



# John Knox Village

Pompano Beach, Florida

prepared for:

**John Knox Village**

traffic study

**TRAFTECH**  
ENGINEERING, INC.

July 2021

**P&Z**

PZ21-13000001  
8/25/21

July 6, 2020

John Knox Village  
651 SW 6<sup>th</sup> Street  
Pompano Beach, Florida 33060

**Re: John Knox Village – Traffic Evaluation Pompano Beach, Florida**

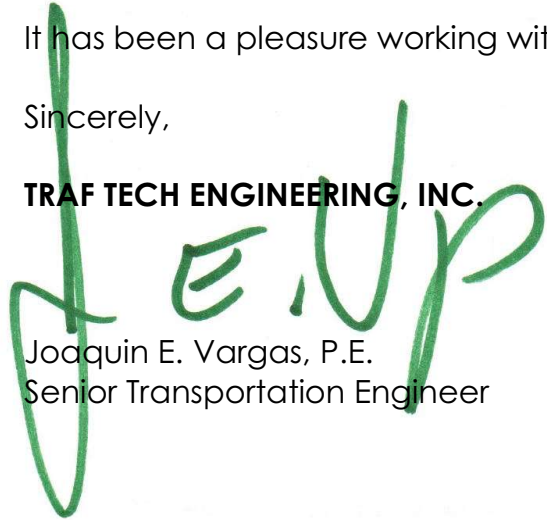
Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic evaluation for the proposed modifications to the John Knox Village campus from traffic circulation and traffic impact standpoints. The existing resort-lifestyle development is located on the south side of SW 3rd Street between I-95 and South Dixie Highway in the City of Pompano Beach in Broward County, Florida.

It has been a pleasure working with EDSA on this project.

Sincerely,

**TRAF TECH ENGINEERING, INC.**

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



## INTRODUCTION

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John Knox Village is an existing resort-lifestyle development that is planned to be expanded. The development is located on the south side of SW 3<sup>rd</sup> Street between I-95 and South Dixie Highway in the City of Pompano Beach in Broward County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained to evaluate the proposed modifications to the John Knox Village campus from traffic circulation and traffic impact standpoints. An overall master plan is included in Appendix A.

The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

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



**Traf Tech**  
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## PROJECT LOCATION MAP

**FIGURE 1**  
John Knox Village  
Pompano Beach, Florida

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## EXISTING CONDITIONS

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

### Roadway System

The roadway system located near the project site includes SW 3<sup>rd</sup> Street/Race Track Road, Andrews Avenue/SW 12<sup>th</sup> Avenue, S. Dixie Highway, SW 6<sup>th</sup> Street, Avondale Drive, and SW 4<sup>th</sup> Avenue. SW 3<sup>rd</sup> Street/Race Track Road is a 6-lane major arterial, Andrews Avenue/SW 12<sup>th</sup> Avenue is a 4-lane arterial, and S. Dixie Highway is a two-way pair major arterial with three lanes in each direction. The rest of the roads near the project area are 2-lane local streets.

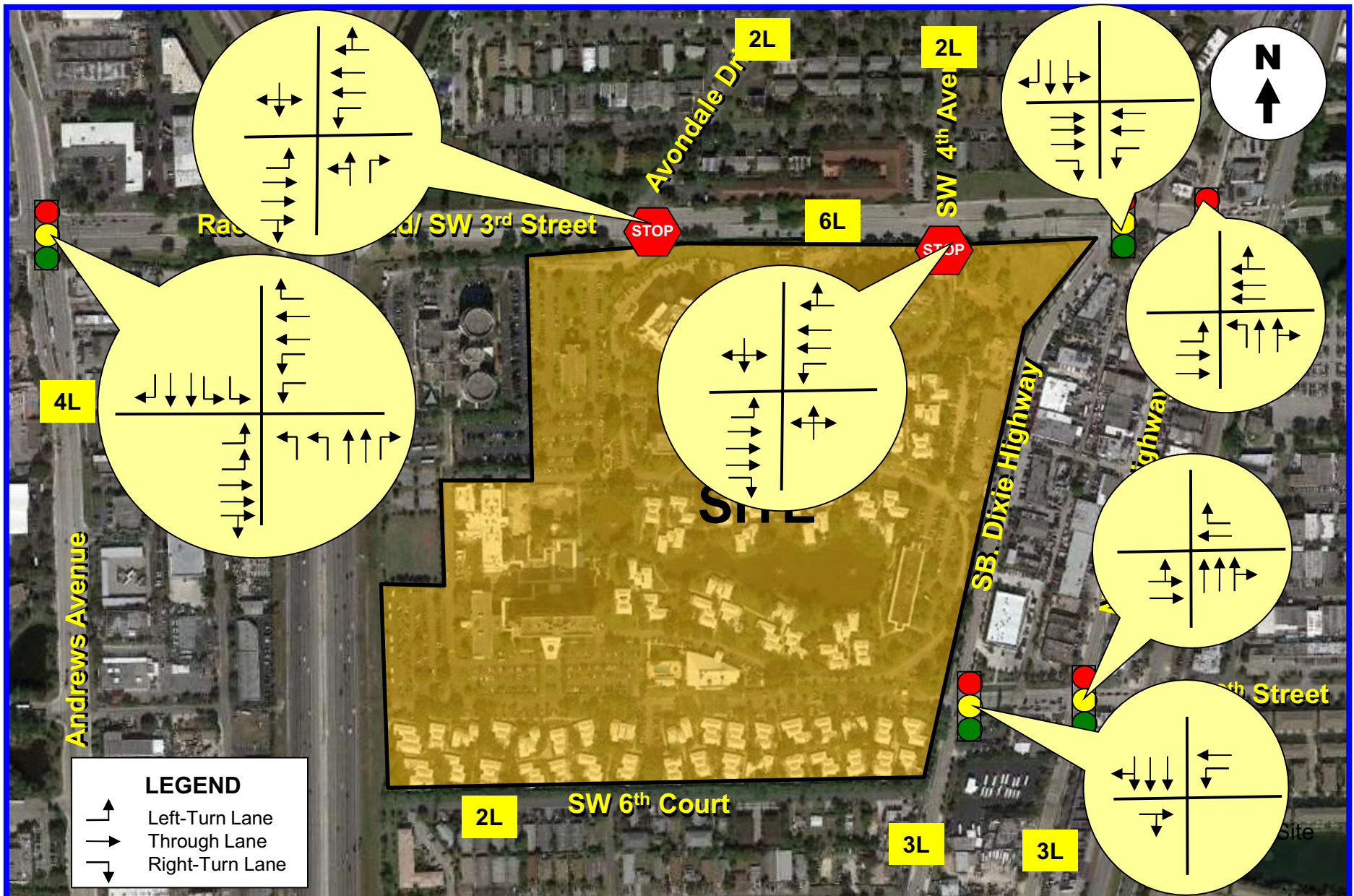
### Nearby Intersections

Seven (7) intersections were identified as the locations that will be impacted the most by the proposed re-development project. These intersections include:

1. SW 3<sup>rd</sup> Street/Race Track Road and Andrews Avenue/SW 12<sup>th</sup> Avenue (Signalized)
2. SW 3<sup>rd</sup> Street/Race Track Road and Avondale Drive (Two-Way Stop)
3. SW 3<sup>rd</sup> Street/Race Track Road and SW 4<sup>th</sup> Avenue (Two-Way Stop)
4. SW 3<sup>rd</sup> Street/Race Track Road and SB Dixie Highway (Signalized)
5. SW 3<sup>rd</sup> Street/Race Track Road and NB Dixie Highway (Signalized)
6. SW 6<sup>th</sup> Street and SB Dixie Highway (Signalized)
7. SW 6<sup>th</sup> Street and NB Dixie Highway (Signalized)

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





## TRAFFIC COUNTS

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Traf Tech Engineering, Inc., in association with Video Data Solutions, collected intersection turning movement counts at the following seven (7) intersections located within the study area:

1. SW 3<sup>rd</sup> Street/Race Track Road and Andrews Avenue/SW 12th Avenue
2. SW 3<sup>rd</sup> Street/Race Track Road and Avondale Drive
3. SW 3<sup>rd</sup> Street/Race Track Road and SW 4<sup>th</sup> Avenue
4. SW 3<sup>rd</sup> Street/Race Track Road and SB Dixie Highway
5. SW 3<sup>rd</sup> Street/Race Track Road and NB Dixie Highway
6. SW 6<sup>th</sup> Street and SB Dixie Highway
7. SW 6<sup>th</sup> Street and NB Dixie Highway

The intersection turning movement counts were collected on Thursday, June 6, 2021. The intersection turning movement counts were recorded during the morning (7:00 AM to 9:00 AM) peak period and afternoon (4:00 PM to 6:00 PM) peak period.

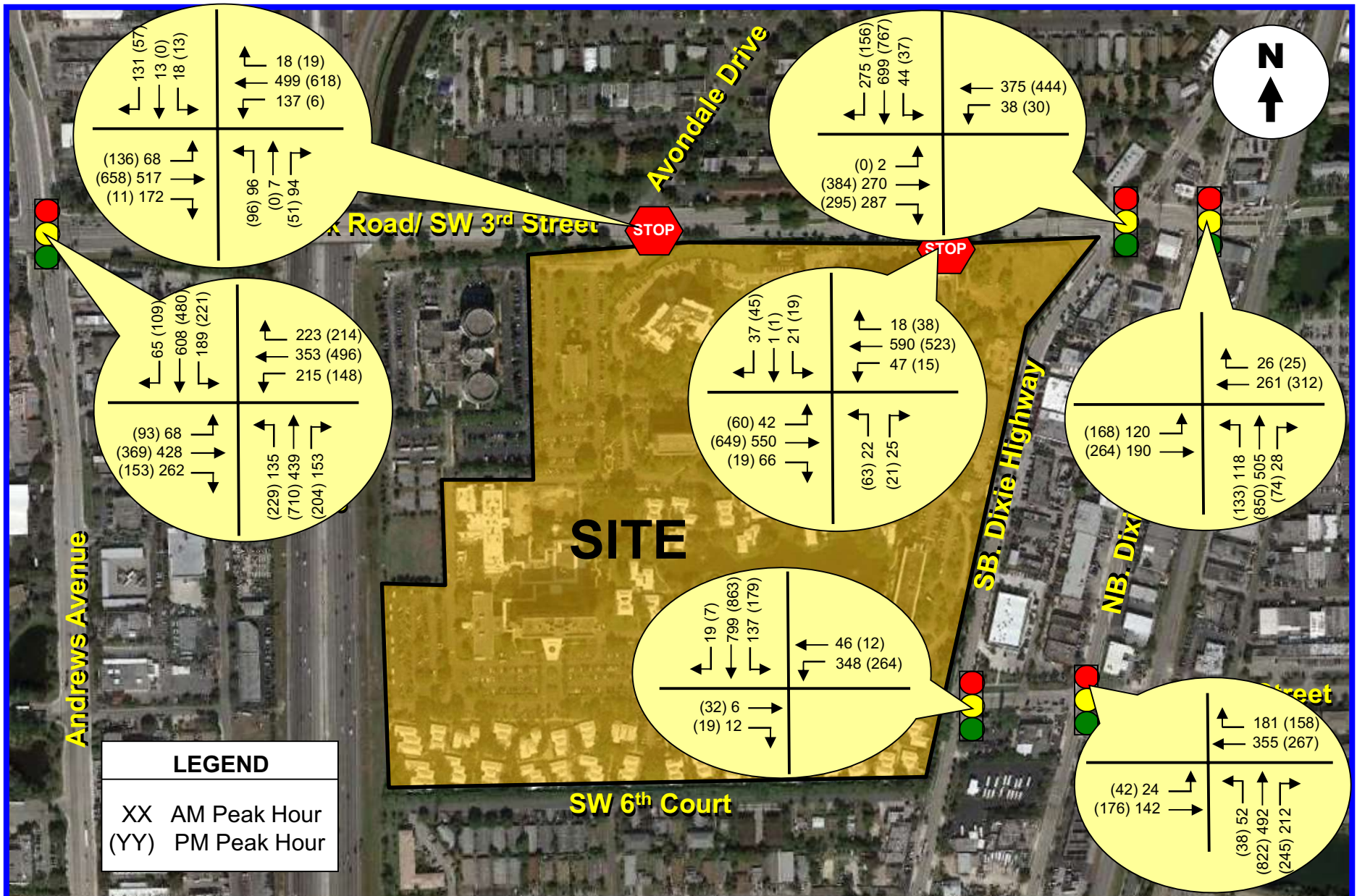
In addition, 2-day machine traffic counts were conducted at the following locations:

- Andrews Avenue, south of Atlantic Boulevard
- Pompano Park Place, west of Andrews Avenue
- Pompano Park Place, west of Dixie Highway
- Old Dixie Hwy, south of Atlantic Boulevard

Appendix B contains the traffic counts, as collected in the field. The signal timing plans were obtained from the Broward County Traffic Engineering Division and are also contained in Appendix B. Figure 3 shows the 2021 peak season AM and PM peak hour traffic volumes.

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**Traf Tech**  
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**TRAFFIC COUNTS**  
**(Year 2021 Peak Season)**

**FIGURE 3**  
John Knox Village  
Pompano Beach, Florida

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## **TRIP GENERATION**

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In order to determine the existing and future traffic generation associated with John Knox Village, 2-day machine traffic were conducted at each of the three entrance/exit driveways. The traffic counts were recorded in 15-minute increments, by direction (entering and exiting). The traffic counts were undertaken on Tuesday and Wednesday, February 26 and 27, 2019, pre pandemic (refer to Appendix B). The results of the traffic counts are summarized below:

- Morning Peak Hour: 7:00 AM to 8:00 AM
- Afternoon Peak Hour: 3:00 PM to 4:00 PM
- 7:00 – 8:00 AM traffic: 1,126 vehicles per hour (703 ins and 423 out)
- 3:00 – 4:00 PM Traffic: 1,041 vehicles per hour (454 ins and 665 out)

Currently, there are 968 residential units within the entire campus. The master plan calls for the elimination of 342 residential units and the addition of 598 new dwelling units for a future total of 1,224 residential units (approximately +27%). Hence, a total of 256 new dwelling units are being added including ancillary facilities. Based on ITE's Trip Generation Manual, if LUC 252 – Senior Adult Housing (Attached) is used for trip generation purposes, 51 new AM peak hour trips and 67 new PM peak hour trips would be generated by the new units. Using ITE's LUC 253 – Congregate Care Facility, the project would add 18 AM peak hour trips and 46 PM peak hour trips, respectively. Given the amount of employees that arrive/depart on a daily basis at this site, a 26% increase in current traffic volumes was used to determine the AM and PM peak hour trips associated with the 256 residential units. The projected peak hour trips is summarized below:

### **AM Peak Hour (7-8)**

- Approximately 300 new vehicles per hour (186 inbound and 114 outbound)

### **PM Peak Hour (Assumed to Coincide with Typical PM Peak)**

- Approximately 285 new vehicles per hour (122 inbound and 163 outbound)

## **TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT**

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

- 23% to and from the north via Andrews Avenue/ SW 12<sup>th</sup> Avenue
- 12% to and from the south via Andrews Avenue/ SW 12<sup>th</sup> Avenue
- 18% to and from north via SB Dixie Highway
- 12% to and from south via NB Dixie Highway
- 15% to and from west via SW 3<sup>rd</sup> Street
- 10% to and from east via SW 3<sup>rd</sup> Street
- 10% to and from east via SW 6<sup>th</sup> Street

The new AM and PM peak hour traffic generated by the proposed project was assigned to the nearby transportation network using the trip distribution documented above. The subject traffic assignment is summarized in Figure 4.

Please note that new project trips were not assigned to the West Driveway on SW 3<sup>rd</sup> Street, since it not anticipated that the proposed modification is going to affect this driveway.



**FIGURE 4**

John Knox Village  
Pompano Beach, Florida

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**PROJECT TRAFFIC ASSIGNMENT**

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## TRAFFIC ANALYSIS

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

### **Future Conditions Traffic Volumes**

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

In order to develop year 2025 traffic volumes (project anticipated to be built and occupied by the year 2025), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field during the month of June to average peak season conditions. Based on FDOT's Peak Season Factor Category report, 1.18 is required to convert traffic counts collected during the first week of June to average peak season conditions (refer to Appendix B). The second analysis includes a growth factor to project 2021 peak season traffic volumes to the year 2025. Based on traffic growth data published by the FDOT for a nearby traffic count stations, minimal/negligible traffic growth has occurred during the past five years (refer to Appendix C). However, in order to assess impacts with a conservative approach, and to account for unforeseen approved project (committed trips) that may impact the study intersections, a 0.74% growth rate was used for purposes of this study.

Please note that counts collected in July 2021 were also adjusted by a Covid-19 factor. Calculation details of the Covid-19 adjustment factor are included in Appendix C.

The new trips generated by the proposed project (refer to Figure 4) were added to the 2025 background traffic in order to develop total traffic conditions.

The future traffic projections for the study intersections (peak season adjustments, traffic growth rates and project traffic) are presented in tabular format in Appendix D.

Figures 5 and 6 present the year 2025 future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the project.

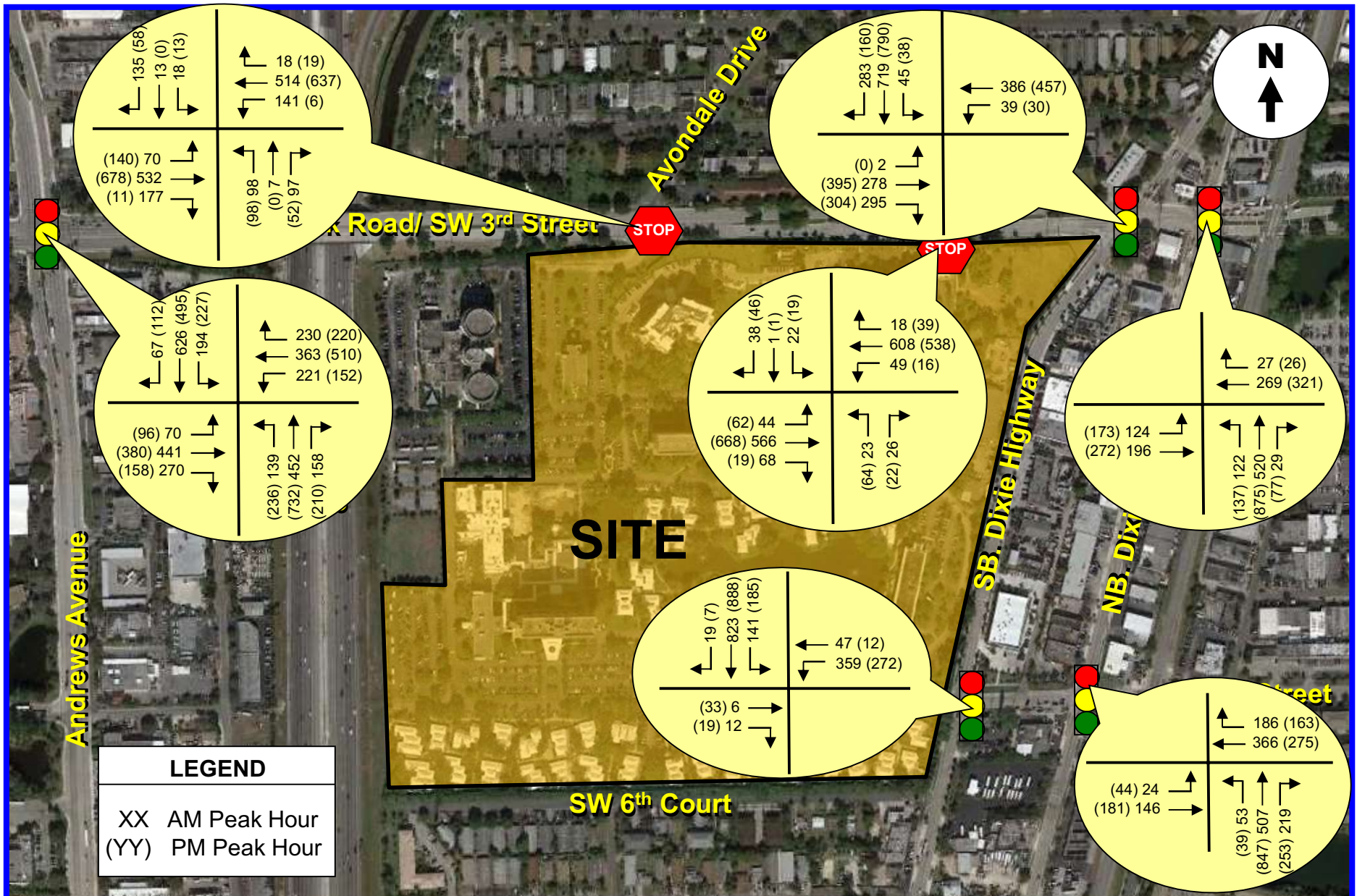
### Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the seven (7) study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) using the SYNCHRO software. The results of the capacity analyses are summarized in Table 1. As indicated in Table 1, all intersections are expected to continue to operate at an acceptable level of service in the year 2025 with the proposed project in place.

The computer printouts of the intersection capacity analyses are contained in Appendix E.

TABLE 1 Intersection Level of Service			
Intersection	2021 Existing	Future Traffic Conditions	
		2025 Without Project	2025 With Project
SW 3 <sup>rd</sup> St and SW 12 <sup>th</sup> Ave (Signal)	E (E)	F (E)	F (D)*
SW 3 <sup>rd</sup> St and Avondale Dr (Stop)			
- NB	E (C)	E (C)	E (C)
- SB	C (B)	C (B)	C (B)
SW 3 <sup>rd</sup> St and SW 4 <sup>th</sup> Ave (Stop)			
- NB	B (C)	B (C)	C (D)
- SB	B (B)	C (B)	C (C)
SW 6 <sup>th</sup> St and SB Dixie Hwy (Signal)	B (B)	B (B)	B (B)
SW 6 <sup>th</sup> St and NB Dixie Hwy (Signal)	C (C)	C (C)	C (C)
SW 3 <sup>rd</sup> St and SB Dixie Hwy (Signal)	C (D)	C (D)	C (D)
SW 3 <sup>rd</sup> St and NB Dixie Hwy (Signal)	C (C)	C (C)	C (C)

Source: Highway Capacity Manual 6<sup>TH</sup> Edition. LEGEND: AM Peak (PM Peak). \* With minor signal timing improvements.



