

Traffic Impact Study

650 N. Andrews Avenue

Fort Lauderdale, Florida

May 2024

Prepared for:

BAM Property Development, LLC

650 N. Andrews Avenue

Andrews Avenue

Fort Lauderdale, Florida

Traffic Impact Study

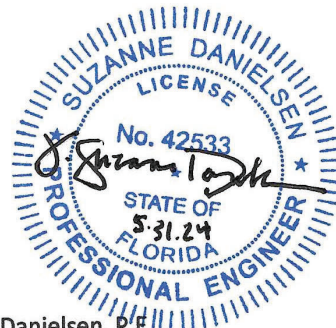
May 2024

Prepared for:

BAM Property Development, LLC

Prepared by:

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TABLE OF CONTENTS

INTRODUCTION	1
INVENTORY	3
Existing Land Use and Access	3
Proposed Land Use and Access	3
On-Street Parking	3
EXISTING CONDITIONS	4
Roadway System	4
Study Intersections.....	5
Transit Service and Facilities	7
TRAFFIC COUNTS	8
TRIP GENERATION	10
TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT	14
TRAFFIC ANALYSES	17
Future Conditions Traffic Volumes.....	17
Detailed Intersection and Driveway Level of Service (LOS) Analysis.....	21
Detailed Roadway Level of Service (LOS) Analysis	23
CONCLUSIONS AND RECOMMENDATIONS	25

LIST OF FIGURES

FIGURE 1 – Project Location Map	2
FIGURE 2 – Existing Lane Geometry	6
FIGURE 3 – Existing (2024) AM and PM Peak Hour Peak Season Traffic Counts	9
FIGURE 4 – Project Traffic Distribution.....	15
FIGURE 5 – Project Traffic Assignment	16
FIGURE 6 – Future (2027) Background (w/out Project) AM and PM Peak Hour Traffic Volumes	19
FIGURE 7 – Future (2027) Total (with Project) AM and PM Peak Hour Traffic Volumes.....	20

LIST OF TABLES

TABLE 1 - Trip Generation Summary Existing Uses.....	13
TABLE 2 - Trip Generation Summary Proposed Uses.....	13
TABLE 3 – Intersection Levels of Service	22
TABLE 4 – Existing (2024) Level of Service Analysis	23
TABLE 5 – Future (2027) Level of Service Analysis	24
TABLE 6 – Future (2027) With Project Level of Service Analysis	24

Appendices

Appendix A - Methodology Statement
Appendix B - Site Plan
Appendix C - Mass Transit
Appendix D - Traffic Counts\Signal Timing Plans
Appendix E - Internalization Spreadsheets
Appendix F - Historic Growth
Appendix G - Volume Development Worksheets
Appendix H - Synchro

INTRODUCTION

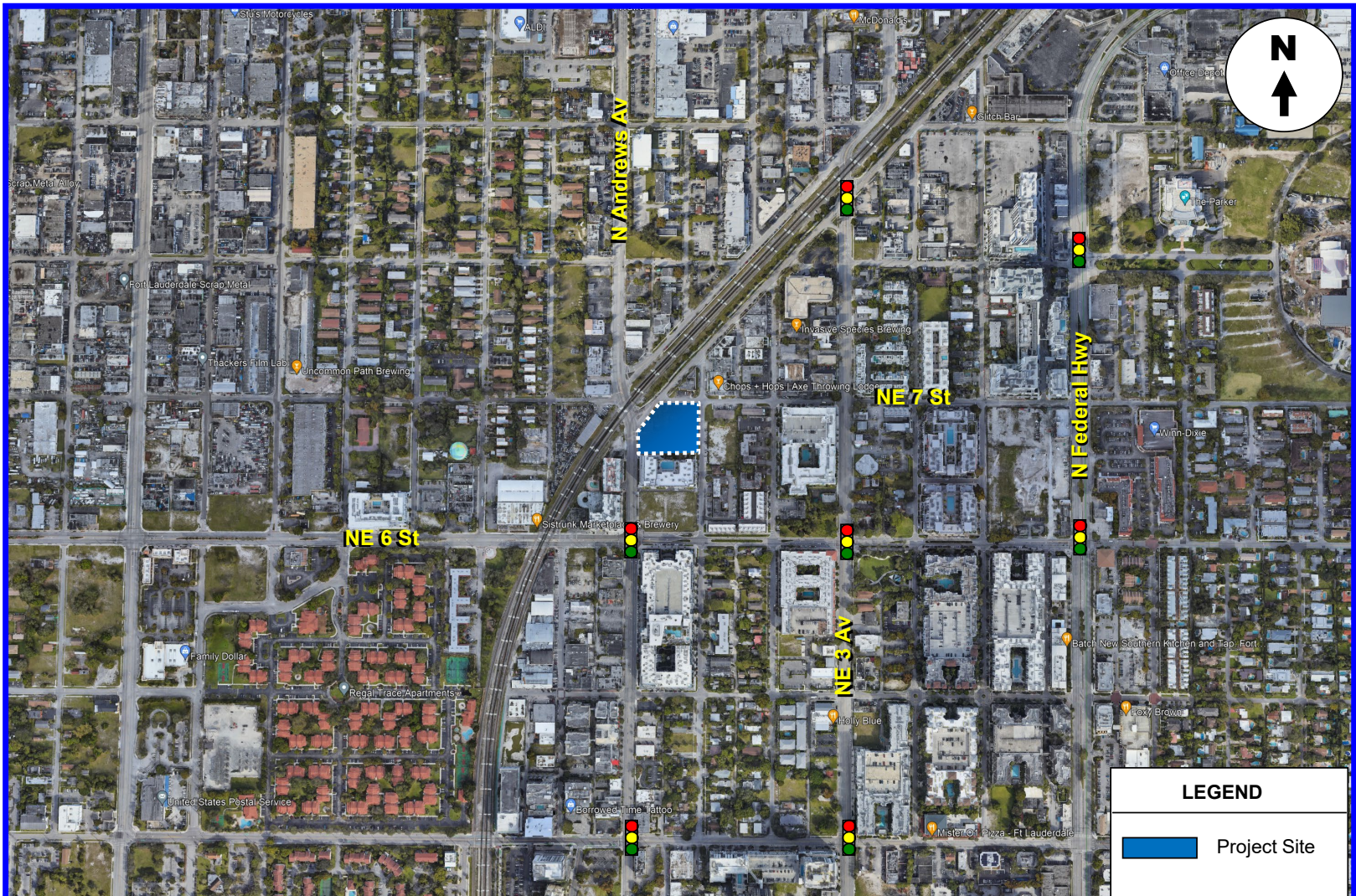
BAM Property Development, LLC proposes to construct 257 multifamily dwelling units and 9,750 square feet of commercial space at 650 N. Andrews Avenue (along the east side of N. Andrews Avenue south of NE 7 Street) within municipal limits of the City of Fort Lauderdale. Figure 1 on the following page shows the location of the project site as well as the transportation network in the immediate vicinity.

Danielsen Consulting Engineers, Inc. has been retained by BAM Property Development, LLC to conduct a traffic study in connection with the proposed development¹. This study addresses trip generation, site access, expected impacts to the adjacent roadway network, and potential improvements intended to mitigate new trips generated by the project as appropriate.

This study is divided into seven (7) sections, as listed below:

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

¹ A traffic study methodology was approved via email on Tuesday March 5, 2024. The agreed upon methodology is included as Appendix A.



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Project Location Map

FIGURE 1
650 N. Andrews Av.
Fort Lauderdale, Florida

INVENTORY

Existing Land Use and Access

The subject 1.73-acre (gross) site is currently occupied by a one (1) story building (11,125 square feet) which was once used as office space for Lighthouse of Broward County. The site is currently accessible to vehicles along N. Flagler Drive, and NE 7 Street.

Proposed Land Uses and Access

The project site is proposed to be redeveloped with the following:

- 257 multifamily dwelling units,
- 8,500 square feet of retail space, and
- A 1,250 square foot restaurant.

Access to the mixed-used development is proposed as follows:

- one (1) two-way, two-lane driveway on NE 7 Street, and
- one (1) two-way, two-lane driveway on NE 1 Avenue.

Neither valet service nor security gates are envisioned at this time.

The project is expected to be built and occupied by 2027. The proposed site plan is included as Appendix B.

On-Street Parking

Six (6) existing on-street parking spaces will be reduced to four (4) with the current site plan. It is understood these spaces may be used by any member of the public and do not count toward the project's parking requirement.

EXISTING CONDITIONS

This section addresses the roadway system adjacent to and surrounding the project site.

Roadway System

The transportation network within the study area includes two (2) county minor arterials (N. Andrews Avenue and NE 3 Avenue), one (1) city minor collector (NE 6 Street) and local roadways including NW/NE 7 Street, Progresso Drive, N. Flagler Drive, and NE 1 Avenue.

Andrews Avenue is a four (4)-lane county-maintained facility with a two (2)-way center left turn lane west of the project site. This arterial has a posted speed limit of 35 miles per hour (mph) and a current (2022) AADT volume of 17,600 vpd.

NE 3 Avenue is a four (4)-lane county-maintained facility with a two (2)-way center left turn lane east of the project site. This arterial has a posted speed limit of 30 miles per hour (mph) and a current (2022) AADT volume of 12,600 vpd.

NE 6 Street is a four (4) lane city-maintained facility west of N. Andrews Avenue and a two (2)-lane city-maintained facility east of N. Andrews Avenue. The collector has a posted speed limit of 30 miles per hour (mph) and a current (2022) AADT volume of 14,600 vpd west of N. Andrews Avenue and 6,600 vpd east of N. Andrews Avenue.

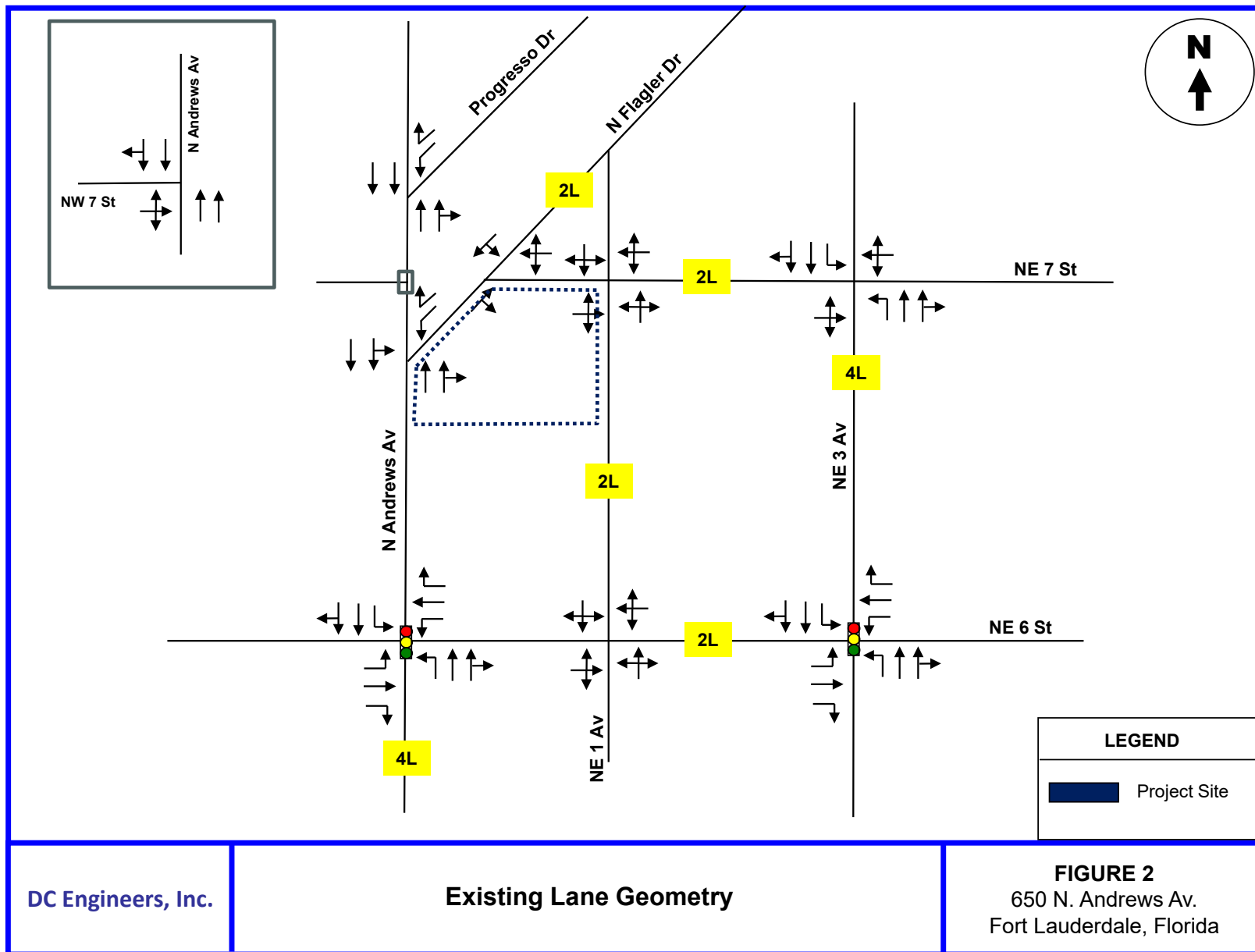
The Florida Department of Transportation (FDOT) is the source of all AADT volumes provided.

Study Intersections

For purposes of this study, the following nine (9) intersections were selected for detailed analysis.

- N. Andrews Avenue at Progresso Drive (unsignalized),
- N. Andrews Avenue at NW 7 Street (unsignalized),
- N. Andrews Avenue at N. Flagler Drive (unsignalized),
- N. Flagler Drive at NE 7 Street (unsignalized),
- NE 7 Street at NE 1 Avenue (unsignalized),
- NE 7 Street at NE 3 Avenue (unsignalized),
- NE 6 Street at N. Andrews Avenue,
- NE 6 Street at NE 1 Avenue (unsignalized), and
- NE 6 Street at NE 3 Avenue.

Figure 2 shows approach lanes at each intersection under study and the number of through lanes on corresponding roadway segments.



DC Engineers, Inc.

Existing Lane Geometry

FIGURE 2
650 N. Andrews Av.
Fort Lauderdale, Florida

Transit Service and Facilities

Two (2) traditional Broward County Transit routes serve the project site as follows:

- **Route 50** traverses eastern Broward County between the Broward Central Terminal and Hillsboro Boulevard along NE 3 Avenue near the project site, Wilton Drive and Dixie Highway.
- **Route 60** traverses Broward County from west to east between US 441 and the Broward Central Terminal (Broward Boulevard) via Coconut Creek Parkway, Martin Luther King Jr. Boulevard, and Andrews Avenue.

Fixed route schedules are included as Appendix C.

Broward County Transit's community shuttle service (LauderGO!) increases the number of destinations accessible to residents through public transit. The Downtown Link trolley traverses SE 17 Street, Andrews Avenue, SE 2 Street, NW 1 Avenue, NE 6 Street, and NE/SE 3 Avenue on a continuous loop and is active Monday through Friday between 9:00 AM and 5:00 PM. The Downtown Link trolley provides convenient connection to the Las Olas Link, the Beach Link, the Neighborhood Link, and the NW Community Link.

The Fort Lauderdale Brightline\Virgin Trains USA (an express inter-city rail system) station is located along the west side of NW 2 Avenue north of Broward Boulevard. Brightline\Virgin Trains USA currently provides non-stop service to downtown West Palm Beach and downtown Miami with planned future service to Orlando. Trains generally run at one-hour headways with one-half hour headways during the AM peak.

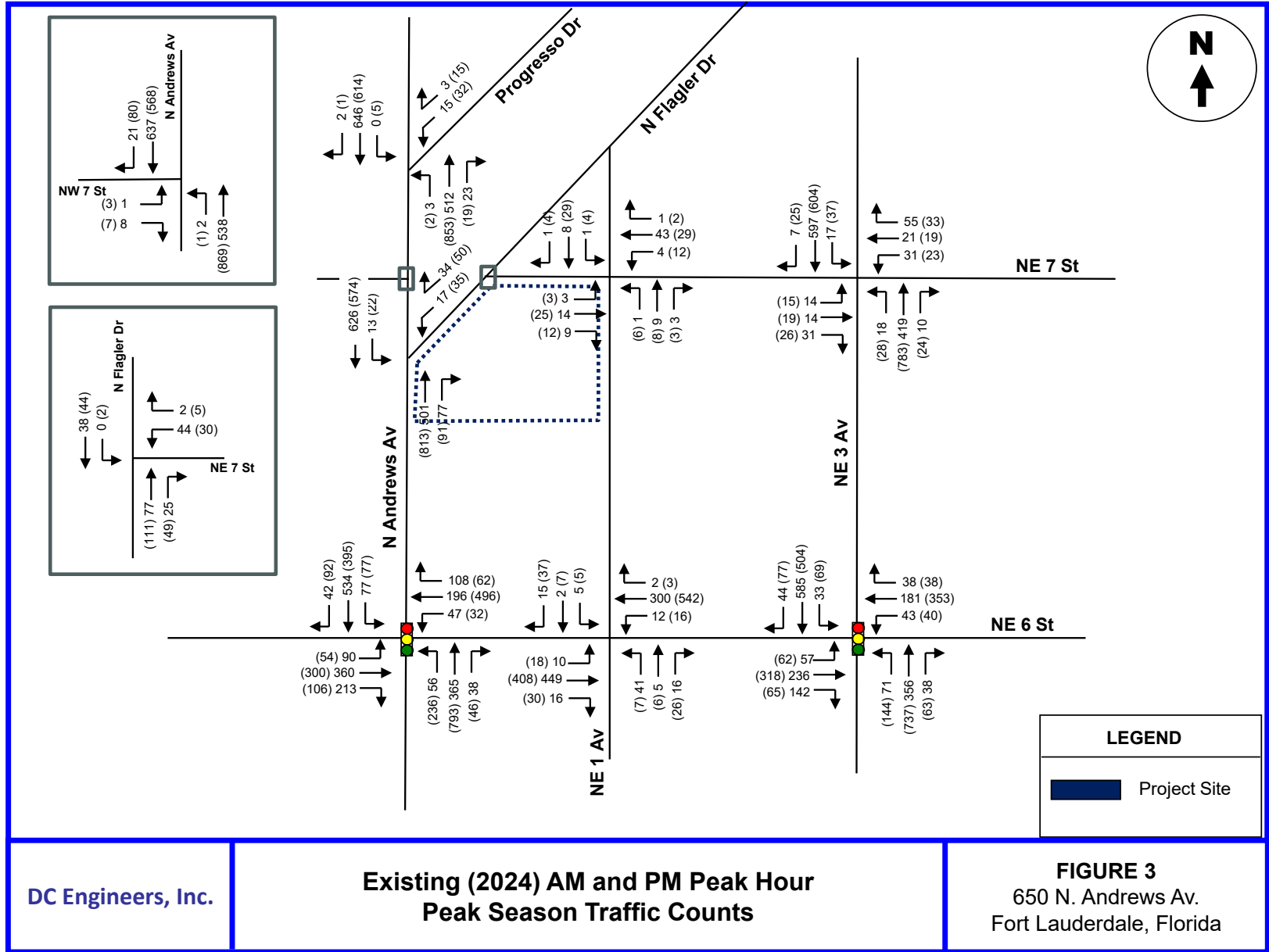
TRAFFIC COUNTS

Danielsen Consulting Engineers, Inc., in association with All Traffic Data Services, collected turning movement count data at the following locations:

- N. Andrews Avenue at Progresso Drive (unsignalized),
- N. Andrews Avenue at NW 7 Street (unsignalized),
- N. Andrews Avenue at N. Flagler Drive (unsignalized),
- N. Flagler Drive at NE 7 Street (unsignalized),
- NE 7 Street at NE 1 Avenue (unsignalized),
- NE 7 Street at NE 3 Avenue (unsignalized),
- NE 6 Street at N. Andrews Avenue,
- NE 6 Street at NE 1 Avenue (unsignalized), and
- NE 6 Street at NE 3 Avenue.

Intersection turning movements including bicycles and pedestrians were documented on Tuesday April 2, 2024. Data was collected during both AM (7:00 to 9:00) and PM (4:00 to 6:00) peak periods. The traffic data collected were reviewed with respect to average peak season conditions. No adjustments are needed according to the Florida Department of Transportation's (FDOT) Peak Season Factor Category (PSFC) report (reference Appendix D) as the data was collected during the average peak season.

Existing peak hour peak season traffic volumes are shown in Figure 3 and are included within Appendix D. Signal timing plans obtained from Broward County Traffic Engineering Division (BCTED) are also contained within Appendix D.



TRIP GENERATION

Trip generation for the proposed development is based upon rates and formulae published in the Institute of Transportation Engineer's (ITE) report *Trip Generation* (11th Edition). According to ITE, the most appropriate land use categories for the proposed development are Land Use Code (LUC) 222 'Multifamily Housing (High-Rise)', LUC 932 High-Turnover (Sit-Down) Restaurant and LUC 822 'Strip Retail Plaza (<40k)'. Trip generation equations for the proposed land uses as published by ITE, are as follows:

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

- Weekday: $T = 3.76(X) + 377.04$
where T = number of trips and X = dwelling units
- AM Peak Hour: $T = 0.27(X)$ (26% in / 74% out)
- PM Peak Hour: $T = 0.32(X)$ (62% in / 38% out)

High-Turnover (Sit-Down) Restaurant – ITE Land Use #932

- Weekday: $T = 107.20(X)$
where T = number of trips and X = gross floor area (GFA)
- AM Peak Hour: $T = 9.57(X)$ (55% in / 45% out)
- PM Peak Hour: $T = 9.05(X)$ (61% in / 39% out)

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

- Weekday: $T = 42.20(X) + 229.68$
where T = number of trips and X = gross leasable area (GLA)
- AM Peak Hour: $T = 2.36(X)$ (60% in / 40% out)
- PM Peak Hour: $T = 6.59(X)$ (50% in / 50% out)

Using the above trip generation formulae from the ITE document, a trip generation analysis was undertaken for the proposed development. The results of this effort are documented in report Table 2. As shown in Table 2, the proposed development is expected to produce 2,065 gross vehicle trips per day, approximately 101 gross AM peak hour trips (37 inbound and 64 outbound), and approximately 149 gross PM peak hour trips (86 inbound and 63 outbound).

Internal Capture

Internal capture is expected between complementary land uses within a multi-use project and are those vehicle trip ends that can be satisfied onsite without impact to the adjacent roadway network. Peak hour internal capture trips are determined through application of methodologies contained within ITE's *Trip Generation Handbook*, 3rd Edition. Internalization summary sheets are included as Appendix E.

Pass-By Capture

Pass-by capture trips are those vehicle trips already on the roadway network that when driving by a property will decide to visit one of the establishments onsite. To provide a conservative analysis, pass-by capture has not been considered.

Multimodal Reduction

The multimodal reduction factor acknowledges that a portion of residents or retail and restaurant patrons/employees may arrive and/or leave through an alternative mode of travel. That is, rather than a private vehicle, some may choose to use a transit alternative (bus, for example), ride a bicycle, scooter, or walk. Although recent census data indicate the multimodal factor may be as high as 30.0 percent within this census tract (Table BO8301 - Means of Transportation to Work (Tract 425.01): 1.0 percent may use public transportation, 4.0 percent may walk and 25.0 percent may work from home), a 15.0 percent multimodal factor has been incorporated to provide a conservative analysis. A census summary for Tract 425.01 is included within Appendix E.

Net New Vehicle Trips

Acknowledging the effect of internalization and the use of alternative modes of travel as described above, yields 1,503 new vehicle trips per day, approximately 79 new AM peak hour trips (28 inbound and 51 outbound), and approximately 100 new PM peak hour trips (60 inbound and 40 outbound).

Vehicle trip estimates provided for the existing use in Table 1 are included for informational purposes only as the office space was not active during the data collection process in April this year.

Table 1: Trip Generation Summary Existing Uses

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total
General Office (LUC 710)	11.125	ksf	17	15	2	16	3	13	121
Subtotal			17	15	2	16	3	13	121
Internal (0%)									
Subtotal			17	15	2	16	3	13	121
Multi-Modal Reduction (10%)			0	0	0	0	0	0	0
Total			17	15	2	16	3	13	121

Source: ITE Trip Generation Manual (11th Edition)

Table 2: Trip Generation Summary Proposed Uses

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total Trips
Multi-Family Housing, High Rise (LUC 222)	257	du	69	18	51	82	51	31	1,343
High-Turnover (Sit-Down) Restaurant (LUC 932)	1.250	ksf	12	7	5	11	7	4	134
Retail (< 40k) (LUC 822)	8.500	ksf	20	12	8	56	28	28	588
Subtotal			101	37	64	149	86	63	2,065
Internal (8%, 21%)			(8)	(4)	(4)	(31)	(15)	(16)	(297)
Subtotal			93	33	60	118	71	47	1,768
Multi-Modal Reduction (15%)*			(14)	(5)	(9)	(18)	(11)	(7)	(265)
Total			79	28	51	100	60	40	1,503

Source: ITE Trip Generation Manual (11th Edition)

* obtained from 2022 Census, Tract 425.01

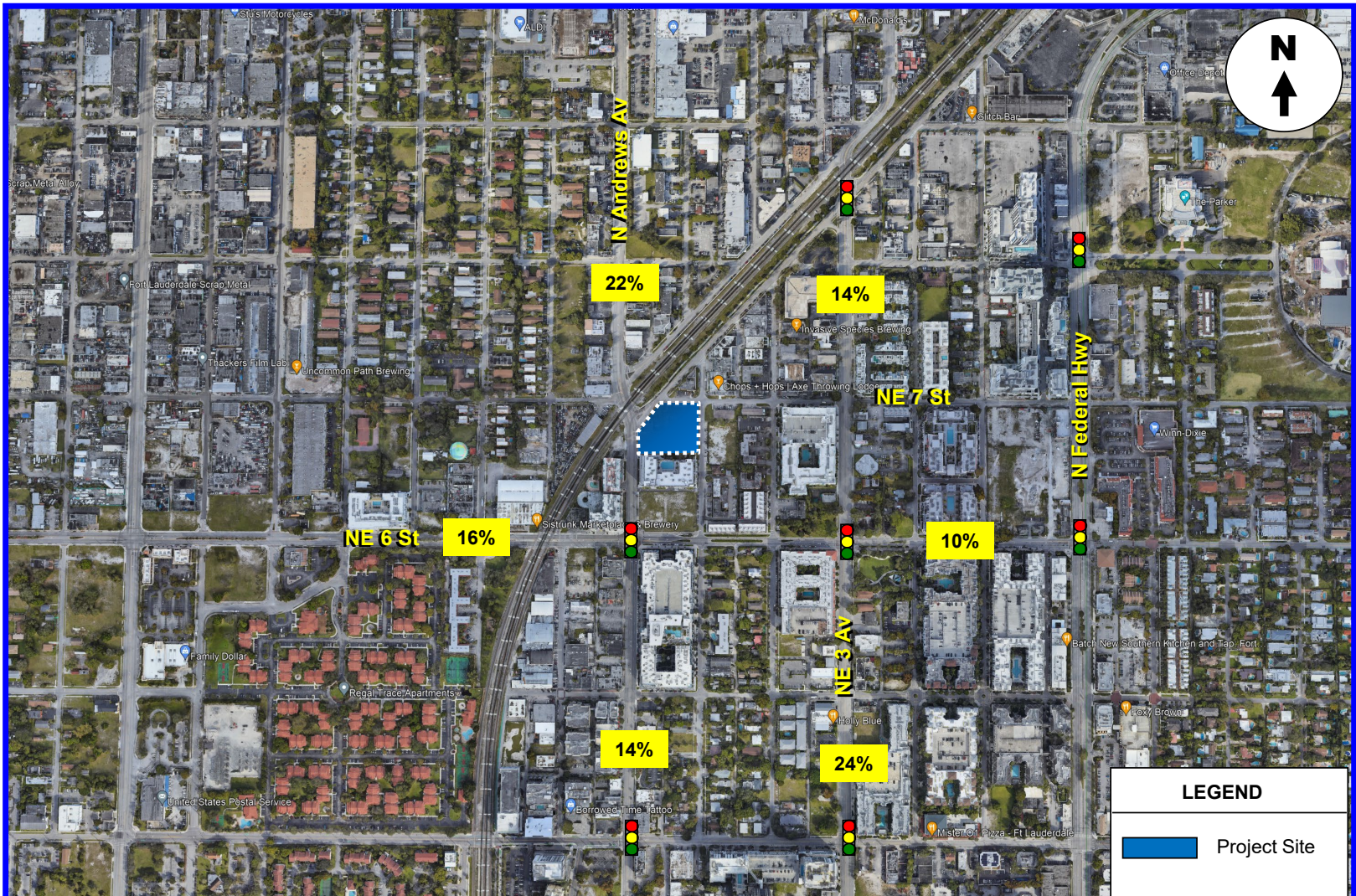
Net New Trips	62	13	49	84	57	27	1,382
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TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The distribution and assignment of project-related vehicle trips are based on current travel patterns and knowledge of the immediate area. A global distribution of 36.0 percent to and from the north, 38.0 percent to and from the south, 16.0 percent to and from the west and 10.0 percent to and from the east was utilized as demonstrated below and shown in Figure 4.

- N. Andrews Avenue (south of NE 6 Street) – 13,600 vpd – 14%,
- N. Andrews Avenue (north of Progresso Drive) – 20,900 vpd – 22%,
- NE 3 Avenue (south of NE 6 Street) – 22,500 vpd - 24%,
- NE 3 Avenue (north of NE 7 Street) – 13,100 vpd – 14%
- NE 6 Street (west of Andrews Avenue) – 15,200 vpd - 16%, and
- NE 6 Street (east of NE 3 Avenue) – 9,400 vpd – 10%.

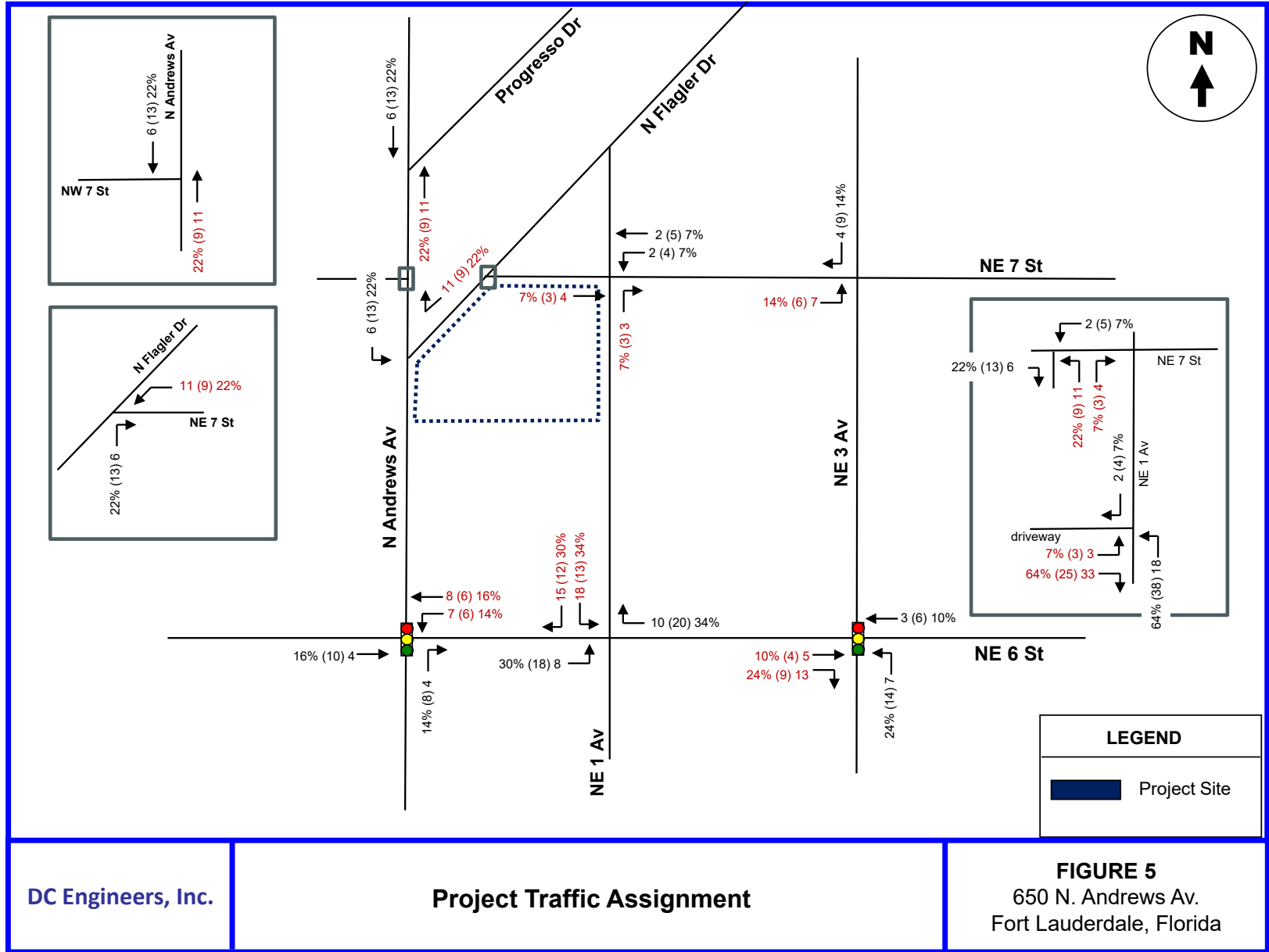
Peak hour trips generated by the proposed development were assigned to area roadways and intersections using the traffic assignment detailed above and net new project trips shown in Table 1. Project traffic assignment is summarized in Figure 5.



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Project Location Map

FIGURE 4
650 N. Andrews Av.
Fort Lauderdale, Florida



TRAFFIC ANALYSIS

This section of the study is divided into two (2) distinct parts. The first part involves development of future (2027) traffic volumes for the study area. The second part includes level-of-service analyses for both existing and future year conditions.

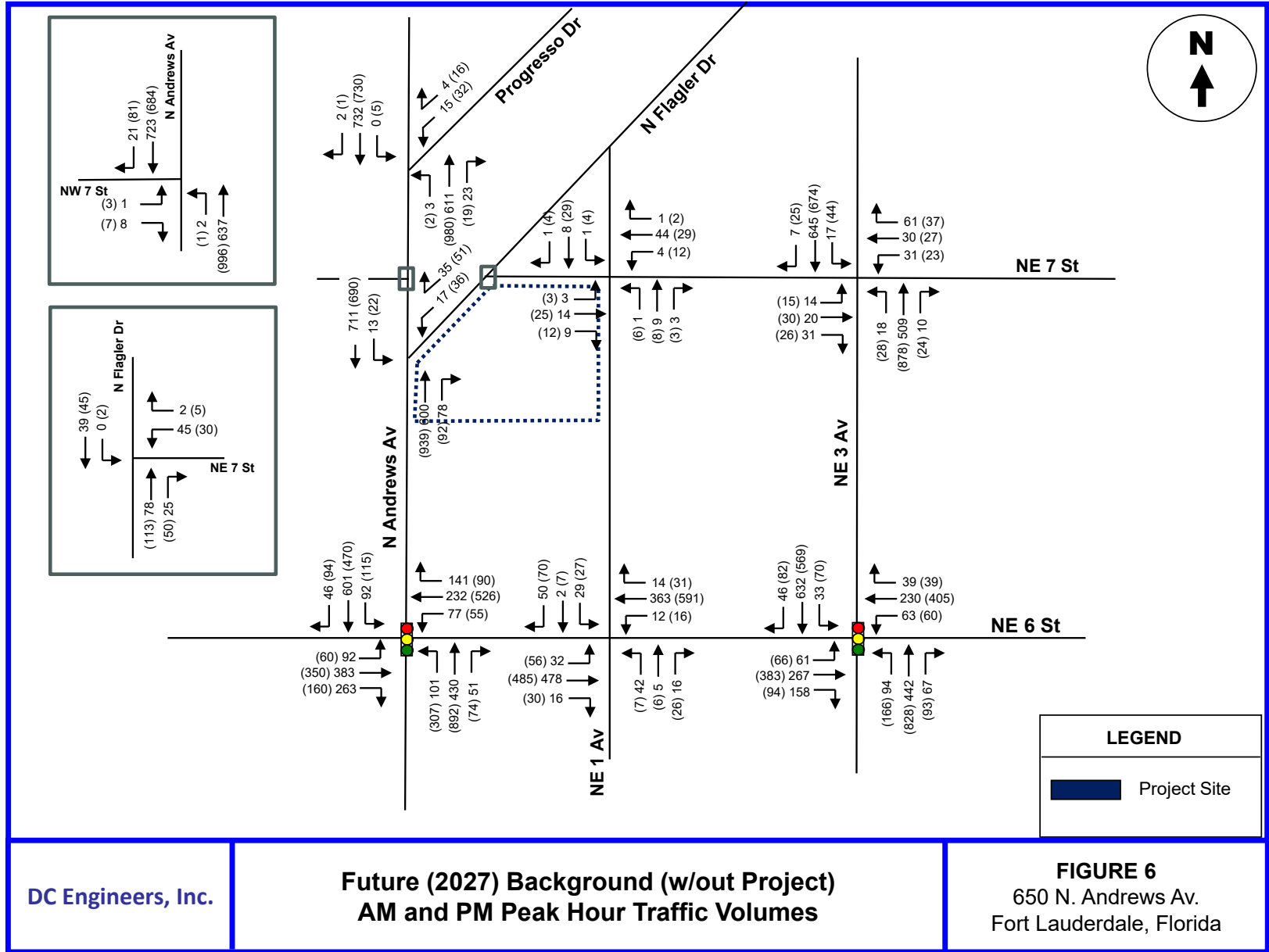
Future Conditions Traffic Volumes

Future, build-out year (2027) traffic volumes were developed for the project study area in the following manner:

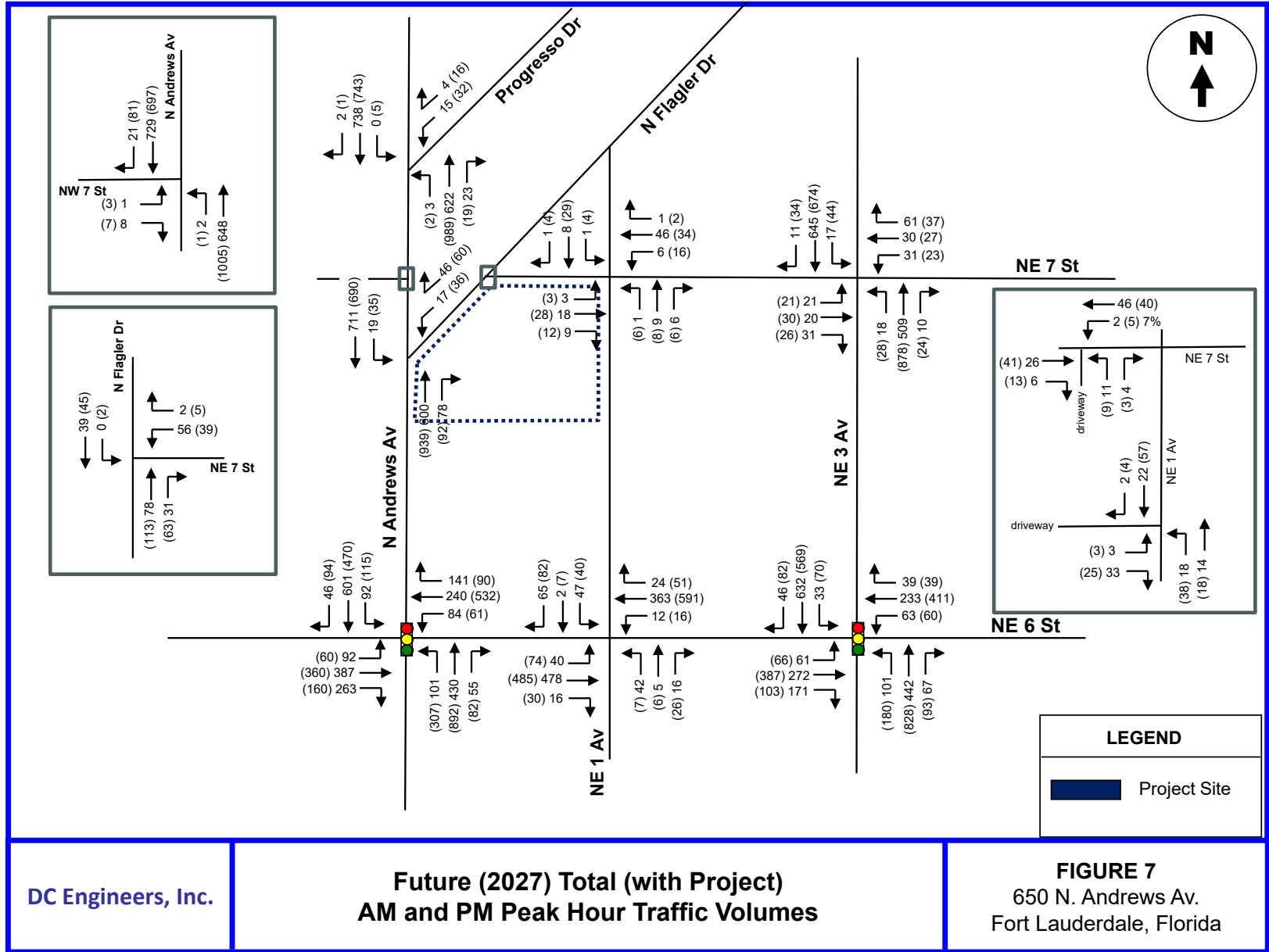
- **Average Peak Season Conversion Factor:** Traffic data collected on Tuesday April 2, 2024, were reviewed with respect to average peak season conditions. No adjustments are needed according to the Florida Department of Transportation's (FDOT) Peak Season Factor Category (PSFC) report (reference Appendix D) as the data was collected during the average peak season.
- **Historic Growth:** FDOT maintains three (3) traffic count stations on roadways within the identified study area. Annual Average Daily Traffic Volumes at these count stations for the past five (5) years (2018-2022) yield a growth rate of -2.75 percent compounded annually. To provide a conservative analysis a +0.50 percent growth rate has been incorporated. The data from FDOT and the growth rate analysis are included as Appendix F.
- **Committed Development:** Vehicle trips associated with approved projects including 200 Third, 317 N. Federal, 513 NE 6 Street, 745 N. Andrews, Advantiss Flagler Village, FAT City, FAT Village, Gallery at Flagler, Ombelle, RK Centers and URBN Flagler were added to peak season volumes to produce 2027 background traffic volumes for the study area. Excerpts from these reports are included within Appendix F.

Volume development worksheets (detailing peak season adjustments, traffic growth, approved but unbuilt development and traffic associated with the proposed project for study intersections and the primary project driveways) are attached as Appendix G.

Figures 6 and 7 include future traffic volumes for the study area. Figure 6 provides projected background traffic (without the proposed project) and Figure 7 includes the additional traffic anticipated to be generated by the proposed project.



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Detailed Intersection and Driveway Level of Service Analysis

Intersection capacity analyses were performed for all study intersections and the project driveway. The analyses were undertaken following the capacity/level of service procedures outlined in the current (6th) edition of the Highway Capacity Manual using the SYNCHRO 11 software. The results of the intersection analyses are summarized in report Table 3.

According to the City of Fort Lauderdale Comprehensive Plan (Transportation Element), LOS 'D' is acceptable within the Urban Neighborhood designation and is thus applicable to the analysis contained herein. As shown in Table 3 all study intersections are expected to operate within this acceptable level of service overall in future year 2027 with traffic from the project as proposed. Appendix H includes Synchro summary sheets and a table examining queue lengths at each signalized study intersection.

Table 3: Intersection Levels of Service

Intersection/Approaches	Existing (2024)	Future Traffic Conditions		
		Year 2027 Without Project	Year 2027 With Project	Year 2027 With Project Improvement
<i>NE 6 St at N Andrews Av</i>	B/18.2 (C/21.0)	B/19.0 (C/27.2)	B/19.1 (C/27.5)	
- NB Approach	B (B)	B (C)	B (C)	
- SB Approach	B (C)	C (C)	C (C)	
- EB Approach	C (B)	B (B)	B (B)	
- WB Approach	C (C)	B (C)	B (C)	
<i>NE 6 St at NE 1 Av</i>				
- NB Approach	B (B)	B (B)	B (B)	
- SB Approach	B (B)	B (B)	B (B)	
<i>NE 6 St at NE 3 Av</i>	B/17.4 (B/17.0)	B/18.4 (B/19.2)	B/18.7 (B/19.4)	
- NB Approach	A (B)	B (B)	B (B)	
- SB Approach	A (B)	B (B)	B (B)	
- EB Approach	C (C)	C (C)	C (C)	
- WB Approach	C (C)	C (C)	C (C)	
<i>N Flagler Dr at N. Andrews Av</i>				
- SW Approach	B (B)	B (C)	B (C)	
<i>NE 7 St at N. Andrews</i>				
- EB Approach	A (B)	A (B)	A (B)	
<i>NE 7 St at N Flagler Dr</i>				
- WB Approach	A (A)	A (A)	A (A)	
<i>NE 7 St at NE 1 Av</i>				
- NB Approach	A (A)	A (A)	A (A)	
- SB Approach	A (A)	A (A)	A (A)	
<i>NE 7 St at NE 3 Av</i>				
- NB Approach	A (B)	B (B)	B (B)	
- SB Approach	A (B)	B (B)	B (B)	
<i>Progressive Dr at N Andrews Av</i>				
- WB Approach	B (C)	B (C)	B (C)	
<i>Project Dwy at NE 1 Av</i>				
- EB Approach	NA	NA	A (A)	
<i>NE 7 St at Project Dwy</i>				
- NB Approach	NA	NA	A (A)	

Source: HCM 6. LEGEND: AM Peak Hour (PM Peak Hour); vehicular delay (sec\veh)

Detailed Roadway Level of Service Analysis

A roadway segment analysis has been conducted for N. Andrews Avenue, NE 3 Avenue, NE 6 Street and NE 7 Street near the project site during both AM and PM peak hours. Like the intersection analyses, these evaluations were conducted for existing, future background and future total conditions. Baseline volumes for the analyses have been developed from adjacent intersection approach and departure volumes. The volumes were then compared to level of service “D” service volume thresholds developed in the latest edition of the *QLOS Handbook* published by FDOT. Tables 4, 5 and 6 show the adopted Level of Service criteria are expected to be maintained except for NE 6 Street east of N. Andrews Avenue during the PM peak hour in both future year analyses.

Table 4: Existing (2024) Level of Service Analysis

Roadway	Segment	Number of Lanes	LOS D Capacity (vph)	Two-Way Volume AM		Two-Way Volume PM	
N Andrews Av	N of NE 6 St	4L	2,628	1,216	Under	1,473	Under
	N of NE 7 St	4L	2,628	1,197	Under	1,520	Under
NE 3 Avenue	N of NE 6 St	4L	2,920	1,113	Under	1,487	Under
	N of NE 7 St	4L	2,920	1,109	Under	1,497	Under
NE 6 Street	E of N Andrews Av	2L	1,197	826	Under	1,013	Under
	E of NE 3 Av	2L	1,197	569	Under	881	Under
NE 7 Street	E of Flagler Dr	2L	1,197	71	Under	86	Under
	E of NE 3 Av	2L	1,197	148	Under	155	Under

*vph - vehicles per hour

*'over' or 'under' denotes the roadway segment status of over or under capacity.

Table 5: Future (2027) Level of Service Analysis

Roadway	Segment	Number of Lanes	LOS D Capacity (vph)	Two-Way Volume AM		Two-Way Volume PM	
N Andrews Av	N of NE 6 St	4L	2,628	1,402	Under	1,721	Under
	N of NE 7 St	4L	2,628	1,382	Under	1,764	Under
NE 3 Avenue	N of NE 6 St	4L	2,920	1,253	Under	1,654	Under
	N of NE 7 St	4L	2,920	1,253	Under	1,673	Under
NE 6 Street	E of N Andrews Av	2L	1,197	976	Under	1,210	Over
	E of NE 3 Av	2L	1,197	699	Under	1,050	Under
NE 7 Street	E of Flagler Dr	2L	1,197	72	Under	87	Under
	E of NE 3 Av	2L	1,197	169	Under	185	Under

*vph - vehicles per hour

*'over' or 'under' denotes the roadway segment status of over or under capacity.

Table 6: Future (2027) With Project Traffic Level of Service Analysis

Roadway	Segment	Number of Lanes	LOS D Capacity (vph)	Two-Way Volume AM		Two-Way Volume PM	
N Andrews Av	N of NE 6 St	4L	2,628	1,402	Under	1,721	Under
	N of NE 7 St	4L	2,628	1,399	Under	1,786	Under
NE 3 Avenue	N of NE 6 St	4L	2,920	1,253	Under	1,654	Under
	N of NE 7 St	4L	2,920	1,264	Under	1,687	Under
NE 6 Street	E of N Andrews Av	2L	1,197	999	Under	1,240	Over
	E of NE 3 Av	2L	1,197	707	Under	1,060	Under
NE 7 Street	E of Flagler Dr	2L	1,197	89	Under	109	Under
	E of NE 3 Av	2L	1,197	169	Under	185	Under

*vph - vehicles per hour

*'over' or 'under' denotes the roadway segment status of over or under capacity.

CONCLUSIONS AND RECOMMENDATIONS

BAM Property Development, LLC proposes to construct 257 multifamily dwelling units and 9,750 square feet of commercial space at 650 N. Andrews Avenue (along the east side of N. Andrews Avenue south of NE 7 Street) within municipal limits of the City of Fort Lauderdale. The proposed project is anticipated to be built and occupied within the year 2027.

Access to the mixed-used development is proposed as follows:

- one (1) two-way, two-lane driveway on NE 7 Street, and
- one (1) two-way, two-lane driveway on NE 1 Avenue.

Conclusions and recommendations of the traffic study are as follows:

- As shown in Table 2, the project as proposed is expected to produce 1,503 new vehicle trips per day, with 79 vehicle trips occurring during the AM peak hour (28 inbound and 51 outbound), and 100 vehicle trips occurring during the PM peak hour (60 inbound and 40 outbound).
- Signalized and unsignalized intersections within the study area currently operate within acceptable levels of service and are expected to continue operating within acceptable levels upon buildout of the project as proposed.
- The unsignalized project driveways are expected to operate within acceptable levels of service upon buildout of the project as proposed.
- Report Tables 4, 5 and 6 show N. Andrews Avenue, NE 3 Avenue, and NE 7 Street near the project site are currently operating within acceptable parameters and are expected to continue to do so with traffic from the proposed project except for NE 6 Street east of N. Andrews Avenue during the PM peak hour both with and without the project in place.

-
- It is recommended that after the project is built and occupied, the development team contact BCTED to request the signal timing of area wide traffic signals be reviewed and optimized.

APPENDIX A

Methodology Statement

Memorandum

To: Benjamin Restrepo, P.E.
City of Fort Lauderdale, Transportation and Mobility

From: J. Suzanne Daniels, P.E.

xc: Mayer Berkovits

Date: March 5, 2024

Re: **650 N. Andrews Avenue - Fort Lauderdale
Traffic Study Methodology**

BAM Property Development, LLC proposes to construct 257 multifamily dwelling units and 11,400 square feet of retail space at 650 N. Andrews Avenue (along the east side of N. Andrews Avenue south of NE 7 Street) within municipal limits of the City of Fort Lauderdale. A project location map is attached as Figure 1 and a current site plan is included as Attachment A. Vehicular access to and from the site is proposed at one (1) location along NE 7 Street and one (1) location along NE 1 Avenue. The following is our proposed methodology for the required traffic study.

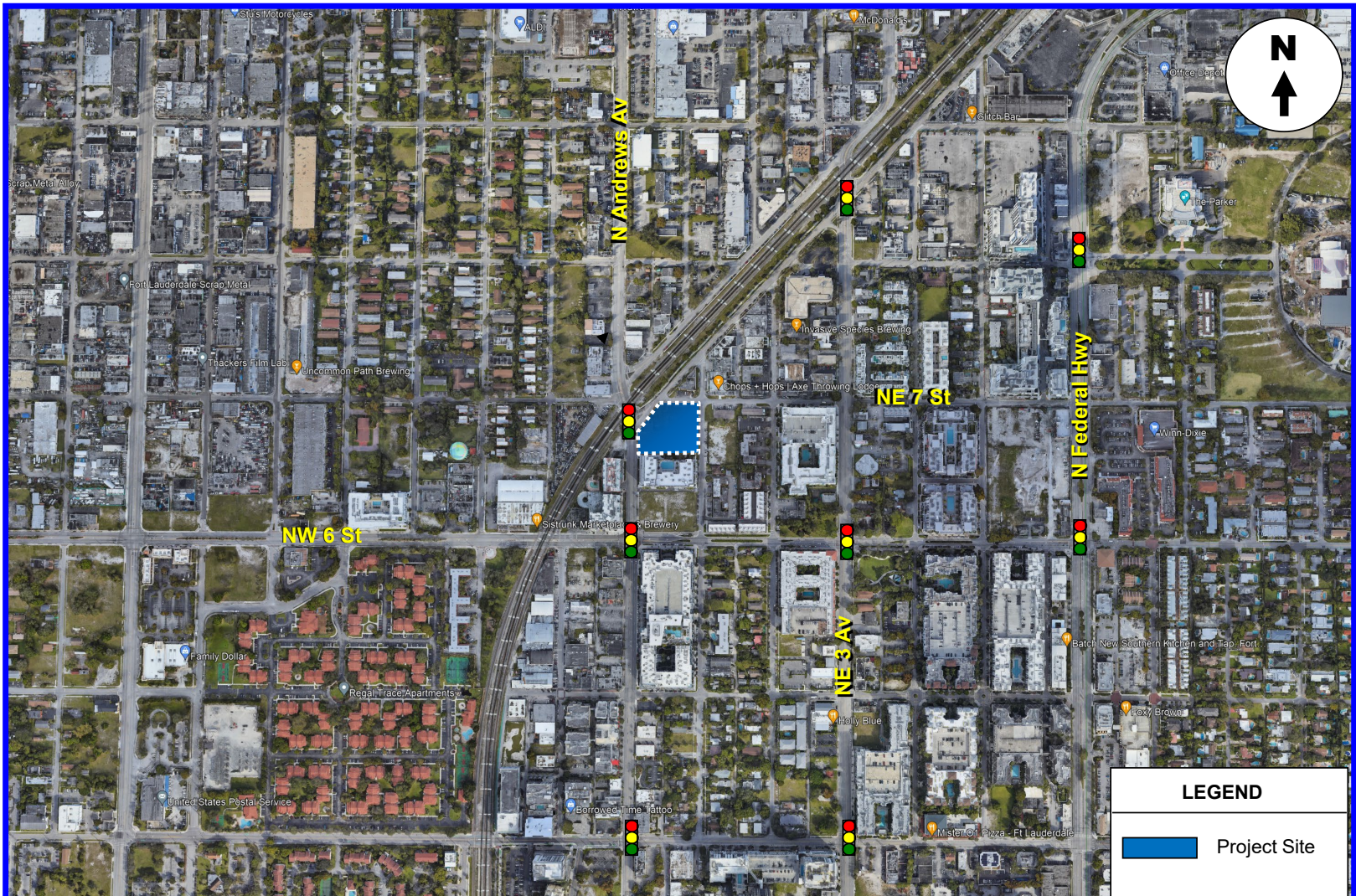
- The trip generation analysis will be based upon the Institute of Transportation Engineers (ITE) report *Trip Generation*, 11th Edition. A preliminary estimate of project traffic is shown in attached Table 2. Vehicle trips attributable to existing uses to be removed are shown in Table 1. Both tables are included within Attachment B.
- As shown in Table 2, the internalization of vehicle trips between proposed uses will be considered as will the effect of a multi-modal reduction factor. These adjustments to the raw trip generation estimates will be further explained within the report.
- The trip distribution will be based upon current travel patterns, existing nearby land uses and available transportation network in the vicinity of the project site (ie. no travel demand modeling will be performed).
- In addition to the project driveways, the traffic study will evaluate the following intersections during typical AM and PM peak periods:
 - N. Andrews Avenue at Progresso Drive (unsignalized),
 - N. Andrews Avenue at NW 7 Street (unsignalized),
 - N. Andrews Avenue at N. Flagler Drive,
 - N. Flagler Drive at NE 7 Street (unsignalized),
 - NE 7 Street at NE 1 Avenue (unsignalized),
 - NE 7 Street at NE 3 Avenue (unsignalized),
 - NE 6 Street at N. Andrews Avenue,
 - NE 6 Street at NE 1 Avenue (unsignalized), and
 - NE 6 Street at NE 3 Avenue.

