | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | | | |
| Lane Grp Cap (vph) | | 867 | | | 491 | 411 | | 1071 | | | | |
| v/s Ratio Prot | | c0.13 | | | c0.19 | | | | | | | |
| v/s Ratio Perm | | 0.13 | | | | 0.03 | | 0.29 | | | | |
| v/c Ratio | | 0.50 | | | 0.72 | 0.11 | | 0.94 | | | | |
| Uniform Delay, d1 | | 16.6 | | | 36.8 | 30.7 | | 37.1 | | | | |
| Progression Factor | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | | |
| Incremental Delay, d2 | | 2.0 | | | 8.8 | 0.6 | | 16.8 | | | | |
| Delay (s) | | 18.7 | | | 45.6 | 31.3 | | 53.8 | | | | |
| Level of Service | | B | | | D | C | | D | | | | |
| Approach Delay (s) | | 18.7 | | | 40.8 | | | 53.8 | | | 0.0 | |
| Approach LOS | | B | | | D | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 42.6 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.91 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 36.0 |
| Intersection Capacity Utilization | 80.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

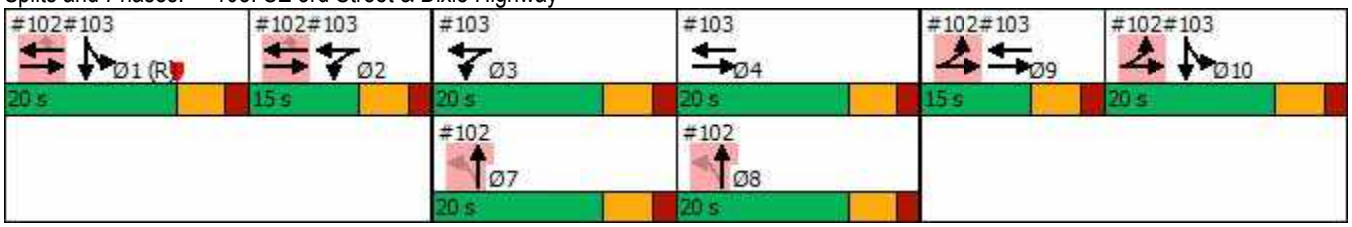
c Critical Lane Group

# Timings
## 103: SE 3rd Street & Dixie Highway

| Lane Group | EBT | WBL | WBT | SBL | SBT | Ø1 | Ø2 | Ø3 | Ø4 | Ø7 | Ø8 | Ø9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 112 | 126 | 278 | 144 | 372 | | | | | | | |
| Future Volume (vph) | 112 | 126 | 278 | 144 | 372 | | | | | | | |
| Turn Type | NA | custom | NA | Split | NA | | | | | | | |
| Protected Phases | 4 9 | 2 3 | 2 3 4 9 | 1 10 | 1 10 | 1 | 2 | 3 | 4 | 7 | 8 | 9 |
| Permitted Phases | | 2 3 | | | | | | | | | | |
| Detector Phase | 4 9 | 2 3 | 2 3 4 9 | 1 10 | 1 10 | | | | | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | | | 7.0 | 6.0 | 6.0 | 1.0 | 6.0 | 6.0 | 6.0 |
| Minimum Split (s) | | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 |
| Total Split (s) | | | | | | 20.0 | 15.0 | 20.0 | 20.0 | 20.0 | 20.0 | 15.0 |
| Total Split (%) | | | | | | 18% | 14% | 18% | 18% | 18% | 18% | 14% |
| 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) | | | | | | | | | | | | |
| Total Lost Time (s) | | | | | | | | | | | | |
| Lead/Lag | | | | | | Lead | Lag | Lead | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | | | | | | C-Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 29.0 | 29.0 | 64.0 | 34.0 | 34.0 | | | | | | | |
| Actuated g/C Ratio | 0.26 | 0.26 | 0.58 | 0.31 | 0.31 | | | | | | | |
| v/c Ratio | 0.27 | 0.28 | 0.27 | 0.27 | 0.26 | | | | | | | |
| Control Delay | 32.5 | 34.2 | 12.2 | 30.4 | 28.4 | | | | | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | |
| Total Delay | 32.5 | 34.2 | 12.2 | 30.4 | 28.4 | | | | | | | |
| LOS | C | C | B | C | C | | | | | | | |
| Approach Delay | 32.5 | | 19.1 | | 28.9 | | | | | | | |
| Approach LOS | C | | B | | C | | | | | | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 1:EBWB, Start of Yellow | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.94 | |
| Intersection Signal Delay: 25.6 | Intersection LOS: C |
| Intersection Capacity Utilization 36.8% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 103: SE 3rd Street & Dixie Highway



| Lane Group | Ø10 |
|---|---|
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Turn Type | |
| Protected Phases | 10 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 7.0 |
| Minimum Split (s) | 20.0 |
| Total Split (s) | 20.0 |
| Total Split (%) | 18% |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 2.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | Lag |
| Lead-Lag Optimize? | Yes |
| 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 |
|---|