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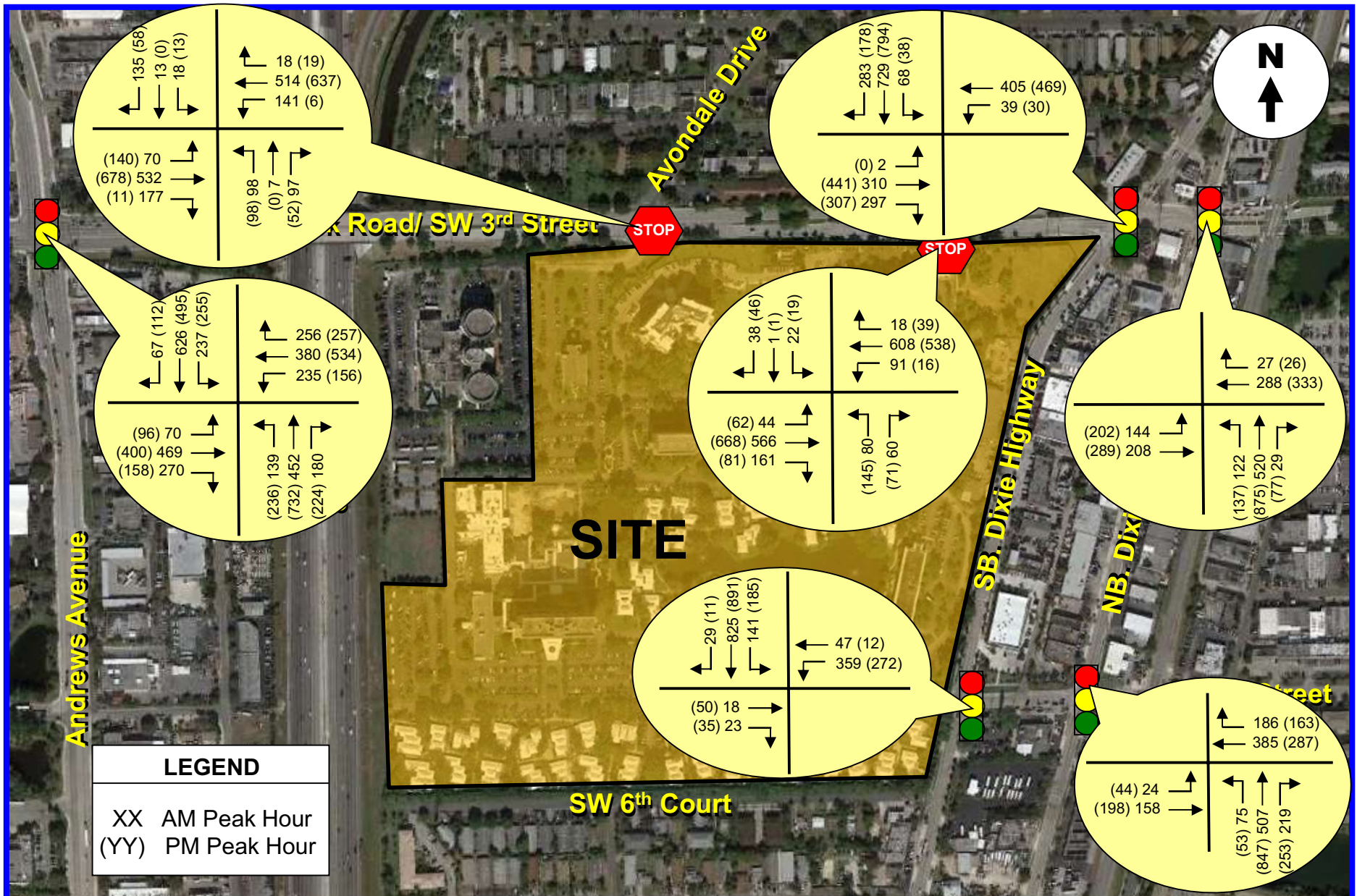
# BACKGROUND TRAFFIC VOLUMES without Project Trips (Year 2025 Peak Season)

**FIGURE 5**  
John Knox Village  
Pompano Beach, Florida

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**TOTAL TRAFFIC with PROJECT – Year 2025**  
AM (PM) Peak Hour Trips

**FIGURE 6**  
John Knox Village  
Pompano Beach, Florida

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## **Access Improvements**

In order to adequately accommodate the increase in traffic associated with the re-development plans for John Knox Village (Phases 1 through 9), the following access improvements should be considered:

### Turn Lane Improvements

West Access on SW 3rd Street: The existing westbound left-turn lane is approximately 200 feet in length. The landscaped median has sufficient dimension in order to increase the storage capacity of the westbound left-turn lane by an additional 200 feet, if needed. Hence, it is recommended that after all phases are implemented, an evaluation of the west access driveway should be conducted in order to determine if additional storage capacity is warranted.

Main (East) Access on SW 3rd Street: The existing westbound left-turn lane is approximately 140 feet in length. The taper length of this turn lane is currently 120 feet in length. By reducing the taper length to the current 50-foot standard, additional storage dimension can be provided at the main access driveway. Hence, it is recommended that after all phases are implemented, an evaluation of the main access driveway should be conducted in order to determine if additional storage capacity is warranted.

## **Guardhouse Improvements**

- At each guardhouse location, 200 feet (150 feet minimum) of storage capacity should be provided at each entry lane measured from the ticket-reader/window to the property line/right-of-way.

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- Turn-around capabilities should be provided for each visitor's entry lane. The turn-around area should provide 40 feet measured from the driver's side to the outside pavement edge of the receiving lane.

### **Garage Considerations**

- All inside turning radiuses within the garages should be 15 feet
- All exit lanes from the garages should provide at least 10 feet of clear sight visibility (measured from the edge of travel lane). Ground-covered landscaping can be provided within the clear-sight area as long as the top of landscaping is no more than 24 inches measured from the roadway surface.
- Grades for ramps with parking spaces should not exceed 4 percent. Non-parking ramps should have grades up to 6 percent.
- Ramps with 90-degree turns should provide the following at the curvature: - Inside turning radius of no less than 20 feet - Ramp width at the 90-degree curve of no less than 26 feet - Double yellow centerline with Reflective Pavement Markers (RPM)



## CONCLUSIONS AND RECOMMENDATIONS

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John Knox Village is an existing resort-lifestyle development that is planned to be expanded. The development is located on the south side of SW 3<sup>rd</sup> Street between I-95 and South Dixie Highway in the City of Pompano Beach in Broward County, Florida.

Traf Tech Engineering, Inc. was retained to evaluate the proposed modifications to the John Knox Village campus from traffic circulation and traffic impact standpoints. The conclusions and recommendations of the traffic study are presented below:

- The new trips anticipated to be generated by the proposed development consist of approximately 300 new AM vehicles per hour (186 inbound and 114 outbound) and 285 new vehicles per hour (122 inbound and 163 outbound).
- In the year 2025 with the proposed project in place, all intersections are expected to continue to operate at an acceptable level of service.

# **APPENDIX A**

## **Master Plan and Dwelling Units (Existing - Proposed)**

# PHASING

03.22.2019





JKV MASTER PLAN PROPOSED DISTRIBUTION - SORTED BY PHASE												
LOCATION			DWELLING UNITS				OCCUPIED SQUARE FOOTAGE			STRUCTURED	PARKING	NOTES
I.D.	PHASE	NAME	Exist units/size	Removed units	Added units	Total units	Existing SF	New SF	Total SF	New SF	New cars	
C	-	HERITAGE TOWER	119			119	240,420	0	240,420			Due for 10 year interior update
F	-	WOODLANDS SKILLED NURSING	144			144	19,000	0	19,000			No work
H	-	JKV PROFESSIONAL CENTER I					24,400	0	24,400			Renovate existing MOB
J	-	VILLAGE TOWERS	186	[20]		166	268,740	0	268,740			
Q	-	CASSELS TOWER	167	[20]		147	227,584	0	227,584			Combination units in process
X	-	VILLAGE CENTER					8,000	0	8,000			Renovate existing village center
A	1	MAIN ENTRY - JOHN KNOX BOULEVARD					150	0	150			Renovate existing guard house
B	1	WELCOME & INNOVATION CENTER					0	7,000	7,000			In permit completion 2nd quarter 2019
M	1	SEASIDE COVE HEALTH CENTER	50			50	43,500	0	43,500			Renovated Health Center - SNF in Household Model
W	2A	VILLAGE CENTER POOL					1,000	1,500	2,500			Remove small structure and add new dining/toilet pavilion
I	2B	PARKING STRUCTURE & DELIVERIES					0	81,242	81,242	81,242	218	Parking for new pavilion and employees
K	2B	NEW INDEPENDENT LIVING WEST	9	[9]	150	150	0	414,353	414,353	93,020	214	Demo 800 and 100 villas
L	2B	MULTIPURPOSE PAVILION					0	23,395	23,395			New programs
N	2B	NATURE PAVILION	9	[9]			0	2,400	2,400			Lose two groups of villas on north side of lake
BB	3	MIXED USE VILLAGE RETAIL/RESIDENTIAL	9	[9]	80	80	0	40,000	40,000			Four new 4,000 SF footprint buildings- 1 story retail, 2 story residential
CC	3	TRANSIENT VILLAS	6	[6]	6	6	0	7,100	7,100			Units used as hotel units
DD	3	DIXIE HIGHWAY ENTRANCE					200	0	200			Renovate entry
S	3	PARKING STRUCTURE W/ AMENITY DECK					0	150,000	150,000	150,000	400	Employee parking
T	3	PHYSICAL PLANT/OPERATIONS	15	[15]			12,000	4,000	16,000			Relocated to I-95 border and add 4,000 SF
D	4	PARKING WITH AMENITY DECK					0	72,000	72,000	72,000	180	New structured parking for Heritage w/ amenity deck
Y	4	VILLAS EAST	42	[42]	20	20	0	28,800	28,800			All new villas are duplex units
U	5	GARDEN APARTMENTS - WEST	12	[12]	18	18	0	39,200	39,200			Demo villas
V	5	GARDEN APARTMENTS - EAST	12	[12]	18	18	0	39,200	39,200			Demo villas
O	6	CHAPEL	42	[42]			0	1,773	1,773			
R	6	VILLAS WEST	24	[24]	8	8	0	14,400	14,400			
Z	6	HYBRID VILLAS	24	[24]	48	48	0	27,650	27,650			Residential units over covered parking & Lakeside park
AA	7	NEW INDEPENDENT LIVING EAST	36	[36]	150	150	0	414,353	414,353		225	New tower over parking
E	8	ASSISTED LIVING			100	100	0	41,040	41,040			Renovate Gardens West and replace w/ new 100 unit household ALF
P	8	GARDENS WEST ADMINISTRATION BUILDING	62	[62]			40,800	0	40,800			Converted to administration building
G	9	JKV PROFESSIONAL CENTER II					0	24,000	24,000			Potential add 24,000 SF MOB
			968	[342]	598	1,224	885,794	1,433,406	2,319,200	396,262	1,237	

DWELLING UNITS BY PHASE				
PHASES	Existing units	Removed units	Added units	Total Units
EXISTING	616	[40]	0	576
PHASE 1	50	[0]	0	50
PHASE 2A	0	[0]	0	0
PHASE 2B	18	[18]	150	150
PHASE 3	30	[30]	86	86
PHASE 4	42	[42]	20	20
PHASE 5	24	[24]	36	36
PHASE 6	48	[48]	56	56
PHASE 7	78	[78]	150	150
PHASE 8	62	[62]	100	100
PHASE 9	0	[0]	0	0
TOTAL	968	342	598	1,224

**APPENDIX B**  
**2018 Driveway Counts, 2021**  
**Intersection Turning Movement**  
**Counts and Signal Timing Data**

# **2019 Machine Counts at John Knox Village Driveways**

# Traf Tech Engineering Inc.

Date Start: 26-Feb-19  
Avondale Dr S of Pompano Park PI

Start Time	26-Feb-19 Tue	NB	SB	Combined Total	
12:00 AM		2	2	4	
01:00		2	0	2	
02:00		0	1	1	
03:00		0	4	4	
04:00		5	11	16	■
05:00		10	16	26	■
06:00		11	35	46	■
07:00		138	251	389	■
08:00		95	210	305	■
09:00		44	84	128	■
10:00		44	55	99	■
11:00		53	53	106	■
12:00 PM		87	43	130	■
01:00		71	83	154	■
02:00		97	122	219	■
03:00		158	95	253	■
04:00		127	40	167	■
05:00		154	52	206	■
06:00		65	19	84	■
07:00		21	44	65	■
08:00		14	17	31	■
09:00		8	3	11	■
10:00		48	16	64	■
11:00		11	5	16	■
Total		1265	1261	2526	
Percent		50.1%	49.9%		

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# Traf Tech Engineering Inc.

Date Start: 26-Feb-19  
Avondale Dr S of Pompano Park PI

Start Time	27-Feb-19 Wed	NB	SB	Combined Total	
12:00 AM		3	2	5	
01:00		1	1	2	
02:00		0	1	1	
03:00		2	1	3	
04:00		5	17	22	
05:00		3	13	16	
06:00		13	40	53	
07:00		152	260	412	
08:00		102	219	321	
09:00		48	97	145	
10:00		50	59	109	
11:00		70	41	111	
12:00 PM		80	65	145	
01:00		66	71	137	
02:00		86	112	198	
03:00		164	100	264	
04:00		123	37	160	
05:00		143	46	189	
06:00		72	20	92	
07:00		26	9	35	
08:00		17	9	26	
09:00		6	11	17	
10:00		8	5	13	
11:00		18	10	28	
Total		1258	1246	2504	
Percent		50.2%	49.8%		
Grand Total		2523	2507		
Percentage		50.2%	49.8%		

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ADT 2,515

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# Traf Tech Engineering Inc.

Date Start: 26-Feb-19  
SW 4th Ave S of Pompano Park Pl

Start Time	26-Feb-19 Tue	NB	SB	Combined Total	
12:00 AM		24	6	30	
01:00		7	0	7	
02:00		0	3	3	
03:00		4	3	7	
04:00		10	21	31	
05:00		13	39	52	
06:00		25	228	253	
07:00		129	305	434	
08:00		119	254	373	
09:00		118	117	235	
10:00		118	164	282	
11:00		166	191	357	
12:00 PM		231	169	400	
01:00		226	134	360	
02:00		166	246	412	
03:00		298	155	453	
04:00		257	118	375	
05:00		163	75	238	
06:00		88	54	142	
07:00		96	44	140	
08:00		82	31	113	
09:00		45	10	55	
10:00		32	123	155	
11:00		190	38	228	
Total		2607	2528	5135	
Percent		50.8%	49.2%		

# Traf Tech Engineering Inc.

Date Start: 26-Feb-19  
SW 4th Ave S of Pompano Park Pl

Start Time	27-Feb-19 Wed	NB	SB	Combined Total	
12:00 AM		23	6	29	■
01:00		4	0	4	■
02:00		3	3	6	■
03:00		0	0	0	
04:00		0	22	22	■
05:00		3	44	47	■
06:00		25	212	237	■
07:00		139	333	472	■
08:00		105	221	326	■
09:00		96	153	249	■
10:00		116	150	266	■
11:00		160	145	305	■
12:00 PM		142	105	247	■
01:00		152	119	271	■
02:00		196	178	374	■
03:00		283	139	422	■
04:00		283	98	381	■
05:00		186	90	276	■
06:00		73	48	121	■
07:00		84	45	129	■
08:00		94	22	116	■
09:00		30	11	41	■
10:00		27	122	149	■
11:00		163	37	200	■
Total		2387	2303	4690	
Percent		50.9%	49.1%		
Grand Total		4994	4831		
Percentage		50.8%	49.2%		

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ADT 4,912

AADT 4,912

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# Traf Tech Engineering Inc.

Date Start: 26-Feb-19  
SW 6th Street W of S Dixie Hwy

Start Time	26-Feb-19 Tue	EB	WB	Combined Total	
12:00 AM		0	0	0	
01:00		0	0	0	
02:00		0	0	0	
03:00		0	0	0	
04:00		0	0	0	
05:00		11	10	21	
06:00		60	57	117	
07:00		156	147	303	
08:00		170	162	332	
09:00		150	140	290	
10:00		179	168	347	
11:00		188	184	372	
12:00 PM		191	183	374	
01:00		204	198	402	
02:00		207	203	410	
03:00		209	204	413	
04:00		174	168	342	
05:00		142	136	278	
06:00		85	85	170	
07:00		64	61	125	
08:00		65	66	131	
09:00		18	17	35	
10:00		2	2	4	
11:00		0	0	0	
Total		2275	2191	4466	
Percent		50.9%	49.1%		



# Traf Tech Engineering Inc.

Date Start: 26-Feb-19  
SW 6th Street W of S Dixie Hwy

Start Time	27-Feb-19 Wed	EB	WB	Combined Total	
12:00 AM		0	0	0	
01:00		0	0	0	
02:00		0	0	0	
03:00		0	0	0	
04:00		0	0	0	
05:00		0	0	0	
06:00		60	62	122	
07:00		135	129	264	
08:00		180	173	353	
09:00		148	147	295	
10:00		145	149	294	
11:00		149	148	297	
12:00 PM		219	226	445	
01:00		242	242	484	
02:00		178	177	355	
03:00		188	191	379	
04:00		188	188	376	
05:00		149	149	298	
06:00		70	72	142	
07:00		94	95	189	
08:00		31	32	63	
09:00		24	24	48	
10:00		0	0	0	
11:00		0	0	0	
Total		2200	2204	4404	
Percent		50.0%	50.0%		
Grand Total		4475	4395		
Percentage		50.5%	49.5%		

**P&Z**

ADT

ADT 4,435

AADT 4,435

PZ21-13000001

# **2021 Intersection Turning Movement Counts and Signal Timing Data**

# Traf Tech Engineering Inc.

File Name : 1-SW 3rd St & S.Andrews Ave  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 1

## Groups Printed- Autos - Heavy Vehicles

	Andrews Ave From North					SW 3rd Ave From East					Andrews Ave From South					SW 3rd Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	12	109	33	1	155	41	55	31	0	127	24	68	19	1	112	31	52	11	0	94	488
07:15	8	107	41	1	157	48	36	38	1	123	36	113	22	1	172	41	59	14	0	114	566
07:30	15	124	37	1	177	56	81	42	0	179	44	103	27	0	174	56	94	17	3	170	700
07:45	13	156	35	5	209	52	90	50	0	192	33	97	35	0	165	65	92	11	0	168	734
Total	48	496	146	8	698	197	262	161	1	621	137	381	103	2	623	193	297	53	3	546	2488
08:00	18	119	37	4	178	45	77	50	0	172	28	82	30	0	140	53	94	10	0	157	647
08:15	9	116	39	2	166	36	51	38	2	127	25	90	22	0	137	48	83	17	0	148	578
08:30	12	134	36	7	189	33	64	40	1	138	29	81	17	1	128	28	69	10	0	107	562
08:45	18	123	28	6	175	42	57	31	1	131	25	76	22	2	125	36	59	23	0	118	549
Total	57	492	140	19	708	156	249	159	4	568	107	329	91	3	530	165	305	60	0	530	2336
*** BREAK ***																					
16:00	19	94	23	1	137	41	78	23	0	142	39	149	44	0	232	24	89	18	0	131	642
16:15	12	105	45	3	165	40	76	25	0	141	39	146	31	3	219	40	58	14	0	112	637
16:30	23	95	43	1	162	47	90	32	0	169	50	161	56	1	268	37	77	27	0	141	740
16:45	19	93	32	3	147	38	107	28	0	173	27	124	43	1	195	26	83	12	0	121	636
Total	73	387	143	8	611	166	351	108	0	625	155	580	174	5	914	127	307	71	0	505	2655
17:00	26	132	45	2	205	56	97	25	1	179	64	180	52	1	297	38	74	20	0	132	813
17:15	24	87	60	1	172	40	126	39	0	205	32	137	40	0	209	29	79	20	0	128	714
17:30	16	104	35	1	156	36	119	24	0	179	40	138	33	0	211	22	86	6	0	114	660
17:45	10	108	34	2	154	36	78	19	0	133	41	113	34	0	188	26	67	14	0	107	582
Total	76	431	174	6	687	168	420	107	1	696	177	568	159	1	905	115	306	60	0	481	2769
Grand Total	254	1806	603	41	2704	687	1282	535	6	2510	576	1858	527	11	2972	600	1215	244	3	2062	10248
Apprch %	9.4	66.8	22.3	1.5		27.4	51.1	21.3	0.2		19.4	62.5	17.7	0.4		29.1	58.9	11.8	0.1		
Total %	2.5	17.6	5.9	0.4	26.4	6.7	12.5	5.2	0.1	24.5	5.6	18.1	5.1	0.1	29	5.9	11.9	2.4	0	20.1	
Autos	246	1771				1264					1710					1196					
% Autos	96.9	98.1	99.3	100	98.3	98	98.6	96.8	100	98	95.7	92	94.1	100	93.1	92.8	98.4	91.4	66.7	95.9	96.3
Heavy Vehicles																					
% Heavy Vehicles	3.1	1.9	0.7	0	1.7	2	1.4	3.2	0	2	4.3	8	5.9	0	6.9	7.2	1.6	8.6	33.3	4.1	3.7

