

# 2400 EAST ATLANTIC BOULEVARD TRAFFIC IMPACT STUDY

**Prepared by:**

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July 2025

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## INTRODUCTION

via planning, inc. was retained by KEITH to evaluate the traffic impact of a proposed mixed-use development located at 2400 East Atlantic Boulevard, in the City of Pompano Beach. The site currently has an office building of approximately 45,640 square feet. The proposed development will consist of a seven-story building with 397 multifamily residential units and approximately 10,670 square feet of commercial space, of which roughly two-thirds (7,110 square feet) will be designated for restaurant use, and the remaining one-third (3,560 square feet) will be designated for retail. The project's anticipated buildout year is 2028.

The proposed development will have two full-access driveways, the east driveway is on SE 24th Avenue and the west driveway is on SE 25th Avenue. The project location is shown in Figure 1. Existing building information, obtained from the Property Appraiser's Office, along with the site plan, are included in Appendix A.

A traffic study methodology was approved by the City on March 11, 2025. Some minor updates were made based on the request from the City. The final updated methodology is included in Appendix B.



Figure 1: Proposed Study Intersections

## TRIP GENERATION

Daily and peak hour trips generated from the existing and proposed development are estimated using the applicable land use code (LUC) and trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th edition. Multimodal, internal capture, and pass-by reduction rates are applied, when applicable.

Consistent with the approved methodology, a multimodal reduction of 5% is proposed and utilized.

Internal capture and pass-by trips were estimated based on the methodology outlined in the ITE's *Trip Generation Handbook*, 3rd edition. Pass-by capture trip rates were determined based on average rates provided in ITE's *Trip Generation Manual*.

The trip generation is shown in Table 1. The detailed trip generation and supporting documents are included in Appendix C.

Table 1: Trip Generation

Land Use	Land Use Code	Intensity	Units	Weekday Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
EXISTING DEVELOPMENT										
General Office	710	45.64	KSF	586	75	10	85	15	72	87
Net Existing External Trip				586	75	10	85	15	72	87
PROPOSED DEVELOPMENT										
Multifamily Mid-Rise Housing	221	397	DU	1,802	36	121	157	92	58	150
Strip Retail Plaza	822	3.56	KSF	194	5	3	8	24	23	47
High Turnover Sit-Down Restaurant	932	7.11	KSF	763	37	31	68	39	25	64
Baseline Proposed Trips				2,759	78	155	233	155	106	261
Multimodal Reduction										
Total Multimodal Reduction			5%	138	4	8	12	8	5	13
Internal Capture										
	Daily	AM	PM							
Total Internal Capture	13.66%	8.13%	26.62%	358	9	9	18	33	33	66
External										
Total Driveways Volume				2,263	65	138	203	114	68	182
Pass-by Trips										
High Turnover Sit-Down Restaurant	932	7.11	KSF	15	0	0	0	11	4	15
NEW EXTERNAL TRIP				2,248	65	138	203	104	64	167
NET NEW TRIPS				1,662	-10	128	118	89	-8	80

## TRIP DISTRIBUTION

The trip distribution percentages for the proposed development are determined based on the traffic characteristics within the study area, anticipated travel patterns based on the proposed land uses, roadway geometric restrictions, and knowledge of the area. The general directional distribution is as follows:

- 30% to and from north on US-1
- 30% to and from south on US-1
- 30% to and from west on E Atlantic Boulevard, and
- 10% to and from east on E Atlantic Boulevard.

The trip distributions for the study area are shown in Figure 2. The distributions for the driveways are shown in Figure 3. These are consistent with the approved methodology.

## STUDY AREA

Figure 4 shows the proposed study intersections, project driveways, and the existing lane configurations. The proposed study intersections are:

1. Federal Highway (US-1/SR-5) and SE 2nd Street
2. Federal Highway (US-1/SR-5) and Atlantic Boulevard
3. Atlantic Boulevard and SE 24th Avenue
4. Atlantic Boulevard and Harbor Drive



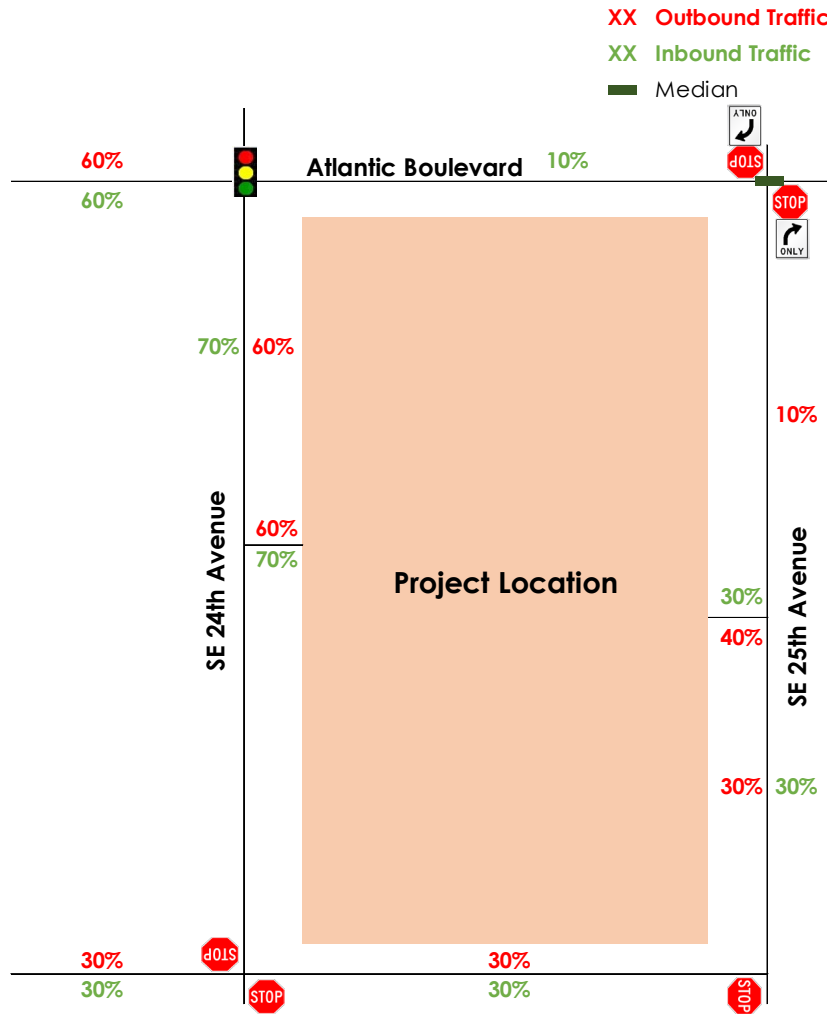


Figure 3: Trip Distribution at Project Driveways

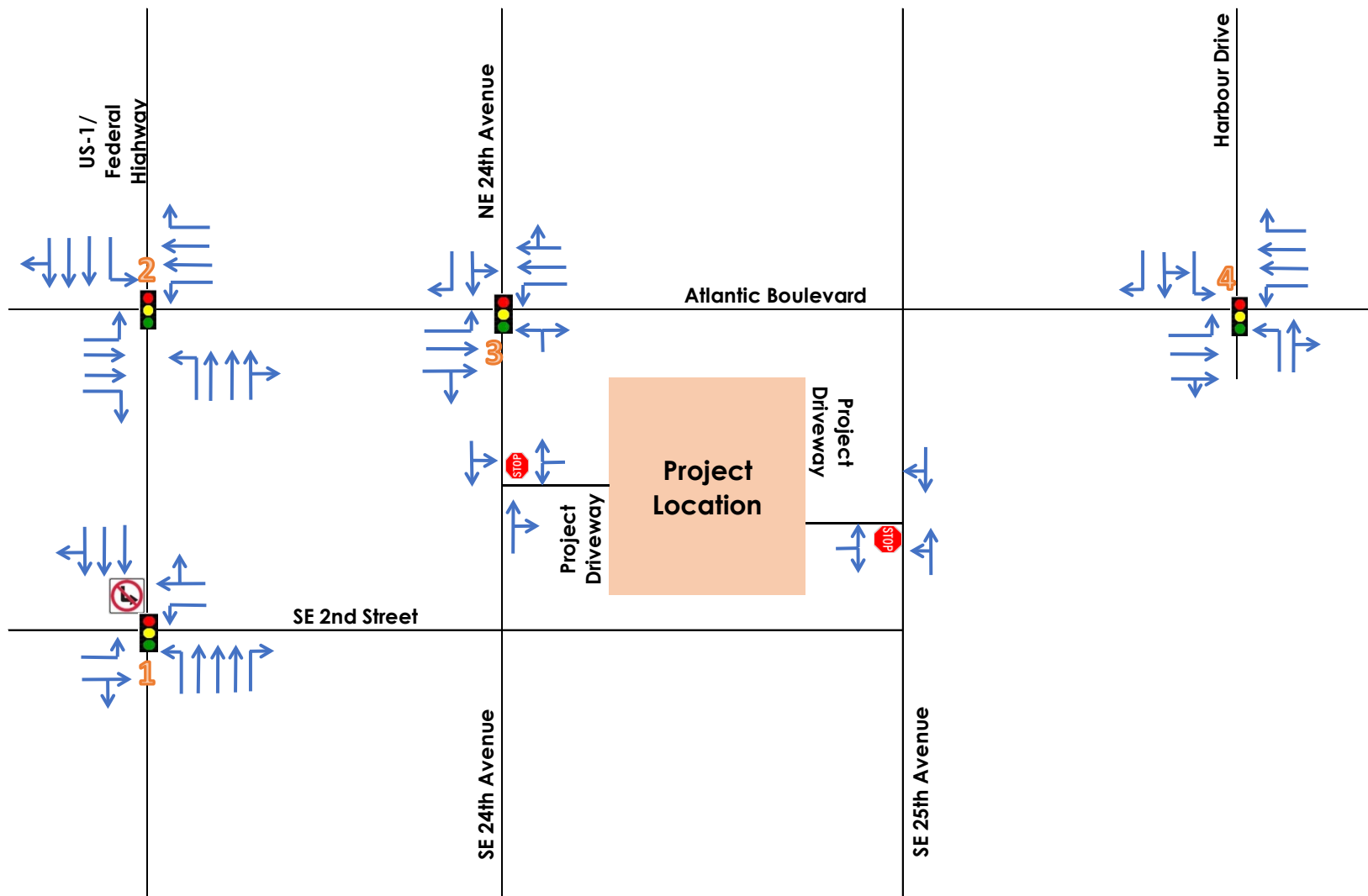


Figure 4: Study Intersections and Existing Lane Configurations



## DATA COLLECTION/GATHERING

Intersection turning movement counts (TMCs) were conducted at the study intersections on Thursday, May 22nd, 2025, during typical AM and PM peak periods. A reasonableness check was performed, and no volume balancing between the intersections was found to be necessary. Roadway segment counts along US-1/Federal Highway and Atlantic Boulevard, and the Peak Season Conversion Factors (PSCF) were obtained from the FDOT's Florida Traffic Online (FTO) database.

The signal timing plans for the study intersections were obtained from the Broward County Traffic Engineering Division. TMCs, signal timing sheets, and PSCF excerpt are included in Appendix D.

## GROWTH RATE DETERMINATION

FDOT's Traffic Trends Analysis Tool was used to perform the historical trends analysis for the last 10-year and 5-year traffic data from two (2) nearby FDOT count sites on Atlantic Boulevard. They are:

- 860435: SR-814/Atlantic Boulevard, west of ICWW Bridge
- 867423: SR-814/Atlantic Boulevard, west of US-1

Summary of the growth trend analysis is presented below in Table 2.

**Table 2: Trends Analysis Results**

Count Site	Trends Analysis	10-year data		5-year data	
		R-Square	Annual Growth Rate	R-Square	Annual Growth Rate
860435	Linear	65.58%	0.81%	0.48%	-0.08%
	Exponential	65.46%	0.79%	0.42%	-0.07%
	Decaying Exponential	53.80%	0.76%	6.19%	-0.28%
867423	Linear	10.65%	0.43%	27.20%	0.85%
	Exponential	10.32%	0.42%	26.85%	0.85%
	Decaying Exponential	15.31%	0.55%	11.63%	0.55%

The 10-year linear historical trends analysis has the highest R-squared value and an annual growth rate of 0.81%.

As agreed, during the methodology development, an annual growth rate of 1.0% was utilized. The trends analysis development sheets are included in Appendix E.

## VOLUME DEVELOPMENT

### *2025 Existing Traffic (Peak Season Adjusted)*

The 2025 existing traffic was adjusted to represent the peak season by applying the appropriate PSCF to the collected turning movement counts.

### *2028 Future without Project Traffic*

The 2028 future without project traffic was developed by growing the seasonally adjusted 2025 existing traffic by a growth rate of 1.0%, compounded annually and adding the committed trips from the nearby developments of *Soleste* and *Atlantic One*. Excerpts from the committed development traffic studies are included in Appendix F.

### *2028 Future with Project Traffic*

The 2028 future with project traffic was developed by adding the *2400 E Atlantic Boulevard* project traffic to the 2028 future without project traffic. In case of a negative net new trips, no reduction in traffic was applied for a conservative approach.

The volume development sheets are included in Appendix F.

## ROADWAY SEGMENT ANALYSIS

Roadway segment analysis was performed for Atlantic Boulevard and US-1/Federal Highway within the study area. Existing counts were obtained from FDOT FTO database. No adjustment to peak season was necessary as the peak season factor is 1.0. Roadway service volume thresholds were determined based on FDOT's 2023 *Multimodal Quality/Level of Service Handbook*. Results are shown in Table 3.

Based on the analysis, the roadway segments are expected to operate at LOS D or better, except for Atlantic Boulevard, west of US-1/Federal Highway in the Daily analysis. This segment is already expected to exceed the LOS D threshold in the 2028 future without project traffic scenario. Supporting information is included in Appendix G.

### Table 3: Roadway Segment Analysis Results

## Daily

Roadway	Location	Context Classification	Facility Type	LOS C Threshold	LOS D Standard Capacity	2024 AADT	Below LOS D Threshold	2028 Background Growth (1% GR)	Committed Trips	2028 Future without Project	Below LOS D Threshold	Project Distribution	Project Trips	2028 Future with Project	Below LOS D Threshold
Atlantic Boulevard	W of US-1/Federal Highway	C4	4LD	25,620	37,905	36,500	Yes	38,000	694	38,694	No	30%	499	39,193	No
	E of US-1/Federal Highway		4LD	25,620	37,905	24,500	Yes	25,500	301	25,801	Yes	60%	997	26,799	Yes
US-1/Federal Highway	S of Atlantic Boulevard		6LD	49,282	62,622	38,500	Yes	40,000	707	40,707	Yes	30%	499	41,206	Yes
	N of Atlantic Boulevard		6LD	49,282	62,622	43,500	Yes	45,500	655	46,155	Yes	30%	499	46,654	Yes

### AM Peak Hour

Roadway	Location	Context Classification	Facility Type	LOS C Threshold	LOS D Standard Capacity	2024 Traffic Counts	Below LOS D Threshold	2028 Background Growth (1% GR)	Committed Trips	2028 Future without Project	Below LOS D Threshold	Project Distribution	Project Trips	2028 Future with Project	Below LOS D Threshold
Atlantic Boulevard	W of US-1/Federal Highway	C4	4LD	2,310	3,413	2,361	Yes	2,500	45	2,545	Yes	30%	36	2,580	Yes
	E of US-1/Federal Highway		4LD	2,310	3,413	1,633	Yes	1,700	17	1,717	Yes	60%	71	1,788	Yes
US-1/Federal Highway	S of Atlantic Boulevard		6LD	4,432	5,634	3,013	Yes	3,100	36	3,136	Yes	30%	36	3,172	Yes
	N of Atlantic Boulevard		6LD	4,432	5,634	3,267	Yes	3,400	79	3,479	Yes	30%	36	3,514	Yes

### PM Peak Hour

Roadway	Location	Context Classification	Facility Type	LOS C Threshold	LOS D Standard Capacity	2024 Traffic Counts	Below LOS D Threshold	2028 Background Growth (1% GR)	Committed Trips	2028 Future without Project	Below LOS D Threshold	Project Distribution	Project Trips	2028 Future with Project	Below LOS D Threshold
Atlantic Boulevard	W of US-1/Federal Highway	C4	4LD	2,310	3,413	2,573	Yes	2,700	41	2,741	Yes	30%	24	2,765	Yes
	E of US-1/Federal Highway		4LD	2,310	3,413	2,091	Yes	2,200	18	2,218	Yes	60%	48	2,266	Yes
US-1/Federal Highway	S of Atlantic Boulevard		6LD	4,432	5,634	3,443	Yes	3,600	39	3,639	Yes	30%	24	3,663	Yes
	N of Atlantic Boulevard		6LD	4,432	5,634	3,727	Yes	3,900	76	3,976	Yes	30%	24	4,000	Yes

## INTERSECTION CAPACITY ANALYSIS

### *Assumptions, Analysis Tool, and Exception*

Field collected Peak Hour factor and Heavy Vehicle (HV) factor were applied to all intersections; a minimum HV factor of 3% was used as agreed upon in the methodology. Bicycle and pedestrian counts were also included. Intersection operational analysis was conducted for the study intersections using Synchro 12. The intersection delay and level of service (LOS) were reported based on the *Highway Capacity Manual* (HCM 7th) methodology, when possible.

For the intersection of Atlantic Boulevard and Harbor Drive, the HCM 2000 methodology results were reported, as HCM 7th does not support non-NEMA phasing. Synchro results are included in Appendix H.

### *Analysis Findings*

The delay and LOS by approach and overall intersection are shown in Table 4 for both AM and PM peak hours. For the unsignalized intersections, the reported delay is for the critical (i.e., stopped) movement only.

Several approaches are shown to already exceed LOS D during the 2025 existing traffic and/or the 2028 future without traffic scenario. These are primarily for minor approaches, where longer cycle lengths and phasing result in most of the green time being allocated to the major approaches. Additionally, the intersection of Federal Highway (US-1/SR-5) and Atlantic Boulevard is projected to exceed the LOS D threshold during the PM peak hour under all scenarios.

The project traffic is not expected to further degrade any approaches or intersections, as all deficiencies are without the project traffic. However, to enhance overall traffic operations, it is recommended that the City coordinate with Broward County Traffic Engineer to evaluate and, if feasible, implement signal timing optimizations; they may include adjustments to cycle lengths, phase splits, and left-turn control type.

### *Queue Length Examination*

The 95th-percentile queue lengths were examined for the exclusive turn lanes and results are summarized in Table 5, for both AM and PM peak hours. The queue lengths have been rounded up to the nearest 25 feet, representing a full car length. It is important to note that the 95th-percentile queue length represents the queue length expected to exceed only 5% of the time during the peak-hour analysis period.

Several movements are shown to already exceed storage in the 2025 existing traffic and/or the 2028 future without traffic scenario. The project is not expected to add any additional queue to the already deficient storage.

Table 4: Intersection Delay and LOS

Intersection	Movement	2025 Existing				2028 Future without Project				2028 Future with Project			
		AM		PM		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Federal Highway (US-1/SR-5) and SE 2nd Street	EB	71.1	E	77.0	E	70.2	E	76.6	E	70.1	E	76.6	E
	WB	65.5	E	74.1	E	64.7	E	74.0	E	61.6	E	74.0	E
	NB	7.2	A	8.4	A	7.8	A	8.8	A	9.3	A	8.8	A
	SB	0.6	A	0.4	A	0.5	A	0.4	A	0.7	A	0.3	A
	Overall	8.5	A	9.6	A	8.8	A	9.8	A	10.0	B	9.8	A
Federal Highway (US-1/SR-5) and Atlantic Boulevard	EB	78.1	E	89.3	F	80.8	F	105.0	F	82.7	F	105.9	F
	WB	77.7	E	80.0	F	79.5	E	80.7	F	81.5	F	80.7	F
	NB	18.2	B	27.2	C	20.5	C	32.3	C	21.8	C	37.9	D
	SB	46.9	D	58.9	E	50.8	D	63.9	E	51.0	D	65.3	E
	Overall	48.8	D	57.5	E	51.7	D	64.0	E	53.3	D	66.7	E
Atlantic Boulevard and SE 24th Avenue	EB	4.6	A	3.4	A	4.7	A	3.4	A	6.6	A	3.5	A
	WB	0.7	A	0.6	A	0.7	A	0.6	A	0.9	A	0.6	A
	NB	70.2	E	75.8	E	70.1	E	75.8	E	71.8	E	75.8	E
	SB	74.3	E	77.2	E	74.2	E	77.4	E	66.4	E	77.4	E
	Overall	6.6	A	5.3	A	6.7	A	5.3	A	10.3	B	5.2	A
Atlantic Boulevard and Harbor Drive	EB	12.1	B	19.6	B	12.3	B	21.0	C	13.4	B	20.9	C
	WB	11.5	B	18.3	B	11.7	B	19.8	B	11.7	B	19.9	B
	NB	69.5	E	68.8	E	69.5	E	68.9	E	69.5	E	68.9	E
	SB	70.4	E	71.6	E	70.4	E	72.0	E	70.4	E	72.0	E
	Overall	18.2	B	27.3	C	18.4	B	28.4	C	18.4	B	28.4	C

Table 5: 95th Percentile Queue Results

Intersection	Movement	Storage (ft)	95th Percentile Queue (ft)					
			2025 Existing		2028 Future without Project		2028 Future with Project	
			AM	PM	AM	PM	AM	PM
Federal Highway (US-1/SR-5) and SE 2nd Street	EBL	100	100	100	100	125	100	125
	WBL	175	100	175	100	175	175	175
	NBL	150	50	50	50	50	50	50
	NBR	300	50	100	50	100	50	125
Federal Highway (US-1/SR-5) and Atlantic Boulevard	EBL	200	350	525	400	675	400	675
	EBR	600	475	475	500	500	500	500
	WBL	425	350	400	350	425	350	425
	WBR	150	225	225	250	225	300	225
	NBL	425	325	450	325	475	350	475
	SBL	475	325	350	350	375	350	450
Atlantic Boulevard and SE 24th Avenue	EBL	175	25	25	25	25	25	25
	WBL	225	25	25	25	25	25	25
	SBR	125	150	75	150	75	150	75
Atlantic Boulevard and Harbor Drive	EBL	200	75	175	75	200	75	200
	WBL	150	25	25	25	25	25	25
	WBR	125	50	75	50	75	50	75
	NBL	-	25	50	25	50	25	50
	SBL	150	100	200	100	200	100	200
	SBR	575	375	375	375	375	375	375

### Driveways and Turn-Lane Analysis

The proposed development will have two full-access driveways, the east driveway is on SE 24th Avenue and the west driveway is on SE 25th Avenue. All movements of the driveway are expected to operate at LOS B or better. The 95th-percentile queues are no longer than one (1) vehicle. LOS and delay results are summarized in Table 6 below and Synchro results are in Appendix H.

Turn lane requirements at the driveways were evaluated based on guidelines in the FDOT 2023 *Multimodal Access Management Guidebook*. The project is expected to have a maximum of forty-six (46) left turn volumes in the AM peak hour and eighty (80) in the PM peak hour at the project driveway(s). Based on the guidelines, exclusive turn lanes are not required. The applicable graphs with the plotting are included in Appendix I.

**Table 6: Driveway Analysis**

Driveway	2028 Future with Project Traffic			
	AM		PM	
	Delay	LOS	Delay	LOS
Project East Driveway	8.7	A	8.6	A
Project West Driveway	8.9	A	9.1	A

## CONCLUSION

The traffic analysis shows that the development is not expected to significantly impact the roadway network. It is recommended that the City coordinate with Broward County Traffic Engineer to evaluate and, if feasible, implement signal timing optimizations; they may include adjustments to cycle lengths, phase splits, and left-turn control type.

# **APPENDIX A**

EXISTING PROPERTY INFORMATION

AND PROPOSED GROUND FLOOR PLAN



## PROPERTY SUMMARY

**Tax Year:** 2024

**Property ID:** 484331050100

**Property Owner(s):** FIRST NATL BANK OF POMPAÑO BCH  
% THOMSON REUTERS

**Mailing Address:** PO BOX 2609 CARLSBAD, CA 92018

**Physical Address:** 2400 E ATLANTIC BOULEVARD POMPAÑO BEACH,  
33062

**Property Use:** 18-01 Office building, single  
tenant - 2 or more stories

**Millage Code:** 1511

**Adj. Bldg. S.F:** 6763

**Bldg Under Air S.F:**

**Effective Year:** 1988

**Year Built:** 1964

**Units/Beds/Baths:** 0 / /

**Deputy Appraiser:** Alec Rosales

**Appraisers Number:** 954-357-6835

**Email:** [commercialtrim@bcpa.net](mailto:commercialtrim@bcpa.net)

**Zoning:** TO-EOD - TRANSIT ORIENTED

**Abbr. Legal Des.:** PINEHURST-RESUB OF BLK 19  
33-46 B LOT 1,2,3,7,8,11 THRU 21 BLK 19

## PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	\$1,012,090	\$643,000	0	\$1,655,090	\$1,655,090	
2023	\$1,012,090	\$643,000	0	\$1,655,090	\$1,655,090	\$38,132.36
2022	\$1,012,090	\$519,090	0	\$1,531,180	\$1,531,180	\$33,937.56

## EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	\$1,655,090	\$1,655,090	\$1,655,090	\$1,655,090
Portability	0	0	0	0
Assessed / SOH	\$1,655,090	\$1,655,090	\$1,655,090	\$1,655,090
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	\$1,655,090	\$1,655,090	\$1,655,090	\$1,655,090

SALES HISTORY FOR THIS PARCEL				LAND CALCULATIONS		
Date	Type	Price	Book/Page or Cin	Unit Price	Units	Type
				\$16.00	22,063 SqFt	Square Foot
				\$8.00	82,385 SqFt	Square Foot

## RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
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SPECIAL ASSESSMENTS										SCHOOL
Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc		Mcnab Elementary School: B
Pompano Beach Fire Rescue (15)										Pompano Beach Middle School: C
Commercial (C)										Blanche Ely High School: B
6,763										

## 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

**P&Z**

PZ25-12000001

08/27/2025

## PROPERTY SUMMARY

**Tax Year:** 2024

**Property ID:** 484331050040

**Property Owner(s):** GORDON, SHARON S %MAC D1116-L10  
 %WELLS FARGO-LEASE ADM BE#140664

**Mailing Address:** 1525 W WT HARRIS BLVD CHARLOTTE, NC 28262

**Physical Address:** 2400 E ATLANTIC BOULEVARD POMPANO BEACH,  
 33062

**Property Use:** 18-01 Office building, single  
 tenant - 2 or more stories

**Millage Code:** 1511

**Adj. Bldg. S.F:** 38872

**Bldg Under Air S.F:**

**Effective Year:** 1988

**Year Built:** 1961

**Units/Beds/Baths:** 0 / /

**Deputy Appraiser:** Alec Rosales

**Appraisers Number:** 954-357-6835

**Email:** [commercialtrim@bcpa.net](mailto:commercialtrim@bcpa.net)

**Zoning :** TO-EOD - TRANSIT ORIENTED

**Abbr. Legal Des.:** PINEHURST-RESUB OF BLK 19  
 33-46 B LOT 4,5,6,9,10 BLK 19

## PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	\$683,820	\$5,693,390	0	\$6,377,210	\$6,377,210	
2023	\$547,060	\$5,693,390	0	\$6,240,450	\$6,240,450	\$150,997.5
2022	\$547,060	\$5,400,390	0	\$5,947,450	\$5,947,450	\$136,320.4

## EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	\$6,377,210	\$6,377,210	\$6,377,210	\$6,377,210
Portability	0	0	0	0
Assessed / SOH	\$6,377,210	\$6,377,210	\$6,377,210	\$6,377,210
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	\$6,377,210	\$6,377,210	\$6,377,210	\$6,377,210

SALES HISTORY FOR THIS PARCEL				LAND CALCULATIONS		
Date	Type	Price	Book/Page or Cin	Unit Price	Units	Type
10/15/2012	Quit Claim Deed Non-Sale Title Change	\$100	49308 / 1627	\$20.00	34,191 SqFt	Square Foot
10/15/2012	Cooperative Property Transfer Non-Sale Title Change		49263 / 731			
10/15/2012	Trustee's Deed Non-Sale Title Change	\$100	49263 / 729			
03/01/1988	Personal Representatives Deed	\$100	15312 / 860			

## RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
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SPECIAL ASSESSMENTS										SCHOOL
<b>Fire</b>	<b>Garb</b>	<b>Light</b>	<b>Drain</b>	<b>Impr</b>	<b>Safe</b>	<b>Storm</b>	<b>Clean</b>	<b>Misc</b>		<b>McNab Elementary School:</b> B
Pompano Beach Fire Rescue (15)										<b>Pompano Beach Middle School:</b> C
Commercial (C)										<b>Blanche Ely High School:</b> B
38,872										

## ELECTED OFFICIALS

<b>Property Appraiser</b> Marty Kiar	<b>County Comm. District</b> 4	<b>County Comm. Name</b> Lamar P. Fisher	<b>US House Rep. District</b> 23	<b>US House Rep. Name</b> Jared Moskowitz
<b>Florida House Rep. District</b> 100	<b>Florida House Rep. Name</b> Chip LaMarca	<b>Florida Senator District</b> 37	<b>Florida Senator Name</b> Jason W. B. Pizzo	<b>School Board Member</b> Sarah Leonardi

**P&Z**

PZ25-12000001

08/27/2025



PARCEL 1:  
LOTS 1, 2, 3, 7, 8, 11 THROUGH 21, INCLUSIVE, BLOCK 19, A  
RESUBDIVISION OF BLOCK 19, PINEHURST, ACCORDING TO THE PLAT  
THEREOF, AS RECORDED IN PLAT BOOK 33, PAGE 46, OF THE PUBLIC  
RECORDS OF BROWARD COUNTY, FLORIDA.

PARCEL 2:  
LOTS 4, 5, 6, 9 AND 10, IN BLOCK 19, OF A RESUBDIVISION OF BLOCK 19,  
PINEHURST, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT  
BOOK 33, PAGE 46, OF THE PUBLIC RECORDS OF BROWARD COUNTY,  
FLORIDA.

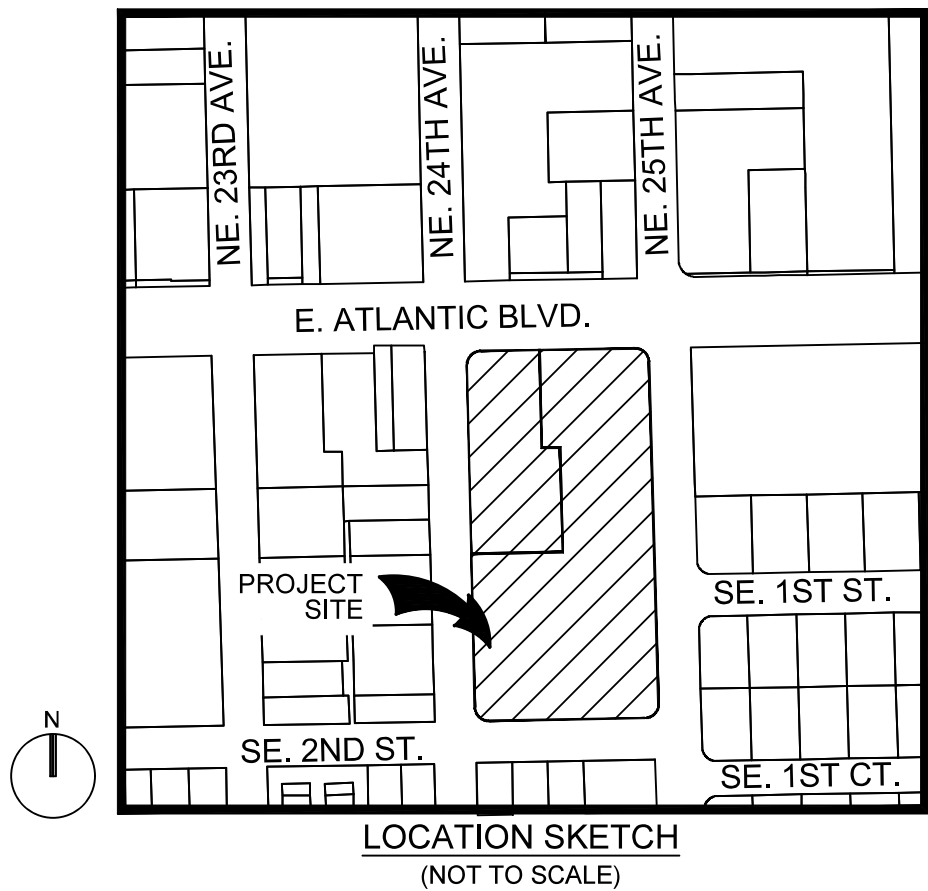
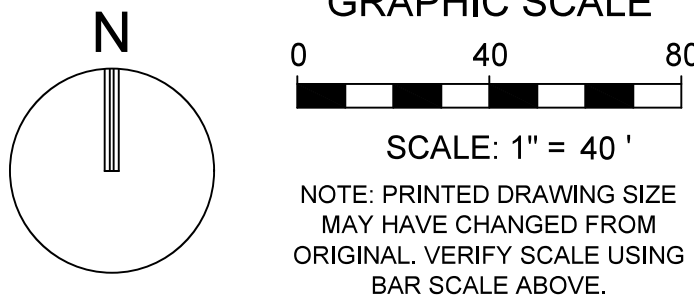
SERVICE PROVIDERS:	POTABLE WATER	CITY OF POMPANO BEACH	
	SANITARY SEWER	CITY OF POMPANO BEACH	
	SOLID WASTE	COASTAL WASTE AND RECYCLING	
TO-EOD BLOCK REQUIREMENTS:		<u>ALLOWED</u>	<u>PROVIDED</u>
BLOCK LENGTH (MAXIMUM)		500 FT	525.52 FT (EXISTING)
BLOCK PERIMETER (MAXIMUM)		1,560 FT	1,305.99 FT
OPEN SPACE CALCULATIONS		<u>REQUIRED</u>	<u>PROVIDED</u> (SF / %)
PUBLICLY ACCESSIBLE (SOUTH PLAZA)		4,800 SF	4,950 SF
SEMI-PUBLIC (NORTH COURTYARD)			6,500 SF
PUBLIC PEDESTRIAN PASSAGE			7,800 SF
PERIMETER BUFFER			11,287 SF
TOTAL OPEN SPACE (AT GRADE)			30,537 SF
PRIVATE OPEN SPACE (10% MINIMUM)		13,677 SF	15,113 SF
NORTH COURTYARD 6TH FLOOR POOL DECK			6,500 SF 8,613 SF

REFER TO SURVEY FOR FULL LEGAL DESCRIPTION

AREAS INTENDED FOR MIXED-USE BUILDINGS SHALL BE A MINIMUM OF 12 FEET IN HEIGHT.

REFER TO FA-100 FOR FIRE ACCESS INFORMATION

REFER TO SP-300 AND SP-301 FOR VEHICLE TURNING EXHIBITS



SITE DATA TABLE			
PROJECT ADDRESS: 2400 E ATLANTIC BLVD, POMPAÑO BEACH FL 33062			
FOLIO No. 484331050040, 484331050100			
PROJECT INFORMATION:		EXISTING	PROPOSED
CURRENT USE:		COMMERCIAL	MIXED USE
LAND USE DESIGNATION:		TO - TRANSIT ORIENTED	NO CHANGE
ZONING DESIGNATION:		TO-EOD (E. OVERLAY DISTRICT) (WITHIN EAST CRA LIMITS)	NO CHANGE
USE AREA / SUB-AREA:	MIXED USE MAIN STREET / CORE, CENTER, EDGE		
	SQ. FT.	ACREAGE	
SITE AREA (SF) (PER SURVEY)	138,903	3.189	
GROSS BUILDING AREA (SF)	613,985		
RESIDENTIAL (SF)	345,167		
COMMERCIAL (SF)	10,670		
NON-LEASABLE (INCLUDING GARAGE)	258,148		
UNIT MIX BREAKDOWN	STUDIO	51	
	ONE-BED	187	
	TWO-BED	145	
THREE-STORY WALK-UP UNITS	THREE-BED	14	
TOTAL # OF RESIDENTIAL UNITS		397	
DENSITY	MAX ALLOWED	PROVIDED	
	477 UNITS	397 UNITS	*IMPLEMENTS BONUS OPTION
NET	(W/ DENSITY BONUS)	(W/ DENSITY BONUS)*	#1, #2, #3, #6 PER TABLE 155.3709.E.3
SERVICE PROVIDERS:	POTABLE WATER	CITY OF POMPAÑO BEACH	
	SANITARY SEWER	CITY OF POMPAÑO BEACH	
	SOLID WASTE	COASTAL WASTE AND RECYCLING	
ZONING DISTRICT REQUIREMENTS: (TO-EOD)	REQUIRED	PROVIDED	
BUILDING HEIGHT (MAXIMUM)	CORE: 80' CENTER: 55' EDGE: 35'	79'-0" 50'-6" 31'-6"	COMMERCIAL HEIGHT MINIMUM 12'
LOT COVERAGE	90% MAX	76.8%	
PERVIOUS AREA	10% MIN	14.5%	
SETBACK REQUIREMENTS:	REQUIRED (MIN-MAX)	PROVIDED	
FRONT YARD (ATLANTIC BLVD) CORE	0' TO 20'	0'	20 FOOT BUILDING STEPBACK
STREET SIDE YARD (SE 24TH AVE) CORE	0' TO 20'	5.8'	ABOVE 5TH FLOOR
STREET SIDE YARD (SE 25TH AVE) CORE	0' TO 20'	4.6'	
CENTER	0' TO 20'	10'	
EDGE	10' TO 30'	11.3'	
SITE AREA CALCULATIONS:	SQ. FT.	%	ACREAGE
NET SITE AREA: (POST ROW DEDICATION)	136,767	100%	3.14
		PROVIDED	
IMPERVIOUS AREA	SQ. FT.	%	ACREAGE
BUILDING FOOTPRINT (INCL. OVERHANG)	105,080	76.8%	2.41
VEHICULAR USE AREA/PAVEMENT	1,150	0.8%	0.03
SIDEWALKS/CONCRETE	10,638	7.8%	0.24
PERVIOUS AREA (AT GRADE)	19,899	14.5%	0.46
TOTAL	136,767	100%	3.14
PARKING CALCULATIONS:	REQUIRED	PROVIDED	
MULTI-FAMILY RESIDENTIAL			
1 SPACE PER UNIT (383 UNITS IN CORE/CENTER)	383.00		PER SECTION 155.3709.I.5.a.i.A
2 SPACES PER THREE-BED UNIT (14 UNITS IN EDGE)	28.00		PER TABLE 155.5102.D.1
GUEST PARKING: 1 PER 5 UNITS (EDGE ONLY)	3.00		PER TABLE 155.5102.D.1
COMMERCIAL RETAIL: 1 PER 300 SF (10,670 SF)	36.00		PER TABLE 155.5102.D.1
EATING / DRINKING ESTABLISHMENTS (1 PER 8 PERSONS OF MAX CAPACITY OF CUSTOMER SERVICE AREA) (450 MAX CAP) INCLUDES OUTDOOR SEATING	58.25		29 ON-STREET (9'X23') 391 GARAGE (9'X18') 100 GARAGE COMPACT (9'X16') 11 GARAGE (12'X18')
TOTAL PARKING	506	531	
ADA SPACES (2% OF TOTAL PROVIDED)	11	11 ADA SPACES (12'X18')	
NOTES: LOADING ZONE NOT REQUIRED FOR COMMERCIAL SF UNDER 20,000 SF PER TABLE 155.5102.M.1			

[illegible]

# STATUS: DRC SET

**PZ25-12000001**  
**08/27/2025**



## **APPENDIX B**

### TRAFFIC STUDY METHODOLOGY AND REVIEW COMMENT LETTER

# 2400 E ATLANTIC BOULEVARD

## TRAFFIC IMPACT STUDY METHODOLOGY

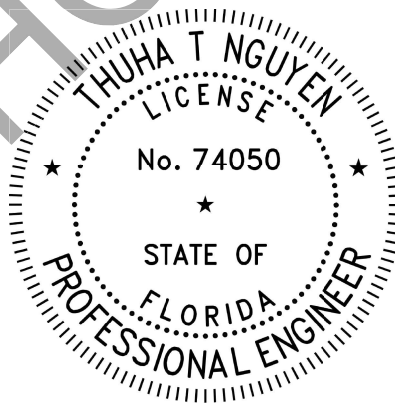
**prepared by:**

via planning, inc.

2101 W Commercial Boulevard, Suite 3200  
Fort Lauderdale, Florida 33309

via PN: 1094.13

February 2025 (Revised June 2025)



Digitally signed by

Thuha Nguyen

DN: cn=Thuha Nguyen,

email=thuha.nguyen@

viaplanning.com, c=US

Date: 2025.07.02

10:00:28 -04'00'

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Thuha Nguyen, PE, PTOE  
Florida P.E. number: 74050

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INTRODUCTION ..... 1

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ROADWAY SEGMENT ANALYSIS ..... 8

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METHODOLOGY

## INTRODUCTION

*via planning, inc.* (*via*) was retained by *KEITH* to evaluate the traffic impact of a proposed mixed-use development, located at 2400 E Atlantic Boulevard, in the City of Pompano Beach. The site is located within the Transit Oriented – East Overlay District (TO-EOD). The site currently consists of an approximately 45,640 square-foot office building, and the proposal is to construct a mixed-use development. The proposed development will include a seven-story building with about 384 multifamily residential dwelling units, 10 single-family townhomes, up to 5,000 square feet of retail space, and up to 8,500 square feet of restaurant space. As the development's site plan is being finalized, some intensities may vary. The project's anticipated buildout year is 2028.

The development is proposed to have two full-access driveways and two one-way drop-off/loading areas, with each one located on SE 24<sup>th</sup> Avenue and the other on SE 25<sup>th</sup> Avenue. The existing building information from the property appraisal office, and the site plan are included in Attachment A.

This memorandum is intended to present a traffic impact study methodology for discussion and approval from the City.

## TRIP GENERATION

Daily and peak hour trips generated from the existing and proposed development are estimated using the applicable land use code (LUC) and trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> edition. Multimodal, internal capture, and pass-by reduction rates are applied, when applicable.

The 2023 Census data was examined to justify the multimodal percentage for the development. The project is located within Census Tract 310.02, which has a multimodal percentage of 3.8%. The adjacent Census Tract 310.01 has a multimodal percentage of 5% and it includes developments similar to those proposed for this project. It is expected that the multimodal percentage for this project would align with that of Census Tract 310.01. Based on this analysis, a multimodal reduction of 5% is proposed and utilized.

Internal capture is expected between the land uses within the project. Internal capture and pass-by trips were estimated based on the methodology outlined in the ITE's *Trip Generation Handbook*, 3<sup>rd</sup> edition.

The trip generation summary is shown in the table on the next page. The proposed development is expected to generate an additional 1,739 daily, 129 AM peak hour, and 84 PM peak hour net new trips. The detailed trip generation table, and supporting information are included in Attachment B.

## TRIP DISTRIBUTION

The trip distribution percentages for the proposed development are determined based on the traffic characteristics within the study area, anticipated travel patterns based on the proposed land uses, roadway geometric restrictions, and knowledge of the area. The general directional distribution is as follows:

- 30% to and from north on US-1
- 30% to and from south on US-1
- 30% to and from west on E Atlantic Boulevard, and
- 10% to and from east on E Atlantic Boulevard.

The trip distributions for the study area are shown in Figure 1. The distributions for the driveways are shown in Figure 2.



## Trip Generation Summary

Land Use	Land Use Code	Intensity	Units	Weekday Daily	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
EXISTING DEVELOPMENT										
General Office	710	45.64	KSF	586	75	10	85	15	72	87
Net Existing External Trip				586	75	10	85	15	72	87
Land Use	Land Use Code	Intensity	Units	Weekday Daily	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
PROPOSED DEVELOPMENT										
Single-Family Attached Housing	215	10	DU	26	1	4	5	1	1	2
Multifamily Mid-Rise Housing	221	384	DU	1,743	36	121	157	92	58	150
Strip Retail Plaza	822	5.00	KSF	272	7	5	12	24	23	47
High Turnover Sit-Down Restaurant	932	8.50	KSF	911	45	36	81	47	30	77
Baseline Proposed Trips				2,952	89	166	255	164	112	276
Multimodal Reduction										
Total Multimodal Reduction			5%	148	4	8	13	8	6	14
Internal Capture										
	Daily	AM	PM							
Total Internal Capture	16.40%	11.56%	27.46%	460	12	16	28	41	31	72
External										
Total Driveway Volume				2,344	73	141	214	114	76	190
Pass-by Trips										
Total Pass-by				19	0	0	0	12	8	19
NEW EXTERNAL TRIP				2,325	73	141	214	103	68	171
NET NEW TRIPS				1,739	-2	131	129	88	-4	84



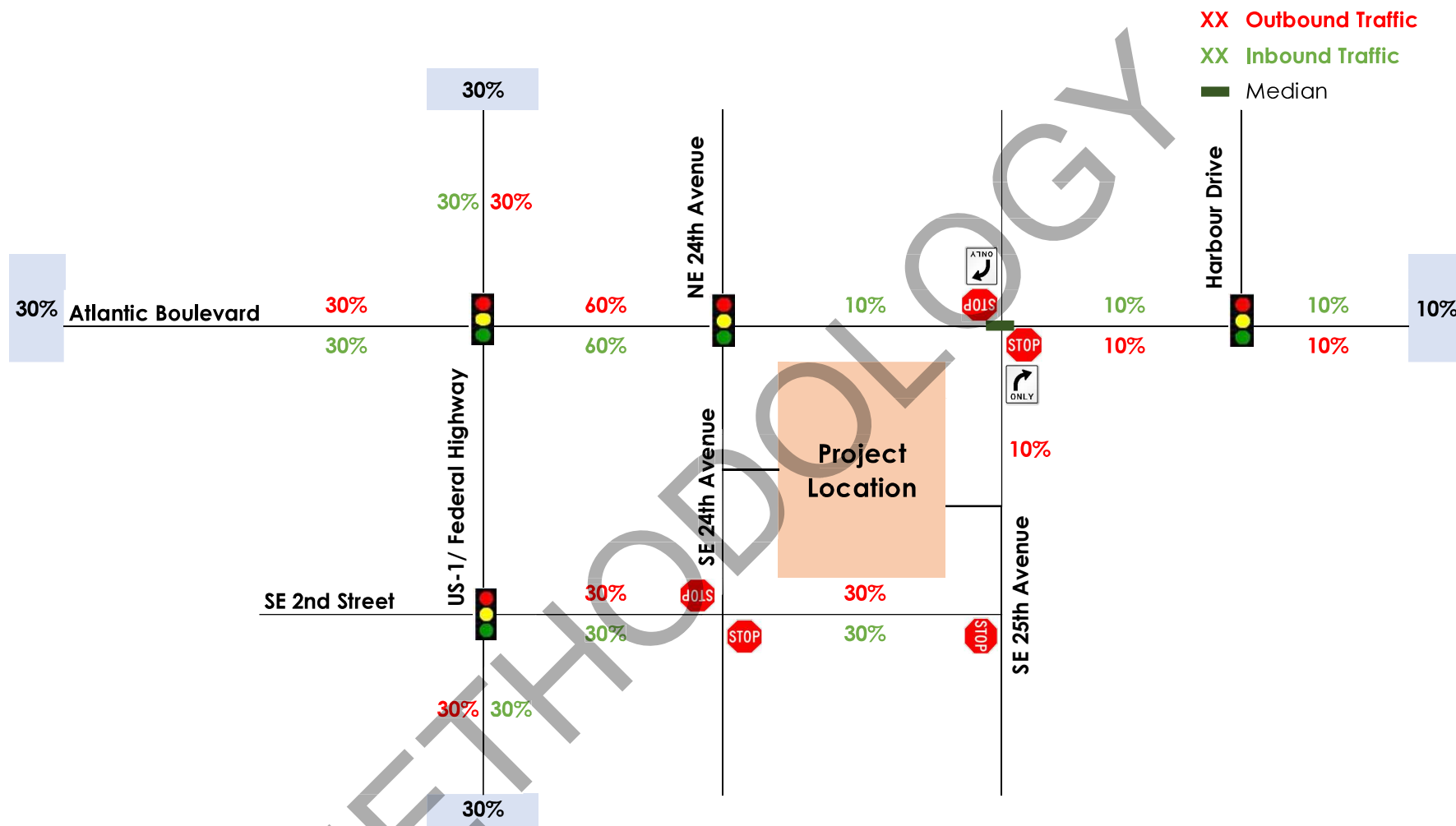
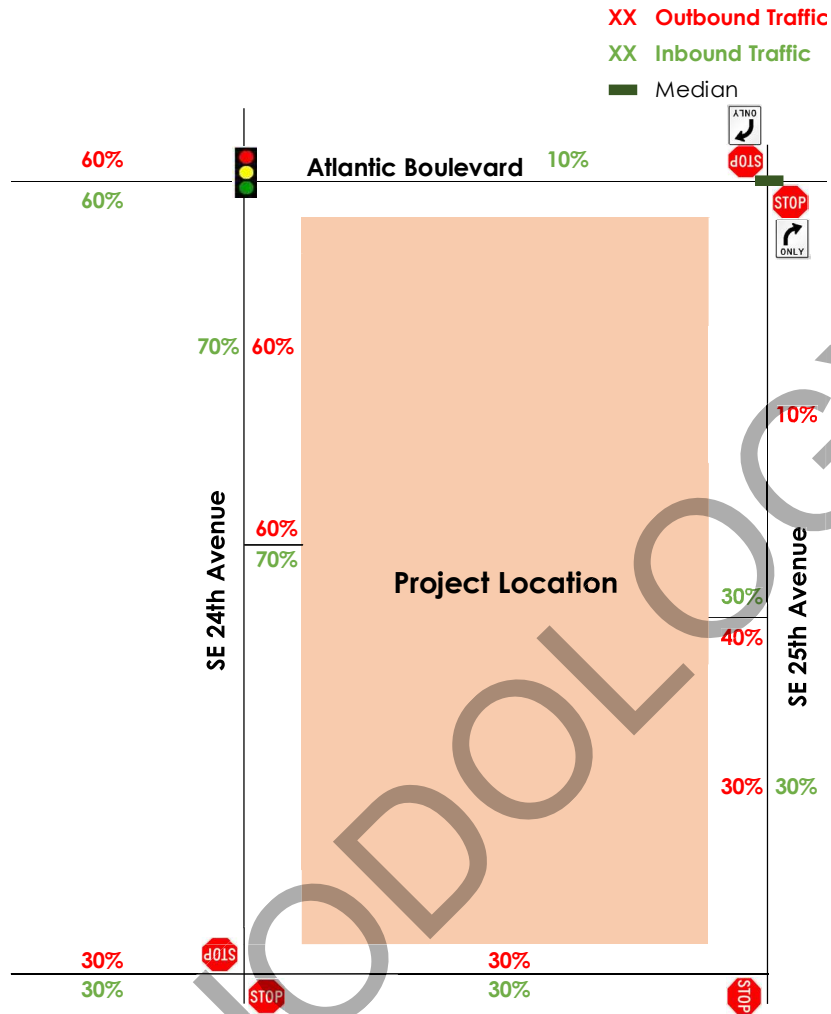


Figure 1: Trip Distribution



**Figure 2: Trip Distribution at Project Driveways**

## STUDY AREA

Figure 3 shows the project location, proposed study intersections, and project driveways. The proposed study intersections are:

1. Federal Highway (US 1/SR 5) and SE 2<sup>nd</sup> Street
2. Federal Highway (US 1/SR 5) and Atlantic Boulevard
3. Atlantic Boulevard and SE 24<sup>th</sup> Avenue
4. Atlantic Boulevard and Harbor Drive

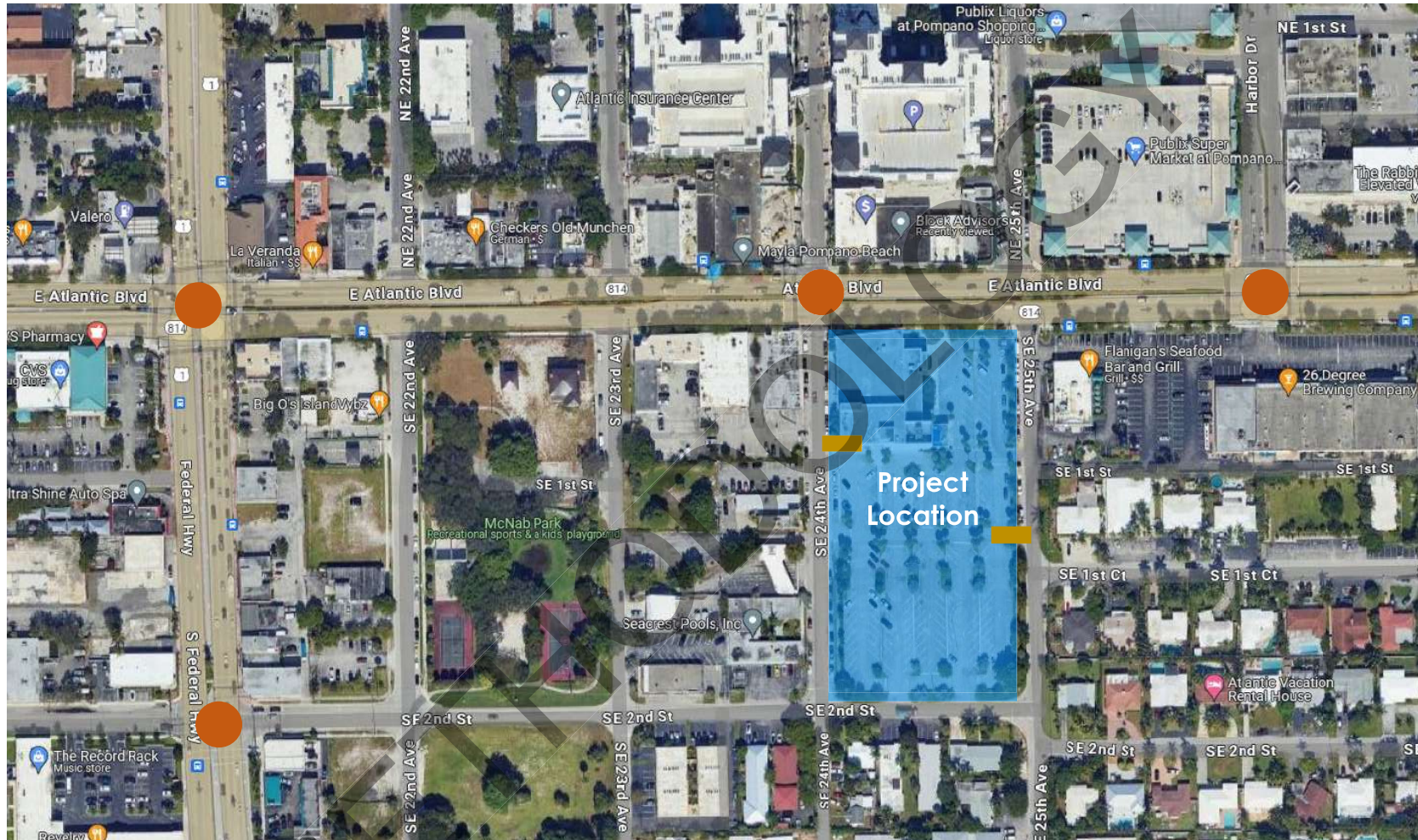


Figure 3: Proposed Study Intersections and Project Driveways



## DATA COLLECTION

Intersection turning movement counts (TMCs) will be collected at the study intersections during the A.M. peak period (7:00 to 9:00 A.M.) and the P.M. peak period (4:00 to 6:00 P.M.) on a typical weekday. The traffic data will include for pedestrian, bicycle, and heavy vehicles. A minimum of 3% heavy vehicle factor will be utilized. The volumes will be checked for reasonableness and balanced, if necessary. The TMCs will be seasonally adjusted with the Peak Season Conversion Factor (PSCF) to reflect peak season volumes. This PSCF will be obtained from the peak season factor category report available in FDOT's *Florida Traffic Online* (FTO) web application.