12743 NW 13th Court, Coral Springs, Florida 33071
Tel: (954) 798-0926

- Turning movement count data (including bicycles and pedestrians) will be collected on one (1) typical weekday during AM (7-9 AM) and PM (4-6 PM) peak periods at the intersections listed above.
- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available adjustment factors published by the Florida Department of Transportation (FDOT).
- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historic traffic data available for the area near the project site. A minimum annual growth rate of 0.5% will be applied.
- Traffic from approved but unbuilt development as provided by City staff will be included within the traffic impact analysis. *To be provided following the methodology meeting.*
- Existing traffic signal timing data for the study intersections will be obtained from Broward County Traffic Engineering and will be included within the Appendix of the traffic study.
- Traffic analysis figures will be prepared for the following trip scenarios for each of the intersections analyzed:

Existing traffic,
Proposed project traffic distribution and assignment,
Background traffic at buildout, and
Future conditions with project traffic.

- Intersection analyses will be conducted using the Synchro software for existing conditions, future conditions without the project, and future conditions with the proposed project in place.
- A roadway segment analysis evaluating peak hour conditions will be undertaken for:
 - N. Andrews Avenue,
 - NE 3 Avenue,
 - NE 6 Street, and
 - NE 7 Street.
- All traffic data obtained for this project will be included within the Appendix of the traffic study.
- Project Buildout is expected in 2027.
- A Traffic Study summarizing the effect of vehicle trips expected from the proposed development during Daily, and AM and PM Peak Hour scenarios will be prepared and submitted for review.

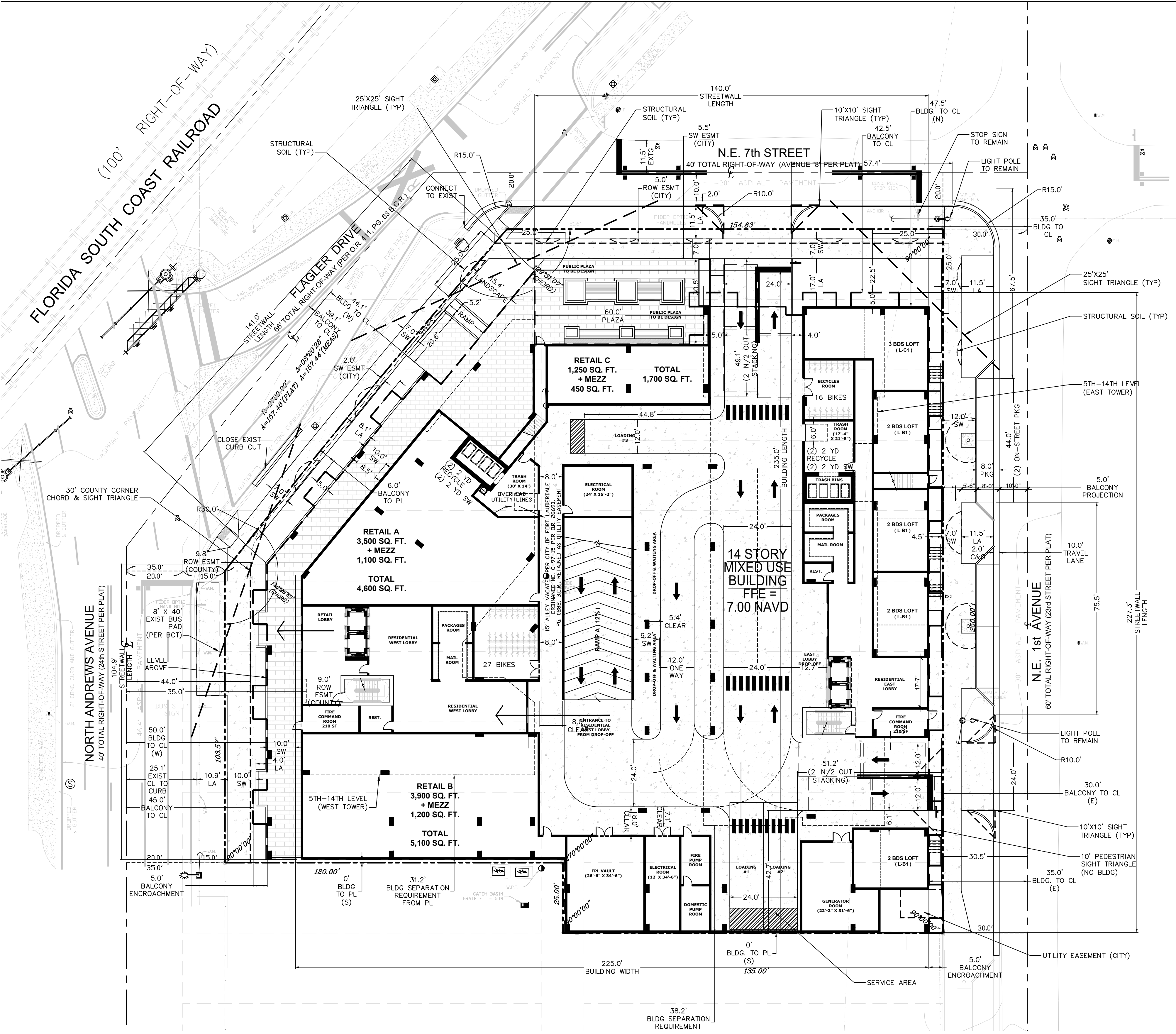


DC Engineers, Inc.

Project Location Map

FIGURE 1
650 N. Andrews Av.
Fort Lauderdale, Florida

ATTACHMENT A



BUILDING DATA:

SEE SHEET (arch)

OPEN SPACE - PROVIDED & REQUIRED

OPEN SPACE (EXHIBIT PROVIDED ON SHEET X4)	REQUIRED:	PROPOSED:
	7,530 SF	33,365 SF

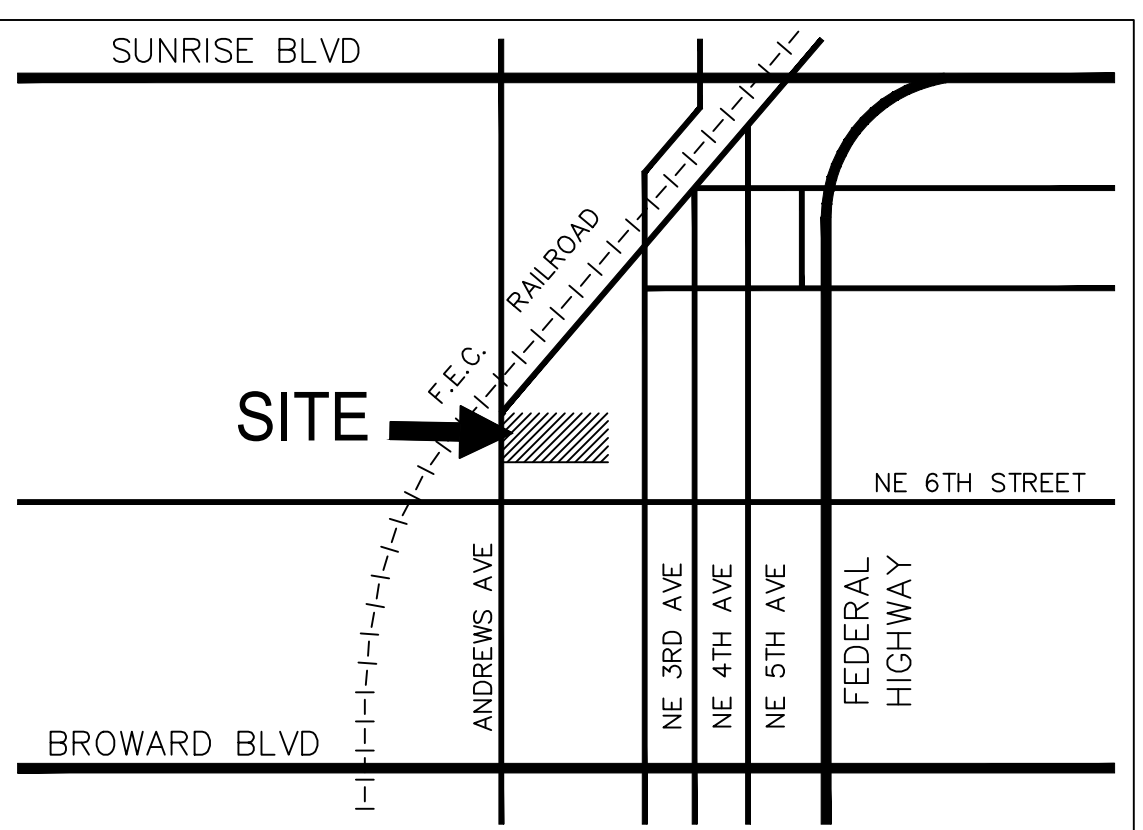
* SEE SHEET X4

PARKING GARAGE DATA:

RESIDENTIAL / PARKING BY LEVEL	PARKING PROVIDED	TYPE
GROUND LEVEL	PARKING 5	SS
1 LEVEL	PARKING 48	47S + 1HC
2 LEVEL	PARKING 77	75S + 2HC
3 LEVEL	PARKING 77	75S + 2HC
4 LEVEL	PARKING 77	75S + 2HC
5 LEVEL	PARKING 77	75S + 2HC
PARKING	352 S + 9HC	
TOTAL	361	= 352 STANDARD 9 HANDICAP

LEGAL DESCRIPTION:

LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, AND 10, BLOCK 319, PROGRESSO, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGE 18, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, TOGETHER WITH: ALL THOSE PORTIONS OF LOTS 40, 41, 42, 43, 44, 45, 46, 47, AND 48, BLOCK 319, PROGRESSO, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 125, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, LYING EAST OF NORTH ANDREWS AVENUE AND LYING SOUTHEASTERLY OF FLAGLER DRIVE, BOTH AS NOW LOCATED AND CONSTRUCTED. ALSO TOGETHER WITH: ALL THOSE PORTIONS OF VACATED 15.00' ALLEY LYING ADJACENT TO SAID LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, AND 10, AND LOTS 40, 41, 42, 43, 44, 45, 46, 47, AND 48. SAID LANDS SITUATE, LYING AND BEING IN THE CITY OF FORT LAUDERDALE, BROWARD COUNTY, FLORIDA AND CONTAINING 54,788 SQUARE FEET OR 1.2578 ACRES, MORE OR LESS.



LOCATION MAP

NTS

SITE DATA TABLE:

ADDRESS	650 N. ANDREWS AVE
PARCEL ID#	4942 34 15 0060
CURRENT USE OF PROPERTY	INSTITUTIONAL/PARKING LOT
PROPOSED USE OF PROPERTY	MIXED USE
CURRENT LAND USE DESIGNATION	D-RAC
PROPOSED LAND USE DESIGNATION	D-RAC
CURRENT ZONING DESIGNATION	RAC-UV
PROPOSED ZONING DESIGNATION	RAC-UV
ADJACENT ZONING DESIGNATION - E, N, S, & W	RAC-UV
DOWNTOWN CHARACTER AREA	URBAN NEIGHBORHOOD

WATER & WASTEWATER SERVICE PROVIDER	CITY OF FORT LAUDERDALE
-------------------------------------	-------------------------

SITE AREA:

TOTAL SITE AREA (NET)	54,788 SF / 1.25 ACRES
TOTAL SITE AREA (GROSS)	75,300 SF / 1.73 ACRES

PERVIOUS / IMPERVIOUS:

TOTAL PERVIOUS PROPOSED (LANDSCAPE)	3,688 SF	6.7 %
TOTAL PERVIOUS EXISTING	18,730 SF	34.2 %
TOTAL IMPERVIOUS PROPOSED	6,675 SF	12.2 %
TOTAL IMPERVIOUS EXISTING	25,291 SF	46.1 %
TOTAL BUILDING FOOT PRINT PROPOSED	44,425 SF	81.1 %
TOTAL BUILDING FOOT PRINT EXISTING	10,767 SF	19.7 %

PEDESTRIAN WALKS & PLAZAS	6,589 SF	12.0 %
LOT COVERAGE	45,961 SF	83.9 %
VUA AREA	826 SF	1.5 %

NUMBER OF RESIDENTIAL UNITS	257 UNITS
WEST TOWER	
HEIGHT/# FLOORS	17S' / 14 FLOORS
BUILDING WIDTH & LENGTH	83' X 161'
# RES UNITS	107 UNITS
EAST TOWER	
HEIGHT/# FLOORS	62' / 6 FLOORS
BUILDING WIDTH & LENGTH	64'4" X 184'
# RES UNITS	119 UNITS
PODIUM	
HEIGHT/# FLOORS	17S' / 14 FLOORS
BUILDING WIDTH & LENGTH	225'0" X 235'0"
# RES UNITS	31 UNITS

LOT DENSITY (257 DU / 1.25 AC)	205.6 DU/AC
FLOOR AREA RATIO (F.A.R.) = (307,775 GSF / 54,788)	5.61

TOTAL BUILDING SQUARE FOOTAGE (NIC PKG/LOADING/BALC.)	307,775 GROSS SF
TOTAL RESIDENTIAL	215,350 SF
TOTAL AMENITY/TENANT STORAGE/COMMON	74,585 SF
TOTAL COMMERCIAL	11,400 SF
TOTAL SERVICE	9,185 SF

TOTAL PARKING AND LOADING (NIC)	136,800 SF
TOTAL BALCONIES TERRACES (NIC)	25,105 SF

PARKING / LOADING / BIKE / STACKING DATA:

	UNITS	RATIO	REQUIRED	PROVIDED
RESIDENTIAL	STUDIO / 1 BEDROOM	151	1.2	181.2
	2 BEDROOM	101	1.2	121.2
	3 BEDROOM	5	1.2	6.0
		=257	SUBTOTAL	308.4

	AREA	RATIO	REQUIRED	PROVIDED
COMMERCIAL	11,400 SF	1/250 SF	45.6	46
		SUBTOTAL	45.6	46

TOTAL GARAGE PARKING	354	361	+7
* PARKING PER ULDR SEC 47-20.2.			

BICYCLE PARKING		REQUIRED	PROVIDED
RESIDENTIAL		31.5	32
COMMERCIAL		2.3	11
	SUBTOTAL	23.8	43

LOADING REQUIREMENTS:	GSF	REQUIRED	PROVIDED
RESIDENTIAL	N/A *		
COMMERCIAL	11,400 SF		
		N/A *	
TOTAL	11,400 SF	0	0

*LOADING REQ. FOR NON-RESIDENTIAL <15,000 NOT REQUIRED.
*LOADING REQ. FOR RESIDENTIAL USES ARE NOT REQUIRED (ULDR SEC 47-20.2).

STACKING REQUIREMENTS:	IN-BOUND	IN-BOUND	OUT-BOUND	OUT-BOUND
	REQUIRED	PROVIDED	REQUIRED	PROVIDED
NW 1st AVE	2	2	1	1
NW 7th ST	2	2	1	1

* STACKING REQUIREMENT PER ULDR SEC 47-20.5.C.6.

STRUCTURAL SOIL:

STRUCTURAL SOIL WILL BE USED UNDER THE PUBLIC SIDEWALK AS REQUIRED PER THE CITY OF FORT LAUDERDALE ULDR. STRUCTURAL SOIL AND PAVEMENT GRATE DETAILS PROVIDED ON LANDSCAPE PLANS.

SOLID WASTE / RECYCLING MANAGEMENT:

- THE SOLID WASTE AND RECYCLING WILL BE COLLECTED BY A PRIVATE LICENSED CONTRACTOR 2 TIMES PER WEEK OR MORE AS NEEDED.
 - THE COLLECTION WILL OCCUR BY ACCESS FROM EITHER NE 1ST AVE OR NE 7TH ST. SERVICE TURNING RADII SHOWN ON CIRCULATION EXHIBIT (SHEET X5).
 - THE TRASH AND RECYCLE CONTAINERS WILL BE STORED AT ALL TIMES WITHIN THE TRASH ROOM INSIDE THE BUILDING. ON-SITE PERSONNEL WILL PLACE CONTAINERS FROM THE TRASH ROOM TO THE AREA OUTSIDE THE BUILDING FOR PICK UP.
 - SOLID WASTE TRANSPORT TO TRASH ROOMS SHALL BE PERFORMED INSIDE THE BUILDING VIA TRASH CHUTE (RESIDENTIAL ONLY).
 - THE WASTE SYSTEM WILL MEET THE CAPACITY REQUIREMENT OF THE BUILDING ORDINANCE REQUIREMENTS.
- THE BUILDING WILL CONTAIN THE FOLLOWING EQUIPMENT:
 - WASTE REMOVAL WILL BE 3 DAYS/WK OR AS NEEDED-(4) 2YD CONTAINERS
 - RECYCLE REMOVAL WILL BE 2 DAYS/WK OR AS NEEDED-(4) 2YD CONTAINERS
 - THE WASTE SYSTEMS WILL MEET THE CAPACITY REQUIREMENTS OF BUILDING ORDINANCE REQUIREMENTS AND COMPLY WITH ULDR 4719.4 AS APPLICABLE.

SITE PLAN

Sheet Title

650 N. ANDREWS AVE
1619 NW 6TH STREET
FORT LAUDERDALE, FLORIDA

Job Title



Revisions

10/21/23	REV1
12/21/23	REV2

Phase:
DRC
DOCUMENTS

SEAL

Scale:	1"=20'	Date:	12/20/23
Job No.	22-1728.00	Plt Date:	12/20/23
Drawn by:	SRDD	Sheet No.	C0.1
Proj. Mgr.	BMK		
Appr. by:	JMF	1 of 1	

ATTACHMENT B

Table 1: Trip Generation Summary Existing Uses

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total
General Office (LUC 710)	11.125	ksf	17	15	2	16	3	13	121
Subtotal			17	15	2	16	3	13	121
Internal (0%)									
Subtotal			17	15	2	16	3	13	121
Multi-Modal Reduction (10%)			0	0	0	0	0	0	0
Total			17	15	2	16	3	13	121

Source: ITE Trip Generation Manual (11th Edition)

Table 2: Trip Generation Summary Proposed Uses

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total Trips
Multi-Family Housing, High Rise (LUC 222)	257	du	69	18	51	82	51	31	1,343
Retail (< 40k) (LUC 822)	11.400	ksf	27	16	11	75	38	37	711
Subtotal			96	34	62	157	89	68	2,054
Internal (2%, 17%)			(2)	(1)	(1)	(28)	(14)	(14)	(205)
Subtotal			94	33	61	129	75	54	1,849
Multi-Modal Reduction (15%)*			(14)	(5)	(9)	(19)	(11)	(8)	(277)
Total			80	28	52	110	64	46	1,572

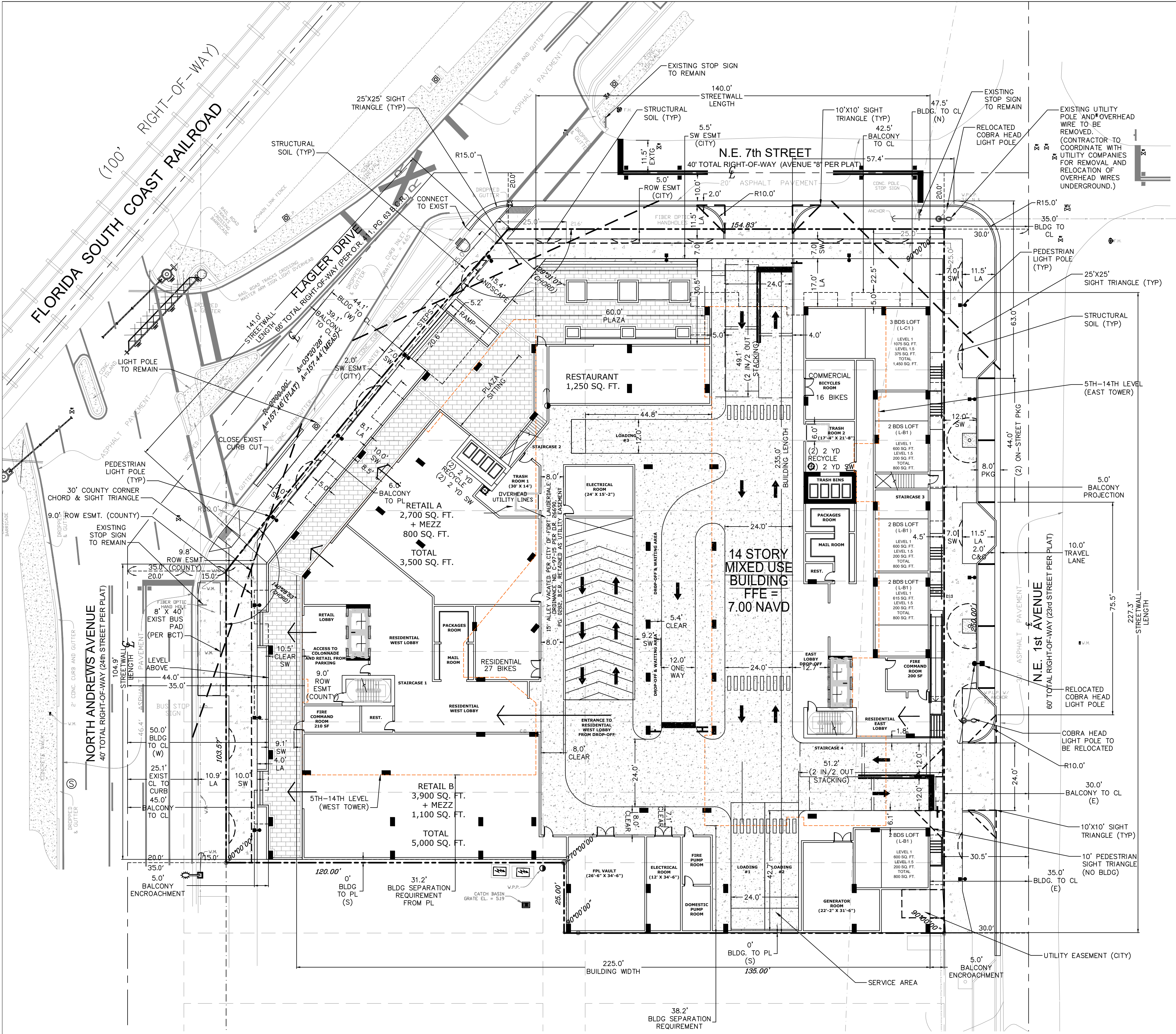
Source: ITE Trip Generation Manual (11th Edition)

* obtained from 2022 Census, Tract 425.01

Net New Trips	63	13	50	94	61	33	1,451
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APPENDIX B

Site Plan



DRT TABLE (URBAN NEIGHBORHOOD)

RAC-UV:	REQUIRED:	PROPOSED:	COMPLIES/ALTERNATIVE DESIGN:
Max. Bldg Height	12 Floors**	14 Floors (East & West towers)	Deviation Requested
Max. Bldg Streetwall Length	300 Feet	N Andrews: 104' - 11' Flagler Dr.: 141' - 0' NE 7th St.: 140' - 0' NE 1st Ave.: 227' - 3'	Complies
Max. Gross SF of Bldg Tower Floor Plate Size	Residential: 10,000 square feet Non-Residential: 16,000 square feet	9,200 square feet (West tower) 10,800 square feet (East tower)	Deviation Requested for East Tower
Max Bldg Podium Height	6 Floors	3 Floors	Complies
Min. Bldg Tower Step Back	12 Feet	Flagler Drive: 12' Andrews Ave: 12' NE 7th St.: 0' NE 1st St.: 18' - 2"	Deviation Requested for NE 7th Street
Min. Separation between Bldg Towers:	60 Feet between towers in same parcel; 30 Feet min if adjacent to abutting lot under separate ownership;	60 Feet between towers in same parcel; 30 Feet min if adjacent to abutting lot under separate ownership;	Complies
Minimum Residential Unit Size	400 square feet	450 square feet	Complies

** Heights above six (6) floors and up to twelve (12) floors in the Urban Neighborhood Character Area and RAC-RPO zoning districts shall be reviewed subject to the requirements of Section 47-24.3, Conditional Use Permit, except that parcels abutting Andrews Ave. and Federal Hwy. shall be exempt from Conditional Use Review for height.

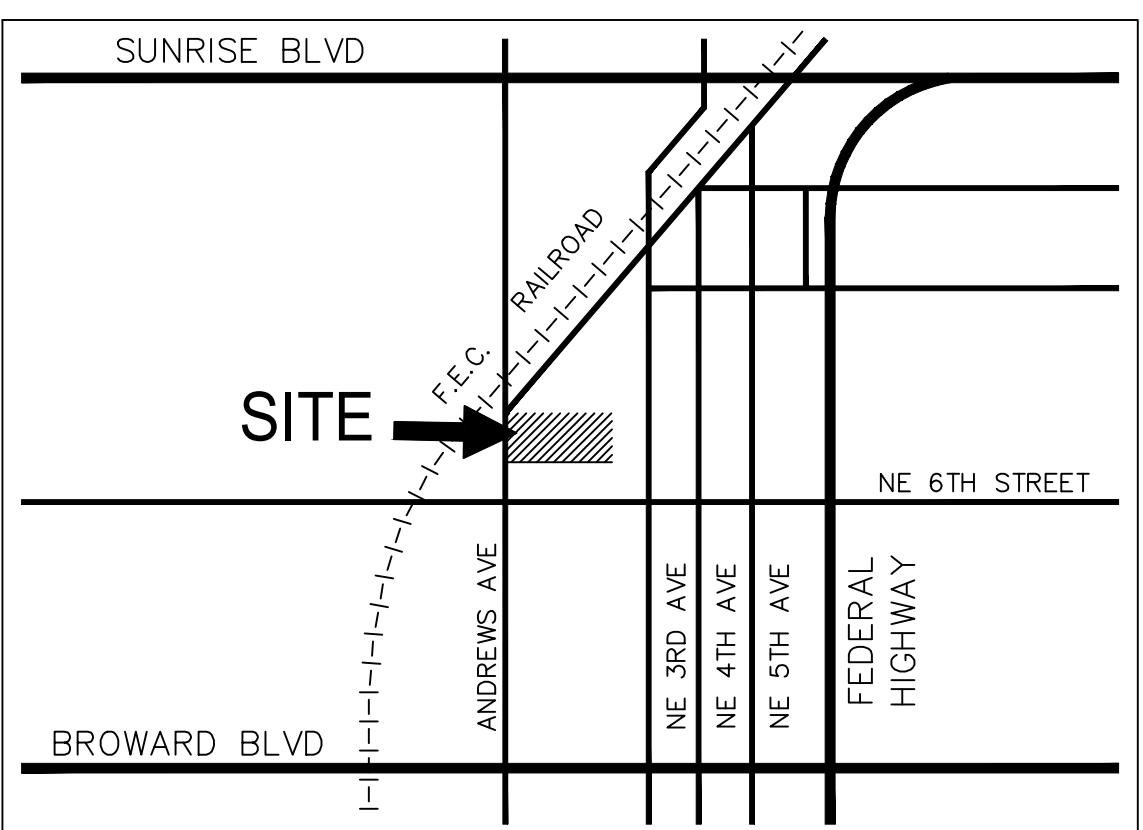
ON-STREET PKG:
• NONE OF THE ON-STREET SPACES ARE RESERVED FOR THE DEVELOPMENT AND MAY BE USED BY ANY MEMBER OF THE PUBLIC. ON-STREET SPACES WILL NOT COUNT TOWARDS THE PARKING REQUIREMENTS FOR THE PROJECT; THE SPACES MAY BE REMOVED AT ANY TIME FOR ANY REASON AND THE CITY OF FORT LAUDERDALE WILL NOT RELOCATE OR DISPLACE ON-STREET PARKING.
• THE CITY RESERVES THE RIGHT TO METER ON-STREET PARKING STALLS ON THE PUBLIC RIGHT-OF-WAY AT ANY TIME.

PARKING GARAGE DATA:

RESIDENTIAL / PARKING BY LEVEL	PARKING PROVIDED	TYPE
1 LEVEL	48	47S + 1HC
2 LEVEL	77	75S + 2HC
3 LEVEL	77	75S + 2HC
4 LEVEL	77	75S + 2HC
5 LEVEL	77	75S + 2HC
TOTAL	356	347 STANDARD 9 HANDICAP

LEGAL DESCRIPTION:

LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, AND 10, BLOCK 319, PROGRESSO, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGE 18, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA,
TOGETHER WITH:
ALL THOSE PORTIONS OF LOTS 40, 41, 42, 43, 44, 45, 46, 47, AND 48, BLOCK 319, PROGRESSO, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 125, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, LYING EAST OF NORTH ANDREWS AVENUE AND LYING SOUTHEASTERNLY OF FLAGLER DRIVE, BOTH AS NOW LOCATED AND CONSTRUCTED.
ALSO TOGETHER WITH:
ALL THOSE PORTIONS OF VACATED 15.00 ALLEY LYING ADJACENT TO SAID LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, AND 10, AND LOTS 40, 41, 42, 43, 44, 45, 46, 47, AND 48.
SAID LANDS SITUATE, LYING AND BEING IN THE CITY OF FORT LAUDERDALE, BROWARD COUNTY, FLORIDA AND CONTAINING 54,788 SQUARE FEET OR 1.2578 ACRES, MORE OR LESS.



LOCATION MAP

SITE DATA TABLE:

ADDRESS	650 N. ANDREWS AVE
PARCEL ID#	4942 34 15 0060
CURRENT USE OF PROPERTY	INSTITUTIONAL/PARKING LOT
PROPOSED USE OF PROPERTY	MIXED USE
CURRENT LAND USE DESIGNATION	D-RAC
PROPOSED LAND USE DESIGNATION	D-RAC
CURRENT ZONING DESIGNATION	RAC-UV
PROPOSED ZONING DESIGNATION	RAC-UV
ADJACENT ZONING DESIGNATION - E, N, S, & W	RAC-UV
DOWNTOWN CHARACTER AREA	URBAN NEIGHBORHOOD

WATER & WASTEWATER SERVICE PROVIDER	CITY OF FORT LAUDERDALE
-------------------------------------	-------------------------

SITE AREA:

TOTAL SITE AREA (NET)	54,788 SF / 1.25 ACRES
TOTAL SITE AREA (GROSS)	75,300 SF / 1.73 ACRES

PERVIOUS / IMPERVIOUS:

TOTAL PERVIOUS PROPOSED (LANDSCAPE)	2,358 SF	4.3 %
TOTAL PERVIOUS EXISTING	18,730 SF	34.2 %
TOTAL IMPERVIOUS PROPOSED	8,005 SF	14.6 %
TOTAL IMPERVIOUS EXISTING	25,291 SF	46.1 %
TOTAL BUILDING FOOT PRINT PROPOSED	44,425 SF	81.1 %
TOTAL BUILDING FOOT PRINT EXISTING	10,767 SF	19.7 %

PEDESTRIAN WALKS & PLAZAS	6,589 SF	12.0 %
LOT COVERAGE	45,961 SF	83.9 %
VUA AREA	826 SF	1.5 %

NUMBER OF RESIDENTIAL UNITS

WEST TOWER	257 UNITS
HEIGHT/# FLOORS	175' / 14 FLOORS
BUILDING WIDTH & LENGTH	83' X 161'
# RES UNITS	107 UNITS
EAST TOWER	62' / 6 FLOORS
BUILDING WIDTH & LENGTH	64'4" X 184'
# RES UNITS	119 UNITS
PODIUM	175' / 14 FLOORS
BUILDING WIDTH & LENGTH	225'0" X 235'0"
# RES UNITS	31 UNITS

LOT DENSITY (257 DU / 1.25 AC)	205.6 DU/AC
FLOOR AREA RATIO (F.A.R.) = (307,775 GSF / 54,788)	5.61

TOTAL BUILDING SQUARE FOOTAGE (NIC PKG/LOADING/BALC.)	307,775 GROSS SF
TOTAL RESIDENTIAL	215,350 SF
TOTAL AMENITY/TENANT STORAGE/COMMON	74,585 SF
TOTAL COMMERCIAL	9,750 SF
TOTAL SERVICE	9,185 SF

TOTAL PARKING AND LOADING (NIC)	136,800 SF
TOTAL BALCONIES TERRACES (NIC)	25,105 SF

PARKING / LOADING / BIKE / STACKING DATA:

RESIDENTIAL	STUDIO / 1 BEDROOM	UNITS	RATIO	REQUIRED	PROVIDED
2 BEDROOM	101	1.2	1.2	181.2	16
3 BEDROOM	5	1.2	6.0	30	16
		=257	SUBTOTAL	308.4	309

COMMERCIAL	AREA	RATIO	REQUIRED	PROVIDED
RESTAURANT	8,500 SF	1/250 SF	34.0	34
	1,250 SF	1/100 SF	12.5	13
		SUBTOTAL	46.5	47

TOTAL GARAGE PARKING	355	356	+1
* PARKING PER ULDR SEC 47-20.2, * VALET PARKING IS NOT BEING PROVIDED AT THIS TIME.			

BICYCLE PARKING	REQUIRED	PROVIDED
RESIDENTIAL (GROUND FLOOR LEVEL)	0	27
COMMERCIAL (GROUND FLOOR LEVEL)	0	43
	SUBTOTAL	43

LOADING REQUIREMENTS:	GSF	REQUIRED	PROVIDED
RESIDENTIAL	*	0	
COMMERCIAL	9,750 SF	0*	
	TOTAL	9,750 SF	0

*LOADING REQ. FOR NON-RESIDENTIAL <15,000 NOT REQUIRED.
*LOADING REQ. FOR RESIDENTIAL USES ARE NOT REQUIRED (ULDR SEC 47-20.2).

STACKING REQUIREMENTS:	IN-BOUND	IN-BOUND	OUT-BOUND	OUT-BOUND
	REQUIRED	PROVIDED	REQUIRED	PROVIDED
NW 1st AVE	2	2	1	1
NW 7th ST	2	2	1	1
* STACKING REQUIREMENT PER ULDR SEC 47-20.5.C.6.				

EV NOTE:
* 5% OF TOTAL PARKING SPACES WILL BE ELECTRIC CAR CHARGING STATIONS, UP TO 20% OF TOTAL PARKING SPACES WILL BE FUTURE EV CHARGING COMPATIBLE.

FLOOD DATA:

SEE SHEET C2

WATER/WASTEWATER SERVICE PROVIDER:

* CITY OF FORT LAUDERDALE

SETBACK TABLE

	REQUIRED	PROVIDED
FRONT YARD (WEST) - N ANDREWS AVENUE	49.0' FROM CL	50.0' (BLDG) TO CL 45.0' (BALCONY) TO CL
FRONT YARD (WEST) - N FLAGLER DRIVE	35.0' FROM CL	44.1' (BLDG) TO CL 39.1' (BALCONY) TO CL
REAR YARD (EAST) - N.E. 1ST AVENUE	35.0' FROM CL	35.0' (BLDG) TO CL 30.0' (BALCONY) TO CL
SIDE YARD (NORTH) - N.E. 7TH STREET	35.0' FROM CL	47.5' (BLDG) TO CL 42.5' (BALCONY) TO CL
SIDE YARD (SOUTH) - ADJ. PROPERTY	0'	0'

BUILDING DATA:

SEE SHEET (arch)

OPEN SPACE - PROVIDED & REQUIRED

OPEN SPACE (EXHIBIT PROVIDED ON SHEET X4)	REQUIRED:	PROPOSED:
	7,530 SF	33,365 SF
* SEE SHEET X4		

STRUCTURAL SOIL:

STRUCTURAL SOIL WILL BE USED UNDER THE PUBLIC SIDEWALK AS REQUIRED PER THE CITY OF FORT LAUDERDALE ULDR. STRUCTURAL SOIL AND PAVEMENT DETAILS PROVIDED ON LANDSCAPE PLANS.

SOLID WASTE / RECYCLING MANAGEMENT:

- THE SOLID WASTE AND RECYCLING WILL BE COLLECTED BY A PRIVATE LICENSED CONTRACTOR 2 TIMES PER WEEK OR MORE AS NEEDED.
 - THE COLLECTION WILL OCCUR BY ACCESS FROM EITHER NE 1ST AVE OR NE 7TH ST. SERVICE TURNING RADI SHOWN ON CIRCULATION EXHIBIT (SHEET X5).
 - THE TRASH AND RECYCLE CONTAINERS WILL BE STORED AT ALL TIMES WITHIN THE TRASH ROOM INSIDE THE BUILDING. ON-SITE PERSONNEL WILL PLACE CONTAINERS FROM THE TRASH ROOM TO THE AREA OUTSIDE THE BUILDING FOR PICK UP.
 - SOLID WASTE TRANSPORT TO TRASH ROOMS SHALL BE PERFORMED INSIDE THE BUILDING VIA TRASH CHUTE (RESIDENTIAL ONLY).
 - THE WASTE SYSTEM WILL MEET THE CAPACITY REQUIREMENT OF THE BUILDING ORDINANCE REQUIREMENTS.
- THE BUILDING WILL CONTAIN THE FOLLOWING EQUIPMENT:
• WASTE REMOVAL WILL BE 3 DAYS/WK OR AS NEEDED-(4) 2YD CONTAINERS
• RECYCLE REMOVAL WILL BE 2 DAYS/WK OR AS NEEDED-(4) 2YD CONTAINERS
- **THE WASTE SYSTEMS WILL MEET THE CAPACITY REQUIREMENTS OF BUILDING ORDINANCE REQUIREMENTS AND COMPLY WITH ULDR 4719.4 AS APPLICABLE.

SITE PLAN

Sheet Title

650 N. ANDREWS AVE
1619 NW 6TH STREET
FORT LAUDERDALE, FLORIDA

Job Title



Revisions
12/21/23 REV1
03/06/24 REV2

Phase:
DRC
DOCUMENTS

SEAL

Scale:	Date
1"=20'	05/06/24
Job No.	Plt Date
22-1728.00	05/06/24
Drawn by	Sheet No.
SRD	
Proj. Mgr.	C0.1
BMK	
Appr. by	1 of 1
JMF	

APPENDIX C

Mass Transit

BEACH LINK Route

Daily, 10:30a - 5:00p

1

2

3

4

5

6

7

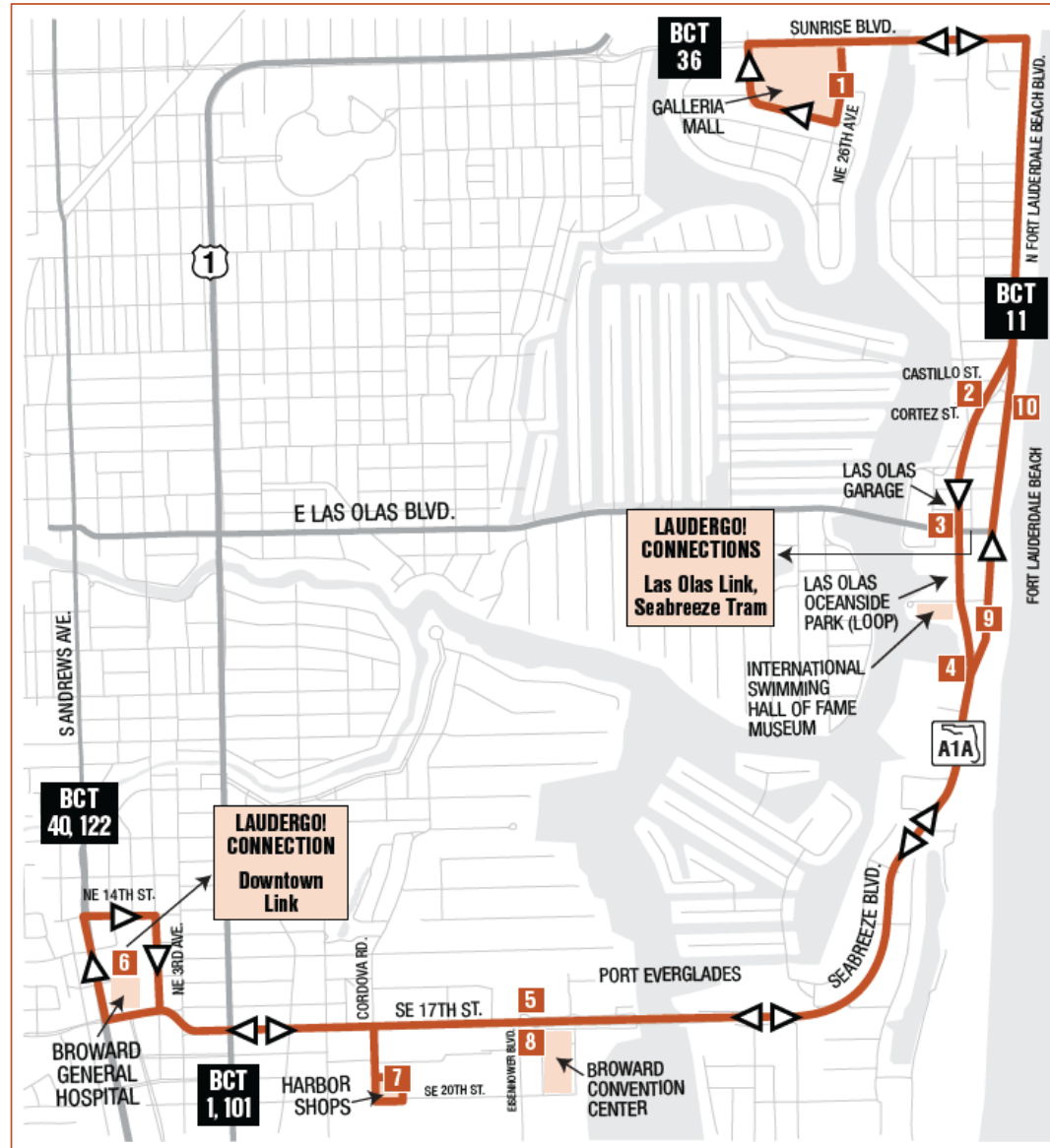
8

9

10

1

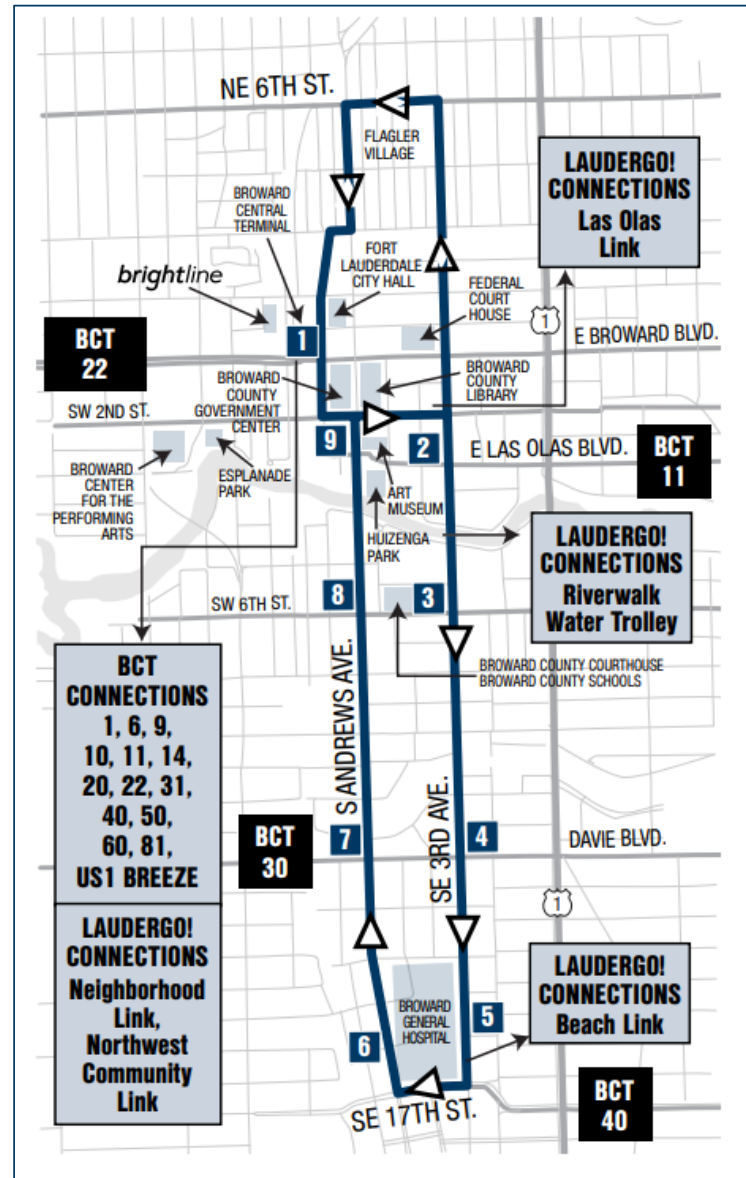
GALLERIA	BEACH PLACE & SEABREEZE BLVD SB	LAS OLAS BLVD & SR A1A	A1A & BAHIA MAR	SE 17 ST & EISENHOWER BLVD	BROWARD GENERAL HOSPITAL WEST	SE 18TH ST & CORDOVA RD - HARBOR SHOPPING	SE 17 ST & EISENHOWER BLVD	A1A & BAHIA MAR	BEACH PLACE & A1A FT LAUDERDALE	GALLERIA
					10:30a	10:35a	10:43a	10:48a	10:50a	11:02a
10:30a	10:41a	10:43a	10:45a	10:53a	10:57a	11:02a	11:10a	11:15a	11:17a	11:29a
10:55a	11:06a	11:08a	11:10a	11:18a	11:22a	11:27a	11:35a	11:40a	11:43a	11:55a
11:20a	11:31a	11:33a	11:35a	11:43a	11:48a	11:59a	12:07p	12:12p	12:15p	12:27p
11:45a	11:57a	11:59a	12:01p	12:09p	12:14p	12:25p	12:33p	12:37p	12:40p	12:52p
12:10p	12:22p	12:24p	12:26p	12:34p	12:38p	12:45p	12:53p	12:57p	1:00p	1:12p
12:35p	12:48p	12:50p	12:52p	1:00p	1:04p	1:11p	1:19p	1:23p	1:26p	1:38p
1:00p	1:13p	1:15p	1:17p	1:25p	1:29p	1:36p	1:44p	1:48p	1:51p	2:03p
1:25p	1:38p	1:40p	1:42p	1:50p	1:54p	2:01p	2:09p	2:13p	2:16p	2:28p
1:50p	2:03p	2:05p	2:07p	2:15p	2:21p	2:28p	2:36p	2:40p	2:43p	2:55p
2:15p	2:22p	2:24p	2:26p	2:34p	2:40p	2:47p	2:55p	2:59p	3:02p	3:14p
2:40p	2:47p	2:49p	2:51p	2:59p	3:05p	3:12p	3:20p	3:24p	3:27p	3:39p
3:05p	3:12p	3:14p	3:16p	3:24p	3:32p	3:39p	3:47p	3:51p	3:54p	4:06p
3:30p	3:36p	3:38p	3:40p	3:48p	3:56p	4:03p	4:11p	4:15p	4:18p	4:30p
3:55p	4:01p	4:03p	4:05p	4:13p	4:21p	4:28p	4:36p	4:40p	4:43p	4:55p
4:19p	4:25p	4:27p	4:29p	4:37p	4:45p	4:52p	5:00p			
4:34p	4:40p	4:42p	4:44p	5:52p	5:00p					



DOWNTOWN LINK Route

Monday to Friday, 9:00a - 5:00p

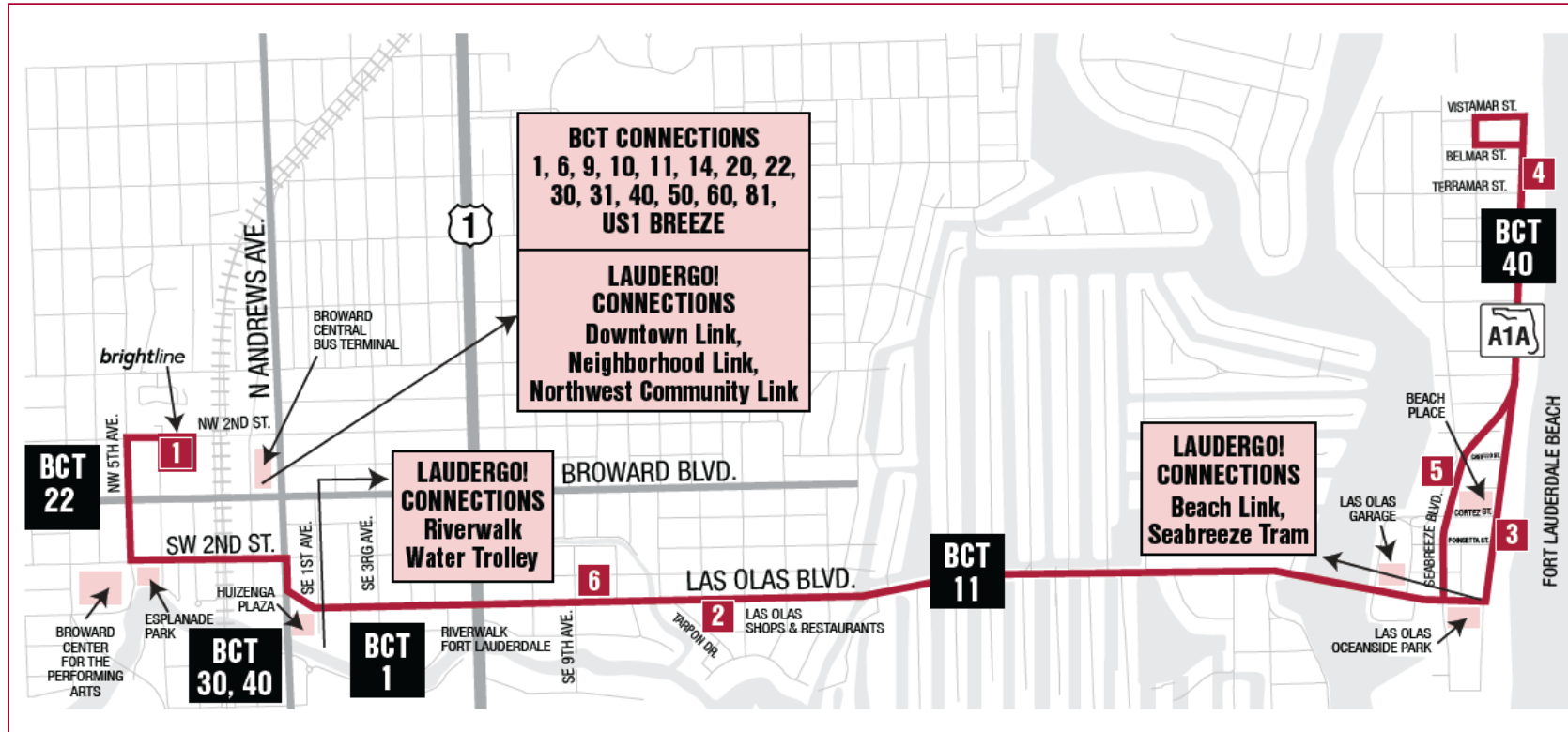
1	2	3	4	5	6	7	8	9	1
BROWARD TERMINAL	FAU/BCC	COUNTY COURTHOUSE/ SCHOOL BOARD	DAVIE BOULEVARD EAST	BROWARD GENERAL HOSPITAL EAST SE 3 AVE	BROWARD GENERAL HOSPITAL WEST	DAVIE BOULEVARD WEST (ANDREWS & SW 11 CT)	PUBLIX/COURT HOUSE- ANDREWS & SE 6 STREET	210 SOUTH ANDREWS AVE	BROWARD TERMINAL
9:00a	9:07a	9:12a	9:15a	9:20a	9:24a	9:28a	9:31a	9:35a	9:45a
9:30a	9:36a	9:40a	9:42a	9:46a	9:49a	9:52a	9:54a	9:58a	10:08a
9:50a	9:54a	9:58a	10:00a	10:04a	10:07a	10:10a	10:12a	10:16a	10:26a
10:10a	10:14a	10:18a	10:20a	10:24a	10:27a	10:30a	10:32a	10:36a	10:46a
10:30a	10:34a	10:38a	10:40a	10:44a	10:47a	10:50a	10:52a	10:56a	11:06a
10:50a	10:54a	10:58a	11:00a	11:04a	11:07a	11:10a	11:12a	11:16a	11:26a
11:10a	11:14a	11:18a	11:20a	11:24a	11:27a	11:30a	11:32a	11:36a	11:46a
11:30a	11:34a	11:38a	11:40a	11:44a	11:47a	11:50a	11:52a	11:56a	12:06p
11:50a	11:54a	11:58a	12:00p	12:04p	12:07p	12:10p	12:12p	12:16p	12:26p
12:10p	12:14p	12:18p	12:20p	12:24p	12:27p	12:30p	12:32p	12:36p	12:46p
12:30p	12:34p	12:38p	12:40p	12:44p	12:47p	12:50p	12:52p	12:56p	1:06p
12:50p	12:54p	12:58p	1:00p	1:04p	1:07p	1:10p	1:12p	1:16p	1:26p
1:10p	1:14p	1:18p	1:20p	1:24p	1:27p	1:30p	1:32p	1:36p	1:46p
1:30p	1:34p	1:38p	1:40p	1:44p	1:47p	1:50p	1:52p	1:56p	2:06p
1:50p	1:54p	1:58p	2:00p	2:04p	2:07p	2:10p	2:12p	2:16p	2:26p
2:10p	2:14p	2:18p	2:20p	2:24p	2:27p	2:30p	2:32p	2:36p	2:46p
2:30p	2:34p	2:38p	2:40p	2:44p	2:47p	2:50p	2:52p	2:56p	3:06p
2:50p	2:54p	2:58p	3:00p	3:04p	3:07p	3:10p	3:12p	3:16p	3:26p
3:10p	3:14p	3:18p	3:20p	3:24p	3:27p	3:30p	3:32p	3:36p	3:46p
3:30p	3:34p	3:38p	3:40p	3:44p	3:47p	3:50p	3:52p	3:56p	4:06p
3:50p	3:54p	3:58p	4:00p	4:04p	4:07p	4:10p	4:12p	4:16p	4:26p
4:10p	4:14p	4:18p	4:20p	4:24p	4:27p	4:30p	4:33p	4:38p	4:52p
4:30p	4:37p	4:42p	4:45p	4:50p	4:54p	4:58p	5:00p		
4:52p	4:59p								



LAS OLAS Link Route

Friday, Saturday and Sunday, 10:30a - 5:00p

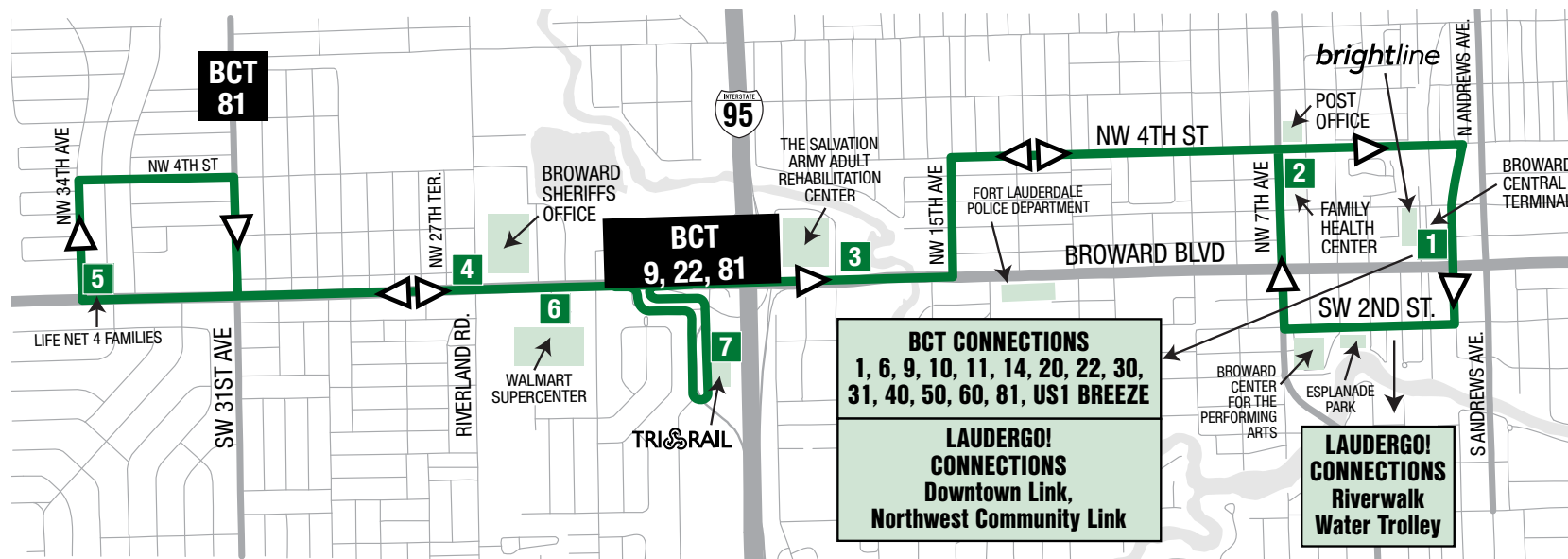
1	2	3	4	5	6	1
BRIGHTLINE STATION	LAS OLAS B/SE 9 A	BEACH PLACE A1A FT LAUDERDALE	TERRAMAR ST & A1A	BEACH PLACE A1A FT. LAUDERDALE	LAS OLAS B/SE 9 A	BRIGHTLINE STATION
		10:30a	10:32a	10:38a	10:43a	10:54a
10:30a	10:42a	10:50a	10:52a	10:58a	11:03a	11:14a
10:59a	11:09a	11:17a	11:19a	11:25a	11:30a	11:41a
11:19a	11:30a	11:38a	11:40a	11:46a	11:51a	12:02p
11:46a	11:57a	12:05p	12:07p	12:13p	12:18p	12:29p
12:07p	12:18p	12:26p	12:28p	12:34p	12:39p	12:50p
12:34p	12:45p	12:53p	12:55p	1:01p	1:06p	1:17p
12:55p	1:06p	1:14p	1:16p	1:22p	1:27p	1:38p
1:22p	1:33p	1:41p	1:43p	1:49p	1:54p	2:05p
1:43p	1:54p	2:02p	2:04p	2:10p	2:15p	2:26p
2:10p	2:22p	2:30p	2:32p	2:38p	2:43p	2:54p
2:31p	2:43p	2:51p	2:53p	2:59p	3:04p	3:15p
2:59p	3:11p	3:19p	3:21p	3:27p	3:32p	3:43p
3:20p	3:32p	3:40p	3:42p	3:48p	3:53p	4:04p
3:48p	4:00p	4:08p	4:10p	4:16p	4:21p	4:32p
4:10p	4:22p	4:30p	4:32p	4:38p	4:43p	4:54p
4:38p	4:50p	4:58p	5:00p			



NOTES: Detour is in effect due to road closures in SW 2nd St.