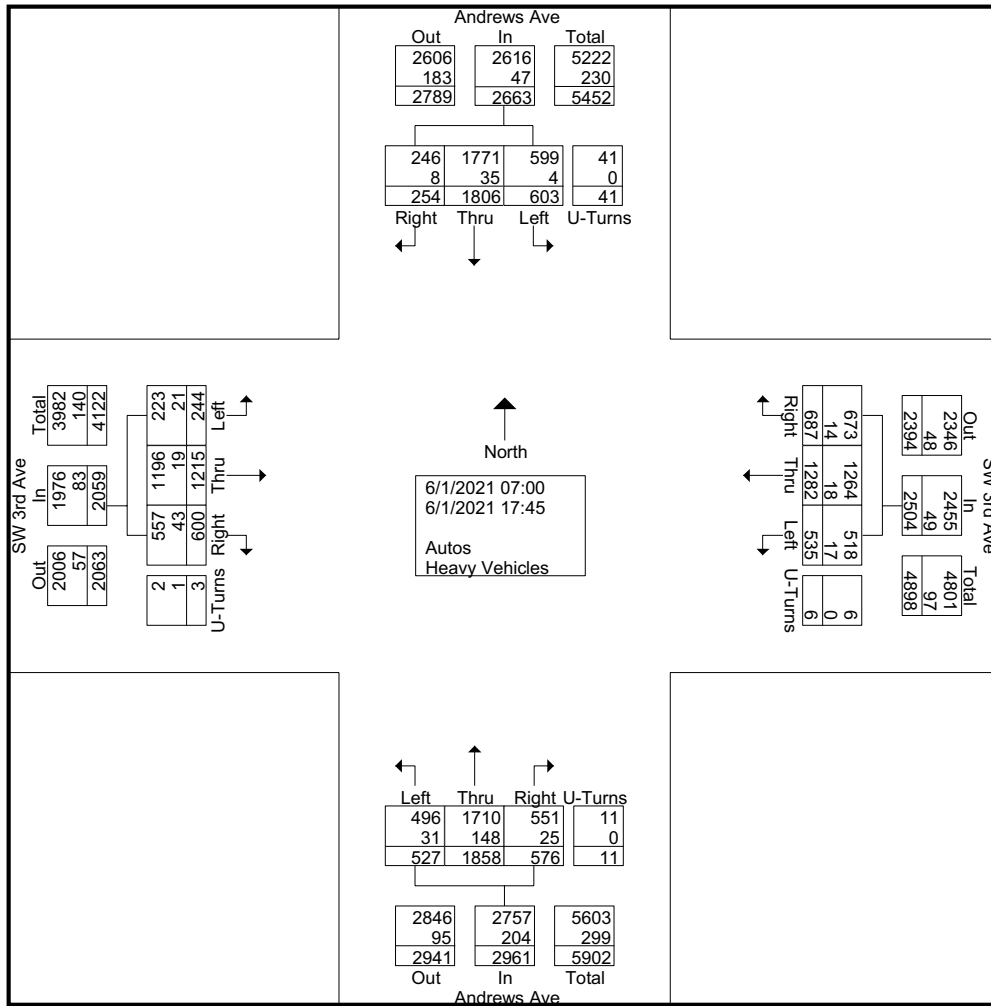
P&Z

PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

File Name : 1-SW 3rd St & S.Andrews Ave  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 2



**P&Z**

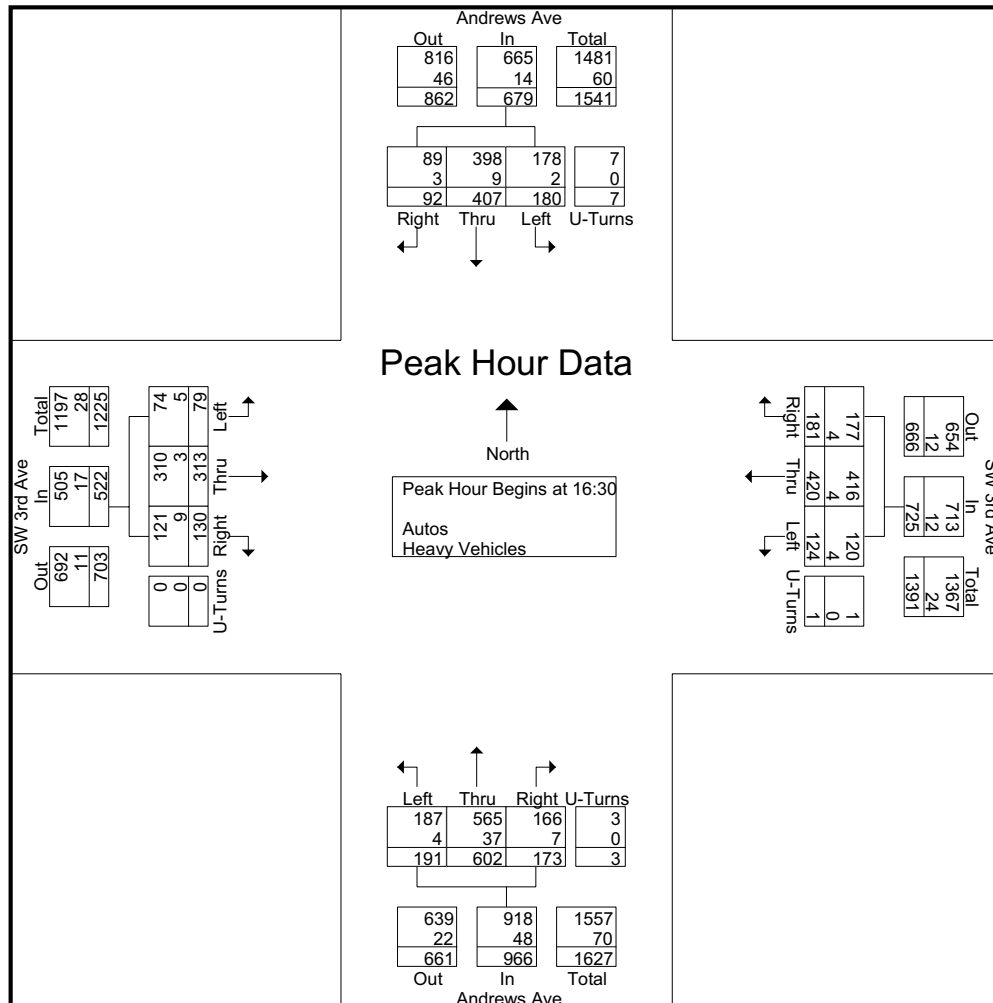
PZ21-13000001  
 8/25/21



# Traf Tech Engineering Inc.

File Name : 1-SW 3rd St & S.Andrews Ave  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 3

	Andrews Ave From North					SW 3rd Ave From East					Andrews Ave From South					SW 3rd Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	23	95	43	1	162	47	90	32	0	169	50	161	56	1	268	37	77	27	0	141	740
16:45	19	93	32	3	147	38	107	28	0	173	27	124	43	1	195	26	83	12	0	121	636
17:00	26	132	45	2	205	56	97	25	1	179	64	180	52	1	297	38	74	20	0	132	813
17:15	24	87	60	1	172	40	126	39	0	205	32	137	40	0	209	29	79	20	0	128	714
Total Volume	92	407	180	7	686	181	420	124	1	726	173	602	191	3	969	130	313	79	0	522	2903
% App. Total	13.4	59.3	26.2	1		24.9	57.9	17.1	0.1		17.9	62.1	19.7	0.3		24.9	60	15.1	0		
PHF	.885	.771	.750	.583	.837	.808	.833	.795	.250	.885	.676	.836	.853	.750	.816	.855	.943	.731	.000	.926	.893
Autos	89	398	178	7	672	177	416	120	1	714	166	565	187	3	921	121	310	74	0	505	2812
% Autos	96.7	97.8	98.9	100	98.0	97.8	99.0	96.8	100	98.3	96.0	93.9	97.9	100	95.0	93.1	99.0	93.7	0	96.7	96.9
Heavy Vehicles																					
% Heavy Vehicles	3.3	2.2	1.1	0	2.0	2.2	1.0	3.2	0	1.7	4.0	6.1	2.1	0	5.0	6.9	1.0	6.3	0	3.3	3.1



**P&Z**

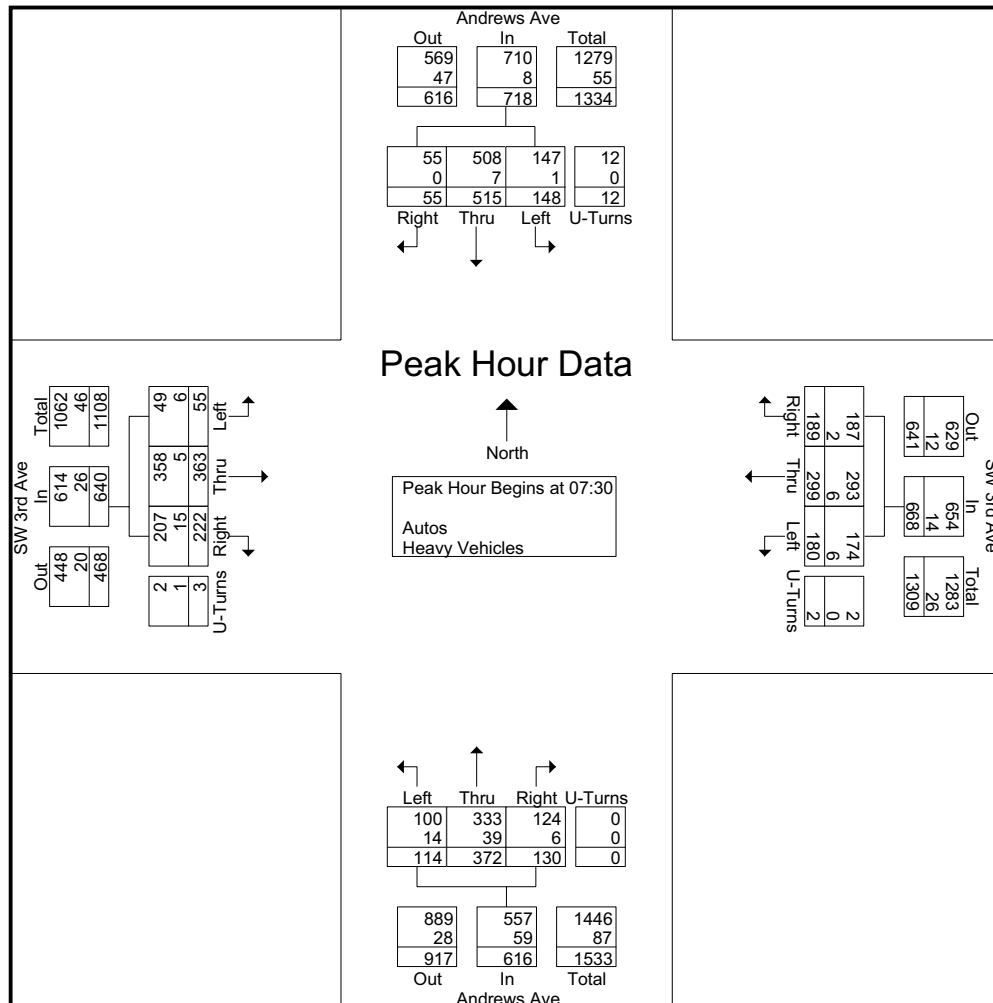
PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

File Name : 1-SW 3rd St & S.Andrews Ave  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 4

	Andrews Ave From North					SW 3rd Ave From East					Andrews Ave From South					SW 3rd Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	15	124	37	1	177	56	81	42	0	179	44	103	27	0	174	56	94	17	3	170	700
07:45	13	156	35	5	209	52	90	50	0	192	33	97	35	0	165	65	92	11	0	168	734
08:00	18	119	37	4	178	45	77	50	0	172	28	82	30	0	140	53	94	10	0	157	647
08:15	9	116	39	2	166	36	51	38	2	127	25	90	22	0	137	48	83	17	0	148	578
Total Volume	55	515	148	12	730	189	299	180	2	670	130	372	114	0	616	222	363	55	3	643	2659
% App. Total	7.5	70.5	20.3	1.6		28.2	44.6	26.9	0.3		21.1	60.4	18.5	0		34.5	56.5	8.6	0.5		
PHF	.764	.825	.949	.600	.873	.844	.831	.900	.250	.872	.739	.903	.814	.000	.885	.854	.965	.809	.250	.946	.906
Autos	55	508	147	12	722	187	293	174	2	656	124	333	100	0	557	207	358	49	2	616	2551
% Autos	100	98.6	99.3	100	98.9	98.9	98.0	96.7	100	97.9	95.4	89.5	87.7	0	90.4	93.2	98.6	89.1	66.7	95.8	95.9
Heavy Vehicles																					
% Heavy Vehicles	0	1.4	0.7	0	1.1	1.1	2.0	3.3	0	2.1	4.6	10.5	12.3	0	9.6	6.8	1.4	10.9	33.3	4.2	4.1



**P&Z**

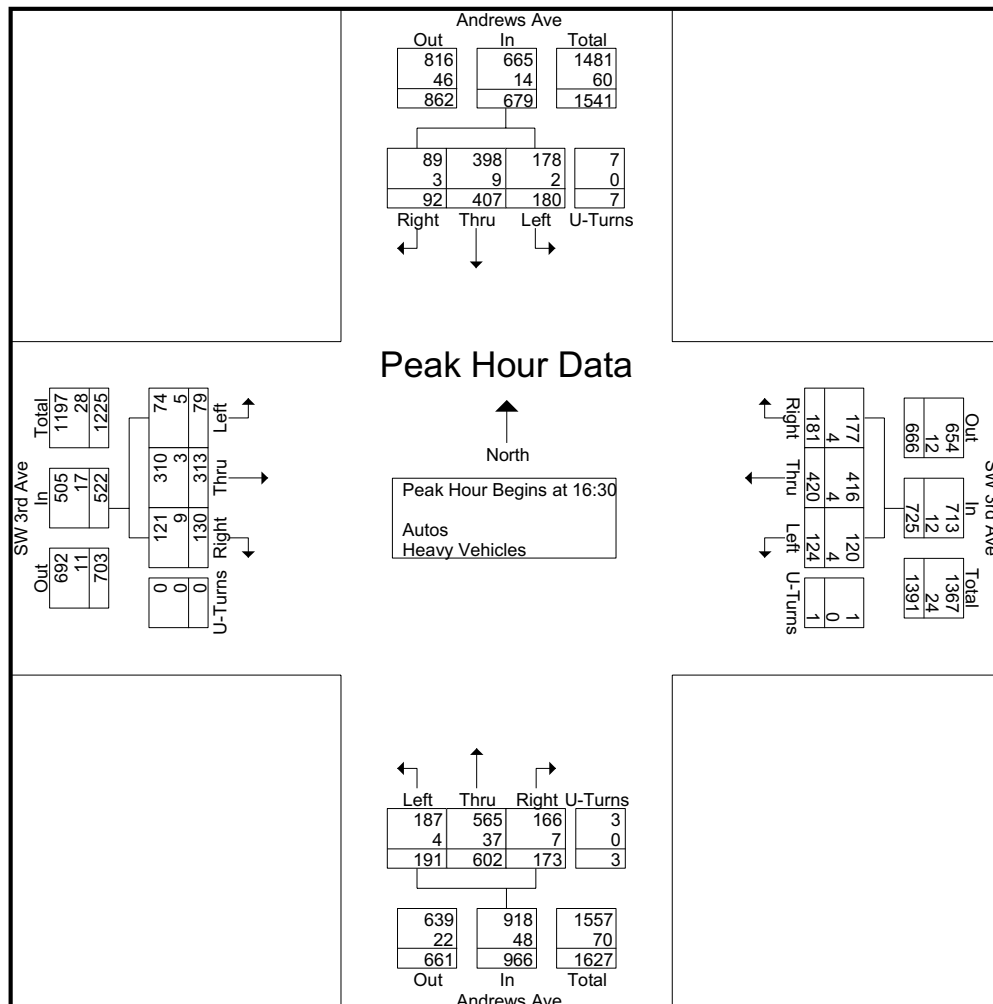
PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

File Name : 1-SW 3rd St & S.Andrews Ave  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 5

	Andrews Ave From North					SW 3rd Ave From East					Andrews Ave From South					SW 3rd Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	23	95	43	1	162	47	90	32	0	169	50	161	56	1	268	37	77	27	0	141	740
16:45	19	93	32	3	147	38	107	28	0	173	27	124	43	1	195	26	83	12	0	121	636
17:00	26	132	45	2	205	56	97	25	1	179	64	180	52	1	297	38	74	20	0	132	813
17:15	24	87	60	1	172	40	126	39	0	205	32	137	40	0	209	29	79	20	0	128	714
Total Volume	92	407	180	7	686	181	420	124	1	726	173	602	191	3	969	130	313	79	0	522	2903
% App. Total	13.4	59.3	26.2	1		24.9	57.9	17.1	0.1		17.9	62.1	19.7	0.3		24.9	60	15.1	0		
PHF	.885	.771	.750	.583	.837	.808	.833	.795	.250	.885	.676	.836	.853	.750	.816	.855	.943	.731	.000	.926	.893
Autos	89	398	178	7	672	177	416	120	1	714	166	565	187	3	921	121	310	74	0	505	2812
% Autos	96.7	97.8	98.9	100	98.0	97.8	99.0	96.8	100	98.3	96.0	93.9	97.9	100	95.0	93.1	99.0	93.7	0	96.7	96.9
Heavy Vehicles																					
% Heavy Vehicles	3.3	2.2	1.1	0	2.0	2.2	1.0	3.2	0	1.7	4.0	6.1	2.1	0	5.0	6.9	1.0	6.3	0	3.3	3.1



**P&Z**

PZ21-13000001  
 8/25/21

# Traf Tech Engineering Inc.

File Name : 1-SW 3rd St & S.Andrews Ave  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 1

## Groups Printed- Peds & Bikes

	Andrews Ave From North				SW 3rd Ave From East				Andrews Ave From South				SW 3rd Ave From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
07:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
Total	1	0	0	2	0	0	0	0	0	0	0	2	1	0	0	0	6
08:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
08:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																	
16:00	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3
*** BREAK ***																	
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	1	0	0	1	1	0	0	1	0	0	0	0	6
*** BREAK ***																	
17:15	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3
*** BREAK ***																	
Total	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3
Grand Total	3	0	0	6	1	0	0	1	3	0	0	3	1	0	0	0	18
Apprch %	33.3	0	0	66.7	50	0	0	50	50	0	0	50	100	0	0	0	
Total %	16.7	0	0	33.3	5.6	0	0	5.6	16.7	0	0	16.7	5.6	0	0	0	

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PZ21-13000001

8/25/21



# Traf Tech Engineering Inc.

File Name : 2-SW 3rd St & Avondale Dr  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 1

## Groups Printed- Autos - Heavy Vehicles

	Avondale Dr From North					SW 3rd Street From East					Avondale Dr From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	24	0	7	0	31	0	79	12	0	91	2	0	5	0	7	20	73	15	0	108	237
07:15	22	1	9	0	32	5	97	26	0	128	2	0	3	0	5	35	91	21	0	147	312
07:30	39	3	2	0	44	3	102	32	0	137	37	2	32	0	71	43	129	9	0	181	433
07:45	26	6	0	0	32	4	116	31	0	151	23	2	28	0	53	37	104	19	0	160	396
Total	111	10	18	0	139	12	394	101	0	507	64	4	68	0	136	135	397	64	0	596	1378
08:00	24	1	4	0	29	3	108	27	0	138	18	2	18	0	38	31	114	9	0	154	359
08:15	18	0	1	0	19	3	94	18	0	115	2	2	9	0	13	22	122	11	0	155	302
08:30	23	0	0	0	23	2	101	6	0	109	3	2	4	0	9	14	113	9	1	137	278
08:45	28	3	3	0	34	3	95	22	0	120	10	2	5	0	17	23	91	12	1	127	298
Total	93	4	8	0	105	11	398	73	0	482	33	8	36	0	77	90	440	41	2	573	1237
*** BREAK ***																					
16:00	15	0	2	0	17	4	92	3	0	99	15	0	22	0	37	1	135	18	1	155	308
16:15	16	0	4	0	20	3	113	5	0	121	12	0	4	0	16	5	110	34	0	149	306
16:30	13	0	1	0	14	5	135	0	0	140	11	0	26	0	37	2	146	26	0	174	365
16:45	14	0	3	0	17	6	109	3	0	118	6	0	16	0	22	1	118	29	0	148	305
Total	58	0	10	0	68	18	449	11	0	478	44	0	68	0	112	9	509	107	1	626	1284
17:00	11	0	3	0	14	3	122	0	0	125	14	0	23	0	37	5	159	34	1	199	375
17:15	10	0	4	0	14	2	158	1	1	162	12	0	16	0	28	1	135	25	0	161	365
17:30	12	0	2	0	14	5	119	2	0	126	10	0	10	0	20	2	132	43	0	177	337
17:45	18	0	4	0	22	6	108	0	0	114	7	0	8	0	15	2	115	31	0	148	299
Total	51	0	13	0	64	16	507	3	1	527	43	0	57	0	100	10	541	133	1	685	1376
Grand Total	313	14	49	0	376	57	1748	188	1	1994	184	12	229	0	425	244	1887	345	4	2480	5275
Apprch %	83.2	3.7	13	0		2.9	87.7	9.4	0.1		43.3	2.8	53.9	0		9.8	76.1	13.9	0.2		
Total %	5.9	0.3	0.9	0	7.1	1.1	33.1	3.6	0	37.8	3.5	0.2	4.3	0	8.1	4.6	35.8	6.5	0.1	47	
Autos	310	13	49	0	372	55	1732									1838					
% Autos	99	92.9	100	0	98.9	96.5	99.1	100	100	99.1	95.7	100	98.7	0	97.4	98.4	97.4	98.6	100	97.7	98.3
Heavy Vehicles																					
% Heavy Vehicles	1	7.1	0	0	1.1	3.5	0.9	0	0	0.9	4.3	0	1.3	0	2.6	1.6	2.6	1.4	0	2.3	1.7

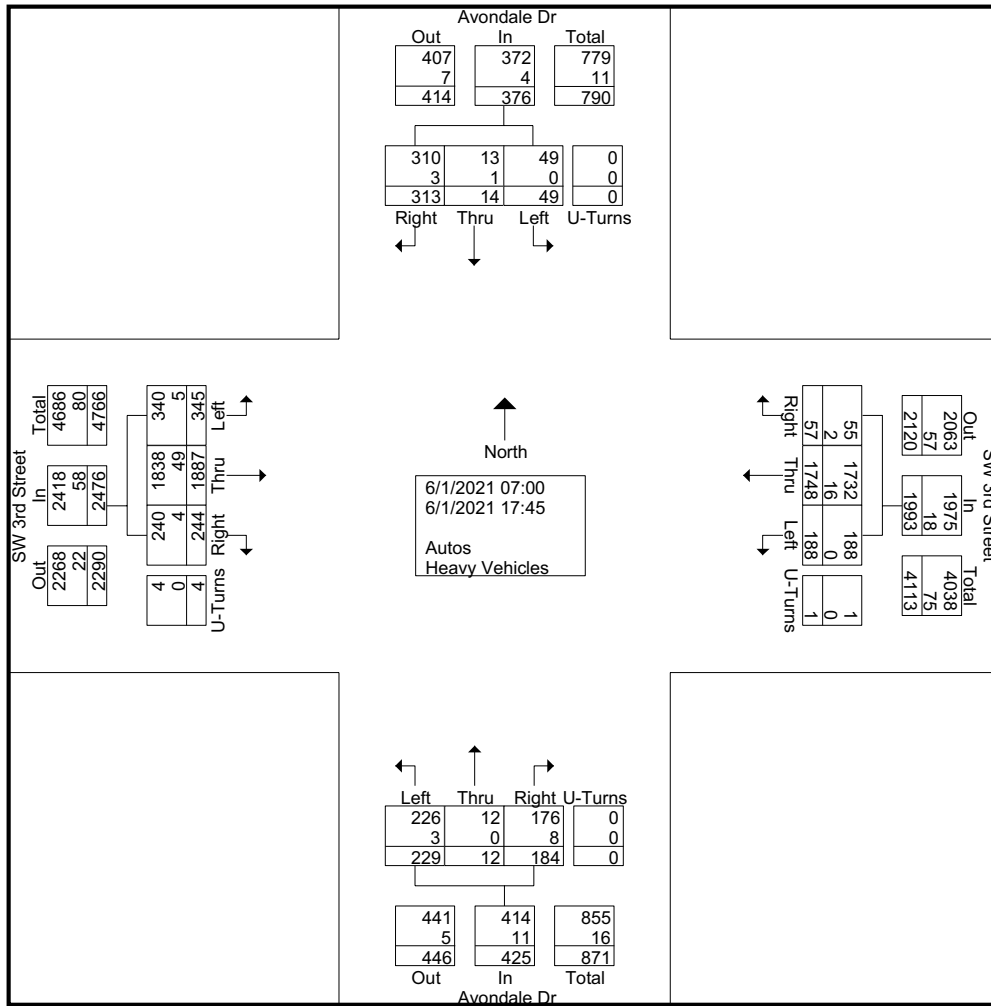
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PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

