

# TRAFFIC IMPACT ANALYSIS

## MODERA POMPANO BEACH POMPANO BEACH, FL



# TRAFFIC IMPACT ANALYSIS

## MODERA POMPANO BEACH POMPANO BEACH, FL



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**Kimley»Horn**

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Project # 043175014

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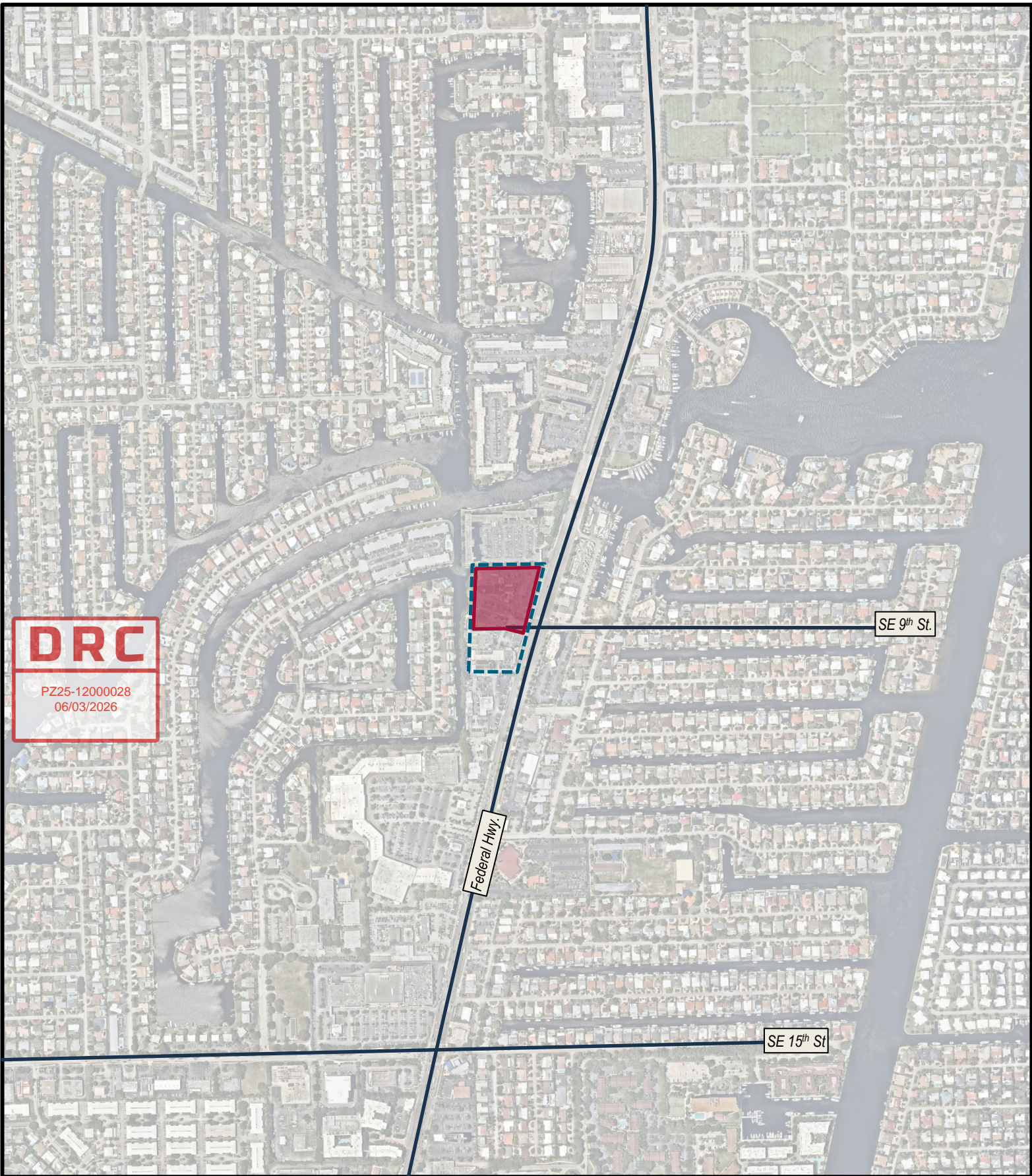
## INTRODUCTION

Kimley-Horn and Associates, Inc. has prepared an analysis of traffic impacts for the proposed redevelopment of the site located on the west side of Federal Highway & SE 9<sup>th</sup> Street in Pompano Beach, Florida. The existing site currently includes a new car dealership and a used car dealership. The proposed redevelopment consists of demolishing the used car dealership and replacing it with 347 multifamily mid-rise dwellings units and 9,325 square feet of commercial use, while retaining the new cars dealership to the south of the proposed redevelopment area. Figure 1 illustrates the location of the project site. The Folio Number for the site is 494306490010.

Parcel ID information and a site plan are included in Appendix A, for reference. This report summarizes the impacts of the proposed development plan on the surrounding area.

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**LEGEND**

-  Overall Site Location
-  Area of Redevelopment

**FIGURE 1**

Modera Pompano Beach  
Site Location  
KH #043175014

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## PROJECT TRAFFIC

The existing site currently includes a used car dealership located on the north side of the site and a new car dealership on the south side of the site. The proposed project will redevelop the used car dealership with 347 multi-family dwelling units and 9,325 square feet of commercial use.

### Trip Generation Potential

The trip generation potential for this site was calculated using rates and equations published by ITE's *Trip Generation Manual, 12<sup>th</sup> Edition* for the following land uses:

- Multifamily Housing (Mid-Rise) (Land Use 221)
- Strip Retail Plaza (<40ksf) (Land Use 822)
- Automobile Sales (New) (Land Use 840)
- Automobile Sales (Used) (Land Use 841)

The trip generation calculations for the site are summarized in Table 1. As summarized in this table, the proposed plan creates an increased trip generation potential of 1,168 net new external daily trips, 132 net new external AM peak hour trips (+20 inbound, +112 outbound), and 57 net new external PM peak hour trips (+48 inbound, +9 outbound).

**Table 1: Trip Generation Calculations**

Source	Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
					Total	In	Out	Total	In	Out	
Existing Scenario											
ITE	Automobile Sales (New)	840	22.796 ksf	624	46	33	13	52	21	31	
ITE	Automobile Sales (Used)	841	18.268 ksf	494	39	30	9	69	32	37	
				Subtotal	1,118	85	63	121	53	68	
Internal Capture				% Daily	% AM	% PM					
	Automobile Sales (New)		0.0%	0.0%	0.0%	0	0	0	0	0	
	Automobile Sales (Used)		0.0%	0.0%	0.0%	0	0	0	0	0	
				Subtotal	0	0	0	0	0	0	
Pass-By Capture				Daily	AM	PM					
	Automobile Sales (New)		0.0%	0.0%	0.0%	0	0	0	0	0	
	Automobile Sales (Used)		0.0%	0.0%	0.0%	0	0	0	0	0	
				Subtotal	0	0	0	0	0	0	
Driveway Volumes					1,118	85	63	22	121	53	68
Net New External Trips					1,118	85	63	22	121	53	68
Proposed Scenario											
ITE	Automobile Sales (New)	840	22.796 ksf	624	46	33	13	52	21	31	
ITE	Multifamily Housing (Mid-Rise)	221	347 DU	1,561	138	32	106	128	82	46	
ITE	Strip Retail Plaza (<40ksf)	822	9.325 ksf	623	37	20	17	59	29	30	
				Subtotal	2,808	221	85	136	239	132	107
Internal Capture				% Daily	% AM	% PM					
	Automobile Sales (New)		17.0%	2.0%	20.0%	105	1	1	10	2	8
	Multifamily Housing (Mid-Rise)		13.0%	1.0%	16.0%	209	2	1	21	16	5
	Strip Retail Plaza (<40ksf)		17.0%	3.0%	18.0%	104	1	0	11	3	8
				Subtotal	418	4	2	2	42	21	21
Pass-By Capture				Daily	AM	PM					
	Automobile Sales (New)		0.0%	0.0%	0.0%	0	0	0	0	0	0
	Multifamily Housing (Mid-Rise)		0.0%	0.0%	0.0%	0	0	0	0	0	0
	Strip Retail Plaza (<40ksf)		20.0%	0.0%	40.0%	104	0	0	19	10	9
				Subtotal	104	0	0	19	10	9	9
Driveway Volumes					2,390	217	83	134	197	111	86
Net New External Trips					2,286	217	83	134	178	101	77
Proposed - Existing Net New Traffic					1,168	132	20	112	57	48	9
Avg. Pass											
Source	Land Use		Daily		AM Peak Hour			PM Peak Hour		By	
ITE	Automobile Sales (New)		Trips = 28.65(X) - 29.45		2 trips/ksf (73% in, 27% out)			2.29 trips/ksf (40% in, 60% out)		0.0%	
ITE	Automobile Sales (Used)		27.06 trips/ksf		2.13 trips/ksf (76% in, 24% out)			3.75 trips/ksf (47% in, 53% out)		0.0%	
ITE	Multifamily Housing (Mid-Rise)		Trips = 4.55(X) - 17.52		Trips = 0.42(X) - 7.77 (23% in, 77% out)			Trips = 0.36(X) + 3.07 (64% in, 36% out)		0.0%	
ITE	Strip Retail Plaza (<40ksf)		Trips = 42.20(X) + 229.68		3.93 trips/ksf (55% in, 45% out)			6.29 trips/ksf (50% in, 50% out)		20.0%	

## TRAFFIC DISTRIBUTION

The site traffic was assigned to the surrounding roadway network based upon travel patterns for this area. Figure 2 illustrates the project traffic to nearby roadway links and intersections in the vicinity of the site. The AM and PM peak hour trips for the project were then assigned to the surrounding transportation system based on these percentages.

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#### LEGEND



Site Location



Project Traffic %

#### FIGURE 2

Modera Pompano Beach  
Project Distribution  
KH #043175014

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## INTERSECTION ANALYSIS

As part of the traffic impact analysis, traffic volumes at the study intersection were analyzed during three distinct scenarios: Existing Conditions (2026), Future Background Conditions (2031), and Future Total Conditions (2031). The existing year analysis is based on count data collected at the studied intersection on Thursday, January 22, 2026. Future Background (2031) analyses include background traffic growth and committed development traffic from projects which are approved but unbuilt. The traffic volume growth rate was assumed to be 1.0% compounded annually. The Future Total (2031) analysis uses the Future Background (2031) volumes as a baseline and includes the addition of project traffic for this site. The Future Total (2031) volumes assume a fully built out condition for the site.

### Data Collection

Baseline traffic count data was collected during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM) at the study intersection. Data was collected at the following intersection:

1. Federal Highway & SE 9<sup>th</sup> Street

Count data for the intersection is included in Appendix B, for reference.

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## EXISTING (2026) ANALYSIS

Analyses were conducted at the study intersection to evaluate Level of Service and delay for drivers during existing conditions.

Signal timing data was provided by Broward County at the signalized intersection within the study area. Signal timing worksheets are included in Appendix C, for reference. The existing volumes used in the analysis are shown in Figure 3.

### Synchro Results

*Synchro 12* software was used to analyze the study intersection, utilizing *HCM 7th Edition* methodology to determine the delay and LOS for each of the analyzed movements. The results of the *Synchro* analysis are summarized in Table 2 for the AM and PM peak hours of operation. The LOS and delay for signalized intersections were analyzed based on the LOS and delay of the overall intersection operations.

**Table 2: Existing Year (2026) Synchro Summary**

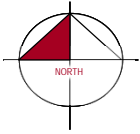
#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Federal Highway & SE 9th Street	Signalized	EB	74.3	E	84.2	F
			WB	80.6	F	87.9	F
			NB	6.0	A	6.3	A
			SB	6.7	A	6.0	A
			<b>Overall</b>	<b>9.0</b>	<b>A</b>	<b>8.9</b>	<b>A</b>

