Sistrunk and 7th Avenue

Fort Lauderdale, Florida

prepared for

Fuse Group Investment Companies

traffic study

TRAFTECH ENGINEERING, INC.

October 2021

TRAFTECH
ENGINEERING, INC.

October 6, 2021

Mr. Eyal Peretz – CEO
Fuse Group Investment Companies
900 NW 6th Street, Suite 201
Fort Lauderdale, Florida 33311

Re: Sistrunk & 7th Avenue – Fort Lauderdale, Florida - Traffic Study

Dear Mr. Peretz:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic study for the proposed Sistrunk and 7th Avenue development planned to be located on the northeast side of Sistrunk Boulevard and NW 7th Avenue in the City of Fort Lauderdale in Broward County, Florida.

It has been a pleasure working with Fuse Group Investment Companies on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

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

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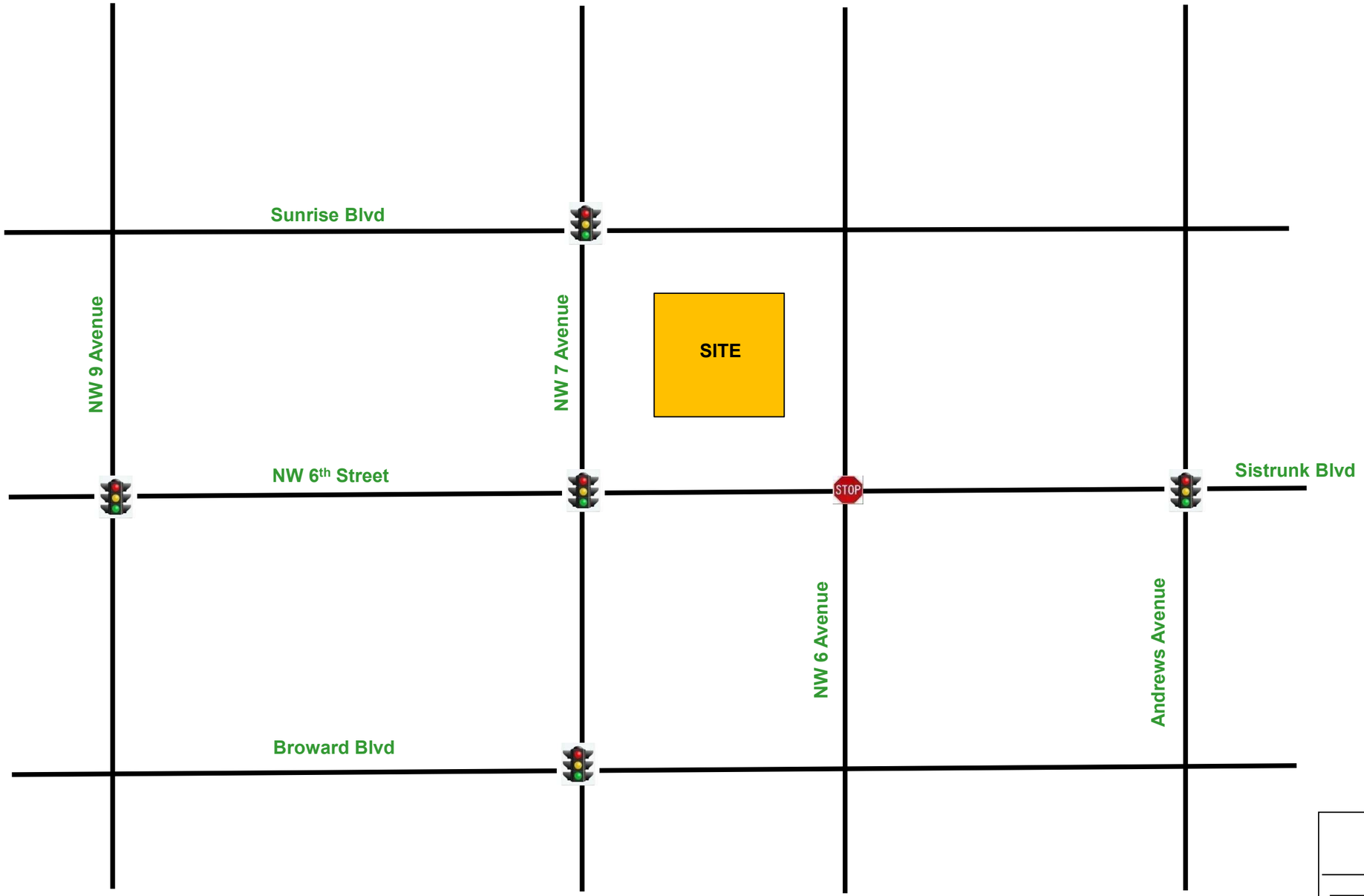
INTRODUCTION

Sistrunk and 7th Avenue is a proposed residential and commercial development planned to be located on the northeast side of Sistrunk Boulevard and NW 7th Avenue in the City of Fort Lauderdale in Broward County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained to conduct a traffic study in connection with the proposed development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

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

The proposed methodology for the traffic study was discussed and approved by the City of Fort Lauderdale. A copy of the traffic methodology is contained at the end of this report.



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PROJECT LOCATION MAP

FIGURE1
Sistrunk and 7th Avenue
Fort Lauderdale, Florida

Existing Land Use

The project site is currently vacant.

Proposed Land Uses and Access

Sistrunk and 7 Avenue consists of the following land uses and intensities:

- 494 Apartment Units
- 15,920 Sf of Retail

Access to the site consists of one driveway off of NW 6th Avenue. The proposed development is anticipated to be built and occupied in 2024. Appendix A contains a copy of the proposed site plan for the project site.

EXISTING CONDITIONS

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

Roadway System

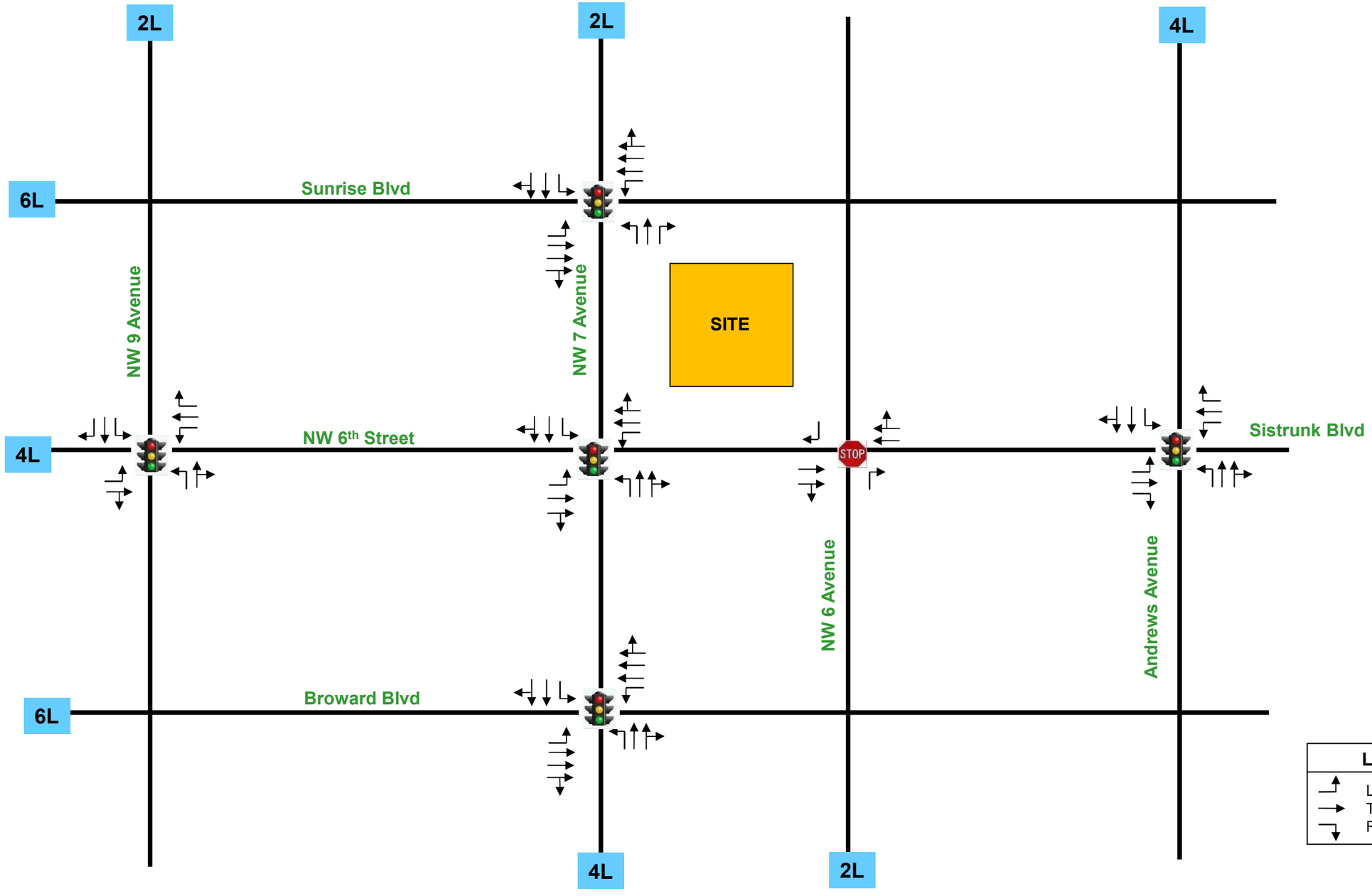
The roadway system located near the project site includes Sunrise Boulevard NW 6th Street, Broward Boulevard, NW 9th Avenue, NW 7th Avenue, NW 6th Avenue, and Andrews Avenue.

Nearby Intersections

Six intersections plus the driveway were identified as the locations that will be impacted the most by the proposed project. These six intersections include:

1. Sunrise Boulevard and NW 7th Avenue (signalized)
2. Sistrunk Boulevard/NW 6th Street and NW 9th Avenue (signalized)
3. Sistrunk Boulevard/NW 6th Street and NW 7th Avenue (signalized)
4. Sistrunk Boulevard/NW 6th Street and NW 6th Avenue (stop controlled)
5. Sistrunk Boulevard/NW 6th Street and Andrews Avenue (signalized)
6. Broward Boulevard and NW/SW 7th Avenue (signalized)

Figure 2 shows the existing lane geometry of the six intersections selected for analysis purposes. The number of lanes on the street system surrounding the project site is also depicted in the figure.



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EXISTING LANE GEOMETRY

FIGURE2
Sistrunk and 7th Avenue
Fort Lauderdale, Florida

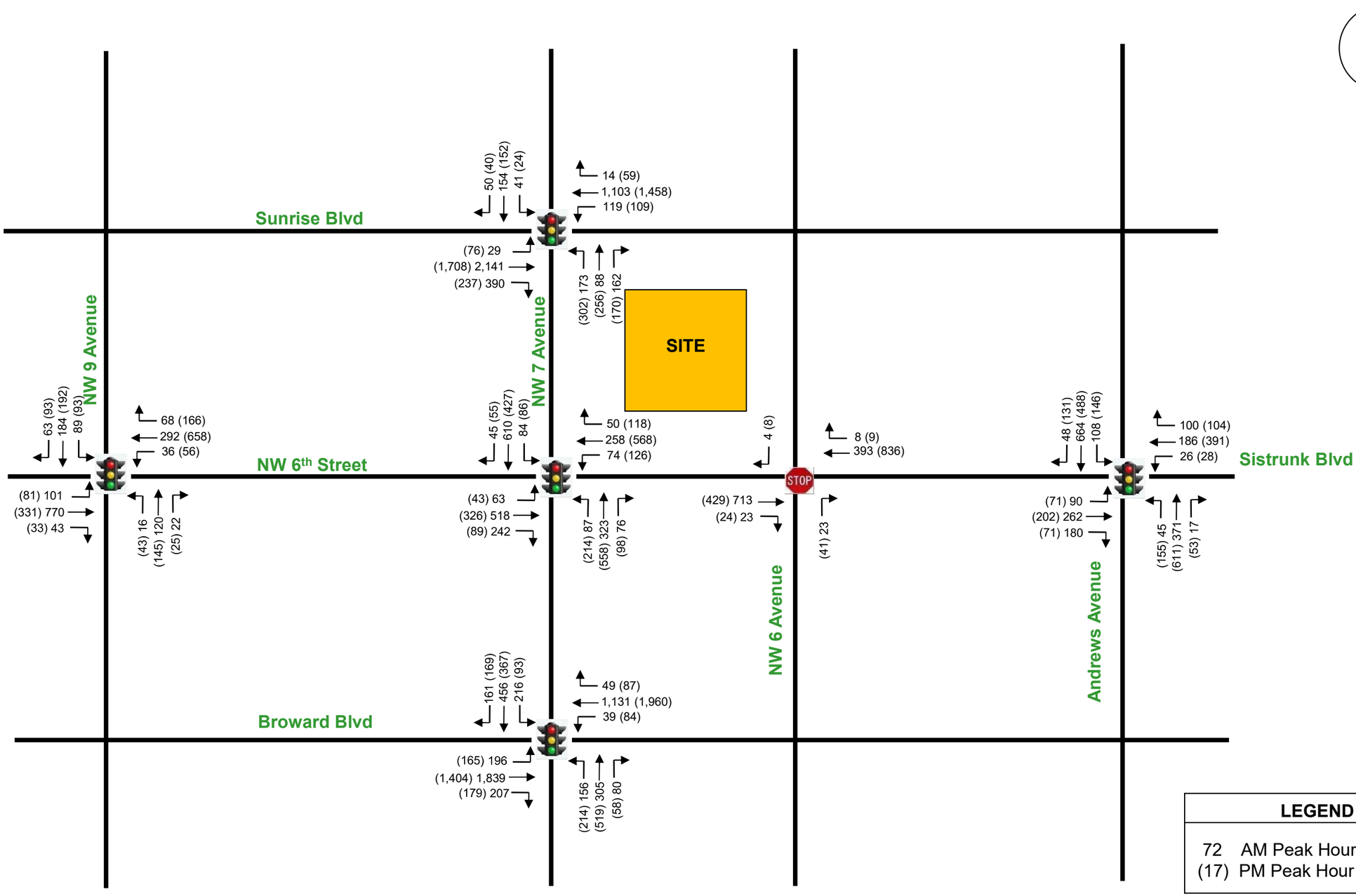
TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Video Data Solutions collected intersection turning movement counts at the six study intersections. The intersection turning movement counts were collected on Thursday, August 26, 2021 from 7:00 AM and 9:00 AM and from 4:00 PM and 6:00 PM at the following intersections located near the project site:

1. Sunrise Boulevard and NW 7th Avenue
2. Sistrunk Boulevard/NW 6th Street and NW 9th Avenue
3. Sistrunk Boulevard/NW 6th Street and NW 7th Avenue
4. Sistrunk Boulevard/NW 6th Street and NW 6th Avenue
5. Sistrunk Boulevard/NW 6th Street and Andrews Avenue
6. Broward Boulevard and NW/SW 7th Avenue

Appendix B contains the intersection turning movement counts, as collected in the field. The latest signal timing plans for the signalized intersections were obtained from Broward County Traffic Engineering Division and are included in Appendix C. The traffic counts were adjusted to account for peak season conditions. An adjustment factor of 1.09 was applied to counts collected in the field. The State-published adjustment factors are also contained in Appendix C.

Figure 3 shows the 2021 peak season AM and PM peak hour traffic volumes.



TRAFTECH ENGINEERING, INC.

EXISTING TRAFFIC COUNTS – AM & (PM) Peak Hour

FIGURE3
Sistrunk and 7th Avenue
Fort Lauderdale, Florida

TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (10th Edition). According to the subject ITE manual, the most appropriate "land use" categories for the proposed land uses includes ITE's Land Use 222 – Multifamily High-Rise and ITE's Land Use 820 – Shopping Center.

The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions.

Using the trip generation equations from the ITE document, a trip generation analysis was undertaken for the proposed project. The results of this effort are documented in Table 1.

TABLE 1
Trip Generation Summary
Sistrunk and 7th Avenue

			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily Trips**	**Total Trips**	**Inbound**	**Outbound**	**Total Trips**	**Inbound**	**Outbound**
Proposed Land Use								
MH High Rise (LUC 222)	494 units	2,158	151	36	115	177	108	69
Retail (LUC 820)	15,920 sf	1,723	160	99	61	139	67	72
Future Gross Trips		**3,881**	**311**	**135**	**176**	**316**	**175**	**141**
Internal (1% AM/16% PM)			-4	-2	-2	-52	-26	-26
Future Driveway Trips			**307**	**133**	**174**	**264**	**149**	**115**
Pass-by Retail (34% PM)						-38	-20	-18
External Trips		**3,881**	**307**	**133**	**174**	**226**	**129**	**97**

Source: ITE Trip Generation Manual (10th Edition)

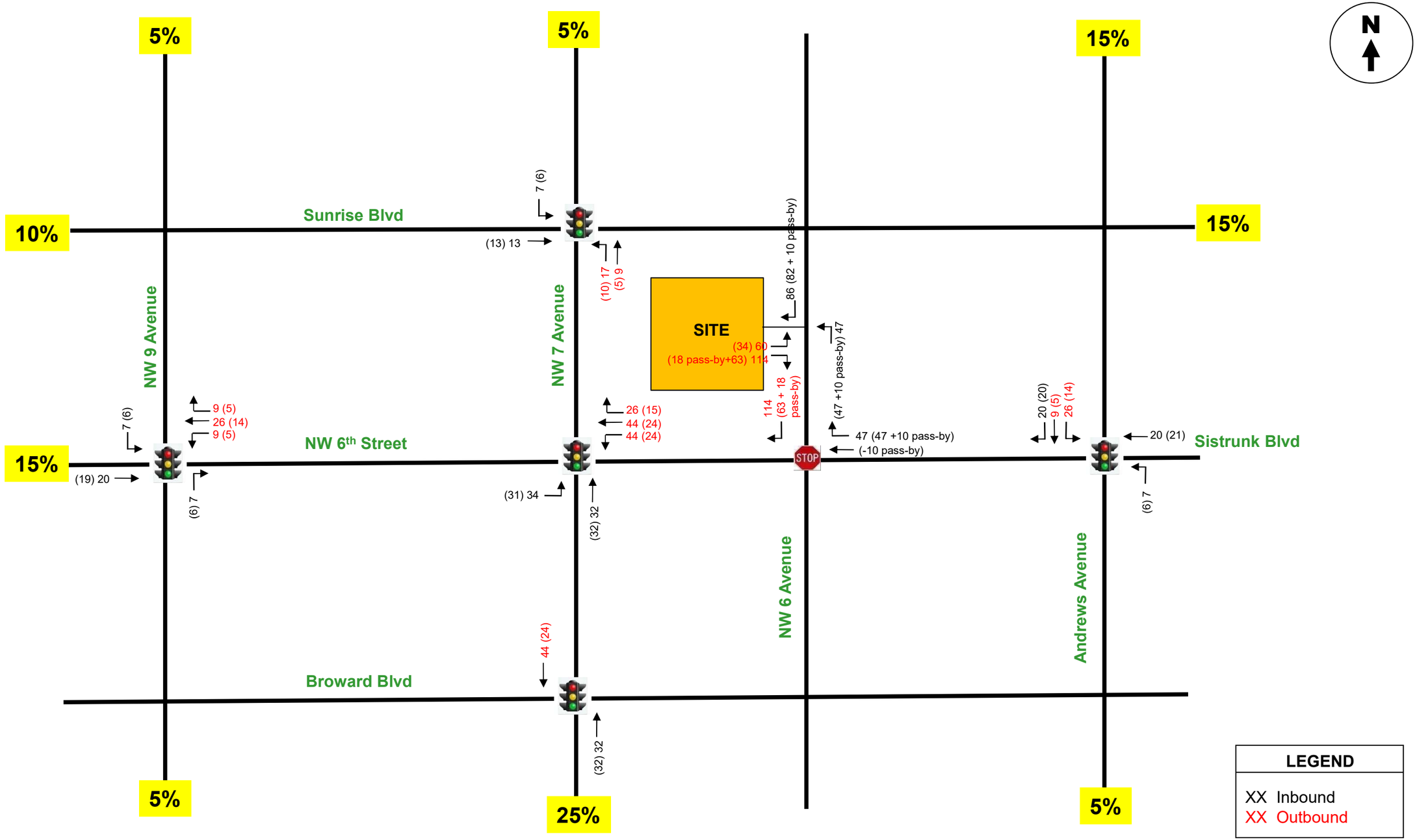
As indicated in Table 1, the proposed project is anticipated to generate approximately 3,881 daily trips, approximately 307 AM peak hour trips (133 inbound and 174 outbound) and approximately 226 PM peak hour trips (129 inbound and 97 outbound).

TRIP DISTRUBUTION AND TRAFFIC ASSIGNMENT

The project trips were distributed and assigned to the study area based on knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. The trip distribution assumed for the subject residential development is summarized below:

- 10% to and from the west via Sunrise Boulevard
- 15% to and from the west via Sistrunk Boulevard/NW 6th Street
- 15% to and from the east via Sistrunk Boulevard/NW 6th Street
- 5% to and from the north via NW 9th Avenue
- 5% to and from the north via NW 7th Avenue
- 15% to and from the north via Andrews Avenue
- 5% to and from the south via NW 9th Avenue
- 25% to and from the south via NW 7th Avenue
- 5% to and from the south via Andrews Avenue

The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The project traffic assignment is summarized in Figure 4.



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PROJEC TRAFFIC ASSIGNMENT

FIGURE 4
Sistrunk and 7th Avenue
Fort Lauderdale, Florida

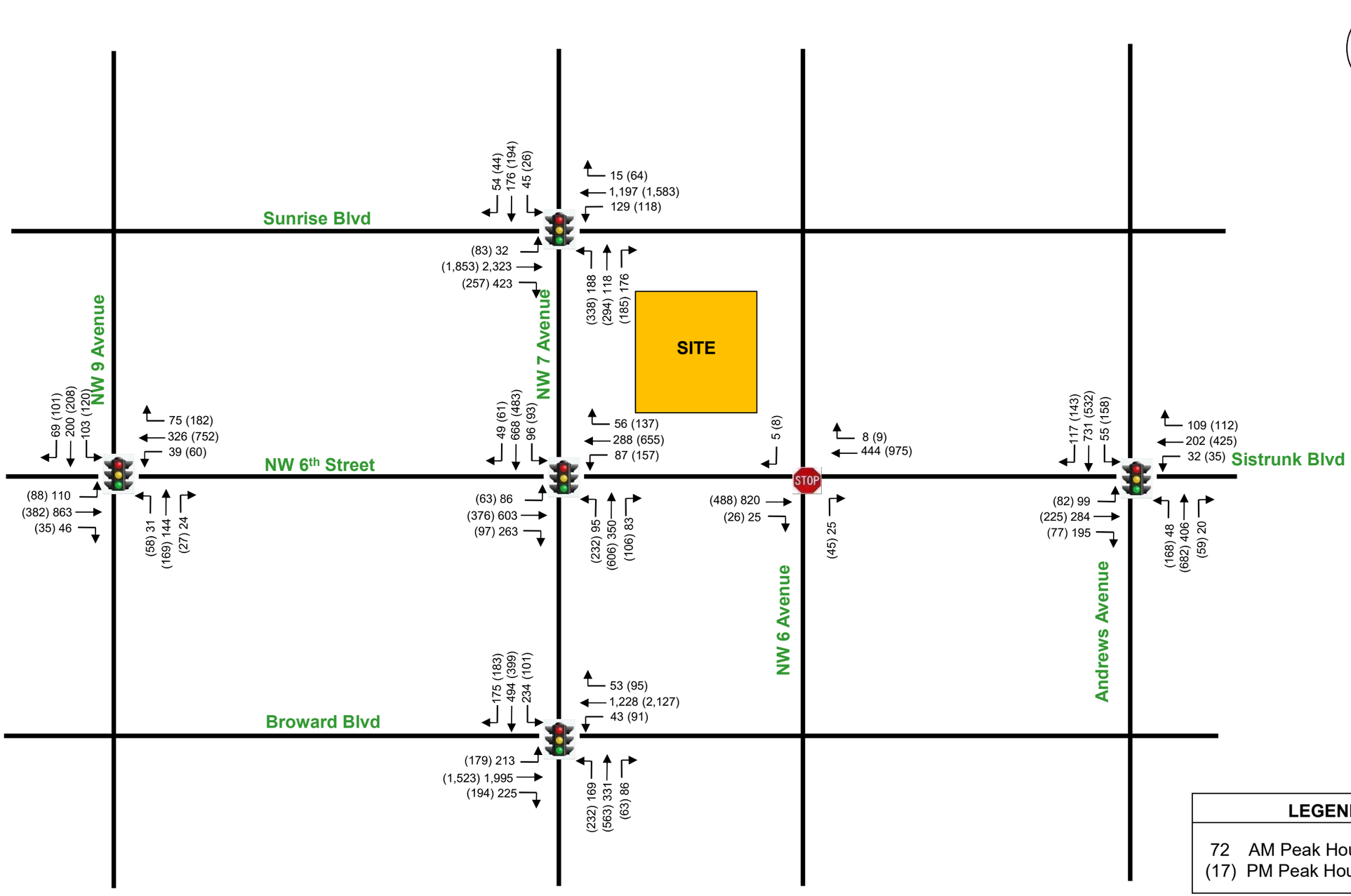
This section of the study is divided into two parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2024 traffic volumes (project anticipated to be built and occupied by the year 2024), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.09 is required to convert collected traffic counts to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2021 peak season traffic volumes to the year 2024. Based on traffic growth data published by the FDOT for a nearby traffic count stations, traffic growth has occurred during the past ten years (refer to Appendix C). A 2.76% growth rate was used for purposes of this study. In addition, committed development trips associated with FAT Villa East, FAT Villa West, and West Village were added.

The new trips generated by the proposed project (refer to Figure 4) were added to the 2024 background traffic in order to develop total traffic conditions. The future traffic projections for the study intersections are presented in tabular format in Appendix D. Figures 5 and 6 present the year 2024 future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the project.



LEGEND
72 AM Peak Hour
(17) PM Peak Hour

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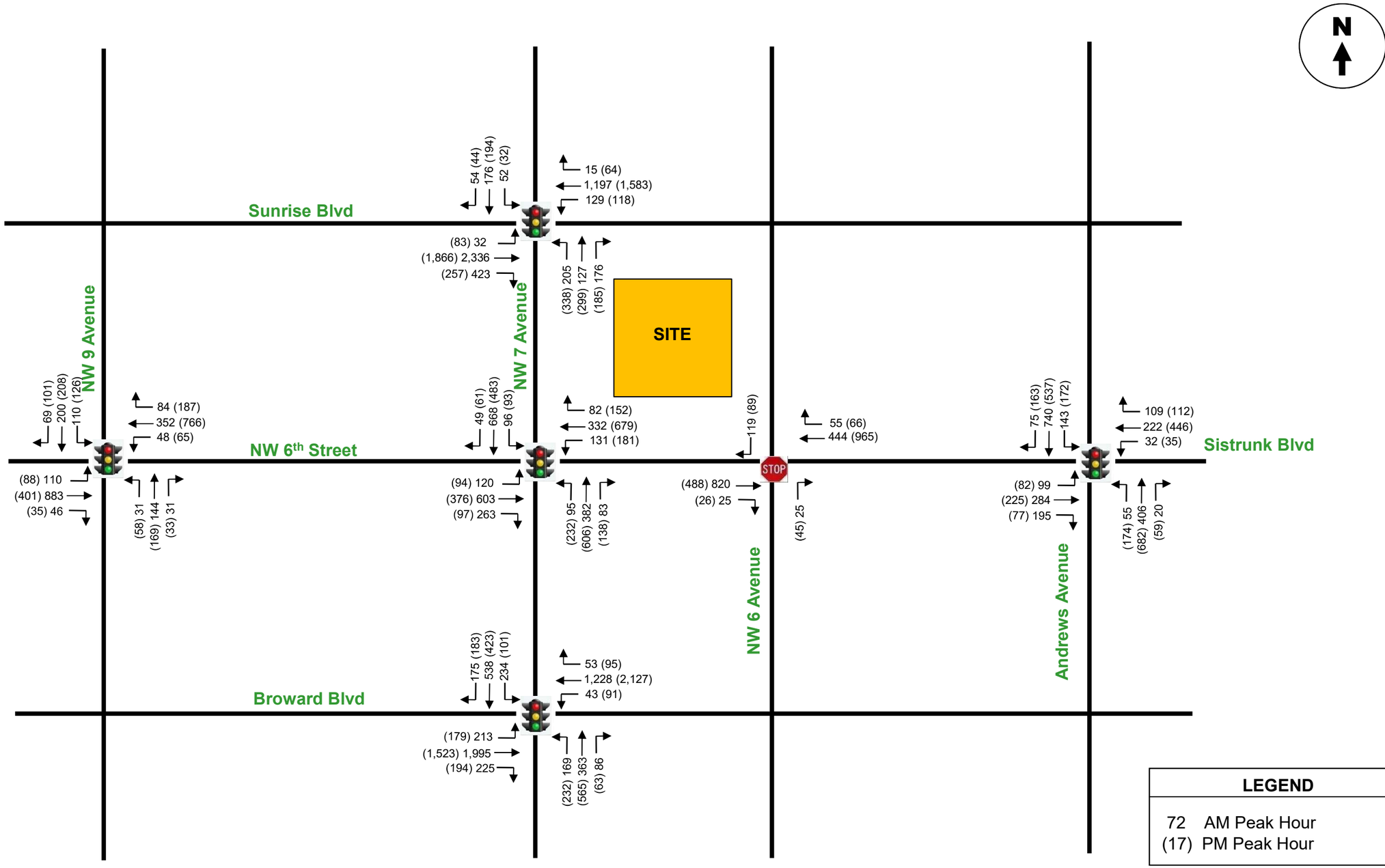
BACKGROUND TRAFFIC-YEAR 2024

FIGURE 5
Sistrunk and 7th Avenue
Fort Lauderdale, Florida



LEGEND	
72	AM Peak Hour
(17)	PM Peak Hour

TRAFTECH ENGINEERING, INC.

TOTAL TRAFFIC VOLUMES with Project Trips
(Year 2024 Peak Season)

FIGURE 6
Sistrunk and 7th Avenue
Fort Lauderdale, Florida

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the six study intersections including the project driveway that provide access to the project. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) 6th Edition using the SYNCHRO software. The results of the capacity analyses are summarized in Tables 2A and 2B.

TABLE 2A
AM Peak Hour Intersection Capacity Analysis
Sistrunk and 7 Avenue

Intersection		Overall LOS/ Delay (sec)	Approach Delay			
			EB	WB	NB	SB
101: NW 7 Ave & Sunrise Blvd	Existing	C/26.0	B/18.1	B/12.2	E/79.3	F/86.5
	Background	D/37.0	C/34.0	B/15.6	F/83.9	F/90.5
	Future	D/38.3	C/34.8	B/15.6	F/88.4	F/89.9
102: NW 9 Ave & NW 6 St	Existing	B/16.9	C/20.2	A/7.2	B/17.4	B/19.4
	Background	C/26.3	D/37.9	A/8.6	B/18.0	C/20.1
	Future	C/29.1	D/43.6	A/9.4	B/18.0	C/20.4
103: NW 6 St & NW 7 Ave	Existing	C/20.7	C/23.4	C/21.6	B/11.1	C/23.3
	Background	C/23.7	C/24.8	C/24.7	B/11.4	C/29.7
	Future	C/27.0	C/24.7	D/42.8	B/11.5	C/29.7
104: NW 6 Ave & NW 6 St/Sistrunk Blvd	Existing				B/12.0	A/8.7
	Background				B/12.4	A/8.9
	Future				B/12.4	A/9.6
105: Andrews Ave & Sistrunk Blvd	Existing	B/16.9	C/27.3	C/25.5	A/6.5	B/12.3
	Background	B/17.2	C/26.3	C/24.5	A/7.3	B/13.9
	Future	B/17.4	C/25.5	C/23.8	A/7.7	B/15.0
106: SW 7 Ave & Broward Blvd	Existing	D/36.8	C/23.5	C/20.9	E/62.0	E/79.5
	Background	D/43.0	C/28.8	C/22.7	E/69.8	F/93.8
	Future	D/45.8	C/28.8	C/22.7	E/71.7	F/104.9
201: NW 6 Ave & Driveway	Existing					
	Background					
	Future		A/9.0			

Source: Highway Capacity Manual 6th Edition.

TABLE 2B PM Peak Hour Intersection Capacity Analysis Sistrunk and 7 Avenue						
Intersection		**Overall LOS/ Delay (sec)**	**Approach Delay**			
			EB	**WB**	**NB**	**SB**
101: NW 7 Ave & Sunrise Blvd	Existing	D/36.1	D/39.0	C/29.0	D/35.7	E/64.4
	Background	D/44.8	D/53.1	C/34.4	D/37.1	E/69.1
	Future	D/46.8	E/56.7	D/35.6	D/37.1	E/69.1
102: NW 9 Ave & NW 6 St	Existing	B/11.6	A/8.1	A/8.4	B/18.1	B/19.7
	Background	B/13.0	A/9.7	A/9.9	B/18.6	C/20.7
	Future	B/13.3	A/10.0	B/10.3	B/18.7	C/21.0
103: NW 6 St & NW 7 Ave	Existing	B/17.3	C/23.6	C/29.3	B/10.7	A/5.0
	Background	B/18.9	C/22.0	C/29.9	B/12.8	A/8.9
	Future	C/21.3	C/27.1	C/33.5	B/13.0	A/9.0
104: NW 6 Ave & NW 6 St/Sistrunk Blvd	Existing				B/11.4	A/9.7
	Background				B/11.6	B/10.1
	Future				B/11.6	B/10.9
105: Andrews Ave & Sistrunk Blvd	Existing	B/18.0	C/20.7	C/21.7	B/11.8	C/20.8
	Background	B/19.5	B/19.4	C/20.5	B/13.7	C/25.1
	Future	C/20.4	B/18.8	C/20.4	B/14.4	C/27.5
106: SW 7 Ave & Broward Blvd	Existing	D/42.7	C/28.8	D43.7	D/530	E/64.9
	Background	E/55.5	C/32.7	E/68.5	E/57.6	E/72.2
	Future	E/56.2	C/32.7	E/68.5	E/59.6	E/74.7
	Fut + Imp*	D/52.6	C/32.3	D/54.8	E/69.4	E/79.0
201: NW 6 Ave & Driveway	Existing					
	Background					
	Future		A/8.8			

Source: Highway Capacity Manual 6th Edition.
** With Minor signal optimization*

As indicated in Tables 2A and 2B, all intersections located near the project site are currently operating at an acceptable level of service and are projected to operate adequately in the year 2024 with the proposed project in place. The intersection of NW 7th Avenue and Sunrise Boulevard is also projected to operate at a good level of service in the year 2024 with the proposed project in place. The subject residential development is projected to have de-minimus (less than 5 additional seconds of delay/wait time) traffic impacts to the intersection of Broward Boulevard and NW/SW 7th Avenue. Moreover, with the implementation of minor signal timing optimization, the project trips impacting the Broward Boulevard/NW/SW 7th Avenue intersection are mitigated. The computer printouts of the intersection capacity analyses are contained in Appendix E.

Table 2C summarizes the overall volume to capacity (v/c) ratio for each intersection and for each individual movement.

Table 2D summarizes the 95th percentile vehicle queues for the turn lanes at the signalized intersections. The table includes the existing turn lane storage and the 95th percentile vehicle queue for each scenario.

TABLE 2C
V/C Ratio Summary

		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
101: NW 7 Ave & Sunrise Blvd	Existing	AM	0.09	0.84	0.88	0.87	0.36	0.36	0.68	0.28	0.62	0.21	0.57	0.60
		PM	0.44	0.87	0.88	0.81	0.66	0.66	0.67	0.44	0.35	0.11	0.30	0.32
	Background	AM	0.10	0.94	1.01	0.89	0.39	0.39	0.77	0.38	0.68	0.23	0.65	0.68
		PM	0.52	0.96	0.98	0.93	0.72	0.72	0.75	0.51	0.39	0.12	0.41	0.42
	Future	AM	0.10	0.94	1.01	0.89	0.39	0.39	0.84	0.43	0.70	0.26	0.65	0.68
		PM	0.53	0.98	1.00	0.95	0.73	0.73	0.76	0.52	0.39	0.15	0.41	0.43
		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
102: NW 9 Ave & NW 6 St	Existing	AM	0.19	0.00	0.91	0.20	0.32	0.09	0.05	0.00	0.28	0.24	0.35	0.14
		PM	0.28	0.00	0.40	0.11	0.71	0.21	0.13	0.00	0.33	0.26	0.36	0.21
	Background	AM	0.22	0.00	1.01	0.38	0.36	0.10	0.10	0.00	0.33	0.29	0.38	0.16
		PM	0.39	0.00	0.46	0.13	0.81	0.23	0.19	0.00	0.38	0.35	0.39	0.23
	Future	AM	0.23	0.00	1.04	0.47	0.39	0.11	0.10	0.00	0.35	0.32	0.38	0.16
		PM	0.40	0.00	0.48	0.14	0.83	0.24	0.19	0.00	0.39	0.37	0.39	0.23
		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
103: NW 6 St & NW 7 Ave	Existing	AM	0.18	0.72	0.72	0.46	0.28	0.29	0.25	0.22	0.22	0.17	0.43	0.43
		PM	0.33	0.46	0.47	0.56	0.76	0.76	0.41	0.36	0.36	0.26	0.36	0.36
	Background	AM	0.27	0.81	0.81	0.67	0.31	0.32	0.30	0.23	0.24	0.21	0.48	0.48
		PM	0.49	0.47	0.47	0.67	0.78	0.78	0.51	0.42	0.42	0.32	0.45	0.46
	Future	AM	0.41	0.81	0.81	1.01	0.38	0.39	0.30	0.25	0.26	0.21	0.48	0.48
		PM	0.80	0.47	0.47	0.77	0.82	0.82	0.51	0.44	0.44	0.32	0.45	0.46
		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
104: NW 6 Ave & NW 6 St/Sistrunk Blvd	Existing	AM									0.046			0.004
		PM									0.070			0.011
	Background	AM									0.052			0.006
		PM									0.079			0.012
	Future	AM									0.052			0.140
		PM									0.079			0.132
		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
105: Andrews Ave & Sistrunk Blvd	Existing	AM	0.42	0.69	0.56	0.16	0.49	0.31	0.11	0.18	0.18	0.19	0.40	0.40
		PM	0.40	0.38	0.16	0.09	0.73	0.23	0.40	0.36	0.36	0.41	0.48	0.48
	Background	AM	0.44	0.69	0.56	0.20	0.49	0.31	0.13	0.20	0.20	0.22	0.45	0.45
		PM	0.43	0.39	0.16	0.11	0.73	0.23	0.48	0.43	0.43	0.50	0.57	0.58
	Future	AM	0.45	0.66	0.54	0.19	0.52	0.30	0.16	0.21	0.21	0.27	0.49	0.49
		PM	0.44	0.37	0.15	0.10	0.74	0.22	0.51	0.44	0.44	0.56	0.62	0.62
		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
106: SW 7 Ave & Broward Blvd	Existing	AM	0.65	0.81	0.82	0.34	0.51	0.51	0.78	0.55	0.57	0.77	0.90	0.91
		PM	0.90	0.67	0.67	0.45	0.93	0.93	0.76	0.59	0.59	0.41	0.72	0.74
	Background	AM	0.74	0.88	0.90	0.43	0.56	0.56	0.90	0.60	0.61	0.87	0.98	0.99
		PM	0.93	0.73	0.73	0.52	1.03	1.04	0.85	0.64	0.64	0.48	0.82	0.83
	Future	AM	0.74	0.88	0.90	0.43	0.56	0.56	0.91	0.64	0.65	0.91	1.04	1.05
		PM	0.93	0.73	0.73	0.52	1.03	1.04	0.87	0.67	0.67	0.50	0.85	0.87

Source: Movement B/C HCM 6th edition

TABLE 2D
95th Percentile Queue (ft)

101: NW 7 Ave & Sunrise Blvd		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		Storage (ft)	350			360			190		270	175		
	Existing	AM	23	1064		#205	272		281	169	127	78	167	
		PM	105	#1007		#222	677		426	385	80	41	150	
	Background	AM	25	#1344		#240	302		#326	216	154	83	188	
		PM	117	#1162		#252	763		m464	m442	m72	43	187	
	Future	AM	25	#1356		#240	302		#385	233	161	96	188	
		PM	117	#1175		#252	763		m448	m421	m51	49	187	
102: NW 9 Ave & NW 6 St		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		Storage (ft)	170			130		150	100			70		120
	Existing	AM	46	#542		34	111	16	17	82		63	111	24
		PM	52	136		28	313	24	35	97		65	113	29
	Background	AM	51	#641		38	126	17	28	98		72	120	25
		PM	#95	161		30	#459	25	44	111		83	122	30
	Future	AM	52	#661		#59	137	18	28	101		77	120	25
		PM	#99	171		33	#473	25	44	114		87	122	30
103: NW 6 St & NW 7 Ave		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		Storage (ft)	130			100			90			90		
	Existing	AM	60	250		#125	99		46	77		m50	m194	
		PM	#69	137		132	250		107	148		m67	m167	
	Background	AM	79	302		#157	111		49	84		m56	m213	
		PM	#116	160		#206	300		117	164		m74	m192	
	Future	AM	113	302		#230	132		49	92		m56	m212	
		PM	#177	160		#241	318		117	171		m74	m192	
104: NW 6 Ave & NW 6 St/Sistrunk Blvd		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		Storage (ft)												
	Existing	AM									2	0		0
		PM									4	0		0
	Background	AM									4	0		0
		PM									6	0		0
	Future	AM									4	0		1
		PM									6	0		1
105: Andrews Ave & Sistrunk Blvd		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		Storage (ft)	80		130	130		130	140			130		
	Existing	AM	77	184	44	29	131	26	25	73		80	200	
		PM	68	124	10	26	251	26	84	160		#166	194	
	Background	AM	81	195	53	34	139	31	27	84		89	233	
		PM	83	138	13	31	277	29	91	184		#193	216	
	Future	AM	83	195	53	34	152	31	30	84		111	245	
		PM	#97	138	13	31	295	29	94	184		#213	224	
106: SW 7 Ave & Broward Blvd		Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		Storage (ft)	215			260			130			130		
	Existing	AM	#201	786		38	391		#254	256		#309	#456	
		PM	#270	541		#90	#923		#250	351		114	342	
	Background	AM	#293	910		42	434		#294	279		#306	#522	
		PM	#305	609		#148	#1065		#342	384		122	377	
	Future	AM	#293	910		42	434		#294	303		#334	#580	
		PM	#305	609		#148	#1065		#362	407		122	#404	

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

CONCLUSIONS AND RECOMMENDATIONS

Sistrunk and 7th Avenue is a proposed residential and commercial development planned to be located on the northeast side of Sistrunk Boulevard and NW 7th Avenue in the City of Fort Lauderdale in Broward County, Florida. The site will be developed with the following land use and intensity:

- 494 Apartment Units
- 15,920 Sf of Retail

Access to the site consists of one driveway off of NW 6th Avenue. The proposed development is anticipated to be built and occupied in 2024.

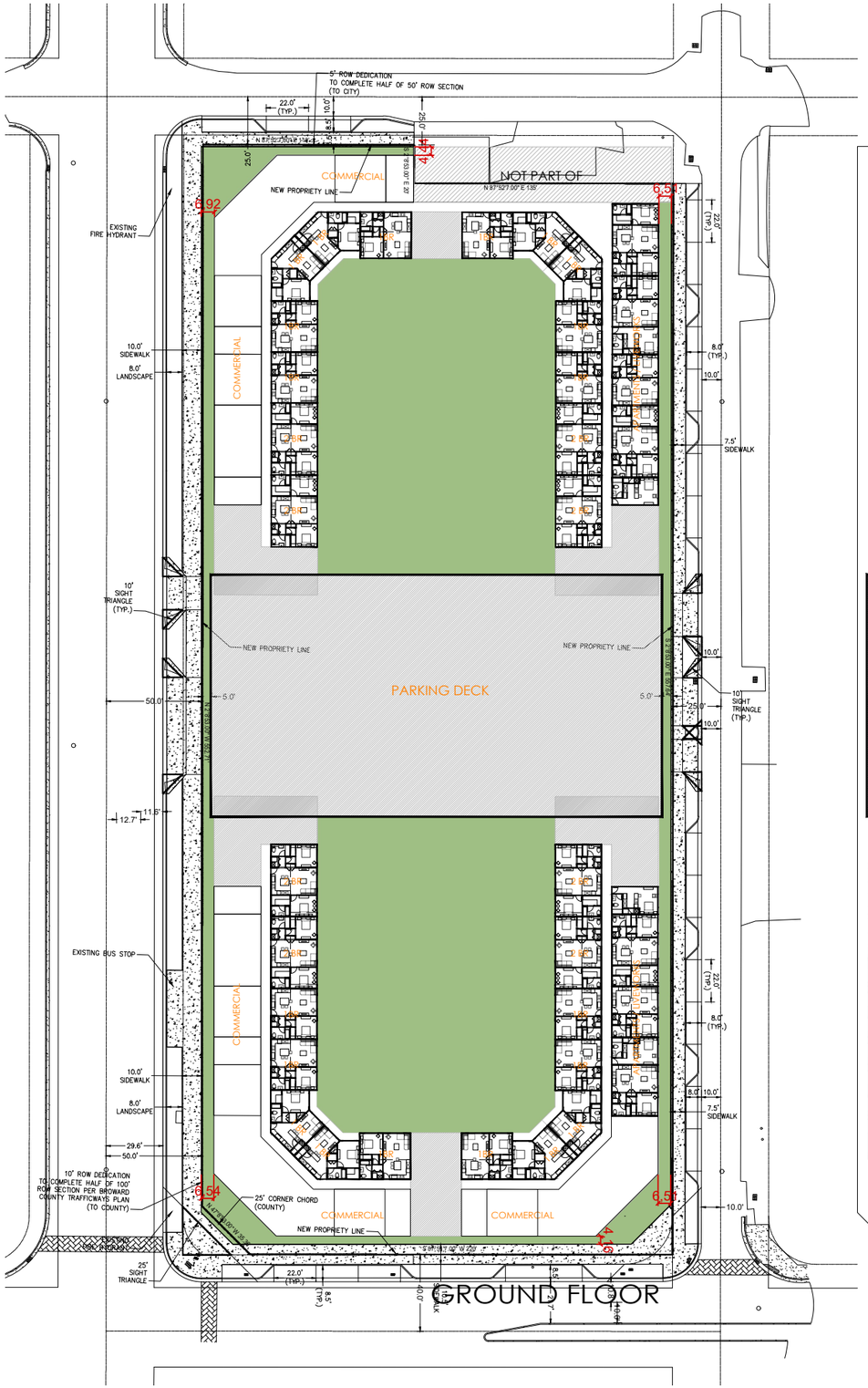
The conclusions and recommendations of the traffic study are presented below:

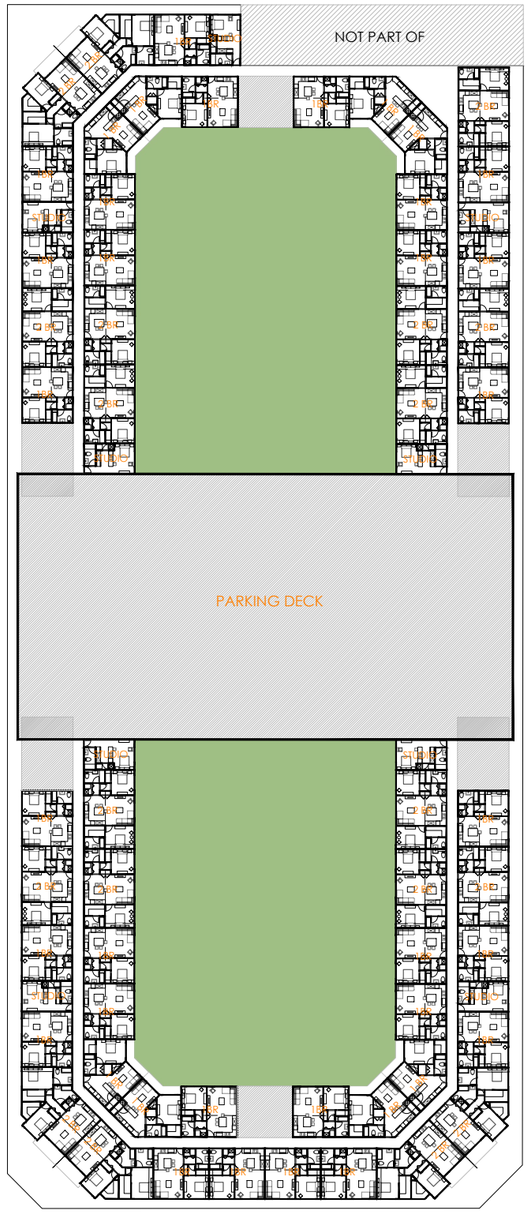
- The proposed project is anticipated to generate approximately 3,881 daily trips, approximately 307 AM peak hour trips (133 inbound and 174 outbound) and approximately 226 PM peak hour trips (129 inbound and 97 outbound).

- All intersections located near the project site are currently operating at an acceptable level of service and are projected to operate adequately in the year 2024 with the proposed project in place. The intersection of NW 7th Avenue and Sunrise Boulevard is also projected to operate at a good level of service in the year 2024 with the proposed project in place. The subject residential development is projected to have de-minimus (less than 5 additional seconds of delay/wait time) traffic impacts to the intersection of Broward Boulevard and NW/SW 7th Avenue. Moreover, with the implementation of minor signal timing optimization, the project trips impacting the Broward Boulevard/NW/SW 7th Avenue intersection are mitigated.

APPENDIX A

Site Plan – Sistrunk and 7th Avenue





SECOND FLOOR

Arquiflexia.
June 16th 2021

LIVING AND COMMERCIAL USE ANALYSIS

			GROUND	LEVELS 1-7	TOTAL	
			Living Units	Living per level	UNITS	AREA
PHASE 1	■	**STUDIO**	0	4	28	9,856.31 sq.ft.
	■	**1 BRM**	10	20	150	99,844.87 sq.ft.
	■	**2 BRM**	4	10	74	71,280.71 sq.ft.
		LIVING UNITS TOTAL			**252**	**180,981.89 sq. ft.**
	■	**APARTMENTS/LW**			5	**2,913.72 sq. ft.**
	■	**COMMERCIAL**				**9,607.93 sq. ft.**
				TOTAL PHASE 1	**257 units**	**193,503.54 sq. ft.**
			GROUND	**LEVELS 1-7**	**TOTAL**	
			Living Units	Living per level	UNITS	AREA
PHASE 2	■	**STUDIO**	0	5	35	12,320.39 sq.ft.
	■	**1 BRM**	10	17	129	86,256.99 sq.ft.
	■	**2 BRM**	4	9	67	63,109.11 sq.ft.
		LIVING UNITS TOTAL			**231**	**161,686.49 sq. ft.**
	■	**APARTMENTS/LW**			6	**3,829.35 sq. ft.**
	■	**COMMERCIAL**				**6,312.37 sq. ft.**
				TOTAL PHASE 2	**237 units**	**165,515.84 sq. ft.**
				TOTAL	**494 units**	**359,019.38 sq. ft.**

MIRRORED DESIGN WITHOUT LOT

02 FORT LAUDERDALE

APPENDIX B

Traffic Counts

Traf Tech Engineering Inc.

File Name : 1-NW 7th Ave & Sunrise Blvd
Site Code : 00000000
Start Date : 8/26/2021
Page No : 1

Groups Printed- Peds & Bikes

	Sunrise Blvd From North				NW 7th Ave From East				Sunrise Blvd From South				NW 7th Ave From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
07:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
07:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	5
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
Total	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	6
17:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
17:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3
Total	0	0	0	0	0	0	0	2	1	0	0	2	0	0	0	3	8
Grand Total	3	0	0	2	1	0	0	6	1	0	0	3	0	0	0	6	22
Apprch %	60	0	0	40	14.3	0	0	85.7	25	0	0	75	0	0	0	100	
Total %	13.6	0	0	9.1	4.5	0	0	27.3	4.5	0	0	13.6	0	0	0	27.3	

Traf Tech Engineering Inc.