Roadway segment counts along US-1/Federal Highway and Atlantic Boulevard will be obtained from FDOT's FTO web application.

Signal timing data will be obtained from the Broward County Traffic Engineering Division and will be used as input for traffic analysis.

## GROWTH RATE

Historical traffic data from two (2) nearby FDOT count sites on Atlantic Boulevard were examined to determine the historical growth trends. They are:

- 860435: SR-814/Atlantic Boulevard, west of ICWW Bridge
- 867423: SR-814/Atlantic Boulevard, west of SR-5/US-1

FDOT's Traffic Trends Analysis Tool was used to perform the historical trends analysis for the last 10-year and 5-year traffic data. Data from 2014 to 2023 was used. Summary of the analysis is presented below.

Count Site	Trends Analysis	10-year Historical Trend		5-year Historical Trend	
		R-Square	Annual Growth Rate	R-Square	Annual Growth Rate
#860435	Linear	65.58%	0.81%	0.48%	-0.08%
	Exponential	65.46%	0.79%	0.42%	-0.07%
	Decaying Exponential	53.80%	0.76%	6.19%	-0.28%
#867423	Linear	10.65%	0.43%	27.20%	0.85%
	Exponential	10.32%	0.42%	26.85%	0.85%
	Decaying Exponential	15.31%	0.55%	11.63%	0.55%

The 10-year linear historical trend analysis has the highest R-squared value and an annual growth rate of 0.81%. For a conservative analysis, a background annual growth rate of 1.0% is determined to be reasonable and proposed to be utilized. Supporting documents are included in Attachment C.

## COMMITTED DEVELOPMENTS

The traffic studies for committed developments provided by the City will be reviewed and included as committed trips when developing background traffic. The committed development may include Soleste and Atlantic One.

Volume development tables, graphics, and supporting information will be included in the appendix of the traffic impact study report.

## ROADWAY SEGMENT ANALYSIS

Roadway segment analysis will be performed for Atlantic Boulevard and US-1/Federal Highway within the study area. Counts obtained from FDOT's FTO web application will be utilized for the analysis. Future volumes will be developed by applying an areawide growth rate of 1.0% compounded annually, adding the committed trips, and the project traffic. Programmed roadway improvements information provided by the city will be reviewed and included in the analysis. Roadway service volume thresholds will be determined based on FDOT's 2023 *Multimodal Quality/ Level of Service Handbook*.

## INTERSECTION CAPACITY ANALYSIS

Synchro 12 software will be utilized to analyze the study intersections. HCM 7th Edition methodology will be used when applicable. Where HCM 7th edition is not applicable, HCM 2000 methodology will be used.

The project buildout year is 2028. The analyses will be provided for the following three scenarios:

- 2025 Existing Traffic Conditions
- 2028 Background Traffic Conditions (future volumes without project traffic)
- 2028 Total Traffic Conditions (future volumes with total project traffic)

The intersection capacity analysis for each study intersection will be summarized to include delay and Level of Service (LOS) by approach, and overall intersection.

Existing turn lane storage lengths and 95th percentile queue lengths will also be reported. If any study intersection's overall LOS exceeds the adopted LOS standard due to project traffic, mitigation measures will be identified.

## TURN LANE ANALYSIS

Driveway turn lane analysis at the driveways will be performed as per the FDOT 2023 *Multimodal Access Management Guidebook*.

## TRAFFIC IMPACT STUDY REPORT


The traffic impact study report will include the following items:

- Executive Summary
- Table of Contents
- Introduction
- Study Area
- Trip Generation
- Trip Distribution
- Data Collection/Gathering
- Project Traffic Development
  - 2025 Existing traffic volume development
  - Background growth development
  - Committed Trips
  - 2028 Future traffic without project
  - Traffic assignment
  - 2028 Future traffic with project
- Roadway Segment Analysis
- Intersection Capacity Analysis
  - Assumptions, analysis tools, and exception
  - Analysis findings (LOS/Delay, 95<sup>th</sup>-percentile queue length, driveway analysis)
  - Turn lane analysis (as per FDOT 2023 *Multimodal Access Management Guidebook*)
- Conclusion and Recommendation
- Appendices, including the agreed-upon traffic impact study methodology



## MEMORANDUM

To: Pamela Stanton, RLA  
Urban Design Planner  
City of Pompano Beach

From: John J. McWilliams, P.E. 

Date: March 11, 2025

Subject: 2400 East Atlantic Boulevard Mixed-Use Development  
Traffic Study Methodology/Site Plan Review Comments – 2<sup>nd</sup> Review

---

Per your request, we have completed our review of the subject traffic study methodology/site plan resubmittal dated February 20, 2025. We offer the following comments on the documents:

1. All submittals by the traffic engineering consultant should be signed by the professional engineer who prepared the document.

*02/20/2025 Applicant response: Noted.*

**03/11/2025 Follow-up comment: Comment addressed.**

2. The trip generation calculations take credit for 45,640 s.f. of existing office space. Please provide information on the approximate occupancy rate of the facility. If the rate is low, less trip generation credit should be applied to the analysis.

*02/20/2025 Applicant response: Although we believe that the existing office space has vested right, we would be open to reducing its "credit". We have no information on the approximate occupancy rate of the facility. If the City has this information, please share.*

**03/11/2025 Follow-up comment: The owner of the site should have this information readily available. However, given the scale of the existing office space, taking full trip generation credit for this space is acceptable.**

3. Note that growth rate factors should be calculated using the most recent five (5) and ten (10) years of available data using FDOT's Traffic Trends Analysis Tool. Linear, exponential, and decaying exponential growth rates should be analyzed and their R<sup>2</sup> value of each analysis compared to determine the best fit. Update the growth rate calculations to include exponential growth rates along with five (5) year growth rates.



*02/20/2025 Applicant response: The updated methodology document includes the requested analyses.*

**03/11/2025 Follow-up comment: Comment addressed as using a growth rate of 1.0 percent (1.0%) is conservative. Please refer to the information below for future growth rate calculations.**

**Note that 2020 and 2021 FDOT AADT should not be included in these growth rate calculations as these volumes reflect atypical traffic patterns as a result of the COVID-19 pandemic. In the future, exclude these volumes from FDOT historical AADT growth rate calculations and instead use 2019 and 2022 FDOT AADT to interpolate estimated 2020 and 2021 volumes.**

**Additionally, the growth rate used to develop future traffic volumes should be selected based on the highest average  $R^2$  value of a given growth rate trend. Growth rates and  $R^2$  values should not be compared between individual count station but rather using the average values within the study area for each growth rate trend.**

4. The City identified multiple committed developments with the vicinity of the site: Soleste development and Atlantic One development. These should be included as part of future background traffic in the analysis.

*02/20/2025 Applicant response: As noted in the methodology, committed trips will be included. Please provide the traffic studies for these developments.*

**03/11/2025 Follow-up comment: Comment addressed. The City will provide the traffic studies for these developments.**

5. Detailed volume development worksheets and exhibits should be provided for existing conditions, future background conditions, trip distribution, trip assignment, and future total conditions for both peak hours.

*02/20/2025 Applicant response: The worksheets will be included in the appendix of the final traffic study report.*

**03/11/2025 Follow-up comment: Given the other updates required to the methodology, please update the methodology to explicitly state that volume development worksheets and exhibits will be provided in the traffic study.**

6. The intersection capacity analysis should be prepared using Synchro 12 and HCM 7<sup>th</sup> Edition methodology. Where HCM 7<sup>th</sup> edition is not applicable, HCM 2000 methodology should be used instead.

*02/20/2025 Applicant response: Thank you. The methodology document has been updated.*

**03/11/2025 Follow-up comment: Comment addressed.**

7. The submittal should include a turn-lane warrant analysis, in accordance with the appropriate methodology, to examine if an exclusive left- and/or right-turn lane is warranted at the proposed project access points.

*02/20/2025 Applicant response: The analysis will be included in the final traffic study report.*

**03/11/2025 Follow-up comment: Update the methodology to state that a turn-lane warrant analysis will be prepared and describe the methodology that will be used in the analysis.**

If the applicant incorporates Comments #1 through #7 in the methodology and includes that methodology in the traffic impact study submittal, no further methodology submittal is needed.

**Site Plan Comments**

8. The submittal should include maneuverability analyses for the loading areas, parking garage ramps, and vehicle parking areas utilizing Transoft Solutions Inc. AutoTURN software, or equivalent, and should include design plans for the ground floor and all levels of the parking garage.

*02/20/2025 Applicant response: A ground floor maneuverability analysis has been provided on Sheet SP-301. Additional analysis including all parking garage levels will be provided prior to site plan approval.*

**03/11/2025 Follow-up comment: Note that all legal entering and exiting maneuvers should be shown at the project driveways as part of this analysis. The analysis should also include two-way vehicle traffic within all two-way drive aisles within the site/site parking garage to ensure sideswipe conflicts are not generated by the proposed site configuration. Additionally, the maneuverability analysis shown in SP-301 depicts sideswipe conflicts between entering and exiting vehicles in the east project driveway. Conflicts like this should be resolved when submitting the maneuverability analysis in the future.**

9. Provide (1) a signing and pavement marking plan sheet or (2) add signing and pavement marking features to the site plan to Sheet SP-100. At minimum, the locations of stop bars and stop signs at all driveways. Furthermore, it is recommended that the residential lobby drop-off drive and service drive exits be restricted to right turns only.

*02/20/2025 Applicant response: All pavement markings and signage can be found on the Civil plans via Sheet CM-101 and CM-102. Additionally, pavement markings and signage locations are shown on the Overall Site Plan sheet, SP-100.*

- 03/11/2025 Follow-up comment:** The subject plan sheets do not include crosswalk markings, a stop sign, and stop bar at the residential drop-off area along SE 24<sup>th</sup> Avenue. Also, confirm the purpose of the solid straight arrows shown on the plan. Are these intended to show traffic flow or actual pavement markings? If they are pavement markings, eliminate them at both driveways and the entry to the residential drop-off. Furthermore, the ground floor of the parking garage has numerous conflict points that warrant signing and pavement markings.
10. Reconsider the curb and gutter design for both the residential lobby drive-off drive and service drive and provide flared driveway connection to allow the sidewalk elevation to remain constant through the conflict areas. Consider using bollards to separate the pedestrian areas from the vehicular areas. The current design prioritizes vehicular movements over pedestrian movements. Maintain the 11-foot sidewalks through these conflict areas.
- 02/20/2025 Applicant response: The concrete sidewalks have been modified to carry through the proposed driveways, as to maintain a consistent material separation between pedestrian and vehicle circulation. Additionally, bollards have been placed prior to the pedestrian crossings to improve pedestrian safety.*
- 03/11/2025 Follow-up comment:** SP-100 continues to show curb and gutter where the public sidewalk interfaces with residential lobby drop-off area vehicular lanes. Please provide more detail on plan showing either (1) the sidewalk will be at the same elevation as the driveway lane at these locations (where no curbing would be present) or (2) if the sidewalk will drop down to the driveway elevation (where a curb/ADA ramp would be present). The plans are not clear. Per the original comment, we recommend you consider a design that prioritizes the pedestrian paths.
11. Remove any on-street parking spaces on public roadways adjacent to the project within 30 feet of the stop bar at Atlantic Boulevard. Parking within 30 feet of the intersection is prohibited by Florida Statutes.
- 02/20/2025 Applicant response: The project proposes on-street parking spaces only along the street frontage of the project. Existing on-street parking spaces exist on opposite sides of the right of way and are not included with this project.*
- 03/11/2025 Follow-up comment:** Comment addressed.
12. The site plan appears to propose loading vehicles backing into the loading dock from the public street, which is not a desirable operation. A dockmaster may be required to ensure that vehicles along the streets will provide adequate clearances for these backing maneuvers to occur. This may be a condition of approval.

*02/20/2025 Applicant response: Acknowledged. Loading activity will primarily occur within an on-street loading zone, clear of any vehicle travel lanes, as allowed by code section 155.3501.1.3.*

**03/11/2025 Follow-up comment: The maneuverability analysis provided for this area does not show a loading vehicle utilizing the east-west loading bay. If that loading bay will be utilized as indicated in the architectural ground floor plan, provide the appropriate maneuverability analysis. It appears that a loading vehicle will perform maneuvers in the public right-of-way to use this loading bay.**

We offer the following additional site plan comments in this review:

13. Sheet CM-101 shows only a 5' sidewalk adjacent to the residential drop-off lane and is immediately adjacent to the curb inlet. Consider providing a 6' sidewalk when immediately adjacent to curb. Additionally, please indicate if there will be drop-off/pedestrian hazard at the curb inlet. Its unclear if there will be an elevation different at this location.
14. Provide one (1) dedicated turnaround parking space at the end of all terminating parking aisles within the garage. Also, clarify if the two (2) spaces north of the bicycle parking room exist as walls appear to confine that area.
15. Provide vehicular sight triangles in addition to the pedestrian site triangles at each project driveway and adjacent public intersections and ensure all landscaping does not conflict with these triangles.
16. Review the architect's ground floor plans with Sheet CM-101 as numerous discrepancies were noted including crosswalk markings at driveways and the placement of stop bars beyond the crosswalk markings.

K:\FTL\_TPTO\040985212 - PB Planning - 2400 E Atl\Correspondence\2025 03 03 Methodology #2\03 11 25 Stanton memo 2400 East Atlantic TIA Methodology and Site Plan Review.docx

## **APPENDIX C**

### TRIP GENERATION SUPPORTING DOCUMENTS

Land Use	Land Use Code	Intensity	Units	Weekday Daily	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
EXISTING DEVELOPMENT										
General Office	710	45.64	KSF	586	75	10	85	15	72	87
Net Existing External Trip				586	75	10	85	15	72	87
PROPOSED DEVELOPMENT										
Multifamily Mid-Rise Housing	221	397	DU	1,802	36	121	157	92	58	150
Strip Retail Plaza	822	3.56	KSF	194	5	3	8	24	23	47
High Turnover Sit-Down Restaurant	932	7.11	KSF	763	37	31	68	39	25	64
Baseline Proposed Trips				2,759	78	155	233	155	106	261
Multimodal Reduction										
Multifamily Mid-Rise Housing	221	397	DU	90	2	6	8	5	3	8
Strip Retail Plaza	822	3.56	KSF	10	0	0	0	1	1	2
High Turnover Sit-Down Restaurant	932	7.11	KSF	38	2	2	3	2	1	3
Total Multimodal Reduction			5%	138	4	8	12	8	5	13
Gross Proposed Trips										
Multifamily Mid-Rise Housing	221	397	DU	1,712	34	115	149	87	55	143
Strip Retail Plaza	822	3.56	KSF	184	5	3	8	23	22	45
High Turnover Sit-Down Restaurant	932	7.11	KSF	725	35	29	65	37	24	61
Gross Proposed Trips				2,621	74	147	221	147	101	248
Internal Capture										
	Daily	AM	PM							
Multifamily Mid-Rise Housing	7.77%	6.03%	11.93%	133	1	8	9	10	7	17
Strip Retail Plaza	41.78%	13.16%	53.75%	77	1	0	1	12	12	24
High Turnover Sit-Down Restaurant	20.42%	12.38%	41.12%	148	7	1	8	11	14	25
Total Internal Capture	13.66%	8.13%	26.62%	358	9	9	18	33	33	66
External										
Multifamily Mid-Rise Housing	221	397	DU	1,579	33	107	140	77	48	126
Strip Retail Plaza	822	3.56	KSF	107	4	3	7	11	10	21
High Turnover Sit-Down Restaurant	932	7.11	KSF	577	28	28	57	26	10	36
Total Driveway Volume				2,263	65	138	203	114	68	182
Pass-by Trips										
High Turnover Sit-Down Restaurant	932	7.11	KSF	15	0	0	0	11	4	15
Total Pass-by				15	0	0	0	11	4	15
NEW EXTERNAL TRIP				2,248	65	138	203	104	64	167
NET NEW TRIPS				1,662	-10	128	118	89	-8	80

# Land Use Descriptions

# Land Use: 710

## General Office Building

---

### Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

### Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator



The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN), Pennsylvania, Texas, Utah, Virginia, and Washington.

### Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

# General Office Building (710)

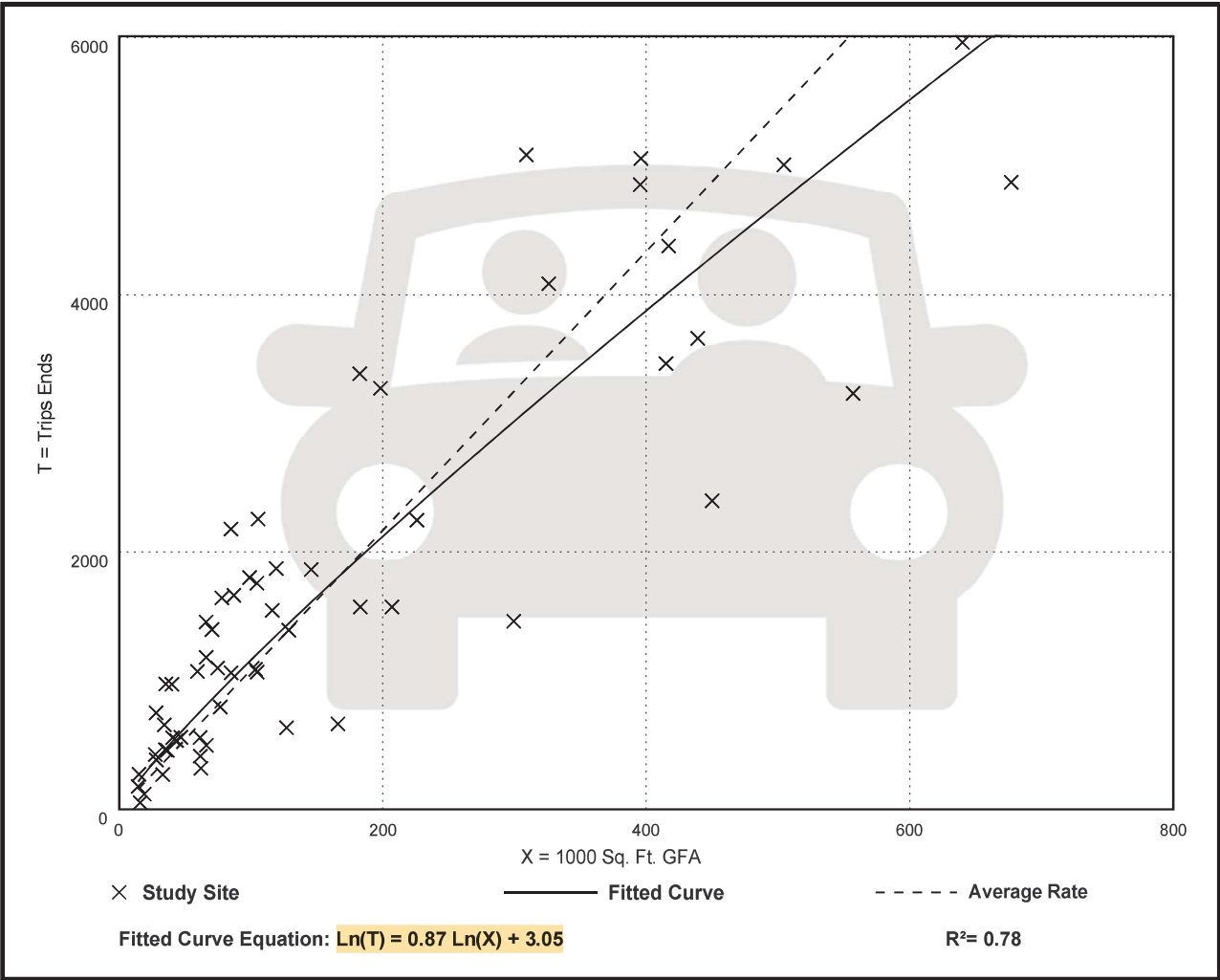
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 59  
Avg. 1000 Sq. Ft. GFA: 163  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

## Data Plot and Equation



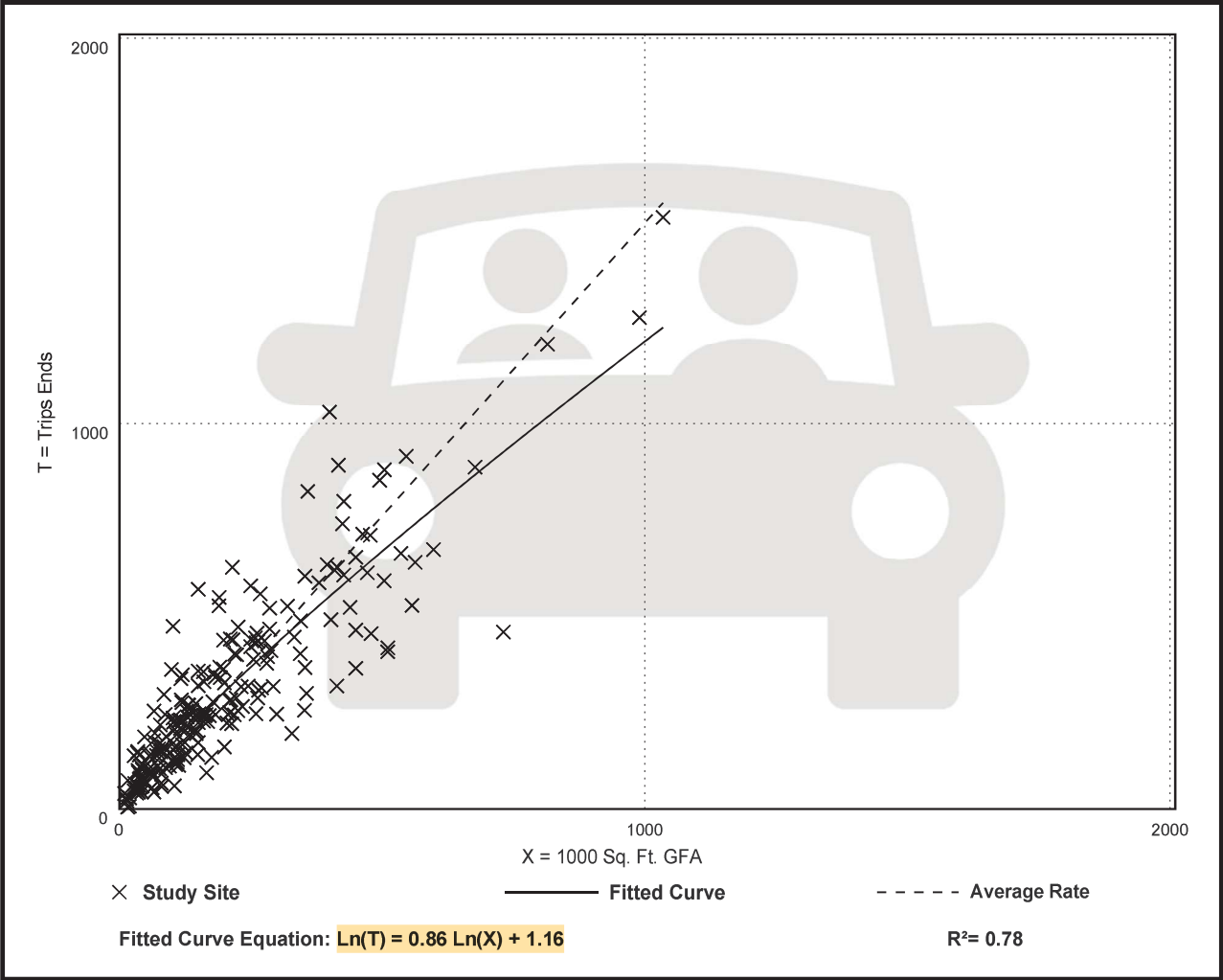
# General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.  
Setting/Location: General Urban/Suburban  
Number of Studies: 221  
Avg. 1000 Sq. Ft. GFA: 201  
Directional Distribution: 88% entering, 12% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

## Data Plot and Equation



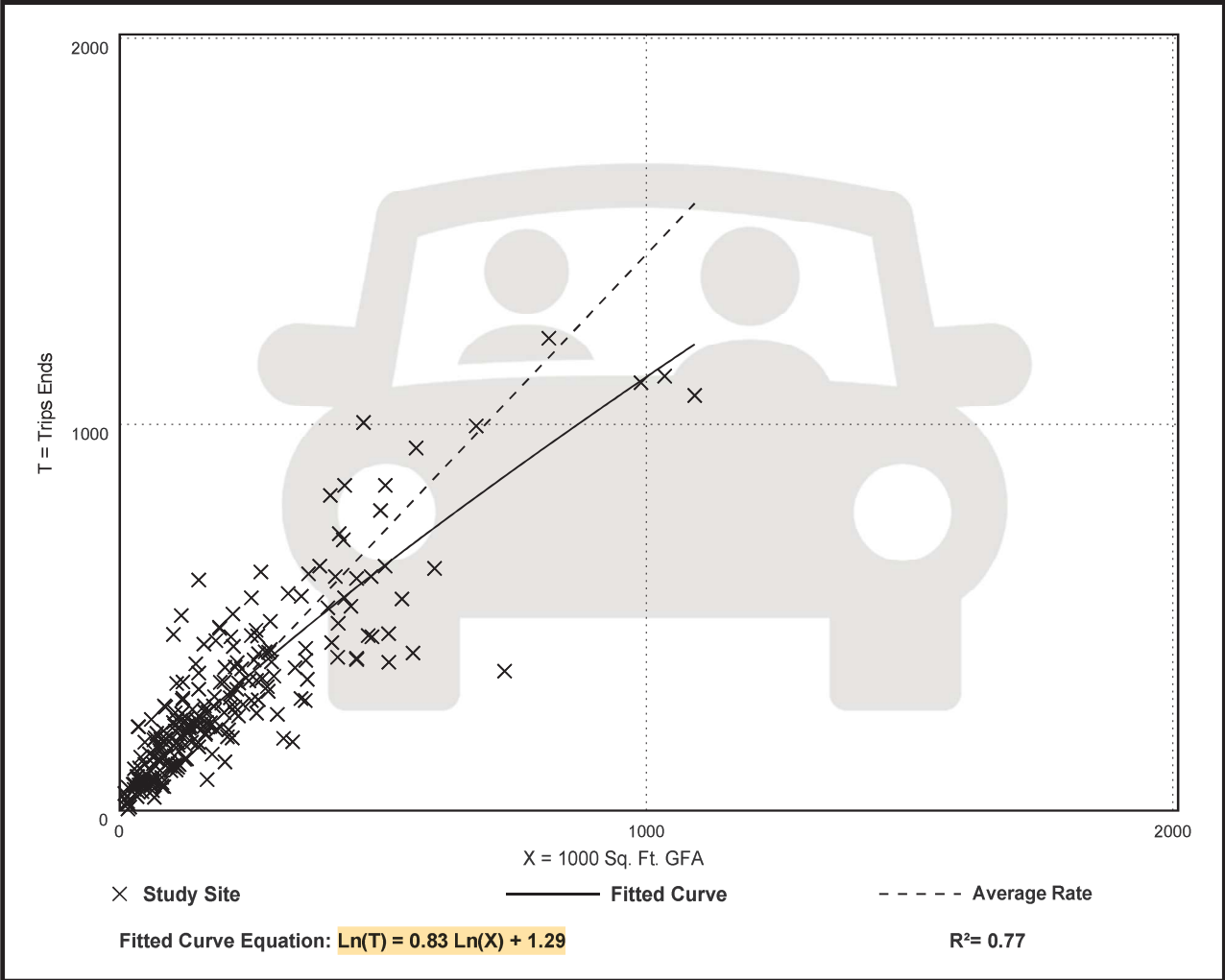
# General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.  
Setting/Location: General Urban/Suburban  
Number of Studies: 232  
Avg. 1000 Sq. Ft. GFA: 199  
Directional Distribution: 17% entering, 83% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

## Data Plot and Equation



# Land Use: 221

## Multifamily Housing (Mid-Rise)

---

### Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

### Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

### Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

***It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).***

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

### Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

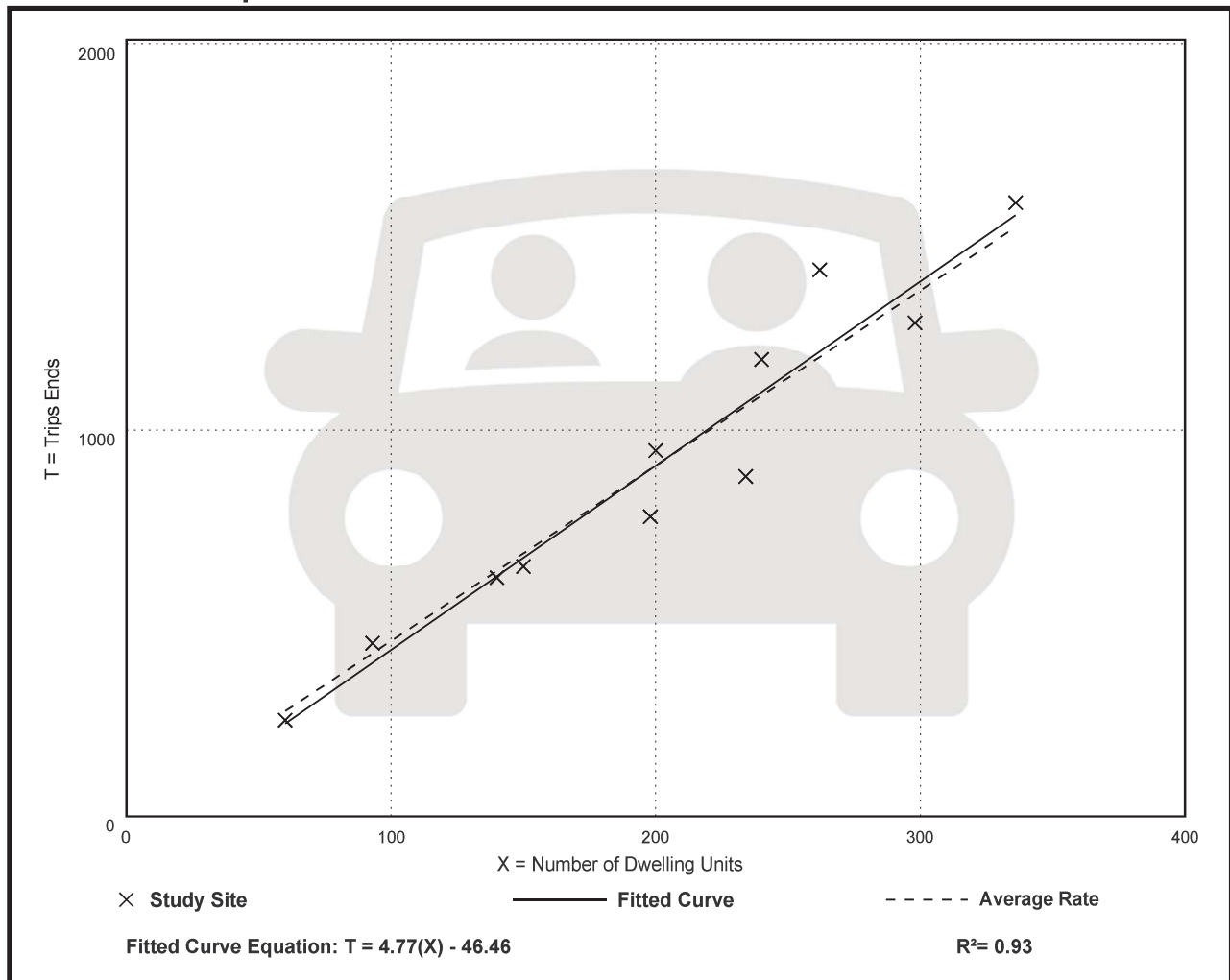
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

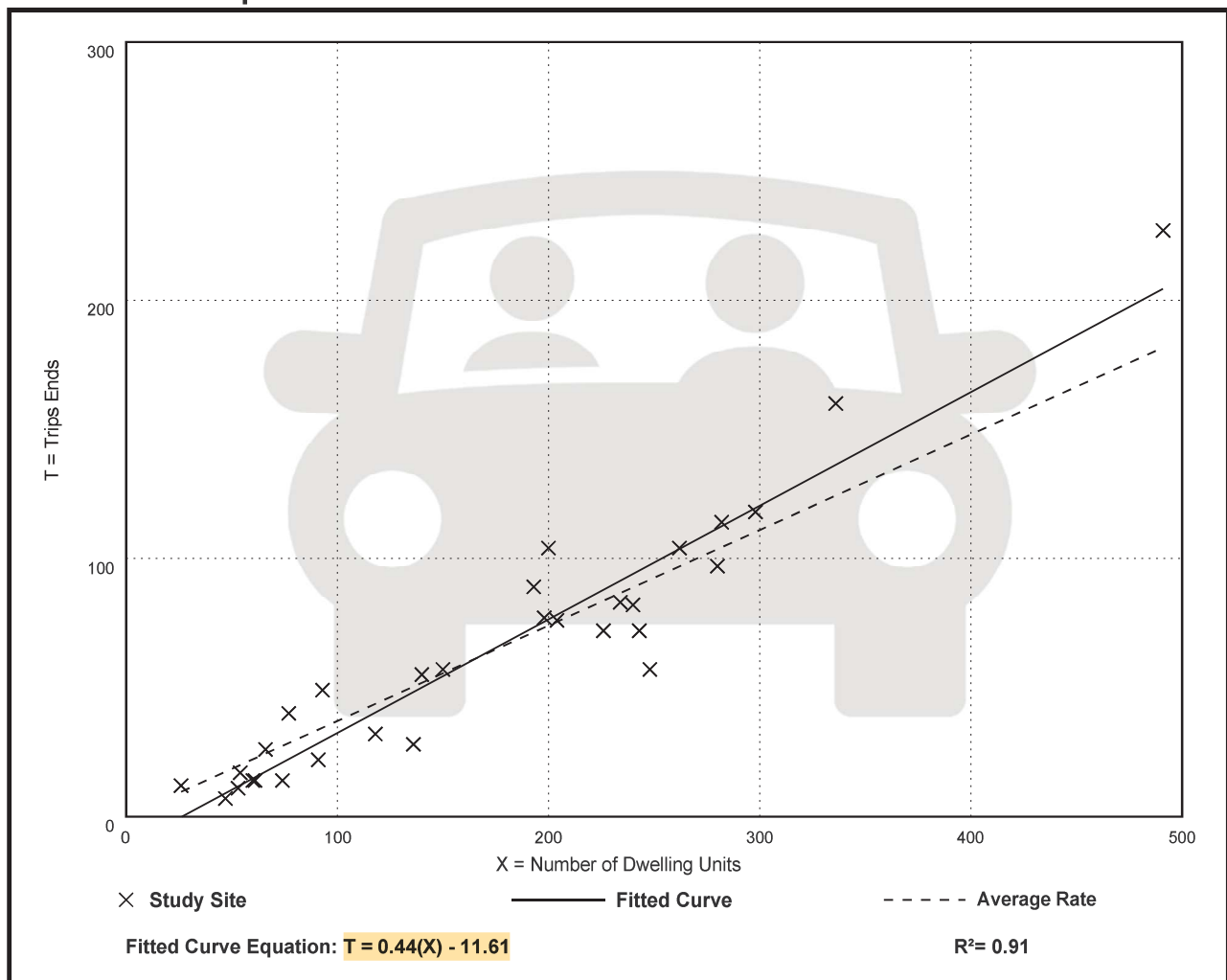
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

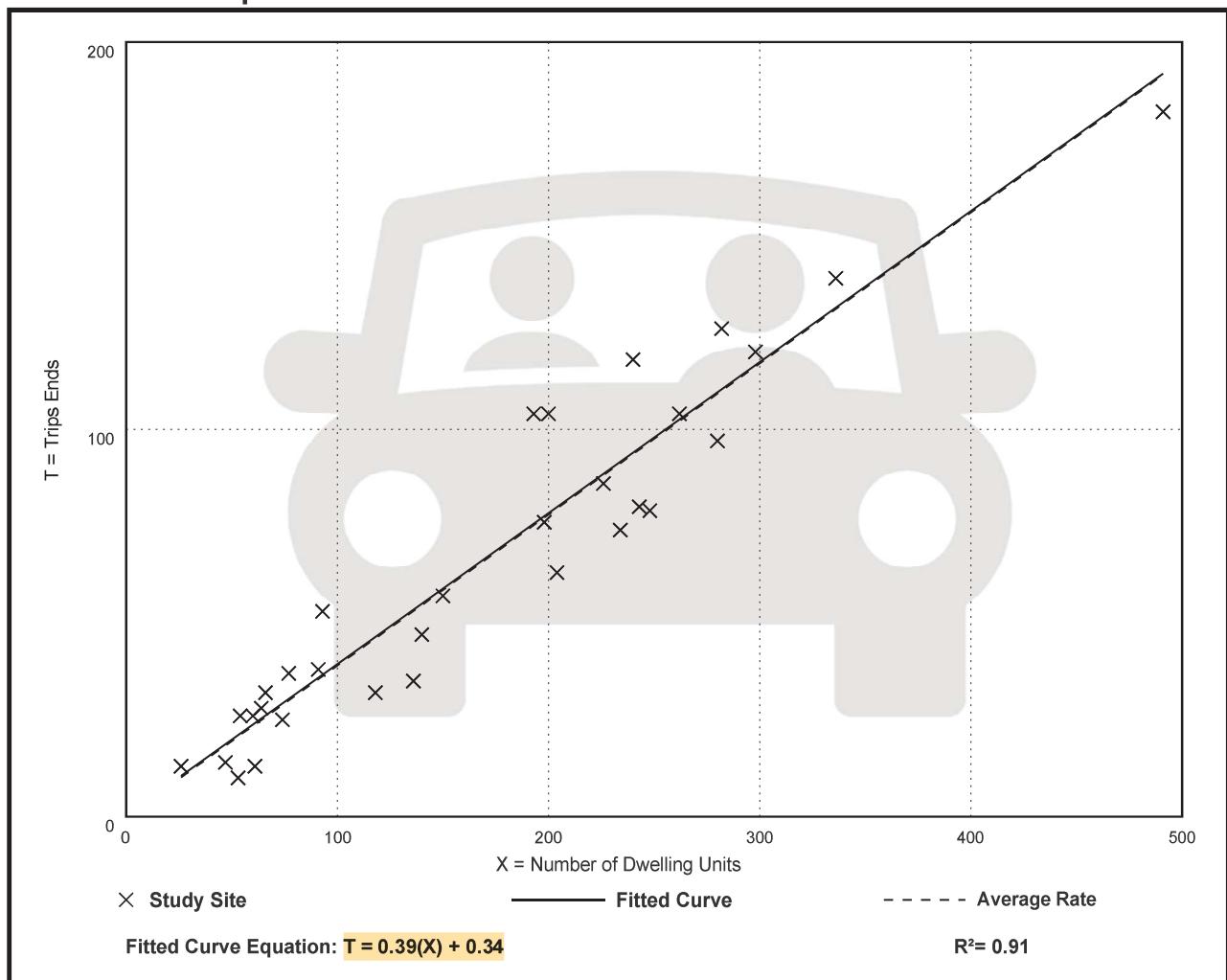
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

## Data Plot and Equation





# Land Use: 822

## Strip Retail Plaza (<40k)

---

### Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

### Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

### Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

# Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

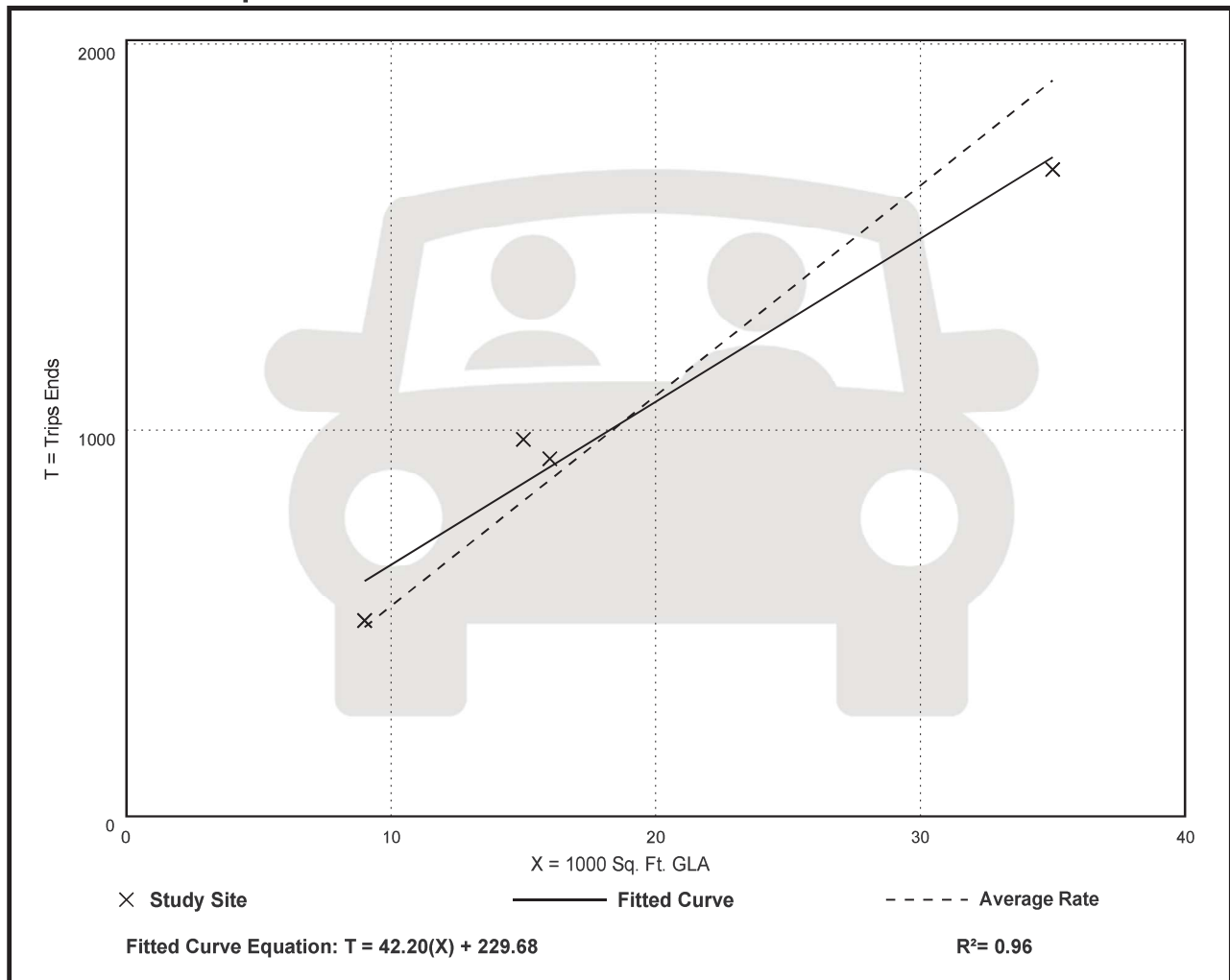
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

## Data Plot and Equation



# Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

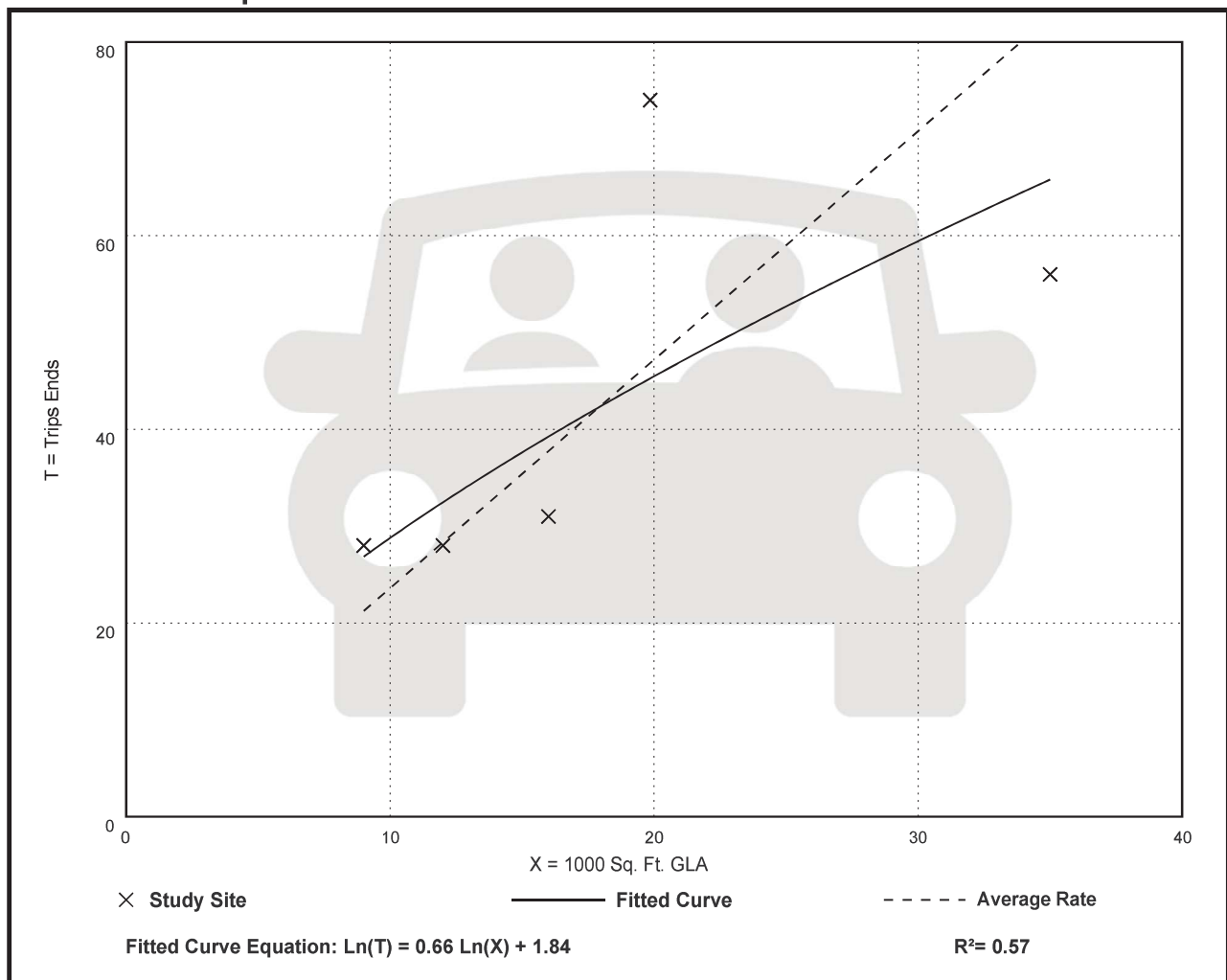
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

## Data Plot and Equation



# Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

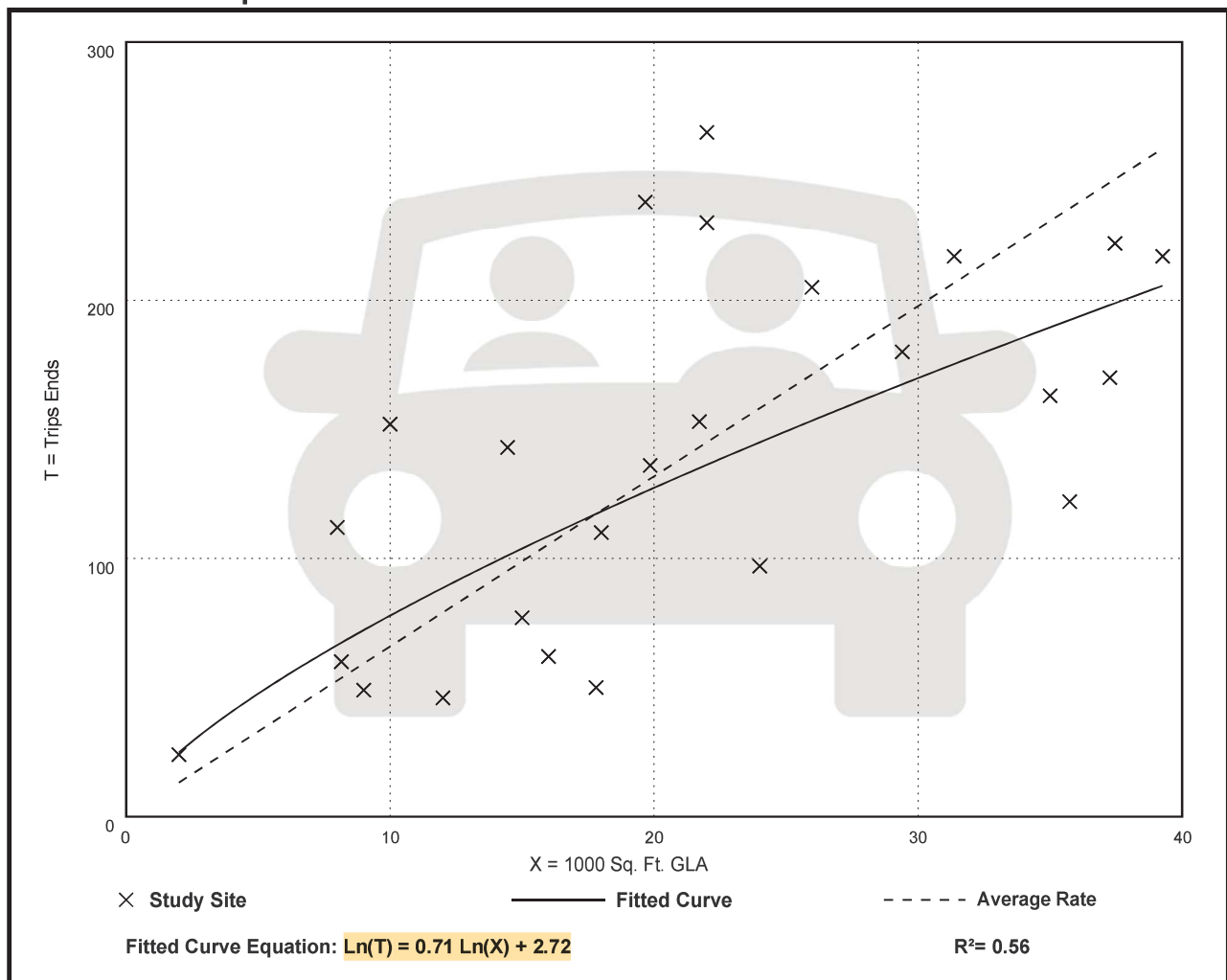
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

## Data Plot and Equation



# Land Use: 932

## High-Turnover (Sit-Down) Restaurant

---

### Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal.

Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast casual restaurant (Land Use 930), fine dining restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

### Additional Data

***Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.***

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Vermont, and Wisconsin.

### Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 939, 944, 961, 962, 977, 1048

# High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 50

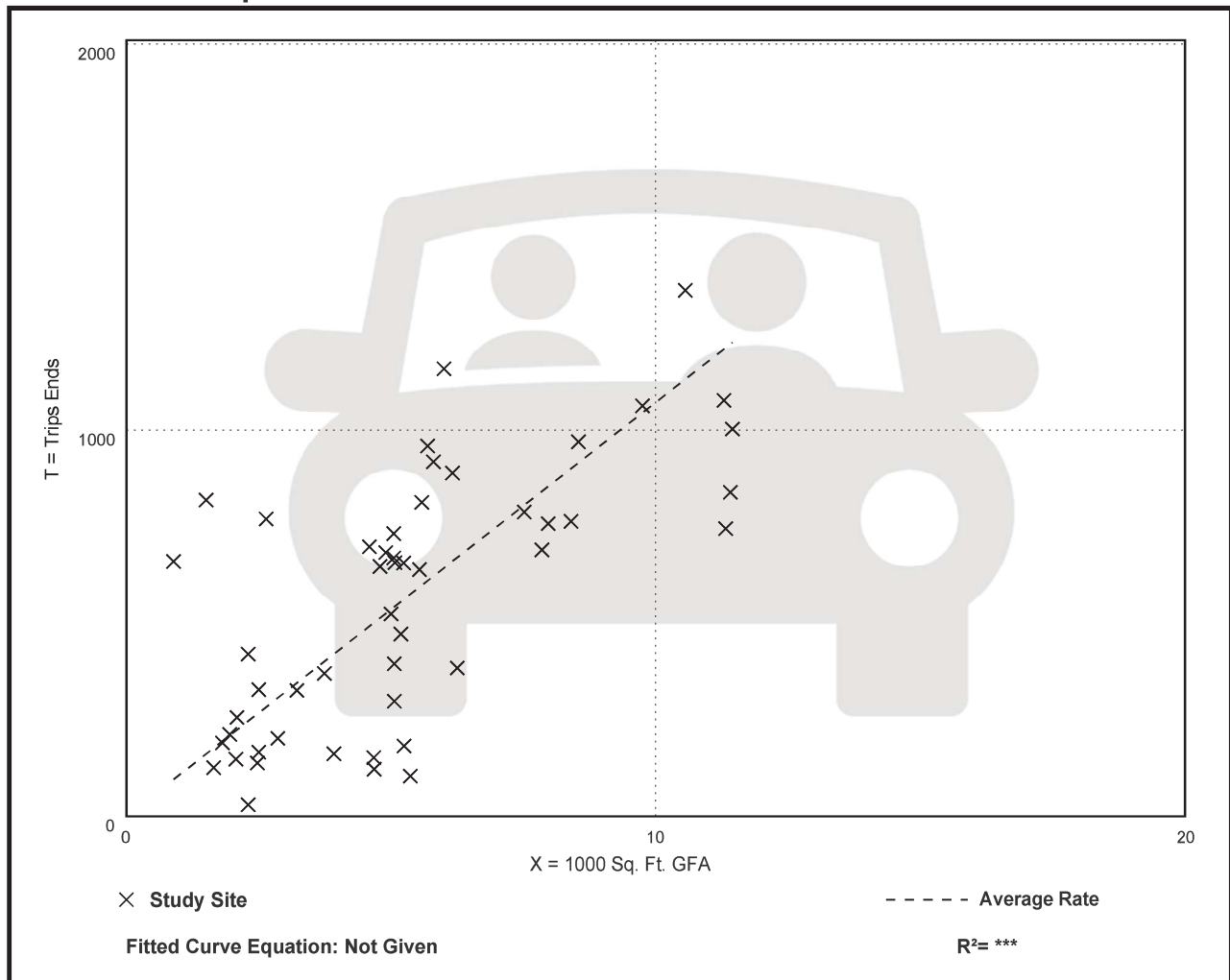
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 37

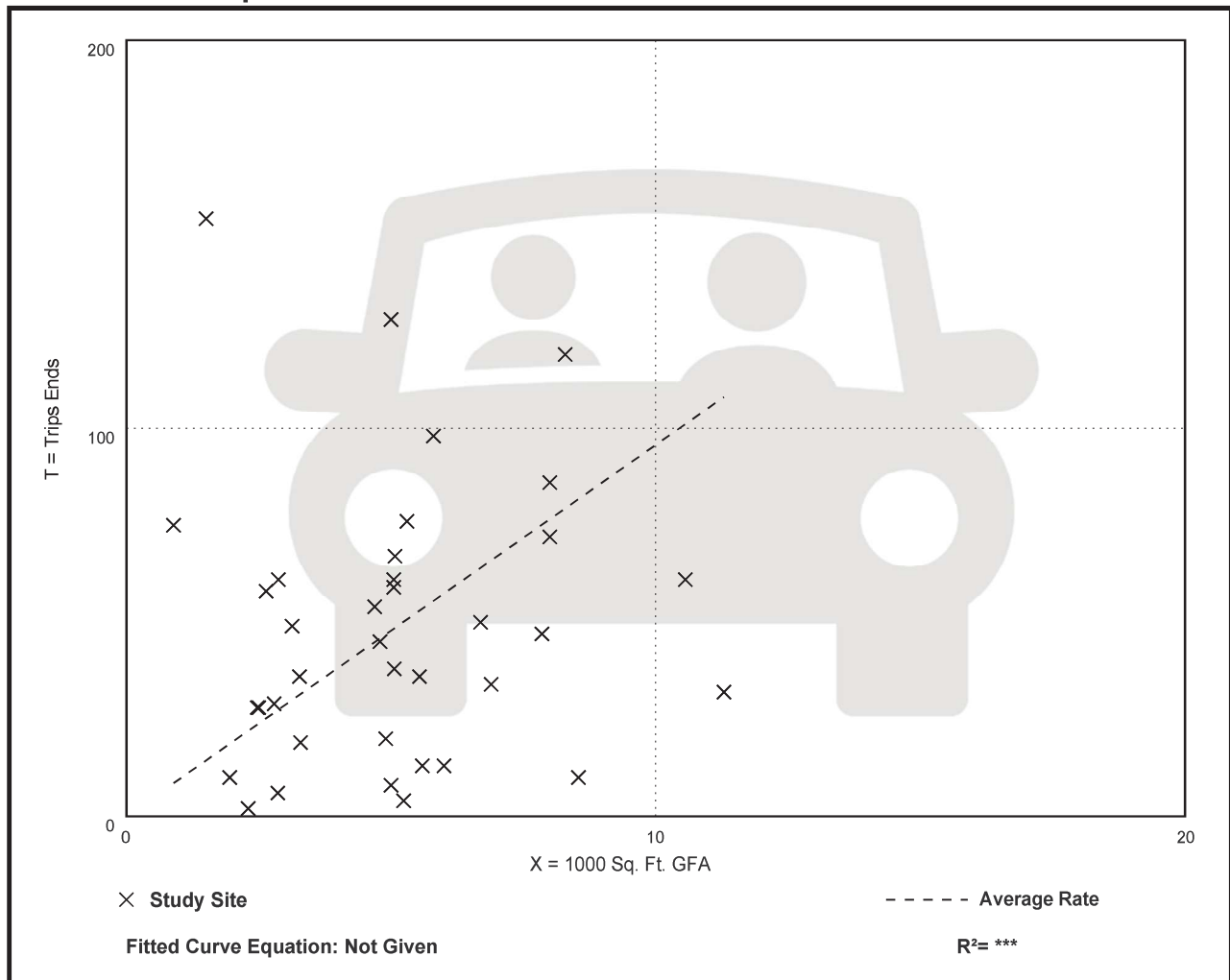
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 104

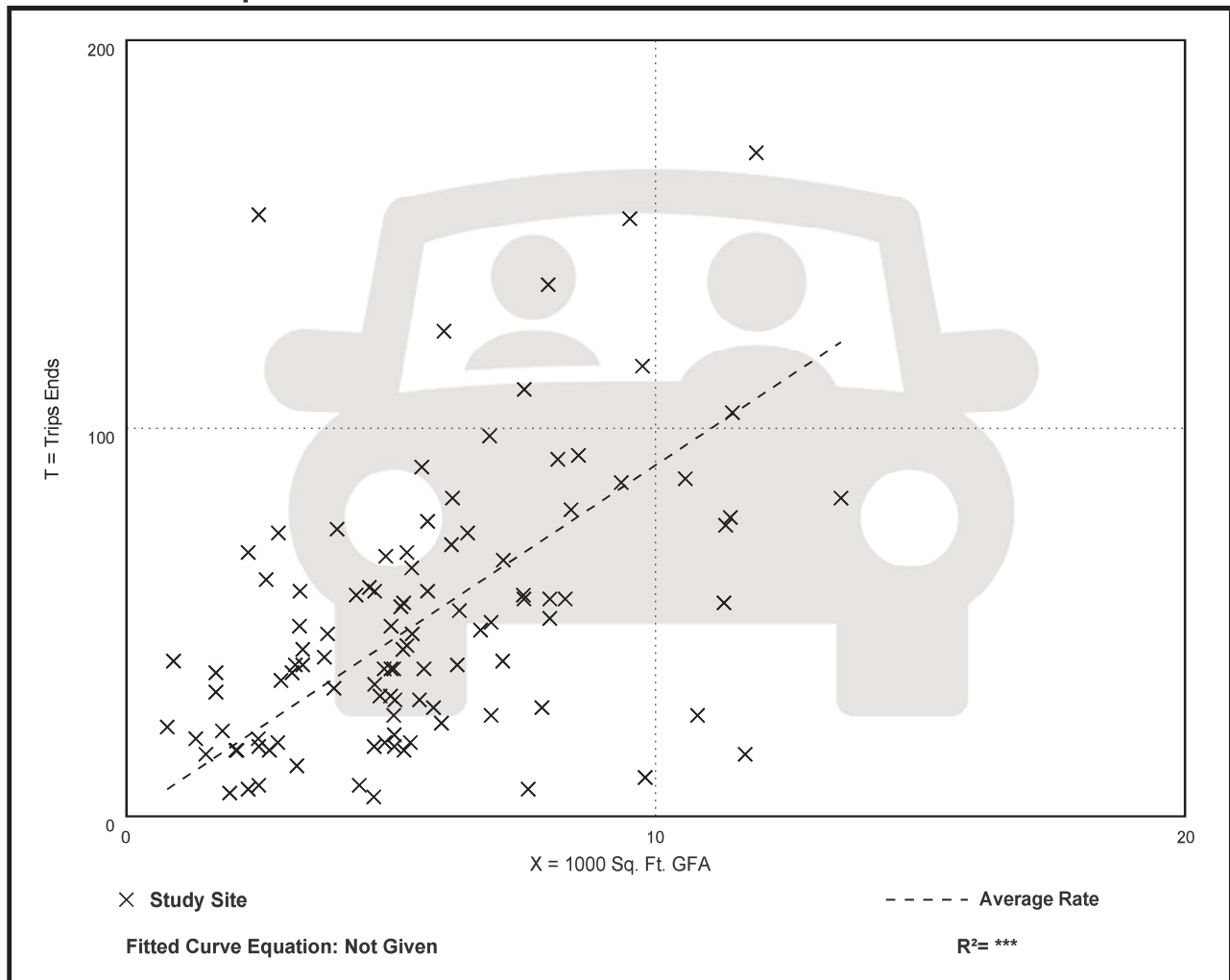
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

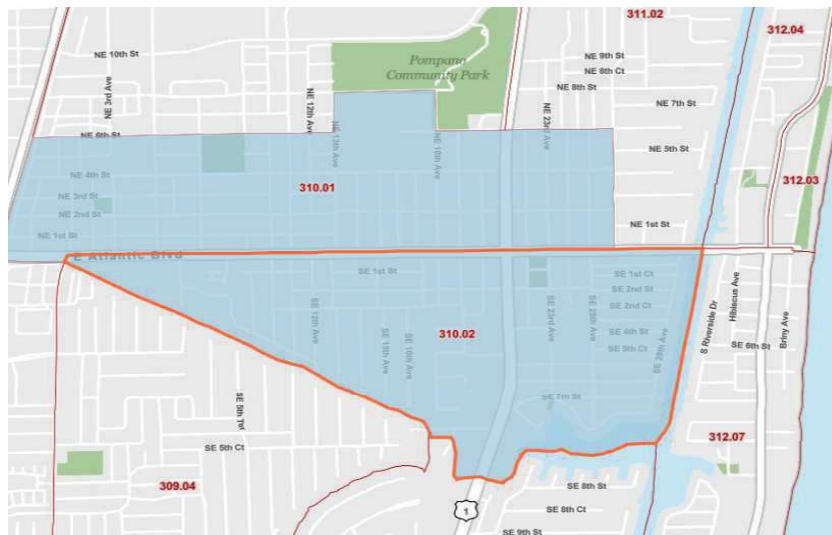
## Data Plot and Equation





## Multimodal Percentage Calculations

	Census Tract 310.02; Broward County; Florida		Census Tract 310.01; Broward County; Florida	
1. Workers 16 years and over	3,338		1,502	
2. Car, truck, or van (drove alone or carpooled)	2,969	88.9%	1,205	80.2%
3. Public transportation (excluding taxicab)	73	2.2%	0	0.0%
4. Taxicab	0	0.0%	15	1.0%
5. Motorcycle	0	0.0%	14	0.9%
6. Bicycle	0	0.0%	17	1.1%
7. Walked	54	1.6%	58	3.9%
8. Other means	30	0.9%	0	0.0%
9. Worked from home	212	6.4%	193	12.8%
<b>Total Multimodal Percentage (via transit, by bike, and on foot)</b>		<b>3.8%</b>		<b>5.0%</b>

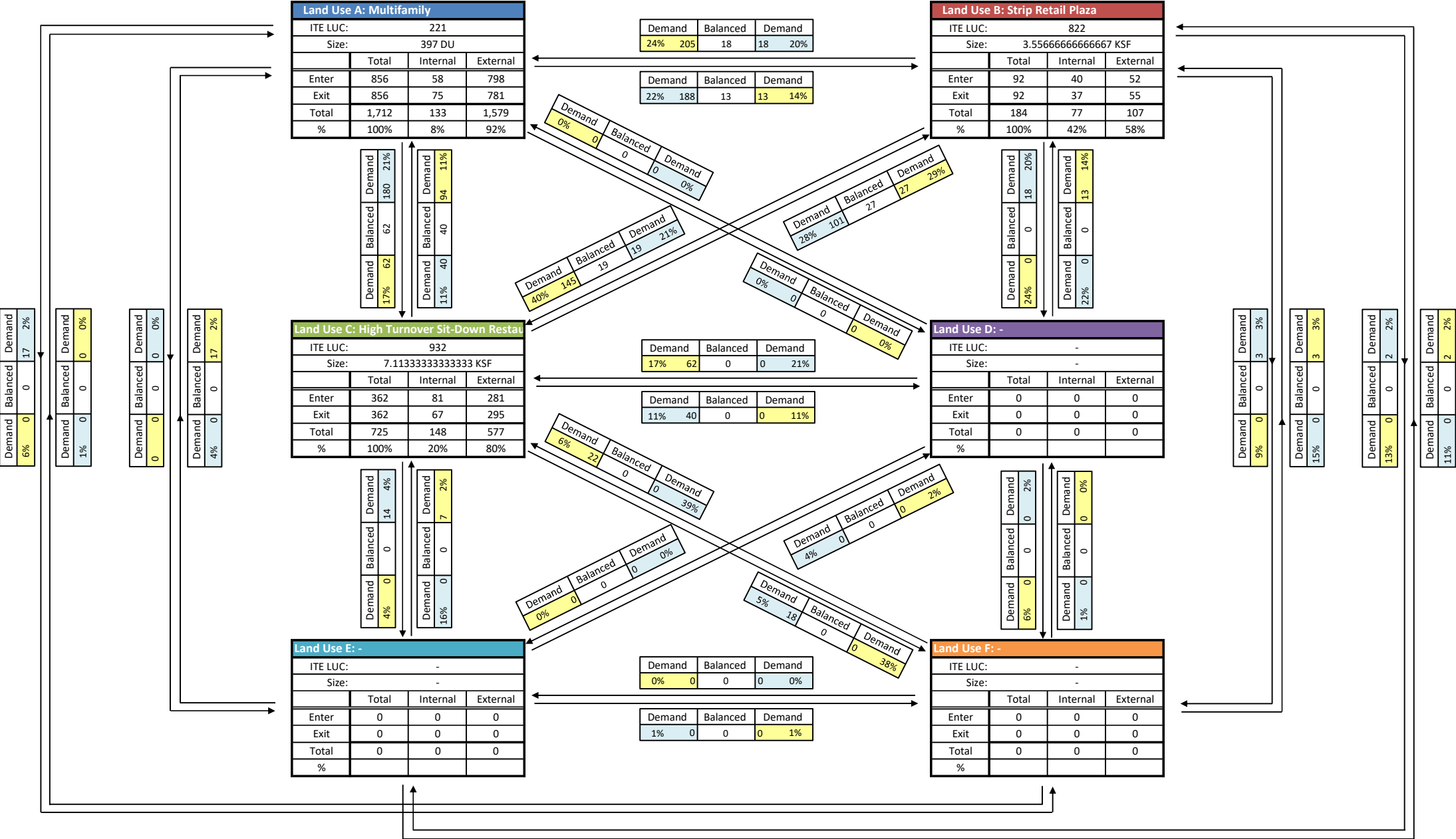


Label		Census Tract 310.02; Broward County; Florida		Census Tract 310.01; Broward County; Florida	
		Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:		3,338	±774	1,502	±400
▼ Car, truck, or van:		2,969	±764	1,205	±336
	Drove alone	2,597	±746	1,109	±348
▼ Carpoolled:		372	±289	96	±99
	In 2-person carpool	372	±289	96	±99
	In 3-person carpool	0	±21	0	±15
	In 4-person carpool	0	±21	0	±15
	In 5- or 6-person carpool	0	±21	0	±15
	In 7-or-more-person carpool	0	±21	0	±15
▼ Public transportation (excluding taxicab):		73	±113	0	±15
	Bus	73	±113	0	±15
	Subway or elevated rail	0	±21	0	±15
	Long-distance train or commuter rail	0	±21	0	±15
	Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±21	0	±15
	Ferryboat	0	±21	0	±15
	Taxicab	0	±21	15	±25
	Motorcycle	0	±21	14	±23
	Bicycle	0	±21	17	±29
	Walked	54	±76	58	±55
	Other means	30	±47	0	±15
	Worked from home	212	±146	193	±79

## Internal Capture Sheets

Multi-Use Internal Capture

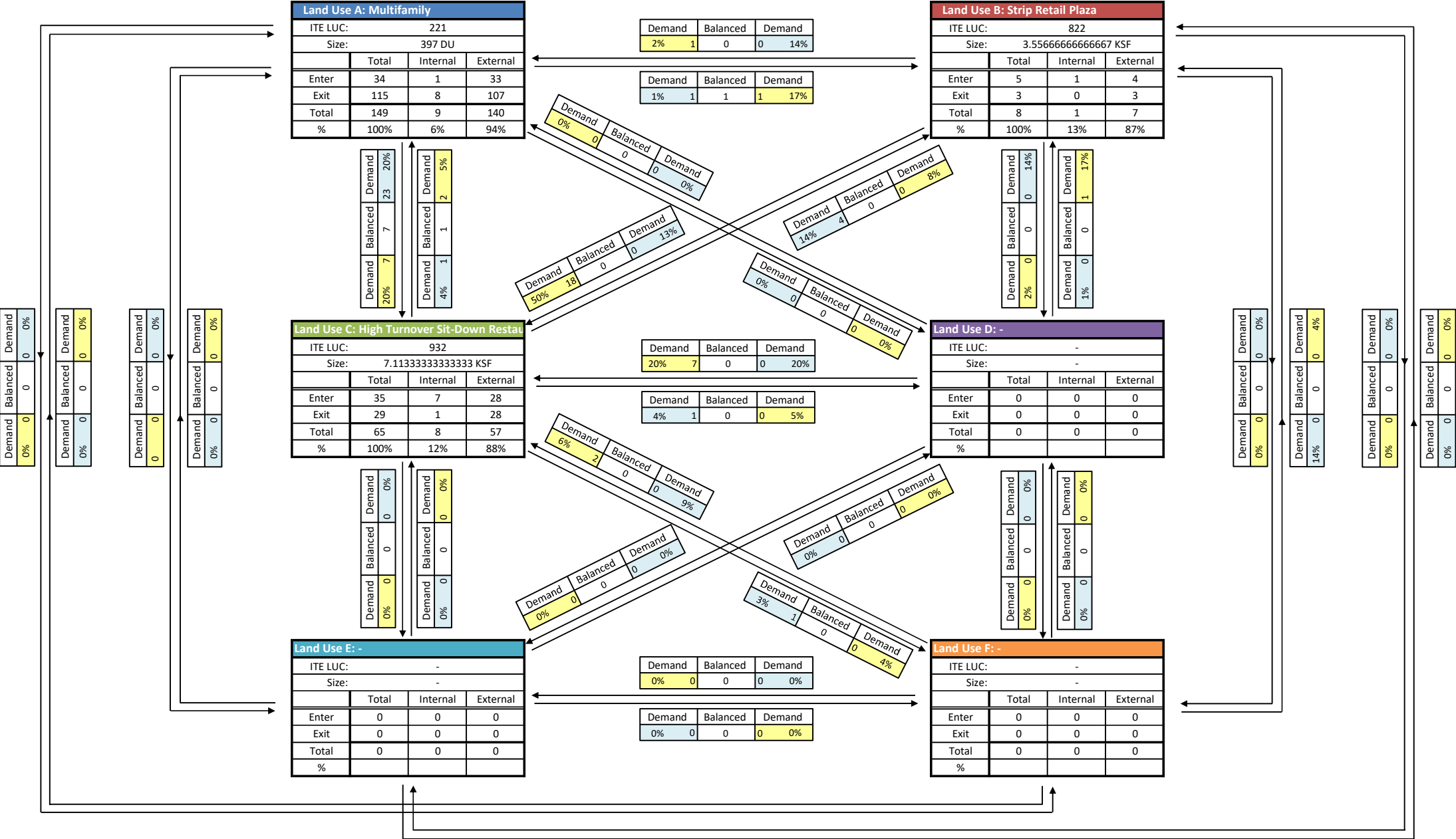
Project Number:	1094.16
Project Name	2400 E Atlantic Boulevard
Scenario:	Daily



Internal and External Trip Summary							
Origin Land Use		Total		Internal		External	
		Enter	Exit	Enter	Exit	Enter	Exit
A	Multifamily	855.95	855.95	58	75	798	781
B	Strip Retail Plaza	92.15	92.15	40	37	52	55
C	High Turnover Sit-Down Restaurant	362.425	362.425	81	67	281	295
D	-	0	0	0	0	0	0
E	-	0	0	0	0	0	0
F	-	0	0	0	0	0	0
Internal Capture		13.66%					

Multi-Use Internal Capture

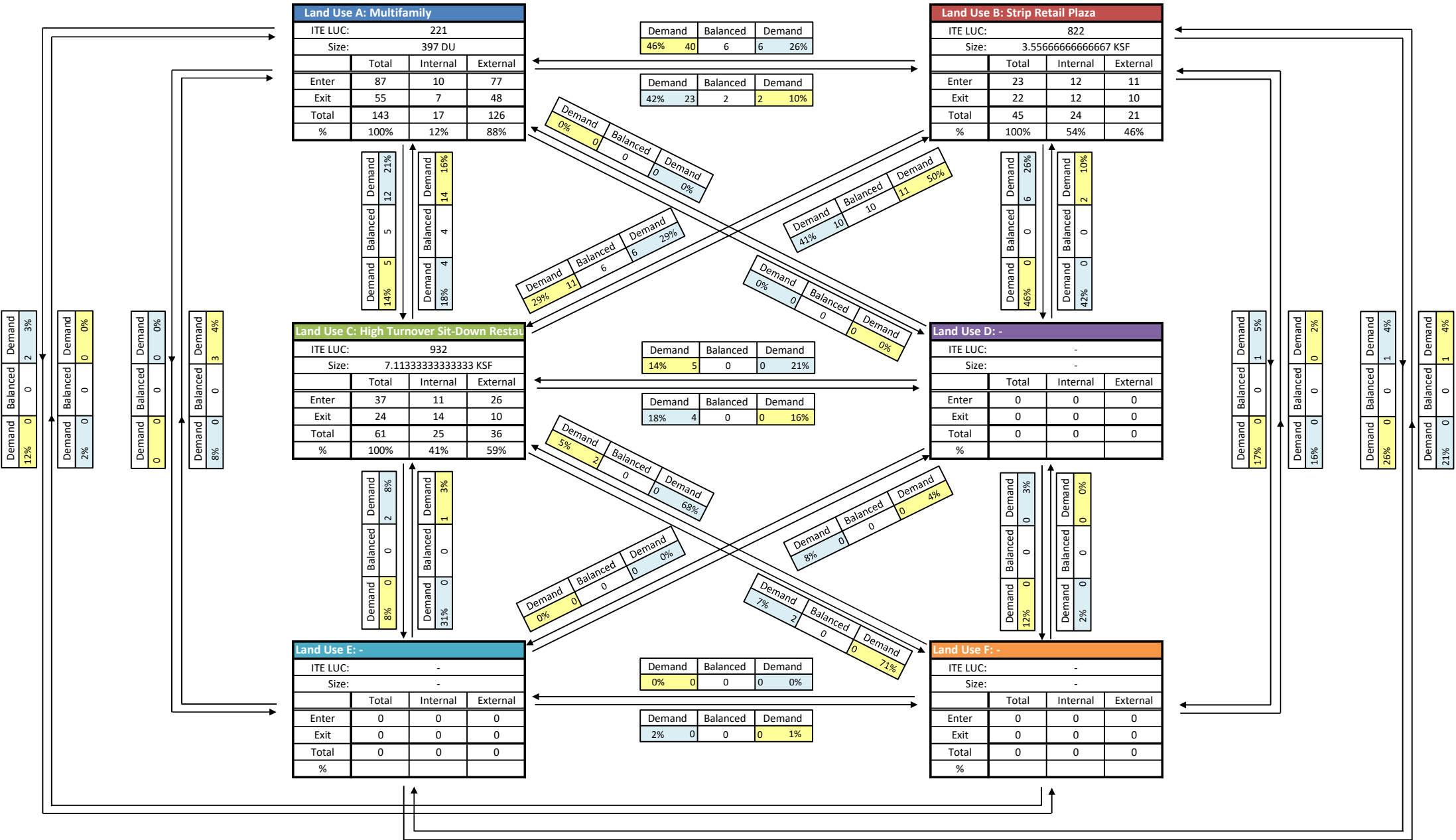
Project Number: 1094.16  
Project Name 2400 E Atlantic Boulevard  
Scenario: AM Peak Hour



Internal and External Trip Summary							
Origin Land Use		Total		Internal		External	
		Enter	Exit	Enter	Exit	Enter	Exit
A	Multifamily	34.2	114.95	1	8	33	107
B	Strip Retail Plaza	4.75	2.85	1	0	4	3
C	High Turnover Sit-Down Restaurant	35.15	29.45	7	1	28	28
D	-	0	0	0	0	0	0
E	-	0	0	0	0	0	0
F	-	0	0	0	0	0	0
Internal Capture		8.13%					

Multi-Use Internal Capture

Project Number:	1094.16
Project Name	2400 E Atlantic Boulevard
Scenario:	PM Peak



Internal and External Trip Summary							
Origin Land Use		Total		Internal		External	
		Enter	Exit	Enter	Exit	Enter	Exit
A	Multifamily	87.4	55.1	10	7	77	48
B	Strip Retail Plaza	22.8	21.85	12	12	11	10
C	High Turnover Sit-Down Restaurant	37.05	23.75	11	14	26	10
D	-	0	0	0	0	0	0
E	-	0	0	0	0	0	0
F	-	0	0	0	0	0	0
Internal Capture		26.62%					

## ITE LUC 932 Pass-by Percentage

Vehicle Pass-By Rates by Land Use									
Source: ITE Trip Generation Manual , 11th Edition									
Land Use Code	932								
Land Use	High-Turnover (Sit-Down) Restaurant								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	12								
Average Pass-By Rate	43%								
	Pass-By Characteristics for Individual Sites								
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
2.9	Kentucky	1993	41	37	27	36	63	3935	2
3.1	Kentucky	1993	21	38	29	33	62	2580	2
4.6	Florida	1992	276	63	—	—	37	—	30
5	Florida	1992	65	58	—	—	42	—	30
5.3	Kentucky	1993	24	50	37	13	50	1615	2
5.7	Florida	1994	308	57	—	—	43	—	30
5.8	Florida	1992	150	32	—	—	68	—	30
6.2	Florida	1995	521	46	43	11	54	—	30
7.1	Indiana	1993	—	23	23	54	77	1565	2
8	Florida	1995	664	40	39	21	60	—	30
11	Florida	1996	267	38	43	19	62	—	30
12	Florida	1996	317	29	51	20	71	—	30



**APPENDIX D**

TMC, SIGNAL TIMING SHEETS,

AND EXCERPT FROM

PEAK SEASON FACTOR CATEGORY REPORT

## **APPENDIX D1**

### **FEDERAL HIGHWAY (US-1/SR-5) AND SE 2ND STREET**

MT-24881 Pompano Beach, FL

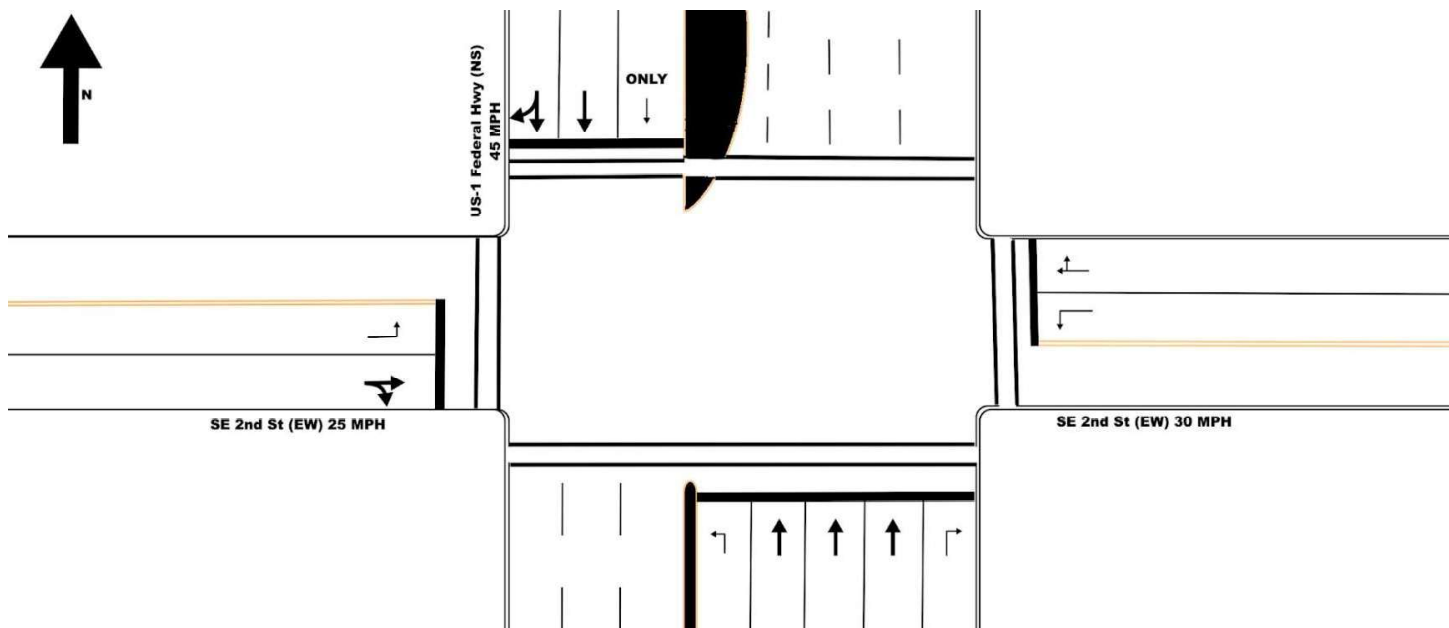
**Site 1**  
US-1 Federal Hwy (NS) & SE 2nd St (EW)

**Date**  
Thursday, May 22, 2025

**Weather**  
Mostly Cloudy  
82°F

**Lat/Long**  
26.230077°, -80.102748°

Cycle	NBL	NBT	SBT/SBL	WBL	WBT	EBL	EBT
1	0	201.2	201.2	17.5	40.2	17.5	40.2
2	0	172.5	172.5	17.5	18.7	17.5	18.7
3	0	134.3	134.3	0	15.4	13.8	32.9
4	15.7	120.4	120.4	0	12.9	11.1	26.5
5	0	138.4	138.4	14.5	16.1	14.5	16.1



**P&Z**

PZ25-12000001

08/27/2025



[Click here for Map](#)

Peak Hour Turning Movement Count

Pompano Beach, FL



www.marrtraffic.com



Thursday, May 22, 2025		
	Mostly Cloudy	82°F
Period	0700 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH	0730 - 0830	APPLY

\* the Peak Hour Diagram does not include bicycles

US-1 Federal Hwy (North)

Southbound

29	1509	1	0
1	24	0	0
0	9	0	0
0	0	0	0
30	1542	1	0

1539	1265	(1-3)
25	19	(4-7)
9	5	(8-13)
0	0	Golf Carts
1573	1289	Total



0

0

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

SE 2nd St (West)

Eastbound

(1-3)	(4-7)	(8-13)	Golf Cart	Total
96	1	1	0	98
141	2	2	0	145

0	0	0	0	0
39	1	1	0	41
26	1	0	0	27
76	0	1	0	77



1

1



Classes	(1-3)	(4-7)	(8-13)	Golf Cart	Total
Volume	3087	47	16	0	3150
PHF					0.90
ADT (Calc)			10		31500

1

1

Westbound

SE 2nd St (East)

33	0	0	1	32
11	0	0	0	11
44	0	0	0	44
0	0	0	0	0

88	0	0	1	87
98	0	0	3	95

Total Golf Cart (8-13) (4-7) (1-3)

0

1

	1665	1344	2	57	1215	70
Total	0	0	0	0	0	0
Golf Cart	10	5	0	1	4	0
(8-13)	24	19	0	0	17	2
(4-7)	1631	1320	2	56	1194	68
(1-3)						

Northbound

US-1 Federal Hwy (South)

P&Z

PZ25-12000001

08/27/2025



### All vehicles

	Northbound						Southbound						Eastbound						Westbound						Int
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						SE 2nd St (West)						SE 2nd St (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Total
0730 - 0745	9	293	11	-	1	314	0	409	5	-	0	414	3	3	16	-	0	22	23	4	7	-	0	34	784
0745 - 0800	22	342	29	-	1	394	1	420	7	-	0	428	7	5	20	-	0	32	9	4	8	-	0	21	875
0800 - 0815	13	311	14	-	0	338	0	372	7	-	0	379	17	11	18	-	0	46	4	3	10	-	0	17	780
0815 - 0830	14	269	17	-	0	300	0	341	11	-	0	352	14	10	23	-	0	47	8	0	8	-	0	16	715
Total	58	1215	71	0	2	1346	1	1542	30	0	0	1573	41	29	77	0	0	147	44	11	33	0	0	88	3154
Approach %	4.31	90.27	5.27	0.00	0.15	-	0.06	98.03	1.91	0.00	0.00	-	27.89	19.73	52.38	0.00	0.00	-	50.00	12.50	37.50	0.00	0.00	-	
PHF	0.66	0.89	0.61	0.00	0.50	0.85	0.25	0.92	0.68	0.00	0.00	0.92	0.60	0.66	0.84	0.00	0.00	0.78	0.48	0.69	0.83	0.00	0.00	0.65	0.90

### Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						SE 2nd St (West)						SE 2nd St (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	
	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	
0730 - 0745	8	290	10	-	1	309	0	403	5	-	0	408	3	2	16	-	0	21	23	4	7	-	0	34	772
0745 - 0800	22	335	29	-	1	387	1	414	7	-	0	422	7	4	20	-	0	31	9	4	8	-	0	21	861
0800 - 0815	13	307	14	-	0	334	0	368	6	-	0	374	16	11	17	-	0	44	4	3	9	-	0	16	768
0815 - 0830	13	262	15	-	0	290	0	324	11	-	0	335	13	9	23	-	0	45	8	0	8	-	0	16	686
Total	56	1194	68	0	2	1320	1	1509	29	0	0	1539	39	26	76	0	0	141	44	11	32	0	0	87	3087
Approach %	4.24	90.45	5.15	0.00	0.15	-	0.06	98.05	1.88	0.00	0.00	-	27.66	18.44	53.90	0.00	0.00	-	50.57	12.64	36.78	0.00	0.00	-	
PHF	0.64	0.89	0.59	0.00	0.50	0.85	0.25	0.91	0.66	0.00	0.00	0.91	0.61	0.59	0.83	0.00	0.00	0.78	0.48	0.69	0.89	0.00	0.00	0.64	0.90

### Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						SE 2nd St (West)						SE 2nd St (East)							
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total		
0730 - 0745	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	0	-	0	0	5
0745 - 0800	0	5	0	-	0	5	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	9	
0800 - 0815	0	4	0	-	0	4	0	4	1	-	0	5	0	0	0	-	0	0	0	0	0	1	-	0	1	10
0815 - 0830	0	6	2	-	0	8	0	13	0	-	0	13	1	1	0	-	0	2	0	0	0	-	0	0	23	
Total	0	17	2	0	0	19	0	24	1	0	0	25	1	1	0	0	0	2	0	0	1	0	0	1	47	
Approach %	0.00	89.47	10.53	0.00	0.00	-	0.00	96.00	4.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-		
PHF	0.00	0.71	0.25	0.00	0.00	0.59	0.00	0.46	0.25	0.00	0.00	0.48	0.25	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.51	

### Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int	
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						SE 2nd St (West)						SE 2nd St (East)							
	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total		Total
0730 - 0745	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	0	-	0	0	4
0745 - 0800	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	0	-	0	0	4
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	0	2	0	0	0	-	0	0	2	
0815 - 0830	1	1	0	-	0	2	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	6	
Total	1	4	0	0	0	5	0	9	0	0	0	9	1	0	1	0	0	2	0	0	0	0	0	0	16	
Approach %	20.00	80.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.50	0.00	0.00	0.00	0.63	0.00	0.56	0.00	0.00	0.00	0.56	0.25	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.67	

## Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						SE 2nd St (West)						SE 2nd St (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	1	0	1	-	0	2	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	3
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	1	0	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
Approach %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.33

## Golf Carts

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Pompano Beach, FL



www.marrtraffic.com



Thursday, May 22, 2025		
	Mostly Cloudy	82°F
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

\* the Peak Hour Diagram does not include bicycles

US-1 Federal Hwy (North)

Southbound

41	1435	0	0
0	6	0	0
0	3	0	0
0	0	0	0

1476	1677	(1-3)
6	6	(4-7)
3	5	(8-13)
0	0	Golf Carts

41	1444	0	0
----	------	---	---

1485	1688	Total
------	------	-------



1

0

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

SE 2nd St (West)

Eastbound

(1-3)	(4-7)	(8-13)	Golf Cart	Total
123	0	0	0	123
98	1	0	2	101

0	0	0	0	0
43	0	0	0	43
20	0	0	2	22
35	1	0	0	36



3

3



Classes	(1-3)	(4-7)	(8-13)	Golf Cart	Total
Volume	3510	13	8	2	3533
PHF					0.93
ADT (Calc)			10		35330

46	0	0	0	46
22	0	0	0	22
70	0	0	0	70
0	0	0	0	0

Westbound

SE 2nd St (East)

138	0	0	0	138
169	2	0	0	167
Total	Golf Cart	(8-13)	(4-7)	(1-3)

4

1



Total	1553	1809
Golf Cart	0	0
(8-13)	3	5
(4-7)	7	6
(1-3)	1543	1798

Northbound

US-1 Federal Hwy (South)

P&Z

PZ25-12000001

08/27/2025







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

Intersection Number	1360	Initial Operation Date	3/20/84
Controller Type	2070 LN	System Number	1360
Modification Number	14	Modification Date	05/20/2020
Drawing/Project No	228212-15201	FPL Grid Number	87887959809
Intersection	FEDERAL HWY. (US 1/SR 5) and SE 2 STREET (POMPANO)		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2	3	4	5	6	7	8
Direction		NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)		12	4	6	4	12	4	6
Vehicle Ext.(GAP)		3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I		60	12	15	12	60	12	15
Maximum Green II								
Yellow Clearance		5.0	4.0	4.0	5.0	5.0	4.0	4.0
All Red Clearance		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall		MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		14		27		14		24
Permissive		5-SECT		5-SECT		5-SECT		
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment \_\_\_\_\_

**NOTES:**

1. ANTI-BACKDOWN NORTHBOUND: PHASES 2+6 ON---> OMIT PHASE 5.
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. MOD. 14 UPDATES PH. 4 & 8 WALK, AND ALL PEDESTRIAN CLEARANCE VALUES.

**P&Z**

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

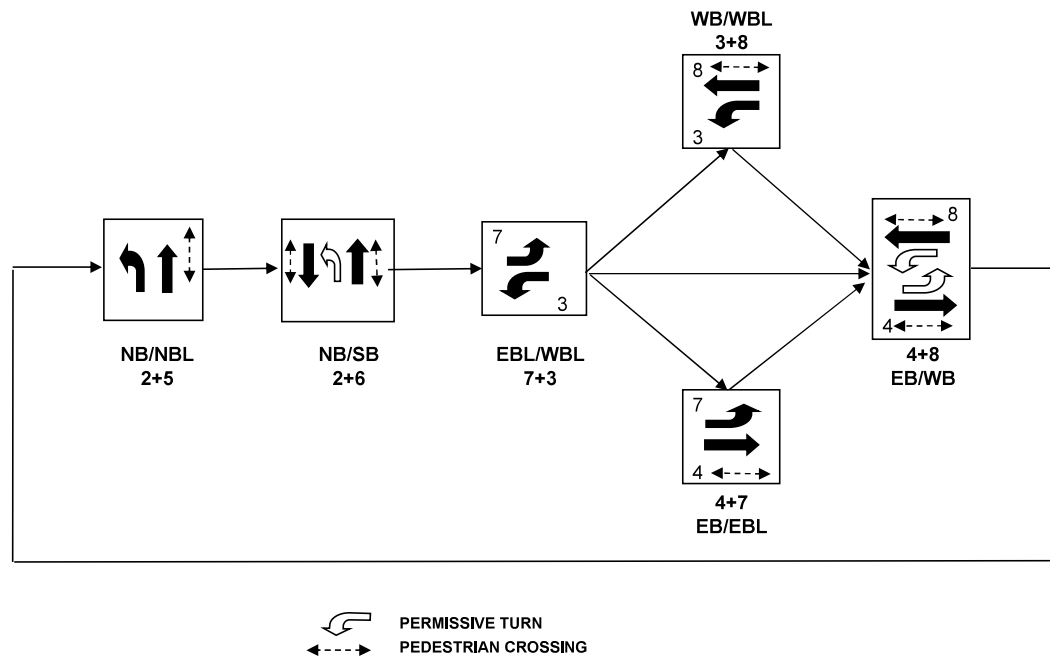
PZ25-12000001

08/27/2025



## Sequence of Operation for (A-360) Federal Hwy (US 1/SR 5) and SE 2 Street

### Pompano Beach



Station : 1360 - US 1 & SE 2 St (Pompano) ( Standard File )

Phase	1	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		14		27		14		24								
Min Green		12	4	6	4	12	4	6								
Gap Ext		3	1.5	2	1.5	3	1.5	2								
Max1		60	12	15	12	60	12	15								
Max2																
Yellow Clr		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	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				

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

# P&Z

**APPENDIX D2**  
**FEDERAL HIGHWAY (US-1/SR-5) AND ATLANTIC BOULEVARD**

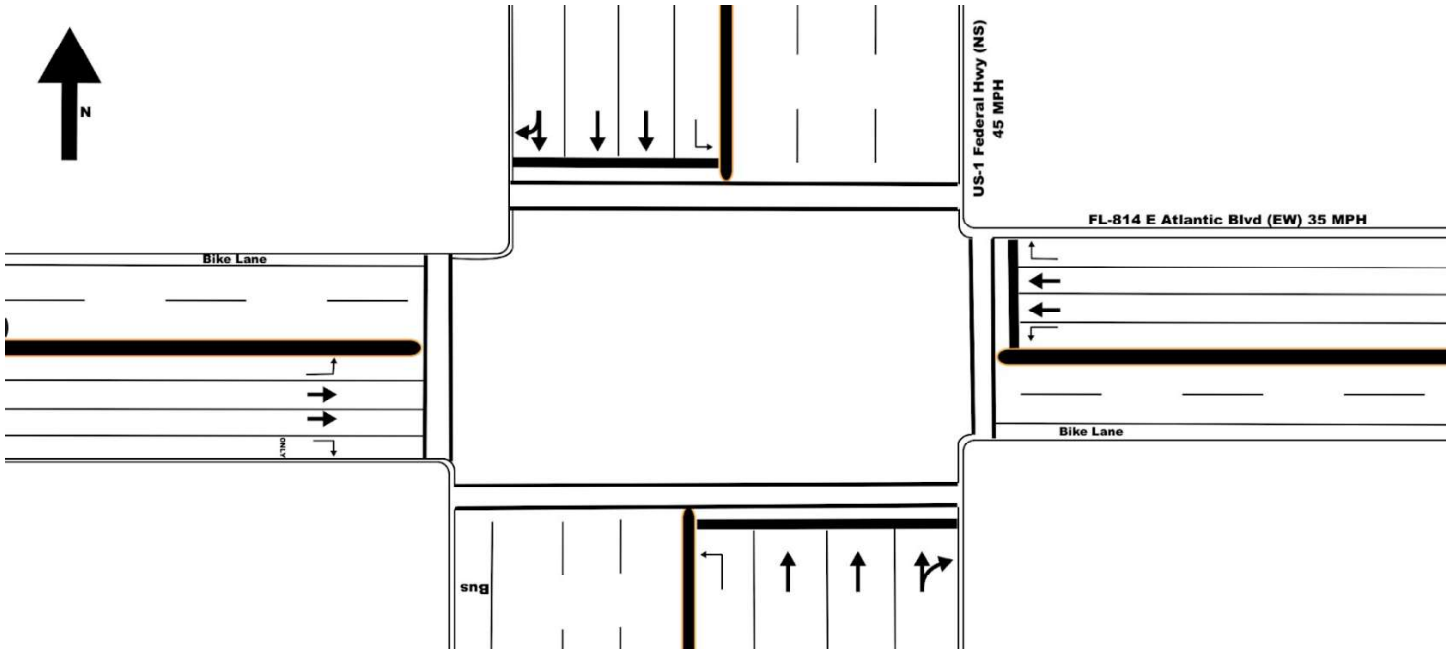
**Site 2**  
US-1 Federal Hwy (NS) & FL-814 E Atlantic Blvd (EW)

**Date**  
Thursday, May 22, 2025

**Weather**  
Mostly Cloudy  
82°F

**Lat/Long**  
26.231763°, -80.102833°

Cycle	NBL	NBT	SBL	SBT	WBL	WBT	EBL	EBT
1	33.4	60.1	33.4	60.1	29.3	46.6	24.6	42.4
2	30.3	60.1	30.3	60.1	24.8	50.5	20.2	46.3
3	30.3	60.1	30.3	60.1	27.9	49.1	23.7	45.3
4	31.5	56.9	31.5	56.9	31.3	50.5	27.8	46.3
5	30.3	54.7	30.3	54.7	28.8	49.9	24.6	45.1





[Click here for Map](#)

Peak Hour Turning Movement Count

Pompano Beach, FL



Marr Traffic  
DATA COLLECTION

www.marrtraffic.com





All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0745 - 0800	42	307	22	-	1	372	35	296	27	-	2	360	32	150	83	-	1	266	36	97	24	-	0	157	1155
0800 - 0815	42	271	36	-	1	350	41	331	25	-	3	400	19	49	23	-	1	92	38	101	23	-	1	163	1005
0815 - 0830	47	205	22	-	0	274	37	239	22	-	3	301	46	157	60	-	2	265	36	93	28	-	0	157	997
0830 - 0845	35	256	24	-	0	315	23	309	27	-	2	361	45	101	65	-	1	212	34	89	30	-	0	153	1041
Total	166	1039	104	0	2	1311	136	1175	101	0	10	1422	142	457	231	0	5	835	144	380	105	0	1	630	4198
Approach %	12.66	79.25	7.93	0.00	0.15	-	9.56	82.63	7.10	0.00	0.70	-	17.01	54.73	27.66	0.00	0.60	-	22.86	60.32	16.67	0.00	0.16	-	-
PHF	0.88	0.85	0.72	0.00	0.50	0.88	0.83	0.89	0.94	0.00	0.83	0.89	0.77	0.73	0.70	0.00	0.63	0.78	0.95	0.94	0.88	0.00	0.25	0.97	0.91

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0745 - 0800	42	299	22	-	1	364	33	293	27	-	2	355	30	142	81	-	1	254	36	95	23	-	0	154	1127
0800 - 0815	40	268	35	-	1	344	36	326	24	-	3	389	17	47	23	-	1	88	38	99	23	-	1	161	982
0815 - 0830	45	200	21	-	0	266	36	226	19	-	3	284	44	148	56	-	2	250	36	93	28	-	0	157	957
0830 - 0845	34	245	24	-	0	303	23	304	24	-	2	353	44	99	63	-	1	207	34	85	30	-	0	149	1012
Total	161	1012	102	0	2	1277	128	1149	94	0	10	1381	135	436	223	0	5	799	144	372	104	0	1	621	4078
Approach %	12.61	79.25	7.99	0.00	0.16	-	9.27	83.20	6.81	0.00	0.72	-	16.90	54.57	27.91	0.00	0.63	-	23.19	59.90	16.75	0.00	0.16	-	-
PHF	0.89	0.85	0.73	0.00	0.50	0.88	0.89	0.88	0.87	0.00	0.83	0.89	0.77	0.74	0.69	0.00	0.63	0.79	0.95	0.94	0.87	0.00	0.25	0.96	0.90

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0745 - 0800	0	6	0	-	0	6	2	2	0	-	0	4	1	8	1	-	0	10	0	2	1	-	0	3	23
0800 - 0815	1	3	1	-	0	5	5	5	1	-	0	11	2	2	0	-	0	4	0	0	0	-	0	0	20
0815 - 0830	2	4	1	-	0	7	1	9	3	-	0	13	1	8	4	-	0	13	0	0	0	-	0	0	33
0830 - 0845	1	8	0	-	0	9	0	3	3	-	0	6	1	2	2	-	0	5	0	4	0	-	0	4	24
Total	4	21	2	0	0	27	8	19	7	0	0	34	5	20	7	0	0	32	0	6	1	0	0	7	100
Approach %	14.81	77.78	7.41	0.00	0.00	-	23.53	55.88	20.59	0.00	0.00	-	15.63	62.50	21.88	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	-
PHF	0.50	0.66	0.50	0.00	0.00	0.75	0.40	0.53	0.58	0.00	0.00	0.65	0.63	0.63	0.44	0.00	0.00	0.62	0.00	0.38	0.25	0.00	0.00	0.44	0.76

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0745 - 0800	0	2	0	-	0	2	0	1	0	-	0	1	0	0	1	-	0	1	0	0	0	-	0	0	4
0800 - 0815	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	3
0815 - 0830	0	1	0	-	0	1	0	4	0	-	0	4	1	1	0	-	0	2	0	0	0	-	0	0	7
0830 - 0845	0	3	0	-	0	3	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	5
Total	1	6	0	0	0	7	0	7	0	0	0	7	1	1	1	0	0	3	0	2	0	0	0	2	19
Approach %	14.29	85.71	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	33.33	33.33	33.33	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.25	0.50	0.00	0.00	0.00	0.58	0.00	0.44	0.00	0.00	0.00	0.44	0.25	0.25	0.25	0.00	0.00	0.38	0.00	0.25	0.00	0.00	0.00	0.25	0.68

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	1
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Golf Carts

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00




 [Click here for Map](#)

Pompano Beach, FL




[www.marrtraffic.com](http://www.marrtraffic.com)



Thursday, May 22, 2025		
	Mostly Cloudy	82°F
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

\* the Peak Hour Diagram does not include bicycles

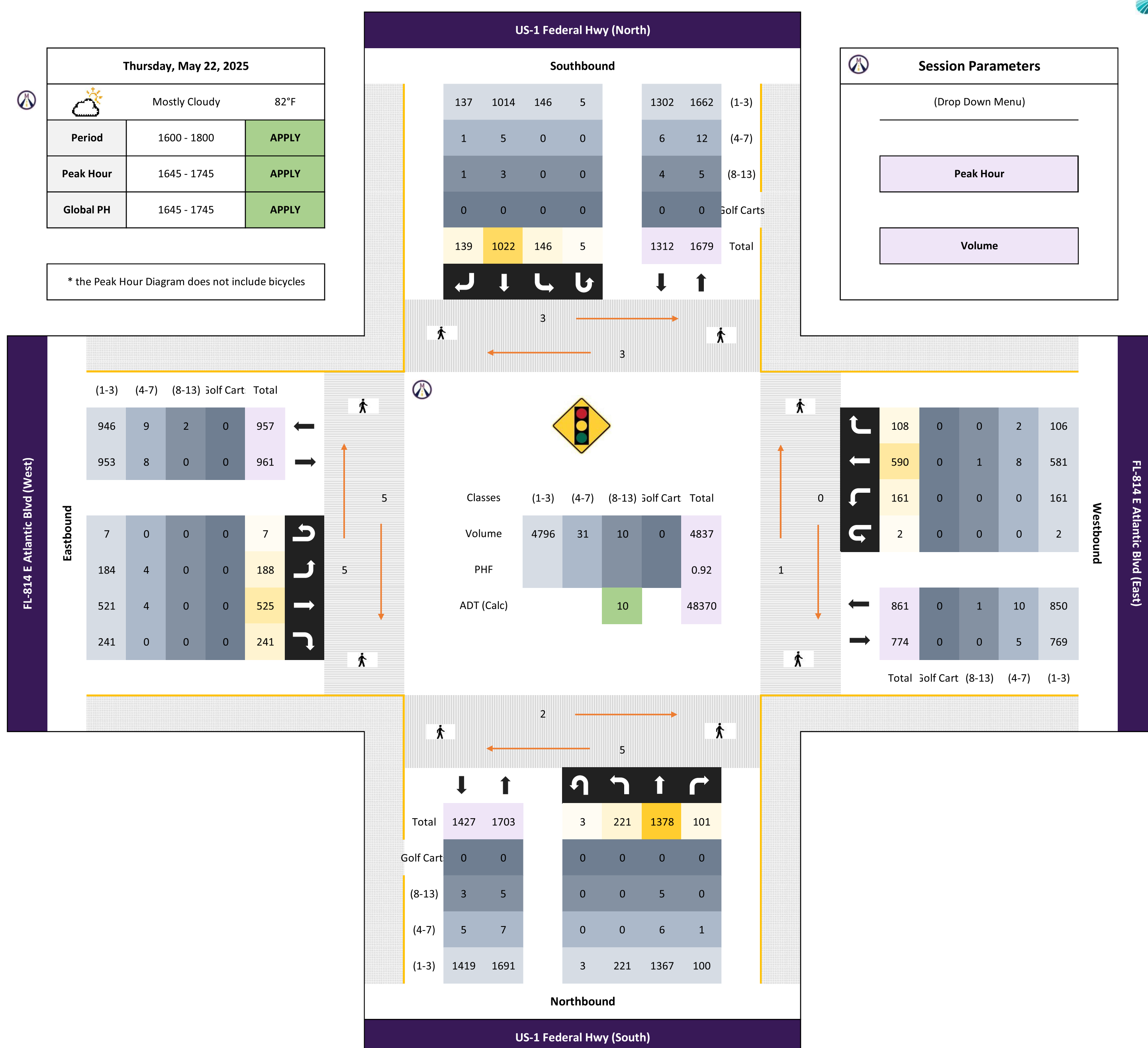


## Session Parameters

(Drop Down Menu)

Peak Hour

Volume



# P&Z

**PZ25-12000001**

**08/27/2025**

All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Int Total
	2.1	2.2	2.3		2.4		2.5	2.6	2.7		2.8		2.9	2.10	2.11		2.12		2.13	2.14	2.15		2.16		
1645 - 1700	65	325	16	-	1	407	35	232	35	-	1	303	44	131	53	-	2	230	40	170	21	-	1	232	1172
1700 - 1715	61	344	17	-	1	423	31	258	34	-	2	325	47	126	53	-	1	227	36	162	31	-	0	229	1204
1715 - 1730	54	388	36	-	1	479	35	289	30	-	0	354	50	138	76	-	1	265	45	131	35	-	0	211	1309
1730 - 1745	41	321	32	-	0	394	45	243	40	-	2	330	47	130	59	-	3	239	40	127	21	-	1	189	1152
Total	221	1378	101	0	3	1703	146	1022	139	0	5	1312	188	525	241	0	7	961	161	590	108	0	2	861	4837
Approach %	12.98	80.92	5.93	0.00	0.18	-	11.13	77.90	10.59	0.00	0.38	-	19.56	54.63	25.08	0.00	0.73	-	18.70	68.52	12.54	0.00	0.23	-	-
PHF	0.85	0.89	0.70	0.00	0.75	0.89	0.81	0.88	0.87	0.00	0.63	0.93	0.94	0.95	0.79	0.00	0.58	0.91	0.89	0.87	0.77	0.00	0.50	0.93	0.92

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Int Total
	2.1	2.2	2.3		2.4		2.5	2.6	2.7		2.8		2.9	2.10	2.11		2.12		2.13	2.14	2.15		2.16		
1645 - 1700	65	321	16	-	1	403	35	231	34	-	1	301	44	130	53	-	2	229	40	168	20	-	1	229	1162
1700 - 1715	61	342	17	-	1	421	31	254	34	-	2	321	45	125	53	-	1	224	36	158	31	-	0	225	1191
1715 - 1730	54	385	36	-	1	476	35	287	30	-	0	352	49	136	76	-	1	262	45	130	35	-	0	210	1300
1730 - 1745	41	319	31	-	0	391	45	242	39	-	2	328	46	130	59	-	3	238	40	125	20	-	1	186	1143
Total	221	1367	100	0	3	1691	146	1014	137	0	5	1302	184	521	241	0	7	953	161	581	106	0	2	850	4796
Approach %	13.07	80.84	5.91	0.00	0.18	-	11.21	77.88	10.52	0.00	0.38	-	19.31	54.67	25.29	0.00	0.73	-	18.94	68.35	12.47	0.00	0.24	-	-
PHF	0.85	0.89	0.69	0.00	0.75	0.89	0.81	0.88	0.88	0.00	0.63	0.92	0.94	0.96	0.79	0.00	0.58	0.91	0.89	0.86	0.76	0.00	0.50	0.93	0.92

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1645 - 1700	0	3	0	-	0	3	0	1	1	-	0	2	0	1	0	-	0	1	0	2	1	-	0	3	9
1700 - 1715	0	0	0	-	0	0	0	2	0	-	0	2	2	1	0	-	0	3	0	3	0	-	0	3	8
1715 - 1730	0	2	0	-	0	2	0	2	0	-	0	2	1	2	0	-	0	3	0	1	0	-	0	1	8
1730 - 1745	0	1	1	-	0	2	0	0	0	-	0	0	1	0	0	-	0	1	0	2	1	-	0	3	6
Total	0	6	1	0	0	7	0	5	1	0	0	6	4	4	0	0	0	8	0	8	2	0	0	10	31
Approach %	0.00	85.71	14.29	0.00	0.00	-	0.00	83.33	16.67	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	80.00	20.00	0.00	0.00	-	-
PHF	0.00	0.50	0.25	0.00	0.00	0.58	0.00	0.63	0.25	0.00	0.00	0.75	0.50	0.50	0.00	0.00	0.00	0.67	0.00	0.67	0.50	0.00	0.00	0.83	0.86

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound							
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total	
1645 - 1700	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1
1700 - 1715	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	1	0	-	0	1	5	
1715 - 1730	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	
1730 - 1745	0	1	0	-	0	1	0	1	1	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	3	
Total	0	5	0	0	0	5	0	3	1	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	10	
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-	
PHF	0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.38	0.25	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.50	

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound							
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total	
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0	
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0	
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Golf Carts

Time	Northbound						Southbound						Eastbound						Westbound						
	US-1 Federal Hwy (South)						US-1 Federal Hwy (North)						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1645 - 1700	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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

Intersection Number	1336	Initial Operation Date	3/20/84
Controller Type	2070 LN	System Number	
Modification Number	10	Modification Date	10/15/2019
Drawing/Project No	228212-1501	FPL Grid Number	87888940800
Intersection	FEDERAL HWY. (US 1/SR 5) and ATLANTIC BOULEVARD		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	12	5	6	5	12	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.5	1.5	3.0	1.5	2.5
Maximum Green I	20	50	20	45	20	50	20	45
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0	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		23		24		23		24
Permissive	NO		NO		NO		NO	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED

Attachment

**NOTES:**

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 10 UPDATES PH. 4 & 8 WALK VALUES.