File Name : 2-SW 3rd St & Avondale Dr  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 2



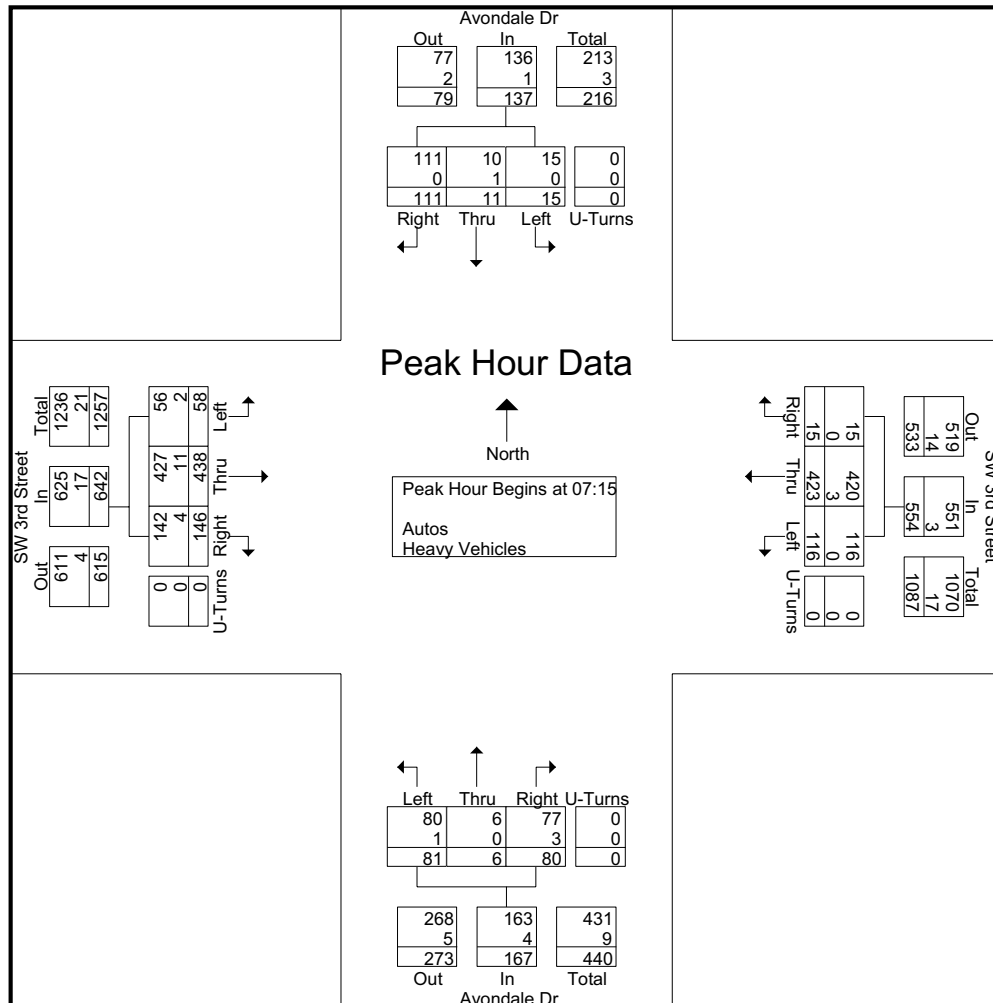
# P&Z

PZ21-13000001  
 8/25/21

# Traf Tech Engineering Inc.

File Name : 2-SW 3rd St & Avondale Dr  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 3

	Avondale Dr From North					SW 3rd Street From East					Avondale Dr From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	22	1	9	0	32	5	97	26	0	128	2	0	3	0	5	35	91	21	0	147	312
07:30	39	3	2	0	44	3	102	32	0	137	37	2	32	0	71	43	129	9	0	181	433
07:45	26	6	0	0	32	4	116	31	0	151	23	2	28	0	53	37	104	19	0	160	396
08:00	24	1	4	0	29	3	108	27	0	138	18	2	18	0	38	31	114	9	0	154	359
Total Volume	111	11	15	0	137	15	423	116	0	554	80	6	81	0	167	146	438	58	0	642	1500
% App. Total	81	8	10.9	0		2.7	76.4	20.9	0		47.9	3.6	48.5	0		22.7	68.2	9	0		
PHF	.712	.458	.417	.000	.778	.750	.912	.906	.000	.917	.541	.750	.633	.000	.588	.849	.849	.690	.000	.887	.866
Autos	111	10	15	0	136	15	420	116	0	551	77	6	80	0	163	142	427	56	0	625	1475
% Autos	100	90.9	100	0	99.3	100	99.3	100	0	99.5	96.3	100	98.8	0	97.6	97.3	97.5	96.6	0	97.4	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	9.1	0	0	0.7	0	0.7	0	0	0.5	3.8	0	1.2	0	2.4	2.7	2.5	3.4	0	2.6	1.7



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PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

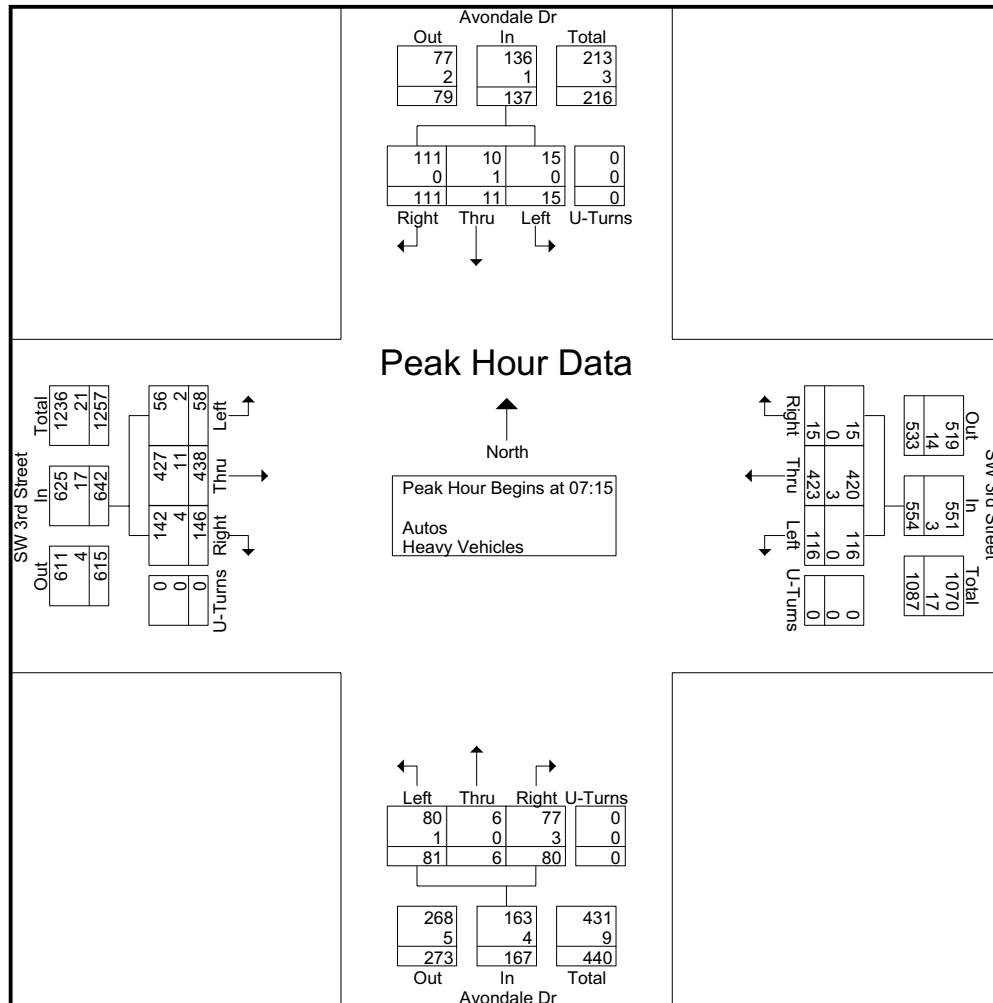
File Name : 2-SW 3rd St & Avondale Dr

Site Code : 00000000

Start Date : 6/1/2021

Page No : 4

	Avondale Dr From North					SW 3rd Street From East					Avondale Dr From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	22	1	9	0	32	5	97	26	0	128	2	0	3	0	5	35	91	21	0	147	312
07:30	39	3	2	0	44	3	102	32	0	137	37	2	32	0	71	43	129	9	0	181	433
07:45	26	6	0	0	32	4	116	31	0	151	23	2	28	0	53	37	104	19	0	160	396
08:00	24	1	4	0	29	3	108	27	0	138	18	2	18	0	38	31	114	9	0	154	359
Total Volume	111	11	15	0	137	15	423	116	0	554	80	6	81	0	167	146	438	58	0	642	1500
% App. Total	81	8	10.9	0		2.7	76.4	20.9	0		47.9	3.6	48.5	0		22.7	68.2	9	0		
PHF	.712	.458	.417	.000	.778	.750	.912	.906	.000	.917	.541	.750	.633	.000	.588	.849	.849	.690	.000	.887	.866
Autos	111	10	15	0	136	15	420	116	0	551	77	6	80	0	163	142	427	56	0	625	1475
% Autos	100	90.9	100	0	99.3	100	99.3	100	0	99.5	96.3	100	98.8	0	97.6	97.3	97.5	96.6	0	97.4	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	9.1	0	0	0.7	0	0.7	0	0	0.5	3.8	0	1.2	0	2.4	2.7	2.5	3.4	0	2.6	1.7



**P&Z**

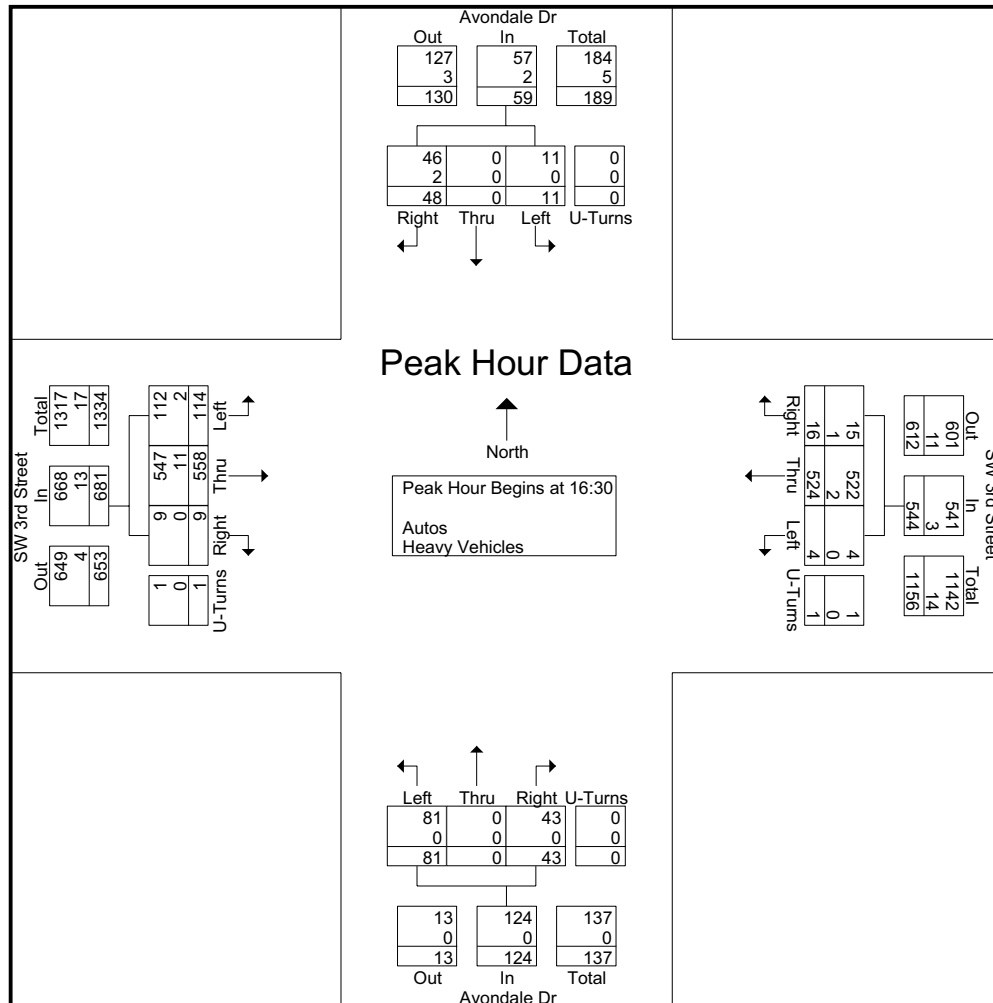
PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

File Name : 2-SW 3rd St & Avondale Dr  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 5

	Avondale Dr From North					SW 3rd Street From East					Avondale Dr From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	13	0	1	0	14	5	135	0	0	140	11	0	26	0	37	2	146	26	0	174	365
16:45	14	0	3	0	17	6	109	3	0	118	6	0	16	0	22	1	118	29	0	148	305
17:00	11	0	3	0	14	3	122	0	0	125	14	0	23	0	37	5	159	34	1	199	375
17:15	10	0	4	0	14	2	158	1	1	162	12	0	16	0	28	1	135	25	0	161	365
Total Volume	48	0	11	0	59	16	524	4	1	545	43	0	81	0	124	9	558	114	1	682	1410
% App. Total	81.4	0	18.6	0		2.9	96.1	0.7	0.2		34.7	0	65.3	0		1.3	81.8	16.7	0.1		
PHF	.857	.000	.688	.000	.868	.667	.829	.333	.250	.841	.768	.000	.779	.000	.838	.450	.877	.838	.250	.857	.940
Autos	46	0	11	0	57	15	522	4	1	542	43	0	81	0	124	9	547	112	1	669	1392
% Autos	95.8	0	100	0	96.6	93.8	99.6	100	100	99.4	100	0	100	0	100	100	98.0	98.2	100	98.1	98.7
Heavy Vehicles																					
% Heavy Vehicles	4.2	0	0	0	3.4	6.3	0.4	0	0	0.6	0	0	0	0	0	0	2.0	1.8	0	1.9	1.3



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PZ21-13000001

8/25/21



# Traf Tech Engineering Inc.

File Name : 2-SW 3rd St & Avondale Dr  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 1

## Groups Printed- Peds & Bikes

	Avondale Dr From North				SW 3rd Street From East				Avondale Dr From South				SW 3rd Street From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
*** BREAK ***																	
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	5
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6	7
Grand Total	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	13	18
Apprch %	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	100	
Total %	0	0	0	0	0	0	0	22.2	5.6	0	0	0	0	0	0	72.2	

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PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

File Name : 3-SW 3rd St & SW 4th Ave  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 1

## Groups Printed- Autos - Heavy Vehicles

	SW 4th Ave From North					SW 3rd Street From East					SW 4th Ave From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	16	0	5	0	21	4	61	14	2	81	2	0	11	0	13	20	59	5	1	85	200
07:15	10	0	1	0	11	4	110	9	0	123	5	0	13	0	18	20	73	9	0	102	254
07:30	16	1	4	0	21	3	126	8	2	139	6	0	6	0	12	22	127	8	3	160	332
07:45	7	0	7	0	14	1	127	7	1	136	6	0	6	0	12	3	119	7	1	130	292
Total	49	1	17	0	67	12	424	38	5	479	19	0	36	0	55	65	378	29	5	477	1078
08:00	6	0	4	0	10	5	128	10	1	144	2	0	4	0	6	14	111	12	1	138	298
08:15	2	0	3	0	5	6	119	9	2	136	7	0	3	0	10	17	109	4	0	130	281
08:30	11	0	2	0	13	0	86	4	0	90	0	0	1	1	2	15	91	2	1	109	214
08:45	9	0	1	0	10	1	112	5	1	119	4	0	5	1	10	10	83	1	1	95	234
Total	28	0	10	0	38	12	445	28	4	489	13	0	13	2	28	56	394	19	3	472	1027
*** BREAK ***																					
16:00	4	0	4	0	8	5	87	5	2	99	9	0	14	0	23	4	138	9	1	152	282
16:15	11	0	5	0	16	14	98	3	1	116	6	1	7	0	14	6	111	7	3	127	273
16:30	9	0	3	0	12	9	108	4	0	121	4	0	20	1	25	4	144	13	1	162	320
16:45	12	0	2	0	14	7	87	4	1	99	6	0	11	0	17	4	111	8	0	123	253
Total	36	0	14	0	50	35	380	16	4	435	25	1	52	1	79	18	504	37	5	564	1128
17:00	6	1	5	0	12	8	110	1	1	120	4	0	13	0	17	4	159	16	0	179	328
17:15	11	0	6	0	17	8	138	2	0	148	4	0	8	0	12	4	136	13	0	153	330
17:30	11	0	4	1	16	5	103	4	6	118	4	0	6	0	10	3	141	10	1	155	299
17:45	4	0	11	0	15	8	106	2	1	117	2	0	3	0	5	5	114	7	0	126	263
Total	32	1	26	1	60	29	457	9	8	503	14	0	30	0	44	16	550	46	1	613	1220
Grand Total	145	2	67	1	215	88	1706	91	21	1906	71	1	131	3	206	155	1826	131	14	2126	4453
Apprch %	67.4	0.9	31.2	0.5		4.6	89.5	4.8	1.1		34.5	0.5	63.6	1.5		7.3	85.9	6.2	0.7		
Total %	3.3	0	1.5	0	4.8	2	38.3	2	0.5	42.8	1.6	0	2.9	0.1	4.6	3.5	41	2.9	0.3	47.7	
Autos	142	2	66	1	211	82	1680									1767					
% Autos	97.9	100	98.5	100	98.1	93.2	98.5	100	100	98.3	94.4	100	100	100	98.1	98.7	96.8	98.5	100	97	97.7
Heavy Vehicles																					
% Heavy Vehicles	2.1	0	1.5	0	1.9	6.8	1.5	0	0	1.7	5.6	0	0	0	1.9	1.3	3.2	1.5	0	3	2.3

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PZ21-13000001

8/25/21

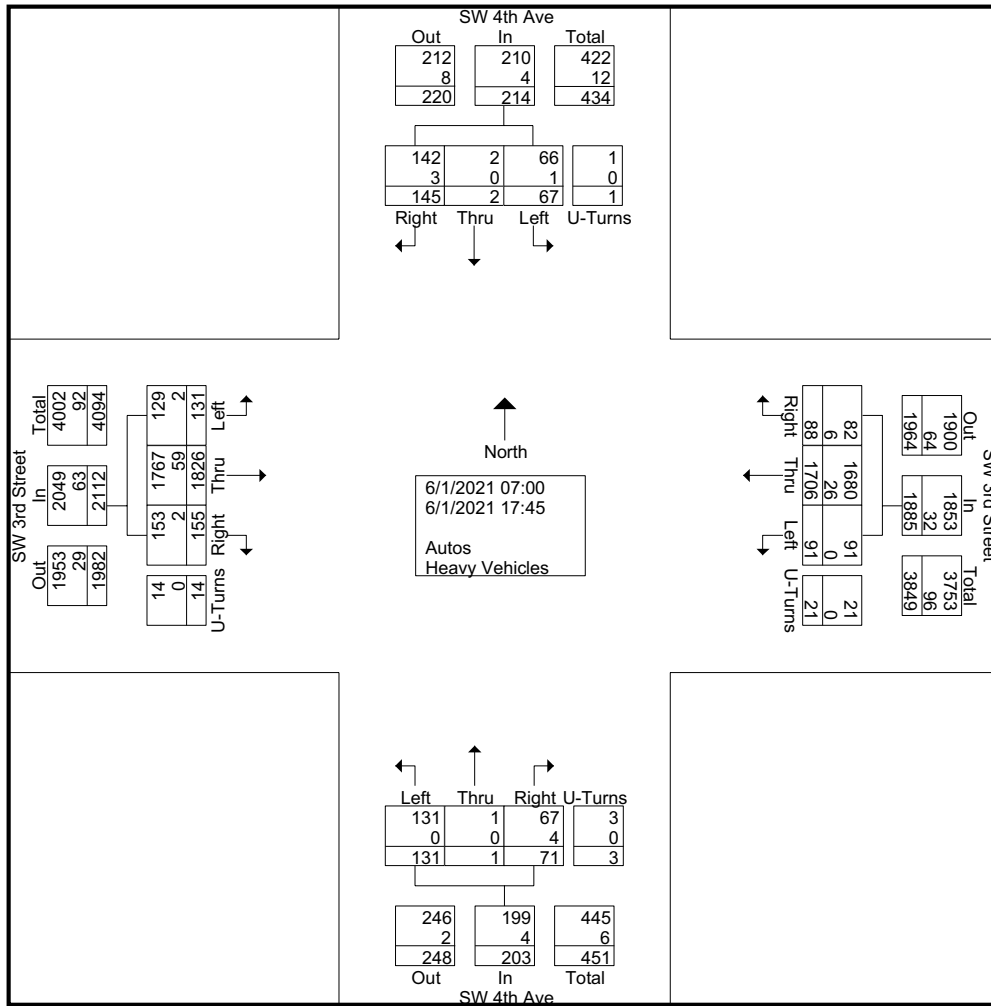
# Traf Tech Engineering Inc.