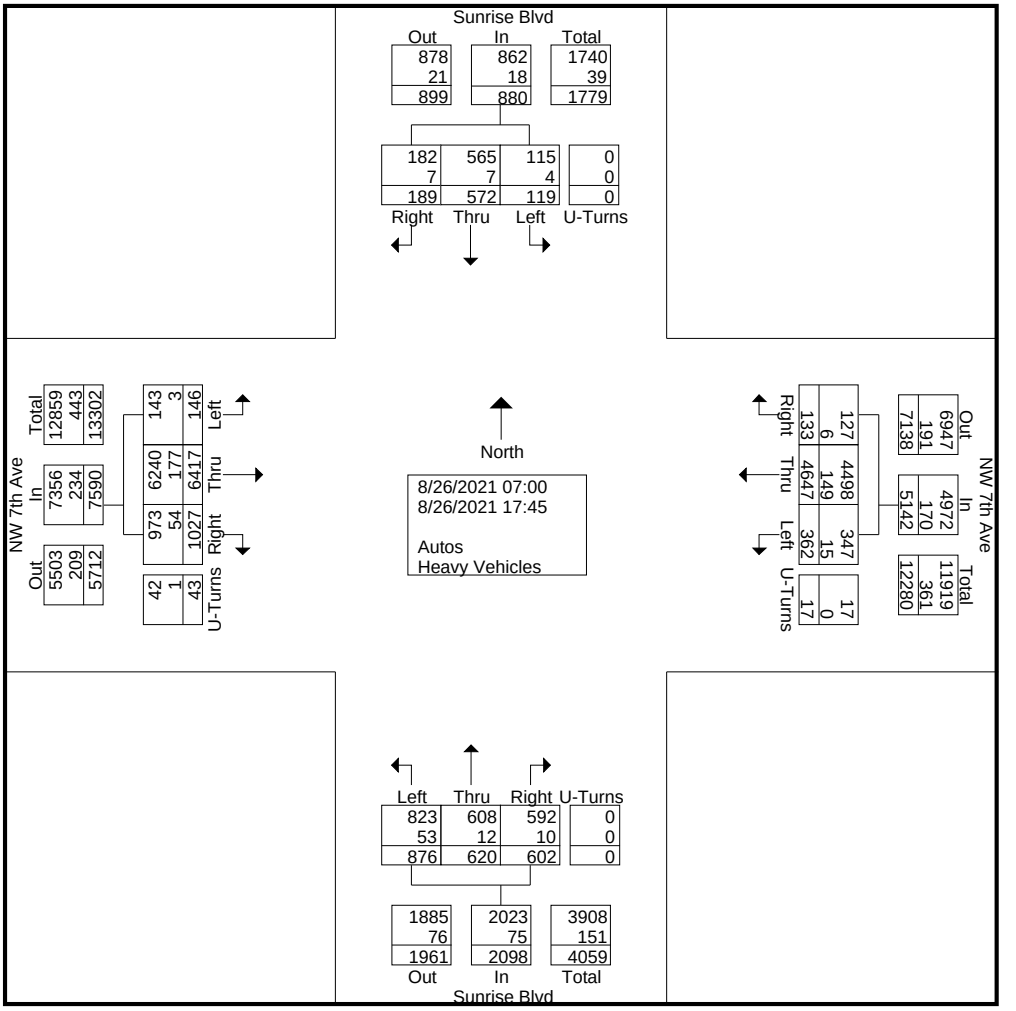
File Name : 1-NW 7th Ave & Sunrise Blvd
Site Code : 00000000
Start Date : 8/26/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Sunrise Blvd From North					NW 7th Ave From East					Sunrise Blvd From South					NW 7th Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	14	21	8	0	43	2	227	13	0	242	31	17	37	0	85	43	271	2	0	316	686
07:15	14	33	7	0	54	1	270	17	0	288	43	24	35	0	102	55	281	7	2	345	789
07:30	16	54	9	0	79	5	260	19	0	284	32	20	32	0	84	56	325	6	0	387	834
07:45	15	63	8	0	86	5	249	34	1	289	33	32	31	0	96	78	410	10	2	500	971
Total	59	171	32	0	262	13	1006	83	1	1103	139	93	135	0	367	232	1287	25	4	1548	3280
08:00	9	53	17	0	79	6	263	23	0	292	42	24	35	0	101	99	449	7	2	557	1029
08:15	11	31	5	0	47	3	247	30	0	280	30	19	33	0	82	84	458	9	1	552	961
08:30	13	28	6	0	47	2	268	31	1	302	38	24	50	0	112	92	521	5	1	619	1080
08:45	13	29	10	0	52	2	234	23	1	260	39	14	41	0	94	83	536	6	5	630	1036
Total	46	141	38	0	225	13	1012	107	2	1134	149	81	159	0	389	358	1964	27	9	2358	4106
*** BREAK ***																					
16:00	12	33	6	0	51	15	408	25	1	449	43	48	72	0	163	55	378	5	1	439	1102
16:15	12	37	3	0	52	16	363	25	2	406	38	41	61	0	140	53	377	8	4	442	1040
16:30	7	23	9	0	39	14	318	28	2	362	51	55	68	0	174	40	399	15	5	459	1034
16:45	12	37	5	0	54	8	301	8	3	320	31	54	62	0	147	63	403	16	0	482	1003
Total	43	130	23	0	196	53	1390	86	8	1537	163	198	263	0	624	211	1557	44	10	1822	4179
17:00	6	42	5	0	53	16	356	30	2	404	36	85	86	0	207	61	388	11	11	471	1135
17:15	10	24	6	0	40	13	273	11	1	298	41	59	106	0	206	42	396	13	3	454	998
17:30	12	23	6	0	41	14	284	22	1	321	43	62	72	0	177	66	431	13	4	514	1053
17:45	13	41	9	0	63	11	326	23	2	362	31	42	55	0	128	57	394	13	2	466	1019
Total	41	130	26	0	197	54	1239	86	6	1385	151	248	319	0	718	226	1609	50	20	1905	4205
Grand Total	189	572	119	0	880	133	4647	362	17	5159	602	620	876	0	2098	1027	6417	146	43	7633	15770
Apprch %	21.5	65	13.5	0		2.6	90.1	7	0.3		28.7	29.6	41.8	0		13.5	84.1	1.9	0.6		
Total %	1.2	3.6	0.8	0	5.6	0.8	29.5	2.3	0.1	32.7	3.8	3.9	5.6	0	13.3	6.5	40.7	0.9	0.3	48.4	
Autos	182	565	115	0	862	127	4498										6240				15272
% Autos	96.3	98.8	96.6	0	98	95.5	96.8	95.9	100	96.7	98.3	98.1	93.9	0	96.4	94.7	97.2	97.9	97.7	96.9	96.8
Heavy Vehicles																					
% Heavy Vehicles	3.7	1.2	3.4	0	2	4.5	3.2	4.1	0	3.3	1.7	1.9	6.1	0	3.6	5.3	2.8	2.1	2.3	3.1	3.2

Traf Tech Engineering Inc.

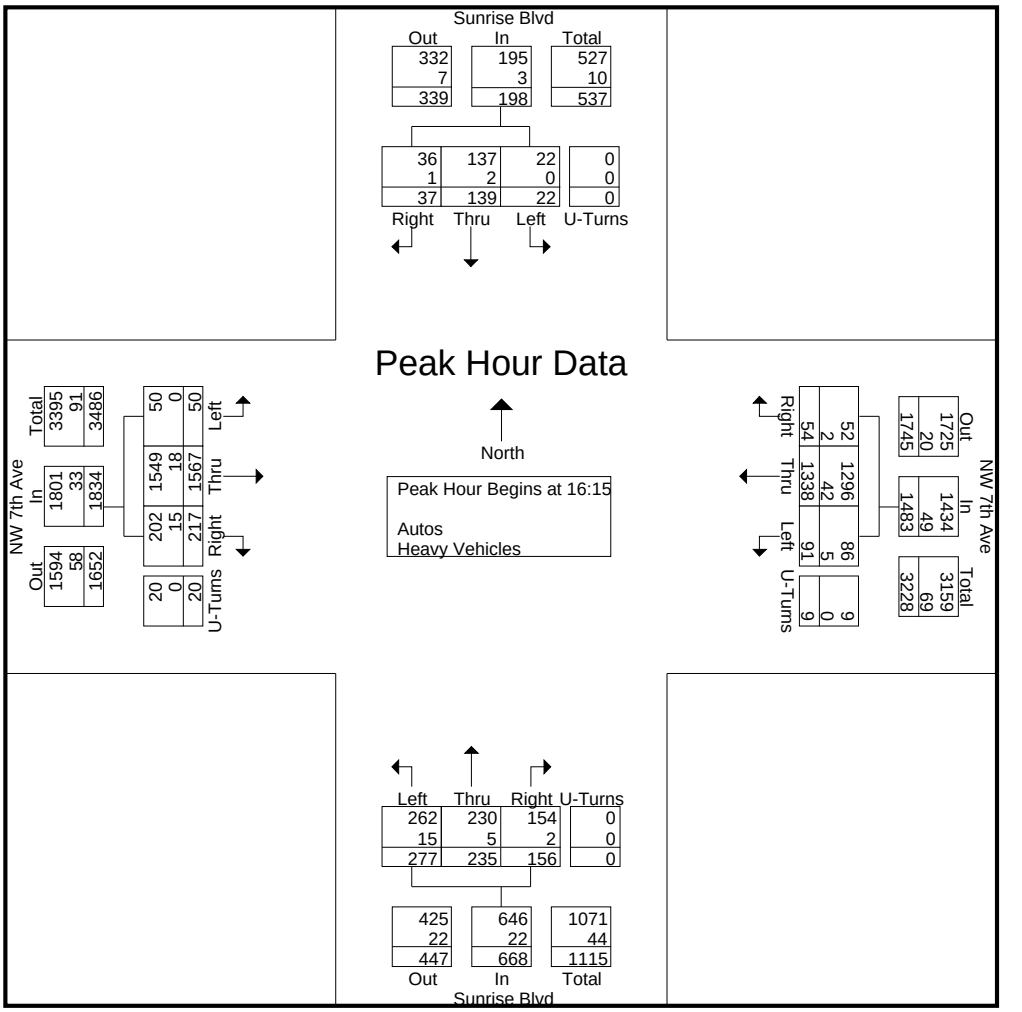
File Name : 1-NW 7th Ave & Sunrise Blvd
Site Code : 00000000
Start Date : 8/26/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 1-NW 7th Ave & Sunrise Blvd
Site Code : 00000000
Start Date : 8/26/2021
Page No : 3

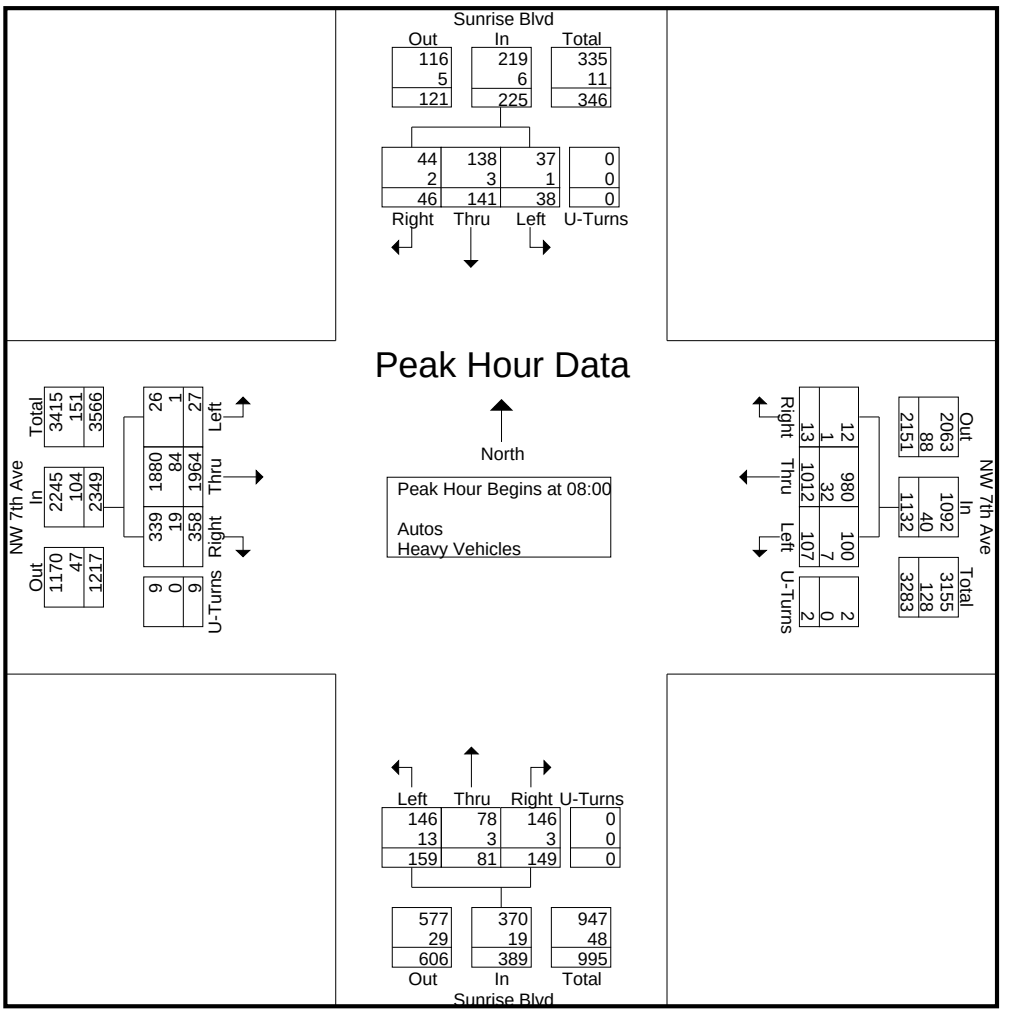
	Sunrise Blvd From North					NW 7th Ave From East					Sunrise Blvd From South					NW 7th Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	12	37	3	0	52	16	363	25	2	406	38	41	61	0	140	53	377	8	4	442	1040
16:30	7	23	9	0	39	14	318	28	2	362	51	55	68	0	174	40	399	15	5	459	1034
16:45	12	37	5	0	54	8	301	8	3	320	31	54	62	0	147	63	403	16	0	482	1003
17:00	6	42	5	0	53	16	356	30	2	404	36	85	86	0	207	61	388	11	11	471	1135
Total Volume	37	139	22	0	198	54	1338	91	9	1492	156	235	277	0	668	217	1567	50	20	1854	4212
% App. Total	18.7	70.2	11.1	0		3.6	89.7	6.1	0.6		23.4	35.2	41.5	0		11.7	84.5	2.7	1.1		
PHF	.771	.827	.611	.000	.917	.844	.921	.758	.750	.919	.765	.691	.805	.000	.807	.861	.972	.781	.455	.962	.928
Autos	36	137	22	0	195	52	1296										1549				
% Autos	97.3	98.6	100	0	98.5	96.3	96.9	94.5	100	96.7	98.7	97.9	94.6	0	96.7	93.1	98.9	100	100	98.2	97.5
Heavy Vehicles																					
% Heavy Vehicles	2.7	1.4	0	0	1.5	3.7	3.1	5.5	0	3.3	1.3	2.1	5.4	0	3.3	6.9	1.1	0	0	1.8	2.5



Traf Tech Engineering Inc.

File Name : 1-NW 7th Ave & Sunrise Blvd
Site Code : 00000000
Start Date : 8/26/2021
Page No : 4

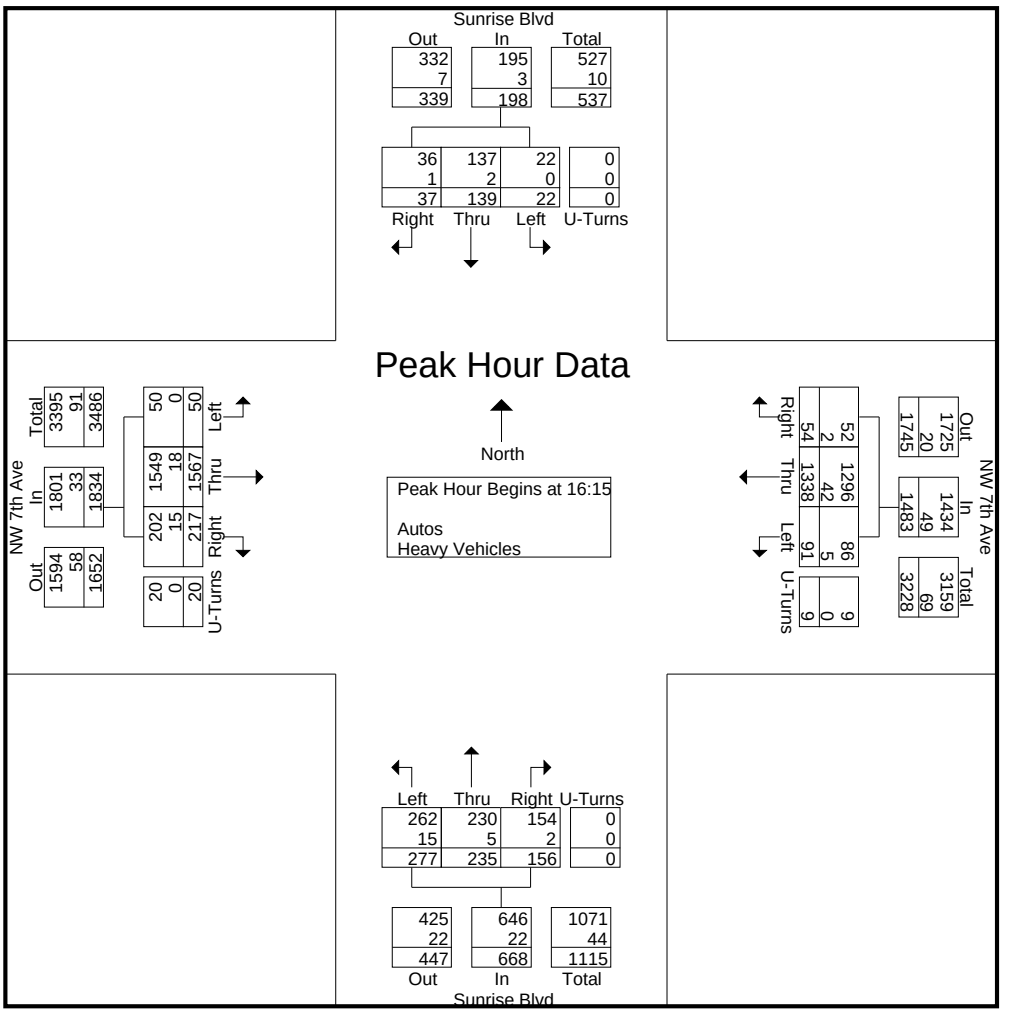
	Sunrise Blvd From North					NW 7th Ave From East					Sunrise Blvd From South					NW 7th Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	9	53	17	0	79	6	263	23	0	292	42	24	35	0	101	99	449	7	2	557	1029
08:15	11	31	5	0	47	3	247	30	0	280	30	19	33	0	82	84	458	9	1	552	961
08:30	13	28	6	0	47	2	268	31	1	302	38	24	50	0	112	92	521	5	1	619	1080
08:45	13	29	10	0	52	2	234	23	1	260	39	14	41	0	94	83	536	6	5	630	1036
Total Volume	46	141	38	0	225	13	1012	107	2	1134	149	81	159	0	389	358	1964	27	9	2358	4106
% App. Total	20.4	62.7	16.9	0		1.1	89.2	9.4	0.2		38.3	20.8	40.9	0		15.2	83.3	1.1	0.4		
PHF	.885	.665	.559	.000	.712	.542	.944	.863	.500	.939	.887	.844	.795	.000	.868	.904	.916	.750	.450	.936	.950
Autos	44	138	37	0	219	12	980	100	2	1094	146	78	146	0	370	339	1880				
% Autos	95.7	97.9	97.4	0	97.3	92.3	96.8	93.5	100	96.5	98.0	96.3	91.8	0	95.1	94.7	95.7	96.3	100	95.6	95.9
Heavy Vehicles																					
% Heavy Vehicles	4.3	2.1	2.6	0	2.7	7.7	3.2	6.5	0	3.5	2.0	3.7	8.2	0	4.9	5.3	4.3	3.7	0	4.4	4.1



Traf Tech Engineering Inc.

File Name : 1-NW 7th Ave & Sunrise Blvd
Site Code : 00000000
Start Date : 8/26/2021
Page No : 5

	Sunrise Blvd From North					NW 7th Ave From East					Sunrise Blvd From South					NW 7th Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	12	37	3	0	52	16	363	25	2	406	38	41	61	0	140	53	377	8	4	442	1040
16:30	7	23	9	0	39	14	318	28	2	362	51	55	68	0	174	40	399	15	5	459	1034
16:45	12	37	5	0	54	8	301	8	3	320	31	54	62	0	147	63	403	16	0	482	1003
17:00	6	42	5	0	53	16	356	30	2	404	36	85	86	0	207	61	388	11	11	471	1135
Total Volume	37	139	22	0	198	54	1338	91	9	1492	156	235	277	0	668	217	1567	50	20	1854	4212
% App. Total	18.7	70.2	11.1	0		3.6	89.7	6.1	0.6		23.4	35.2	41.5	0		11.7	84.5	2.7	1.1		
PHF	.771	.827	.611	.000	.917	.844	.921	.758	.750	.919	.765	.691	.805	.000	.807	.861	.972	.781	.455	.962	.928
Autos	36	137	22	0	195	52	1296										1549				
% Autos	97.3	98.6	100	0	98.5	96.3	96.9	94.5	100	96.7	98.7	97.9	94.6	0	96.7	93.1	98.9	100	100	98.2	97.5
Heavy Vehicles																					
% Heavy Vehicles	2.7	1.4	0	0	1.5	3.7	3.1	5.5	0	3.3	1.3	2.1	5.4	0	3.3	6.9	1.1	0	0	1.8	2.5



Traf Tech Engineering Inc.

File Name : 2-NW 9th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 1

Groups Printed- Peds & Bikes

	NW 9th Ave From North				NW 6th Street From East				NW 9th Ave From South				NW 6th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	4
07:15	3	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	7
07:30	1	0	0	2	0	0	0	0	0	0	0	1	1	0	0	1	6
07:45	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
Total	5	1	0	7	0	0	0	0	2	0	0	4	1	0	0	1	21
08:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
08:30	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
08:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	0	8
*** BREAK ***																	
16:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15	1	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	6
16:30	3	0	0	1	0	0	0	0	2	0	0	1	0	0	0	0	7
16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	0	0	7	0	0	0	0	3	0	0	1	0	0	0	0	16
17:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	5
Total	1	0	0	4	0	0	0	0	3	0	0	3	0	0	0	0	11
Grand Total	11	1	0	25	0	0	0	0	8	0	0	9	1	0	0	1	56
Apprch %	29.7	2.7	0	67.6	0	0	0	0	47.1	0	0	52.9	50	0	0	50	
Total %	19.6	1.8	0	44.6	0	0	0	0	14.3	0	0	16.1	1.8	0	0	1.8	

Traf Tech Engineering Inc.

File Name : 2-NW 9th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NW 9th Ave From North					NW 6th Street From East					NW 9th Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	11	25	16	0	52	10	52	3	0	65	1	21	4	0	26	3	84	16	0	103	246
07:15	13	26	15	0	54	14	78	3	0	95	2	25	6	0	33	4	115	15	0	134	316
07:30	13	23	19	0	55	19	83	4	0	106	1	24	8	0	33	7	128	17	0	152	346
07:45	12	40	22	0	74	15	58	8	0	81	7	21	3	0	31	10	215	27	0	252	438
Total	49	114	72	0	235	58	271	18	0	347	11	91	21	0	123	24	542	75	0	641	1346
08:00	14	44	15	0	73	20	71	10	0	101	3	43	2	0	48	4	200	22	0	226	448
08:15	16	49	21	0	86	9	62	10	0	81	3	26	3	0	32	8	137	26	0	171	370
08:30	16	36	24	0	76	18	77	5	0	100	7	20	7	0	34	17	154	18	0	189	399
08:45	11	30	38	0	79	7	77	5	0	89	1	22	6	0	29	8	138	17	0	163	360
Total	57	159	98	0	314	54	287	30	0	371	14	111	18	0	143	37	629	83	0	749	1577
*** BREAK ***																					
16:00	21	33	17	0	71	35	146	12	0	193	6	21	4	0	31	6	68	23	0	97	392
16:15	21	42	18	0	81	27	131	12	0	170	4	31	6	0	41	7	90	14	0	111	403
16:30	13	37	23	0	73	31	152	8	0	191	5	29	5	0	39	9	67	10	0	86	389
16:45	16	43	19	0	78	30	139	7	0	176	4	35	5	0	44	6	74	14	0	94	392
Total	71	155	77	0	303	123	568	39	0	730	19	116	20	0	155	28	299	61	0	388	1576
17:00	18	43	20	0	81	37	156	16	0	209	5	31	8	0	44	9	94	19	0	122	456
17:15	20	32	18	0	70	54	189	14	0	257	6	39	14	0	59	8	62	10	0	80	466
17:30	27	52	28	0	107	32	135	11	0	178	6	36	5	0	47	4	77	26	0	107	439
17:45	20	49	19	0	88	29	124	10	0	163	6	27	12	0	45	9	71	19	0	99	395
Total	85	176	85	0	346	152	604	51	0	807	23	133	39	0	195	30	304	74	0	408	1756
Grand Total	262	604	332	0	1198	387	1730	138	0	2255	67	451	98	0	616	119	1774	293	0	2186	6255
Apprch %	21.9	50.4	27.7	0		17.2	76.7	6.1	0		10.9	73.2	15.9	0		5.4	81.2	13.4	0		
Total %	4.2	9.7	5.3	0	19.2	6.2	27.7	2.2	0	36.1	1.1	7.2	1.6	0	9.8	1.9	28.4	4.7	0	34.9	
Autos	253	580	315	0	1148	376	1687										1732				
% Autos	96.6	96	94.9	0	95.8	97.2	97.5	96.4	0	97.4	95.5	95.1	95.9	0	95.3	98.3	97.6	98.3	0	97.8	97
Heavy Vehicles																					
% Heavy Vehicles	3.4	4	5.1	0	4.2	2.8	2.5	3.6	0	2.6	4.5	4.9	4.1	0	4.7	1.7	2.4	1.7	0	2.2	3

Traf Tech Engineering Inc.

File Name : 2-NW 9th Ave & NW 6th St
Site Code : 00000000
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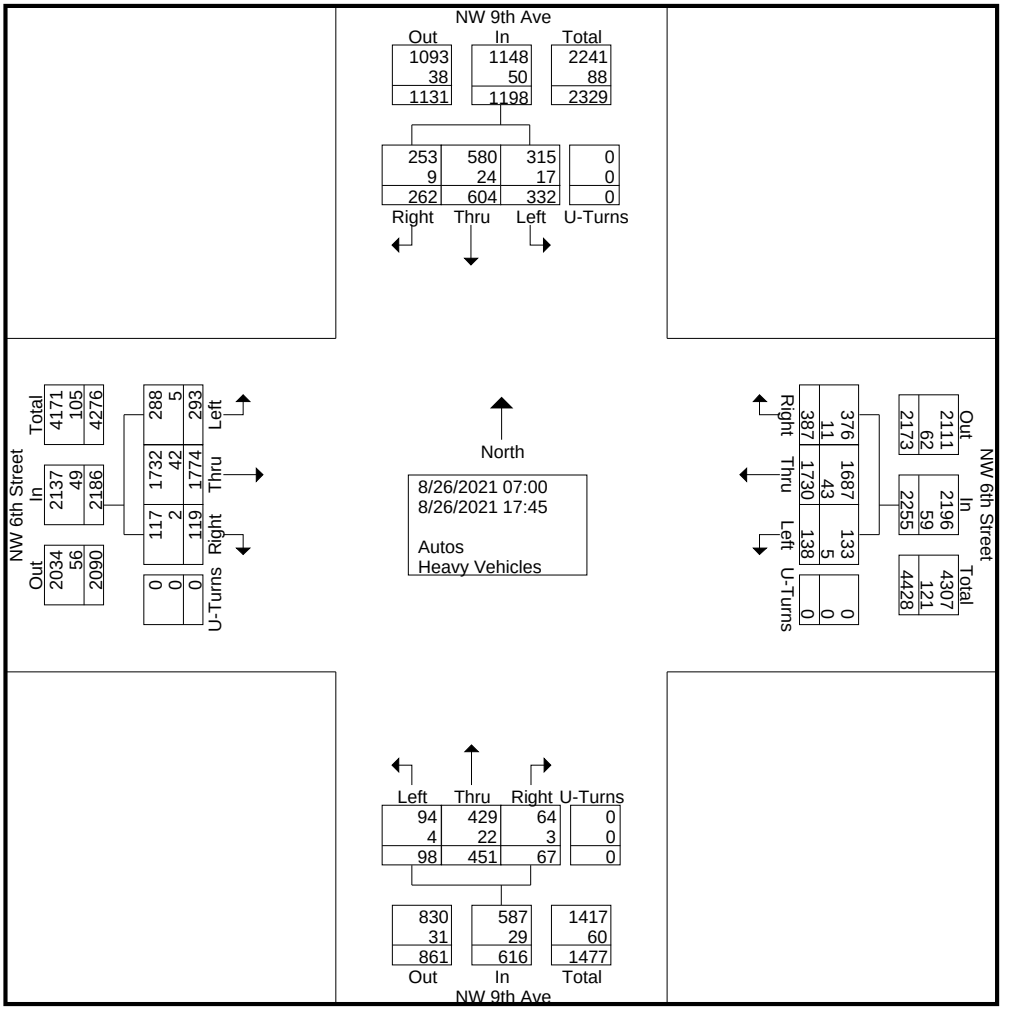
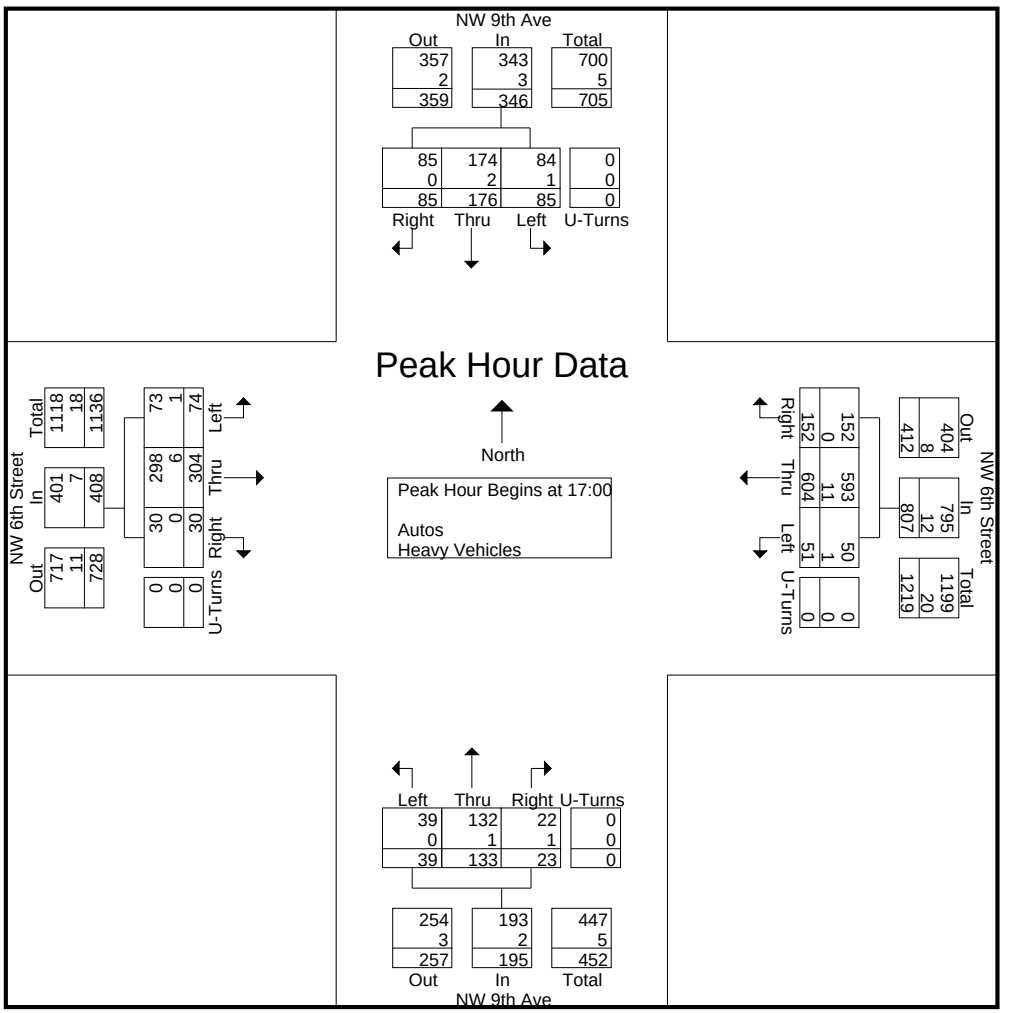


Traf Tech Engineering Inc.

File Name : 2-NW 9th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 3

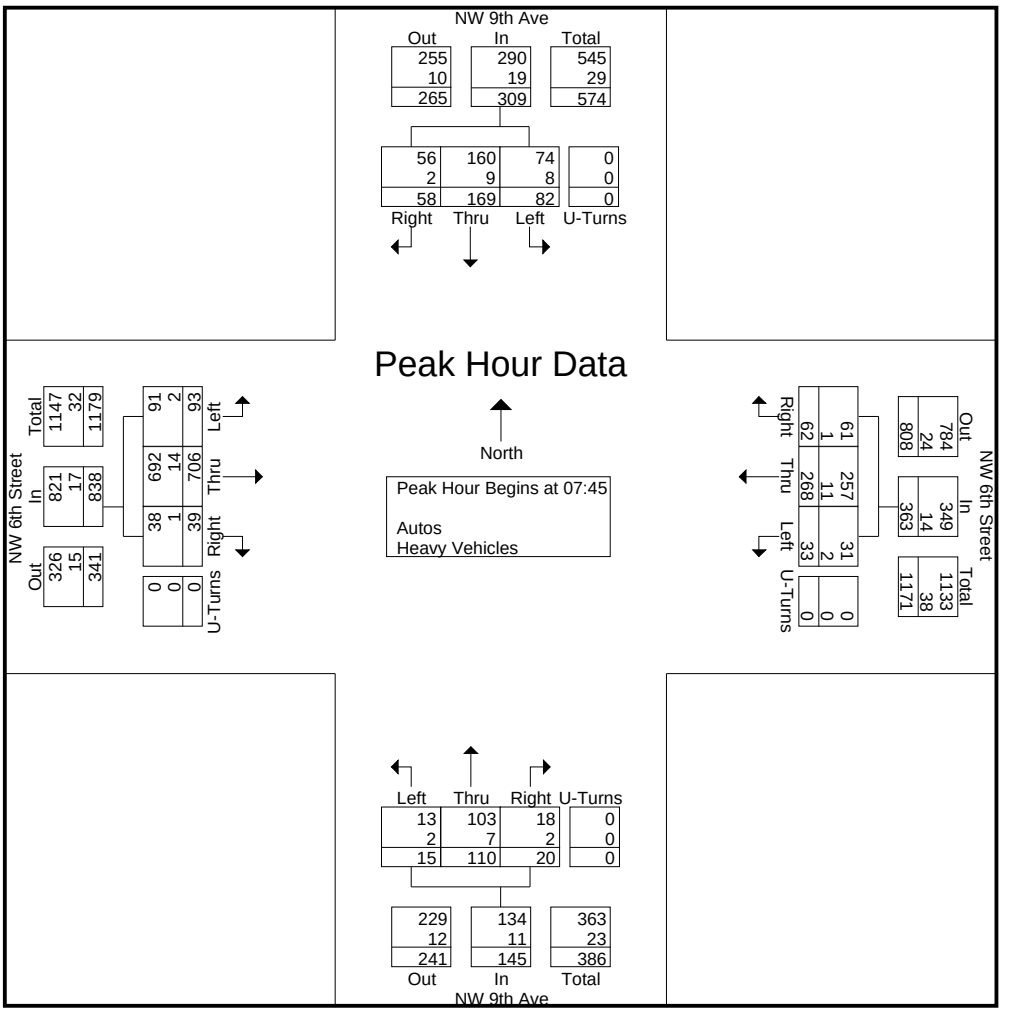
	NW 9th Ave From North					NW 6th Street From East					NW 9th Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	18	43	20	0	81	37	156	16	0	209	5	31	8	0	44	9	94	19	0	122	456
17:15	20	32	18	0	70	54	189	14	0	257	6	39	14	0	59	8	62	10	0	80	466
17:30	27	52	28	0	107	32	135	11	0	178	6	36	5	0	47	4	77	26	0	107	439
17:45	20	49	19	0	88	29	124	10	0	163	6	27	12	0	45	9	71	19	0	99	395
Total Volume	85	176	85	0	346	152	604	51	0	807	23	133	39	0	195	30	304	74	0	408	1756
% App. Total	24.6	50.9	24.6	0		18.8	74.8	6.3	0		11.8	68.2	20	0		7.4	74.5	18.1	0		
PHF	.787	.846	.759	.000	.808	.704	.799	.797	.000	.785	.958	.853	.696	.000	.826	.833	.809	.712	.000	.836	.942
Autos	85	174	84	0	343	152	593	50	0	795	22	132	39	0	193	30	298	73	0	401	1732
% Autos	100	98.9	98.8	0	99.1	100	98.2	98.0	0	98.5	95.7	99.2	100	0	99.0	100	98.0	98.6	0	98.3	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	1.1	1.2	0	0.9	0	1.8	2.0	0	1.5	4.3	0.8	0	0	1.0	0	2.0	1.4	0	1.7	1.4



Traf Tech Engineering Inc.

File Name : 2-NW 9th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 4

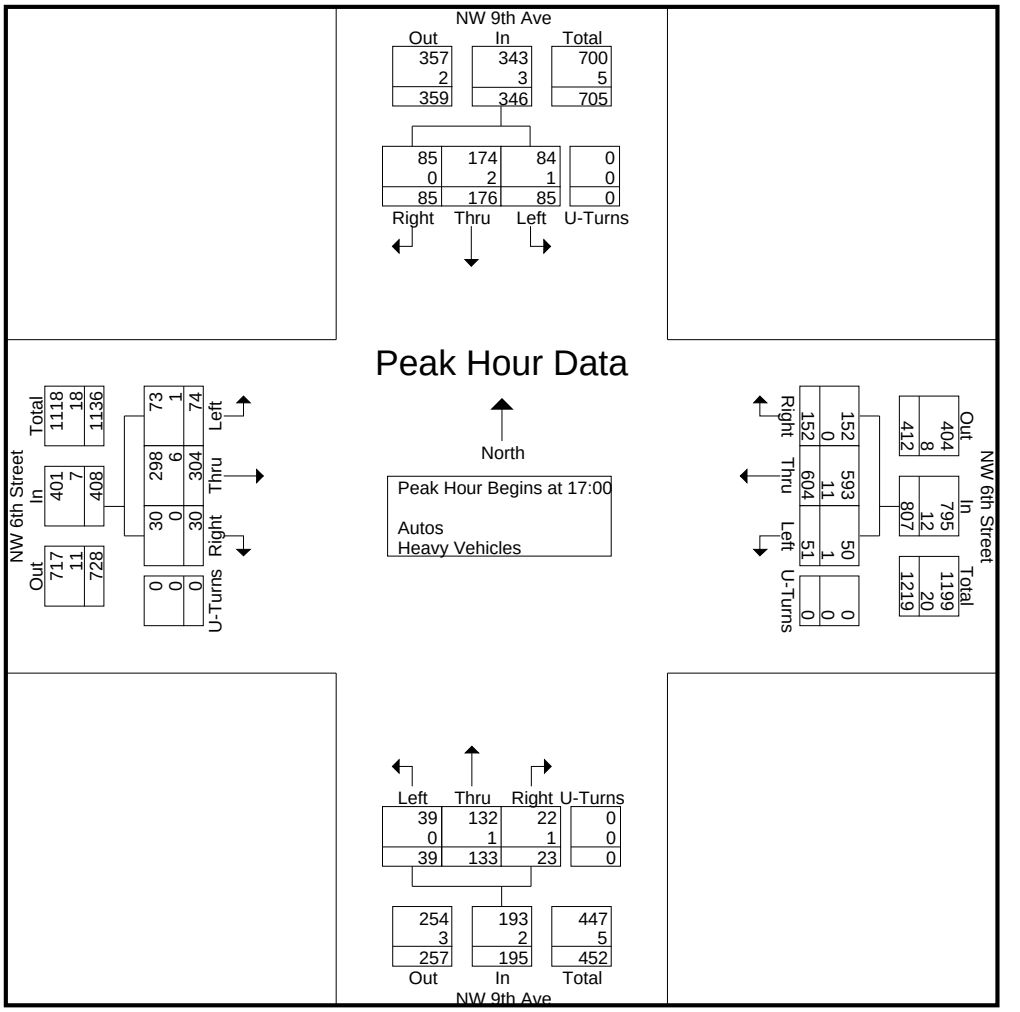
	NW 9th Ave From North					NW 6th Street From East					NW 9th Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	12	40	22	0	74	15	58	8	0	81	7	21	3	0	31	10	215	27	0	252	438
08:00	14	44	15	0	73	20	71	10	0	101	3	43	2	0	48	4	200	22	0	226	448
08:15	16	49	21	0	86	9	62	10	0	81	3	26	3	0	32	8	137	26	0	171	370
08:30	16	36	24	0	76	18	77	5	0	100	7	20	7	0	34	17	154	18	0	189	399
Total Volume	58	169	82	0	309	62	268	33	0	363	20	110	15	0	145	39	706	93	0	838	1655
% App. Total	18.8	54.7	26.5	0		17.1	73.8	9.1	0		13.8	75.9	10.3	0		4.7	84.2	11.1	0		
PHF	.906	.862	.854	.000	.898	.775	.870	.825	.000	.899	.714	.640	.536	.000	.755	.574	.821	.861	.000	.831	.924
Autos	56	160	74	0	290	61	257	31	0	349	18	103	13	0	134	38	692	91	0	821	1594
% Autos	96.6	94.7	90.2	0	93.9	98.4	95.9	93.9	0	96.1	90.0	93.6	86.7	0	92.4	97.4	98.0	97.8	0	98.0	96.3
Heavy Vehicles																					
% Heavy Vehicles	3.4	5.3	9.8	0	6.1	1.6	4.1	6.1	0	3.9	10.0	6.4	13.3	0	7.6	2.6	2.0	2.2	0	2.0	3.7



Traf Tech Engineering Inc.

File Name : 2-NW 9th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 5

	NW 9th Ave From North					NW 6th Street From East					NW 9th Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	18	43	20	0	81	37	156	16	0	209	5	31	8	0	44	9	94	19	0	122	456
17:15	20	32	18	0	70	54	189	14	0	257	6	39	14	0	59	8	62	10	0	80	466
17:30	27	52	28	0	107	32	135	11	0	178	6	36	5	0	47	4	77	26	0	107	439
17:45	20	49	19	0	88	29	124	10	0	163	6	27	12	0	45	9	71	19	0	99	395
Total Volume	85	176	85	0	346	152	604	51	0	807	23	133	39	0	195	30	304	74	0	408	1756
% App. Total	24.6	50.9	24.6	0		18.8	74.8	6.3	0		11.8	68.2	20	0		7.4	74.5	18.1	0		
PHF	.787	.846	.759	.000	.808	.704	.799	.797	.000	.785	.958	.853	.696	.000	.826	.833	.809	.712	.000	.836	.942
Autos	85	174	84	0	343	152	593	50	0	795	22	132	39	0	193	30	298	73	0	401	1732
% Autos	100	98.9	98.8	0	99.1	100	98.2	98.0	0	98.5	95.7	99.2	100	0	99.0	100	98.0	98.6	0	98.3	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	1.1	1.2	0	0.9	0	1.8	2.0	0	1.5	4.3	0.8	0	0	1.0	0	2.0	1.4	0	1.7	1.4



Traf Tech Engineering Inc.

File Name : 3-NW 6th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 1

Groups Printed- Peds & Bikes

	NW 7th Ave From North				NW 6th Street From East				NW 7th Ave From South				NW 6th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	2	0	0	1	2	0	0	3	1	0	0	1	0	0	0	1	11
07:15	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	6
07:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Total	5	0	0	3	4	0	0	5	2	0	0	1	0	0	0	1	21
08:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
08:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	8
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:15	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	4	6
16:30	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3
16:45	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5
Total	4	0	0	1	0	0	0	3	1	0	0	0	1	0	0	5	15
17:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
17:45	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	5
Grand Total	11	0	0	4	6	0	0	17	3	0	0	1	1	0	0	6	49
Apprch %	73.3	0	0	26.7	26.1	0	0	73.9	75	0	0	25	14.3	0	0	85.7	
Total %	22.4	0	0	8.2	12.2	0	0	34.7	6.1	0	0	2	2	0	0	12.2	

Traf Tech Engineering Inc.

File Name : 3-NW 6th Ave & NW 6th St
Site Code : 00000000
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Groups Printed- Autos - Heavy Vehicles

	NW 7th Ave From North					NW 6th Street From East					NW 7th Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	8	62	8	0	78	19	45	17	0	81	7	67	8	0	82	34	53	5	0	92	333
07:15	7	85	16	0	108	14	70	19	0	103	9	75	17	0	101	47	66	19	0	132	444
07:30	8	101	11	0	120	19	70	19	0	108	10	54	13	0	77	55	84	8	0	147	452
07:45	10	152	23	0	185	13	53	12	0	78	12	72	17	0	101	66	139	15	0	220	584
Total	33	400	58	0	491	65	238	67	0	370	38	268	55	0	361	202	342	47	0	591	1813
08:00	12	141	20	1	174	12	60	21	0	93	12	74	20	0	106	51	116	13	0	180	553
08:15	7	139	17	0	163	8	67	20	0	95	27	62	15	0	104	57	109	14	0	180	542
08:30	12	128	16	0	156	13	57	15	0	85	19	88	28	0	135	48	111	16	0	175	551
08:45	7	133	20	0	160	14	49	15	0	78	20	80	28	0	128	48	107	10	0	165	531
Total	38	541	73	1	653	47	233	71	0	351	78	304	91	0	473	204	443	53	0	700	2177
*** BREAK ***																					
16:00	10	90	22	0	122	23	123	31	0	177	18	122	49	0	189	22	58	10	0	90	578
16:15	13	96	13	0	122	27	127	26	0	180	16	102	33	1	152	17	84	9	0	110	564
16:30	18	97	23	0	138	20	123	30	0	173	22	123	45	0	190	13	59	7	0	79	580
16:45	9	102	19	0	130	23	95	26	0	144	10	105	50	0	165	16	57	11	0	84	523
Total	50	385	77	0	512	93	468	113	0	674	66	452	177	1	696	68	258	37	0	363	2245
17:00	15	108	17	0	140	30	130	28	0	188	23	165	66	0	254	26	82	17	0	125	707
17:15	11	83	23	0	117	29	154	34	0	217	20	140	62	0	222	15	58	6	0	79	635
17:30	12	85	20	0	117	28	133	28	0	189	17	111	41	0	169	25	94	10	0	129	604
17:45	12	116	19	0	147	21	104	26	0	151	30	96	27	0	153	16	65	6	0	87	538
Total	50	392	79	0	521	108	521	116	0	745	90	512	196	0	798	82	299	39	0	420	2484
Grand Total	171	1718	287	1	2177	313	1460	367	0	2140	272	1536	519	1	2328	556	1342	176	0	2074	8719
Apprch %	7.9	78.9	13.2	0		14.6	68.2	17.1	0		11.7	66	22.3	0		26.8	64.7	8.5	0		
Total %	2	19.7	3.3	0	25	3.6	16.7	4.2	0	24.5	3.1	17.6	6	0	26.7	6.4	15.4	2	0	23.8	
Autos	167	1650					1411					1483					1303				
% Autos	97.7	96	98.3	100	96.5	96.5	96.6	97	0	96.7	98.5	96.5	97.7	100	97	96.9	97.1	97.2	0	97.1	96.8
Heavy Vehicles																					
% Heavy Vehicles	2.3	4	1.7	0	3.5	3.5	3.4	3	0	3.3	1.5	3.5	2.3	0	3	3.1	2.9	2.8	0	2.9	3.2

Traf Tech Engineering Inc.

File Name : 3-NW 6th Ave & NW 6th St
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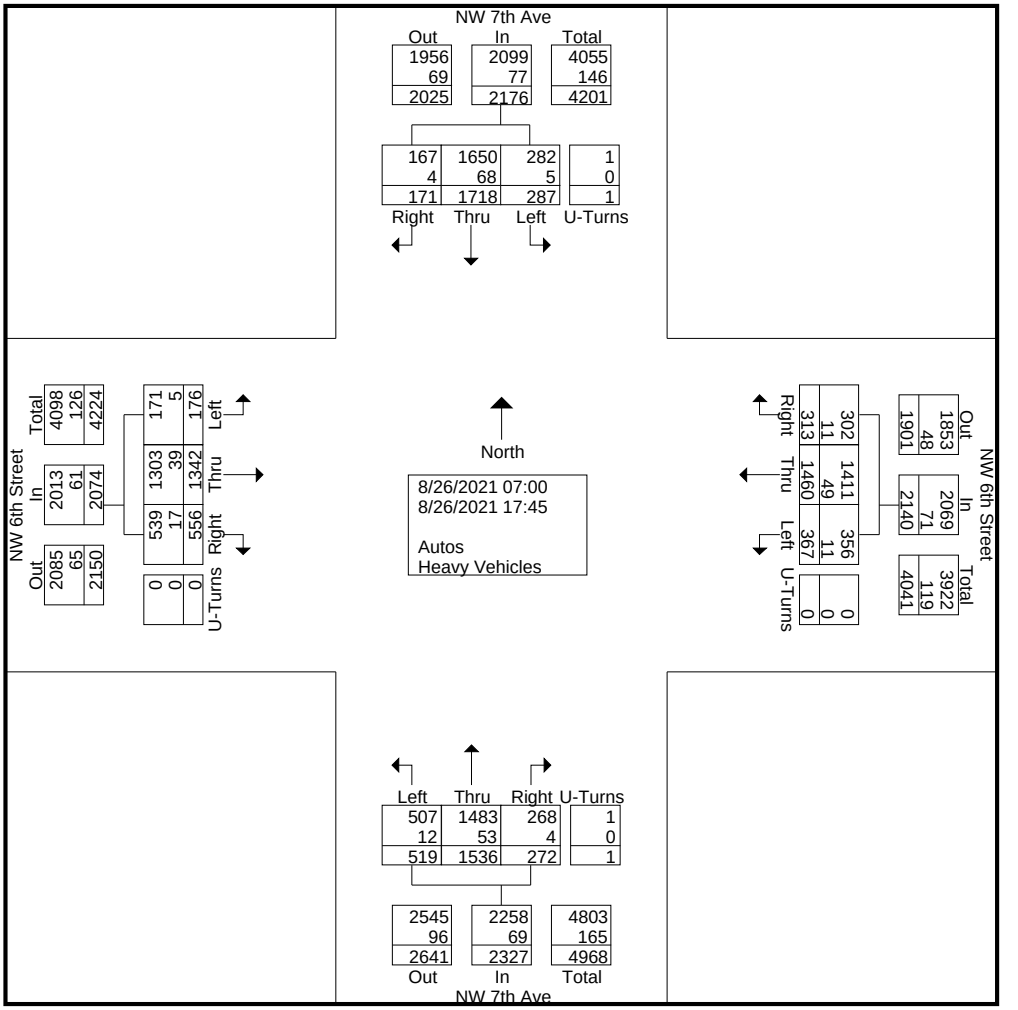
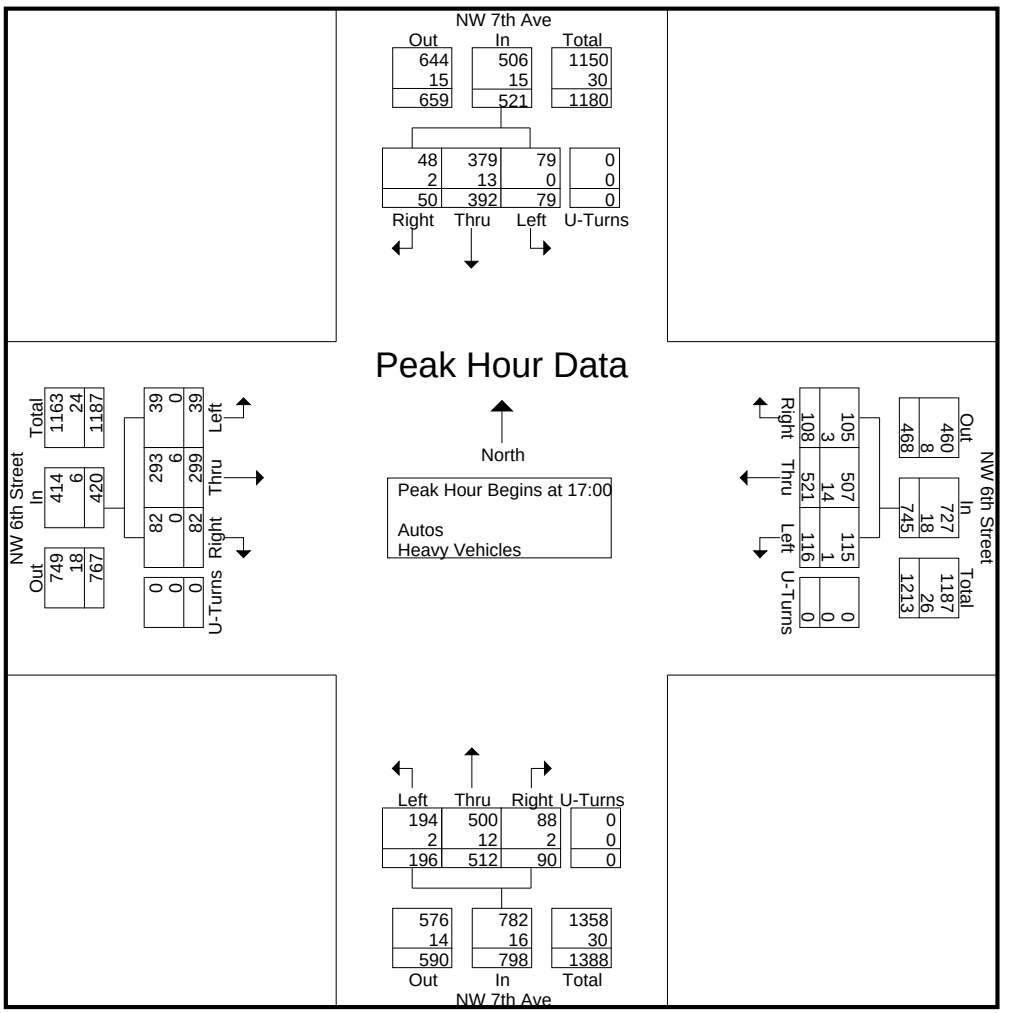


Traf Tech Engineering Inc.