CITY OF FORT LAUDERDALE



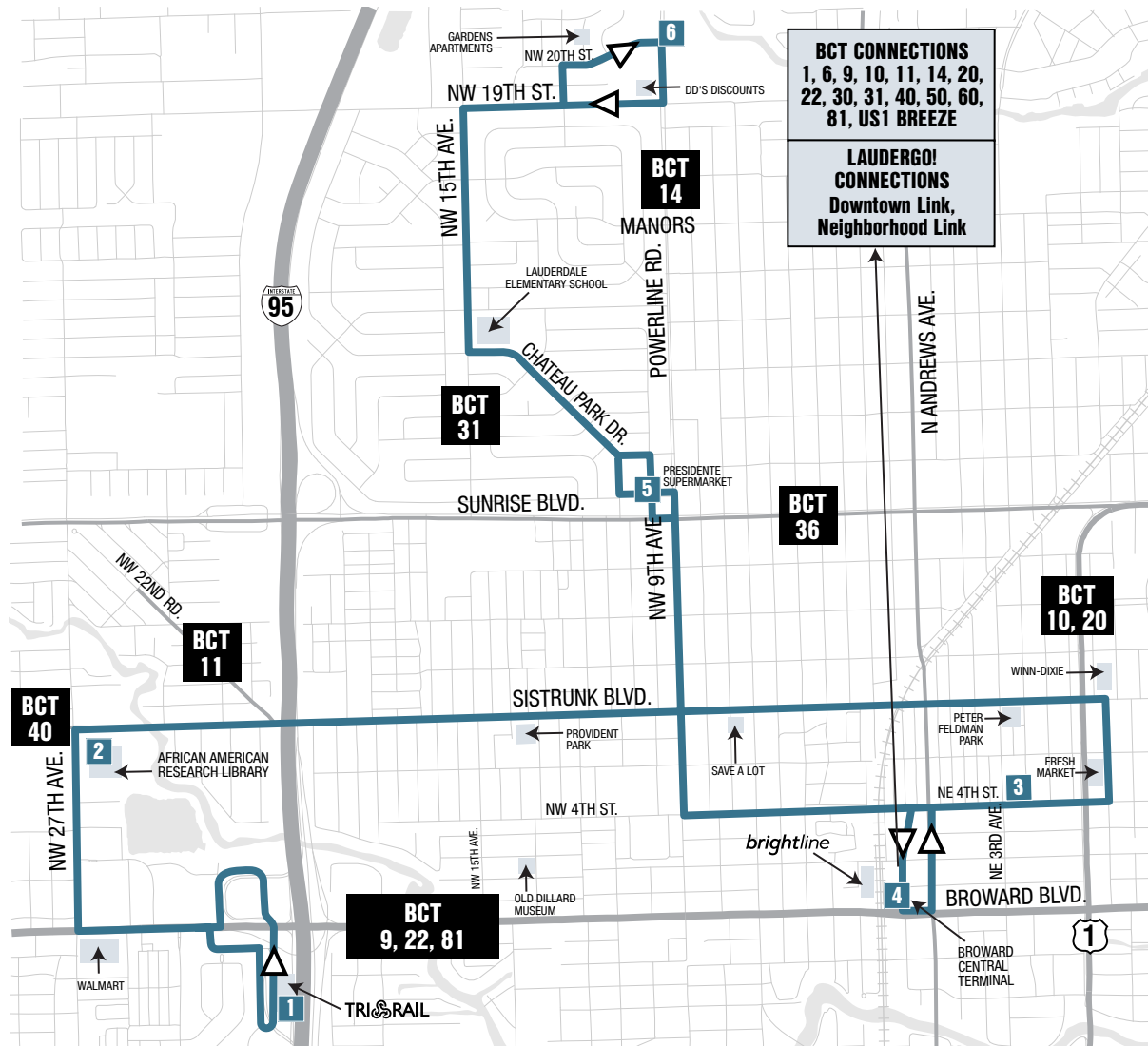
NEIGHBORHOOD LINK Route

BROWARD CENTRAL TERMINAL	NW 7 AVE/NW 4 ST - (FAMILY HEALTH CTR)/POST OFFICE	BROWARD BLVD/NW 18 AVE/SALVATION ARMY	BROWARD BLVD/NW 27 AVE/SHERIFFS OFFICE	BROWARD BLVD/NW 34 AVE/NW 33 AVE/ NORTH BROWARD BLVD	BROWARD BLVD/SW 26 AVE	TCRA/FT LAUDERDALE STATION	BROWARD CENTRAL TERMINAL
1	2	3	4	5	6	7	1
8:00a	8:07a	8:11a	8:15a	8:18a	8:26a	8:29a	8:42a
8:44a	8:51a	8:55a	8:59a	9:02a	9:10a	9:13a	9:26a
9:30a	9:31a	9:41a	9:45a	9:48a	9:56a	9:59a	10:12a
10:16a	10:23a	10:27a	10:31a	10:34a	10:42a	10:45a	10:58a
11:04a	11:11a	11:15a	11:22a	11:26a	11:31a	11:34a	11:48a
11:50a	11:56a	12:00p	12:07p	12:11p	12:16p	12:19p	12:33p
12:37p	12:43p	12:47p	12:54p	12:58p	1:03p	1:10p	

Bold Type indicates PM hours.



CITY OF FORT LAUDERDALE



NORTHWEST COMMUNITY LINK Route

TCRA/FT LAUDERDALE STATION	SISTRUNK BLVD/NW 27 AVE (E) /AFRICAN AMERICAN RESEARCH LIBRARY	NE 4 ST/NE 3 AVE/WINN DIXIE/FRESH MARKET	BROWARD TERMINAL ARRIVAL	BROWARD TERMINAL DEPARTURE	SUNRISE BLVD/POWERLINE RD/PRESIDENTE	NW 20 ST/POWERLINE RD/NW 19 ST	PRESIDENTE (SUNRISE & POWERLINE) - EAST	BROWARD TERMINAL	NE 4 ST/NE 3 AVE/WINN DIXIE/FRESH MARKET	SISTRUNK BLVD/NW 27 AVE (W) /AFRICAN AMERICAN RESEARCH LIBRARY	TCRA/FT LAUDERDALE STATION
1	2	3	4	4	5	6	5	4	3	2	1
				6:20a	6:30a	6:39a	6:48a	6:59a	7:05a	7:16a	7:23a
6:37a	6:44a	6:54a	7:00a	7:05a	7:15a	7:25a	7:35a	7:47a	7:53a	8:05a	8:12a
7:27a	7:34a	7:46a	7:52a	7:57a	8:09a	8:19a	8:28a	8:39a	8:45a	8:56a	9:03a
8:17a	8:24a	8:36a	8:42a	8:47a	8:58a	9:07a	9:16a	9:27a	9:33a	9:44a	9:51a
9:07a	9:14a	9:26a	9:32a	9:37a	9:48a	9:57a	10:06a	10:17a	10:23a	10:34a	10:41a
9:56a	10:03a	10:15a	10:21a	10:26a	10:37a	10:46a	10:55a	11:06a	11:12a	11:23a	11:30a
10:46a	10:53a	11:05a	11:11a	11:16a	11:27a	11:36a	11:45a	11:56a	12:02p	12:13p	12:20p
11:36a	11:43a	11:55a	12:01p	12:06p	12:18p	12:27p	12:36p	12:48p	12:54p	1:05p	1:12p
12:26p	12:33p	12:44p	12:50p	12:55p	1:07p	1:16p	1:25p	1:37p	1:43p	1:54p	2:01p
1:16p	1:23p	1:34p	1:40p	1:45p	1:57p	2:06p	2:15p	2:27p	2:33p	2:45p	2:53p
2:05p	2:12p	2:23p	2:29p	2:34p	2:47p	2:56p	3:05p	3:17p	3:24p	3:36p	3:44p
2:57p	3:04p	3:17p	3:23p	3:28p	3:41p	3:50p	3:59p	4:11p	4:18p	4:30p	4:38p
3:49p	3:56p	4:09p	4:15p	4:20p	4:33p	4:42p	4:51p	5:03p	5:10p	5:22p	5:30p
4:42p	4:49p	5:02p	5:08p	5:13p	5:26p	5:36p	5:46p	5:59p	6:06p	6:19p	6:27p
5:34p	5:42p	5:54p	6:00p	6:05p	6:17p	6:27p	6:37p	6:50p	6:57p	7:10p	7:18p

Bold Type indicates PM hours.

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

Reading A Timetable - It's Easy

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

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

Information: 954-357-8400

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

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



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



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

Broward County Transit

ROUTE 50 ALL WEEK SCHEDULE

Broward Central Terminal to Hillsboro Blvd.
via Dixie Highway

Effective 1/21/24



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**BROWARD
COUNTY
Transit**


Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

BROWARD CENTRAL TERMINAL	NE 4 AVE & NE 17 ST (SWIM POOL)	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER ARRIVAL	NORTHEAST TRANSIT CENTER DEPARTURE	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3 AVE
1	2	3	4	5	5	6	7
5:30a	5:37a	5:41a	5:49a	5:57a	6:02a	6:15a	6:29a
6:00a	6:07a	6:11a	6:22a	6:32a	6:37a	6:51a	7:05a
6:30a	6:40a	6:46a	6:59a	7:10a	7:15a	7:28a	7:43a
7:00a	7:10a	7:17a	7:29a	7:40a	7:45a	7:58a	8:12a
7:30a	7:40a	7:47a	7:59a	8:08a	8:13a	8:26a	8:40a
8:00a	8:10a	8:18a	8:30a	8:39a	8:44a	8:57a	9:09a
8:30a	8:40a	8:48a	9:00a	9:08a	9:13a	9:25a	9:36a
9:00a	9:10a	9:18a	9:29a	9:37a	9:42a	9:54a	10:06a
9:30a	9:40a	9:48a	9:59a	10:08a	10:13a	10:25a	10:38a
10:00a	10:09a	10:17a	10:28a	10:37a	10:42a	10:54a	11:07a
10:30a	10:39a	10:47a	10:58a	11:07a	11:12a	11:24a	11:37a
11:00a	11:09a	11:17a	11:28a	11:37a	11:42a	11:54a	12:07p
11:30a	11:41a	11:49a	12:00p	12:09p	12:14p	12:26p	12:39p
12:00p	12:11p	12:19p	12:30p	12:39p	12:44p	12:56p	1:09p
12:30p	12:41p	12:49p	1:00p	1:09p	1:14p	1:26p	1:39p
1:00p	1:11p	1:19p	1:30p	1:39p	1:44p	1:56p	2:09p
1:30p	1:41p	1:49p	2:00p	2:11p	2:16p	2:31p	2:44p
2:00p	2:11p	2:20p	2:32p	2:45p	2:50p	3:05p	3:18p
2:30p	2:42p	2:52p	3:05p	3:18p	3:23p	3:38p	3:51p
3:00p	3:12p	3:22p	3:35p	3:47p	3:52p	4:06p	4:21p
3:35p	3:46p	3:55p	4:08p	4:19p	4:24p	4:37p	4:52p
4:10p	4:22p	4:32p	4:45p	4:56p	5:01p	5:14p	5:29p
4:45p	4:57p	5:07p	5:20p	5:31p	5:36p	5:49p	6:04p
5:20p	5:32p	5:42p	5:55p	6:06p	6:11p	6:24p	6:37p
5:55p	6:07p	6:17p	6:30p	6:39p	6:44p	6:56p	7:08p
6:20p	6:32p	6:41p	6:52p	7:01p	7:06p	7:18p	7:30p
6:50p	7:00p	7:09p	7:20p	7:29p	7:34p	7:46p	7:58p
7:20p	7:30p	7:39p	7:50p	7:59p	8:04p	8:16p	8:28p
7:55p	8:05p	8:13p	8:23p	8:30p	8:35p	8:47p	8:59p
8:25p	8:34p	8:42p	8:52p	8:59p	9:04p	9:16p	9:28p
8:55p	9:04p	9:12p	9:22p	9:29p	9:34p	9:45p	9:56p
9:35p	9:44p	9:51p	10:00p	10:07p	10:12p	10:23p	10:34p G
10:00p	10:09p	10:16p	10:25p	10:32p	10:37p	10:48p	10:59p G
10:30p	10:39p	10:46p	10:55p	11:02p	11:07p	11:18p	11:29p G
11:10p W	11:19p	11:26p	11:35p	11:42p	11:47p	11:58p	12:09a G

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD. & 3 AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER ARRIVAL	NORTHEAST TRANSIT CENTER DEPARTURE	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD & DIXIE HWY	BROWARD CENTRAL TERMINAL
7	6	5	5	4	3	1
5:10a	5:25a	5:34a	5:39a	5:50a	6:00a	6:18a
5:35a	5:50a	5:59a	6:04a	6:17a	6:29a	6:47a
6:00a	6:16a	6:28a	6:33a	6:46a	6:58a	7:16a
6:25a	6:41a	6:53a	6:58a	7:11a	7:23a	7:42a
6:50a	7:06a	7:18a	7:23a	7:36a	7:50a	8:09a
7:25a	7:42a	7:58a	8:03a	8:15a	8:28a	8:44a
8:00a	8:17a	8:31a	8:36a	8:48a	9:01a	9:17a
8:30a	8:46a	9:00a	9:05a	9:16a	9:28a	9:44a
9:00a	9:16a	9:27a	9:32a	9:43a	9:55a	10:11a
9:30a	9:46a	9:57a	10:02a	10:13a	10:26a	10:44a
9:55a	10:11a	10:23a	10:28a	10:40a	10:54a	11:15a
10:25a	10:45a	10:57a	11:02a	11:12a	11:25a	11:46a
11:00a	11:15a	11:26a	11:31a	11:41a	11:54a	12:15p
11:30a	11:45a	11:56a	12:01p	12:11p	12:24p	12:45p
11:55a	12:10p	12:21p	12:26p	12:37p	12:50p	1:11p
12:25p	12:40p	12:52p	12:57p	1:08p	1:21p	1:42p
12:55p	1:10p	1:22p	1:27p	1:38p	1:51p	2:12p
1:25p	1:40p	1:52p	1:57p	2:08p	2:22p	2:43p
1:55p	2:11p	2:25p	2:30p	2:41p	2:55p	3:17p
2:25p	2:41p	2:55p	3:00p	3:14p	3:29p	3:51p
3:00p	3:19p	3:35p	3:40p	3:54p	4:09p	4:32p
3:35p	3:54p	4:10p	4:15p	4:28p	4:43p	5:06p
4:10p	4:29p	4:45p	4:50p	5:03p	5:18p	5:38p
4:40p	5:00p	5:16p	5:21p	5:34p	5:47p	6:03p
5:10p	5:30p	5:47p	5:52p	6:04p	6:15p	6:31p
5:45p	6:03p	6:17p	6:22p	6:33p	6:44p	7:00p
6:20p	6:37p	6:51p	6:56p	7:07p	7:18p	7:37p
6:55p	7:12p	7:23p	7:28p	7:38p	7:48p	8:07p
7:25p	7:40p	7:50p	7:55p	8:05p	8:15p	8:34p
7:50p	8:05p	8:15p	8:20p	8:30p	8:40p	8:55p G
8:15p	8:30p	8:40p	8:45p	8:54p	9:04p	9:18p
8:45p	8:58p	9:07p	9:12p	9:21p	9:31p	9:45p
9:15p	9:28p	9:37p	9:42p	9:51p	10:01p	10:15p
9:45p	9:58p	10:07p	10:12p	10:21p	10:31p	10:45p
10:15p	10:28p	10:37p	10:42p	10:51p	11:01p	11:15p G

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

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

BROWARD CENTRAL TERMINAL	NE 4 AVE & NE 17 ST (SWIM POOL)	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER ARRIVAL	NORTHEAST TRANSIT CENTER DEPARTURE	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3 AVE
1	2	3	4	5	5	6	7
5:15a	5:22a	5:27a	5:37a	5:45a	5:50a	6:01a	6:12a
6:00a	6:07a	6:12a	6:22a	6:30a	6:35a	6:46a	6:57a
6:40a	6:47a	6:52a	7:02a	7:10a	7:15a	7:26a	7:37a
7:20a	7:27a	7:32a	7:42a	7:50a	7:55a	8:06a	8:17a
8:00a	8:07a	8:12a	8:22a	8:30a	8:35a	8:46a	8:57a
8:40a	8:47a	8:52a	9:02a	9:10a	9:15a	9:26a	9:37a
9:20a	9:27a	9:32a	9:42a	9:50a	9:55a	10:06a	10:17a
10:00a	10:10a	10:18a	10:28a	10:37a	10:42a	10:53a	11:04a
10:40a	10:50a	10:58a	11:08a	11:17a	11:22a	11:33a	11:44a
11:20a	11:30a	11:38a	11:48a	11:57a	12:02p	12:13p	12:24p
12:00p	12:10p	12:18p	12:28p	12:37p	12:42p	12:53p	1:04p
12:40p	12:50p	12:58p	1:08p	1:17p	1:22p	1:33p	1:44p
1:20p	1:30p	1:38p	1:48p	1:57p	2:02p	2:13p	2:24p
2:00p	2:10p	2:18p	2:28p	2:37p	2:42p	2:53p	3:04p
2:40p	2:50p	2:58p	3:08p	3:17p	3:22p	3:33p	3:44p
3:20p	3:30p	3:38p	3:48p	3:57p	4:02p	4:13p	4:24p
4:00p	4:10p	4:18p	4:28p	4:37p	4:42p	4:53p	5:04p
4:40p	4:50p	4:58p	5:08p	5:17p	5:22p	5:33p	5:44p
5:20p	5:30p	5:38p	5:48p	5:57p	6:02p	6:13p	6:24p
6:00p	6:09p	6:16p	6:26p	6:34p	6:39p	6:50p	7:01p
6:40p	6:49p	6:56p	7:06p	7:14p	7:19p	7:30p	7:41p
7:20p	7:29p	7:36p	7:46p	7:54p	7:59p	8:10p	8:21p
8:00p	8:09p	8:16p	8:26p	8:34p	8:39p	8:50p	9:01p
8:40p	8:49p	8:56p	9:05p	9:13p	9:18p	9:29p	9:35p
9:20p	9:29p	9:36p	9:44p	9:52p	9:57p	10:05p	10:14p G
10:00p	10:09p	10:16p	10:24p	10:32p	10:37p	10:45p	10:54p G

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD. & 3 AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER ARRIVAL	NORTHEAST TRANSIT CENTER DEPARTURE	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD & DIXIE HWY	BROWARD CENTRAL TERMINAL
7	6	5	5	4	3	1
5:00a	5:12a	5:24a	5:29a	5:38a	5:48a	6:05a
5:45a	5:57a	6:09a	6:14a	6:23a	6:33a	6:50a
6:30a	6:42a	6:54a	6:59a	7:08a	7:18a	7:35a
7:10a	7:22a	7:34a	7:39a	7:48a	7:58a	8:15a
7:50a	8:02a	8:14a	8:19a	8:28a	8:38a	8:55a
8:30a	8:42a	8:54a	8:59a	9:08a	9:18a	9:35a
9:09a	9:21a	9:33a	9:38a	9:47a	9:57a	10:15a
9:52a	10:04a	10:14a	10:19a	10:28a	10:37a	10:55a
10:31a	10:44a	10:54a	10:59a	11:08a	11:17a	11:35a
11:15a	11:28a	11:38a	11:43a	11:52a	12:01p	12:19p
11:57a	12:10p	12:20p	12:25p	12:34p	12:43p	1:01p
12:37p	12:50p	1:00p	1:05p	1:14p	1:23p	1:41p
1:17p	1:30p	1:40p	1:45p	1:54p	2:03p	2:21p
1:57p	2:10p	2:20p	2:25p	2:34p	2:43p	3:01p
2:37p	2:50p	3:00p	3:05p	3:14p	3:23p	3:41p
3:17p	3:30p	3:40p	3:45p	3:54p	4:03p	4:21p
3:57p	4:10p	4:20p	4:25p	4:34p	4:43p	5:01p
4:37p	4:50p	5:00p	5:05p	5:14p	5:23p	5:41p
5:17p	5:30p	5:40p	5:45p	5:54p	6:03p	6:21p
5:57p	6:09p	6:20p	6:25p	6:32p	6:40p	6:58p
6:37p	6:49p	7:00p	7:05p	7:12p	7:20p	7:38p
7:14p	7:26p	7:37p	7:42p	7:49p	7:57p	8:15p
7:54p	8:06p	8:17p	8:22p	8:29p	8:37p	8:55p
8:39p	8:51p	9:02p	9:07p	9:15p	9:21p	9:36p
9:21p	9:32p	9:41p	9:46p	9:54p	10:00p	10:15p G
10:01p	10:12p	10:21p	10:26p	10:34p	10:40p	10:55p G

SUNDAY

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

1	2	3	4	5	5	6	7
8:00a	8:08a	8:14a	8:24a	8:32a	8:37a	8:48a	8:59a
8:50a	8:58a	9:04a	9:14a	9:22a	9:27a	9:38a	9:49a
9:40a	9:48a	9:54a	10:04a	10:12a	10:17a	10:28a	10:39a
10:30a	10:40a	10:48a	10:58a	11:06a	11:11a	11:22a	11:33a
11:20a	11:30a	11:38a	11:48a	11:56a	12:01p	12:12p	12:23p
12:10p	12:20p	12:28p	12:38p	12:46p	12:51p	1:02p	1:13p
1:00p	1:10p	1:18p	1:28p	1:36p	1:41p	1:52p	2:03p
1:50p	2:00p	2:08p	2:18p	2:26p	2:31p	2:42p	2:53p
2:40p	2:50p	2:58p	3:08p	3:16p	3:21p	3:32p	3:43p
3:30p	3:40p	3:48p	3:58p	4:06p	4:11p	4:22p	4:33p
4:20p	4:30p	4:38p	4:48p	4:56p	5:01p	5:12p	5:23p
5:10p	5:20p	5:28p	5:38p	5:46p	5:51p	6:02p	6:13p
6:00p	6:09p	6:16p	6:25p	6:33p	6:38p	6:49p	7:00p
6:50p	6:59p	7:06p	7:15p	7:23p	7:28p	7:39p	7:50p
7:40p	7:49p	7:56p	8:05p	8:13p	8:18p	8:29p	8:40p G
8:30p	8:39p	8:46p	8:55p	9:03p	9:08p	9:19p	9:30p G

SOUTHBOUND

To Broward Central Terminal

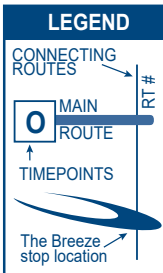
7	6	5	5	4	3	1
7:38a	7:51a	8:01a	8:06a	8:14a	8:22a	8:40a
8:28a	8:41a	8:51a	8:56a	9:04a	9:12a	9:30a
9:18a	9:31a	9:41a	9:46a	9:54a	10:02a	10:20a
10:04a	10:17a	10:29a	10:34a	10:43a	10:52a	11:10a
10:54a	11:07a	11:19a	11:24a	11:33a	11:42a	12:00p
11:44a	11:57a	12:09p	12:14p	12:23p	12:32p	12:50p
12:34p	12:47p	12:59p	1:04p	1:13p	1:22p	1:40p
1:24p	1:37p	1:49p	1:54p	2:03p	2:12p	2:30p
2:14p	2:27p	2:39p	2:44p	2:53p	3:02p	3:20p
3:04p	3:17p	3:29p	3:34p	3:43p	3:52p	4:10p
3:54p	4:07p	4:19p	4:24p	4:33p	4:42p	5:00p
4:44p	4:57p	5:09p	5:14p	5:23p	5:32p	5:50p
5:39p	5:52p	6:04p	6:09p	6:17p	6:25p	6:40p
6:30p	6:43p	6:54p	6:59p	7:07p	7:15p	7:30p
7:20p	7:33p	7:44p	7:49p	7:57p	8:05p	8:20p
8:10p	8:23p	8:34p	8:39p	8:47p	8:55p	9:10p G

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

ROUTE 50

Broward Central Terminal to
Hillsboro Blvd. / SW 3 Ave.
via Dixie Highway

Due to COVID-19, some Breeze services may be suspended.
Please contact BCT Customer Service or visit our website for the latest service updates.



POINTS OF INTEREST

- Northridge Shopping Center
- Northeast Transit Center

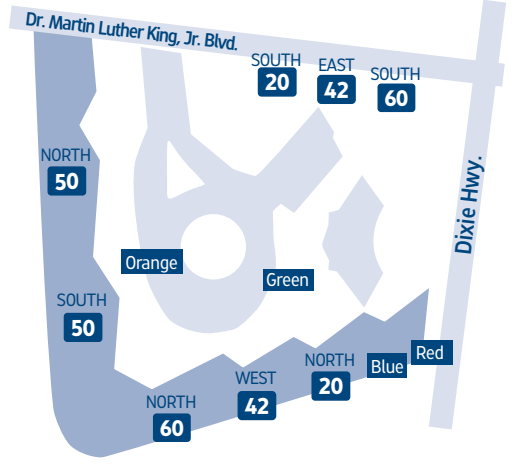
NORTHEAST TRANSIT CENTER

RT 20, RT 42, RT 50, RT 60

COMMUNITY SHUTTLE

POMPAÑO BEACH

Northeast Transit Center

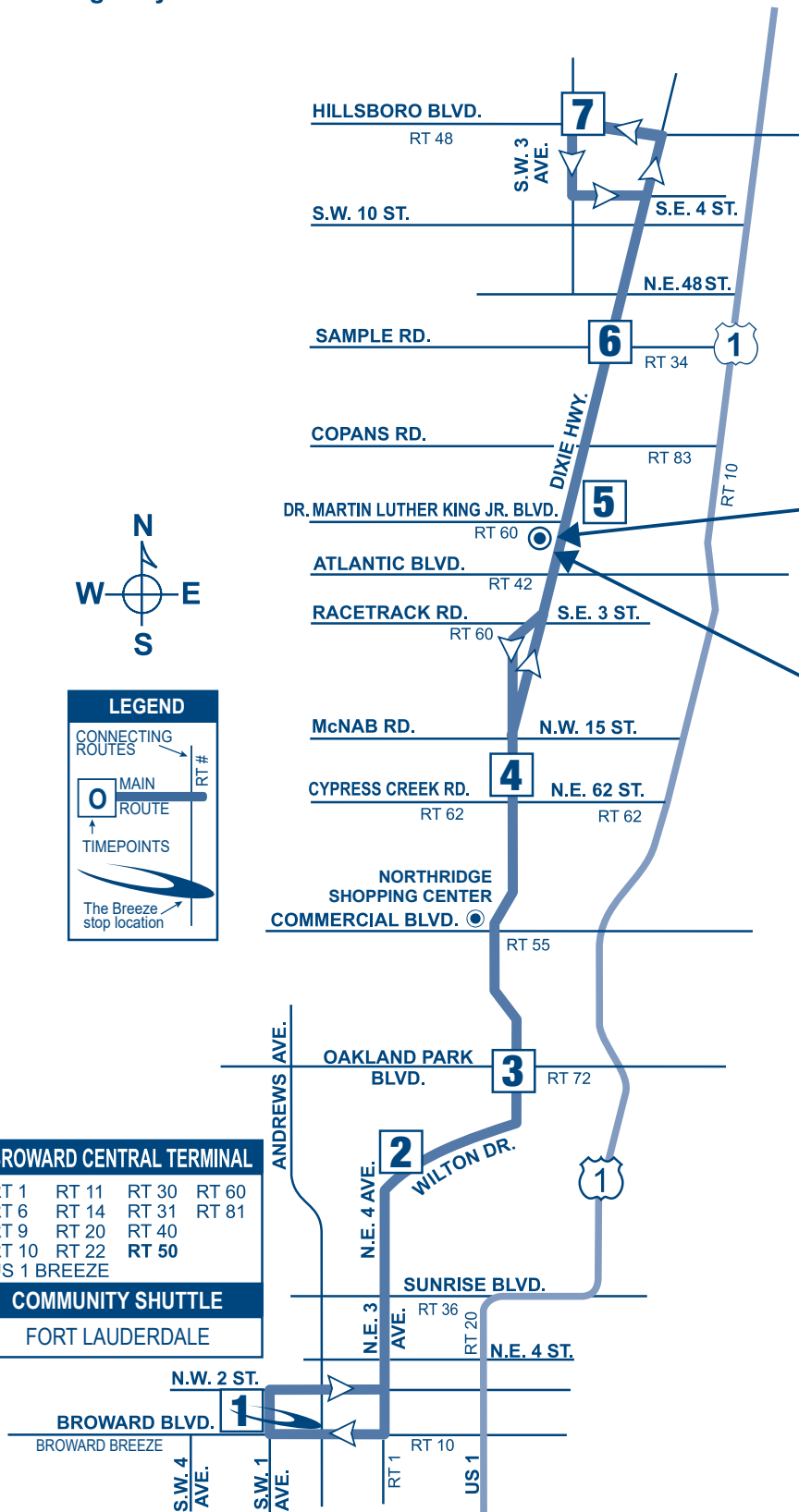


BROWARD CENTRAL TERMINAL

RT 1 RT 11 RT 30 RT 60
RT 6 RT 14 RT 31 RT 81
RT 9 RT 20 RT 40
RT 10 RT 22 RT 50
US 1 BREEZE

COMMUNITY SHUTTLE

FORT LAUDERDALE



Customer Service

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

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

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



TRANSIT WATCH

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

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

Reading A Timetable - It's Easy

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

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

Information: 954-357-8400

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

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



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



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

Broward County Transit

ROUTE 60 ALL WEEK SCHEDULE

Broward Central Terminal to Highway 441
and N.W. 15 Street via Andrews Avenue and
Dr. Martin Luther King Jr. Blvd/ Coconut Creek Pkwy
Effective 1/21/24



Safety Is Our Number One Priority



**Mobile
Ticketing App**

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



Real Time Bus Information
MyRide.Broward.org




Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Highway 441 & N.W. 15 Street

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & ANDREWS AVE.	CYPRESS CREEK TRI-RAIL	NORTHEAST TRANSIT CENTER ARRIVE	NORTHEAST TRANSIT CENTER DEPART	BC NORTH CAMPUS	U.S. 441 & N.W. 15 ST.
1	2	3	5	5	6	7
5:20a	5:32a	5:42a	5:59a	6:04a		6:31a
6:00a	6:12a	6:22a	6:39a	6:44a		7:11a
6:32a	6:48a	6:58a	7:14a	7:19a	7:40a	7:50a
7:03a	7:19a	7:29a	7:45a	7:50a	8:11a	8:20a
7:34a	7:50a	8:00a	8:16a	8:21a	8:40a	8:49a
8:05a	8:21a	8:31a	8:46a	8:51a	9:10a	9:19a
8:32a	8:47a	8:57a	9:12a	9:17a	9:36a	9:45a
9:00a	9:15a	9:25a	9:40a	9:45a	10:04a	10:13a
9:28a	9:43a	9:53a	10:08a	10:13a	10:32a	10:41a
9:56a	10:11a	10:21a	10:36a	10:41a	11:00a	11:09a
10:24a	10:39a	10:49a	11:04a	11:09a	11:28a	11:37a
10:54a	11:09a	11:19a	11:34a	11:39a	11:58a	12:07p
11:24a	11:39a	11:49a	12:04p	12:09p	12:28p	12:37p
11:54a	12:09p	12:19p	12:34p	12:39p	12:58p	1:07p
12:24p	12:39p	12:49p	1:04p	1:09p	1:28p	1:38p
12:54p	1:09p	1:19p	1:34p	1:39p	2:01p	2:11p
1:24p	1:40p	1:52p	2:08p	2:13p	2:35p	2:45p
1:55p	2:11p	2:23p	2:39p	2:44p	3:06p	3:16p
2:26p	2:42p	2:54p	3:10p	3:15p	3:37p	3:47p
2:57p	3:13p	3:25p	3:41p	3:46p	4:08p	4:19p
3:29p	3:45p	3:57p	4:15p	4:20p	4:42p	4:53p
4:01p	4:20p	4:34p	4:54p	4:59p	5:20p	5:31p
4:33p	4:53p	5:07p	5:24p	5:29p	5:49p	6:00p
5:06p	5:24p	5:37p	5:52p	5:57p	6:17p	6:27p
5:36p	5:53p	6:06p	6:21p	6:26p	6:41p	6:51p
6:06p	6:23p	6:35p	6:48p	6:53p	7:08p	7:18p G
6:37p	6:52p	7:04p	7:17p	7:22p	7:37p	7:47p
7:08p	7:23p	7:35p	7:48p	7:53p	8:08p	8:18p
7:39p	7:54p	8:06p	8:19p	8:24p	8:39p	8:49p
8:11p	8:26p	8:38p	8:51p	8:56p	9:11p	9:21p G
8:33p	8:48p	9:00p	9:13p	9:18p	9:33p	9:43p
9:18p	9:30p	9:38p	9:50p	9:55p		10:15p G
9:54p	10:06p	10:14p	10:26p	10:31p		10:51p G
10:30p	10:42p	10:50p	11:02p	11:07p		11:27p G
11:10p W	11:22p	11:30p	11:42p	11:47p		12:07a G

SOUTHBOUND

To Broward Central Terminal

U.S. 441 & N.W. 15 ST.	BC NORTH CAMPUS	NORTHEAST TRANSIT CENTER ARRIVE	NORTHEAST TRANSIT CENTER DEPART	ANDREWS AVE EXT & SW 6 ST	CYPRESS CREEK TRI-RAIL	OAKLAND PARK BLVD. & ANDREWS AVE.	BROWARD CENTRAL TERMINAL
7	6	5	5	4	3	2	1
5:13a		5:33a	5:38a	5:45a	5:54a	6:11a	6:22a
5:43a		6:03a	6:08a	6:15a	6:24a	6:41a	6:52a
6:13a		6:33a	6:38a	6:45a	6:54a	7:11a	7:22a
6:41a		7:01a	7:06a	7:13a	7:22a	7:39a	7:50a
7:04a	7:13a	7:35a	7:40a	7:45a	7:53a	8:08a	8:22a
7:32a	7:41a	8:03a	8:08a	8:13a	8:21a	8:36a	8:50a
8:00a	8:09a	8:31a	8:36a	8:41a	8:49a	9:04a	9:18a
8:30a	8:39a	9:01a	9:06a	9:11a	9:18a	9:32a	9:46a
9:00a	9:09a	9:27a	9:32a	9:37a	9:44a	9:58a	10:12a
9:30a	9:38a	9:56a	10:01a	10:06a	10:13a	10:27a	10:41a
9:58a	10:06a	10:24a	10:29a	10:34a	10:41a	10:55a	11:09a
10:25a	10:33a	10:51a	10:56a	11:01a	11:08a	11:22a	11:36a
10:55a	11:03a	11:21a	11:26a	11:31a	11:39a	11:55a	12:10p
11:25a	11:33a	11:54a	11:59a	12:04p	12:12p	12:28p	12:43p
11:55a	12:04p	12:25p	12:30p	12:35p	12:43p	12:59p	1:14p
12:25p	12:34p	12:55p	1:00p	1:05p	1:13p	1:29p	1:44p
12:55p	1:04p	1:25p	1:30p	1:35p	1:43p	1:59p	2:14p
1:25p	1:34p	1:55p	2:00p	2:05p	2:13p	2:29p	2:44p
1:55p	2:04p	2:25p	2:30p	2:35p	2:43p	3:03p	3:18p
2:25p	2:34p	2:55p	3:00p	3:06p	3:16p	3:36p	3:51p
2:55p	3:05p	3:27p	3:32p	3:38p	3:48p	4:08p	4:23p
3:28p	3:38p	4:00p	4:05p	4:11p	4:21p	4:41p	4:56p
4:01p	4:11p	4:33p	4:38p	4:44p	4:54p	5:13p	5:26p
4:34p	4:44p	5:06p	5:11p	5:16p	5:25p	5:40p	5:53p
5:07p	5:16p	5:37p	5:42p	5:47p	5:56p	6:11p	6:24p
5:41p	5:50p	6:11p	6:16p	6:21p	6:30p	6:45p	6:58p
6:12p	6:21p	6:42p	6:47p	6:52p	7:01p	7:16p	7:29p
6:46p	6:55p	7:16p	7:21p	7:26p	7:35p	7:46p	7:56p
7:17p	7:26p	7:45p	7:50p	7:55p	8:02p	8:13p	8:23p
7:59p	8:08p	8:26p	8:31p	8:36p	8:43p	8:54p	9:04p
8:37p	8:46p	9:04p	9:09p	9:14p	9:21p	9:32p	9:42p
9:15p	9:24p	9:42p	9:47p	9:52p	9:59p	10:10p	10:20p
9:53p		10:15p	10:20p	10:27p	10:35p	10:46p	10:55p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

SATURDAY

NORTHBOUND

To Highway 441 & N.W. 15 Street

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & ANDREWS AVE.	CYPRESS CREEK TRI-RAIL	NORTHEAST TRANSIT CENTER ARRIVE	NORTHEAST TRANSIT CENTER DEPART	BC NORTH CAMPUS	U.S. 441 & N.W. 15 ST.
1	2	3	5	5	6	7
5:19a	5:28a	5:34a	5:48a	5:53a		6:14a
6:00a	6:09a	6:15a	6:29a	6:34a		6:55a
6:35a	6:45a	6:54a	7:07a	7:12a	7:30a	7:38a
7:13a	7:27a	7:36a	7:49a	7:54a	8:12a	8:20a
7:51a	8:05a	8:14a	8:27a	8:32a	8:50a	8:58a
8:32a	8:46a	8:55a	9:08a	9:13a	9:31a	9:39a
9:08a	9:22a	9:31a	9:44a	9:49a	10:07a	10:16a
9:51a	10:05a	10:14a	10:29a	10:34a	10:52a	11:01a
10:28a	10:42a	10:51a	11:06a	11:11a	11:29a	11:38a
11:12a	11:26a	11:35a	11:50a	11:55a	12:13p	12:22p
11:52a	12:06p	12:15p	12:30p	12:35p	12:53p	1:02p
12:35p	12:49p	12:58p	1:13p	1:18p	1:36p	1:45p
1:11p	1:25p	1:34p	1:49p	1:54p	2:12p	2:21p
1:55p	2:09p	2:18p	2:33p	2:38p	2:56p	3:05p
2:35p	2:49p	2:58p	3:13p	3:18p	3:36p	3:45p
3:18p	3:32p	3:41p	3:56p	4:01p	4:19p	4:28p
3:54p	4:08p	4:17p	4:32p	4:37p	4:55p	5:04p
4:38p	4:52p	5:01p	5:16p	5:21p	5:39p	5:48p
5:18p	5:32p	5:41p	5:56p	6:01p	6:19p	6:28p
5:54p	6:08p	6:17p	6:32p	6:37p	6:55p	7:04p
6:30p	6:44p	6:53p	7:08p	7:13p	7:31p	7:39p
7:13p	7:27p	7:36p	7:48p	7:53p	8:11p	8:19p
7:53p	8:06p	8:15p	8:27p	8:32p	8:50p	8:58p
8:31p	8:44p	8:53p	9:04p	9:09p		9:29p
9:09p	9:21p	9:30p	9:42p	9:47p		10:07p G
9:49p	10:01p	10:10p	10:22p	10:27p		10:47p G
10:29p	10:41p	10:50p	11:02p	11:07p		11:27p G

SOUTHBOUND

To Broward Central Terminal

U.S. 441 & N.W. 15 ST.	BC NORTH CAMPUS	NORTHEAST TRANSIT CENTER ARRIVE	NORTHEAST TRANSIT CENTER DEPART	ANDREWS AVE EXT & SW 6 ST	CYPRESS CREEK TRI-RAIL	OAKLAND PARK BLVD. & ANDREWS AVE.	BROWARD CENTRAL TERMINAL
7	6	5	5	4	3	2	1
5:20a		5:39a	5:44a	5:49a	5:56a	6:07a	6:15a
5:58a		6:17a	6:22a	6:27a	6:35a	6:48a	6:58a
6:38a		7:00a	7:05a	7:10a	7:18a	7:31a	7:41a
7:12a	7:19a	7:38a	7:43a	7:48a	7:55a	8:09a	8:22a
7:48a	7:55a	8:14a	8:19a	8:24a	8:31a	8:45a	8:58a
8:31a	8:38a	8:57a	9:02a	9:07a	9:14a	9:28a	9:41a
9:08a	9:15a	9:34a	9:39a	9:44a	9:51a	10:05a	10:18a
9:49a	9:56a	10:15a	10:20a	10:25a	10:33a	10:47a	11:02a
10:26a	10:35a	10:56a	11:01a	11:06a	11:14a	11:28a	11:42a
11:11a	11:20a	11:40a	11:45a	11:50a	11:57a	12:11p	12:25p
11:48a	11:56a	12:16p	12:21p	12:26p	12:33p	12:47p	1:01p
12:32p	12:40p	1:00p	1:05p	1:10p	1:17p	1:31p	1:45p
1:12p	1:20p	1:40p	1:45p	1:50p	1:57p	2:11p	2:25p
1:55p	2:03p	2:23p	2:28p	2:33p	2:40p	2:54p	3:08p
2:31p	2:39p	2:59p	3:04p	3:09p	3:16p	3:30p	3:44p
3:15p	3:23p	3:43p	3:48p	3:53p	4:00p	4:14p	4:28p
3:55p	4:03p	4:23p	4:28p	4:33p	4:40p	4:54p	5:08p
4:38p	4:46p	5:06p	5:11p	5:16p	5:23p	5:34p	5:44p
5:15p	5:23p	5:42p	5:47p	5:52p	5:59p	6:10p	6:20p
5:58p	6:06p	6:25p	6:30p	6:35p	6:42p	6:53p	7:03p
6:38p	6:46p	7:05p	7:10p	7:15p	7:22p	7:33p	7:43p
7:15p	7:23p	7:42p	7:47p	7:52p	7:59p	8:10p	8:20p
7:49p	7:57p	8:16p	8:21p	8:26p	8:33p	8:44p	8:54p
8:29p	8:37p	8:56p	9:01p	9:06p	9:13p	9:24p	9:34p
9:11p		9:33p	9:38p	9:43p	9:50p	10:00p	10:08p
9:56p		10:18p	10:23p	10:28p	10:35p	10:45p	10:53p G

SUNDAY

NORTHBOUND

To Highway 441 & N.W. 15 Street

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & ANDREWS AVE.	CYPRESS CREEK TRI-RAIL	NORTHEAST TRANSIT CENTER ARRIVE	NORTHEAST TRANSIT CENTER DEPART	BC NORTH CAMPUS	U.S. 441 & N.W. 15 ST.
1	2	3	5	5	6	7
9:30a	9:42a	9:51a	10:03a	10:08a	10:26a	10:34a
10:30a	10:42a	10:51a	11:03a	11:08a	11:26a	11:34a
11:30a	11:42a	11:51a	12:03p	12:08p	12:26p	12:34p
12:30p	12:44p	12:53p	1:06p	1:11p	1:29p	1:37p
1:30p	1:44p	1:53p	2:06p	2:11p	2:29p	2:37p
2:30p	2:44p	2:53p	3:06p	3:11p	3:29p	3:37p
3:30p	3:44p	3:53p	4:06p	4:11p	4:29p	4:37p
4:30p	4:44p	4:53p	5:06p	5:11p	5:29p	5:37p
5:30p	5:44p	5:53p	6:06p	6:11p	6:29p	6:37p
6:30p	6:44p	6:53p	7:06p	7:11p	7:29p	7:37p
7:30p	7:44p	7:53p	8:06p	8:11p	8:29p	8:37p G
8:30p	8:44p	8:53p	9:06p	9:11p	9:29p	9:37p G

SOUTHBOUND

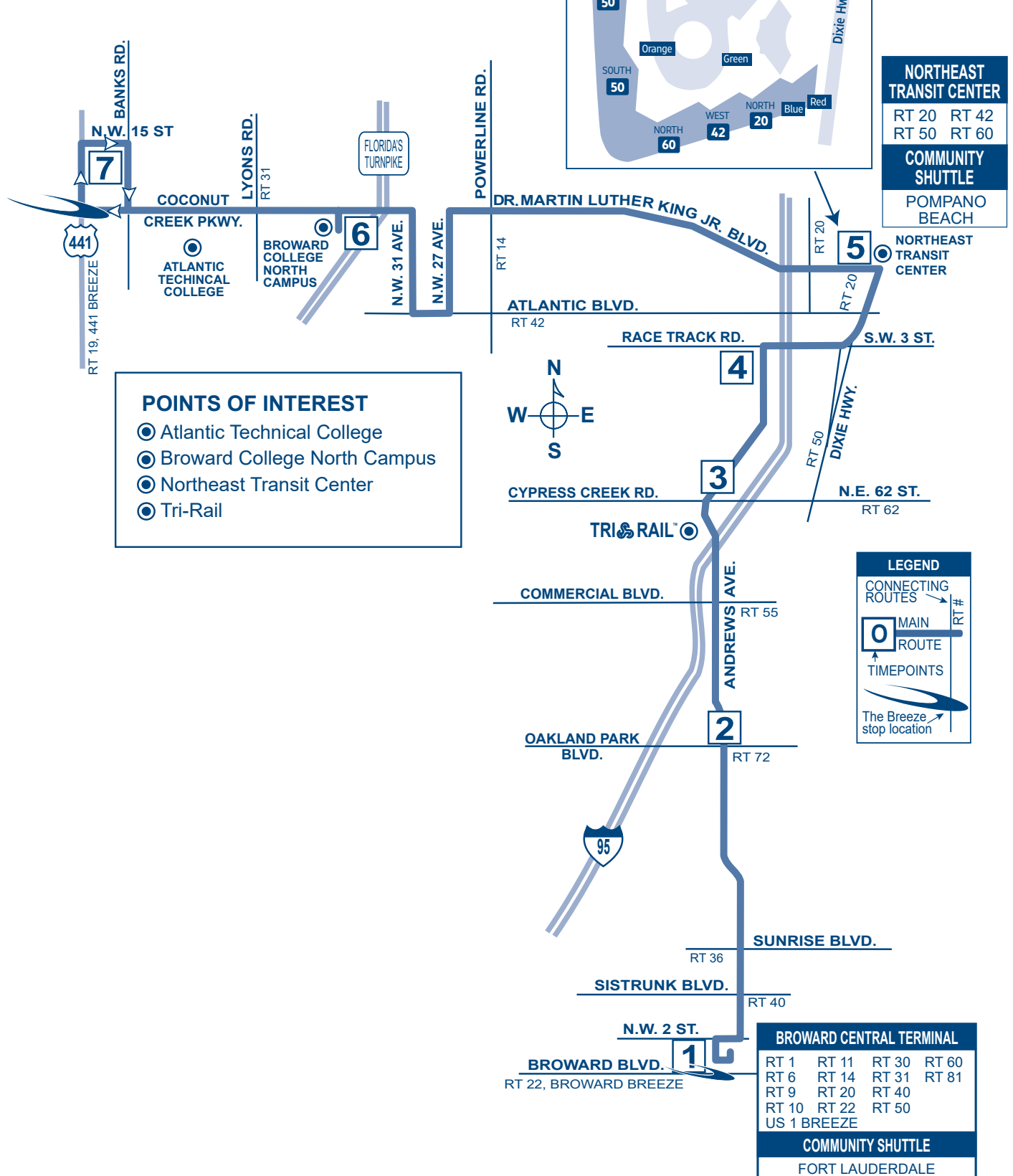
To Broward Central Terminal

U.S. 441 & N.W. 15 ST.	BC NORTH CAMPUS	NORTHEAST TRANSIT CENTER ARRIVE	NORTHEAST TRANSIT CENTER DEPART	ANDREWS AVE EXT & SW 6 ST	CYPRESS CREEK TRI-RAIL	OAKLAND PARK BLVD. & ANDREWS AVE.	BROWARD CENTRAL TERMINAL
7	6	5	5	4	3	2	1
9:00a		9:26a	9:31a	9:36a	9:43a	9:58a	10:10a
10:00a	10:07a	10:26a	10:31a	10:36a	10:43a	10:55a	11:07a
11:00a	11:07a	11:26a	11:31a	11:36a	11:43a	11:55a	12:07p
12:00p	12:07p	12:26p	12:31p	12:36p	12:43p	12:55p	1:07p
1:00p	1:07p	1:26p	1:31p	1:36p	1:43p	1:56p	2:09p
2:00p	2:07p	2:26p	2:31p	2:36p	2:43p	2:56p	3:09p
3:00p	3:07p	3:26p	3:31p	3:36p	3:43p	3:54p	4:06p
4:00p	4:07p	4:25p	4:30p	4:35p	4:42p	4:53p	5:05p
5:00p	5:07p	5:25p	5:30p	5:35p	5:42p	5:53p	6:05p
6:00p	6:07p	6:25p	6:30p	6:35p	6:42p	6:53p	7:05p
7:00p	7:07p	7:25p	7:30p	7:35p	7:42p	7:53p	8:05p
8:05p		8:31p G					

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

ROUTE 60

Broward Central Terminal to Highway 441 & N.W. 15 Street
via Andrews Avenue and Dr. Martin Luther King Jr. Boulevard
/Coconut Creek Parkway



Customer Service

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

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

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



TRANSIT WATCH

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

APPENDIX D

Traffic Counts Signal Plans

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

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

* PEAK SEASON

23-FEB-2023 09:11:21

830UPD

4_8600_PKSEASON.TXT

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

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

* PEAK SEASON

23-FEB-2023 09:11:21

830UPD

4_8601_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8630 WEST-W OF US441

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

* PEAK SEASON

23-FEB-2023 09:11:21

830UPD

4_8630_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8659 BROWARD I595

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

* PEAK SEASON

23-FEB-2023 09:11:21

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4_8659_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8675 BROWARD I75 URBAN

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

* PEAK SEASON

23-FEB-2023 09:11:22

830UPD

4_8675_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8676 BROWARD I75 RURAL