**DRC**

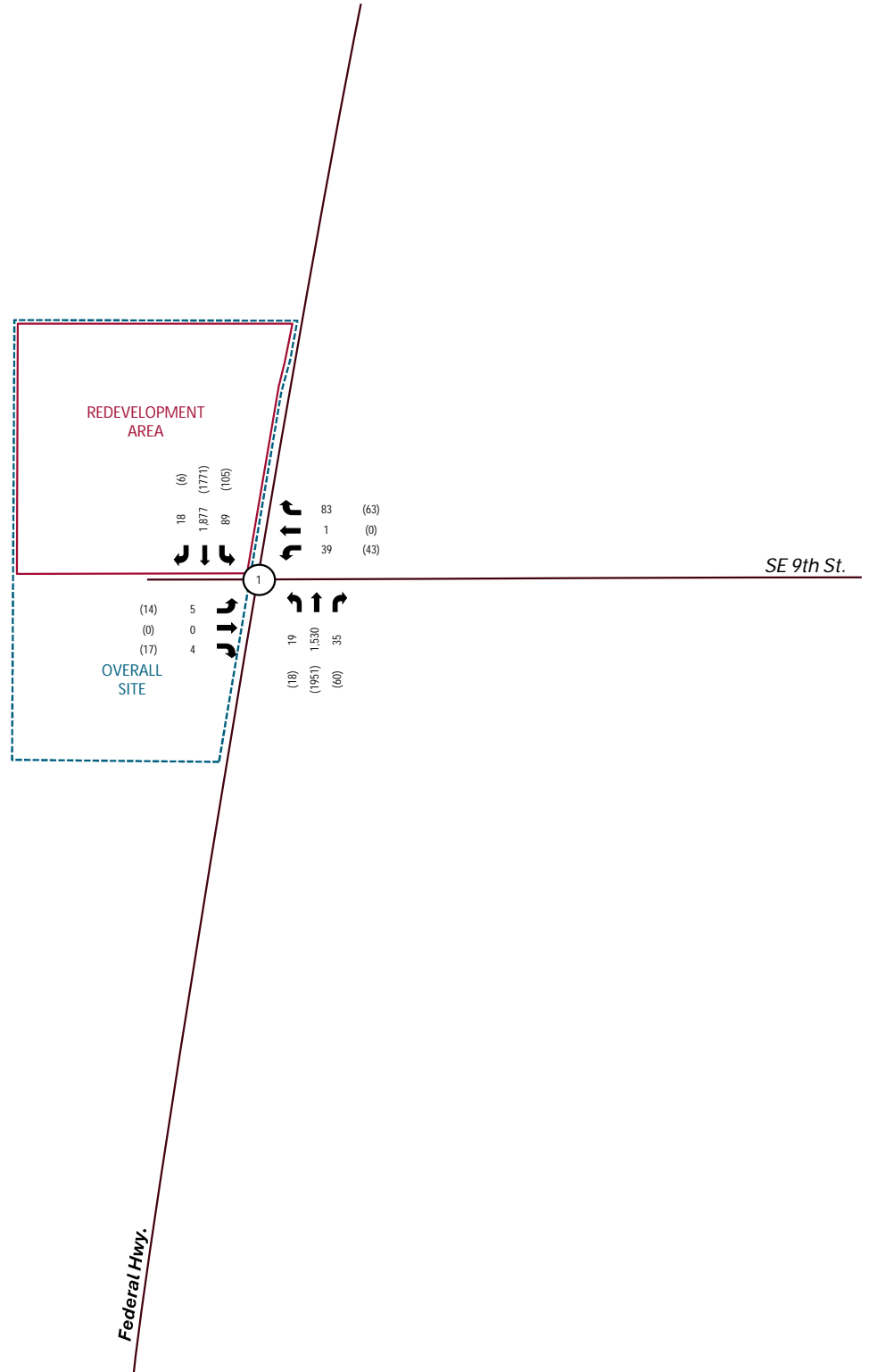
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**Horn**

**Legend**

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

**Figure 3**

Moderla Pompano Beach  
Existing Volumes  
KH# 043175014

## BACKGROUND YEAR (2031) CONDITIONS

Background traffic is calculated from historical annual growth rates and/or traffic from the unbuilt portions of committed developments. FDOT count data was used to calculate an areawide growth rate. Based on these calculations the areawide growth rate for this area was determined to be negative and therefore, a compounding annual growth rate of 1.0% was applied to the existing year count data for the study intersections for a conservative analysis. The Background Year (2031) volumes used in the analysis are shown in Figure 4.

### Synchro Results

*Synchro 12* software was used to analyze the study intersection, utilizing *HCM 7<sup>th</sup> Edition* methodology to determine the delay and LOS for each of the analyzed movements. The results of the *Synchro* analysis are summarized in Table 3 for the AM and PM peak hours of operation. The LOS and delay for signalized intersections were analyzed based on the LOS and delay of the overall intersection operations.

**Table 3: Background Year (2031) Synchro Summary**

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Federal Highway & SE 9th Street	Signalized	EB	74.1	E	84.0	F
			WB	80.2	F	87.5	F
			NB	6.2	A	6.7	A
			SB	7.1	A	6.5	A
			<b>Overall</b>	<b>9.3</b>	<b>A</b>	<b>9.3</b>	<b>A</b>

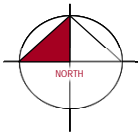
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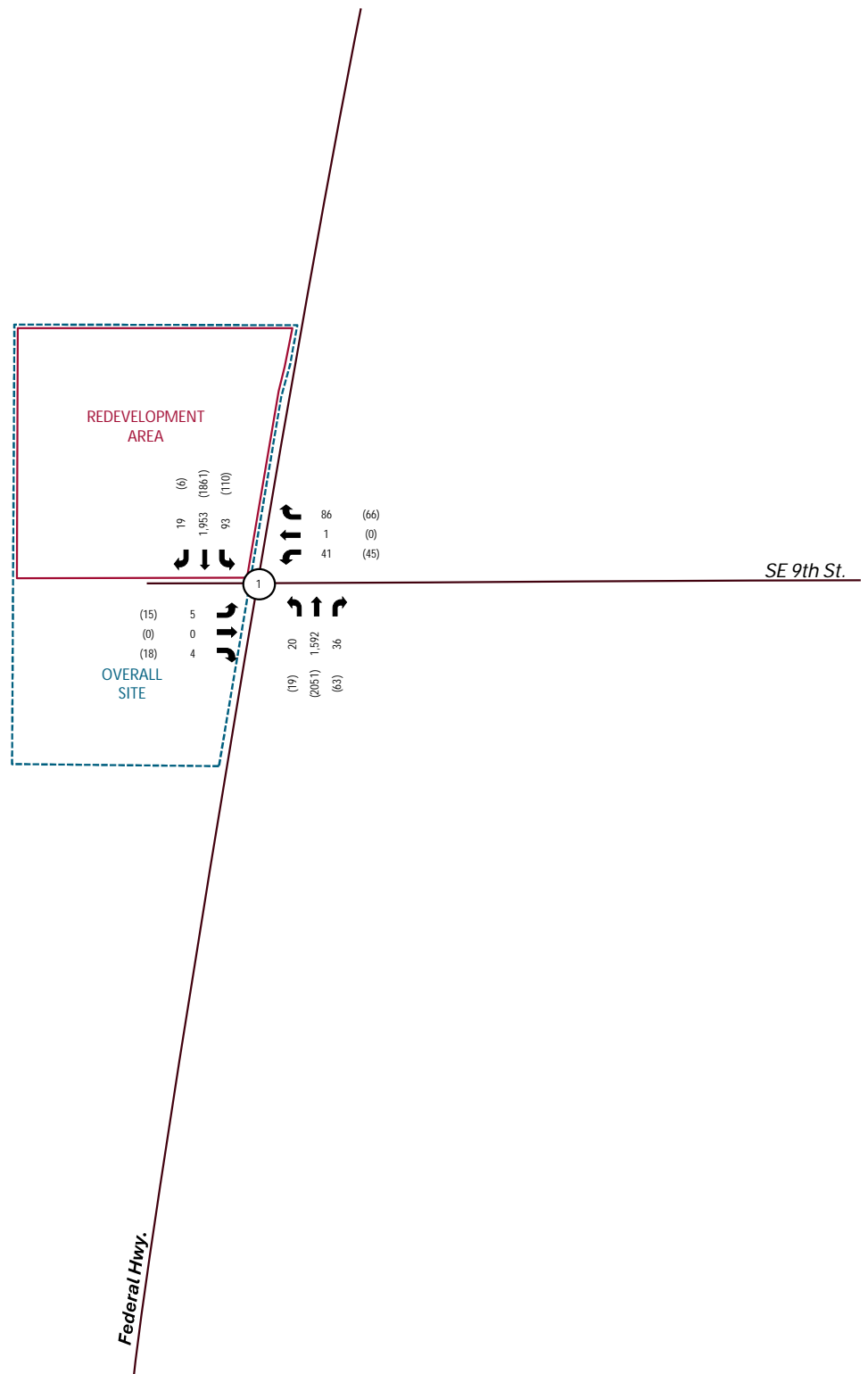
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**Horn**

**Legend**

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

**Figure 4**

Modera Pompano Beach  
Background Volumes  
KH# 043175014

## FUTURE TOTAL (2031) CONDITIONS

The Future Total (2031) conditions represent the future traffic volumes that include a combination of background traffic growth on the transportation network and project traffic. The net change in trip generation potential that was calculated for the site was distributed across the transportation network using the trip distribution illustrated in Figure 5. The resulting project traffic volumes are illustrated in Figure 6. The project traffic volumes were then added to the Background Year (2031) intersection volumes to determine Future Total (2031) intersection volumes. Figure 7 illustrates the resulting Future Total (2031) volumes.

### Synchro Results

*Synchro 12* software was used to analyze the study intersection, utilizing *HCM 7th Edition* methodology to determine the delay and LOS for each of the analyzed movements. The results of the *Synchro* analysis are summarized in Table 4 for the AM and PM peak hours of operation. The LOS and delay for signalized intersections were analyzed based on the LOS and delay of the overall intersection operations.

As shown in the table below, the eastbound and westbound movements are anticipated to operate at LOS E and LOS F during the AM and PM peak hours, respectively. This deficiency occurs under Existing (2026) and Background Year (2031) conditions and is not due to the addition of project traffic. However, Federal Highway & SE 9<sup>th</sup> Street is anticipated to operate at an overall LOS B or better during both the AM and PM peak hours.

**Table 4: Future Total (2031) Synchro Summary**

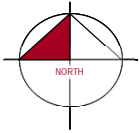
#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Federal Highway & SE 9th Street	Signalized	EB	71.3	E	83.8	F
			WB	69.2	E	86.5	F
			NB	9.0	A	7.0	A
			SB	10.0	B	6.7	A
			<b>Overall</b>	<b>13.3</b>	<b>B</b>	<b>9.6</b>	<b>A</b>

**DRC**

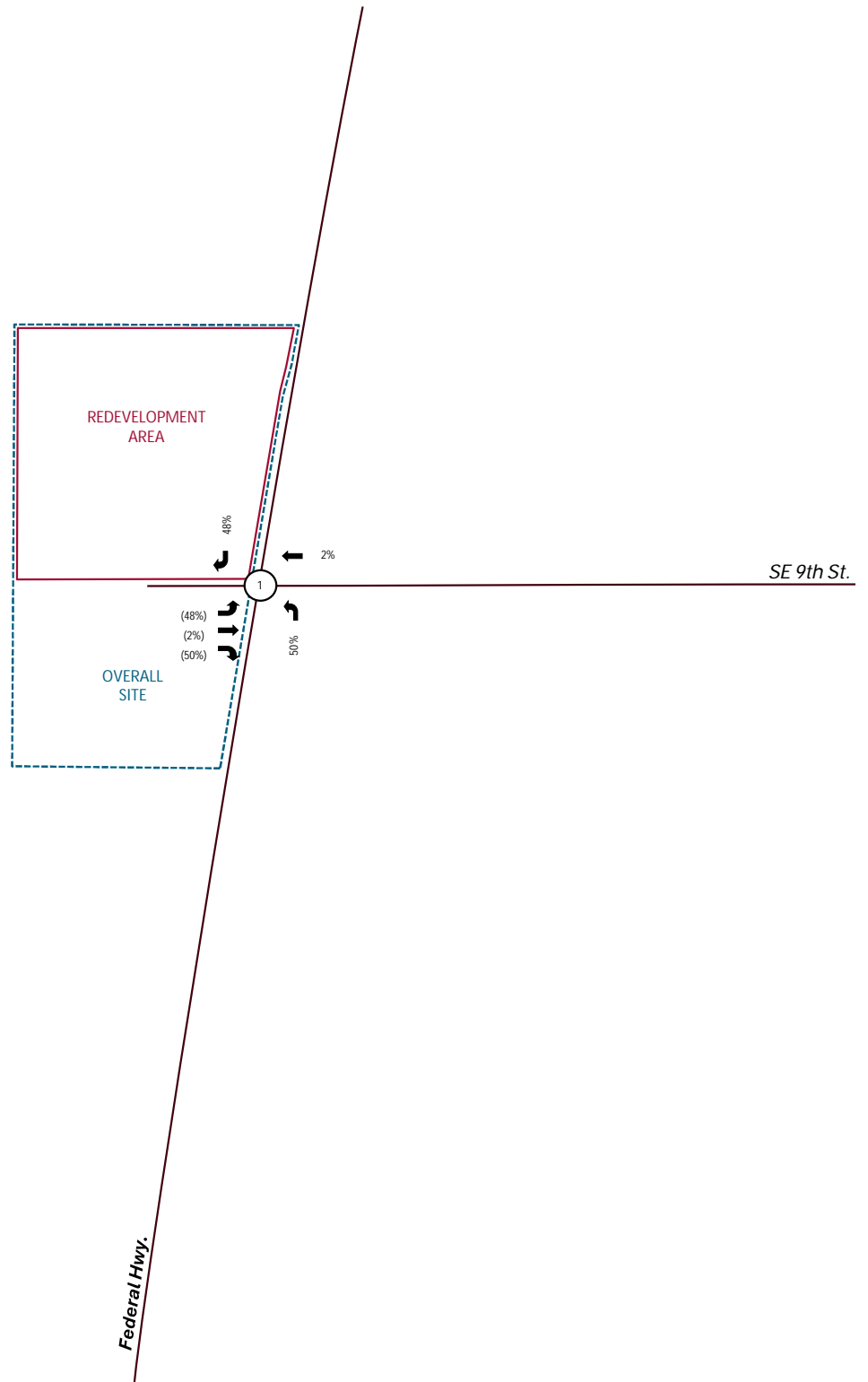
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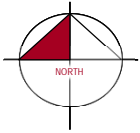
**Legend**