File Name : 3-NW 6th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 3

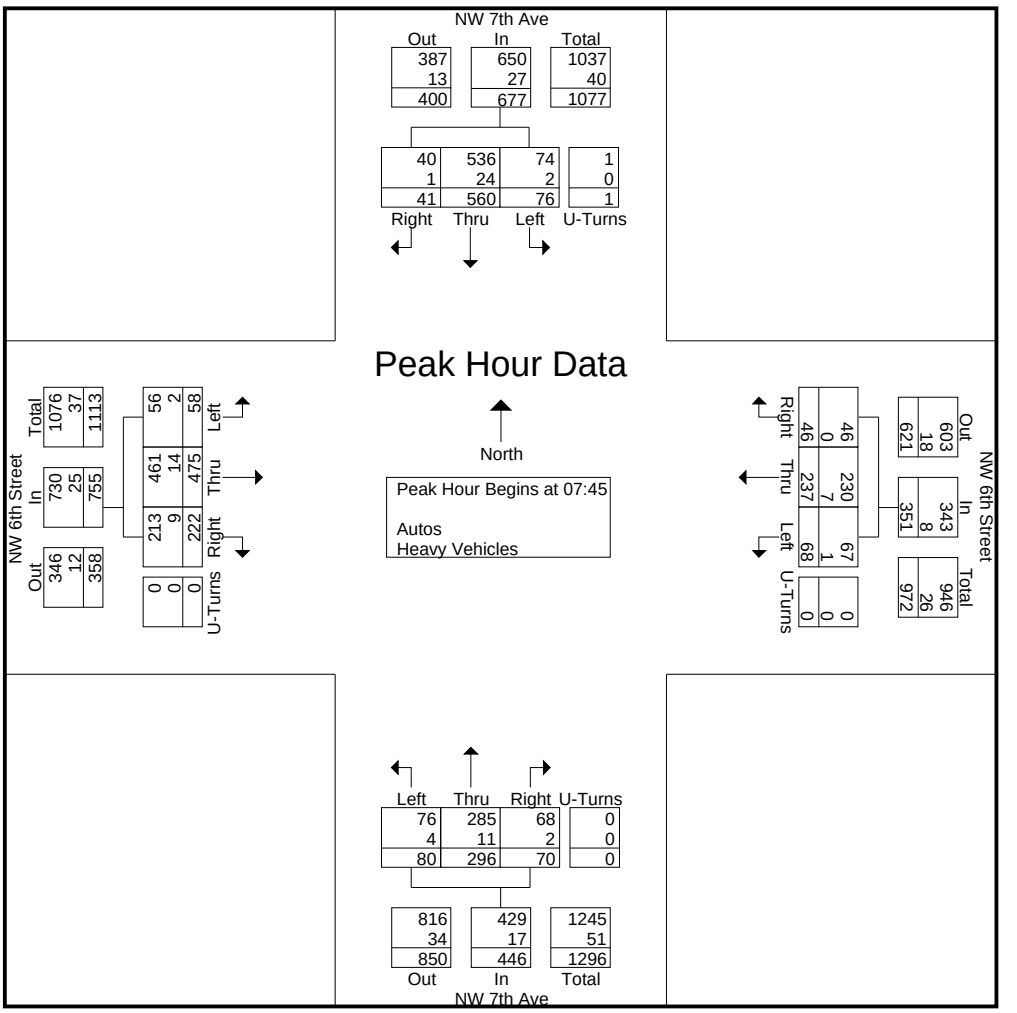
	NW 7th Ave From North					NW 6th Street From East					NW 7th Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	15	108	17	0	140	30	130	28	0	188	23	165	66	0	254	26	82	17	0	125	707
17:15	11	83	23	0	117	29	154	34	0	217	20	140	62	0	222	15	58	6	0	79	635
17:30	12	85	20	0	117	28	133	28	0	189	17	111	41	0	169	25	94	10	0	129	604
17:45	12	116	19	0	147	21	104	26	0	151	30	96	27	0	153	16	65	6	0	87	538
Total Volume	50	392	79	0	521	108	521	116	0	745	90	512	196	0	798	82	299	39	0	420	2484
% App. Total	9.6	75.2	15.2	0		14.5	69.9	15.6	0		11.3	64.2	24.6	0		19.5	71.2	9.3	0		
PHF	.833	.845	.859	.000	.886	.900	.846	.853	.000	.858	.750	.776	.742	.000	.785	.788	.795	.574	.000	.814	.878
Autos	48	379	79	0	506	105	507	115	0	727	88	500	194	0	782	82	293	39	0	414	2429
% Autos	96.0	96.7	100	0	97.1	97.2	97.3	99.1	0	97.6	97.8	97.7	99.0	0	98.0	100	98.0	100	0	98.6	97.8
Heavy Vehicles																					
% Heavy Vehicles	4.0	3.3	0	0	2.9	2.8	2.7	0.9	0	2.4	2.2	2.3	1.0	0	2.0	0	2.0	0	0	1.4	2.2



Traf Tech Engineering Inc.

File Name : 3-NW 6th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 4

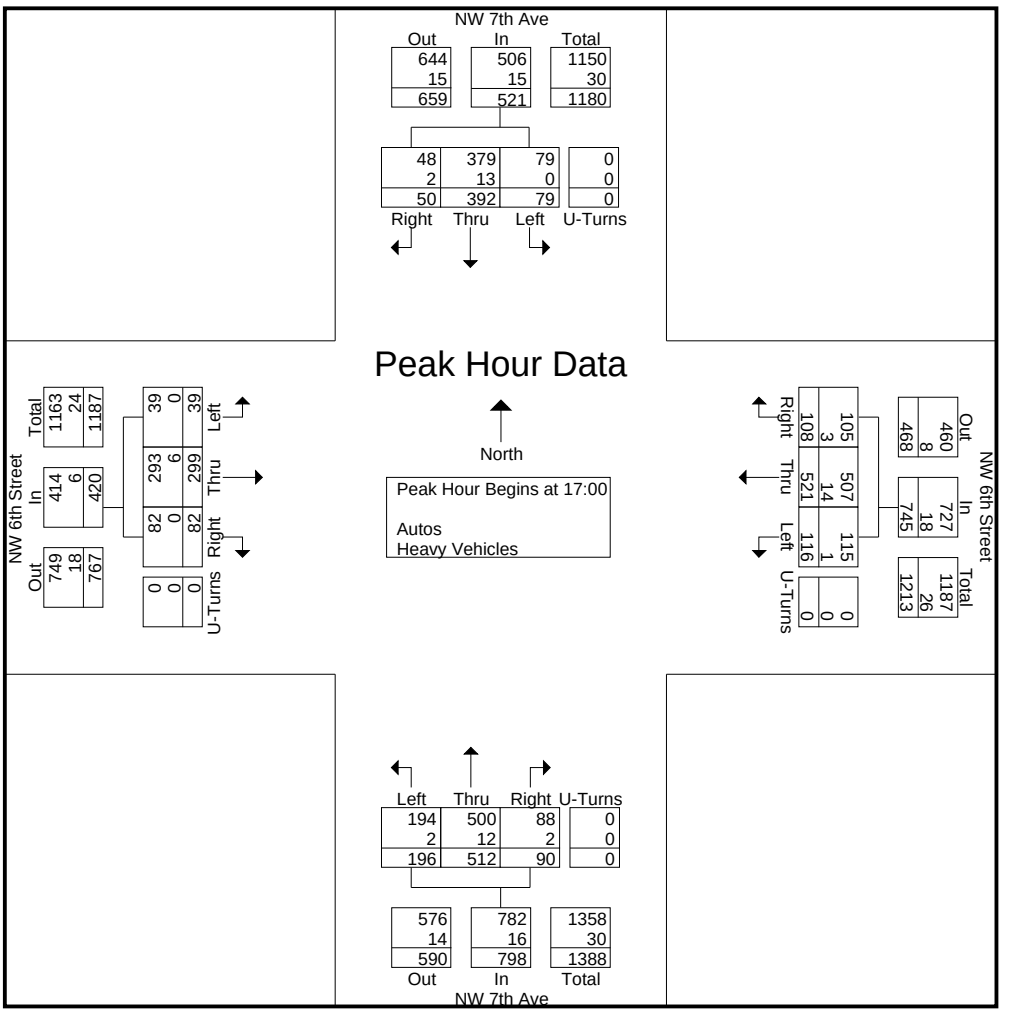
	NW 7th Ave From North					NW 6th Street From East					NW 7th Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	10	152	23	0	185	13	53	12	0	78	12	72	17	0	101	66	139	15	0	220	584
08:00	12	141	20	1	174	12	60	21	0	93	12	74	20	0	106	51	116	13	0	180	553
08:15	7	139	17	0	163	8	67	20	0	95	27	62	15	0	104	57	109	14	0	180	542
08:30	12	128	16	0	156	13	57	15	0	85	19	88	28	0	135	48	111	16	0	175	551
Total Volume	41	560	76	1	678	46	237	68	0	351	70	296	80	0	446	222	475	58	0	755	2230
% App. Total	6	82.6	11.2	0.1		13.1	67.5	19.4	0		15.7	66.4	17.9	0		29.4	62.9	7.7	0		
PHF	.854	.921	.826	.250	.916	.885	.884	.810	.000	.924	.648	.841	.714	.000	.826	.841	.854	.906	.000	.858	.955
Autos	40	536	74	1	651	46	230	67	0	343	68	285	76	0	429	213	461	56	0	730	2153
% Autos	97.6	95.7	97.4	100	96.0	100	97.0	98.5	0	97.7	97.1	96.3	95.0	0	96.2	95.9	97.1	96.6	0	96.7	96.5
Heavy Vehicles																					
% Heavy Vehicles	2.4	4.3	2.6	0	4.0	0	3.0	1.5	0	2.3	2.9	3.7	5.0	0	3.8	4.1	2.9	3.4	0	3.3	3.5



Traf Tech Engineering Inc.

File Name : 3-NW 6th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 5

	NW 7th Ave From North					NW 6th Street From East					NW 7th Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	15	108	17	0	140	30	130	28	0	188	23	165	66	0	254	26	82	17	0	125	707
17:15	11	83	23	0	117	29	154	34	0	217	20	140	62	0	222	15	58	6	0	79	635
17:30	12	85	20	0	117	28	133	28	0	189	17	111	41	0	169	25	94	10	0	129	604
17:45	12	116	19	0	147	21	104	26	0	151	30	96	27	0	153	16	65	6	0	87	538
Total Volume	50	392	79	0	521	108	521	116	0	745	90	512	196	0	798	82	299	39	0	420	2484
% App. Total	9.6	75.2	15.2	0		14.5	69.9	15.6	0		11.3	64.2	24.6	0		19.5	71.2	9.3	0		
PHF	.833	.845	.859	.000	.886	.900	.846	.853	.000	.858	.750	.776	.742	.000	.785	.788	.795	.574	.000	.814	.878
Autos	48	379	79	0	506	105	507	115	0	727	88	500	194	0	782	82	293	39	0	414	2429
% Autos	96.0	96.7	100	0	97.1	97.2	97.3	99.1	0	97.6	97.8	97.7	99.0	0	98.0	100	98.0	100	0	98.6	97.8
Heavy Vehicles																					
% Heavy Vehicles	4.0	3.3	0	0	2.9	2.8	2.7	0.9	0	2.4	2.2	2.3	1.0	0	2.0	0	2.0	0	0	1.4	2.2



Traf Tech Engineering Inc.

File Name : 4-NW 7th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 1

Groups Printed- Peds & Bikes

	NW 6th Ave From North				NW 6th Street From East				NW 6th Ave From South				NW 6th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	0	3	0	0	0	0	0	0	0	2	0	0	0	3	9
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
*** BREAK ***																	
08:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	4
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
16:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:15	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	1	5
17:30	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
Total	0	0	0	4	0	0	0	3	0	0	0	0	1	0	0	2	10
Grand Total	3	0	0	11	2	0	0	3	2	0	0	4	1	0	0	5	31
Apprch %	21.4	0	0	78.6	40	0	0	60	33.3	0	0	66.7	16.7	0	0	83.3	
Total %	9.7	0	0	35.5	6.5	0	0	9.7	6.5	0	0	12.9	3.2	0	0	16.1	

Traf Tech Engineering Inc.

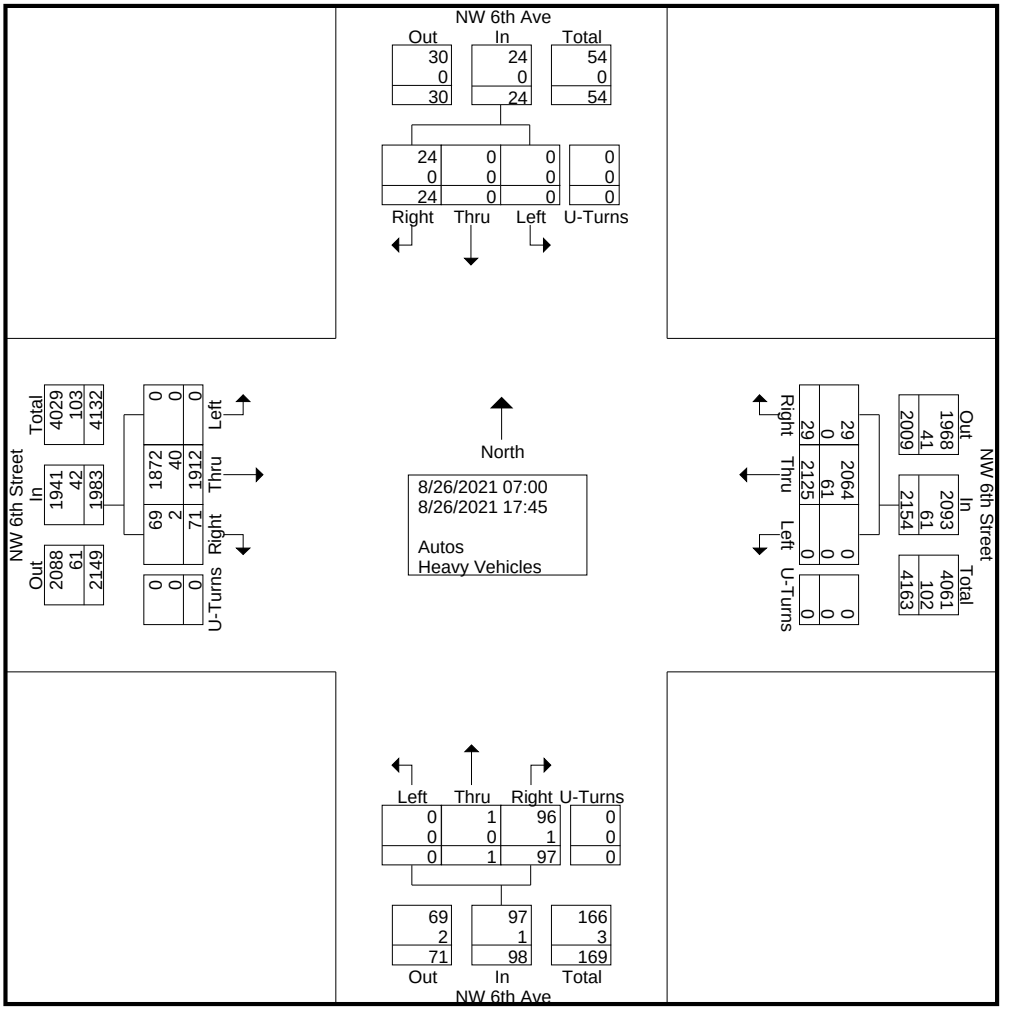
File Name : 4-NW 7th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	NW 6th Ave From North					NW 6th Street From East					NW 6th Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	2	0	0	0	2	2	83	0	0	85	0	0	0	0	0	1	81	0	0	82	169
07:15	1	0	0	0	1	1	84	0	0	85	6	0	0	0	6	4	104	0	0	108	200
07:30	0	0	0	0	0	0	115	0	0	115	1	0	0	0	1	3	121	0	0	124	240
07:45	1	0	0	0	1	1	90	0	0	91	4	0	0	0	4	3	190	0	0	193	289
Total	4	0	0	0	4	4	372	0	0	376	11	0	0	0	11	11	496	0	0	507	898
08:00	0	0	0	0	0	1	92	0	0	93	3	0	0	0	3	4	163	0	0	167	263
08:15	2	0	0	0	2	2	93	0	0	95	5	0	0	0	5	7	150	0	0	157	259
08:30	1	0	0	0	1	3	86	0	0	89	9	0	0	0	9	7	151	0	0	158	257
08:45	3	0	0	0	3	1	103	0	0	104	4	0	0	0	4	3	151	0	0	154	265
Total	6	0	0	0	6	7	374	0	0	381	21	0	0	0	21	21	615	0	0	636	1044
*** BREAK ***																					
16:00	2	0	0	0	2	4	195	0	0	199	8	0	0	0	8	5	94	0	0	99	308
16:15	3	0	0	0	3	2	150	0	0	152	5	1	0	0	6	1	108	0	0	109	270
16:30	1	0	0	0	1	3	156	0	0	159	9	0	0	0	9	8	99	0	0	107	276
16:45	4	0	0	0	4	0	186	0	0	186	6	0	0	0	6	6	78	0	0	84	280
Total	10	0	0	0	10	9	687	0	0	696	28	1	0	0	29	20	379	0	0	399	1134
17:00	2	0	0	0	2	3	192	0	0	195	12	0	0	0	12	7	105	0	0	112	321
17:15	1	0	0	0	1	2	207	0	0	209	9	0	0	0	9	2	98	0	0	100	319
17:30	0	0	0	0	0	3	182	0	0	185	11	0	0	0	11	7	113	0	0	120	316
17:45	1	0	0	0	1	1	111	0	0	112	5	0	0	0	5	3	106	0	0	109	227
Total	4	0	0	0	4	9	692	0	0	701	37	0	0	0	37	19	422	0	0	441	1183
Grand Total	24	0	0	0	24	29	2125	0	0	2154	97	1	0	0	98	71	1912	0	0	1983	4259
Apprch %	100	0	0	0		1.3	98.7	0	0		99	1	0	0		3.6	96.4	0	0		
Total %	0.6	0	0	0	0.6	0.7	49.9	0	0	50.6	2.3	0	0	0	2.3	1.7	44.9	0	0	46.6	
Autos	24	0	0	0	24	29	2064										1872				
% Autos	100	0	0	0	100	100	97.1	0	0	97.2	99	100	0	0	99	97.2	97.9	0	0	97.9	97.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.9	0	0	2.8	1	0	0	0	1	2.8	2.1	0	0	2.1	2.4

Traf Tech Engineering Inc.

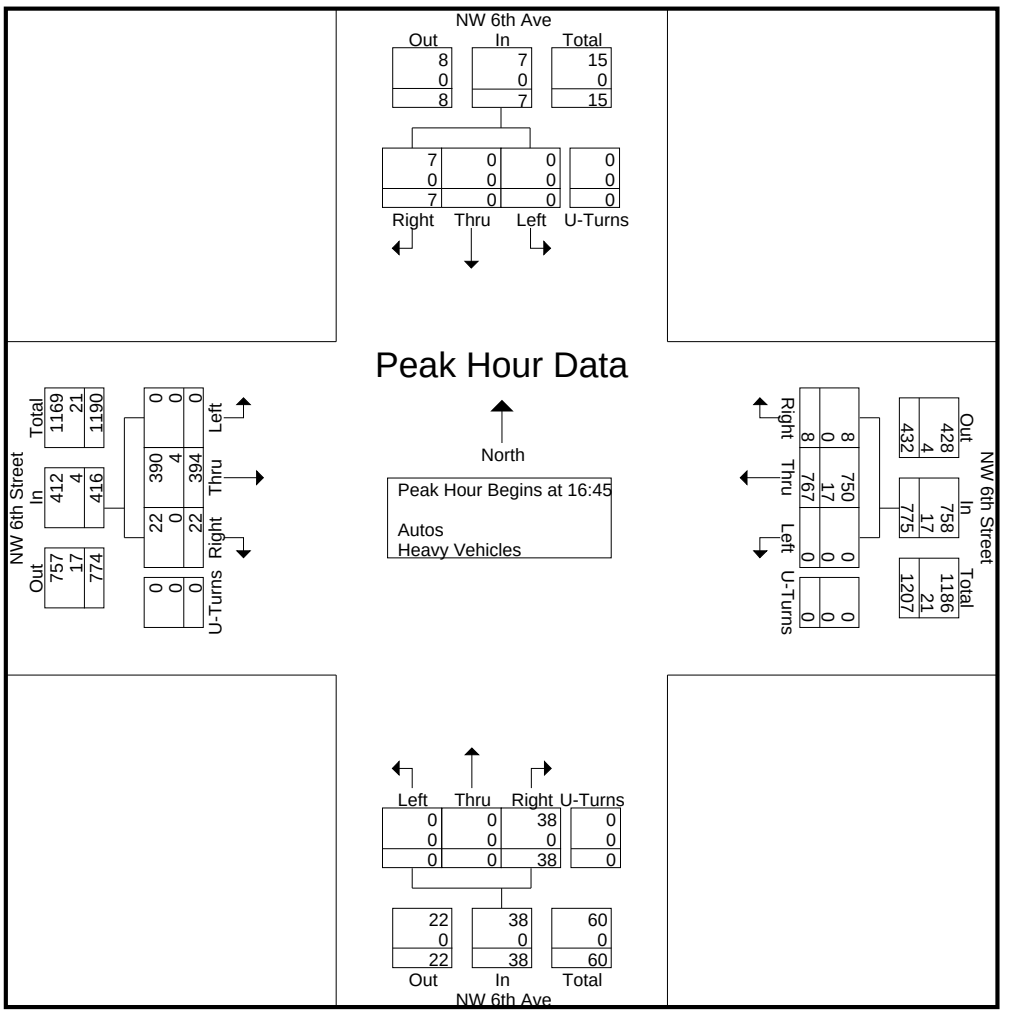
File Name : 4-NW 7th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 4-NW 7th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 3

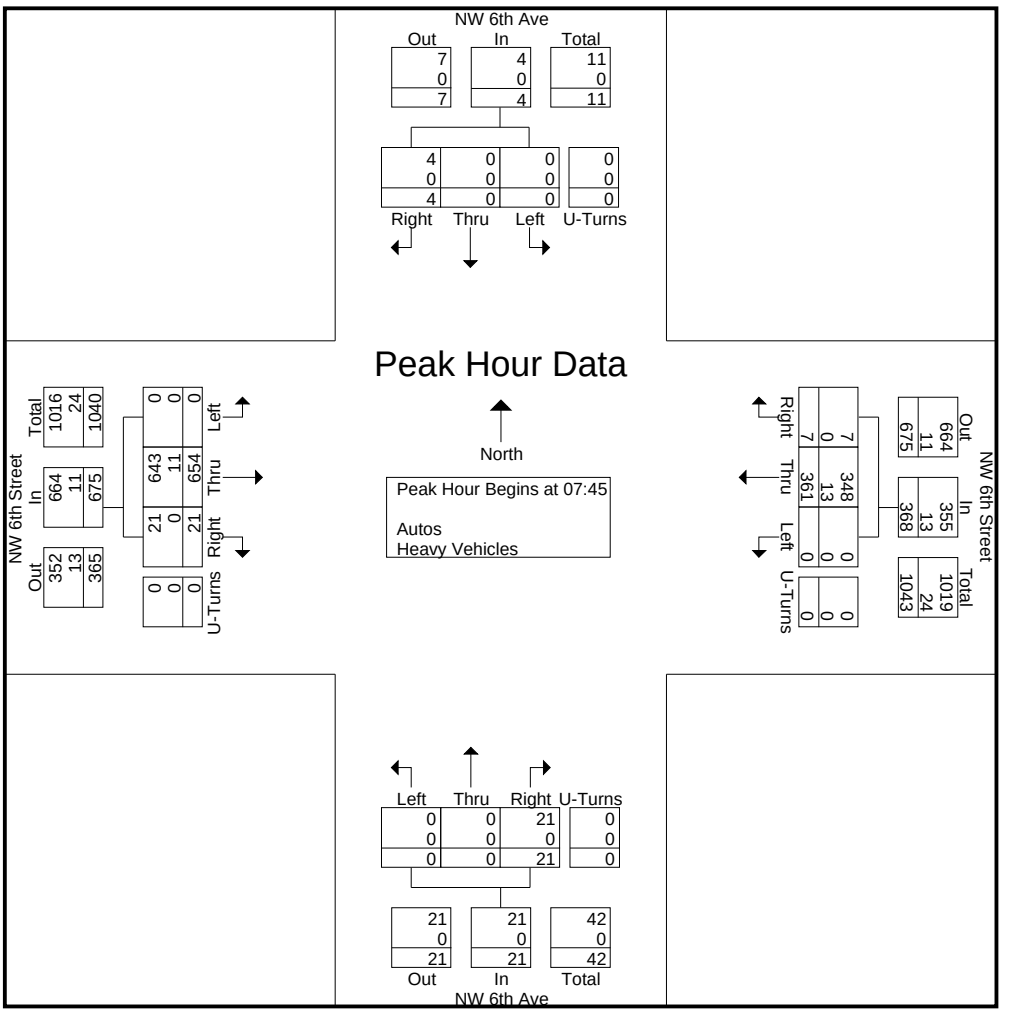
	NW 6th Ave From North					NW 6th Street From East					NW 6th Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	4	0	0	0	4	0	186	0	0	186	6	0	0	0	6	6	78	0	0	84	280
17:00	2	0	0	0	2	3	192	0	0	195	12	0	0	0	12	7	105	0	0	112	321
17:15	1	0	0	0	1	2	207	0	0	209	9	0	0	0	9	2	98	0	0	100	319
17:30	0	0	0	0	0	3	182	0	0	185	11	0	0	0	11	7	113	0	0	120	316
Total Volume	7	0	0	0	7	8	767	0	0	775	38	0	0	0	38	22	394	0	0	416	1236
% App. Total	100	0	0	0		1	99	0	0		100	0	0	0		5.3	94.7	0	0		
PHF	.438	.000	.000	.000	.438	.667	.926	.000	.000	.927	.792	.000	.000	.000	.792	.786	.872	.000	.000	.867	.963
Autos	7	0	0	0	7	8	750	0	0	758	38	0	0	0	38	22	390	0	0	412	1215
% Autos	100	0	0	0	100	100	97.8	0	0	97.8	100	0	0	0	100	100	99.0	0	0	99.0	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.2	0	0	2.2	0	0	0	0	0	0	1.0	0	0	1.0	1.7



Traf Tech Engineering Inc.

File Name : 4-NW 7th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 4

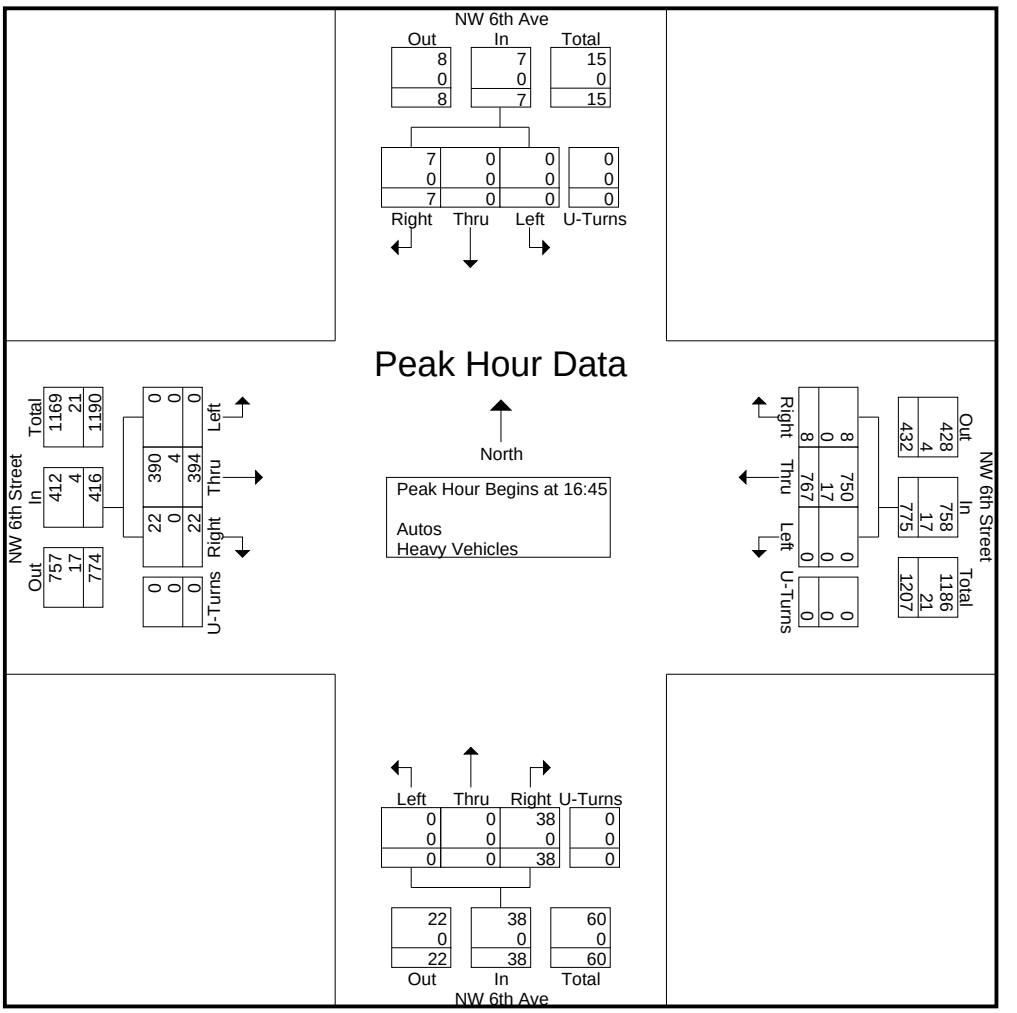
	NW 6th Ave From North					NW 6th Street From East					NW 6th Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	1	0	0	0	1	1	90	0	0	91	4	0	0	0	4	3	190	0	0	193	289
08:00	0	0	0	0	0	1	92	0	0	93	3	0	0	0	3	4	163	0	0	167	263
08:15	2	0	0	0	2	2	93	0	0	95	5	0	0	0	5	7	150	0	0	157	259
08:30	1	0	0	0	1	3	86	0	0	89	9	0	0	0	9	7	151	0	0	158	257
Total Volume	4	0	0	0	4	7	361	0	0	368	21	0	0	0	21	21	654	0	0	675	1068
% App. Total	100	0	0	0		1.9	98.1	0	0		100	0	0	0		3.1	96.9	0	0		
PHF	.500	.000	.000	.000	.500	.583	.970	.000	.000	.968	.583	.000	.000	.000	.583	.750	.861	.000	.000	.874	.924
Autos	4	0	0	0	4	7	348	0	0	355	21	0	0	0	21	21	643	0	0	664	1044
% Autos	100	0	0	0	100	100	96.4	0	0	96.5	100	0	0	0	100	100	98.3	0	0	98.4	97.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	3.6	0	0	3.5	0	0	0	0	0	0	1.7	0	0	1.6	2.2



Traf Tech Engineering Inc.

File Name : 4-NW 7th Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 5

	NW 6th Ave From North					NW 6th Street From East					NW 6th Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	4	0	0	0	4	0	186	0	0	186	6	0	0	0	6	6	78	0	0	84	280
17:00	2	0	0	0	2	3	192	0	0	195	12	0	0	0	12	7	105	0	0	112	321
17:15	1	0	0	0	1	2	207	0	0	209	9	0	0	0	9	2	98	0	0	100	319
17:30	0	0	0	0	0	3	182	0	0	185	11	0	0	0	11	7	113	0	0	120	316
Total Volume	7	0	0	0	7	8	767	0	0	775	38	0	0	0	38	22	394	0	0	416	1236
% App. Total	100	0	0	0		1	99	0	0		100	0	0	0		5.3	94.7	0	0		
PHF	.438	.000	.000	.000	.438	.667	.926	.000	.000	.927	.792	.000	.000	.000	.792	.786	.872	.000	.000	.867	.963
Autos	7	0	0	0	7	8	750	0	0	758	38	0	0	0	38	22	390	0	0	412	1215
% Autos	100	0	0	0	100	100	97.8	0	0	97.8	100	0	0	0	100	100	99.0	0	0	99.0	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.2	0	0	2.2	0	0	0	0	0	0	1.0	0	0	1.0	1.7



Traf Tech Engineering Inc.

File Name : 5-Andrews Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 1

Groups Printed- Peds & Bikes

	Andrews Ave From North				NW 6th Street From East				Andrews Ave From South				NW 6th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %																	

Traf Tech Engineering Inc.

File Name : 5-Andrews Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Andrews Ave From North					NW 6th Street From East					Andrews Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	8	83	11	2	104	18	24	6	1	49	2	51	7	1	61	20	30	8	0	58	272
07:15	10	93	14	0	117	23	35	6	0	64	2	70	9	0	81	30	35	21	0	86	348
07:30	16	120	11	0	147	23	31	4	0	58	2	56	18	0	76	25	45	18	0	88	369
07:45	8	145	22	0	175	20	29	4	0	53	5	69	6	0	80	55	57	16	0	128	436
Total	42	441	58	2	543	84	119	20	1	224	11	246	40	1	298	130	167	63	0	360	1425
08:00	9	147	36	0	192	23	46	5	0	74	5	88	7	0	100	59	47	22	0	128	494
08:15	11	148	20	0	179	30	43	7	0	80	5	86	11	0	102	35	61	20	0	116	477
08:30	10	142	19	0	171	14	32	9	0	55	2	90	11	0	103	32	66	22	0	120	449
08:45	14	172	24	0	210	25	50	3	0	78	4	76	12	0	92	39	66	19	0	124	504
Total	44	609	99	0	752	92	171	24	0	287	16	340	41	0	397	165	240	83	0	488	1924
*** BREAK ***																					
16:00	24	90	21	0	135	16	104	5	0	125	11	118	21	0	150	18	48	11	0	77	487
16:15	27	93	22	0	142	21	91	7	0	119	12	129	36	0	177	15	48	16	0	79	517
16:30	23	99	26	0	148	21	75	9	0	105	7	148	34	0	189	10	38	15	0	63	505
16:45	19	103	25	0	147	26	66	4	0	96	7	126	30	0	163	15	51	14	0	80	486
Total	93	385	94	0	572	84	336	25	0	445	37	521	121	0	679	58	185	56	0	299	1995
17:00	42	122	30	0	194	36	110	8	0	154	9	126	34	0	169	16	50	17	0	83	600
17:15	20	90	29	0	139	17	83	9	0	109	13	154	62	0	229	16	46	11	0	73	550
17:30	35	108	29	0	172	25	98	3	0	126	9	151	26	0	186	15	45	21	0	81	565
17:45	23	128	46	0	197	17	68	6	0	91	18	130	20	0	168	17	44	16	1	78	534
Total	120	448	134	0	702	95	359	26	0	480	49	561	142	0	752	64	185	65	1	315	2249
Grand Total	299	1883	385	2	2569	355	985	95	1	1436	113	1668	344	1	2126	417	777	267	1	1462	7593
Apprch %	11.6	73.3	15	0.1		24.7	68.6	6.6	0.1		5.3	78.5	16.2	0		28.5	53.1	18.3	0.1		
Total %	3.9	24.8	5.1	0	33.8	4.7	13	1.3	0	18.9	1.5	22	4.5	0	28	5.5	10.2	3.5	0	19.3	
Autos	298	1882										1647									
% Autos	99.7	99.9	99.5	100	99.8	100	99.9	100	100	99.9	98.2	98.7	96.2	100	98.3	98.6	99	98.1	100	98.7	99.2
Heavy Vehicles																					
% Heavy Vehicles	0.3	0.1	0.5	0	0.2	0	0.1	0	0	0.1	1.8	1.3	3.8	0	1.7	1.4	1	1.9	0	1.3	0.8

Traf Tech Engineering Inc.

File Name : 5-Andrews Ave & NW 6th St
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Start Date : 8/26/2021
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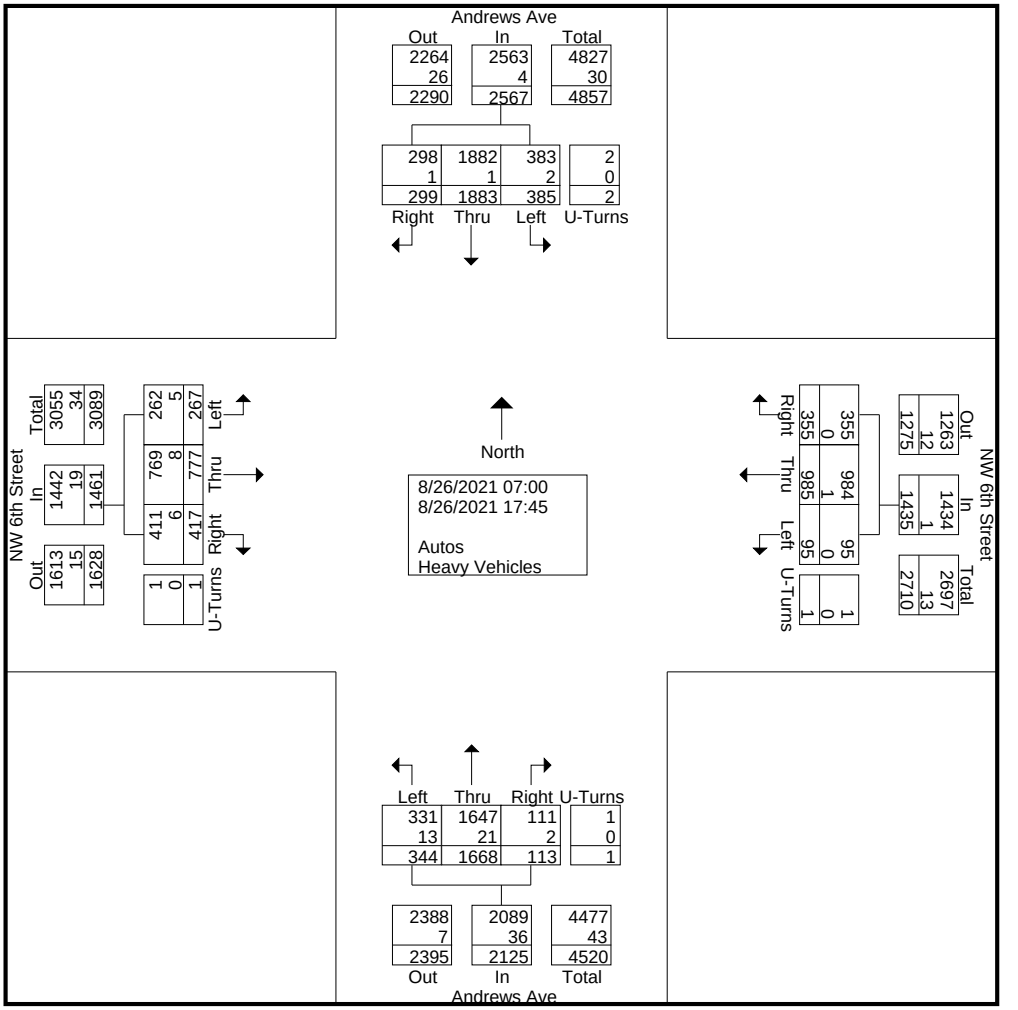
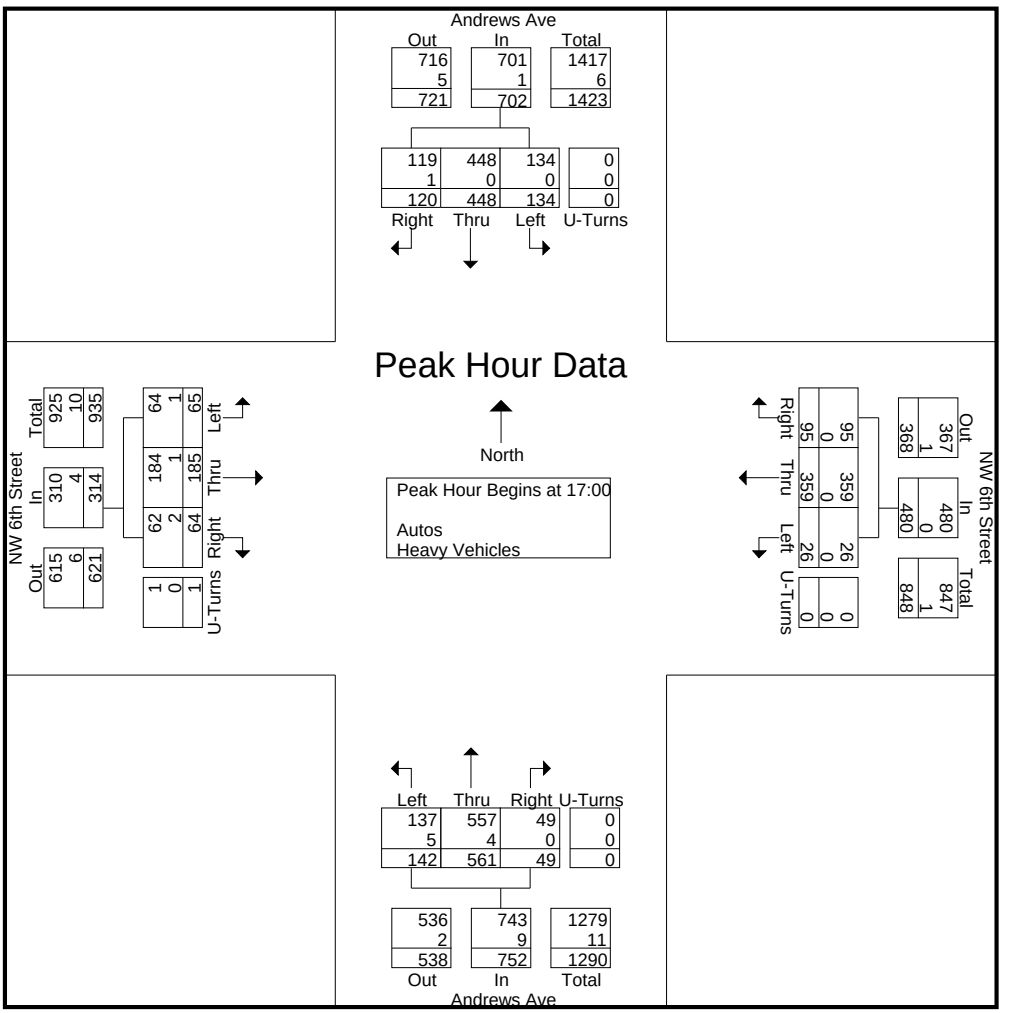


Traf Tech Engineering Inc.

File Name : 5-Andrews Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 3

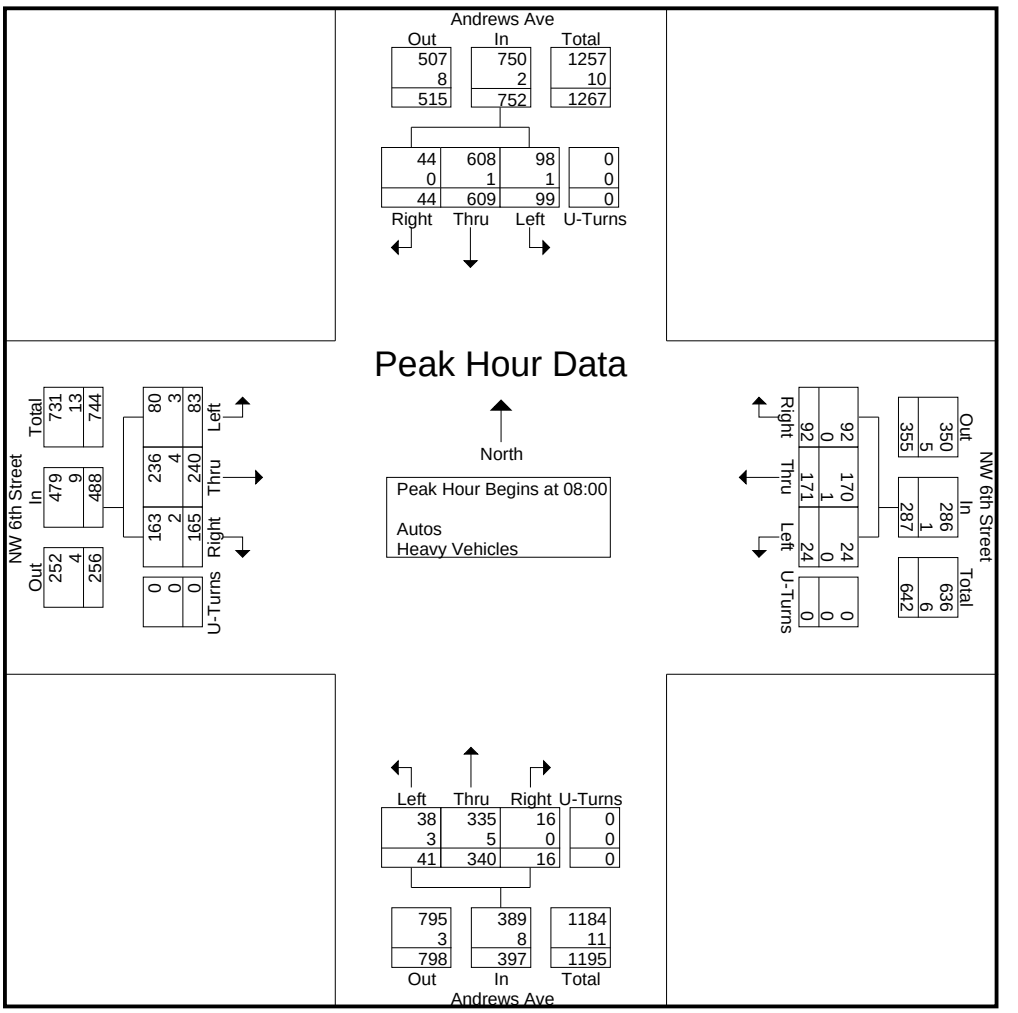
	Andrews Ave From North					NW 6th Street From East					Andrews Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	42	122	30	0	194	36	110	8	0	154	9	126	34	0	169	16	50	17	0	83	600
17:15	20	90	29	0	139	17	83	9	0	109	13	154	62	0	229	16	46	11	0	73	550
17:30	35	108	29	0	172	25	98	3	0	126	9	151	26	0	186	15	45	21	0	81	565
17:45	23	128	46	0	197	17	68	6	0	91	18	130	20	0	168	17	44	16	1	78	534
Total Volume	120	448	134	0	702	95	359	26	0	480	49	561	142	0	752	64	185	65	1	315	2249
% App. Total	17.1	63.8	19.1	0		19.8	74.8	5.4	0		6.5	74.6	18.9	0		20.3	58.7	20.6	0.3		
PHF	.714	.875	.728	.000	.891	.660	.816	.722	.000	.779	.681	.911	.573	.000	.821	.941	.925	.774	.250	.949	.937
Autos	119	448	134	0	701	95	359	26	0	480	49	557	137	0	743	62	184	64	1	311	2235
% Autos	99.2	100	100	0	99.9	100	100	100	0	100	100	99.3	96.5	0	98.8	96.9	99.5	98.5	100	98.7	99.4
Heavy Vehicles																					
% Heavy Vehicles	0.8	0	0	0	0.1	0	0	0	0	0	0	0.7	3.5	0	1.2	3.1	0.5	1.5	0	1.3	0.6



Traf Tech Engineering Inc.

File Name : 5-Andrews Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
Page No : 4

	Andrews Ave From North					NW 6th Street From East					Andrews Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	9	147	36	0	192	23	46	5	0	74	5	88	7	0	100	59	47	22	0	128	494
08:15	11	148	20	0	179	30	43	7	0	80	5	86	11	0	102	35	61	20	0	116	477
08:30	10	142	19	0	171	14	32	9	0	55	2	90	11	0	103	32	66	22	0	120	449
08:45	14	172	24	0	210	25	50	3	0	78	4	76	12	0	92	39	66	19	0	124	504
Total Volume	44	609	99	0	752	92	171	24	0	287	16	340	41	0	397	165	240	83	0	488	1924
% App. Total	5.9	81	13.2	0		32.1	59.6	8.4	0		4	85.6	10.3	0		33.8	49.2	17	0		
PHF	.786	.885	.688	.000	.895	.767	.855	.667	.000	.897	.800	.944	.854	.000	.964	.699	.909	.943	.000	.953	.954
Autos	44	608	98	0	750	92	170	24	0	286	16	335	38	0	389	163	236	80	0	479	1904
% Autos	100	99.8	99.0	0	99.7	100	99.4	100	0	99.7	100	98.5	92.7	0	98.0	98.8	98.3	96.4	0	98.2	99.0
Heavy Vehicles																					
% Heavy Vehicles	0	0.2	1.0	0	0.3	0	0.6	0	0	0.3	0	1.5	7.3	0	2.0	1.2	1.7	3.6	0	1.8	1.0



Traf Tech Engineering Inc.

File Name : 5-Andrews Ave & NW 6th St
Site Code : 00000000
Start Date : 8/26/2021
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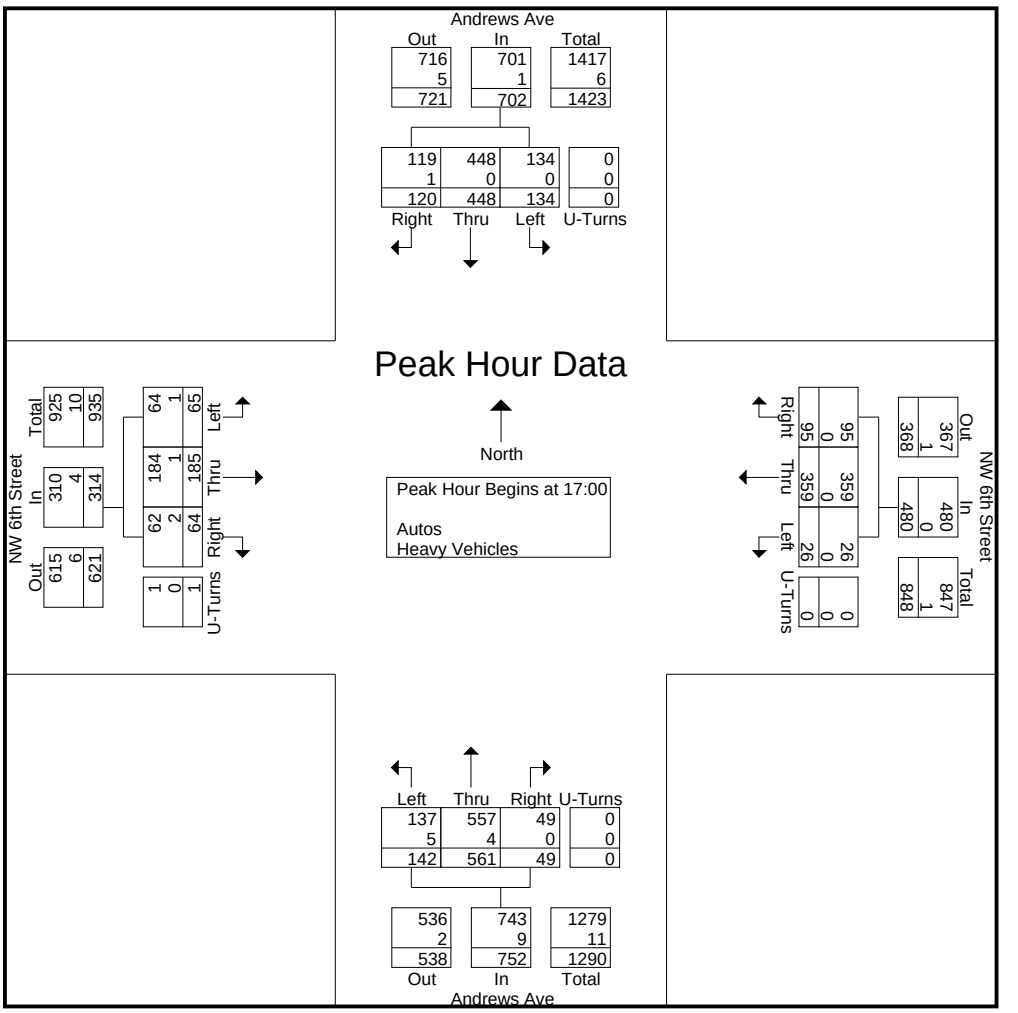
	Andrews Ave From North					NW 6th Street From East					Andrews Ave From South					NW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	42	122	30	0	194	36	110	8	0	154	9	126	34	0	169	16	50	17	0	83	600
17:15	20	90	29	0	139	17	83	9	0	109	13	154	62	0	229	16	46	11	0	73	550
17:30	35	108	29	0	172	25	98	3	0	126	9	151	26	0	186	15	45	21	0	81	565
17:45	23	128	46	0	197	17	68	6	0	91	18	130	20	0	168	17	44	16	1	78	534
Total Volume	120	448	134	0	702	95	359	26	0	480	49	561	142	0	752	64	185	65	1	315	2249
% App. Total	17.1	63.8	19.1	0		19.8	74.8	5.4	0		6.5	74.6	18.9	0		20.3	58.7	20.6	0.3		
PHF	.714	.875	.728	.000	.891	.660	.816	.722	.000	.779	.681	.911	.573	.000	.821	.941	.925	.774	.250	.949	.937
Autos	119	448	134	0	701	95	359	26	0	480	49	557	137	0	743	62	184	64	1	311	2235
% Autos	99.2	100	100	0	99.9	100	100	100	0	100	100	99.3	96.5	0	98.8	96.9	99.5	98.5	100	98.7	99.4
Heavy Vehicles																					
% Heavy Vehicles	0.8	0	0	0	0.1	0	0	0	0	0	0	0.7	3.5	0	1.2	3.1	0.5	1.5	0	1.3	0.6



Traf Tech Engineering Inc.

File Name : 6-SW 7th Ave & Broward Blvd
Site Code : 00000000
Start Date : 8/26/2021
Page No : 1

Groups Printed- Peds & Bikes

	SW 7th Ave From North				Broward Blvd From East				SW 7th Ave From South				Broward Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	1	0	0	0	0	0	0	1	0	0	0	3	4	0	0	0	9
07:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
07:30	1	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	7
07:45	1	0	0	0	0	0	0	0	2	0	0	1	1	0	0	0	5
Total	3	0	0	7	0	0	0	1	2	0	0	5	5	0	0	2	25
08:00	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3
08:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
08:30	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3	6
08:45	1	0	0	6	0	0	0	0	0	0	0	1	0	0	0	1	9
Total	2	0	0	9	0	0	0	0	2	0	0	2	1	0	0	4	20
*** BREAK ***																	
16:00	0	0	0	1	0	0	0	0	3	0	0	1	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
16:30	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3
16:45	1	0	0	0	1	0	0	0	0	0	0	8	0	0	0	2	12
Total	1	0	0	1	2	0	0	0	4	0	0	10	1	0	0	3	22
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:15	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	5
Total	0	0	0	2	0	0	0	0	3	0	0	2	0	0	0	3	10
Grand Total	6	0	0	19	2	0	0	1	11	0	0	19	7	0	0	12	77
Apprch %	24	0	0	76	66.7	0	0	33.3	36.7	0	0	63.3	36.8	0	0	63.2	
Total %	7.8	0	0	24.7	2.6	0	0	1.3	14.3	0	0	24.7	9.1	0	0	15.6	

Traf Tech Engineering Inc.