WEEK	DATES	SF	MOCF: 0.94 PSCF
1	01/01/2022 - 01/01/2022	1.01	1.07
2	01/02/2022 - 01/08/2022	1.01	1.07
3	01/09/2022 - 01/15/2022	1.01	1.07
4	01/16/2022 - 01/22/2022	0.99	1.05
5	01/23/2022 - 01/29/2022	0.97	1.03
* 6	01/30/2022 - 02/05/2022	0.96	1.02
* 7	02/06/2022 - 02/12/2022	0.94	1.00
* 8	02/13/2022 - 02/19/2022	0.92	0.98
* 9	02/20/2022 - 02/26/2022	0.92	0.98
* 10	02/27/2022 - 03/05/2022	0.93	0.99
* 11	03/06/2022 - 03/12/2022	0.93	0.99
* 12	03/13/2022 - 03/19/2022	0.93	0.99
* 13	03/20/2022 - 03/26/2022	0.93	0.99
* 14	03/27/2022 - 04/02/2022	0.94	1.00
* 15	04/03/2022 - 04/09/2022	0.94	1.00
* 16	04/10/2022 - 04/16/2022	0.94	1.00
* 17	04/17/2022 - 04/23/2022	0.95	1.01
* 18	04/24/2022 - 04/30/2022	0.96	1.02
19	05/01/2022 - 05/07/2022	0.97	1.03
20	05/08/2022 - 05/14/2022	0.98	1.04
21	05/15/2022 - 05/21/2022	0.99	1.05
22	05/22/2022 - 05/28/2022	1.01	1.07
23	05/29/2022 - 06/04/2022	1.04	1.11
24	06/05/2022 - 06/11/2022	1.07	1.14
25	06/12/2022 - 06/18/2022	1.10	1.17
26	06/19/2022 - 06/25/2022	1.09	1.16
27	06/26/2022 - 07/02/2022	1.09	1.16
28	07/03/2022 - 07/09/2022	1.08	1.15
29	07/10/2022 - 07/16/2022	1.08	1.15
30	07/17/2022 - 07/23/2022	1.08	1.15
31	07/24/2022 - 07/30/2022	1.07	1.14
32	07/31/2022 - 08/06/2022	1.07	1.14
33	08/07/2022 - 08/13/2022	1.06	1.13
34	08/14/2022 - 08/20/2022	1.06	1.13
35	08/21/2022 - 08/27/2022	1.11	1.18
36	08/28/2022 - 09/03/2022	1.16	1.23
37	09/04/2022 - 09/10/2022	1.20	1.28
38	09/11/2022 - 09/17/2022	1.25	1.33
39	09/18/2022 - 09/24/2022	1.19	1.27
40	09/25/2022 - 10/01/2022	1.13	1.20
41	10/02/2022 - 10/08/2022	1.07	1.14
42	10/09/2022 - 10/15/2022	1.01	1.07
43	10/16/2022 - 10/22/2022	1.01	1.07
44	10/23/2022 - 10/29/2022	1.01	1.07
45	10/30/2022 - 11/05/2022	1.01	1.07
46	11/06/2022 - 11/12/2022	1.01	1.07
47	11/13/2022 - 11/19/2022	1.01	1.07
48	11/20/2022 - 11/26/2022	1.01	1.07
49	11/27/2022 - 12/03/2022	1.01	1.07
50	12/04/2022 - 12/10/2022	1.01	1.07
51	12/11/2022 - 12/17/2022	1.01	1.07
52	12/18/2022 - 12/24/2022	1.01	1.07
53	12/25/2022 - 12/31/2022	1.01	1.07

* PEAK SEASON

23-FEB-2023 09:11:22

830UPD

4_8676_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8695 BROWARD I95

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2022 - 01/01/2022	1.03	1.07
2	01/02/2022 - 01/08/2022	1.03	1.07
3	01/09/2022 - 01/15/2022	1.02	1.06
4	01/16/2022 - 01/22/2022	1.01	1.05
5	01/23/2022 - 01/29/2022	1.00	1.04
6	01/30/2022 - 02/05/2022	0.99	1.03
7	02/06/2022 - 02/12/2022	0.98	1.02
8	02/13/2022 - 02/19/2022	0.97	1.01
* 9	02/20/2022 - 02/26/2022	0.97	1.01
* 10	02/27/2022 - 03/05/2022	0.96	1.00
* 11	03/06/2022 - 03/12/2022	0.96	1.00
* 12	03/13/2022 - 03/19/2022	0.95	0.99
* 13	03/20/2022 - 03/26/2022	0.95	0.99
* 14	03/27/2022 - 04/02/2022	0.96	1.00
* 15	04/03/2022 - 04/09/2022	0.96	1.00
* 16	04/10/2022 - 04/16/2022	0.96	1.00
* 17	04/17/2022 - 04/23/2022	0.96	1.00
* 18	04/24/2022 - 04/30/2022	0.96	1.00
* 19	05/01/2022 - 05/07/2022	0.97	1.01
* 20	05/08/2022 - 05/14/2022	0.97	1.01
* 21	05/15/2022 - 05/21/2022	0.97	1.01
22	05/22/2022 - 05/28/2022	0.99	1.03
23	05/29/2022 - 06/04/2022	1.00	1.04
24	06/05/2022 - 06/11/2022	1.02	1.06
25	06/12/2022 - 06/18/2022	1.03	1.07
26	06/19/2022 - 06/25/2022	1.02	1.06
27	06/26/2022 - 07/02/2022	1.02	1.06
28	07/03/2022 - 07/09/2022	1.01	1.05
29	07/10/2022 - 07/16/2022	1.00	1.04
30	07/17/2022 - 07/23/2022	1.00	1.04
31	07/24/2022 - 07/30/2022	1.00	1.04
32	07/31/2022 - 08/06/2022	0.99	1.03
33	08/07/2022 - 08/13/2022	0.99	1.03
34	08/14/2022 - 08/20/2022	0.99	1.03
35	08/21/2022 - 08/27/2022	1.02	1.06
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.07	1.11
38	09/11/2022 - 09/17/2022	1.09	1.14
39	09/18/2022 - 09/24/2022	1.07	1.11
40	09/25/2022 - 10/01/2022	1.04	1.08
41	10/02/2022 - 10/08/2022	1.02	1.06
42	10/09/2022 - 10/15/2022	0.99	1.03
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.01	1.05
45	10/30/2022 - 11/05/2022	1.02	1.06
46	11/06/2022 - 11/12/2022	1.03	1.07
47	11/13/2022 - 11/19/2022	1.04	1.08
48	11/20/2022 - 11/26/2022	1.04	1.08
49	11/27/2022 - 12/03/2022	1.04	1.08
50	12/04/2022 - 12/10/2022	1.03	1.07
51	12/11/2022 - 12/17/2022	1.03	1.07
52	12/18/2022 - 12/24/2022	1.03	1.07
53	12/25/2022 - 12/31/2022	1.02	1.06

* PEAK SEASON

23-FEB-2023 09:11:22

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(303) 216-2439
www.alltrafficdata.net

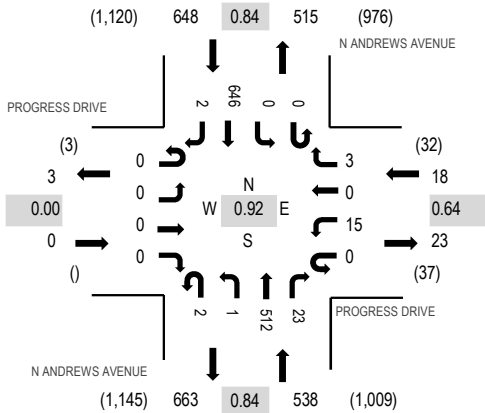
Location: 1 N ANDREWS AVENUE & PROGRESS DRIVE AM

Date: Tuesday, April 2, 2024

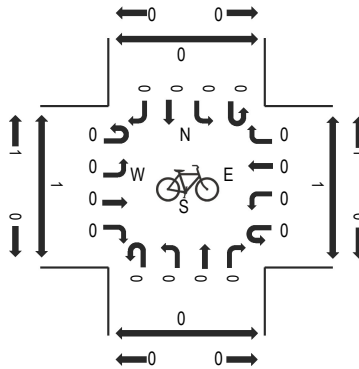
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

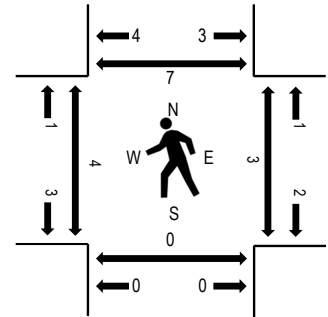
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PROGRESS DRIVE				PROGRESS DRIVE				N ANDREWS AVENUE				N ANDREWS AVENUE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM	0	0	0	0	0	4	0	0	0	0	95	1	0	0	87	0	187	1,015	0	1	1	1
7:15 AM	0	0	0	0	0	1	0	0	0	0	112	1	0	0	110	0	224	1,152	3	0	0	0
7:30 AM	0	0	0	0	0	2	0	0	0	0	128	2	0	0	145	0	277	1,184	0	0	0	0
7:45 AM	0	0	0	0	0	7	0	0	0	0	120	7	0	0	192	1	327	1,204	1	0	0	2
8:00 AM	0	0	0	0	0	1	0	2	1	0	155	5	0	0	159	1	324	1,146	2	2	0	3
8:15 AM	0	0	0	0	0	3	0	0	0	1	111	5	0	0	136	0	256		1	0	0	2
8:30 AM	0	0	0	0	0	4	0	1	1	0	126	6	0	0	159	0	297		0	1	0	0
8:45 AM	0	0	0	0	0	4	0	3	0	0	123	9	0	1	129	0	269		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5
Lights	0	0	0	0	0	14	0	3	2	1	504	22	0	0	618	2	1,166
Mediums	0	0	0	0	0	1	0	0	0	0	7	1	0	0	24	0	33
Total	0	0	0	0	0	15	0	3	2	1	512	23	0	0	646	2	1,204

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	1.7%	4.3%	0.0%	0.0%	4.3%	0.0%	3.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	1.6%	4.3%	0.0%	0.0%	4.3%	0.0%	3.2%
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.64	0.00	0.50	0.50	0.25	0.83	0.69	0.00	0.25	0.84	0.50	0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.50	0.50	0.25	0.83	0.69	0.00	0.25	0.84	0.50	0.92



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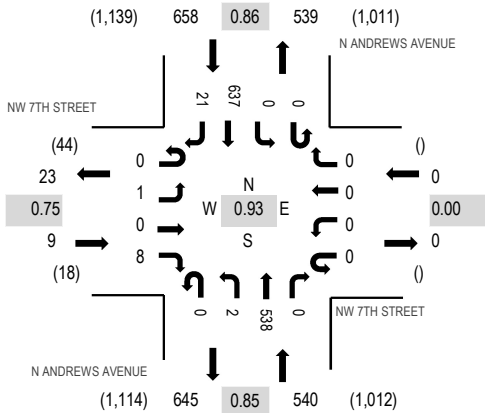
Location: 2 N ANDREWS AVENUE & NW 7TH STREET AM

Date: Tuesday, April 2, 2024

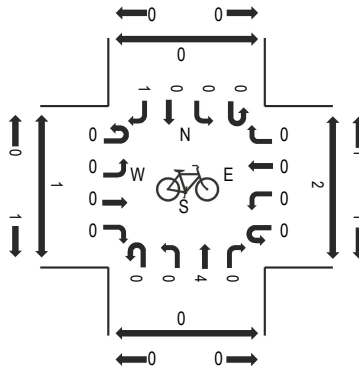
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

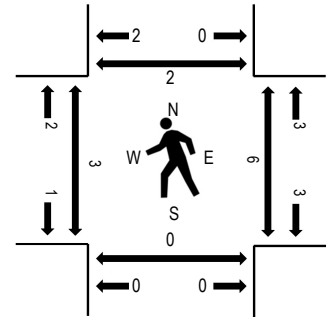
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NW 7TH STREET				NW 7TH STREET				N ANDREWS AVENUE				N ANDREWS AVENUE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM	0	0	0	3	0	0	0	0	0	1	96	0	0	0	85	5	190	1,020	1	0	0	1
7:15 AM	0	0	0	2	0	0	0	0	0	0	113	0	0	0	111	3	229	1,156	1	0	0	1
7:30 AM	0	0	0	1	0	0	0	0	0	0	130	0	0	0	145	4	280	1,183	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	129	0	0	0	183	8	321	1,207	0	3	0	1
8:00 AM	0	0	0	4	0	0	0	0	0	1	159	0	0	0	161	1	326	1,149	2	1	0	0
8:15 AM	0	0	0	2	0	0	0	0	0	0	116	0	0	0	136	2	256		0	2	0	1
8:30 AM	0	1	0	2	0	0	0	0	0	0	134	0	0	0	157	10	304		1	0	0	0
8:45 AM	0	1	0	2	0	0	0	0	0	0	132	0	0	0	120	8	263		2	1	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Lights	0	0	0	8	0	0	0	0	0	2	524	0	0	0	605	21	1,160
Mediums	0	1	0	0	0	0	0	0	0	0	14	0	0	0	29	0	44
Total	0	1	0	8	0	0	0	0	0	2	538	0	0	0	637	21	1,207

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		11.1%				0.0%				2.6%				4.9%			3.9%
Heavy Vehicle %	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	5.0%	0.0%	3.9%
Peak Hour Factor		0.75				0.00				0.85				0.86			0.93
Peak Hour Factor	0.00	0.50	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.50	0.85	0.00	0.00	0.00	0.87	0.53	0.93



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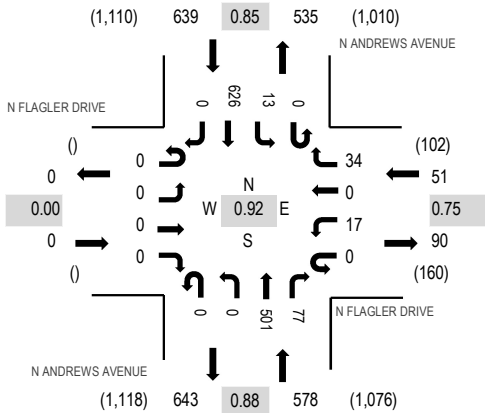
Location: 3 N ANDREWS AVENUE & N FLAGLER DRIVE AM

Date: Tuesday, April 2, 2024

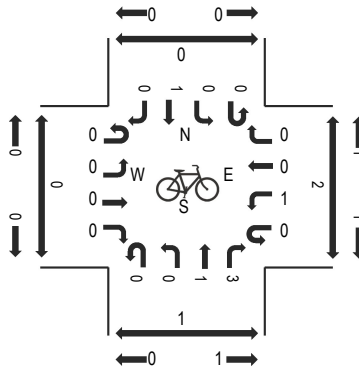
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

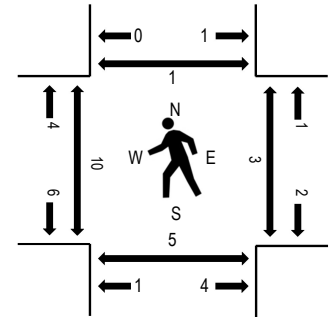
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	N FLAGLER DRIVE				N FLAGLER DRIVE				N ANDREWS AVENUE				N ANDREWS AVENUE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM	0	0	0	0	0	3	0	5	0	0	93	7	0	2	86	0	196	1,078	0	1	1	0
7:15 AM	0	0	0	0	0	6	0	8	0	0	104	15	0	5	107	0	245	1,225	2	1	0	1
7:30 AM	0	0	0	0	0	5	0	5	0	0	124	14	0	6	142	0	296	1,254	0	0	2	2
7:45 AM	0	0	0	0	0	4	0	9	0	0	119	22	0	2	185	0	341	1,268	3	0	2	0
8:00 AM	0	0	0	0	0	2	0	12	0	0	148	17	0	5	159	0	343	1,210	3	2	1	0
8:15 AM	0	0	0	0	0	8	0	7	0	0	109	15	0	4	131	0	274		2	1	0	0
8:30 AM	0	0	0	0	0	3	0	6	0	0	125	23	0	2	151	0	310		2	0	2	1
8:45 AM	0	0	0	0	0	7	0	12	0	0	124	17	0	4	119	0	283		2	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4
Lights	0	0	0	0	0	17	0	33	0	0	491	75	0	13	600	0	1,229
Mediums	0	0	0	0	0	0	0	1	0	0	9	2	0	0	23	0	35
Total	0	0	0	0	0	17	0	34	0	0	501	77	0	13	626	0	1,268

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	2.0%	2.6%	0.0%	0.0%	4.2%	0.0%	3.1%
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.77	0.00	0.00	0.85	0.84	0.00	0.75	0.85	0.00	0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.77	0.00	0.00	0.85	0.84	0.00	0.75	0.85	0.00	0.92



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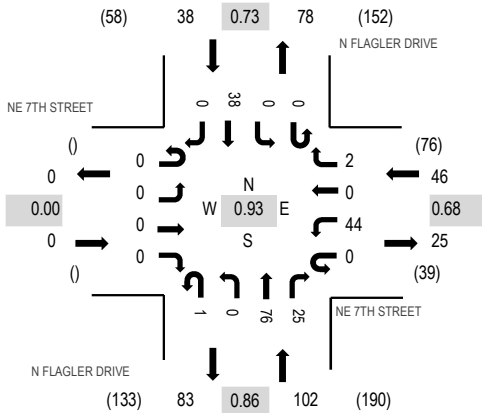
Location: 4 N FLAGLER DRIVE & NE 7TH STREET AM

Date: Tuesday, April 2, 2024

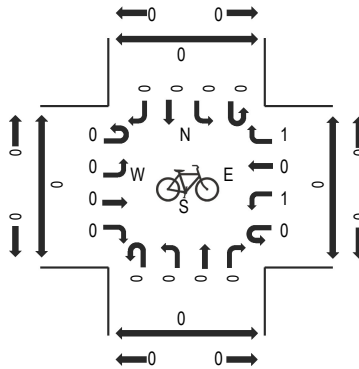
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

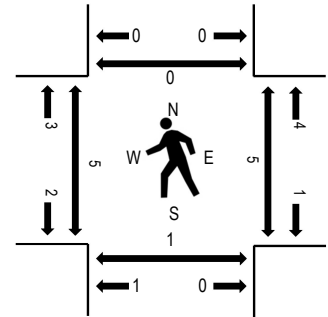
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 7TH STREET				NE 7TH STREET				N FLAGLER DRIVE				N FLAGLER DRIVE				Total	Rolling Hour	Pedestrian Crossings				
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right							
7:00 AM	0	0	0	0	0	7	0	0	0	0	10	4	0	0	2	0	23	138	2	0	0	0	
7:15 AM	0	0	0	0	0	7	0	0	0	0	13	3	0	0	3	0	26	164	0	1	0	0	
7:30 AM	0	0	0	0	0	11	0	0	0	0	25	2	0	0	11	0	49	176	1	1	1	0	
7:45 AM	0	0	0	0	0	5	0	0	0	0	26	5	0	0	4	0	40	176	2	2	0	0	
8:00 AM	0	0	0	0	0	16	0	1	1	0	20	5	0	0	6	0	49	186	0	0	0	0	
8:15 AM	0	0	0	0	0	7	0	0	0	0	20	3	0	0	8	0	38		4	0	0	0	
8:30 AM	0	0	0	0	0	10	0	1	0	0	15	10	0	0	13	0	49		0	3	0	0	
8:45 AM	0	0	0	0	0	11	0	0	0	0	21	7	0	0	11	0	50		1	2	1	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	44	0	2	1	0	75	23	0	0	38	0	183
Mediums	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3
Total	0	0	0	0	0	44	0	2	1	0	76	25	0	0	38	0	186

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	8.0%	0.0%	0.0%	0.0%	0.0%	1.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	8.0%	0.0%	0.0%	0.0%	0.0%	1.6%
Peak Hour Factor	0.00	0.00	0.00	0.00	0.68	0.68	0.68	0.68	0.86	0.86	0.86	0.86	0.73	0.73	0.73	0.73	0.93
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.50	0.25	0.00	0.88	0.63	0.00	0.00	0.73	0.00	0.93



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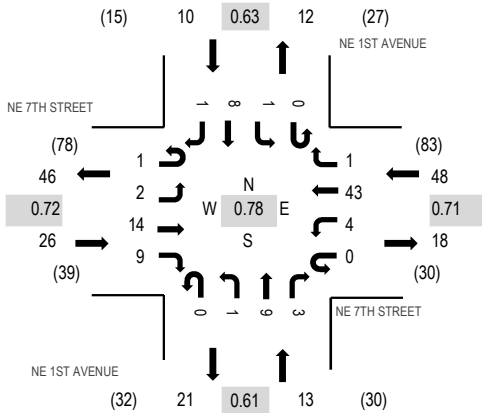
Location: 5 NE 1ST AVENUE & NE 7TH STREET AM

Date: Tuesday, April 2, 2024

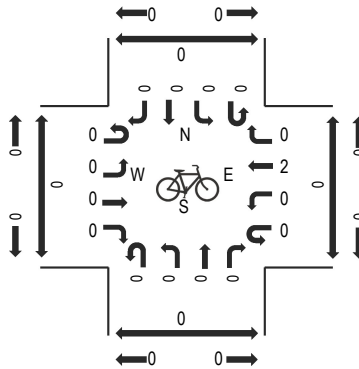
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

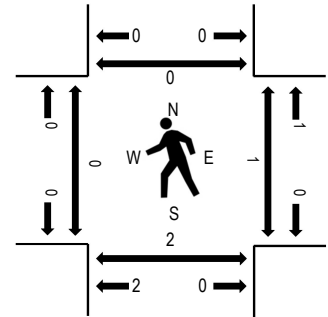
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 7TH STREET				NE 7TH STREET				NE 1ST AVENUE				NE 1ST AVENUE				Total	Rolling Hour	Pedestrian Crossings				
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right							
7:00 AM	0	2	0	2	0	2	6	0	0	1	2	2	0	0	0	1	18	70	20	0	2	0	
7:15 AM	0	0	2	1	0	4	7	0	0	0	6	1	0	0	0	1	22	83	8	0	0	2	
7:30 AM	0	0	1	0	0	0	11	0	0	0	3	0	0	0	0	0	15	76	1	0	0	0	
7:45 AM	0	0	5	0	0	0	5	0	0	0	1	1	1	0	2	0	15	86	6	1	1	2	
8:00 AM	0	0	4	2	0	1	16	0	0	0	4	0	0	1	2	1	31	97	0	1	0	0	
8:15 AM	0	0	2	1	0	0	6	0	0	1	1	2	0	0	2	0	15		0	0	0	0	
8:30 AM	1	2	4	2	0	2	10	0	0	0	2	1	0	0	1	0	25		0	0	1	0	
8:45 AM	0	0	4	4	0	1	11	1	0	0	2	0	0	0	3	0	26		0	0	1	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	2	14	7	0	4	43	1	0	1	9	3	0	1	8	1	95
Mediums	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	2	14	9	0	4	43	1	0	1	9	3	0	1	8	1	97

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	7.7%				0.0%				0.0%				0.0%				2.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%
Peak Hour Factor	0.72				0.71				0.61				0.63				0.78
Peak Hour Factor	0.25	0.25	0.75	0.56	0.00	0.38	0.67	0.25	0.00	0.25	0.58	0.50	0.25	0.25	0.67	0.50	0.78



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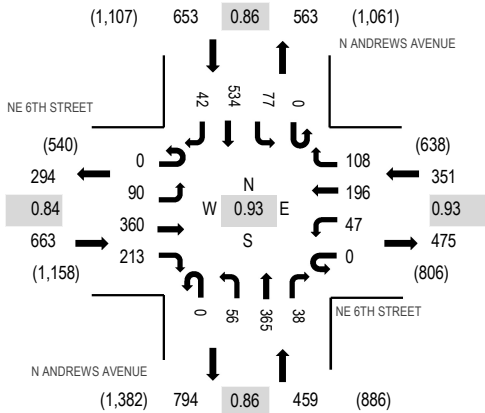
Location: 7 N ANDREWS AVENUE & NE 6TH STREET AM

Date: Tuesday, April 2, 2024

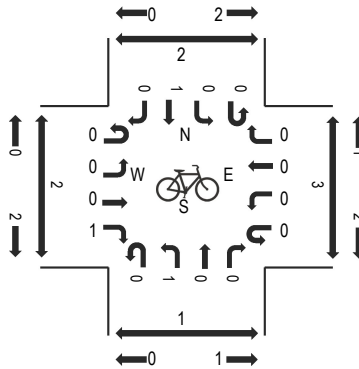
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

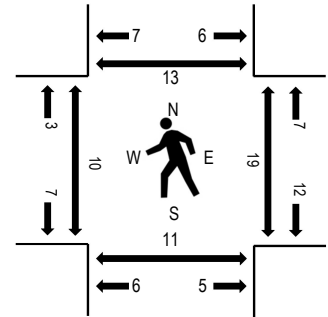
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

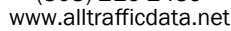
Interval Start Time	NE 6TH STREET Eastbound				NE 6TH STREET Westbound				N ANDREWS AVENUE Northbound				N ANDREWS AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	11	41	23	0	5	27	14	0	11	82	8	0	13	78	4	317	1,718	1	5	2	1
7:15 AM	0	13	52	30	0	6	37	21	0	11	72	9	0	9	88	7	355	1,951	5	1	4	0
7:30 AM	0	21	69	58	0	2	58	21	0	13	99	3	0	19	115	11	489	2,043	5	3	5	3
7:45 AM	0	26	90	52	0	9	50	21	0	14	98	8	0	28	152	9	557	2,126	2	4	1	3
8:00 AM	0	19	92	44	0	14	43	31	0	13	110	12	0	17	145	10	550	2,071	3	5	5	4
8:15 AM	0	23	78	38	0	8	55	21	0	7	79	7	0	15	104	12	447		0	5	1	4
8:30 AM	0	22	100	79	0	16	48	35	0	22	78	11	0	17	133	11	572		5	5	4	2
8:45 AM	0	14	88	75	0	11	52	33	0	13	97	9	0	11	97	2	502		1	2	3	2

Peak Rolling Hour Flow Rates

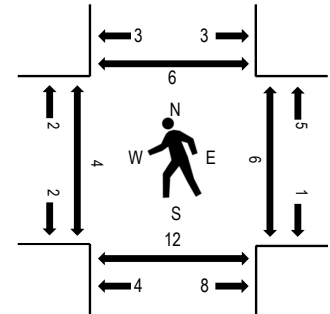
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	1	4
Lights	0	88	349	207	0	46	187	108	0	48	351	37	0	72	512	40	2,045
Mediums	0	2	10	6	0	1	9	0	0	7	14	1	0	5	21	1	77
Total	0	90	360	213	0	47	196	108	0	56	365	38	0	77	534	42	2,126

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.9%				2.8%				5.0%				4.4%			3.8%
Heavy Vehicle %	0.0%	2.2%	3.1%	2.8%	0.0%	2.1%	4.6%	0.0%	0.0%	14.3%	3.8%	2.6%	0.0%	6.5%	4.1%	4.8%	3.8%
Peak Hour Factor		0.84				0.93				0.86				0.86			0.93
Peak Hour Factor	0.00	0.87	0.90	0.75	0.00	0.77	0.89	0.86	0.00	0.64	0.88	0.81	0.00	0.71	0.88	0.88	0.93



Peak 15-Minutes: 08:30 AM - 08:45 AM





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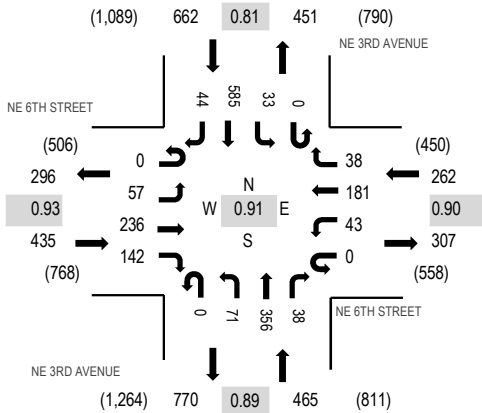
Location: 9 NE 3RD AVENUE & NE 6TH STREET AM

Date: Tuesday, April 2, 2024

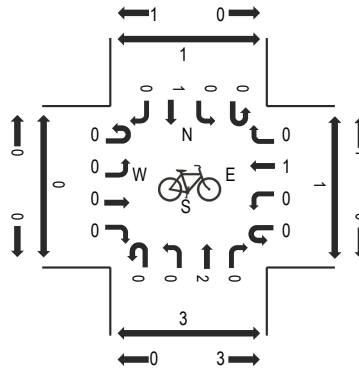
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

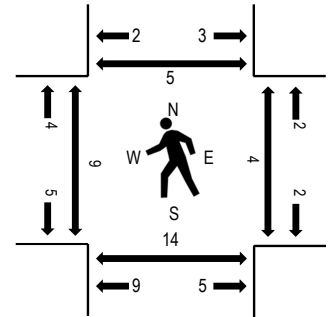
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 6TH STREET Eastbound				NE 6TH STREET Westbound				NE 3RD AVENUE Northbound				NE 3RD AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	25	17	0	3	24	8	0	10	57	3	0	2	47	2	206	1,294	4	0	4	2
7:15 AM	0	10	36	17	0	6	30	5	0	10	76	8	0	5	80	4	287	1,535	0	1	2	1
7:30 AM	0	10	66	26	0	5	37	5	0	15	66	8	0	7	109	13	367	1,665	4	1	5	2
7:45 AM	0	10	76	32	0	16	39	10	0	13	74	6	0	9	136	13	434	1,759	4	3	5	0
8:00 AM	0	16	64	39	0	8	48	12	0	16	82	12	0	3	134	13	447	1,824	2	1	3	1
8:15 AM	0	14	58	28	0	10	34	6	0	15	87	10	0	6	141	8	417		4	2	5	1
8:30 AM	0	17	65	41	0	17	50	6	0	22	87	4	0	7	132	13	461		2	0	5	3
8:45 AM	0	10	49	34	0	8	49	14	0	18	100	12	0	17	178	10	499		1	1	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	4
Lights	0	55	224	140	0	43	178	37	0	69	346	37	0	33	574	43	1,779
Mediums	0	1	12	2	0	0	3	0	0	2	9	1	0	0	10	1	41
Total	0	57	236	142	0	43	181	38	0	71	356	38	0	33	585	44	1,824

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	3.7%				1.5%				2.8%				1.8%				2.5%
Heavy Vehicle %	0.0%	3.5%	5.1%	1.4%	0.0%	0.0%	1.7%	2.6%	0.0%	2.8%	2.8%	2.6%	0.0%	0.0%	1.9%	2.3%	2.5%
Peak Hour Factor	0.93				0.90				0.89				0.81				0.91
Peak Hour Factor	0.00	0.84	0.87	0.87	0.00	0.75	0.91	0.68	0.00	0.81	0.89	0.79	0.00	0.49	0.82	0.90	0.91



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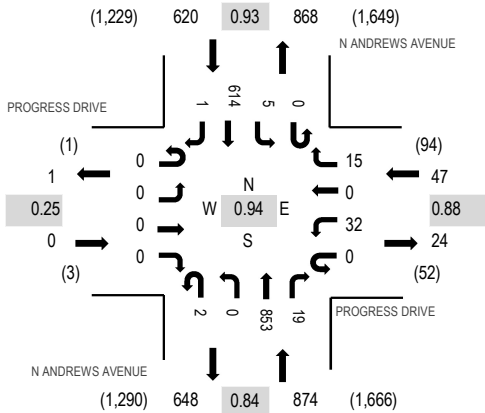
Location: 1 N ANDREWS AVENUE & PROGRESS DRIVE PM

Date: Tuesday, April 2, 2024

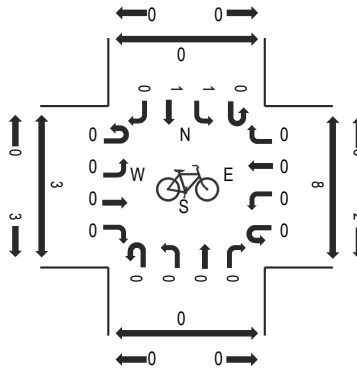
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

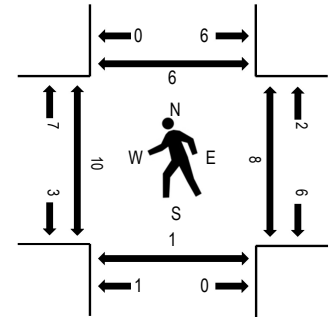
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

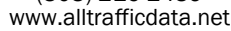
Interval Start Time	PROGRESS DRIVE Eastbound				PROGRESS DRIVE Westbound				N ANDREWS AVENUE Northbound				N ANDREWS AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	0	0	0	4	0	4	0	0	188	5	0	2	149	0	353	1,513	0	5	0	0
4:15 PM	0	0	0	0	0	4	0	4	1	0	206	5	0	2	157	1	380	1,541	0	2	0	0
4:30 PM	0	0	0	0	0	8	0	4	1	0	253	5	0	1	140	0	412	1,528	5	3	1	0
4:45 PM	0	0	0	0	0	10	0	4	0	0	199	5	0	1	149	0	368	1,492	2	0	0	2
5:00 PM	0	0	0	0	0	10	0	3	0	0	195	4	0	1	168	0	381	1,479	3	3	0	4
5:15 PM	0	0	0	0	0	8	0	3	1	0	195	7	0	1	152	0	367		2	1	0	0
5:30 PM	0	0	0	2	0	12	0	3	1	0	197	5	0	1	155	0	376		0	2	0	0
5:45 PM	0	0	0	0	0	10	0	3	0	0	187	6	0	1	148	0	355		1	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
Lights	0	0	0	0	0	32	0	15	2	0	841	17	0	5	602	1	1,515
Mediums	0	0	0	0	0	0	0	0	0	0	9	2	0	0	10	0	21
Total	0	0	0	0	0	32	0	15	2	0	853	19	0	5	614	1	1,541

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	1.9%	0.0%	1.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	10.5%	0.0%	0.0%	2.0%	0.0%	1.7%
Peak Hour Factor	0.25				0.88				0.84				0.93				0.94
Peak Hour Factor	0.00	0.25	0.00	0.25	0.00	0.83	0.00	1.00	0.50	0.00	0.84	0.79	0.00	0.75	0.93	0.25	0.94



Peak 15-Minutes: 04:30 PM - 04:45 PM



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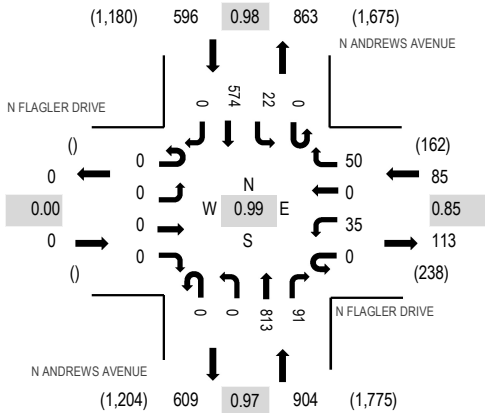
Location: 3 N ANDREWS AVENUE & N FLAGLER DRIVE PM

Date: Tuesday, April 2, 2024

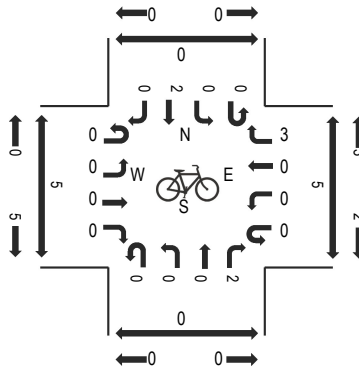
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

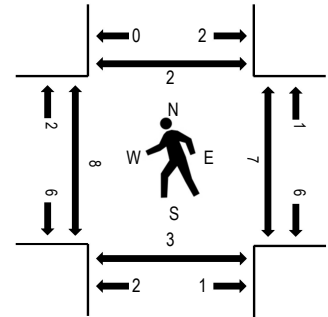
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	N FLAGLER DRIVE				N FLAGLER DRIVE				N ANDREWS AVENUE				N ANDREWS AVENUE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	0	0	0	0	9	0	9	0	0	197	16	0	13	134	0	378	1,540	1	5	1	0
4:15 PM	0	0	0	0	0	10	0	10	0	0	215	34	0	5	148	0	422	1,554	0	3	0	0
4:30 PM	0	0	0	0	0	15	0	12	0	0	162	19	0	4	130	0	342	1,533	8	4	2	0
4:45 PM	0	0	0	0	0	7	0	15	0	0	202	30	0	5	139	0	398	1,585	2	2	2	0
5:00 PM	0	0	0	0	0	7	0	12	0	0	201	20	0	7	145	0	392	1,577	2	3	0	0
5:15 PM	0	0	0	0	0	12	0	12	0	0	205	18	0	4	150	0	401		3	0	1	2
5:30 PM	0	0	0	0	0	9	0	11	0	0	205	23	0	6	140	0	394		1	2	0	0
5:45 PM	0	0	0	0	0	8	0	4	0	0	202	26	1	8	141	0	390		3	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	0	0	0	0	35	0	48	0	0	802	89	0	22	563	0	1,559
Mediums	0	0	0	0	0	0	0	2	0	0	9	2	0	0	10	0	23
Total	0	0	0	0	0	35	0	50	0	0	813	91	0	22	574	0	1,585

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				2.4%				1.4%				1.8%				1.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	1.4%	2.2%	0.0%	0.0%	1.9%	0.0%	1.6%
Peak Hour Factor	0.00				0.85				0.97				0.98				0.99
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.85	0.00	0.00	0.99	0.76	0.25	0.52	0.96	0.00	0.99



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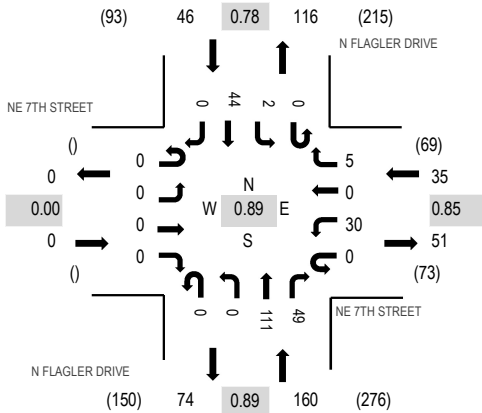
Location: 4 N FLAGLER DRIVE & NE 7TH STREET PM

Date: Tuesday, April 2, 2024

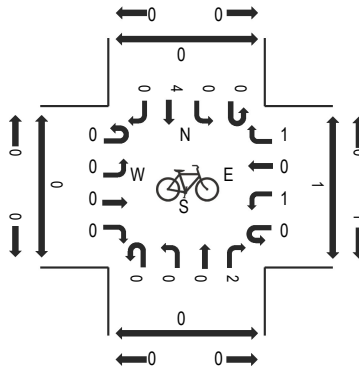
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

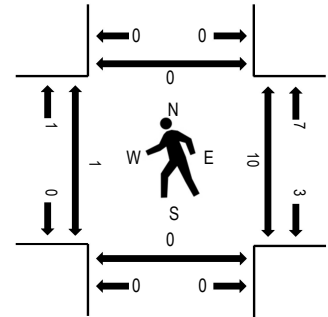
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 7TH STREET				NE 7TH STREET				N FLAGLER DRIVE				N FLAGLER DRIVE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	0	0	0	0	3	0	2	0	0	30	4	0	1	8	0	48	212	1	0	0	0
4:15 PM	0	0	0	0	0	9	0	0	0	0	16	6	0	0	14	0	45	217	0	2	0	0
4:30 PM	0	0	0	0	0	11	0	1	0	0	23	3	0	0	13	0	51	231	2	3	6	0
4:45 PM	0	0	0	0	0	7	0	1	0	0	25	18	0	1	16	0	68	241	0	4	0	0
5:00 PM	0	0	0	0	0	10	0	2	0	0	24	9	0	0	8	0	53	226	1	1	0	0
5:15 PM	0	0	0	0	0	7	0	1	0	0	31	8	0	1	11	0	59		0	3	0	0
5:30 PM	0	0	0	0	0	6	0	1	0	0	31	14	0	0	9	0	61		0	2	0	0
5:45 PM	0	0	0	0	0	7	0	1	0	0	26	8	0	0	11	0	53		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	27	0	5	0	0	110	49	0	2	43	0	236
Mediums	0	0	0	0	0	3	0	0	0	0	1	0	0	0	1	0	5
Total	0	0	0	0	0	30	0	5	0	0	111	49	0	2	44	0	241

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				8.6%				0.6%				2.2%				2.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	2.3%	0.0%	2.1%
Peak Hour Factor	0.00				0.85				0.89				0.78				0.89
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.63	0.00	0.00	0.90	0.68	0.00	0.50	0.80	0.00	0.89



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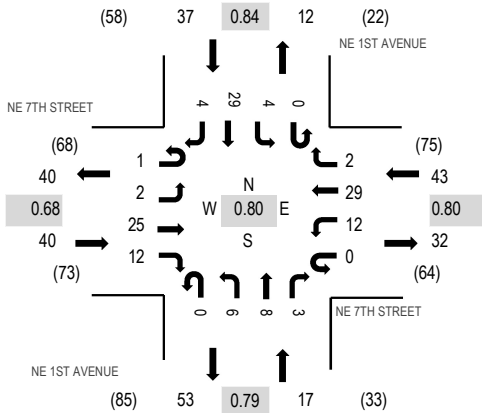
Location: 5 NE 1ST AVENUE & NE 7TH STREET PM

Date: Tuesday, April 2, 2024

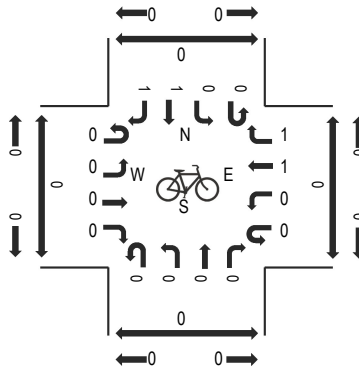
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

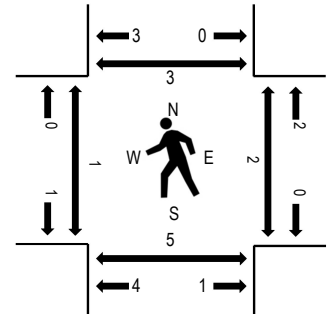
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 7TH STREET Eastbound				NE 7TH STREET Westbound				NE 1ST AVENUE Northbound				NE 1ST AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	3	2	0	0	2	0	0	1	1	1	0	1	5	0	16	115	8	0	1	0
4:15 PM	0	0	3	4	0	1	8	0	0	2	2	1	0	0	4	1	26	132	0	0	0	0
4:30 PM	0	0	1	0	0	2	10	2	0	1	2	1	0	2	8	1	30	137	0	1	2	2
4:45 PM	0	1	13	5	0	7	5	0	0	3	2	1	0	2	4	0	43	137	0	0	0	0
5:00 PM	1	0	6	3	0	3	7	0	0	2	2	0	0	0	8	1	33	124	0	0	1	0
5:15 PM	0	1	5	4	0	0	7	0	0	0	2	1	0	0	9	2	31		1	1	2	1
5:30 PM	0	0	11	2	0	2	4	1	0	2	1	3	0	1	2	1	30		0	3	1	0
5:45 PM	0	0	6	2	0	4	7	3	0	0	2	0	0	2	4	0	30		4	4	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	2	25	12	0	12	27	2	0	6	8	3	0	4	29	3	134
Mediums	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3
Total	1	2	25	12	0	12	29	2	0	6	8	3	0	4	29	4	137

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				4.7%				0.0%				2.7%				2.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	2.2%	
Peak Hour Factor	0.68				0.80				0.79				0.84				0.80
Peak Hour Factor	0.25	0.50	0.67	0.70	0.00	0.46	0.75	0.33	0.00	0.67	1.00	0.42	0.00	0.63	0.81	0.50	0.80



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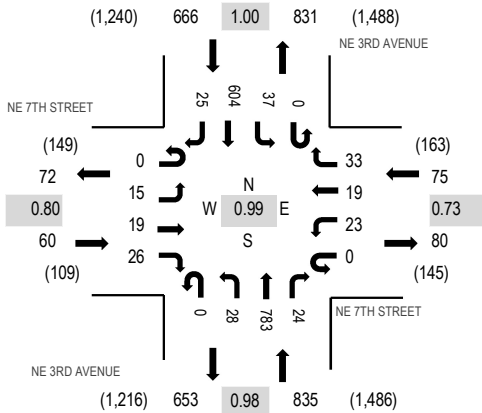
Location: 6 NE 3RD AVENUE & NE 7TH STREET PM

Date: Tuesday, April 2, 2024

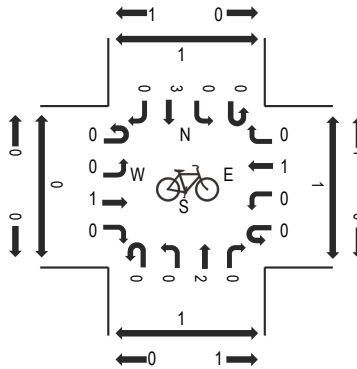
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

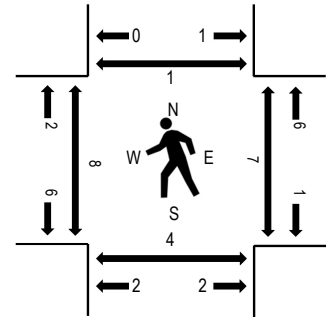
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 7TH STREET Eastbound				NE 7TH STREET Westbound				NE 3RD AVENUE Northbound				NE 3RD AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	5	4	0	8	2	5	0	1	143	5	0	6	130	7	319	1,437	0	0	1	0
4:15 PM	0	2	2	1	0	8	9	9	0	7	156	2	0	6	122	5	329	1,525	3	0	0	0
4:30 PM	0	3	3	6	0	6	11	16	0	8	163	6	0	10	142	8	382	1,605	2	2	0	0
4:45 PM	0	4	5	7	0	3	3	9	0	7	197	7	0	10	149	6	407	1,636	4	0	1	0
5:00 PM	0	7	4	5	0	10	6	7	0	6	193	2	0	13	148	6	407	1,561	2	6	2	0
5:15 PM	0	3	2	8	0	4	4	8	0	9	194	10	0	5	157	5	409		0	0	1	0
5:30 PM	0	1	8	6	0	6	6	9	0	6	199	5	0	9	150	8	413		2	1	0	1
5:45 PM	0	6	4	10	0	6	5	3	0	7	148	5	0	11	120	7	332		4	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	15	19	25	0	23	18	33	0	26	770	24	0	37	596	24	1,610
Mediums	0	0	0	1	0	0	1	0	0	2	13	0	0	0	8	1	26
Total	0	15	19	26	0	23	19	33	0	28	783	24	0	37	604	25	1,636

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	1.7%				1.3%				1.8%				1.4%				1.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	5.3%	0.0%	0.0%	7.1%	1.7%	0.0%	0.0%	0.0%	1.3%	4.0%	1.6%
Peak Hour Factor	0.80				0.73				0.98				1.00				0.99
Peak Hour Factor	0.00	0.61	0.59	0.73	0.00	0.68	0.66	0.64	0.00	0.83	0.98	0.63	0.00	0.75	0.96	0.81	0.99



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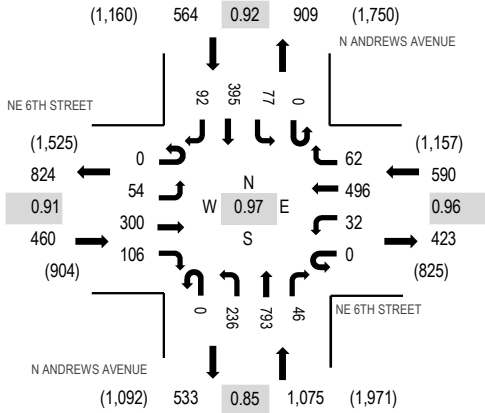
Location: 7 N ANDREWS AVENUE & NE 6TH STREET PM

Date: Tuesday, April 2, 2024

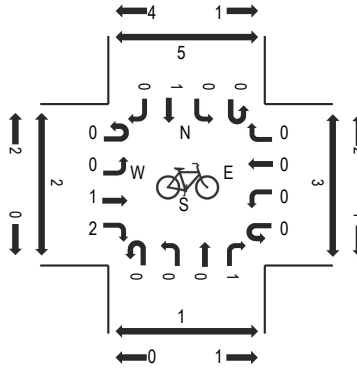
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

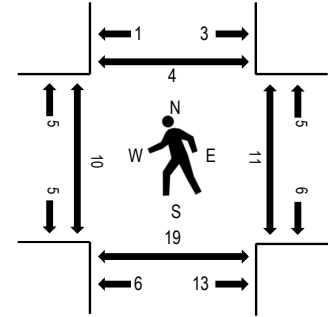
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 6TH STREET Eastbound				NE 6TH STREET Westbound				N ANDREWS AVENUE Northbound				N ANDREWS AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	16	61	22	0	7	108	17	0	47	175	13	0	21	90	37	614	2,570	1	2	1	2
4:15 PM	0	10	55	21	0	9	118	34	0	41	168	7	0	20	113	17	613	2,615	2	1	2	7
4:30 PM	0	11	57	32	0	11	115	21	0	71	235	9	0	12	92	25	691	2,689	4	2	5	1
4:45 PM	0	17	73	21	0	7	132	11	0	59	182	12	0	23	93	22	652	2,659	4	4	6	1
5:00 PM	0	11	80	19	0	5	137	20	0	47	183	8	0	19	105	25	659	2,622	1	3	6	1
5:15 PM	0	15	90	34	0	9	112	10	0	59	193	17	0	23	105	20	687		1	2	2	1
5:30 PM	0	14	88	38	0	8	105	17	0	48	195	11	0	16	102	19	661		0	4	3	2
5:45 PM	0	20	67	32	0	11	100	33	0	43	142	6	0	37	106	18	615		2	3	5	6

Peak Rolling Hour Flow Rates

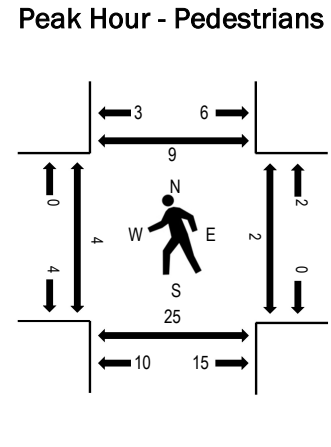
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
Lights	0	54	298	103	0	31	492	62	0	230	784	43	0	77	390	89	2,653
Mediums	0	0	2	3	0	1	4	0	0	5	7	3	0	0	5	3	33
Total	0	54	300	106	0	32	496	62	0	236	793	46	0	77	395	92	2,689

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.1%				0.8%				1.7%				1.4%			1.3%
Heavy Vehicle %	0.0%	0.0%	0.7%	2.8%	0.0%	3.1%	0.8%	0.0%	0.0%	2.5%	1.1%	6.5%	0.0%	0.0%	1.3%	3.3%	1.3%
Peak Hour Factor		0.91				0.96				0.85				0.92			0.97
Peak Hour Factor	0.00	0.75	0.92	0.81	0.00	0.77	0.92	0.63	0.00	0.83	0.84	0.71	0.00	0.64	0.99	0.68	0.97



Peak 15-Minutes: 04:45 PM - 05:00 PM



	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.1%				0.9%				0.0%				0.0%			0.9%
Heavy Vehicle %	0.0%	0.0%	1.0%	3.3%	0.0%	0.0%	0.7%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Peak Hour Factor		0.87				0.97				0.61				0.66			0.99
Peak Hour Factor	0.25	0.90	0.87	0.77	0.00	0.79	0.97	0.63	0.00	0.69	0.44	0.72	0.00	0.75	0.88	0.59	0.99



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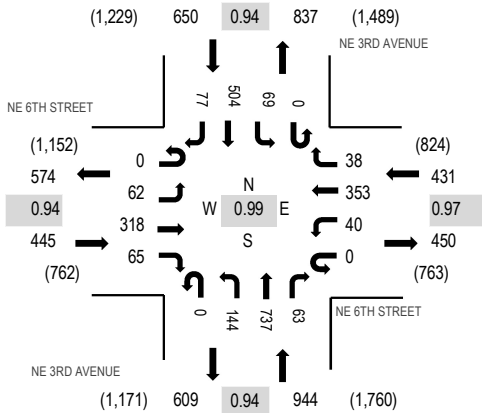
Location: 9 NE 3RD AVENUE & NE 6TH STREET PM

Date: Tuesday, April 2, 2024

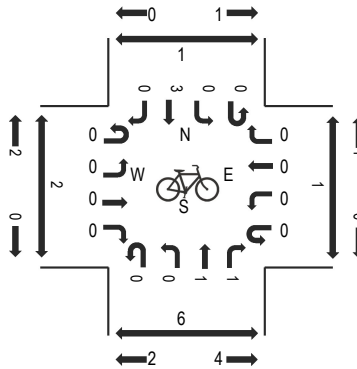
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

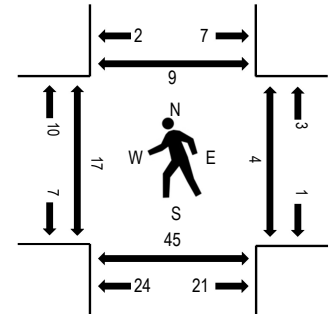
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 6TH STREET Eastbound				NE 6TH STREET Westbound				NE 3RD AVENUE Northbound				NE 3RD AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	9	51	21	0	7	78	5	0	45	139	14	0	11	113	20	513	2,193	0	1	1	0
4:15 PM	0	5	64	13	0	11	89	2	0	40	154	12	0	8	104	22	524	2,281	2	0	9	0
4:30 PM	0	9	37	16	0	9	84	9	0	39	162	11	0	7	125	25	533	2,383	1	1	2	0
4:45 PM	0	20	78	20	0	5	83	11	0	52	184	15	0	17	111	27	623	2,470	3	3	12	2
5:00 PM	0	13	64	14	0	9	94	7	0	29	186	11	0	22	127	25	601	2,382	7	0	10	1
5:15 PM	0	16	82	20	0	14	88	9	0	29	181	19	0	17	137	14	626		1	1	10	3
5:30 PM	0	13	94	11	0	12	88	11	0	34	186	18	0	13	129	11	620		6	0	13	3
5:45 PM	0	7	63	22	0	10	83	6	0	33	145	22	0	13	111	20	535		6	1	4	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	61	317	62	0	40	351	37	0	142	724	63	0	69	497	75	2,438
Mediums	0	1	1	3	0	0	2	1	0	2	13	0	0	0	7	2	32
Total	0	62	318	65	0	40	353	38	0	144	737	63	0	69	504	77	2,470

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.1%				0.7%				1.6%				1.4%			1.3%
Heavy Vehicle %	0.0%	1.6%	0.3%	4.6%	0.0%	0.0%	0.6%	2.6%	0.0%	1.4%	1.8%	0.0%	0.0%	0.0%	1.4%	2.6%	1.3%
Peak Hour Factor		0.94				0.97				0.94				0.94			0.99
Peak Hour Factor	0.00	0.78	0.85	0.83	0.00	0.80	0.94	0.86	0.00	0.85	0.99	0.80	0.00	0.78	0.92	0.92	0.99

Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

Phase	1	2 (NR)	3	4 (ER)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		19		15		19								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr		4		4		4		4								
Red Clr		2		2		2		2								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

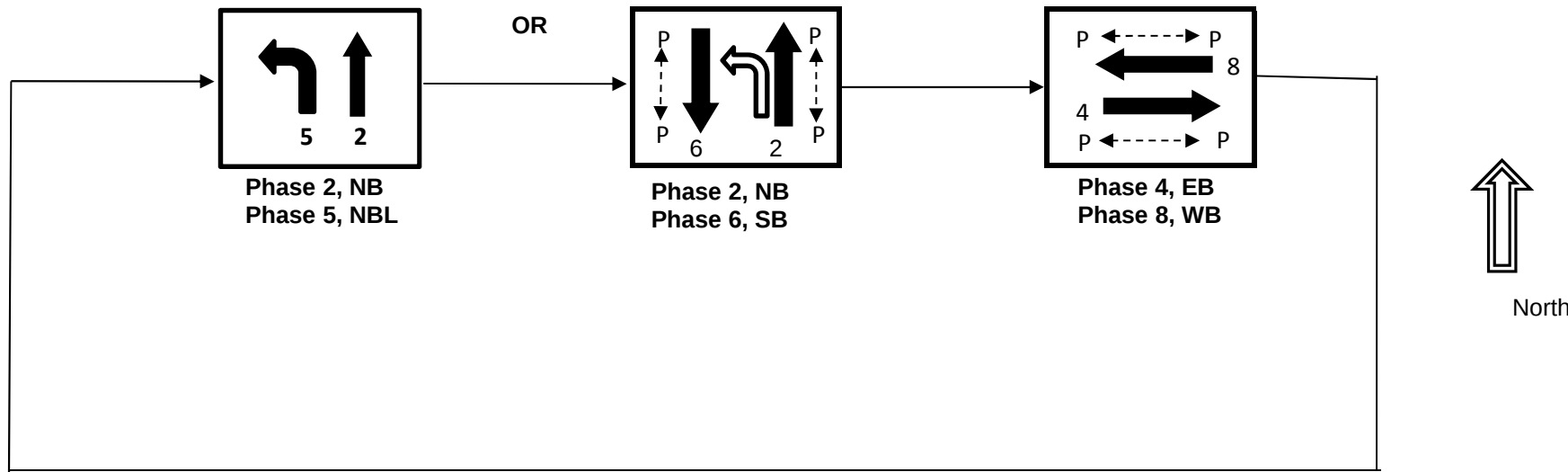
Preemption

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

Preempt LP

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

Sequence of Operation
Andrews Ave and N 6 Street
Intersection Number (2150), Fort Lauderdale



Station : 2150 - Andrews Ave & N 6 St/Sistrunk Blvd (Standard File)

Phase	1	2 (NT)	3	4 (ER)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		16		15		16		15								
Min Green		10		6	4	10		6								
Gap Ext		3		2	1.5	3		2								
Max1		45		25	15	45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

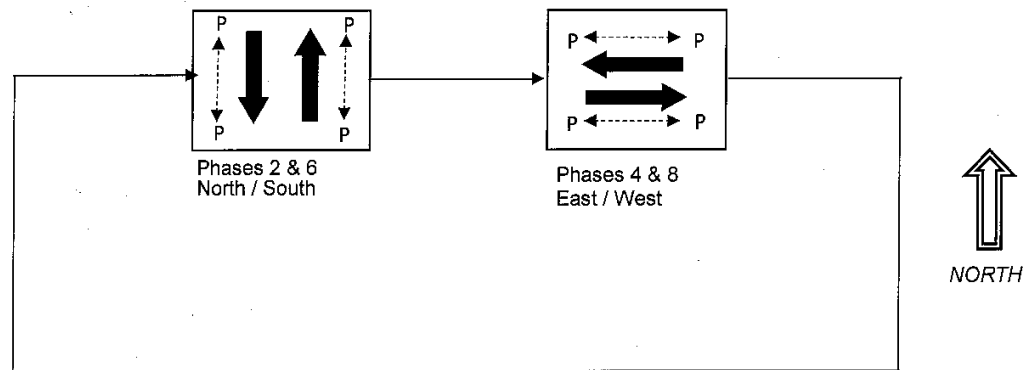
Preemption

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

Preempt LP

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

Sequence of Operation
NE 3 Avenue and NE 6 Street, Fort Lauderdale
Intersection Number 2040





BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2040	Initial Operation Date	10/21/71
Controller Type	2070	System Number	2040
Modification Number	12	Modification Date	06/14/2017
Drawing/Project No	10448	FPL Grid Number	87680416200
Intersection	NE 3 AVENUE and NE 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		15		19		15		19
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 12 UPDATES ALL RED CLEARANCE, WALK AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____

Approved By _____



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2150	Initial Operation Date	1/10/64
Controller Type	2070	System Number	2150
Modification Number	20	Modification Date	02/17/2021
Drawing/Project No	10448	FPL Grid Number	87680226702
Intersection	ANDREWS AVENUE and N 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		8
Direction		NB		EB	NBL	SB		WB
Initial Green(MIN)		10		6	4	10		6
Vehicle Ext.(GAP)		3.0		2.0	1.5	3.0		2.0
Maximum Green I		45		25	15	45		25
Maximum Green II								
Yellow Clearance		4.0		4.0	4.0	4.0		4.0
All Red Clearance		2.0		2.0	2.0	2.0		2.0
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		16		15		16		15
Permissive					YES			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTHBOUND: PHASES 2+6 ON---> OMIT PHASE 5.
3. AUDIBLE PEDESTRIAN SIGNALS: EW/ BEEP, N/S TONE.
4. MOD. 20 UPDATES ALL RED CLEARANCES ON PHASES 2,4,5,6 & 8 AND WALK VALUES ON PHASES 4 & 8 PER CURRENT STANDARDS.