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

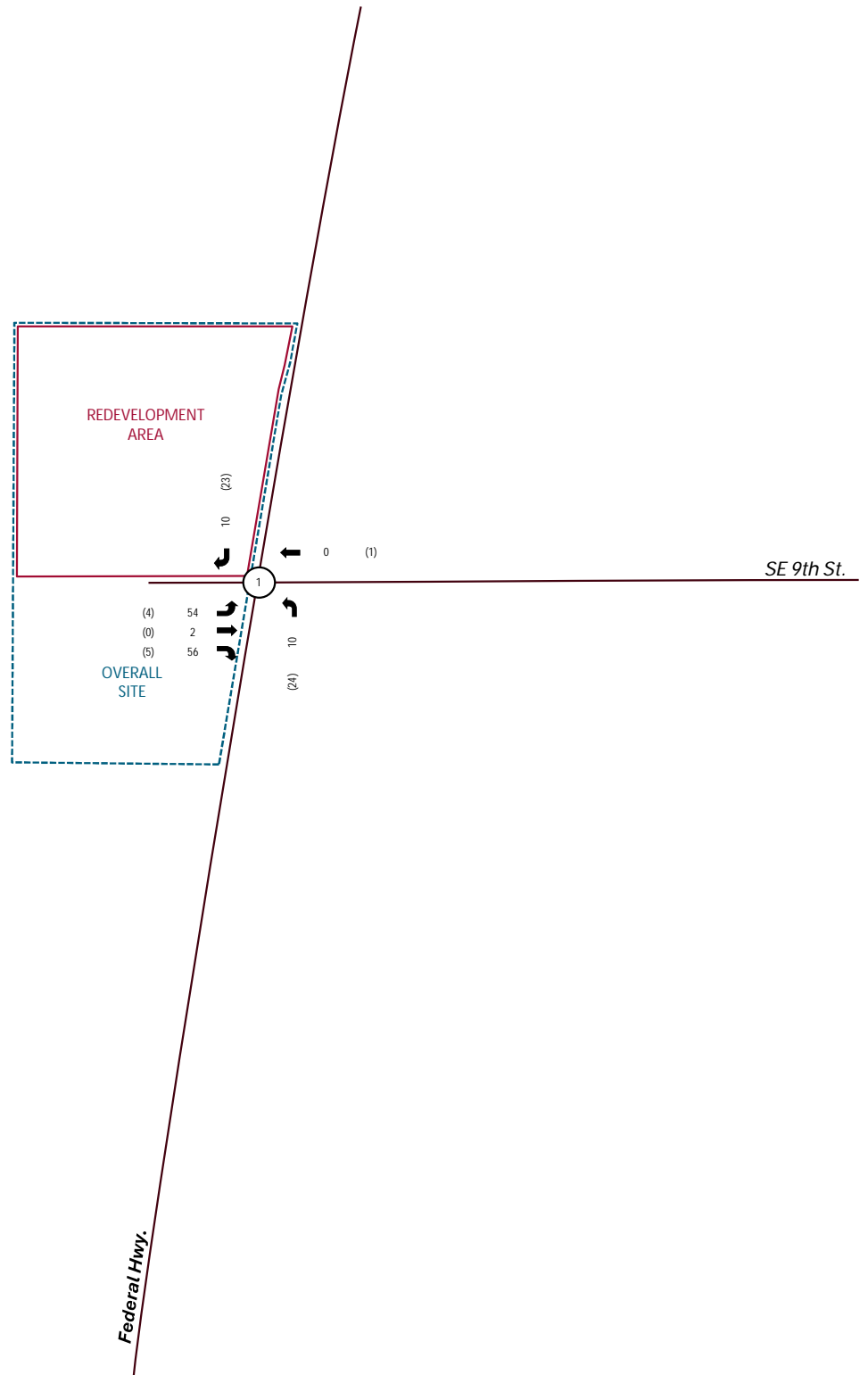
**Figure 5**

Modera Pompano Beach  
Project Traffic Distribution  
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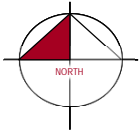
**Horn**

**Legend**

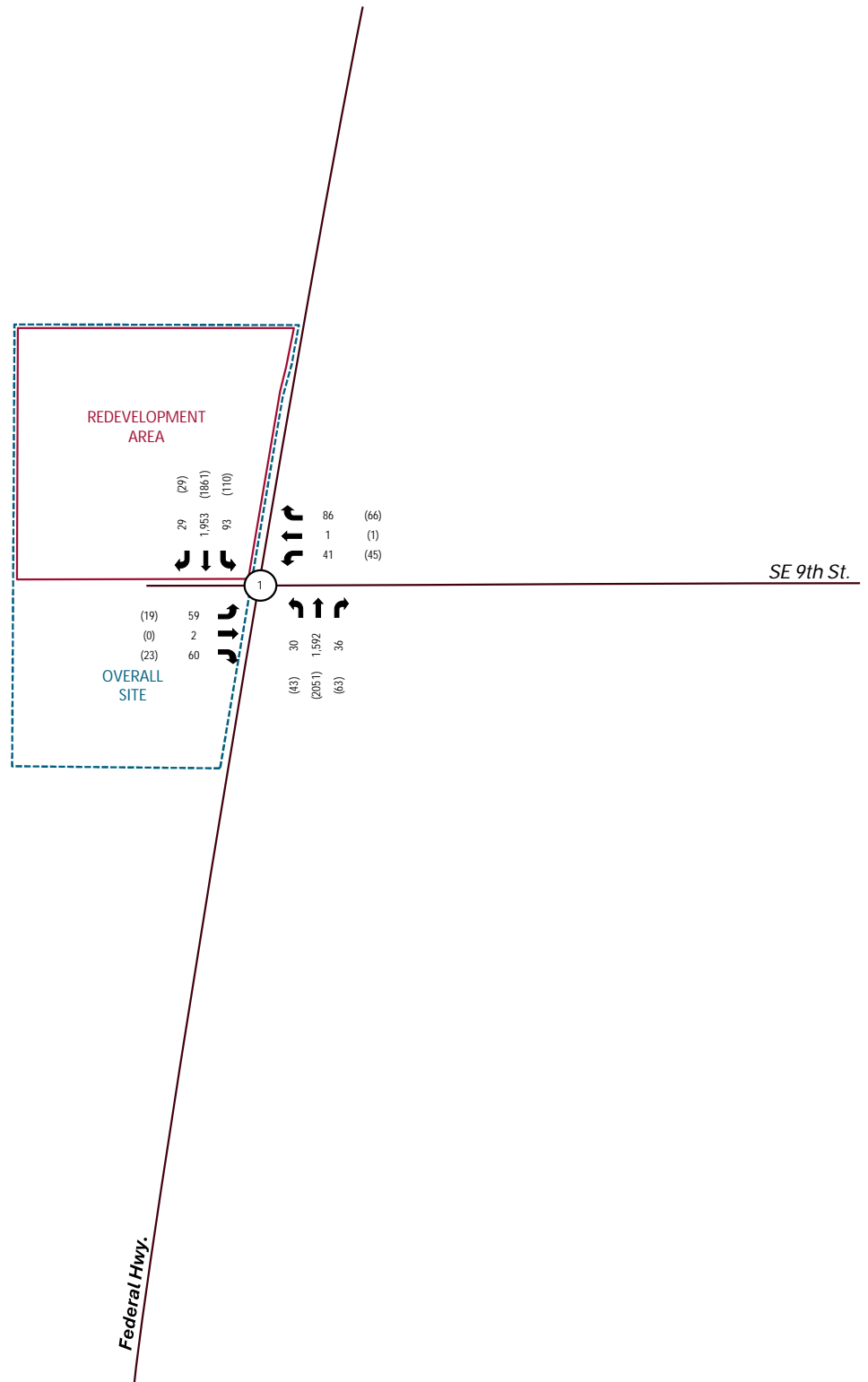
-  Study Roadway
-  Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

**Figure 6**

Modera Pompano Beach  
Project Traffic Volumes  
KH# 043175014



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**Horn**

**Legend**

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

**Figure 7**

Modera Pompano Beach  
Total Future Volumes  
KH# 043175014



## QUEUEING ANALYSIS

A 95th percentile queue analysis was conducted to evaluate the study intersection's storage lengths during AM and PM peak hours during the future year conditions with the addition of net new traffic. Synchro 12 software and the HCM 7<sup>th</sup> Edition methodology were used to determine the resulting 95th percentile queues at the study intersection. Table 5 summarizes the future no build and future build queue lengths.

As shown in the following table, all movements will be contained within their respective storage during the Background Year (2031) and Future Year (2031) conditions.

**Table 5: 95th Percentile Queueing Analysis**

#	Intersection	Movement	Storage	Future - No Build		Future - Build	
				95th Percentile Queue (AM) (feet)	95th Percentile Queue (PM) (feet)	95th Percentile Queue (AM) (feet)	95th Percentile Queue (PM) (feet)
2	Federal Highway & SE 9th Street	EBL	-	20	47	117	56
		WBL	-	89	103	87	103
		NBL	150	8	8	13	15
		NBR	170	3	19	3	19
		SBL	115	27	98	32	98
		SBR	230	0	0	0	1

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## ROADWAY IMPROVEMENTS

A review was conducted to evaluate mitigation measures and improvements planned within the vicinity of the project site and that would provide direct benefit. No mitigation measures or planned improvements were found within the project's study area.

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## CONCLUSION

Kimley-Horn and Associates, Inc. has prepared this traffic impact analysis to evaluate transportation impacts associated with the proposed redevelopment of the site located on the west side of Federal Highway & SE 9th Street in Pompano Beach, Florida. The existing site currently includes a new car dealership and a used car dealership. The proposed redevelopment consists of demolishing the used car dealership and replacing it with 347 multifamily mid-rise dwellings units and 9,325 square feet of commercial use, while retaining the new cars dealership to the south of the proposed redevelopment area.

Operational analyses were undertaken at the intersection of Federal Highway & SE 9<sup>th</sup> Street. The results indicate that the proposed development does not create any operational deficiencies. Additionally, a 95<sup>th</sup> percentile queue analysis indicated that the net new traffic generated by the proposed development will not cause any movements at the study intersections to exceed their available storage capacity. Therefore, no offsite modifications are proposed as part of this project.

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APPENDIX A: SITE INFORMATION



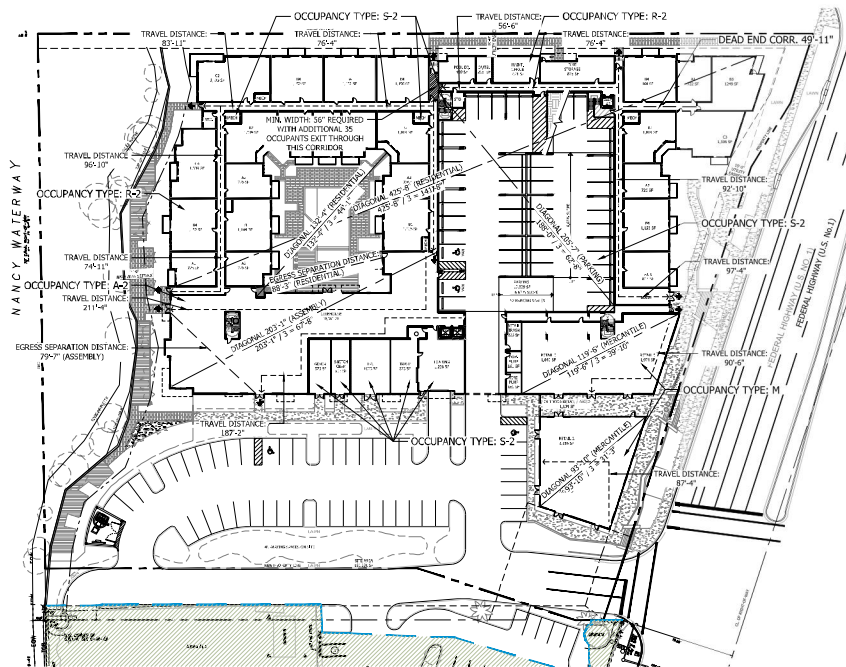
-PROPOSED PAVEMENT RATINGS-		
(AS PER MC 1033) (ADT 150 AND 600)		
PRIMAry: STRUCTURAL FRAME	MC 1033, TRAFFIC, 150, 600, 1000 & 1200	2 HR
BSA LUG WALLS	EXTERIOR	2 HR
NON BEARING WALLS AND PARTITIONS	EXTERIOR	0 HR
NON BEARING WALLS AND PARTITIONS	INTERIOR	0 HR
FLOOR CONSTRUCTION		2 HR
ROOF CONSTRUCTION		1 HR

PROPERTY FLOOR	BUILDING OR MANUFACTURING CLASSIFICATION		FLOOR AREA		FIRE ALARM OR NOTIFICATION		FIRE EXTINGUISHING		FIRE DETECTION	
	ROOF NAME	USE	AREA	PERCENT	TYPE	TYPE	TYPE	TYPE	TYPE	TYPE
FIRST FLOOR	CLAMP L&E	A-2	12,419.59	50	SMOKE	2	50	SMOKE	2	50
	POOL	A-3	1,268.97	50	SMOKE	6	50	SMOKE	6	50
	POOL DECK	A-3	1,819.59	50	SMOKE	2	50	SMOKE	2	50
	MECH. TOWER	A-3	7,773.03	50	SMOKE	5	50	SMOKE	5	50
	COMMERCIAL	F-1	31,117.07	300	SMOKE	5	50	SMOKE	5	50
	LUXURY	F-2	28,287.07	40	SMOKE	2	50	SMOKE	2	50
SECOND FLOOR	B-101 TRNG. AREA	A-2	71,796.57	50	SMOKE	1	100	SMOKE	1	100
	TOTAL CLAMP L&E FLOOR						1,338			1,338