File Name : 6-SW 7th Ave & Broward Blvd
Site Code : 00000000
Start Date : 8/26/2021
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Groups Printed- Autos - Heavy Vehicles

	SW 7th Ave From North					Broward Blvd From East					SW 7th Ave From South					Broward Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	17	71	15	0	103	8	254	11	0	273	6	46	22	0	74	34	254	34	4	326	776
07:15	28	90	20	0	138	9	214	6	0	229	8	63	22	0	93	32	205	33	5	275	735
07:30	25	100	25	0	150	10	290	13	0	313	17	39	23	0	79	58	315	41	5	419	961
07:45	26	143	55	0	224	6	246	14	0	266	21	83	32	0	136	40	376	43	1	460	1086
Total	96	404	115	0	615	33	1004	44	0	1081	52	231	99	0	382	164	1150	151	15	1480	3558
08:00	46	114	48	0	208	10	239	12	1	262	21	77	32	0	130	45	398	49	1	493	1093
08:15	29	108	46	0	183	10	283	7	0	300	18	55	30	0	103	49	398	51	3	501	1087
08:30	42	103	54	0	199	13	226	9	1	249	19	80	44	0	143	47	384	42	1	474	1065
08:45	31	93	50	0	174	12	290	6	0	308	15	68	37	0	120	49	507	33	0	589	1191
Total	148	418	198	0	764	45	1038	34	2	1119	73	280	143	0	496	190	1687	175	5	2057	4436
*** BREAK ***																					
16:00	35	58	20	0	113	19	487	11	0	517	15	115	68	0	198	29	307	29	1	366	1194
16:15	48	80	22	0	150	18	468	20	0	506	23	86	48	0	157	34	305	37	4	380	1193
16:30	51	89	17	0	157	11	410	11	0	432	6	115	47	0	168	34	327	36	2	399	1156
16:45	40	67	21	0	128	13	508	16	1	538	9	72	43	1	125	42	343	39	0	424	1215
Total	174	294	80	0	548	61	1873	58	1	1993	53	388	206	1	648	139	1282	141	7	1569	4758
17:00	51	103	24	0	178	21	408	21	1	451	18	173	59	0	250	46	296	39	1	382	1261
17:15	30	97	14	0	141	30	458	11	0	499	14	138	55	0	207	40	277	31	1	349	1196
17:30	34	70	26	0	130	16	424	27	0	467	12	93	38	0	143	36	372	35	5	448	1188
17:45	45	77	27	0	149	14	352	25	0	391	14	90	39	0	143	27	323	51	0	401	1084
Total	160	347	91	0	598	81	1642	84	1	1808	58	494	191	0	743	149	1268	156	7	1580	4729
Grand Total	578	1463	484	0	2525	220	5557	220	4	6001	236	1393	639	1	2269	642	5387	623	34	6686	17481
Apprch %	22.9	57.9	19.2	0		3.7	92.6	3.7	0.1		10.4	61.4	28.2	0		9.6	80.6	9.3	0.5		
Total %	3.3	8.4	2.8	0	14.4	1.3	31.8	1.3	0	34.3	1.4	8	3.7	0	13	3.7	30.8	3.6	0.2	38.2	
Autos	555	1421					5469					1366					5314				17127
% Autos	96	97.1	97.9	0	97	96.8	98.4	95.5	100	98.3	97.5	98.1	98.1	100	98	98.8	98.6	92.3	100	98.1	98
Heavy Vehicles																					
% Heavy Vehicles	4	2.9	2.1	0	3	3.2	1.6	4.5	0	1.7	2.5	1.9	1.9	0	2	1.2	1.4	7.7	0	1.9	2

Traf Tech Engineering Inc.

File Name : 6-SW 7th Ave & Broward Blvd
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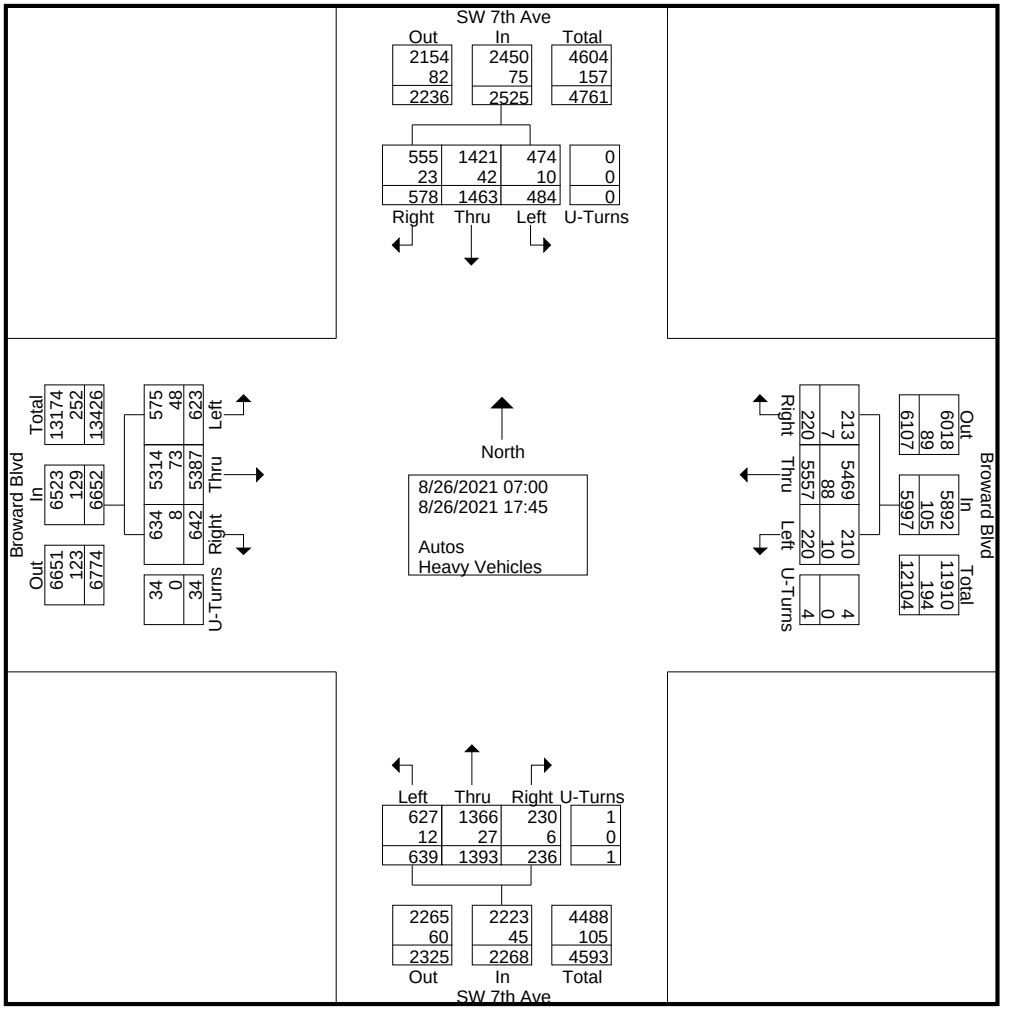

Traf Tech Engineering Inc.

File Name : 6-SW 7th Ave & Broward Blvd
Site Code : 00000000
Start Date : 8/26/2021
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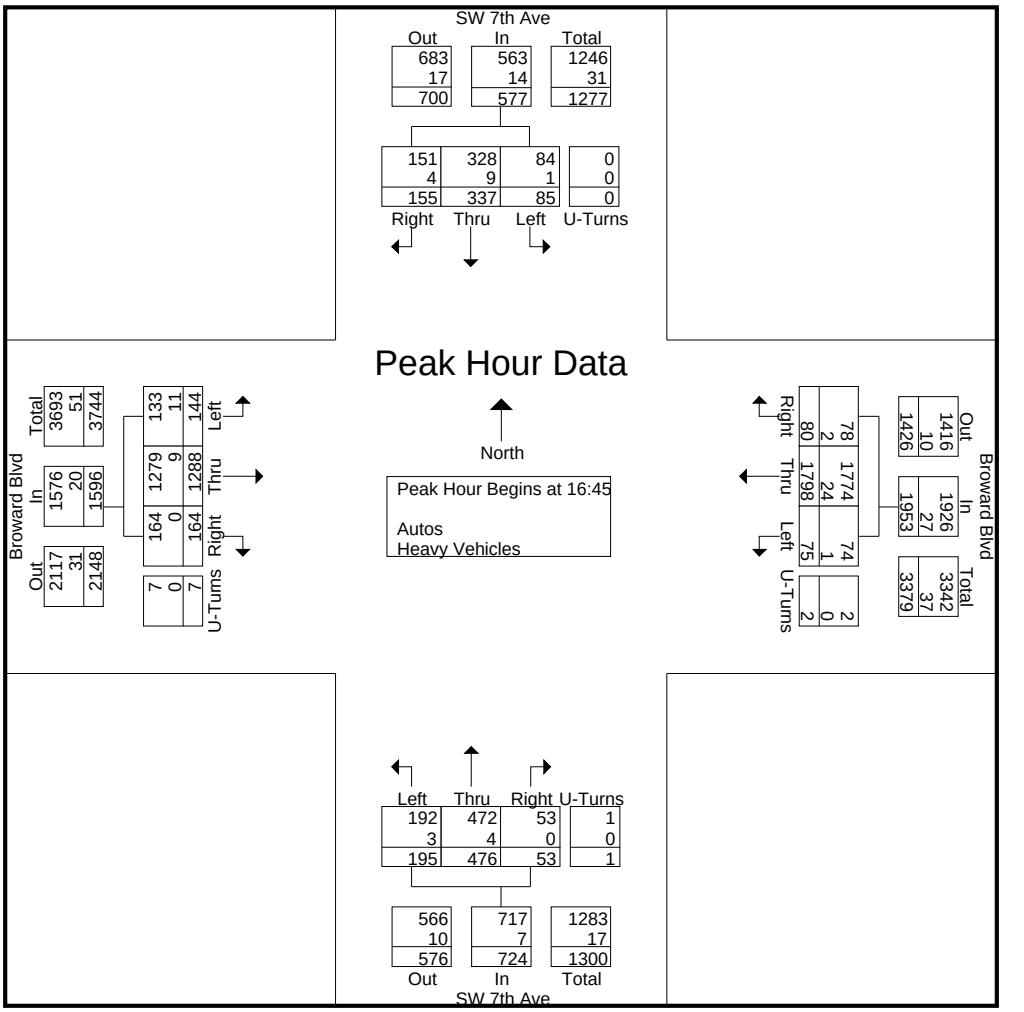
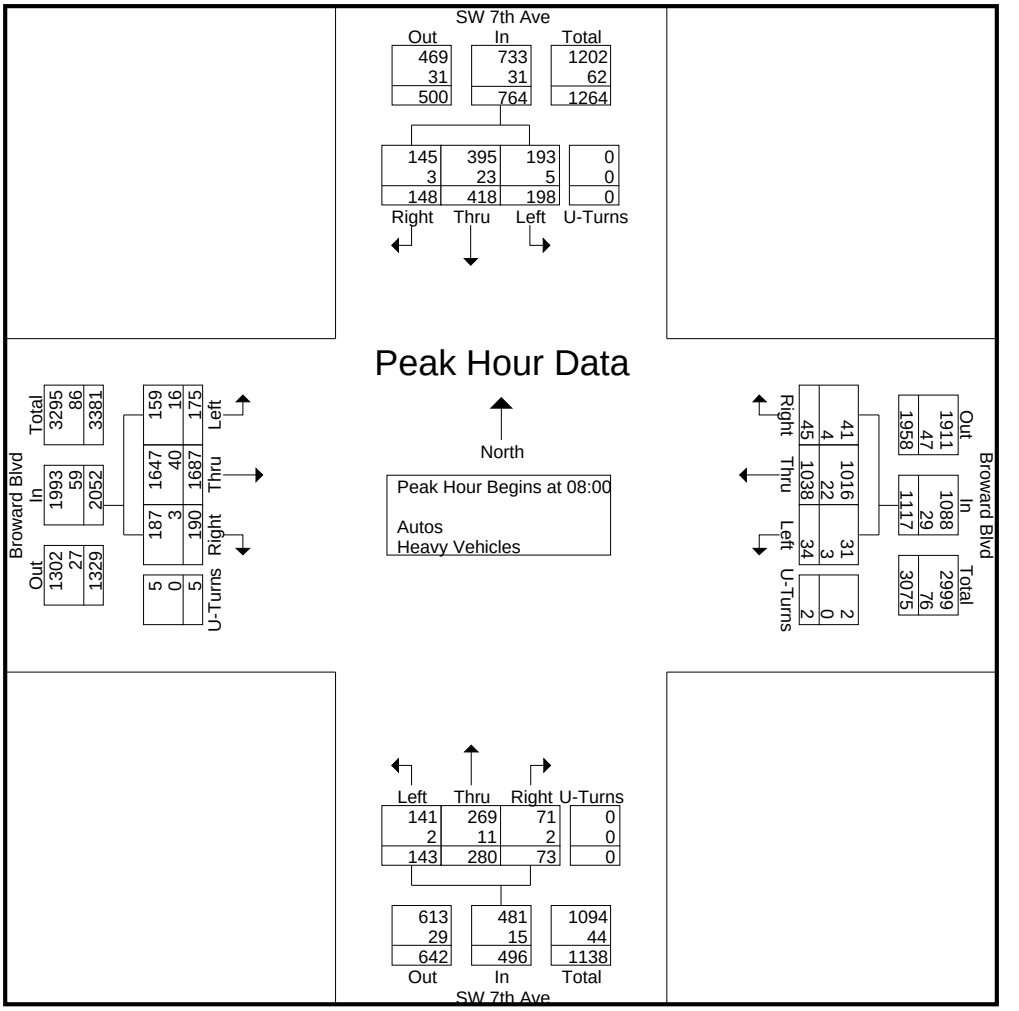
	SW 7th Ave From North					Broward Blvd From East					SW 7th Ave From South					Broward Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	40	67	21	0	128	13	508	16	1	538	9	72	43	1	125	42	343	39	0	424	1215
17:00	51	103	24	0	178	21	408	21	1	451	18	173	59	0	250	46	296	39	1	382	1261
17:15	30	97	14	0	141	30	458	11	0	499	14	138	55	0	207	40	277	31	1	349	1196
17:30	34	70	26	0	130	16	424	27	0	467	12	93	38	0	143	36	372	35	5	448	1188
Total Volume	155	337	85	0	577	80	1798	75	2	1955	53	476	195	1	725	164	1288	144	7	1603	4860
% App. Total	26.9	58.4	14.7	0		4.1	92	3.8	0.1		7.3	65.7	26.9	0.1		10.2	80.3	9	0.4		
PHF	.760	.818	.817	.000	.810	.667	.885	.694	.500	.908	.736	.688	.826	.250	.725	.891	.866	.923	.350	.895	.964
Autos	151	328	84	0	563	78	1774										1279				
% Autos	97.4	97.3	98.8	0	97.6	97.5	98.7	98.7	100	98.6	100	99.2	98.5	100	99.0	100	99.3	92.4	100	98.8	98.6
Heavy Vehicles																					
% Heavy Vehicles	2.6	2.7	1.2	0	2.4	2.5	1.3	1.3	0	1.4	0	0.8	1.5	0	1.0	0	0.7	7.6	0	1.2	1.4



Traf Tech Engineering Inc.

File Name : 6-SW 7th Ave & Broward Blvd
Site Code : 00000000
Start Date : 8/26/2021
Page No : 4

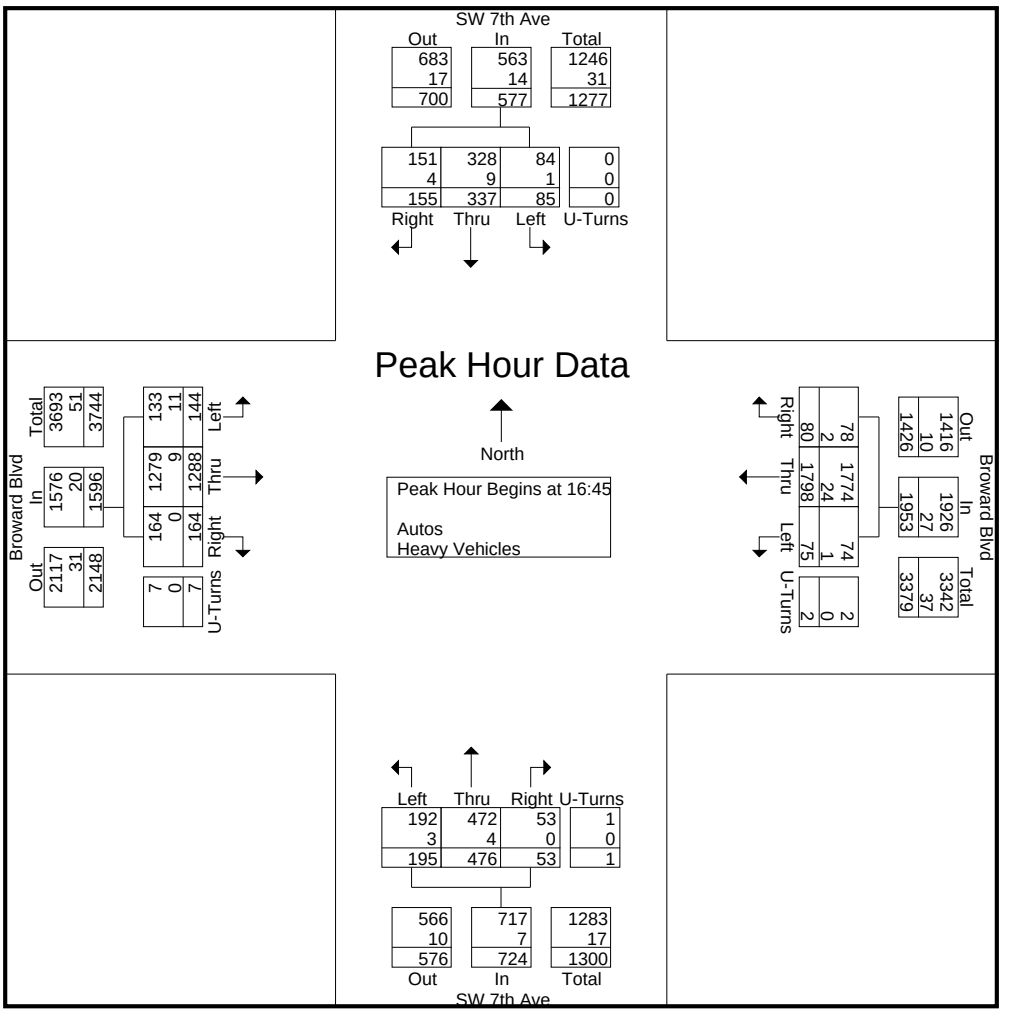
	SW 7th Ave From North					Broward Blvd From East					SW 7th Ave From South					Broward Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	46	114	48	0	208	10	239	12	1	262	21	77	32	0	130	45	398	49	1	493	1093
08:15	29	108	46	0	183	10	283	7	0	300	18	55	30	0	103	49	398	51	3	501	1087
08:30	42	103	54	0	199	13	226	9	1	249	19	80	44	0	143	47	384	42	1	474	1065
08:45	31	93	50	0	174	12	290	6	0	308	15	68	37	0	120	49	507	33	0	589	1191
Total Volume	148	418	198	0	764	45	1038	34	2	1119	73	280	143	0	496	190	1687	175	5	2057	4436
% App. Total	19.4	54.7	25.9	0		4	92.8	3	0.2		14.7	56.5	28.8	0		9.2	82	8.5	0.2		
PHF	.804	.917	.917	.000	.918	.865	.895	.708	.500	.908	.869	.875	.813	.000	.867	.969	.832	.858	.417	.873	.931
Autos	145	395	193	0	733	41	1016										1647				
% Autos	98.0	94.5	97.5	0	95.9	91.1	97.9	91.2	100	97.4	97.3	96.1	98.6	0	97.0	98.4	97.6	90.9	100	97.1	97.0
Heavy Vehicles																					
% Heavy Vehicles	2.0	5.5	2.5	0	4.1	8.9	2.1	8.8	0	2.6	2.7	3.9	1.4	0	3.0	1.6	2.4	9.1	0	2.9	3.0



Traf Tech Engineering Inc.

File Name : 6-SW 7th Ave & Broward Blvd
Site Code : 00000000
Start Date : 8/26/2021
Page No : 5

	SW 7th Ave From North					Broward Blvd From East					SW 7th Ave From South					Broward Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	40	67	21	0	128	13	508	16	1	538	9	72	43	1	125	42	343	39	0	424	1215
17:00	51	103	24	0	178	21	408	21	1	451	18	173	59	0	250	46	296	39	1	382	1261
17:15	30	97	14	0	141	30	458	11	0	499	14	138	55	0	207	40	277	31	1	349	1196
17:30	34	70	26	0	130	16	424	27	0	467	12	93	38	0	143	36	372	35	5	448	1188
Total Volume	155	337	85	0	577	80	1798	75	2	1955	53	476	195	1	725	164	1288	144	7	1603	4860
% App. Total	26.9	58.4	14.7	0		4.1	92	3.8	0.1		7.3	65.7	26.9	0.1		10.2	80.3	9	0.4		
PHF	.760	.818	.817	.000	.810	.667	.885	.694	.500	.908	.736	.688	.826	.250	.725	.891	.866	.923	.350	.895	.964
Autos	151	328	84	0	563	78	1774										1279				
% Autos	97.4	97.3	98.8	0	97.6	97.5	98.7	98.7	100	98.6	100	99.2	98.5	100	99.0	100	99.3	92.4	100	98.8	98.6
Heavy Vehicles																					
% Heavy Vehicles	2.6	2.7	1.2	0	2.4	2.5	1.3	1.3	0	1.4	0	0.8	1.5	0	1.0	0	0.7	7.6	0	1.2	1.4



Station : 2069 - NW 7 Ave & NW 6 St/Sistrunk Blvd (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		16		16		16		16								
Min Green		10		6	4	10		6								
Gap Ext		3		2	1.5	3		2								
Max1		40		35	15	40		35								
Max2																
Yellow Clr		4		4	4	4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		1.5		1.5	1.5	1.5		1.5	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
Guar Passage																
Rest In Walk																
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						

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				

APPENDIX C

Signal Timing, PSCF, Historical Data, and Growth Rate

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/30/2021 2:04:19 PM

Station : 2069 - NW 7 Ave & NW 6 St/Sistrunk Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		12	12	90	65	12	1	10	17		15	35		40	15	35		40								
15		14	14	90	10	14	1	10	17		15	35		40	15	35		40								
18		3	3	80	70	3	1	10	50		12	38		30	12	38		30								
Day Plan 2											**Easy**															
		3	3	80	70	3	1	10	50		12	38		30	12	38		30								
2		100	254																							
8		3	3	80	70	3	1	10	50		12	38		30	12	38		30								

Day Plan 3											Easy																
		3	3	80	70	3	1	10	50		12	38		30	12	38		30								
2		100	254																							
8		3	3	80	70	3	1	10	50		12	38		30	12	38		30								
22		100	254																							

Station : 2069 - NW 7 Ave & NW 6 St/Sistrunk Blvd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Weekk							Day of Month										1										2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													1
8							1						1	1	1	1	1						1																												1
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																																		2
12											1							1																																		2
13												1						1																																		2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1																																					1	2
17																																																			1
18																																																			1
19																																																			1
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28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Station : 2071 - Broward Blvd & W 7 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		20		26		19		27								
Min Green	4	15	4	6	4	15	4	6								
Gap Ext	1.5	3	1.5	0.5	1.5	3	1.5	0.5								
Max1	12	50	12	30	12	50	12	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	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
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/30/2021 2:11:04 PM

Station : 2071 - Broward Blvd & W 7 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	129	2	1	10	40		20	80	20	40	12	88	20	40								
10		3	3	160	110	3	1	10	40		20	75	15	50	20	75	25	40								
15		4	4	160	155	4	1	10	40		20	75	13	52	13	82	25	40								
18		3	3	160	110	3	1	10	40		20	75	15	50	20	75	25	40								
Day Plan 2											**Easy**															
		3	3	160	110	3	1	10	40		20	75	15	50	20	75	25	40								
2		100	254																							
8		3	3	160	110	3	1	10	40		20	75	15	50	20	75	25	40								

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 3											**Easy**															
		3	3	160	110	3	1	10	40		20	75	15	50	20	75	25	40								
2		100	254																							
8		3	3	160	110	3	1	10	40		20	75	15	50	20	75	25	40								
22		100	254																							

Station : 2071 - Broward Blvd & W 7 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month												Day of Weekk							Day of Month									1										2										3		
Plan	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**Day Plan**
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1			2
13												1		1				1																									1								2
14												1		1	1	1	1	1																										1							2
15												1		1																															1						2
16												1		1				1																																1	2
17																																																			1
18																																																			1
19																																																			1
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28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Station : 2077 - NW 6 St/Sistrunk Blvd & NW 9 Ave (Standard File)

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		21		21		21		21								
Min Green		12		6		12		6								
Gap Ext		3		2		3		2								
Max1		40		25		40		25								
Max2																
Yellow Clr		4		4		4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		1.5		1		1.5		1		1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									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
Guar Passage																
Rest In Walk																
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	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
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						

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				

Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/30/2021 2:03:08 PM

Station : 2077 - NW 6 St/Sistrunk Blvd & NW 9 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
Day Plan 2											**Easy**															

Day Plan 3											Easy															

Station : 2077 - NW 6 St/Sistrunk Blvd & NW 9 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month												Day of Weekk							Day of Month									1										2										3		
Plan	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**Day Plan**
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1			2
13												1		1				1																									1								2
14												1		1	1	1	1	1																										1							2
15												1		1																															1						2
16												1		1				1																																1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
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25																																																			1
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

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						

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				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/30/2021 2:05:11 PM

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

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	16	2	1		50			43		37	10	33		37								
10		3	3	80	33	3	1	10	50			48		32	14	34		32								
15		4	4	80	76	4	1		50			43		37	13	30		37								
18		3	3	80	33	3	1	10	50			48		32	14	34		32								
Day Plan 2											**Easy**															
		3	3	80	33	3	1	10	50			48		32	14	34		32								
1		100	254																							
8		3	3	80	33	3	1	10	50			48		32	14	34		32								

Day Plan 3												**Easy**																	
		3	3	80	33	3	1	10	50			48		32	14	34		32											
1		100	254																										
8		3	3	80	33	3	1	10	50			48		32	14	34		32											
22		100	254																										

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

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month												Day of Weekk							Day of Month										1									2									3		
Plan	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**Day Plan**
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																																2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																										2
11											1							1																																		2
12											1								1																																	2
13												1		1				1																																		2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

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27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Station : 2168 - Sunrise Blvd & NW 7 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		21		28		23		28								
Min Green	5	12	4	6	5	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	20	75	15	40	15	75	30	25								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	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																
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	99	99	99	99	99	99
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	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/30/2021 2:01:57 PM

Station : 2168 - Sunrise Blvd & NW 7 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	172	2	3	12	22		16	115	15	34	19	112	24	25								
9	30	3	3	180	96	3	3	12	22		27	85	15	53	20	92	24	44								
15		4	4	180	96	4	3	12	22		19	80	15	66	16	83	44	37								
19	30	5	5	140	88	5	1	12	22		21	72	15	32	21	72	28	19								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	96	6	3	12	22		22	76	15	37	19	79	18	34								
9		7	7	190	1	7	1	12	22		24	104	15	47	32	96	21	41								
19	30	8	8	140	90	8	1	12	22		16	74	15	35	21	69	15	35								

Day Plan 3											**Easy**															
		100	254																							
8		6	6	150	96	6	3	12	22		22	76	15	37	19	79	18	34								
10		7	7	190	1	7	1	12	22		24	104	15	47	32	96	21	41								
19	30	8	8	140	90	8	1	12	22		16	74	15	35	21	69	15	35								
21	30	100	254																							

Broward County Timing Sheet 8/30/2021 2:01:57 PM

Station : 2168 - Sunrise Blvd & NW 7 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month												Day of Weekk							Day of Month									1										2										3		
Plan	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**Day Plan**
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1	1	1				1	1	1	1																									2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1			2
13												1		1				1																									1								2
14												1		1	1	1	1	1																										1							2
15												1		1																															1						2
16												1		1				1																																1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
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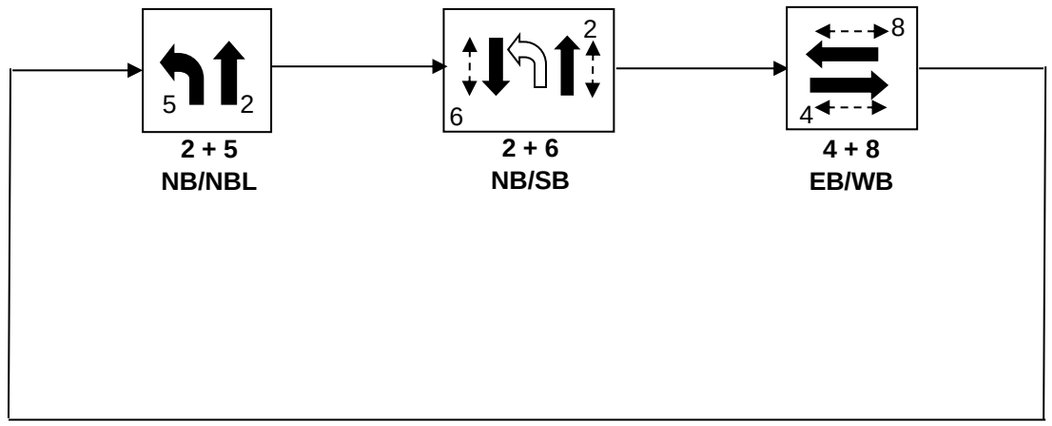
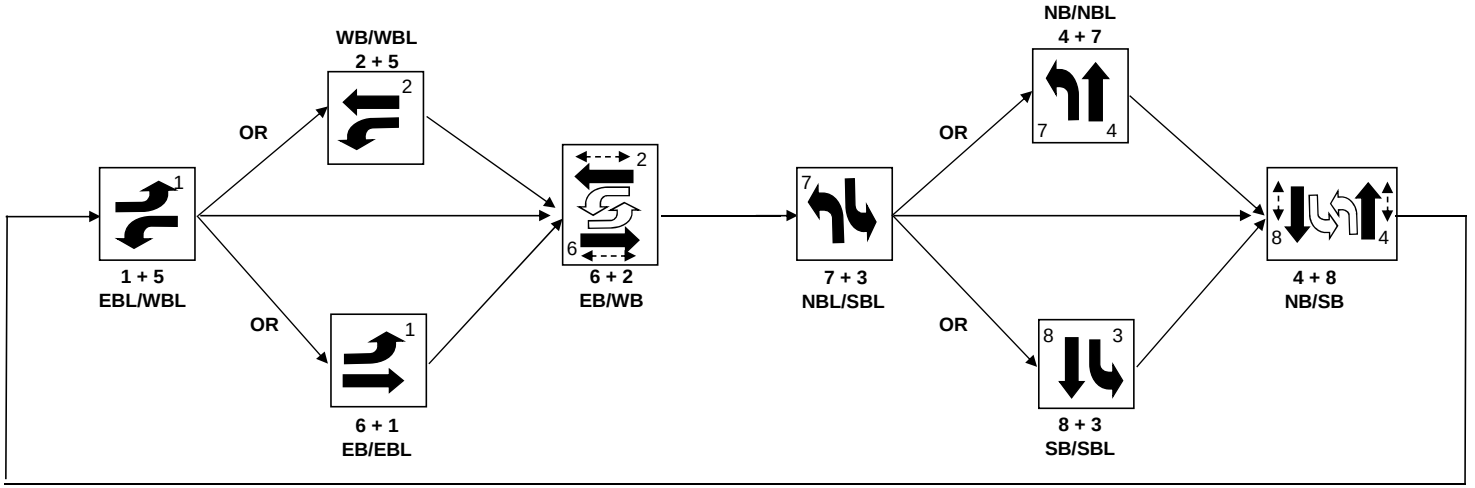
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

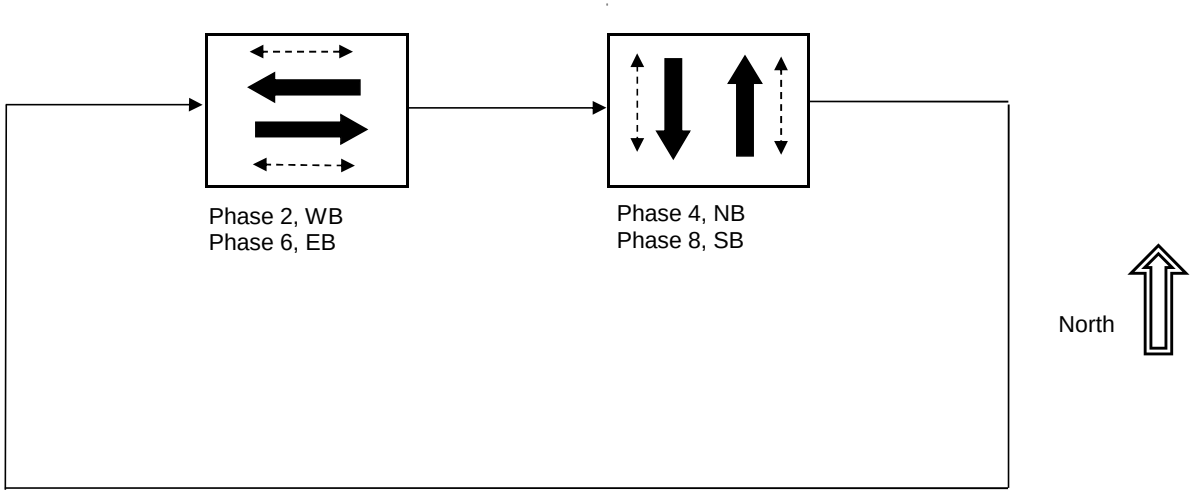
Sequence of Operation for (2069) NW 7 Avenue and NW 6 St (Sistrunk Blvd)
Fort Lauderdale



Sequence of Operation for Broward Blvd (SR 842) and W 7 Avenue, (2071)
Fort Lauderdale



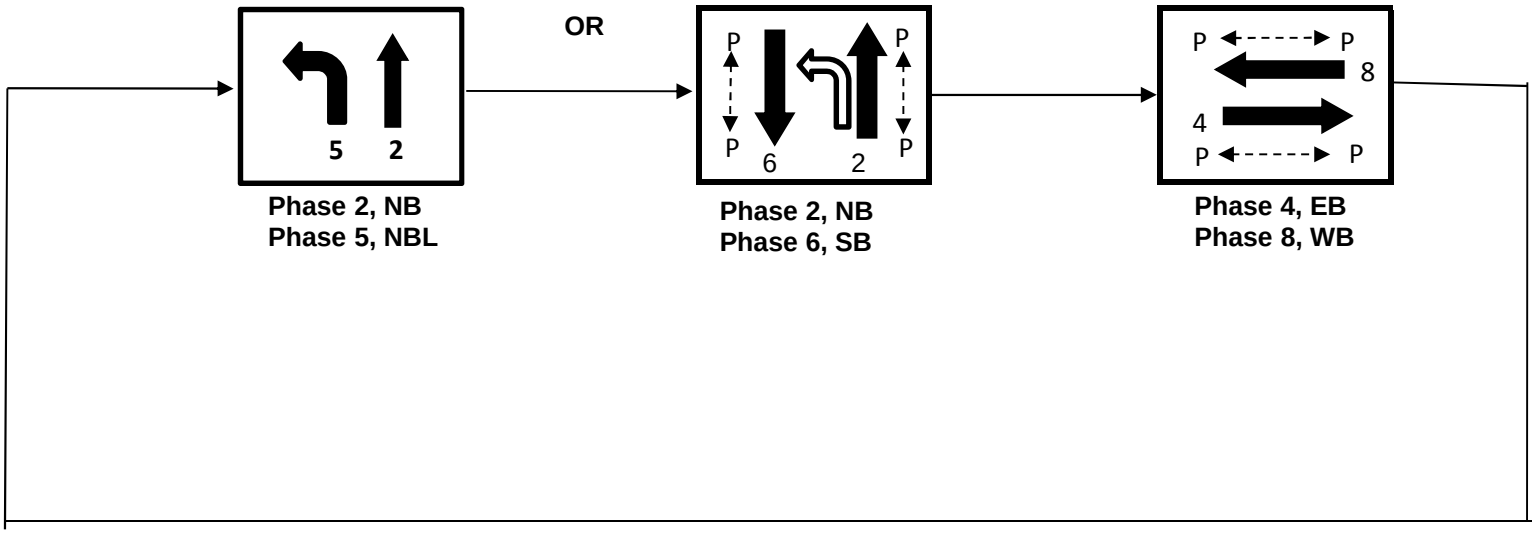
Sequence of Operation
NW 6 Street (Sistrunk Blvd) and NW 9 Avenue
Intersection Number (2077), Fort Lauderdale



Sequence of Operation

Andrews Ave and N 6 Street

Intersection Number (2150), Fort Lauderdale

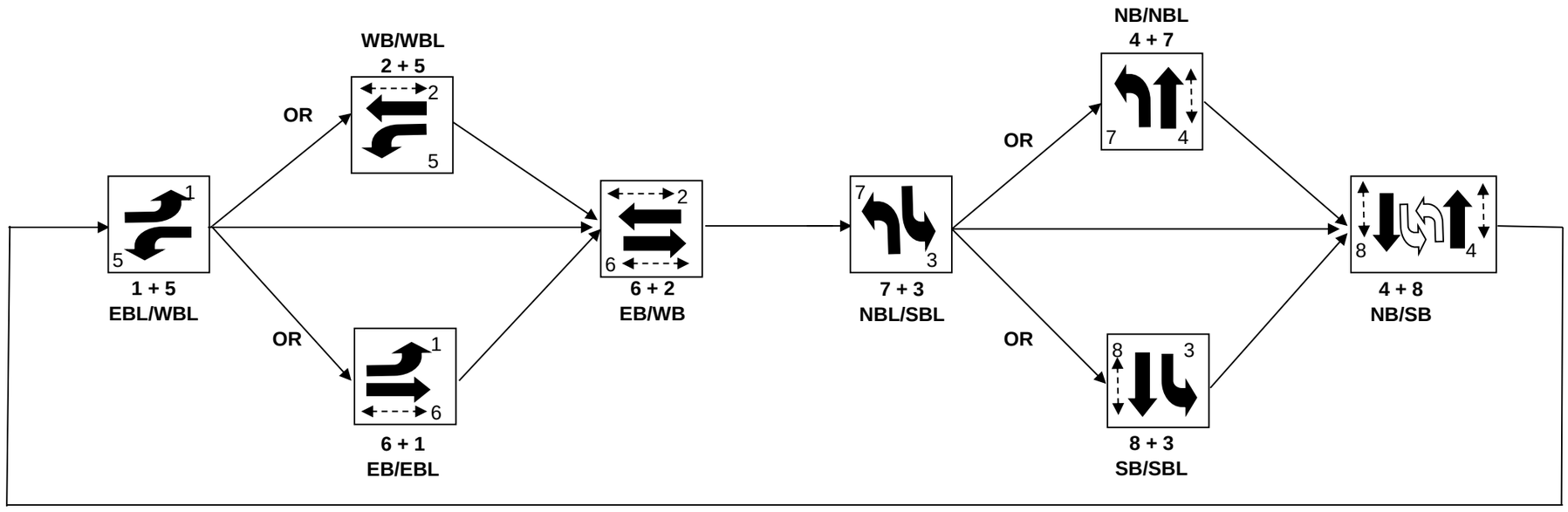


Phase 2, NB
Phase 5, NBL

Phase 2, NB
Phase 6, SB

Phase 4, EB
Phase 8, WB

Sequence of Operation for Sunrise Blvd (SR 838) & NW 7 Avenue (2168)
Fort Lauderdale



Denotes Pedestrian crosswalk signal

Denotes permissive left turn

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2069	**Initial Operation Date**	1/14/64
Controller Type	2070	**System Number**	2069
Modification Number	9	**Modification Date**	11/28/2012
Drawing/Project No	10448	**FPL Grid Number**	87580766504
Intersection	NW 7 AVENUE and NW 6 ST. (SISTRUNK BLVD.)		
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		40		35	15	40		35
Maximum Green II								
Yellow Clearance		4.0		4.0	4.0	4.0		4.0
All Red Clearance		1.5		1.5	1.5	1.5		1.5
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		16		16		16		16
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. MOD. 9 REFLECTS INTERSECTION UPGRADE PER FT. LAUDERDALE CONTRACT #10448, WITH TIMING VALUE UPDATES.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2071	**Initial Operation Date**	1963
Controller Type	2070 TS2 (BIU)	**System Number**	2071
Modification Number	26	**Modification Date**	03/14/2019
Drawing/Project No	428724-1-52-01	**FPL Grid Number**	87580791304
Intersection	BROWARD BLVD. (SR 842) and NW-SW 7 AVENUE/AVENUE OF THE ARTS		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	15	4	6	4	15	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	0.5	1.5	3.0	1.5	0.5
Maximum Green I	12	50	12	30	12	50	12	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		20		26		19		27
Permissive	YES		YES		YES		YES	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN EAST/WEST PROGRAMMED IN CONTROLLER.
2. DUAL ENTRY NORTH/SOUTH.
3. MOD. 26 REFLECTS FDOT BROWARD BLVD CORRIDOR PROJECT.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2077	**Initial Operation Date**	11/22/72
Controller Type	2070	**System Number**	2077
Modification Number	5	**Modification Date**	11/28/2012
Drawing/Project No	10448	**FPL Grid Number**	87580596404
Intersection	NW 6 ST. (SISTRUNK BLVD.) and NW 9 AVENUE.		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		WB		NB		EB		SB
Initial Green(MIN)		12		6		12		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		40		25		40		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		1.5		1.0		1.5		1.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		21		21		21		21
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 5 REFLECTS INTERSECTION UPGRADE PER FT. LAUDERDALE PROJECT # 10448.

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** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2168	**Initial Operation Date**	7/23/58
Controller Type	2070 LN	**System Number**	2168
Modification Number	19	**Modification Date**	11/01/2019
Drawing/Project No	22822115201	**FPL Grid Number**	87581751705
Intersection	SUNRISE BLVD. (SR 838) and NW 7 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	4	6	5	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	20	75	15	40	15	75	30	25
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		21		28		23		28
Permissive	NO		5 SECT		NO		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 19 UPDATES TIMING SHEET PER FDOT RETIMING PROJECT C-9i96.

Submitted By _____ **Approved By** _____

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

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

* PEAK SEASON

14-FEB-2020 15:39:26 830UPD 4_8601_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9029 - NW 7 AVENUE, N OF BROWARD BLVD.

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	13200 C	N	6600	S	6600	9.00	53.90	8.80
2019	18900 R	N	9700	S	9200	9.00	54.60	5.50
2018	18900 T	N	9700	S	9200	9.00	54.50	6.00
2017	18900 S	N	9700	S	9200	9.00	51.90	6.20
2016	18900 F	N	9700	S	9200	9.00	54.10	2.90
2015	18700 C	N	9600	S	9100	9.00	54.00	3.40
2014	17000 X					9.00	54.20	7.40
2013	17000 X		0		0	9.00	53.60	7.60
2012	17000 T		0		0	9.00	52.20	5.90
2011	16800 S		0		0	9.00	52.50	6.30
2010	16800 F	N	7900	S	8900	8.35	52.69	9.30
2009	16800 C	N	7900	S	8900	8.53	53.89	5.30
2008	16200 C	N	8200	S	8000	8.81	54.16	6.50
2007	17500 C	N	8800	S	8700	8.63	55.75	4.80
2006	18100 C	N	9200	S	8900	8.40	55.34	2.90
2005	17000 C	N	8800	S	8200	8.20	51.70	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9048 - NW 7 AVENUE, S OF SUNRISE BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	11000 C	N 6100	S 4900	9.00	53.90	8.80
2019	15400 T	N 7800	S 7600	9.00	54.60	5.50
2018	15400 S	N 7800	S 7600	9.00	54.50	6.00
2017	15400 F	N 7800	S 7600	9.00	51.90	6.20
2016	15400 C	N 7800	S 7600	9.00	54.10	2.90
2015	12000 V	0	0	9.00	54.00	3.40
2014	12000 R			9.00	54.20	7.40
2013	12000 T	0	0	9.00	53.60	7.60
2012	12000 S	0	0	9.00	52.20	5.90
2011	11900 F	0	0	9.00	52.50	6.30
2010	11900 C	N 6400	S 5500	8.35	52.69	9.30
2009	12800 F	N 6600	S 6200	8.53	53.89	5.30
2008	13200 C	N 6800	S 6400	8.81	54.16	6.50
2007	14900 C	N 7800	S 7100	8.63	55.75	4.80
2006	14700 C	N 7300	S 7400	8.40	55.34	2.90
2005	12200 C	N 6500	S 5700	8.20	51.70	0.00

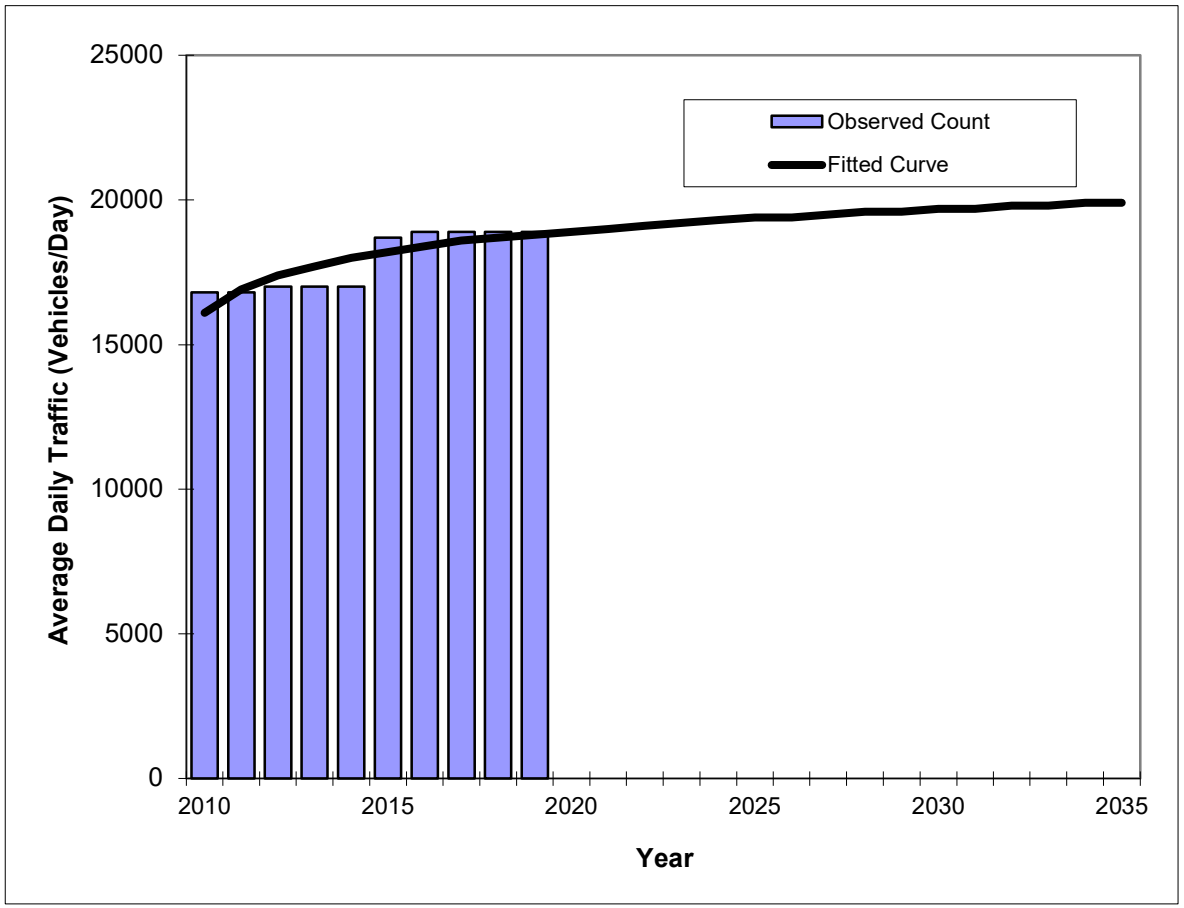
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NW 7 AVENUE -- N OF BROWARD BLVD

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	877003
Highway:	NW 7 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2010	16800	16100
2011	16800	16900
2012	17000	17400
2013	17000	17700
2014	17000	18000
2015	18700	18200
2016	18900	18400
2017	18900	18600
2018	18900	18700
2019	18900	18800
2021 Opening Year Trend		
2021	N/A	19000
2022 Mid-Year Trend		
2022	N/A	19100
2024 Design Year Trend		
2024	N/A	19300
TRANPLAN Forecasts/Trends		

Trend R-squared:	69.87%
Compounded Annual Historic Growth Rate:	1.74%
Compounded Growth Rate (2019 to Design Year):	0.53%
Printed:	19-Sep-21

Decaying Exponential Growth Option

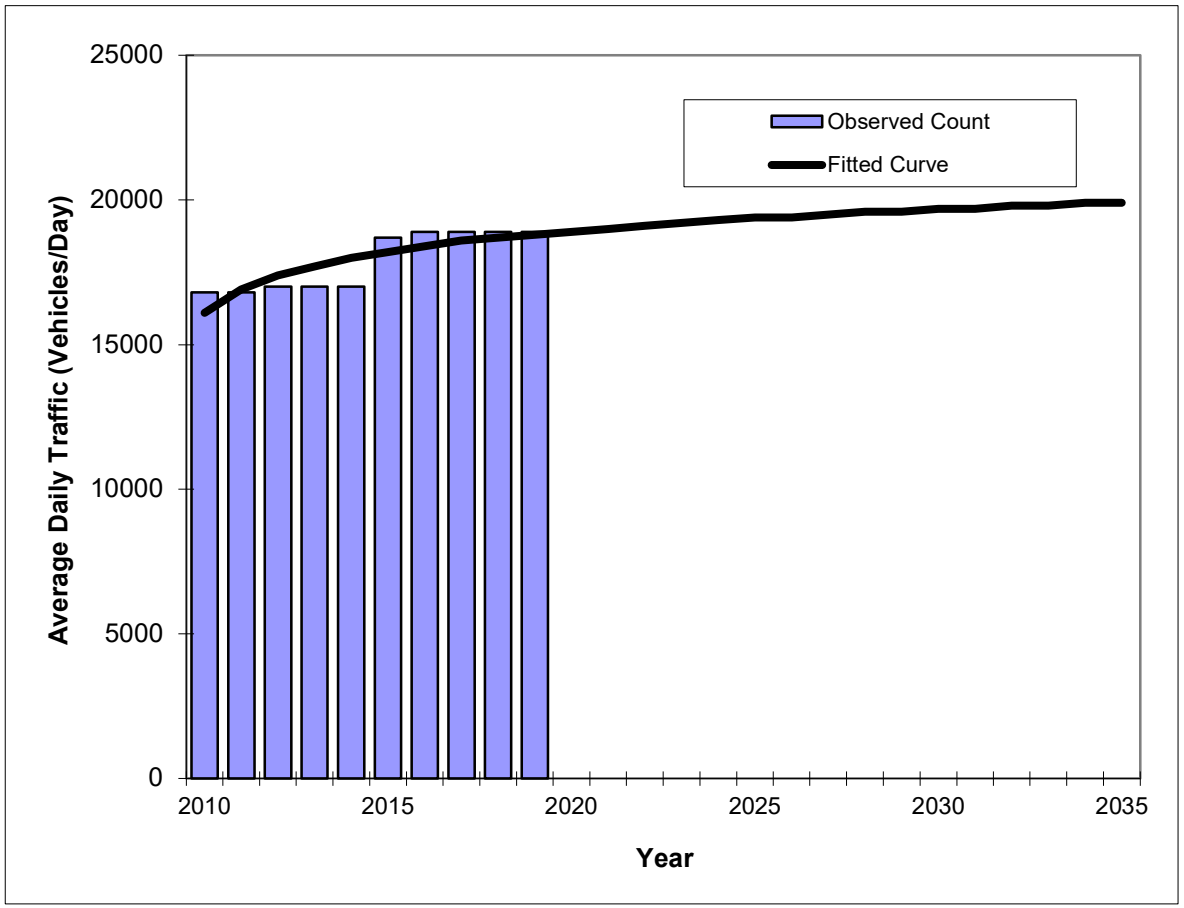
***Axle-Adjusted**

Traffic Trends - V03.a

NW 7 AVENUE -- N OF BROWARD BLVD

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	877003
Highway:	NW 7 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2010	16800	16100
2011	16800	16900
2012	17000	17400
2013	17000	17700
2014	17000	18000
2015	18700	18200
2016	18900	18400
2017	18900	18600
2018	18900	18700
2019	18900	18800
2021 Opening Year Trend		
2021	N/A	19000
2022 Mid-Year Trend		
2022	N/A	19100
2024 Design Year Trend		
2024	N/A	19300
TRANPLAN Forecasts/Trends		

Trend R-squared:	81.51%
Compounded Annual Historic Growth Rate:	1.74%
Compounded Growth Rate (2019 to Design Year):	0.53%
Printed:	19-Sep-21