Submitted By _____

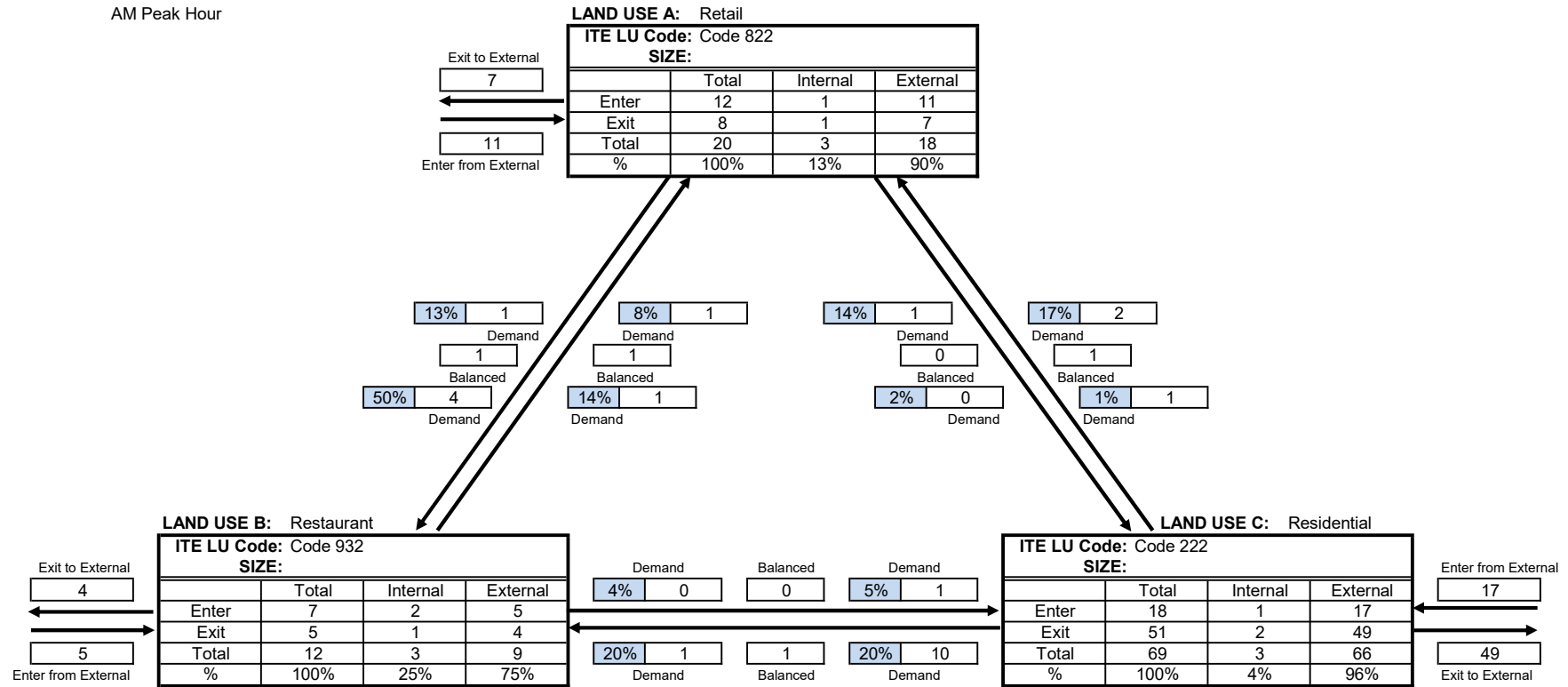
Approved By _____

APPENDIX E

Internalization

PROPOSED LAND USES
Trip Generation
and Internal Capture Summary

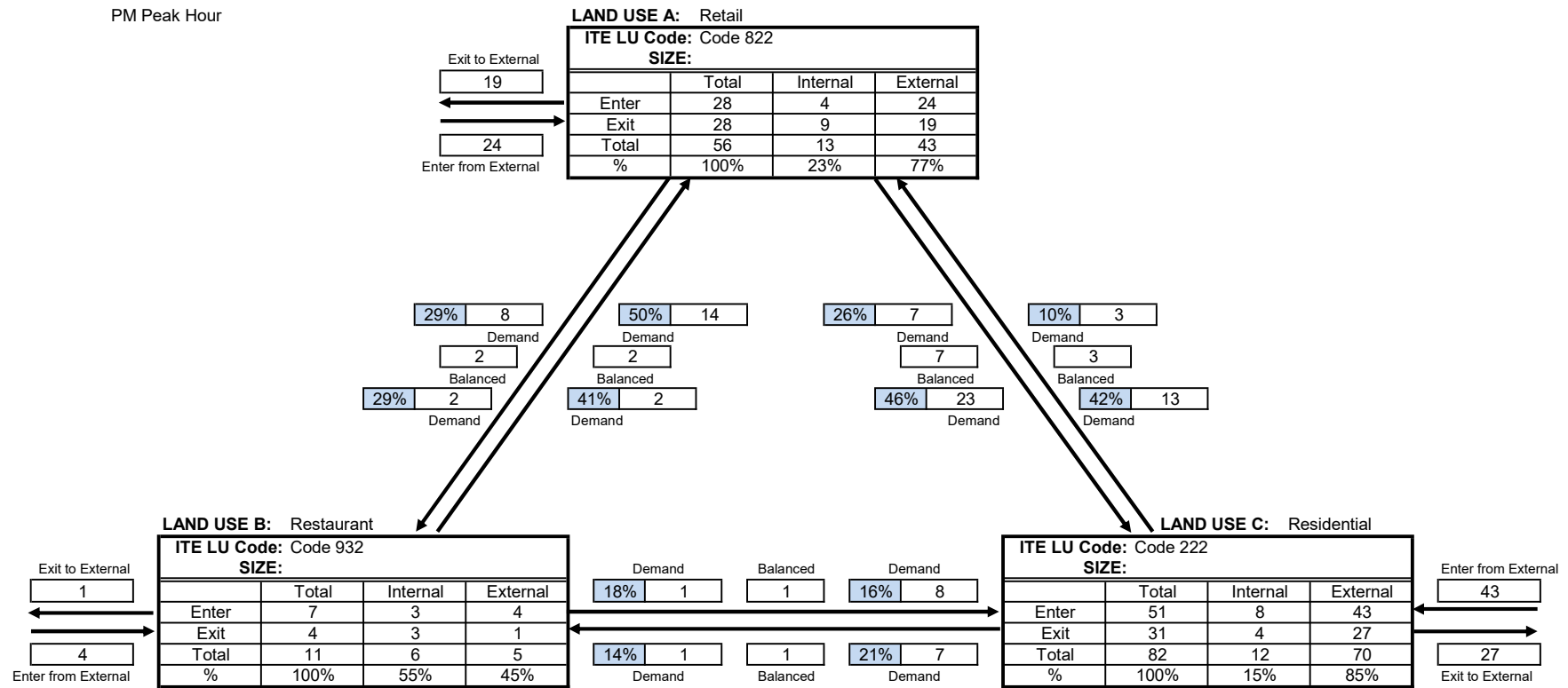
Analyst: Danielsens
Date: 26-Feb-24
 AM Peak Hour



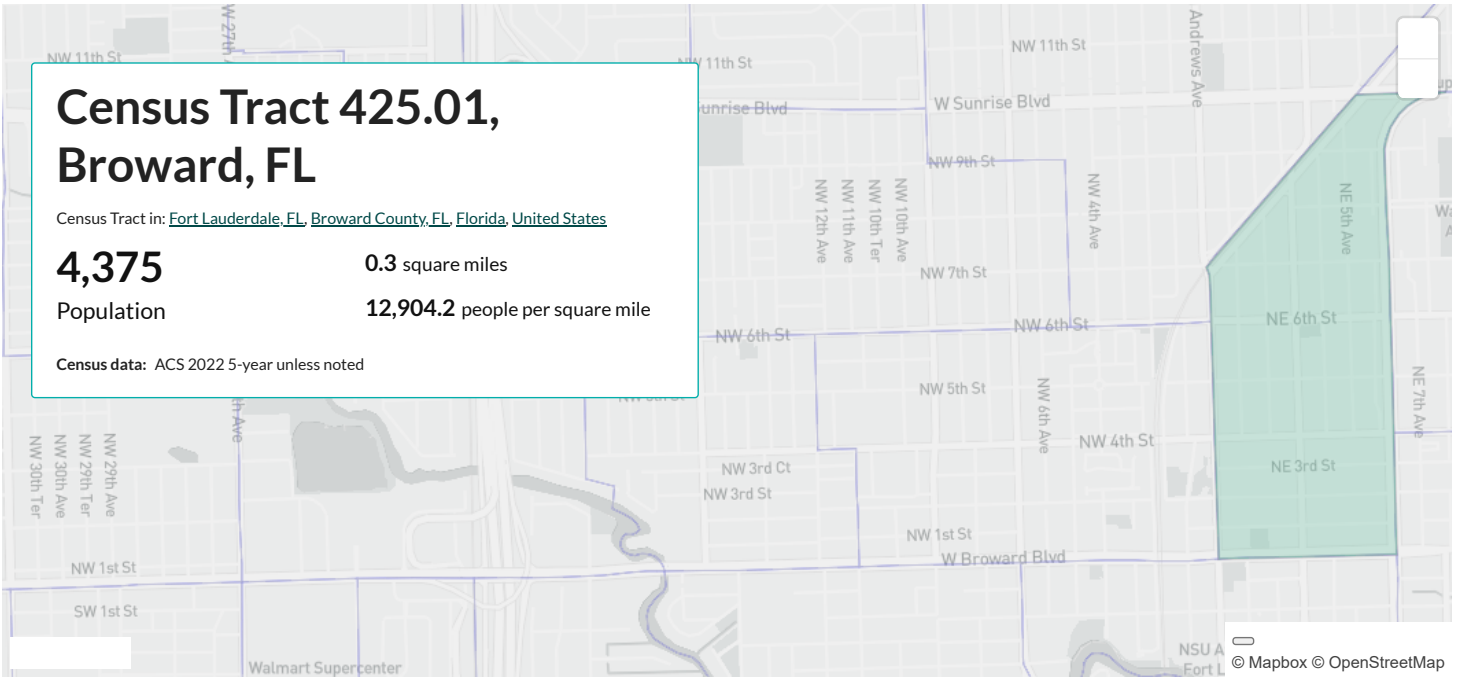
Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	11	5	17	33
Exit	7	4	49	60
Total	18	9	66	93
Single-Use Trip Gen. Est.	20	12	69	101
				INTERNAL CAPTURE
				8%

PROPOSED LAND USES
Trip Generation
and Internal Capture Summary

Analyst: Danielsen
Date: 26-Feb-24
 PM Peak Hour



Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	24	4	43	71
Exit	19	1	27	47
Total	43	5	70	118
Single-Use Trip Gen. Est.	56	11	82	149
				INTERNAL CAPTURE
				21%



Find data for this place

Search by table or column name...

Hover for margins of error and contextual data.

Demographics

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

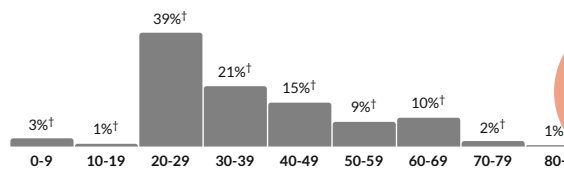
Age

32.1

Median age

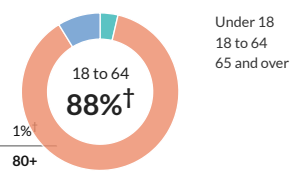
about three-quarters of the figure in Fort Lauderdale: 43.2
about 80 percent of the figure in Broward County: 41

Population by age range



Show data / Embed

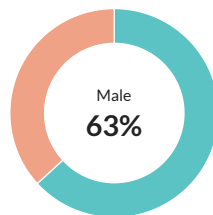
Population by age category



Show data / Embed

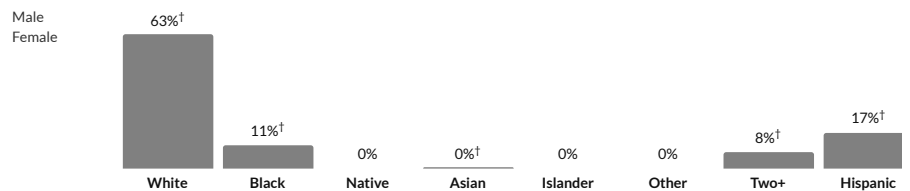
† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Sex



Show data / Embed

Race & Ethnicity



* Hispanic includes respondents of any race. Other categories are non-Hispanic.

Show data / Embed

Economics

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

Income

\$63,527

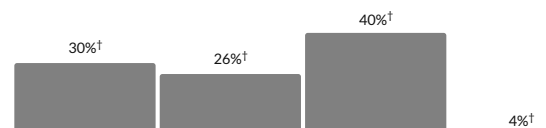
Per capita income

about 20 percent higher than the amount in Fort Lauderdale:

\$93,424

Median household income

Household income



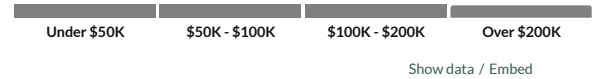
CAM # 24-1102

Exhibit 6

Page 100 of 244

\$55,060
about 1.5 times the amount in
Broward County: \$39,753

about 25 percent higher than the
amount in Fort Lauderdale:
\$75,376
about 1.3 times the amount in
Broward County: \$70,331



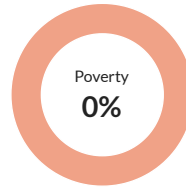
Poverty

8.2%

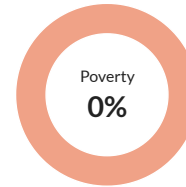
Persons below poverty line

about half the rate in Fort Lauderdale: 14.9%
about two-thirds of the rate in Broward
County: 12.4%

Children (Under 18)



Seniors (65 and over)



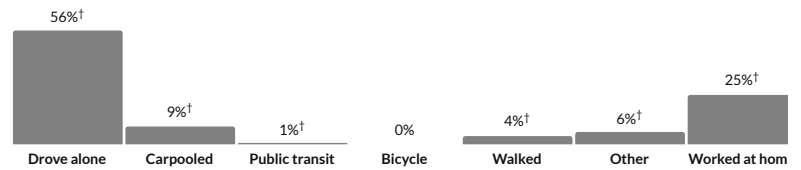
Transportation to work

29.4 minutes

Mean travel time to work

about 10 percent higher than the figure in
Fort Lauderdale: 26.3
about the same as the figure in Broward
County: 28.9

Means of transportation to work



† Margin of error is at least
10 percent of the total
value. Take care with this
statistic.

Families

† Margin of error is at least
10 percent of the total
value. Take care with this
statistic.

Households

2,841

Number of households

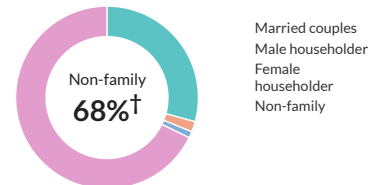
Fort Lauderdale: 80,031
Broward County: 741,973

1.5

Persons per household

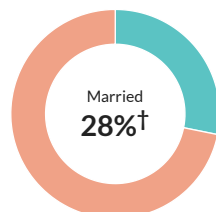
about two-thirds of the figure in Fort
Lauderdale: 2.2
about three-fifths of the figure in Broward
County: 2.6

Population by household type

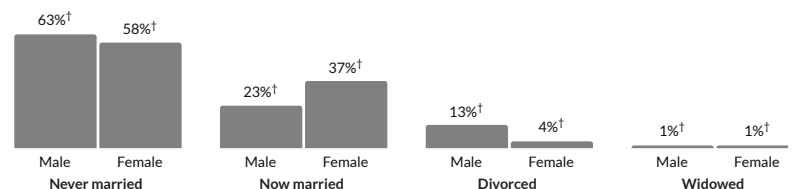


Marital status

† Margin of error is at least
10 percent of the total
value. Take care with this
statistic.



Marital status, by sex



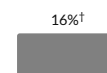
Fertility

† Margin of error is at least
10 percent of the total

3.9%

Women 15-50 who gave birth
during past year

Women who gave birth during past year, by age group



value. Take care with this statistic.

about 90 percent of the rate in Fort Lauderdale: 4.3% [†]
about 80 percent of the rate in Broward County: 4.7%

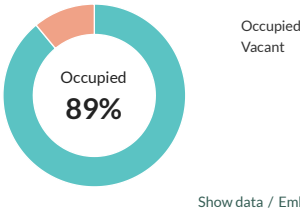


Housing

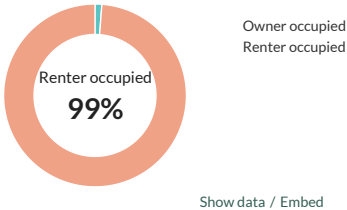
Units & Occupancy

3,192
Number of housing units
Fort Lauderdale: 101,150
Broward County: 859,621

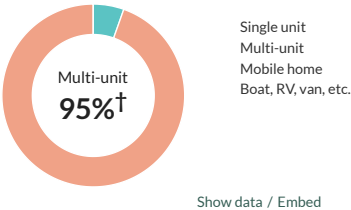
Occupied vs. Vacant



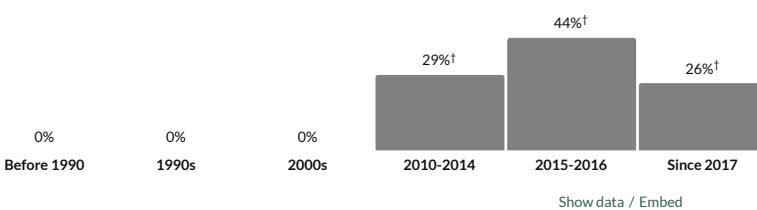
Ownership of occupied units



Types of structure



Year moved in, by percentage of population

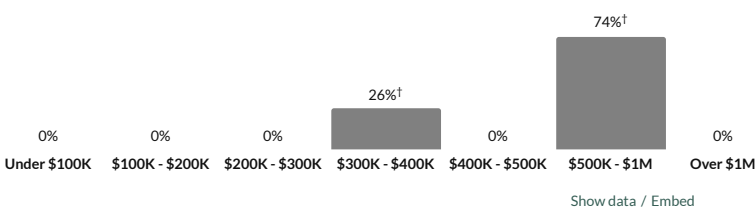


[†] Margin of error is at least 10 percent of the total value. Take care with this statistic.

Value

N/A
Median value of owner-occupied housing units

Value of owner-occupied housing units

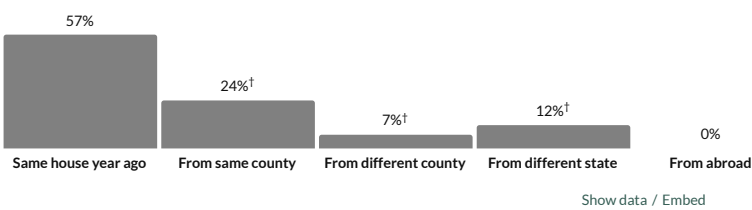


[†] Margin of error is at least 10 percent of the total value. Take care with this statistic.

Geographical mobility

43.2%
Moved since previous year
more than double the rate in Fort Lauderdale: 16.2%
more than double the rate in Broward County: 13.2%

Population migration since previous year



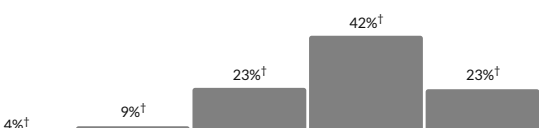
Social

[†] Margin of error is at least 10 percent of the total value. Take care with this statistic.

Educational attainment

96.4% High school grad or higher
64.7% Bachelor's degree or higher

Population by highest level of education



about 10 percent higher than the rate in Fort Lauderdale: 89.6%

more than 1.5 times the rate in Fort Lauderdale: 40.3%

about 10 percent higher than the rate in Broward County: 90%

nearly double the rate in Broward County: 34.9%

No degree

High school

Some college

Bachelor's

Post-grad

* Universe: Population 25 years and over

Show data / Embed

Language

N/A

Persons with language other than English spoken at home

Language at home, children 5-17
No data available

Language at home, adults 18+
No data available

Place of birth

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

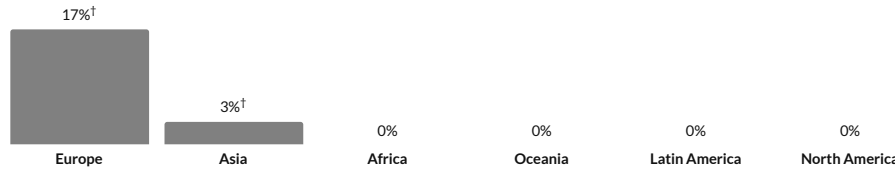
13.2%

Foreign-born population

about half the rate in Fort Lauderdale: 26.3%

about two-fifths of the rate in Broward County: 35.4%

Place of birth for foreign-born population



Show data / Embed

Veteran status

† Margin of error is at least 10 percent of the total value. Take care with this statistic.

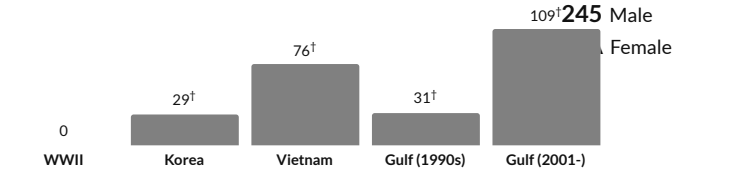
5.8%

Population with veteran status

about 10 percent higher than the rate in Fort Lauderdale: 5.1% †

about 1.4 times the rate in Broward County: 4.3%

Veterans by wartime service



* Civilian veterans who served during wartime only

Show data / Embed

Hover for margins of error and contextual data.

Citation: U.S. Census Bureau (2022). *American Community Survey 5-year estimates*. Retrieved from *Census Reporter Profile page for Census Tract 425.01, Broward, FL* <<http://censusreporter.org/profiles/14000US12011042501-census-tract-42501-broward-fl/>>

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APPENDIX F

Historic Growth

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7365 - NE 6 ST, E OF ANDREWS AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2022	6600 S	E	3000	W	3600	9.00	57.00	5.40
2021	6600 F	E	3000	W	3600	9.00	53.80	14.30
2020	6600 C	E	3000	W	3600	9.00	53.90	8.80
2019	10100 R	E	4100	W	6000	9.00	54.60	5.50
2018	10100 T	E	4100	W	6000	9.00	54.50	6.00
2017	10100 S	E	4100	W	6000	9.00	51.90	6.20
2016	10100 F	E	4100	W	6000	9.00	54.10	2.90
2015	10000 C	E	4100	W	5900	9.00	54.00	3.40
2014	4700 X					9.00	54.20	7.40
2013	4700 X		0		0	9.00	53.60	7.60
2012	4700 T		0		0	9.00	52.20	5.90
2011	4700 S		0		0	9.00	52.50	6.30
2010	4700 F		0		0	8.35	52.69	9.30
2009	4700 C	E	0	W	0	8.53	53.89	5.30
2008	5400 C	E	0	W	0	8.81	54.16	6.50
2007	6600 C	E	0	W	0	8.63	55.75	4.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7729 - NW 6 ST, E OF NW 7 AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	15200 F	E	7300	W	7900	9.00	57.90	8.80
2022	14600 C	E	7000	W	7600	9.00	57.00	8.80
2021	14200 S	E	6700	W	7500	9.00	53.80	4.50
2020	14200 F	E	6700	W	7500	9.00	53.90	4.50
2019	15000 C	E	7100	W	7900	9.00	54.60	4.50
2018	15200 S	E	7300	W	7900	9.00	54.50	4.10
2017	15200 F	E	7300	W	7900	9.00	51.90	4.10
2016	15200 C	E	7300	W	7900	9.00	54.10	4.10
2015	12400 S	E	5300	W	7100	9.00	54.00	5.10
2014	12200 F	E	5200	W	7000	9.00	54.20	5.10
2013	12100 C	E	5200	W	6900	9.00	53.60	5.10
2012	12500 S		0		0	9.00	52.20	5.90
2011	12400 F		0		0	9.00	52.50	6.30
2010	12400 C	E	5700	W	6700	8.35	52.69	6.50
2009	9000 F	E	4200	W	4800	8.53	53.89	6.50
2008	9200 C	E	4300	W	4900	8.81	54.16	6.50

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
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9039 - NE 3 AVENUE, N OF NE 6 STREET

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2022	12600 F	N	6800	S 5800	9.00	57.00	2.60
2021	12800 C	N	6900	S 5900	9.00	53.80	2.60
2020	13200 S	N	7100	S 6100	9.00	53.90	4.60
2019	13900 F	N	7500	S 6400	9.00	54.60	4.60
2018	13900 C	N	7500	S 6400	9.00	54.50	4.60
2017	11400 S	N	5200	S 6200	9.00	51.90	12.60
2016	11400 F	N	5200	S 6200	9.00	54.10	12.60
2015	11200 C	N	5100	S 6100	9.00	54.00	12.60
2014	12000 S	N	7000	S 5000	9.00	54.20	1.70
2013	11900 F	N	6900	S 5000	9.00	53.60	1.70
2012	11900 C	N	6900	S 5000	9.00	52.20	1.70
2011	12300 S		0	0	9.00	52.50	6.30
2010	12300 F	N	6100	S 6200	8.35	52.69	3.60
2009	12300 C	N	6100	S 6200	8.53	53.89	3.60
2008	11400 C	N	6100	S 5300	8.81	54.16	3.60
2007	13000 C	N	6600	S 6400	8.63	55.75	4.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9049 - ANDREWS AVENUE, N OF SUNRISE BLVD.

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2022	17600 S	N	9600	S	8000	9.00	57.00	2.00
2021	17800 F	N	9700	S	8100	9.00	53.80	2.00
2020	17900 C	N	9800	S	8100	9.00	53.90	2.00
2019	18300 S	N	9500	S	8800	9.00	54.60	3.20
2018	18300 F	N	9500	S	8800	9.00	54.50	3.20
2017	18300 C	N	9500	S	8800	9.00	51.90	3.20
2016	18600 S	N	9500	S	9100	9.00	54.10	3.20
2015	18400 F	N	9400	S	9000	9.00	54.00	3.20
2014	18000 C	N	9200	S	8800	9.00	54.20	3.20
2013	18300 C	N	9200	S	9100	9.00	53.60	4.10
2012	17500 S		0		0	9.00	52.20	5.90
2011	17500 F		0		0	9.00	52.50	6.30
2010	17500 C	N	8700	S	8800	8.35	52.69	3.20
2009	16500 F	N	8300	S	8200	8.53	53.89	3.20
2008	16900 C	N	8500	S	8400	8.81	54.16	3.20
2007	18600 C	N	9800	S	8800	8.63	55.75	4.80

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

**650 N. Andrews Avenue
N. Andrews Avenue
Fort Lauderdale**

Growth Rate Analysis

Site #9049 - Andrews Av north of Sunrise Blvd

Year	Volume	Growth Rate
2018	18300	
2022	17600	-0.78%

Site #9039 - NE 3 Av north of NE 6 St

Year	Volume	Growth Rate
2018	13900	
2022	12600	-1.94%

Site #7365 - NE 6 St east of Andrews Av

Year	Volume	Growth Rate
2018	10100	
2022	6600	-8.16%

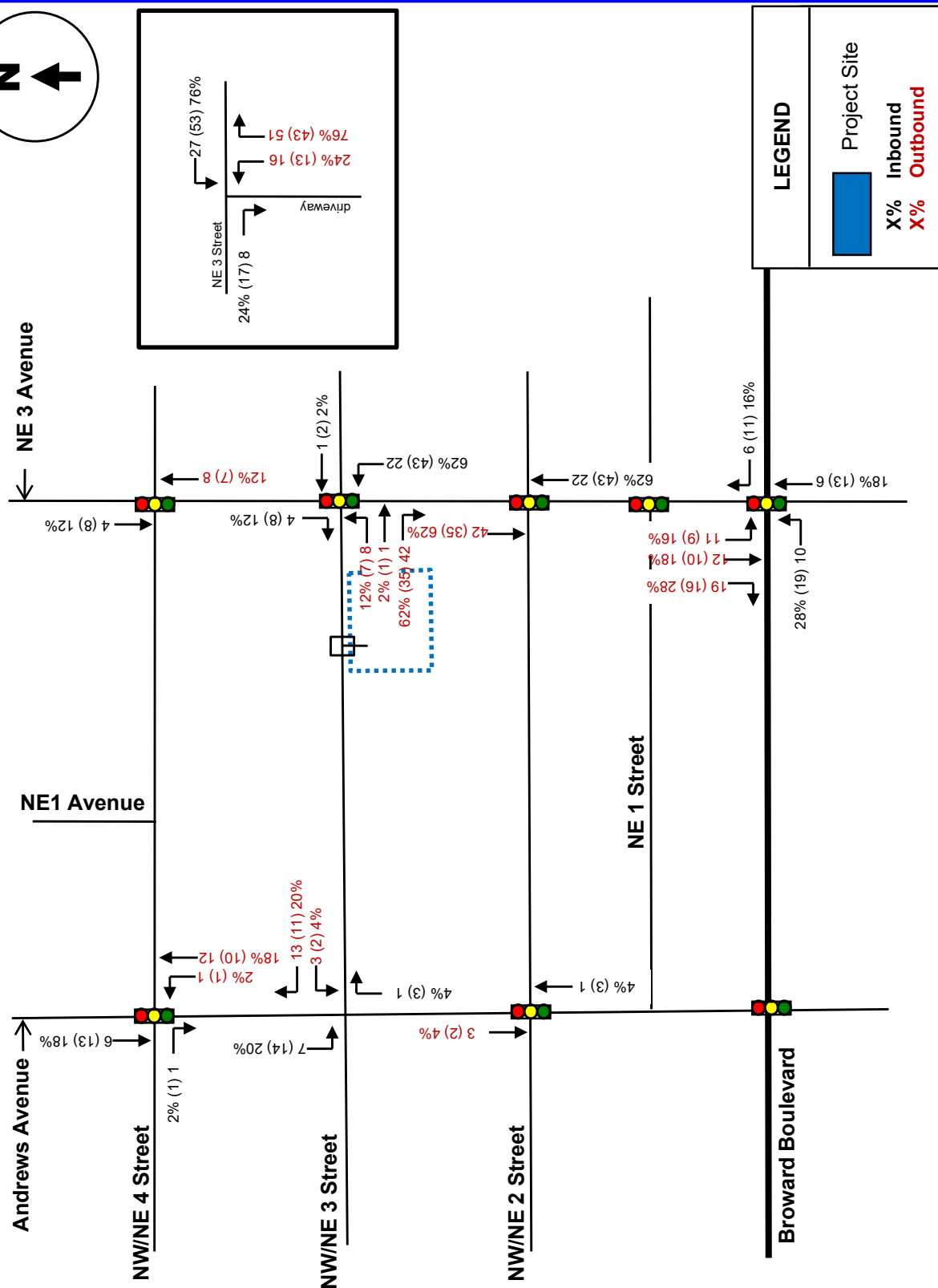
Total - All Count Stations

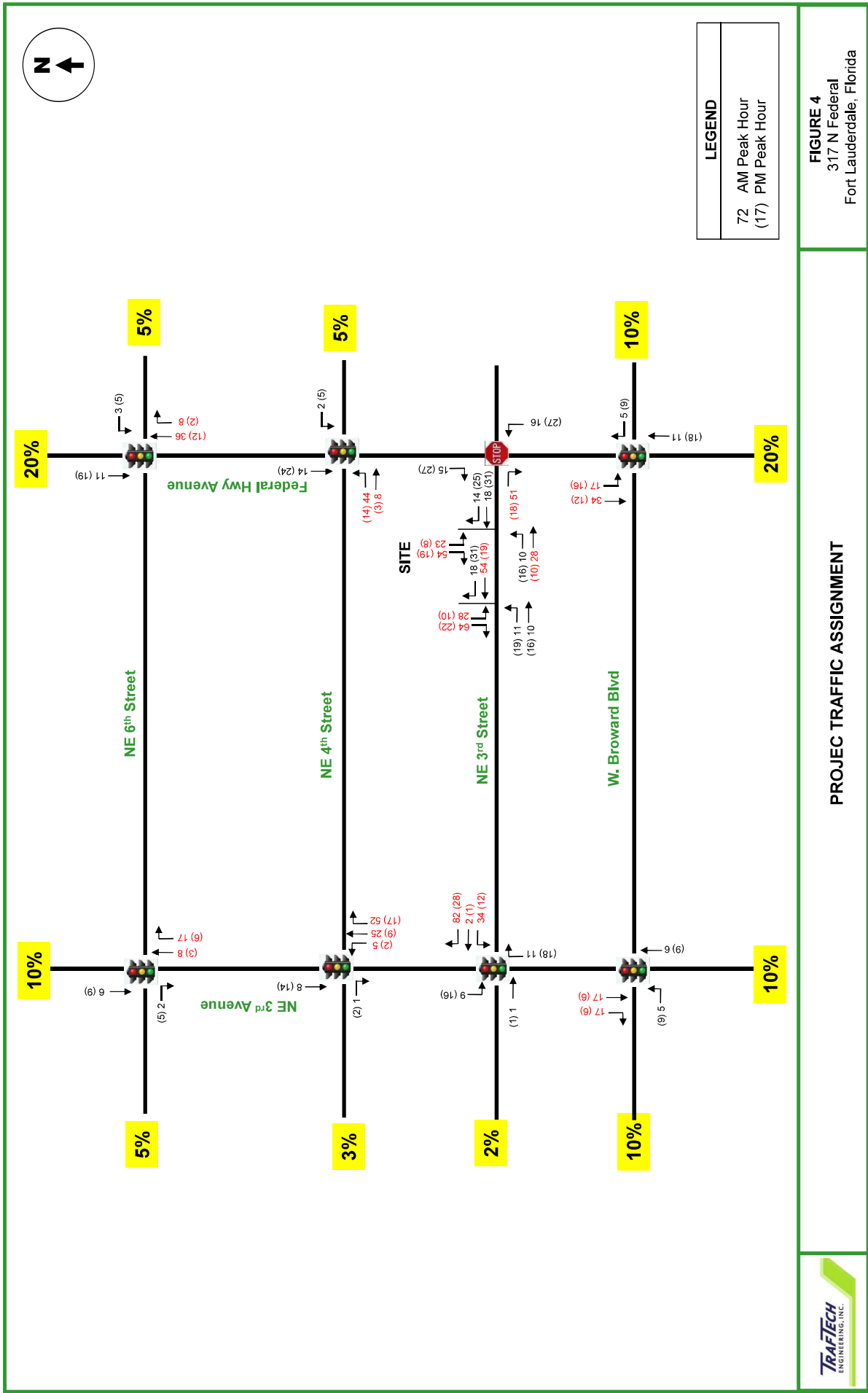
Year	Volume	Growth Rate
2018	42300	
2022	36800	-2.75%

DC Engineers, Inc.

Project Traffic Assignment

FIGURE 5
200 Third
Fort Lauderdale, Florida

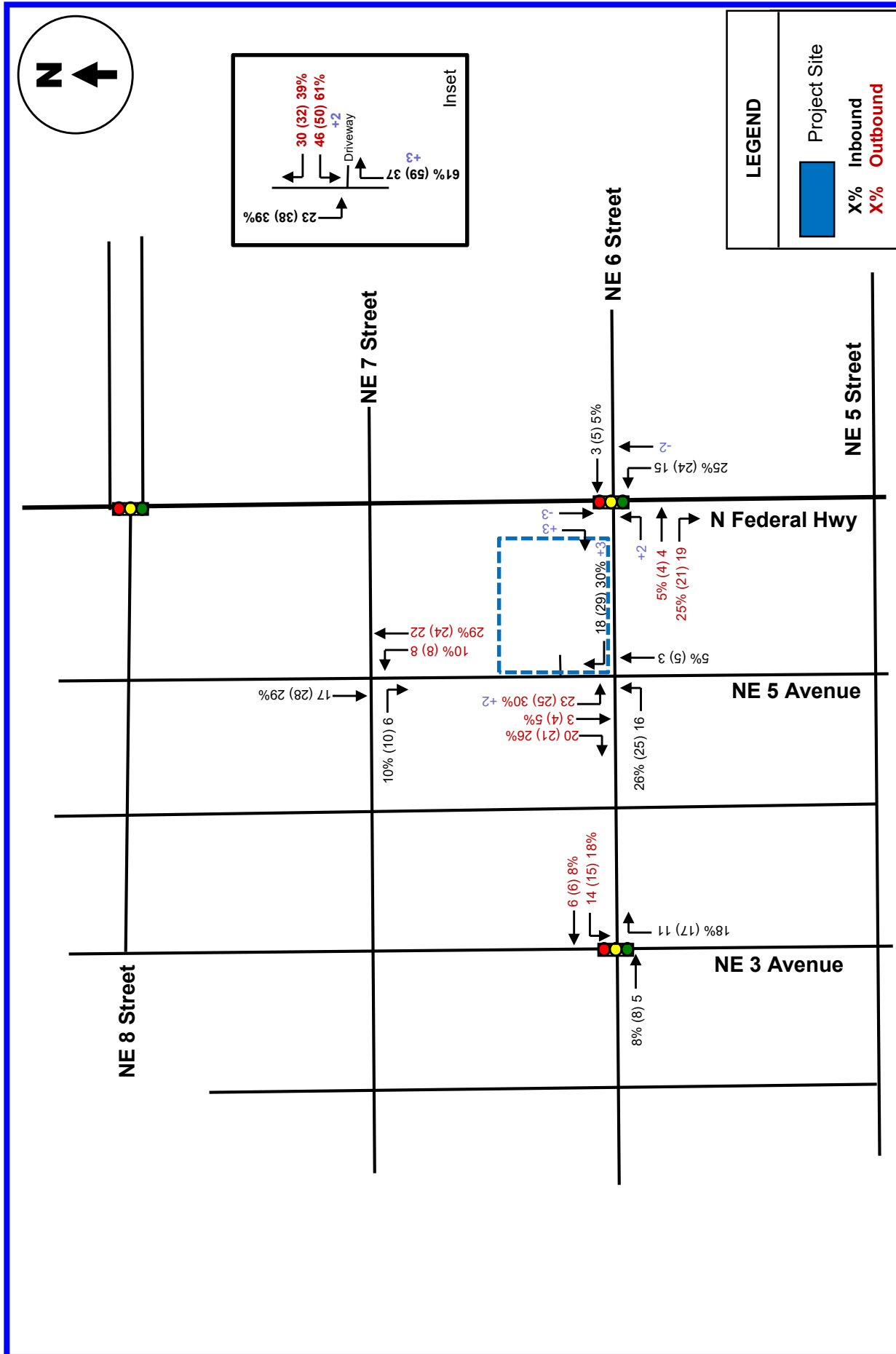


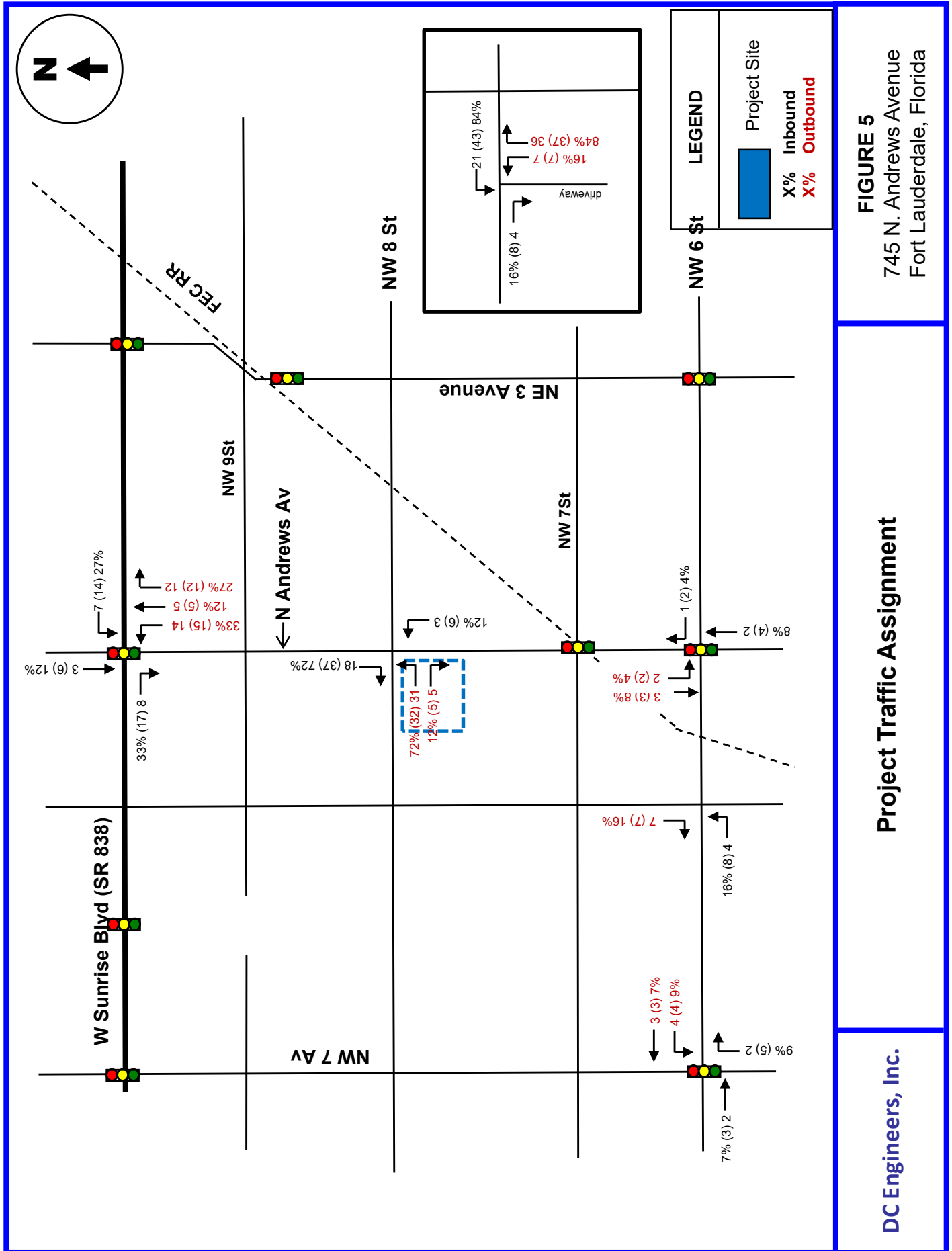


DC Engineers, Inc.