FLOOR LEVEL	BUILDING OCCUPANCY CLASS-CATEGORY		FIRE 2002-08 EDITION TABLE 7-2.1		FIRE 2002-08 EDITION TABLE 7-2.2a	
	ROOM NAME	USE GROUP	ROOM AREA SQ. FT.	AREA PER OCCUPANT	OCC. LOAD	AREA PER OCCUPANT
FIRST FLOOR	RECEIVING	W-2	40,239 SQ. FT.		226	226
	PARADE	S-2	18,889 SQ. FT.	710 GROSS	95	203 GROSS
	TRUCK EQUI TRAILER	S-2	1,330 SQ. FT.	360 GROSS	5	500 GROSS
TOTAL OCCUPANCY THIS FLOOR					325	328

SENIORITY HOOD (SQUAD/BUCKET/CO)				
SQUAD/BUCKET/CO AFFILIATION				
WHEEL POSITION	DRIVER POSITION	COLLECTOR (CO) POS. 1	COLLECTOR (CO) POS. 2	COLLECTOR (CO) POS. 3
REGRESS, JODI (WHEEL)	34"	34"	34/35.5 = 148 PERSONS	34/35.5 = 138 PERSONS
REGRESS, CORSEDOE (WHEEL)	44"	44"	44/51.5 = 148 PERSONS	44/51.5 = 138 PERSONS
REGRESS, COLE (CO)	24"	24"	24/31.5 = 227 227.1 = 100 PERSONS	24/31.5 = 170 171.1 = 100 PERSONS
REGRESS, COLE (CO)	24"	24"	24/31.5 = 227 227.1 = 100 PERSONS	24/31.5 = 170 171.1 = 100 PERSONS
REGRESS, COLE (CO)	24"	24"	24/31.5 = 227 227.1 = 100 PERSONS	24/31.5 = 170 171.1 = 100 PERSONS

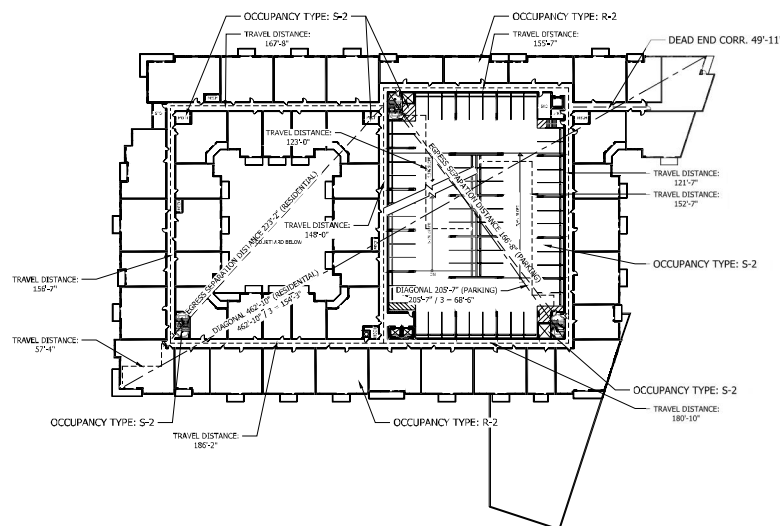
STATION		STATION CALCULATIONS			
		A-235, 10% FPM (2000' x 240' x 874")			
		A-235, 10% FPM (2000' x 240' x 874")			
	WIDTH 874" (21.94')	DEPTH 240" (61.0')	OCCUPANT 247 PERSONS	OCCUPANT 247 PERSONS	OCCUPANT 247 PERSONS
GRESS 2000 WIDTH	874"	240"	34,425 = 227 PERSONS	34,425 = 227 PERSONS	34,425 = 227 PERSONS
GRESS 2400 WIDTH	874"	66"	4,600 = 24 PERSONS	4,600 = 24 PERSONS	4,600 = 24 PERSONS
STADIUM #1 WIDTH	91"	87"	46,120 = 240 PERSONS	156,470 = 1,021 PERSONS	156,470 = 1,021 PERSONS
STADIUM #2 WIDTH	91"	87"	46,120 = 240 PERSONS	146,710 = 964 PERSONS	146,710 = 964 PERSONS
STADIUM #3 WIDTH	91"	87"	46,120 = 240 PERSONS	146,710 = 964 PERSONS	146,710 = 964 PERSONS
TOTAL LOAD CAPACITY			732 PERSONS	732 PERSONS	732 PERSONS



1  
A100

GROUND FLOOR PLAN LS

SCALE: 1"=40'-0"



2 TYPICAL FLOOR PLAN LS  
A100 SCALE: 1"=4'-0"

Zoning Designation	
EXISTING	PROPOSED
B-3 (General Business)	PD-1

TABLE I			
CONSOLIDATED USE TABLE			
P= Permitted principal use			
S= Use allowed as a special exception			
As= Permitted accessory use			
T= Permitted temporary use			
USE CATEGORY	USE TYPE	PERMITTED	STANDARD
Household Living Uses	Dwelling, multifamily	P	155.4202A
	Dwelling, mixed use	P	155.4202H
	Bar or Lounge	P	155.4218A
Eating and Drinking Establishments	Brewpub	P	155.4218B
	Restaurant	P	155.4218E
	Specialty Eating or drinking establishment	P	155.4218F
Retail Sales and Service Uses - Personal Services	Personal services establishment	P	155.4221K
	Art gallery	P	155.4222B
	Book or media shop	P	155.4222D
	Bar and wine store	P	155.4222N
	Retail sales establishment, large	P	155.4222J
	Other retail sales establishment	P	155.4222S

<b>Land Area</b>		
Minimum lot area	10,000 sf	
Minimum lot width	100 ft frontage	
Gross Area (to CL of ROWs)	5.04 acres	
Net acre (within Property line)	3.88 acres	
<b>Type and Mix of Land Uses</b>		
Multi-Family Residential	247 units	
Commercial/Office	9,325 sf	(10,459 sf including parking)
<b>Maximum lot coverage (Based on the lot Area)</b>		
	Required 60%	Provided 49%
<b>Minimum pervious area (Based on the Net Area)</b>		
	Required	Provided
	20%	28%
<b>Maximum height (ft)</b>		
	Required	Provided
	105'	83'-10 3/8" (8 stories) top of roof from front average grade
<b>Building setbacks</b>		
	Required	Provided
Front yard setback (East)	Min. 0'-0" Max. 20'-0"	15'-0" min.
Setback from westerly street (West)	15'-0"	15'-0" min.
Interior side yard setback (North)	0	10'-0" min.
Interior side yard setback (South)	0	6'-0" min.

Building gross area calculation		
Ground floor area		58,294
2nd floor area		52,664
3rd floor area		52,664
4th floor area		52,664
5th floor area		52,664
6th floor area		52,664
7th floor area		52,664
8th floor area		52,664
Total		425,542
		Not including parking, stairs and elevator shafts

Maximum number of residential units/Unit Square Footage Size (SF)					
Density	60 ft Units	Total SF	Percent	Average SF	Min. Area per unit
Studio	22	13,728	6%	624 sf	500 sf
1 bedroom	121	89,352	35%	738 sf	650 sf
2 bedroom	166	185,255	48%	1,116 sf	750 sf
3 bedroom	38	52,032	11%	1,369 sf	850 sf
Total	347	340,367	100%	981 sf	

TABLE III			
MASTER PARKING PLAN			
Parking Required			
(Per Bonus Policies off-street parking reduction 155,4262.4 2.3)			
			Total
Studio	1 space per unit	22x1	22
1 bedroom	1 space per 1,000 SF of Gross area, w/ a min. or 1 space per unit	121x15	121
		345.588 SF /	
2 bedroom		1,000	186
3 bedroom	2 space per unit	38x2	76
Guest parking	1 per 5 DU	347x5	69
Commercial (Retail)			
	1 per 300 sf		36
Total required			510
<b>Parking Provided</b>			
Parking garage	467 spaces (including 6 HC)		
On-site parking	46 spaces (including 2 HC)		
Total provided	513 spaces		



AR 0013087		
No:	Issue	Date
DRG		11/07/2025



DORSKY + YUE

MODERA POMPANO BEACH

COMPANO BEACH, FLORIDA  
ALL RIGHTS RESERVED

LIFE SAFETY PLAN  
& SITE DATA SCHEDULE

Job No.:	Drawn:	Checked:	Date:
DY202515			11/07/2025

A100







PROPERTY SUMMARY

<b>Tax Year:</b> 2026	<b>Property Use:</b> 27-01 Auto Dealership Sales / full service center	<b>Deputy Appraiser:</b> Commercial Department
<b>Property ID:</b> 494306490010	<b>Millage Code:</b> 1511	<b>Appraisers Number:</b> 954-357-6835
<b>Property Owner(s):</b> POMPANO REAL ESTATE INVESTMENTS LLC	<b>Adj. Bldg. S.F:</b> 41064	<b>Email:</b> <a href="mailto:commercialtrim@bcpa.net">commercialtrim@bcpa.net</a>
<b>Mailing Address:</b> 909 S FEDERAL HWY POMPANO BEACH, FL 33062	<b>Bldg Under Air S.F:</b>	<b>Zoning :</b> B-3 - GENERAL BUSINESS
<b>Property Address:</b> 855 - 909 S FEDERAL HIGHWAY POMPANO BEACH, 33062-7048	<b>Effective Year:</b> 1995	<b>Abbr. Legal Des.:</b> POMOCO PLAT 154-7 B PARCEL 'A' & N 300 OF NW1/4 OF SW1/4 LYING WEST OF FEDERAL HWY(US 1) 6-49-43
	<b>Year Built:</b> 1965	
	<b>Units/Beds/Baths:</b> 0 / /	

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2026	\$5,675,180	\$2,702,910	0	\$8,378,090	\$8,378,090	
2025	\$5,675,180	\$2,702,910	0	\$8,378,090	\$8,255,180	\$193,243.25
2024	\$5,675,180	\$1,918,970	0	\$7,594,150	\$7,504,710	\$176,607.65



EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	\$8,378,090	\$8,378,090	\$8,378,090	\$8,378,090
Portability	0	0	0	0
Assessed / SOH	\$8,378,090	\$8,378,090	\$8,378,090	\$8,378,090
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	\$8,378,090	\$8,378,090	\$8,378,090	\$8,378,090

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
12/21/2012	Multi Special Warranty Deed Disqualified Sale	\$5,250,000	49379 / 513
06/29/2012	Multi Deed Disqualified Sale	\$6,620,700	48956 / 1266



LAND CALCULATIONS

Unit Price	Units	Type
\$20.00	283,759 SqFt	Square Foot

RECENT SALES IN THIS SUBDIVISION

Property ID      Date      Type      Qualified/ Disqualified      Price      CIN      Property Address

SPECIAL ASSESSMENTS

**Fire**      **Garb**      **Light**      **Drain**      **Impr**      **Safe**      **Storm**      **Clean**      **Misc**  
Pompano Beach Fire Rescue  
(15)  
Commercial (C)  
41,064

**SCHOOL**  
**Mcnab Elementary School:**  
B  
**Pompano Beach Middle**  
**School:** C  
**Blanche Ely High School:** B

ELECTED OFFICIALS

**Property Appraiser**      **County Comm. District**      **County Comm. Name**      **US House Rep. District**      **US House Rep. Name**  
Marty Kiar      4      Lamar P. Fisher      23      Jared Moskowitz

**Florida House Rep. District**      **Florida House Rep. Name**      **Florida Senator District**      **Florida Senator Name**      **School Board Member**  
100      Chip LaMarca      37      Jason W. B. Pizzo      Sarah Leonardi

**DRC**

PZ25-12000028  
06/03/2026

**DRC**

PZ25- 12000028  
03/18/2026

APPENDIX B: TRAFFIC COUNT DATA





ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

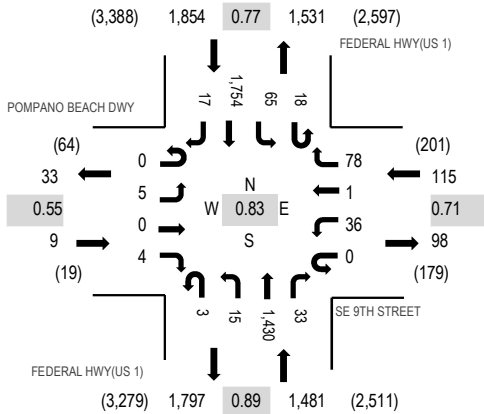
Location: 1 FEDERAL HWY(US 1) &amp; SE 9TH STREET AM

Date: Thursday, January 22, 2026

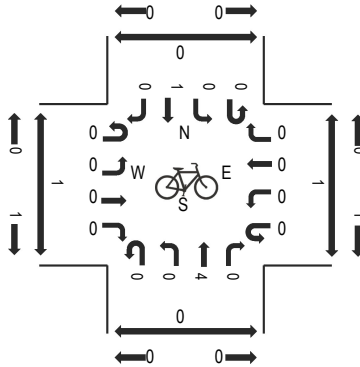
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