**P&Z**

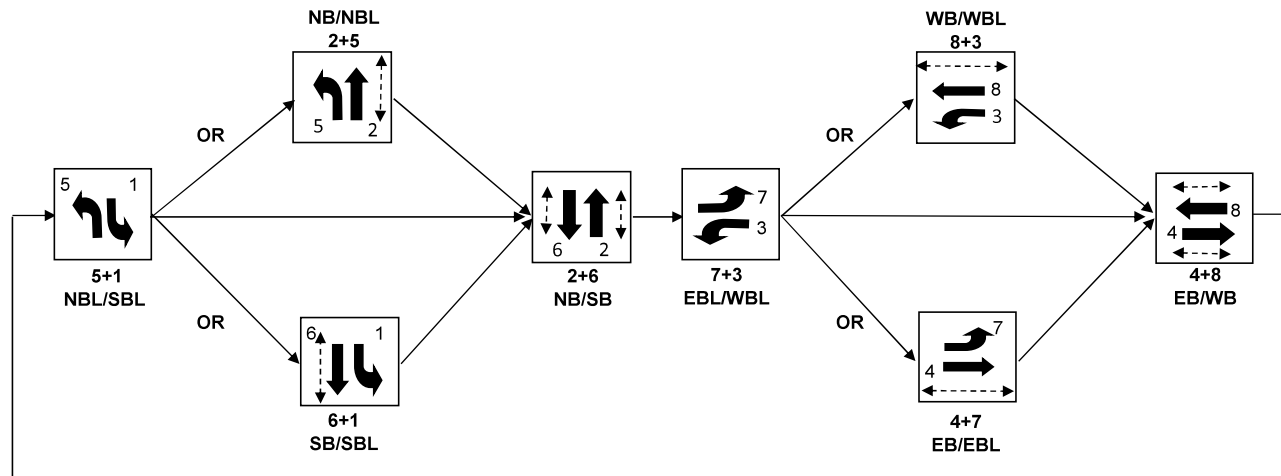
Submitted By \_\_\_\_\_ Approved By \_\_\_\_\_

PZ25-12000001

08/27/2025

## Sequence of Operation for 1336

Federal Hwy (US 1/SR 5) and Atlantic Blvd (SR 814), Pompano Beach



←-----→ Denotes pedestrian crosswalk signal



Station : 1336 - US 1 &amp; Atlantic Blvd ( Standard File )

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		23		24		23		24								
Min Green	5	12	5	6	5	12	5	6	3		3		3		3	
Gap Ext	1.5	3	1.5	2.5	1.5	3	1.5	2.5								
Max1	20	50	20	45	20	50	20	45								
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	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		ON		ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON		ON		ON		ON									
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable																
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	1		1	1	1	1
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk	5	5	5	5	5	5
Ped Clear						
Track Green						
Min Dwell	6	6	6	6	6	6
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						
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				

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						

Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

## Coordination

# P&Z

**APPENDIX D3**  
**ATLANTIC BOULEVARD AND SE 24TH AVENUE**



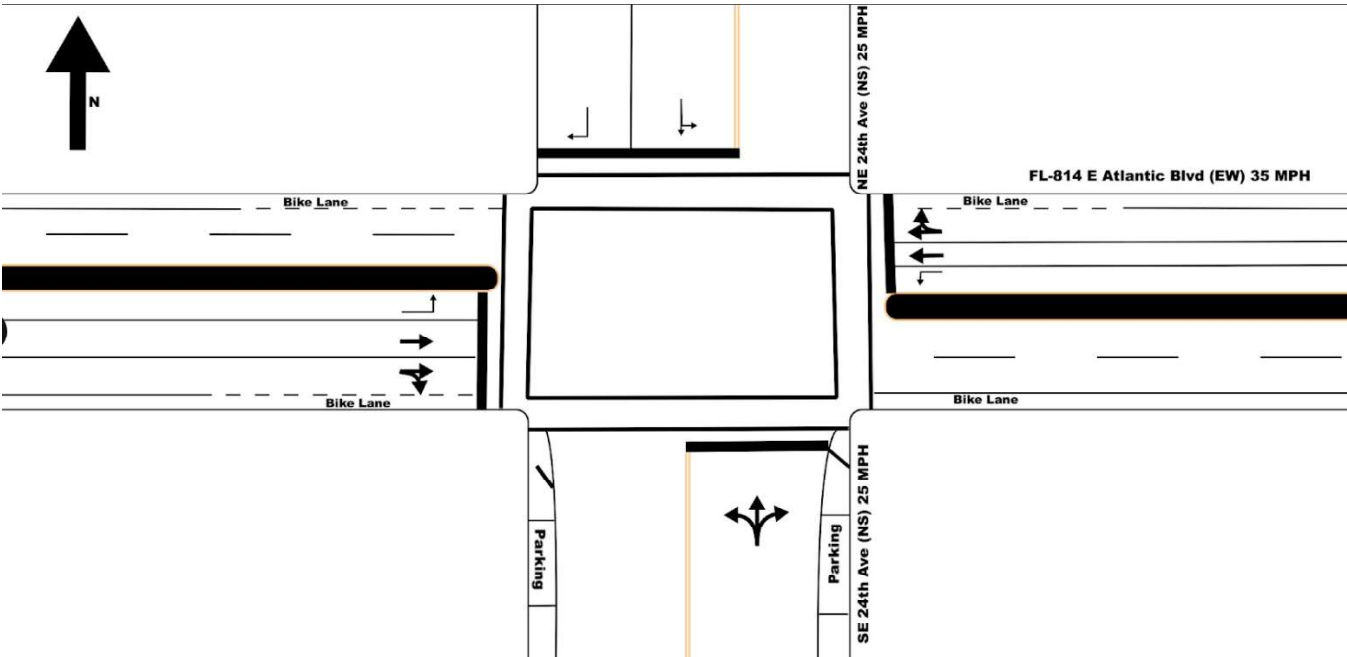
Site 3  
SE/NE 24th Ave (NS) & FL-814 E Atlantic Blvd (EW)

Date  
Thursday, May 22, 2025

Weather  
Mostly Cloudy  
82°F

Lat/Long  
26.231795°, -80.099969°

Cycle	NBL/NBT	SBL/SBT	WBL	WBT	EBL	EBT
1	19.8	19.8	0	43.4	0	43.4
2	11.9	11.9	8.1	46.6	8.1	46.6
3	8.8	8.8	6.8	207.2	6.8	207.2
4	20.1	20.1	6.8	125.3	6.8	125.3
5	10.9	10.9	0	87.5	9.7	99.8





[Click here for Map](#)

Peak Hour Turning Movement Count

Pompano Beach, FL



Marr Traffic  
DATA COLLECTION

www.marrtraffic.com



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	SE 24th Ave						NE 24th Ave						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
0800 - 0815	0	1	5	-	0	6	0	1	20	-	0	21	3	133	0	-	0	136	5	151	0	-	2	158	321
0815 - 0830	1	1	3	-	0	5	1	1	12	-	0	14	6	202	3	-	0	211	11	133	1	-	5	150	380
0830 - 0845	1	3	1	-	0	5	2	0	11	-	0	13	16	134	2	-	4	156	12	146	1	-	0	159	333
0845 - 0900	1	0	0	-	0	1	2	0	15	-	0	17	8	187	1	-	3	199	16	183	1	-	4	204	421
Total	3	5	9	0	0	17	5	2	58	0	0	65	33	656	6	0	7	702	44	613	3	0	11	671	1455
Approach %	17.65	29.41	52.94	0.00	0.00	-	7.69	3.08	89.23	0.00	0.00	-	4.70	93.45	0.85	0.00	1.00	-	6.56	91.36	0.45	0.00	1.64	-	
PHF	0.75	0.42	0.45	0.00	0.00	0.71	0.63	0.50	0.73	0.00	0.00	0.77	0.52	0.81	0.50	0.00	0.44	0.83	0.69	0.84	0.75	0.00	0.55	0.82	0.86

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	SE 24th Ave						NE 24th Ave						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
0800 - 0815	0	1	5	-	0	6	0	1	20	-	0	21	2	126	0	-	0	128	5	148	0	-	2	155	310
0815 - 0830	1	1	3	-	0	5	1	1	12	-	0	14	6	191	3	-	0	200	11	133	1	-	5	150	369
0830 - 0845	1	3	1	-	0	5	2	0	11	-	0	13	16	132	2	-	4	154	12	141	1	-	0	154	326
0845 - 0900	1	0	0	-	0	1	2	0	15	-	0	17	8	181	1	-	3	193	15	170	1	-	3	189	400
Total	3	5	9	0	0	17	5	2	58	0	0	65	32	630	6	0	7	675	43	592	3	0	10	648	1405
Approach %	17.65	29.41	52.94	0.00	0.00	-	7.69	3.08	89.23	0.00	0.00	-	4.74	93.33	0.89	0.00	1.04	-	6.64	91.36	0.46	0.00	1.54	-	
PHF	0.75	0.42	0.45	0.00	0.00	0.71	0.63	0.50	0.73	0.00	0.00	0.77	0.50	0.82	0.50	0.00	0.44	0.84	0.72	0.87	0.75	0.00	0.50	0.86	0.88

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	SE 24th Ave						NE 24th Ave						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	1	7	0	-	0	8	0	0	0	-	0	0	8
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	10	0	-	0	10	0	0	0	-	0	0	10
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	4	0	-	0	4	6
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	6	0	-	0	6	0	11	0	-	0	11	17
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	26	0	15	0	0	0	15	41
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	3.85	96.15	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.63	0.00	0.00	0.00	0.65	0.00	0.34	0.00	0.00	0.00	0.34	0.60

Combination Trucks (8-13)

Time	Northbound SE 24th Ave						Southbound NE 24th Ave						Eastbound FL-814 E Atlantic Blvd (West)						Westbound FL-814 E Atlantic Blvd (East)						Int Total	
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total		
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	2	0	-	0	2	2
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	2	0	-	1	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	1	5	6
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	0.00	-	0.00	80.00	0.00	0.00	20.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.25	0.42	0.50

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	SE 24th Ave						NE 24th Ave						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
	3.1	3.2	3.3		3.4		3.5	3.6	3.7		3.8		3.9	3.10	3.11		3.12		3.13	3.14	3.15		3.16		
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.50	0.50

Golf Carts

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	SE 24th Ave						NE 24th Ave						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25





[Click here for Map](#)

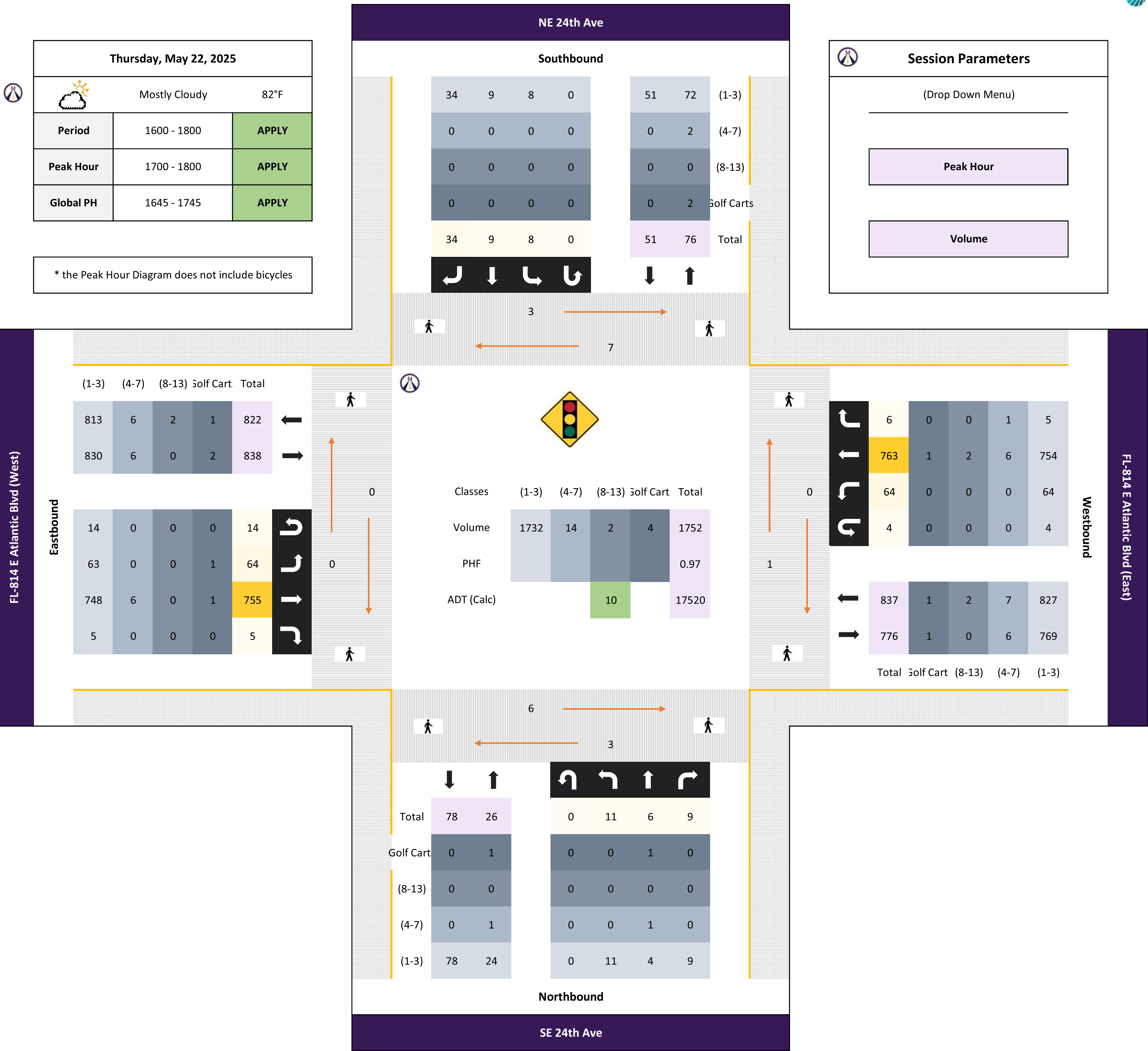
Peak Hour Turning Movement Count

Pompano Beach, FL



Marr Traffic  
DATA COLLECTION

www.marrtraffic.com



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	SE 24th Ave						NE 24th Ave						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
1700 - 1715	6	4	3	-	0	13	4	1	11	-	0	16	16	179	2	-	4	201	20	193	1	-	2	216	446
1715 - 1730	2	3	1	-	0	6	0	2	3	-	0	5	15	195	1	-	5	216	13	182	0	-	0	195	422
1730 - 1745	1	0	2	-	0	3	2	3	10	-	0	15	17	186	2	-	0	205	18	204	4	-	2	228	451
1745 - 1800	2	0	3	-	0	5	2	4	10	-	0	16	17	195	0	-	5	217	13	184	1	-	0	198	436
Total	11	7	9	0	0	27	8	10	34	0	0	52	65	755	5	0	14	839	64	763	6	0	4	837	1755
Approach %	40.74	25.93	33.33	0.00	0.00	-	15.38	19.23	65.38	0.00	0.00	-	7.75	89.99	0.60	0.00	1.67	-	7.65	91.16	0.72	0.00	0.48	-	-
PHF	0.46	0.44	0.75	0.00	0.00	0.52	0.50	0.63	0.77	0.00	0.00	0.81	0.96	0.97	0.63	0.00	0.70	0.97	0.80	0.94	0.38	0.00	0.50	0.92	0.97

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	SE 24th Ave						NE 24th Ave						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
1700 - 1715	6	3	3	-	0	12	4	0	11	-	0	15	16	178	2	-	4	200	20	188	1	-	2	211	438
1715 - 1730	2	1	1	-	0	4	0	2	3	-	0	5	14	192	1	-	5	212	13	181	0	-	0	194	415
1730 - 1745	1	0	2	-	0	3	2	3	10	-	0	15	17	184	2	-	0	203	18	202	3	-	2	225	446
1745 - 1800	2	0	3	-	0	5	2	4	10	-	0	16	16	194	0	-	5	215	13	183	1	-	0	197	433
Total	11	4	9	0	0	24	8	9	34	0	0	51	63	748	5	0	14	830	64	754	5	0	4	827	1732
Approach %	45.83	16.67	37.50	0.00	0.00	-	15.69	17.65	66.67	0.00	0.00	-	7.59	90.12	0.60	0.00	1.69	-	7.74	91.17	0.60	0.00	0.48	-	-
PHF	0.46	0.33	0.75	0.00	0.00	0.50	0.50	0.56	0.77	0.00	0.00	0.80	0.93	0.96	0.63	0.00	0.70	0.97	0.80	0.93	0.42	0.00	0.50	0.92	0.97

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	SE 24th Ave						NE 24th Ave						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
1700 - 1715	0	1	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	5
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	1	0	-	0	1	3
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	2	1	-	0	3	5
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	6	0	6	1	0	0	7	14
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.50	0.25	0.00	0.00	0.58	0.70

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	SE 24th Ave						NE 24th Ave						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)							
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total		
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	SE 24th Ave						NE 24th Ave						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)							
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total		
1700 - 1715	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	0	-	0	0	1
1715 - 1730	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	1	
Total	0	1	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3	
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-	
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.75	

Golf Carts

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	SE 24th Ave						NE 24th Ave						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1715 - 1730	0	1	0	-	0	1	0	0	0	-	0	0	1	1	0	-	0	2	0	0	0	-	0	0	3
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0													
Total	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	1	0	0	0	1	4
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.33

Station : 1335 - Atlantic Blvd &amp; E 24 Ave ( Standard File )

Phase	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		9		15		9		15								
Min Green	4	15		6	4	15		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	45		20	12	45		20								
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	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		ON		ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

## Preemption

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

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





[illegible][illegible]

# P&Z

**APPENDIX D4**  
**ATLANTIC BOULEVARD AND SE 24TH AVENUE**

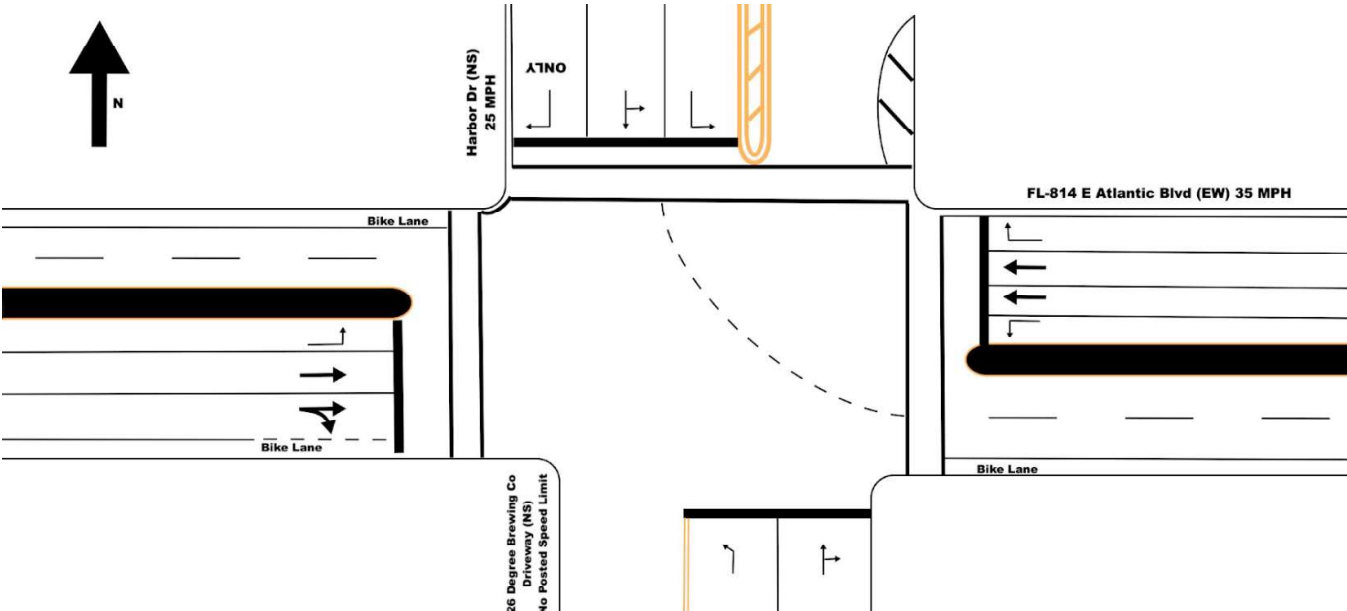
**Site 4**  
Brewery Driveway/Harbor Dr (NS) & FL-814 E Atlantic Blvd (EW)

**Date**  
Thursday, May 22, 2025

**Weather**  
Mostly Cloudy  
82°F

**Lat/Long**  
26.231817°, -80.097920°

Cycle	NBL	NBT	SBL	SBT	WBL	WBT	EBL	EBT
1	0	0	25.2	25.2	0	120.9	8.5	132.4
2	10.8	10.8	13.8	13.8	0	105.2	18.2	127.6
3	0	0	12.7	12.7	14.3	119.8	0	103.5
4	0	0	7.9	7.9	0	132.4	0	132.4
5	0	20.8	0	20.8	8.2	29.8	0	17.7





[Click here for Map](#)

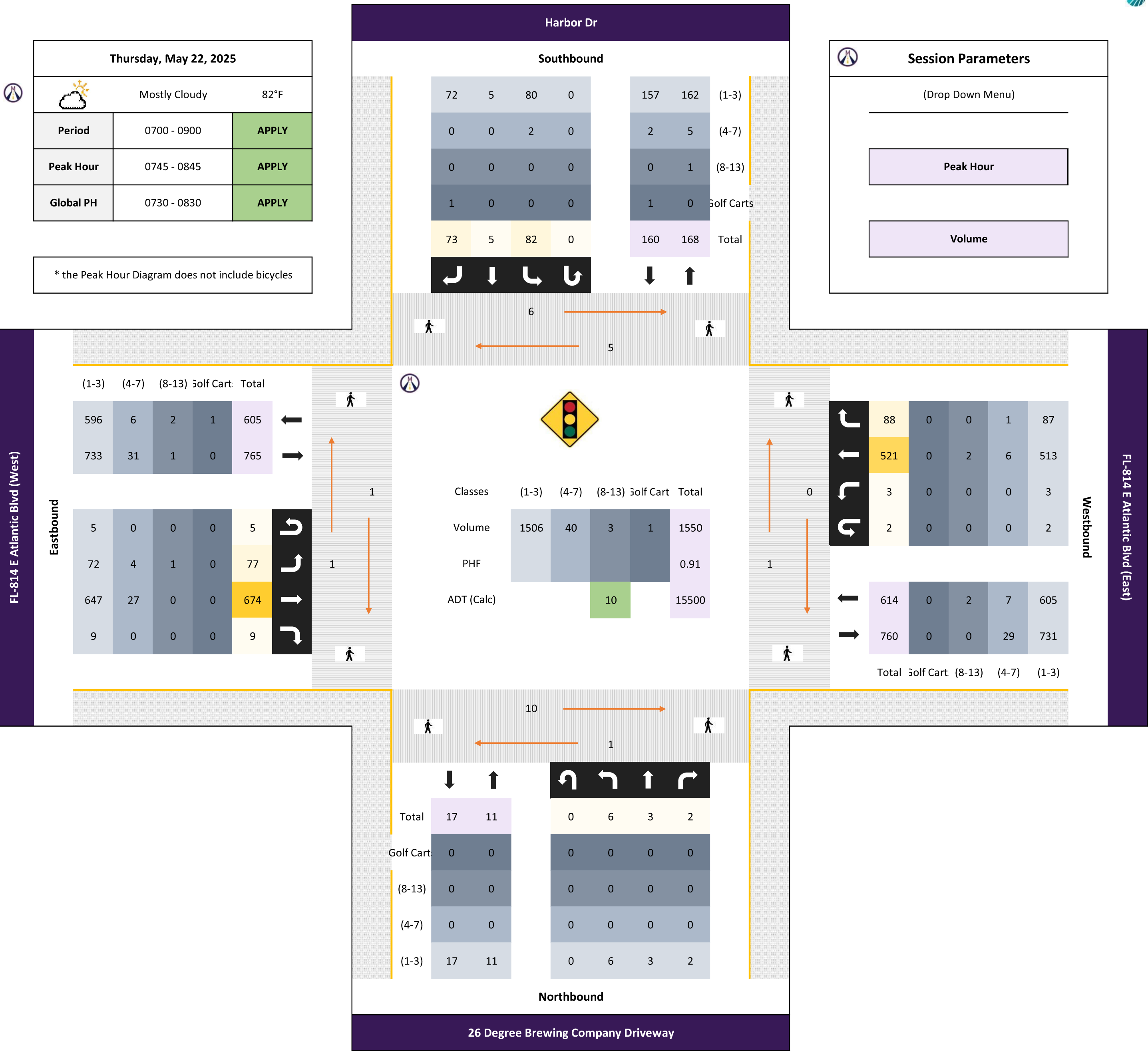
Peak Hour Turning Movement Count

Pompano Beach, FL



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All vehicles

Time	Northbound						Southbound					Eastbound					Westbound					Int Total			
	26 Degree Brewing Company Driveway						Harbor Dr					FL-814 E Atlantic Blvd (West)					FL-814 E Atlantic Blvd (East)								
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15			U-Turn 4.16	App Total
0745 - 0800	0	0	0	-	0	0	19	0	17	-	0	36	23	214	5	-	1	243	0	126	21	-	0	147	426
0800 - 0815	1	2	1	-	0	4	20	2	19	-	0	41	10	137	1	-	0	148	1	137	18	-	1	157	350
0815 - 0830	4	1	0	-	0	5	21	2	23	-	0	46	25	193	2	-	4	224	1	117	25	-	1	144	419
0830 - 0845	1	0	1	-	0	2	22	1	14	-	0	37	19	133	1	-	0	153	1	142	25	-	0	168	360
Total	6	3	2	0	0	11	82	5	73	0	0	160	77	677	9	0	5	768	3	522	89	0	2	616	1555
Approach %	54.55	27.27	18.18	0.00	0.00	-	51.25	3.13	45.63	0.00	0.00	-	10.03	88.15	1.17	0.00	0.65	-	0.49	84.74	14.45	0.00	0.32	-	
PHF	0.38	0.38	0.50	0.00	0.00	0.55	0.93	0.63	0.79	0.00	0.00	0.87	0.77	0.79	0.45	0.00	0.31	0.79	0.75	0.92	0.89	0.00	0.50	0.92	0.91

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						
	26 Degree Brewing Company Driveway						Harbor Dr						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	19	0	17	-	0	36	23	203	5	-	1	232	0	124	19	-	0	143	411
0800 - 0815	1	2	1	-	0	4	20	2	18	-	0	40	9	130	1	-	0	140	1	135	18	-	1	155	339
0815 - 0830	4	1	0	-	0	5	21	2	23	-	0	46	21	184	2	-	4	211	1	117	25	-	1	144	406
0830 - 0845	1	0	1	-	0	2	20	1	14	-	0	35	19	130	1	-	0	150	1	137	25	-	0	163	350
Total	6	3	2	0	0	11	80	5	72	0	0	157	72	647	9	0	5	733	3	513	87	0	2	605	1506
Approach %	54.55	27.27	18.18	0.00	0.00	-	50.96	3.18	45.86	0.00	0.00	-	9.82	88.27	1.23	0.00	0.68	-	0.50	84.79	14.38	0.00	0.33	-	
PHF	0.38	0.38	0.50	0.00	0.00	0.55	0.95	0.63	0.78	0.00	0.00	0.85	0.78	0.80	0.45	0.00	0.31	0.79	0.75	0.94	0.87	0.00	0.50	0.93	0.92

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	26 Degree Brewing Company Driveway						Harbor Dr						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	11	0	-	0	11	0	2	1	-	0	3	14
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	1	6	0	-	0	7	0	0	0	-	0	0	7
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	3	7	0	-	0	10	0	0	0	-	0	0	10
0830 - 0845	0	0	0	-	0	0	2	0	0	-	0	2	0	3	0	-	0	3	0	4	0	-	0	4	9
Total	0	0	0	0	0	0	2	0	0	0	0	2	4	27	0	0	0	31	0	6	1	0	0	7	40
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	12.90	87.10	0.00	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.33	0.61	0.00	0.00	0.00	0.70	0.00	0.38	0.25	0.00	0.00	0.44	0.71

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	26 Degree Brewing Company Driveway						Harbor Dr						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	2
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	1
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	2	3
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.38

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						
	26 Degree Brewing Company Driveway						Harbor Dr						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	1
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	2
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	1	0	0	2	5
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.38	0.00	0.25	0.25	0.00	0.00	0.50	0.63

Golf Carts

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	26 Degree Brewing Company Driveway						Harbor Dr						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25





[Click here for Map](#)

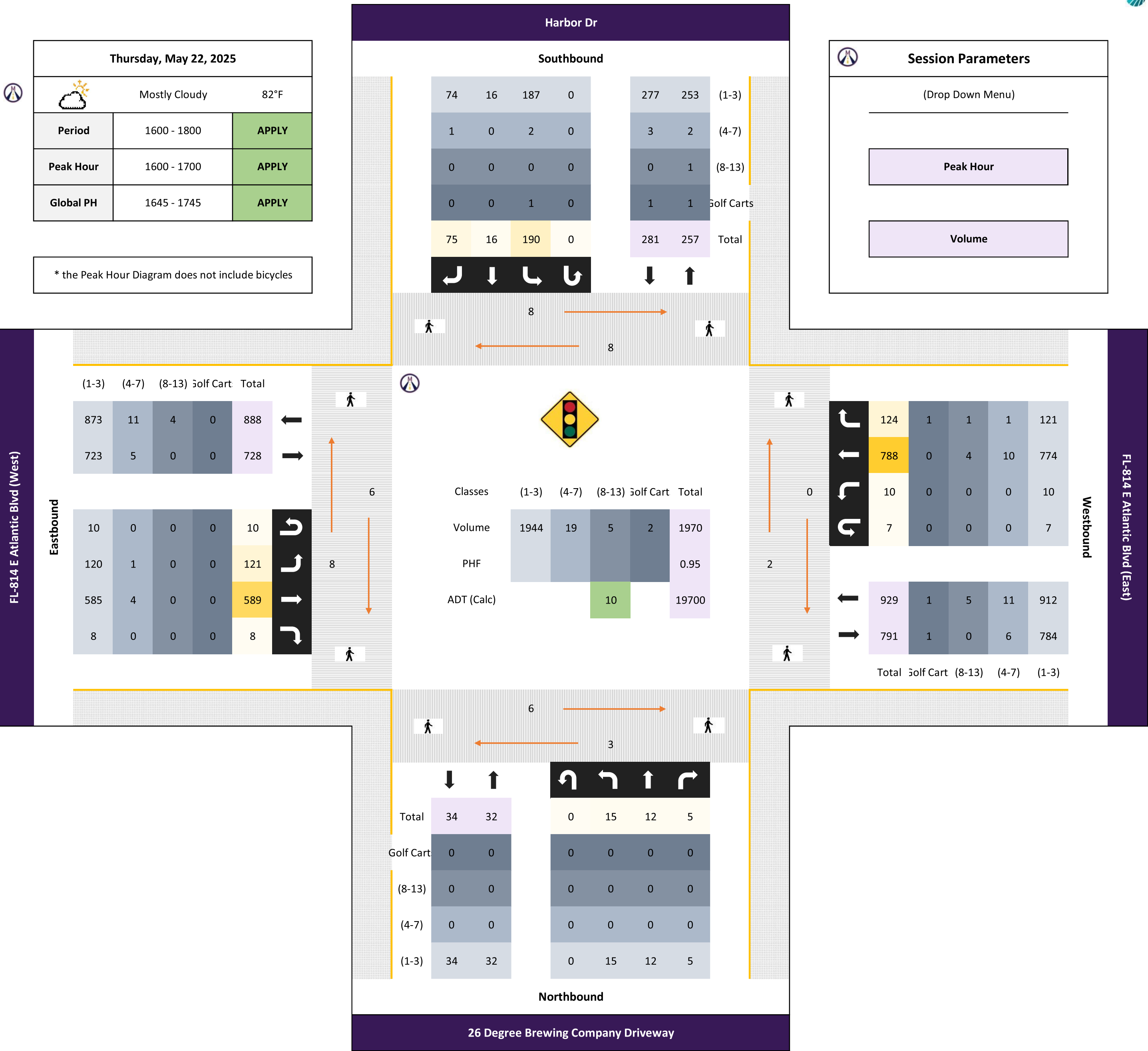
Peak Hour Turning Movement Count

Pompano Beach, FL



Marr Traffic  
DATA COLLECTION

www.marrtraffic.com



All vehicles

Time	Northbound						Southbound					Eastbound					Westbound					Int Total			
	26 Degree Brewing Company Driveway						Harbor Dr					FL-814 E Atlantic Blvd (West)					FL-814 E Atlantic Blvd (East)								
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15			U-Turn 4.16	App Total
1600 - 1615	4	6	2	-	0	12	44	4	17	-	0	65	29	127	1	-	1	158	2	204	35	-	1	242	477
1615 - 1630	3	3	0	-	0	6	52	1	19	-	0	72	27	158	1	-	5	191	1	184	32	-	2	219	488
1630 - 1645	2	2	2	-	0	6	45	4	21	-	0	70	28	160	3	-	2	193	3	192	24	-	1	220	489
1645 - 1700	6	1	1	-	0	8	49	7	18	-	0	74	37	144	3	-	2	186	4	209	33	-	3	249	517
Total	15	12	5	0	0	32	190	16	75	0	0	281	121	589	8	0	10	728	10	789	124	0	7	930	1971
Approach %	46.88	37.50	15.63	0.00	0.00	-	67.62	5.69	26.69	0.00	0.00	-	16.62	80.91	1.10	0.00	1.37	-	1.08	84.84	13.33	0.00	0.75	-	-
PHF	0.63	0.50	0.63	0.00	0.00	0.67	0.91	0.57	0.89	0.00	0.00	0.95	0.82	0.92	0.67	0.00	0.50	0.94	0.63	0.94	0.89	0.00	0.58	0.93	0.95

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	26 Degree Brewing Company Driveway						Harbor Dr						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1600 - 1615	4	6	2	-	0	12	42	4	17	-	0	63	29	126	1	-	1	157	2	199	34	-	1	236	468
1615 - 1630	3	3	0	-	0	6	52	1	19	-	0	72	26	158	1	-	5	190	1	179	31	-	2	213	481
1630 - 1645	2	2	2	-	0	6	44	4	20	-	0	68	28	159	3	-	2	192	3	191	24	-	1	219	485
1645 - 1700	6	1	1	-	0	8	49	7	18	-	0	74	37	142	3	-	2	184	4	205	32	-	3	244	510
Total	15	12	5	0	0	32	187	16	74	0	0	277	120	585	8	0	10	723	10	774	121	0	7	912	1944
Approach %	46.88	37.50	15.63	0.00	0.00	-	67.51	5.78	26.71	0.00	0.00	-	16.60	80.91	1.11	0.00	1.38	-	1.10	84.87	13.27	0.00	0.77	-	-
PHF	0.63	0.50	0.63	0.00	0.00	0.67	0.90	0.57	0.93	0.00	0.00	0.94	0.81	0.92	0.67	0.00	0.50	0.94	0.63	0.94	0.89	0.00	0.58	0.93	0.95

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	26 Degree Brewing Company Driveway						Harbor Dr						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1600 - 1615	0	0	0	-	0	0	2	0	0	-	0	2	0	1	0	-	0	1	0	2	1	-	0	3	6
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	0	5	0	-	0	5	6
1630 - 1645	0	0	0	-	0	0	0	0	1	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	2
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	3	0	-	0	3	5
Total	0	0	0	0	0	0	2	0	1	0	0	3	1	4	0	0	0	5	0	10	1	0	0	11	19
Approach %	0.00	0.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	0.00	90.91	9.09	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.38	0.25	0.50	0.00	0.00	0.00	0.63	0.00	0.50	0.25	0.00	0.00	0.55	0.79

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	26 Degree Brewing Company Driveway						Harbor Dr						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	3	0	-	0	3
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	1	-	0	1
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	0	-	0	1
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	80.00	20.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.25	0.00	0.00	0.42

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	26 Degree Brewing Company Driveway						Harbor Dr						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	-	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25

Golf Carts

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	26 Degree Brewing Company Driveway						Harbor Dr						FL-814 E Atlantic Blvd (West)						FL-814 E Atlantic Blvd (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	1
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.50



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

Intersection Number	1334	Initial Operation Date	3/20/84
Controller Type	2070 LN	System Number	1334
Modification Number	11	Modification Date	01/04/2021
Drawing/Project No	DSN. GRP. 3	FPL Grid Number	87988281006
Intersection	ATLANTIC BOULEVARD and NE 26 AVENUE		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2			5	6	4,7	3,8
Direction	EBL	WB			WBL	EB	NB	SB
Initial Green(MIN)	4	15			4	15	6	6
Vehicle Ext.(GAP)	1.5	3.0			1.5	3.0	2.5	2.0
Maximum Green I	10	45			10	45	15	25
Maximum Green II								
Yellow Clearance	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
Phase Recall	OFF	MIN			OFF	MIN	OFF	OFF
Detector Delay							3.0	3.0
Walk		7					7	7
Pedestrian Clearance		18					18	18
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW				YELLOW	RED	RED

Attachment

**NOTES:**

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. BRIDGE PREEMPTION CALL ENABLED ONLY UPON ACTIVATION OF QUEUING DETECTOR. DETECTORS SET AT 10 SECONDS DELAY AND 7 SECONDS EXTEND CALL.
3. BRIDGE PREEMPTION IS PREEMPTION 3.
4. DETECTOR 9 FOR PREEMPTION LOGIC I200= I-9.
5. PREEMPTION SEQUENCE (IN SECONDS): A) MIN B4 = 0; B) IF IN EITHER PHASE 6 OR 8, CLEAR TO NEXT ALLOWED (ENABLED) PHASE - MIN. DWELL IS 10 SECONDS WITH PHASES 1, 2, 5 AND 7 ENABLED (PHASES 6 AND 8 OMITTED) C) RETURN TO PHASES 2+6 AFTER PREEMPTION.
6. MOD. 11 UPDATES NOTES, PH.7 DETECTOR DELAY [MM-5-1] & GAP, ALSO PH.8 LOCK DETECTOR & DETECTOR DELAY.

**P&Z**

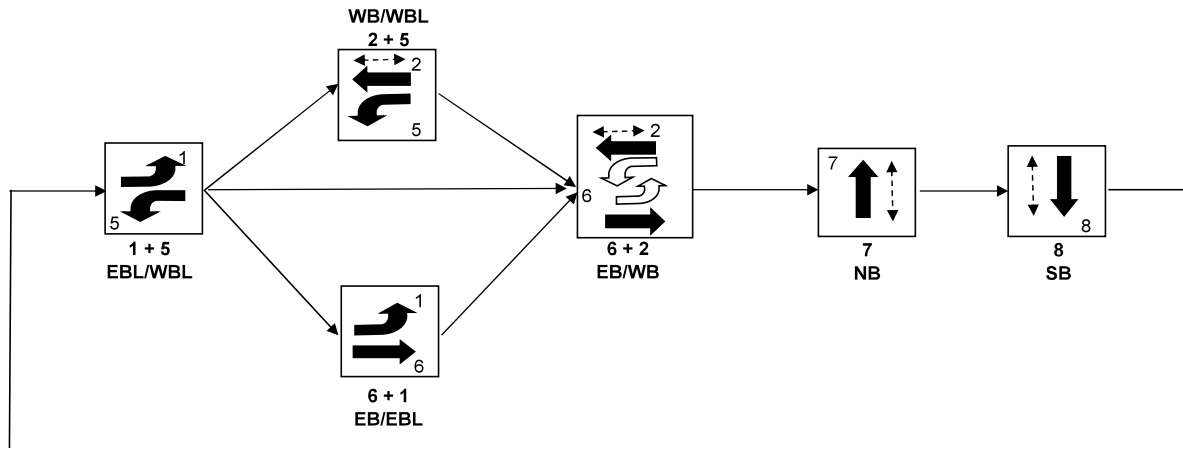
Submitted By \_\_\_\_\_ Approved By \_\_\_\_\_


PZ25-12000001

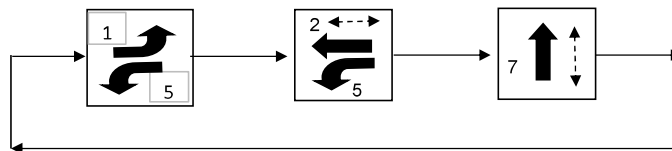
08/27/2025



# Sequence of Operation for (1334) ATLANTIC BLVD. (SR 814) AND NE 26 AVENUE Pompano Beach



←---→ Denotes Pedestrian Crosswalk  
 Denotes Permissive Left Turn



Allowable movements during Pre-emption

Station : 1334 - Atlantic Blvd &amp; NE 26 Ave/Harbor Dr ( Standard File )

Phase	1 (EL)	2 (WT)	3	4	5 (WL)	6 (ET)	7 (NT)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7					7	7								
Ped Clearance		18					18	18								
Min Green	4	15			4	15	6	6								
Gap Ext	1.5	3			1.5	3	2.5	2								
Max1	10	45			10	45	15	25								
Max2																
Yellow Clr	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	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		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																
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
Override Higher Preempt			ON		ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6		6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	10	8	8	8
Max Presence			180			
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1			1			
Dwell Cyc Veh 2			2			
Dwell Cyc Veh 3			5			
Dwell Cyc Veh 4			7			
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				

Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1			2			
Exit 2			6			
Exit 3						
Exit 4						

Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

## Coordination

[illegible]

[illegible][illegible]

# P&Z

## **APPENDIX D5**

### **EXCERPT FROM PEAK SEASON FACTOR CATEGORY REPORT**

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 E

## TRENDS ANALYSIS

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7423 - ATLANTIC BLVD, W OF US 1

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
----	-----		-----		-----	-----	-----	-----	
2023	35500	C	E	18500	W	17000	9.00	57.90	9.10
2022	38000	C	E	22000	W	16000	9.00	57.00	9.10
2021	32000	C	E	14500	W	17500	9.00	53.80	9.10
2020	33000	F	E	16500	W	16500	9.00	53.90	5.30
2019	35000	C	E	17500	W	17500	9.00	54.60	5.30
2018	37000	C	E	18500	W	18500	9.00	54.50	5.30
2017	35500	C	E	20500	W	15000	9.00	51.90	7.10
2016	33500	C	E	17000	W	16500	9.00	54.10	7.10
2015	32000	C	E	15000	W	17000	9.00	54.00	7.10
2014	33000	C	E	17500	W	15500	9.00	54.20	4.80
2013	31500	C	E	16000	W	15500	9.00	53.60	5.40
2012	35500	C	E	17000	W	18500	9.00	52.20	5.40
2011	34000	C	E	17500	W	16500	9.00	52.50	2.00
2010	37000	C	E	19000	W	18000	8.35	52.69	2.00
2009	40000	C	E	20000	W	20000	8.53	53.89	2.00
2008	40500	S	E	20000	W	20500	8.81	54.16	4.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0435 - SR 814/ATLANTIC BLVD - W OF ICWW BR

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	25500	C	E 13000		W 12500	9.00	54.20	2.70
2022	26000	C	E 12500		W 13500	9.00	53.50	3.40
2021	26000	C	E 13500		W 12500	9.00	54.50	3.40
2020	23000	C	E 11500		W 11500	9.00	53.50	3.40
2019	26000	C	E 12500		W 13500	9.00	54.70	2.90
2018	24500	C	E 12500		W 12000	9.00	54.10	2.90
2017	25000	C	E 12500		W 12500	9.00	53.80	2.90
2016	25500	C	E 13000		W 12500	9.00	55.20	1.00
2015	21500	C	E 11000		W 10500	9.00	54.90	1.00
2014	24500	C	E 12500		W 12000	9.00	54.50	1.00
2013	24500	C	E 12500		W 12000	9.00	54.60	2.80
2012	23500	C	E 12500		W 11000	9.00	55.00	2.80
2011	23500	C	E 10500		W 13000	9.00	54.50	1.50
2010	25500	C	E 12500		W 13000	9.37	54.06	1.50
2009	28000	C	E 14500		W 13500	9.31	53.74	1.50
2008	25000	C	E 13000		W 12000	9.70	54.48	2.40

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

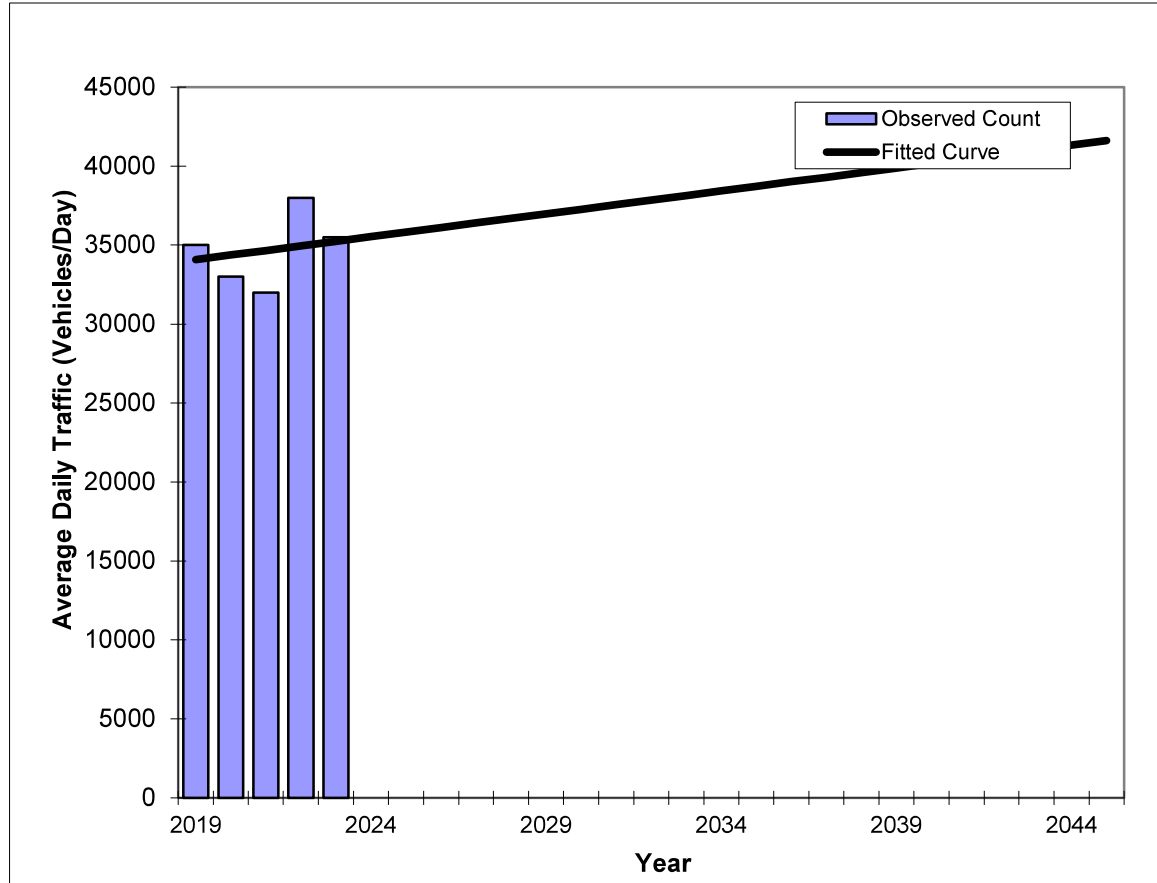
## Traffic Trends - V2023

-- 2400 E Atlantic Boulevard

FM #	
Location	1

County:  
Station #:  
Roadway:

Broward (86)  
867423



Annual Trend Increase:	290
Trend R-squared:	27.20%
Trend Annual Historic Growth Rate:	0.85%
Trend Growth Rate (2023 to Design Year)	0.82%
Printed:	2/20/2025
Linear Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	35,000	34,080
2020	33,000	34,370
2021	32,000	34,660
2022	38,000	34,950
2023	35,500	35,240
2028 Opening Year Trend		
2028	N/A	36,690
2034 Interim Year Trend		
2034	N/A	38,430
2045 Design Year Trend		
2045	N/A	41,620
FSUTMS Forecasts/Trends		

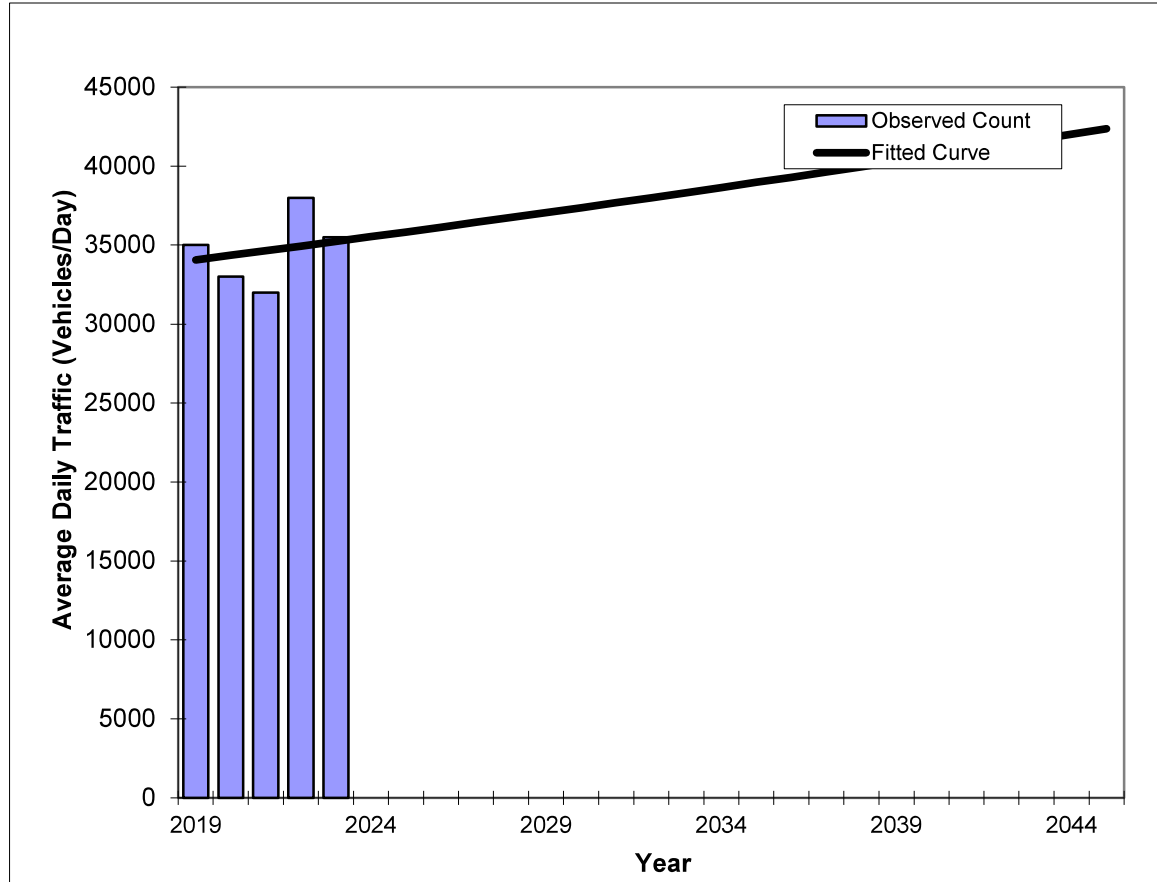
\*Axle-Adjusted

# Traffic Trends - V2023

-- 2400 E Atlantic Boulevard

FM #	
Location	1

County:	Broward (86)
Station #:	867423
Roadway:	



Trend R-squared:	26.85%
Compounded Annual Historic Growth Rate:	0.85%
Compounded Growth Rate (2023 to Design Year)	0.84%
Printed:	2/20/2025
<b>Exponential Growth Option</b>	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	35,000	34,070
2020	33,000	34,360
2021	32,000	34,650
2022	38,000	34,940
2023	35,500	35,240
<b>2028 Opening Year Trend</b>		
2028	N/A	36,750
<b>2034 Interim Year Trend</b>		
2034	N/A	38,640
<b>2045 Design Year Trend</b>		
2045	N/A	42,380
<b>FSUTMS Forecasts/Trends</b>		

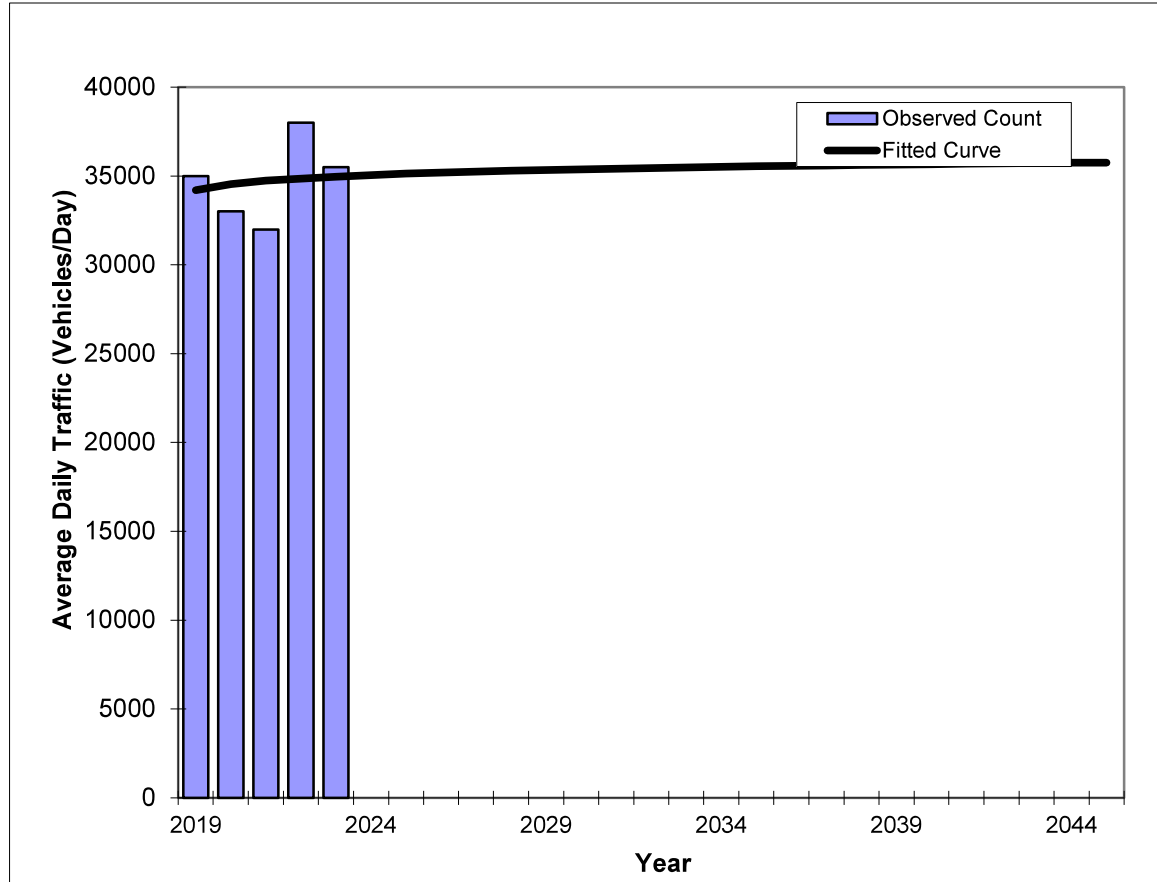
\*Axle-Adjusted

# Traffic Trends - V2023

-- 2400 E Atlantic Boulevard

FM #	
Location	1

County:	Broward (86)
Station #:	867423
Roadway:	



Trend R-squared:	11.63%
Compounded Annual Historic Growth Rate:	0.55%
Compounded Growth Rate (2023 to Design Year)	0.10%
Printed:	2/20/2025
Decaying Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	35,000	34,210
2020	33,000	34,540
2021	32,000	34,730
2022	38,000	34,860
2023	35,500	34,970
2028 Opening Year Trend		
2028	N/A	35,290
2034 Interim Year Trend		
2034	N/A	35,520
2045 Design Year Trend		
2045	N/A	35,760
FSUTMS Forecasts/Trends		

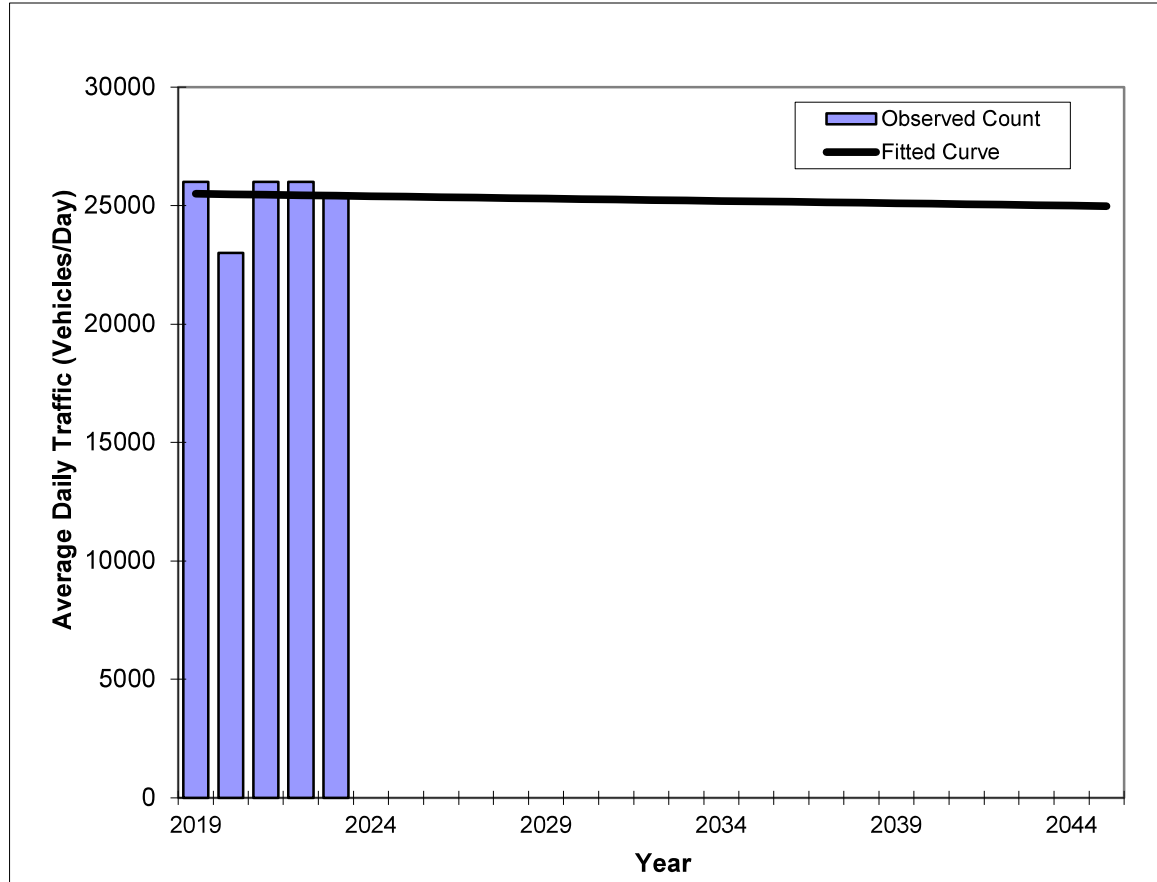
\*Axle-Adjusted

# Traffic Trends - V2023

-- 2400 E Atlantic Boulevard

FM #	
Location	1

County:	Broward (86)
Station #:	860435
Roadway:	



Annual Trend Decrease:	20
Trend R-squared:	0.48%
Trend Annual Historic Growth Rate:	-0.08%
Trend Growth Rate (2023 to Design Year)	-0.08%
Printed:	2/20/2025
Linear Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	26,000	25,500
2020	23,000	25,480
2021	26,000	25,460
2022	26,000	25,440
2023	25,500	25,420
2028 Opening Year Trend		
2028	N/A	25,320
2034 Interim Year Trend		
2034	N/A	25,200
2045 Design Year Trend		
2045	N/A	24,980
FSUTMS Forecasts/Trends		

\*Axle-Adjusted

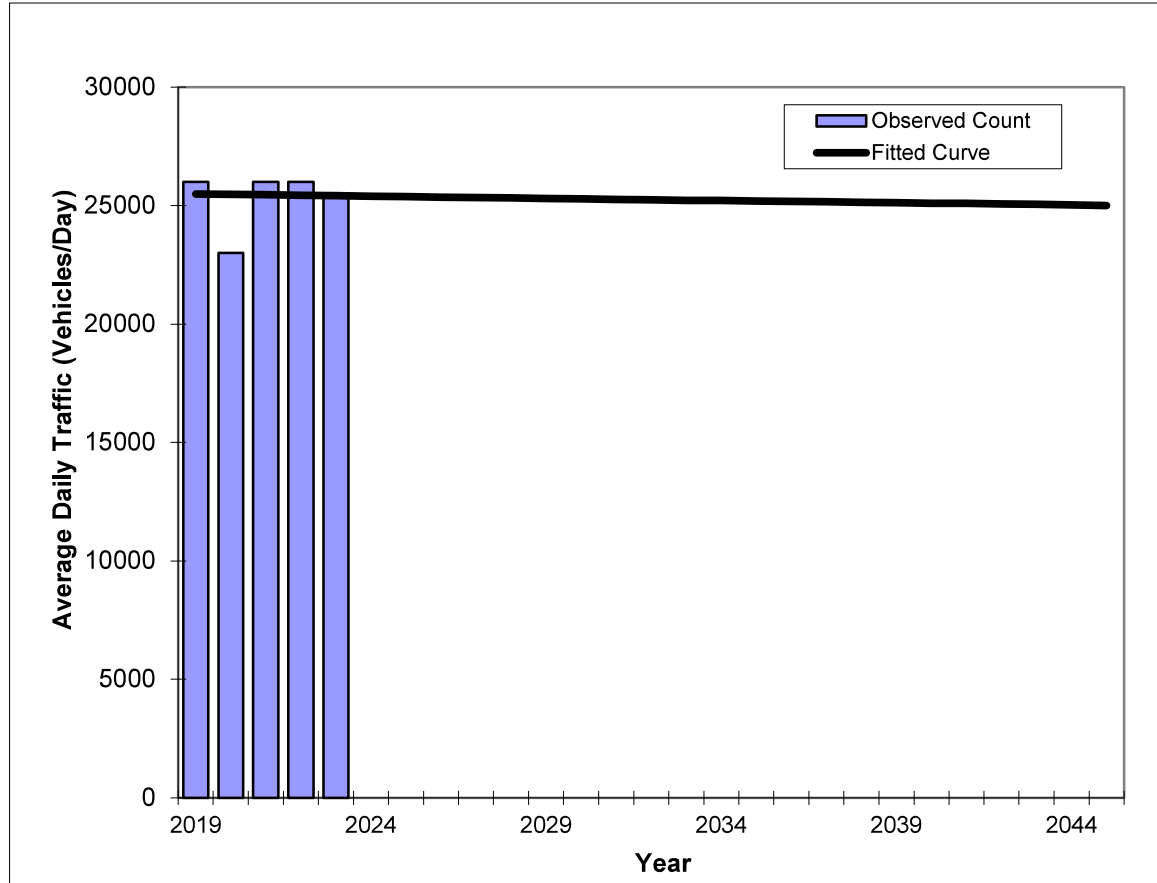


# Traffic Trends - V2023

-- 2400 E Atlantic Boulevard

FM #	
Location	1

County:	Broward (86)
Station #:	860435
Roadway:	



Trend R-squared:	0.42%
Compounded Annual Historic Growth Rate:	-0.07%
Compounded Growth Rate (2023 to Design Year)	-0.07%
Printed:	2/20/2025
Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	26,000	25,490
2020	23,000	25,480
2021	26,000	25,460
2022	26,000	25,440
2023	25,500	25,420
2028 Opening Year Trend		
2028	N/A	25,330
2034 Interim Year Trend		
2034	N/A	25,220
2045 Design Year Trend		
2045	N/A	25,010
FSUTMS Forecasts/Trends		

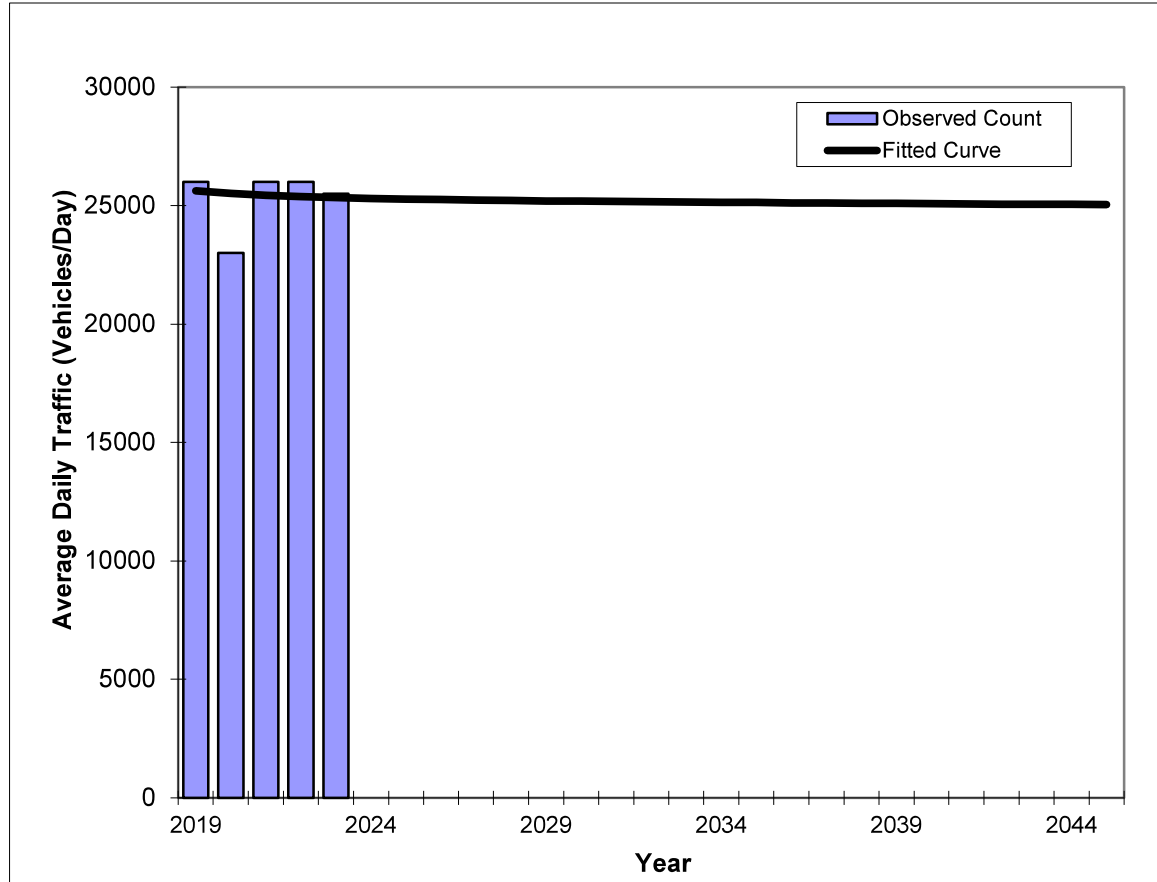
\*Axle-Adjusted

# Traffic Trends - V2023

-- 2400 E Atlantic Boulevard

FM #	
Location	1

County:	Broward (86)
Station #:	860435
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	26,000	25,630
2020	23,000	25,510
2021	26,000	25,430
2022	26,000	25,380
2023	25,500	25,340
2028 Opening Year Trend		
2028	N/A	25,220
2034 Interim Year Trend		
2034	N/A	25,140
2045 Design Year Trend		
2045	N/A	25,040
FSUTMS Forecasts/Trends		

Trend R-squared:	6.19%
Compounded Annual Historic Growth Rate:	-0.28%
Compounded Growth Rate (2023 to Design Year)	-0.05%
Printed:	2/20/2025
Decaying Exponential Growth Option	

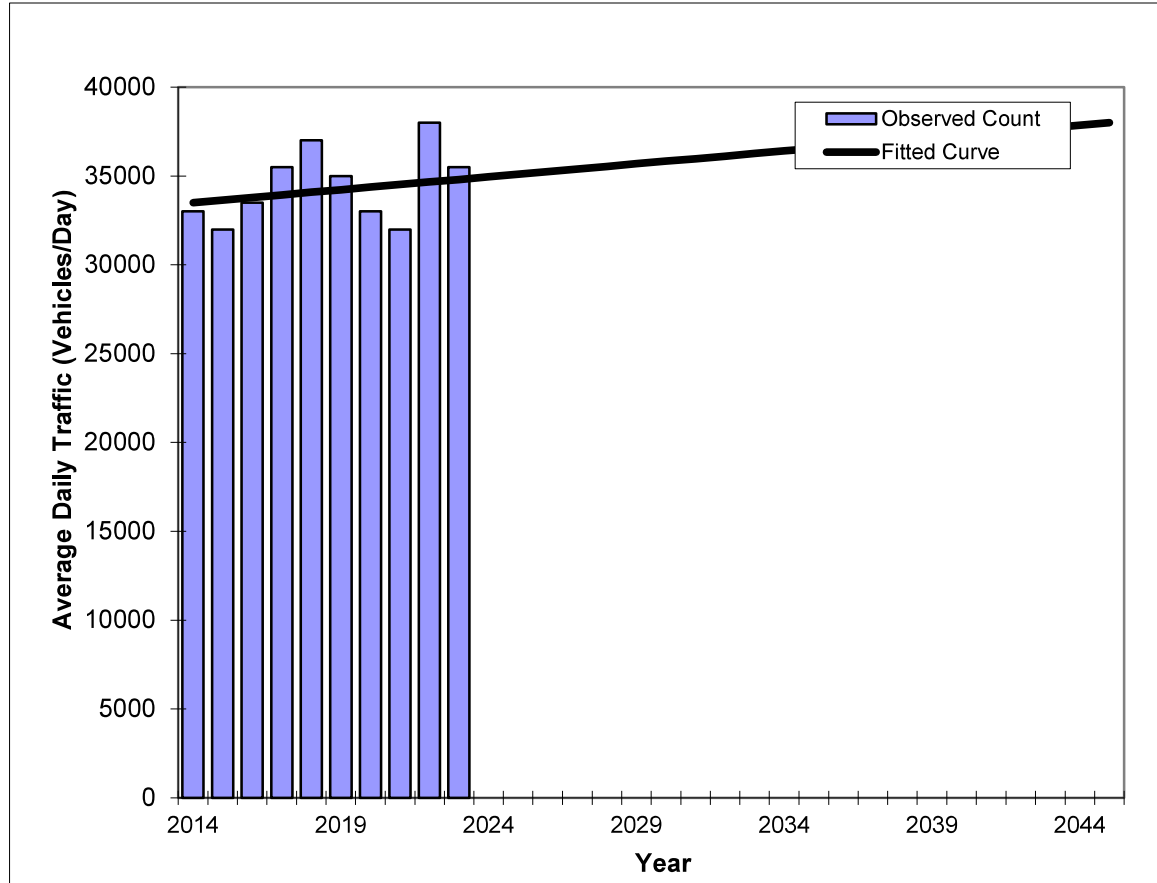
\*Axle-Adjusted

# Traffic Trends - V2023

-- 2400 E Atlantic Boulevard

FM #	
Location	1

County:	Broward (86)
Station #:	867423
Roadway:	



Annual Trend Increase:	145
Trend R-squared:	10.65%
Trend Annual Historic Growth Rate:	0.43%
Trend Growth Rate (2023 to Design Year)	0.42%
Printed:	2/20/2025
<b>Linear Growth Option</b>	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	33,000	33,510
2015	32,000	33,650
2016	33,500	33,800
2017	35,500	33,940
2018	37,000	34,090
2019	35,000	34,230
2020	33,000	34,380
2021	32,000	34,520
2022	38,000	34,670
2023	35,500	34,810
<b>2028 Opening Year Trend</b>		
2028	N/A	35,540
<b>2034 Interim Year Trend</b>		
2034	N/A	36,410
<b>2045 Design Year Trend</b>		
2045	N/A	38,010
<b>FSUTMS Forecasts/Trends</b>		

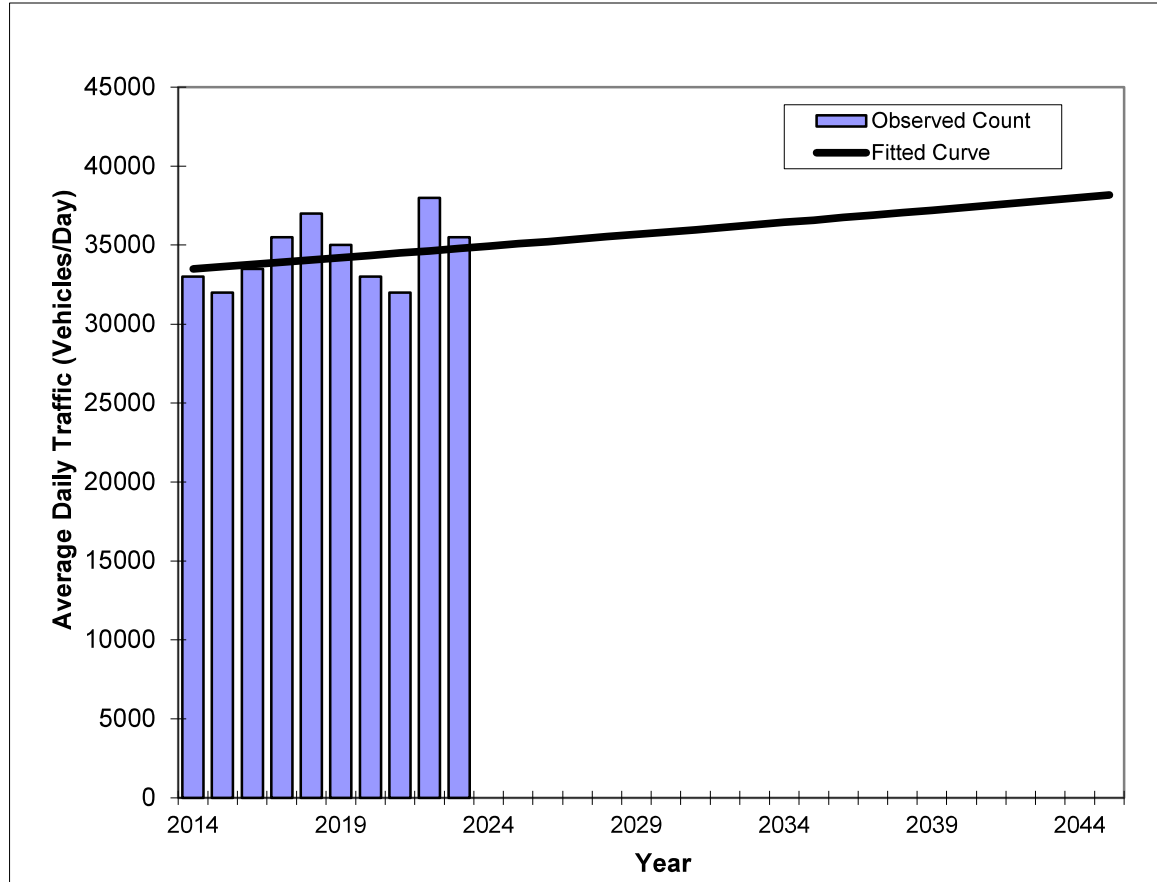
\*Axle-Adjusted

# Traffic Trends - V2023

-- 2400 E Atlantic Boulevard

FM #	
Location	1

County:	Broward (86)
Station #:	867423
Roadway:	



Trend R-squared:	10.32%
Compounded Annual Historic Growth Rate:	0.42%
Compounded Growth Rate (2023 to Design Year)	0.42%
Printed:	2/20/2025
<b>Exponential Growth Option</b>	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	33,000	33,490
2015	32,000	33,640
2016	33,500	33,780
2017	35,500	33,920
2018	37,000	34,060
2019	35,000	34,210
2020	33,000	34,350
2021	32,000	34,500
2022	38,000	34,640
2023	35,500	34,790
2028 Opening Year Trend		
2028	N/A	35,530
2034 Interim Year Trend		
2034	N/A	36,440
2045 Design Year Trend		
2045	N/A	38,170
FSUTMS Forecasts/Trends		

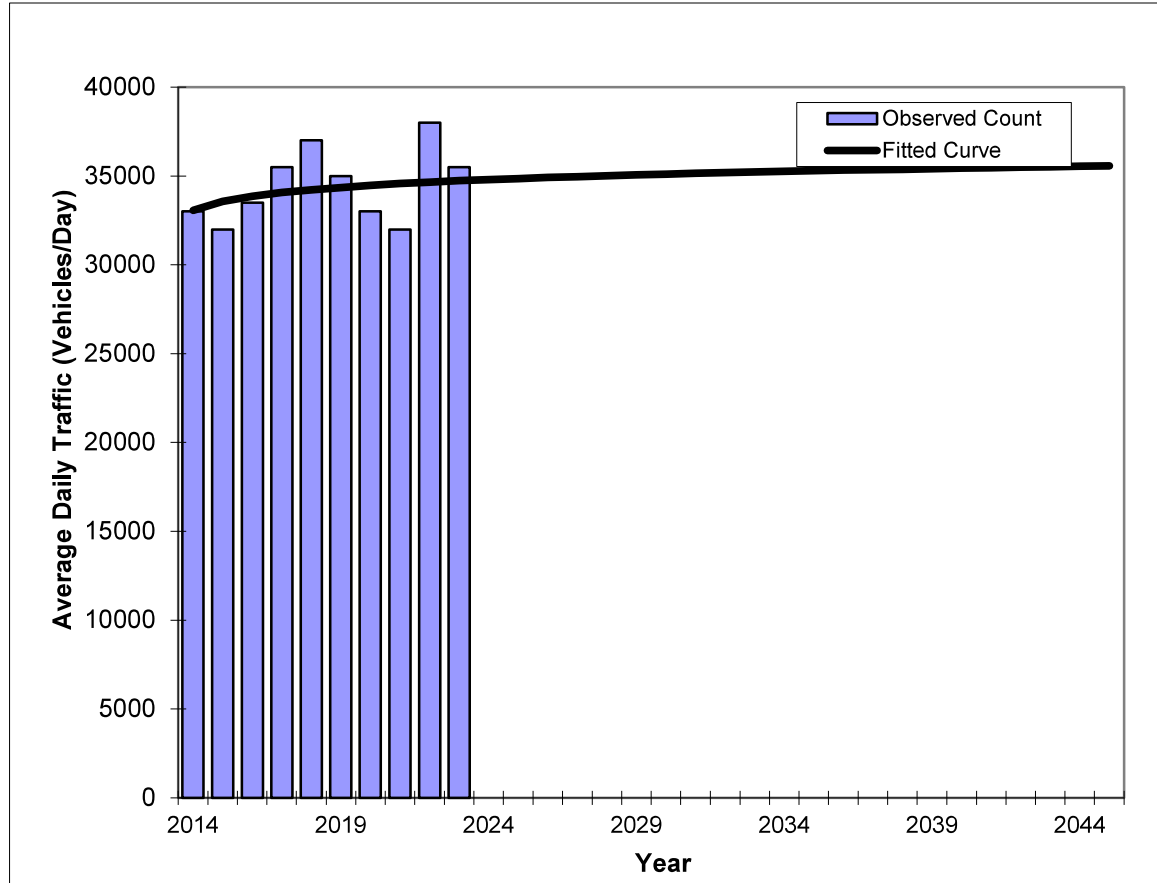
\*Axle-Adjusted

# Traffic Trends - V2023

-- 2400 E Atlantic Boulevard

FM #	
Location	1

County:	Broward (86)
Station #:	867423
Roadway:	



Trend R-squared:	15.31%
Compounded Annual Historic Growth Rate:	0.55%
Compounded Growth Rate (2023 to Design Year)	0.11%
Printed:	2/20/2025
Decaying Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	33,000	33,070
2015	32,000	33,570
2016	33,500	33,860
2017	35,500	34,070
2018	37,000	34,230
2019	35,000	34,360
2020	33,000	34,470
2021	32,000	34,570
2022	38,000	34,650
2023	35,500	34,730
2028 Opening Year Trend		
2028	N/A	35,020
2034 Interim Year Trend		
2034	N/A	35,260
2045 Design Year Trend		
2045	N/A	35,570
FSUTMS Forecasts/Trends		

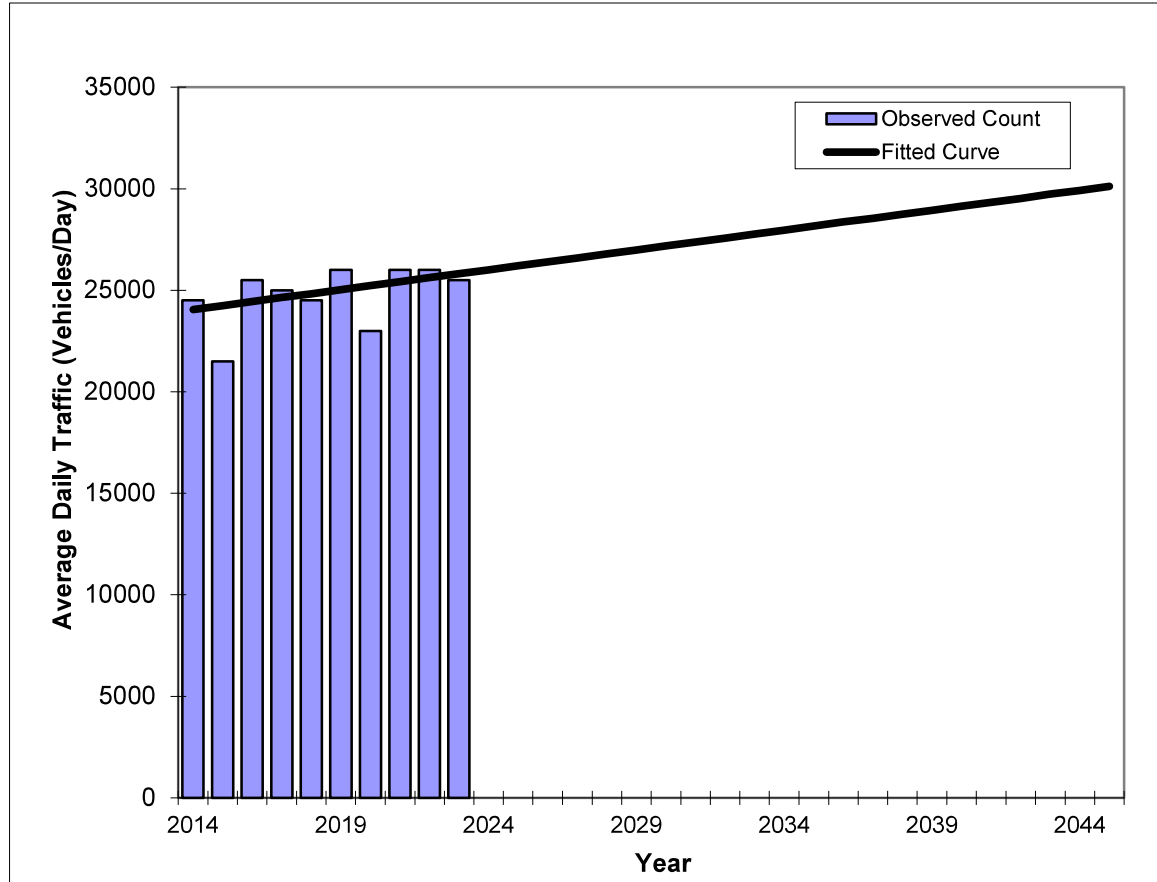
\*Axle-Adjusted

# Traffic Trends - V2023

-- 2400 E Atlantic Boulevard

FM #	
Location	1

County:	Broward (86)
Station #:	860435
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	24,500	24,050
2015	21,500	24,240
2016	25,500	24,440
2017	25,000	24,640
2018	24,500	24,830
2019	26,000	25,030
2020	23,000	25,220
2021	26,000	25,420
2022	26,000	25,620
2023	25,500	25,810
2028 Opening Year Trend		
2028	N/A	26,790
2034 Interim Year Trend		
2034	N/A	27,960
2045 Design Year Trend		
2045	N/A	30,120
FSUTMS Forecasts/Trends		

Annual Trend Increase:	196
Trend R-squared:	65.58%
Trend Annual Historic Growth Rate:	0.81%
Trend Growth Rate (2023 to Design Year)	0.76%
Printed:	2/20/2025
Linear Growth Option	

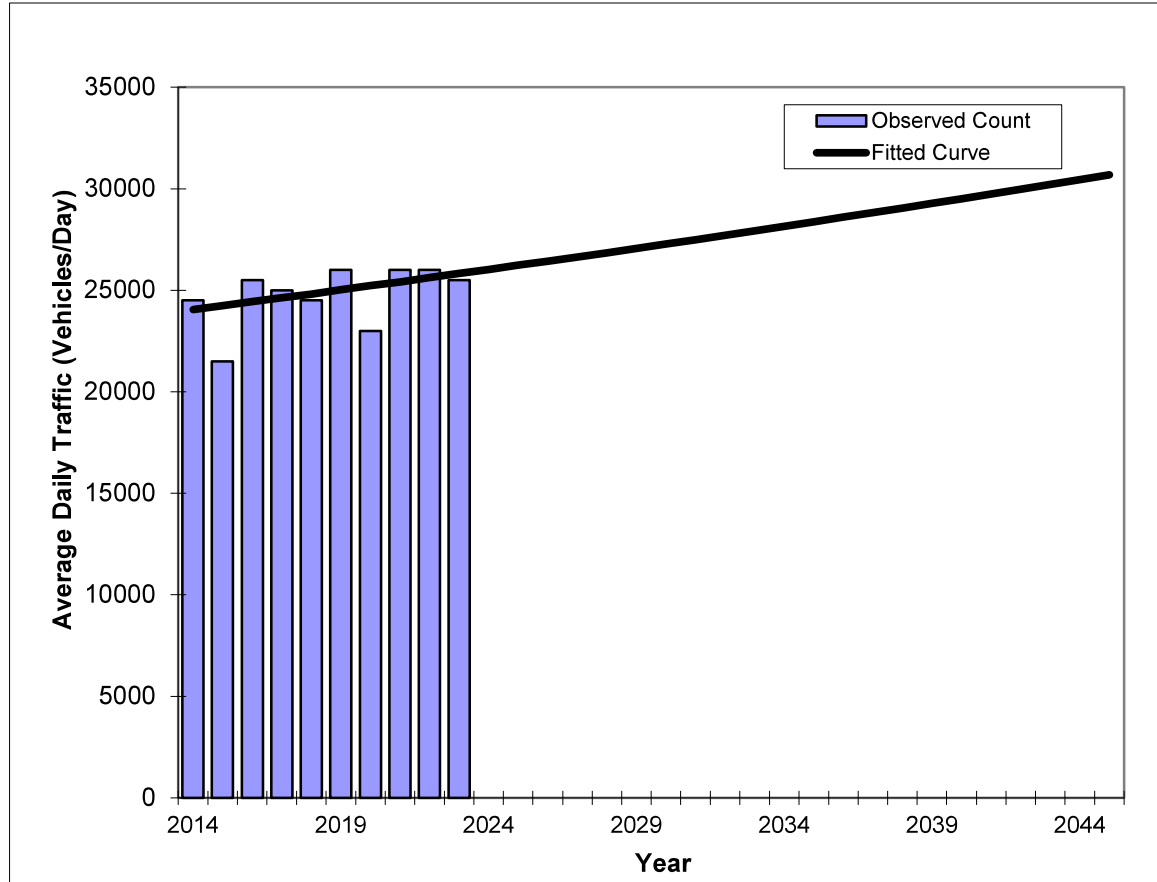
\*Axle-Adjusted

## Traffic Trends - V2023

-- 2400 E Atlantic Boulevard

FM #	
Location	1

County:	Broward (86)
Station #:	860435
Roadway:	



Trend R-squared:	65.46%
Compounded Annual Historic Growth Rate:	0.79%
Compounded Growth Rate (2023 to Design Year)	0.79%
Printed:	2/20/2025
<b>Exponential Growth Option</b>	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	24,500	24,050
2015	21,500	24,240
2016	25,500	24,440
2017	25,000	24,630
2018	24,500	24,820
2019	26,000	25,020
2020	23,000	25,220
2021	26,000	25,410
2022	26,000	25,620
2023	25,500	25,820
<b>2028 Opening Year Trend</b>		
2028	N/A	26,850
<b>2034 Interim Year Trend</b>		
2034	N/A	28,150
<b>2045 Design Year Trend</b>		
2045	N/A	30,690
<b>FSUTMS Forecasts/Trends</b>		

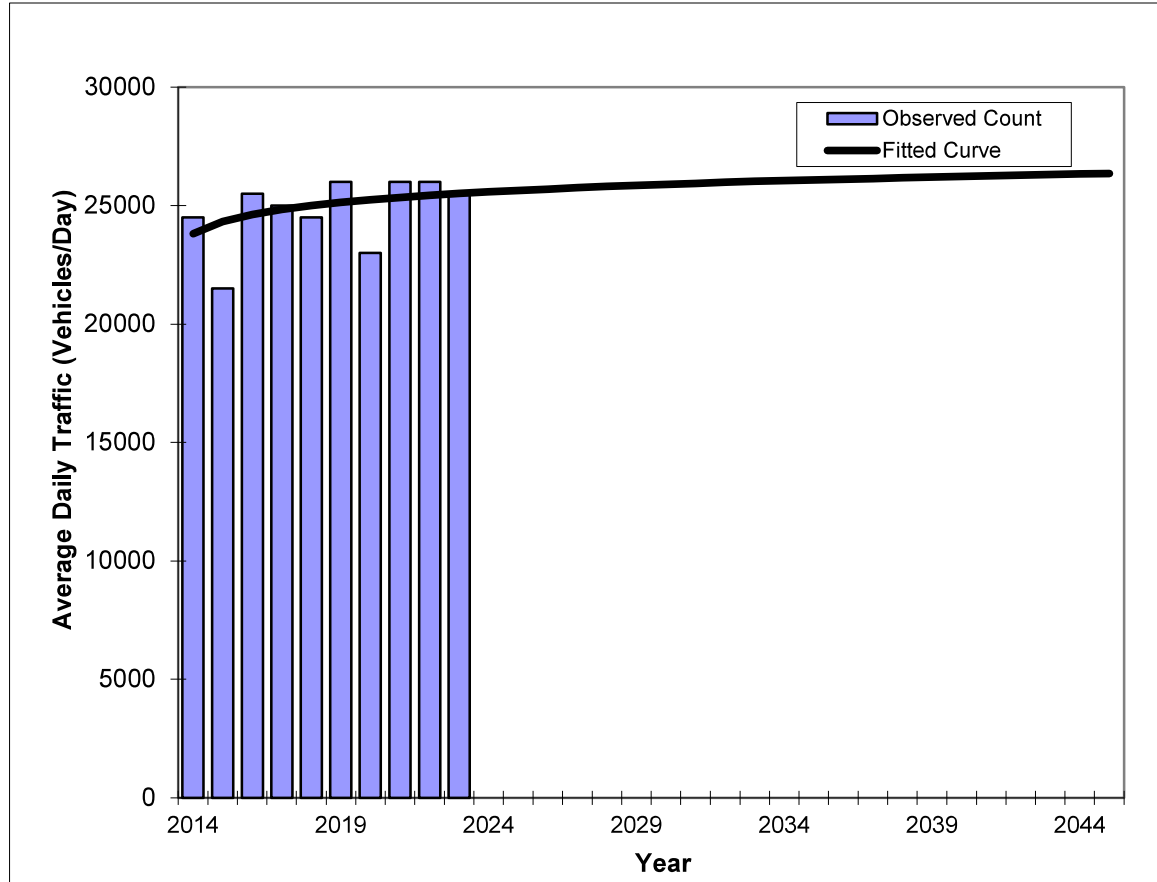
\*Axle-Adjusted

## Traffic Trends - V2023

-- 2400 E Atlantic Boulevard

FM #	
Location	1

County:	Broward (86)
Station #:	860435
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	24,500	23,820
2015	21,500	24,330
2016	25,500	24,630
2017	25,000	24,840
2018	24,500	25,000
2019	26,000	25,140
2020	23,000	25,250
2021	26,000	25,350
2022	26,000	25,430
2023	25,500	25,510
2028 Opening Year Trend		
2028	N/A	25,810
2034 Interim Year Trend		
2034	N/A	26,050
2045 Design Year Trend		
2045	N/A	26,360
FSUTMS Forecasts/Trends		

Trend R-squared:	53.80%
Compounded Annual Historic Growth Rate:	0.76%
Compounded Growth Rate (2023 to Design Year)	0.15%
Printed:	2/20/2025
Decaying Exponential Growth Option	

\*Axle-Adjusted



# **APPENDIX E4**

## **TREND ANALYSIS SUMMARY**

## Historical Trends Analysis

FDOT Site	Location	Years of Historical AADT	10-year Historic Trend Analysis		
			Type	R Square	Annual Growth Rate
#860435	2400 E Atlantic Boulevard	2014 to 2023	Linear	65.58%	0.81%
			Exponential	65.46%	0.79%
			Decaying Exponential	53.80%	0.76%
#867423	2400 E Atlantic Boulevard	2014 to 2023	Linear	10.65%	0.43%
			Exponential	10.32%	0.42%
			Decaying Exponential	15.31%	0.55%

FDOT Site	Location	Years of Historical AADT	5-year Historic Trend Analysis		
			Type	R Square	Annual Growth Rate
#860435	2400 E Atlantic Boulevard	2014 to 2023	Linear	0.48%	-0.08%
			Exponential	0.42%	-0.07%
			Decaying Exponential	6.19%	-0.28%
#867423	2400 E Atlantic Boulevard	2014 to 2023	Linear	27.20%	0.85%
			Exponential	26.85%	0.85%
			Decaying Exponential	11.63%	0.55%

# **APPENDIX F**

VOLUME DEVELOPMENT INFORMATION

AND EXCERPTS FROM

COMMITTED DEVELOPMENT TRAFFIC STUDIES

**APPENDIX F1**

**VOLUME DEVELOPMENT SHEETS**

Volume Development Table AM												
2025 Raw Counts												
INTID	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	41	29	77	44	11	33	60	1215	71	0	1543	30
2	147	457	231	145	380	105	168	1039	104	146	1175	101
3	40	656	6	55	613	3	3	5	9	5	2	58
4	82	677	9	5	522	89	6	3	2	82	5	73
2025 Existing (1.07 PSCF)												
1	44	31	82	47	12	35	64	1300	76	0	1651	32
2	157	489	247	155	407	112	180	1112	111	156	1257	108
3	43	702	6	59	656	3	3	5	10	5	2	62
4	88	724	10	5	559	95	6	3	2	88	5	78
2028 Traffic AM (w/o committed trips, 1% GR)												
1	45	32	85	49	12	36	66	1339	78	0	1701	33
2	162	504	255	160	419	116	185	1145	115	161	1295	111
3	44	723	7	61	676	3	3	6	10	6	2	64
4	90	746	10	6	575	98	7	3	2	90	6	80
Committed Development Trips												
Atlantic One												
1	6	0	7	0	0	0	3	0	0	0	0	2
2	17	0	0	3	0	0	0	0	7	0	0	6
3	0	7	0	0	3	0	0	0	0	0	0	0
4	0	7	0	0	3	0	0	0	0	0	0	0
Soleste Pompano Beach												
1	0	0	0	0	0	0	0	6	0	0	20	0
2	3	0	0	0	0	2	0	6	0	6	20	19
3	0	6	0	0	2	0	0	0	0	0	0	0
4	0	6	0	0	2	0	0	0	0	0	0	0
2028 Future without Project Traffic												
1	51	32	92	49	12	36	69	1345	78	0	1721	35
2	182	504	255	162	419	118	185	1151	121	167	1315	137
3	44	736	7	61	680	3	3	6	10	6	2	64
4	90	759	10	6	580	98	7	3	2	90	6	80
Project Traffic												
1	0	0	0	38	0	0	0	0	0	0	0	0
2	0	0	0	0	38	38	0	0	0	0	0	0
3	0	0	0	0	0	0	77	0	0	0	0	0
4	0	13	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	83	0	0	0	46	0	0
6	14	0	41	0	0	0	20	0	0	0	0	0
2028 Future with Project Traffic												
1	51	32	92	87	12	36	69	1345	78	0	1721	35
2	182	504	255	162	457	156	185	1151	121	167	1315	137
3	44	736	7	61	680	3	80	6	10	6	2	64
4	90	772	10	6	580	98	7	3	2	90	6	80
5	0	0	0	0	0	83	0	19	0	46	69	0
6	14	0	41	0	0	0	20	60	0	0	26	0

## Volume Development Table PM

### 2025 Raw Counts

INTID	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	43	23	36	70	22	46	63	1599	147	0	1444	41
2	195	525	241	163	590	108	224	1378	101	151	1022	139
3	79	755	5	68	763	6	11	7	9	8	10	34
4	131	589	8	17	789	124	15	12	5	190	16	75

### 2025 Existing (1.07 PSCF)

1	46	25	39	75	24	49	67	1711	157	0	1545	44
2	209	562	258	174	631	116	240	1474	108	162	1094	149
3	85	808	5	73	816	6	12	7	10	9	11	36
4	140	630	9	18	844	133	16	13	5	203	17	80

### 2028 Traffic AM (w/o committed trips, 1% GR)

1	47	25	40	77	24	51	69	1763	162	0	1592	45
2	215	579	266	180	650	119	247	1519	111	166	1127	153
3	87	832	6	75	841	7	12	8	10	9	11	37
4	144	649	9	19	870	137	17	13	6	209	18	83

### Committed Development Trips

#### Atlantic One

1	3	0	3	0	0	0	8	0	0	0	0	8
2	8	0	0	8	0	0	0	0	3	0	0	19
3	0	3	0	0	8	0	0	0	0	0	0	0
4	0	3	0	0	8	0	0	0	0	0	0	0

#### Soleste Pompano Beach

1	0	0	0	0	0	0	0	16	0	0	12	0
2	8	0	0	0	0	4	0	16	0	3	12	6
3	0	3	0	0	4	0	0	0	0	0	0	0
4	0	3	0	0	4	0	0	0	0	0	0	0

### 2028 Future without Project Traffic

1	50	25	43	77	24	51	77	1779	162	0	1604	53
2	231	579	266	187	650	123	247	1535	115	169	1139	178
3	87	839	6	75	853	7	12	8	10	9	11	37
4	144	656	9	19	881	137	17	13	6	209	18	83

### Project Traffic

1	0	0	0	0	0	0	0	0	27	0	0	0
2	0	27	0	0	0	0	0	0	0	27	0	0
3	0	0	53	9	0	0	0	0	0	0	0	0
4	0	0	0	0	9	0	0	0	0	0	0	0
5	0	0	0	0	0	41	0	0	0	80	0	0
6	7	0	20	0	0	0	34	0	0	0	0	0

### 2028 Future with Project Traffic

1	50	25	43	77	24	51	77	1779	189	0	1604	53
2	231	605	266	187	650	123	247	1535	115	196	1139	178
3	87	839	59	84	853	7	12	8	10	9	11	37
4	144	656	9	19	890	137	17	13	6	209	18	83
5	0	0	0	0	0	41	0	30	0	80	84	0
6	7	0	20	0	0	0	34	87	0	0	57	0