Exponential Growth Option

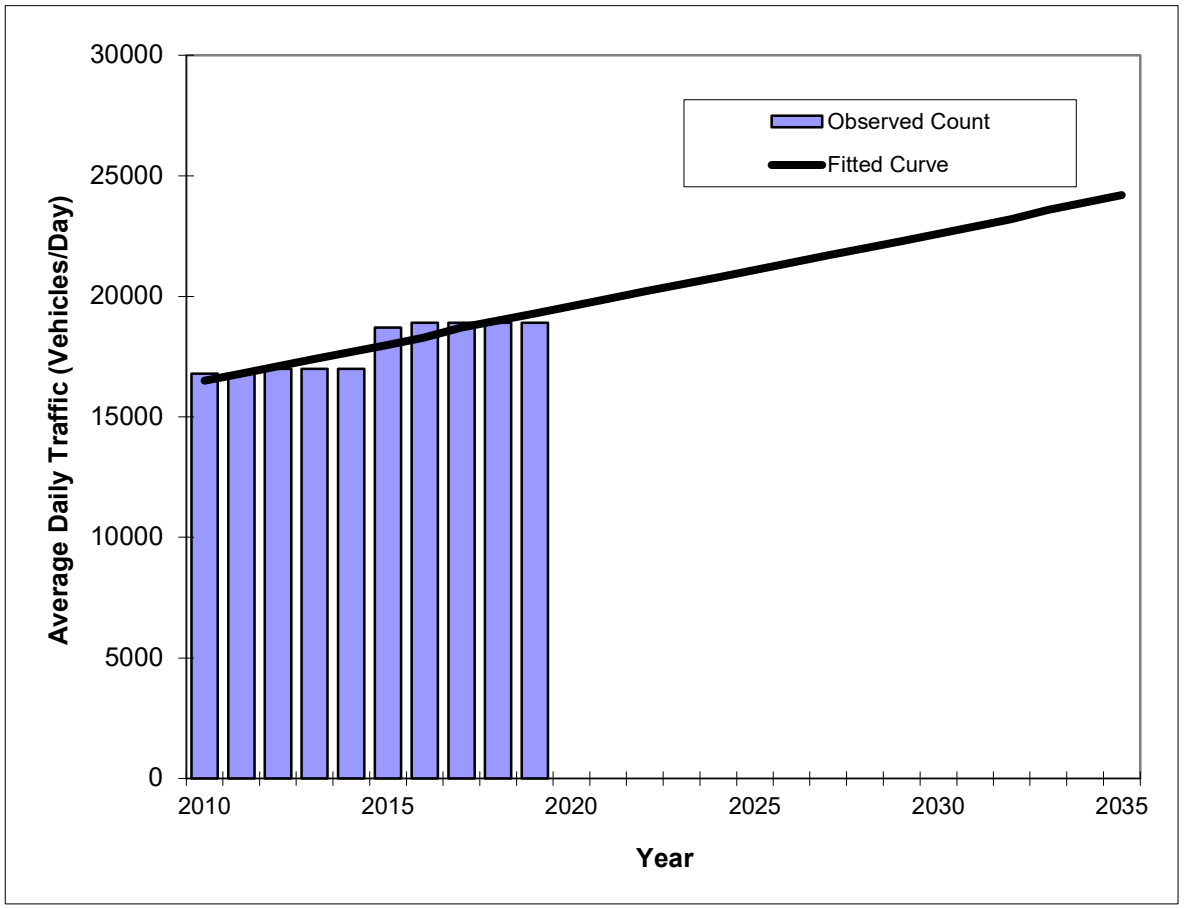
***Axle-Adjusted**

Traffic Trends - V03.a

NW 7 AVENUE -- N OF BROWARD BLVD

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	877003
Highway:	NW 7 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2010	16800	16500
2011	16800	16800
2012	17000	17100
2013	17000	17400
2014	17000	17700
2015	18700	18000
2016	18900	18300
2017	18900	18700
2018	18900	19000
2019	18900	19300
2021 Opening Year Trend		
2021	N/A	19900
2022 Mid-Year Trend		
2022	N/A	20200
2024 Design Year Trend		
2024	N/A	20800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	306
Trend R-squared:	81.44%
Trend Annual Historic Growth Rate:	1.89%
Trend Growth Rate (2019 to Design Year):	1.55%
Printed:	19-Sep-21

Straight Line Growth Option

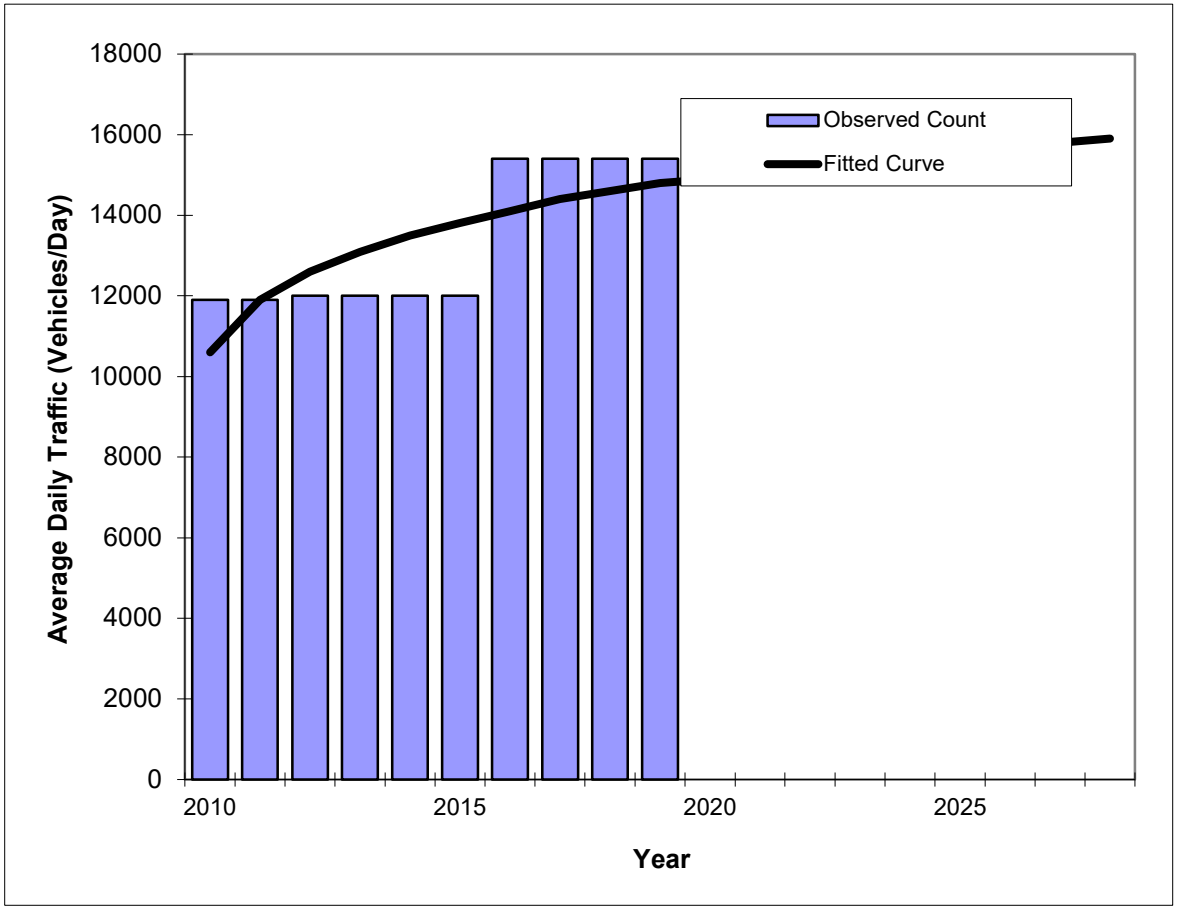
***Axle-Adjusted**

Traffic Trends - V03.a

NW 7 AVENUE -- S OF SUNRISE BLVD

FIN#	1234
Location	2

County:	Broward (86)
Station #:	869048
Highway:	NW 7 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2010	11900	10600
2011	11900	11900
2012	12000	12600
2013	12000	13100
2014	12000	13500
2015	12000	13800
2016	15400	14100
2017	15400	14400
2018	15400	14600
2019	15400	14800
2021 Opening Year Trend		
2021	N/A	15100
2022 Mid-Year Trend		
2022	N/A	15200
2024 Design Year Trend		
2024	N/A	15500
TRANPLAN Forecasts/Trends		

Trend R-squared:	55.00%
Compounded Annual Historic Growth Rate:	3.78%
Compounded Growth Rate (2019 to Design Year):	0.93%
Printed:	19-Sep-21

Decaying Exponential Growth Option

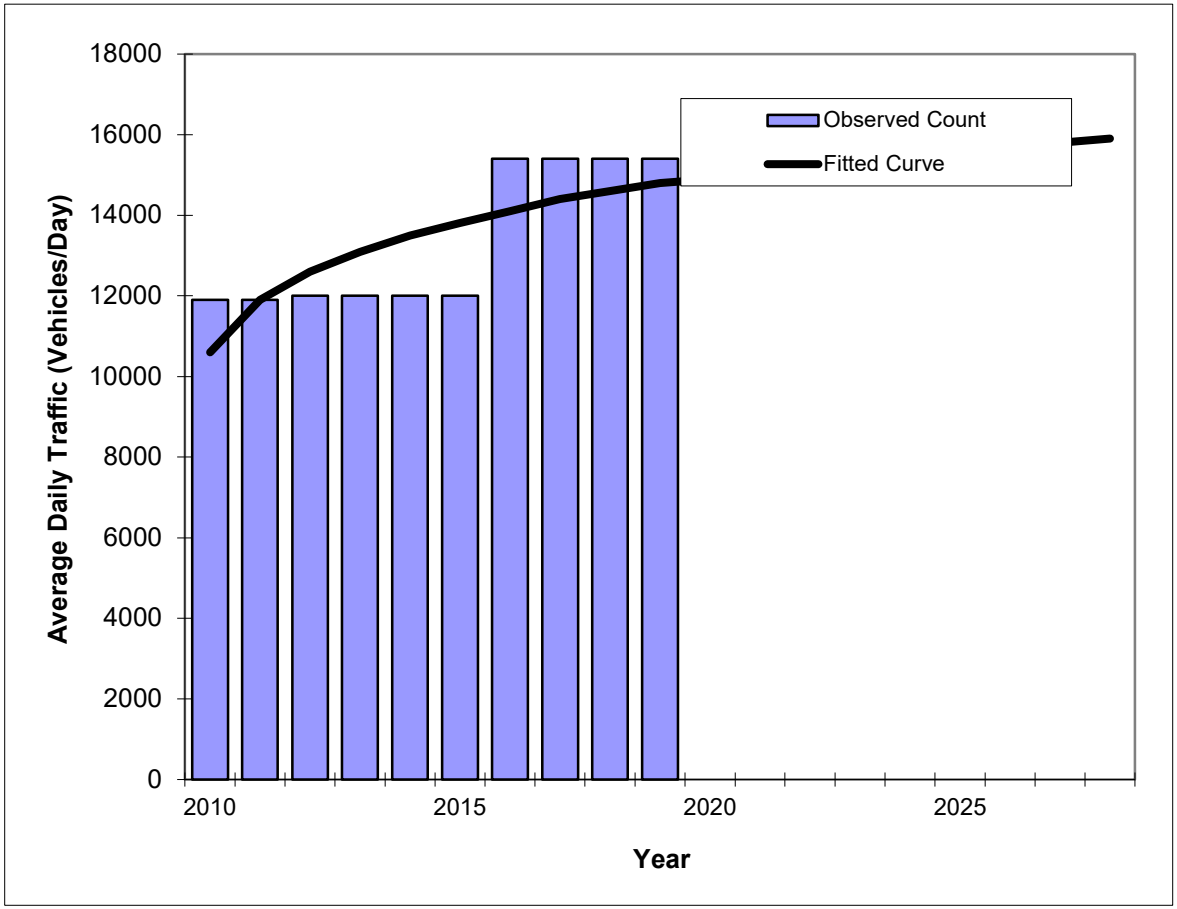
***Axle-Adjusted**

Traffic Trends - V03.a

NW 7 AVENUE -- S OF SUNRISE BLVD

FIN#	1234
Location	2

County:	Broward (86)
Station #:	869048
Highway:	NW 7 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2010	11900	10600
2011	11900	11900
2012	12000	12600
2013	12000	13100
2014	12000	13500
2015	12000	13800
2016	15400	14100
2017	15400	14400
2018	15400	14600
2019	15400	14800
2021 Opening Year Trend		
2021	N/A	15100
2022 Mid-Year Trend		
2022	N/A	15200
2024 Design Year Trend		
2024	N/A	15500
TRANPLAN Forecasts/Trends		

Trend R-squared:	74.30%
Compounded Annual Historic Growth Rate:	3.78%
Compounded Growth Rate (2019 to Design Year):	0.93%
Printed:	19-Sep-21

Exponential Growth Option

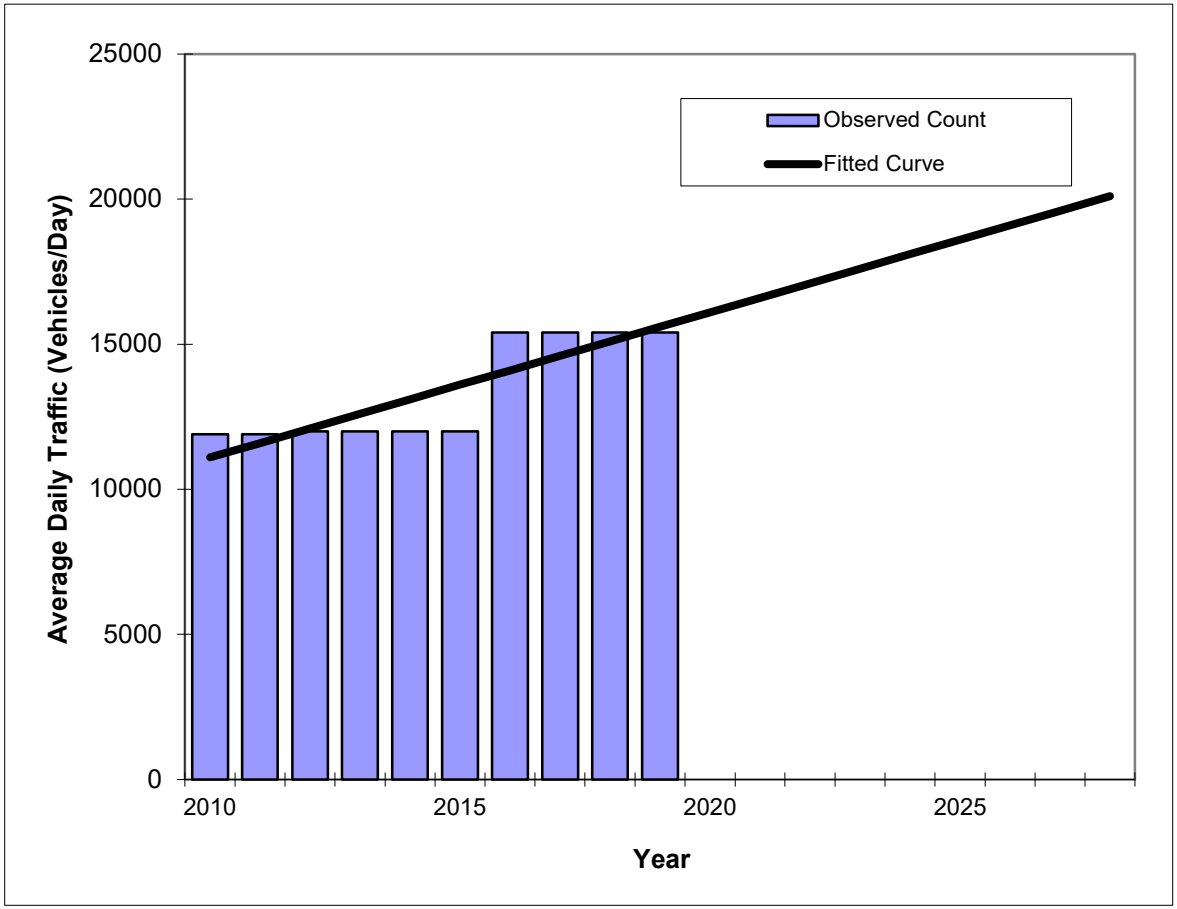
***Axle-Adjusted**

Traffic Trends - V03.a

NW 7 AVENUE -- S OF SUNRISE BLVD

FIN#	1234
Location	2

County:	Broward (86)
Station #:	869048
Highway:	NW 7 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2010	11900	11100
2011	11900	11600
2012	12000	12100
2013	12000	12600
2014	12000	13100
2015	12000	13600
2016	15400	14100
2017	15400	14600
2018	15400	15100
2019	15400	15600
2021 Opening Year Trend		
2021	N/A	16600
2022 Mid-Year Trend		
2022	N/A	17100
2024 Design Year Trend		
2024	N/A	18100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	504
Trend R-squared:	74.11%
Trend Annual Historic Growth Rate:	4.50%
Trend Growth Rate (2019 to Design Year):	3.21%
Printed:	19-Sep-21

Straight Line Growth Option

***Axle-Adjusted**

Growth Rate Trend Analysis Calcualtions - 10 Years

Description	Station #					
	0929			9048		
Option	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**
Trend Growth Rate(1)	1.89	1.74	1.74	4.50	3.78	3.78
Trend R-squared	81.44	81.51	69.87	74.11	74.30	55.00
Selected Growth Rate	1.74			3.78		
Adjusted Growth Rate (2)	1.74			3.78		
Average Growth Rate	2.76					
Growth Rate Used	**2.76**					

Notes:

1: Refer to Trend Analysis Chart

2: If the resulting growth rate is negative, a 0.5 growth rate was used

What Is R-squared?

R-squared is a statistical measure of how close the data are to the fitted regression line. It is also known as the coefficient of determination, or the coefficient of multiple determination for multiple regression.

The definition of R-squared is fairly straight-forward; it is the percentage of the response variable variation that is explained by a linear model. Or:

R-squared = Explained variation / Total variation

R-squared is always between 0 and 100%:

0% indicates that the model explains none of the variability of the response data around its mean.

100% indicates that the model explains all the variability of the response data around its mean.

In general, the higher the R-squared, the better the model fits your data. However, there are important conditions for this guideline that I'll talk about both in this post and my next post.

APPENDIX D

Future Turning Movement Volumes and Committed Developments Information

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Sunrise Boulevard and NW 7 Avenue
AM Peak Hour

Description	NW 7 Avenue Northbound			NW 7 Avenue Southbound			Sunrise Boulevard Eastbound			Sunrise Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (8/26/2021)	159	81	149	38	141	46	27	1,964	358	109	1,012	13
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Traffic	173	88	162	41	154	50	29	2,141	390	119	1,103	14
Annual Growth Rate	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
Committed Developments:												
FAT Vill E. and FAT Vill W.Non-Res		4										
FAT Village West Residential		1			2							
West Village		17			7							
2024 Background Traffic	188	118	176	45	176	54	32	2,323	423	129	1,197	15
Sistrunk and 7 Avenue Pass-by	17	9		7				13				
2024 Total Traffic	**205**	**127**	**176**	**52**	**176**	**54**	**32**	**2,336**	**423**	**129**	**1,197**	**15**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Sunrise Boulevard and NW 7 Avenue
PM Peak Hour

Description	NW 7 Avenue Northbound			NW 7 Avenue Southbound			Sunrise Boulevard Eastbound			Sunrise Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (8/26/2021)	277	235	156	22	139	37	70	1,567	217	100	1,338	54
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Traffic	302	256	170	24	152	40	76	1,708	237	109	1,458	59
Annual Growth Rate	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
Committed Developments:												
FAT Vill E. and FAT Vill W.Non-Res		0			8							
FAT Village West Residential		0			1							
West Village		16			21							
2024 Background Traffic	328	294	185	26	194	44	83	1,853	257	118	1,583	64
Sistrunk and 7 Avenue Pass-by	10	5		6				13				
2024 Total Traffic	**338**	**299**	**185**	**32**	**194**	**44**	**83**	**1,866**	**257**	**118**	**1,583**	**64**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street and NW 9 Avenue
AM Peak Hour

Description	NW 9 Avenue Northbound			NW 9 Avenue Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (8/26/2021)	15	110	20	82	169	58	93	706	39	33	268	62
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Traffic	16	120	22	89	184	63	101	770	43	36	292	68
Annual Growth Rate	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
Committed Developments:												
FAT Vill E. and FAT Vill W.Non-Res								19			1	
FAT Village West Residential								3			6	
West Village	13	14		6				6			2	2
2024 Background Traffic	31	144	24	103	200	69	110	863	46	39	326	75
Sistrunk and 7 Avenue Pass-by			7	7				20		9	26	9
2024 Total Traffic	**31**	**144**	**31**	**110**	**200**	**69**	**110**	**883**	**46**	**48**	**352**	**84**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street and NW 9 Avenue
PM Peak Hour

Description	NW 9 Avenue Northbound			NW 9 Avenue Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (8/26/2021)	39	133	23	85	176	85	74	304	30	51	604	152
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Traffic	43	145	25	93	192	93	81	331	33	56	658	166
Annual Growth Rate	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
Committed Developments:												
FAT Vill E. and FAT Vill W.Non-Res								1			33	
FAT Village West Residential								2			3	
West Village	12	12		19				19			2	2
2024 Background Traffic	58	169	27	120	208	101	88	382	35	60	752	182
Sistrunk and 7 Avenue Pass-by			6	6				19		5	14	5
2024 Total Traffic	**58**	**169**	**33**	**126**	**208**	**101**	**88**	**401**	**35**	**65**	**766**	**187**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street and NW 7 Avenue
AM Peak Hour

Description	NW 7 Avenue Northbound			NW 7 Avenue Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (8/26/2021)	80	296	70	77	560	41	58	475	222	68	237	46
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Traffic	87	323	76	84	610	45	63	518	242	74	258	50
Annual Growth Rate	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
Committed Developments:												
FAT Vill E. and FAT Vill W.Non-Res				4				19			1	0
FAT Village West Residential				1				3			6	2
West Village					6	1	17	19		7	1	
2024 Background Traffic	95	350	83	96	668	49	86	603	263	87	288	56
Sistrunk and 7 Avenue Pass-by		32					34			44	44	26
2024 Total Traffic	**95**	**382**	**83**	**96**	**668**	**49**	**120**	**603**	**263**	**131**	**332**	**82**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street and NW 7 Avenue
PM Peak Hour

Description	NW 7 Avenue Northbound			NW 7 Avenue Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (8/26/2021)	196	512	90	79	392	50	39	299	82	116	521	108
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Traffic	214	558	98	86	427	55	43	326	89	126	568	118
Annual Growth Rate	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
Committed Developments:												
FAT Vill E. and FAT Vill W.Non-Res				0				1			33	8
FAT Village West Residential				0				2			3	1
West Village					19	2	17	19		20	3	
2024 Background Traffic	232	606	106	93	483	61	63	376	97	157	655	137
Sistrunk and 7 Avenue Pass-by			32				31			24	24	15
2024 Total Traffic	**232**	**606**	**138**	**93**	**483**	**61**	**94**	**376**	**97**	**181**	**679**	**152**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street and NW 6 Avenue
AM Peak Hour

Description	NW 6 Avenue Northbound			NW 6 Avenue Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (8/26/2021)			21			4		654	21		361	7
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Traffic	0	0	23	0	0	4	0	713	23	0	393	8
Annual Growth Rate	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
Committed Developments:												
FAT Vill E. and FAT Vill W.Non-Res								23			1	
FAT Village West Residential								4			8	
West Village								19			8	
2024 Background Traffic	0	0	25	0	0	5	0	820	25	0	444	8
Sistrunk and 7 Avenue Pass-by						114						47
2024 Total Traffic	**0**	**0**	**25**	**0**	**0**	**119**	**0**	**820**	**25**	**0**	**444**	**55**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NW 6 Street and NW 6 Avenue
PM Peak Hour

Description	NW 6 Avenue Northbound			NW 6 Avenue Southbound			NW 6 Street Eastbound			NW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (8/26/2021)			38			7		394	22		767	8
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Traffic	0	0	41	0	0	8	0	429	24	0	836	9
Annual Growth Rate	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
Committed Developments:												
FAT Vill E. and FAT Vill W.Non-Res								1			41	
FAT Village West Residential								2			4	
West Village								19			23	
2024 Background Traffic	0	0	45	0	0	8	0	488	26	0	975	9
Sistrunk and 7 Avenue						63						47
Pass-by						18					-10	10
2024 Total Traffic	**0**	**0**	**45**	**0**	**0**	**89**	**0**	**488**	**26**	**0**	**965**	**66**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Sistrunk Boulevard and Andrews Avenue
AM Peak Hour

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			Sistrunk Boulevard Eastbound			Sistrunk Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (8/26/2021)	41	340	16	99	609	44	83	240	165	24	171	92
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Traffic	45	371	17	108	664	48	90	262	180	26	186	100
Annual Growth Rate	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
Committed Developments:												
FAT Vill E. and FAT Vill W.Non-Res		1			10	3				4		
FAT Village West Residential		3	1		1	0	1			0		
West Village												
2024 Background Traffic	48	406	20	117	731	55	99	284	195	32	202	109
Sistrunk and 7 Avenue Pass-by	7			26	9	20					20	
2024 Total Traffic	**55**	**406**	**20**	**143**	**740**	**75**	**99**	**284**	**195**	**32**	**222**	**109**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Sistrunk Boulevard and Andrews Avenue
PM Peak Hour

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			Sistrunk Boulevard Eastbound			Sistrunk Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (8/26/2021)	142	561	49	134	448	120	65	185	65	26	359	95
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Traffic	155	611	53	146	488	131	71	202	71	28	391	104
Annual Growth Rate	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
Committed Developments:												
FAT Vill E. and FAT Vill W.Non-Res		17			1	0	5	6		4		
FAT Village West Residential		1	1		1	1	0			0		
West Village												
2024 Background Traffic	168	682	59	158	532	143	82	225	77	35	425	112
Sistrunk and 7 Avenue Pass-by	6			14	5	20					21	
2024 Total Traffic	**174**	**682**	**59**	**172**	**537**	**163**	**82**	**225**	**77**	**35**	**446**	**112**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Broward Boulevard and NW 7 Avenue
AM Peak Hour

Description	NW 7 Avenue Northbound			NW 7 Avenue Southbound			Broward Boulevard Eastbound			Broward Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (8/26/2021)	143	280	73	198	418	148	180	1,687	190	36	1,038	45
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Traffic	156	305	80	216	456	161	196	1,839	207	39	1,131	49
Annual Growth Rate	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
Committed Developments:												
FAT Vill E. and FAT Vill W.Non-Res												
FAT Village West Residential												
West Village												
2024 Background Traffic	169	331	86	234	494	175	213	1,995	225	43	1,228	53
Sistrunk and 7 Avenue Pass-by		32			44							
2024 Total Traffic	**169**	**363**	**86**	**234**	**538**	**175**	**213**	**1,995**	**225**	**43**	**1,228**	**53**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Broward Boulevard and NW 7 Avenue
PM Peak Hour

Description	NW 7 Avenue Northbound			NW 7 Avenue Southbound			Broward Boulevard Eastbound			Broward Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (8/26/2021)	196	476	53	85	337	155	151	1,288	164	77	1,798	80
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Traffic	214	519	58	93	367	169	165	1,404	179	84	1,960	87
Annual Growth Rate	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%	2.76%
Committed Developments:												
FAT Vill E. and FAT Vill W.Non-Res												
FAT Village West Residential												
West Village												
2024 Background Traffic	232	563	63	101	399	183	179	1,523	194	91	2,127	95
Sistrunk and 7 Avenue Pass-by		32			24							
2024 Total Traffic	**232**	**595**	**63**	**101**	**423**	**183**	**179**	**1,523**	**194**	**91**	**2,127**	**95**

TRAFTECH ENGINEERING, INC.

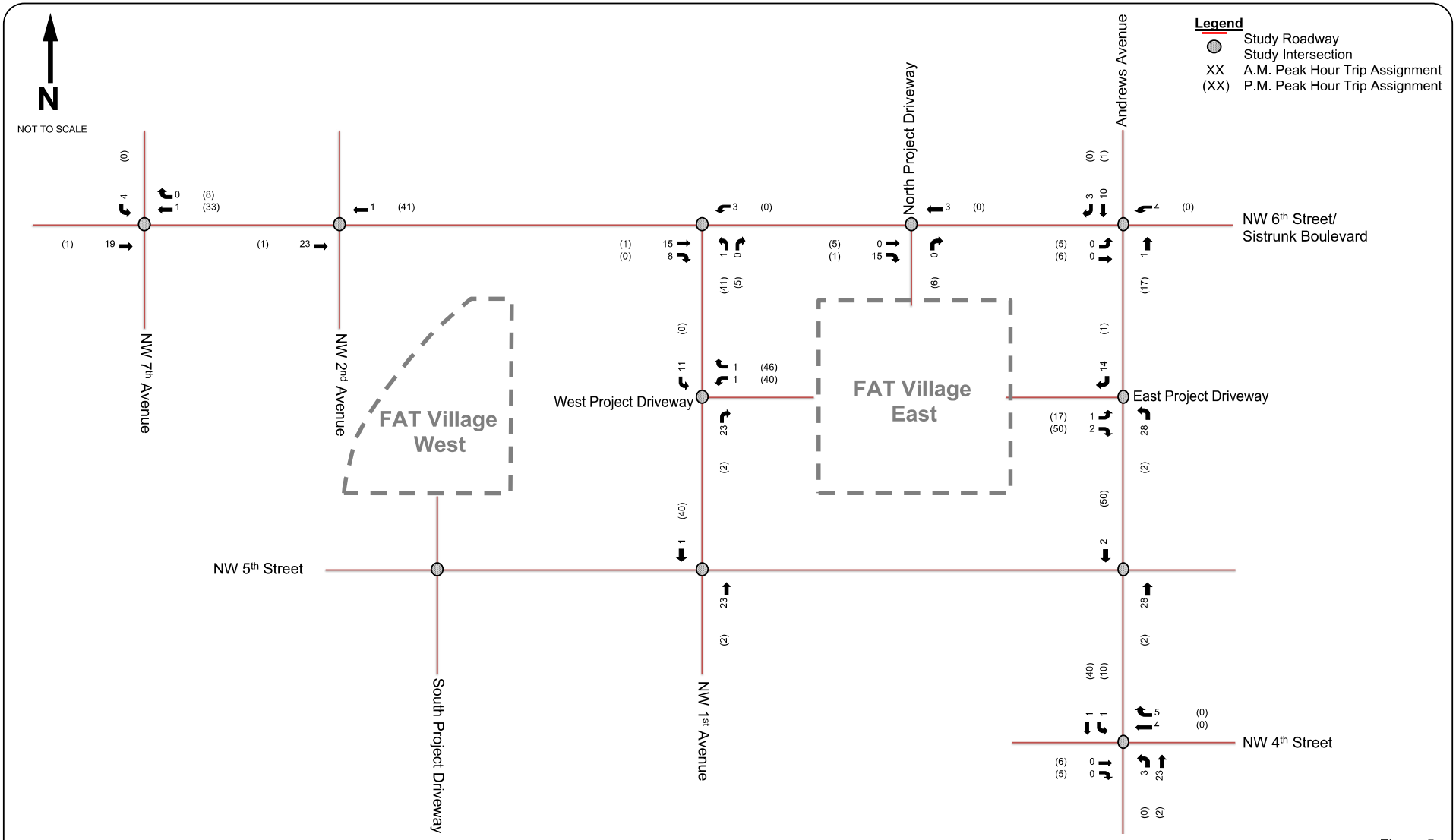


Figure 5
Peak Hour FAT Village East and FAT Village West Non-Residential Project Trip Assignment
FAT Village East
Fort Lauderdale, Florida

Kimley»Horn

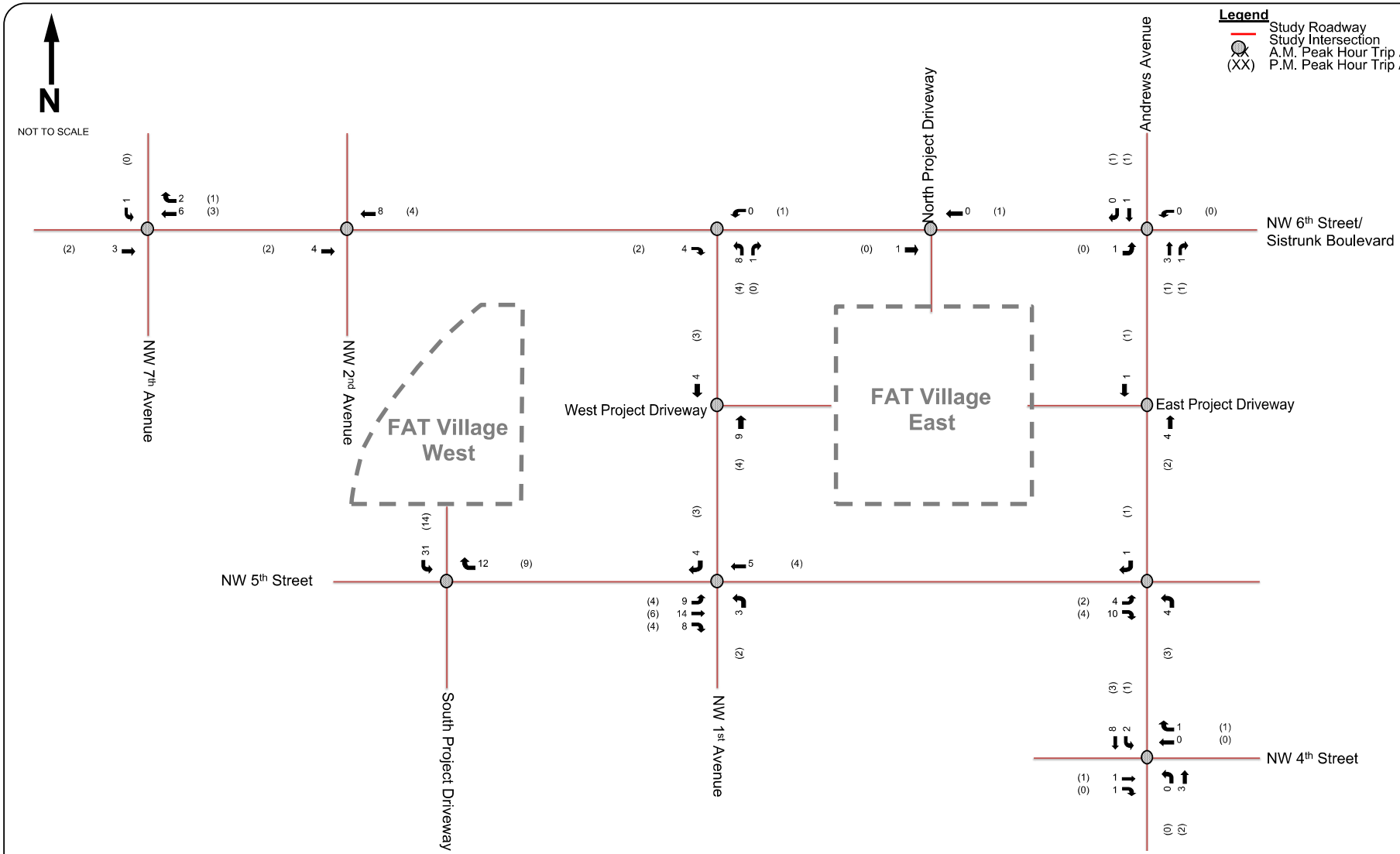
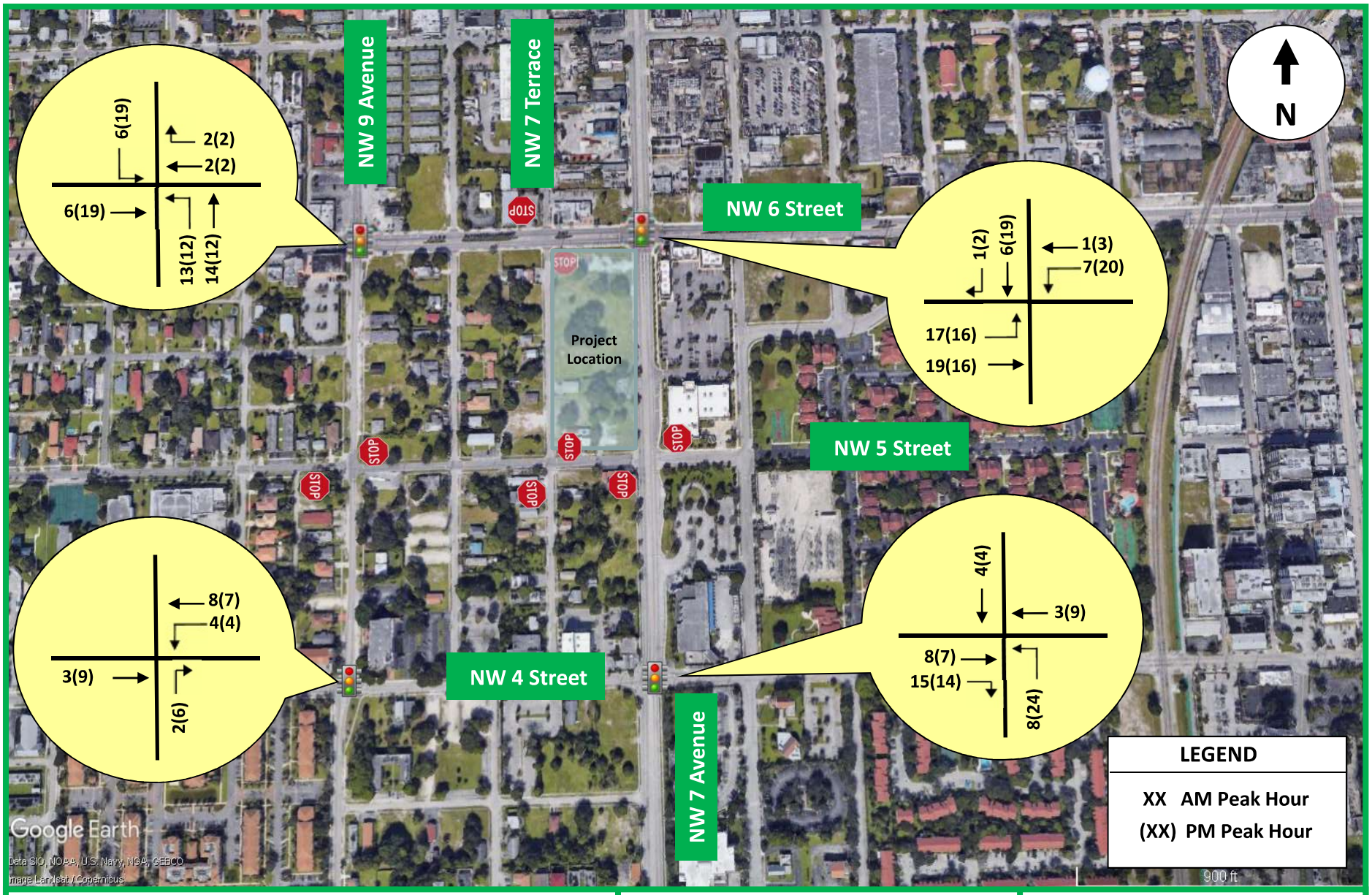


Figure 7
Peak Hour FAT Village West Residential Project Trip Assignment
FAT Village East
Fort Lauderdale, Florida

Kimley»Horn

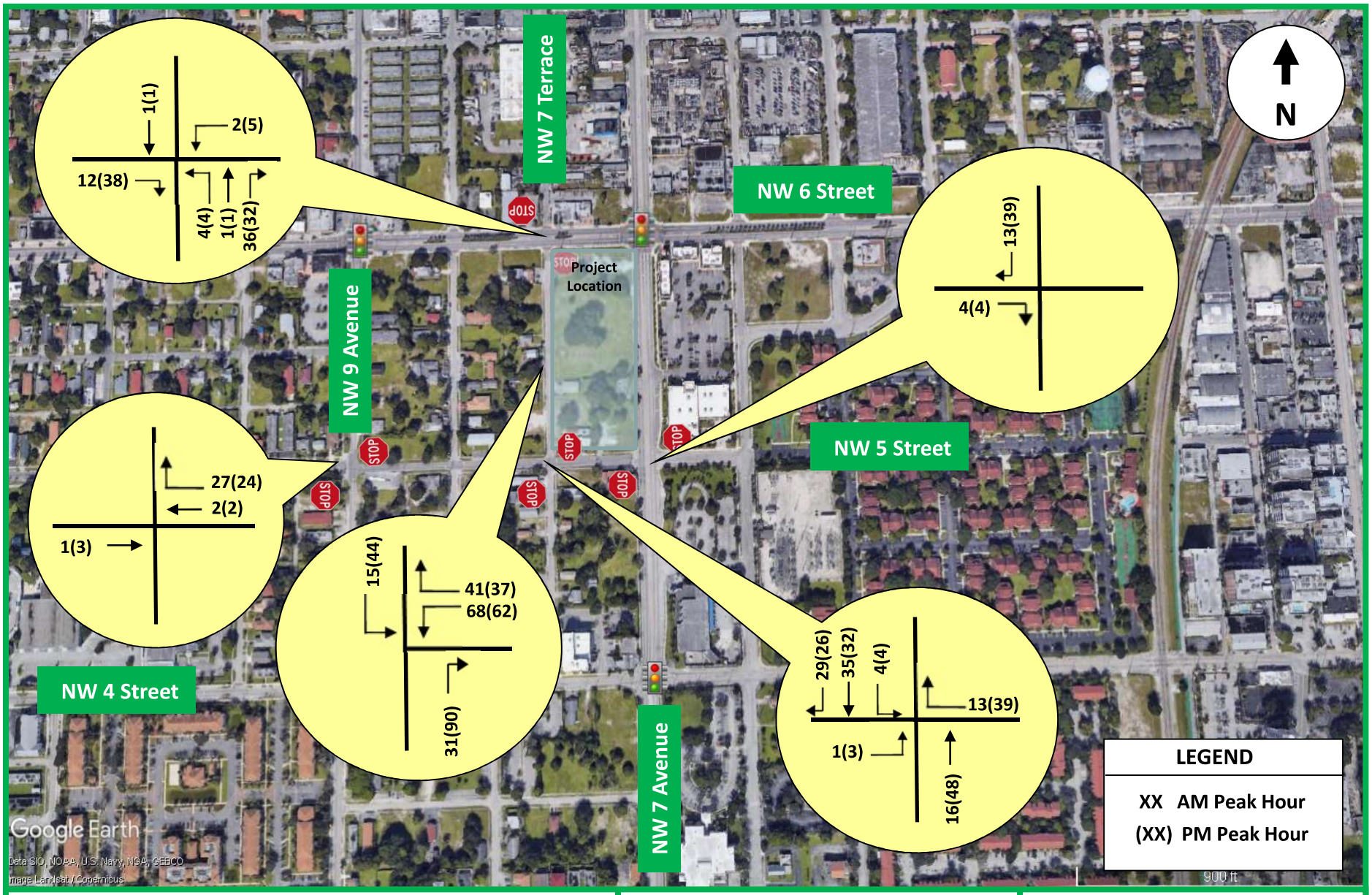


KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Project Traffic

Figure 5A
West Village
Fort Lauderdale, Florida



KEITH

301 East Atlantic Boulevard
Pompano Beach, Florida 33060

Project Traffic

Figure 5B
West Village
Fort Lauderdale, Florida

APPENDIX E

SYNCHRO Analyses

Timings
101: NW 7 Ave & Sunrise Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	2141	119	1103	173	88	162	41	154
Future Volume (vph)	29	2141	119	1103	173	88	162	41	154
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	12.0	5.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.5	36.5	11.5	34.5	10.0	34.0	34.0	10.0	25.0
Total Split (s)	16.0	112.0	19.0	115.0	24.0	34.0	34.0	15.0	25.0
Total Split (%)	8.9%	62.2%	10.6%	63.9%	13.3%	18.9%	18.9%	8.3%	13.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	112.4	107.1	124.3	115.0	43.0	32.0	32.0	27.4	20.3
Actuated g/C Ratio	0.62	0.60	0.69	0.64	0.24	0.18	0.18	0.15	0.11
v/c Ratio	0.11	0.91	0.85	0.37	0.69	0.28	0.44	0.20	0.54
Control Delay	10.1	37.4	86.7	16.0	73.5	69.5	24.7	56.8	74.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	37.4	86.7	16.0	73.5	69.5	24.7	56.8	74.2
LOS	B	D	F	B	E	E	C	E	E
Approach Delay		37.1		22.8		54.0			71.3
Approach LOS		D		C		D			E

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 172 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 36.6	Intersection LOS: D
Intersection Capacity Utilization 110.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: NW 7 Ave & Sunrise Blvd

Queues
101: NW 7 Ave & Sunrise Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	31	2665	125	1176	182	93	171	43	215
v/c Ratio	0.11	0.91	0.85	0.37	0.69	0.28	0.44	0.20	0.54
Control Delay	10.1	37.4	86.7	16.0	73.5	69.5	24.7	56.8	74.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	37.4	86.7	16.0	73.5	69.5	24.7	56.8	74.2
Queue Length 50th (ft)	11	998	96	238	190	99	6	40	117
Queue Length 95th (ft)	23	1064	#205	272	281	169	127	78	167
Internal Link Dist (ft)		704		704		2459			340
Turn Bay Length (ft)	350		360		190		270	175	
Base Capacity (vph)	323	2941	162	3210	272	327	388	231	398
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.91	0.77	0.37	0.67	0.28	0.44	0.19	0.54

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: NW 7 Ave & Sunrise Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	2141	390	119	1103	14	173	88	162	41	154	50
Future Volume (veh/h)	29	2141	390	119	1103	14	173	88	162	41	154	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	31	2254	411	125	1161	15	182	93	171	43	162	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	354	2659	466	143	3265	42	268	328	277	207	278	88
Arrive On Green	0.03	0.82	0.82	0.06	0.84	0.84	0.03	0.06	0.06	0.03	0.11	0.11
Sat Flow, veh/h	1767	4336	759	1767	5152	67	1767	1856	1567	1767	2631	832
Grp Volume(v), veh/h	31	1735	930	125	761	415	182	93	171	43	107	108
Grp Sat Flow(s),veh/h/ln	1767	1689	1718	1767	1689	1842	1767	1856	1567	1767	1763	1700
Q Serve(g_s), s	1.2	53.8	64.1	5.6	9.1	9.1	16.2	8.6	19.2	3.9	10.4	11.0
Cycle Q Clear(g_c), s	1.2	53.8	64.1	5.6	9.1	9.1	16.2	8.6	19.2	3.9	10.4	11.0
Prop In Lane	1.00		0.44	1.00		0.04	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	354	2071	1054	143	2140	1167	268	328	277	207	186	179
V/C Ratio(X)	0.09	0.84	0.88	0.87	0.36	0.36	0.68	0.28	0.62	0.21	0.57	0.60
Avail Cap(c_a), veh/h	409	2071	1054	191	2140	1167	268	328	277	245	186	179
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	11.4	12.3	43.3	5.9	5.9	66.7	73.8	78.8	69.1	76.6	76.9
Incr Delay (d2), s/veh	0.0	4.2	10.7	22.7	0.5	0.8	5.5	2.1	9.8	0.2	12.2	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	15.9	20.9	6.6	2.9	3.3	8.1	4.5	8.9	1.8	5.4	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	15.6	23.0	65.9	6.4	6.7	72.2	76.0	88.7	69.3	88.9	91.1
LnGrp LOS	B	B	C	E	A	A	E	E	F	E	F	F
Approach Vol, veh/h		2696			1301			446			258	
Approach Delay, s/veh		18.1			12.2			79.3			86.5	
Approach LOS		B			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	120.6	11.2	37.8	14.1	116.9	24.0	25.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	9.5	108.5	9.0	28.0	12.5	105.5	18.0	19.0
Max Q Clear Time (g_c+I1), s	3.2	11.1	5.9	21.2	7.6	66.1	18.2	13.0
Green Ext Time (p_c), s	0.0	11.1	0.0	0.4	0.0	32.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

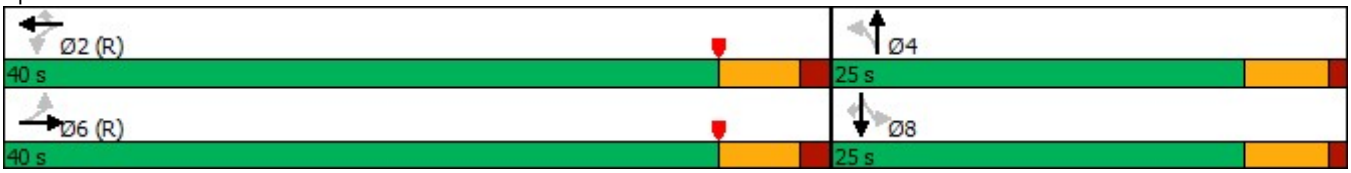
User approved pedestrian interval to be less than phase max green.

Timings
102: NW 9 Ave & NW 6 St

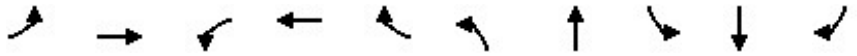
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	101	770	36	292	68	16	120	89	184	63
Future Volume (vph)	101	770	36	292	68	16	120	89	184	63
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6		2			4		8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	6	6	2	2	2	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	33.5	33.5	33.5	33.5	33.5	25.0	25.0	25.0	25.0	25.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	61.5%	61.5%	61.5%	61.5%	61.5%	38.5%	38.5%	38.5%	38.5%	38.5%
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)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	Max	Max	Max
Act Effct Green (s)	34.5	34.5	34.5	34.5	34.5	20.0	20.0	20.0	20.0	20.0
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.21	0.91	0.35	0.32	0.09	0.05	0.27	0.26	0.35	0.13
Control Delay	9.3	29.6	19.3	9.8	2.5	16.4	16.9	19.3	19.7	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	29.6	19.3	9.8	2.5	16.4	16.9	19.3	19.7	5.7
LOS	A	C	B	A	A	B	B	B	B	A
Approach Delay		27.3		9.4			16.8		17.0	
Approach LOS		C		A			B		B	

Intersection Summary		
Cycle Length: 65		
Actuated Cycle Length: 65		
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.91		
Intersection Signal Delay: 20.6	Intersection LOS: C	
Intersection Capacity Utilization 85.3%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 102: NW 9 Ave & NW 6 St



Queues
102: NW 9 Ave & NW 6 St

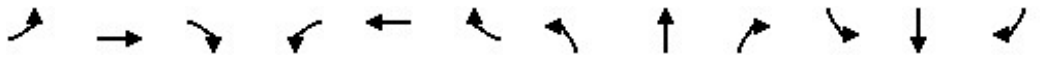


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	110	884	39	317	74	17	154	97	200	68
v/c Ratio	0.21	0.91	0.35	0.32	0.09	0.05	0.27	0.26	0.35	0.13
Control Delay	9.3	29.6	19.3	9.8	2.5	16.4	16.9	19.3	19.7	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	29.6	19.3	9.8	2.5	16.4	16.9	19.3	19.7	5.7
Queue Length 50th (ft)	21	288	8	65	0	5	41	29	61	0
Queue Length 95th (ft)	46	#542	34	111	16	17	82	63	111	24
Internal Link Dist (ft)		538		898			389		490	
Turn Bay Length (ft)	170		130		150	100		70		120
Base Capacity (vph)	536	974	113	979	843	347	564	374	567	529
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	0.91	0.35	0.32	0.09	0.05	0.27	0.26	0.35	0.13

Intersection Summary

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

HCM 6th Signalized Intersection Summary
102: NW 9 Ave & NW 6 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	770	43	36	292	68	16	120	22	89	184	63
Future Volume (veh/h)	101	770	43	36	292	68	16	120	22	89	184	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	110	837	47	39	317	74	17	130	24	97	200	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	568	923	52	197	985	812	358	469	87	408	571	484
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	982	1740	98	623	1856	1530	1102	1524	281	1223	1856	1572
Grp Volume(v), veh/h	110	0	884	39	317	74	17	0	154	97	200	68
Grp Sat Flow(s),veh/h/ln	982	0	1837	623	1856	1530	1102	0	1805	1223	1856	1572
Q Serve(g_s), s	3.3	0.0	25.5	3.6	4.2	1.0	0.8	0.0	4.2	4.2	5.4	2.0
Cycle Q Clear(g_c), s	7.5	0.0	25.5	29.2	4.2	1.0	6.2	0.0	4.2	8.4	5.4	2.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	568	0	975	197	985	812	358	0	555	408	571	484
V/C Ratio(X)	0.19	0.00	0.91	0.20	0.32	0.09	0.05	0.00	0.28	0.24	0.35	0.14
Avail Cap(c_a), veh/h	568	0	975	197	985	812	358	0	555	408	571	484
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	0.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	8.2	20.2	5.1	4.6	19.9	0.0	17.0	20.2	17.5	16.3
Incr Delay (d2), s/veh	0.8	0.0	13.5	2.2	0.8	0.2	0.0	0.0	0.1	1.4	1.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	8.1	0.6	1.5	0.3	0.2	0.0	1.6	1.3	2.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	0.0	21.8	22.3	5.9	4.8	19.9	0.0	17.1	21.6	19.1	16.9
LnGrp LOS	A	A	C	C	A	A	B	A	B	C	B	B
Approach Vol, veh/h		994			430			171			365	
Approach Delay, s/veh		20.2			7.2			17.4			19.4	
Approach LOS		C			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		25.0		40.0		25.0				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		34.5		20.0		34.5		20.0				
Max Q Clear Time (g_c+I1), s		31.2		8.2		27.5		10.4				
Green Ext Time (p_c), s		0.8		0.4		3.8		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									

Notes

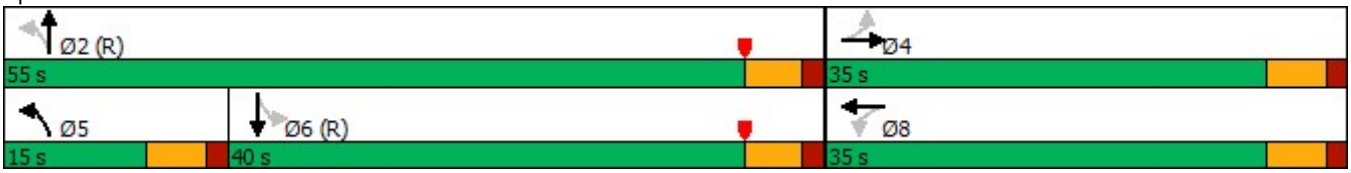
User approved pedestrian interval to be less than phase max green.