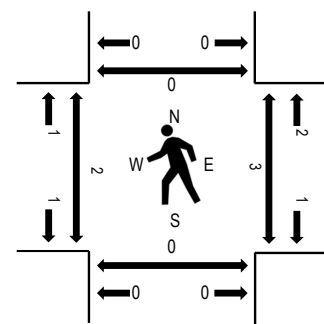
## Peak Hour - Motorized Vehicles



## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

Interval Start Time	POMPAÑO BEACH DWY Eastbound				SE 9TH STREET Westbound				FEDERAL HWY(US 1) Northbound				FEDERAL HWY(US 1) Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	0	0	6	0	17	0	0	216	4	7	10	291	5	557	3,148	0	1	0	0
7:15 AM	0	4	0	0	0	8	0	9	0	5	188	2	1	13	431	6	667	3,391	1	1	0	0
7:30 AM	0	0	0	0	0	13	0	26	0	4	369	8	5	31	583	4	1,043	3,459	2	1	0	0
7:45 AM	0	2	0	1	0	9	0	34	0	6	398	10	3	15	399	4	881	3,122	0	0	0	0
8:00 AM	0	2	0	2	0	11	1	9	1	1	347	6	4	9	405	2	800	2,971	0	2	0	0
8:15 AM	0	1	0	1	0	3	0	9	2	4	316	9	6	10	367	7	735		0	0	0	0
8:30 AM	0	0	0	0	0	6	0	14	1	3	282	7	5	16	370	2	706		0	0	0	0
8:45 AM	0	2	0	3	0	11	0	15	0	3	300	19	5	10	355	7	730		1	0	0	2

## Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	2	1	0	1	3	0	8
Lights	0	3	0	4	0	35	1	77	3	15	1,412	31	18	62	1,734	15	3,410
Mediums	0	2	0	0	0	1	0	0	0	0	16	1	0	2	17	2	41
Total	0	5	0	4	0	36	1	78	3	15	1,430	33	18	65	1,754	17	3,459

## Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		22.2%				1.7%				1.4%				1.3%			1.4%
Heavy Vehicle %	0.0%	40.0%	0.0%	0.0%	0.0%	2.8%	0.0%	1.3%	0.0%	0.0%	1.3%	6.1%	0.0%	4.6%	1.1%	11.8%	1.4%
Peak Hour Factor		0.55				0.71				0.89				0.77			0.83
Peak Hour Factor	0.00	0.50	0.00	0.50	0.00	0.79	0.25	0.63	0.50	0.67	0.90	0.54	0.83	0.56	0.78	0.79	0.83

DRC

PZ25- 12000028  
03/18/2026



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

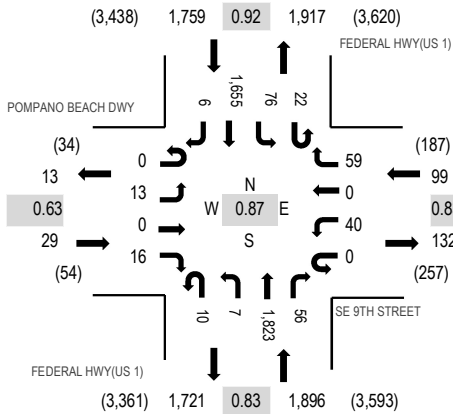
Location: 1 FEDERAL HWY(US 1) &amp; SE 9TH STREET PM

Date: Thursday, January 22, 2026

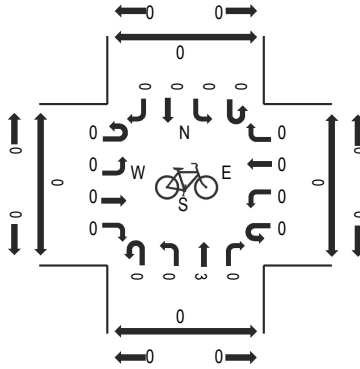
Peak Hour: 05:00 PM - 06:00 PM

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

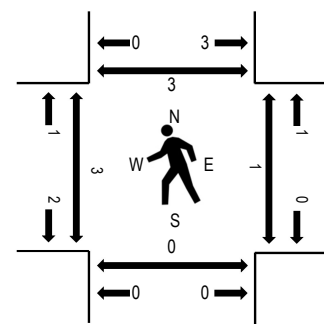
## Peak Hour - Motorized Vehicles



## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

Interval Start Time	POMPANO BEACH DWY				SE 9TH STREET				FEDERAL HWY(US 1)				FEDERAL HWY(US 1)				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	3	0	5	0	10	0	18	3	1	382	15	1	15	419	2	874	3,489	1	0	0	0
4:15 PM	0	1	0	5	0	7	0	13	0	6	424	7	5	22	382	3	875	3,535	2	1	0	1
4:30 PM	0	2	0	5	0	10	0	10	1	4	384	8	3	21	408	2	858	3,743	2	0	0	1
4:45 PM	0	1	0	3	0	10	0	10	0	2	440	20	6	17	372	1	882	3,771	0	1	0	0
5:00 PM	0	7	0	6	0	10	0	13	5	5	438	10	3	24	398	1	920	3,783	0	0	0	1
5:15 PM	0	3	0	6	0	8	0	12	2	0	563	11	9	23	442	4	1,083		1	0	0	2
5:30 PM	0	2	0	2	0	11	0	19	1	1	407	17	7	11	408	0	886		2	0	0	0
5:45 PM	0	1	0	2	0	11	0	15	2	1	415	18	3	18	407	1	894		0	1	0	0

## Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	13	0	16	0	40	0	58	10	7	1,812	55	22	76	1,639	6	3,754
Mediums	0	0	0	0	0	0	0	1	0	0	11	1	0	0	15	0	28
Total	0	13	0	16	0	40	0	59	10	7	1,823	56	22	76	1,655	6	3,783

## Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				1.0%				0.6%				0.9%				0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.6%	1.8%	0.0%	0.0%	1.0%	0.0%	0.8%
Peak Hour Factor	0.63				0.83				0.83				0.92				0.87
Peak Hour Factor	0.00	0.46	0.00	0.83	0.00	0.91	0.00	0.78	0.50	0.71	0.82	0.73	0.69	0.89	0.94	0.50	0.87

**DRC**PZ25-12000028  
03/18/2026



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
CATEGORY: 8600 EAST-A1A TO US1

		MOCF: 0.92	
WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	0.99	1.08
2	01/07/2024 - 01/13/2024	0.99	1.08
3	01/14/2024 - 01/20/2024	1.00	1.09
4	01/21/2024 - 01/27/2024	0.98	1.07
5	01/28/2024 - 02/03/2024	0.97	1.05
6	02/04/2024 - 02/10/2024	0.95	1.03
7	02/11/2024 - 02/17/2024	0.94	1.02
* 8	02/18/2024 - 02/24/2024	0.92	1.00
* 9	02/25/2024 - 03/02/2024	0.91	0.99
*10	03/03/2024 - 03/09/2024	0.89	0.97
*11	03/10/2024 - 03/16/2024	0.88	0.96
*12	03/17/2024 - 03/23/2024	0.89	0.97
*13	03/24/2024 - 03/30/2024	0.90	0.98
*14	03/31/2024 - 04/06/2024	0.91	0.99
*15	04/07/2024 - 04/13/2024	0.92	1.00
*16	04/14/2024 - 04/20/2024	0.93	1.01
*17	04/21/2024 - 04/27/2024	0.93	1.01
*18	04/28/2024 - 05/04/2024	0.94	1.02
*19	05/05/2024 - 05/11/2024	0.94	1.02
*20	05/12/2024 - 05/18/2024	0.94	1.02
21	05/19/2024 - 05/25/2024	0.98	1.07
22	05/26/2024 - 06/01/2024	1.01	1.10
23	06/02/2024 - 06/08/2024	1.05	1.14
24	06/09/2024 - 06/15/2024	1.08	1.17
25	06/16/2024 - 06/22/2024	1.07	1.16
26	06/23/2024 - 06/29/2024	1.06	1.15
27	06/30/2024 - 07/06/2024	1.05	1.14
28	07/07/2024 - 07/13/2024	1.04	1.13
29	07/14/2024 - 07/20/2024	1.04	1.13
30	07/21/2024 - 07/27/2024	1.05	1.14
31	07/28/2024 - 08/03/2024	1.06	1.15
32	08/04/2024 - 08/10/2024	1.08	1.17
33	08/11/2024 - 08/17/2024	1.09	1.18
34	08/18/2024 - 08/24/2024	1.09	1.18
35	08/25/2024 - 08/31/2024	1.08	1.17
36	09/01/2024 - 09/07/2024	1.08	1.17
37	09/08/2024 - 09/14/2024	1.08	1.17
38	09/15/2024 - 09/21/2024	1.08	1.17
39	09/22/2024 - 09/28/2024	1.07	1.16
40	09/29/2024 - 10/05/2024	1.07	1.16
41	10/06/2024 - 10/12/2024	1.07	1.16
42	10/13/2024 - 10/19/2024	1.07	1.16
43	10/20/2024 - 10/26/2024	1.05	1.14
44	10/27/2024 - 11/02/2024	1.03	1.12
45	11/03/2024 - 11/09/2024	1.02	1.11
46	11/10/2024 - 11/16/2024	1.00	1.09
47	11/17/2024 - 11/23/2024	1.00	1.09
48	11/24/2024 - 11/30/2024	1.00	1.09
49	12/01/2024 - 12/07/2024	0.99	1.08
50	12/08/2024 - 12/14/2024	0.99	1.08
51	12/15/2024 - 12/21/2024	0.99	1.08
52	12/22/2024 - 12/28/2024	0.99	1.08
53	12/29/2024 - 12/31/2024	1.00	1.09

\* PEAK SEASON



APPENDIX C: SIGNAL TIMING AND VOLUME DEVELOPMENT  
WORKSHEETS



**VOLUME DEVELOPMENT SHEET**  
**Modera Pompano Beach**  
**Federal Highway & SE 9th Street**  
**AM PEAK HOUR EXISTING GEOMETRY**

COUNT DATE: 1/22/2026  
AM PEAK HOUR FACTOR: 0.83

AM Peak Hour																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Turning Movement Counts		5	0	4		36	1	78		18	1,430	33		83	1,754	17	
Peak Season Correction Factor		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
AM PEAK SEASON VOLUMES		5	0	4		39	1	83		19	1,530	35		89	1,877	18	
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1% Background Traffic Growth		0	0	0		2	0	3		1	62	1		4	76	1	
Committed + 1% Growth		0	0	0		2	0	3		1	62	1		4	76	1	
Areawide Growth Rate Calculations																	
Years To Buildout		4	4	4		4	4	4		4	4	4		4	4	4	
Yearly Growth Rate		1.00%	1.00%	1.00%		1.00%	1.00%	1.00%		1.00%	1.00%	1.00%		1.00%	1.00%	1.00%	
Areawide Background Traffic Growth		0	0	0		2	0	3		1	62	1		4	76	1	
Maximum Background Growth Used		0	0	0		2	0	3		1	62	1		4	76	1	
AM BACKGROUND TRAFFIC VOLUMES		5	0	4		41	1	86		20	1,592	36		93	1,953	19	
Project Traffic																	
Project Traffic	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	Entering							2.0%			50.0%						48.0%
								0			10						10
			48.0%	2.0%	50.0%												
Project Traffic	Exiting	54	2	56													
		54	2	56			0			10							10
AM TOTAL PROJECT TRAFFIC		54	2	56			0			10							10
AM FUTURE TOTAL VOLUMES		59	2	60		41	1	86		30	1,592	36		93	1,953	29	

**DRC**

PZ25-12000028  
06/03/2026

**VOLUME DEVELOPMENT SHEET**  
**Modera Pompano Beach**  
**Federal Highway & SE 9th Street**  
**PM PEAK HOUR EXISTING GEOMETRY**

COUNT DATE: 1/22/2026  
PM PEAK HOUR FACTOR: 0.83

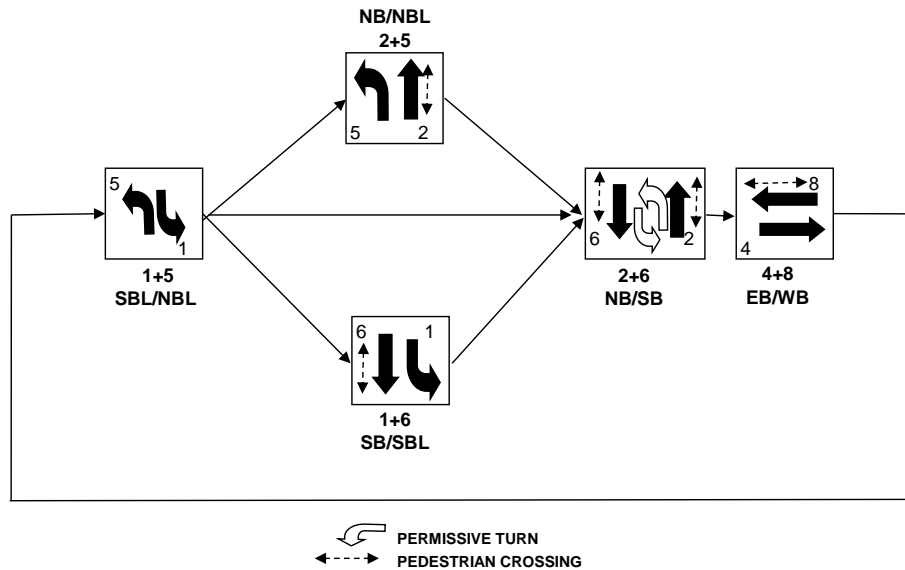
PM Peak Hour																	
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Turning Movement Counts		13	0	16		40	0	59		17	1,823	56		98	1,655	6	
Peak Season Correction Factor		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
PM PEAK SEASON VOLUMES		14	0	17		43	0	63		18	1,951	60		105	1,771	6	
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1% Background Traffic Growth		1	0	1		2	0	3		1	100	3		5	90	0	
Committed + 1% Growth		1	0	1		2	0	3		1	100	3		5	90	0	
Areawide Growth Rate Calculations																	
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5	
Yearly Growth Rate		1.00%	1.00%	1.00%		1.00%	1.00%	1.00%		1.00%	1.00%	1.00%		1.00%	1.00%	1.00%	
Areawide Background Traffic Growth		1	0	1		2	0	3		1	100	3		5	90	0	
Maximum Background Growth Used		1	0	1		2	0	3		1	100	3		5	90	0	
PM BACKGROUND TRAFFIC VOLUMES		15	0	18		45	0	66		19	2,051	63		110	1,861	6	
Project Traffic																	
TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Traffic	Entering							2.0%			50.0%						48.0%
	Exiting							1			24						23
				48.0%	2.0%	50.0%											
			4	0	5												
Project Traffic			4	0	5			1			24						23
PM TOTAL PROJECT TRAFFIC			4	0	5			1			24						23
PM FUTURE TOTAL VOLUMES			19	0	23		45	1	66		43	2,051	63		110	1,861	29