File Name : 3-SW 3rd St & SW 4th Ave

Site Code : 00000000

Start Date : 6/1/2021

Page No : 2



# Traf Tech Engineering Inc.

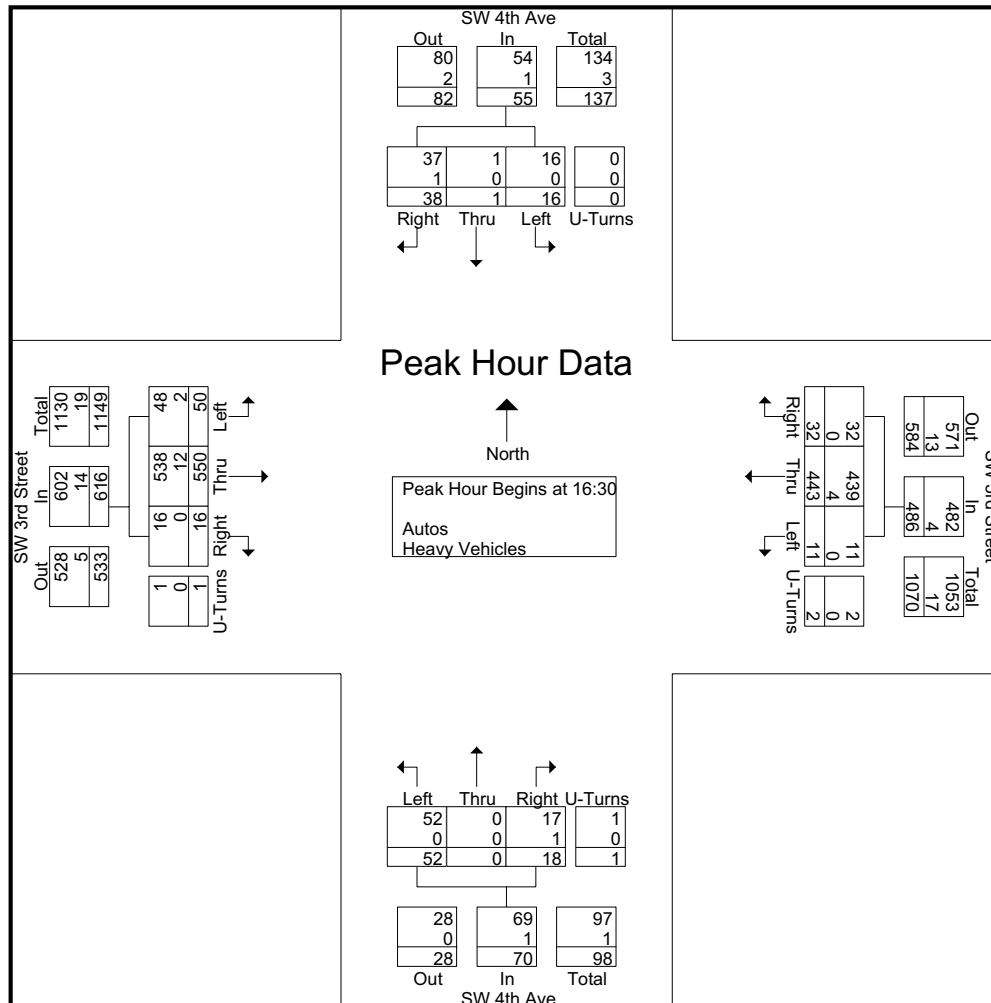
File Name : 3-SW 3rd St & SW 4th Ave

Site Code : 00000000

Start Date : 6/1/2021

Page No : 3

	SW 4th Ave From North					SW 3rd Street From East					SW 4th Ave From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	9	0	3	0	12	9	108	4	0	121	4	0	20	1	25	4	144	13	1	162	320
16:45	12	0	2	0	14	7	87	4	1	99	6	0	11	0	17	4	111	8	0	123	253
17:00	6	1	5	0	12	8	110	1	1	120	4	0	13	0	17	4	159	16	0	179	328
17:15	11	0	6	0	17	8	138	2	0	148	4	0	8	0	12	4	136	13	0	153	330
Total Volume	38	1	16	0	55	32	443	11	2	488	18	0	52	1	71	16	550	50	1	617	1231
% App. Total	69.1	1.8	29.1	0		6.6	90.8	2.3	0.4		25.4	0	73.2	1.4		2.6	89.1	8.1	0.2		
PHF	.792	.250	.667	.000	.809	.889	.803	.688	.500	.824	.750	.000	.650	.250	.710	1.00	.865	.781	.250	.862	.933
Autos	37	1	16	0	54	32	439	11	2	484	17	0	52	1	70	16	538	48	1	603	1211
% Autos	97.4	100	100	0	98.2	100	99.1	100	100	99.2	94.4	0	100	100	98.6	100	97.8	96.0	100	97.7	98.4
Heavy Vehicles																					
% Heavy Vehicles	2.6	0	0	0	1.8	0	0.9	0	0	0.8	5.6	0	0	0	1.4	0	2.2	4.0	0	2.3	1.6



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8/25/21

# Traf Tech Engineering Inc.

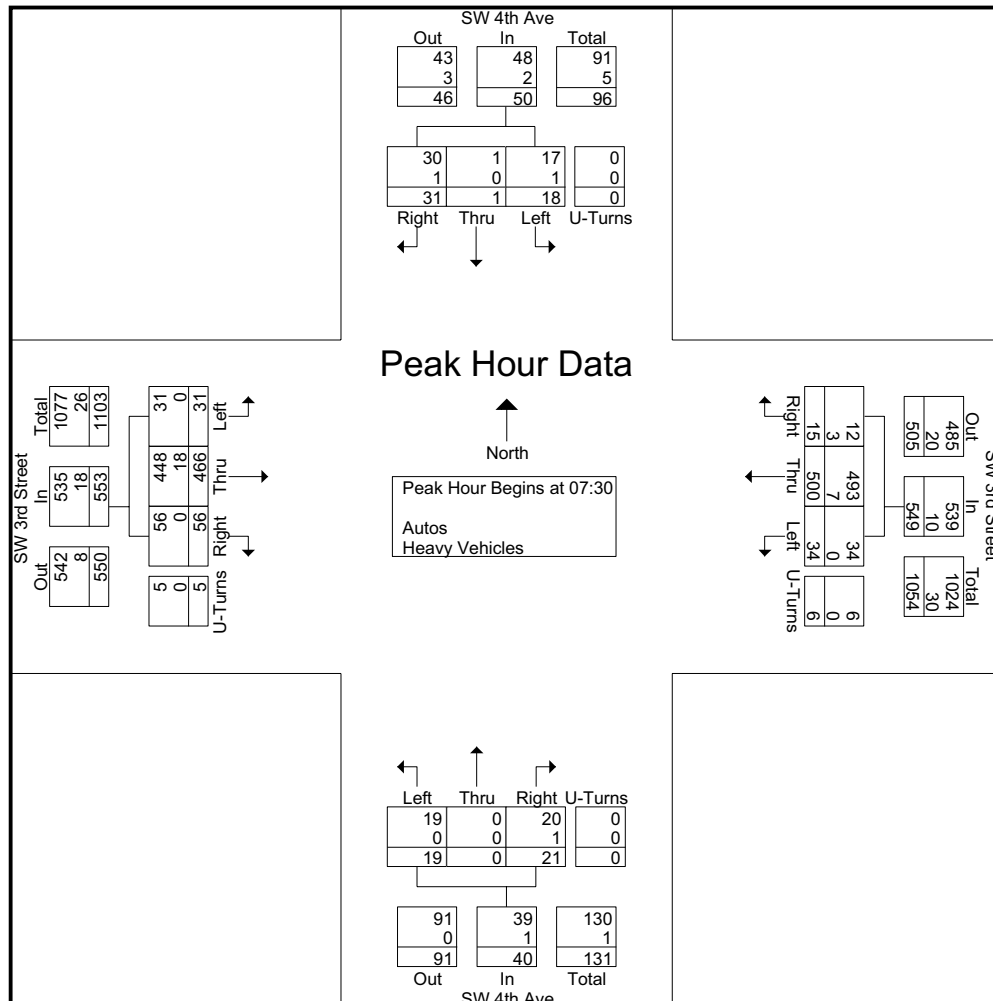
File Name : 3-SW 3rd St & SW 4th Ave

Site Code : 00000000

Start Date : 6/1/2021

Page No : 4

	SW 4th Ave From North					SW 3rd Street From East					SW 4th Ave From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	16	1	4	0	21	3	126	8	2	139	6	0	6	0	12	22	127	8	3	160	332
07:45	7	0	7	0	14	1	127	7	1	136	6	0	6	0	12	3	119	7	1	130	292
08:00	6	0	4	0	10	5	128	10	1	144	2	0	4	0	6	14	111	12	1	138	298
08:15	2	0	3	0	5	6	119	9	2	136	7	0	3	0	10	17	109	4	0	130	281
Total Volume	31	1	18	0	50	15	500	34	6	555	21	0	19	0	40	56	466	31	5	558	1203
% App. Total	62	2	36	0		2.7	90.1	6.1	1.1		52.5	0	47.5	0		10	83.5	5.6	0.9		
PHF	.484	.250	.643	.000	.595	.625	.977	.850	.750	.964	.750	.000	.792	.000	.833	.636	.917	.646	.417	.872	.906
Autos	30	1	17	0	48	12	493	34	6	545	20	0	19	0	39	56	448	31	5	540	1172
Heavy Vehicles	96.8	100	94.4	0	96.0	80.0	98.6	100	100	98.2	95.2	0	100	0	97.5	100	96.1	100	100	96.8	97.4
% Heavy Vehicles	3.2	0	5.6	0	4.0	20.0	1.4	0	0	1.8	4.8	0	0	0	2.5	0	3.9	0	0	3.2	2.6



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PZ21-13000001

8/25/21



# Traf Tech Engineering Inc.

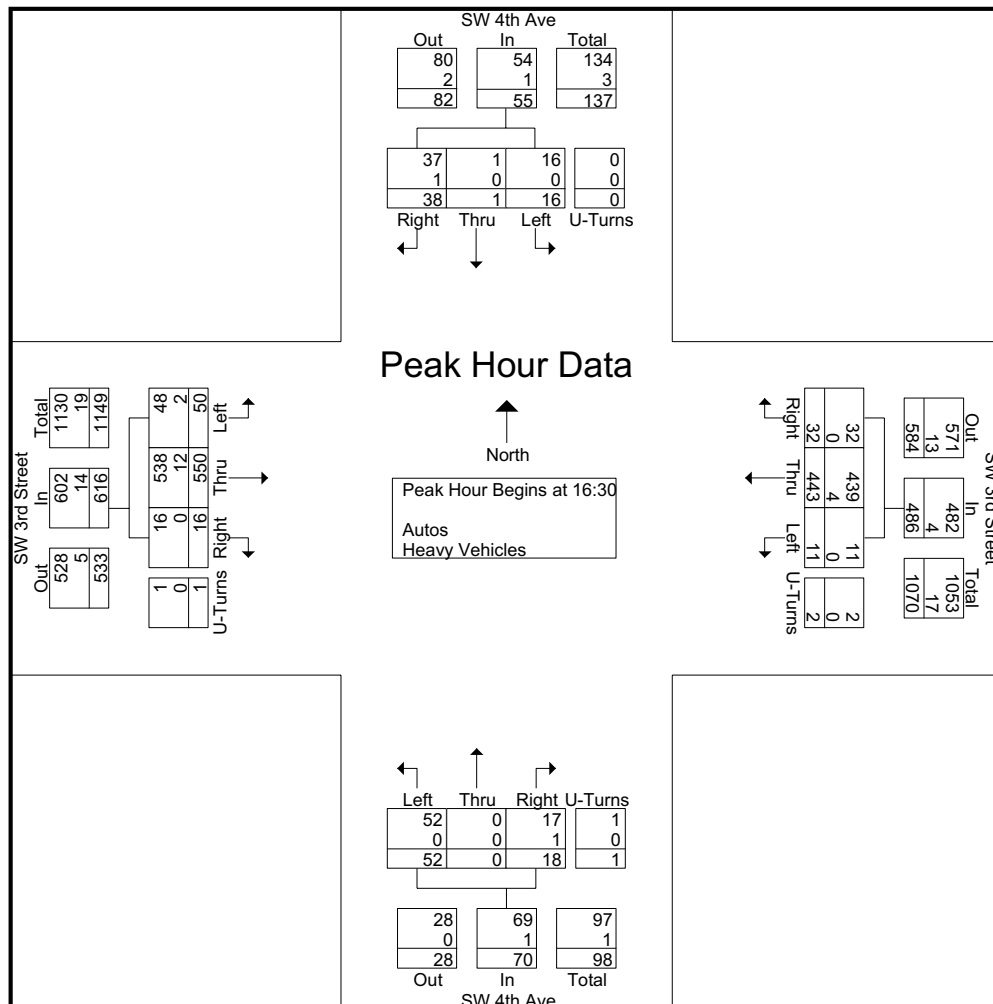
File Name : 3-SW 3rd St & SW 4th Ave

Site Code : 00000000

Start Date : 6/1/2021

Page No : 5

	SW 4th Ave From North					SW 3rd Street From East					SW 4th Ave From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	9	0	3	0	12	9	108	4	0	121	4	0	20	1	25	4	144	13	1	162	320
16:45	12	0	2	0	14	7	87	4	1	99	6	0	11	0	17	4	111	8	0	123	253
17:00	6	1	5	0	12	8	110	1	1	120	4	0	13	0	17	4	159	16	0	179	328
17:15	11	0	6	0	17	8	138	2	0	148	4	0	8	0	12	4	136	13	0	153	330
Total Volume	38	1	16	0	55	32	443	11	2	488	18	0	52	1	71	16	550	50	1	617	1231
% App. Total	69.1	1.8	29.1	0		6.6	90.8	2.3	0.4		25.4	0	73.2	1.4		2.6	89.1	8.1	0.2		
PHF	.792	.250	.667	.000	.809	.889	.803	.688	.500	.824	.750	.000	.650	.250	.710	1.00	.865	.781	.250	.862	.933
Autos	37	1	16	0	54	32	439	11	2	484	17	0	52	1	70	16	538	48	1	603	1211
% Autos	97.4	100	100	0	98.2	100	99.1	100	100	99.2	94.4	0	100	100	98.6	100	97.8	96.0	100	97.7	98.4
Heavy Vehicles																					
% Heavy Vehicles	2.6	0	0	0	1.8	0	0.9	0	0	0.8	5.6	0	0	0	1.4	0	2.2	4.0	0	2.3	1.6



**P&Z**

PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

File Name : 3-SW 3rd St & SW 4th Ave  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 1

## Groups Printed- Peds & Bikes

	SW 4th Ave From North				SW 3rd Street From East				SW 4th Ave From South				SW 3rd Street From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
07:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	8
08:00	0	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	5
08:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
08:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	4	2	0	0	1	0	0	0	1	0	0	0	0	9
*** BREAK ***																	
16:15	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
*** BREAK ***																	
Total	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
17:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
17:15	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
17:30	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																	
Total	2	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	11
Grand Total	6	0	0	13	5	0	0	4	0	0	0	2	0	0	0	0	30
Apprch %	31.6	0	0	68.4	55.6	0	0	44.4	0	0	0	100	0	0	0	0	
Total %	20	0	0	43.3	16.7	0	0	13.3	0	0	0	6.7	0	0	0	0	

P&Z

PZ21-13000001  
 8/25/21

# Traf Tech Engineering Inc.

File Name : 4-SW 3rd St & Dixie Hwy SB  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 1

## Groups Printed- Autos - Heavy Vehicles

	Dixie Hwy SB From North					SW 3rd Street From East					Dixie Hwy SB From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	45	100	5	0	150	0	38	1	0	39	0	0	0	0	0	38	31	0	0	69	258
07:15	51	123	4	0	178	0	73	3	0	76	0	0	0	0	0	45	36	0	0	81	335
07:30	58	151	8	0	217	0	71	9	0	80	0	0	0	0	0	71	59	0	1	131	428
07:45	68	172	5	0	245	0	81	12	1	94	0	0	0	0	0	70	49	0	0	119	458
Total	222	546	22	0	790	0	263	25	1	289	0	0	0	0	0	224	175	0	1	400	1479
08:00	52	136	18	0	206	0	94	3	1	98	0	0	0	0	0	52	56	0	1	109	413
08:15	55	133	6	0	194	0	72	6	0	78	0	0	0	0	0	50	65	0	0	115	387
08:30	50	147	7	0	204	0	76	5	0	81	0	0	0	0	0	50	36	0	0	86	371
08:45	49	121	9	0	179	0	55	1	1	57	0	0	0	0	0	38	60	0	0	98	334
Total	206	537	40	0	783	0	297	15	2	314	0	0	0	0	0	190	217	0	1	408	1505
*** BREAK ***																					
16:00	35	119	5	0	159	0	60	9	0	69	0	0	0	0	0	66	88	0	0	154	382
16:15	35	138	12	0	185	0	70	4	0	74	0	0	0	0	0	53	55	0	0	108	367
16:30	45	149	11	0	205	0	81	6	0	87	0	0	0	0	0	66	76	0	0	142	434
16:45	49	142	6	0	197	0	61	4	0	65	0	0	0	0	0	51	67	0	0	118	380
Total	164	548	34	0	746	0	272	23	0	295	0	0	0	0	0	236	286	0	0	522	1563
17:00	26	158	5	0	189	0	84	12	0	96	0	0	0	0	0	60	95	0	0	155	440
17:15	36	142	6	0	184	0	122	9	0	131	0	0	0	0	0	65	74	0	0	139	454
17:30	38	192	9	0	239	0	88	3	0	91	0	0	0	0	0	69	93	0	0	162	492
17:45	32	158	11	0	201	0	82	1	0	83	0	0	0	0	0	56	63	0	0	119	403
Total	132	650	31	0	813	0	376	25	0	401	0	0	0	0	0	250	325	0	0	575	1789
Grand Total	724	2281	127	0	3132	0	1208	88	3	1299	0	0	0	0	0	900	1003	0	2	1905	6336
Apprch %	23.1	72.8	4.1	0		0	93	6.8	0.2		0	0	0	0		47.2	52.7	0	0.1		
Total %	11.4	36	2	0	49.4	0	19.1	1.4	0	20.5	0	0	0	0	0	14.2	15.8	0	0	30.1	
Autos	701	2215				1180															
% Autos	96.8	97.1	100	0	97.2	0	97.7	96.6	100	97.6	0	0	0	0	0	96.7	96.7	0	100	96.7	97.1
Heavy Vehicles																					
% Heavy Vehicles	3.2	2.9	0	0	2.8	0	2.3	3.4	0	2.4	0	0	0	0	0	3.3	3.3	0	0	3.3	2.9

P&Z

PZ21-13000001

8/25/21

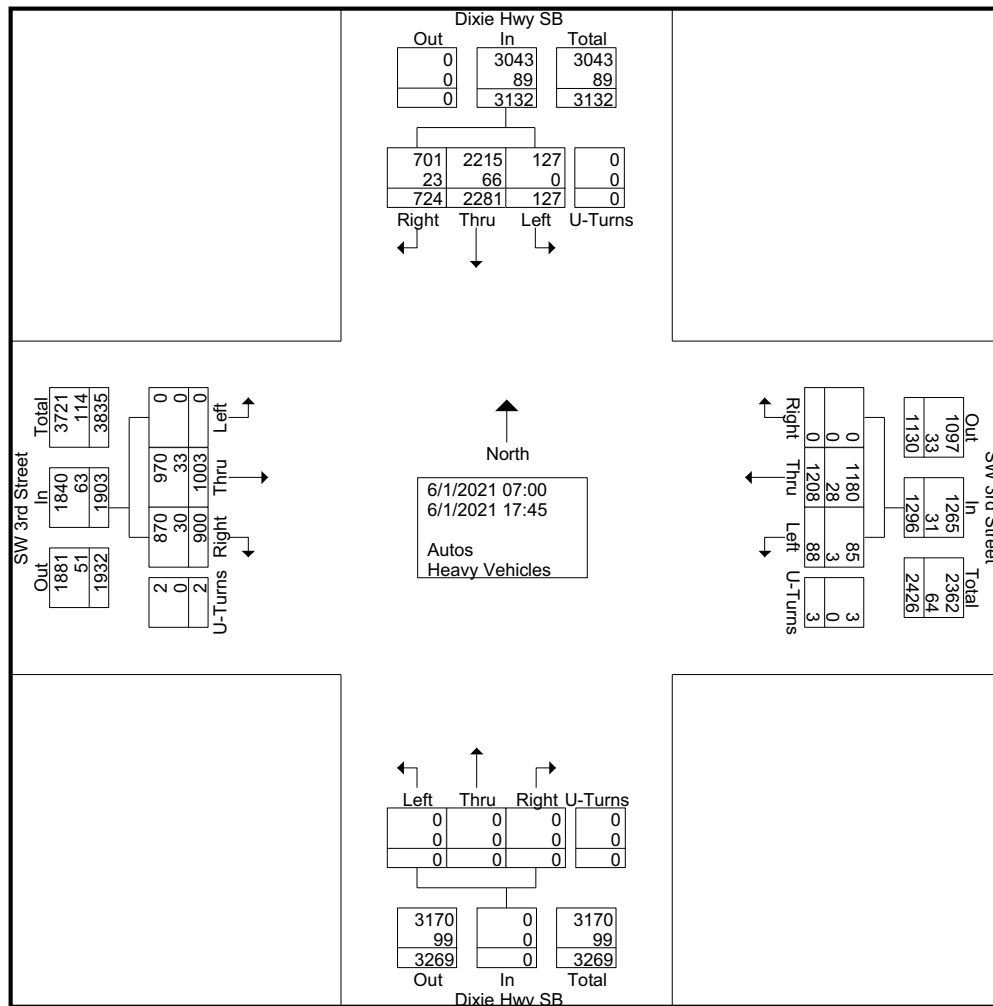
# Traf Tech Engineering Inc.