## Queues
## 103: SE 3rd Street & Dixie Highway

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 133 | 131 | 290 | 150 | 414 |
| v/c Ratio | 0.27 | 0.28 | 0.27 | 0.27 | 0.26 |
| Control Delay | 32.5 | 34.2 | 12.2 | 30.4 | 28.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.5 | 34.2 | 12.2 | 30.4 | 28.4 |
| Queue Length 50th (ft) | 71 | 74 | 95 | 80 | 78 |
| Queue Length 95th (ft) | 125 | 127 | 144 | 134 | 106 |
| Internal Link Dist (ft) | 206 | | 204 | | 192 |
| Turn Bay Length (ft) | | 70 | | | |
| Base Capacity (vph) | 487 | 466 | 1083 | 547 | 1564 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.28 | 0.27 | 0.27 | 0.26 |

Intersection Summary

# HCM Signalized Intersection Capacity Analysis
## 103: SE 3rd Street & Dixie Highway

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 112 | 15 | 126 | 278 | 0 | 0 | 0 | 0 | 144 | 372 | 25 |
| Future Volume (vph) | 0 | 112 | 15 | 126 | 278 | 0 | 0 | 0 | 0 | 144 | 372 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | | 6.0 | 6.0 | | | | | 6.0 | 6.0 | |
| Lane Util. Factor | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 0.91 | |
| Frt | | 0.98 | | 1.00 | 1.00 | | | | | 1.00 | 0.99 | |
| Flt Protected | | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1832 | | 1770 | 1863 | | | | | 1770 | 5037 | |
| Flt Permitted | | 1.00 | | 0.95 | 1.00 | | | | | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1832 | | 1770 | 1863 | | | | | 1770 | 5037 | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 117 | 16 | 131 | 290 | 0 | 0 | 0 | 0 | 150 | 388 | 26 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 0 | 129 | 0 | 131 | 290 | 0 | 0 | 0 | 0 | 150 | 407 | 0 |
| Turn Type | | NA | | custom | NA | | | | | Split | NA | |
| Protected Phases | | 4 9 | | 2 3 | 2 3 4 9 | | | | | 1 10 | 1 10 | |
| Permitted Phases | | | | 2 3 | | | | | | | | |
| Actuated Green, G (s) | | 29.0 | | 29.0 | 64.0 | | | | | 34.0 | 34.0 | |
| Effective Green, g (s) | | 29.0 | | 29.0 | 64.0 | | | | | 34.0 | 34.0 | |
| Actuated g/C Ratio | | 0.26 | | 0.26 | 0.58 | | | | | 0.31 | 0.31 | |
| Clearance Time (s) | | | | | | | | | | | | |
| Vehicle Extension (s) | | | | | | | | | | | | |
| Lane Grp Cap (vph) | | 482 | | 466 | 1083 | | | | | 547 | 1556 | |
| v/s Ratio Prot | | 0.07 | | c0.07 | c0.16 | | | | | c0.08 | 0.08 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | | 0.27 | | 0.28 | 0.27 | | | | | 0.27 | 0.26 | |
| Uniform Delay, d1 | | 32.1 | | 32.2 | 11.4 | | | | | 28.7 | 28.6 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 1.4 | | 1.5 | 0.6 | | | | | 1.2 | 0.4 | |
| Delay (s) | | 33.4 | | 33.7 | 12.0 | | | | | 29.9 | 29.0 | |
| Level of Service | | C | | C | B | | | | | C | C | |
| Approach Delay (s) | | 33.4 | | | 18.8 | | | 0.0 | | | 29.2 | |
| Approach LOS | | C | | | B | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 25.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.36 | | |
| Actuated Cycle Length (s) | 110.0 | Sum of lost time (s) | 36.0 |
| Intersection Capacity Utilization | 36.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 14 | 14 | 28 | 36 | 23 |
| Future Vol, veh/h | 10 | 14 | 14 | 28 | 36 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 16 | 16 | 31 | 40 | 26 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 116 | 53 | 66 | 0 | - | 0 |
| Stage 1 | 53 | - | - | - | - | - |
| Stage 2 | 63 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 880 | 1014 | 1536 | - | - | - |
| Stage 1 | 970 | - | - | - | - | - |
| Stage 2 | 960 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 870 | 1014 | 1536 | - | - | - |
| Mov Cap-2 Maneuver | 870 | - | - | - | - | - |
| Stage 1 | 959 | - | - | - | - | - |
| Stage 2 | 960 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 2.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1536 | - | 949 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | 0.028 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 22 | 1571 | 20 | 0 | 0 |
| Future Vol, veh/h | 0 | 22 | 1571 | 20 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | - |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 24 | 1689 | 22 | 0 | 0 |

| Major/Minor | Minor1 | | Major1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 856 | 0 | 0 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - |
| Pot Cap-1 Maneuver | 0 | 301 | - | - |
| Stage 1 | 0 | - | - | - |
| Stage 2 | 0 | - | - | - |
| Platoon blocked, % | | | - | - |
| Mov Cap-1 Maneuver | - | 301 | - | - |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | WB | NB |
|---|---|---|
| HCM Control Delay, s | 18 | 0 |
| HCM LOS | C | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 |
|---|---|---|---|
| Capacity (veh/h) | - | - | 301 |
| HCM Lane V/C Ratio | - | - | 0.079 |
| HCM Control Delay (s) | - | - | 18 |
| HCM Lane LOS | - | - | C |
| HCM 95th %tile Q(veh) | - | - | 0.3 |