**DRC**

PZ25- 12000028  
03/18/2026

## Sequence of Operation for (1358) Federal Hwy (US 1/SR 5) and SE 9 Street

### Pompano Beach



**DRC**

PZ25-12000028  
06/03/2026

**DRC**

PZ25- 12000028  
03/18/2026

Station : 1358 - US 1 &amp; SE 9th St (Pompano) ( Standard File )

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7				7		7								
Ped Clearance		16				16		34								
Min Green	4	15		6	4	15		6								
Gap Ext	1.5	3	1	2	1.5	3	1	2								
Max1	12	60		20	12	60		20								
Max2																
Yellow Clr	5	5	4	4	5	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	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								
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	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
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						
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						

**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				

**DR**PZ25-12000028  
06/03/2026**DR**PZ25- 12000028  
03/18/2026



Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer



## Coordination

[illegible]

**DRC**

PZ25-12000028  
06/03/2026

DRC

PZ25- 12000028  
03/18/2026

**Station : 1358 - US 1 & SE 9th St (Pompano) ( Standard File )**[illegible]

## Scheduler

[illegible]

**User Comments:**





**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

Intersection Number	1358	Initial Operation Date	3/20/84
Controller Type	2070 LN	System Number	1358
Modification Number	8	Modification Date	05/13/2020
Drawing/Project No	PBSJ 228092-1-52-01	FPL Grid Number	87887131606
Intersection	FEDERAL HWY. (US 1/SR 5) and SE 9 STREET (POMPANO)		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	15		6	4	15		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	60		20	12	60		20
Maximum Green II								
Yellow Clearance	5.0	5.0		4.0	5.0	5.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7				7		7
Pedestrian Clearance		14				14		31
Permissive	5-SECT			5-SECT				
Flash Operation	YELLOW			RED		YELLOW		RED

Attachment

**NOTES:**

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON---> OMIT PHASES 1+5
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. MOD. 8 UPDATES NS/NSL YELLOW AND ALL RED CLEARANCE, AND WB WALK VALUES.

**DRC**

PZ25- 12000028  
03/18/2026

Submitted By \_\_\_\_\_

Approved By \_\_\_\_\_

APPENDIX D: SYNCHRO OUTPUT



Timings  
1: Federal Highway & Project Driveway/SE 9th Street

EX AM  
01/27/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	5	0	39	1	19	1530	35	89	1877	18
Future Volume (vph)	5	0	39	1	19	1530	35	89	1877	18
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	15.0	15.0	4.0	15.0	15.0
Minimum Split (s)	24.0	24.0	47.0	47.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (s)	50.0	50.0	50.0	50.0	25.0	85.0	85.0	25.0	85.0	85.0
Total Split (%)	31.3%	31.3%	31.3%	31.3%	15.6%	53.1%	53.1%	15.6%	53.1%	53.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
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	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	10.2	10.2	10.2	10.2	126.5	120.7	120.7	135.4	129.1	129.1
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.79	0.75	0.75	0.85	0.81	0.81
v/c Ratio	0.07	0.01	0.46	0.48	0.11	0.42	0.03	0.33	0.48	0.01
Control Delay (s/veh)	70.4	0.0	87.7	22.0	3.7	7.8	0.3	5.2	6.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.4	0.0	87.7	22.0	3.7	7.8	0.3	5.2	6.1	0.0
LOS	E	A	F	C	A	A	A	A	A	A
Approach Delay (s/veh)		39.1		42.9		7.6		6.0		
Approach LOS		D		D		A		A		

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 58 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay (s/veh): 8.0

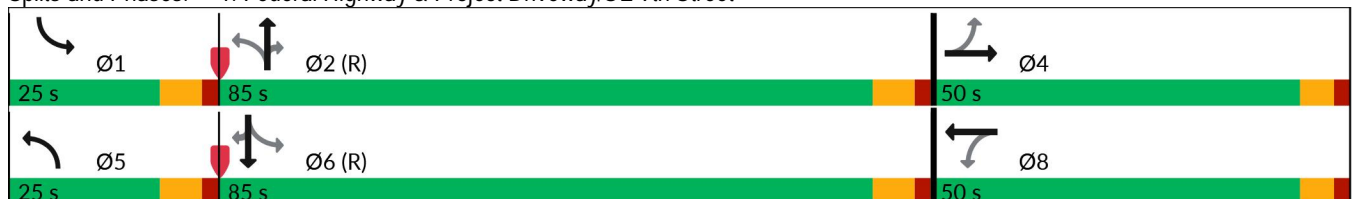
Intersection LOS: A

Intersection Capacity Utilization 65.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Federal Highway & Project Driveway/SE 9th Street



**DRC**

PZ25- 12000028  
03/18/2026

EX AM 4:41 pm 01/21/2026 Baseline

Synchro 12 Report  
Page 1



## Queues

EX AM

## 1: Federal Highway &amp; Project Driveway/SE 9th Street

01/27/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	5	4	41	88	20	1611	37	94	1976	19
v/c Ratio	0.07	0.01	0.46	0.48	0.11	0.42	0.03	0.33	0.48	0.01
Control Delay (s/veh)	70.4	0.0	87.7	22.0	3.7	7.8	0.3	5.2	6.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.4	0.0	87.7	22.0	3.7	7.8	0.3	5.2	6.1	0.0
Queue Length 50th (ft)	5	0	43	1	2	202	0	12	249	0
Queue Length 95th (ft)	20	0	86	59	8	276	2	25	318	0
Internal Link Dist (ft)		169		191		384			292	
Turn Bay Length (ft)					150		170	115		230
Base Capacity (vph)	298	586	386	499	322	3836	1210	370	4102	1290
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	0.02	0.01	0.11	0.18	0.06	0.42	0.03	0.25	0.48	0.01
Intersection Summary										

**DRC**PZ25-12000028  
06/03/2026**DRC**PZ25- 12000028  
03/18/2026

EX AM 4:41 pm 01/21/2026 Baseline

Synchro 12 Report  
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HCM 7th Signalized Intersection Summary  
1: Federal Highway & Project Driveway/SE 9th Street

EX AM  
01/27/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	4	39	1	83	19	1530	35	89	1877	18
Future Volume (veh/h)	5	0	4	39	1	83	19	1530	35	89	1877	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	0	4	41	1	87	20	1611	37	94	1976	19
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	0	112	142	1	111	228	3978	1235	295	3978	1235
Arrive On Green	0.07	0.00	0.07	0.07	0.07	0.07	0.03	0.78	0.78	0.03	0.78	0.78
Sat Flow, veh/h	1309	0	1585	1412	18	1570	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	5	0	4	41	0	88	20	1611	37	94	1976	19
Grp Sat Flow(s),veh/h/ln	1309	0	1585	1412	0	1588	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.6	0.0	0.4	4.5	0.0	8.7	0.4	16.3	0.8	1.7	22.3	0.4
Cycle Q Clear(g_c), s	9.3	0.0	0.4	4.8	0.0	8.7	0.4	16.3	0.8	1.7	22.3	0.4
Prop In Lane	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	0	112	142	0	112	228	3978	1235	295	3978	1235
V/C Ratio(X)	0.08	0.00	0.04	0.29	0.00	0.78	0.09	0.40	0.03	0.32	0.50	0.02
Avail Cap(c), veh/h	334	0	436	430	0	437	384	3978	1235	451	3978	1235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.7	0.0	69.2	71.5	0.0	73.1	4.8	5.7	4.0	4.4	6.4	3.9
Incr Delay (d2), s/veh	0.5	0.0	0.1	1.1	0.0	11.1	0.2	0.3	0.0	0.6	0.4	0.0
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	0.2	0.0	0.2	1.7	0.0	3.9	0.1	5.6	0.3	0.6	7.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.2	0.0	69.4	72.6	0.0	84.3	5.0	6.0	4.0	5.1	6.8	4.0
LnGrp LOS	E		E	E		F	A	A	A	A	A	A
Approach Vol, veh/h	9			129			1668			2089		
Approach Delay, s/veh	74.3			80.6			6.0			6.7		
Approach LOS	E			F			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	131.7		17.3	11.0	131.7		17.3				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	78.0		44.0	18.0	78.0		44.0				
Max Q Clear Time (g_c+I1), s	3.7	18.3		11.3	2.4	24.3		10.7				
Green Ext Time (p_c), s	0.2	20.3		0.0	0.0	27.5		0.6				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				9.0								
HCM 7th LOS				A								

**DRC**

PZ25- 12000028  
03/18/2026

EX AM 4:41 pm 01/21/2026 Baseline

Synchro 12 Report  
Page 3

# Timings

## 1: Federal Highway & Project Driveway/SE 9th Street

EX PM

01/27/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	14	0	43	0	18	1951	60	105	1771	6
Future Volume (vph)	14	0	43	0	18	1951	60	105	1771	6
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	15.0	15.0	4.0	15.0	15.0
Minimum Split (s)	12.0	12.0	47.0	47.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (s)	50.0	50.0	50.0	50.0	25.0	105.0	105.0	25.0	105.0	105.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	13.9%	58.3%	58.3%	13.9%	58.3%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
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	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	11.2	11.2	11.2	11.2	141.0	135.2	135.2	155.8	148.0	148.0
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.78	0.75	0.75	0.87	0.82	0.82
v/c Ratio	0.19	0.07	0.52	0.25	0.09	0.54	0.05	0.47	0.45	0.00
Control Delay (s/veh)	83.5	0.5	101.6	2.3	3.9	10.6	1.9	15.2	5.6	0.0
Queue Delay (s/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.5	0.5	101.6	2.3	3.9	10.6	1.9	15.2	5.6	0.0
LOS	F	A	F	A	A	B	A	B	A	A
Approach Delay (s/veh)		38.2		42.6		10.2			6.1	
Approach LOS		D		D		B			A	

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 54 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay (s/veh): 9.4

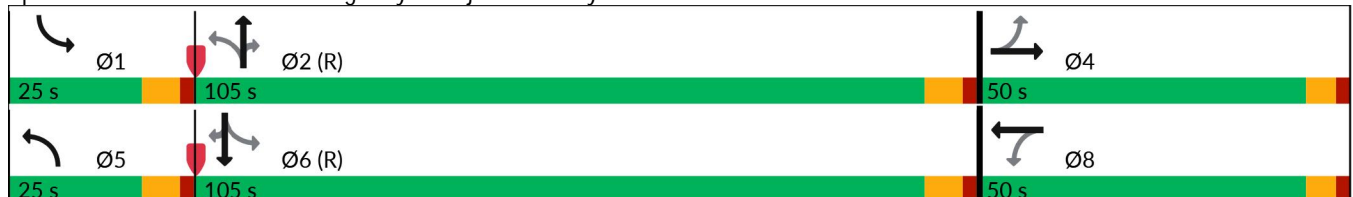
Intersection LOS: A

Intersection Capacity Utilization 69.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Federal Highway & Project Driveway/SE 9th Street



**DRC**

PZ25- 12000028  
03/18/2026

EX PM 5:05 pm 01/26/2026 Baseline

Synchro 12 Report

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## Queues

EX PM

## 1: Federal Highway &amp; Project Driveway/SE 9th Street

01/27/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	15	18	45	66	19	2054	63	111	1864	6
v/c Ratio	0.19	0.07	0.52	0.25	0.09	0.54	0.05	0.47	0.45	0.00
Control Delay (s/veh)	83.5	0.5	101.6	2.3	3.9	10.6	1.9	15.2	5.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.5	0.5	101.6	2.3	3.9	10.6	1.9	15.2	5.6	0.0
Queue Length 50th (ft)	17	0	53	0	2	346	1	15	234	0
Queue Length 95th (ft)	45	0	101	0	8	464	17	73	300	0
Internal Link Dist (ft)		169		191		384			292	
Turn Bay Length (ft)					150		170	115		230
Base Capacity (vph)	312	521	339	518	324	3820	1204	276	4181	1312
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	0.05	0.03	0.13	0.13	0.06	0.54	0.05	0.40	0.45	0.00

## Intersection Summary

**DRC**PZ25-12000028  
06/03/2026**DRC**PZ25- 12000028  
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# HCM 7th Signalized Intersection Summary