Timings
103: NW 6 St & NW 7 Ave

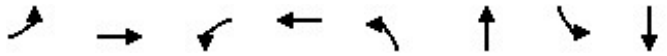
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	518	74	258	87	323	84	610
Future Volume (vph)	63	518	74	258	87	323	84	610
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	26.5	26.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	35.0	35.0	35.0	35.0	15.0	55.0	40.0	40.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	25.0	25.0	25.0	25.0	54.0	54.0	44.3	44.3
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.60	0.60	0.49	0.49
v/c Ratio	0.25	0.81	0.96	0.34	0.23	0.20	0.19	0.40
Control Delay	26.0	33.4	124.1	23.8	10.2	8.1	17.9	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	33.4	124.1	23.8	10.2	8.1	17.9	18.4
LOS	C	C	F	C	B	A	B	B
Approach Delay		32.8		43.2		8.5		18.3
Approach LOS		C		D		A		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 25.2	Intersection LOS: C
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: NW 6 St & NW 7 Ave



Queues
103: NW 6 St & NW 7 Ave



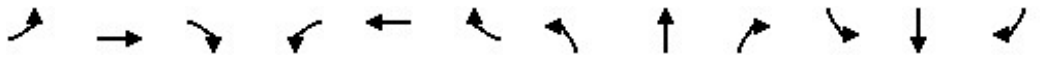
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	800	78	325	92	420	88	689
v/c Ratio	0.25	0.81	0.96	0.34	0.23	0.20	0.19	0.40
Control Delay	26.0	33.4	124.1	23.8	10.2	8.1	17.9	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	33.4	124.1	23.8	10.2	8.1	17.9	18.4
Queue Length 50th (ft)	29	196	43	69	21	46	35	162
Queue Length 95th (ft)	60	250	#125	99	46	77	m50	m194
Internal Link Dist (ft)		898		270		2620		2459
Turn Bay Length (ft)	130		100		90		90	
Base Capacity (vph)	317	1150	96	1135	453	2055	457	1713
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.70	0.81	0.29	0.20	0.20	0.19	0.40

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: NW 6 St & NW 7 Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	518	242	74	258	50	87	323	76	84	610	45
Future Volume (veh/h)	63	518	242	74	258	50	87	323	76	84	610	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	66	545	255	78	272	53	92	340	80	88	642	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	359	761	355	171	963	184	374	1561	363	506	1480	108
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.04	0.55	0.55	0.30	0.30	0.30
Sat Flow, veh/h	1046	2323	1084	674	2938	563	1767	2838	659	957	3329	243
Grp Volume(v), veh/h	66	413	387	78	161	164	92	209	211	88	340	349
Grp Sat Flow(s),veh/h/ln	1046	1763	1644	674	1763	1738	1767	1763	1735	957	1763	1810
Q Serve(g_s), s	4.0	17.3	17.4	10.1	5.3	5.5	2.4	5.5	5.6	6.2	14.0	14.0
Cycle Q Clear(g_c), s	9.5	17.3	17.4	27.5	5.3	5.5	2.4	5.5	5.6	6.2	14.0	14.0
Prop In Lane	1.00		0.66	1.00		0.32	1.00		0.38	1.00		0.13
Lane Grp Cap(c), veh/h	359	578	539	171	578	570	374	970	954	506	784	805
V/C Ratio(X)	0.18	0.72	0.72	0.46	0.28	0.29	0.25	0.22	0.22	0.17	0.43	0.43
Avail Cap(c_a), veh/h	359	578	539	171	578	570	482	970	954	506	784	805
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	0.42	0.42	0.42	1.00	1.00	1.00	0.72	0.72	0.72	0.71	0.71	0.71
Uniform Delay (d), s/veh	21.7	21.9	22.0	33.3	18.6	18.6	13.0	10.3	10.4	19.7	22.5	22.5
Incr Delay (d2), s/veh	0.0	1.5	1.7	0.7	0.1	0.1	0.1	0.4	0.4	0.5	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	6.4	6.0	1.6	2.1	2.1	0.9	2.1	2.1	1.5	6.4	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	23.5	23.7	34.0	18.7	18.7	13.1	10.7	10.8	20.3	23.7	23.7
LnGrp LOS	C	C	C	C	B	B	B	B	B	C	C	C
Approach Vol, veh/h		866			403			512			777	
Approach Delay, s/veh		23.4			21.6			11.1			23.3	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.0		35.0	9.5	45.5		35.0				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		49.5		29.5	9.5	34.5		29.5				
Max Q Clear Time (g_c+I1), s		7.6		19.4	4.4	16.0		29.5				
Green Ext Time (p_c), s		2.8		2.8	0.0	4.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	713	23	0	393	8	0	0	23	0	0	4
Future Vol, veh/h	0	713	23	0	393	8	0	0	23	0	0	4
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	767	25	0	423	9	0	0	25	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	398	-	-	219
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	5	-	-	3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	539	0	0	969
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	538	-	-	966
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12	8.7
HCM LOS			B	A

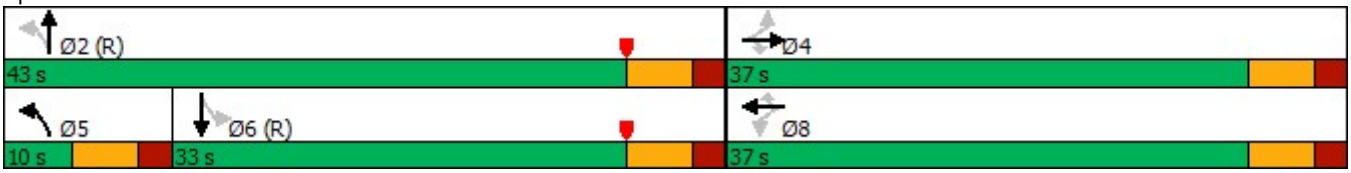
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	538	-	-	-	-	966
HCM Lane V/C Ratio	0.046	-	-	-	-	0.004
HCM Control Delay (s)	12	-	-	-	-	8.7
HCM Lane LOS	B	-	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0

Timings
105: Andrews Ave & Sistrunk Blvd

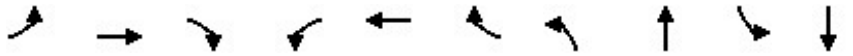
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	90	262	180	26	186	100	45	371	108	664
Future Volume (vph)	90	262	180	26	186	100	45	371	108	664
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		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)	17.0	17.0	17.0	17.0	17.0	17.0	51.0	51.0	44.1	44.1
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.21	0.64	0.64	0.55	0.55
v/c Ratio	0.43	0.70	0.39	0.17	0.50	0.24	0.11	0.18	0.22	0.39
Control Delay	31.5	38.4	6.2	25.7	31.1	4.8	7.6	6.9	14.4	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	38.4	6.2	25.7	31.1	4.8	7.6	6.9	14.4	13.2
LOS	C	D	A	C	C	A	A	A	B	B
Approach Delay		26.4			22.2			7.0		13.3
Approach LOS		C			C			A		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: 0.70		
Intersection Signal Delay: 16.7	Intersection LOS: B	
Intersection Capacity Utilization 62.0%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 105: Andrews Ave & Sistrunk Blvd



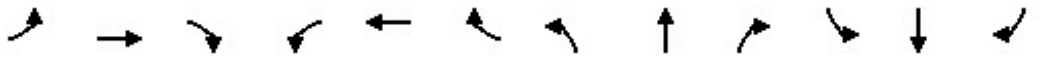
Queues
105: Andrews Ave & Sistrunk Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	95	276	189	27	196	105	47	409	114	750
v/c Ratio	0.43	0.70	0.39	0.17	0.50	0.24	0.11	0.18	0.22	0.39
Control Delay	31.5	38.4	6.2	25.7	31.1	4.8	7.6	6.9	14.4	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	38.4	6.2	25.7	31.1	4.8	7.6	6.9	14.4	13.2
Queue Length 50th (ft)	42	130	0	11	87	0	8	37	30	114
Queue Length 95th (ft)	77	184	44	29	131	26	25	73	80	200
Internal Link Dist (ft)		1920			418			426		442
Turn Bay Length (ft)	80		130	130		130	140		130	
Base Capacity (vph)	408	714	723	287	714	682	409	2221	521	1919
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	0.23	0.39	0.26	0.09	0.27	0.15	0.11	0.18	0.22	0.39

Intersection Summary

HCM 6th Signalized Intersection Summary
105: Andrews Ave & Sistrunk Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	262	180	26	186	100	45	371	17	108	664	48
Future Volume (veh/h)	90	262	180	26	186	100	45	371	17	108	664	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	95	276	189	27	196	105	47	391	18	114	699	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	226	399	338	166	399	338	431	2180	100	601	1758	128
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.03	0.64	0.64	0.53	0.53	0.53
Sat Flow, veh/h	1070	1856	1572	920	1856	1572	1767	3432	158	969	3332	243
Grp Volume(v), veh/h	95	276	189	27	196	105	47	200	209	114	370	380
Grp Sat Flow(s),veh/h/ln	1070	1856	1572	920	1856	1572	1767	1763	1827	969	1763	1812
Q Serve(g_s), s	6.7	10.6	8.2	2.2	7.0	4.2	0.9	3.7	3.8	5.0	10.0	10.0
Cycle Q Clear(g_c), s	13.7	10.6	8.2	12.8	7.0	4.2	0.9	3.7	3.8	5.0	10.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.13
Lane Grp Cap(c), veh/h	226	399	338	166	399	338	431	1120	1160	601	930	956
V/C Ratio(X)	0.42	0.69	0.56	0.16	0.49	0.31	0.11	0.18	0.18	0.19	0.40	0.40
Avail Cap(c_a), veh/h	411	719	609	325	719	609	463	1120	1160	601	930	956
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	30.6	26.2	25.3	31.9	24.9	23.9	8.0	6.0	6.0	10.1	11.3	11.3
Incr Delay (d2), s/veh	0.5	0.8	0.5	0.2	0.3	0.2	0.0	0.4	0.3	0.7	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.3	2.9	0.5	2.9	1.5	0.3	1.3	1.3	1.1	3.9	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	27.0	25.9	32.1	25.3	24.1	8.1	6.4	6.4	10.8	12.6	12.5
LnGrp LOS	C	C	C	C	C	C	A	A	A	B	B	B
Approach Vol, veh/h		560			328			456			864	
Approach Delay, s/veh		27.3			25.5			6.5			12.3	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		56.8		23.2	8.6	48.2		23.2				
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		5.8		15.7	2.9	12.0		14.8				
Green Ext Time (p_c), s		2.6		1.5	0.0	4.7		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									

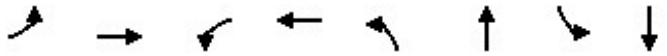
Timings
106: SW 7 Ave & Broward Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	196	1839	39	1131	156	305	216	456
Future Volume (vph)	196	1839	39	1131	156	305	216	456
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	4.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	32.0	10.0	33.0	10.0	39.0	10.0	40.0
Total Split (s)	20.0	88.0	12.0	80.0	20.0	40.0	20.0	40.0
Total Split (%)	12.5%	55.0%	7.5%	50.0%	12.5%	25.0%	12.5%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	94.0	84.7	80.7	75.4	47.4	34.0	48.6	34.6
Actuated g/C Ratio	0.59	0.53	0.50	0.47	0.30	0.21	0.30	0.22
v/c Ratio	0.81	0.84	0.40	0.54	0.86	0.56	0.81	0.89
Control Delay	41.5	35.8	27.4	31.1	77.7	57.0	65.5	73.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	35.8	27.4	31.1	77.7	57.0	65.5	73.2
LOS	D	D	C	C	E	E	E	E
Approach Delay		36.3		31.0		63.0		71.2
Approach LOS		D		C		E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 129 (81%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 43.9	Intersection LOS: D
Intersection Capacity Utilization 100.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 106: SW 7 Ave & Broward Blvd

Queues
106: SW 7 Ave & Broward Blvd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	211	2200	42	1269	168	414	232	663
v/c Ratio	0.81	0.84	0.40	0.54	0.86	0.56	0.81	0.89
Control Delay	41.5	35.8	27.4	31.1	77.7	57.0	65.5	73.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	35.8	27.4	31.1	77.7	57.0	65.5	73.2
Queue Length 50th (ft)	100	714	18	343	129	196	186	346
Queue Length 95th (ft)	#201	786	38	391	#254	256	#309	#456
Internal Link Dist (ft)		604		612		468		2620
Turn Bay Length (ft)	215		260		130		130	
Base Capacity (vph)	274	2629	112	2357	201	736	285	746
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.84	0.38	0.54	0.84	0.56	0.81	0.89

Intersection Summary

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

HCM 6th Signalized Intersection Summary
106: SW 7 Ave & Broward Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	1839	207	39	1131	49	156	305	80	216	456	161
Future Volume (veh/h)	196	1839	207	39	1131	49	156	305	80	216	456	161
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		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	211	1977	223	42	1216	53	168	328	86	232	490	173
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	323	2440	272	122	2370	103	216	589	152	301	544	191
Arrive On Green	0.10	0.70	0.70	0.03	0.63	0.63	0.09	0.21	0.21	0.09	0.21	0.21
Sat Flow, veh/h	1767	4614	515	1767	4972	217	1767	2770	715	1767	2545	892
Grp Volume(v), veh/h	211	1441	759	42	826	443	168	207	207	232	338	325
Grp Sat Flow(s),veh/h/ln	1767	1689	1752	1767	1689	1812	1767	1763	1722	1767	1763	1675
Q Serve(g_s), s	9.7	46.9	48.5	2.0	21.2	21.2	11.8	16.8	17.2	14.0	29.9	30.2
Cycle Q Clear(g_c), s	9.7	46.9	48.5	2.0	21.2	21.2	11.8	16.8	17.2	14.0	29.9	30.2
Prop In Lane	1.00		0.29	1.00		0.12	1.00		0.42	1.00		0.53
Lane Grp Cap(c), veh/h	323	1786	926	122	1610	864	216	375	366	301	377	358
V/C Ratio(X)	0.65	0.81	0.82	0.34	0.51	0.51	0.78	0.55	0.57	0.77	0.90	0.91
Avail Cap(c_a), veh/h	349	1786	926	151	1610	864	219	375	366	301	377	358
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	0.89	0.89	0.89
Uniform Delay (d), s/veh	20.1	18.1	18.4	27.1	19.2	19.2	46.9	56.2	56.4	49.3	61.2	61.3
Incr Delay (d2), s/veh	2.8	4.0	8.0	0.6	1.2	2.2	14.5	5.8	6.2	9.6	24.4	26.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	16.6	18.8	0.8	7.9	8.7	6.1	8.1	8.2	3.0	16.0	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	22.2	26.4	27.7	20.4	21.4	61.4	62.0	62.6	58.9	85.5	87.9
LnGrp LOS	C	C	C	C	C	C	E	E	E	E	F	F
Approach Vol, veh/h		2411			1311			582			895	
Approach Delay, s/veh		23.5			20.9			62.0			79.5	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	82.3	20.0	40.0	9.4	90.6	19.8	40.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	74.0	14.0	34.0	6.0	82.0	14.0	34.0
Max Q Clear Time (g_c+I1), s	11.7	23.2	16.0	19.2	4.0	50.5	13.8	32.2
Green Ext Time (p_c), s	0.0	12.1	0.0	0.5	0.0	22.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Timings
101: NW 7 Ave & Sunrise Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	32	2323	129	1197	188	118	176	45	176
Future Volume (vph)	32	2323	129	1197	188	118	176	45	176
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	12.0	5.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.5	36.5	11.5	34.5	10.0	34.0	34.0	10.0	25.0
Total Split (s)	16.0	112.0	19.0	115.0	24.0	34.0	34.0	15.0	25.0
Total Split (%)	8.9%	62.2%	10.6%	63.9%	13.3%	18.9%	18.9%	8.3%	13.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	111.9	106.5	124.5	115.0	43.0	31.8	31.8	27.1	19.8
Actuated g/C Ratio	0.62	0.59	0.69	0.64	0.24	0.18	0.18	0.15	0.11
v/c Ratio	0.13	0.99	0.89	0.40	0.78	0.38	0.48	0.23	0.63
Control Delay	10.5	49.3	94.9	16.5	81.3	72.4	29.4	57.3	78.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	49.3	94.9	16.5	81.3	72.4	29.4	57.3	78.8
LOS	B	D	F	B	F	E	C	E	E
Approach Delay		48.9		24.1		60.2			75.3
Approach LOS		D		C		E			E

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 172 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 44.7	Intersection LOS: D
Intersection Capacity Utilization 114.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: NW 7 Ave & Sunrise Blvd

Queues
101: NW 7 Ave & Sunrise Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	34	2890	136	1276	198	124	185	47	242
v/c Ratio	0.13	0.99	0.89	0.40	0.78	0.38	0.48	0.23	0.63
Control Delay	10.5	49.3	94.9	16.5	81.3	72.4	29.4	57.3	78.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	49.3	94.9	16.5	81.3	72.4	29.4	57.3	78.8
Queue Length 50th (ft)	12	1204	110	264	212	137	64	44	136
Queue Length 95th (ft)	25	#1344	#240	302	#326	216	154	83	188
Internal Link Dist (ft)		704		704		2459			340
Turn Bay Length (ft)	350		360		190		270	175	
Base Capacity (vph)	295	2926	162	3209	260	325	383	224	387
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.99	0.84	0.40	0.76	0.38	0.48	0.21	0.63

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: NW 7 Ave & Sunrise Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	2323	423	129	1197	15	188	118	176	45	176	54
Future Volume (veh/h)	32	2323	423	129	1197	15	188	118	176	45	176	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	34	2445	445	136	1260	16	198	124	185	47	185	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	328	2571	442	154	3262	41	258	323	273	207	282	84
Arrive On Green	0.03	0.79	0.79	0.09	0.84	0.84	0.03	0.06	0.06	0.03	0.11	0.11
Sat Flow, veh/h	1767	4349	748	1767	5154	65	1767	1856	1567	1767	2671	798
Grp Volume(v), veh/h	34	1867	1023	136	826	450	198	124	185	47	120	122
Grp Sat Flow(s),veh/h/ln	1767	1689	1720	1767	1689	1842	1767	1856	1567	1767	1763	1706
Q Serve(g_s), s	1.4	80.3	106.4	9.6	10.3	10.3	17.6	11.6	20.8	4.2	11.8	12.4
Cycle Q Clear(g_c), s	1.4	80.3	106.4	9.6	10.3	10.3	17.6	11.6	20.8	4.2	11.8	12.4
Prop In Lane	1.00		0.44	1.00		0.04	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	328	1997	1017	154	2137	1166	258	323	273	207	186	180
V/C Ratio(X)	0.10	0.94	1.01	0.89	0.39	0.39	0.77	0.38	0.68	0.23	0.65	0.68
Avail Cap(c_a), veh/h	381	1997	1017	163	2137	1166	258	323	273	240	186	180
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	16.4	19.2	62.3	6.0	6.0	67.5	75.5	79.9	68.9	77.3	77.5
Incr Delay (d2), s/veh	0.1	9.7	29.6	36.8	0.5	1.0	11.6	3.4	12.5	0.2	16.0	18.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	26.8	40.9	7.7	3.2	3.7	9.3	6.2	9.8	2.0	6.2	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	26.2	48.8	99.2	6.6	7.0	79.1	78.9	92.4	69.1	93.3	96.1
LnGrp LOS	B	C	F	F	A	A	E	E	F	E	F	F
Approach Vol, veh/h		2924			1412			507			289	
Approach Delay, s/veh		34.0			15.6			83.9			90.5	
Approach LOS		C			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	120.4	11.7	37.3	18.1	112.9	24.0	25.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	9.5	108.5	9.0	28.0	12.5	105.5	18.0	19.0
Max Q Clear Time (g_c+I1), s	3.4	12.3	6.2	22.8	11.6	108.4	19.6	14.4
Green Ext Time (p_c), s	0.0	12.7	0.0	0.4	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Notes

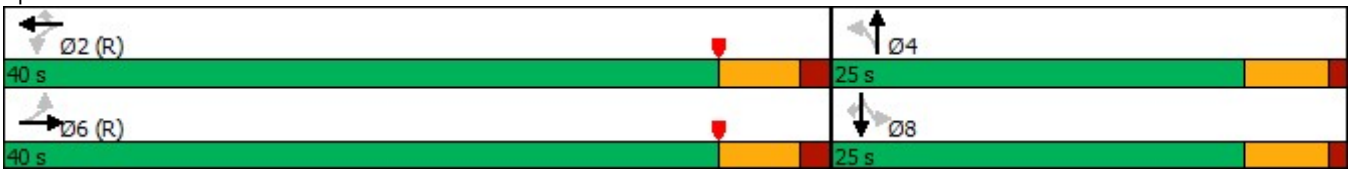
User approved pedestrian interval to be less than phase max green.

Timings
102: NW 9 Ave & NW 6 St

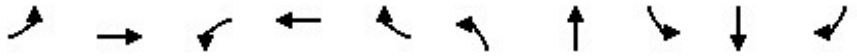
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	110	863	39	326	75	31	144	103	200	69
Future Volume (vph)	110	863	39	326	75	31	144	103	200	69
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6		2			4		8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	6	6	2	2	2	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	33.5	33.5	33.5	33.5	33.5	25.0	25.0	25.0	25.0	25.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	61.5%	61.5%	61.5%	61.5%	61.5%	38.5%	38.5%	38.5%	38.5%	38.5%
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)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	Max	Max	Max
Act Effct Green (s)	34.5	34.5	34.5	34.5	34.5	20.0	20.0	20.0	20.0	20.0
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.24	1.01	0.37	0.36	0.10	0.10	0.32	0.31	0.38	0.14
Control Delay	9.8	50.7	20.6	10.2	2.4	17.2	18.0	20.2	20.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	50.7	20.6	10.2	2.4	17.2	18.0	20.2	20.1	5.5
LOS	A	D	C	B	A	B	B	C	C	A
Approach Delay		46.3		9.8			17.9		17.4	
Approach LOS		D		A			B		B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 30.3	Intersection LOS: C
Intersection Capacity Utilization 91.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 102: NW 9 Ave & NW 6 St



Queues
102: NW 9 Ave & NW 6 St



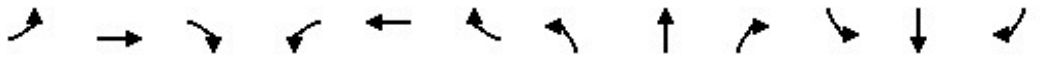
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	120	988	42	354	82	34	183	112	217	75
v/c Ratio	0.24	1.01	0.37	0.36	0.10	0.10	0.32	0.31	0.38	0.14
Control Delay	9.8	50.7	20.6	10.2	2.4	17.2	18.0	20.2	20.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	50.7	20.6	10.2	2.4	17.2	18.0	20.2	20.1	5.5
Queue Length 50th (ft)	23	~377	9	75	0	10	51	34	67	0
Queue Length 95th (ft)	51	#641	38	126	17	28	98	72	120	25
Internal Link Dist (ft)		538		898			389		490	
Turn Bay Length (ft)	170		130		150	100		70		120
Base Capacity (vph)	504	974	113	979	846	332	564	362	567	534
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	0.24	1.01	0.37	0.36	0.10	0.10	0.32	0.31	0.38	0.14

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
102: NW 9 Ave & NW 6 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	863	46	39	326	75	31	144	24	103	200	69
Future Volume (veh/h)	110	863	46	39	326	75	31	144	24	103	200	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	120	938	50	42	354	82	34	157	26	112	217	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	540	926	49	111	985	812	344	478	79	385	571	484
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	942	1745	93	565	1856	1530	1079	1552	257	1191	1856	1572
Grp Volume(v), veh/h	120	0	988	42	354	82	34	0	183	112	217	75
Grp Sat Flow(s),veh/h/ln	942	0	1838	565	1856	1530	1079	0	1809	1191	1856	1572
Q Serve(g_s), s	3.9	0.0	34.5	0.0	4.9	1.1	1.7	0.0	5.1	5.2	6.0	2.3
Cycle Q Clear(g_c), s	8.8	0.0	34.5	34.5	4.9	1.1	7.6	0.0	5.1	10.3	6.0	2.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	540	0	976	111	985	812	344	0	557	385	571	484
V/C Ratio(X)	0.22	0.00	1.01	0.38	0.36	0.10	0.10	0.00	0.33	0.29	0.38	0.16
Avail Cap(c_a), veh/h	540	0	976	111	985	812	344	0	557	385	571	484
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	0.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.9	0.0	9.6	26.8	5.2	4.6	20.6	0.0	17.3	21.3	17.6	16.4
Incr Delay (d2), s/veh	0.9	0.0	32.0	9.2	1.0	0.2	0.0	0.0	0.1	1.9	1.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	13.8	0.9	1.7	0.3	0.4	0.0	2.0	1.6	2.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.9	0.0	41.6	36.0	6.2	4.9	20.7	0.0	17.5	23.2	19.6	17.0
LnGrp LOS	A	A	F	D	A	A	C	A	B	C	B	B
Approach Vol, veh/h		1108			478			217			404	
Approach Delay, s/veh		37.9			8.6			18.0			20.1	
Approach LOS		D			A			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	40.0	25.0	40.0	25.0
Change Period (Y+Rc), s	5.5	5.0	5.5	5.0
Max Green Setting (Gmax), s	34.5	20.0	34.5	20.0
Max Q Clear Time (g_c+I1), s	36.5	9.6	36.5	12.3
Green Ext Time (p_c), s	0.0	0.5	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

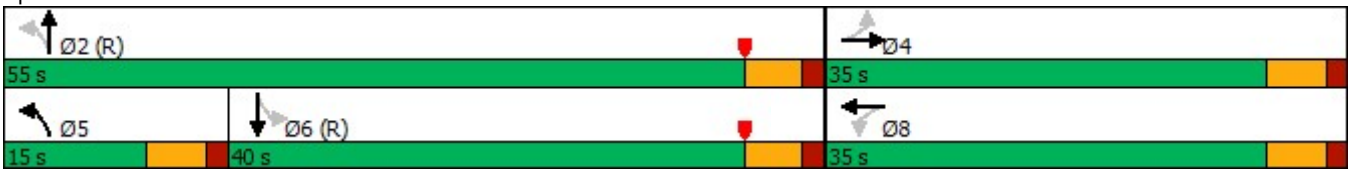
User approved pedestrian interval to be less than phase max green.

Timings
103: NW 6 St & NW 7 Ave

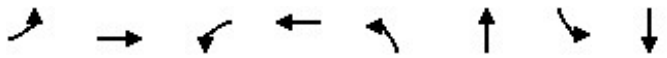
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	86	603	87	288	95	350	96	668
Future Volume (vph)	86	603	87	288	95	350	96	668
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	26.5	26.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	35.0	35.0	35.0	35.0	15.0	55.0	40.0	40.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	29.5	29.5	29.5	29.5	49.5	49.5	39.5	39.5
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.55	0.55	0.44	0.44
v/c Ratio	0.30	0.80	1.11	0.32	0.29	0.24	0.26	0.49
Control Delay	25.9	31.1	165.8	21.9	12.0	9.6	20.1	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	31.1	165.8	21.9	12.0	9.6	20.1	21.5
LOS	C	C	F	C	B	A	C	C
Approach Delay		30.7		51.0		10.1		21.3
Approach LOS		C		D		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: NW 6 St & NW 7 Ave



Queues
103: NW 6 St & NW 7 Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	91	912	92	362	100	455	101	755
v/c Ratio	0.30	0.80	1.11	0.32	0.29	0.24	0.26	0.49
Control Delay	25.9	31.1	165.8	21.9	12.0	9.6	20.1	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	31.1	165.8	21.9	12.0	9.6	20.1	21.5
Queue Length 50th (ft)	38	225	~60	74	25	57	45	179
Queue Length 95th (ft)	79	302	#157	111	49	84	m56	m213
Internal Link Dist (ft)		898		270		2620		2459
Turn Bay Length (ft)	130		100		90		90	
Base Capacity (vph)	305	1146	83	1135	384	1888	395	1529
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.80	1.11	0.32	0.26	0.24	0.26	0.49

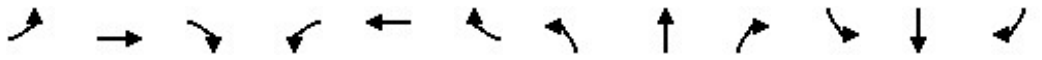
Intersection Summary

~ 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
103: NW 6 St & NW 7 Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	603	263	87	288	56	95	350	83	96	668	49
Future Volume (veh/h)	86	603	263	87	288	56	95	350	83	96	668	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	91	635	277	92	303	59	100	368	87	101	703	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	342	780	340	137	963	185	338	1559	364	489	1468	109
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.05	0.55	0.55	0.15	0.15	0.15
Sat Flow, veh/h	1012	2379	1037	607	2938	563	1767	2835	662	927	3326	246
Grp Volume(v), veh/h	91	471	441	92	180	182	100	227	228	101	372	383
Grp Sat Flow(s),veh/h/ln	1012	1763	1653	607	1763	1738	1767	1763	1734	927	1763	1810
Q Serve(g_s), s	6.0	21.0	21.0	8.5	6.0	6.2	2.6	6.0	6.1	8.7	17.5	17.5
Cycle Q Clear(g_c), s	12.2	21.0	21.0	29.5	6.0	6.2	2.6	6.0	6.1	8.7	17.5	17.5
Prop In Lane	1.00		0.63	1.00		0.32	1.00		0.38	1.00		0.14
Lane Grp Cap(c), veh/h	342	578	542	137	578	570	338	970	954	489	778	799
V/C Ratio(X)	0.27	0.81	0.81	0.67	0.31	0.32	0.30	0.23	0.24	0.21	0.48	0.48
Avail Cap(c_a), veh/h	342	578	542	137	578	570	440	970	954	489	778	799
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.22	0.22	0.22	1.00	1.00	1.00	0.63	0.63	0.63	0.62	0.62	0.62
Uniform Delay (d), s/veh	22.8	23.0	23.0	37.5	18.8	18.8	13.9	10.5	10.5	25.2	28.9	28.9
Incr Delay (d2), s/veh	0.0	1.9	2.1	9.9	0.1	0.1	0.1	0.4	0.4	0.6	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.8	7.3	2.3	2.3	2.3	1.0	2.3	2.3	2.1	8.4	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	24.9	25.1	47.4	18.9	18.9	14.0	10.8	10.9	25.8	30.2	30.2
LnGrp LOS	C	C	C	D	B	B	B	B	B	C	C	C
Approach Vol, veh/h		1003			454			555			856	
Approach Delay, s/veh		24.8			24.7			11.4			29.7	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.0		35.0	9.8	45.2		35.0				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		49.5		29.5	9.5	34.5		29.5				
Max Q Clear Time (g_c+I1), s		8.1		23.0	4.6	19.5		31.5				
Green Ext Time (p_c), s		3.0		2.5	0.0	4.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			23.7									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	820	25	0	444	8	0	0	25	0	0	5
Future Vol, veh/h	0	820	25	0	444	8	0	0	25	0	0	5
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	882	27	0	477	9	0	0	27	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	457	-	-	246
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	5	-	-	3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	516	0	0	943
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	515	-	-	940
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.4	8.9
HCM LOS			B	A

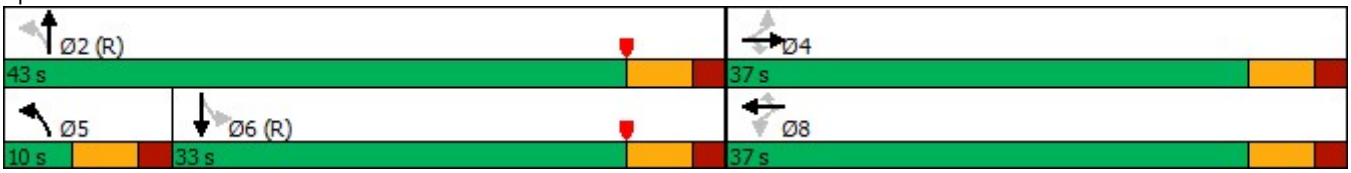
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	515	-	-	-	-	940
HCM Lane V/C Ratio	0.052	-	-	-	-	0.006
HCM Control Delay (s)	12.4	-	-	-	-	8.9
HCM Lane LOS	B	-	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0

Timings
105: Andrews Ave & Sistrunk Blvd

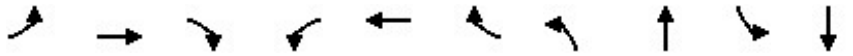
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	99	284	195	32	202	109	48	406	117	731
Future Volume (vph)	99	284	195	32	202	109	48	406	117	731
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		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)	18.2	18.2	18.2	18.2	18.2	18.2	49.8	49.8	42.8	42.8
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.23	0.62	0.62	0.54	0.54
v/c Ratio	0.46	0.71	0.41	0.22	0.51	0.25	0.14	0.21	0.25	0.44
Control Delay	31.6	37.5	7.4	26.0	30.2	5.4	8.4	7.6	15.8	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	37.5	7.4	26.0	30.2	5.4	8.4	7.6	15.8	14.6
LOS	C	D	A	C	C	A	A	A	B	B
Approach Delay		26.4			21.9			7.6		14.8
Approach LOS		C			C			A		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: 0.71		
Intersection Signal Delay: 17.3	Intersection LOS: B	
Intersection Capacity Utilization 65.2%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 105: Andrews Ave & Sistrunk Blvd



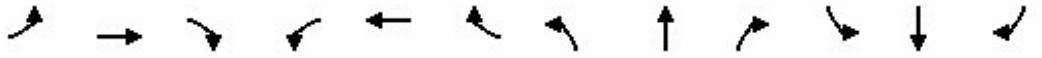
Queues
105: Andrews Ave & Sistrunk Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	104	299	205	34	213	115	51	448	123	827
v/c Ratio	0.46	0.71	0.41	0.22	0.51	0.25	0.14	0.21	0.25	0.44
Control Delay	31.6	37.5	7.4	26.0	30.2	5.4	8.4	7.6	15.8	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	37.5	7.4	26.0	30.2	5.4	8.4	7.6	15.8	14.6
Queue Length 50th (ft)	45	138	8	14	93	0	9	44	35	137
Queue Length 95th (ft)	81	195	53	34	139	31	27	84	89	233
Internal Link Dist (ft)		1920			418			426		442
Turn Bay Length (ft)	80		130	130		130	140		130	
Base Capacity (vph)	390	714	720	269	714	682	366	2170	486	1860
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	0.27	0.42	0.28	0.13	0.30	0.17	0.14	0.21	0.25	0.44

Intersection Summary

HCM 6th Signalized Intersection Summary
105: Andrews Ave & Sistrunk Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	284	195	32	202	109	48	406	20	117	731	55
Future Volume (veh/h)	99	284	195	32	202	109	48	406	20	117	731	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	104	299	205	34	213	115	51	427	21	123	769	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	235	431	365	170	431	365	387	2113	104	566	1691	127
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.03	0.62	0.62	0.51	0.51	0.51
Sat Flow, veh/h	1044	1856	1572	888	1856	1572	1767	3420	168	935	3323	251
Grp Volume(v), veh/h	104	299	205	34	213	115	51	220	228	123	408	419
Grp Sat Flow(s),veh/h/ln	1044	1856	1572	888	1856	1572	1767	1763	1825	935	1763	1810
Q Serve(g_s), s	7.5	11.3	8.7	2.8	7.5	4.5	1.0	4.4	4.4	6.0	11.8	11.8
Cycle Q Clear(g_c), s	15.0	11.3	8.7	14.2	7.5	4.5	1.0	4.4	4.4	6.0	11.8	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.14
Lane Grp Cap(c), veh/h	235	431	365	170	431	365	387	1089	1128	566	897	921
V/C Ratio(X)	0.44	0.69	0.56	0.20	0.49	0.31	0.13	0.20	0.20	0.22	0.45	0.45
Avail Cap(c_a), veh/h	397	719	609	308	719	609	416	1089	1128	566	897	921
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	29.9	25.1	24.2	31.4	23.8	22.8	9.0	6.7	6.7	11.1	12.6	12.6
Incr Delay (d2), s/veh	0.5	0.8	0.5	0.2	0.3	0.2	0.1	0.4	0.4	0.9	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.6	3.0	0.6	3.1	1.6	0.4	1.5	1.6	1.3	4.7	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	25.9	24.7	31.6	24.1	23.0	9.0	7.1	7.1	12.0	14.2	14.2
LnGrp LOS	C	C	C	C	C	C	A	A	A	B	B	B
Approach Vol, veh/h		608			362			499			950	
Approach Delay, s/veh		26.3			24.5			7.3			13.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.4		24.6	8.7	46.7		24.6				
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		6.4		17.0	3.0	13.8		16.2				
Green Ext Time (p_c), s		2.8		1.6	0.0	5.0		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			B									

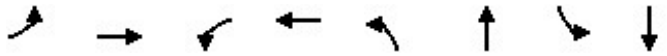
Timings
106: SW 7 Ave & Broward Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	213	1995	43	1228	169	331	234	494
Future Volume (vph)	213	1995	43	1228	169	331	234	494
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	4.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	32.0	10.0	33.0	10.0	39.0	10.0	40.0
Total Split (s)	20.0	88.0	12.0	80.0	20.0	40.0	20.0	40.0
Total Split (%)	12.5%	55.0%	7.5%	50.0%	12.5%	25.0%	12.5%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	94.0	84.6	80.1	74.7	47.9	34.0	48.1	34.1
Actuated g/C Ratio	0.59	0.53	0.50	0.47	0.30	0.21	0.30	0.21
v/c Ratio	0.93	0.91	0.44	0.59	0.92	0.61	0.93	0.98
Control Delay	67.5	40.6	29.9	32.6	88.5	58.7	83.1	87.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	40.6	29.9	32.6	88.5	58.7	83.1	87.3
LOS	E	D	C	C	F	E	F	F
Approach Delay		43.0		32.5		67.3		86.2
Approach LOS		D		C		E		F

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 129 (81%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 50.5	Intersection LOS: D
Intersection Capacity Utilization 104.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 106: SW 7 Ave & Broward Blvd

Queues
106: SW 7 Ave & Broward Blvd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	229	2387	46	1377	182	448	252	719
v/c Ratio	0.93	0.91	0.44	0.59	0.92	0.61	0.93	0.98
Control Delay	67.5	40.6	29.9	32.6	88.5	58.7	83.1	87.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	40.6	29.9	32.6	88.5	58.7	83.1	87.3
Queue Length 50th (ft)	128	834	20	385	141	216	204	385
Queue Length 95th (ft)	#291	910	42	434	#294	279	#306	#522
Internal Link Dist (ft)		604		612		468		2620
Turn Bay Length (ft)	215		260		130		130	
Base Capacity (vph)	253	2627	112	2337	199	735	272	736
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.91	0.41	0.59	0.91	0.61	0.93	0.98

Intersection Summary

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

HCM 6th Signalized Intersection Summary
106: SW 7 Ave & Broward Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	1995	225	43	1228	53	169	331	86	234	494	175
Future Volume (veh/h)	213	1995	225	43	1228	53	169	331	86	234	494	175
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		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	229	2145	242	46	1320	57	182	356	92	252	531	188
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	309	2435	270	107	2342	101	202	590	151	288	540	190
Arrive On Green	0.11	0.70	0.70	0.03	0.63	0.63	0.09	0.21	0.21	0.09	0.21	0.21
Sat Flow, veh/h	1767	4617	512	1767	4974	215	1767	2778	708	1767	2541	896
Grp Volume(v), veh/h	229	1559	828	46	896	481	182	224	224	252	368	351
Grp Sat Flow(s),veh/h/ln	1767	1689	1752	1767	1689	1812	1767	1763	1723	1767	1763	1674
Q Serve(g_s), s	10.6	57.2	60.7	2.2	24.5	24.5	12.9	18.4	18.8	14.0	33.2	33.5
Cycle Q Clear(g_c), s	10.6	57.2	60.7	2.2	24.5	24.5	12.9	18.4	18.8	14.0	33.2	33.5
Prop In Lane	1.00		0.29	1.00		0.12	1.00		0.41	1.00		0.53
Lane Grp Cap(c), veh/h	309	1781	924	107	1590	853	202	375	366	288	375	356
V/C Ratio(X)	0.74	0.88	0.90	0.43	0.56	0.56	0.90	0.60	0.61	0.87	0.98	0.99
Avail Cap(c_a), veh/h	324	1781	924	133	1590	853	202	375	366	288	375	356
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	0.81	0.81	0.81
Uniform Delay (d), s/veh	22.1	19.8	20.4	33.0	20.4	20.4	47.3	56.8	57.0	52.2	62.7	62.8
Incr Delay (d2), s/veh	7.2	6.4	13.1	1.0	1.5	2.7	36.5	6.9	7.4	20.0	37.4	40.0
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	4.8	20.6	24.4	0.9	9.2	10.1	7.8	9.0	9.0	5.1	18.8	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	26.2	33.5	34.0	21.9	23.1	83.8	63.7	64.4	72.2	100.1	102.8
LnGrp LOS	C	C	C	C	C	C	F	E	E	E	F	F
Approach Vol, veh/h		2616			1423			630			971	
Approach Delay, s/veh		28.8			22.7			69.8			93.8	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	81.3	20.0	40.0	9.6	90.4	20.0	40.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	74.0	14.0	34.0	6.0	82.0	14.0	34.0
Max Q Clear Time (g_c+I1), s	12.6	26.5	16.0	20.8	4.2	62.7	14.9	35.5
Green Ext Time (p_c), s	0.0	13.6	0.0	0.6	0.0	16.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Timings
101: NW 7 Ave & Sunrise Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	32	2336	129	1197	205	127	176	52	176
Future Volume (vph)	32	2336	129	1197	205	127	176	52	176
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	12.0	5.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.5	36.5	11.5	34.5	10.0	34.0	34.0	10.0	25.0
Total Split (s)	16.0	112.0	19.0	115.0	24.0	34.0	34.0	15.0	25.0
Total Split (%)	8.9%	62.2%	10.6%	63.9%	13.3%	18.9%	18.9%	8.3%	13.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	111.9	106.5	124.5	115.0	43.0	31.5	31.5	26.9	19.2
Actuated g/C Ratio	0.62	0.59	0.69	0.64	0.24	0.18	0.18	0.15	0.11
v/c Ratio	0.13	0.99	0.89	0.40	0.84	0.41	0.49	0.27	0.64
Control Delay	10.5	50.5	94.9	16.5	90.8	76.2	31.6	58.2	79.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	50.5	94.9	16.5	90.8	76.2	31.6	58.2	79.8
LOS	B	D	F	B	F	E	C	E	E
Approach Delay		50.0		24.1		66.7			75.8
Approach LOS		D		C		E			E

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 172 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 46.1	Intersection LOS: D
Intersection Capacity Utilization 115.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: NW 7 Ave & Sunrise Blvd

Queues
101: NW 7 Ave & Sunrise Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	34	2904	136	1276	216	134	185	55	242
v/c Ratio	0.13	0.99	0.89	0.40	0.84	0.41	0.49	0.27	0.64
Control Delay	10.5	50.5	94.9	16.5	90.8	76.2	31.6	58.2	79.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	50.5	94.9	16.5	90.8	76.2	31.6	58.2	79.8
Queue Length 50th (ft)	12	~1226	110	264	237	151	67	52	136
Queue Length 95th (ft)	25	#1356	#240	302	#385	233	161	96	188
Internal Link Dist (ft)		704		704		2459			340
Turn Bay Length (ft)	350		360		190		270	175	
Base Capacity (vph)	295	2926	162	3209	258	323	378	219	377
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.99	0.84	0.40	0.84	0.41	0.49	0.25	0.64

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
101: NW 7 Ave & Sunrise Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	2336	423	129	1197	15	205	127	176	52	176	54
Future Volume (veh/h)	32	2336	423	129	1197	15	205	127	176	52	176	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	34	2459	445	136	1260	16	216	134	185	55	185	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	328	2574	440	154	3262	41	258	314	265	208	282	84
Arrive On Green	0.03	0.79	0.79	0.09	0.84	0.84	0.03	0.06	0.06	0.04	0.11	0.11
Sat Flow, veh/h	1767	4353	744	1767	5154	65	1767	1856	1567	1767	2671	798
Grp Volume(v), veh/h	34	1875	1029	136	826	450	216	134	185	55	120	122
Grp Sat Flow(s),veh/h/ln	1767	1689	1721	1767	1689	1842	1767	1856	1567	1767	1763	1706
Q Serve(g_s), s	1.4	81.7	106.4	9.6	10.3	10.3	18.0	12.6	20.9	5.0	11.8	12.4
Cycle Q Clear(g_c), s	1.4	81.7	106.4	9.6	10.3	10.3	18.0	12.6	20.9	5.0	11.8	12.4
Prop In Lane	1.00		0.43	1.00		0.04	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	328	1997	1017	154	2137	1166	258	314	265	208	186	180
V/C Ratio(X)	0.10	0.94	1.01	0.89	0.39	0.39	0.84	0.43	0.70	0.26	0.65	0.68
Avail Cap(c_a), veh/h	381	1997	1017	163	2137	1166	258	314	265	233	186	180
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	16.6	19.2	62.3	6.0	6.0	69.3	76.5	80.4	68.4	77.3	77.5
Incr Delay (d2), s/veh	0.1	10.2	31.0	36.8	0.5	1.0	19.0	4.0	13.6	0.2	16.0	18.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	27.3	41.3	7.7	3.2	3.7	2.5	6.7	9.9	2.3	6.2	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	26.7	50.2	99.2	6.6	7.0	88.3	80.5	94.1	68.7	93.3	96.1
LnGrp LOS	B	C	F	F	A	A	F	F	F	E	F	F
Approach Vol, veh/h		2938			1412			535			297	
Approach Delay, s/veh		34.8			15.6			88.4			89.9	
Approach LOS		C			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	120.4	12.5	36.5	18.1	112.9	24.0	25.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	9.5	108.5	9.0	28.0	12.5	105.5	18.0	19.0
Max Q Clear Time (g_c+I1), s	3.4	12.3	7.0	22.9	11.6	108.4	20.0	14.4
Green Ext Time (p_c), s	0.0	12.7	0.0	0.4	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D

Notes

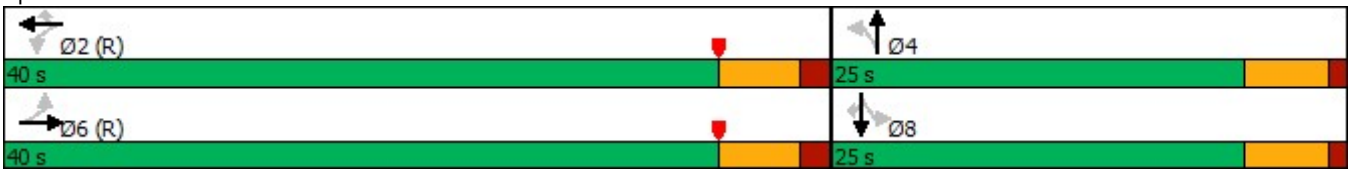
User approved pedestrian interval to be less than phase max green.

Timings
102: NW 9 Ave & NW 6 St

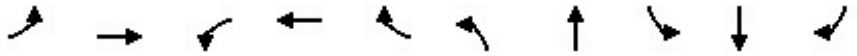
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	110	883	48	352	84	31	144	110	200	69
Future Volume (vph)	110	883	48	352	84	31	144	110	200	69
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6		2			4		8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	6	6	2	2	2	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	33.5	33.5	33.5	33.5	33.5	25.0	25.0	25.0	25.0	25.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	61.5%	61.5%	61.5%	61.5%	61.5%	38.5%	38.5%	38.5%	38.5%	38.5%
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)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	Max	Max	Max
Act Effct Green (s)	34.5	34.5	34.5	34.5	34.5	20.0	20.0	20.0	20.0	20.0
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.25	1.04	0.46	0.39	0.11	0.10	0.34	0.34	0.38	0.14
Control Delay	10.0	56.9	26.6	10.5	2.4	17.2	17.9	20.7	20.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	56.9	26.6	10.5	2.4	17.2	17.9	20.7	20.1	5.5
LOS	B	E	C	B	A	B	B	C	C	A
Approach Delay		52.0		10.7			17.8		17.6	
Approach LOS		D		B			B		B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 33.0	Intersection LOS: C
Intersection Capacity Utilization 92.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 102: NW 9 Ave & NW 6 St



Queues
102: NW 9 Ave & NW 6 St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	120	1010	52	383	91	34	191	120	217	75
v/c Ratio	0.25	1.04	0.46	0.39	0.11	0.10	0.34	0.34	0.38	0.14
Control Delay	10.0	56.9	26.6	10.5	2.4	17.2	17.9	20.7	20.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	56.9	26.6	10.5	2.4	17.2	17.9	20.7	20.1	5.5
Queue Length 50th (ft)	24	~443	12	82	0	10	52	36	67	0
Queue Length 95th (ft)	52	#661	#59	137	18	28	101	77	120	25
Internal Link Dist (ft)		538		898			389		490	
Turn Bay Length (ft)	170		130		150	100		70		120
Base Capacity (vph)	479	975	113	979	851	332	564	355	567	534
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	0.25	1.04	0.46	0.39	0.11	0.10	0.34	0.34	0.38	0.14

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
102: NW 9 Ave & NW 6 St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	883	46	48	352	84	31	144	31	110	200	69
Future Volume (veh/h)	110	883	46	48	352	84	31	144	31	110	200	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	120	960	50	52	383	91	34	157	34	120	217	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	518	927	48	111	985	812	344	455	98	377	571	484
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	910	1747	91	554	1856	1530	1079	1478	320	1183	1856	1572
Grp Volume(v), veh/h	120	0	1010	52	383	91	34	0	191	120	217	75
Grp Sat Flow(s),veh/h/ln	910	0	1838	554	1856	1530	1079	0	1798	1183	1856	1572
Q Serve(g_s), s	4.2	0.0	34.5	0.0	5.4	1.2	1.7	0.0	5.3	5.7	6.0	2.3
Cycle Q Clear(g_c), s	9.7	0.0	34.5	34.5	5.4	1.2	7.6	0.0	5.3	11.0	6.0	2.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	518	0	976	111	985	812	344	0	553	377	571	484
V/C Ratio(X)	0.23	0.00	1.04	0.47	0.39	0.11	0.10	0.00	0.35	0.32	0.38	0.16
Avail Cap(c_a), veh/h	518	0	976	111	985	812	344	0	553	377	571	484
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	0.00	1.00	0.94	0.94	0.94	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.2	0.0	9.6	26.8	5.3	4.7	20.6	0.0	17.4	21.7	17.6	16.4
Incr Delay (d2), s/veh	1.0	0.0	38.2	12.8	1.1	0.3	0.0	0.0	0.1	2.2	1.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	15.5	1.1	1.8	0.4	0.4	0.0	2.1	1.7	2.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.0	47.8	39.6	6.4	4.9	20.7	0.0	17.6	23.9	19.6	17.0
LnGrp LOS	A	A	F	D	A	A	C	A	B	C	B	B
Approach Vol, veh/h		1130			526			225			412	
Approach Delay, s/veh		43.6			9.4			18.0			20.4	
Approach LOS		D			A			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	40.0	25.0	40.0	25.0
Change Period (Y+Rc), s	5.5	5.0	5.5	5.0
Max Green Setting (Gmax), s	34.5	20.0	34.5	20.0
Max Q Clear Time (g_c+I1), s	36.5	9.6	36.5	13.0
Green Ext Time (p_c), s	0.0	0.5	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C

Notes

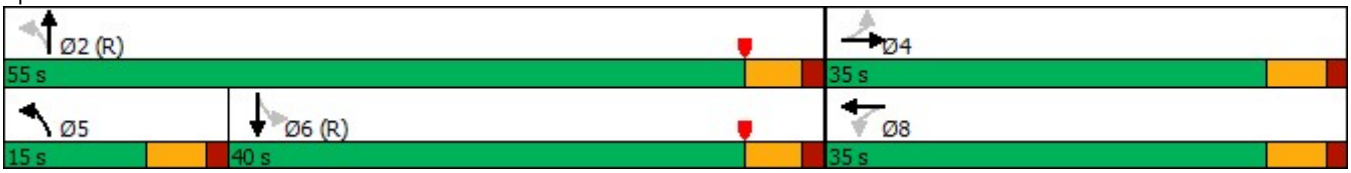
User approved pedestrian interval to be less than phase max green.