Project Traffic Assignment

FIGURE 5
513 NE 6 Street
Fort Lauderdale, Florida





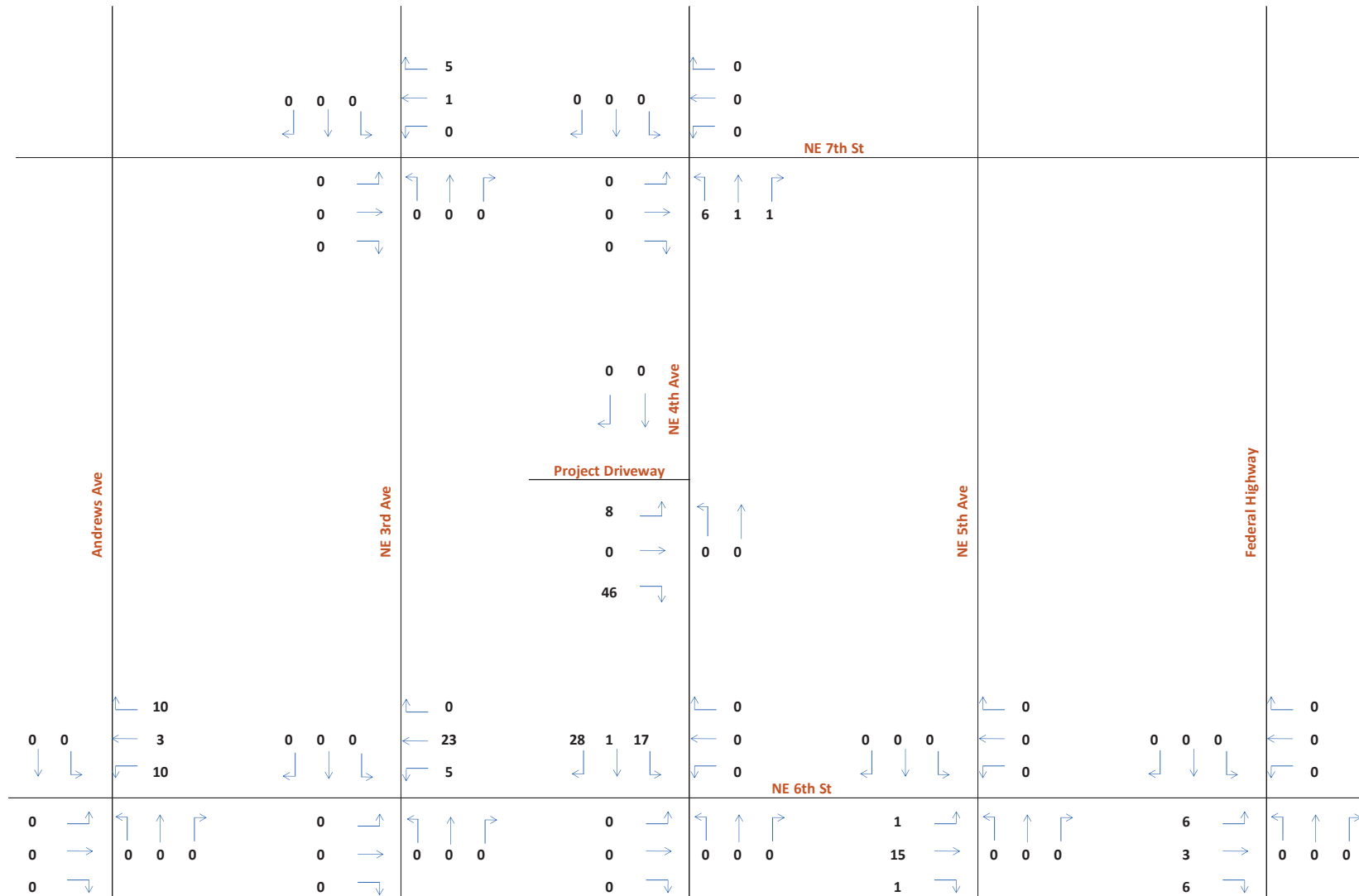
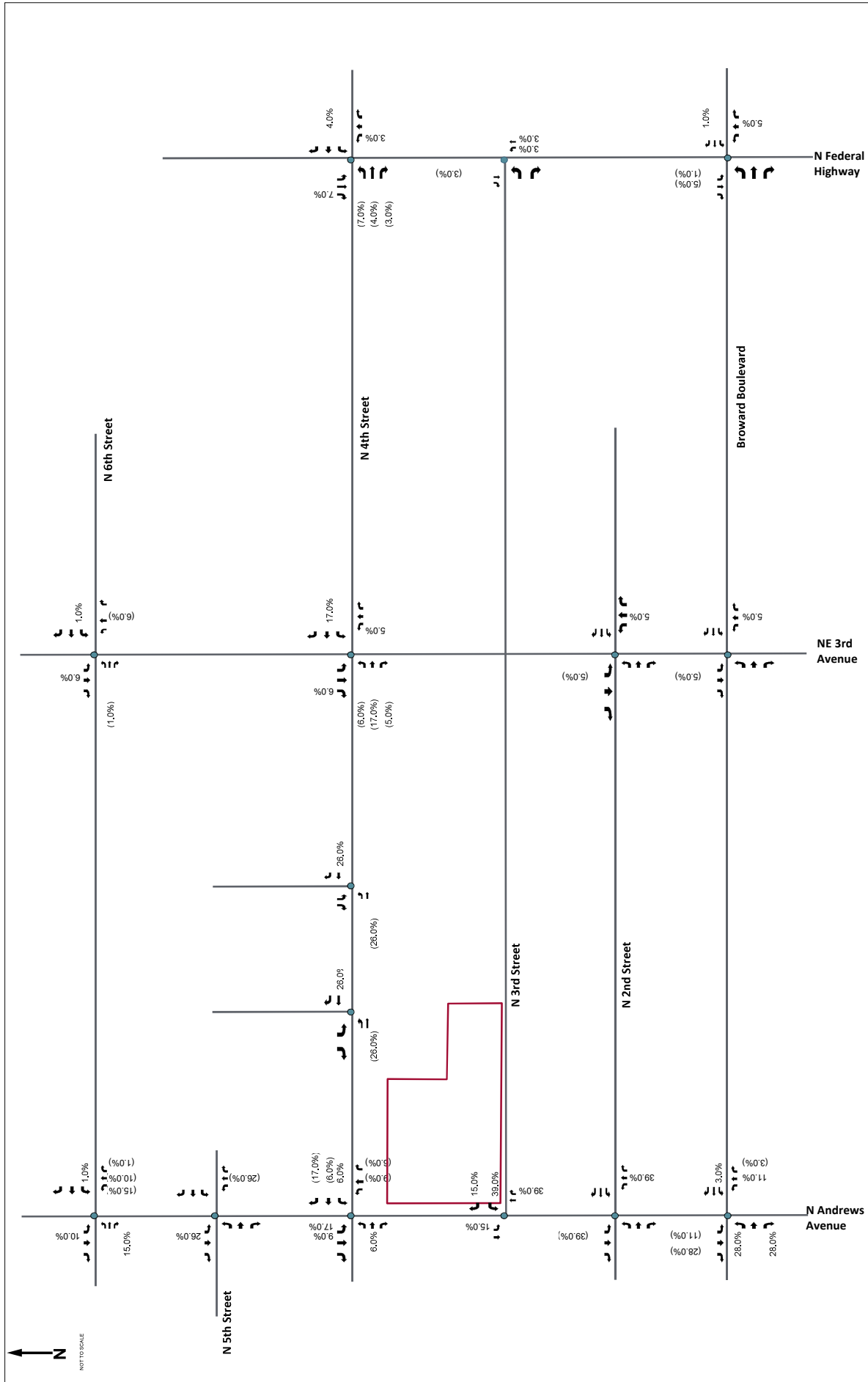


FIGURE 7: PROJECT TRIPS – AM PEAK HOUR



FIGURE 8: PROJECT TRIPS – PM PEAK HOUR



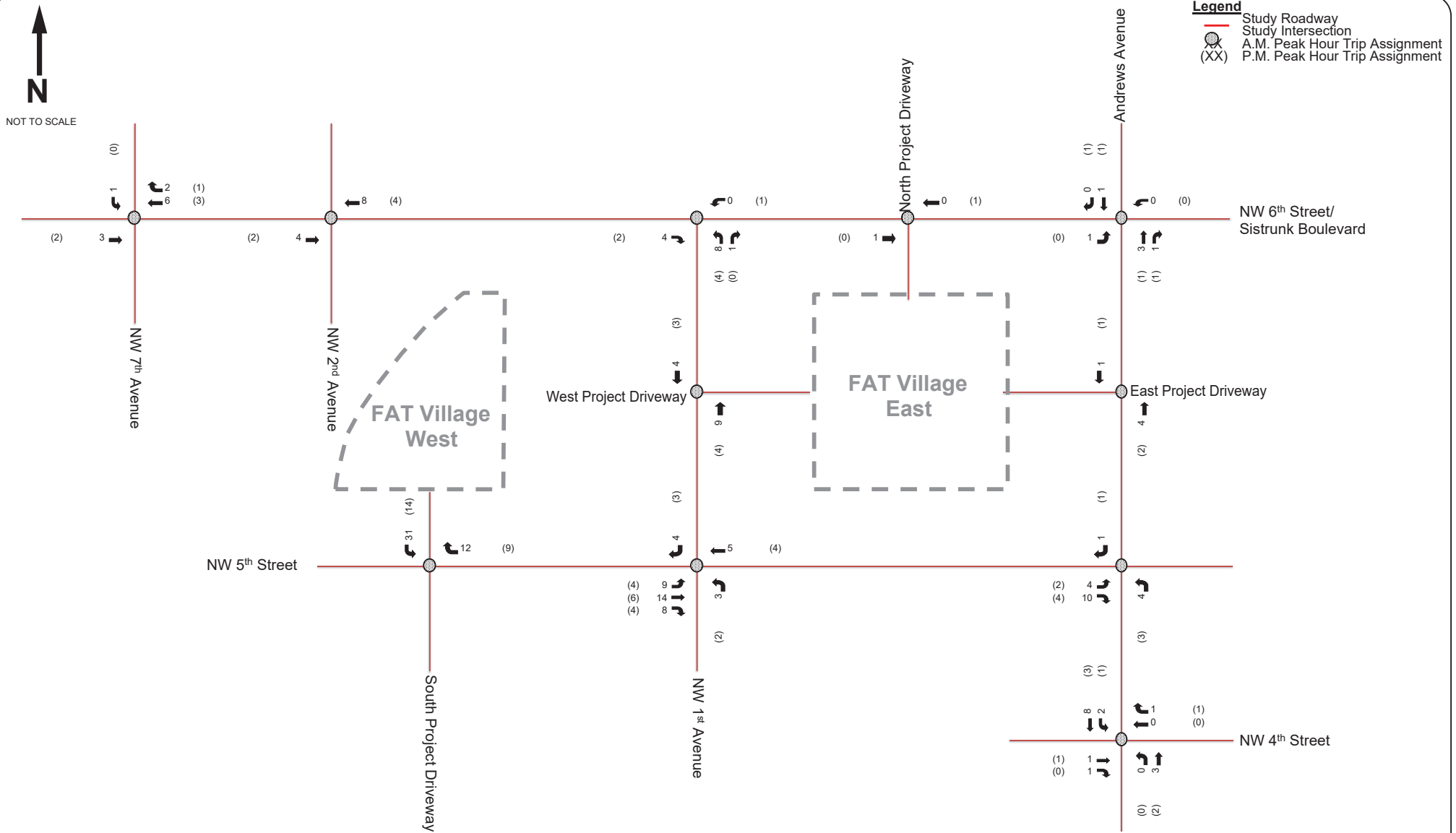


Figure 7
Peak Hour FAT Village West Residential Project Trip Assignment
FAT Village East
Fort Lauderdale, Florida

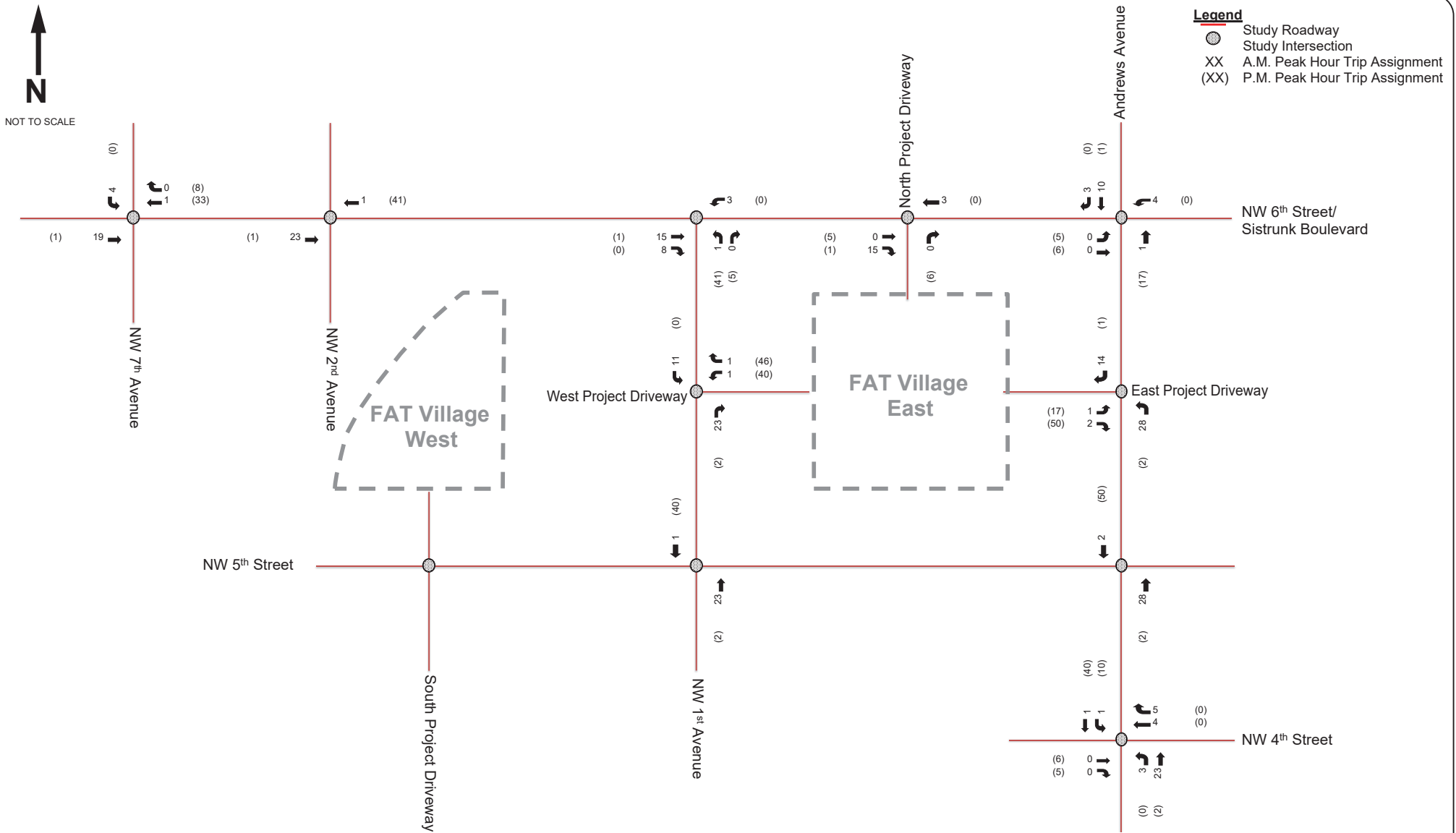
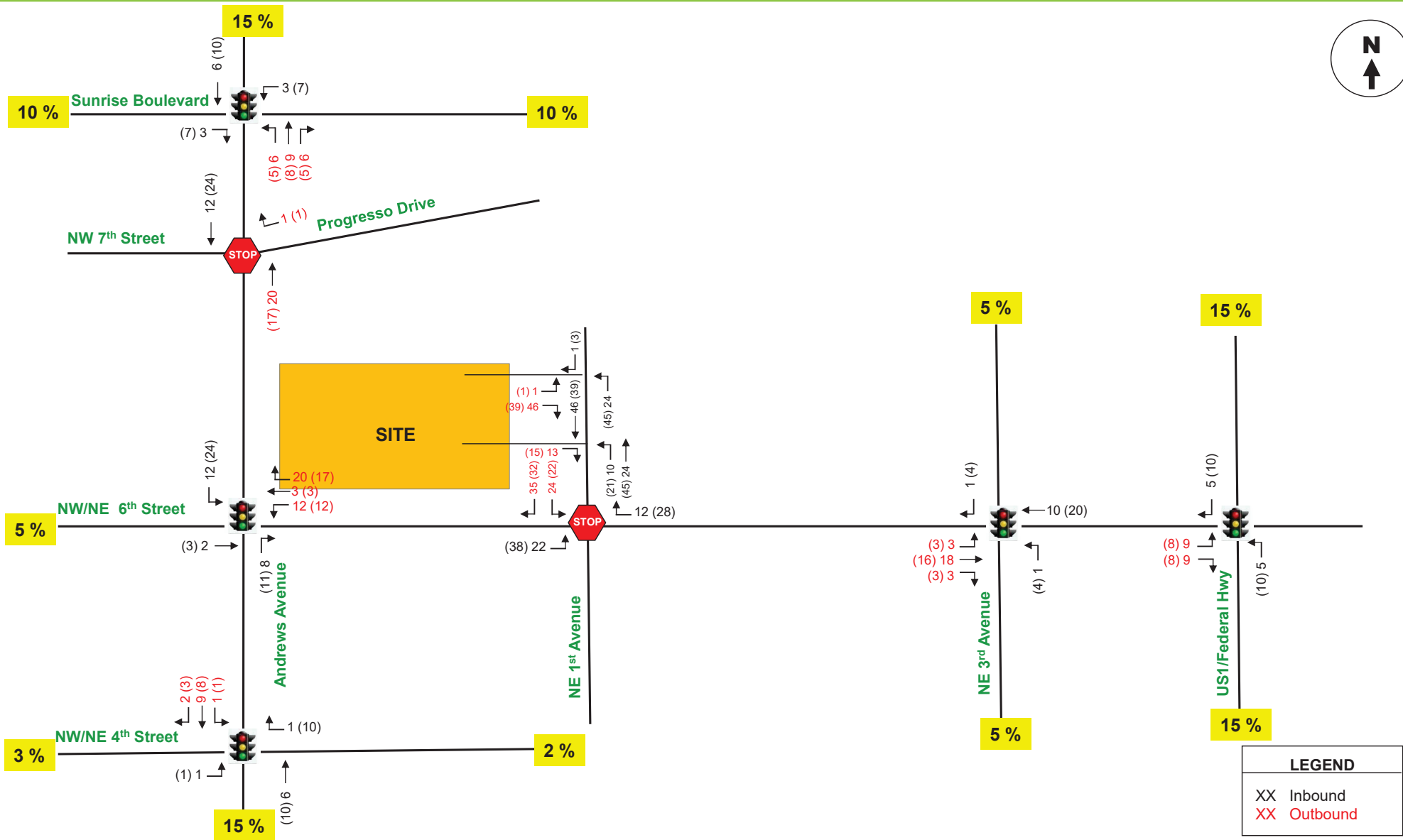


Figure 5
Peak Hour FAT Village East and FAT Village West Non-Residential Project Trip Assignment
FAT Village East
Fort Lauderdale, Florida



PROJECT TRIP DISTRIBUTION

FIGURE 4
The Gallery @ Flagler
Fort Lauderdale, Florida

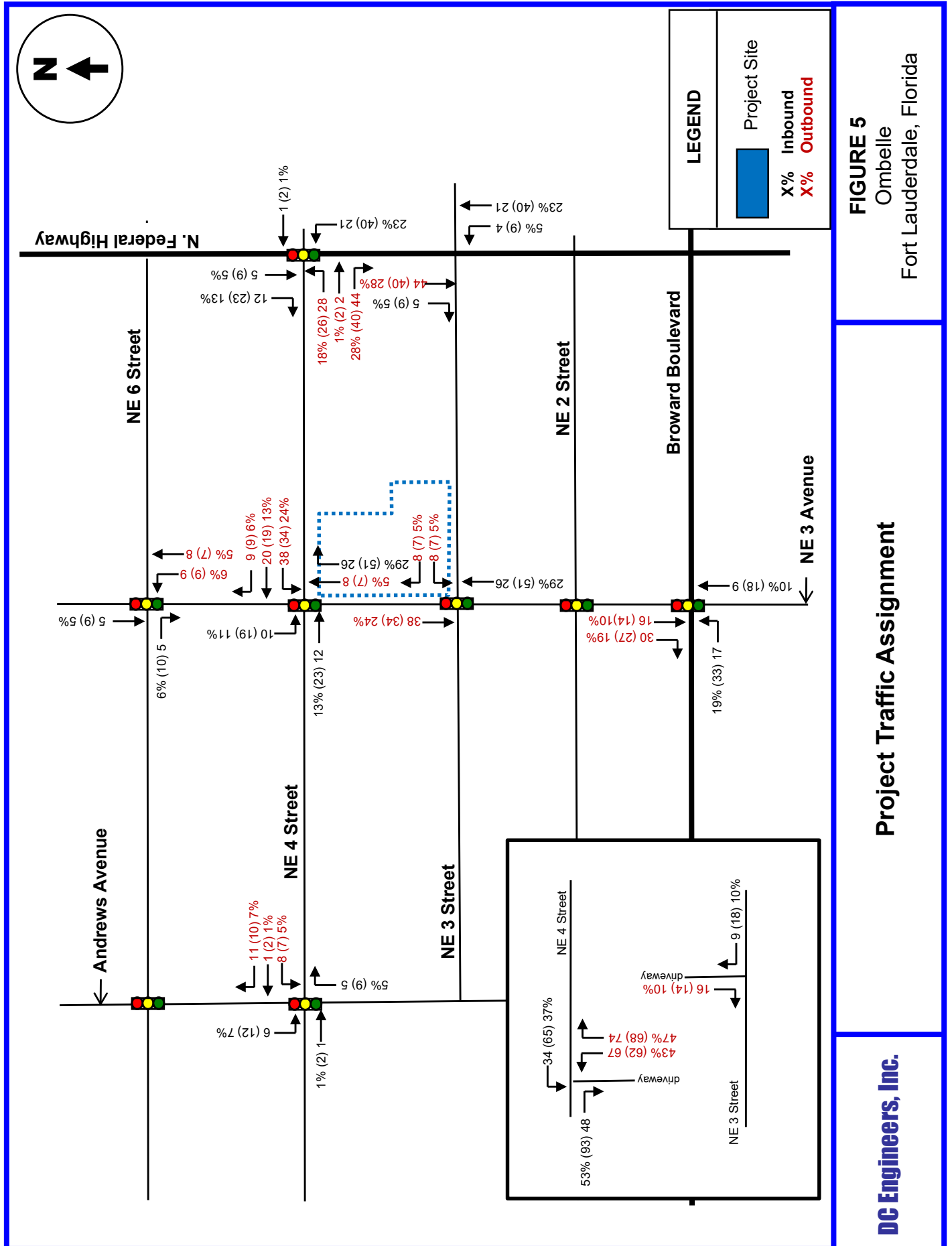


Table 21: NE 8th Street & NE 3rd Avenue (A.M. Peak Hour)

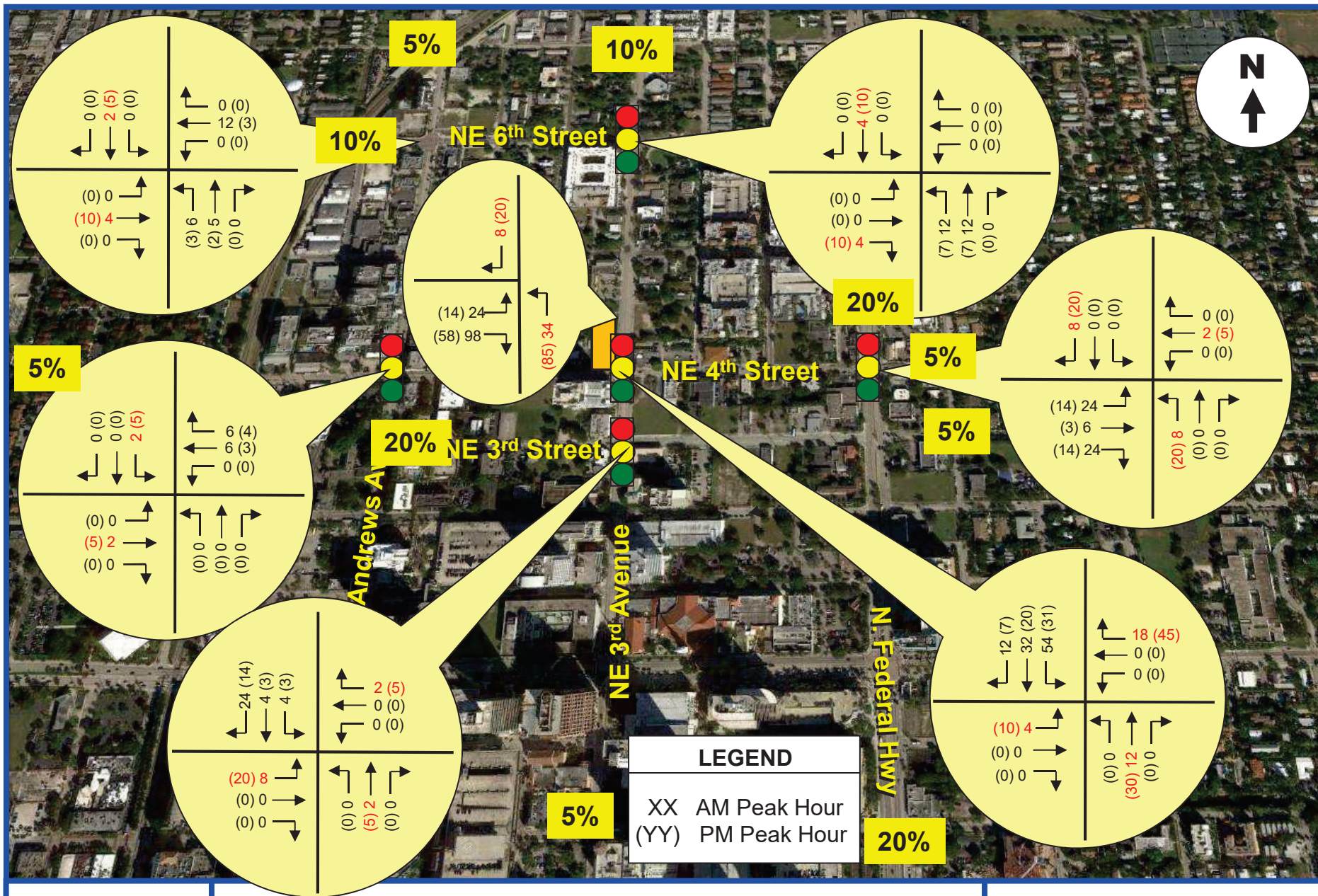
Description	Driveway Eastbound Through		NE 8th Street Westbound Through		NE 3rd Avenue Northbound Through		NE 3rd Avenue Southbound Through	
	Left	Right	Left	Right	Left	Right	Left	Right
AM Raw Turning Movements	3	0	25	61	4	13	26	2
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	3	0	26	63	4	13	27	2
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	0	0	21	13	0	7	4	0
2028 Background Traffic Conditions	3	0	49	82	5	22	33	2
RK Centers Parcel 1	0%	0%	0%	0%	0%	2%	9%	0%
RK Centers Parcel 2	0%	0%	1%	7%	0%	1%	5%	0%
RK Centers Parcel 3	0%	0%	2%	2%	2%	0%	2%	0%
RK Centers Total Parcels	0	0	3	18	3	2	8	0
2028 Total Traffic Conditions	3	0	57	105	8	27	60	2

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signal/Sim Traffic Signal Timing and Analysis Software

Table 22: NE 8th Street & NE 3rd Avenue (P.M. Peak Hour)

Description	Driveway Eastbound			NE 8th Street Westbound			NE 3rd Avenue Northbound			NE 3rd Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
PM Raw Turning Movements	1	2	5	33	1	112	1	955	26	32	495	4
Peak Season Category Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Existing Traffic Conditions	1	2	5	34	1	115	1	984	27	33	510	4
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Trips (Modera)	0	0	0	13	0	8	0	19	0	12	0	0
2028 Background Traffic Conditions	1	2	6	50	1	134	1	1,095	29	48	558	5
RK Centers Parcel 1	0%	0%	0%	0%	0%	0%	0%	4%	2%	9%	0%	0%
	0	0	0	0	0	0	0	7	3	15	0	0
RK Centers Parcel 2	0%	0%	0%	1%	0%	7%	0%	0%	1%	5%	0%	0%
	0	0	0	3	0	5	0	0	2	8	0	0
RK Centers Parcel 3	0%	0%	0%	2%	0%	2%	2%	0%	0%	2%	0%	0%
	0	0	0	5	0	2	3	0	0	3	0	0
RK Centers Total Parcels	0%	0%	0%	3%	0%	9%	2%	4%	3%	16%	0%	0%
	0	0	0	8	0	7	3	7	5	26	0	0
2028 Total Traffic Conditions	1	2	6	58	1	141	4	1,101	34	74	558	5

Source: Florida Department of Transportation (FDOT) Florida Traffic Online (2019)
Synchro 10 Signal/SimTraffic Signal Timing and Analysis Software



APPENDIX G

Volume Development Worksheets

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6 Street at N. Andrews Avenue AM Peak Hour

WEEKDAY

Description	N. Andrews Avenue Northbound			N. Andrews Avenue Southbound			NE 6 Street Eastbound			NE 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	56	365	38	77	534	42	90	360	213	47	196	108
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	56	365	38	77	534	42	90	360	213	47	196	108
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third		12			6							
317 N. Federal								2				
Fat City	38	25	3		31				47	3		
513 NE 6 Street								5			6	
745 N. Andrews		2		2	3							1
Ombelle		11			6			5			9	
FAT Village Non-Residential		1			10	3	0	0		4		
FAT Village Residential		3	1		1	0	1			0		
RK Centers												
Advantiss Flagler										10	3	10
URBN Flagler	6	5			2			4			12	
The Gallery at Flagler			8	12				2		12	3	20
2027 Background Traffic	101	430	51	92	601	46	92	383	263	77	232	141
Existing Development												
650 N. Andrews Av.												
Primary Trip			4					4		7	8	
Pass-by Capture												
2027 Total Traffic	101	430	55	92	601	46	92	387	263	84	240	141

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6 Street at N. Andrews Avenue PM Peak Hour

WEEKDAY

Description	N. Andrews Avenue Northbound			N. Andrews Avenue Southbound			NE 6 Street Eastbound			NE 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	236	793	46	77	395	92	54	300	106	32	496	62
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	236	793	46	77	395	92	54	300	106	32	496	62
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third		10			13							
317 N. Federal								5				
Fat City	64	43	4		34				52	3		
513 NE 6 Street								8			6	
745 N. Andrews		4		2	3							2
Ombelle		10			12			10			9	
FAT Village Non-Residential		17			1	0	5	6		0		
FAT Village Residential		1	1		1	1	0			0		
RK Centers												
Advantiss Flagler			11	11				3		8	2	8
URBN Flagler	3	2			5			10			3	
The Gallery at Flagler			11	24				3		12	3	17
2027 Background Traffic	307	892	74	115	470	94	60	350	160	55	526	90
Existing Development												
650 N. Andrews Av.												
Primary Trip			8					10		6	6	
Pass-by Capture												
2027 Total Traffic	307	892	82	115	470	94	60	360	160	61	532	90

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6 Street at NE 1 Avenue AM Peak Hour

WEEKDAY

Description	NE 1 Avenue Northbound			NE 1 Avenue Southbound			NE 6 Street Eastbound			NE 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	41	5	16	5	2	15	10	449	16	12	300	2
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	41	5	16	5	2	15	10	449	16	12	300	2
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third												
317 N. Federal								2				
Fat City								3			3	
513 NE 6 Street								5			6	
745 N. Andrews								2			1	
Ombelle								5			9	
FAT Village Non-Residential								0			4	
FAT Village Residential								1			0	
RK Centers												
Advantiss Flagler								0			23	
URBN Flagler								4			12	
The Gallery at Flagler				24		35	22					12
2027 Background Traffic	42	5	16	29	2	50	32	478	16	12	363	14
Existing Development												
650 N. Andrews Av.												
Primary Trip				18		15	8					10
Pass-by Capture												
2027 Total Traffic	42	5	16	47	2	65	40	478	16	12	363	24

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6 Street at NE 1 Avenue PM Peak Hour

WEEKDAY

Description	NE 1 Avenue Northbound			NE 1 Avenue Southbound			NE 6 Street Eastbound			NE 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	7	6	26	5	7	37	18	408	30	16	542	3
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	7	6	26	5	7	37	18	408	30	16	542	3
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third												
317 N. Federal								5				
Fat City								4			3	
513 NE 6 Street								8			6	
745 N. Andrews								2			2	
Ombelle								10			9	
FAT Village Non-Residential								6			0	
FAT Village Residential								1			0	
RK Centers												
Advantiss Flagler								25			18	
URBN Flagler								10			3	
The Gallery at Flagler				22		32	38					28
2027 Background Traffic	7	6	26	27	7	70	56	485	30	16	591	31
Existing Development												
650 N. Andrews Av.												
Primary Trip				13		12	18					20
Pass-by Capture												
2027 Total Traffic	7	6	26	40	7	82	74	485	30	16	591	51

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6 Street at NE 3 Avenue AM Peak Hour

WEEKDAY

Description	NE 3 Avenue Northbound			NE 3 Avenue Southbound			NE 6 Street Eastbound			NE 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	71	356	38	33	585	44	57	236	142	43	181	38
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	71	356	38	33	585	44	57	236	142	43	181	38
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third		8			4							
317 N. Federal		8	17		6				2			
Fat City		15			19			3			3	
513 NE 6 Street			11					5		14	6	
745 N. Andrews												
Ombelle	9	8			5				5			
FAT Village Non-Residential								0			4	
FAT Village Residential								1			0	
RK Centers		30			0							
Advantiss Flagler										5	23	
URBN Flagler	12	12			4				4			
The Gallery at Flagler	1					1	3	18	3		10	
2027 Background Traffic	94	442	67	33	632	46	61	267	158	63	230	39
Existing Development												
650 N. Andrews Av.												
Primary Trip	7							5	13		3	
Pass-by Capture												
2027 Total Traffic	101	442	67	33	632	46	61	272	171	63	233	39

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 6 Street at NE 3 Avenue PM Peak Hour

WEEKDAY

Description	NE 3 Avenue Northbound			NE 3 Avenue Southbound			NE 6 Street Eastbound			NE 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	144	737	63	69	504	77	62	318	65	40	353	38
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	144	737	63	69	504	77	62	318	65	40	353	38
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third		7			8							
317 N. Federal		3	6		9				5			
Fat City		26			21			4			3	
513 NE 6 Street			17					8		15	6	
745 N. Andrews												
Ombelle	9	7			9				10			
FAT Village Non-Residential								6			0	
FAT Village Residential								1			0	
RK Centers		30			0							
Advantiss Flagler			6					25		4	18	
URBN Flagler	7	7			10				10			
The Gallery at Flagler	4					4	3	16	3		20	
2027 Background Traffic	166	828	93	70	569	82	66	383	94	60	405	39
Existing Development												
650 N. Andrews Av.												
Primary Trip	14							4	9		6	
Pass-by Capture												
2027 Total Traffic	180	828	93	70	569	82	66	387	103	60	411	39

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

N. Flagler Drive at N. Andrews Avenue AM Peak Hour

WEEKDAY

Description	N. Andrews Avenue Northbound			N. Andrews Avenue Southbound			- Eastbound			N. Flagler Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	0	501	77	13	626	0	0	0	0	17	0	34
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	0	501	77	13	626	0	0	0	0	17	0	34
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third		12			6							
317 N. Federal												
Fat City		25			31							
513 NE 6 Street												
745 N. Andrews		3			5							
Ombelle		11			6							
FAT Village Non-Residential		1			13							
FAT Village Residential		4			1							
RK Centers												
Advantiss Flagler		10			0							
URBN Flagler		5			2							
The Gallery at Flagler		20			12							
2027 Background Traffic	0	600	78	13	711	0	0	0	0	17	0	35
Existing Development												
650 N. Andrews Av.												
Primary Trip				6								11
Pass-by Capture												
2027 Total Traffic	0	600	78	19	711	0	0	0	0	17	0	46

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

N. Flagler Drive at N. Andrews Avenue PM Peak Hour

WEEKDAY

Description	N. Andrews Avenue Northbound			N. Andrews Avenue Southbound			- Eastbound			N. Flagler Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	0	813	91	22	574	0	0	0	0	35	0	50
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	0	813	91	22	574	0	0	0	0	35	0	50
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third		10			13							
317 N. Federal												
Fat City		43			34							
513 NE 6 Street												
745 N. Andrews		6			5							
Ombelle		10			12							
FAT Village Non-Residential		17			1							
FAT Village Residential		1			2							
RK Centers												
Advantiss Flagler		8			11							
URBN Flagler		2			5							
The Gallery at Flagler		17			24							
2027 Background Traffic	0	939	92	22	690	0	0	0	0	36	0	51
Existing Development												
650 N. Andrews Av.												
Primary Trip				13								9
Pass-by Capture												
2027 Total Traffic	0	939	92	35	690	0	0	0	0	36	0	60

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 7 Street at N. Andrews Avenue AM Peak Hour

WEEKDAY

Description	N. Andrews Avenue Northbound			N. Andrews Avenue Southbound			NW 7 Street Eastbound			- Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	2	538	0	0	637	21	1	0	8	0	0	0
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	2	538	0	0	637	21	1	0	8	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third		12			6							
317 N. Federal												
Fat City		25			31							
513 NE 6 Street												
745 N. Andrews		3			5							
Ombelle		11			6							
FAT Village Non-Residential		1			13							
FAT Village Residential		4			1							
RK Centers												
Advantiss Flagler		10			0							
URBN Flagler		5			2							
The Gallery at Flagler		20			12							
2027 Background Traffic	2	637	0	0	723	21	1	0	8	0	0	0
Existing Development												
650 N. Andrews Av.												
Primary Trip		11			6							
Pass-by Capture												
2027 Total Traffic	2	648	0	0	729	21	1	0	8	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 7 Street at N. Andrews Avenue PM Peak Hour

WEEKDAY

Description	N. Andrews Avenue Northbound			N. Andrews Avenue Southbound			NW 7 Street Eastbound			- Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	1	869	0	0	568	80	3	0	7	0	0	0
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	1	869	0	0	568	80	3	0	7	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third		10			13							
317 N. Federal												
Fat City		43			34							
513 NE 6 Street												
745 N. Andrews		6			5							
Ombelle		10			12							
FAT Village Non-Residential		17			1							
FAT Village Residential		1			2							
RK Centers												
Advantiss Flagler		8			11							
URBN Flagler		2			5							
The Gallery at Flagler		17			24							
2027 Background Traffic	1	996	0	0	684	81	3	0	7	0	0	0
Existing Development												
650 N. Andrews Av.												
Primary Trip		9			13							
Pass-by Capture												
2027 Total Traffic	1	1,005	0	0	697	81	3	0	7	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7 Street at N. Flagler Drive AM Peak Hour

WEEKDAY

Description	N. Flagler Drive Northbound			N. Flagler Drive Southbound			- Eastbound			NE 7 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	1	76	25	0	38	0	0	0	0	44	0	2
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	1	76	25	0	38	0	0	0	0	44	0	2
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third												
317 N. Federal												
Fat City												
513 NE 6 Street												
745 N. Andrews												
Ombelle												
FAT Village Non-Residential												
FAT Village Residential												
RK Centers												
Advantiss Flagler												
URBN Flagler												
The Gallery at Flagler												
2027 Background Traffic	1	77	25	0	39	0	0	0	0	45	0	2
Existing Development												
650 N. Andrews Av.												
Primary Trip			6							11		
Pass-by Capture												
2027 Total Traffic	1	77	31	0	39	0	0	0	0	56	0	2

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7 Street at N. Flagler Drive PM Peak Hour

WEEKDAY

Description	N. Flagler Drive Northbound			N. Flagler Drive Southbound			- Eastbound			NE 7 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	0	111	49	2	44	0	0	0	0	30	0	5
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	0	111	49	2	44	0	0	0	0	30	0	5
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third												
317 N. Federal												
Fat City												
513 NE 6 Street												
745 N. Andrews												
Ombelle												
FAT Village Non-Residential												
FAT Village Residential												
RK Centers												
Advantiss Flagler												
URBN Flagler												
The Gallery at Flagler												
2027 Background Traffic	0	113	50	2	45	0	0	0	0	30	0	5
Existing Development												
650 N. Andrews Av.												
Primary Trip			13							9		
Pass-by Capture												
2027 Total Traffic	0	113	63	2	45	0	0	0	0	39	0	5

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7 Street at NE 1 Avenue AM Peak Hour

WEEKDAY

Description	NE 1 Avenue Northbound			NE 1 Avenue Southbound			NE 7 Street Eastbound			NE 7 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	1	9	3	1	8	1	3	14	9	4	43	1
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	1	9	3	1	8	1	3	14	9	4	43	1
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third												
317 N. Federal												
Fat City												
513 NE 6 Street												
745 N. Andrews												
Ombelle												
FAT Village Non-Residential												
FAT Village Residential												
RK Centers												
Advantiss Flagler												
URBN Flagler												
The Gallery at Flagler												
2027 Background Traffic	1	9	3	1	8	1	3	14	9	4	44	1
Existing Development												
650 N. Andrews Av.												
Primary Trip			3					4		2	2	
Pass-by Capture												
2027 Total Traffic	1	9	6	1	8	1	3	18	9	6	46	1

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7 Street at NE 1 Avenue PM Peak Hour

WEEKDAY

Description	NE 1 Avenue Northbound			NE 1 Avenue Southbound			NE 7 Street Eastbound			NE 7 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	6	8	3	4	29	4	3	25	12	12	29	2
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	6	8	3	4	29	4	3	25	12	12	29	2
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third												
317 N. Federal												
Fat City												
513 NE 6 Street												
745 N. Andrews												
Ombelle												
FAT Village Non-Residential												
FAT Village Residential												
RK Centers												
Advantiss Flagler												
URBN Flagler												
The Gallery at Flagler												
2027 Background Traffic	6	8	3	4	29	4	3	25	12	12	29	2
Existing Development												
650 N. Andrews Av.												
Primary Trip			3					3		4	5	
Pass-by Capture												
2027 Total Traffic	6	8	6	4	29	4	3	28	12	16	34	2

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7 Street at NE 3 Avenue AM Peak Hour

WEEKDAY

Description	NE 3 Avenue Northbound			NE 3 Avenue Southbound			NE 7 Street Eastbound			NE 7 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	18	419	10	17	597	7	14	14	31	31	21	55
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	18	419	10	17	597	7	14	14	31	31	21	55
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third		8			4							
317 N. Federal		8			6							
Fat City		15			19							
513 NE 6 Street								6			8	
745 N. Andrews												
Ombelle		8			5							
FAT Village Non-Residential												
FAT Village Residential												
RK Centers		30			0							
Advantiss Flagler											1	5
URBN Flagler		12			4							
The Gallery at Flagler		3			1							
2027 Background Traffic	18	509	10	17	645	7	14	20	31	31	30	61
Existing Development												
650 N. Andrews Av.												
Primary Trip						4	7					
Pass-by Capture												
2027 Total Traffic	18	509	10	17	645	11	21	20	31	31	30	61

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7 Street at NE 3 Avenue PM Peak Hour

WEEKDAY

Description	NE 3 Avenue Northbound			NE 3 Avenue Southbound			NE 7 Street Eastbound			NE 7 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	28	783	24	37	604	25	15	19	26	23	19	33
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	28	783	24	37	604	25	15	19	26	23	19	33
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third		7			8							
317 N. Federal		3			9							
Fat City		26			21							
513 NE 6 Street								10			8	
745 N. Andrews												
Ombelle		7			9							
FAT Village Non-Residential												
FAT Village Residential												
RK Centers		30			0							
Advantiss Flagler				6				1				4
URBN Flagler		7			10							
The Gallery at Flagler		3			4							
2027 Background Traffic	28	878	24	44	674	25	15	30	26	23	27	37
Existing Development												
650 N. Andrews Av.												
Primary Trip						9	6					
Pass-by Capture												
2027 Total Traffic	28	878	24	44	674	34	21	30	26	23	27	37

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

N. Andrews Avenue at Progresso Drive AM Peak Hour

WEEKDAY

Description	N. Andrews Avenue Northbound			N. Andrews Avenue Southbound			- Eastbound			Progresso Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	3	512	23	0	646	2	0	0	0	15	0	3
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	3	512	23	0	646	2	0	0	0	15	0	3
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third		12			6							
317 N. Federal												
Fat City		25			31							
513 NE 6 Street												
745 N. Andrews		3			5							
Ombelle		11			6							
FAT Village Non-Residential		1			13							
FAT Village Residential		4			1							
RK Centers												
Advantiss Flagler		10			0							
URBN Flagler		5			2							
The Gallery at Flagler		20			12							1
2027 Background Traffic	3	611	23	0	732	2	0	0	0	15	0	4
Existing Development												
650 N. Andrews Av.												
Primary Trip		11			6							
Pass-by Capture												
2027 Total Traffic	3	622	23	0	738	2	0	0	0	15	0	4

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

N. Andrews Avenue at Progresso Drive PM Peak Hour

WEEKDAY

Description	N. Andrews Avenue Northbound			N. Andrews Avenue Southbound			- Eastbound			Progresso Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	2	853	19	5	614	1	0	0	0	32	0	15
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	2	853	19	5	614	1	0	0	0	32	0	15
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third		10			13							
317 N. Federal												
Fat City		43			34							
513 NE 6 Street												
745 N. Andrews		6			5							
Ombelle		10			12							
FAT Village Non-Residential		17			1							
FAT Village Residential		1			2							
RK Centers												
Advantiss Flagler		8			11							
URBN Flagler		2			5							
The Gallery at Flagler		17			24							1
2027 Background Traffic	2	980	19	5	730	1	0	0	0	32	0	16
Existing Development												
650 N. Andrews Av.												
Primary Trip		9			13							
Pass-by Capture												
2027 Total Traffic	2	989	19	5	743	1	0	0	0	32	0	16

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Project Driveway at NE 1 Avenue AM Peak Hour

WEEKDAY

Description	NE 1 Avenue Northbound			NE 1 Avenue Southbound			Driveway Eastbound			- Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	0	13	0	0	21	0	0	0	0	0	0	0
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	0	13	0	0	21	0	0	0	0	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third												
317 N. Federal												
Fat City												
513 NE 6 Street												
745 N. Andrews												
Ombelle												
FAT Village Non-Residential												
FAT Village Residential												
RK Centers												
Advantiss Flagler												
URBN Flagler												
The Gallery at Flagler		1			1							
2027 Background Traffic	0	14	0	0	22	0	0	0	0	0	0	0
Existing Development												
650 N. Andrews Av.												
Primary Trip	18					2	3		33			
Pass-by Capture												
2027 Total Traffic	18	14	0	0	22	2	3	0	33	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Project Driveway at NE 1 Avenue PM Peak Hour

WEEKDAY

Description	NE 1 Avenue Northbound			NE 1 Avenue Southbound			Driveway Eastbound			- Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	0	17	0	0	53	0	0	0	0	0	0	0
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	0	17	0	0	53	0	0	0	0	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third												
317 N. Federal												
Fat City												
513 NE 6 Street												
745 N. Andrews												
Ombelle												
FAT Village Non-Residential												
FAT Village Residential												
RK Centers												
Advantiss Flagler												
URBN Flagler												
The Gallery at Flagler		1			3							
2027 Background Traffic	0	18	0	0	57	0	0	0	0	0	0	0
Existing Development												
650 N. Andrews Av.												
Primary Trip	38				4		3		25			
Pass-by Capture												
2027 Total Traffic	38	18	0	0	57	4	3	0	25	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7 Street at Project Driveway AM Peak Hour

WEEKDAY

Description	Driveway Northbound			- Southbound			NE 7 Street Eastbound			NE 7 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	0	0	0	0	0	0	0	26	0	0	45	0
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	0	0	0	0	0	0	0	26	0	0	45	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third												
317 N. Federal												
Fat City												
513 NE 6 Street												
745 N. Andrews												
Ombelle												
FAT Village Non-Residential												
FAT Village Residential												
RK Centers												
Advantiss Flagler												
URBN Flagler												
The Gallery at Flagler												
2027 Background Traffic	0	0	0	0	0	0	0	26	0	0	46	0
Existing Development												
650 N. Andrews Av.												
Primary Trip	11		4						6	2		
Pass-by Capture												
2027 Total Traffic	11	0	4	0	0	0	0	26	6	2	46	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 7 Street at Project Driveway PM Peak Hour

WEEKDAY

Description	Driveway Northbound			- Southbound			NE 7 Street Eastbound			NE 7 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/2/2024)	0	0	0	0	0	0	0	40	0	0	39	0
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2024 Peak Season Traffic	0	0	0	0	0	0	0	40	0	0	39	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
200 Third												
317 N. Federal												
Fat City												
513 NE 6 Street												
745 N. Andrews												
Ombelle												
FAT Village Non-Residential												
FAT Village Residential												
RK Centers												
Advantiss Flagler												
URBN Flagler												
The Gallery at Flagler												
2027 Background Traffic	0	0	0	0	0	0	0	41	0	0	40	0
Existing Development												
650 N. Andrews Av.												
Primary Trip	9		3						13	5		
Pass-by Capture												
2027 Total Traffic	9	0	3	0	0	0	0	41	13	5	40	0

APPENDIX H

Synchro

Timings

101: Andrews Ave & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	90	360	213	47	196	108	56	365	77	534
Future Volume (vph)	90	360	213	47	196	108	56	365	77	534
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	10.0	43.0	33.0	33.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	12.5%	53.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	23.6	23.6	23.6	23.6	23.6	23.6	44.4	44.4	35.5	35.5
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.30	0.56	0.56	0.44	0.44
v/c Ratio	0.34	0.79	0.40	0.33	0.43	0.24	0.17	0.25	0.23	0.45
Control Delay	23.7	37.4	4.9	33.9	32.2	13.3	11.6	10.4	20.1	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.7	37.4	4.9	33.9	32.2	13.3	11.6	10.4	20.1	18.7
LOS	C	D	A	C	C	B	B	B	C	B
Approach Delay		25.1			26.6			10.5		18.9
Approach LOS		C			C			B		B

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 16 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 20.3

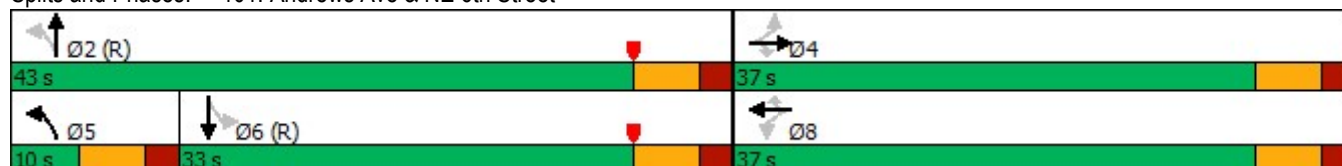
Intersection LOS: C

Intersection Capacity Utilization 73.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 101: Andrews Ave & NE 6th Street



Queues

101: Andrews Ave & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	97	387	229	51	211	116	60	433	83	619
v/c Ratio	0.34	0.79	0.40	0.33	0.43	0.24	0.17	0.25	0.23	0.45
Control Delay	23.7	37.4	4.9	33.9	32.2	13.3	11.6	10.4	20.1	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.7	37.4	4.9	33.9	32.2	13.3	11.6	10.4	20.1	18.7
Queue Length 50th (ft)	37	175	0	24	101	9	13	52	27	114
Queue Length 95th (ft)	68	242	42	56	158	54	37	96	68	183
Internal Link Dist (ft)	2569				728				426	
Turn Bay Length (ft)	80		130	130		130	140		130	
Base Capacity (vph)	372	643	673	204	643	607	351	1725	362	1388
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	0.26	0.60	0.34	0.25	0.33	0.19	0.17	0.25	0.23	0.45
Intersection Summary										

HCM 6th Signalized Intersection Summary 101: Andrews Ave & NE 6th Street

																					
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR									
Lane Configurations																					
Traffic Volume (veh/h)	90	360	213	47	196	108	56	365	38	77	534	42									
Future Volume (veh/h)	90	360	213	47	196	108	56	365	38	77	534	42									
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0									
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.97	1.00		0.96	0.99		0.96									
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
Work Zone On Approach	No			No			No			No											
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670									
Adj Flow Rate, veh/h	97	387	229	51	211	116	60	392	41	83	574	45									
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93									
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3									
Cap, veh/h	288	506	418	164	506	417	363	1581	164	457	1293	101									
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.04	0.55	0.55	0.44	0.44	0.44									
Sat Flow, veh/h	934	1670	1379	718	1670	1378	1590	2888	300	843	2970	232									
Grp Volume(v), veh/h	97	387	229	51	211	116	60	214	219	83	306	313									
Grp Sat Flow(s),veh/h/ln	934	1670	1379	718	1670	1378	1590	1586	1602	843	1586	1616									
Q Serve(g_s), s	6.9	16.0	10.2	5.4	7.3	4.5	1.6	5.7	5.7	4.9	10.8	10.9									
Cycle Q Clear(g_c), s	14.2	16.0	10.2	21.4	7.3	4.5	1.6	5.7	5.7	4.9	10.8	10.9									
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.14									
Lane Grp Cap(c), veh/h	288	506	418	164	506	417	363	868	877	457	691	704									
V/C Ratio(X)	0.34	0.77	0.55	0.31	0.42	0.28	0.17	0.25	0.25	0.18	0.44	0.44									
Avail Cap(c_a), veh/h	367	647	535	225	647	534	384	868	877	457	691	704									
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00									
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
Uniform Delay (d), s/veh	23.9	21.4	19.7	30.7	18.8	18.0	11.6	9.5	9.5	14.1	15.8	15.8									
Incr Delay (d2), s/veh	0.3	2.9	0.4	0.4	0.2	0.1	0.1	0.7	0.7	0.9	2.1	2.0									
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0									
%ile BackOfQ(50%),veh/ln	1.4	5.7	2.9	0.9	2.6	1.4	0.5	1.9	2.0	1.0	4.1	4.1									
Unsig. Movement Delay, s/veh																					
LnGrp Delay(d),s/veh	24.2	24.4	20.1	31.1	19.0	18.1	11.7	10.2	10.2	15.0	17.9	17.8									
LnGrp LOS	C	C	C	C	B	B	B	B	B	B	B	B									
Approach Vol, veh/h	713			378			493			702											
Approach Delay, s/veh	23.0			20.4			10.4			17.5											
Approach LOS	C			C			B			B											
Timer - Assigned Phs	2			4			5			6											
Phs Duration (G+Y+Rc), s	49.8			30.2			8.9			40.8											
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0											
Max Green Setting (Gmax), s	37.0			31.0			4.0			27.0											
Max Q Clear Time (g_c+I1), s	7.7			18.0			3.6			12.9											
Green Ext Time (p_c), s	2.7			2.0			0.0			3.7											
Intersection Summary																					
HCM 6th Ctrl Delay	18.2																				
HCM 6th LOS	B																				

HCM 6th TWSC
102: NE 1 Avenue & NE 6th Street

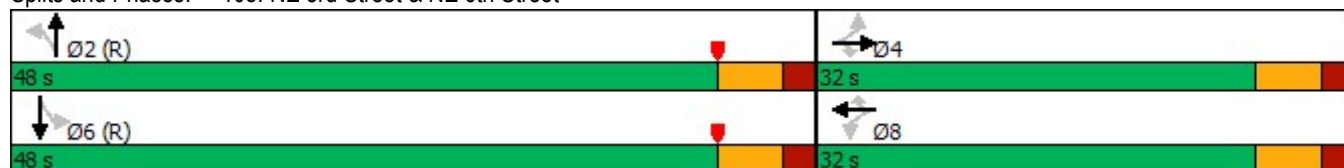
Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	449	16	12	300	2	41	5	16	5	2	15
Future Vol, veh/h	10	449	16	12	300	2	41	5	16	5	2	15
Conflicting Peds, #/hr	6	0	12	12	0	6	4	0	6	6	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	504	18	13	337	2	46	6	18	6	2	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	345	0	0	534	0	0	925	918	531	923	926	348
Stage 1	-	-	-	-	-	-	547	547	-	370	370	-
Stage 2	-	-	-	-	-	-	378	371	-	553	556	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1214	-	-	1034	-	-	476	480	765	477	476	895
Stage 1	-	-	-	-	-	-	699	699	-	834	834	-
Stage 2	-	-	-	-	-	-	828	833	-	695	693	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1208	-	-	1024	-	-	449	459	754	447	456	888
Mov Cap-2 Maneuver	-	-	-	-	-	-	535	543	-	527	537	-
Stage 1	-	-	-	-	-	-	683	683	-	819	816	-
Stage 2	-	-	-	-	-	-	794	816	-	661	677	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			12.1			10.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	579	1208	-	-	1024	-	-	731				
HCM Lane V/C Ratio	0.12	0.009	-	-	0.013	-	-	0.034				
HCM Control Delay (s)	12.1	8	0	-	8.6	0	-	10.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1				

Timings

103: NE 3rd Street & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	57	236	142	43	181	38	71	356	33	585
Future Volume (vph)	57	236	142	43	181	38	71	356	33	585
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	17.2	17.2	17.2	17.2	17.2	17.2	50.8	50.8	50.8	50.8
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.22	0.64	0.64	0.64	0.64
v/c Ratio	0.31	0.72	0.37	0.30	0.55	0.13	0.20	0.22	0.07	0.35
Control Delay	33.9	45.2	16.8	29.2	32.8	8.1	9.4	7.0	7.8	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	45.2	16.8	29.2	32.8	8.1	9.4	7.0	7.8	8.1
LOS	C	D	B	C	C	A	A	A	A	A
Approach Delay		34.4			28.6			7.4		8.1
Approach LOS		C			C			A		A
Intersection Summary										
Cycle Length: 80										
Actuated Cycle Length: 80										
Offset: 17 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow										
Natural Cycle: 60										
Control Type: Actuated-Coordinated										
Maximum v/c Ratio: 0.72										
Intersection Signal Delay: 17.2					Intersection LOS: B					
Intersection Capacity Utilization 69.7%					ICU Level of Service C					
Analysis Period (min) 15										

Splits and Phases: 103: NE 3rd Street & NE 6th Street



Queues

103: NE 3rd Street & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	259	156	47	199	42	78	433	36	691
v/c Ratio	0.31	0.72	0.37	0.30	0.55	0.13	0.20	0.22	0.07	0.35
Control Delay	33.9	45.2	16.8	29.2	32.8	8.1	9.4	7.0	7.8	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	45.2	16.8	29.2	32.8	8.1	9.4	7.0	7.8	8.1
Queue Length 50th (ft)	31	138	32	20	90	0	14	39	6	72
Queue Length 95th (ft)	m52	202	m72	45	136	22	45	78	22	134
Internal Link Dist (ft)		672			920			326		476
Turn Bay Length (ft)	180		140	140		110	190		60	
Base Capacity (vph)	307	544	556	237	544	483	399	1994	530	2002
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	0.21	0.48	0.28	0.20	0.37	0.09	0.20	0.22	0.07	0.35
Intersection Summary										
m Volume for 95th percentile queue is metered by upstream signal.										