## 1: Federal Highway & Project Driveway/SE 9th Street

EX PM  
01/27/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	17	43	0	63	18	1951	60	105	1771	6
Future Volume (veh/h)	14	0	17	43	0	63	18	1951	60	105	1771	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	0	18	45	0	66	19	2054	63	111	1864	6
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	0	101	113	0	101	248	4093	1271	211	4101	1273
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.02	0.80	0.80	0.02	0.80	0.80
Sat Flow, veh/h	1335	0	1585	1395	0	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	15	0	18	45	0	66	19	2054	63	111	1864	6
Grp Sat Flow(s),veh/h/ln	1335	0	1585	1395	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.0	0.0	1.9	5.7	0.0	7.3	0.3	24.0	1.5	2.1	20.4	0.1
Cycle Q Clear(g_c), s	9.3	0.0	1.9	7.6	0.0	7.3	0.3	24.0	1.5	2.1	20.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	0	101	113	0	101	248	4093	1271	211	4101	1273
V/C Ratio(X)	0.21	0.00	0.18	0.40	0.00	0.66	0.08	0.50	0.05	0.53	0.45	0.00
Avail Cap(c), veh/h	312	0	387	366	0	387	387	4093	1271	346	4101	1273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.9	0.0	79.9	83.5	0.0	82.4	4.0	5.9	3.7	6.7	5.5	3.5
Incr Delay (d2), s/veh	1.5	0.0	0.8	2.2	0.0	7.1	0.1	0.4	0.1	2.0	0.4	0.0
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	0.7	0.0	0.8	2.1	0.0	3.2	0.1	8.2	0.5	1.1	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.4	0.0	80.7	85.7	0.0	89.4	4.2	6.4	3.8	8.8	5.9	3.5
LnGrp LOS	F		F	F		F	A	A	A	A	A	A
Approach Vol, veh/h	33			111			2136			1981		
Approach Delay, s/veh	84.2			87.9			6.3			6.0		
Approach LOS	F			F			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	151.3		17.4	11.0	151.6		17.4				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	98.0		44.0	18.0	98.0		44.0				
Max Q Clear Time (g_c+I1), s	4.1	26.0		11.3	2.3	22.4		9.6				
Green Ext Time (p_c), s	0.2	34.1		0.1	0.0	28.0		0.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh	8.9											
HCM 7th LOS	A											

**DRC**





















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Timings  
1: Federal Highway & Project Driveway/SE 9th Street

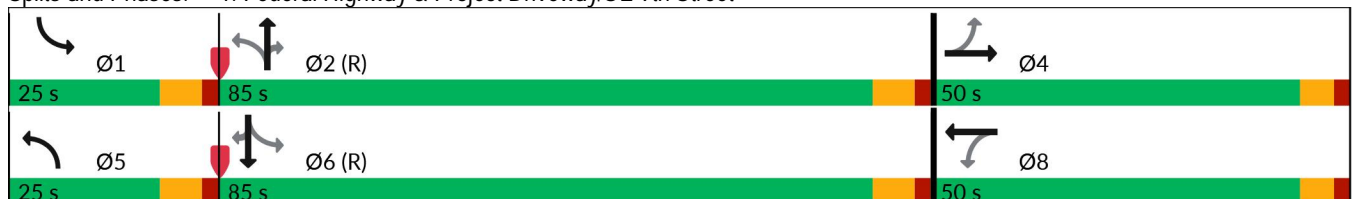
BY AM  
01/27/2026

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	5	0	41	1	20	1592	36	93	1953	19
Future Volume (vph)	5	0	41	1	20	1592	36	93	1953	19
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	15.0	15.0	4.0	15.0	15.0
Minimum Split (s)	24.0	24.0	47.0	47.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (s)	50.0	50.0	50.0	50.0	25.0	85.0	85.0	25.0	85.0	85.0
Total Split (%)	31.3%	31.3%	31.3%	31.3%	15.6%	53.1%	53.1%	15.6%	53.1%	53.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
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	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	10.3	10.3	10.3	10.3	125.7	119.9	119.9	135.6	128.9	128.9
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.79	0.75	0.75	0.85	0.81	0.81
v/c Ratio	0.07	0.01	0.48	0.49	0.12	0.44	0.03	0.36	0.50	0.02
Control Delay (s/veh)	70.4	0.0	88.1	21.6	4.2	8.4	0.3	5.8	6.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.4	0.0	88.1	21.6	4.2	8.4	0.3	5.8	6.4	0.0
LOS	E	A	F	C	A	A	A	A	A	A
Approach Delay (s/veh)		39.1		42.8		8.1		6.3		
Approach LOS		D		D		A		A		

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 58 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay (s/veh): 8.4  
 Intersection LOS: A  
 Intersection Capacity Utilization 66.7%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: Federal Highway & Project Driveway/SE 9th Street



**DRC**

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03/18/2026

BY AM 5:09 pm 01/26/2026 Baseline

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## Queues

BY AM

## 1: Federal Highway &amp; Project Driveway/SE 9th Street

01/27/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	5	4	43	92	21	1676	38	98	2056	20
v/c Ratio	0.07	0.01	0.48	0.49	0.12	0.44	0.03	0.36	0.50	0.02
Control Delay (s/veh)	70.4	0.0	88.1	21.6	4.2	8.4	0.3	5.8	6.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.4	0.0	88.1	21.6	4.2	8.4	0.3	5.8	6.4	0.0
Queue Length 50th (ft)	5	0	45	1	3	218	0	13	268	0
Queue Length 95th (ft)	20	0	89	60	8	303	3	27	342	0
Internal Link Dist (ft)		169		191		384			292	
Turn Bay Length (ft)					150		170	115		230
Base Capacity (vph)	285	585	386	502	310	3811	1203	354	4096	1288
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	0.02	0.01	0.11	0.18	0.07	0.44	0.03	0.28	0.50	0.02

## Intersection Summary

**DRC**PZ25-12000028  
06/03/2026**DRC**PZ25- 12000028  
03/18/2026

BY AM 5:09 pm 01/26/2026 Baseline

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HCM 7th Signalized Intersection Summary  
1: Federal Highway & Project Driveway/SE 9th Street

BY AM  
01/27/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	4	41	1	86	20	1592	36	93	1953	19
Future Volume (veh/h)	5	0	4	41	1	86	20	1592	36	93	1953	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	0	4	43	1	91	21	1676	38	98	2056	20
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	0	117	146	1	116	215	3964	1230	280	3965	1231
Arrive On Green	0.07	0.00	0.07	0.07	0.07	0.07	0.03	0.78	0.78	0.03	0.78	0.78
Sat Flow, veh/h	1304	0	1585	1412	17	1570	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	5	0	4	43	0	92	21	1676	38	98	2056	20
Grp Sat Flow(s),veh/h/ln	1304	0	1585	1412	0	1588	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.6	0.0	0.4	4.7	0.0	9.1	0.4	17.5	0.9	1.8	24.1	0.5
Cycle Q Clear(g_c), s	9.7	0.0	0.4	5.0	0.0	9.1	0.4	17.5	0.9	1.8	24.1	0.5
Prop In Lane	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	0	117	146	0	117	215	3964	1230	280	3965	1231
V/C Ratio(X)	0.08	0.00	0.03	0.30	0.00	0.79	0.10	0.42	0.03	0.35	0.52	0.02
Avail Cap(c_a), veh/h	329	0	436	430	0	437	370	3964	1230	435	3965	1231
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.7	0.0	68.8	71.2	0.0	72.9	5.2	6.0	4.1	4.8	6.7	4.0
Incr Delay (d2), s/veh	0.5	0.0	0.1	1.1	0.0	11.1	0.2	0.3	0.0	0.7	0.5	0.0
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	0.2	0.0	0.2	1.7	0.0	4.1	0.1	6.0	0.3	0.7	8.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.1	0.0	69.0	72.3	0.0	84.0	5.4	6.3	4.1	5.5	7.2	4.1
LnGrp LOS	E		E	E		F	A	A	A	A	A	A
Approach Vol, veh/h	9			135			1735			2174		
Approach Delay, s/veh	74.1			80.2			6.2			7.1		
Approach LOS	E			F			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	131.2		17.8	11.0	131.2		17.8				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	78.0		44.0	18.0	78.0		44.0				
Max Q Clear Time (g_c+I1), s	3.8	19.5		11.7	2.4	26.1		11.1				
Green Ext Time (p_c), s	0.2	21.6		0.0	0.0	28.9		0.7				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh	9.3											
HCM 7th LOS	A											

**DRC**

PZ25-12000028  
06/03/2026

**DRC**

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# Timings

## 1: Federal Highway & Project Driveway/SE 9th Street

BY PM

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↰	↱↱↱	↰	↰	↱↱↱	↰
Traffic Volume (vph)	15	0	45	0	19	2051	63	110	1861	6
Future Volume (vph)	15	0	45	0	19	2051	63	110	1861	6
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	15.0	15.0	4.0	15.0	15.0
Minimum Split (s)	12.0	12.0	47.0	47.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (s)	50.0	50.0	50.0	50.0	25.0	105.0	105.0	25.0	105.0	105.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	13.9%	58.3%	58.3%	13.9%	58.3%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
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	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	11.5	11.5	11.5	11.5	140.5	134.7	134.7	155.5	147.7	147.7
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.78	0.75	0.75	0.86	0.82	0.82
v/c Ratio	0.20	0.07	0.53	0.26	0.11	0.57	0.06	0.52	0.47	0.00
Control Delay (s/veh)	83.9	0.5	101.8	2.4	4.3	11.3	2.1	23.1	5.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.9	0.5	101.8	2.4	4.3	11.3	2.1	23.1	5.9	0.0
LOS	F	A	F	A	A	B	A	C	A	A
Approach Delay (s/veh)		38.6		42.7		11.0			6.8	
Approach LOS		D		D		B			A	

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 54 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 10.1

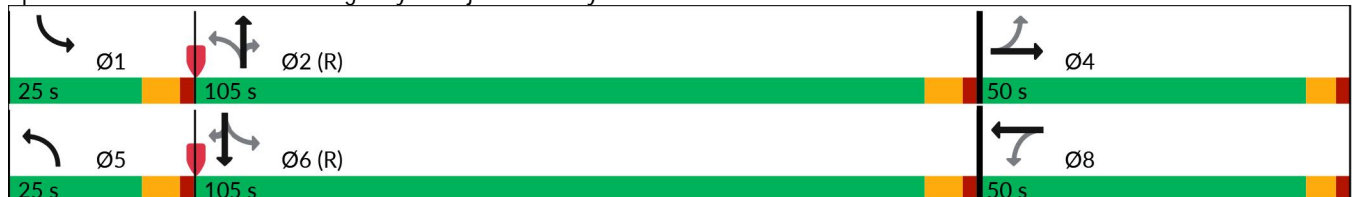
Intersection LOS: B

Intersection Capacity Utilization 71.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Federal Highway & Project Driveway/SE 9th Street



**DRC**

PZ25-12000028  
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BY PM 5:09 pm 01/26/2026 Baseline

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## Queues

BY PM

## 1: Federal Highway &amp; Project Driveway/SE 9th Street

01/27/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	16	19	47	69	20	2159	66	116	1959	6
v/c Ratio	0.20	0.07	0.53	0.26	0.11	0.57	0.06	0.52	0.47	0.00
Control Delay (s/veh)	83.9	0.5	101.8	2.4	4.3	11.3	2.1	23.1	5.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.9	0.5	101.8	2.4	4.3	11.3	2.1	23.1	5.9	0.0
Queue Length 50th (ft)	19	0	56	0	3	381	1	21	257	0
Queue Length 95th (ft)	47	0	103	0	8	516	19	98	327	0
Internal Link Dist (ft)		169		191		384			292	
Turn Bay Length (ft)					150		170	115		230
Base Capacity (vph)	304	519	339	517	309	3804	1199	264	4173	1310
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	0.05	0.04	0.14	0.13	0.06	0.57	0.06	0.44	0.47	0.00

## Intersection Summary

**DRC**PZ25-12000028  
06/03/2026**DRC**PZ25- 12000028  
03/18/2026

BY PM 5:09 pm 01/26/2026 Baseline

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

## 1: Federal Highway & Project Driveway/SE 9th Street

BY PM  
01/27/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↑↑↑	↰	↰	↑↑↑	↰
Traffic Volume (veh/h)	15	0	18	45	0	66	19	2051	63	110	1861	6
Future Volume (veh/h)	15	0	18	45	0	66	19	2051	63	110	1861	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	0	19	47	0	69	20	2159	66	116	1959	6
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	0	105	116	0	105	230	4075	1265	196	4088	1269
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.02	0.80	0.80	0.02	0.80	0.80
Sat Flow, veh/h	1332	0	1585	1393	0	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	16	0	19	47	0	69	20	2159	66	116	1959	6
Grp Sat Flow(s),veh/h/ln	1332	0	1585	1393	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.1	0.0	2.0	5.9	0.0	7.7	0.4	26.6	1.6	2.2	22.3	0.1
Cycle Q Clear(g_c), s	9.8	0.0	2.0	8.0	0.0	7.7	0.4	26.6	1.6	2.2	22.3	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	0	105	116	0	105	230	4075	1265	196	4088	1269
V/C Ratio(X)	0.22	0.00	0.18	0.40	0.00	0.66	0.09	0.53	0.05	0.59	0.48	0.00
Avail Cap(c_a), veh/h	309	0	387	365	0	387	369	4075	1265	330	4088	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Instream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.9	0.0	79.5	83.2	0.0	82.1	4.4	6.4	3.8	9.0	5.8	3.6
Incr Delay (d2), s/veh	1.6	0.0	0.8	2.3	0.0	6.9	0.2	0.5	0.1	2.8	0.4	0.0
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	0.8	0.0	0.9	2.2	0.0	3.4	0.1	9.2	0.5	1.8	7.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.4	0.0	80.3	85.5	0.0	88.9	4.6	6.8	3.9	11.9	6.2	3.6
LnGrp LOS	F		F	F		F	A	A	A	B	A	A
Approach Vol, veh/h	35			116			2245			2081		
Approach Delay, s/veh	84.0			87.5			6.7			6.5		
Approach LOS	F			F			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	150.7		17.9	11.0	151.1		17.9				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	98.0		44.0	18.0	98.0		44.0				
Max Q Clear Time (g_c+I1), s	4.2	28.6		11.8	2.4	24.3		10.0				
Green Ext Time (p_c), s	0.2	36.8		0.1	0.0	30.7		0.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				9.3								
HCM 7th LOS				A								