File Name : 4-SW 3rd St & Dixie Hwy SB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 2



# P&Z

PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

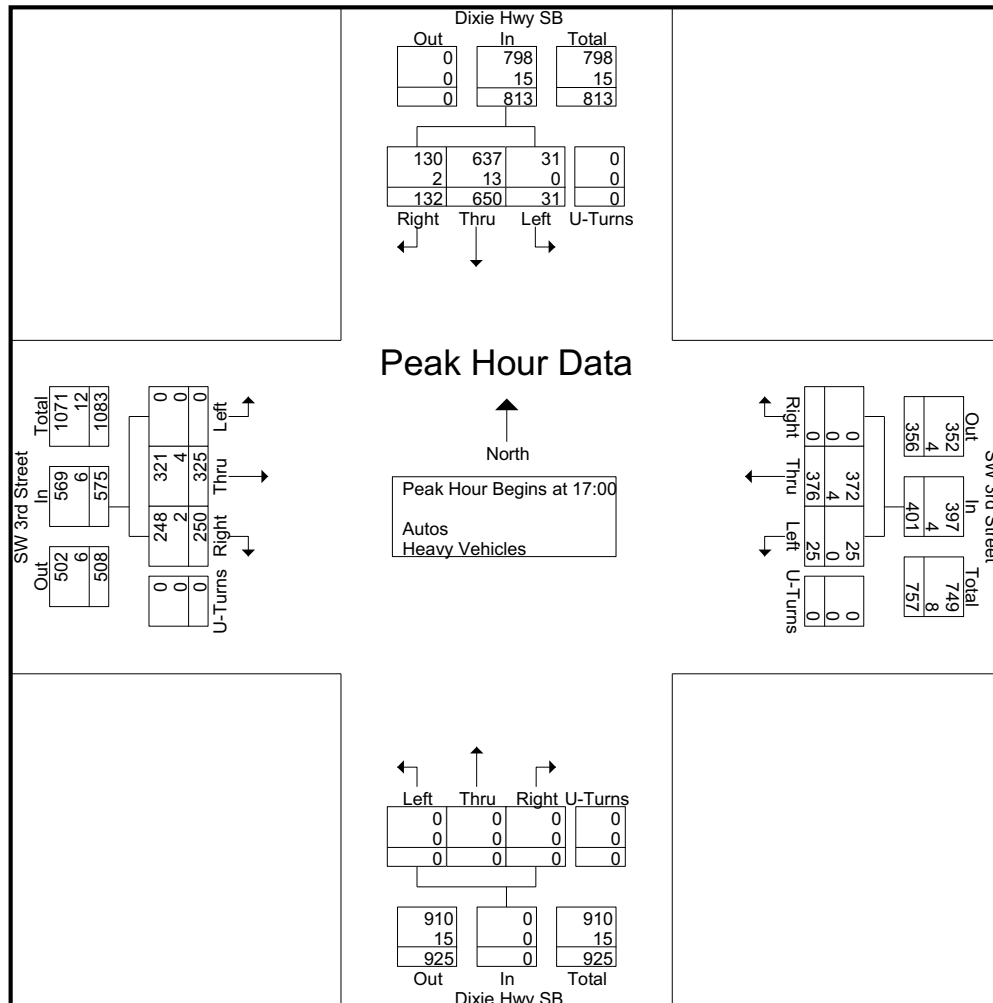
File Name : 4-SW 3rd St & Dixie Hwy SB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 3

	Dixie Hwy SB From North					SW 3rd Street From East					Dixie Hwy SB From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	26	158	5	0	189	0	84	12	0	96	0	0	0	0	0	60	95	0	0	155	440
17:15	36	142	6	0	184	0	122	9	0	131	0	0	0	0	0	65	74	0	0	139	454
17:30	38	192	9	0	239	0	88	3	0	91	0	0	0	0	0	69	93	0	0	162	492
17:45	32	158	11	0	201	0	82	1	0	83	0	0	0	0	0	56	63	0	0	119	403
Total Volume	132	650	31	0	813	0	376	25	0	401	0	0	0	0	0	250	325	0	0	575	1789
% App. Total	16.2	80	3.8	0		0	93.8	6.2	0		0	0	0	0		43.5	56.5	0	0		
PHF	.868	.846	.705	.000	.850	.000	.770	.521	.000	.765	.000	.000	.000	.000	.000	.906	.855	.000	.000	.887	.909
Autos	130	637	31	0	798	0	372	25	0	397	0	0	0	0	0	248	321	0	0	569	1764
% Autos	98.5	98.0	100	0	98.2	0	98.9	100	0	99.0	0	0	0	0	0	99.2	98.8	0	0	99.0	98.6
Heavy Vehicles																					
% Heavy Vehicles	1.5	2.0	0	0	1.8	0	1.1	0	0	1.0	0	0	0	0	0	0.8	1.2	0	0	1.0	1.4



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PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

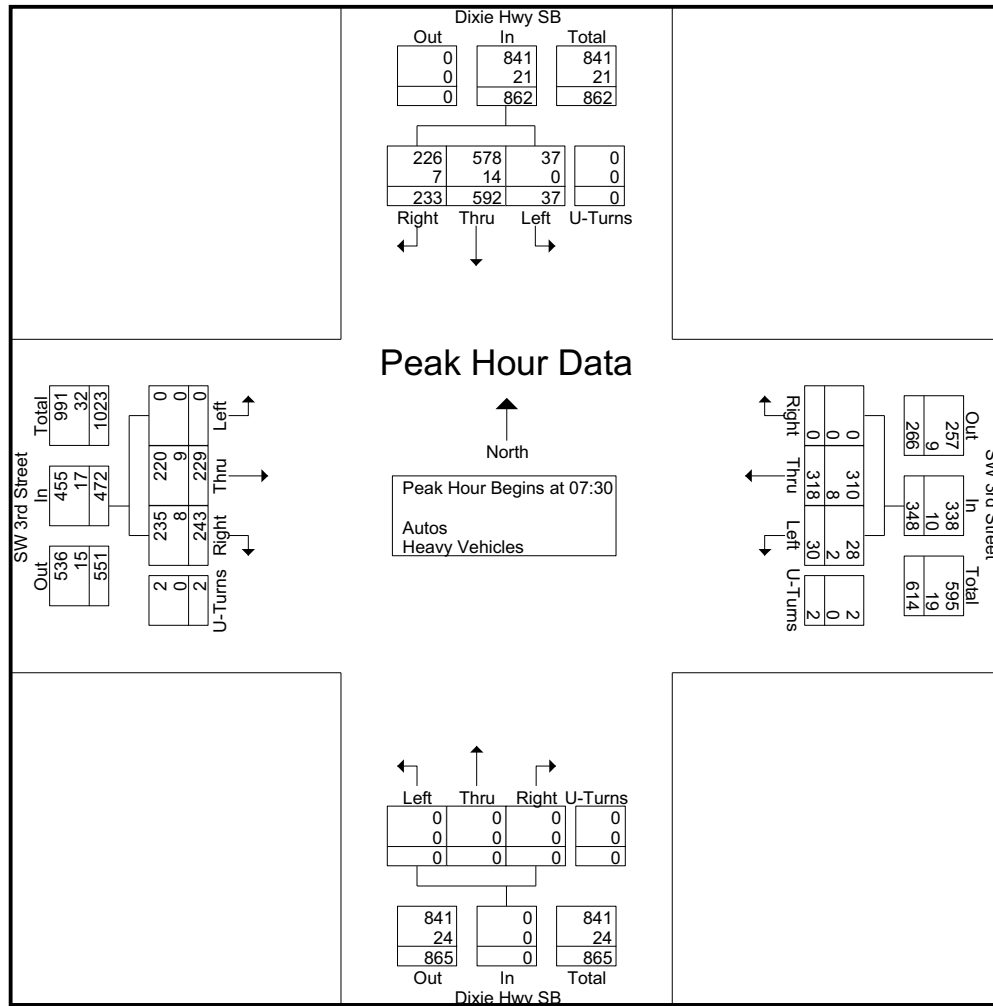
File Name : 4-SW 3rd St & Dixie Hwy SB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 4

	Dixie Hwy SB From North					SW 3rd Street From East					Dixie Hwy SB From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	58	151	8	0	217	0	71	9	0	80	0	0	0	0	0	71	59	0	1	131	428
07:45	68	172	5	0	245	0	81	12	1	94	0	0	0	0	0	70	49	0	0	119	458
08:00	52	136	18	0	206	0	94	3	1	98	0	0	0	0	0	52	56	0	1	109	413
08:15	55	133	6	0	194	0	72	6	0	78	0	0	0	0	0	50	65	0	0	115	387
Total Volume	233	592	37	0	862	0	318	30	2	350	0	0	0	0	0	243	229	0	2	474	1686
% App. Total	27	68.7	4.3	0		0	90.9	8.6	0.6		0	0	0	0		51.3	48.3	0	0.4		
PHF	.857	.860	.514	.000	.880	.000	.846	.625	.500	.893	.000	.000	.000	.000	.000	.856	.881	.000	.500	.905	.920
Autos	226	578	37	0	841	0	310	28	2	340	0	0	0	0	0	235	220	0	2	457	1638
% Autos	97.0	97.6	100	0	97.6	0	97.5	93.3	100	97.1	0	0	0	0	0	96.7	96.1	0	100	96.4	97.2
Heavy Vehicles																					
% Heavy Vehicles	3.0	2.4	0	0	2.4	0	2.5	6.7	0	2.9	0	0	0	0	0	3.3	3.9	0	0	3.6	2.8



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# Traf Tech Engineering Inc.

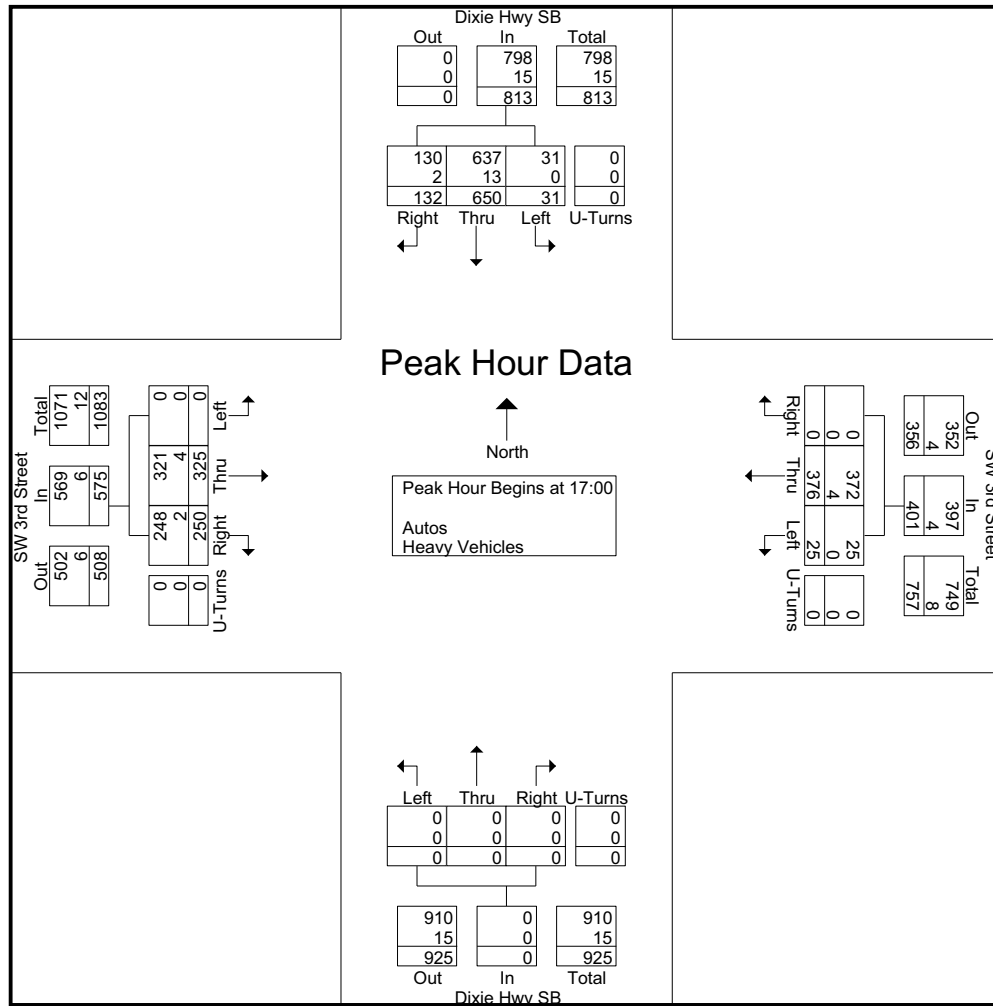
File Name : 4-SW 3rd St & Dixie Hwy SB

Site Code : 00000000

Start Date : 6/1/2021

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	Dixie Hwy SB From North					SW 3rd Street From East					Dixie Hwy SB From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	26	158	5	0	189	0	84	12	0	96	0	0	0	0	0	60	95	0	0	155	440
17:15	36	142	6	0	184	0	122	9	0	131	0	0	0	0	0	65	74	0	0	139	454
17:30	38	192	9	0	239	0	88	3	0	91	0	0	0	0	0	69	93	0	0	162	492
17:45	32	158	11	0	201	0	82	1	0	83	0	0	0	0	0	56	63	0	0	119	403
Total Volume	132	650	31	0	813	0	376	25	0	401	0	0	0	0	0	250	325	0	0	575	1789
% App. Total	16.2	80	3.8	0		0	93.8	6.2	0		0	0	0	0	0	43.5	56.5	0	0		
PHF	.868	.846	.705	.000	.850	.000	.770	.521	.000	.765	.000	.000	.000	.000	.000	.906	.855	.000	.000	.887	.909
Autos	130	637	31	0	798	0	372	25	0	397	0	0	0	0	0	248	321	0	0	569	1764
% Autos	98.5	98.0	100	0	98.2	0	98.9	100	0	99.0	0	0	0	0	0	99.2	98.8	0	0	99.0	98.6
Heavy Vehicles																					
% Heavy Vehicles	1.5	2.0	0	0	1.8	0	1.1	0	0	1.0	0	0	0	0	0	0.8	1.2	0	0	1.0	1.4



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# Traf Tech Engineering Inc.

File Name : 4-SW 3rd St & Dixie Hwy SB

Site Code : 00000000

Start Date : 6/1/2021

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## Groups Printed- Peds & Bikes

	Dixie Hwy SB From North				SW 3rd Street From East				Dixie Hwy SB From South				SW 3rd Street From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	5	10
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
08:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
Total	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	5
*** BREAK ***																	
16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	3
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
Total	1	0	0	0	0	0	0	0	1	0	0	1	3	1	0	4	11
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
17:15	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	4
17:30	1	0	0	1	1	0	0	1	2	0	0	1	0	0	0	1	8
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	2	0	0	1	1	0	0	1	3	0	0	2	1	0	0	5	16
Grand Total	3	0	0	2	1	0	0	2	4	0	0	3	12	1	0	14	42
Apprch %	60	0	0	40	33.3	0	0	66.7	57.1	0	0	42.9	44.4	3.7	0	51.9	
Total %	7.1	0	0	4.8	2.4	0	0	4.8	9.5	0	0	7.1	28.6	2.4	0	33.3	

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8/25/21

# Traf Tech Engineering Inc.

File Name : 5-SW 3rd St & Dixie Hwy NB  
 Site Code : 00000000  
 Start Date : 6/1/2021  
 Page No : 1

## Groups Printed- Autos - Heavy Vehicles

	Dixie Hwy NB From North					SW 3rd Street From East					Dixie Hwy NB From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	0	0	0	0	5	27	0	0	32	1	93	12	0	106	0	25	12	0	37	175
07:15	0	0	0	0	0	6	52	0	0	58	3	124	24	0	151	0	26	16	1	43	252
07:30	0	0	0	0	0	3	58	0	0	61	7	109	20	0	136	0	38	27	0	65	262
07:45	0	0	0	0	0	6	73	0	0	79	10	103	27	0	140	0	32	19	0	51	270
Total	0	0	0	0	0	20	210	0	0	230	21	429	83	0	533	0	121	74	1	196	959
08:00	0	0	0	0	0	3	49	0	0	52	3	103	30	0	136	0	43	34	0	77	265
08:15	0	0	0	0	0	10	41	0	0	51	4	113	23	0	140	0	48	22	0	70	261
08:30	0	0	0	0	0	4	58	0	0	62	11	102	23	0	136	0	28	12	0	40	238
08:45	0	0	0	0	0	10	49	0	0	59	11	110	21	0	142	0	43	25	0	68	269
Total	0	0	0	0	0	27	197	0	0	224	29	428	97	0	554	0	162	93	0	255	1033
*** BREAK ***																					
16:00	0	0	0	0	0	3	56	0	0	59	16	160	16	0	192	0	55	40	0	95	346
16:15	0	0	0	0	0	10	52	0	0	62	16	196	29	0	241	0	45	18	0	63	366
16:30	0	0	0	0	0	9	61	0	0	70	13	163	30	0	206	0	51	42	0	93	369
16:45	0	0	0	0	0	5	45	0	0	50	19	202	25	0	246	0	58	18	0	76	372
Total	0	0	0	0	0	27	214	0	0	241	64	721	100	0	885	0	209	118	0	327	1453
17:00	0	0	0	0	0	5	66	0	0	71	17	171	30	0	218	0	54	47	1	102	391
17:15	0	0	0	0	0	2	92	0	0	94	14	184	28	0	226	0	61	34	0	95	415
17:30	0	0	0	0	0	2	56	0	0	58	9	168	32	0	209	0	66	32	0	98	365
17:45	0	0	0	0	0	7	66	0	0	73	14	152	27	0	193	0	46	25	0	71	337
Total	0	0	0	0	0	16	280	0	0	296	54	675	117	0	846	0	227	138	1	366	1508
Grand Total	0	0	0	0	0	90	901	0	0	991	168	2253	397	0	2818	0	719	423	2	1144	4953
Apprch %	0	0	0	0		9.1	90.9	0	0		6	80	14.1	0		0	62.8	37	0.2		
Total %	0	0	0	0	0	1.8	18.2	0	0	20	3.4	45.5	8	0	56.9	0	14.5	8.5	0	23.1	
Autos	0	0	0	0	0	87	883	0	0	970	164	2174									
% Autos	0	0	0	0	0	96.7	98	0	0	97.9	97.6	96.5	95.7	0	96.5	0	97.9	95.3	100	96.9	96.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	3.3	2	0	0	2.1	2.4	3.5	4.3	0	3.5	0	2.1	4.7	0	3.1	3.1

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PZ21-13000001

8/25/21

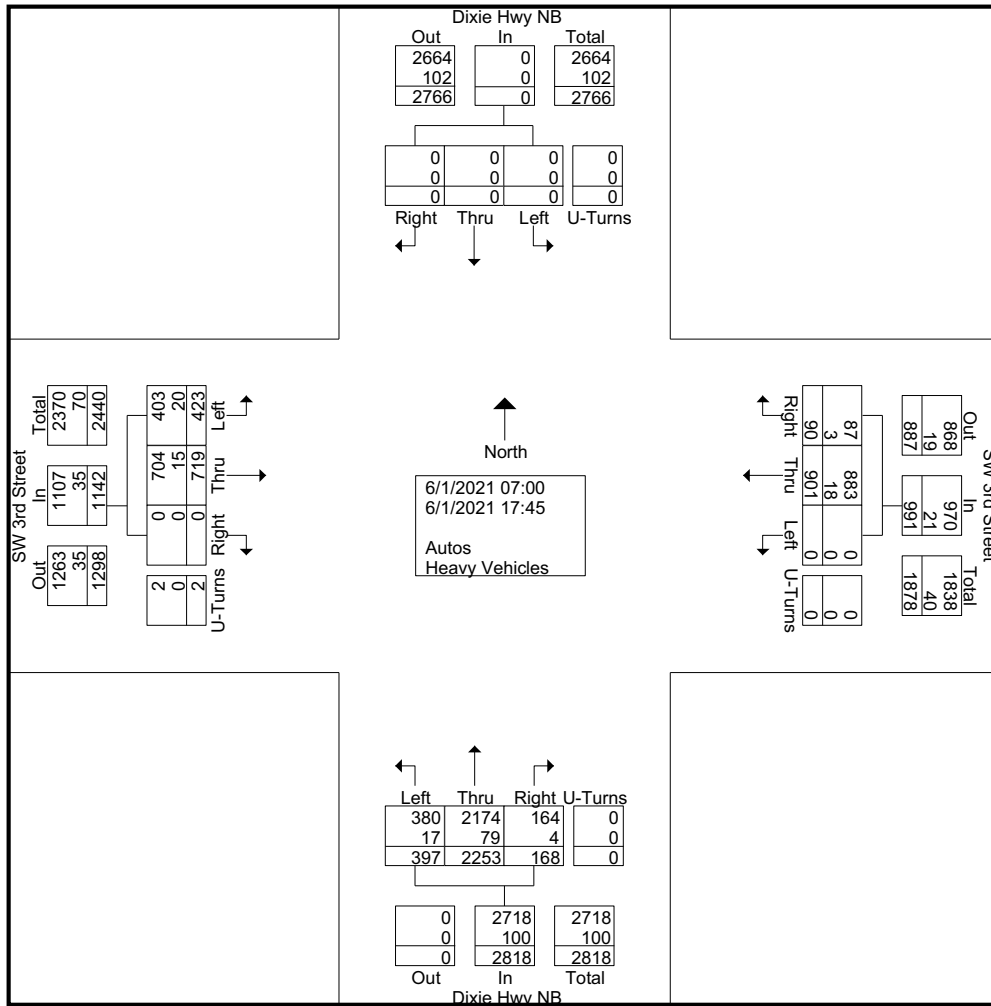
# Traf Tech Engineering Inc.