HCM 6th Signalized Intersection Summary 103: NE 3rd Street & NE 6th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	236	142	43	181	38	71	356	38	33	585	44
Future Volume (veh/h)	57	236	142	43	181	38	71	356	38	33	585	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	63	259	156	47	199	42	78	391	42	36	643	48
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	433	356	185	433	356	416	1723	184	543	1787	133
Arrive On Green	0.08	0.08	0.08	0.26	0.26	0.26	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1015	1683	1383	868	1683	1385	676	2906	310	857	3015	225
Grp Volume(v), veh/h	63	259	156	47	199	42	78	214	219	36	341	350
Grp Sat Flow(s),veh/h/ln	1015	1683	1383	868	1683	1385	676	1599	1617	857	1599	1641
Q Serve(g_s), s	4.8	11.9	8.6	4.1	8.0	1.9	5.4	5.0	5.1	1.7	8.8	8.8
Cycle Q Clear(g_c), s	12.8	11.9	8.6	15.9	8.0	1.9	14.2	5.0	5.1	6.8	8.8	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.14
Lane Grp Cap(c), veh/h	250	433	356	185	433	356	416	948	958	543	948	973
V/C Ratio(X)	0.25	0.60	0.44	0.25	0.46	0.12	0.19	0.23	0.23	0.07	0.36	0.36
Avail Cap(c_a), veh/h	319	547	449	243	547	450	416	948	958	543	948	973
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	32.6	31.1	33.6	25.0	22.8	12.1	7.7	7.7	9.3	8.4	8.4
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.3	0.3	0.1	1.0	0.6	0.6	0.2	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.4	3.1	0.9	3.1	0.6	0.9	1.7	1.7	0.3	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	33.1	31.4	33.8	25.3	22.8	13.1	8.2	8.2	9.5	9.5	9.5
LnGrp LOS	D	C	C	C	C	C	B	A	A	A	A	A
Approach Vol, veh/h		478			288			511			727	
Approach Delay, s/veh		33.1			26.3			9.0			9.5	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.4		26.6		53.4		26.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		16.2		14.8		10.8		17.9				
Green Ext Time (p_c), s		3.4		1.2		5.0		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				17.4								
HCM 6th LOS				B								

HCM 6th TWSC
104: N. Andrews Avenue & N. Flagler Drive

Intersection

Int Delay, s/veh 0.6

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑			↑↑	↘	
Traffic Vol, veh/h	501	77	13	626	17	34
Future Vol, veh/h	501	77	13	626	17	34
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	545	84	14	680	18	37

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	632
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	947
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	945
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.3	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	945	-	679
HCM Lane V/C Ratio	-	-	0.015	-	0.082
HCM Control Delay (s)	-	-	8.9	0.1	10.8
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.3

HCM 6th TWSC 105: N. Andrews Avenue & NW 7th Street

Intersection

Int Delay, s/veh 0.1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 1 8 2 538 637 21

Future Vol, veh/h 1 8 2 538 637 21

Conflicting Peds, #/hr 2 0 3 0 0 3

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 93 93 93 93 93 93

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 1 9 2 578 685 23

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 995 357 711 0 - 0

Stage 1 700 - - - - -

Stage 2 295 - - - - -

Critical Hdwy 5 4.5 4.14 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 2.22 - - -

Pot Cap-1 Maneuver 443 888 884 - - -

Stage 1 599 - - - - -

Stage 2 899 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 440 886 882 - - -

Mov Cap-2 Maneuver 440 - - - - -

Stage 1 596 - - - - -

Stage 2 897 - - - - -

Approach EB NB SB

HCM Control Delay, s 9.6 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 882 - 796 - -

HCM Lane V/C Ratio 0.002 - 0.012 - -

HCM Control Delay (s) 9.1 - 9.6 - -

HCM Lane LOS A - A - -

HCM 95th %tile Q(veh) 0 - 0 - -

HCM 6th TWSC 106: N. Flagler Drive & NE 7th Street

Intersection

Int Delay, s/veh 2.1

Movement WBL WBR NET NER SWL SWT

Lane Configurations 

Traffic Vol, veh/h 44 2 76 25 0 38

Future Vol, veh/h 44 2 76 25 0 38

Conflicting Peds, #/hr 1 0 0 5 5 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 93 93 93 93 93 93

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 47 2 82 27 0 41

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 143 101 0 0 114 0

Stage 1 101 - - - - -

Stage 2 42 - - - - -

Critical Hdwy 5 4.5 - - 4.12 -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 - - 2.218 -

Pot Cap-1 Maneuver 1044 1103 - - 1475 -

Stage 1 1087 - - - - -

Stage 2 1152 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 1039 1098 - - 1469 -

Mov Cap-2 Maneuver 1039 - - - - -

Stage 1 1083 - - - - -

Stage 2 1151 - - - - -

Approach WB NE SW

HCM Control Delay, s 8.6 0 0

HCM LOS A

Minor Lane/Major Mvmt NET NERWBLn1 SWL SWT

Capacity (veh/h) - - 1041 1469 -

HCM Lane V/C Ratio - - 0.048 - -

HCM Control Delay (s) - - 8.6 0 -

HCM Lane LOS - - A A -

HCM 95th %tile Q(veh) - - 0.1 0 -

HCM 6th TWSC
107: NE 1st Street & NE 7th Street

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	14	9	4	43	1	1	9	3	1	8	1
Future Vol, veh/h	3	14	9	4	43	1	1	9	3	1	8	1
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	18	12	5	55	1	1	12	4	1	10	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	56	0	0	32	0	0	105	100	27	107	106	56
Stage 1	-	-	-	-	-	-	34	34	-	66	66	-
Stage 2	-	-	-	-	-	-	71	66	-	41	40	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1549	-	-	1580	-	-	1083	1089	1173	1081	1082	1145
Stage 1	-	-	-	-	-	-	1161	1161	-	1125	1125	-
Stage 2	-	-	-	-	-	-	1120	1125	-	1153	1154	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1549	-	-	1577	-	-	1067	1080	1170	1063	1073	1145
Mov Cap-2 Maneuver	-	-	-	-	-	-	1067	1080	-	1063	1073	-
Stage 1	-	-	-	-	-	-	1155	1155	-	1122	1122	-
Stage 2	-	-	-	-	-	-	1105	1122	-	1133	1148	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.8		0.6		8.3		8.4	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1098	1549	-	-	1577	-	-	1079
HCM Lane V/C Ratio	0.015	0.002	-	-	0.003	-	-	0.012
HCM Control Delay (s)	8.3	7.3	0	-	7.3	0	-	8.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC
108: NE 3rd Avenue & NE 7th Street

Intersection												
Int Delay, s/veh	9.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	14	14	31	31	21	55	18	419	10	17	597	7
Future Vol, veh/h	14	14	31	31	21	55	18	419	10	17	597	7
Conflicting Peds, #/hr	3	0	2	2	0	3	13	0	4	4	0	13
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	16	36	36	24	64	21	487	12	20	694	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	91	0	0	54	0	0	560	231	40	451	217	72
Stage 1	-	-	-	-	-	-	68	68	-	131	131	-
Stage 2	-	-	-	-	-	-	492	163	-	320	86	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1504	-	-	1551	-	-	690	957	1161	769	970	1130
Stage 1	-	-	-	-	-	-	1123	1123	-	1056	1056	-
Stage 2	-	-	-	-	-	-	739	1023	-	877	1104	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1500	-	-	1548	-	-	258	919	1155	429	931	1115
Mov Cap-2 Maneuver	-	-	-	-	-	-	258	919	-	429	931	-
Stage 1	-	-	-	-	-	-	1108	1108	-	1042	1027	-
Stage 2	-	-	-	-	-	-	229	995	-	479	1090	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			2.1			10.7			11.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	258	919	928	1500	-	-	1548	-	-	429	931	935
HCM Lane V/C Ratio	0.081	0.265	0.275	0.011	-	-	0.023	-	-	0.046	0.373	0.38
HCM Control Delay (s)	20.2	10.3	10.3	7.4	0	-	7.4	0	-	13.8	11.1	11.2
HCM Lane LOS	C	B	B	A	A	-	A	A	-	B	B	B
HCM 95th %tile Q(veh)	0.3	1.1	1.1	0	-	-	0.1	-	-	0.1	1.7	1.8

HCM 6th TWSC
109: N. Andrews Avenue & Progresso Drive

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑			↑↑
Traffic Vol, veh/h	15	3	512	23	0	646
Future Vol, veh/h	15	3	512	23	0	646
Conflicting Peds, #/hr	0	7	0	3	4	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	3	557	25	0	702

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	924	301	0
Stage 1	573	-	-
Stage 2	351	-	-
Critical Hdwy	5	4.5	-
Critical Hdwy Stg 1	5	-	-
Critical Hdwy Stg 2	5	-	-
Follow-up Hdwy	3	3	-
Pot Cap-1 Maneuver	477	931	-
Stage 1	681	-	-
Stage 2	850	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	476	923	-
Mov Cap-2 Maneuver	555	-	-
Stage 1	680	-	-
Stage 2	850	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	595
HCM Lane V/C Ratio	-	-	0.033
HCM Control Delay (s)	-	-	11.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC 110: Driveway & NE 1st Street

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 0 0 0 13 21 0

Future Vol, veh/h 0 0 0 13 21 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 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 0 0 14 23 0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 37 23 23 0 - 0

Stage 1 23 - - - - -

Stage 2 14 - - - - -

Critical Hdwy 5 4.5 4.12 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 2.218 - - -

Pot Cap-1 Maneuver 1158 1177 1592 - - -

Stage 1 1173 - - - - -

Stage 2 1184 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 1158 1177 1592 - - -

Mov Cap-2 Maneuver 1158 - - - - -

Stage 1 1173 - - - - -

Stage 2 1184 - - - - -

Approach EB NB SB

HCM Control Delay, s 0 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1592 - - - -

HCM Lane V/C Ratio - - - - -

HCM Control Delay (s) 0 - 0 - -

HCM Lane LOS A - A - -

HCM 95th %tile Q(veh) 0 - - - -

HCM 6th TWSC 111: Driveway & NE 7th Street

Intersection

Int Delay, s/veh 0

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations 

Traffic Vol, veh/h 26 0 0 45 0 0

Future Vol, veh/h 26 0 0 45 0 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 28 0 0 49 0 0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 28 0 77 28

Stage 1 - - - - 28 -

Stage 2 - - - - 49 -

Critical Hdwy - - 4.12 - 5 4.5

Critical Hdwy Stg 1 - - - - 5 -

Critical Hdwy Stg 2 - - - - 5 -

Follow-up Hdwy - - 2.218 - 3 3

Pot Cap-1 Maneuver - - 1585 - 1113 1172

Stage 1 - - - - 1168 -

Stage 2 - - - - 1144 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - 1585 - 1113 1172

Mov Cap-2 Maneuver - - - - 1113 -

Stage 1 - - - - 1168 -

Stage 2 - - - - 1144 -

Approach EB WB NB

HCM Control Delay, s 0 0 0

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) - - - 1585 -

HCM Lane V/C Ratio - - - - -

HCM Control Delay (s) 0 - - 0 -

HCM Lane LOS A - - A -

HCM 95th %tile Q(veh) - - - 0 -

Timings

101: Andrews Ave & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	54	300	106	32	496	62	236	793	77	395
Future Volume (vph)	54	300	106	32	496	62	236	793	77	395
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	13.0	43.0	30.0	30.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	16.3%	53.8%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	27.8	27.8	27.8	27.8	27.8	27.8	40.2	40.2	26.5	26.5
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.35	0.35	0.50	0.50	0.33	0.33
v/c Ratio	0.44	0.54	0.20	0.12	0.89	0.11	0.65	0.55	0.44	0.49
Control Delay	30.8	24.1	3.7	14.2	39.4	3.0	23.5	15.9	32.4	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	24.1	3.7	14.2	39.4	3.0	23.5	15.9	32.4	22.5
LOS	C	C	A	B	D	A	C	B	C	C
Approach Delay		20.2			34.2			17.6		23.8
Approach LOS		C			C			B		C

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 76 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 23.0

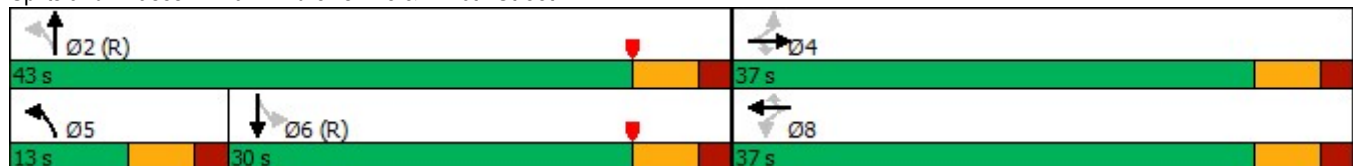
Intersection LOS: C

Intersection Capacity Utilization 88.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: Andrews Ave & NE 6th Street



Queues

101: Andrews Ave & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	56	309	109	33	511	64	243	865	79	502
v/c Ratio	0.44	0.54	0.20	0.12	0.89	0.11	0.65	0.55	0.44	0.49
Control Delay	30.8	24.1	3.7	14.2	39.4	3.0	23.5	15.9	32.4	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	24.1	3.7	14.2	39.4	3.0	23.5	15.9	32.4	22.5
Queue Length 50th (ft)	20	116	0	12	263	4	72	155	32	101
Queue Length 95th (ft)	56	186	25	m22	#390	m12	#144	218	78	148
Internal Link Dist (ft)	2569				728				426	
Turn Bay Length (ft)	80		130	130		130	140		130	
Base Capacity (vph)	143	643	604	300	643	611	376	1574	179	1032
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	0.39	0.48	0.18	0.11	0.79	0.10	0.65	0.55	0.44	0.49
Intersection Summary										
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.										
m Volume for 95th percentile queue is metered by upstream signal.										

HCM 6th Signalized Intersection Summary 101: Andrews Ave & NE 6th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	300	106	32	496	62	236	793	46	77	395	92
Future Volume (veh/h)	54	300	106	32	496	62	236	793	46	77	395	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	56	309	109	33	511	64	243	818	47	79	407	95
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	166	612	504	297	612	503	380	1471	85	257	815	188
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.09	0.48	0.48	0.32	0.32	0.32
Sat Flow, veh/h	748	1670	1376	860	1670	1373	1590	3043	175	568	2538	585
Grp Volume(v), veh/h	56	309	109	33	511	64	243	426	439	79	253	249
Grp Sat Flow(s),veh/h/ln	748	1670	1376	860	1670	1373	1590	1586	1631	568	1586	1537
Q Serve(g_s), s	5.8	10.1	3.6	2.2	21.2	2.0	7.0	15.2	15.2	9.1	10.3	10.5
Cycle Q Clear(g_c), s	26.9	10.1	3.6	12.3	21.2	2.0	7.0	15.2	15.2	11.3	10.3	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.38
Lane Grp Cap(c), veh/h	166	612	504	297	612	503	380	767	789	257	509	493
V/C Ratio(X)	0.34	0.50	0.22	0.11	0.83	0.13	0.64	0.56	0.56	0.31	0.50	0.51
Avail Cap(c_a), veh/h	182	647	533	315	647	532	380	767	789	257	509	493
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	15.6	13.9	19.7	18.4	13.5	18.1	14.6	14.6	23.2	21.9	22.0
Incr Delay (d2), s/veh	0.4	0.2	0.1	0.1	8.2	0.0	2.8	2.9	2.8	3.1	3.4	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.3	1.1	0.4	7.9	0.6	3.1	5.6	5.8	1.4	4.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	15.8	14.0	19.8	26.6	13.6	20.9	17.5	17.4	26.3	25.4	25.7
LnGrp LOS	C	B	B	B	C	B	C	B	B	C	C	C
Approach Vol, veh/h	474			608			1108			581		
Approach Delay, s/veh	17.1			24.9			18.2			25.6		
Approach LOS	B			C			B			C		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	44.7			35.3		13.0	31.7	35.3				
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	37.0			31.0		7.0	24.0	31.0				
Max Q Clear Time (g_c+I1), s	17.2			28.9		9.0	13.3	23.2				
Green Ext Time (p_c), s	5.6			0.4		0.0	2.9	1.6				
Intersection Summary												
HCM 6th Ctrl Delay	21.0											
HCM 6th LOS	C											

HCM 6th TWSC
102: NE 1 Avenue & NE 6th Street

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	408	30	16	542	3	7	6	26	5	7	37
Future Vol, veh/h	18	408	30	16	542	3	7	6	26	5	7	37
Conflicting Peds, #/hr	9	0	25	25	0	9	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	412	30	16	547	3	7	6	26	5	7	37

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	559	0	0	467	0	0	1095	1079	454	1071	1093	562
Stage 1	-	-	-	-	-	-	488	488	-	590	590	-
Stage 2	-	-	-	-	-	-	607	591	-	481	503	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1012	-	-	1094	-	-	400	407	817	410	401	744
Stage 1	-	-	-	-	-	-	742	742	-	669	669	-
Stage 2	-	-	-	-	-	-	658	669	-	747	731	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1004	-	-	1071	-	-	354	378	799	376	372	736
Mov Cap-2 Maneuver	-	-	-	-	-	-	451	476	-	475	474	-
Stage 1	-	-	-	-	-	-	709	709	-	648	650	-
Stage 2	-	-	-	-	-	-	602	650	-	698	699	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	11	11
HCM LOS			B	B

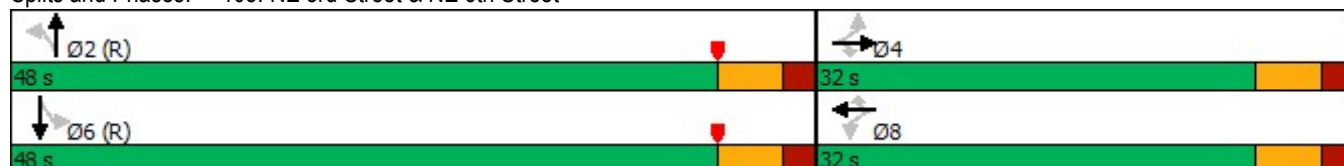
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	643	1004	-	-	1071	-	-	648
HCM Lane V/C Ratio	0.061	0.018	-	-	0.015	-	-	0.076
HCM Control Delay (s)	11	8.7	0	-	8.4	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

Timings

103: NE 3rd Street & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	62	318	65	40	353	38	144	737	69	504
Future Volume (vph)	62	318	65	40	353	38	144	737	69	504
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	20.8	20.8	20.8	20.8	47.2	47.2	47.2	47.2
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26	0.26	0.59	0.59	0.59	0.59
v/c Ratio	0.46	0.74	0.17	0.25	0.82	0.10	0.35	0.43	0.22	0.32
Control Delay	31.7	36.2	6.1	25.6	43.2	6.9	13.0	10.5	11.8	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.7	36.2	6.1	25.6	43.2	6.9	13.0	10.5	11.8	9.1
LOS	C	D	A	C	D	A	B	B	B	A
Approach Delay		31.1			38.5			10.9		9.4
Approach LOS		C			D			B		A
Intersection Summary										
Cycle Length: 80										
Actuated Cycle Length: 80										
Offset: 18 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow										
Natural Cycle: 60										
Control Type: Actuated-Coordinated										
Maximum v/c Ratio: 0.82										
Intersection Signal Delay: 18.9										
Intersection Capacity Utilization 79.2%										
Analysis Period (min) 15										

Splits and Phases: 103: NE 3rd Street & NE 6th Street



Queues

103: NE 3rd Street & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	321	66	40	357	38	145	808	70	587
v/c Ratio	0.46	0.74	0.17	0.25	0.82	0.10	0.35	0.43	0.22	0.32
Control Delay	31.7	36.2	6.1	25.6	43.2	6.9	13.0	10.5	11.8	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.7	36.2	6.1	25.6	43.2	6.9	13.0	10.5	11.8	9.1
Queue Length 50th (ft)	21	113	1	16	166	0	35	106	15	67
Queue Length 95th (ft)	m45	162	m16	39	244	19	87	171	45	114
Internal Link Dist (ft)		672			920			326		476
Turn Bay Length (ft)	180		140	140		110	190		60	
Base Capacity (vph)	173	544	481	202	544	481	413	1861	312	1843
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	0.36	0.59	0.14	0.20	0.66	0.08	0.35	0.43	0.22	0.32
Intersection Summary										
m Volume for 95th percentile queue is metered by upstream signal.										

HCM 6th Signalized Intersection Summary 103: NE 3rd Street & NE 6th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	318	65	40	353	38	144	737	63	69	504	77
Future Volume (veh/h)	62	318	65	40	353	38	144	737	63	69	504	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.94	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	63	321	66	40	357	38	145	744	64	70	509	78
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	523	417	231	523	419	413	1602	138	323	1492	227
Arrive On Green	0.41	0.41	0.41	0.31	0.31	0.31	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	875	1683	1343	880	1683	1348	743	2970	255	606	2766	422
Grp Volume(v), veh/h	63	321	66	40	357	38	145	400	408	70	293	294
Grp Sat Flow(s),veh/h/ln	875	1683	1343	880	1683	1348	743	1599	1626	606	1599	1588
Q Serve(g_s), s	5.3	12.0	2.5	3.2	14.8	1.6	11.0	12.3	12.3	6.4	8.3	8.4
Cycle Q Clear(g_c), s	20.2	12.0	2.5	15.2	14.8	1.6	19.3	12.3	12.3	18.7	8.3	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.27
Lane Grp Cap(c), veh/h	199	523	417	231	523	419	413	863	877	323	863	857
V/C Ratio(X)	0.32	0.61	0.16	0.17	0.68	0.09	0.35	0.46	0.46	0.22	0.34	0.34
Avail Cap(c_a), veh/h	212	547	436	244	547	438	413	863	877	323	863	857
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	19.7	16.9	29.5	24.1	19.6	15.9	11.3	11.3	17.1	10.4	10.4
Incr Delay (d2), s/veh	0.3	1.3	0.1	0.1	2.6	0.0	2.3	1.8	1.8	1.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.2	0.7	0.7	6.0	0.5	2.0	4.4	4.4	1.0	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	21.0	17.0	29.7	26.8	19.6	18.2	13.1	13.1	18.6	11.5	11.5
LnGrp LOS	C	C	B	C	C	B	B	B	B	B	B	B
Approach Vol, veh/h	450			435			953			657		
Approach Delay, s/veh	21.6			26.4			13.9			12.2		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	49.2			30.8			49.2			30.8		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	42.0			26.0			42.0			26.0		
Max Q Clear Time (g_c+I1), s	21.3			22.2			20.7			17.2		
Green Ext Time (p_c), s	6.4			0.6			4.4			1.1		
Intersection Summary												
HCM 6th Ctrl Delay	17.0											
HCM 6th LOS	B											

HCM 6th TWSC 104: N. Andrews Avenue & N. Flagler Drive

Intersection						
Int Delay, s/veh	0.9					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	813	91	22	574	35	50
Future Vol, veh/h	813	91	22	574	35	50
Conflicting Peds, #/hr	0	7	7	0	3	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	821	92	22	580	35	51
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	920	0	1211	466
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	337	-
Critical Hdwy	-	-	4.14	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.22	-	3	3
Pot Cap-1 Maneuver	-	-	738	-	354	809
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	734	-	336	803
Mov Cap-2 Maneuver	-	-	-	-	336	-
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	822	-
Approach	NB		SB		SW	
HCM Control Delay, s	0		0.6		13.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	
Capacity (veh/h)		-	-	734	-	511
HCM Lane V/C Ratio		-	-	0.03	-	0.168
HCM Control Delay (s)		-	-	10.1	0.2	13.5
HCM Lane LOS		-	-	B	A	B
HCM 95th %tile Q(veh)		-	-	0.1	-	0.6

HCM 6th TWSC 105: N. Andrews Avenue & NW 7th Street

Intersection

Int Delay, s/veh 0.1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 3 7 1 869 568 80

Future Vol, veh/h 3 7 1 869 568 80

Conflicting Peds, #/hr 5 3 3 0 0 8

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 93 93 93 93 93 93

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 3 8 1 934 611 86

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1136 360 705 0 - 0

Stage 1 662 - - - - -

Stage 2 474 - - - - -

Critical Hdwy 5 4.5 4.14 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 2.22 - - -

Pot Cap-1 Maneuver 383 886 889 - - -

Stage 1 623 - - - - -

Stage 2 752 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 377 878 883 - - -

Mov Cap-2 Maneuver 377 - - - - -

Stage 1 617 - - - - -

Stage 2 747 - - - - -

Approach EB NB SB

HCM Control Delay, s 10.8 0 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 883 - 628 - -

HCM Lane V/C Ratio 0.001 - 0.017 - -

HCM Control Delay (s) 9.1 - 10.8 - -

HCM Lane LOS A - B - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

HCM 6th TWSC 106: N. Flagler Drive & NE 7th Street

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	30	5	111	49	2	44
Future Vol, veh/h	30	5	111	49	2	44
Conflicting Peds, #/hr	0	0	0	10	10	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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	6	125	55	2	49

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	216	163	0
Stage 1	163	-	-
Stage 2	53	-	-
Critical Hdwy	5	4.5	-
Critical Hdwy Stg 1	5	-	-
Critical Hdwy Stg 2	5	-	-
Follow-up Hdwy	3	3	-
Pot Cap-1 Maneuver	971	1047	-
Stage 1	1023	-	-
Stage 2	1140	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	962	1038	-
Mov Cap-2 Maneuver	962	-	-
Stage 1	1015	-	-
Stage 2	1139	-	-

Approach	WB	NE	SW
HCM Control Delay, s	8.9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	972	1372
HCM Lane V/C Ratio	-	-	0.04	0.002
HCM Control Delay (s)	-	-	8.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
107: NE 1st Street & NE 7th Street

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	25	12	12	29	2	6	8	3	4	29	4
Future Vol, veh/h	3	25	12	12	29	2	6	8	3	4	29	4
Conflicting Peds, #/hr	3	0	5	5	0	3	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	31	15	15	36	3	8	10	4	5	36	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	51	0	0	141	124	46	127	130	42
Stage 1	-	-	-	-	-	-	52	52	-	71	71	-
Stage 2	-	-	-	-	-	-	89	72	-	56	59	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1567	-	-	1555	-	-	1046	1063	1155	1060	1057	1159
Stage 1	-	-	-	-	-	-	1141	1141	-	1120	1120	-
Stage 2	-	-	-	-	-	-	1100	1119	-	1136	1133	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1563	-	-	1549	-	-	999	1043	1148	1035	1037	1155
Mov Cap-2 Maneuver	-	-	-	-	-	-	999	1043	-	1035	1037	-
Stage 1	-	-	-	-	-	-	1133	1133	-	1114	1107	-
Stage 2	-	-	-	-	-	-	1048	1106	-	1117	1125	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	2.1	8.5	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1044	1563	-	-	1549	-	-	1048
HCM Lane V/C Ratio	0.02	0.002	-	-	0.01	-	-	0.044
HCM Control Delay (s)	8.5	7.3	0	-	7.3	0	-	8.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
108: NE 3rd Avenue & NE 7th Street

Intersection

Int Delay, s/veh 10.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	15	19	26	23	19	33	28	783	24	37	604	25
Future Vol, veh/h	15	19	26	23	19	33	28	783	24	37	604	25
Conflicting Peds, #/hr	1	0	4	4	0	1	8	0	7	7	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	19	26	23	19	33	28	791	24	37	610	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	49	0	0	473	165	43	560	162	45
Stage 1	-	-	-	-	-	-	66	66	-	83	83	-
Stage 2	-	-	-	-	-	-	407	99	-	477	79	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1553	-	-	1558	-	-	753	1021	1158	690	1024	1156
Stage 1	-	-	-	-	-	-	1125	1125	-	1107	1107	-
Stage 2	-	-	-	-	-	-	804	1090	-	750	1111	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1552	-	-	1553	-	-	366	991	1147	223	994	1147
Mov Cap-2 Maneuver	-	-	-	-	-	-	366	991	-	223	994	-
Stage 1	-	-	-	-	-	-	1110	1110	-	1095	1089	-
Stage 2	-	-	-	-	-	-	338	1073	-	208	1097	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			2.3			11.3			11		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	366	991	999	1552	-	-	1553	-	-	223	994	1004
HCM Lane V/C Ratio	0.077	0.399	0.42	0.01	-	-	0.015	-	-	0.168	0.307	0.329
HCM Control Delay (s)	15.7	11	11.2	7.3	0	-	7.4	0	-	24.4	10.2	10.3
HCM Lane LOS	C	B	B	A	A	-	A	A	-	C	B	B
HCM 95th %tile Q(veh)	0.2	1.9	2.1	0	-	-	0	-	-	0.6	1.3	1.4

HCM 6th TWSC
109: N. Andrews Avenue & Progresso Drive

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	15	853	19	5	614
Future Vol, veh/h	32	15	853	19	5	614
Conflicting Peds, #/hr	1	6	0	8	8	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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	16	907	20	5	653

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1263	478	0
Stage 1	925	-	-
Stage 2	338	-	-
Critical Hdwy	5	4.5	-
Critical Hdwy Stg 1	5	-	-
Critical Hdwy Stg 2	5	-	-
Follow-up Hdwy	3	3	-
Pot Cap-1 Maneuver	336	800	-
Stage 1	476	-	-
Stage 2	861	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	330	791	-
Mov Cap-2 Maneuver	330	-	-
Stage 1	473	-	-
Stage 2	851	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	405	723
HCM Lane V/C Ratio	-	-	0.123	0.007
HCM Control Delay (s)	-	-	15.1	10
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 6th TWSC 110: Driveway & NE 1st Street

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 0 0 0 17 53 0

Future Vol, veh/h 0 0 0 17 53 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 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 0 0 18 58 0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 76 58 58 0 - 0

Stage 1 58 - - - - -

Stage 2 18 - - - - -

Critical Hdwy 5 4.5 4.12 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 2.218 - - -

Pot Cap-1 Maneuver 1114 1143 1546 - - -

Stage 1 1134 - - - - -

Stage 2 1179 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 1114 1143 1546 - - -

Mov Cap-2 Maneuver 1114 - - - - -

Stage 1 1134 - - - - -

Stage 2 1179 - - - - -

Approach EB NB SB

HCM Control Delay, s 0 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1546 - - - -

HCM Lane V/C Ratio - - - - -

HCM Control Delay (s) 0 - 0 - -

HCM Lane LOS A - A - -

HCM 95th %tile Q(veh) 0 - - - -

HCM 6th TWSC 111: Driveway & NE 7th Street

Intersection

Int Delay, s/veh 0

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	40	0	0	39	0	0
Future Vol, veh/h	40	0	0	39	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	0	0	42	0	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	43	0	85	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1566	-	1105	1158
Stage 1	-	-	-	-	1151	-
Stage 2	-	-	-	-	1152	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1566	-	1105	1158
Mov Cap-2 Maneuver	-	-	-	-	1105	-
Stage 1	-	-	-	-	1151	-
Stage 2	-	-	-	-	1152	-

Approach EB WB NB

HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	-	-	-	1566	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Timings

101: Andrews Ave & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	92	383	263	77	232	141	101	430	92	601
Future Volume (vph)	92	383	263	77	232	141	101	430	92	601
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	10.0	43.0	33.0	33.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	12.5%	53.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	24.8	24.8	24.8	24.8	24.8	24.8	43.2	43.2	34.0	34.0
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.31	0.54	0.54	0.42	0.42
v/c Ratio	0.37	0.80	0.50	0.54	0.49	0.29	0.35	0.31	0.31	0.52
Control Delay	23.8	37.2	8.9	42.4	32.1	12.6	14.4	11.4	22.6	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	37.2	8.9	42.4	32.1	12.6	14.4	11.4	22.6	20.8
LOS	C	D	A	D	C	B	B	B	C	C
Approach Delay		25.4			27.7			11.9		21.0
Approach LOS		C			C			B		C

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 16 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 21.4

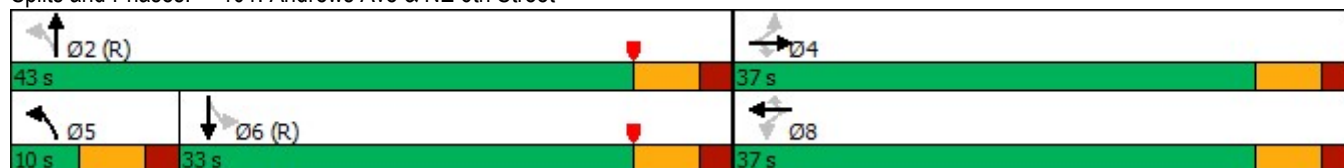
Intersection LOS: C

Intersection Capacity Utilization 74.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 101: Andrews Ave & NE 6th Street



Queues

101: Andrews Ave & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	99	412	283	83	249	152	109	517	99	695
v/c Ratio	0.37	0.80	0.50	0.54	0.49	0.29	0.35	0.31	0.31	0.52
Control Delay	23.8	37.2	8.9	42.4	32.1	12.6	14.4	11.4	22.6	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	37.2	8.9	42.4	32.1	12.6	14.4	11.4	22.6	20.8
Queue Length 50th (ft)	37	183	26	40	118	16	26	68	35	143
Queue Length 95th (ft)	72	261	79	85	183	59	60	116	82	210
Internal Link Dist (ft)	2569				728				426	
Turn Bay Length (ft)	80		130	130		130	140		130	
Base Capacity (vph)	340	643	661	193	643	625	314	1677	319	1326
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	0.29	0.64	0.43	0.43	0.39	0.24	0.35	0.31	0.31	0.52
Intersection Summary										

HCM 6th Signalized Intersection Summary 101: Andrews Ave & NE 6th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	383	263	77	232	141	101	430	51	92	601	46
Future Volume (veh/h)	92	383	263	77	232	141	101	430	51	92	601	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	99	412	283	83	249	152	109	462	55	99	646	49
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	308	583	482	192	583	482	305	1424	169	383	1119	85
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.05	0.50	0.50	0.38	0.38	0.38
Sat Flow, veh/h	874	1670	1382	668	1670	1381	1590	2843	336	780	2977	226
Grp Volume(v), veh/h	99	412	283	83	249	152	109	257	260	99	344	351
Grp Sat Flow(s),veh/h/ln	874	1670	1382	668	1670	1381	1590	1586	1593	780	1586	1616
Q Serve(g_s), s	7.1	15.7	12.1	9.5	8.0	5.5	3.2	7.7	7.8	7.3	13.8	13.9
Cycle Q Clear(g_c), s	15.1	15.7	12.1	25.2	8.0	5.5	3.2	7.7	7.8	7.3	13.8	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.14
Lane Grp Cap(c), veh/h	308	583	482	192	583	482	305	795	798	383	596	608
V/C Ratio(X)	0.32	0.71	0.59	0.43	0.43	0.32	0.36	0.32	0.33	0.26	0.58	0.58
Avail Cap(c_a), veh/h	342	647	535	217	647	535	305	795	798	383	596	608
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	18.2	17.2	28.2	16.1	15.4	14.8	11.9	11.9	17.8	19.9	19.9
Incr Delay (d2), s/veh	0.2	2.4	0.7	0.6	0.2	0.1	0.3	1.1	1.1	1.6	4.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.3	3.3	1.4	2.7	1.6	1.1	2.8	2.8	1.4	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	20.6	17.9	28.8	16.3	15.6	15.1	13.0	13.0	19.5	23.9	23.9
LnGrp LOS	C	C	B	C	B	B	B	B	B	B	C	C
Approach Vol, veh/h	794			484			626			794		
Approach Delay, s/veh	19.7			18.2			13.3			23.3		
Approach LOS	B			B			B			C		
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	46.1			33.9			10.0			36.1		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	37.0			31.0			4.0			27.0		
Max Q Clear Time (g_c+I1), s	9.8			17.7			5.2			15.9		
Green Ext Time (p_c), s	3.3			2.3			0.0			3.8		
Intersection Summary												
HCM 6th Ctrl Delay	19.0											
HCM 6th LOS	B											

HCM 6th TWSC
102: NE 1 Avenue & NE 6th Street

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	478	16	12	363	14	42	5	16	29	2	50
Future Vol, veh/h	32	478	16	12	363	14	42	5	16	29	2	50
Conflicting Peds, #/hr	6	0	12	12	0	6	4	0	6	6	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	537	18	13	408	16	47	6	18	33	2	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	430	0	0	567	0	0	1105	1086	564	1084	1087	426
Stage 1	-	-	-	-	-	-	630	630	-	448	448	-
Stage 2	-	-	-	-	-	-	475	456	-	636	639	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1129	-	-	1005	-	-	396	404	743	404	403	837
Stage 1	-	-	-	-	-	-	643	643	-	772	772	-
Stage 2	-	-	-	-	-	-	751	766	-	639	637	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1123	-	-	995	-	-	346	373	732	368	372	830
Mov Cap-2 Maneuver	-	-	-	-	-	-	444	467	-	456	466	-
Stage 1	-	-	-	-	-	-	607	607	-	733	755	-
Stage 2	-	-	-	-	-	-	684	749	-	586	601	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.3			13.5			11.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	495	1123	-	-	995	-	-	632
HCM Lane V/C Ratio	0.143	0.032	-	-	0.014	-	-	0.144
HCM Control Delay (s)	13.5	8.3	0	-	8.7	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.5

Timings

103: NE 3rd Street & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	61	267	158	63	230	39	94	442	33	632
Future Volume (vph)	61	267	158	63	230	39	94	442	33	632
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.7	18.7	18.7	18.7	18.7	18.7	49.3	49.3	49.3	49.3
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.23	0.62	0.62	0.62	0.62
v/c Ratio	0.36	0.75	0.38	0.45	0.65	0.12	0.29	0.29	0.08	0.38
Control Delay	34.0	44.3	14.6	33.9	34.7	7.5	11.7	8.1	8.7	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	44.3	14.6	33.9	34.7	7.5	11.7	8.1	8.7	9.2
LOS	C	D	B	C	C	A	B	A	A	A
Approach Delay		33.3			31.3			8.7		9.2
Approach LOS		C			C			A		A
Intersection Summary										
Cycle Length: 80										
Actuated Cycle Length: 80										
Offset: 17 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow										
Natural Cycle: 60										
Control Type: Actuated-Coordinated										
Maximum v/c Ratio: 0.75										
Intersection Signal Delay: 18.0										
Intersection Capacity Utilization 72.3%										
Analysis Period (min) 15										

Splits and Phases: 103: NE 3rd Street & NE 6th Street



Queues

103: NE 3rd Street & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	293	174	69	253	43	103	560	36	746
v/c Ratio	0.36	0.75	0.38	0.45	0.65	0.12	0.29	0.29	0.08	0.38
Control Delay	34.0	44.3	14.6	33.9	34.7	7.5	11.7	8.1	8.7	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	44.3	14.6	33.9	34.7	7.5	11.7	8.1	8.7	9.2
Queue Length 50th (ft)	30	155	31	30	115	0	21	56	6	85
Queue Length 95th (ft)	m54	218	m69	62	167	21	65	107	23	154
Internal Link Dist (ft)		672			920			326		476
Turn Bay Length (ft)	180		140	140		110	190		60	
Base Capacity (vph)	256	544	568	214	544	484	358	1928	455	1943
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	0.26	0.54	0.31	0.32	0.47	0.09	0.29	0.29	0.08	0.38
Intersection Summary										
m Volume for 95th percentile queue is metered by upstream signal.										

HCM 6th Signalized Intersection Summary 103: NE 3rd Street & NE 6th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	267	158	63	230	39	94	442	67	33	632	46
Future Volume (veh/h)	61	267	158	63	230	39	94	442	67	33	632	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	67	293	174	69	253	43	103	486	74	36	695	51
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	490	403	193	490	404	364	1550	235	444	1688	124
Arrive On Green	0.10	0.10	0.10	0.29	0.29	0.29	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	968	1683	1386	829	1683	1388	642	2773	420	763	3019	221
Grp Volume(v), veh/h	67	293	174	69	253	43	103	279	281	36	368	378
Grp Sat Flow(s),veh/h/ln	968	1683	1386	829	1683	1388	642	1599	1593	763	1599	1641
Q Serve(g_s), s	5.4	13.4	9.5	6.4	10.0	1.8	8.8	7.5	7.6	2.1	10.5	10.6
Cycle Q Clear(g_c), s	15.4	13.4	9.5	19.7	10.0	1.8	19.3	7.5	7.6	9.7	10.5	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.13
Lane Grp Cap(c), veh/h	250	490	403	193	490	404	364	894	891	444	894	917
V/C Ratio(X)	0.27	0.60	0.43	0.36	0.52	0.11	0.28	0.31	0.32	0.08	0.41	0.41
Avail Cap(c_a), veh/h	283	547	450	221	547	451	364	894	891	444	894	917
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	31.7	29.9	33.5	23.7	20.7	15.6	9.4	9.4	12.0	10.1	10.1
Incr Delay (d2), s/veh	0.2	0.8	0.3	0.4	0.3	0.0	1.9	0.9	0.9	0.4	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.1	3.4	1.3	3.9	0.6	1.4	2.6	2.6	0.4	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	32.5	30.2	33.9	24.0	20.8	17.6	10.3	10.4	12.4	11.5	11.5
LnGrp LOS	D	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		534			365			663			782	
Approach Delay, s/veh		32.4			25.5			11.5			11.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.7		29.3		50.7		29.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		21.3		17.4		12.6		21.7				
Green Ext Time (p_c), s		4.4		1.2		5.5		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				18.4								
HCM 6th LOS				B								

HCM 6th TWSC
104: N. Andrews Avenue & N. Flagler Drive

Intersection

Int Delay, s/veh 0.6

Movement NBT NBR SBL SBT SWL SWR

Lane Configurations 

Traffic Vol, veh/h 600 78 13 711 17 35

Future Vol, veh/h 600 78 13 711 17 35

Conflicting Peds, #/hr 0 3 3 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 652 85 14 773 18 38

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 740 0 1113 372

Stage 1 - - - - 698 -

Stage 2 - - - - 415 -

Critical Hdwy - - 4.14 - 5 4.5

Critical Hdwy Stg 1 - - - - 5 -

Critical Hdwy Stg 2 - - - - 5 -

Follow-up Hdwy - - 2.22 - 3 3

Pot Cap-1 Maneuver - - 862 - 392 877

Stage 1 - - - - 600 -

Stage 2 - - - - 798 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - 860 - 380 875

Mov Cap-2 Maneuver - - - - 380 -

Stage 1 - - - - 599 -

Stage 2 - - - - 775 -

Approach NB SB SW

HCM Control Delay, s 0 0.3 11.5

HCM LOS B

Minor Lane/Major Mvmt NBT NBR SBL SBT SWLn1

Capacity (veh/h) - - 860 - 614

HCM Lane V/C Ratio - - 0.016 - 0.092

HCM Control Delay (s) - - 9.3 0.1 11.5

HCM Lane LOS - - A A B

HCM 95th %tile Q(veh) - - 0.1 - 0.3

HCM 6th TWSC 105: N. Andrews Avenue & NW 7th Street

Intersection

Int Delay, s/veh 0.1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 1 8 2 637 723 21

Future Vol, veh/h 1 8 2 637 723 21

Conflicting Peds, #/hr 2 0 3 0 0 3

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 93 93 93 93 93 93

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 1 9 2 685 777 23

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1141 403 803 0 - 0

Stage 1 792 - - - - -

Stage 2 349 - - - - -

Critical Hdwy 5 4.5 4.14 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 2.22 - - -

Pot Cap-1 Maneuver 381 854 817 - - -

Stage 1 546 - - - - -

Stage 2 852 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 378 852 815 - - -

Mov Cap-2 Maneuver 378 - - - - -

Stage 1 543 - - - - -

Stage 2 850 - - - - -

Approach EB NB SB

HCM Control Delay, s 9.9 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 815 - 748 - -

HCM Lane V/C Ratio 0.003 - 0.013 - -

HCM Control Delay (s) 9.4 - 9.9 - -

HCM Lane LOS A - A - -

HCM 95th %tile Q(veh) 0 - 0 - -

HCM 6th TWSC 106: N. Flagler Drive & NE 7th Street

Intersection

Int Delay, s/veh 2.2

Movement WBL WBR NET NER SWL SWT

Lane Configurations 

Traffic Vol, veh/h 45 2 77 25 0 39

Future Vol, veh/h 45 2 77 25 0 39

Conflicting Peds, #/hr 1 0 0 5 5 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 93 93 93 93 93 93

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 48 2 83 27 0 42

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 145 102 0 0 115 0

Stage 1 102 - - - - -

Stage 2 43 - - - - -

Critical Hdwy 5 4.5 - - 4.12 -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 - - 2.218 -

Pot Cap-1 Maneuver 1042 1102 - - 1474 -

Stage 1 1086 - - - - -

Stage 2 1151 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 1037 1097 - - 1468 -

Mov Cap-2 Maneuver 1037 - - - - -

Stage 1 1082 - - - - -

Stage 2 1150 - - - - -

Approach WB NE SW

HCM Control Delay, s 8.6 0 0

HCM LOS A

Minor Lane/Major Mvmt NET NERWBLn1 SWL SWT

Capacity (veh/h) - - 1039 1468 -

HCM Lane V/C Ratio - - 0.049 - -

HCM Control Delay (s) - - 8.6 0 -

HCM Lane LOS - - A A -

HCM 95th %tile Q(veh) - - 0.2 0 -

HCM 6th TWSC 107: NE 1st Street & NE 7th Street

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	14	9	4	44	1	1	9	3	1	8	1
Future Vol, veh/h	3	14	9	4	44	1	1	9	3	1	8	1
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	18	12	5	56	1	1	12	4	1	10	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	57	0	0	32	0	0	106	101	27	108	107	57
Stage 1	-	-	-	-	-	-	34	34	-	67	67	-
Stage 2	-	-	-	-	-	-	72	67	-	41	40	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1547	-	-	1580	-	-	1082	1087	1173	1080	1081	1144
Stage 1	-	-	-	-	-	-	1161	1161	-	1124	1124	-
Stage 2	-	-	-	-	-	-	1119	1124	-	1153	1154	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1547	-	-	1577	-	-	1066	1078	1170	1062	1072	1144
Mov Cap-2 Maneuver	-	-	-	-	-	-	1066	1078	-	1062	1072	-
Stage 1	-	-	-	-	-	-	1155	1155	-	1121	1121	-
Stage 2	-	-	-	-	-	-	1104	1121	-	1133	1148	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.8		0.6		8.3		8.4	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1097	1547	-	-	1577	-	-	1078
HCM Lane V/C Ratio	0.015	0.002	-	-	0.003	-	-	0.012
HCM Control Delay (s)	8.3	7.3	0	-	7.3	0	-	8.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC
108: NE 3rd Avenue & NE 7th Street

Intersection

Int Delay, s/veh 10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	14	20	31	31	30	61	18	509	10	17	645	7
Future Vol, veh/h	14	20	31	31	30	61	18	509	10	17	645	7
Conflicting Peds, #/hr	3	0	2	2	0	3	13	0	4	4	0	13
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	23	36	36	35	71	21	592	12	20	750	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	109	0	0	61	0	0	610	256	47	525	239	87
Stage 1	-	-	-	-	-	-	75	75	-	146	146	-
Stage 2	-	-	-	-	-	-	535	181	-	379	93	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1481	-	-	1542	-	-	656	934	1154	715	950	1116
Stage 1	-	-	-	-	-	-	1115	1115	-	1041	1041	-
Stage 2	-	-	-	-	-	-	707	1005	-	827	1096	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1477	-	-	1539	-	-	197	897	1148	322	912	1101
Mov Cap-2 Maneuver	-	-	-	-	-	-	197	897	-	322	912	-
Stage 1	-	-	-	-	-	-	1101	1101	-	1027	1013	-
Stage 2	-	-	-	-	-	-	176	978	-	373	1082	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			1.9			11.5			11.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	197	897	904	1477	-	-	1539	-	-	322	912	915
HCM Lane V/C Ratio	0.106	0.33	0.34	0.011	-	-	0.023	-	-	0.061	0.411	0.419
HCM Control Delay (s)	25.4	11	11	7.5	0	-	7.4	0	-	16.9	11.7	11.7
HCM Lane LOS	D	B	B	A	A	-	A	A	-	C	B	B
HCM 95th %tile Q(veh)	0.4	1.4	1.5	0	-	-	0.1	-	-	0.2	2	2.1

HCM 6th TWSC
109: N. Andrews Avenue & Progresso Drive

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	4	611	23	0	732
Future Vol, veh/h	15	4	611	23	0	732
Conflicting Peds, #/hr	0	7	0	3	4	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	4	664	25	0	796

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1078	355	0
Stage 1	680	-	-
Stage 2	398	-	-
Critical Hdwy	5	4.5	-
Critical Hdwy Stg 1	5	-	-
Critical Hdwy Stg 2	5	-	-
Follow-up Hdwy	3	3	-
Pot Cap-1 Maneuver	407	889	-
Stage 1	611	-	-
Stage 2	811	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	406	882	-
Mov Cap-2 Maneuver	494	-	-
Stage 1	610	-	-
Stage 2	811	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	544
HCM Lane V/C Ratio	-	-	0.038
HCM Control Delay (s)	-	-	11.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC 110: Driveway & NE 1st Street

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 0 0 0 14 22 0

Future Vol, veh/h 0 0 0 14 22 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 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 0 0 15 24 0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 39 24 24 0 - 0

Stage 1 24 - - - - -

Stage 2 15 - - - - -

Critical Hdwy 5 4.5 4.12 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 2.218 - - -

Pot Cap-1 Maneuver 1155 1176 1591 - - -

Stage 1 1172 - - - - -

Stage 2 1183 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 1155 1176 1591 - - -

Mov Cap-2 Maneuver 1155 - - - - -

Stage 1 1172 - - - - -

Stage 2 1183 - - - - -

Approach EB NB SB

HCM Control Delay, s 0 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1591 - - - -

HCM Lane V/C Ratio - - - - -

HCM Control Delay (s) 0 - 0 - -

HCM Lane LOS A - A - -

HCM 95th %tile Q(veh) 0 - - - -

HCM 6th TWSC 111: Driveway & NE 7th Street

Intersection

Int Delay, s/veh 0

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations 

Traffic Vol, veh/h 26 0 0 46 0 0

Future Vol, veh/h 26 0 0 46 0 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 28 0 0 50 0 0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 28 0 78 28

Stage 1 - - - - 28 -

Stage 2 - - - - 50 -

Critical Hdwy - - 4.12 - 5 4.5

Critical Hdwy Stg 1 - - - - 5 -

Critical Hdwy Stg 2 - - - - 5 -

Follow-up Hdwy - - 2.218 - 3 3

Pot Cap-1 Maneuver - - 1585 - 1112 1172

Stage 1 - - - - 1168 -

Stage 2 - - - - 1143 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - 1585 - 1112 1172

Mov Cap-2 Maneuver - - - - 1112 -

Stage 1 - - - - 1168 -

Stage 2 - - - - 1143 -

Approach EB WB NB

HCM Control Delay, s 0 0 0

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) - - - 1585 -

HCM Lane V/C Ratio - - - - -

HCM Control Delay (s) 0 - - 0 -

HCM Lane LOS A - - A -

HCM 95th %tile Q(veh) - - - 0 -

Timings

101: Andrews Ave & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	60	350	160	55	526	90	307	892	115	470
Future Volume (vph)	60	350	160	55	526	90	307	892	115	470
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	13.0	43.0	30.0	30.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	16.3%	53.8%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	28.7	28.7	28.7	28.7	28.7	28.7	39.3	39.3	24.0	24.0
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.36	0.36	0.49	0.49	0.30	0.30
v/c Ratio	0.52	0.61	0.28	0.23	0.91	0.16	0.91	0.65	0.84	0.62
Control Delay	36.4	25.5	4.2	16.7	41.4	3.9	51.2	18.1	73.0	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	25.5	4.2	16.7	41.4	3.9	51.2	18.1	73.0	26.2
LOS	D	C	A	B	D	A	D	B	E	C
Approach Delay		20.7			34.3			26.0		34.2
Approach LOS		C			C			C		C

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 76 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 28.6

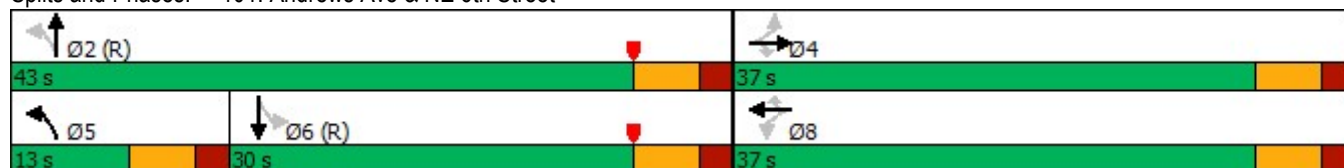
Intersection LOS: C

Intersection Capacity Utilization 94.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 101: Andrews Ave & NE 6th Street



Queues

101: Andrews Ave & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	62	361	165	57	542	93	316	996	119	582
v/c Ratio	0.52	0.61	0.28	0.23	0.91	0.16	0.91	0.65	0.84	0.62
Control Delay	36.4	25.5	4.2	16.7	41.4	3.9	51.2	18.1	73.0	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	25.5	4.2	16.7	41.4	3.9	51.2	18.1	73.0	26.2
Queue Length 50th (ft)	23	138	0	22	270	8	~109	194	55	123
Queue Length 95th (ft)	#69	223	36	m39	#428	m18	#274	264	#152	177
Internal Link Dist (ft)	2569				728				426	
Turn Bay Length (ft)	80	130		130	130		140	130		
Base Capacity (vph)	130	643	630	264	643	611	349	1536	142	937
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	0.48	0.56	0.26	0.22	0.84	0.15	0.91	0.65	0.84	0.62
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.										
m Volume for 95th percentile queue is metered by upstream signal.										

HCM 6th Signalized Intersection Summary 101: Andrews Ave & NE 6th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	350	160	55	526	90	307	892	74	115	470	94
Future Volume (veh/h)	60	350	160	55	526	90	307	892	74	115	470	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	62	361	165	57	542	93	316	920	76	119	485	97
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	168	646	533	277	646	532	333	1370	113	201	787	156
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.09	0.46	0.46	0.30	0.30	0.30
Sat Flow, veh/h	708	1670	1377	780	1670	1374	1590	2958	244	503	2617	520
Grp Volume(v), veh/h	62	361	165	57	542	93	316	493	503	119	293	289
Grp Sat Flow(s),veh/h/ln	708	1670	1377	780	1670	1374	1590	1586	1616	503	1586	1551
Q Serve(g_s), s	6.8	11.8	5.5	4.4	22.2	2.9	7.0	19.4	19.4	17.6	12.7	12.8
Cycle Q Clear(g_c), s	28.9	11.8	5.5	16.2	22.2	2.9	7.0	19.4	19.4	24.0	12.7	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.34
Lane Grp Cap(c), veh/h	168	646	533	277	646	532	333	735	748	201	477	466
V/C Ratio(X)	0.37	0.56	0.31	0.21	0.84	0.17	0.95	0.67	0.67	0.59	0.61	0.62
Avail Cap(c_a), veh/h	168	647	534	277	647	532	333	735	748	201	477	466
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	14.8	13.2	20.3	17.3	12.6	25.2	16.7	16.7	31.8	24.0	24.1
Incr Delay (d2), s/veh	0.5	0.7	0.1	0.1	9.0	0.1	35.8	4.9	4.8	12.2	5.8	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.8	1.6	0.7	8.2	0.8	6.3	7.5	7.6	2.9	5.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	15.4	13.4	20.4	26.3	12.7	61.0	21.6	21.5	44.0	29.8	30.2
LnGrp LOS	C	B	B	C	C	B	E	C	C	D	C	C
Approach Vol, veh/h		588			692			1312			701	
Approach Delay, s/veh		16.4			24.0			31.0			32.4	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		43.0		37.0	13.0	30.0		37.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		37.0		31.0	7.0	24.0		31.0				
Max Q Clear Time (g_c+I1), s		21.4		30.9	9.0	26.0		24.2				
Green Ext Time (p_c), s		6.0		0.0	0.0	0.0		1.7				
Intersection Summary												
HCM 6th Ctrl Delay				27.2								
HCM 6th LOS				C								

HCM 6th TWSC
102: NE 1 Avenue & NE 6th Street

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	56	485	30	16	591	31	7	6	26	27	7	70
Future Vol, veh/h	56	485	30	16	591	31	7	6	26	27	7	70
Conflicting Peds, #/hr	9	0	25	25	0	9	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	490	30	16	597	31	7	6	26	27	7	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	637	0	0	545	0	0	1332	1313	532	1291	1313	626
Stage 1	-	-	-	-	-	-	644	644	-	654	654	-
Stage 2	-	-	-	-	-	-	688	669	-	637	659	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	947	-	-	1024	-	-	312	319	764	326	319	704
Stage 1	-	-	-	-	-	-	634	634	-	628	628	-
Stage 2	-	-	-	-	-	-	606	618	-	638	624	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	940	-	-	1003	-	-	247	276	747	282	276	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	344	379	-	382	387	-
Stage 1	-	-	-	-	-	-	567	567	-	570	608	-
Stage 2	-	-	-	-	-	-	523	598	-	556	558	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.2			12.1			13.1		
HCM LOS							B			B		

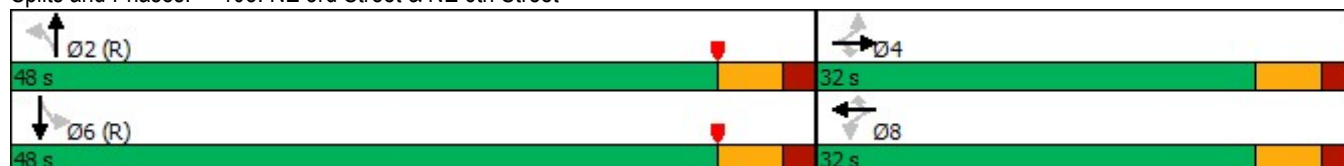
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	549	940	-	-	1003	-	-	549
HCM Lane V/C Ratio	0.072	0.06	-	-	0.016	-	-	0.191
HCM Control Delay (s)	12.1	9.1	0	-	8.6	0	-	13.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.7

Timings

103: NE 3rd Street & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	66	383	94	60	405	39	166	828	70	569
Future Volume (vph)	66	383	94	60	405	39	166	828	70	569
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	22.7	22.7	22.7	22.7	22.7	22.7	45.3	45.3	45.3	45.3
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.57	0.57	0.57	0.57
v/c Ratio	0.52	0.82	0.21	0.43	0.86	0.09	0.47	0.52	0.29	0.37
Control Delay	33.7	36.6	5.3	32.6	45.8	6.9	17.0	12.3	14.5	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	36.6	5.3	32.6	45.8	6.9	17.0	12.3	14.5	10.4
LOS	C	D	A	C	D	A	B	B	B	B
Approach Delay		30.8			41.2			13.1		10.8
Approach LOS		C			D			B		B
Intersection Summary										
Cycle Length: 80										
Actuated Cycle Length: 80										
Offset: 18 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow										
Natural Cycle: 60										
Control Type: Actuated-Coordinated										
Maximum v/c Ratio: 0.86										
Intersection Signal Delay: 20.8										
Intersection Capacity Utilization 85.8%										
Analysis Period (min) 15										

Splits and Phases: 103: NE 3rd Street & NE 6th Street



Queues

103: NE 3rd Street & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	387	95	61	409	39	168	930	71	658
v/c Ratio	0.52	0.82	0.21	0.43	0.86	0.09	0.47	0.52	0.29	0.37
Control Delay	33.7	36.6	5.3	32.6	45.8	6.9	17.0	12.3	14.5	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	36.6	5.3	32.6	45.8	6.9	17.0	12.3	14.5	10.4
Queue Length 50th (ft)	22	132	1	24	187	0	48	142	18	86
Queue Length 95th (ft)	m44	m206	m15	60	#313	19	112	204	50	130
Internal Link Dist (ft)		672			920			326		476
Turn Bay Length (ft)	180		140	140		110	190		60	
Base Capacity (vph)	148	544	500	162	544	481	358	1783	246	1772
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	0.45	0.71	0.19	0.38	0.75	0.08	0.47	0.52	0.29	0.37
Intersection Summary										
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.									
m	Volume for 95th percentile queue is metered by upstream signal.									