**DRC**

PZ25- 12000028  
03/18/2026

BY PM 5:09 pm 01/26/2026 Baseline

Synchro 12 Report  
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# Timings

## 1: Federal Highway & Project Driveway/SE 9th Street

FY AM

01/27/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↰	↱	↰	↰	↱	↰
Traffic Volume (vph)	59	2	41	1	30	1592	36	93	1953	29
Future Volume (vph)	59	2	41	1	30	1592	36	93	1953	29
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	15.0	15.0	4.0	15.0	15.0
Minimum Split (s)	24.0	24.0	47.0	47.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Split (s)	50.0	50.0	50.0	50.0	25.0	85.0	85.0	25.0	85.0	85.0
Total Split (%)	31.3%	31.3%	31.3%	31.3%	15.6%	53.1%	53.1%	15.6%	53.1%	53.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
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	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	13.1	13.1	13.1	13.1	123.4	117.4	117.4	131.7	123.4	123.4
Actuated g/C Ratio	0.08	0.08	0.08	0.08	0.77	0.73	0.73	0.82	0.77	0.77
v/c Ratio	0.69	0.35	0.39	0.43	0.19	0.45	0.03	0.37	0.52	0.03
Control Delay (s/veh)	105.6	20.0	78.6	18.3	5.9	9.5	0.4	6.6	8.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	105.6	20.0	78.6	18.3	5.9	9.5	0.4	6.6	8.4	0.0
LOS	F	B	E	B	A	A	A	A	A	A
Approach Delay (s/veh)		61.8		37.5		9.2			8.2	
Approach LOS		E		D		A			A	

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 58 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 11.2

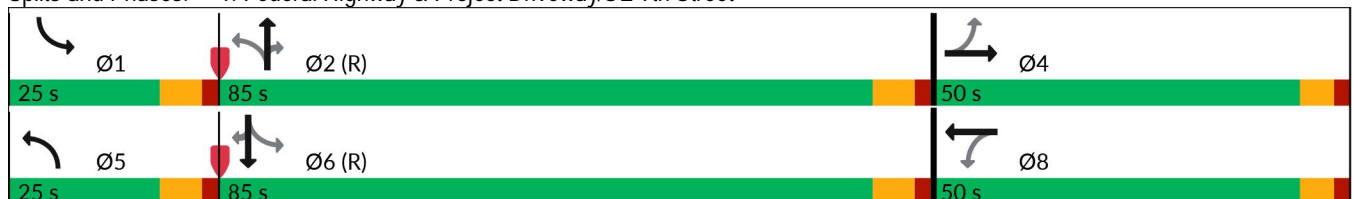
Intersection LOS: B

Intersection Capacity Utilization 67.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Federal Highway & Project Driveway/SE 9th Street



**DRC**

PZ25- 12000028  
03/18/2026

FY AM 5:10 pm 01/26/2026 Baseline

Synchro 12 Report

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## Queues

FY AM

## 1: Federal Highway &amp; Project Driveway/SE 9th Street

01/27/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	65	43	92	32	1676	38	98	2056	31
v/c Ratio	0.69	0.35	0.39	0.43	0.19	0.45	0.03	0.37	0.52	0.03
Control Delay (s/veh)	105.6	20.0	78.6	18.3	5.9	9.5	0.4	6.6	8.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	105.6	20.0	78.6	18.3	5.9	9.5	0.4	6.6	8.4	0.0
Queue Length 50th (ft)	65	2	44	1	5	235	0	15	294	0
Queue Length 95th (ft)	117	51	87	58	13	333	3	32	388	0
Internal Link Dist (ft)		169		191		384			292	
Turn Bay Length (ft)					150		170	115		230
Base Capacity (vph)	305	483	366	502	302	3732	1179	351	3921	1236
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	0.20	0.13	0.12	0.18	0.11	0.45	0.03	0.28	0.52	0.03

## Intersection Summary

**DRC**PZ25-12000028  
06/03/2026**DRC**PZ25- 12000028  
03/18/2026

FY AM 5:10 pm 01/26/2026 Baseline

Synchro 12 Report  
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HCM 7th Signalized Intersection Summary  
1: Federal Highway & Project Driveway/SE 9th Street

FY AM  
01/27/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	2	60	41	1	86	30	1592	36	93	1953	29
Future Volume (veh/h)	59	2	60	41	1	86	30	1592	36	93	1953	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	2	63	43	1	91	32	1676	38	98	2056	31
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	6	180	151	2	184	199	3730	1158	265	3743	1162
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.03	0.73	0.73	0.03	0.73	0.73
Sat Flow, veh/h	1304	49	1544	1337	17	1570	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	62	0	65	43	0	92	32	1676	38	98	2056	31
Grp Sat Flow(s),veh/h/ln	1304	0	1593	1337	0	1588	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.5	0.0	6.0	4.9	0.0	8.7	0.7	21.1	1.1	2.3	28.8	0.9
Cycle Q Clear(g_c), s	16.2	0.0	6.0	10.9	0.0	8.7	0.7	21.1	1.1	2.3	28.8	0.9
Prop In Lane	1.00		0.97	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	0	186	151	0	186	199	3730	1158	265	3743	1162
V/C Ratio(X)	0.49	0.00	0.35	0.28	0.00	0.50	0.16	0.45	0.03	0.37	0.55	0.03
Avail Cap(c), veh/h	333	0	438	362	0	437	355	3730	1158	416	3743	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.8	0.0	65.0	70.1	0.0	66.2	7.9	8.7	6.0	7.1	9.5	5.8
Incr Delay (d2), s/veh	2.9	0.0	1.1	1.0	0.0	2.0	0.4	0.4	0.1	0.9	0.6	0.0
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	2.6	0.0	2.5	1.7	0.0	3.7	0.3	7.7	0.4	0.9	10.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.7	0.0	66.2	71.1	0.0	68.3	8.2	9.0	6.0	7.9	10.1	5.9
LnGrp LOS	E		E	E		E	A	A	A	A	B	A
Approach Vol, veh/h	127			135			1746			2185		
Approach Delay, s/veh	71.3			69.2			9.0			10.0		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	123.9		24.7	11.0	124.3		24.7				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	78.0		44.0	18.0	78.0		44.0				
Max Q Clear Time (g_c+I1), s	4.3	23.1		18.2	2.7	30.8		12.9				
Green Ext Time (p_c), s	0.2	21.2		0.5	0.0	27.5		0.7				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh	13.3											
HCM 7th LOS	B											

**DRC**

PZ25- 12000028  
03/18/2026

FY AM 5:10 pm 01/26/2026 Baseline

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# Timings

## 1: Federal Highway & Project Driveway/SE 9th Street

FY PM

01/27/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↰	↱↱↱	↰	↰	↱↱↱	↰
Traffic Volume (vph)	19	0	45	1	43	2051	63	110	1861	29
Future Volume (vph)	19	0	45	1	43	2051	63	110	1861	29
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	15.0	15.0	4.0	15.0	15.0
Minimum Split (s)	12.0	12.0	47.0	47.0	11.0	30.0	30.0	11.0	30.0	30.0
Total Split (s)	50.0	50.0	50.0	50.0	25.0	105.0	105.0	25.0	105.0	105.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	13.9%	58.3%	58.3%	13.9%	58.3%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
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	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	11.5	11.5	11.5	11.5	140.8	134.7	134.7	155.3	144.8	144.8
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.78	0.75	0.75	0.86	0.80	0.80
v/c Ratio	0.26	0.09	0.53	0.42	0.24	0.57	0.06	0.52	0.48	0.02
Control Delay (s/veh)	86.2	0.7	101.9	23.4	6.2	11.3	2.1	23.1	6.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.2	0.7	101.9	23.4	6.2	11.3	2.1	23.1	6.7	0.1
LOS	F	A	F	C	A	B	A	C	A	A
Approach Delay (s/veh)		39.5		54.9		10.9		7.5		
Approach LOS		D		D		B		A		

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 54 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 10.7

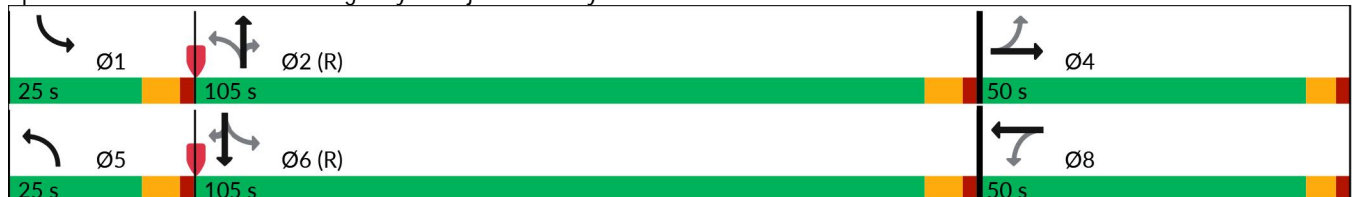
Intersection LOS: B

Intersection Capacity Utilization 71.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Federal Highway & Project Driveway/SE 9th Street



**DRC**

PZ25-12000028  
03/18/2026

FY PM 5:10 pm 01/26/2026 Baseline

Synchro 12 Report

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## Queues

FY PM

## 1: Federal Highway &amp; Project Driveway/SE 9th Street

01/27/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	20	24	47	70	45	2159	66	116	1959	31
v/c Ratio	0.26	0.09	0.53	0.42	0.24	0.57	0.06	0.52	0.48	0.02
Control Delay (s/veh)	86.2	0.7	101.9	23.4	6.2	11.3	2.1	23.1	6.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.2	0.7	101.9	23.4	6.2	11.3	2.1	23.1	6.7	0.1
Queue Length 50th (ft)	23	0	56	1	6	381	1	21	260	0
Queue Length 95th (ft)	56	0	103	57	15	517	19	98	336	1
Internal Link Dist (ft)		169		191		384			292	
Turn Bay Length (ft)					150		170	115		230
Base Capacity (vph)	300	519	337	440	305	3804	1199	264	4091	1285
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	0.07	0.05	0.14	0.16	0.15	0.57	0.06	0.44	0.48	0.02

## Intersection Summary

**DRC**PZ25-12000028  
06/03/2026**DRC**PZ25- 12000028  
03/18/2026

FY PM 5:10 pm 01/26/2026 Baseline

Synchro 12 Report  
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HCM 7th Signalized Intersection Summary  
1: Federal Highway & Project Driveway/SE 9th Street

FY PM  
01/27/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↑↑↑	↰	↰	↑↑↑	↰
Traffic Volume (veh/h)	19	0	23	45	1	66	43	2051	63	110	1861	29
Future Volume (veh/h)	19	0	23	45	1	66	43	2051	63	110	1861	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	0	24	47	1	69	45	2159	66	116	1959	31
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	0	110	117	2	109	225	4056	1259	195	4070	1263
Arrive On Green	0.07	0.00	0.07	0.07	0.07	0.07	0.02	0.79	0.79	0.02	0.80	0.80
Sat Flow, veh/h	1331	0	1585	1387	23	1566	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	20	0	24	47	0	70	45	2159	66	116	1959	31
Grp Sat Flow(s),veh/h/ln	1331	0	1585	1387	0	1589	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.7	0.0	2.6	6.0	0.0	7.7	0.9	27.1	1.6	2.3	22.7	0.7
Cycle Q Clear(g_c), s	10.4	0.0	2.6	8.5	0.0	7.7	0.9	27.1	1.6	2.3	22.7	0.7
Prop In Lane	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	0	110	117	0	111	225	4056	1259	195	4070	1263
V/C Ratio(X)	0.26	0.00	0.22	0.40	0.00	0.63	0.20	0.53	0.05	0.59	0.48	0.02
Avail Cap(c_a), veh/h	308	0	387	359	0	388	364	4056	1259	329	4070	1263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.5	0.0	79.1	83.1	0.0	81.5	4.8	6.6	4.0	9.4	6.0	3.8
Incr Delay (d2), s/veh	1.8	0.0	1.0	2.2	0.0	5.8	0.4	0.5	0.1	2.9	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.1	2.2	0.0	3.4	0.3	9.4	0.5	1.8	7.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.4	0.0	80.1	85.4	0.0	87.3	5.3	7.1	4.1	12.2	6.4	3.8
LnGrp LOS	F		F	F		F	A	A	A	B	A	A
Approach Vol, veh/h	44			117			2270			2106		
Approach Delay, s/veh	83.8			86.5			7.0			6.7		
Approach LOS	F			F			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	150.0		18.5	11.0	150.5		18.5				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	98.0		44.0	18.0	98.0		44.0				
Max Q Clear Time (g_c+I1), s	4.3	29.1		12.4	2.9	24.7		10.5				
Green Ext Time (p_c), s	0.2	36.7		0.2	0.1	30.9		0.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				9.6								
HCM 7th LOS				A								

**DRC**

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FY PM 5:10 pm 01/26/2026 Baseline

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