File Name : 5-SW 3rd St & Dixie Hwy NB

Site Code : 00000000

Start Date : 6/1/2021

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PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

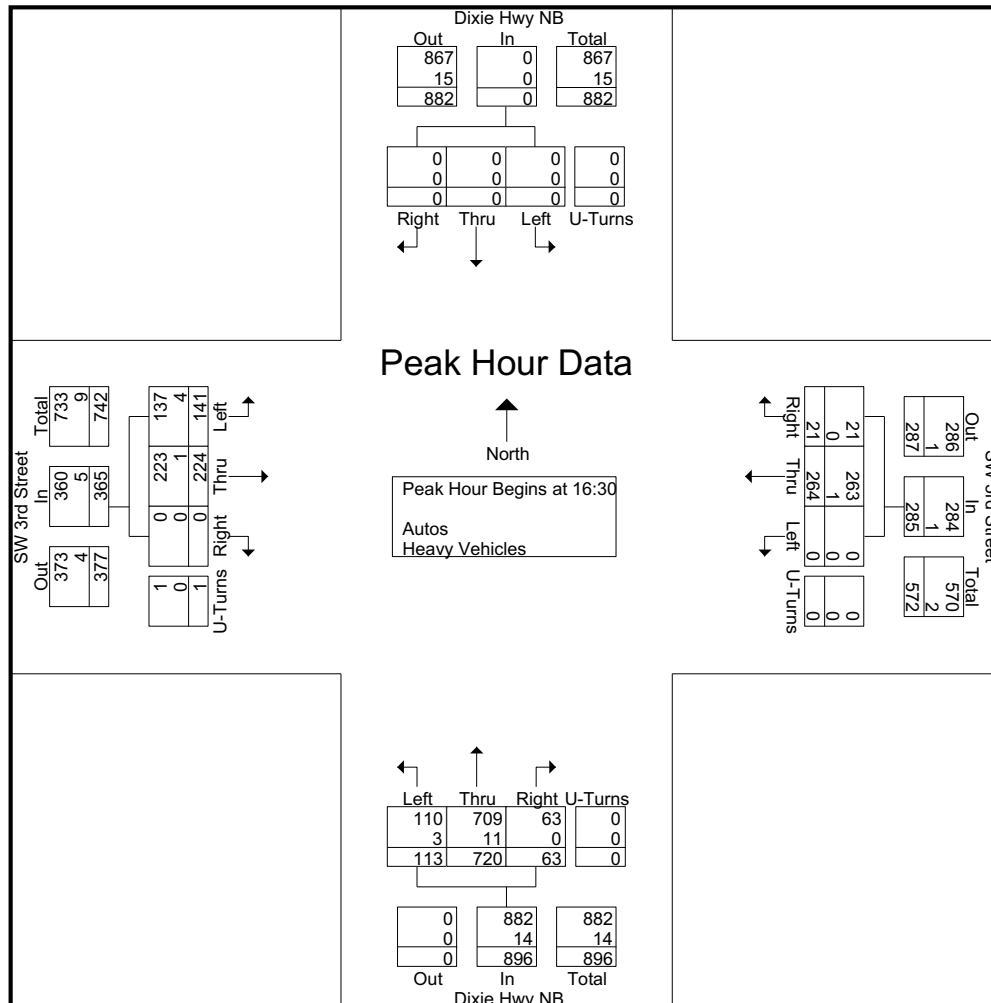
File Name : 5-SW 3rd St & Dixie Hwy NB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 3

	Dixie Hwy NB From North					SW 3rd Street From East					Dixie Hwy NB From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	9	61	0	0	70	13	163	30	0	206	0	51	42	0	93	369
16:45	0	0	0	0	0	5	45	0	0	50	19	202	25	0	246	0	58	18	0	76	372
17:00	0	0	0	0	0	5	66	0	0	71	17	171	30	0	218	0	54	47	1	102	391
17:15	0	0	0	0	0	2	92	0	0	94	14	184	28	0	226	0	61	34	0	95	415
Total Volume	0	0	0	0	0	21	264	0	0	285	63	720	113	0	896	0	224	141	1	366	1547
% App. Total	0	0	0	0	0	7.4	92.6	0	0	0	7	80.4	12.6	0	0	0	61.2	38.5	0.3	0	0
PHF	.000	.000	.000	.000	.000	.583	.717	.000	.000	.758	.829	.891	.942	.000	.911	.000	.918	.750	.250	.897	.932
Autos	0	0	0	0	0	21	263	0	0	284	63	709	110	0	882	0	223	137	1	361	1527
% Autos	0	0	0	0	0	100	99.6	0	0	99.6	100	98.5	97.3	0	98.4	0	99.6	97.2	100	98.6	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0.4	0	0	0.4	0	1.5	2.7	0	1.6	0	0.4	2.8	0	1.4	1.3



**P&Z**

PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

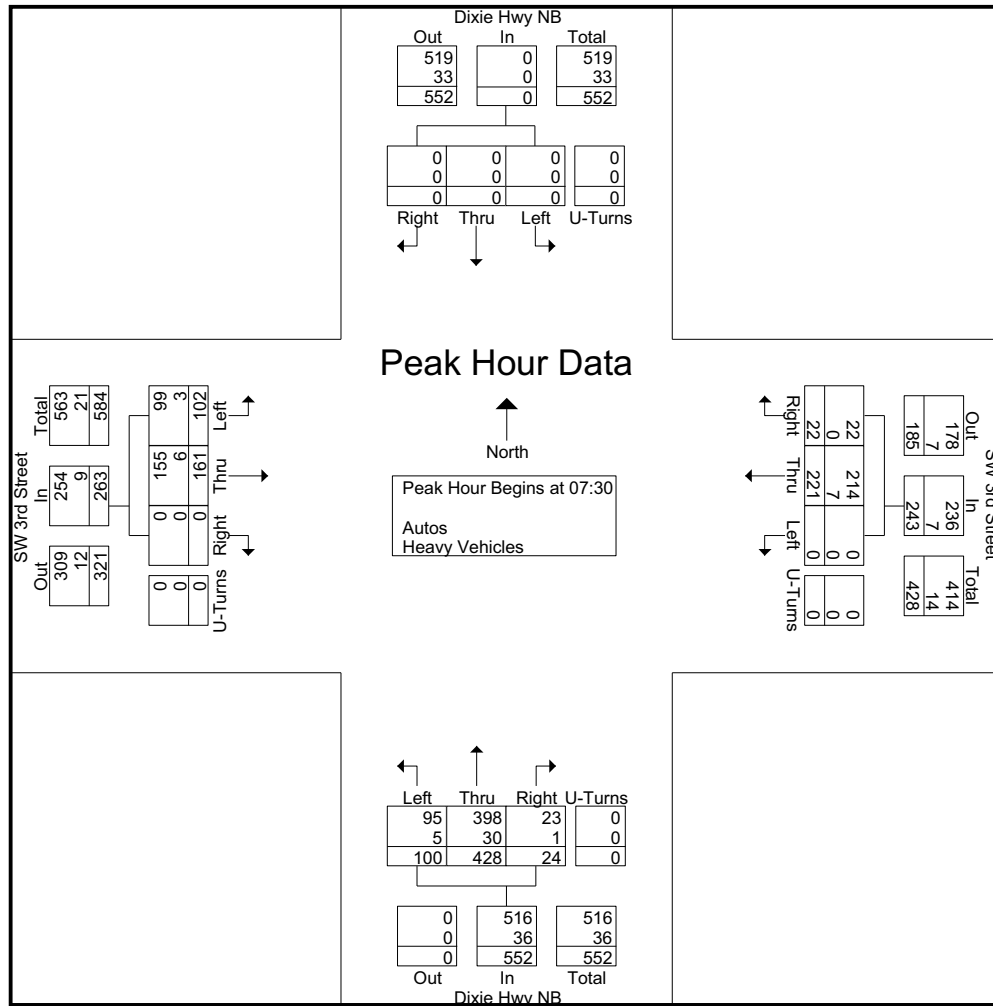
File Name : 5-SW 3rd St & Dixie Hwy NB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 4

	Dixie Hwy NB From North					SW 3rd Street From East					Dixie Hwy NB From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	3	58	0	0	61	7	109	20	0	136	0	38	27	0	65	262
07:45	0	0	0	0	0	6	73	0	0	79	10	103	27	0	140	0	32	19	0	51	270
08:00	0	0	0	0	0	3	49	0	0	52	3	103	30	0	136	0	43	34	0	77	265
08:15	0	0	0	0	0	10	41	0	0	51	4	113	23	0	140	0	48	22	0	70	261
Total Volume	0	0	0	0	0	22	221	0	0	243	24	428	100	0	552	0	161	102	0	263	1058
% App. Total	0	0	0	0	0	9.1	90.9	0	0	0	4.3	77.5	18.1	0	0	0	61.2	38.8	0	0	0
PHF	.000	.000	.000	.000	.000	.550	.757	.000	.000	.769	.600	.947	.833	.000	.986	.000	.839	.750	.000	.854	.980
Autos	0	0	0	0	0	22	214	0	0	236	23	398	95	0	516	0	155	99	0	254	1006
% Autos	0	0	0	0	0	100	96.8	0	0	97.1	95.8	93.0	95.0	0	93.5	0	96.3	97.1	0	96.6	95.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	3.2	0	0	2.9	4.2	7.0	5.0	0	6.5	0	3.7	2.9	0	3.4	4.9



**P&Z**

PZ21-13000001

8/25/21



# Traf Tech Engineering Inc.

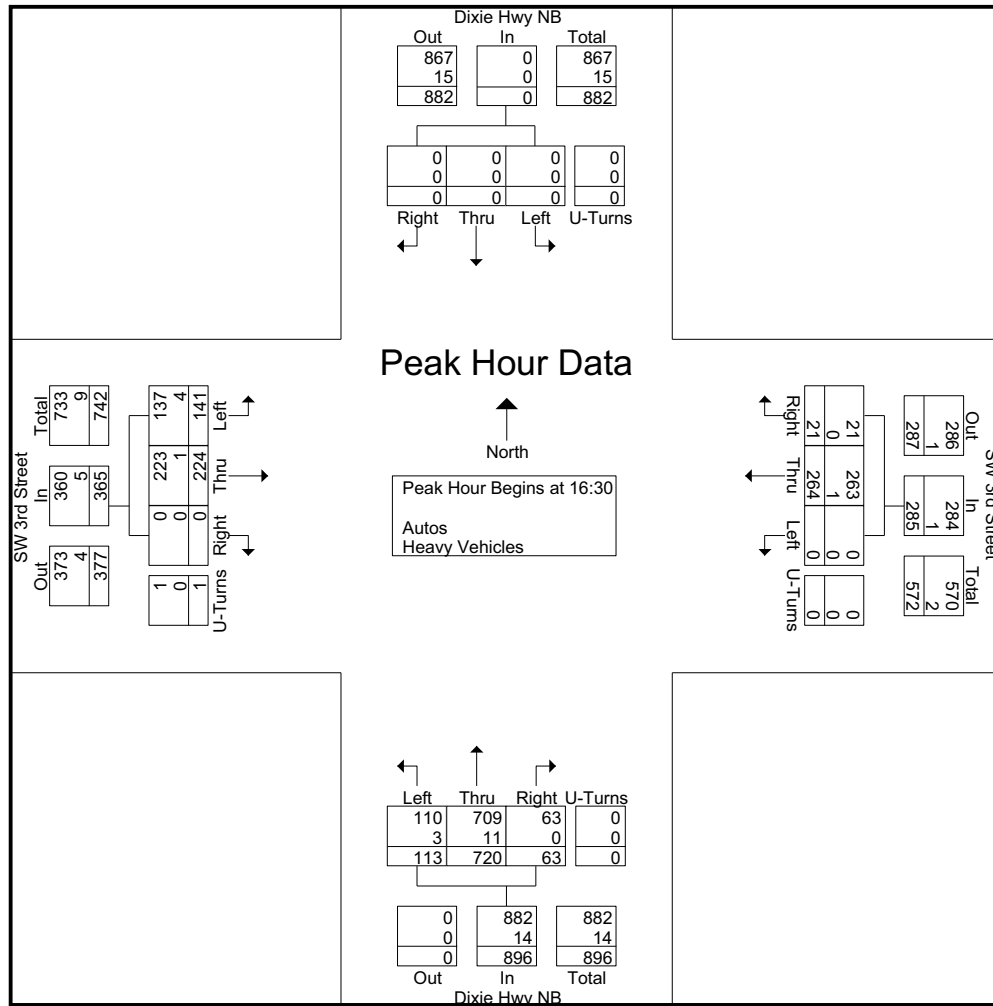
File Name : 5-SW 3rd St & Dixie Hwy NB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 5

	Dixie Hwy NB From North					SW 3rd Street From East					Dixie Hwy NB From South					SW 3rd Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	9	61	0	0	70	13	163	30	0	206	0	51	42	0	93	369
16:45	0	0	0	0	0	5	45	0	0	50	19	202	25	0	246	0	58	18	0	76	372
17:00	0	0	0	0	0	5	66	0	0	71	17	171	30	0	218	0	54	47	1	102	391
17:15	0	0	0	0	0	2	92	0	0	94	14	184	28	0	226	0	61	34	0	95	415
Total Volume	0	0	0	0	0	21	264	0	0	285	63	720	113	0	896	0	224	141	1	366	1547
% App. Total	0	0	0	0	0	7.4	92.6	0	0	0	7	80.4	12.6	0	0	0	61.2	38.5	0.3	0	0
PHF	.000	.000	.000	.000	.000	.583	.717	.000	.000	.758	.829	.891	.942	.000	.911	.000	.918	.750	.250	.897	.932
Autos	0	0	0	0	0	21	263	0	0	284	63	709	110	0	882	0	223	137	1	361	1527
% Autos	0	0	0	0	0	100	99.6	0	0	99.6	100	98.5	97.3	0	98.4	0	99.6	97.2	100	98.6	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0.4	0	0	0.4	0	1.5	2.7	0	1.6	0	0.4	2.8	0	1.4	1.3



**P&Z**

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8/25/21

# Traf Tech Engineering Inc.

File Name : 5-SW 3rd St & Dixie Hwy NB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 1

## Groups Printed- Peds & Bikes

Start Time	Dixie Hwy NB From North				SW 3rd Street From East				Dixie Hwy NB From South				SW 3rd Street From West				Int. Total
	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
*** BREAK ***																	
07:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
07:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
*** BREAK ***																	
08:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
*** BREAK ***																	
16:00	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
*** BREAK ***																	
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	4
*** BREAK ***																	
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
Grand Total	0	0	0	0	1	0	0	5	4	0	0	2	1	0	0	3	16
Apprch %	0	0	0	0	16.7	0	0	83.3	66.7	0	0	33.3	25	0	0	75	
Total %	0	0	0	0	6.2	0	0	31.2	25	0	0	12.5	6.2	0	0	18.8	

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PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

File Name : 6-SW 6th St & Dixie Hwy SB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 1

## Groups Printed- Autos - Heavy Vehicles

	Dixie Hwy From North					SW 6th Street From East					Dixie Hwy From South					SW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	2	111	21	0	134	0	10	33	0	43	0	0	0	0	0	4	2	0	0	6	183
07:15	6	128	23	0	157	0	9	50	0	59	0	0	0	0	0	3	6	0	0	9	225
07:30	2	177	33	0	212	0	11	80	1	92	0	0	0	0	0	3	1	0	0	4	308
07:45	2	200	31	0	233	0	17	67	0	84	0	0	0	0	0	3	1	0	0	4	321
Total	12	616	108	0	736	0	47	230	1	278	0	0	0	0	0	13	10	0	0	23	1037
08:00	11	148	27	0	186	0	4	68	0	72	0	0	0	0	0	1	1	0	0	2	260
08:15	1	152	25	0	178	0	7	78	1	86	0	0	0	0	0	3	2	0	0	5	269
08:30	8	157	16	0	181	0	11	39	0	50	0	0	0	0	0	1	2	0	0	3	234
08:45	4	125	22	0	151	0	7	59	0	66	0	0	0	0	0	4	4	0	0	8	225
Total	24	582	90	0	696	0	29	244	1	274	0	0	0	0	0	9	9	0	0	18	988
*** BREAK ***																					
16:00	1	168	22	0	191	0	4	63	0	67	0	0	0	0	0	8	4	0	0	12	270
16:15	3	152	30	0	185	0	4	50	0	54	0	0	0	0	0	8	4	0	0	12	251
16:30	3	173	37	0	213	0	5	57	0	62	0	0	0	0	0	11	7	0	0	18	293
16:45	3	161	28	0	192	0	7	45	0	52	0	0	0	0	0	7	7	0	0	14	258
Total	10	654	117	0	781	0	20	215	0	235	0	0	0	0	0	34	22	0	0	56	1072
17:00	1	181	34	0	216	0	2	54	0	56	0	0	0	0	0	4	6	0	0	10	282
17:15	2	171	42	0	215	0	4	62	0	66	0	0	0	0	0	5	12	0	0	17	298
17:30	2	206	42	0	250	0	2	53	1	56	0	0	0	0	0	4	4	0	0	8	314
17:45	1	173	34	0	208	0	2	54	0	56	0	0	0	0	0	3	5	0	0	8	272
Total	6	731	152	0	889	0	10	223	1	234	0	0	0	0	0	16	27	0	0	43	1166
Grand Total	52	2583	467	0	3102	0	106	912	3	1021	0	0	0	0	0	72	68	0	0	140	4263
Apprch %	1.7	83.3	15.1	0		0	10.4	89.3	0.3		0	0	0	0		51.4	48.6	0	0		
Total %	1.2	60.6	11	0	72.8	0	2.5	21.4	0.1	24	0	0	0	0	0	1.7	1.6	0	0	3.3	
Autos	44	2511																			
% Autos	84.6	97.2	96.6	0	96.9	0	99.1	98.1	100	98.2	0	0	0	0	0	95.8	94.1	0	0	95	97.2
Heavy Vehicles																					
% Heavy Vehicles	15.4	2.8	3.4	0	3.1	0	0.9	1.9	0	1.8	0	0	0	0	0	4.2	5.9	0	0	5	2.8

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PZ21-13000001

8/25/21

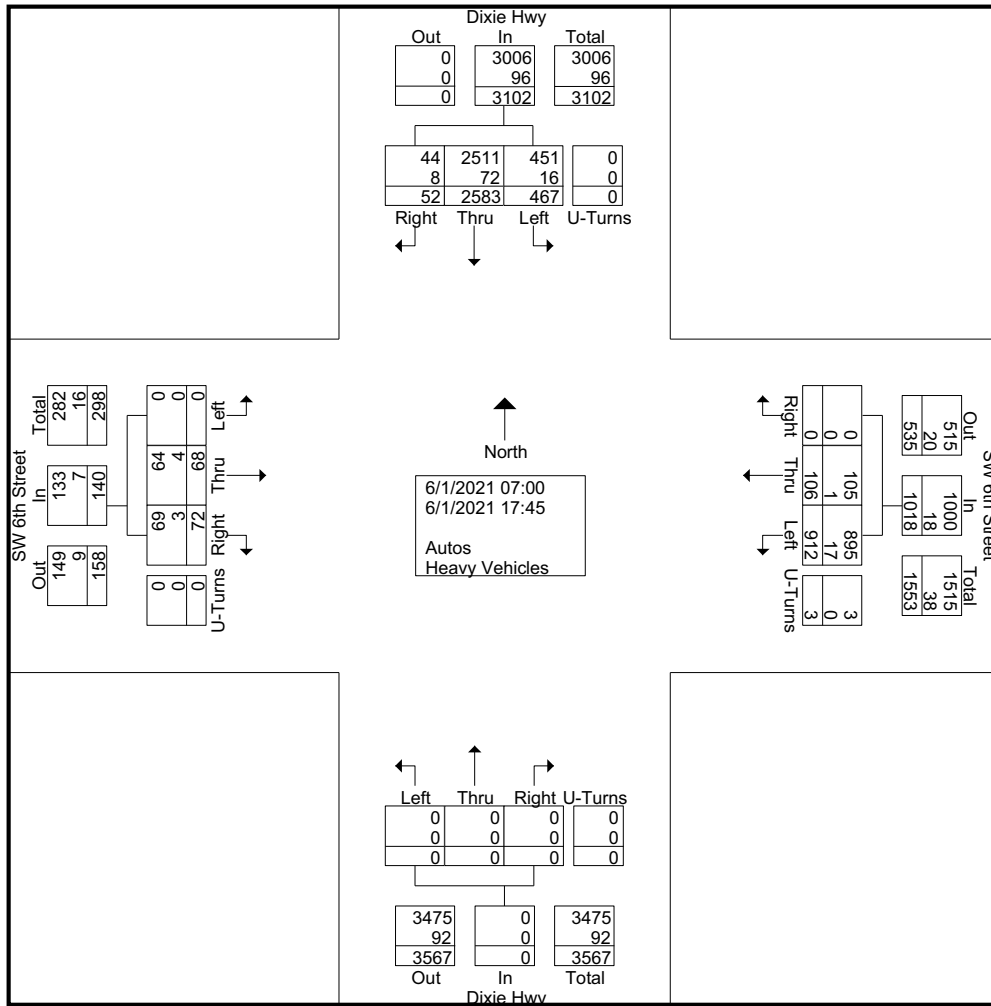
# Traf Tech Engineering Inc.