**APPENDIX F2**

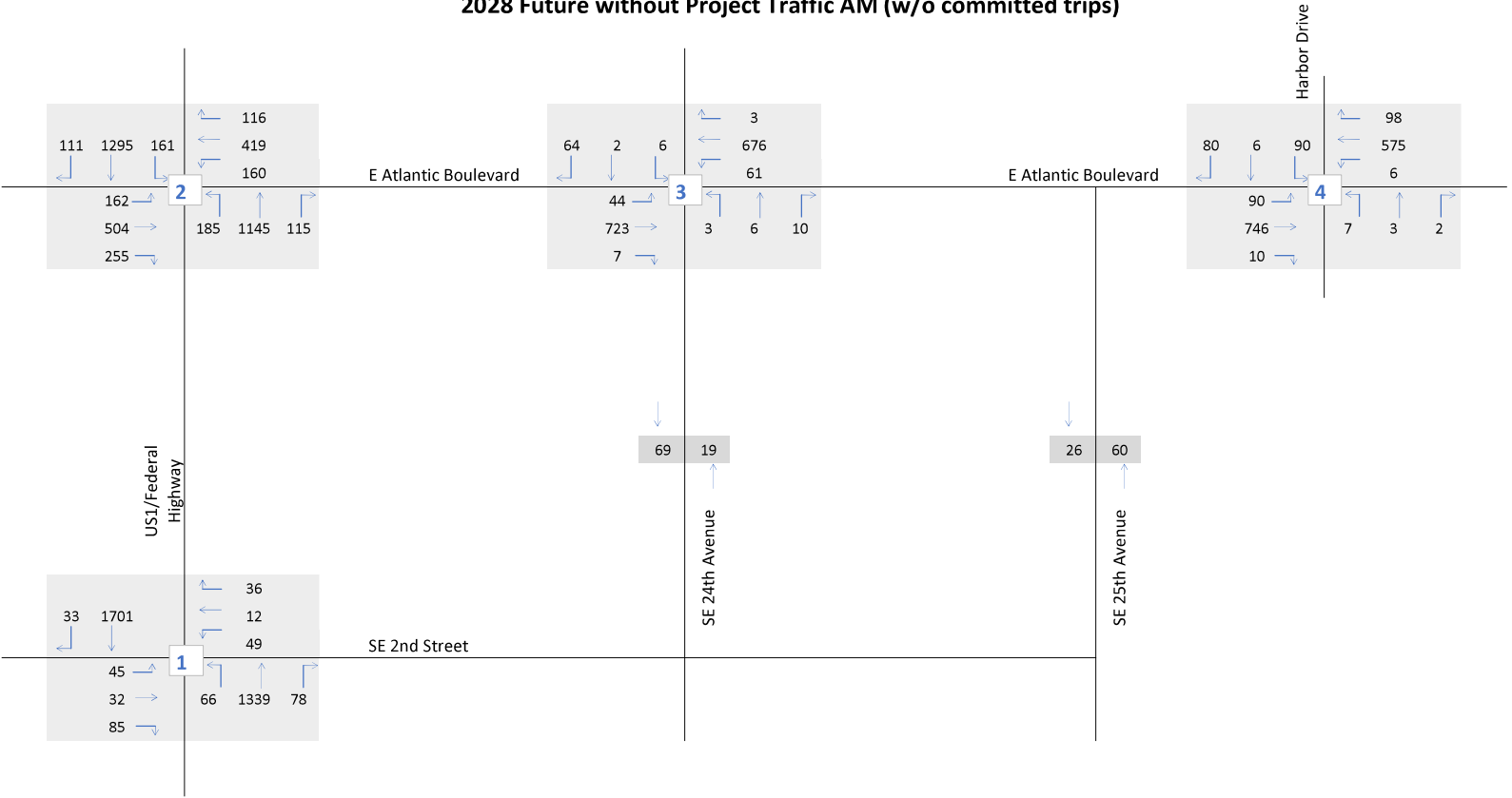
**VOLUME DEVELOPMENT GRAPHICS**



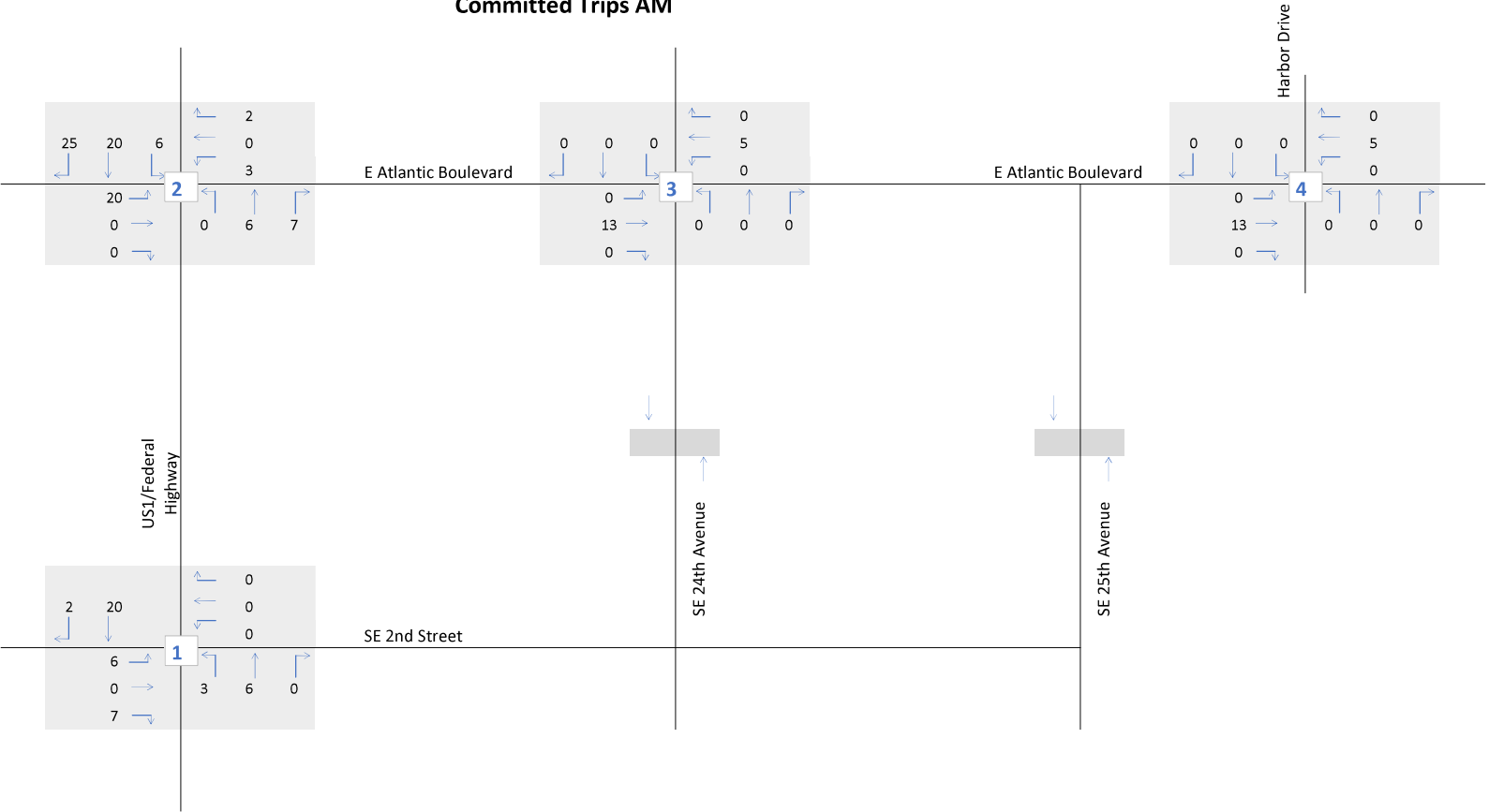
Existing AM



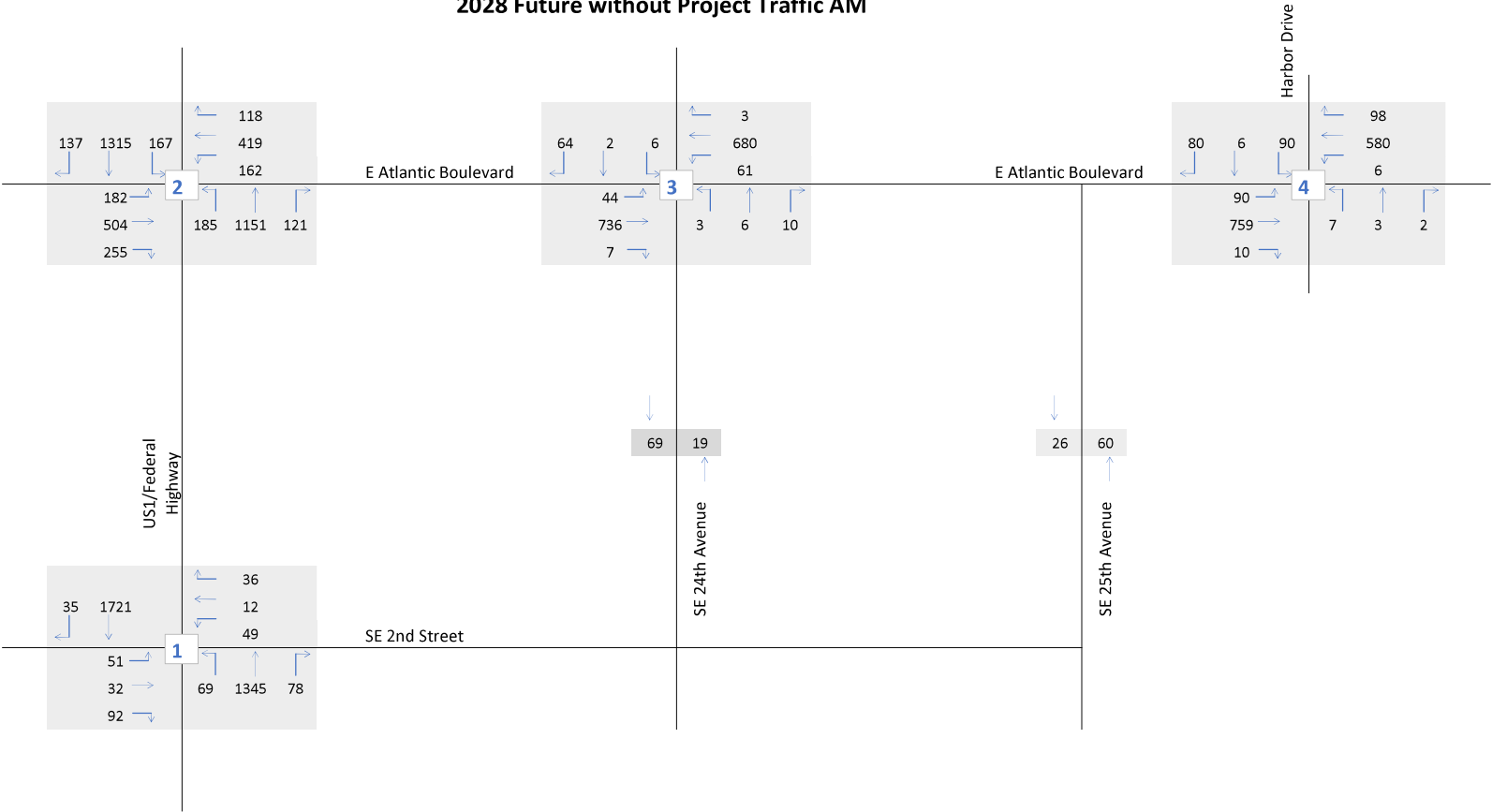
2028 Future without Project Traffic AM (w/o committed trips)



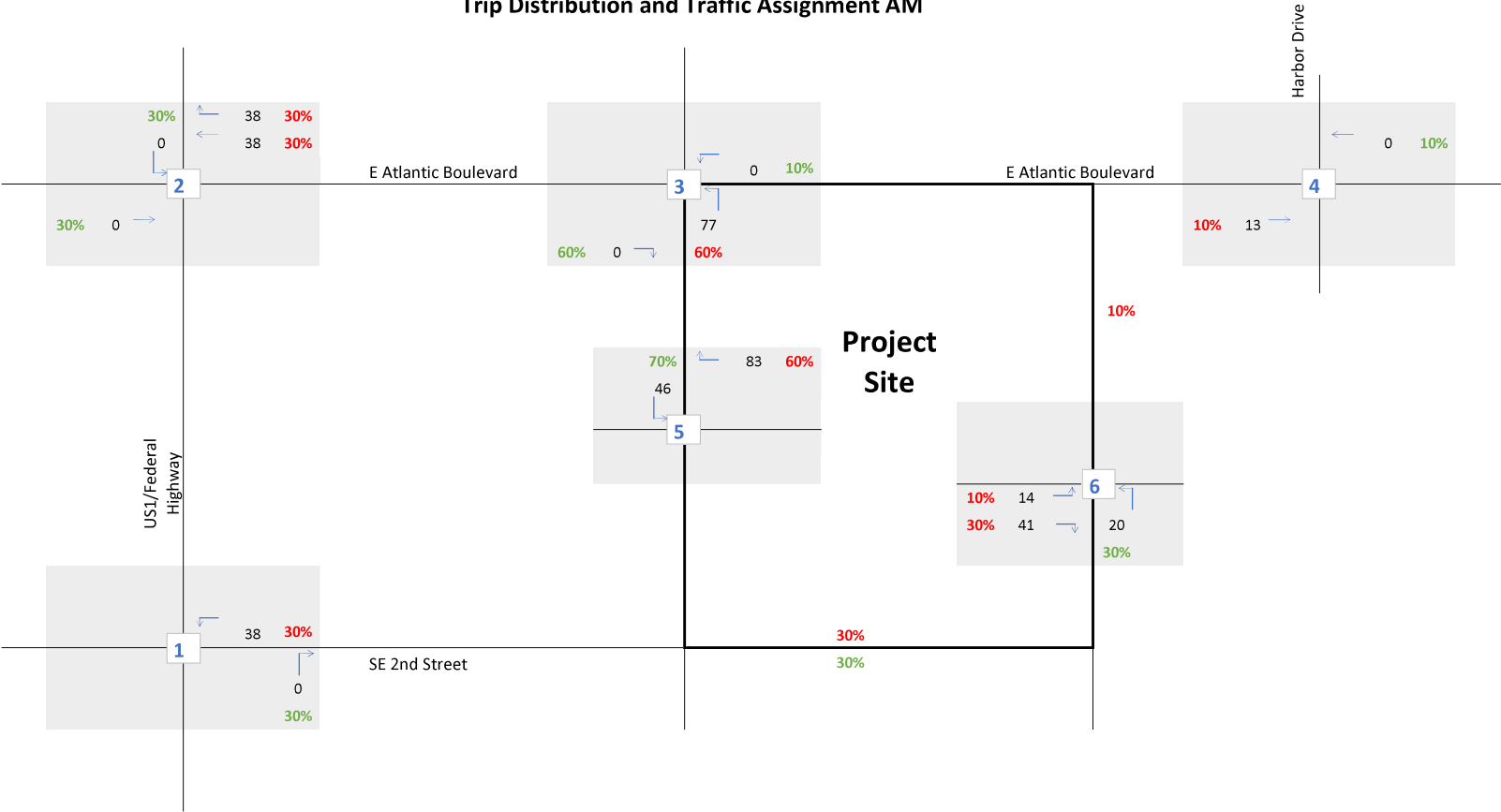
Committed Trips AM



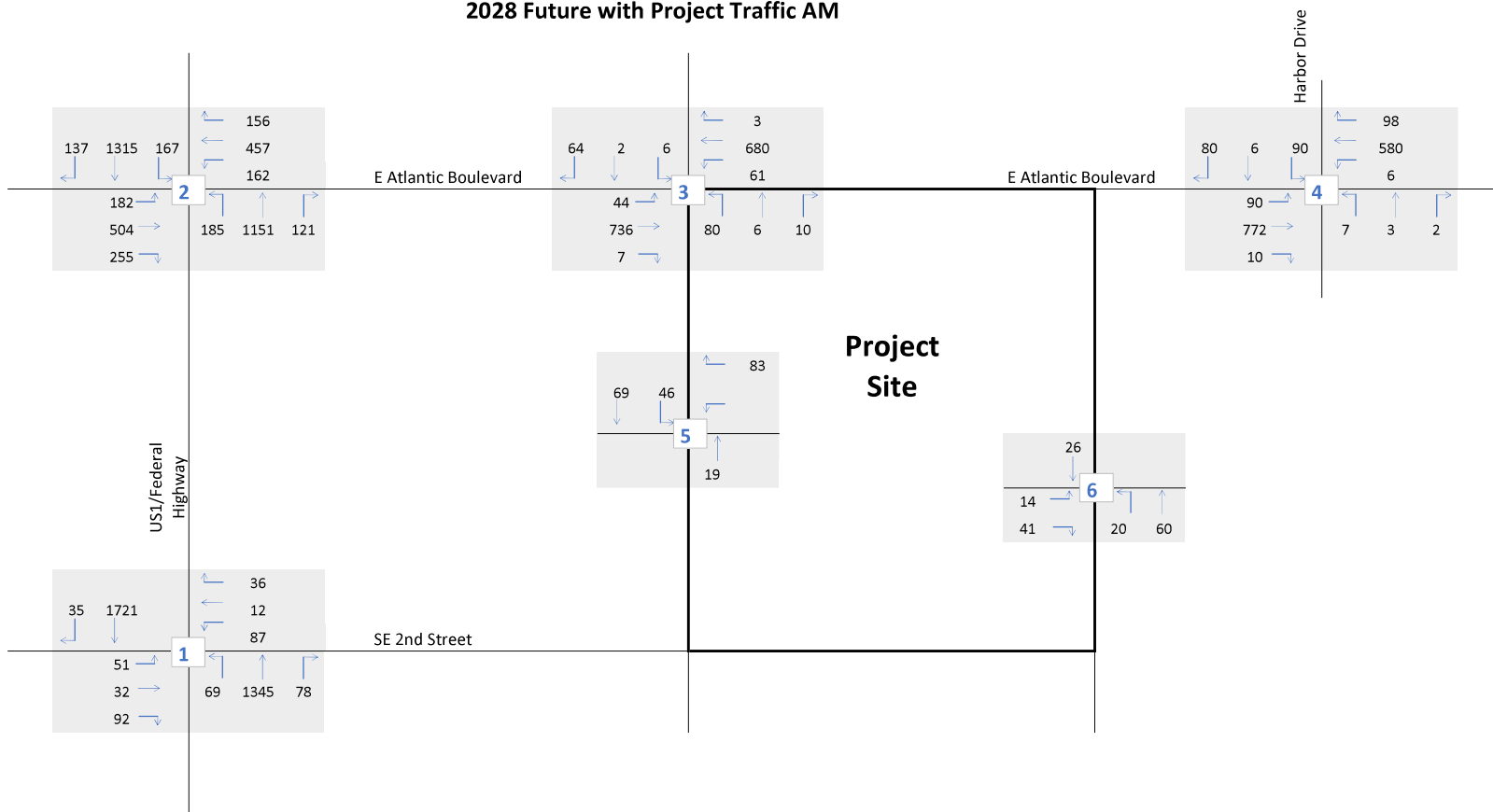
2028 Future without Project Traffic AM



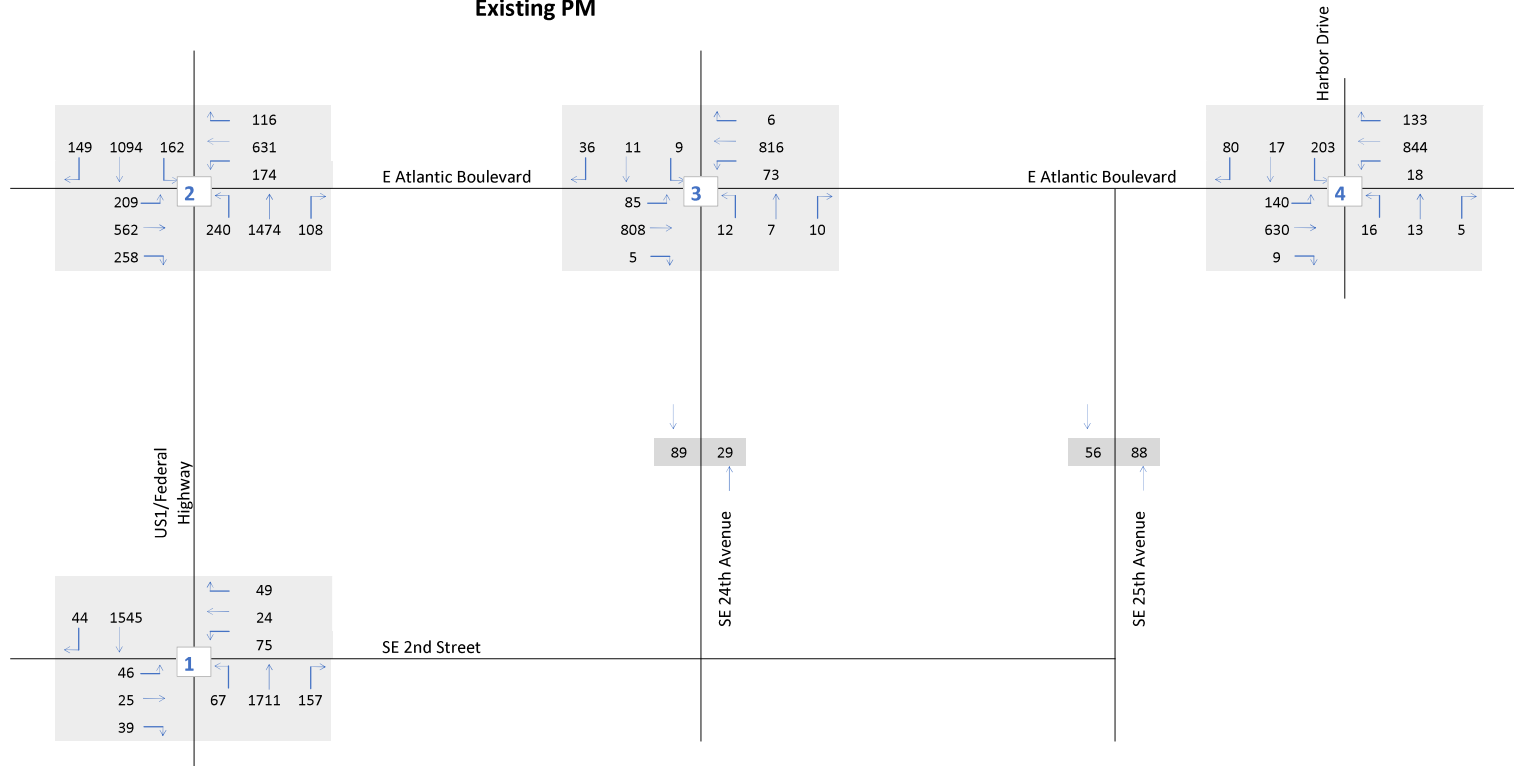
Trip Distribution and Traffic Assignment AM



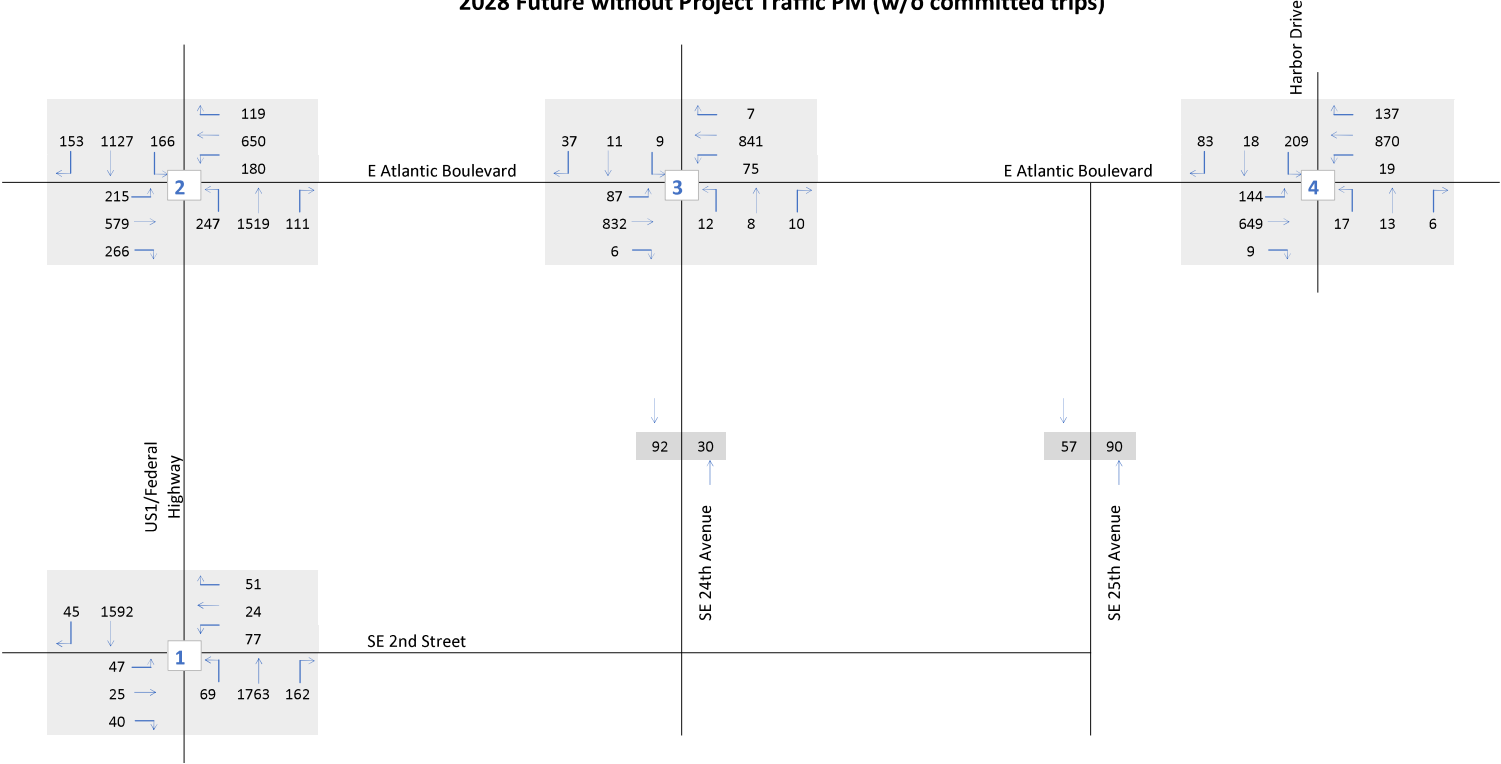
## 2028 Future with Project Traffic AM



# Existing PM

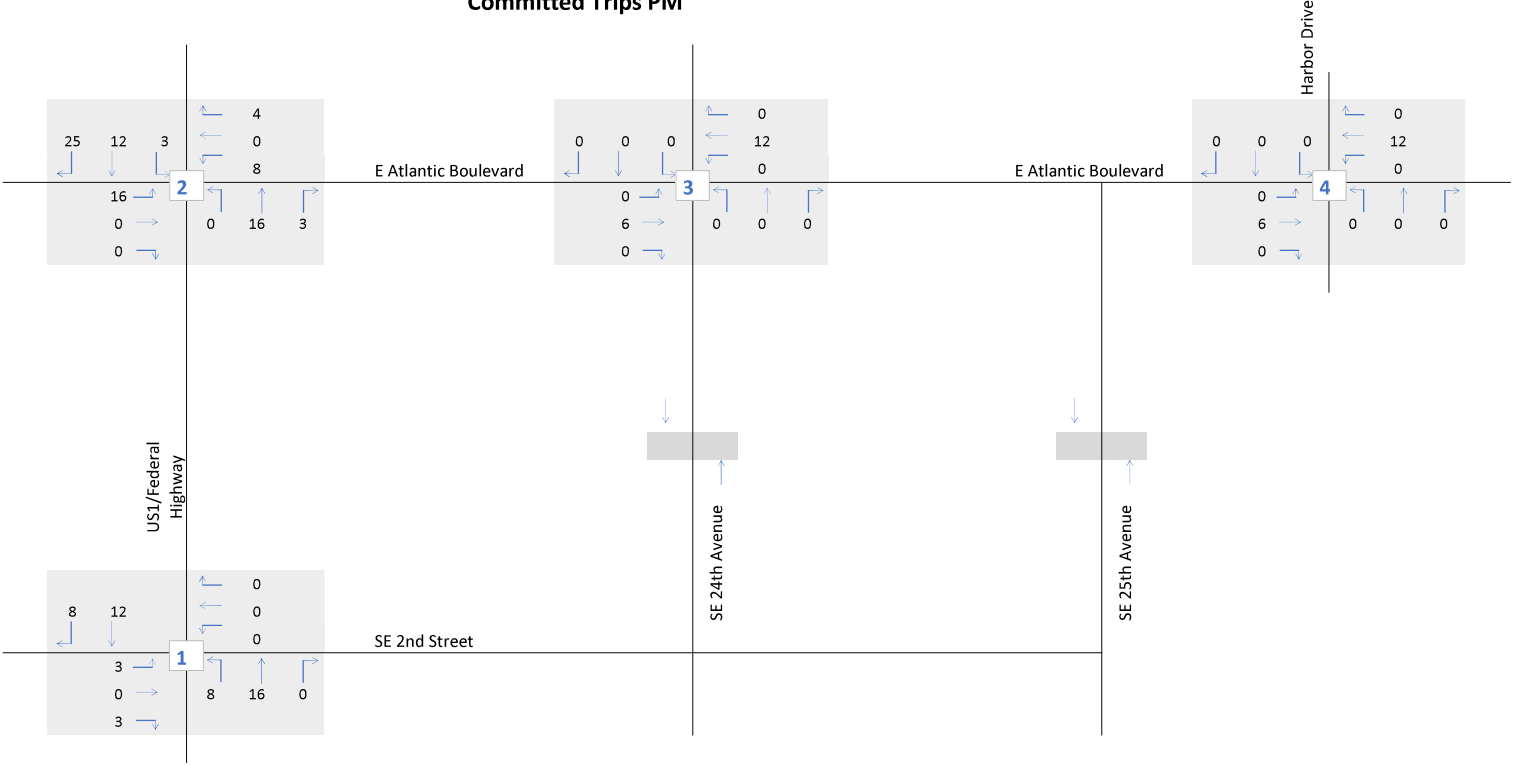


2028 Future without Project Traffic PM (w/o committed trips)

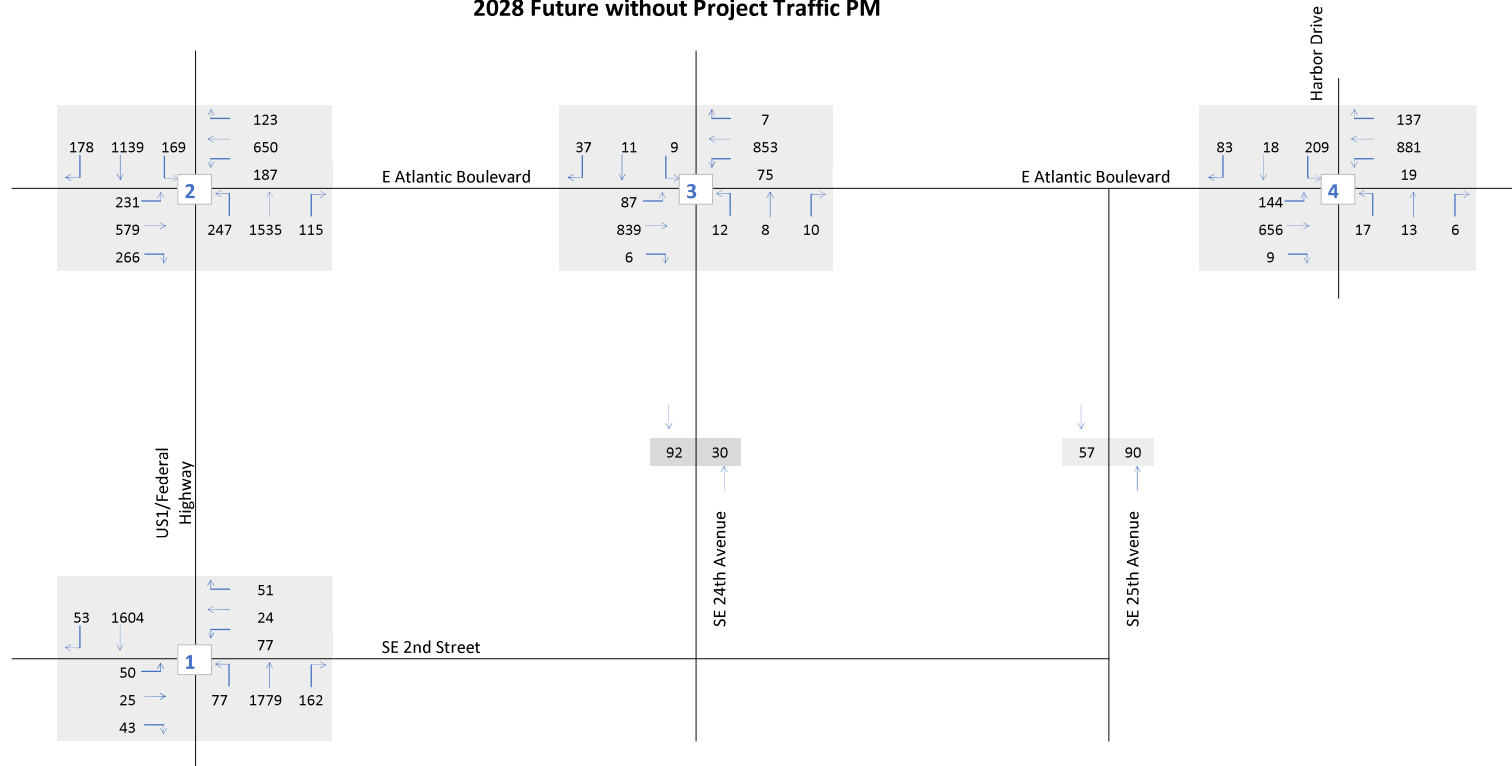




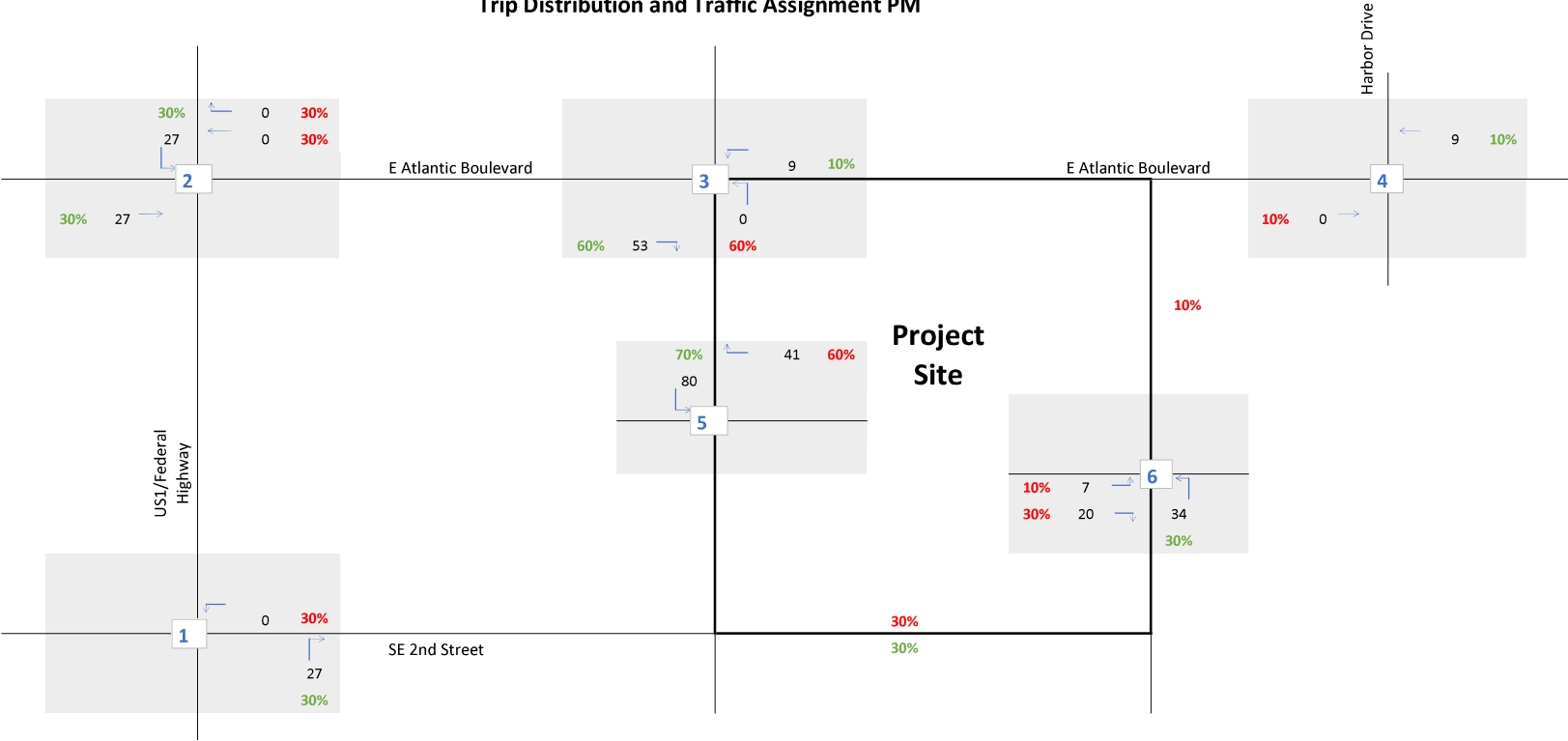
Committed Trips PM



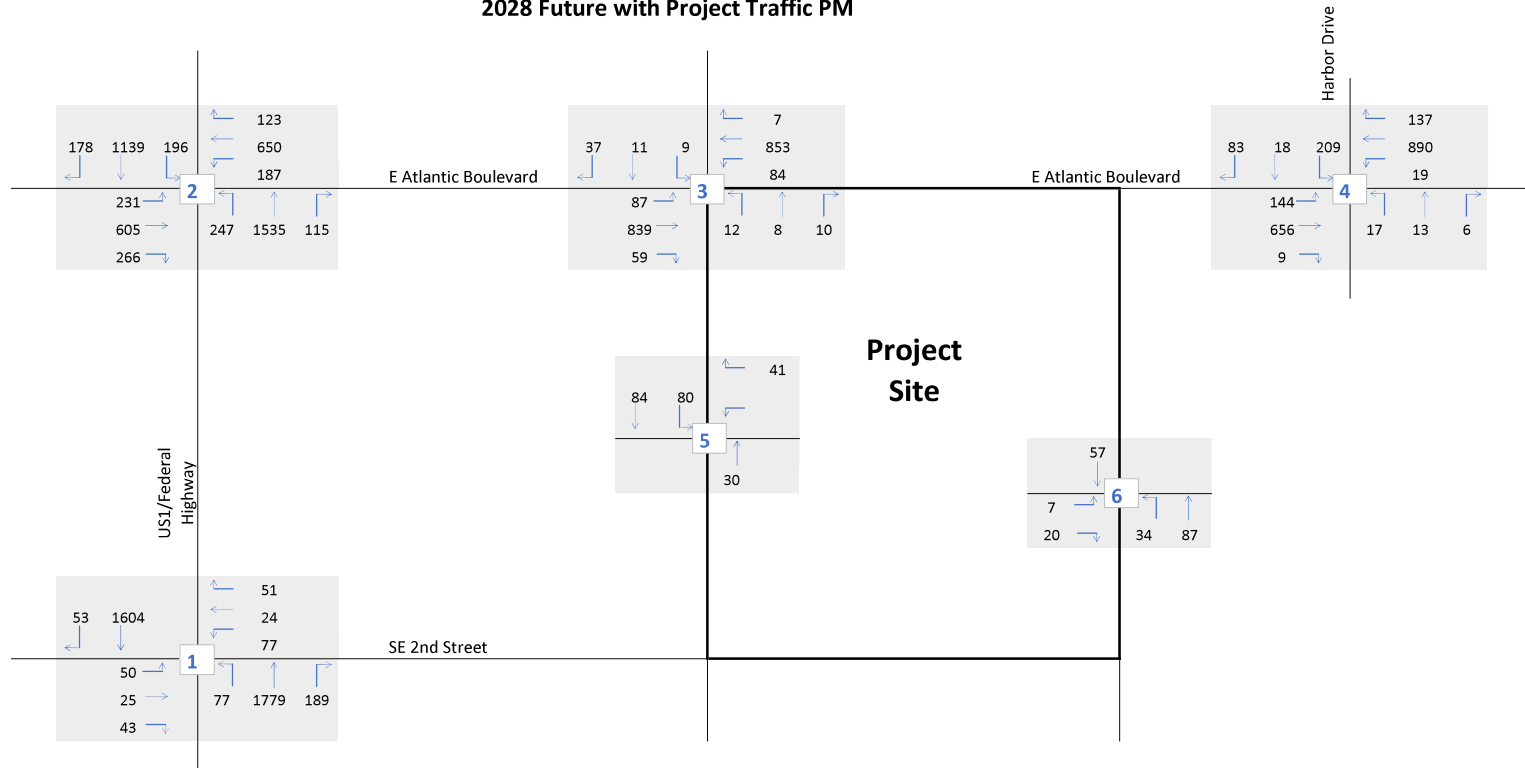
# 2028 Future without Project Traffic PM



Trip Distribution and Traffic Assignment PM



# 2028 Future with Project Traffic PM



## **APPENDIX F3**

### **EXCERPTS FROM COMMITTED DEVELOPMENT TRAFFIC STUDIES**

# Atlantic One

1736-1800 E. Atlantic Boulevard & 1801 SE 2<sup>nd</sup> Street  
Pompano Beach, Florida

## TRAFFIC STUDY

prepared for:  
New Capital Resources, Corp.

**KBP** CONSULTING, INC.

November 2018  
Updated April 2019

**P&Z**

## TRIP GENERATION

The trip generation analysis for the Atlantic One project was based upon information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (10<sup>th</sup> Edition)*. According to the subject ITE manual, the most appropriate land use category for the proposed development is Land Use #231 – Mid-Rise Residential with 1<sup>st</sup>-Floor Commercial. The trip generation rates used to determine the vehicle trips associated with this analysis are presented below.

### **ITE Land Use #231 – Mid-Rise Residential with 1<sup>st</sup> Floor Commercial**

- ❑ Weekday:  $T = 3.44 (X)$   
where  $T$  = number of trips and  $X$  = number of dwelling units
- ❑ AM Peak Hour:  $T = 0.30 (X)$  (28% in / 72% out)
- ❑ PM Peak Hour:  $T = 0.36 (X)$  (70% in / 30% out)

Table 1 below summarizes the vehicle trips associated with the proposed mixed-use development to be located in the City of Pompano Beach, Florida.

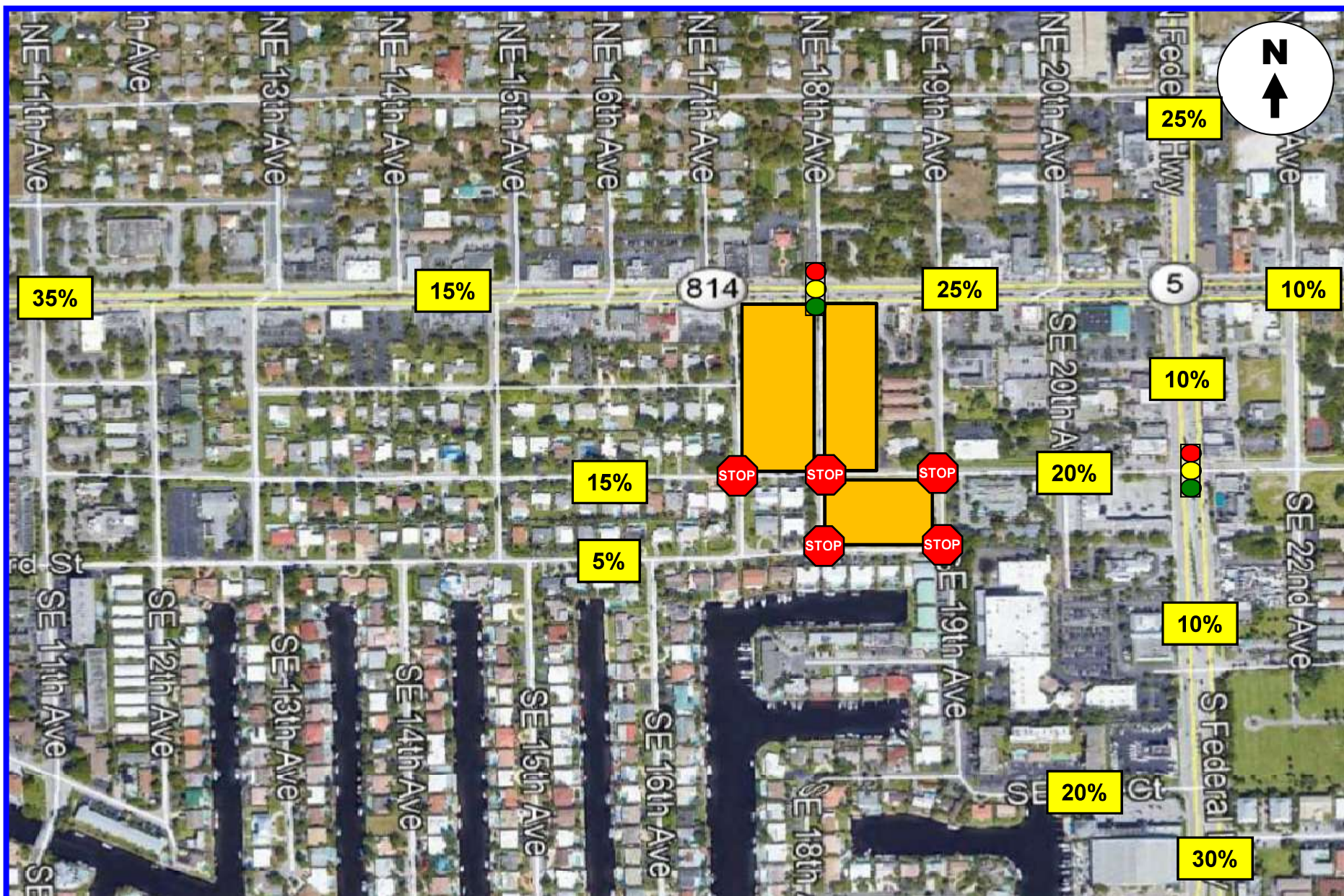
<b>Table 1</b>								
<b>Trip Generation Summary</b>								
<b>Atlantic One - Pompano Beach, Florida</b>								
<b>Land Use</b>	<b>Size</b>	<b>Daily Trips</b>	<b>AM Peak Hour Trips</b>			<b>PM Peak Hour Trips</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Proposed</b> Mid-Rise Residential with 1st-Floor Commercial	304 DU	1,046	25	66	91	76	33	109
<b>Total</b>		<b>1,046</b>	<b>25</b>	<b>66</b>	<b>91</b>	<b>76</b>	<b>33</b>	<b>109</b>

Compiled by: KBP Consulting, Inc. (April 2019).

Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual (10th Edition)*.

As indicated in Table 1 above, the net new external trips anticipated to be generated by the proposed mixed-use development consist of 1,046 daily vehicle trips, 91 vehicle trips during the weekday AM peak hour (25 inbound and 66 outbound) and 109 vehicle trips during the weekday PM peak hour (76 inbound and 33 outbound). In order to present a more conservative analysis, vehicle trips associated with the three (3) existing single-family homes on the site have not been considered.



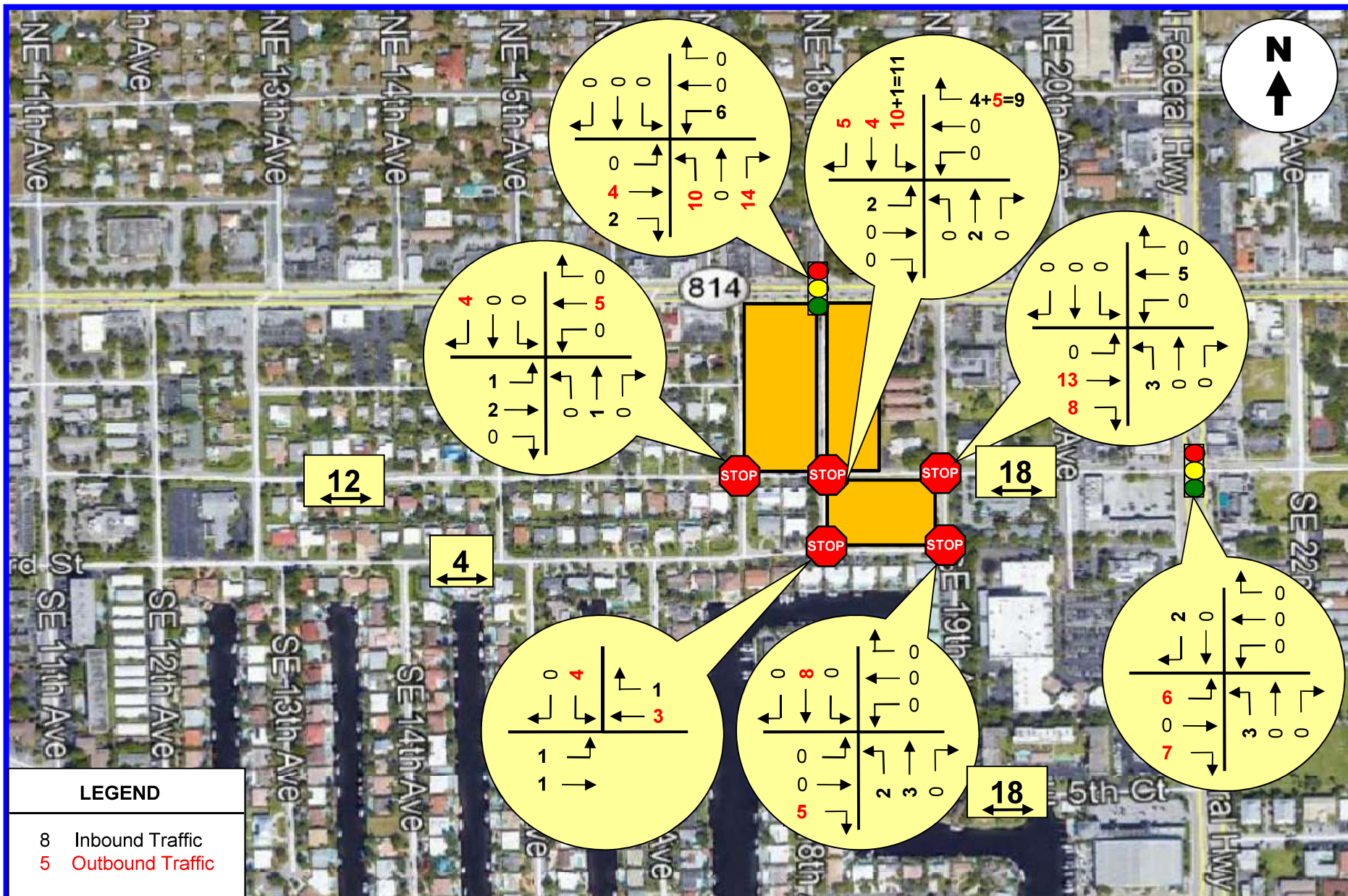


**KBP**  
CONSULTING, INC.

## Trip Distribution

**FIGURE 5**  
Atlantic One  
Pompano Beach, Florida



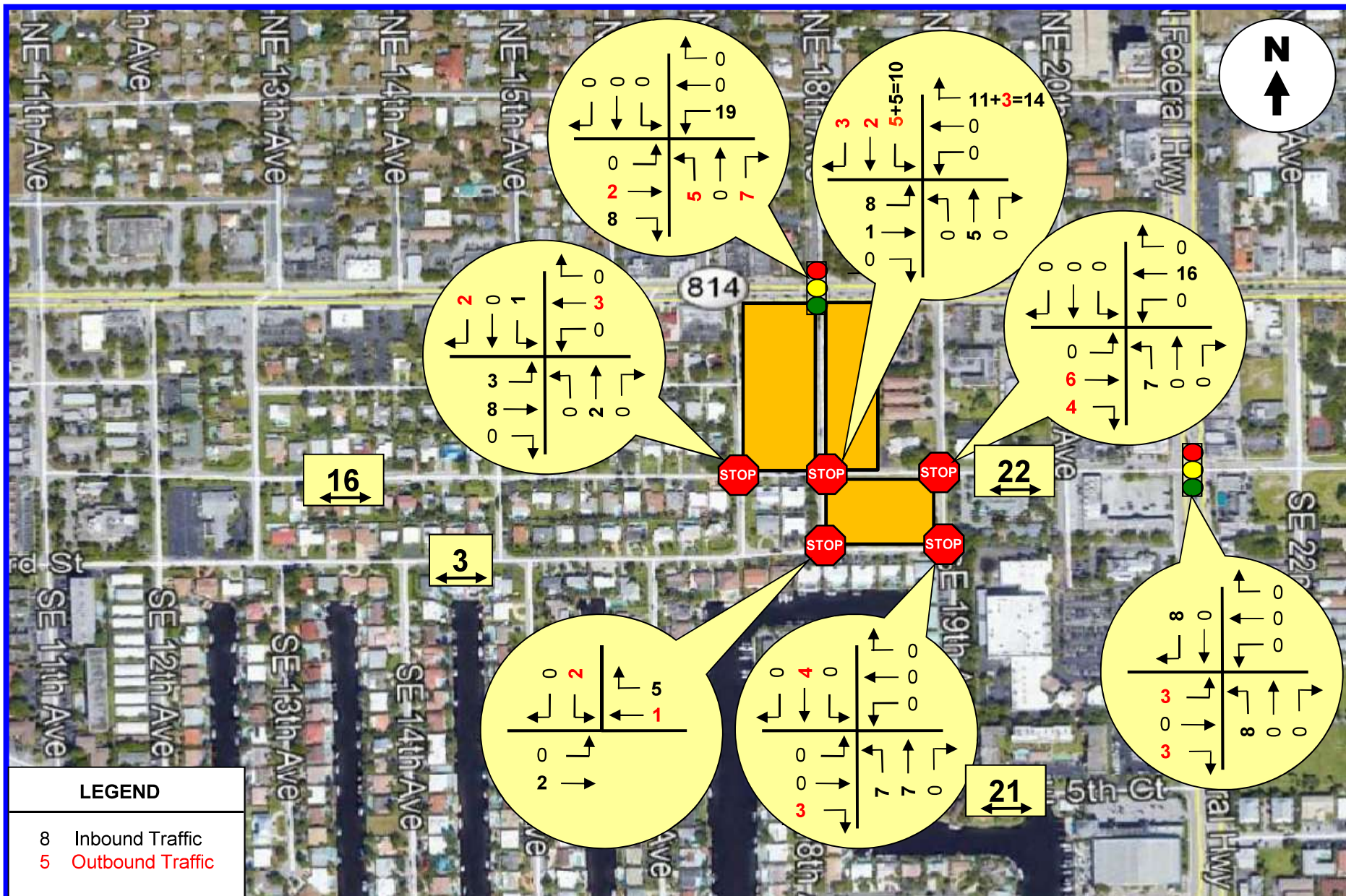


**KBP**  
CONSULTING, INC.

## New Project Traffic Assignment AM Peak Hour

**FIGURE 6**  
Atlantic One  
Pompano Beach, Florida





**KBP**  
CONSULTING, INC.

## New Project Traffic Assignment PM Peak Hour

**FIGURE 7**  
Atlantic One  
Pompano Beach, Florida

# Traffic Impact Study Update

(with Responses to the City's Traffic Review Comments)

## Soleste Pompano Beach



208 N. Federal Highway  
Pompano Beach, Florida



**Richard Garcia & Associates, Inc.**

April 27<sup>th</sup>, 2022

Update: May 20<sup>th</sup>, 2022

**P&Z**

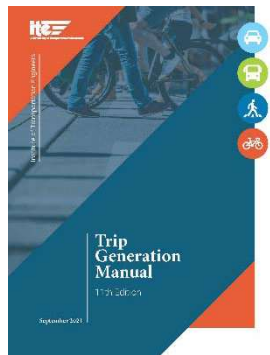
PZ25-12000001

08/27/2025

Project Traffic

This section of the report describes the analysis for estimating the trip generation and trip distribution associated with the subject project.