Timings
103: NW 6 St & NW 7 Ave

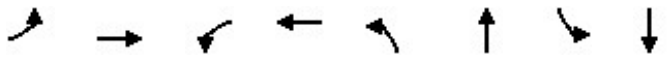
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	120	603	131	332	95	382	96	668
Future Volume (vph)	120	603	131	332	95	382	96	668
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	26.5	26.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	35.0	35.0	35.0	35.0	15.0	55.0	40.0	40.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	29.5	29.5	29.5	29.5	49.5	49.5	39.5	39.5
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.55	0.55	0.44	0.44
v/c Ratio	0.47	0.80	1.66	0.38	0.29	0.26	0.26	0.49
Control Delay	31.2	31.1	371.3	22.4	12.0	10.0	20.2	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	31.1	371.3	22.4	12.0	10.0	20.2	21.4
LOS	C	C	F	C	B	A	C	C
Approach Delay		31.1		106.4		10.3		21.3
Approach LOS		C		F		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.66	
Intersection Signal Delay: 38.5	Intersection LOS: D
Intersection Capacity Utilization 78.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: NW 6 St & NW 7 Ave



Queues
103: NW 6 St & NW 7 Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	126	912	138	435	100	489	101	755
v/c Ratio	0.47	0.80	1.66	0.38	0.29	0.26	0.26	0.49
Control Delay	31.2	31.1	371.3	22.4	12.0	10.0	20.2	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	31.1	371.3	22.4	12.0	10.0	20.2	21.4
Queue Length 50th (ft)	56	225	~115	90	25	64	45	179
Queue Length 95th (ft)	113	302	#230	132	49	92	m56	m212
Internal Link Dist (ft)		898		270		2620		2459
Turn Bay Length (ft)	130		100		90		90	
Base Capacity (vph)	267	1146	83	1133	384	1889	382	1529
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.80	1.66	0.38	0.26	0.26	0.26	0.49

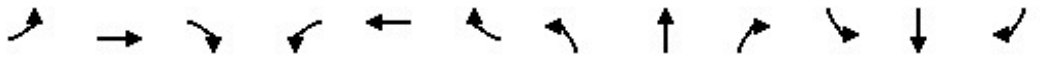
Intersection Summary

~ 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
103: NW 6 St & NW 7 Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	603	263	131	332	82	95	382	83	96	668	49
Future Volume (veh/h)	120	603	263	131	332	82	95	382	83	96	668	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	126	635	277	138	349	86	100	402	87	101	703	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	309	780	340	137	917	223	338	1587	340	477	1468	109
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.05	0.55	0.55	0.15	0.15	0.15
Sat Flow, veh/h	946	2379	1037	607	2798	679	1767	2886	619	899	3326	246
Grp Volume(v), veh/h	126	471	441	138	218	217	100	244	245	101	372	383
Grp Sat Flow(s),veh/h/ln	946	1763	1653	607	1763	1714	1767	1763	1742	899	1763	1810
Q Serve(g_s), s	9.9	21.0	21.0	8.5	7.5	7.7	2.6	6.5	6.6	9.0	17.5	17.5
Cycle Q Clear(g_c), s	17.6	21.0	21.0	29.5	7.5	7.7	2.6	6.5	6.6	9.0	17.5	17.5
Prop In Lane	1.00		0.63	1.00		0.40	1.00		0.36	1.00		0.14
Lane Grp Cap(c), veh/h	309	578	542	137	578	562	338	970	958	477	778	799
V/C Ratio(X)	0.41	0.81	0.81	1.01	0.38	0.39	0.30	0.25	0.26	0.21	0.48	0.48
Avail Cap(c_a), veh/h	309	578	542	137	578	562	440	970	958	477	778	799
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.18	0.18	0.18	1.00	1.00	1.00	0.59	0.59	0.59	0.60	0.60	0.60
Uniform Delay (d), s/veh	25.2	23.0	23.0	38.4	19.2	19.2	13.9	10.6	10.6	25.3	28.9	28.9
Incr Delay (d2), s/veh	0.1	1.6	1.7	78.4	0.2	0.2	0.1	0.4	0.4	0.6	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.7	7.3	5.9	2.9	2.9	1.0	2.5	2.5	2.1	8.4	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	24.6	24.7	116.8	19.3	19.4	14.0	10.9	11.0	25.9	30.2	30.2
LnGrp LOS	C	C	C	F	B	B	B	B	B	C	C	C
Approach Vol, veh/h		1038			573			589			856	
Approach Delay, s/veh		24.7			42.8			11.5			29.7	
Approach LOS		C			D			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.0		35.0	9.8	45.2		35.0				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		49.5		29.5	9.5	34.5		29.5				
Max Q Clear Time (g_c+I1), s		8.6		23.0	4.6	19.5		31.5				
Green Ext Time (p_c), s		3.3		2.6	0.0	4.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			27.0									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	820	25	0	444	55	0	0	25	0	0	119
Future Vol, veh/h	0	820	25	0	444	55	0	0	25	0	0	119
Conflicting Peds, #/hr	3	0	2	2	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	882	27	0	477	59	0	0	27	0	0	128

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	457	-	-	271
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	5	-	-	3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	516	0	0	920
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	515	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.4	9.6
HCM LOS			B	A

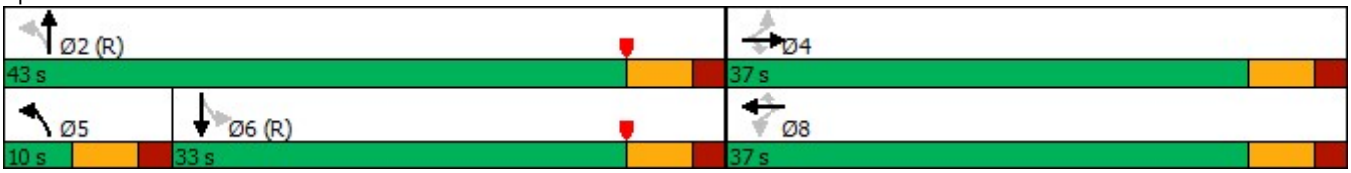
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	515	-	-	-	-	917
HCM Lane V/C Ratio	0.052	-	-	-	-	0.14
HCM Control Delay (s)	12.4	-	-	-	-	9.6
HCM Lane LOS	B	-	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.5

Timings
105: Andrews Ave & Sistrunk Blvd

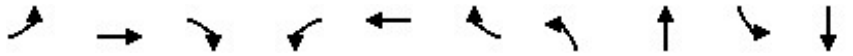
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	99	284	195	32	222	109	55	406	143	740
Future Volume (vph)	99	284	195	32	222	109	55	406	143	740
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		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)	18.2	18.2	18.2	18.2	18.2	18.2	49.8	49.8	42.7	42.7
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.23	0.62	0.62	0.53	0.53
v/c Ratio	0.49	0.71	0.41	0.22	0.56	0.25	0.16	0.21	0.31	0.46
Control Delay	33.5	37.5	7.5	26.0	31.5	5.4	8.6	7.6	16.8	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	37.5	7.5	26.0	31.5	5.4	8.6	7.6	16.8	14.9
LOS	C	D	A	C	C	A	A	A	B	B
Approach Delay		26.7			23.2			7.7		15.2
Approach LOS		C			C			A		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: 0.71		
Intersection Signal Delay: 17.7	Intersection LOS: B	
Intersection Capacity Utilization 66.1%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 105: Andrews Ave & Sistrunk Blvd



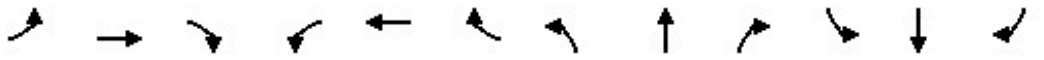
Queues
105: Andrews Ave & Sistrunk Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	104	299	205	34	234	115	58	448	151	858
v/c Ratio	0.49	0.71	0.41	0.22	0.56	0.25	0.16	0.21	0.31	0.46
Control Delay	33.5	37.5	7.5	26.0	31.5	5.4	8.6	7.6	16.8	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	37.5	7.5	26.0	31.5	5.4	8.6	7.6	16.8	14.9
Queue Length 50th (ft)	45	138	8	14	103	0	10	44	45	144
Queue Length 95th (ft)	83	195	53	34	152	31	30	84	111	245
Internal Link Dist (ft)		1920			418			426		442
Turn Bay Length (ft)	80		130	130		130	140		130	
Base Capacity (vph)	360	714	720	269	714	682	354	2170	485	1852
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	0.42	0.28	0.13	0.33	0.17	0.16	0.21	0.31	0.46

Intersection Summary

HCM 6th Signalized Intersection Summary
105: Andrews Ave & Sistrunk Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	284	195	32	222	109	55	406	20	143	740	75
Future Volume (veh/h)	99	284	195	32	222	109	55	406	20	143	740	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	104	299	205	34	234	115	58	427	21	151	779	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	234	451	382	182	451	382	369	2077	102	554	1603	163
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.04	0.61	0.61	0.50	0.50	0.50
Sat Flow, veh/h	1024	1856	1572	888	1856	1572	1767	3420	168	935	3232	328
Grp Volume(v), veh/h	104	299	205	34	234	115	58	220	228	151	425	433
Grp Sat Flow(s),veh/h/ln	1024	1856	1572	888	1856	1572	1767	1763	1825	935	1763	1797
Q Serve(g_s), s	7.6	11.1	8.5	2.8	8.2	4.4	1.2	4.5	4.5	7.8	12.8	12.8
Cycle Q Clear(g_c), s	15.9	11.1	8.5	13.9	8.2	4.4	1.2	4.5	4.5	7.8	12.8	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.18
Lane Grp Cap(c), veh/h	234	451	382	182	451	382	369	1070	1108	554	874	891
V/C Ratio(X)	0.45	0.66	0.54	0.19	0.52	0.30	0.16	0.21	0.21	0.27	0.49	0.49
Avail Cap(c_a), veh/h	382	719	609	311	719	609	393	1070	1108	554	874	891
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	29.7	24.3	23.4	30.3	23.3	22.0	9.6	7.0	7.1	12.1	13.4	13.4
Incr Delay (d2), s/veh	0.5	0.6	0.4	0.2	0.3	0.2	0.1	0.4	0.4	1.2	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.4	2.9	0.6	3.3	1.6	0.4	1.6	1.7	1.7	5.1	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	24.9	23.8	30.4	23.6	22.2	9.7	7.5	7.5	13.3	15.3	15.3
LnGrp LOS	C	C	C	C	C	C	A	A	A	B	B	B
Approach Vol, veh/h		608			383			506			1009	
Approach Delay, s/veh		25.5			23.8			7.7			15.0	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		54.6		25.4	8.9	45.7		25.4				
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		6.5		17.9	3.2	14.8		15.9				
Green Ext Time (p_c), s		2.8		1.6	0.0	5.0		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			17.4									
HCM 6th LOS			B									

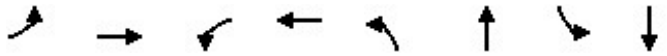
Timings
106: SW 7 Ave & Broward Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	213	1995	43	1228	169	363	234	538
Future Volume (vph)	213	1995	43	1228	169	363	234	538
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	4.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	32.0	10.0	33.0	10.0	39.0	10.0	40.0
Total Split (s)	20.0	88.0	12.0	80.0	20.0	40.0	20.0	40.0
Total Split (%)	12.5%	55.0%	7.5%	50.0%	12.5%	25.0%	12.5%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	94.0	84.6	79.6	74.3	47.9	34.0	48.1	34.1
Actuated g/C Ratio	0.59	0.53	0.50	0.46	0.30	0.21	0.30	0.21
v/c Ratio	0.92	0.91	0.44	0.59	0.92	0.66	0.97	1.04
Control Delay	64.9	40.6	30.0	32.9	88.5	60.5	94.1	102.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.9	40.6	30.0	32.9	88.5	60.5	94.1	102.1
LOS	E	D	C	C	F	E	F	F
Approach Delay		42.7		32.8		68.2		100.2
Approach LOS		D		C		E		F

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 129 (81%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 53.4	Intersection LOS: D
Intersection Capacity Utilization 104.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 106: SW 7 Ave & Broward Blvd

Queues
106: SW 7 Ave & Broward Blvd



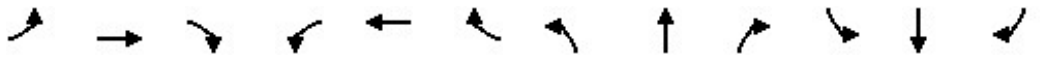
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	229	2387	46	1377	182	482	252	766
v/c Ratio	0.92	0.91	0.44	0.59	0.92	0.66	0.97	1.04
Control Delay	64.9	40.6	30.0	32.9	88.5	60.5	94.1	102.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.9	40.6	30.0	32.9	88.5	60.5	94.1	102.1
Queue Length 50th (ft)	129	834	20	385	141	237	204	~444
Queue Length 95th (ft)	#293	910	42	434	#294	303	#334	#580
Internal Link Dist (ft)		604		612		468		2620
Turn Bay Length (ft)	215		260		130		130	
Base Capacity (vph)	252	2627	111	2323	199	735	259	735
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.91	0.41	0.59	0.91	0.66	0.97	1.04

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
106: SW 7 Ave & Broward Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	1995	225	43	1228	53	169	363	86	234	538	175
Future Volume (veh/h)	213	1995	225	43	1228	53	169	363	86	234	538	175
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		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	229	2145	242	46	1320	57	182	390	92	252	578	188
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	309	2435	270	107	2342	101	200	602	141	277	553	179
Arrive On Green	0.11	0.70	0.70	0.03	0.63	0.63	0.09	0.21	0.21	0.09	0.21	0.21
Sat Flow, veh/h	1767	4617	512	1767	4974	215	1767	2833	661	1767	2603	844
Grp Volume(v), veh/h	229	1559	828	46	896	481	182	241	241	252	391	375
Grp Sat Flow(s),veh/h/ln	1767	1689	1752	1767	1689	1812	1767	1763	1732	1767	1763	1685
Q Serve(g_s), s	10.6	57.2	60.7	2.2	24.5	24.5	12.9	20.0	20.4	14.0	34.0	34.0
Cycle Q Clear(g_c), s	10.6	57.2	60.7	2.2	24.5	24.5	12.9	20.0	20.4	14.0	34.0	34.0
Prop In Lane	1.00		0.29	1.00		0.12	1.00		0.38	1.00		0.50
Lane Grp Cap(c), veh/h	309	1781	924	107	1590	853	200	375	368	277	375	358
V/C Ratio(X)	0.74	0.88	0.90	0.43	0.56	0.56	0.91	0.64	0.65	0.91	1.04	1.05
Avail Cap(c_a), veh/h	324	1781	924	133	1590	853	200	375	368	277	375	358
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	0.68	0.68	0.68
Uniform Delay (d), s/veh	22.1	19.8	20.4	33.0	20.4	20.4	47.3	57.5	57.6	52.8	63.0	63.0
Incr Delay (d2), s/veh	7.2	6.4	13.1	1.0	1.5	2.7	39.2	8.3	8.8	23.7	50.2	52.3
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	4.8	20.6	24.4	0.9	9.2	10.1	7.9	9.8	9.9	5.4	20.5	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	26.2	33.5	34.0	21.9	23.1	86.5	65.7	66.4	76.5	113.2	115.3
LnGrp LOS	C	C	C	C	C	C	F	E	E	E	F	F
Approach Vol, veh/h		2616			1423			664			1018	
Approach Delay, s/veh		28.8			22.7			71.7			104.9	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	81.3	20.0	40.0	9.6	90.4	20.0	40.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	74.0	14.0	34.0	6.0	82.0	14.0	34.0
Max Q Clear Time (g_c+I1), s	12.6	26.5	16.0	22.4	4.2	62.7	14.9	36.0
Green Ext Time (p_c), s	0.0	13.6	0.0	0.6	0.0	16.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	114	47	8	5	86
Future Vol, veh/h	60	114	47	8	5	86
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, %	3	3	3	3	3	3
Mvmt Flow	65	124	51	9	5	93

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	163	52	98	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	5	5	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3	3	2.227	-	-	-
Pot Cap-1 Maneuver	1023	1141	1489	-	-	-
Stage 1	1134	-	-	-	-	-
Stage 2	1063	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	988	1141	1489	-	-	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	1095	-	-	-	-	-
Stage 2	1063	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	6.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1489	-	1083	-	-
HCM Lane V/C Ratio	0.034	-	0.175	-	-
HCM Control Delay (s)	7.5	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Timings
101: NW 7 Ave & Sunrise Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	76	1708	109	1458	302	256	170	24	152
Future Volume (vph)	76	1708	109	1458	302	256	170	24	152
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	12.0	5.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.5	36.5	11.5	34.5	10.0	34.0	34.0	10.0	25.0
Total Split (s)	19.0	83.0	16.0	80.0	44.0	66.0	66.0	15.0	37.0
Total Split (%)	10.6%	46.1%	8.9%	44.4%	24.4%	36.7%	36.7%	8.3%	20.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	85.3	76.6	86.7	77.3	75.0	67.6	67.6	46.4	40.8
Actuated g/C Ratio	0.47	0.43	0.48	0.43	0.42	0.38	0.38	0.26	0.23
v/c Ratio	0.65	0.99	0.88	0.76	0.63	0.40	0.26	0.09	0.26
Control Delay	52.5	67.4	90.8	46.5	46.1	47.6	11.4	35.0	55.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	67.4	90.8	46.5	46.1	47.6	11.4	35.0	55.3
LOS	D	E	F	D	D	D	B	C	E
Approach Delay		66.9		49.5		38.5			53.1
Approach LOS		E		D		D			D

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 96 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 55.6	Intersection LOS: E
Intersection Capacity Utilization 111.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: NW 7 Ave & Sunrise Blvd

Queues
101: NW 7 Ave & Sunrise Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	82	2092	117	1631	325	275	183	26	206
v/c Ratio	0.65	0.99	0.88	0.76	0.63	0.40	0.26	0.09	0.26
Control Delay	52.5	67.4	90.8	46.5	46.1	47.6	11.4	35.0	55.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	67.4	90.8	46.5	46.1	47.6	11.4	35.0	55.3
Queue Length 50th (ft)	49	891	87	590	308	271	18	18	97
Queue Length 95th (ft)	105	#1007	#222	677	426	385	80	41	150
Internal Link Dist (ft)		704		704		2459			340
Turn Bay Length (ft)	350		360		190		270	175	
Base Capacity (vph)	164	2114	134	2149	563	692	693	333	779
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.99	0.87	0.76	0.58	0.40	0.26	0.08	0.26

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: NW 7 Ave & Sunrise Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	1708	237	109	1458	59	302	256	170	24	152	40
Future Volume (veh/h)	76	1708	237	109	1458	59	302	256	170	24	152	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	82	1837	255	117	1568	63	325	275	183	26	163	43
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	187	2094	288	144	2376	95	483	619	516	245	527	135
Arrive On Green	0.05	0.62	0.62	0.06	0.63	0.63	0.27	0.56	0.56	0.02	0.19	0.19
Sat Flow, veh/h	1767	4502	620	1767	4991	200	1767	1856	1548	1767	2775	711
Grp Volume(v), veh/h	82	1374	718	117	1061	570	325	275	183	26	102	104
Grp Sat Flow(s),veh/h/ln	1767	1689	1744	1767	1689	1814	1767	1856	1548	1767	1763	1723
Q Serve(g_s), s	4.4	60.9	62.4	6.3	35.6	35.7	26.6	15.7	11.8	2.1	8.9	9.4
Cycle Q Clear(g_c), s	4.4	60.9	62.4	6.3	35.6	35.7	26.6	15.7	11.8	2.1	8.9	9.4
Prop In Lane	1.00		0.36	1.00		0.11	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	187	1571	811	144	1607	864	483	619	516	245	335	327
V/C Ratio(X)	0.44	0.87	0.88	0.81	0.66	0.66	0.67	0.44	0.35	0.11	0.30	0.32
Avail Cap(c_a), veh/h	248	1571	811	156	1607	864	573	619	516	304	335	327
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	30.0	30.3	39.7	23.8	23.8	39.9	30.1	29.2	57.5	62.7	62.9
Incr Delay (d2), s/veh	0.6	7.1	13.5	22.7	2.1	3.9	1.4	2.1	1.8	0.1	2.3	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	24.4	27.2	3.6	13.7	15.2	11.0	6.7	4.3	1.0	4.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	37.1	43.8	62.4	26.0	27.8	41.3	32.2	31.0	57.6	65.0	65.4
LnGrp LOS	C	D	D	E	C	C	D	C	C	E	E	E
Approach Vol, veh/h		2174			1748			783			232	
Approach Delay, s/veh		39.0			29.0			35.7			64.4	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	92.2	9.0	66.0	14.8	90.2	34.8	40.2
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	12.5	73.5	9.0	60.0	9.5	76.5	38.0	31.0
Max Q Clear Time (g_c+I1), s	6.4	37.7	4.1	17.7	8.3	64.4	28.6	11.4
Green Ext Time (p_c), s	0.0	16.1	0.0	1.4	0.0	9.9	0.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

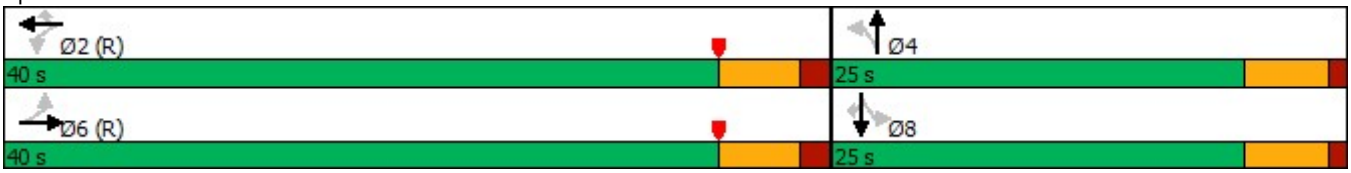
User approved pedestrian interval to be less than phase max green.

Timings
102: NW 9 Ave & NW 6 St

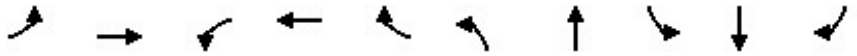
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	81	331	56	658	166	43	145	93	192	93
Future Volume (vph)	81	331	56	658	166	43	145	93	192	93
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6		2			4		8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	6	6	2	2	2	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	33.5	33.5	33.5	33.5	33.5	25.0	25.0	25.0	25.0	25.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	61.5%	61.5%	61.5%	61.5%	61.5%	38.5%	38.5%	38.5%	38.5%	38.5%
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)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	Max	Max	Max
Act Effct Green (s)	34.5	34.5	34.5	34.5	34.5	20.0	20.0	20.0	20.0	20.0
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.37	0.40	0.13	0.72	0.19	0.13	0.32	0.27	0.36	0.18
Control Delay	14.7	10.3	8.6	16.7	2.0	17.6	17.8	19.6	19.8	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	10.3	8.6	16.7	2.0	17.6	17.8	19.6	19.8	5.2
LOS	B	B	A	B	A	B	B	B	B	A
Approach Delay		11.1		13.4			17.8		16.1	
Approach LOS		B		B			B		B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 90.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: NW 9 Ave & NW 6 St



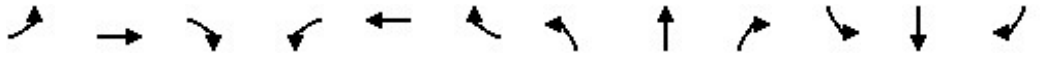
Queues
102: NW 9 Ave & NW 6 St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	86	387	60	700	177	46	181	99	204	99
v/c Ratio	0.37	0.40	0.13	0.72	0.19	0.13	0.32	0.27	0.36	0.18
Control Delay	14.7	10.3	8.6	16.7	2.0	17.6	17.8	19.6	19.8	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	10.3	8.6	16.7	2.0	17.6	17.8	19.6	19.8	5.2
Queue Length 50th (ft)	18	81	11	192	0	13	50	29	62	0
Queue Length 95th (ft)	52	136	28	313	24	35	97	65	113	29
Internal Link Dist (ft)		538		898			389		490	
Turn Bay Length (ft)	170		130		150	100		70		120
Base Capacity (vph)	233	968	477	979	915	343	564	364	567	540
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	0.37	0.40	0.13	0.72	0.19	0.13	0.32	0.27	0.36	0.18

Intersection Summary

HCM 6th Signalized Intersection Summary
102: NW 9 Ave & NW 6 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	331	33	56	658	166	43	145	25	93	192	93
Future Volume (veh/h)	81	331	33	56	658	166	43	145	25	93	192	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	86	352	35	60	700	177	46	154	27	99	204	99
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	304	881	88	549	985	832	348	473	83	386	571	473
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	627	1660	165	987	1856	1568	1067	1537	270	1193	1856	1537
Grp Volume(v), veh/h	86	0	387	60	700	177	46	0	181	99	204	99
Grp Sat Flow(s),veh/h/ln	627	0	1825	987	1856	1568	1067	0	1807	1193	1856	1537
Q Serve(g_s), s	6.4	0.0	5.6	1.8	14.5	2.5	2.3	0.0	5.0	4.5	5.6	3.1
Cycle Q Clear(g_c), s	20.9	0.0	5.6	7.4	14.5	2.5	7.8	0.0	5.0	9.5	5.6	3.1
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	304	0	969	549	985	832	348	0	556	386	571	473
V/C Ratio(X)	0.28	0.00	0.40	0.11	0.71	0.21	0.13	0.00	0.33	0.26	0.36	0.21
Avail Cap(c_a), veh/h	304	0	969	549	985	832	348	0	556	386	571	473
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	0.00	1.00	0.62	0.62	0.62	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	5.3	6.8	6.6	4.9	20.5	0.0	17.3	21.0	17.5	16.6
Incr Delay (d2), s/veh	2.3	0.0	1.2	0.2	2.7	0.4	0.1	0.0	0.1	1.6	1.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.9	0.3	4.0	0.7	0.5	0.0	2.0	1.4	2.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	6.5	7.1	9.3	5.2	20.6	0.0	17.4	22.6	19.2	17.7
LnGrp LOS	B	A	A	A	A	A	C	A	B	C	B	B
Approach Vol, veh/h		473			937			227			402	
Approach Delay, s/veh		8.1			8.4			18.1			19.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	40.0	25.0	40.0	25.0
Change Period (Y+Rc), s	5.5	5.0	5.5	5.0
Max Green Setting (Gmax), s	34.5	20.0	34.5	20.0
Max Q Clear Time (g_c+I1), s	16.5	9.8	22.9	11.5
Green Ext Time (p_c), s	5.7	0.5	2.5	0.8

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

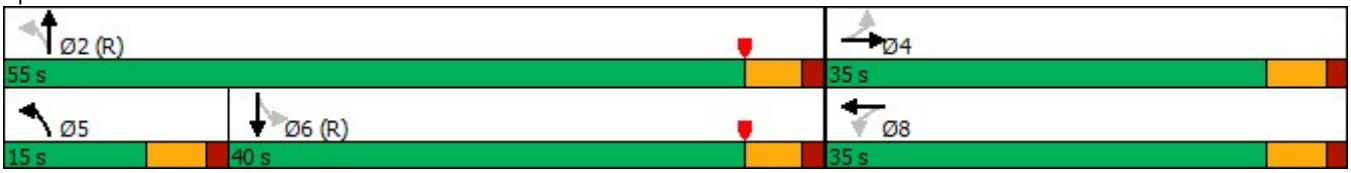
User approved pedestrian interval to be less than phase max green.

Timings
103: NW 6 St & NW 7 Ave

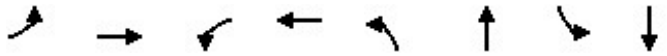
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	326	126	568	214	558	86	427
Future Volume (vph)	43	326	126	568	214	558	86	427
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	26.5	26.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	35.0	35.0	35.0	35.0	15.0	55.0	40.0	40.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	25.2	25.2	25.2	25.2	53.8	53.8	39.5	39.5
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.60	0.60	0.44	0.44
v/c Ratio	0.58	0.48	0.71	0.80	0.49	0.36	0.33	0.36
Control Delay	55.5	25.6	48.8	35.2	13.0	10.0	26.5	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	25.6	48.8	35.2	13.0	10.0	26.5	22.7
LOS	E	C	D	D	B	A	C	C
Approach Delay		28.4		37.3		10.7		23.3
Approach LOS		C		D		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: NW 6 St & NW 7 Ave



Queues
103: NW 6 St & NW 7 Ave



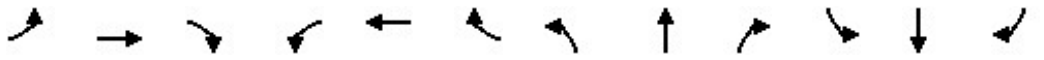
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	471	143	779	243	745	98	548
v/c Ratio	0.58	0.48	0.71	0.80	0.49	0.36	0.33	0.36
Control Delay	55.5	25.6	48.8	35.2	13.0	10.0	26.5	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	25.6	48.8	35.2	13.0	10.0	26.5	22.7
Queue Length 50th (ft)	24	105	72	205	61	101	47	134
Queue Length 95th (ft)	#69	137	132	250	107	148	m67	m167
Internal Link Dist (ft)		898		270		2620		2459
Turn Bay Length (ft)	130		100		90		90	
Base Capacity (vph)	99	1139	235	1138	506	2057	298	1522
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.41	0.61	0.68	0.48	0.36	0.33	0.36

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: NW 6 St & NW 7 Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	326	89	126	568	118	214	558	98	86	427	55
Future Volume (veh/h)	43	326	89	126	568	118	214	558	98	86	427	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	49	370	101	143	645	134	243	634	111	98	485	62
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	149	804	217	255	851	177	586	1750	306	384	1349	172
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.09	0.58	0.58	0.86	0.86	0.86
Sat Flow, veh/h	688	2745	740	915	2907	603	1767	2992	523	709	3144	400
Grp Volume(v), veh/h	49	236	235	143	391	388	243	373	372	98	271	276
Grp Sat Flow(s),veh/h/ln	688	1763	1722	915	1763	1747	1767	1763	1752	709	1763	1781
Q Serve(g_s), s	6.1	8.9	9.2	13.2	17.3	17.3	6.5	10.0	10.1	2.4	2.8	2.9
Cycle Q Clear(g_c), s	23.5	8.9	9.2	22.4	17.3	17.3	6.5	10.0	10.1	2.4	2.8	2.9
Prop In Lane	1.00		0.43	1.00		0.35	1.00		0.30	1.00		0.22
Lane Grp Cap(c), veh/h	149	516	504	255	516	512	586	1031	1025	384	756	764
V/C Ratio(X)	0.33	0.46	0.47	0.56	0.76	0.76	0.41	0.36	0.36	0.26	0.36	0.36
Avail Cap(c_a), veh/h	173	578	565	287	578	573	605	1031	1025	384	756	764
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	0.69	0.69	0.69	0.87	0.87	0.87
Uniform Delay (d), s/veh	34.9	22.2	22.2	30.6	24.7	24.7	10.9	9.8	9.8	3.8	3.8	3.8
Incr Delay (d2), s/veh	0.4	0.2	0.2	0.7	4.2	4.3	0.1	0.7	0.7	1.4	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.4	3.4	2.7	6.9	6.9	2.4	3.7	3.7	0.4	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	22.4	22.5	31.3	28.9	29.1	11.1	10.5	10.5	5.2	5.0	5.0
LnGrp LOS	D	C	C	C	C	C	B	B	B	A	A	A
Approach Vol, veh/h		520			922			988			645	
Approach Delay, s/veh		23.6			29.3			10.7			5.0	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		58.1		31.9	14.0	44.1		31.9				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		49.5		29.5	9.5	34.5		29.5				
Max Q Clear Time (g_c+I1), s		12.1		25.5	8.5	4.9		24.4				
Green Ext Time (p_c), s		5.5		0.9	0.0	4.5		1.9				

Intersection Summary												
HCM 6th Ctrl Delay			17.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	429	24	0	836	9	0	0	41	0	0	8
Future Vol, veh/h	0	429	24	0	836	9	0	0	41	0	0	8
Conflicting Peds, #/hr	4	0	0	0	0	4	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	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	447	25	0	871	9	0	0	43	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	238	-	-	445
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	5	-	-	3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	608	0	0	774
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	607	-	-	770
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.4	9.7
HCM LOS			B	A

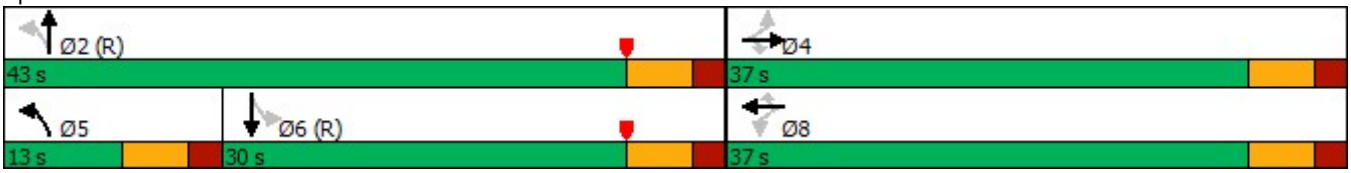
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	607	-	-	-	-	770
HCM Lane V/C Ratio	0.07	-	-	-	-	0.011
HCM Control Delay (s)	11.4	-	-	-	-	9.7
HCM Lane LOS	B	-	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0

Timings
105: Andrews Ave & Sistrunk Blvd

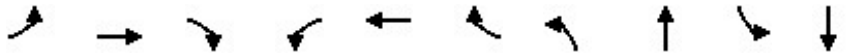
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	71	202	71	28	391	104	155	611	146	488
Future Volume (vph)	71	202	71	28	391	104	155	611	146	488
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		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)	23.0	23.0	23.0	23.0	23.0	23.0	45.0	45.0	32.0	32.0
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29	0.29	0.56	0.56	0.40	0.40
v/c Ratio	0.54	0.41	0.14	0.10	0.79	0.21	0.41	0.36	0.55	0.48
Control Delay	36.8	24.1	1.7	18.9	36.6	4.0	13.4	11.1	31.8	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	24.1	1.7	18.9	36.6	4.0	13.4	11.1	31.8	19.5
LOS	D	C	A	B	D	A	B	B	C	B
Approach Delay		22.1			29.2			11.5		21.9
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: 0.79		
Intersection Signal Delay: 20.0	Intersection LOS: C	
Intersection Capacity Utilization 72.5%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 105: Andrews Ave & Sistrunk Blvd



Queues
105: Andrews Ave & Sistrunk Blvd

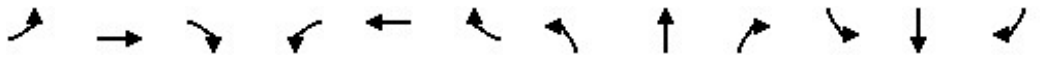


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	215	76	30	416	111	165	706	155	658
v/c Ratio	0.54	0.41	0.14	0.10	0.79	0.21	0.41	0.36	0.55	0.48
Control Delay	36.8	24.1	1.7	18.9	36.6	4.0	13.4	11.1	31.8	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	24.1	1.7	18.9	36.6	4.0	13.4	11.1	31.8	19.5
Queue Length 50th (ft)	32	87	0	11	191	0	36	91	58	117
Queue Length 95th (ft)	68	124	10	26	251	26	84	160	#166	194
Internal Link Dist (ft)		1920			418			426		442
Turn Bay Length (ft)	80		130	130		130	140		130	
Base Capacity (vph)	191	714	682	412	714	682	408	1956	283	1384
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.30	0.11	0.07	0.58	0.16	0.40	0.36	0.55	0.48

Intersection Summary

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

HCM 6th Signalized Intersection Summary
105: Andrews Ave & Sistrunk Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	202	71	28	391	104	155	611	53	146	488	131
Future Volume (veh/h)	71	202	71	28	391	104	155	611	53	146	488	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	76	215	76	30	416	111	165	650	56	155	519	139
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	192	569	482	334	569	482	416	1784	154	379	1081	288
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.08	0.54	0.54	0.39	0.39	0.39
Sat Flow, veh/h	869	1856	1572	1080	1856	1572	1767	3285	283	736	2753	734
Grp Volume(v), veh/h	76	215	76	30	416	111	165	348	358	155	331	327
Grp Sat Flow(s),veh/h/ln	869	1856	1572	1080	1856	1572	1767	1763	1805	736	1763	1723
Q Serve(g_s), s	6.7	6.5	2.4	1.6	15.1	3.7	4.2	9.0	9.0	13.0	11.2	11.4
Cycle Q Clear(g_c), s	21.8	6.5	2.4	8.1	15.1	3.7	4.2	9.0	9.0	13.0	11.2	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.43
Lane Grp Cap(c), veh/h	192	569	482	334	569	482	416	958	980	379	692	677
V/C Ratio(X)	0.40	0.38	0.16	0.09	0.73	0.23	0.40	0.36	0.36	0.41	0.48	0.48
Avail Cap(c_a), veh/h	262	719	609	421	719	609	438	958	980	379	692	677
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	30.1	18.3	17.1	21.2	20.9	17.5	12.8	10.4	10.4	18.7	18.2	18.2
Incr Delay (d2), s/veh	0.5	0.2	0.1	0.0	1.9	0.1	0.2	1.1	1.1	3.2	2.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.6	0.9	0.4	5.8	1.3	1.5	3.4	3.5	2.4	4.8	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	18.5	17.2	21.2	22.8	17.6	13.0	11.5	11.5	21.9	20.5	20.6
LnGrp LOS	C	B	B	C	C	B	B	B	B	C	C	C
Approach Vol, veh/h		367			557			871			813	
Approach Delay, s/veh		20.7			21.7			11.8			20.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		49.5		30.5	12.0	37.4		30.5				
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		11.0		23.8	6.2	15.0		17.1				
Green Ext Time (p_c), s		4.7		0.7	0.0	3.5		1.7				

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

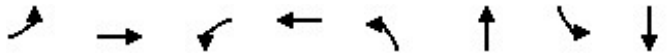
Timings
106: SW 7 Ave & Broward Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	165	1404	84	1960	214	519	93	367
Future Volume (vph)	165	1404	84	1960	214	519	93	367
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	4.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	32.0	10.0	33.0	10.0	39.0	10.0	40.0
Total Split (s)	20.0	82.0	13.0	75.0	25.0	52.0	13.0	40.0
Total Split (%)	12.5%	51.3%	8.1%	46.9%	15.6%	32.5%	8.1%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	88.7	76.4	76.5	69.8	59.0	46.2	42.5	35.7
Actuated g/C Ratio	0.55	0.48	0.48	0.44	0.37	0.29	0.27	0.22
v/c Ratio	0.91	0.70	0.64	0.98	0.80	0.60	0.46	0.72
Control Delay	85.3	34.4	42.3	58.3	58.5	51.4	44.3	59.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	34.4	42.3	58.3	58.5	51.4	44.3	59.5
LOS	F	C	D	E	E	D	D	E
Approach Delay		39.2		57.7		53.3		57.2
Approach LOS		D		E		D		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 155 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 50.9	Intersection LOS: D
Intersection Capacity Utilization 109.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 106: SW 7 Ave & Broward Blvd

Queues
106: SW 7 Ave & Broward Blvd

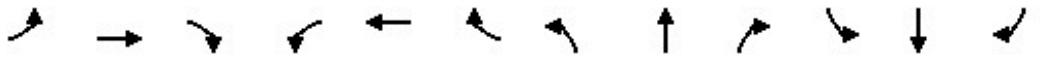


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	1649	88	2133	223	601	97	558
v/c Ratio	0.91	0.70	0.64	0.98	0.80	0.60	0.46	0.72
Control Delay	85.3	34.4	42.3	58.3	58.5	51.4	44.3	59.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	34.4	42.3	58.3	58.5	51.4	44.3	59.5
Queue Length 50th (ft)	129	485	42	802	169	283	68	270
Queue Length 95th (ft)	#270	541	#90	#923	#250	351	114	342
Internal Link Dist (ft)		604		612		468		2620
Turn Bay Length (ft)	215		260		130		130	
Base Capacity (vph)	199	2365	141	2185	293	1000	213	773
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.70	0.62	0.98	0.76	0.60	0.46	0.72

Intersection Summary

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

HCM 6th Signalized Intersection Summary
106: SW 7 Ave & Broward Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	1404	179	84	1960	87	214	519	58	93	367	169
Future Volume (veh/h)	165	1404	179	84	1960	87	214	519	58	93	367	169
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		0.98	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	172	1462	186	88	2042	91	223	541	60	97	382	176
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	191	2178	277	197	2201	98	294	918	102	237	526	239
Arrive On Green	0.10	0.64	0.64	0.05	0.59	0.59	0.11	0.29	0.29	0.04	0.22	0.22
Sat Flow, veh/h	1767	4540	577	1767	4968	221	1767	3194	353	1767	2352	1068
Grp Volume(v), veh/h	172	1087	561	88	1386	747	223	298	303	97	285	273
Grp Sat Flow(s),veh/h/ln	1767	1689	1740	1767	1689	1811	1767	1763	1785	1767	1763	1657
Q Serve(g_s), s	10.1	32.6	32.7	4.4	59.4	60.1	15.2	23.2	23.3	6.8	23.9	24.5
Cycle Q Clear(g_c), s	10.1	32.6	32.7	4.4	59.4	60.1	15.2	23.2	23.3	6.8	23.9	24.5
Prop In Lane	1.00		0.33	1.00		0.12	1.00		0.20	1.00		0.64
Lane Grp Cap(c), veh/h	191	1620	835	197	1496	802	294	507	513	237	394	371
V/C Ratio(X)	0.90	0.67	0.67	0.45	0.93	0.93	0.76	0.59	0.59	0.41	0.72	0.74
Avail Cap(c_a), veh/h	212	1620	835	205	1496	802	314	507	513	237	394	371
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	0.90	0.90	0.90
Uniform Delay (d), s/veh	43.7	21.0	21.0	25.4	30.5	30.6	42.4	48.9	48.9	46.0	57.5	57.7
Incr Delay (d2), s/veh	31.9	2.2	4.3	0.6	11.3	18.8	8.3	4.9	4.9	0.4	9.9	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	12.1	13.0	1.9	24.4	28.1	7.4	11.0	11.2	3.1	11.8	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.6	23.2	25.3	26.0	41.8	49.5	50.7	53.8	53.9	46.4	67.4	68.9
LnGrp LOS	E	C	C	C	D	D	D	D	D	D	E	E
Approach Vol, veh/h		1820			2221			824			655	
Approach Delay, s/veh		28.8			43.7			53.0			64.9	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.1	76.9	13.0	52.0	12.2	82.8	23.2	41.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	69.0	7.0	46.0	7.0	76.0	19.0	34.0
Max Q Clear Time (g_c+I1), s	12.1	62.1	8.8	25.3	6.4	34.7	17.2	26.5
Green Ext Time (p_c), s	0.0	6.1	0.0	0.8	0.0	17.5	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Timings
101: NW 7 Ave & Sunrise Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	83	1853	118	1583	328	294	185	26	194
Future Volume (vph)	83	1853	118	1583	328	294	185	26	194
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	12.0	5.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.5	36.5	11.5	34.5	10.0	34.0	34.0	10.0	25.0
Total Split (s)	19.0	83.0	16.0	80.0	44.0	66.0	66.0	15.0	37.0
Total Split (%)	10.6%	46.1%	8.9%	44.4%	24.4%	36.7%	36.7%	8.3%	20.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	85.6	76.5	86.4	76.9	75.0	65.3	65.3	44.6	38.9
Actuated g/C Ratio	0.48	0.42	0.48	0.43	0.42	0.36	0.36	0.25	0.22
v/c Ratio	0.68	1.07	0.95	0.83	0.71	0.47	0.29	0.10	0.34
Control Delay	58.4	91.1	106.5	50.1	49.1	50.9	10.9	35.4	59.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	91.1	106.5	50.1	49.1	50.9	10.9	35.4	59.5
LOS	E	F	F	D	D	D	B	D	E
Approach Delay		89.9		53.9		41.0			57.2
Approach LOS		F		D		D			E

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 96 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 67.7	Intersection LOS: E
Intersection Capacity Utilization 116.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: NW 7 Ave & Sunrise Blvd

Queues
101: NW 7 Ave & Sunrise Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	89	2268	127	1771	353	316	199	28	256
v/c Ratio	0.68	1.07	0.95	0.83	0.71	0.47	0.29	0.10	0.34
Control Delay	58.4	91.1	106.5	50.1	49.1	50.9	10.9	35.4	59.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	91.1	106.5	50.1	49.1	50.9	10.9	35.4	59.5
Queue Length 50th (ft)	53	~1082	100	673	346	325	26	20	130
Queue Length 95th (ft)	117	#1162	#252	763	m464	m441	m72	43	187
Internal Link Dist (ft)		704		704		2459			340
Turn Bay Length (ft)	350		360		190		270	175	
Base Capacity (vph)	163	2111	134	2139	539	669	685	314	744
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	1.07	0.95	0.83	0.65	0.47	0.29	0.09	0.34

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: NW 7 Ave & Sunrise Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1853	257	118	1583	64	328	294	185	26	194	44
Future Volume (veh/h)	83	1853	257	118	1583	64	328	294	185	26	194	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	89	1992	276	127	1702	69	353	316	199	28	209	47
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	171	2059	281	137	2354	95	472	619	516	226	504	111
Arrive On Green	0.05	0.61	0.61	0.07	0.63	0.63	0.29	0.56	0.56	0.02	0.18	0.18
Sat Flow, veh/h	1767	4506	616	1767	4989	202	1767	1856	1548	1767	2869	632
Grp Volume(v), veh/h	89	1486	782	127	1152	619	353	316	199	28	127	129
Grp Sat Flow(s),veh/h/ln	1767	1689	1745	1767	1689	1814	1767	1856	1548	1767	1763	1738
Q Serve(g_s), s	4.8	74.9	78.4	8.4	41.8	41.9	29.5	19.0	13.1	2.3	11.5	11.9
Cycle Q Clear(g_c), s	4.8	74.9	78.4	8.4	41.8	41.9	29.5	19.0	13.1	2.3	11.5	11.9
Prop In Lane	1.00		0.35	1.00		0.11	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	171	1543	797	137	1594	856	472	619	516	226	309	305
V/C Ratio(X)	0.52	0.96	0.98	0.93	0.72	0.72	0.75	0.51	0.39	0.12	0.41	0.42
Avail Cap(c_a), veh/h	227	1543	797	137	1594	856	534	619	516	282	309	305
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	33.9	34.6	51.5	25.5	25.5	40.0	30.8	29.5	59.5	65.9	66.1
Incr Delay (d2), s/veh	0.9	15.7	27.6	54.9	2.9	5.3	3.6	2.7	1.9	0.1	4.0	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	2.1	31.6	36.7	7.9	16.2	18.0	12.4	8.1	4.7	1.1	5.6	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	49.6	62.2	106.4	28.4	30.8	43.7	33.5	31.4	59.5	69.9	70.4
LnGrp LOS	C	D	E	F	C	C	D	C	C	E	E	E
Approach Vol, veh/h		2357			1898			868			284	
Approach Delay, s/veh		53.1			34.4			37.1			69.1	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	91.4	9.3	66.0	16.0	88.7	37.7	37.6
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	12.5	73.5	9.0	60.0	9.5	76.5	38.0	31.0
Max Q Clear Time (g_c+I1), s	6.8	43.9	4.3	21.0	10.4	80.4	31.5	13.9
Green Ext Time (p_c), s	0.0	16.3	0.0	1.6	0.0	0.0	0.2	0.8

Intersection Summary	
HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

Notes

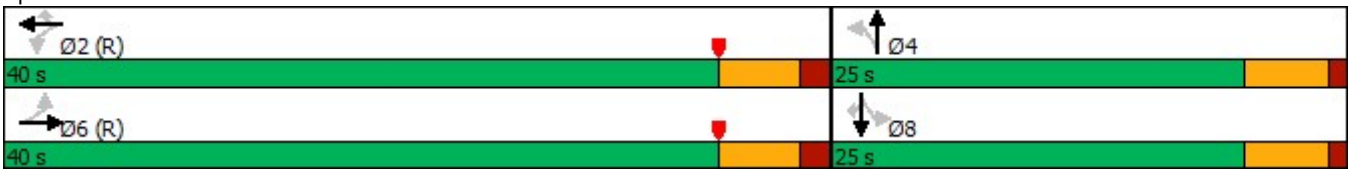
User approved pedestrian interval to be less than phase max green.

Timings
102: NW 9 Ave & NW 6 St

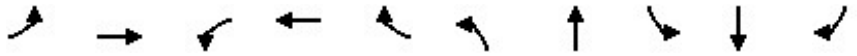
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	88	382	60	752	182	58	169	120	208	101
Future Volume (vph)	88	382	60	752	182	58	169	120	208	101
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6		2			4		8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	6	6	2	2	2	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	33.5	33.5	33.5	33.5	33.5	25.0	25.0	25.0	25.0	25.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	61.5%	61.5%	61.5%	61.5%	61.5%	38.5%	38.5%	38.5%	38.5%	38.5%
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)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	Max	Max	Max
Act Effct Green (s)	34.5	34.5	34.5	34.5	34.5	20.0	20.0	20.0	20.0	20.0
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.59	0.46	0.15	0.82	0.21	0.19	0.37	0.38	0.39	0.20
Control Delay	30.1	11.1	8.9	21.7	2.0	18.5	18.8	21.7	20.2	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	11.1	8.9	21.7	2.0	18.5	18.8	21.7	20.2	5.1
LOS	C	B	A	C	A	B	B	C	C	A
Approach Delay		14.4		17.3			18.7		17.1	
Approach LOS		B		B			B		B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 102: NW 9 Ave & NW 6 St



Queues
102: NW 9 Ave & NW 6 St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	94	443	64	800	194	62	209	128	221	107
v/c Ratio	0.59	0.46	0.15	0.82	0.21	0.19	0.37	0.38	0.39	0.20
Control Delay	30.1	11.1	8.9	21.7	2.0	18.5	18.8	21.7	20.2	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	11.1	8.9	21.7	2.0	18.5	18.8	21.7	20.2	5.1
Queue Length 50th (ft)	23	97	12	241	0	18	60	39	68	0
Queue Length 95th (ft)	#95	161	30	#459	25	44	111	83	122	30
Internal Link Dist (ft)		538		898			389		490	
Turn Bay Length (ft)	170		130		150	100		70		120
Base Capacity (vph)	160	969	430	979	923	328	564	339	567	545
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	0.59	0.46	0.15	0.82	0.21	0.19	0.37	0.38	0.39	0.20

Intersection Summary

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

HCM 6th Signalized Intersection Summary
102: NW 9 Ave & NW 6 St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	382	35	60	752	182	58	169	27	120	208	101
Future Volume (veh/h)	88	382	35	60	752	182	58	169	27	120	208	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	94	406	37	64	800	194	62	180	29	128	221	107
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	242	889	81	510	985	832	334	480	77	363	571	473
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	562	1675	153	938	1856	1568	1043	1559	251	1163	1856	1537
Grp Volume(v), veh/h	94	0	443	64	800	194	62	0	209	128	221	107
Grp Sat Flow(s),veh/h/ln	562	0	1828	938	1856	1568	1043	0	1810	1163	1856	1537
Q Serve(g_s), s	9.6	0.0	6.8	2.1	19.3	2.8	3.2	0.0	5.9	6.3	6.1	3.4
Cycle Q Clear(g_c), s	29.0	0.0	6.8	9.0	19.3	2.8	9.3	0.0	5.9	12.2	6.1	3.4
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	242	0	970	510	985	832	334	0	557	363	571	473
V/C Ratio(X)	0.39	0.00	0.46	0.13	0.81	0.23	0.19	0.00	0.38	0.35	0.39	0.23
Avail Cap(c_a), veh/h	242	0	970	510	985	832	334	0	557	363	571	473
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	0.00	1.00	0.51	0.51	0.51	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	5.5	7.4	7.3	4.9	21.3	0.0	17.6	22.4	17.7	16.7
Incr Delay (d2), s/veh	4.6	0.0	1.6	0.3	3.9	0.3	0.1	0.0	0.2	2.7	2.0	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	1.4	0.0	2.2	0.4	4.9	0.8	0.8	0.0	2.3	1.9	2.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	0.0	7.0	7.7	11.2	5.2	21.4	0.0	17.8	25.0	19.7	17.9
LnGrp LOS	C	A	A	A	B	A	C	A	B	C	B	B
Approach Vol, veh/h		537			1058			271			456	
Approach Delay, s/veh		9.7			9.9			18.6			20.7	
Approach LOS		A			A			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	40.0	25.0	40.0	25.0
Change Period (Y+Rc), s	5.5	5.0	5.5	5.0
Max Green Setting (Gmax), s	34.5	20.0	34.5	20.0
Max Q Clear Time (g_c+I1), s	21.3	11.3	31.0	14.2
Green Ext Time (p_c), s	5.7	0.6	1.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

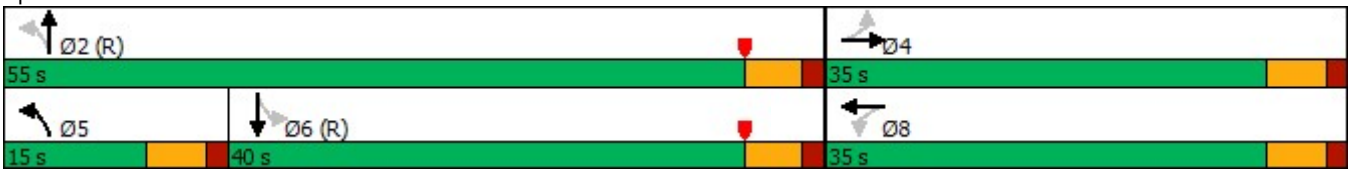
User approved pedestrian interval to be less than phase max green.