HCM 6th Signalized Intersection Summary 103: NE 3rd Street & NE 6th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	383	94	60	405	39	166	828	93	70	569	82
Future Volume (veh/h)	66	383	94	60	405	39	166	828	93	70	569	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	0.98		0.95	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	67	387	95	61	409	39	168	836	94	71	575	83
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	544	435	199	544	437	370	1519	171	270	1469	211
Arrive On Green	0.43	0.43	0.43	0.32	0.32	0.32	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	835	1683	1346	809	1683	1350	696	2885	324	541	2790	401
Grp Volume(v), veh/h	67	387	95	61	409	39	168	463	467	71	329	329
Grp Sat Flow(s),veh/h/ln	835	1683	1346	809	1683	1350	696	1599	1610	541	1599	1593
Q Serve(g_s), s	6.2	15.1	3.6	5.6	17.4	1.6	15.2	15.5	15.5	8.1	9.8	9.9
Cycle Q Clear(g_c), s	23.5	15.1	3.6	20.7	17.4	1.6	25.1	15.5	15.5	23.5	9.8	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.25
Lane Grp Cap(c), veh/h	179	544	435	199	544	437	370	842	848	270	842	839
V/C Ratio(X)	0.37	0.71	0.22	0.31	0.75	0.09	0.45	0.55	0.55	0.26	0.39	0.39
Avail Cap(c_a), veh/h	180	547	437	200	547	439	370	842	848	270	842	839
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	19.7	16.4	32.4	24.2	18.9	18.8	12.6	12.6	20.5	11.3	11.3
Incr Delay (d2), s/veh	0.5	3.6	0.1	0.3	5.1	0.0	4.0	2.6	2.6	2.4	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.5	1.0	1.1	7.3	0.5	2.7	5.6	5.6	1.2	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	23.4	16.5	32.7	29.3	18.9	22.8	15.2	15.2	22.8	12.6	12.7
LnGrp LOS	C	C	B	C	C	B	C	B	B	C	B	B
Approach Vol, veh/h		549			509			1098			729	
Approach Delay, s/veh		23.1			28.9			16.4			13.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.1		31.9		48.1		31.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		27.1		25.5		25.5		22.7				
Green Ext Time (p_c), s		6.6		0.1		4.5		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				19.2								
HCM 6th LOS				B								

HCM 6th TWSC 104: N. Andrews Avenue & N. Flagler Drive

Intersection						
Int Delay, s/veh	1					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	939	92	22	690	36	51
Future Vol, veh/h	939	92	22	690	36	51
Conflicting Peds, #/hr	0	7	7	0	3	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	948	93	22	697	36	52
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	1048	0	1398	530
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	-	-	4.14	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.22	-	3	3
Pot Cap-1 Maneuver	-	-	660	-	291	765
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	656	-	273	759
Mov Cap-2 Maneuver	-	-	-	-	273	-
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	767	-
Approach	NB	SB		SW		
HCM Control Delay, s	0	0.6		15.3		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	
Capacity (veh/h)	-	-	656	-	437	
HCM Lane V/C Ratio	-	-	0.034	-	0.201	
HCM Control Delay (s)	-	-	10.7	0.3	15.3	
HCM Lane LOS	-	-	B	A	C	
HCM 95th %tile Q(veh)	-	-	0.1	-	0.7	

HCM 6th TWSC 105: N. Andrews Avenue & NW 7th Street

Intersection

Int Delay, s/veh 0.1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 3 7 1 996 684 81

Future Vol, veh/h 3 7 1 996 684 81

Conflicting Peds, #/hr 5 3 3 0 0 8

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 93 93 93 93 93 93

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 3 8 1 1071 735 87

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1330 422 830 0 - 0

Stage 1 787 - - - - -

Stage 2 543 - - - - -

Critical Hdwy 5 4.5 4.14 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 2.22 - - -

Pot Cap-1 Maneuver 313 840 798 - - -

Stage 1 548 - - - - -

Stage 2 702 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 308 832 793 - - -

Mov Cap-2 Maneuver 308 - - - - -

Stage 1 543 - - - - -

Stage 2 697 - - - - -

Approach EB NB SB

HCM Control Delay, s 11.7 0 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 793 - 551 - -

HCM Lane V/C Ratio 0.001 - 0.02 - -

HCM Control Delay (s) 9.5 - 11.7 - -

HCM Lane LOS A - B - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

HCM 6th TWSC 106: N. Flagler Drive & NE 7th Street

Intersection

Int Delay, s/veh 1.3

Movement WBL WBR NET NER SWL SWT

Lane Configurations 

Traffic Vol, veh/h 30 5 113 50 2 45

Future Vol, veh/h 30 5 113 50 2 45

Conflicting Peds, #/hr 0 0 0 10 10 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 89 89 89 89 89 89

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 34 6 127 56 2 51

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 220 165 0 0 193 0

Stage 1 165 - - - - -

Stage 2 55 - - - - -

Critical Hdwy 5 4.5 - - 4.12 -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 - - 2.218 -

Pot Cap-1 Maneuver 968 1045 - - 1380 -

Stage 1 1021 - - - - -

Stage 2 1137 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 958 1036 - - 1369 -

Mov Cap-2 Maneuver 958 - - - - -

Stage 1 1013 - - - - -

Stage 2 1135 - - - - -

Approach WB NE SW

HCM Control Delay, s 8.9 0 0.3

HCM LOS A

Minor Lane/Major Mvmt NET NERWBLn1 SWL SWT

Capacity (veh/h) - - 968 1369 -

HCM Lane V/C Ratio - - 0.041 0.002 -

HCM Control Delay (s) - - 8.9 7.6 0

HCM Lane LOS - - A A A

HCM 95th %tile Q(veh) - - 0.1 0 -

HCM 6th TWSC
107: NE 1st Street & NE 7th Street

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	25	12	12	29	2	6	8	3	4	29	4
Future Vol, veh/h	3	25	12	12	29	2	6	8	3	4	29	4
Conflicting Peds, #/hr	3	0	5	5	0	3	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	31	15	15	36	3	8	10	4	5	36	5

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	42	0	0	51	0	0	141	124	46	127	130	42
Stage 1	-	-	-	-	-	-	52	52	-	71	71	-
Stage 2	-	-	-	-	-	-	89	72	-	56	59	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1567	-	-	1555	-	-	1046	1063	1155	1060	1057	1159
Stage 1	-	-	-	-	-	-	1141	1141	-	1120	1120	-
Stage 2	-	-	-	-	-	-	1100	1119	-	1136	1133	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1563	-	-	1549	-	-	999	1043	1148	1035	1037	1155
Mov Cap-2 Maneuver	-	-	-	-	-	-	999	1043	-	1035	1037	-
Stage 1	-	-	-	-	-	-	1133	1133	-	1114	1107	-
Stage 2	-	-	-	-	-	-	1048	1106	-	1117	1125	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	2.1	8.5	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1044	1563	-	-	1549	-	-	1048
HCM Lane V/C Ratio	0.02	0.002	-	-	0.01	-	-	0.044
HCM Control Delay (s)	8.5	7.3	0	-	7.3	0	-	8.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
108: NE 3rd Avenue & NE 7th Street

Intersection												
Int Delay, s/veh	11.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	15	30	26	23	27	37	28	878	24	44	674	25
Future Vol, veh/h	15	30	26	23	27	37	28	878	24	44	674	25
Conflicting Peds, #/hr	1	0	4	4	0	1	8	0	7	7	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	30	26	23	27	37	28	887	24	44	681	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	65	0	0	60	0	0	530	188	54	629	183	55
Stage 1	-	-	-	-	-	-	77	77	-	93	93	-
Stage 2	-	-	-	-	-	-	453	111	-	536	90	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1537	-	-	1544	-	-	711	999	1147	644	1003	1146
Stage 1	-	-	-	-	-	-	1113	1113	-	1096	1096	-
Stage 2	-	-	-	-	-	-	768	1077	-	707	1099	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1536	-	-	1539	-	-	293	969	1137	125	973	1137
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	969	-	125	973	-
Stage 1	-	-	-	-	-	-	1099	1099	-	1084	1077	-
Stage 2	-	-	-	-	-	-	270	1059	-	131	1085	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	1.9	12.1	13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	293	969	976	1536	-	-	1539	-	-	125	973	983
HCM Lane V/C Ratio	0.097	0.458	0.479	0.01	-	-	0.015	-	-	0.356	0.35	0.372
HCM Control Delay (s)	18.6	11.8	12	7.4	0	-	7.4	0	-	48.9	10.7	10.8
HCM Lane LOS	C	B	B	A	A	-	A	A	-	E	B	B
HCM 95th %tile Q(veh)	0.3	2.4	2.6	0	-	-	0	-	-	1.4	1.6	1.7

HCM 6th TWSC 109: N. Andrews Avenue & Progresso Drive

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	16	980	19	5	730
Future Vol, veh/h	32	16	980	19	5	730
Conflicting Peds, #/hr	1	6	0	8	8	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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	17	1043	20	5	777

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1461	546	0 0 1071 0
Stage 1	1061	-	- - - -
Stage 2	400	-	- - - -
Critical Hdwy	5	4.5	- - 4.14 -
Critical Hdwy Stg 1	5	-	- - - -
Critical Hdwy Stg 2	5	-	- - - -
Follow-up Hdwy	3	3	- - 2.22 -
Pot Cap-1 Maneuver	273	755	- - 647 -
Stage 1	414	-	- - - -
Stage 2	810	-	- - - -
Platoon blocked, %			- - - -
Mov Cap-1 Maneuver	267	746	- - 643 -
Mov Cap-2 Maneuver	267	-	- - - -
Stage 1	411	-	- - - -
Stage 2	798	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 340	643	-
HCM Lane V/C Ratio	-	- 0.15	0.008	-
HCM Control Delay (s)	-	- 17.5	10.6	-
HCM Lane LOS	-	- C	B	-
HCM 95th %tile Q(veh)	-	- 0.5	0	-

HCM 6th TWSC 110: Driveway & NE 1st Street

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 0 0 0 18 57 0

Future Vol, veh/h 0 0 0 18 57 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 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 0 0 20 62 0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 82 62 62 0 - 0

Stage 1 62 - - - - -

Stage 2 20 - - - - -

Critical Hdwy 5 4.5 4.12 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 2.218 - - -

Pot Cap-1 Maneuver 1108 1139 1541 - - -

Stage 1 1130 - - - - -

Stage 2 1177 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 1108 1139 1541 - - -

Mov Cap-2 Maneuver 1108 - - - - -

Stage 1 1130 - - - - -

Stage 2 1177 - - - - -

Approach EB NB SB

HCM Control Delay, s 0 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1541 - - - -

HCM Lane V/C Ratio - - - - -

HCM Control Delay (s) 0 - 0 - -

HCM Lane LOS A - A - -

HCM 95th %tile Q(veh) 0 - - - -

HCM 6th TWSC 111: Driveway & NE 7th Street

Intersection

Int Delay, s/veh 0

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations 

Traffic Vol, veh/h 41 0 0 40 0 0

Future Vol, veh/h 41 0 0 40 0 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 45 0 0 43 0 0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 45 0 88 45

Stage 1 - - - - 45 -

Stage 2 - - - - 43 -

Critical Hdwy - - 4.12 - 5 4.5

Critical Hdwy Stg 1 - - - - 5 -

Critical Hdwy Stg 2 - - - - 5 -

Follow-up Hdwy - - 2.218 - 3 3

Pot Cap-1 Maneuver - - 1563 - 1101 1156

Stage 1 - - - - 1149 -

Stage 2 - - - - 1151 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - 1563 - 1101 1156

Mov Cap-2 Maneuver - - - - 1101 -

Stage 1 - - - - 1149 -

Stage 2 - - - - 1151 -

Approach EB WB NB

HCM Control Delay, s 0 0 0

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) - - - 1563 -

HCM Lane V/C Ratio - - - - -

HCM Control Delay (s) 0 - - 0 -

HCM Lane LOS A - - A -

HCM 95th %tile Q(veh) - - - 0 -

Timings

101: Andrews Ave & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	92	387	263	84	240	141	101	430	92	601
Future Volume (vph)	92	387	263	84	240	141	101	430	92	601
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	10.0	43.0	33.0	33.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	12.5%	53.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	24.9	24.9	24.9	24.9	24.9	24.9	43.1	43.1	33.8	33.8
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.31	0.54	0.54	0.42	0.42
v/c Ratio	0.37	0.80	0.49	0.58	0.50	0.29	0.35	0.31	0.31	0.53
Control Delay	23.9	37.2	8.8	45.0	31.8	12.1	14.5	11.4	22.8	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	37.2	8.8	45.0	31.8	12.1	14.5	11.4	22.8	20.9
LOS	C	D	A	D	C	B	B	B	C	C
Approach Delay		25.5			28.2			12.0		21.1
Approach LOS		C			C			B		C

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 16 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 21.6

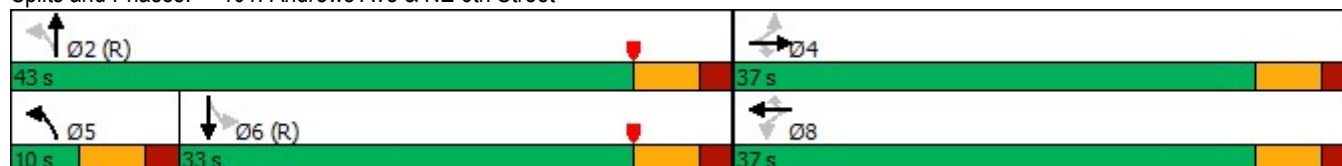
Intersection LOS: C

Intersection Capacity Utilization 75.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 101: Andrews Ave & NE 6th Street



Queues

101: Andrews Ave & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	99	416	283	90	258	152	109	521	99	695
v/c Ratio	0.37	0.80	0.49	0.58	0.50	0.29	0.35	0.31	0.31	0.53
Control Delay	23.9	37.2	8.8	45.0	31.8	12.1	14.5	11.4	22.8	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	37.2	8.8	45.0	31.8	12.1	14.5	11.4	22.8	20.9
Queue Length 50th (ft)	37	185	26	43	122	15	26	70	36	144
Queue Length 95th (ft)	72	264	79	91	186	56	60	116	82	210
Internal Link Dist (ft)	2569				728			426		442
Turn Bay Length (ft)	80		130	130		130	140		130	
Base Capacity (vph)	332	643	661	191	643	625	312	1670	317	1321
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	0.30	0.65	0.43	0.47	0.40	0.24	0.35	0.31	0.31	0.53
Intersection Summary										

HCM 6th Signalized Intersection Summary 101: Andrews Ave & NE 6th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	387	263	84	240	141	101	430	55	92	601	46
Future Volume (veh/h)	92	387	263	84	240	141	101	430	55	92	601	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	99	416	283	90	258	152	109	462	59	99	646	49
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	311	597	494	198	597	494	298	1388	176	376	1095	83
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.05	0.49	0.49	0.37	0.37	0.37
Sat Flow, veh/h	867	1670	1382	666	1670	1381	1590	2817	358	777	2977	226
Grp Volume(v), veh/h	99	416	283	90	258	152	109	259	262	99	344	351
Grp Sat Flow(s),veh/h/ln	867	1670	1382	666	1670	1381	1590	1586	1588	777	1586	1616
Q Serve(g_s), s	7.1	15.6	11.8	10.3	8.2	5.4	3.3	7.9	8.0	7.4	14.0	14.0
Cycle Q Clear(g_c), s	15.3	15.6	11.8	26.0	8.2	5.4	3.3	7.9	8.0	7.4	14.0	14.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		0.14
Lane Grp Cap(c), veh/h	311	597	494	198	597	494	298	782	782	376	583	594
V/C Ratio(X)	0.32	0.70	0.57	0.46	0.43	0.31	0.37	0.33	0.33	0.26	0.59	0.59
Avail Cap(c_a), veh/h	338	647	536	218	647	535	298	782	782	376	583	594
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	17.6	16.6	27.8	15.6	14.9	15.3	12.3	12.3	18.3	20.4	20.4
Incr Delay (d2), s/veh	0.2	2.3	0.6	0.6	0.2	0.1	0.3	1.1	1.2	1.7	4.3	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.3	3.2	1.5	2.8	1.6	1.1	2.8	2.9	1.4	5.6	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	19.9	17.2	28.4	15.8	15.0	15.5	13.4	13.5	20.0	24.8	24.7
LnGrp LOS	C	B	B	C	B	B	B	B	B	C	C	C
Approach Vol, veh/h	798			500			630			794		
Approach Delay, s/veh	19.1			17.8			13.8			24.1		
Approach LOS	B			B			B			C		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	45.4			34.6		10.0	35.4	34.6				
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	37.0			31.0		4.0	27.0	31.0				
Max Q Clear Time (g_c+I1), s	10.0			17.6		5.3	16.0	28.0				
Green Ext Time (p_c), s	3.3			2.3		0.0	3.8	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	19.1											
HCM 6th LOS	B											

HCM 6th TWSC
102: NE 1 Avenue & NE 6th Street

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	478	16	12	363	24	42	5	16	47	2	65
Future Vol, veh/h	40	478	16	12	363	24	42	5	16	47	2	65
Conflicting Peds, #/hr	6	0	12	12	0	6	4	0	6	6	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	537	18	13	408	27	47	6	18	53	2	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	441	0	0	567	0	0	1137	1115	564	1108	1111	432
Stage 1	-	-	-	-	-	-	648	648	-	454	454	-
Stage 2	-	-	-	-	-	-	489	467	-	654	657	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1119	-	-	1005	-	-	383	392	743	394	393	833
Stage 1	-	-	-	-	-	-	631	631	-	767	767	-
Stage 2	-	-	-	-	-	-	741	757	-	628	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1113	-	-	995	-	-	324	357	732	355	358	826
Mov Cap-2 Maneuver	-	-	-	-	-	-	422	451	-	442	452	-
Stage 1	-	-	-	-	-	-	588	588	-	718	750	-
Stage 2	-	-	-	-	-	-	660	740	-	568	583	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.3			13.9			12.6		
HCM LOS							B			B		

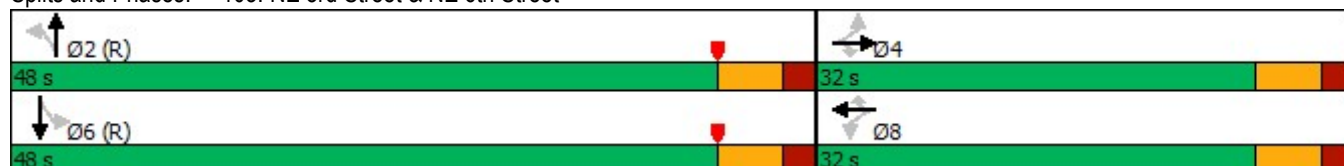
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	476	1113	-	-	995	-	-	602
HCM Lane V/C Ratio	0.149	0.04	-	-	0.014	-	-	0.213
HCM Control Delay (s)	13.9	8.4	0	-	8.7	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.8

Timings

103: NE 3rd Street & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	61	272	171	63	233	39	101	442	33	632
Future Volume (vph)	61	272	171	63	233	39	101	442	33	632
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	18.9	18.9	18.9	18.9	18.9	18.9	49.1	49.1	49.1	49.1
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24	0.24	0.61	0.61	0.61	0.61
v/c Ratio	0.36	0.76	0.40	0.45	0.65	0.12	0.31	0.29	0.08	0.39
Control Delay	33.7	44.4	14.5	34.1	34.5	7.5	12.2	8.2	8.8	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	44.4	14.5	34.1	34.5	7.5	12.2	8.2	8.8	9.3
LOS	C	D	B	C	C	A	B	A	A	A
Approach Delay		33.0			31.3			8.8		9.2
Approach LOS		C			C			A		A
Intersection Summary										
Cycle Length: 80										
Actuated Cycle Length: 80										
Offset: 17 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow										
Natural Cycle: 60										
Control Type: Actuated-Coordinated										
Maximum v/c Ratio: 0.76										
Intersection Signal Delay: 18.1										
Intersection Capacity Utilization 72.5%										
Analysis Period (min) 15										

Splits and Phases: 103: NE 3rd Street & NE 6th Street



Queues

103: NE 3rd Street & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	299	188	69	256	43	111	560	36	746
v/c Ratio	0.36	0.76	0.40	0.45	0.65	0.12	0.31	0.29	0.08	0.39
Control Delay	33.7	44.4	14.5	34.1	34.5	7.5	12.2	8.2	8.8	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	44.4	14.5	34.1	34.5	7.5	12.2	8.2	8.8	9.3
Queue Length 50th (ft)	30	157	33	30	116	0	24	57	7	86
Queue Length 95th (ft)	m53	221	m72	62	169	21	70	107	23	154
Internal Link Dist (ft)		672			920			326		476
Turn Bay Length (ft)	180		140	140		110	190		60	
Base Capacity (vph)	254	544	574	210	544	484	357	1921	453	1937
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	0.26	0.55	0.33	0.33	0.47	0.09	0.31	0.29	0.08	0.39
Intersection Summary										
m Volume for 95th percentile queue is metered by upstream signal.										

HCM 6th Signalized Intersection Summary 103: NE 3rd Street & NE 6th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	272	171	63	233	39	101	442	67	33	632	46
Future Volume (veh/h)	61	272	171	63	233	39	101	442	67	33	632	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	67	299	188	69	256	43	111	486	74	36	695	51
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	496	408	191	496	409	361	1540	233	441	1677	123
Arrive On Green	0.10	0.10	0.10	0.29	0.29	0.29	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	965	1683	1386	814	1683	1388	642	2773	420	763	3019	221
Grp Volume(v), veh/h	67	299	188	69	256	43	111	279	281	36	368	378
Grp Sat Flow(s),veh/h/ln	965	1683	1386	814	1683	1388	642	1599	1593	763	1599	1641
Q Serve(g_s), s	5.4	13.6	10.3	6.5	10.1	1.8	9.6	7.5	7.6	2.1	10.6	10.6
Cycle Q Clear(g_c), s	15.5	13.6	10.3	20.1	10.1	1.8	20.3	7.5	7.6	9.7	10.6	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.13
Lane Grp Cap(c), veh/h	252	496	408	191	496	409	361	888	885	441	888	912
V/C Ratio(X)	0.27	0.60	0.46	0.36	0.52	0.11	0.31	0.31	0.32	0.08	0.41	0.41
Avail Cap(c_a), veh/h	282	547	451	216	547	451	361	888	885	441	888	912
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	31.6	30.1	33.5	23.5	20.6	16.1	9.6	9.6	12.2	10.3	10.3
Incr Delay (d2), s/veh	0.2	0.9	0.3	0.4	0.3	0.0	2.2	0.9	0.9	0.4	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.2	3.8	1.3	3.9	0.6	1.6	2.6	2.6	0.4	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	32.5	30.4	34.0	23.8	20.6	18.3	10.5	10.5	12.6	11.7	11.7
LnGrp LOS	D	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h	554				368				671			
Approach Delay, s/veh	32.4				25.3				11.8			
Approach LOS	C				C				B			
Timer - Assigned Phs	2				4				6			
Phs Duration (G+Y+Rc), s	50.4				29.6				50.4			
Change Period (Y+Rc), s	6.0				6.0				6.0			
Max Green Setting (Gmax), s	42.0				26.0				42.0			
Max Q Clear Time (g_c+I1), s	22.3				17.5				12.6			
Green Ext Time (p_c), s	4.4				1.2				0.5			
Intersection Summary												
HCM 6th Ctrl Delay	18.7											
HCM 6th LOS	B											

HCM 6th TWSC 104: N. Andrews Avenue & N. Flagler Drive

Intersection

Int Delay, s/veh 0.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	600	78	19	711	17	46
Future Vol, veh/h	600	78	19	711	17	46
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	652	85	21	773	18	50

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	740
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	862
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	860
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.4	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	860	-	639
HCM Lane V/C Ratio	-	-	0.024	-	0.107
HCM Control Delay (s)	-	-	9.3	0.2	11.3
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.4

HCM 6th TWSC
105: N. Andrews Avenue & NW 7th Street

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	8	2	648	729	21
Future Vol, veh/h	1	8	2	648	729	21
Conflicting Peds, #/hr	2	0	3	0	0	3
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	9	2	697	784	23
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1154	407	810	0	-	0
Stage 1	799	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	5	4.5	4.14	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	376	851	812	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	373	849	810	-	-	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	810	-	744	-	-	
HCM Lane V/C Ratio	0.003	-	0.013	-	-	
HCM Control Delay (s)	9.5	-	9.9	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC 106: N. Flagler Drive & NE 7th Street

Intersection

Int Delay, s/veh 2.4

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	56	2	78	31	0	39
Future Vol, veh/h	56	2	78	31	0	39
Conflicting Peds, #/hr	1	0	0	5	5	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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	2	84	33	0	42

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	149	106	0
Stage 1	106	-	-
Stage 2	43	-	-
Critical Hdwy	5	4.5	-
Critical Hdwy Stg 1	5	-	-
Critical Hdwy Stg 2	5	-	-
Follow-up Hdwy	3	3	-
Pot Cap-1 Maneuver	1038	1098	-
Stage 1	1082	-	-
Stage 2	1151	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1033	1093	-
Mov Cap-2 Maneuver	1033	-	-
Stage 1	1078	-	-
Stage 2	1150	-	-

Approach	WB	NE	SW
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	1035	1459
HCM Lane V/C Ratio	-	-	0.06	-
HCM Control Delay (s)	-	-	8.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC 107: NE 1st Street & NE 7th Street

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	18	9	6	46	1	1	9	6	1	8	1
Future Vol, veh/h	3	18	9	6	46	1	1	9	6	1	8	1
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	23	12	8	59	1	1	12	8	1	10	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	60	0	0	37	0	0	120	115	32	124	121	60
Stage 1	-	-	-	-	-	-	39	39	-	76	76	-
Stage 2	-	-	-	-	-	-	81	76	-	48	45	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1544	-	-	1574	-	-	1067	1073	1168	1063	1066	1141
Stage 1	-	-	-	-	-	-	1155	1155	-	1114	1114	-
Stage 2	-	-	-	-	-	-	1109	1114	-	1145	1149	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1544	-	-	1571	-	-	1050	1062	1165	1040	1055	1141
Mov Cap-2 Maneuver	-	-	-	-	-	-	1050	1062	-	1040	1055	-
Stage 1	-	-	-	-	-	-	1149	1149	-	1111	1108	-
Stage 2	-	-	-	-	-	-	1092	1108	-	1122	1143	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.8	8.3	8.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1098	1544	-	-	1571	-	-	1061
HCM Lane V/C Ratio	0.019	0.002	-	-	0.005	-	-	0.012
HCM Control Delay (s)	8.3	7.3	0	-	7.3	0	-	8.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC
108: NE 3rd Avenue & NE 7th Street

Intersection												
Int Delay, s/veh	10.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	21	20	31	31	30	61	18	509	10	17	645	11
Future Vol, veh/h	21	20	31	31	30	61	18	509	10	17	645	11
Conflicting Peds, #/hr	3	0	2	2	0	3	13	0	4	4	0	13
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	23	36	36	35	71	21	592	12	20	750	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	109	0	0	61	0	0	628	272	47	541	255	87
Stage 1	-	-	-	-	-	-	91	91	-	146	146	-
Stage 2	-	-	-	-	-	-	537	181	-	395	109	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1481	-	-	1542	-	-	644	919	1154	703	935	1116
Stage 1	-	-	-	-	-	-	1098	1098	-	1041	1041	-
Stage 2	-	-	-	-	-	-	706	1005	-	814	1079	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1477	-	-	1539	-	-	180	878	1148	307	893	1101
Mov Cap-2 Maneuver	-	-	-	-	-	-	180	878	-	307	893	-
Stage 1	-	-	-	-	-	-	1077	1077	-	1021	1013	-
Stage 2	-	-	-	-	-	-	175	978	-	356	1058	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			1.9			11.7			12.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	180	878	886	1477	-	-	1539	-	-	307	893	899
HCM Lane V/C Ratio	0.116	0.337	0.347	0.017	-	-	0.023	-	-	0.064	0.42	0.431
HCM Control Delay (s)	27.6	11.2	11.2	7.5	0	-	7.4	0	-	17.5	11.9	12
HCM Lane LOS	D	B	B	A	A	-	A	A	-	C	B	B
HCM 95th %tile Q(veh)	0.4	1.5	1.6	0.1	-	-	0.1	-	-	0.2	2.1	2.2

HCM 6th TWSC 109: N. Andrews Avenue & Progresso Drive

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕↕			↕↕		
Traffic Vol, veh/h	0	0	0	15	0	4	3	622	23	0	738	2
Future Vol, veh/h	0	0	0	15	0	4	3	622	23	0	738	2
Conflicting Peds, #/hr	0	0	0	0	0	7	0	0	3	4	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	0	4	3	676	25	0	802	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1154	1513	402	1099	1502	361	804	0	0	-	-	0
Stage 1	803	803	-	698	698	-	-	-	-	-	-	-
Stage 2	351	710	-	401	804	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	5	6.54	4.5	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	5	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	5	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3	4.02	3	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	152	119	598	398	121	885	816	-	-	0	-	-
Stage 1	343	394	-	600	440	-	-	-	-	0	-	-
Stage 2	639	435	-	809	394	-	-	-	-	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	150	118	598	395	120	878	816	-	-	-	-	-
Mov Cap-2 Maneuver	261	242	-	483	243	-	-	-	-	-	-	-
Stage 1	341	394	-	595	436	-	-	-	-	-	-	-
Stage 2	628	432	-	809	394	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	816	-	-	-	534	-
HCM Lane V/C Ratio	0.004	-	-	-	0.039	-
HCM Control Delay (s)	9.4	0	-	0	12	-
HCM Lane LOS	A	A	-	A	B	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	-

HCM 6th TWSC 110: Driveway & NE 1st Street

Intersection

Int Delay, s/veh 4.6

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 3 33 18 14 22 2

Future Vol, veh/h 3 33 18 14 22 2

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 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 3 36 20 15 24 2

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 80 25 26 0 - 0

Stage 1 25 - - - - -

Stage 2 55 - - - - -

Critical Hdwy 5 4.5 4.12 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 2.218 - - -

Pot Cap-1 Maneuver 1110 1175 1588 - - -

Stage 1 1171 - - - - -

Stage 2 1137 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 1096 1175 1588 - - -

Mov Cap-2 Maneuver 1096 - - - - -

Stage 1 1156 - - - - -

Stage 2 1137 - - - - -

Approach EB NB SB

HCM Control Delay, s 8.2 4.1 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1588 - 1168 - -

HCM Lane V/C Ratio 0.012 - 0.034 - -

HCM Control Delay (s) 7.3 0 8.2 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

HCM 6th TWSC 111: Driveway & NE 7th Street

Intersection

Int Delay, s/veh 1.5

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	26	6	2	46	11	4
Future Vol, veh/h	26	6	2	46	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	7	2	50	12	4

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	35	0	86	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1576	-	1104	1168
Stage 1	-	-	-	-	1163	-
Stage 2	-	-	-	-	1139	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1576	-	1103	1168
Mov Cap-2 Maneuver	-	-	-	-	1103	-
Stage 1	-	-	-	-	1163	-
Stage 2	-	-	-	-	1138	-

Approach EB WB NB

HCM Control Delay, s	0	0.3	8.3
HCM LOS			A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	1120	-	-	1576	-
HCM Lane V/C Ratio	0.015	-	-	0.001	-
HCM Control Delay (s)	8.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Timings

101: Andrews Ave & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	60	360	160	61	532	90	307	892	115	470
Future Volume (vph)	60	360	160	61	532	90	307	892	115	470
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	13.0	43.0	30.0	30.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	16.3%	53.8%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	28.8	28.8	28.8	28.8	28.8	28.8	39.2	39.2	24.0	24.0
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.36	0.36	0.49	0.49	0.30	0.30
v/c Ratio	0.53	0.62	0.28	0.26	0.92	0.16	0.91	0.66	0.84	0.62
Control Delay	37.6	25.8	4.2	17.5	41.8	3.7	52.9	18.3	74.3	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	25.8	4.2	17.5	41.8	3.7	52.9	18.3	74.3	26.2
LOS	D	C	A	B	D	A	D	B	E	C
Approach Delay		21.1			34.6			26.6		34.4
Approach LOS		C			C			C		C

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 76 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 28.9

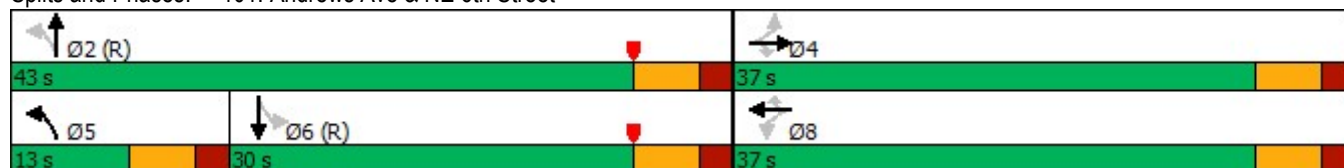
Intersection LOS: C

Intersection Capacity Utilization 94.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 101: Andrews Ave & NE 6th Street



Queues

101: Andrews Ave & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	62	371	165	63	548	93	316	1005	119	582
v/c Ratio	0.53	0.62	0.28	0.26	0.92	0.16	0.91	0.66	0.84	0.62
Control Delay	37.6	25.8	4.2	17.5	41.8	3.7	52.9	18.3	74.3	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	25.8	4.2	17.5	41.8	3.7	52.9	18.3	74.3	26.2
Queue Length 50th (ft)	23	143	0	24	268	8	~109	197	55	123
Queue Length 95th (ft)	#74	230	36	m44	m#433	m18	#274	267	#152	177
Internal Link Dist (ft)		2569			728			426		442
Turn Bay Length (ft)	80		130	130		130	140		130	
Base Capacity (vph)	127	643	630	257	643	611	346	1526	141	937
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	0.49	0.58	0.26	0.25	0.85	0.15	0.91	0.66	0.84	0.62
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.										
m Volume for 95th percentile queue is metered by upstream signal.										

HCM 6th Signalized Intersection Summary 101: Andrews Ave & NE 6th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	360	160	61	532	90	307	892	82	115	470	94
Future Volume (veh/h)	60	360	160	61	532	90	307	892	82	115	470	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	62	371	165	63	548	93	316	920	85	119	485	97
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	164	647	534	271	647	532	332	1353	125	198	785	156
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.09	0.46	0.46	0.30	0.30	0.30
Sat Flow, veh/h	704	1670	1377	773	1670	1374	1590	2926	270	499	2617	520
Grp Volume(v), veh/h	62	371	165	63	548	93	316	499	506	119	293	289
Grp Sat Flow(s),veh/h/ln	704	1670	1377	773	1670	1374	1590	1586	1610	499	1586	1551
Q Serve(g_s), s	6.9	12.2	5.5	5.0	22.6	2.9	7.0	19.7	19.7	17.3	12.7	12.8
Cycle Q Clear(g_c), s	29.4	12.2	5.5	17.3	22.6	2.9	7.0	19.7	19.7	24.0	12.7	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.34
Lane Grp Cap(c), veh/h	164	647	534	271	647	532	332	734	745	198	476	465
V/C Ratio(X)	0.38	0.57	0.31	0.23	0.85	0.17	0.95	0.68	0.68	0.60	0.61	0.62
Avail Cap(c_a), veh/h	164	647	534	271	647	532	332	734	745	198	476	465
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	14.8	13.2	20.8	17.3	12.6	25.2	16.9	16.9	32.2	24.0	24.1
Incr Delay (d2), s/veh	0.5	0.8	0.1	0.2	9.7	0.1	36.2	5.0	5.0	12.8	5.8	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.0	1.6	0.8	8.5	0.8	6.4	7.6	7.7	3.0	5.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	15.6	13.3	20.9	27.0	12.6	61.3	21.9	21.8	45.0	29.9	30.2
LnGrp LOS	C	B	B	C	C	B	E	C	C	D	C	C
Approach Vol, veh/h		598			704			1321			701	
Approach Delay, s/veh		16.5			24.6			31.3			32.6	
Approach LOS		B			C			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		43.0		37.0	13.0	30.0		37.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		37.0		31.0	7.0	24.0		31.0				
Max Q Clear Time (g_c+I1), s		21.7		31.4	9.0	26.0		24.6				
Green Ext Time (p_c), s		6.0		0.0	0.0	0.0		1.7				
Intersection Summary												
HCM 6th Ctrl Delay				27.5								
HCM 6th LOS				C								

HCM 6th TWSC
102: NE 1 Avenue & NE 6th Street

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	485	30	16	591	51	7	6	26	40	7	82
Future Vol, veh/h	74	485	30	16	591	51	7	6	26	40	7	82
Conflicting Peds, #/hr	9	0	25	25	0	9	4	0	2	2	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	490	30	16	597	52	7	6	26	40	7	83

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	658	0	0	545	0	0	1384	1370	532	1337	1359	636
Stage 1	-	-	-	-	-	-	680	680	-	664	664	-
Stage 2	-	-	-	-	-	-	704	690	-	673	695	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	930	-	-	1024	-	-	296	300	764	311	304	698
Stage 1	-	-	-	-	-	-	611	611	-	621	621	-
Stage 2	-	-	-	-	-	-	597	605	-	616	602	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	923	-	-	1003	-	-	224	252	747	263	255	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	317	352	-	358	365	-
Stage 1	-	-	-	-	-	-	530	529	-	545	601	-
Stage 2	-	-	-	-	-	-	504	586	-	519	521	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.2			12.4			14.3		
HCM LOS							B			B		

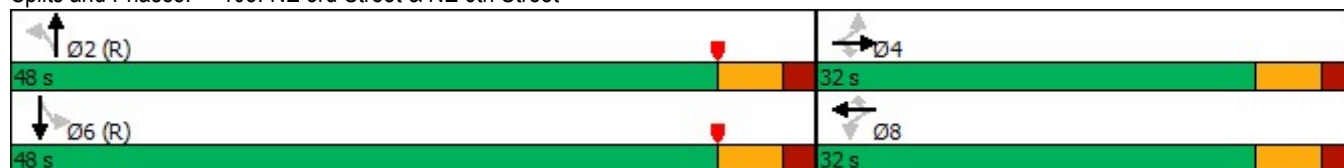
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	528	923	-	-	1003	-	-	517
HCM Lane V/C Ratio	0.075	0.081	-	-	0.016	-	-	0.252
HCM Control Delay (s)	12.4	9.2	0	-	8.6	0	-	14.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	1

Timings

103: NE 3rd Street & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	66	387	103	60	411	39	180	828	70	569
Future Volume (vph)	66	387	103	60	411	39	180	828	70	569
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	22.9	22.9	22.9	22.9	22.9	22.9	45.1	45.1	45.1	45.1
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29	0.29	0.56	0.56	0.56	0.56
v/c Ratio	0.53	0.82	0.23	0.43	0.87	0.09	0.51	0.52	0.29	0.37
Control Delay	34.8	36.7	5.4	32.5	46.2	6.9	18.4	12.5	14.6	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	36.7	5.4	32.5	46.2	6.9	18.4	12.5	14.6	10.5
LOS	C	D	A	C	D	A	B	B	B	B
Approach Delay		30.7			41.6			13.4		10.9
Approach LOS		C			D			B		B
Intersection Summary										
Cycle Length: 80										
Actuated Cycle Length: 80										
Offset: 18 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow										
Natural Cycle: 60										
Control Type: Actuated-Coordinated										
Maximum v/c Ratio: 0.87										
Intersection Signal Delay: 21.1					Intersection LOS: C					
Intersection Capacity Utilization 86.1%					ICU Level of Service E					
Analysis Period (min) 15										

Splits and Phases: 103: NE 3rd Street & NE 6th Street



Queues

103: NE 3rd Street & NE 6th Street

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	391	104	61	415	39	182	930	71	658
v/c Ratio	0.53	0.82	0.23	0.43	0.87	0.09	0.51	0.52	0.29	0.37
Control Delay	34.8	36.7	5.4	32.5	46.2	6.9	18.4	12.5	14.6	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	36.7	5.4	32.5	46.2	6.9	18.4	12.5	14.6	10.5
Queue Length 50th (ft)	22	136	0	24	190	0	54	143	18	87
Queue Length 95th (ft)	m44	m211	m16	60	#321	19	126	204	50	130
Internal Link Dist (ft)		672			920			326		476
Turn Bay Length (ft)	180		140	140		110	190		60	
Base Capacity (vph)	144	544	507	161	544	481	356	1775	244	1764
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	0.47	0.72	0.21	0.38	0.76	0.08	0.51	0.52	0.29	0.37
Intersection Summary										
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.										
m Volume for 95th percentile queue is metered by upstream signal.										

HCM 6th Signalized Intersection Summary 103: NE 3rd Street & NE 6th Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	387	103	60	411	39	180	828	93	70	569	82
Future Volume (veh/h)	66	387	103	60	411	39	180	828	93	70	569	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	0.99		0.95	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	67	391	104	61	415	39	182	836	94	71	575	83
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	547	437	197	547	438	369	1516	170	269	1466	211
Arrive On Green	0.43	0.43	0.43	0.32	0.32	0.32	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	831	1683	1346	800	1683	1350	696	2885	324	541	2790	401
Grp Volume(v), veh/h	67	391	104	61	415	39	182	463	467	71	329	329
Grp Sat Flow(s),veh/h/ln	831	1683	1346	800	1683	1350	696	1599	1610	541	1599	1593
Q Serve(g_s), s	6.2	15.3	3.9	5.7	17.7	1.6	17.0	15.5	15.5	8.1	9.8	9.9
Cycle Q Clear(g_c), s	23.9	15.3	3.9	21.0	17.7	1.6	26.9	15.5	15.5	23.6	9.8	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.25
Lane Grp Cap(c), veh/h	176	547	437	197	547	438	369	840	846	269	840	837
V/C Ratio(X)	0.38	0.72	0.24	0.31	0.76	0.09	0.49	0.55	0.55	0.26	0.39	0.39
Avail Cap(c_a), veh/h	176	547	437	197	547	439	369	840	846	269	840	837
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	19.7	16.5	32.5	24.2	18.8	19.4	12.7	12.7	20.6	11.3	11.4
Incr Delay (d2), s/veh	0.5	3.8	0.1	0.3	5.5	0.0	4.6	2.6	2.6	2.4	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.6	1.1	1.1	7.5	0.5	3.0	5.6	5.6	1.2	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	23.5	16.6	32.8	29.7	18.8	24.0	15.3	15.3	22.9	12.7	12.8
LnGrp LOS	C	C	B	C	C	B	C	B	B	C	B	B
Approach Vol, veh/h		562			515			1112			729	
Approach Delay, s/veh		23.1			29.3			16.7			13.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		32.0		48.0		32.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		28.9		25.9		25.6		23.0				
Green Ext Time (p_c), s		6.2		0.0		4.5		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				19.4								
HCM 6th LOS				B								

HCM 6th TWSC 104: N. Andrews Avenue & N. Flagler Drive

Intersection

Int Delay, s/veh 1.2

Movement

	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	939	92	35	690	36	60
Future Vol, veh/h	939	92	35	690	36	60
Conflicting Peds, #/hr	0	7	7	0	3	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	948	93	35	697	36	61

Major/Minor

	Major1	Major2	Minor1
Conflicting Flow All	0	0 1048	0 1424 530
Stage 1	-	-	- 1002 -
Stage 2	-	-	- 422 -
Critical Hdwy	-	- 4.14	- 5 4.5
Critical Hdwy Stg 1	-	-	- 5 -
Critical Hdwy Stg 2	-	-	- 5 -
Follow-up Hdwy	-	- 2.22	- 3 3
Pot Cap-1 Maneuver	-	- 660	- 284 765
Stage 1	-	-	- 440 -
Stage 2	-	-	- 792 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	- 656	- 257 759
Mov Cap-2 Maneuver	-	-	- 257 -
Stage 1	-	-	- 437 -
Stage 2	-	-	- 722 -

Approach

	NB	SB	SW
HCM Control Delay, s	0	0.9	15.5
HCM LOS			C

Minor Lane/Major Mvmt

	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	656	-	438
HCM Lane V/C Ratio	-	-	0.054	-	0.221
HCM Control Delay (s)	-	-	10.8	0.4	15.5
HCM Lane LOS	-	-	B	A	C
HCM 95th %tile Q(veh)	-	-	0.2	-	0.8

HCM 6th TWSC
105: N. Andrews Avenue & NW 7th Street

Intersection

Int Delay, s/veh 0.1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 3 7 1 1005 697 81

Future Vol, veh/h 3 7 1 1005 697 81

Conflicting Peds, #/hr 5 3 3 0 0 8

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 93 93 93 93 93 93

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 3 8 1 1081 749 87

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1349 429 844 0 - 0

Stage 1 801 - - - - -

Stage 2 548 - - - - -

Critical Hdwy 5 4.5 4.14 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 2.22 - - -

Pot Cap-1 Maneuver 307 835 788 - - -

Stage 1 541 - - - - -

Stage 2 698 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 302 827 783 - - -

Mov Cap-2 Maneuver 302 - - - - -

Stage 1 536 - - - - -

Stage 2 693 - - - - -

Approach EB NB SB

HCM Control Delay, s 11.8 0 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 783 - 544 - -

HCM Lane V/C Ratio 0.001 - 0.02 - -

HCM Control Delay (s) 9.6 - 11.8 - -

HCM Lane LOS A - B - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

HCM 6th TWSC 106: N. Flagler Drive & NE 7th Street

Intersection

Int Delay, s/veh 1.5

Movement WBL WBR NET NER SWL SWT

Lane Configurations 

Traffic Vol, veh/h 39 5 113 63 2 45

Future Vol, veh/h 39 5 113 63 2 45

Conflicting Peds, #/hr 0 0 0 10 10 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 89 89 89 89 89 89

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 44 6 127 71 2 51

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 228 173 0 0 208 0

Stage 1 173 - - - - -

Stage 2 55 - - - - -

Critical Hdwy 5 4.5 - - 4.12 -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 - - 2.218 -

Pot Cap-1 Maneuver 960 1038 - - 1363 -

Stage 1 1013 - - - - -

Stage 2 1137 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 950 1029 - - 1352 -

Mov Cap-2 Maneuver 950 - - - - -

Stage 1 1005 - - - - -

Stage 2 1135 - - - - -

Approach WB NE SW

HCM Control Delay, s 9 0 0.3

HCM LOS A

Minor Lane/Major Mvmt NET NERWBLn1 SWL SWT

Capacity (veh/h) - - 958 1352 -

HCM Lane V/C Ratio - - 0.052 0.002 -

HCM Control Delay (s) - - 9 7.7 0

HCM Lane LOS - - A A A

HCM 95th %tile Q(veh) - - 0.2 0 -

HCM 6th TWSC 107: NE 1st Street & NE 7th Street

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	28	12	16	34	2	6	8	6	4	29	4
Future Vol, veh/h	3	28	12	16	34	2	6	8	6	4	29	4
Conflicting Peds, #/hr	3	0	5	5	0	3	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	35	15	20	43	3	8	10	8	5	36	5

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	49	0	0	55	0	0	162	145	50	150	151	49
Stage 1	-	-	-	-	-	-	56	56	-	88	88	-
Stage 2	-	-	-	-	-	-	106	89	-	62	63	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1558	-	-	1550	-	-	1024	1042	1151	1036	1035	1152
Stage 1	-	-	-	-	-	-	1136	1136	-	1101	1101	-
Stage 2	-	-	-	-	-	-	1082	1100	-	1130	1129	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1554	-	-	1544	-	-	975	1019	1144	1005	1012	1148
Mov Cap-2 Maneuver	-	-	-	-	-	-	975	1019	-	1005	1012	-
Stage 1	-	-	-	-	-	-	1128	1128	-	1095	1084	-
Stage 2	-	-	-	-	-	-	1027	1084	-	1107	1121	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	2.3	8.6	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1039	1554	-	-	1544	-	-	1024
HCM Lane V/C Ratio	0.024	0.002	-	-	0.013	-	-	0.045
HCM Control Delay (s)	8.6	7.3	0	-	7.4	0	-	8.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
108: NE 3rd Avenue & NE 7th Street

Intersection

Int Delay, s/veh 12

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	21	30	26	23	27	37	28	878	24	44	674	34
Future Vol, veh/h	21	30	26	23	27	37	28	878	24	44	674	34
Conflicting Peds, #/hr	1	0	4	4	0	1	8	0	7	7	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	30	26	23	27	37	28	887	24	44	681	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	65	0	0	60	0	0	546	200	54	641	195	55
Stage 1	-	-	-	-	-	-	89	89	-	93	93	-
Stage 2	-	-	-	-	-	-	457	111	-	548	102	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1537	-	-	1544	-	-	700	987	1147	636	992	1146
Stage 1	-	-	-	-	-	-	1100	1100	-	1096	1096	-
Stage 2	-	-	-	-	-	-	765	1077	-	698	1086	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1536	-	-	1539	-	-	279	953	1137	110	958	1137
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	953	-	110	958	-
Stage 1	-	-	-	-	-	-	1081	1081	-	1080	1077	-
Stage 2	-	-	-	-	-	-	267	1059	-	120	1068	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	1.9	12.3	13.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	279	953	961	1536	-	-	1539	-	-	110	958	972
HCM Lane V/C Ratio	0.101	0.465	0.487	0.014	-	-	0.015	-	-	0.404	0.355	0.386
HCM Control Delay (s)	19.4	12	12.2	7.4	0	-	7.4	0	-	58.3	10.8	11
HCM Lane LOS	C	B	B	A	A	-	A	A	-	F	B	B
HCM 95th %tile Q(veh)	0.3	2.5	2.7	0	-	-	0	-	-	1.7	1.6	1.8

HCM 6th TWSC
109: N. Andrews Avenue & Progresso Drive

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	32	0	16	2	989	19	5	743	1
Future Vol, veh/h	0	0	0	32	0	16	2	989	19	5	743	1
Conflicting Peds, #/hr	0	0	0	1	0	6	0	0	8	8	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	94	92	94	92	94	94	94	94	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	34	0	17	2	1052	20	5	790	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1337	1885	397	1480	1875	550	791	0	0	1080	0	0
Stage 1	801	801	-	1074	1074	-	-	-	-	-	-	-
Stage 2	536	1084	-	406	801	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	5	6.54	4.5	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	5	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	5	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3	4.02	3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	111	70	602	267	71	752	825	-	-	641	-	-
Stage 1	344	395	-	409	294	-	-	-	-	-	-	-
Stage 2	496	291	-	805	395	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	106	68	601	261	69	743	825	-	-	637	-	-
Mov Cap-2 Maneuver	106	68	-	261	69	-	-	-	-	-	-	-
Stage 1	342	389	-	404	290	-	-	-	-	-	-	-
Stage 2	479	287	-	793	389	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		17.8		0		0.1	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	825	-	-	-	333	637	-
HCM Lane V/C Ratio	0.003	-	-	-	0.153	0.008	-
HCM Control Delay (s)	9.4	0	-	0	17.8	10.7	-
HCM Lane LOS	A	A	-	A	C	B	-
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0	-

HCM 6th TWSC 110: Driveway & NE 1st Street

Intersection

Int Delay, s/veh 3.5

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 3 25 38 18 57 4

Future Vol, veh/h 3 25 38 18 57 4

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 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 3 27 41 20 62 4

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 166 64 66 0 - 0

Stage 1 64 - - - - -

Stage 2 102 - - - - -

Critical Hdwy 5 4.5 4.12 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3 3 2.218 - - -

Pot Cap-1 Maneuver 1020 1138 1536 - - -

Stage 1 1127 - - - - -

Stage 2 1086 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 992 1138 1536 - - -

Mov Cap-2 Maneuver 992 - - - - -

Stage 1 1097 - - - - -

Stage 2 1086 - - - - -

Approach EB NB SB

HCM Control Delay, s 8.3 5 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1536 - 1120 - -

HCM Lane V/C Ratio 0.027 - 0.027 - -

HCM Control Delay (s) 7.4 0 8.3 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0.1 - 0.1 - -

HCM 6th TWSC 111: Driveway & NE 7th Street

Intersection

Int Delay, s/veh 1.2

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	41	13	5	40	9	3
Future Vol, veh/h	41	13	5	40	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	14	5	43	10	3

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	59	0	105	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	-	-	4.12	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1545	-	1083	1149
Stage 1	-	-	-	-	1141	-
Stage 2	-	-	-	-	1140	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1545	-	1080	1149
Mov Cap-2 Maneuver	-	-	-	-	1080	-
Stage 1	-	-	-	-	1141	-
Stage 2	-	-	-	-	1137	-

Approach EB WB NB

HCM Control Delay, s	0	0.8	8.3
HCM LOS			A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	1096	-	-	1545	-
HCM Lane V/C Ratio	0.012	-	-	0.004	-
HCM Control Delay (s)	8.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Table A: Signalized Intersection Queues - AM Peak

Intersection/Movement	Available Storage (ft)	Queue Length		
		Existing	Bkgrnd	Total
		Feet	Feet	Feet
<u>NE 6 Street at S. Andrews Av</u>				
EB Left	80	68	72	72
EB Right	130	42	79	79
WB Left	130	56	85	91
WB Right	130	54	59	56
NB Left	140	37	60	60
SB Left	130	68	82	82
<u>NE 6 Street at NE 3 Av</u>				
EB Left	180	m52	m54	m53
EB Right	140	m72	m69	m71
WB Left	140	45	62	62
WB Right	110	22	21	21
NB Left	190	45	65	70
SB Left	60	22	23	23

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

Table B: Signalized Intersection Queues - PM Peak

Intersection/Movement	Available Storage (ft)	Queue Length		
		Existing	Bkgrnd	Total
		Feet	Feet	Feet
<u>NE 6 Street at S. Andrews Av</u>				
EB Left	80	56	#69	#74
EB Right	130	25	36	36
WB Left	130	m22	m39	m44
WB Right	130	m12	m18	m18
NB Left	140	#144	#274	#274
SB Left	130	78	#152	#152
<u>NE 6 Street at NE 3 Av</u>				
EB Left	180	m45	m44	m44
EB Right	140	m16	m15	m16
WB Left	140	39	60	60
WB Right	110	19	19	19
NB Left	190	87	112	126
SB Left	60	45	50	50

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