Trip Generation



The trip generation analysis was performed consistent with the methodology described in the *Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3<sup>rd</sup> Edition* while the trip generation characteristics were obtained from *ITE's Trip Generation Manual, 11<sup>th</sup> Edition*. This analysis was performed for a typical weekday's AM and PM peak hour. Please note, both rates and equations were evaluated where available. Equations with an R-squared less than 0.75 were not used as per ITE. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the proposed development. These land uses (LU) are as follows:

- Proposed Uses:
- LU 221: Multifamily Housing (Mid-Rise) - 253 Dwelling Units

LU 822: Strip Retail Plaza (<40k) - 3,000 Square Feet

As a result, the trip generation calculations yielded 107 gross external trips (27 trips-in & 80 trips-out) during the AM peak hour and 119 gross external trips (70 trips-in & 49 trips-out) during the PM peak hour. Note, the resulting trips are likely to be reduced based on the rate and extent of internal capture for this mixed-use development, transit, and pedestrian/bicycle since neither of these trip adjustments were utilized in the analysis as a conservative approach. The ITE rates and percentages for the AM and PM peak hour are included in Appendix 2. Tables 3 and 4 summarize the trip generation calculations and results for the AM and PM peak hour, respectively.

Table 3: Trip Generation - AM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE / EQUATION	AM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Proposed						
Multifamily Housing (Mid-Rise)	253 D.U.	221	0.37	22	72	94
			$T=0.44(X)-11.61$	23	77	100
Strip Retail Plaza (<40k)	3,000 Th.SF.	822	2.36	4	3	7
	Not Used: $R^2<0.75$		$Ln(T)=0.66Ln(X)+1.84$	8	5	43
Proposed Gross Trips				27	80	107

Notes:  
Sources: ITE Trip Generation, 11th Edition & ITE Trip Generation Handbook, 3rd Edition.  
Th.SF.= 1,000 Square Feet; D.U.= Dwelling Units  
Trips utilized in the analysis.



**Table 4: Trip Generation - PM Peak Hour**

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE / EQUATION	PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
<b>Proposed</b>						
Multifamily Housing (Mid-Rise)	253 D.U.	221	0.39	60	39	99
			$T=0.39(X)+0.34$	60	39	99
Strip Retail Plaza (<40k)	3,000 Th.SF.	822	6.59	10	10	20
	Not Used: $R^2<0.75$		$Ln(T)=0.71Ln(X)+2.72$	<del>46</del>	<del>47</del>	<del>93</del>
<b>Proposed Gross Trips</b>				<b>70</b>	<b>49</b>	<b>119</b>

**Notes:**

Sources: ITE Trip Generation, 11th Edition &amp; ITE Trip Generation Handbook, 3rd Edition.

Th.SF.= 1,000 Square Feet; D.U.= Dwelling Units

Trips utilized in the analysis.

**Trip Distribution / Assignment**

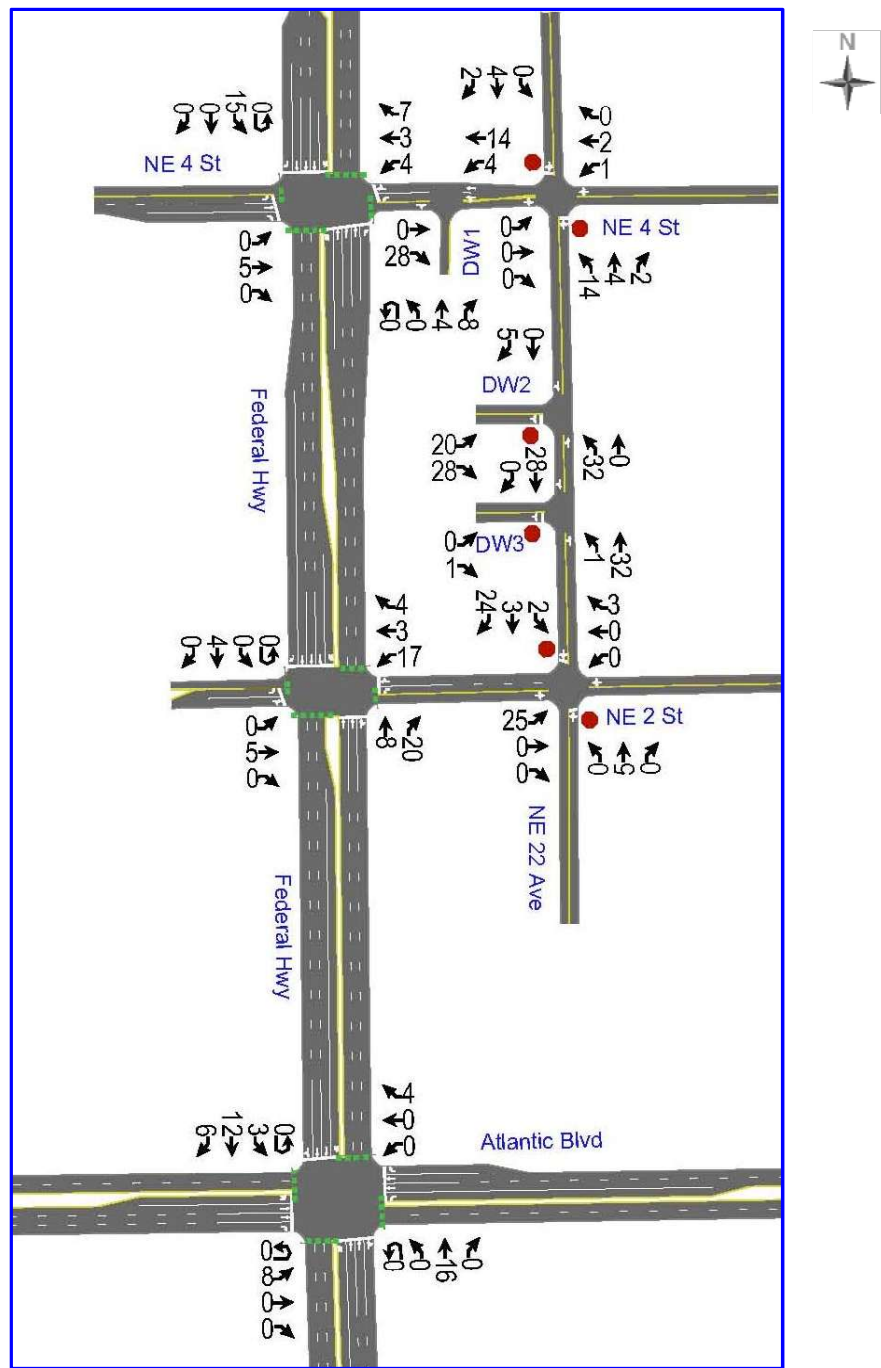
The trip distribution and assignment was performed using the manual method and based on the surrounding roadway network, area demographics and local knowledge of traffic patterns within the project's vicinity. Table 5 includes the trip distribution percentages and corresponding trip assignments for the AM and PM peak hour. Lastly, Figures 5 and 6 depict the project gross trips to the studied intersections for the AM and PM peak hour, respectively. Appendix 3 contains the supporting documentation.

**Table 5: Directional Trip Distribution / Assignment**

DIRECTION	DISTRIBUTION	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
NORTH	30%	8	24	32	21	15	36
EAST	15%	4	12	16	10	7	17
SOUTH	30%	8	24	32	21	15	36
WEST	25%	7	20	27	18	12	30
	<b>100.00%</b>	<b>27</b>	<b>80</b>	<b>107</b>	<b>70</b>	<b>49</b>	<b>119</b>



Figure 6: Site Traffic (Project's Gross Trips) - PM Peak Hour



## **APPENDIX G**

### ROADWAY SEGMENT ANALYSIS SUPPORTING INFORMATION



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7423 - ATLANTIC BLVD, W OF US 1

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2024	36500	C	E	19500	W	17000	9.00	55.00	3.00
2023	35500	C	E	18500	W	17000	9.00	57.90	9.10
2022	38000	C	E	22000	W	16000	9.00	57.00	9.10
2021	32000	C	E	14500	W	17500	9.00	53.80	9.10
2020	33000	F	E	16500	W	16500	9.00	53.90	5.30
2019	35000	C	E	17500	W	17500	9.00	54.60	5.30
2018	37000	C	E	18500	W	18500	9.00	54.50	5.30
2017	35500	C	E	20500	W	15000	9.00	51.90	7.10
2016	33500	C	E	17000	W	16500	9.00	54.10	7.10
2015	32000	C	E	15000	W	17000	9.00	54.00	7.10
2014	33000	C	E	17500	W	15500	9.00	54.20	4.80
2013	31500	C	E	16000	W	15500	9.00	53.60	5.40
2012	35500	C	E	17000	W	18500	9.00	52.20	5.40
2011	34000	C	E	17500	W	16500	9.00	52.50	2.00
2010	37000	C	E	19000	W	18000	8.35	52.69	2.00
2009	40000	C	E	20000	W	20000	8.53	53.89	2.00

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

COUNTY: 86  
STATION: 7423  
DESCRIPTION: ATLANTIC BLVD, W OF US 1  
START DATE: 04/10/2024  
START TIME: 0000

DIRECTION: E						DIRECTION: W					COMBINED	
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL	
0000	52	41	44	47	184	56	39	46	36	177	361	
0100	30	32	23	30	115	28	30	36	32	126	241	
0200	27	26	19	17	89	22	16	13	11	62	151	
0300	21	11	23	17	72	29	19	8	24	80	152	
0400	23	24	19	44	110	22	23	27	18	90	200	
0500	47	50	70	85	252	39	51	70	73	233	485	
0600	84	140	156	236	616	69	86	146	154	455	1071	
0700	219	297	313	325	1154	161	210	200	250	821	1975	
0800	334	349	350	320	1353	247	215	218	217	897	2250	
0900	353	319	316	278	1266	252	223	251	276	1002	2268	
1000	357	338	321	373	1389	246	268	227	309	1050	2439	
1100	322	311	288	326	1247	240	251	254	302	1047	2294	
1200	364	356	355	335	1410	237	293	242	311	1083	2493	
1300	310	321	307	300	1238	295	300	235	301	1131	2369	
1400	341	343	305	340	1329	297	305	250	362	1214	2543	
1500	303	237	312	282	1134	280	322	298	317	1217	2351	
1600	339	284	269	314	1206	342	328	297	315	1282	2488	
1700	316	277	316	322	1231	248	291	243	279	1061	2292	
1800	277	282	244	277	1080	258	220	250	222	950	2030	
1900	298	240	210	254	1002	220	219	198	188	825	1827	
2000	151	244	222	185	802	202	255	210	194	861	1663	
2100	152	152	144	132	580	187	197	175	158	717	1297	
2200	152	112	121	118	503	151	163	123	123	560	1063	
2300	89	88	69	56	302	145	104	100	63	412	714	
24-HOUR TOTALS:					19664						17353	37017

PEAK VOLUME INFORMATION						
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
	815	1372	845	943	745	2288
P.M.	1200	1410	1530	1285	1400	2543
DAILY	1200	1410	1530	1285	1400	2543

TRUCK PERCENTAGE 3.41 2.63 3.04

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	115	16129	2691	51	400	48	93	53	15	3	0	0	7	0	0	670 19664
W	118	14467	2236	39	234	41	93	25	17	3	1	0	4	0	0	457 17353

COUNTY: 86  
STATION: 7423  
DESCRIPTION: ATLANTIC BLVD, W OF US 1  
START DATE: 04/11/2024  
START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL	
0000	53	39	45	34	171	53	45	48	38	184	355	
0100	39	29	23	23	114	27	26	28	29	110	224	
0200	26	27	11	11	75	24	18	19	15	76	151	
0300	20	14	12	23	69	12	31	12	15	70	139	
0400	15	22	26	30	93	19	24	34	25	102	195	
0500	29	52	65	99	245	25	42	45	87	199	444	
0600	102	143	185	218	648	77	129	115	179	500	1148	
0700	207	289	314	333	1143	174	195	202	221	792	1935	
0800	344	336	384	354	1418	205	250	236	252	943	2361	
0900	303	344	325	372	1344	229	230	237	226	922	2266	
1000	325	282	274	335	1216	201	339	199	294	1033	2249	
1100	300	270	307	285	1162	233	248	281	300	1062	2224	
1200	307	297	270	274	1148	255	303	279	295	1132	2280	
1300	274	350	293	363	1280	288	359	284	353	1284	2564	
1400	310	278	320	297	1205	261	322	236	329	1148	2353	
1500	284	286	313	297	1180	293	281	253	299	1126	2306	
1600	309	305	283	337	1234	238	275	250	273	1036	2270	
1700	311	335	318	353	1317	268	361	260	272	1161	2478	
1800	301	353	277	288	1219	261	274	263	247	1045	2264	
1900	246	241	248	245	980	198	253	210	259	920	1900	
2000	227	220	181	205	833	233	218	197	197	845	1678	
2100	149	175	175	164	663	192	179	182	174	727	1390	
2200	134	145	116	92	487	172	152	114	113	551	1038	
2300	94	86	76	61	317	118	87	95	82	382	699	
24-HOUR TOTALS:					19561						17350	36911

PEAK VOLUME INFORMATION						
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	1418	815	967	800	2361
P.M.	1730	1325	1300	1284	1315	2573
DAILY	800	1418	1300	1284	1315	2573

TRUCK PERCENTAGE 3.30 2.49 2.92

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	75	16006	2775	79	366	54	90	30	19	3	0	0	5	0	0	646	19561
W	82	14580	2201	51	223	16	74	40	21	4	0	0	3	0	0	432	17350

GENERATED BY SPS 5.0.0.61

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0435 - SR 814/ATLANTIC BLVD - W OF ICWW BR

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2024	24500	C	E	12500	W	12000	9.00	55.80	2.70
2023	25500	C	E	13000	W	12500	9.00	54.20	2.70
2022	26000	C	E	12500	W	13500	9.00	53.50	3.40
2021	26000	C	E	13500	W	12500	9.00	54.50	3.40
2020	23000	C	E	11500	W	11500	9.00	53.50	3.40
2019	26000	C	E	12500	W	13500	9.00	54.70	2.90
2018	24500	C	E	12500	W	12000	9.00	54.10	2.90
2017	25000	C	E	12500	W	12500	9.00	53.80	2.90
2016	25500	C	E	13000	W	12500	9.00	55.20	1.00
2015	21500	C	E	11000	W	10500	9.00	54.90	1.00
2014	24500	C	E	12500	W	12000	9.00	54.50	1.00
2013	24500	C	E	12500	W	12000	9.00	54.60	2.80
2012	23500	C	E	12500	W	11000	9.00	55.00	2.80
2011	23500	C	E	10500	W	13000	9.00	54.50	1.50
2010	25500	C	E	12500	W	13000	9.37	54.06	1.50
2009	28000	C	E	14500	W	13500	9.31	53.74	1.50

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

COUNTY: 86  
STATION: 0435  
DESCRIPTION: SR 814/ATLANTIC BLVD - W OF ICWW BR  
START DATE: 04/12/2024  
START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL	
0000	37	25	26	18	106	44	23	14	17	98	204	
0100	19	18	12	11	60	14	11	15	15	55	115	
0200	8	7	10	9	34	11	6	8	13	38	72	
0300	7	4	4	6	21	8	5	4	13	30	51	
0400	4	10	8	12	34	7	9	12	23	51	85	
0500	11	20	26	28	85	18	32	29	50	129	214	
0600	58	76	93	110	337	66	60	92	105	323	660	
0700	147	153	190	151	641	144	134	185	114	577	1218	
0800	274	172	236	191	873	174	104	213	180	671	1544	
0900	240	188	252	267	947	185	200	194	190	769	1716	
1000	278	233	222	183	916	182	178	199	177	736	1652	
1100	241	216	246	235	938	233	226	232	225	916	1854	
1200	310	214	273	254	1051	225	193	217	194	829	1880	
1300	254	236	248	282	1020	129	175	213	219	736	1756	
1400	278	196	270	222	966	230	243	213	231	917	1883	
1500	267	253	217	296	1033	208	247	222	239	916	1949	
1600	238	334	253	219	1044	226	219	286	220	951	1995	
1700	214	237	199	231	881	264	251	317	234	1066	1947	
1800	212	209	215	196	832	203	244	184	177	808	1640	
1900	171	178	197	192	738	148	127	176	199	650	1388	
2000	121	160	115	144	540	190	151	161	146	648	1188	
2100	141	112	103	94	450	143	112	109	113	477	927	
2200	82	80	64	101	327	109	98	92	71	370	697	
2300	69	45	33	38	185	82	66	52	38	238	423	
24-HOUR TOTALS:					14059						12999	27058

PEAK VOLUME INFORMATION					
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS
	HOUR	VOLUME	HOUR	VOLUME	
A.M.	800	873	830	778	830 1633
P.M.	1545	1121	1700	1066	1545 2091
DAILY	1545	1121	1700	1066	1545 2091

COUNTY: 86  
STATION: 0435  
DESCRIPTION: SR 814/ATLANTIC BLVD - W OF ICWW BR  
START DATE: 04/13/2024  
START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL	
0000	28	32	21	26	107	43	22	19	17	101	208	
0100	20	14	14	13	61	16	12	8	12	48	109	
0200	8	12	8	10	38	8	7	11	7	33	71	
0300	8	5	5	7	25	10	6	3	4	23	48	
0400	8	6	11	8	33	9	12	15	22	58	91	
0500	15	18	26	28	87	21	27	29	41	118	205	
0600	39	57	96	110	302	49	71	108	106	334	636	
0700	191	135	104	185	615	171	135	237	169	712	1327	
0800	134	167	146	219	666	256	142	224	240	862	1528	
0900	97	193	175	157	622	249	197	277	262	985	1607	
1000	109	238	165	207	719	311	249	244	229	1033	1752	
1100	175	243	192	232	842	271	209	266	176	922	1764	
1200	286	195	275	178	934	259	134	245	202	840	1774	
1300	256	293	275	286	1110	207	133	152	206	698	1808	
1400	215	216	234	248	913	259	213	172	235	879	1792	
1500	284	257	282	317	1140	213	253	178	147	791	1931	
1600	227	225	238	232	922	199	270	250	300	1019	1941	
1700	249	226	232	221	928	292	187	276	229	984	1912	
1800	204	158	162	260	784	252	227	225	179	883	1667	
1900	132	217	134	174	657	200	166	161	178	705	1362	
2000	110	177	166	172	625	134	123	123	130	510	1135	
2100	130	144	115	101	490	111	104	88	96	399	889	
2200	94	100	85	92	371	85	75	72	63	295	666	
2300	64	42	38	29	173	68	59	40	33	200	373	
24-HOUR TOTALS:					13164						13432	26596

PEAK VOLUME INFORMATION					
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS
	HOUR	VOLUME	HOUR	VOLUME	
A.M.	845	684	845	963	845 1647
P.M.	1500	1140	1615	1112	1615 2056
DAILY	1500	1140	1615	1112	1615 2056

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7739 - US 1, S OF ATLANTIC BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2024	38500	C	N	19000	S	19500	9.00	55.80	4.00
2023	50500	C	N	28500	S	22000	9.00	54.20	4.00
2022	39500	C	N	20000	S	19500	9.00	53.50	1.90
2021	40000	C	N	20500	S	19500	9.00	54.50	1.90
2020	37000	C	N	19000	S	18000	9.00	53.50	1.90
2019	40000	C	N	20500	S	19500	9.00	54.70	2.60
2018	44000	C	N	21500	S	22500	9.00	54.10	2.60
2017	42500	C	N	20500	S	22000	9.00	53.80	2.60
2016	42500	C	N	21500	S	21000	9.00	55.20	4.10
2015	37000	C	N	17000	S	20000	9.00	54.90	4.10
2014	41000	C	N	20000	S	21000	9.00	54.50	4.30
2013	40000	C	N	20000	S	20000	9.00	54.60	7.70
2012	37500	C	N	18000	S	19500	9.00	55.00	7.70
2011	36500	C	N	18000	S	18500	9.00	54.50	4.00
2010	37000	C	N	18000	S	19000	9.37	54.06	4.00
2009	41000	C	N	20500	S	20500	9.31	53.74	4.00

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



COUNTY: 86  
STATION: 7739  
DESCRIPTION: US 1, S OF ATLANTIC BLVD  
START DATE: 03/05/2024  
START TIME: 0000

DIRECTION: N						DIRECTION: S					COMBINED	
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL	
0000	49	33	42	18	142	58	36	35	35	164	306	
0100	29	19	25	26	99	24	18	23	13	78	177	
0200	17	12	10	20	59	19	17	17	14	67	126	
0300	12	23	6	12	53	13	16	11	22	62	115	
0400	9	13	14	22	58	14	13	18	23	68	126	
0500	22	27	50	42	141	19	47	50	63	179	320	
0600	51	84	118	114	367	63	102	155	194	514	881	
0700	162	232	298	324	1016	273	385	357	297	1312	2328	
0800	325	330	277	266	1198	369	347	385	323	1424	2622	
0900	252	285	291	296	1124	308	344	333	327	1312	2436	
1000	316	357	255	318	1246	329	323	351	294	1297	2543	
1100	366	376	308	367	1417	372	355	353	319	1399	2816	
1200	398	399	346	325	1468	340	381	398	373	1492	2960	
1300	378	316	388	381	1463	410	356	435	408	1609	3072	
1400	413	355	409	478	1655	346	384	392	319	1441	3096	
1500	371	430	418	397	1616	333	381	375	394	1483	3099	
1600	456	423	429	413	1721	352	376	425	372	1525	3246	
1700	475	412	434	373	1694	448	436	443	388	1715	3409	
1800	435	406	399	322	1562	439	398	358	356	1551	3113	
1900	314	279	245	220	1058	318	318	300	229	1165	2223	
2000	238	214	185	166	803	235	245	253	164	897	1700	
2100	179	187	141	147	654	195	175	161	152	683	1337	
2200	127	99	112	119	457	156	124	135	125	540	997	
2300	96	92	64	45	297	115	89	62	68	334	631	
24-HOUR TOTALS:					21368						22311	43679

PEAK VOLUME INFORMATION					
DIRECTION: N			DIRECTION: S		COMBINED DIRECTIONS
	HOUR	VOLUME	HOUR	VOLUME	
A.M.	730	1277	800	1424	745 2654
P.M.	1615	1740	1700	1715	1645 3433
DAILY	1615	1740	1700	1715	1645 3433

COUNTY: 86  
STATION: 7739  
DESCRIPTION: US 1, S OF ATLANTIC BLVD  
START DATE: 03/06/2024  
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL	
0000	52	47	32	27	158	49	36	29	25	139	297	
0100	22	27	24	17	90	20	24	14	18	76	166	
0200	14	27	12	12	65	21	8	12	13	54	119	
0300	19	17	16	10	62	9	17	10	14	50	112	
0400	14	21	23	20	78	9	17	21	16	63	141	
0500	25	28	35	49	137	20	46	64	73	203	340	
0600	76	103	155	145	479	84	108	173	224	589	1068	
0700	214	236	377	368	1195	350	455	393	376	1574	2769	
0800	385	389	329	287	1390	350	375	433	315	1473	2863	
0900	304	297	319	295	1215	313	310	349	303	1275	2490	
1000	268	301	309	286	1164	289	330	325	315	1259	2423	
1100	374	307	344	359	1384	334	307	322	338	1301	2685	
1200	366	345	333	309	1353	316	350	352	342	1360	2713	
1300	378	320	338	334	1370	363	357	360	349	1429	2799	
1400	344	347	394	406	1491	341	383	361	309	1394	2885	
1500	430	401	410	398	1639	353	335	424	383	1495	3134	
1600	409	423	425	432	1689	390	378	430	392	1590	3279	
1700	461	480	474	418	1833	388	435	379	406	1608	3441	
1800	432	428	356	332	1548	360	337	335	300	1332	2880	
1900	344	250	279	263	1136	287	279	265	260	1091	2227	
2000	217	227	240	225	909	233	235	195	196	859	1768	
2100	181	173	161	139	654	183	169	156	150	658	1312	
2200	107	113	109	105	434	132	142	92	93	459	893	
2300	104	87	71	56	318	75	50	45	56	226	544	
24-HOUR TOTALS:					21791						21557	43348

PEAK VOLUME INFORMATION					
DIRECTION: N			DIRECTION: S		COMBINED DIRECTIONS
	HOUR	VOLUME	HOUR	VOLUME	
A.M.	730	1519	700	1574	730 3013
P.M.	1645	1847	1630	1645	1630 3443
DAILY	1645	1847	1630	1645	1630 3443

FLORIDA DEPARTMENT OF TRANSPORTATION  
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2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5100 - SR 5 - N OF NE 6 ST,POMPANO

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	43500	C	N 21000	S 22500	9.00	55.80	4.00
2023	50500	C	N 28500	S 22000	9.00	54.20	4.90
2022	45500	C	N 22500	S 23000	9.00	53.50	4.90
2021	42000	C	N 20500	S 21500	9.00	54.50	4.90
2020	43000	F	N 22000	S 21000	9.00	53.50	6.10
2019	45000	C	N 23000	S 22000	9.00	54.70	6.10
2018	43000	C	N 22000	S 21000	9.00	54.10	6.10
2017	41000	C	N 21000	S 20000	9.00	53.80	3.90
2016	39500	C	N 19500	S 20000	9.00	55.20	3.90
2015	43000	C	N 21500	S 21500	9.00	54.90	3.90
2014	39500	C	N 19500	S 20000	9.00	54.50	5.50
2013	37500	C	N 18500	S 19000	9.00	54.60	5.50
2012	39000	C	N 21000	S 18000	9.00	55.00	5.50
2011	38000	C	N 18500	S 19500	9.00	54.50	5.50
2010	39000	C	N 19500	S 19500	9.37	54.06	5.50
2009	42000	C	N 21000	S 21000	9.31	53.74	5.50

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

COUNTY: 86  
STATION: 5100  
DESCRIPTION: SR 5 - N OF NE 6 ST,POMPANO  
START DATE: 04/10/2024  
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	45	44	40	33	162	49	37	31	35	152	314	
0100	20	34	32	17	103	24	31	31	18	104	207	
0200	11	20	20	17	68	18	18	11	6	53	121	
0300	10	6	6	8	30	16	5	7	14	42	72	
0400	16	17	25	32	90	17	17	28	30	92	182	
0500	45	50	45	74	214	28	50	62	77	217	431	
0600	85	110	141	184	520	111	123	191	247	672	1192	
0700	202	265	349	394	1210	311	471	483	460	1725	2935	
0800	402	366	351	360	1479	409	404	418	440	1671	3150	
0900	338	317	314	308	1277	391	340	365	325	1421	2698	
1000	289	294	321	316	1220	391	386	343	313	1433	2653	
1100	337	327	338	350	1352	344	315	396	389	1444	2796	
1200	344	391	376	373	1484	397	403	398	362	1560	3044	
1300	323	407	363	388	1481	485	385	428	417	1715	3196	
1400	348	422	366	442	1578	392	429	397	394	1612	3190	
1500	456	439	440	439	1774	396	409	369	399	1573	3347	
1600	442	472	457	464	1835	435	435	411	458	1739	3574	
1700	472	511	481	439	1903	415	482	444	420	1761	3664	
1800	395	373	369	334	1471	394	402	365	349	1510	2981	
1900	306	333	288	236	1163	345	305	294	293	1237	2400	
2000	240	236	218	210	904	264	309	281	199	1053	1957	
2100	194	190	169	130	683	208	181	168	156	713	1396	
2200	142	119	93	97	451	140	154	131	98	523	974	
2300	76	81	61	39	257	92	78	53	60	283	540	
24-HOUR TOTALS:					22709						24305	47014

PEAK VOLUME INFORMATION						
DIRECTION: N			DIRECTION: S		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
	745	1513	715	1823	730	3267
P.M.	1645	1928	1645	1799	1645	3727
DAILY	1645	1928	715	1823	1645	3727

TRUCK PERCENTAGE 4.21 3.77 3.98

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	92	18379	3282	93	740	21	40	42	16	0	0	0	4	0	0	956 22709
S	132	20028	3228	58	681	54	62	42	15	3	0	0	2	0	0	917 24305

GENERATED BY SPS 5.0.0.61



COUNTY: 86  
STATION: 5100  
DESCRIPTION: SR 5 - N OF NE 6 ST,POMPANO  
START DATE: 04/11/2024  
START TIME: 0000

DIRECTION: N						DIRECTION: S					COMBINED	
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL	
0000	60	36	29	41	166	40	45	40	33	158	324	
0100	18	15	18	14	65	23	14	29	29	95	160	
0200	17	15	15	9	56	17	14	17	11	59	115	
0300	17	10	6	11	44	8	16	13	13	50	94	
0400	19	9	19	35	82	18	20	30	34	102	184	
0500	32	51	58	85	226	24	45	55	91	215	441	
0600	91	123	150	181	545	92	154	217	278	741	1286	
0700	191	261	328	403	1183	301	453	524	462	1740	2923	
0800	387	369	339	384	1479	455	390	504	390	1739	3218	
0900	335	331	293	373	1332	401	319	340	365	1425	2757	
1000	341	323	348	361	1373	398	349	335	361	1443	2816	
1100	298	390	347	336	1371	378	359	415	384	1536	2907	
1200	353	407	390	372	1522	370	371	394	365	1500	3022	
1300	355	422	323	385	1485	425	372	395	374	1566	3051	
1400	358	388	358	417	1521	329	415	378	377	1499	3020	
1500	470	480	443	442	1835	383	417	416	392	1608	3443	
1600	457	466	438	428	1789	402	405	398	437	1642	3431	
1700	458	503	475	443	1879	416	447	412	426	1701	3580	
1800	393	385	361	349	1488	396	368	332	354	1450	2938	
1900	292	332	271	264	1159	352	321	308	283	1264	2423	
2000	263	237	250	197	947	249	257	235	216	957	1904	
2100	200	159	181	144	684	226	200	201	155	782	1466	
2200	177	124	120	115	536	163	133	143	102	541	1077	
2300	79	86	71	52	288	109	91	72	81	353	641	
24-HOUR TOTALS:					23055						24166	47221

PEAK VOLUME INFORMATION						
DIRECTION: N			DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	1498	715	1894	730	3318
P.M.	1700	1879	1645	1712	1700	3580
DAILY	1700	1879	715	1894	1700	3580

TRUCK PERCENTAGE 4.60 3.45 4.01

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	82	18555	3358	89	818	27	46	53	20	3	1	0	3	0	0	1060	23055
S	110	20035	3188	84	591	30	68	46	10	2	0	1	1	0	0	833	24166

## **APPENDIX H**






















### SYNCHRO ANALYSIS RESULTS

**APPENDIX H1**  
**2025 EXISTING AM**

# HCM 7th Signalized Intersection Summary

## 1: SR-5/US-1/Federal Highway & SE 2nd Street

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	31	82	47	12	35	64	1300	76	0	1651	32
Future Volume (veh/h)	44	31	82	47	12	35	64	1300	76	0	1651	32
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		0.98	1.00		1.00	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	0	1856	1856
Adj Flow Rate, veh/h	49	34	91	52	13	39	71	1444	84	0	1834	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	0	3	3
Cap, veh/h	196	42	114	133	40	120	253	3798	1153	0	3488	68
Arrive On Green	0.03	0.10	0.10	0.04	0.10	0.10	0.02	0.75	0.75	0.00	1.00	1.00
Sat Flow, veh/h	1767	440	1176	1767	408	1223	1767	5066	1537	0	5281	100
Grp Volume(v), veh/h	49	0	125	52	0	52	71	1444	84	0	1211	659
Grp Sat Flow(s),veh/h/ln	1767	0	1616	1767	0	1631	1767	1689	1537	0	1689	1837
Q Serve(g_s), s	4.0	0.0	12.1	4.2	0.0	4.8	1.9	16.0	2.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	12.1	4.2	0.0	4.8	1.9	16.0	2.3	0.0	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.75	1.00		1.00	0.00		0.05
Lane Grp Cap(c), veh/h	196	0	156	133	0	160	253	3798	1153	0	2303	1253
V/C Ratio(X)	0.25	0.00	0.80	0.39	0.00	0.32	0.28	0.38	0.07	0.00	0.53	0.53
Avail Cap(c_a), veh/h	303	0	364	204	0	336	354	3798	1153	0	2303	1253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.52	0.52
Uniform Delay (d), s/veh	62.4	0.0	70.8	62.6	0.0	67.2	6.6	7.0	5.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.6	0.7	0.0	0.4	0.2	0.3	0.1	0.0	0.4	0.8
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(95%),veh/ln	3.3	0.0	9.0	3.5	0.0	3.7	1.2	8.9	1.4	0.0	0.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.6	0.0	74.4	63.3	0.0	67.6	6.8	7.3	5.4	0.0	0.4	0.8
LnGrp LOS	E		E	E		E	A	A	A		A	A
Approach Vol, veh/h	174			104			1599			1870		
Approach Delay, s/veh	71.1			65.5			7.2			0.6		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	126.9		11.6	21.4	10.8	116.1	11.3	21.7				
Change Period (Y+Rc), s	7.0		6.0	6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	93.0		12.0	36.0	13.0	73.0	15.0	33.0				
Max Q Clear Time (g_c+l1), s	18.0		6.2	14.1	3.9	2.0	6.0	6.8				
Green Ext Time (p_c), s	15.0		0.0	0.5	0.0	21.3	0.0	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	8.5											
HCM 7th LOS	A											

1. 2025 Existing AM 7:30 am 05/22/2025 Baseline

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


















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# HCM 7th Signalized Intersection Summary

## 2: SR-5/US-1/Federal Highway & E Atlantic Boulevard

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	489	247	155	407	112	180	1112	111	156	1257	108
Future Volume (veh/h)	157	489	247	155	407	112	180	1112	111	156	1257	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	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		0.97	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	1930	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	173	537	271	170	447	123	198	1222	122	171	1381	119
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	193	672	303	192	669	290	216	2012	201	192	1976	170
Arrive On Green	0.11	0.19	0.19	0.04	0.06	0.06	0.24	0.86	0.86	0.11	0.42	0.42
Sat Flow, veh/h	1767	3526	1589	1767	3526	1527	1767	4680	467	1767	4748	409
Grp Volume(v), veh/h	173	537	271	170	447	123	198	882	462	171	982	518
Grp Sat Flow(s),veh/h/ln	1767	1763	1589	1767	1763	1527	1767	1689	1770	1767	1689	1780
Q Serve(g_s), s	15.5	23.3	26.6	15.3	19.8	12.4	17.5	12.3	12.3	15.3	38.3	38.3
Cycle Q Clear(g_c), s	15.5	23.3	26.6	15.3	19.8	12.4	17.5	12.3	12.3	15.3	38.3	38.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.23
Lane Grp Cap(c), veh/h	193	672	303	192	669	290	216	1452	761	192	1405	741
V/C Ratio(X)	0.89	0.80	0.90	0.89	0.67	0.42	0.92	0.61	0.61	0.89	0.70	0.70
Avail Cap(c_a), veh/h	232	727	328	232	727	315	320	1452	761	276	1405	741
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.3	61.8	63.2	76.2	70.1	66.6	59.6	7.2	7.2	70.4	38.5	38.5
Incr Delay (d2), s/veh	26.9	5.6	23.9	24.2	1.8	0.7	17.3	1.8	3.3	17.2	2.9	5.4
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(95%),veh/ln	13.2	16.4	18.6	13.4	14.6	8.9	12.2	5.2	6.0	12.3	22.6	24.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	97.2	67.5	87.1	100.4	71.9	67.3	77.0	9.0	10.6	87.6	41.4	43.9
LnGrp LOS	F	E	F	F	E	E	E	A	B	F	D	D
Approach Vol, veh/h	981				740				1542		1671	
Approach Delay, s/veh	78.1				77.7				18.2		46.9	
Approach LOS	E				E				B		D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.4	75.8	23.4	36.5	26.6	73.6	23.5	36.4				
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	25.0	55.0	21.0	33.0	29.0	51.0	21.0	33.0				
Max Q Clear Time (g_c+I1), s	17.3	14.3	17.3	28.6	19.5	40.3	17.5	21.8				
Green Ext Time (p_c), s	0.1	10.9	0.0	1.6	0.1	6.5	0.0	2.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	48.8											
HCM 7th LOS	D											

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3: SE 24th Avenue/NE 24th Avenue & E Atlantic Boulevard

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	702	6	59	656	3	3	5	10	5	2	62
Future Volume (veh/h)	43	702	6	59	656	3	3	5	10	5	2	62
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		0.99	1.00		0.97	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	50	816	7	69	763	3	3	6	12	6	2	72
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	629	2815	24	565	2836	11	31	39	59	114	33	109
Arrive On Green	0.02	0.79	0.79	0.05	1.00	1.00	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1753	3553	30	1753	3572	14	79	546	832	1052	458	1534
Grp Volume(v), veh/h	50	402	421	69	373	393	21	0	0	8	0	72
Grp Sat Flow(s),veh/h/ln	1753	1749	1835	1753	1749	1838	1456	0	0	1510	0	1534
Q Serve(g_s), s	0.9	9.9	9.9	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3
Cycle Q Clear(g_c), s	0.9	9.9	9.9	1.2	0.0	0.0	2.1	0.0	0.0	0.6	0.0	7.3
Prop In Lane	1.00		0.02	1.00		0.01	0.14		0.57	0.75		1.00
Lane Grp Cap(c), veh/h	629	1386	1454	565	1388	1459	130	0	0	147	0	109
V/C Ratio(X)	0.08	0.29	0.29	0.12	0.27	0.27	0.16	0.00	0.00	0.05	0.00	0.66
Avail Cap(c_a), veh/h	766	1386	1454	632	1388	1459	240	0	0	261	0	230
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.8	4.5	4.5	3.1	0.0	0.0	70.0	0.0	0.0	69.3	0.0	72.4
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.5	0.4	0.2	0.0	0.0	0.1	0.0	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(95%),veh/ln	0.5	5.1	5.4	0.6	0.3	0.3	1.5	0.0	0.0	0.6	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.8	4.7	4.7	3.1	0.5	0.4	70.2	0.0	0.0	69.4	0.0	74.9
LnGrp LOS	A	A	A	A	A	A	E			E		E
Approach Vol, veh/h	873			835			21			80		
Approach Delay, s/veh	4.6			0.7			70.2			74.3		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	133.0		17.4	9.8	132.8		17.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	16.0	102.0		24.0	10.0	108.0		24.0				
Max Q Clear Time (g_c+I1), s	2.9	2.0		4.1	3.2	11.9		9.3				
Green Ext Time (p_c), s	0.0	5.4		0.0	0.0	5.9		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				6.6								
HCM 7th LOS				A								

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

















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# HCM Signalized Intersection Capacity Analysis

## 4: E Atlantic Boulevard & NE 26th Avenue

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	724	10	5	559	95	6	3	2	88	5	78
Future Volume (vph)	88	724	10	5	559	95	6	3	2	88	5	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	11	10	11	13	13	12	11	11	12
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.94	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	1629	3263		1688	3271	1431	1811	1782		1609	1621	1543
Flt Permitted	0.37	1.00		0.34	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (perm)	642	3263		603	3271	1431	1811	1782		1609	1621	1543
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	97	796	11	5	614	104	7	3	2	97	5	86
RTOR Reduction (vph)	0	0	0	0	0	35	0	2	0	0	0	80
Lane Group Flow (vph)	97	807	0	5	614	69	7	3	0	50	52	6
Confl. Peds. (#/hr)	11		11	11		11	2		1	1		2
Confl. Bikes (#/hr)			3			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases	6			2		2						8
Actuated Green, G (s)	118.9	112.0		106.4	105.5	105.5	11.2	11.2		11.9	11.9	11.9
Effective Green, g (s)	118.9	112.0		106.4	105.5	105.5	11.2	11.2		11.9	11.9	11.9
Actuated g/C Ratio	0.74	0.70		0.67	0.66	0.66	0.07	0.07		0.07	0.07	0.07
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.5	2.5		2.0	2.0	2.0
Lane Grp Cap (vph)	522	2284		407	2156	943	126	124		119	120	114
v/s Ratio Prot	c0.01	c0.25		0.00	0.19		c0.00	0.00		0.03	c0.03	
v/s Ratio Perm	0.13			0.01		0.05						0.00
v/c Ratio	0.19	0.35		0.01	0.28	0.07	0.06	0.03		0.42	0.43	0.06
Uniform Delay, d1	6.1	9.6		9.0	11.4	9.8	69.5	69.3		70.8	70.8	68.8
Progression Factor	1.32	1.27		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.4		0.0	0.3	0.2	0.1	0.1		0.9	0.9	0.1
Delay (s)	8.2	12.6		9.0	11.8	9.9	69.6	69.4		71.6	71.7	68.9
Level of Service	A	B		A	B	A	E	E		E	E	E
Approach Delay (s/veh)		12.1			11.5			69.5			70.4	
Approach LOS		B			B			E			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			18.2									
HCM 2000 Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			160.0									
Intersection Capacity Utilization			50.7%									
Analysis Period (min)			15									
c Critical Lane Group												

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## Queues

## 4: E Atlantic Boulevard &amp; NE 26th Avenue

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



















Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	97	807	5	614	104	7	5	50	52	86
v/c Ratio	0.18	0.33	0.01	0.28	0.10	0.05	0.03	0.42	0.43	0.41
Control Delay (s/veh)	12.2	14.2	11.8	14.6	3.9	60.8	49.4	78.7	79.3	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.2	14.2	11.8	14.6	3.9	60.8	49.4	78.7	79.3	12.5
Queue Length 50th (ft)	42	258	1	112	1	7	3	54	56	0
Queue Length 95th (ft)	58	210	9	270	37	23	16	94	96	37
Internal Link Dist (ft)		593		468			35		390	
Turn Bay Length (ft)	200		150		125			150		
Base Capacity (vph)	576	2430	556	2205	997	328	324	291	293	363
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	0.17	0.33	0.01	0.28	0.10	0.02	0.02	0.17	0.18	0.24
Intersection Summary										

**APPENDIX H2**  
**2025 EXISTING PM**

HCM 7th Signalized Intersection Summary  
1: SR-5/US-1/Federal Highway & SE 2nd Street

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	25	39	75	24	49	64	1711	157	0	1545	44
Future Volume (veh/h)	46	25	39	75	24	49	64	1711	157	0	1545	44
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)	0.99		0.97	0.99		0.99	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	0	1856	1856
Adj Flow Rate, veh/h	49	27	42	81	26	53	69	1840	169	0	1661	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	0	3	3
Cap, veh/h	172	53	83	188	55	112	276	3846	1189	0	3538	100
Arrive On Green	0.03	0.08	0.08	0.05	0.10	0.10	0.02	0.76	0.76	0.00	1.00	1.00
Sat Flow, veh/h	1767	641	996	1767	539	1099	1767	5066	1566	0	5230	143
Grp Volume(v), veh/h	49	0	69	81	0	79	69	1840	169	0	1108	600
Grp Sat Flow(s),veh/h/ln	1767	0	1637	1767	0	1638	1767	1689	1566	0	1689	1829
Q Serve(g_s), s	4.5	0.0	7.3	7.5	0.0	8.2	2.0	24.7	5.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	7.3	7.5	0.0	8.2	2.0	24.7	5.2	0.0	0.0	0.0
Prop In Lane	1.00		0.61	1.00		0.67	1.00		1.00	0.00		0.08
Lane Grp Cap(c), veh/h	172	0	136	188	0	167	276	3846	1189	0	2360	1278
V/C Ratio(X)	0.29	0.00	0.51	0.43	0.00	0.47	0.25	0.48	0.14	0.00	0.47	0.47
Avail Cap(c_a), veh/h	231	0	318	214	0	319	395	3846	1189	0	2360	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.48	0.48
Uniform Delay (d), s/veh	72.3	0.0	78.9	70.7	0.0	76.3	6.8	8.2	5.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.1	0.6	0.0	0.8	0.2	0.4	0.3	0.0	0.3	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(95%),veh/ln	3.8	0.0	5.7	6.2	0.0	6.4	1.3	13.0	3.3	0.0	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.6	0.0	80.0	71.3	0.0	77.0	6.9	8.6	6.1	0.0	0.3	0.6
LnGrp LOS	E		F	E		E	A	A	A		A	A
Approach Vol, veh/h	118			160			2078			1708		
Approach Delay, s/veh	77.0			74.1			8.4			0.4		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	143.7		15.3	21.0	10.9	132.8	12.0	24.4				
Change Period (Y+Rc), s	7.0		6.0	6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	114.0		12.0	35.0	16.0	91.0	12.0	35.0				
Max Q Clear Time (g_c+l1), s	26.7		9.5	9.3	4.0	2.0	6.5	10.2				
Green Ext Time (p_c), s	25.5		0.0	0.2	0.0	18.2	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	9.6											
HCM 7th LOS	A											

2. 2025 Existing PM 4:45 pm 05/22/2025 Baseline

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


















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# HCM 7th Signalized Intersection Summary 2: SR-5/US-1/Federal Highway & E Atlantic Boulevard

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  			  	
Traffic Volume (veh/h)	201	562	258	172	631	116	236	1474	108	156	1094	149
Future Volume (veh/h)	201	562	258	172	631	116	236	1474	108	156	1094	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	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		0.99	1.00		0.99	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	1930	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	218	611	280	187	686	126	257	1602	117	170	1189	162
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	206	772	355	205	770	340	271	1993	145	188	1652	225
Arrive On Green	0.12	0.22	0.22	0.12	0.22	0.22	0.31	0.83	0.83	0.11	0.37	0.37
Sat Flow, veh/h	1767	3526	1620	1767	3526	1557	1767	4815	351	1767	4503	613
Grp Volume(v), veh/h	218	611	280	187	686	126	257	1123	596	170	892	459
Grp Sat Flow(s),veh/h/ln	1767	1763	1620	1767	1763	1557	1767	1689	1789	1767	1689	1739
Q Serve(g_s), s	21.0	29.5	29.4	18.8	34.0	12.4	25.6	30.8	30.9	17.1	40.9	40.9
Cycle Q Clear(g_c), s	21.0	29.5	29.4	18.8	34.0	12.4	25.6	30.8	30.9	17.1	40.9	40.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.35
Lane Grp Cap(c), veh/h	206	772	355	205	770	340	271	1398	741	188	1239	638
V/C Ratio(X)	1.06	0.79	0.79	0.91	0.89	0.37	0.95	0.80	0.80	0.90	0.72	0.72
Avail Cap(c_a), veh/h	206	842	387	255	940	415	304	1398	741	265	1239	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.5	66.4	66.4	78.6	68.3	59.8	61.6	11.7	11.7	79.5	49.0	49.0
Incr Delay (d2), s/veh	78.6	4.6	9.3	26.5	8.5	0.5	31.6	4.4	8.0	20.5	3.6	6.9
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(95%),veh/ln	20.7	19.9	19.0	15.2	22.7	8.6	17.7	9.2	10.6	13.7	24.5	25.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	158.1	71.0	75.7	105.1	76.8	60.3	93.2	16.1	19.7	100.0	52.6	55.9
LnGrp LOS	F	E	E	F	E	E	F	B	B	F	D	E
Approach Vol, veh/h	1109			999			1976			1521		
Approach Delay, s/veh	89.3			80.0			27.2			58.9		
Approach LOS	F			F			C			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.2	81.5	26.9	45.4	34.7	73.0	27.0	45.3				
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	27.0	58.0	26.0	43.0	31.0	54.0	21.0	48.0				
Max Q Clear Time (g_c+I1), s	19.1	32.9	20.8	31.5	27.6	42.9	23.0	36.0				
Green Ext Time (p_c), s	0.1	12.9	0.1	3.3	0.1	6.1	0.0	3.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	57.5											
HCM 7th LOS	E											

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

















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# HCM 7th Signalized Intersection Summary

3: SE 24th Avenue/NE 24th Avenue & E Atlantic Boulevard

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	808	5	68	816	6	12	7	10	9	11	36
Future Volume (veh/h)	70	808	5	68	816	6	12	7	10	9	11	36
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		0.97	1.00		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	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	833	5	70	841	6	12	7	10	9	11	37
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	617	2954	18	587	2951	21	49	21	20	53	50	63
Arrive On Green	0.02	0.82	0.82	0.05	1.00	1.00	0.04	0.04	0.04	0.04	0.04	0.04
Sat Flow, veh/h	1767	3592	22	1767	3588	26	417	505	485	505	1210	1534
Grp Volume(v), veh/h	72	409	429	70	413	434	29	0	0	20	0	37
Grp Sat Flow(s),veh/h/ln	1767	1763	1851	1767	1763	1851	1407	0	0	1716	0	1534
Q Serve(g_s), s	1.0	8.6	8.6	1.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	3.8
Cycle Q Clear(g_c), s	1.0	8.6	8.6	1.0	0.0	0.0	3.1	0.0	0.0	1.7	0.0	3.8
Prop In Lane	1.00		0.01	1.00		0.01	0.41		0.34	0.45		1.00
Lane Grp Cap(c), veh/h	617	1450	1522	587	1450	1522	90	0	0	103	0	63
V/C Ratio(X)	0.12	0.28	0.28	0.12	0.29	0.29	0.32	0.00	0.00	0.19	0.00	0.59
Avail Cap(c_a), veh/h	751	1450	1522	655	1450	1522	237	0	0	278	0	230
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.45	0.90	0.90	0.90	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.0	3.3	3.3	2.2	0.0	0.0	75.0	0.0	0.0	74.4	0.0	75.4
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.4	0.4	0.8	0.0	0.0	0.3	0.0	3.2
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(95%),veh/ln	0.5	4.4	4.6	0.5	0.3	0.3	2.2	0.0	0.0	1.5	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.0	3.5	3.5	2.2	0.4	0.4	75.8	0.0	0.0	74.7	0.0	78.6
LnGrp LOS	A	A	A	A	A	A	E			E		E
Approach Vol, veh/h	910			917			29			57		
Approach Delay, s/veh	3.4			0.6			75.8			77.2		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	137.6		12.6	9.8	137.6		12.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	16.0	102.0		24.0	10.0	108.0		24.0				
Max Q Clear Time (g_c+I1), s	3.0	2.0		5.1	3.0	10.6		5.8				
Green Ext Time (p_c), s	0.0	6.2		0.1	0.0	6.1		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				5.3								
HCM 7th LOS				A								

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# HCM Signalized Intersection Capacity Analysis

## 4: E Atlantic Boulevard & NE 26th Avenue

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	630	9	11	844	133	16	13	5	203	17	80
Future Volume (vph)	129	630	9	11	844	133	16	13	5	203	17	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	11	10	11	13	13	12	11	11	12
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.93	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	1633	3263		1687	3271	1408	1811	1823		1609	1625	1508
Flt Permitted	0.25	1.00		0.40	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (perm)	426	3263		704	3271	1408	1811	1823		1609	1625	1508
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	136	663	9	12	888	140	17	14	5	214	18	84
RTOR Reduction (vph)	0	0	0	0	0	42	0	5	0	0	0	75
Lane Group Flow (vph)	136	672	0	12	888	98	17	14	0	116	116	9
Confl. Peds. (#/hr)	16		9	9		16	14		2	2		14
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases	6			2		2						8
Actuated Green, G (s)	111.8	103.8		96.8	94.8	94.8	12.5	12.5		17.7	17.7	17.7
Effective Green, g (s)	111.8	103.8		96.8	94.8	94.8	12.5	12.5		17.7	17.7	17.7
Actuated g/C Ratio	0.70	0.65		0.61	0.59	0.59	0.08	0.08		0.11	0.11	0.11
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.5	2.5		2.0	2.0	2.0
Lane Grp Cap (vph)	380	2116		438	1938	834	141	142		177	179	166
v/s Ratio Prot	c0.02	0.21		0.00	c0.27		c0.01	0.01		c0.07	0.07	
v/s Ratio Perm	0.23			0.02		0.07						0.01
v/c Ratio	0.36	0.32		0.03	0.46	0.12	0.12	0.10		0.66	0.65	0.06
Uniform Delay, d1	10.1	12.4		12.6	18.2	14.3	68.6	68.5		68.2	68.2	63.7
Progression Factor	1.66	1.58		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2	0.4		0.0	0.8	0.3	0.3	0.2		6.5	5.9	0.1
Delay (s)	17.0	20.1		12.6	19.0	14.6	68.9	68.8		74.7	74.1	63.7
Level of Service	B	C		B	B	B	E	E		E	E	E
Approach Delay (s/veh)		19.6			18.3			68.8			71.6	
Approach LOS		B			B			E			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			27.3									
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			160.0									
Intersection Capacity Utilization			61.2%									
Analysis Period (min)			15									
c Critical Lane Group												