Timings
103: NW 6 St & NW 7 Ave

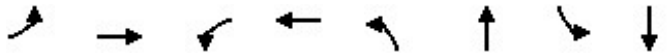
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	376	157	655	232	606	93	483
Future Volume (vph)	63	376	157	655	232	606	93	483
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	26.5	26.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	35.0	35.0	35.0	35.0	15.0	55.0	40.0	40.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	27.5	27.5	51.5	51.5	37.2	37.2
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.57	0.57	0.41	0.41
v/c Ratio	0.89	0.51	0.90	0.85	0.60	0.41	0.40	0.43
Control Delay	107.3	25.2	74.7	36.6	16.7	11.4	30.3	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.3	25.2	74.7	36.6	16.7	11.4	30.3	25.9
LOS	F	C	E	D	B	B	C	C
Approach Delay		34.9		42.9		12.7		26.5
Approach LOS		C		D		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 28.8	Intersection LOS: C
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: NW 6 St & NW 7 Ave



Queues
103: NW 6 St & NW 7 Ave



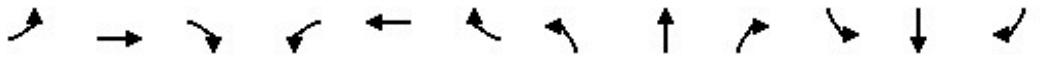
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	537	178	900	264	809	106	618
v/c Ratio	0.89	0.51	0.90	0.85	0.60	0.41	0.40	0.43
Control Delay	107.3	25.2	74.7	36.6	16.7	11.4	30.3	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.3	25.2	74.7	36.6	16.7	11.4	30.3	25.9
Queue Length 50th (ft)	37	117	93	234	75	127	60	181
Queue Length 95th (ft)	#116	160	#207	300	117	164	m74	m192
Internal Link Dist (ft)		898		270		2620		2459
Turn Bay Length (ft)	130		100		90		90	
Base Capacity (vph)	87	1138	212	1138	446	1971	263	1432
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.47	0.84	0.79	0.59	0.41	0.40	0.43

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: NW 6 St & NW 7 Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	376	97	157	655	137	232	606	106	93	483	61
Future Volume (veh/h)	63	376	97	157	655	137	232	606	106	93	483	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	72	427	110	178	744	156	264	689	120	106	549	69
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	146	911	233	267	951	199	522	1647	287	336	1208	151
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.11	0.55	0.55	0.77	0.77	0.77
Sat Flow, veh/h	614	2780	710	861	2901	608	1767	2994	521	668	3150	395
Grp Volume(v), veh/h	72	269	268	178	452	448	264	405	404	106	307	311
Grp Sat Flow(s),veh/h/ln	614	1763	1728	861	1763	1746	1767	1763	1753	668	1763	1782
Q Serve(g_s), s	9.7	9.7	9.9	18.2	19.8	19.8	7.7	12.1	12.1	4.9	5.6	5.6
Cycle Q Clear(g_c), s	29.5	9.7	9.9	28.1	19.8	19.8	7.7	12.1	12.1	4.9	5.6	5.6
Prop In Lane	1.00		0.41	1.00		0.35	1.00		0.30	1.00		0.22
Lane Grp Cap(c), veh/h	146	578	566	267	578	572	522	970	964	336	676	683
V/C Ratio(X)	0.49	0.47	0.47	0.67	0.78	0.78	0.51	0.42	0.42	0.32	0.45	0.46
Avail Cap(c_a), veh/h	146	578	566	267	578	572	522	970	964	336	676	683
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	0.62	0.62	0.62	0.82	0.82	0.82
Uniform Delay (d), s/veh	35.6	19.8	19.9	29.9	22.6	22.6	13.1	11.8	11.8	7.0	7.1	7.1
Incr Delay (d2), s/veh	0.9	0.2	0.2	5.0	6.3	6.4	0.2	0.8	0.8	2.0	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.6	3.6	3.8	8.0	8.0	2.9	4.6	4.6	0.7	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	20.0	20.1	34.8	28.9	29.0	13.3	12.7	12.7	9.1	8.9	8.9
LnGrp LOS	D	C	C	C	C	C	B	B	B	A	A	A
Approach Vol, veh/h		609			1078			1073			724	
Approach Delay, s/veh		22.0			29.9			12.8			8.9	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.0		35.0	15.0	40.0		35.0				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		49.5		29.5	9.5	34.5		29.5				
Max Q Clear Time (g_c+I1), s		14.1		31.5	9.7	7.6		30.1				
Green Ext Time (p_c), s		6.0		0.0	0.0	5.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	488	26	0	975	9	0	0	45	0	0	8
Future Vol, veh/h	0	488	26	0	975	9	0	0	45	0	0	8
Conflicting Peds, #/hr	4	0	0	0	0	4	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	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	508	27	0	1016	9	0	0	47	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	270	-	-	518
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	5	-	-	3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	593	0	0	720
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	592	-	-	717
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.6	10.1
HCM LOS			B	B

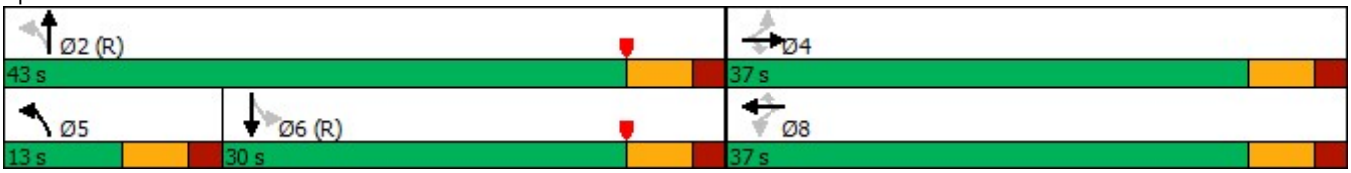
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	592	-	-	-	-	717
HCM Lane V/C Ratio	0.079	-	-	-	-	0.012
HCM Control Delay (s)	11.6	-	-	-	-	10.1
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0

Timings
105: Andrews Ave & Sistrunk Blvd

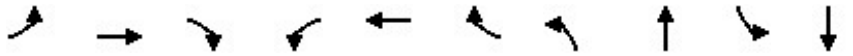
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	82	225	77	35	425	112	168	682	158	532
Future Volume (vph)	82	225	77	35	425	112	168	682	158	532
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		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)	24.3	24.3	24.3	24.3	24.3	24.3	43.7	43.7	30.4	30.4
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.55	0.38	0.38
v/c Ratio	0.65	0.43	0.15	0.12	0.81	0.21	0.49	0.42	0.68	0.55
Control Delay	45.7	23.6	1.9	18.7	36.9	4.3	15.8	12.3	41.9	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	23.6	1.9	18.7	36.9	4.3	15.8	12.3	41.9	21.6
LOS	D	C	A	B	D	A	B	B	D	C
Approach Delay		23.9			29.4			12.9		25.5
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: 0.81	
Intersection Signal Delay: 21.9	Intersection LOS: C
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 105: Andrews Ave & Sistrunk Blvd



Queues
105: Andrews Ave & Sistrunk Blvd

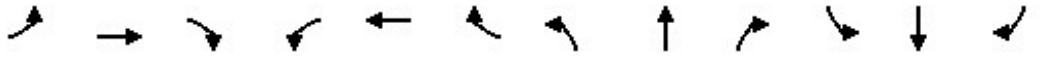


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	87	239	82	37	452	119	179	789	168	718
v/c Ratio	0.65	0.43	0.15	0.12	0.81	0.21	0.49	0.42	0.68	0.55
Control Delay	45.7	23.6	1.9	18.7	36.9	4.3	15.8	12.3	41.9	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	23.6	1.9	18.7	36.9	4.3	15.8	12.3	41.9	21.6
Queue Length 50th (ft)	37	93	0	13	204	0	43	113	71	140
Queue Length 95th (ft)	83	138	13	31	277	29	91	184	#193	216
Internal Link Dist (ft)		1920			418			426		442
Turn Bay Length (ft)	80		130	130		130	140		130	
Base Capacity (vph)	171	714	682	390	714	682	371	1899	247	1315
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	0.51	0.33	0.12	0.09	0.63	0.17	0.48	0.42	0.68	0.55

Intersection Summary

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

HCM 6th Signalized Intersection Summary
105: Andrews Ave & Sistrunk Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	225	77	35	425	112	168	682	59	158	532	143
Future Volume (veh/h)	82	225	77	35	425	112	168	682	59	158	532	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	87	239	82	37	452	119	179	726	63	168	566	152
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	201	619	525	349	619	525	377	1695	147	334	984	263
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.08	0.52	0.52	0.36	0.36	0.36
Sat Flow, veh/h	834	1856	1572	1050	1856	1572	1767	3282	285	681	2750	736
Grp Volume(v), veh/h	87	239	82	37	452	119	179	390	399	168	362	356
Grp Sat Flow(s),veh/h/ln	834	1856	1572	1050	1856	1572	1767	1763	1804	681	1763	1723
Q Serve(g_s), s	8.0	6.9	2.5	2.0	16.0	3.7	4.8	11.0	11.0	16.8	13.3	13.4
Cycle Q Clear(g_c), s	24.0	6.9	2.5	8.9	16.0	3.7	4.8	11.0	11.0	16.8	13.3	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.43
Lane Grp Cap(c), veh/h	201	619	525	349	619	525	377	910	932	334	631	617
V/C Ratio(X)	0.43	0.39	0.16	0.11	0.73	0.23	0.48	0.43	0.43	0.50	0.57	0.58
Avail Cap(c_a), veh/h	246	719	609	406	719	609	383	910	932	334	631	617
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	29.2	16.8	15.5	19.7	19.3	15.9	14.6	12.0	12.0	21.9	20.8	20.8
Incr Delay (d2), s/veh	0.5	0.1	0.1	0.0	2.4	0.1	0.3	1.5	1.4	5.3	3.8	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.7	0.9	0.4	6.1	1.3	1.8	4.3	4.4	3.0	5.9	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	16.9	15.6	19.8	21.7	16.0	15.0	13.5	13.5	27.2	24.5	24.7
LnGrp LOS	C	B	B	B	C	B	B	B	B	C	C	C
Approach Vol, veh/h		408			608			968			886	
Approach Delay, s/veh		19.4			20.5			13.7			25.1	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.3		32.7	12.7	34.6		32.7				
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		13.0		26.0	6.8	18.8		18.0				
Green Ext Time (p_c), s		5.3		0.7	0.0	2.6		1.8				

Intersection Summary												
HCM 6th Ctrl Delay			19.5									
HCM 6th LOS			B									

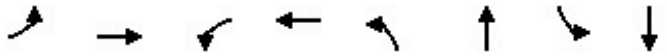
Timings
106: SW 7 Ave & Broward Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	179	1523	91	2127	232	563	101	399
Future Volume (vph)	179	1523	91	2127	232	563	101	399
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	4.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	32.0	10.0	33.0	10.0	39.0	10.0	40.0
Total Split (s)	20.0	82.0	13.0	75.0	25.0	52.0	13.0	40.0
Total Split (%)	12.5%	51.3%	8.1%	46.9%	15.6%	32.5%	8.1%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	89.0	76.1	76.1	69.3	59.0	46.1	41.8	34.9
Actuated g/C Ratio	0.56	0.48	0.48	0.43	0.37	0.29	0.26	0.22
v/c Ratio	0.95	0.76	0.78	1.07	0.91	0.65	0.54	0.80
Control Delay	94.8	36.6	67.7	83.4	75.1	53.0	48.9	64.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.8	36.6	67.7	83.4	75.1	53.0	48.9	64.2
LOS	F	D	E	F	E	D	D	E
Approach Delay		42.1		82.8		59.0		61.9
Approach LOS		D		F		E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 155 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 63.4	Intersection LOS: E
Intersection Capacity Utilization 114.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 106: SW 7 Ave & Broward Blvd

Queues
106: SW 7 Ave & Broward Blvd



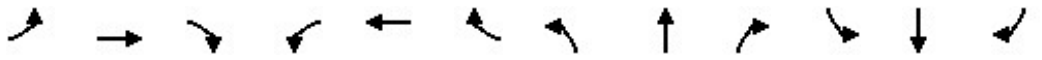
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	186	1788	95	2315	242	652	105	607
v/c Ratio	0.95	0.76	0.78	1.07	0.91	0.65	0.54	0.80
Control Delay	94.8	36.6	67.7	83.4	75.1	53.0	48.9	64.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.8	36.6	67.7	83.4	75.1	53.0	48.9	64.2
Queue Length 50th (ft)	145	550	47	~980	185	313	74	301
Queue Length 95th (ft)	#305	609	#148	#1065	#339	384	122	377
Internal Link Dist (ft)		604		612		468		2620
Turn Bay Length (ft)	215		260		130		130	
Base Capacity (vph)	199	2358	123	2168	274	999	194	757
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.76	0.77	1.07	0.88	0.65	0.54	0.80

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
106: SW 7 Ave & Broward Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	1523	194	91	2127	95	232	563	63	101	399	183
Future Volume (veh/h)	179	1523	194	91	2127	95	232	563	63	101	399	183
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		0.98	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	186	1586	202	95	2216	99	242	586	66	105	416	191
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	200	2165	275	181	2142	95	286	917	103	220	505	229
Arrive On Green	0.12	0.63	0.63	0.06	0.57	0.57	0.12	0.29	0.29	0.04	0.21	0.21
Sat Flow, veh/h	1767	4540	577	1767	4967	221	1767	3188	358	1767	2352	1067
Grp Volume(v), veh/h	186	1179	609	95	1503	812	242	323	329	105	311	296
Grp Sat Flow(s),veh/h/ln	1767	1689	1740	1767	1689	1811	1767	1763	1784	1767	1763	1656
Q Serve(g_s), s	12.6	38.1	38.4	4.8	69.0	69.0	16.7	25.6	25.7	7.0	26.9	27.4
Cycle Q Clear(g_c), s	12.6	38.1	38.4	4.8	69.0	69.0	16.7	25.6	25.7	7.0	26.9	27.4
Prop In Lane	1.00		0.33	1.00		0.12	1.00		0.20	1.00		0.64
Lane Grp Cap(c), veh/h	200	1610	829	181	1456	781	286	507	513	220	378	355
V/C Ratio(X)	0.93	0.73	0.73	0.52	1.03	1.04	0.85	0.64	0.64	0.48	0.82	0.83
Avail Cap(c_a), veh/h	200	1610	829	185	1456	781	290	507	513	220	378	355
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	0.83	0.83	0.83
Uniform Delay (d), s/veh	50.4	22.3	22.3	27.8	34.1	34.1	43.5	49.7	49.8	48.3	59.9	60.1
Incr Delay (d2), s/veh	44.2	3.0	5.7	1.2	32.1	43.1	18.9	6.0	6.0	0.5	15.3	17.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	14.3	15.5	2.1	32.3	37.0	8.9	12.2	12.4	3.4	13.7	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.5	25.3	28.1	28.9	66.2	77.2	62.4	55.8	55.8	48.8	75.2	77.3
LnGrp LOS	F	C	C	C	F	F	E	E	E	D	E	E
Approach Vol, veh/h		1974			2410			894			712	
Approach Delay, s/veh		32.7			68.5			57.6			72.2	
Approach LOS		C			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	75.0	13.0	52.0	12.7	82.3	24.7	40.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	69.0	7.0	46.0	7.0	76.0	19.0	34.0
Max Q Clear Time (g_c+I1), s	14.6	71.0	9.0	27.7	6.8	40.4	18.7	29.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	18.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	55.5
HCM 6th LOS	E

Timings
101: NW 7 Ave & Sunrise Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	83	1866	118	1583	338	299	185	32	194
Future Volume (vph)	83	1866	118	1583	338	299	185	32	194
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	12.0	5.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.5	36.5	11.5	34.5	10.0	34.0	34.0	10.0	25.0
Total Split (s)	19.0	83.0	16.0	80.0	44.0	66.0	66.0	15.0	37.0
Total Split (%)	10.6%	46.1%	8.9%	44.4%	24.4%	36.7%	36.7%	8.3%	20.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	85.6	76.5	86.4	76.9	75.0	65.0	65.0	44.2	38.2
Actuated g/C Ratio	0.48	0.42	0.48	0.43	0.42	0.36	0.36	0.25	0.21
v/c Ratio	0.68	1.08	0.95	0.83	0.72	0.48	0.29	0.12	0.35
Control Delay	58.4	93.4	106.5	50.1	49.1	51.1	10.2	35.7	60.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	93.4	106.5	50.1	49.1	51.1	10.2	35.7	60.2
LOS	E	F	F	D	D	D	B	D	E
Approach Delay		92.1		53.9		41.1			57.3
Approach LOS		F		D		D			E

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 96 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 68.6	Intersection LOS: E
Intersection Capacity Utilization 117.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: NW 7 Ave & Sunrise Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	89	2282	127	1771	363	322	199	34	256
v/c Ratio	0.68	1.08	0.95	0.83	0.72	0.48	0.29	0.12	0.35
Control Delay	58.4	93.4	106.5	50.1	49.1	51.1	10.2	35.7	60.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	93.4	106.5	50.1	49.1	51.1	10.2	35.7	60.2
Queue Length 50th (ft)	53	~1095	100	673	360	333	23	24	130
Queue Length 95th (ft)	117	#1175	#252	763	m448	m421	m51	49	187
Internal Link Dist (ft)		704		704		2459			340
Turn Bay Length (ft)	350		360		190		270	175	
Base Capacity (vph)	163	2111	134	2139	538	665	681	308	730
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	1.08	0.95	0.83	0.67	0.48	0.29	0.11	0.35

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: NW 7 Ave & Sunrise Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1866	257	118	1583	64	338	299	185	32	194	44
Future Volume (veh/h)	83	1866	257	118	1583	64	338	299	185	32	194	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	89	2006	276	127	1702	69	363	322	199	34	209	47
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	169	2043	277	134	2334	95	480	619	516	231	500	110
Arrive On Green	0.05	0.60	0.60	0.07	0.62	0.62	0.30	0.56	0.56	0.02	0.17	0.17
Sat Flow, veh/h	1767	4511	612	1767	4989	202	1767	1856	1548	1767	2869	632
Grp Volume(v), veh/h	89	1495	787	127	1152	619	363	322	199	34	127	129
Grp Sat Flow(s),veh/h/ln	1767	1689	1745	1767	1689	1814	1767	1856	1548	1767	1763	1738
Q Serve(g_s), s	4.9	77.0	80.7	8.7	42.4	42.5	30.4	19.5	13.1	2.8	11.5	11.9
Cycle Q Clear(g_c), s	4.9	77.0	80.7	8.7	42.4	42.5	30.4	19.5	13.1	2.8	11.5	11.9
Prop In Lane	1.00		0.35	1.00		0.11	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	169	1530	791	134	1580	849	480	619	516	231	307	303
V/C Ratio(X)	0.53	0.98	1.00	0.95	0.73	0.73	0.76	0.52	0.39	0.15	0.41	0.43
Avail Cap(c_a), veh/h	225	1530	791	134	1580	849	533	619	516	280	307	303
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	34.9	35.6	53.4	26.1	26.1	39.6	30.9	29.5	59.3	66.1	66.3
Incr Delay (d2), s/veh	0.9	18.1	31.0	61.1	3.0	5.5	3.8	2.6	1.8	0.1	4.0	4.4
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	2.1	33.0	38.4	8.1	16.5	18.3	12.7	8.3	4.7	1.3	5.6	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	53.0	66.6	114.4	29.1	31.6	43.4	33.5	31.3	59.4	70.2	70.6
LnGrp LOS	C	D	E	F	C	C	D	C	C	E	E	E
Approach Vol, veh/h		2371			1898			884			290	
Approach Delay, s/veh		56.7			35.6			37.1			69.1	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	90.7	10.0	66.0	16.0	88.0	38.6	37.4
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	12.5	73.5	9.0	60.0	9.5	76.5	38.0	31.0
Max Q Clear Time (g_c+I1), s	6.9	44.5	4.8	21.5	10.7	82.7	32.4	13.9
Green Ext Time (p_c), s	0.0	16.2	0.0	1.6	0.0	0.0	0.2	0.8

Intersection Summary	
HCM 6th Ctrl Delay	46.8
HCM 6th LOS	D

Notes

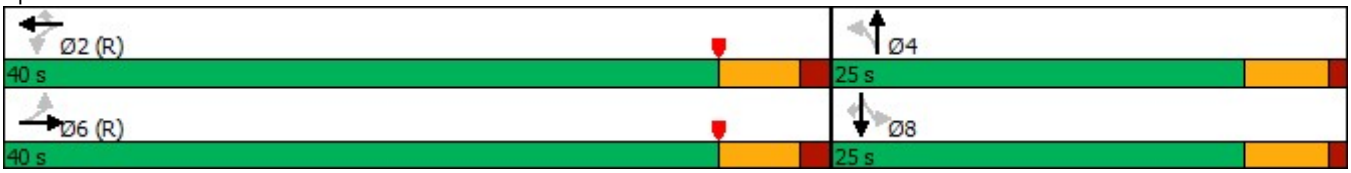
User approved pedestrian interval to be less than phase max green.

Timings
102: NW 9 Ave & NW 6 St

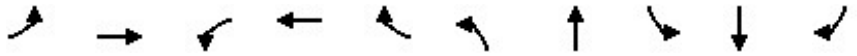
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	88	401	65	766	187	58	169	126	208	101
Future Volume (vph)	88	401	65	766	187	58	169	126	208	101
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6		2			4		8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	6	6	2	2	2	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	33.5	33.5	33.5	33.5	33.5	25.0	25.0	25.0	25.0	25.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	61.5%	61.5%	61.5%	61.5%	61.5%	38.5%	38.5%	38.5%	38.5%	38.5%
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)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	Max	Max	Max
Act Effct Green (s)	34.5	34.5	34.5	34.5	34.5	20.0	20.0	20.0	20.0	20.0
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.63	0.48	0.17	0.83	0.22	0.19	0.38	0.40	0.39	0.20
Control Delay	35.2	11.4	9.2	22.7	2.0	18.5	18.7	22.2	20.2	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	11.4	9.2	22.7	2.0	18.5	18.7	22.2	20.2	5.1
LOS	D	B	A	C	A	B	B	C	C	A
Approach Delay		15.4		18.0			18.6		17.3	
Approach LOS		B		B			B		B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 96.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 102: NW 9 Ave & NW 6 St



Queues
102: NW 9 Ave & NW 6 St

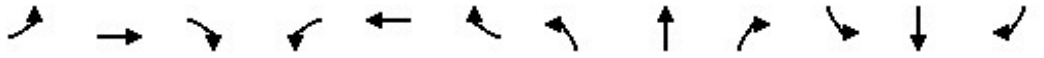


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	94	464	69	815	199	62	215	134	221	107
v/c Ratio	0.63	0.48	0.17	0.83	0.22	0.19	0.38	0.40	0.39	0.20
Control Delay	35.2	11.4	9.2	22.7	2.0	18.5	18.7	22.2	20.2	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	11.4	9.2	22.7	2.0	18.5	18.7	22.2	20.2	5.1
Queue Length 50th (ft)	24	103	13	249	0	18	61	41	68	0
Queue Length 95th (ft)	#99	171	33	#473	25	44	114	87	122	30
Internal Link Dist (ft)		538		898			389		490	
Turn Bay Length (ft)	170		130		150	100		70		120
Base Capacity (vph)	149	970	413	979	925	328	564	334	567	545
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	0.63	0.48	0.17	0.83	0.22	0.19	0.38	0.40	0.39	0.20

Intersection Summary

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

HCM 6th Signalized Intersection Summary
102: NW 9 Ave & NW 6 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	401	35	65	766	187	58	169	33	126	208	101
Future Volume (veh/h)	88	401	35	65	766	187	58	169	33	126	208	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	94	427	37	69	815	199	62	180	35	134	221	107
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	232	893	77	495	985	832	334	464	90	358	571	473
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	551	1683	146	920	1856	1568	1043	1509	293	1156	1856	1537
Grp Volume(v), veh/h	94	0	464	69	815	199	62	0	215	134	221	107
Grp Sat Flow(s),veh/h/ln	551	0	1829	920	1856	1568	1043	0	1802	1156	1856	1537
Q Serve(g_s), s	10.1	0.0	7.3	2.4	20.2	2.9	3.2	0.0	6.1	6.7	6.1	3.4
Cycle Q Clear(g_c), s	30.3	0.0	7.3	9.7	20.2	2.9	9.3	0.0	6.1	12.8	6.1	3.4
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	232	0	971	495	985	832	334	0	555	358	571	473
V/C Ratio(X)	0.40	0.00	0.48	0.14	0.83	0.24	0.19	0.00	0.39	0.37	0.39	0.23
Avail Cap(c_a), veh/h	232	0	971	495	985	832	334	0	555	358	571	473
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	0.00	1.00	0.52	0.52	0.52	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	5.6	7.7	7.5	4.9	21.3	0.0	17.7	22.7	17.7	16.7
Incr Delay (d2), s/veh	5.2	0.0	1.7	0.3	4.3	0.4	0.1	0.0	0.2	3.0	2.0	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	1.4	0.0	2.4	0.4	5.1	0.8	0.8	0.0	2.4	2.0	2.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	0.0	7.2	8.0	11.8	5.3	21.4	0.0	17.9	25.7	19.7	17.9
LnGrp LOS	C	A	A	A	B	A	C	A	B	C	B	B
Approach Vol, veh/h		558			1083			277			462	
Approach Delay, s/veh		10.0			10.3			18.7			21.0	
Approach LOS		A			B			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		25.0		40.0		25.0				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		34.5		20.0		34.5		20.0				
Max Q Clear Time (g_c+I1), s		22.2		11.3		32.3		14.8				
Green Ext Time (p_c), s		5.6		0.6		0.8		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			13.3									
HCM 6th LOS			B									

Notes

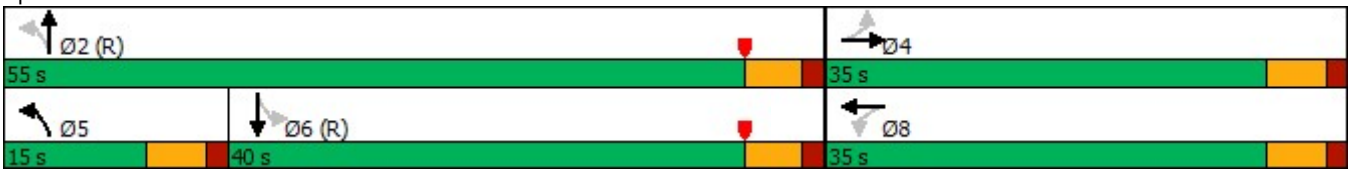
User approved pedestrian interval to be less than phase max green.

Timings
103: NW 6 St & NW 7 Ave

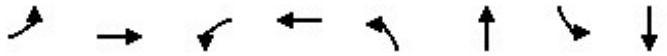
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	94	376	181	679	232	606	93	483
Future Volume (vph)	94	376	181	679	232	606	93	483
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	26.5	26.5	26.5	26.5	9.5	28.5	28.5	28.5
Total Split (s)	35.0	35.0	35.0	35.0	15.0	55.0	40.0	40.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	16.7%	61.1%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	29.5	29.5	29.5	29.5	49.5	49.5	34.9	34.9
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.55	0.55	0.39	0.39
v/c Ratio	1.30	0.47	0.94	0.83	0.63	0.45	0.45	0.46
Control Delay	232.2	23.9	80.0	34.6	18.3	12.2	32.3	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	232.2	23.9	80.0	34.6	18.3	12.2	32.3	27.4
LOS	F	C	E	C	B	B	C	C
Approach Delay		58.5		42.7		13.7		28.1
Approach LOS		E		D		B		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 10 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 33.7	Intersection LOS: C
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: NW 6 St & NW 7 Ave



Queues
103: NW 6 St & NW 7 Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	107	537	206	945	264	846	106	618
v/c Ratio	1.30	0.47	0.94	0.83	0.63	0.45	0.45	0.46
Control Delay	232.2	23.9	80.0	34.6	18.3	12.2	32.3	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	232.2	23.9	80.0	34.6	18.3	12.2	32.3	27.4
Queue Length 50th (ft)	~79	117	113	250	75	132	60	181
Queue Length 95th (ft)	#177	160	#241	318	117	171	m74	m192
Internal Link Dist (ft)		898		270		2620		2459
Turn Bay Length (ft)	130		100		90		90	
Base Capacity (vph)	82	1138	219	1139	424	1889	238	1348
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.30	0.47	0.94	0.83	0.62	0.45	0.45	0.46

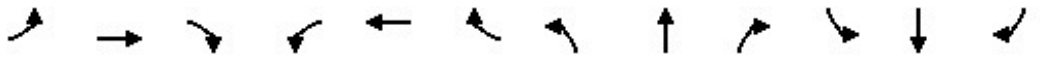
Intersection Summary

~ 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
103: NW 6 St & NW 7 Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	376	97	181	679	152	232	606	138	93	483	61
Future Volume (veh/h)	94	376	97	181	679	152	232	606	138	93	483	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	107	427	110	206	772	173	264	689	157	106	549	69
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	133	911	233	267	938	210	522	1564	356	327	1208	151
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.11	0.55	0.55	0.77	0.77	0.77
Sat Flow, veh/h	589	2780	710	861	2862	641	1767	2843	647	645	3150	395
Grp Volume(v), veh/h	107	269	268	206	476	469	264	427	419	106	307	311
Grp Sat Flow(s),veh/h/ln	589	1763	1728	861	1763	1740	1767	1763	1728	645	1763	1782
Q Serve(g_s), s	8.1	9.7	9.9	19.6	21.4	21.4	7.7	12.9	13.0	5.1	5.6	5.6
Cycle Q Clear(g_c), s	29.5	9.7	9.9	29.5	21.4	21.4	7.7	12.9	13.0	5.1	5.6	5.6
Prop In Lane	1.00		0.41	1.00		0.37	1.00		0.37	1.00		0.22
Lane Grp Cap(c), veh/h	133	578	566	267	578	570	522	970	950	327	676	683
V/C Ratio(X)	0.80	0.47	0.47	0.77	0.82	0.82	0.51	0.44	0.44	0.32	0.45	0.46
Avail Cap(c_a), veh/h	133	578	566	267	578	570	522	970	950	327	676	683
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	0.59	0.59	0.59	0.82	0.82	0.82
Uniform Delay (d), s/veh	38.1	19.8	19.9	31.2	23.1	23.1	13.1	12.0	12.0	7.1	7.1	7.1
Incr Delay (d2), s/veh	24.5	0.2	0.2	11.7	8.8	8.9	0.2	0.9	0.9	2.1	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.6	3.6	5.1	9.0	8.9	2.9	4.9	4.9	0.7	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	20.0	20.1	42.9	31.9	32.0	13.3	12.9	12.9	9.2	8.9	8.9
LnGrp LOS	E	C	C	D	C	C	B	B	B	A	A	A
Approach Vol, veh/h		644			1151			1110			724	
Approach Delay, s/veh		27.1			33.9			13.0			9.0	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.0		35.0	15.0	40.0		35.0				
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s		49.5		29.5	9.5	34.5		29.5				
Max Q Clear Time (g_c+I1), s		15.0		31.5	9.7	7.6		31.5				
Green Ext Time (p_c), s		6.4		0.0	0.0	5.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			21.3									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	488	26	0	965	66	0	0	45	0	0	89
Future Vol, veh/h	0	488	26	0	965	66	0	0	45	0	0	89
Conflicting Peds, #/hr	4	0	0	0	0	4	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	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	508	27	0	1005	69	0	0	47	0	0	93

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	270	-	-	542
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	5	-	-	3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	593	0	0	703
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	592	-	-	700
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.6	10.9
HCM LOS			B	B

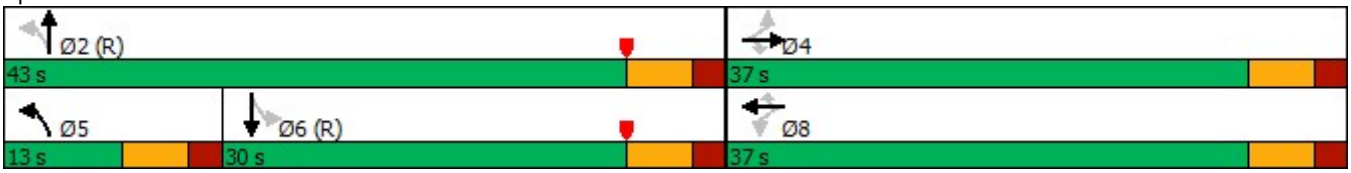
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	592	-	-	-	-	700
HCM Lane V/C Ratio	0.079	-	-	-	-	0.132
HCM Control Delay (s)	11.6	-	-	-	-	10.9
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0.5

Timings
105: Andrews Ave & Sistrunk Blvd

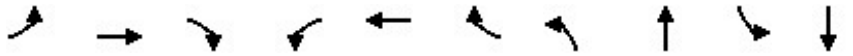
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	82	225	77	35	446	112	174	682	172	537
Future Volume (vph)	82	225	77	35	446	112	174	682	172	537
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		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)	25.0	25.0	25.0	25.0	25.0	25.0	43.0	43.0	29.5	29.5
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.31	0.54	0.54	0.37	0.37
v/c Ratio	0.68	0.41	0.14	0.12	0.82	0.21	0.53	0.42	0.76	0.58
Control Delay	49.8	22.9	1.9	18.3	37.5	4.2	17.4	12.7	49.7	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	22.9	1.9	18.3	37.5	4.2	17.4	12.7	49.7	22.4
LOS	D	C	A	B	D	A	B	B	D	C
Approach Delay		24.4			30.1			13.6		27.8
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: 0.82	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 78.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 105: Andrews Ave & Sistrunk Blvd



Queues
105: Andrews Ave & Sistrunk Blvd

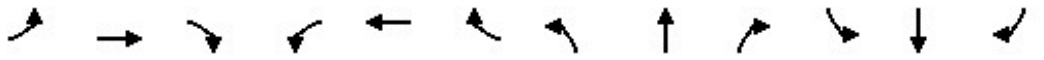


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	87	239	82	37	474	119	185	789	183	744
v/c Ratio	0.68	0.41	0.14	0.12	0.82	0.21	0.53	0.42	0.76	0.58
Control Delay	49.8	22.9	1.9	18.3	37.5	4.2	17.4	12.7	49.7	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	22.9	1.9	18.3	37.5	4.2	17.4	12.7	49.7	22.4
Queue Length 50th (ft)	37	92	0	13	213	0	46	116	83	150
Queue Length 95th (ft)	#97	138	13	31	295	29	94	184	#213	224
Internal Link Dist (ft)		1920			418			426		442
Turn Bay Length (ft)	80		130	130		130	140		130	
Base Capacity (vph)	159	714	682	393	714	682	352	1869	240	1280
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	0.55	0.33	0.12	0.09	0.66	0.17	0.53	0.42	0.76	0.58

Intersection Summary

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

HCM 6th Signalized Intersection Summary
105: Andrews Ave & Sistrunk Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	225	77	35	446	112	174	682	59	172	537	163
Future Volume (veh/h)	82	225	77	35	446	112	174	682	59	172	537	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	87	239	82	37	474	119	185	726	63	183	571	173
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	200	638	541	363	638	541	361	1661	144	324	917	277
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.09	0.51	0.51	0.34	0.34	0.34
Sat Flow, veh/h	818	1856	1572	1050	1856	1572	1767	3282	285	681	2667	806
Grp Volume(v), veh/h	87	239	82	37	474	119	185	390	399	183	377	367
Grp Sat Flow(s),veh/h/ln	818	1856	1572	1050	1856	1572	1767	1763	1804	681	1763	1710
Q Serve(g_s), s	8.1	6.7	2.4	1.9	16.8	3.7	5.1	11.2	11.2	19.3	14.3	14.4
Cycle Q Clear(g_c), s	24.9	6.7	2.4	8.7	16.8	3.7	5.1	11.2	11.2	19.3	14.3	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.47
Lane Grp Cap(c), veh/h	200	638	541	363	638	541	361	892	913	324	606	588
V/C Ratio(X)	0.44	0.37	0.15	0.10	0.74	0.22	0.51	0.44	0.44	0.56	0.62	0.62
Avail Cap(c_a), veh/h	235	719	609	408	719	609	361	892	913	324	606	588
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	29.0	16.1	14.9	18.9	18.8	15.2	15.5	12.5	12.5	23.5	21.9	21.9
Incr Delay (d2), s/veh	0.6	0.1	0.0	0.0	3.0	0.1	0.5	1.6	1.5	6.9	4.7	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.6	0.8	0.4	6.4	1.2	1.9	4.4	4.5	3.5	6.4	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	16.2	14.9	18.9	21.7	15.3	16.0	14.1	14.1	30.5	26.7	26.9
LnGrp LOS	C	B	B	B	C	B	B	B	B	C	C	C
Approach Vol, veh/h		408			630			974			927	
Approach Delay, s/veh		18.8			20.4			14.4			27.5	
Approach LOS		B			C			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		46.5		33.5	13.0	33.5		33.5				
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		13.2		26.9	7.1	21.3		18.8				
Green Ext Time (p_c), s		5.3		0.6	0.0	1.6		1.9				

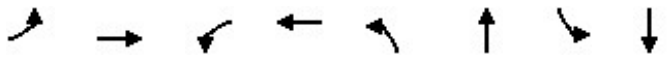
Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Timings
106: SW 7 Ave & Broward Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	179	1523	91	2127	232	595	101	423
Future Volume (vph)	179	1523	91	2127	232	595	101	423
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	4.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	32.0	10.0	33.0	10.0	39.0	10.0	40.0
Total Split (s)	20.0	82.0	13.0	75.0	25.0	52.0	13.0	40.0
Total Split (%)	12.5%	51.3%	8.1%	46.9%	15.6%	32.5%	8.1%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	89.0	76.1	76.1	69.3	59.0	46.1	41.3	34.4
Actuated g/C Ratio	0.56	0.48	0.48	0.43	0.37	0.29	0.26	0.22
v/c Ratio	0.95	0.76	0.78	1.07	0.93	0.69	0.58	0.85
Control Delay	94.8	36.6	67.7	83.4	81.7	54.2	51.4	68.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.8	36.6	67.7	83.4	81.7	54.2	51.4	68.3
LOS	F	D	E	F	F	D	D	E
Approach Delay		42.1		82.8		61.4		65.9
Approach LOS		D		F		E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 155 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 64.2	Intersection LOS: E
Intersection Capacity Utilization 114.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 106: SW 7 Ave & Broward Blvd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	186	1788	95	2315	242	686	105	632
v/c Ratio	0.95	0.76	0.78	1.07	0.93	0.69	0.58	0.85
Control Delay	94.8	36.6	67.7	83.4	81.7	54.2	51.4	68.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.8	36.6	67.7	83.4	81.7	54.2	51.4	68.3
Queue Length 50th (ft)	145	550	47	~980	191	334	74	320
Queue Length 95th (ft)	#305	609	#148	#1065	#362	407	122	#404
Internal Link Dist (ft)		604		612		468		2620
Turn Bay Length (ft)	215		260		130		130	
Base Capacity (vph)	199	2358	123	2168	264	999	182	746
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.76	0.77	1.07	0.92	0.69	0.58	0.85

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
106: SW 7 Ave & Broward Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	1523	194	91	2127	95	232	595	63	101	423	183
Future Volume (veh/h)	179	1523	194	91	2127	95	232	595	63	101	423	183
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		0.98	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	186	1586	202	95	2216	99	242	620	66	105	441	191
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	200	2165	275	181	2142	95	279	923	98	210	514	221
Arrive On Green	0.12	0.63	0.63	0.06	0.57	0.57	0.12	0.29	0.29	0.04	0.21	0.21
Sat Flow, veh/h	1767	4540	577	1767	4967	221	1767	3209	341	1767	2398	1029
Grp Volume(v), veh/h	186	1179	609	95	1503	812	242	340	346	105	323	309
Grp Sat Flow(s),veh/h/ln	1767	1689	1740	1767	1689	1811	1767	1763	1787	1767	1763	1664
Q Serve(g_s), s	12.6	38.1	38.4	4.8	69.0	69.0	16.7	27.3	27.4	7.0	28.2	28.7
Cycle Q Clear(g_c), s	12.6	38.1	38.4	4.8	69.0	69.0	16.7	27.3	27.4	7.0	28.2	28.7
Prop In Lane	1.00		0.33	1.00		0.12	1.00		0.19	1.00		0.62
Lane Grp Cap(c), veh/h	200	1610	829	181	1456	781	279	507	514	210	378	357
V/C Ratio(X)	0.93	0.73	0.73	0.52	1.03	1.04	0.87	0.67	0.67	0.50	0.85	0.87
Avail Cap(c_a), veh/h	200	1610	829	185	1456	781	283	507	514	210	378	357
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	0.79	0.79	0.79
Uniform Delay (d), s/veh	50.4	22.3	22.3	27.8	34.1	34.1	43.7	50.3	50.4	48.6	60.4	60.6
Incr Delay (d2), s/veh	44.2	3.0	5.7	1.2	32.1	43.1	22.4	6.9	6.9	0.6	17.4	19.4
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	6.0	14.3	15.5	2.1	32.3	37.0	9.1	13.1	13.3	3.4	14.5	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.5	25.3	28.1	28.9	66.2	77.2	66.2	57.2	57.3	49.2	77.9	80.0
LnGrp LOS	F	C	C	C	F	F	E	E	E	D	E	E
Approach Vol, veh/h		1974			2410			928			737	
Approach Delay, s/veh		32.7			68.5			59.6			74.7	
Approach LOS		C			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	75.0	13.0	52.0	12.7	82.3	24.7	40.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	69.0	7.0	46.0	7.0	76.0	19.0	34.0
Max Q Clear Time (g_c+I1), s	14.6	71.0	9.0	29.4	6.8	40.4	18.7	30.7
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	18.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	56.2
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	81	57	9	8	92
Future Vol, veh/h	34	81	57	9	8	92
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, %	3	3	3	3	3	3
Mvmt Flow	37	88	62	10	9	100

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	193	59	109	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	5	5	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3	3	2.227	-	-	-
Pot Cap-1 Maneuver	994	1133	1475	-	-	-
Stage 1	1125	-	-	-	-	-
Stage 2	1036	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	952	1133	1475	-	-	-
Mov Cap-2 Maneuver	952	-	-	-	-	-
Stage 1	1078	-	-	-	-	-
Stage 2	1036	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	6.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1475	-	1073	-	-
HCM Lane V/C Ratio	0.042	-	0.116	-	-
HCM Control Delay (s)	7.5	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

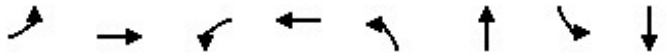
Timings
106: SW 7 Ave & Broward Blvd

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	179	1523	91	2127	232	595	101	423
Future Volume (vph)	179	1523	91	2127	232	595	101	423
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	4.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	32.0	10.0	33.0	10.0	39.0	10.0	40.0
Total Split (s)	19.0	80.0	17.0	78.0	23.0	47.0	16.0	40.0
Total Split (%)	11.9%	50.0%	10.6%	48.8%	14.4%	29.4%	10.0%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	Max
Act Effct Green (s)	89.2	76.6	80.4	72.0	57.0	41.9	43.1	34.0
Actuated g/C Ratio	0.56	0.48	0.50	0.45	0.36	0.26	0.27	0.21
v/c Ratio	0.99	0.75	0.68	1.03	1.01	0.75	0.58	0.86
Control Delay	106.7	36.5	51.1	69.1	102.4	60.1	49.8	69.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.7	36.5	51.1	69.1	102.4	60.1	49.8	69.4
LOS	F	D	D	E	F	E	D	E
Approach Delay		43.1		68.4		71.1		66.6
Approach LOS		D		E		E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 155 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 60.3	Intersection LOS: E
Intersection Capacity Utilization 114.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 106: SW 7 Ave & Broward Blvd

Queues
106: SW 7 Ave & Broward Blvd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	186	1788	95	2315	242	686	105	632
v/c Ratio	0.99	0.75	0.68	1.03	1.01	0.75	0.58	0.86
Control Delay	106.7	36.5	51.1	69.1	102.4	60.1	49.8	69.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.7	36.5	51.1	69.1	102.4	60.1	49.8	69.4
Queue Length 50th (ft)	147	545	45	~942	~199	350	75	320
Queue Length 95th (ft)	#320	625	109	#1027	#390	426	124	#404
Internal Link Dist (ft)		604		612		468		1270
Turn Bay Length (ft)	215		260		130		130	
Base Capacity (vph)	188	2371	168	2253	240	909	191	737
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.75	0.57	1.03	1.01	0.75	0.55	0.86

Intersection Summary

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

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

HCM 6th Signalized Intersection Summary
106: SW 7 Ave & Broward Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	1523	194	91	2127	95	232	595	63	101	423	183
Future Volume (veh/h)	179	1523	194	91	2127	95	232	595	63	101	423	183
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		0.98	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	186	1586	202	95	2216	99	242	620	66	105	441	191
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	189	2225	283	186	2235	99	259	837	89	210	509	219
Arrive On Green	0.11	0.65	0.65	0.05	0.60	0.60	0.11	0.26	0.26	0.06	0.21	0.21
Sat Flow, veh/h	1767	4540	577	1767	4968	221	1767	3209	341	1767	2398	1029
Grp Volume(v), veh/h	186	1179	609	95	1503	812	242	340	346	105	323	309
Grp Sat Flow(s),veh/h/ln	1767	1689	1740	1767	1689	1811	1767	1763	1787	1767	1763	1663
Q Serve(g_s), s	12.7	36.3	36.5	4.6	70.0	71.4	17.0	28.3	28.4	7.4	28.3	28.7
Cycle Q Clear(g_c), s	12.7	36.3	36.5	4.6	70.0	71.4	17.0	28.3	28.4	7.4	28.3	28.7
Prop In Lane	1.00		0.33	1.00		0.12	1.00		0.19	1.00		0.62
Lane Grp Cap(c), veh/h	189	1655	853	186	1520	815	259	460	466	210	375	353
V/C Ratio(X)	0.98	0.71	0.71	0.51	0.99	1.00	0.94	0.74	0.74	0.50	0.86	0.87
Avail Cap(c_a), veh/h	189	1655	853	235	1520	815	259	460	466	218	375	353
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	51.8	20.5	20.5	25.9	31.7	32.0	45.2	54.2	54.2	46.8	60.7	60.9
Incr Delay (d2), s/veh	60.3	2.6	5.1	0.8	20.6	30.8	38.3	10.3	10.2	0.7	22.2	24.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	13.4	14.5	2.0	30.1	35.2	10.3	13.9	14.2	3.3	15.0	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.1	23.1	25.6	26.7	52.3	62.8	83.5	64.4	64.5	47.5	83.0	85.5
LnGrp LOS	F	C	C	C	D	E	F	E	E	D	F	F
Approach Vol, veh/h		1974			2410			928			737	
Approach Delay, s/veh		32.3			54.8			69.4			79.0	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	78.0	15.3	47.7	12.6	84.4	23.0	40.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	72.0	10.0	41.0	11.0	74.0	17.0	34.0
Max Q Clear Time (g_c+I1), s	14.7	73.4	9.4	30.4	6.6	38.5	19.0	30.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	18.4	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D

APPENDIX F

Agreed-Upon Traffic Methodology

TRAFTECH ENGINEERING, INC.

MEMORANDUM

To: Istvan Virag

From: Joaquin Vargas

Date: August 18, 2021

Subject: Sistrunk and 7th Avenue - Traffic Study Methodology

Traffic Analysis

- The trip generation analysis for the proposed uses will be based upon the Institute of Transportation Engineers (ITE) *Trip Generation Manual (10th Edition)*. Table 1 attached documents the trip generation for the project.

- The anticipated land uses and intensities are as follows:
  - Residential (494 units – High Rise)
  - Commercial (15,920 sf)
  - Parking Garage

- The trip distribution will be based upon the existing nearby land uses and the transportation network in the vicinity of the project site (i.e. no travel demand modeling will be performed).

- Intersection turning movement counts will be collected for the AM peak period (7:00 AM – 9:00 AM) and the PM peak period (4:00 PM – 6:00 PM). The study intersections include; Sunrise Blvd/NW 7th Avenue, Sistrunk Blvd/NW 9th Avenue, Sistrunk Blvd/NW 7th Avenue, Sistrunk Blvd/NW 6th Avenue, Sistrunk Blvd/Andrews Avenue and Broward Blvd/NW 7th Avenue. The traffic counts will include pedestrians and bicyclists.

- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available FDOT adjustment factors.

- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site. (Negative "growth" rates for the study area, if any, will be adjusted to at least a 0.5% growth rate.)

8400 N. University Drive, Suite 309, Tamarac, FL 33321 T: 954-582-0988 F: 954-582-0989

- The project traffic associated with approved developments in the immediate area will be obtained and included in the traffic analysis. *(FAT Villa East, FAT Villa West and West Village)*

- Existing traffic signal timing data for the study intersections will be obtained from Broward County Traffic Engineering and will be included in the Appendix of the traffic study.

- Traffic analysis figures will be prepared for the following scenarios for each of the intersections analyzed:

    - Existing traffic
    - Proposed project traffic distribution
    - Background conditions for buildout year
    - 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. Adjustments to the signal timing, if any, will be clearly documented in the traffic study.

- All traffic data obtained for this project will be included in the Appendix of the traffic study.

- Mode splits will be confirmed with City staff prior to the completion of the traffic study.

- Existing and planned transit service as well as existing transit amenities in the immediate area will be documented in the traffic study.

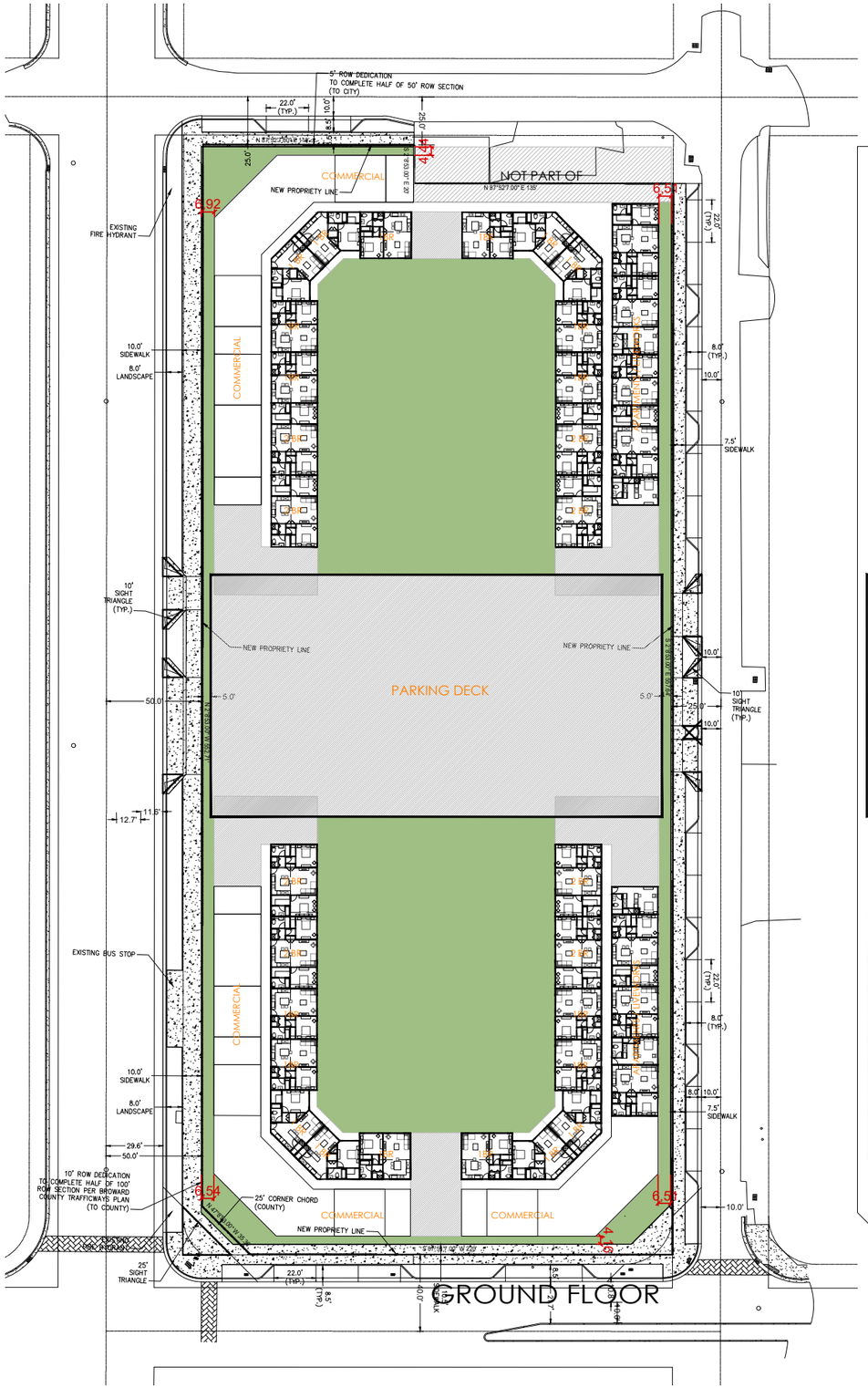
- The project buildout year is 2024.

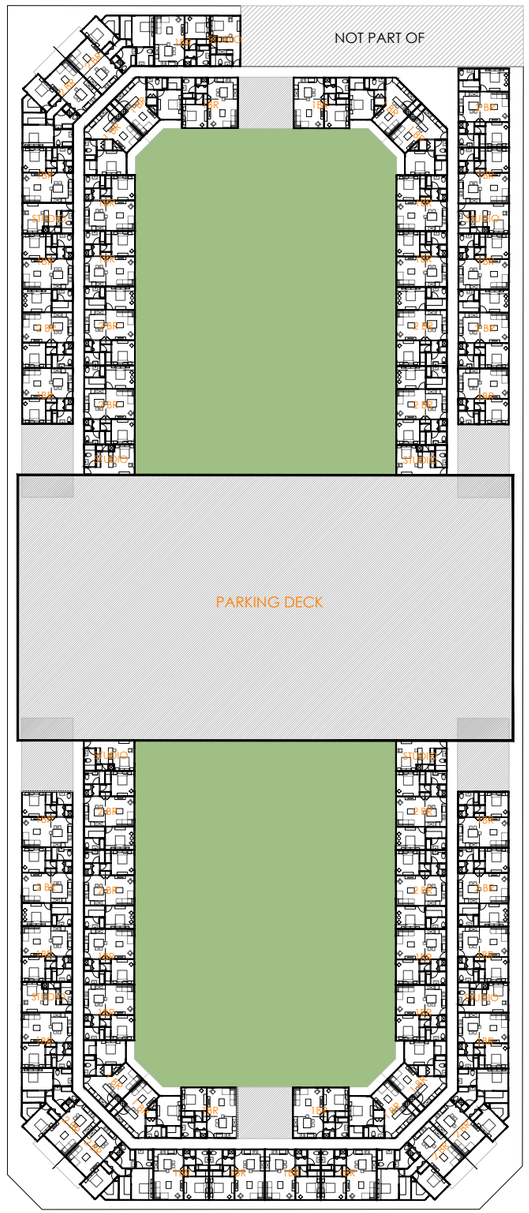
TABLE 1
Trip Generation Summary
Sistrunk and 7th Avenue

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Proposed Land Use								
MH High Rise (LUC 222)	494 units	2,158	151	36	115	177	108	69
Retail (LUC 820)	15,920 sf	1,723	160	99	61	139	67	72
Future Gross Trips		**3,881**	**311**	**135**	**176**	**316**	**175**	**141**
Internal (1% AM/16% PM)			-4	-2	-2	-52	-26	-26
Future Driveway Trips			**307**	**133**	**174**	**264**	**149**	**115**
Pass-by Retail (34% PM)						-38	-20	-18
External Trips		**3,881**	**307**	**133**	**174**	**226**	**129**	**97**

Source: ITE Trip Generation Manual (10th Edition)

Traf Tech
ENGINEERING, INC.





SECOND FLOOR

Arquiflexia.
June 16th 2021

LIVING AND COMMERCIAL USE ANALYSIS

			GROUND	LEVELS 1-7	TOTAL	
			Living Units	Living per level	UNITS	AREA
PHASE 1	■	**STUDIO**	0	4	28	9,856.31 sq.ft.
	■	**1 BRM**	10	20	150	99,844.87 sq.ft.
	■	**2 BRM**	4	10	74	71,280.71 sq.ft.
		LIVING UNITS TOTAL			**252**	**180,981.89 sq. ft.**
	■	**APARTMENTS/LW**			5	**2,913.72 sq. ft.**
	■	**COMMERCIAL**				**9,607.93 sq. ft.**
				TOTAL PHASE 1	**257 units**	**193,503.54 sq. ft.**
			GROUND	**LEVELS 1-7**	**TOTAL**	
			Living Units	Living per level	UNITS	AREA
PHASE 2	■	**STUDIO**	0	5	35	12,320.39 sq.ft.
	■	**1 BRM**	10	17	129	86,256.99 sq.ft.
	■	**2 BRM**	4	9	67	63,109.11 sq.ft.
		LIVING UNITS TOTAL			**231**	**161,686.49 sq. ft.**
	■	**APARTMENTS/LW**			6	**3,829.35 sq. ft.**
	■	**COMMERCIAL**				**6,312.37 sq. ft.**
				TOTAL PHASE 2	**237 units**	**165,515.84 sq. ft.**
				TOTAL	**494 units**	**359,019.38 sq. ft.**

MIRRORED DESIGN WITHOUT LOT

02 FORT LAUDERDALE

TRAF TECH
ENGINEERING, INC.

September 10, 2021

Mr. Eyal Peretz – CEO
Fuse Group Investment Companies
900 NW 6th Street, Suite 201
Fort Lauderdale, Florida 33311

Re: Parking Reduction Justification Memorandum

Dear Eyal:

Per your request, Traf Tech Engineering, Inc. has determined the parking requirements associated with a 492-unit residential development planned to be located on the north side of Sistrunk Boulevard just east of NW 7th Avenue in the City of Fort Lauderdale in Broward County, Florida.

According to the *Parking Generation Manual* published by the Institute of Transportation Engineers (ITE) – 5th Edition, mid-rise multi-family developments (ITE's LUC 221) has the following formula to determine the amount of parking spaces required for this type of residential development:

Parking Needs = 0.82 (X) - 20.37, where X = number of bedrooms

Since the residential component of the project has 65 one-bedroom studios, 283 one-bedroom apartments and 144 two-bedroom units, the total number of bedrooms is 636. Applying the above ITE parking formula results in a parking need of 501 parking spaces. Adding the 42 parking spaces required for the commercial uses (refer to site plan data sheet), the project requires a total of 543 parking spaces. The 543 parking spaces would comfortably accommodate the residents, visitors, and commercial patrons of the Sunshine Shipyard project.

Please give me a call if you have any questions.

TRAF TECH ENGINEERING, INC.

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

8400 N. University Drive, Suite 309, Tamarac, FL 33321 T: 954-582-0988 F: 954-582-0989