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## Queues

## 4: E Atlantic Boulevard &amp; NE 26th Avenue

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




















Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	136	672	12	888	140	17	19	116	116	84
v/c Ratio	0.35	0.30	0.03	0.45	0.16	0.11	0.12	0.65	0.65	0.33
Control Delay (s/veh)	20.6	23.3	13.3	22.2	7.5	63.8	50.9	84.0	83.3	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.6	23.3	13.3	22.2	7.5	63.8	50.9	84.0	83.3	9.3
Queue Length 50th (ft)	56	166	3	233	14	18	15	126	126	0
Queue Length 95th (ft)	154	403	15	436	66	40	40	191	190	35
Internal Link Dist (ft)		593		468			35		390	
Turn Bay Length (ft)	200		150		125			150		
Base Capacity (vph)	414	2214	577	1963	885	328	334	291	294	356
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	0.33	0.30	0.02	0.45	0.16	0.05	0.06	0.40	0.39	0.24
Intersection Summary										

**APPENDIX H3**

**2028 FUTURE WITHOUT PROJECT TRAFFIC AM**

HCM 7th Signalized Intersection Summary  
1: SR-5/US-1/Federal Highway & SE 2nd Street

06/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			   	
Traffic Volume (veh/h)	51	32	92	49	12	36	69	1345	78	0	1721	35
Future Volume (veh/h)	51	32	92	49	12	36	69	1345	78	0	1721	35
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		0.98	1.00		1.00	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	0	1856	1856
Adj Flow Rate, veh/h	57	36	102	54	13	40	77	1494	87	0	1912	39
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	0	3	3
Cap, veh/h	209	44	125	135	41	126	240	3752	1139	0	3433	70
Arrive On Green	0.04	0.10	0.10	0.04	0.10	0.10	0.03	0.74	0.74	0.00	1.00	1.00
Sat Flow, veh/h	1767	421	1193	1767	400	1230	1767	5066	1537	0	5277	104
Grp Volume(v), veh/h	57	0	138	54	0	53	77	1494	87	0	1263	688
Grp Sat Flow(s),veh/h/ln	1767	0	1614	1767	0	1630	1767	1689	1537	0	1689	1837
Q Serve(g_s), s	4.6	0.0	13.4	4.3	0.0	4.8	2.1	17.4	2.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	13.4	4.3	0.0	4.8	2.1	17.4	2.5	0.0	0.0	0.0
Prop In Lane	1.00		0.74	1.00		0.75	1.00		1.00	0.00		0.06
Lane Grp Cap(c), veh/h	209	0	169	135	0	167	240	3752	1139	0	2269	1234
V/C Ratio(X)	0.27	0.00	0.82	0.40	0.00	0.32	0.32	0.40	0.08	0.00	0.56	0.56
Avail Cap(c_a), veh/h	308	0	363	203	0	336	339	3752	1139	0	2269	1234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.41	0.41
Uniform Delay (d), s/veh	61.1	0.0	70.2	61.8	0.0	66.6	7.1	7.6	5.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	3.7	0.7	0.0	0.4	0.3	0.3	0.1	0.0	0.4	0.8
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(95%),veh/ln	3.8	0.0	9.7	3.6	0.0	3.7	1.4	9.7	1.5	0.0	0.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.4	0.0	73.9	62.5	0.0	67.0	7.4	7.9	5.8	0.0	0.4	0.8
LnGrp LOS	E		E	E		E	A	A	A		A	A
Approach Vol, veh/h	195			107			1658			1951		
Approach Delay, s/veh	70.2			64.7			7.8			0.5		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	125.5		11.8	22.7	11.0	114.5	12.1	22.4				
Change Period (Y+Rc), s	7.0		6.0	6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	93.0		12.0	36.0	13.0	73.0	15.0	33.0				
Max Q Clear Time (g_c+I1), s	19.4		6.3	15.4	4.1	2.0	6.6	6.8				
Green Ext Time (p_c), s	15.9		0.0	0.5	0.0	23.3	0.0	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	8.8											
HCM 7th LOS	A											

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# HCM 7th Signalized Intersection Summary 2: SR-5/US-1/Federal Highway & E Atlantic Boulevard

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  			  	
Traffic Volume (veh/h)	182	504	255	162	419	118	185	1151	121	167	1315	137
Future Volume (veh/h)	182	504	255	162	419	118	185	1151	121	167	1315	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	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		0.97	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	1930	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	200	554	280	178	460	130	203	1265	133	184	1445	151
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	220	682	307	200	642	278	221	1932	203	205	1891	197
Arrive On Green	0.12	0.19	0.19	0.04	0.06	0.06	0.25	0.83	0.83	0.12	0.41	0.41
Sat Flow, veh/h	1767	3526	1589	1767	3526	1526	1767	4653	489	1767	4656	486
Grp Volume(v), veh/h	200	554	280	178	460	130	203	918	480	184	1048	548
Grp Sat Flow(s),veh/h/ln	1767	1763	1589	1767	1763	1526	1767	1689	1765	1767	1689	1766
Q Serve(g_s), s	17.9	24.1	27.6	16.0	20.5	13.2	17.9	16.2	16.2	16.4	42.8	42.8
Cycle Q Clear(g_c), s	17.9	24.1	27.6	16.0	20.5	13.2	17.9	16.2	16.2	16.4	42.8	42.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		0.28
Lane Grp Cap(c), veh/h	220	682	307	200	642	278	221	1402	733	205	1371	717
V/C Ratio(X)	0.91	0.81	0.91	0.89	0.72	0.47	0.92	0.65	0.65	0.90	0.76	0.76
Avail Cap(c_a), veh/h	232	727	328	232	727	315	320	1402	733	276	1371	717
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.2	61.7	63.2	76.0	71.1	67.7	59.2	9.3	9.3	69.8	40.9	40.9
Incr Delay (d2), s/veh	33.7	6.4	27.0	26.3	2.6	0.9	18.4	2.2	4.2	20.9	4.1	7.6
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(95%),veh/ln	15.4	16.9	19.4	14.0	15.1	9.3	12.5	6.6	7.5	13.3	25.1	27.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	102.9	68.1	90.2	102.4	73.7	68.6	77.6	11.5	13.5	90.7	45.0	48.5
LnGrp LOS	F	E	F	F	E	E	E	B	B	F	D	D
Approach Vol, veh/h	1034			768			1601			1780		
Approach Delay, s/veh	80.8			79.5			20.5			50.8		
Approach LOS	F			E			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.5	73.4	24.1	37.0	27.0	72.0	25.9	35.1				
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	25.0	55.0	21.0	33.0	29.0	51.0	21.0	33.0				
Max Q Clear Time (g_c+I1), s	18.4	18.2	18.0	29.6	19.9	44.8	19.9	22.5				
Green Ext Time (p_c), s	0.1	11.3	0.0	1.3	0.1	4.5	0.0	2.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	51.7											
HCM 7th LOS	D											

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# HCM 7th Signalized Intersection Summary

3: SE 24th Avenue/NE 24th Avenue & E Atlantic Boulevard

06/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	736	7	61	680	3	3	6	10	6	2	64
Future Volume (veh/h)	44	736	7	61	680	3	3	6	10	6	2	64
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		0.99	1.00		0.97	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	51	856	8	71	791	3	3	7	12	7	2	74
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	615	2808	26	543	2832	11	31	43	58	120	29	111
Arrive On Green	0.02	0.79	0.79	0.05	1.00	1.00	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1753	3550	33	1753	3573	14	75	591	799	1097	404	1534
Grp Volume(v), veh/h	51	422	442	71	387	407	22	0	0	9	0	74
Grp Sat Flow(s),veh/h/ln	1753	1749	1834	1753	1749	1838	1464	0	0	1501	0	1534
Q Serve(g_s), s	0.9	10.6	10.6	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5
Cycle Q Clear(g_c), s	0.9	10.6	10.6	1.3	0.0	0.0	2.2	0.0	0.0	0.7	0.0	7.5
Prop In Lane	1.00		0.02	1.00		0.01	0.14		0.55	0.78		1.00
Lane Grp Cap(c), veh/h	615	1383	1451	543	1386	1457	132	0	0	149	0	111
V/C Ratio(X)	0.08	0.30	0.30	0.13	0.28	0.28	0.17	0.00	0.00	0.06	0.00	0.67
Avail Cap(c_a), veh/h	751	1383	1451	611	1386	1457	242	0	0	260	0	230
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.9	4.6	4.6	3.2	0.0	0.0	69.8	0.0	0.0	69.2	0.0	72.3
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.5	0.5	0.2	0.0	0.0	0.1	0.0	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(95%),veh/ln	0.5	5.4	5.6	0.7	0.3	0.3	1.6	0.0	0.0	0.6	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.9	4.8	4.8	3.2	0.5	0.5	70.1	0.0	0.0	69.2	0.0	74.8
LnGrp LOS	A	A	A	A	A	A	E			E		E
Approach Vol, veh/h	915			865			22			83		
Approach Delay, s/veh	4.7			0.7			70.1			74.2		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	132.8		17.6	9.8	132.6		17.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	16.0	102.0		24.0	10.0	108.0		24.0				
Max Q Clear Time (g_c+I1), s	2.9	2.0		4.2	3.3	12.6		9.5				
Green Ext Time (p_c), s	0.0	5.7		0.0	0.0	6.4		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				6.7								
HCM 7th LOS				A								

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# HCM Signalized Intersection Capacity Analysis

## 4: E Atlantic Boulevard & NE 26th Avenue

06/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	759	10	6	580	98	7	3	2	90	6	80
Future Volume (vph)	90	759	10	6	580	98	7	3	2	90	6	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	11	10	11	13	13	12	11	11	12
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.94	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	1630	3264		1689	3271	1431	1811	1782		1609	1623	1543
Flt Permitted	0.36	1.00		0.32	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (perm)	624	3264		575	3271	1431	1811	1782		1609	1623	1543
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	99	834	11	7	637	108	8	3	2	99	7	88
RTOR Reduction (vph)	0	0	0	0	0	35	0	2	0	0	0	81
Lane Group Flow (vph)	99	845	0	7	637	73	8	3	0	52	54	7
Confl. Peds. (#/hr)	11		11	11		11	2		1	1		2
Confl. Bikes (#/hr)			3			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases	6			2		2						8
Actuated Green, G (s)	118.8	111.8		106.3	105.3	105.3	11.2	11.2		12.0	12.0	12.0
Effective Green, g (s)	118.8	111.8		106.3	105.3	105.3	11.2	11.2		12.0	12.0	12.0
Actuated g/C Ratio	0.74	0.70		0.66	0.66	0.66	0.07	0.07		0.08	0.08	0.08
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.5	2.5		2.0	2.0	2.0
Lane Grp Cap (vph)	510	2280		388	2152	941	126	124		120	121	115
v/s Ratio Prot	c0.01	c0.26		0.00	0.19		c0.00	0.00		0.03	c0.03	
v/s Ratio Perm	0.13			0.01		0.05						0.00
v/c Ratio	0.19	0.37		0.02	0.30	0.08	0.06	0.03		0.43	0.45	0.06
Uniform Delay, d1	6.2	9.8		9.1	11.6	9.9	69.5	69.3		70.7	70.8	68.7
Progression Factor	1.31	1.26		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.4		0.0	0.4	0.2	0.2	0.1		0.9	1.0	0.1
Delay (s)	8.2	12.8		9.1	12.0	10.0	69.7	69.4		71.7	71.8	68.8
Level of Service	A	B		A	B	B	E	E		E	E	E
Approach Delay (s/veh)		12.3			11.7			69.5			70.4	
Approach LOS		B			B			E			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			18.4			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			50.9%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

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## Queues

## 4: E Atlantic Boulevard &amp; NE 26th Avenue

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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	99	845	7	637	108	8	5	52	54	88
v/c Ratio	0.19	0.35	0.02	0.29	0.11	0.05	0.03	0.43	0.44	0.42
Control Delay (s/veh)	12.2	14.3	11.7	14.8	4.3	61.3	49.4	79.1	79.7	13.2
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.2	14.5	11.7	14.8	4.3	61.3	49.4	79.1	79.7	13.2
Queue Length 50th (ft)	41	257	1	118	2	8	3	56	58	0
Queue Length 95th (ft)	59	221	11	282	39	25	16	96	100	40
Internal Link Dist (ft)		593		468			35		390	
Turn Bay Length (ft)	200		150		125			150		
Base Capacity (vph)	565	2426	540	2200	995	328	324	291	294	363
Starvation Cap Reductn	0	692	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	0.18	0.49	0.01	0.29	0.11	0.02	0.02	0.18	0.18	0.24
Intersection Summary										

























**APPENDIX H4**

**2028 FUTURE WITHOUT PROJECT TRAFFIC PM**

HCM 7th Signalized Intersection Summary  
1: SR-5/US-1/Federal Highway & SE 2nd Street

06/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	25	43	77	24	51	77	1779	162	0	1604	53
Future Volume (veh/h)	50	25	43	77	24	51	77	1779	162	0	1604	53
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)	0.99		0.97	0.99		0.99	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	0	1856	1856
Adj Flow Rate, veh/h	54	27	46	83	26	55	83	1913	174	0	1725	57
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	0	3	3
Cap, veh/h	175	52	88	189	54	113	266	3831	1184	0	3490	115
Arrive On Green	0.04	0.09	0.09	0.05	0.10	0.10	0.02	0.76	0.76	0.00	1.00	1.00
Sat Flow, veh/h	1767	603	1028	1767	525	1111	1767	5066	1566	0	5203	166
Grp Volume(v), veh/h	54	0	73	83	0	81	83	1913	174	0	1157	625
Grp Sat Flow(s),veh/h/ln	1767	0	1631	1767	0	1636	1767	1689	1566	0	1689	1825
Q Serve(g_s), s	5.0	0.0	7.7	7.6	0.0	8.4	2.4	26.6	5.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.0	0.0	7.7	7.6	0.0	8.4	2.4	26.6	5.5	0.0	0.0	0.0
Prop In Lane	1.00		0.63	1.00		0.68	1.00		1.00	0.00		0.09
Lane Grp Cap(c), veh/h	175	0	139	189	0	167	266	3831	1184	0	2341	1265
V/C Ratio(X)	0.31	0.00	0.52	0.44	0.00	0.49	0.31	0.50	0.15	0.00	0.49	0.49
Avail Cap(c_a), veh/h	229	0	317	213	0	318	380	3831	1184	0	2341	1265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.36	0.36
Uniform Delay (d), s/veh	71.7	0.0	78.8	70.3	0.0	76.4	7.0	8.6	6.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.1	0.6	0.0	0.8	0.2	0.5	0.3	0.0	0.3	0.5
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(95%),veh/ln	4.2	0.0	6.0	6.4	0.0	6.5	1.6	13.9	3.5	0.0	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.1	0.0	79.9	70.9	0.0	77.2	7.2	9.1	6.3	0.0	0.3	0.5
LnGrp LOS	E		E	E		E	A	A	A		A	A
Approach Vol, veh/h	127			164			2170			1782		
Approach Delay, s/veh	76.6			74.0			8.8			0.4		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	143.1		15.5	21.4	11.4	131.8	12.5	24.4				
Change Period (Y+Rc), s	7.0		6.0	6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	114.0		12.0	35.0	16.0	91.0	12.0	35.0				
Max Q Clear Time (g_c+l1), s	28.6		9.6	9.7	4.4	2.0	7.0	10.4				
Green Ext Time (p_c), s	27.7		0.0	0.2	0.0	19.9	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	9.8											
HCM 7th LOS	A											

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






















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# HCM 7th Signalized Intersection Summary 2: SR-5/US-1/Federal Highway & E Atlantic Boulevard

06/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	579	266	187	650	123	247	1535	115	169	1139	178
Future Volume (veh/h)	231	579	266	187	650	123	247	1535	115	169	1139	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	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		0.99	1.00		0.99	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	1930	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	251	629	289	203	707	134	268	1668	125	184	1238	193
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	206	760	349	221	790	349	282	1924	144	202	1568	244
Arrive On Green	0.12	0.22	0.22	0.13	0.22	0.22	0.32	0.80	0.80	0.11	0.36	0.36
Sat Flow, veh/h	1767	3526	1619	1767	3526	1558	1767	4805	360	1767	4414	688
Grp Volume(v), veh/h	251	629	289	203	707	134	268	1172	621	184	947	484
Grp Sat Flow(s),veh/h/ln	1767	1763	1619	1767	1763	1558	1767	1689	1788	1767	1689	1725
Q Serve(g_s), s	21.0	30.7	30.7	20.4	35.0	13.1	26.7	40.6	40.9	18.5	45.2	45.2
Cycle Q Clear(g_c), s	21.0	30.7	30.7	20.4	35.0	13.1	26.7	40.6	40.9	18.5	45.2	45.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.40
Lane Grp Cap(c), veh/h	206	760	349	221	790	349	282	1352	716	202	1200	613
V/C Ratio(X)	1.22	0.83	0.83	0.92	0.90	0.38	0.95	0.87	0.87	0.91	0.79	0.79
Avail Cap(c_a), veh/h	206	842	387	255	940	415	304	1352	716	265	1200	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.5	67.4	67.4	77.8	67.8	59.3	60.6	14.8	14.8	78.8	52.0	52.0
Incr Delay (d2), s/veh	133.6	6.0	12.3	30.0	9.1	0.5	32.7	6.6	11.7	24.5	5.3	10.0
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(95%),veh/ln	26.1	20.7	20.0	16.5	23.3	8.9	18.4	11.1	12.9	14.9	27.0	28.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	213.1	73.4	79.7	107.9	76.9	59.8	93.3	21.4	26.6	103.3	57.3	62.0
LnGrp LOS	F	E	E	F	E	E	F	C	C	F	E	E
Approach Vol, veh/h	1169			1044			2061			1615		
Approach Delay, s/veh	105.0			80.7			32.3			63.9		
Approach LOS	F			F			C			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.6	79.1	28.5	44.8	35.7	70.9	27.0	46.3				
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	27.0	58.0	26.0	43.0	31.0	54.0	21.0	48.0				
Max Q Clear Time (g_c+I1), s	20.5	42.9	22.4	32.7	28.7	47.2	23.0	37.0				
Green Ext Time (p_c), s	0.1	9.8	0.1	3.2	0.1	4.4	0.0	3.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	64.0											
HCM 7th LOS	E											

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3: SE 24th Avenue/NE 24th Avenue & E Atlantic Boulevard

06/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	839	6	75	853	7	12	8	10	9	11	37
Future Volume (veh/h)	87	839	6	75	853	7	12	8	10	9	11	37
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		0.97	1.00		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	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	90	865	6	77	879	7	12	8	10	9	11	38
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	599	2950	20	570	2945	23	48	22	19	54	50	63
Arrive On Green	0.02	0.82	0.82	0.05	1.00	1.00	0.04	0.04	0.04	0.04	0.04	0.04
Sat Flow, veh/h	1767	3588	25	1767	3584	29	405	538	471	507	1212	1534
Grp Volume(v), veh/h	90	425	446	77	432	454	30	0	0	20	0	38
Grp Sat Flow(s),veh/h/ln	1767	1763	1850	1767	1763	1850	1414	0	0	1719	0	1534
Q Serve(g_s), s	1.3	9.0	9.0	1.1	0.0	0.0	1.5	0.0	0.0	0.0	0.0	3.9
Cycle Q Clear(g_c), s	1.3	9.0	9.0	1.1	0.0	0.0	3.2	0.0	0.0	1.7	0.0	3.9
Prop In Lane	1.00		0.01	1.00		0.02	0.40		0.33	0.45		1.00
Lane Grp Cap(c), veh/h	599	1449	1521	570	1449	1520	90	0	0	103	0	63
V/C Ratio(X)	0.15	0.29	0.29	0.13	0.30	0.30	0.33	0.00	0.00	0.19	0.00	0.60
Avail Cap(c_a), veh/h	732	1449	1521	638	1449	1520	238	0	0	278	0	230
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.88	0.88	0.88	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.0	3.3	3.3	2.2	0.0	0.0	75.0	0.0	0.0	74.3	0.0	75.4
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.5	0.4	0.8	0.0	0.0	0.3	0.0	3.4
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(95%),veh/ln	0.6	4.5	4.7	0.5	0.3	0.3	2.2	0.0	0.0	1.5	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.0	3.5	3.5	2.3	0.5	0.4	75.8	0.0	0.0	74.7	0.0	78.8
LnGrp LOS	A	A	A	A	A	A	E			E		E
Approach Vol, veh/h	961			963			30			58		
Approach Delay, s/veh	3.4			0.6			75.8			77.4		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	137.5		12.6	9.9	137.5		12.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	16.0	102.0		24.0	10.0	108.0		24.0				
Max Q Clear Time (g_c+I1), s	3.3	2.0		5.2	3.1	11.0		5.9				
Green Ext Time (p_c), s	0.0	6.6		0.1	0.0	6.4		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				5.3								
HCM 7th LOS				A								

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# HCM Signalized Intersection Capacity Analysis

## 4: E Atlantic Boulevard & NE 26th Avenue

06/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	656	9	19	881	137	17	13	6	209	18	83
Future Volume (vph)	144	656	9	19	881	137	17	13	6	209	18	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	11	10	11	13	13	12	11	11	12
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.93	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	1633	3264		1687	3271	1408	1811	1812		1609	1626	1508
Flt Permitted	0.23	1.00		0.39	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (perm)	396	3264		685	3271	1408	1811	1812		1609	1626	1508
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	152	691	9	20	927	144	18	14	6	220	19	87
RTOR Reduction (vph)	0	0	0	0	0	43	0	6	0	0	0	77
Lane Group Flow (vph)	152	700	0	20	927	101	18	14	0	119	120	10
Confl. Peds. (#/hr)	16		9	9		16	14		2	2		14
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases	6			2		2						8
Actuated Green, G (s)	111.6	102.5		95.9	92.8	92.8	12.5	12.5		17.9	17.9	17.9
Effective Green, g (s)	111.6	102.5		95.9	92.8	92.8	12.5	12.5		17.9	17.9	17.9
Actuated g/C Ratio	0.70	0.64		0.60	0.58	0.58	0.08	0.08		0.11	0.11	0.11
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.5	2.5		2.0	2.0	2.0
Lane Grp Cap (vph)	375	2091		429	1897	816	141	141		180	181	168
v/s Ratio Prot	c0.03	0.21		0.00	c0.28		c0.01	0.01		c0.07	0.07	
v/s Ratio Perm	0.25			0.03		0.07						0.01
v/c Ratio	0.41	0.33		0.05	0.49	0.12	0.13	0.10		0.66	0.66	0.06
Uniform Delay, d1	10.8	13.2		13.0	19.7	15.2	68.7	68.5		68.1	68.2	63.5
Progression Factor	1.73	1.60		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	0.4		0.0	0.9	0.3	0.3	0.2		6.9	6.9	0.1
Delay (s)	19.0	21.5		13.0	20.6	15.5	69.0	68.8		75.0	75.0	63.6
Level of Service	B	C		B	C	B	E	E		E	E	E
Approach Delay (s/veh)		21.0			19.8			68.9			72.0	
Approach LOS		C			B			E			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			28.4									C
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			160.0							24.0		
Intersection Capacity Utilization			63.2%								B	
Analysis Period (min)			15									
c Critical Lane Group												

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## Queues

## 4: E Atlantic Boulevard &amp; NE 26th Avenue

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




















Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	152	700	20	927	144	18	20	119	120	87
v/c Ratio	0.40	0.32	0.04	0.48	0.17	0.12	0.13	0.66	0.66	0.34
Control Delay (s/veh)	22.1	25.3	13.1	24.0	8.2	63.8	49.2	84.6	84.2	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.1	25.3	13.1	24.0	8.2	63.8	49.2	84.6	84.2	10.2
Queue Length 50th (ft)	65	214	5	258	17	19	15	129	130	0
Queue Length 95th (ft)	176	434	22	473	72	42	40	195	196	39
Internal Link Dist (ft)		593		468			35		390	
Turn Bay Length (ft)	200		150		125			150		
Base Capacity (vph)	396	2164	559	1922	869	328	333	291	294	356
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.32	0.04	0.48	0.17	0.05	0.06	0.41	0.41	0.24
Intersection Summary										

**APPENDIX H5**

**2028 FUTURE WITH PROJECT TRAFFIC AM**

HCM 7th Signalized Intersection Summary  
1: SR-5/US-1/Federal Highway & SE 2nd Street

06/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			   	
Traffic Volume (veh/h)	51	32	92	87	12	36	69	1345	78	0	1721	35
Future Volume (veh/h)	51	32	92	87	12	36	69	1345	78	0	1721	35
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		0.98	1.00		1.00	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	0	1856	1856
Adj Flow Rate, veh/h	57	36	102	97	13	40	77	1494	87	0	1912	39
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	0	3	3
Cap, veh/h	242	44	125	177	51	156	236	3629	1101	0	3304	67
Arrive On Green	0.04	0.10	0.10	0.06	0.13	0.13	0.03	0.72	0.72	0.00	1.00	1.00
Sat Flow, veh/h	1767	421	1193	1767	400	1231	1767	5066	1537	0	5277	104
Grp Volume(v), veh/h	57	0	138	97	0	53	77	1494	87	0	1263	688
Grp Sat Flow(s),veh/h/ln	1767	0	1614	1767	0	1631	1767	1689	1537	0	1689	1837
Q Serve(g_s), s	4.6	0.0	13.4	7.8	0.0	4.7	2.3	19.0	2.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	13.4	7.8	0.0	4.7	2.3	19.0	2.7	0.0	0.0	0.0
Prop In Lane	1.00		0.74	1.00		0.75	1.00		1.00	0.00		0.06
Lane Grp Cap(c), veh/h	242	0	169	177	0	207	236	3629	1101	0	2184	1188
V/C Ratio(X)	0.24	0.00	0.82	0.55	0.00	0.26	0.33	0.41	0.08	0.00	0.58	0.58
Avail Cap(c_a), veh/h	341	0	363	203	0	336	333	3629	1101	0	2184	1188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.46	0.46
Uniform Delay (d), s/veh	60.8	0.0	70.2	59.7	0.0	63.0	8.3	9.1	6.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.7	1.0	0.0	0.2	0.3	0.3	0.1	0.0	0.5	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(95%),veh/ln	3.8	0.0	9.7	6.4	0.0	3.6	1.5	10.7	1.7	0.0	0.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	0.0	73.9	60.6	0.0	63.3	8.6	9.5	7.0	0.0	0.5	1.0
LnGrp LOS	E		E	E		E	A	A	A		A	A
Approach Vol, veh/h	195			150			1658			1951		
Approach Delay, s/veh	70.1			61.6			9.3			0.7		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	121.6		15.6	22.7	11.2	110.5	12.1	26.3				
Change Period (Y+Rc), s	7.0		6.0	6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	93.0		12.0	36.0	13.0	73.0	15.0	33.0				
Max Q Clear Time (g_c+l1), s	21.0		9.8	15.4	4.3	2.0	6.6	6.7				
Green Ext Time (p_c), s	15.9		0.0	0.5	0.0	23.3	0.0	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	10.0											
HCM 7th LOS	B											

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# HCM 7th Signalized Intersection Summary 2: SR-5/US-1/Federal Highway & E Atlantic Boulevard

06/24/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	504	255	162	457	156	185	1151	121	167	1315	137
Future Volume (veh/h)	182	504	255	162	457	156	185	1151	121	167	1315	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	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		0.97	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	1930	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	200	554	280	178	502	171	203	1265	133	184	1445	151
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	220	673	303	200	633	274	220	1945	204	204	1904	199
Arrive On Green	0.12	0.19	0.19	0.04	0.06	0.06	0.25	0.84	0.84	0.12	0.41	0.41
Sat Flow, veh/h	1767	3526	1589	1767	3526	1526	1767	4653	489	1767	4657	486
Grp Volume(v), veh/h	200	554	280	178	502	171	203	918	480	184	1048	548
Grp Sat Flow(s),veh/h/ln	1767	3526	1589	1767	3526	1526	1767	4653	489	1767	4657	486
Q Serve(g_s), s	17.9	24.1	27.7	16.0	22.5	17.5	17.9	15.6	15.6	16.4	42.5	42.6
Cycle Q Clear(g_c), s	17.9	24.1	27.7	16.0	22.5	17.5	17.9	15.6	15.6	16.4	42.5	42.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		0.28
Lane Grp Cap(c), veh/h	220	673	303	200	633	274	220	1412	738	204	1381	722
V/C Ratio(X)	0.91	0.82	0.92	0.89	0.79	0.62	0.92	0.65	0.65	0.90	0.76	0.76
Avail Cap(c_a), veh/h	243	683	308	243	683	296	243	1412	738	243	1381	722
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.2	62.1	63.6	76.0	72.3	70.0	59.3	8.9	8.9	69.9	40.5	40.5
Incr Delay (d2), s/veh	31.3	7.8	31.7	24.0	5.5	3.0	31.9	2.1	4.0	27.4	4.0	7.4
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(95%),veh/ln	15.2	17.1	19.9	13.9	16.6	11.9	13.5	6.4	7.3	13.8	24.9	26.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	100.5	69.9	95.2	100.0	77.8	73.0	91.2	11.0	12.9	97.3	44.5	47.9
LnGrp LOS	F	E	F	F	E	E	F	B	B	F	D	D
Approach Vol, veh/h	1034			851			1601			1780		
Approach Delay, s/veh	82.7			81.5			21.8			51.0		
Approach LOS	F			F			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.5	73.9	24.1	36.5	26.9	72.4	25.9	34.7				
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	22.0	59.0	22.0	31.0	22.0	59.0	22.0	31.0				
Max Q Clear Time (g_c+1.0), s	17.6	17.6	18.0	29.7	19.9	44.6	19.9	24.5				
Green Ext Time (p_c), s	0.0	11.7	0.1	0.6	0.0	8.5	0.0	1.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	53.3											
HCM 7th LOS	D											

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3: SE 24th Avenue/NE 24th Avenue & E Atlantic Boulevard

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	736	7	61	680	3	80	6	10	6	2	64
Future Volume (veh/h)	44	736	7	61	680	3	80	6	10	6	2	64
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		0.99	1.00		0.97	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	51	856	8	71	791	3	93	7	12	7	2	74
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	588	2666	25	510	2689	10	149	10	14	172	44	174
Arrive On Green	0.02	0.75	0.75	0.03	1.00	1.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1753	3550	33	1753	3573	14	961	89	126	1174	394	1543
Grp Volume(v), veh/h	51	422	442	71	387	407	112	0	0	9	0	74
Grp Sat Flow(s), veh/h/ln	1753	1749	1834	1753	1749	1838	1175	0	0	1567	0	1543
Q Serve(g_s), s	1.1	12.7	12.7	1.5	0.0	0.0	14.3	0.0	0.0	0.0	0.0	7.2
Cycle Q Clear(g_c), s	1.1	12.7	12.7	1.5	0.0	0.0	15.0	0.0	0.0	0.7	0.0	7.2
Prop In Lane	1.00		0.02	1.00		0.01	0.83		0.11	0.78		1.00
Lane Grp Cap(c), veh/h	588	1313	1378	510	1316	1383	174	0	0	216	0	174
V/C Ratio(X)	0.09	0.32	0.32	0.14	0.29	0.29	0.65	0.00	0.00	0.04	0.00	0.43
Avail Cap(c_a), veh/h	724	1313	1378	578	1316	1383	219	0	0	271	0	231
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.2	6.5	6.5	4.8	0.0	0.0	69.9	0.0	0.0	63.3	0.0	66.2
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.5	0.5	1.9	0.0	0.0	0.0	0.0	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(95%),veh/ln	0.7	6.4	6.7	0.9	0.4	0.4	8.2	0.0	0.0	0.6	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.2	6.7	6.7	4.8	0.5	0.5	71.8	0.0	0.0	63.3	0.0	66.8
LnGrp LOS	A	A	A	A	A	A	E			E		E
Approach Vol, veh/h	915			865			112			83		
Approach Delay, s/veh	6.6			0.9			71.8			66.4		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	126.4		24.0	9.8	126.2		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	102.0		24.0	10.0	108.0		24.0				
Max Q Clear Time (g_c+I), s	13.1	2.0		17.0	3.5	14.7		9.2				
Green Ext Time (p_c), s	0.0	5.7		0.2	0.0	6.4		0.1				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh	10.3											
HCM 7th LOS	B											

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# HCM Signalized Intersection Capacity Analysis

## 4: E Atlantic Boulevard & NE 26th Avenue

06/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	772	10	6	580	98	7	3	2	90	6	80
Future Volume (vph)	90	772	10	6	580	98	7	3	2	90	6	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	11	10	11	13	13	12	11	11	12
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.94	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	1630	3264		1689	3271	1431	1811	1782		1609	1623	1543
Flt Permitted	0.36	1.00		0.32	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (perm)	624	3264		566	3271	1431	1811	1782		1609	1623	1543
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	99	848	11	7	637	108	8	3	2	99	7	88
RTOR Reduction (vph)	0	0	0	0	0	35	0	2	0	0	0	81
Lane Group Flow (vph)	99	859	0	7	637	73	8	3	0	52	54	7
Confl. Peds. (#/hr)	11		11	11		11	2		1	1		2
Confl. Bikes (#/hr)			3			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases	6			2		2						8
Actuated Green, G (s)	118.8	111.8		106.3	105.3	105.3	11.2	11.2		12.0	12.0	12.0
Effective Green, g (s)	118.8	111.8		106.3	105.3	105.3	11.2	11.2		12.0	12.0	12.0
Actuated g/C Ratio	0.74	0.70		0.66	0.66	0.66	0.07	0.07		0.08	0.08	0.08
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.5	2.5		2.0	2.0	2.0
Lane Grp Cap (vph)	510	2280		383	2152	941	126	124		120	121	115
v/s Ratio Prot	c0.01	c0.26		0.00	0.19		c0.00	0.00		0.03	c0.03	
v/s Ratio Perm	0.13			0.01		0.05						0.00
v/c Ratio	0.19	0.38		0.02	0.30	0.08	0.06	0.03		0.43	0.45	0.06
Uniform Delay, d1	6.2	9.9		9.1	11.6	9.9	69.5	69.3		70.7	70.8	68.7
Progression Factor	1.48	1.36		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.5		0.0	0.4	0.2	0.2	0.1		0.9	1.0	0.1
Delay (s)	9.2	13.8		9.1	12.0	10.0	69.7	69.4		71.7	71.8	68.8
Level of Service	A	B		A	B	B	E	E		E	E	E
Approach Delay (s/veh)		13.4			11.7			69.5			70.4	
Approach LOS		B			B			E			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			18.9			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			50.9%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

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## Queues

## 4: E Atlantic Boulevard &amp; NE 26th Avenue




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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	99	859	7	637	108	8	5	52	54	88
v/c Ratio	0.19	0.35	0.02	0.29	0.11	0.05	0.03	0.43	0.44	0.42
Control Delay (s/veh)	13.7	15.5	11.7	14.8	4.3	61.3	49.4	79.1	79.7	13.2
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.7	15.8	11.7	14.8	4.3	61.3	49.4	79.1	79.7	13.2
Queue Length 50th (ft)	44	266	1	117	2	8	3	56	58	0
Queue Length 95th (ft)	67	245	11	282	39	25	16	96	100	40
Internal Link Dist (ft)		593		468			35		390	
Turn Bay Length (ft)	200		150		125			150		
Base Capacity (vph)	565	2426	533	2200	995	328	324	291	294	363
Starvation Cap Reductn	0	762	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	0.18	0.52	0.01	0.29	0.11	0.02	0.02	0.18	0.18	0.24
Intersection Summary										

**Intersection**

Int Delay, s/veh 4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	83	19	0	46	69
Future Vol, veh/h	0	83	19	0	46	69
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	0	90	21	0	50	75




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	196	21	0
Stage 1	21	-	-
Stage 2	175	-	-
Critical Hdwy	6.43	6.23	4.13
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	2.227
Pot Cap-1 Maneuver	791	1054	1589
Stage 1	999	-	-
Stage 2	853	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	765	1054	1589
Mov Cap-2 Maneuver	765	-	-
Stage 1	999	-	-
Stage 2	825	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.73	0	2.94
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1054	720	-
HCM Lane V/C Ratio	-	- 0.086	0.031	-
HCM Ctrl Dly (s/v)	-	- 8.7	7.3	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0.3	0.1	-

HCM 7th TWSC  
6: Project Driveway 2

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Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	41	20	60	26	0
Future Vol, veh/h	14	41	20	60	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	15	45	22	65	28	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	137	28	28	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	854	1044	1579	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	842	1044	1579	-	-	-
Mov Cap-2 Maneuver	842	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	913	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.9	1.83	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	450	-	984	-	-
HCM Lane V/C Ratio	0.014	-	0.061	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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**APPENDIX H6**

**2028 FUTURE WITH PROJECT TRAFFIC PM**

HCM 7th Signalized Intersection Summary  
1: SR-5/US-1/Federal Highway & SE 2nd Street

06/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	25	43	77	24	51	77	1779	189	0	1604	53
Future Volume (veh/h)	50	25	43	77	24	51	77	1779	189	0	1604	53
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)	0.99		0.97	0.99		0.99	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	0	1856	1856
Adj Flow Rate, veh/h	54	27	46	83	26	55	83	1913	203	0	1725	57
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	0	3	3
Cap, veh/h	175	52	88	189	54	113	266	3831	1184	0	3490	115
Arrive On Green	0.04	0.09	0.09	0.05	0.10	0.10	0.02	0.76	0.76	0.00	1.00	1.00
Sat Flow, veh/h	1767	603	1028	1767	525	1111	1767	5066	1566	0	5203	166
Grp Volume(v), veh/h	54	0	73	83	0	81	83	1913	203	0	1157	625
Grp Sat Flow(s),veh/h/ln	1767	0	1631	1767	0	1636	1767	1689	1566	0	1689	1825
Q Serve(g_s), s	5.0	0.0	7.7	7.6	0.0	8.4	2.4	26.6	6.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.0	0.0	7.7	7.6	0.0	8.4	2.4	26.6	6.5	0.0	0.0	0.0
Prop In Lane	1.00		0.63	1.00		0.68	1.00		1.00	0.00		0.09
Lane Grp Cap(c), veh/h	175	0	139	189	0	167	266	3831	1184	0	2341	1265
V/C Ratio(X)	0.31	0.00	0.52	0.44	0.00	0.49	0.31	0.50	0.17	0.00	0.49	0.49
Avail Cap(c_a), veh/h	229	0	317	213	0	318	380	3831	1184	0	2341	1265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.34	0.34
Uniform Delay (d), s/veh	71.7	0.0	78.8	70.3	0.0	76.4	7.0	8.6	6.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.1	0.6	0.0	0.8	0.2	0.5	0.3	0.0	0.3	0.5
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(95%),veh/ln	4.2	0.0	6.0	6.4	0.0	6.5	1.6	13.9	4.2	0.0	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.1	0.0	79.9	70.9	0.0	77.2	7.2	9.1	6.5	0.0	0.3	0.5
LnGrp LOS	E		E	E		E	A	A	A		A	A
Approach Vol, veh/h	127			164			2199			1782		
Approach Delay, s/veh	76.6			74.0			8.8			0.3		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	143.1		15.5	21.4	11.4	131.8	12.5	24.4				
Change Period (Y+Rc), s	7.0		6.0	6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	114.0		12.0	35.0	16.0	91.0	12.0	35.0				
Max Q Clear Time (g_c+I1), s	28.6		9.6	9.7	4.4	2.0	7.0	10.4				
Green Ext Time (p_c), s	28.1		0.0	0.2	0.0	19.9	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	9.8											
HCM 7th LOS	A											

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# HCM 7th Signalized Intersection Summary 2: SR-5/US-1/Federal Highway & E Atlantic Boulevard

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	605	266	187	650	123	247	1535	115	196	1139	178
Future Volume (veh/h)	231	605	266	187	650	123	247	1535	115	196	1139	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	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		0.99	1.00		0.99	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	1930	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	251	658	289	203	707	134	268	1668	125	213	1238	193
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	206	760	349	221	790	349	282	1846	138	231	1568	244
Arrive On Green	0.12	0.22	0.22	0.13	0.22	0.22	0.32	0.77	0.77	0.13	0.36	0.36
Sat Flow, veh/h	1767	3526	1619	1767	3526	1558	1767	4805	360	1767	4414	688
Grp Volume(v), veh/h	251	658	289	203	707	134	268	1172	621	213	947	484
Grp Sat Flow(s),veh/h/ln	1767	1763	1619	1767	1763	1558	1767	1689	1787	1767	1689	1725
Q Serve(g_s), s	21.0	32.4	30.7	20.4	35.0	13.1	26.7	47.2	47.5	21.4	45.2	45.2
Cycle Q Clear(g_c), s	21.0	32.4	30.7	20.4	35.0	13.1	26.7	47.2	47.5	21.4	45.2	45.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.40
Lane Grp Cap(c), veh/h	206	760	349	221	790	349	282	1298	687	231	1200	613
V/C Ratio(X)	1.22	0.87	0.83	0.92	0.90	0.38	0.95	0.90	0.90	0.92	0.79	0.79
Avail Cap(c_a), veh/h	206	842	387	255	940	415	304	1298	687	265	1200	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.5	68.1	67.4	77.8	67.8	59.3	60.6	18.3	18.3	77.3	52.0	52.0
Incr Delay (d2), s/veh	133.6	8.5	12.3	30.0	9.1	0.5	32.7	9.1	15.5	31.3	5.3	10.0
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(95%),veh/ln	26.1	22.0	20.0	16.5	23.3	8.9	18.4	15.0	17.3	17.3	27.0	28.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	213.1	76.5	79.7	107.9	76.9	59.8	93.3	27.4	33.8	108.7	57.3	62.0
LnGrp LOS	F	E	E	F	E	E	F	C	C	F	E	E
Approach Vol, veh/h	1198			1044			2061			1644		
Approach Delay, s/veh	105.9			80.7			37.9			65.3		
Approach LOS	F			F			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.5	76.2	28.5	44.8	35.7	70.9	27.0	46.3				
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	27.0	58.0	26.0	43.0	31.0	54.0	21.0	48.0				
Max Q Clear Time (g_c+Q), s	23.4	49.5	22.4	34.4	28.7	47.2	23.0	37.0				
Green Ext Time (p_c), s	0.1	6.3	0.1	3.0	0.1	4.4	0.0	3.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	66.7											
HCM 7th LOS	E											

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3: SE 24th Avenue/NE 24th Avenue & E Atlantic Boulevard

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	839	59	84	853	7	12	8	10	9	11	37
Future Volume (veh/h)	87	839	59	84	853	7	12	8	10	9	11	37
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		0.97	1.00		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	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	90	865	61	87	879	7	12	8	10	9	11	38
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	599	2739	193	543	2945	23	48	22	19	54	50	63
Arrive On Green	0.02	0.82	0.82	0.05	1.00	1.00	0.04	0.04	0.04	0.04	0.04	0.04
Sat Flow, veh/h	1767	3333	235	1767	3584	29	405	538	471	507	1212	1534
Grp Volume(v), veh/h	90	457	469	87	432	454	30	0	0	20	0	38
Grp Sat Flow(s), veh/h/ln	1767	1763	1806	1767	1763	1850	1414	0	0	1719	0	1534
Q Serve(g_s), s	1.3	10.0	10.0	1.3	0.0	0.0	1.5	0.0	0.0	0.0	0.0	3.9
Cycle Q Clear(g_c), s	1.3	10.0	10.0	1.3	0.0	0.0	3.2	0.0	0.0	1.7	0.0	3.9
Prop In Lane	1.00		0.13	1.00		0.02	0.40		0.33	0.45		1.00
Lane Grp Cap(c), veh/h	599	1449	1484	543	1449	1520	90	0	0	103	0	63
V/C Ratio(X)	0.15	0.32	0.32	0.16	0.30	0.30	0.33	0.00	0.00	0.19	0.00	0.60
Avail Cap(c_a), veh/h	732	1449	1484	610	1449	1520	238	0	0	278	0	230
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	0.88	0.88	0.88	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.0	3.4	3.4	2.3	0.0	0.0	75.0	0.0	0.0	74.3	0.0	75.4
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.5	0.4	0.8	0.0	0.0	0.3	0.0	3.4
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(95%),veh/ln	0.6	4.7	4.8	0.6	0.3	0.3	2.2	0.0	0.0	1.5	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.0	3.6	3.6	2.3	0.5	0.4	75.8	0.0	0.0	74.7	0.0	78.8
LnGrp LOS	A	A	A	A	A	A	E			E		E
Approach Vol, veh/h	1016			973			30			58		
Approach Delay, s/veh	3.5			0.6			75.8			77.4		
Approach LOS	A			A			E			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	137.5		12.6	9.9	137.5		12.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	102.0		24.0	10.0	108.0		24.0				
Max Q Clear Time (g_c+1), s	13.3	2.0		5.2	3.3	12.0		5.9				
Green Ext Time (p_c), s	0.0	6.6		0.1	0.0	7.1		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	5.2											
HCM 7th LOS	A											

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# HCM Signalized Intersection Capacity Analysis

## 4: E Atlantic Boulevard & NE 26th Avenue

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	656	9	19	890	137	17	13	6	209	18	83
Future Volume (vph)	144	656	9	19	890	137	17	13	6	209	18	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	11	10	11	13	13	12	11	11	12
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.93	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (prot)	1636	3264		1687	3271	1408	1811	1812		1609	1626	1508
Flt Permitted	0.23	1.00		0.39	1.00	1.00	0.95	1.00		0.95	0.96	1.00
Satd. Flow (perm)	390	3264		685	3271	1408	1811	1812		1609	1626	1508
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	152	691	9	20	937	144	18	14	6	220	19	87
RTOR Reduction (vph)	0	0	0	0	0	43	0	6	0	0	0	77
Lane Group Flow (vph)	152	700	0	20	937	101	18	14	0	119	120	10
Confl. Peds. (#/hr)	16		9	9		16	14		2	2		14
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases	6			2		2						8
Actuated Green, G (s)	111.6	102.5		95.9	92.8	92.8	12.5	12.5		17.9	17.9	17.9
Effective Green, g (s)	111.6	102.5		95.9	92.8	92.8	12.5	12.5		17.9	17.9	17.9
Actuated g/C Ratio	0.70	0.64		0.60	0.58	0.58	0.08	0.08		0.11	0.11	0.11
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.5	2.5		2.0	2.0	2.0
Lane Grp Cap (vph)	371	2091		429	1897	816	141	141		180	181	168
v/s Ratio Prot	c0.03	0.21		0.00	c0.29		c0.01	0.01		c0.07	0.07	
v/s Ratio Perm	0.25			0.03		0.07						0.01
v/c Ratio	0.41	0.33		0.05	0.49	0.12	0.13	0.10		0.66	0.66	0.06
Uniform Delay, d1	10.9	13.2		13.0	19.8	15.2	68.7	68.5		68.1	68.2	63.5
Progression Factor	1.73	1.59		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	0.4		0.0	0.9	0.3	0.3	0.2		6.9	6.9	0.1
Delay (s)	19.1	21.3		13.0	20.7	15.5	69.0	68.8		75.0	75.0	63.6
Level of Service	B	C		B	C	B	E	E		E	E	E
Approach Delay (s/veh)		20.9			19.9			68.9			72.0	
Approach LOS		C			B			E			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			28.4									
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			160.0									
Intersection Capacity Utilization			63.5%									
Analysis Period (min)			15									
c Critical Lane Group												

6. 2028 Future with Project Traffic PM 8:33 am 05/22/2025 Baseline

Synchro 12 Report

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P&Z

PZ25-12000001

08/27/2025

## Queues

## 4: E Atlantic Boulevard &amp; NE 26th Avenue




06/24/2025



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	152	700	20	937	144	18	20	119	120	87
v/c Ratio	0.41	0.32	0.04	0.49	0.17	0.12	0.13	0.66	0.66	0.34
Control Delay (s/veh)	22.0	25.2	13.1	24.1	8.2	63.8	49.2	84.6	84.2	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.0	25.2	13.1	24.1	8.2	63.8	49.2	84.6	84.2	10.2
Queue Length 50th (ft)	65	214	5	262	17	19	15	129	130	0
Queue Length 95th (ft)	177	435	22	480	72	42	40	195	196	39
Internal Link Dist (ft)		593		468			35		390	
Turn Bay Length (ft)	200		150		125			150		
Base Capacity (vph)	394	2164	559	1922	869	328	333	291	294	356
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.32	0.04	0.49	0.17	0.05	0.06	0.41	0.41	0.24
Intersection Summary										

**Intersection**

Int Delay, s/veh 4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	41	30	0	80	84
Future Vol, veh/h	0	41	30	0	80	84
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	0	45	33	0	87	91

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	298	33	0
Stage 1	33	-	-
Stage 2	265	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	691	1038	-
Stage 1	987	-	-
Stage 2	777	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	651	1038	-
Mov Cap-2 Maneuver	651	-	-
Stage 1	987	-	-
Stage 2	732	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.62	0	3.62
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1038	878
HCM Lane V/C Ratio	-	-	0.043	0.055
HCM Ctrl Dly (s/v)	-	-	8.6	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2

HCM 7th TWSC  
6: Project Driveway 2

06/24/2025

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	4			4	4	
Traffic Vol, veh/h	7	20	34	87	57	0
Future Vol, veh/h	7	20	34	87	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	22	37	95	62	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	230	62	62	0	-	0
Stage 1	62	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	756	1000	1535	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	736	1000	1535	-	-	-
Mov Cap-2 Maneuver	736	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.06	2.08		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	506	-	915	-	-	
HCM Lane V/C Ratio	0.024	-	0.032	-	-	
HCM Ctrl Dly (s/v)	7.4	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

## **APPENDIX H**

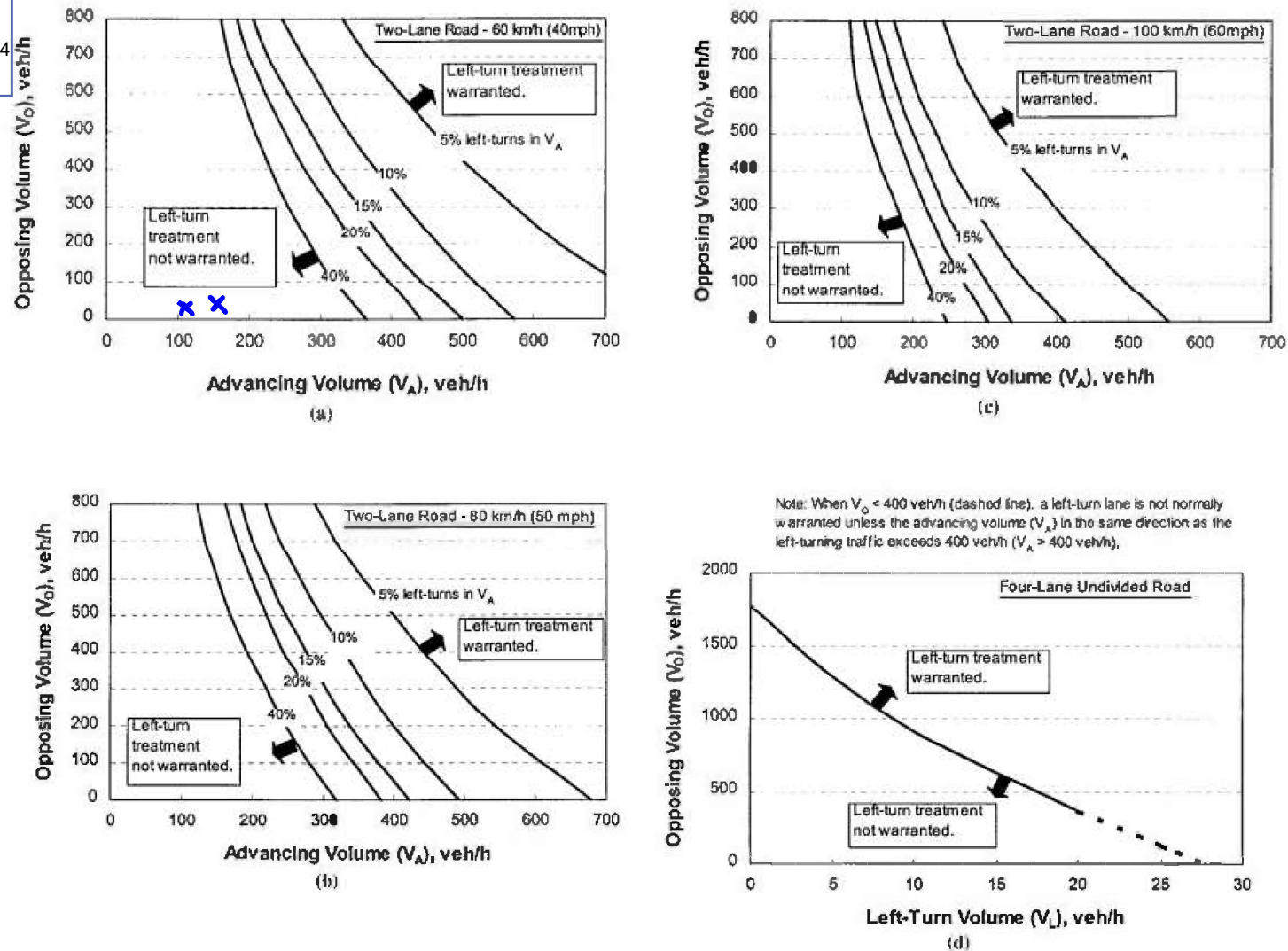
EXCERPTS FROM 2023 MULTIMODAL ACCESS

MANAGEMENT GUIDEBOOK

AM peak hour:  
Left turn volume - 46  
Advancing volume - 115  
Opposing volume - 19

PM peak hour:  
Left turn volume - 80  
Advancing volume - 164  
Opposing volume - 30

Figure 81 | Left-Turn Lane Warrants (Unsignalized Intersections) – Alternate Method



Source: NCHRP Report 457