File Name : 6-SW 6th St & Dixie Hwy SB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 2



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PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

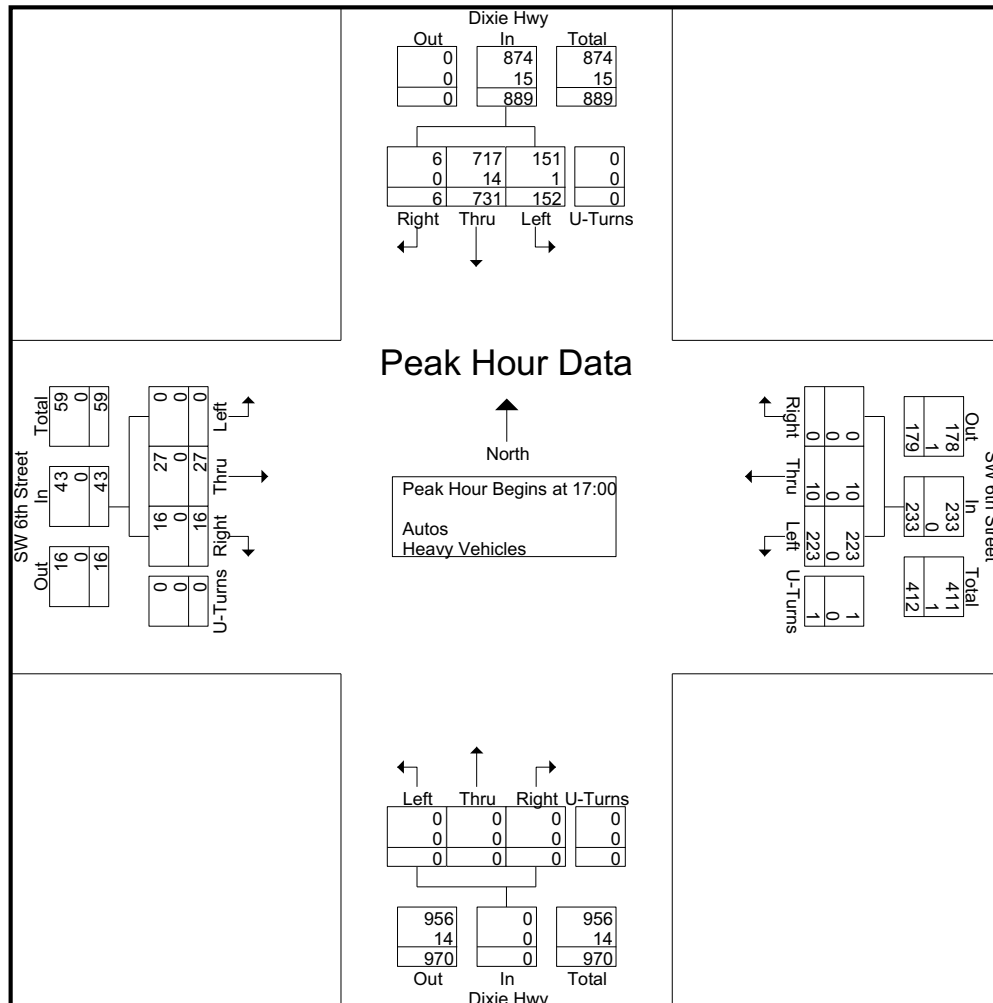
File Name : 6-SW 6th St & Dixie Hwy SB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 3

	Dixie Hwy From North					SW 6th Street From East					Dixie Hwy From South					SW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	1	181	34	0	216	0	2	54	0	56	0	0	0	0	0	4	6	0	0	10	282
17:15	2	171	42	0	215	0	4	62	0	66	0	0	0	0	0	5	12	0	0	17	298
17:30	2	206	42	0	250	0	2	53	1	56	0	0	0	0	0	4	4	0	0	8	314
17:45	1	173	34	0	208	0	2	54	0	56	0	0	0	0	0	3	5	0	0	8	272
Total Volume	6	731	152	0	889	0	10	223	1	234	0	0	0	0	0	16	27	0	0	43	1166
% App. Total	0.7	82.2	17.1	0		0	4.3	95.3	0.4		0	0	0	0	0	37.2	62.8	0	0		
PHF	.750	.887	.905	.000	.889	.000	.625	.899	.250	.886	.000	.000	.000	.000	.000	.800	.563	.000	.000	.632	.928
Autos	6	717	151	0	874	0	10	223	1	234	0	0	0	0	0	16	27	0	0	43	1151
% Autos	100	98.1	99.3	0	98.3	0	100	100	100	100	0	0	0	0	0	100	100	0	0	100	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	1.9	0.7	0	1.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3



**P&Z**

PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

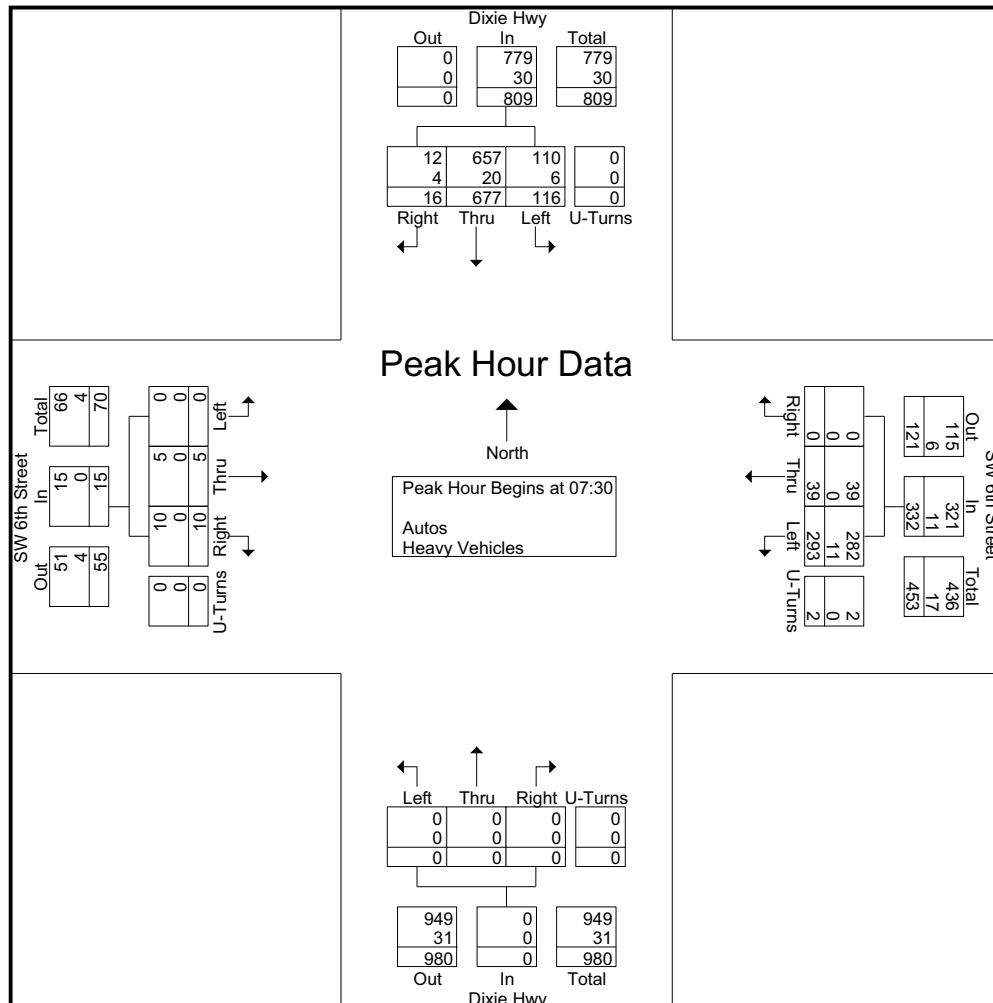
File Name : 6-SW 6th St & Dixie Hwy SB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 4

	Dixie Hwy From North					SW 6th Street From East					Dixie Hwy From South					SW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	2	177	33	0	212	0	11	80	1	92	0	0	0	0	0	3	1	0	0	4	308
07:45	2	200	31	0	233	0	17	67	0	84	0	0	0	0	0	3	1	0	0	4	321
08:00	11	148	27	0	186	0	4	68	0	72	0	0	0	0	0	1	1	0	0	2	260
08:15	1	152	25	0	178	0	7	78	1	86	0	0	0	0	0	3	2	0	0	5	269
Total Volume	16	677	116	0	809	0	39	293	2	334	0	0	0	0	0	10	5	0	0	15	1158
% App. Total	2	83.7	14.3	0		0	11.7	87.7	0.6		0	0	0	0		66.7	33.3	0	0		
PHF	.364	.846	.879	.000	.868	.000	.574	.916	.500	.908	.000	.000	.000	.000	.000	.833	.625	.000	.000	.750	.902
Autos	12	657	110	0	779	0	39	282	2	323	0	0	0	0	0	10	5	0	0	15	1117
% Autos	75.0	97.0	94.8	0	96.3	0	100	96.2	100	96.7	0	0	0	0	0	100	100	0	0	100	96.5
Heavy Vehicles																					
% Heavy Vehicles	25.0	3.0	5.2	0	3.7	0	0	3.8	0	3.3	0	0	0	0	0	0	0	0	0	0	3.5



**P&Z**

PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

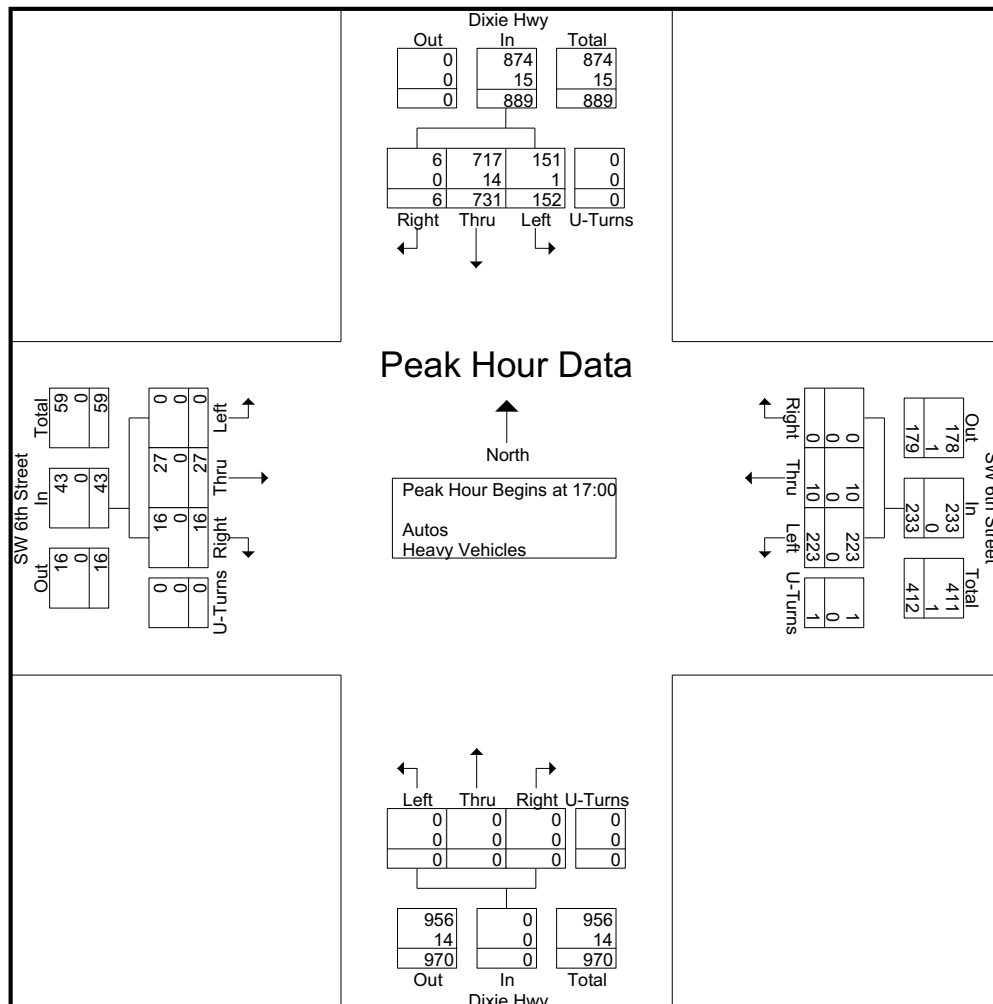
File Name : 6-SW 6th St & Dixie Hwy SB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 5

	Dixie Hwy From North					SW 6th Street From East					Dixie Hwy From South					SW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	1	181	34	0	216	0	2	54	0	56	0	0	0	0	0	4	6	0	0	10	282
17:15	2	171	42	0	215	0	4	62	0	66	0	0	0	0	0	5	12	0	0	17	298
17:30	2	206	42	0	250	0	2	53	1	56	0	0	0	0	0	4	4	0	0	8	314
17:45	1	173	34	0	208	0	2	54	0	56	0	0	0	0	0	3	5	0	0	8	272
Total Volume	6	731	152	0	889	0	10	223	1	234	0	0	0	0	0	16	27	0	0	43	1166
% App. Total	0.7	82.2	17.1	0		0	4.3	95.3	0.4		0	0	0	0		37.2	62.8	0	0		
PHF	.750	.887	.905	.000	.889	.000	.625	.899	.250	.886	.000	.000	.000	.000	.000	.800	.563	.000	.000	.632	.928
Autos	6	717	151	0	874	0	10	223	1	234	0	0	0	0	0	16	27	0	0	43	1151
% Autos	100	98.1	99.3	0	98.3	0	100	100	100	100	0	0	0	0	0	100	100	0	0	100	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	1.9	0.7	0	1.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3



**P&Z**

PZ21-13000001

8/25/21



# Traf Tech Engineering Inc.

File Name : 6-SW 6th St & Dixie Hwy SB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 1

## Groups Printed- Peds & Bikes

Start Time	Dixie Hwy From North				SW 6th Street From East				Dixie Hwy From South				SW 6th Street From West				Int. Total
	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***																	
07:30	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	2	6
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
Total	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	3	9
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
08:15	0	0	0	1	1	0	0	2	0	0	0	0	1	0	0	1	6
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	1	1	0	0	3	0	0	0	0	3	0	0	3	11
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	5
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	4	11
17:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:45	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	4
Total	1	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	9
Grand Total	1	0	0	1	2	0	0	6	1	0	0	0	16	0	0	13	40
Apprch %	50	0	0	50	25	0	0	75	100	0	0	0	55.2	0	0	44.8	
Total %	2.5	0	0	2.5	5	0	0	15	2.5	0	0	0	40	0	0	32.5	

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PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

File Name : 7-SW 6th St & Dixie Hwy NB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 1

## Groups Printed- Autos - Heavy Vehicles

	Dixie Hwy From North					SW 6th Street From East					Dixie Hwy From South					SW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	0	0	0	0	21	37	0	0	58	26	94	9	0	129	0	22	1	0	23	210
07:15	0	0	0	0	0	27	55	0	0	82	52	113	9	0	174	0	26	3	0	29	285
07:30	0	0	0	0	0	36	89	0	0	125	55	138	15	0	208	0	38	10	0	48	381
07:45	0	0	0	0	0	37	77	0	0	114	48	78	10	0	136	0	30	4	0	34	284
Total	0	0	0	0	0	121	258	0	0	379	181	423	43	0	647	0	116	18	0	134	1160
08:00	0	0	0	0	0	47	67	0	0	114	47	81	10	0	138	0	26	4	0	30	282
08:15	0	0	0	0	0	33	68	0	0	101	30	120	9	0	159	0	26	2	0	28	288
08:30	0	0	0	0	0	26	35	0	0	61	37	94	20	0	151	0	15	7	0	22	234
08:45	0	0	0	0	0	22	59	0	0	81	34	123	11	0	168	0	22	8	0	30	279
Total	0	0	0	0	0	128	229	0	0	357	148	418	50	0	616	0	89	21	0	110	1083
*** BREAK ***																					
16:00	0	0	0	0	0	30	51	0	0	81	60	168	15	0	243	0	25	7	0	32	356
16:15	0	0	0	0	0	24	38	0	0	62	52	184	8	0	244	0	25	14	0	39	345
16:30	0	0	0	0	0	39	56	0	0	95	42	181	8	0	231	0	39	11	0	50	376
16:45	0	0	0	0	0	31	49	0	0	80	41	191	11	0	243	0	27	8	0	35	358
Total	0	0	0	0	0	124	194	0	0	318	195	724	42	0	961	0	116	40	0	156	1435
17:00	0	0	0	0	0	31	60	0	0	91	72	160	4	0	236	0	38	5	0	43	370
17:15	0	0	0	0	0	33	61	0	0	94	53	165	9	0	227	1	45	12	0	58	379
17:30	0	0	0	0	0	33	51	0	0	84	57	165	12	0	234	0	38	12	0	50	368
17:45	0	0	0	0	0	26	48	0	0	74	59	152	9	0	220	0	38	2	0	40	334
Total	0	0	0	0	0	123	220	0	0	343	241	642	34	0	917	1	159	31	0	191	1451
Grand Total	0	0	0	0	0	496	901	0	0	1397	765	2207	169	0	3141	1	480	110	0	591	5129
Apprch %	0	0	0	0		35.5	64.5	0	0		24.4	70.3	5.4	0		0.2	81.2	18.6	0		
Total %	0	0	0	0	0	9.7	17.6	0	0	27.2	14.9	43	3.3	0	61.2	0	9.4	2.1	0	11.5	
Autos	0	0	0	0	0	484	888	0	0	1372	739	2116									
% Autos	0	0	0	0	0	97.6	98.6	0	0	98.2	96.6	95.9	92.9	0	95.9	100	96.2	94.5	0	95.9	96.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	2.4	1.4	0	0	1.8	3.4	4.1	7.1	0	4.1	0	3.8	5.5	0	4.1	3.5

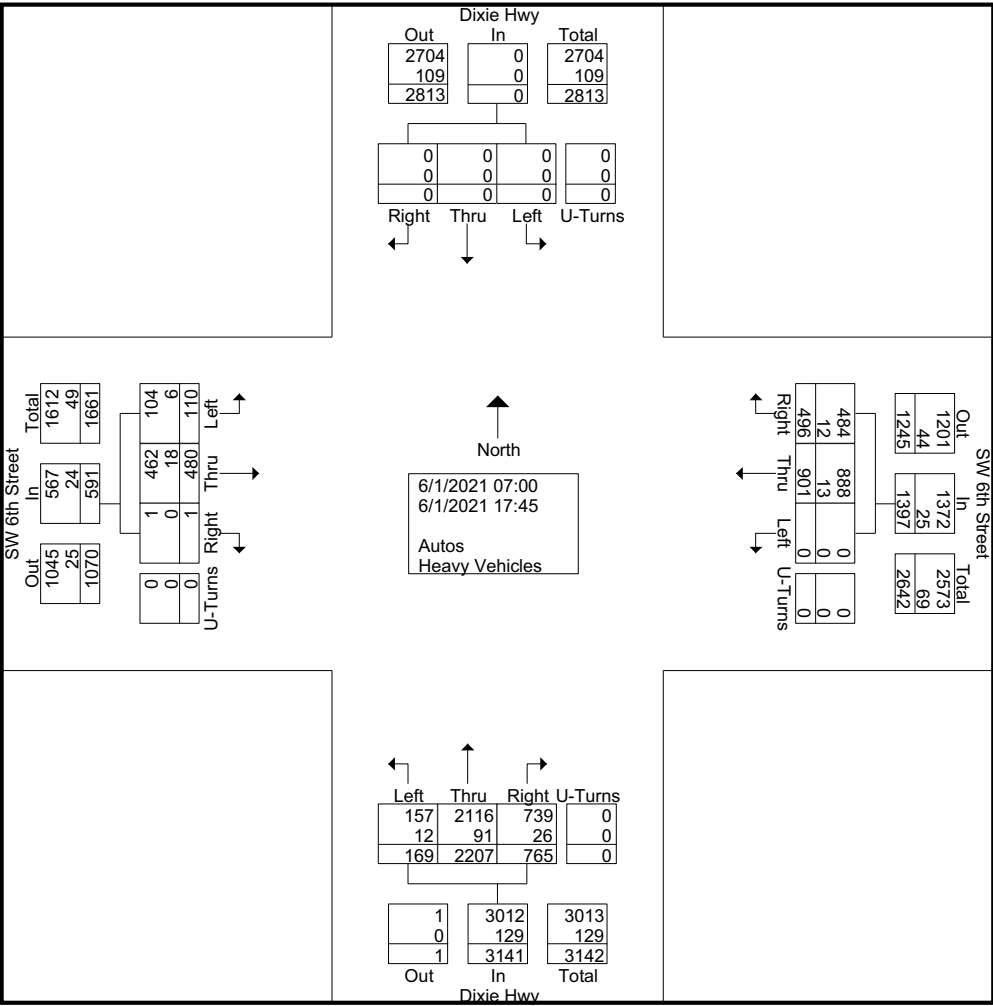
P&Z

PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

File Name : 7-SW 6th St & Dixie Hwy NB  
Site Code : 00000000  
Start Date : 6/1/2021  
Page No : 2



P&Z

# Traf Tech Engineering Inc.

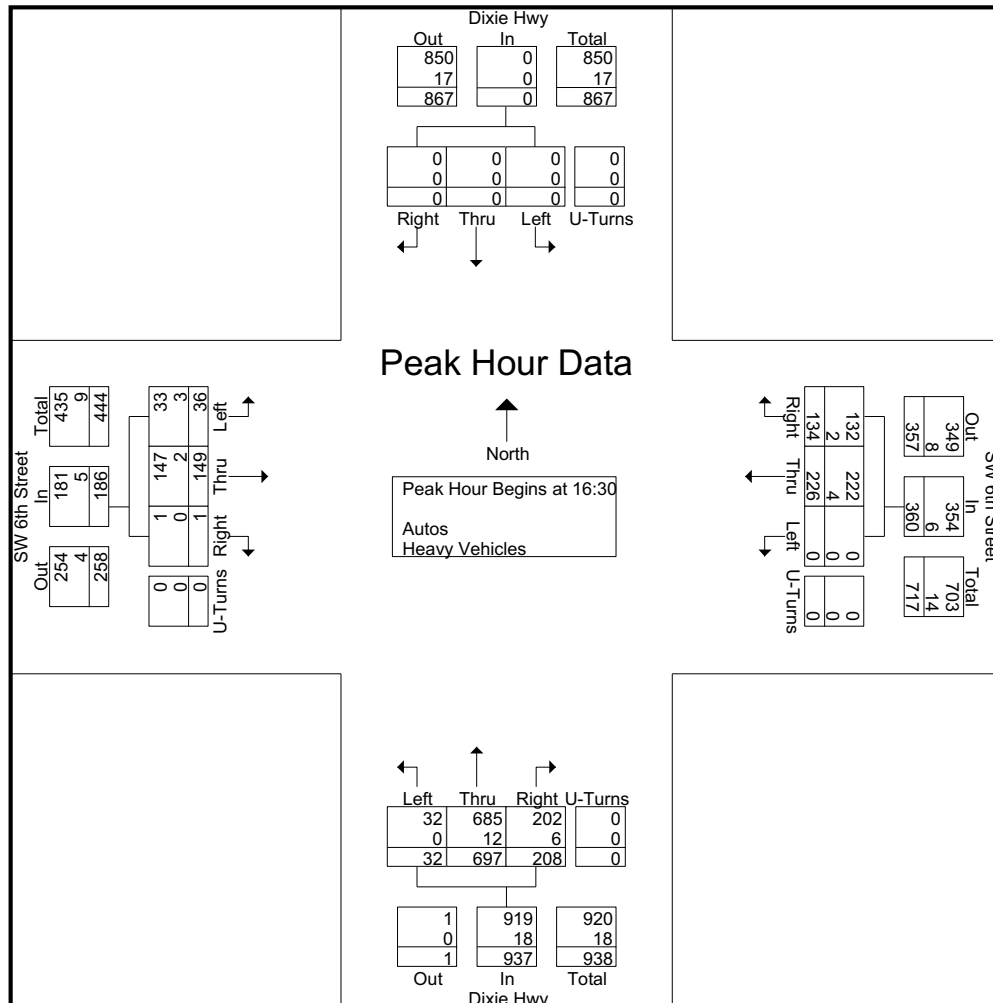
File Name : 7-SW 6th St & Dixie Hwy NB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 3

	Dixie Hwy From North					SW 6th Street From East					Dixie Hwy From South					SW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	39	56	0	0	95	42	181	8	0	231	0	39	11	0	50	376
16:45	0	0	0	0	0	31	49	0	0	80	41	191	11	0	243	0	27	8	0	35	358
17:00	0	0	0	0	0	31	60	0	0	91	72	160	4	0	236	0	38	5	0	43	370
17:15	0	0	0	0	0	33	61	0	0	94	53	165	9	0	227	1	45	12	0	58	379
Total Volume	0	0	0	0	0	134	226	0	0	360	208	697	32	0	937	1	149	36	0	186	1483
% App. Total	0	0	0	0	0	37.2	62.8	0	0	0	22.2	74.4	3.4	0	0	0.5	80.1	19.4	0	0	0
PHF	.000	.000	.000	.000	.000	.859	.926	.000	.000	.947	.722	.912	.727	.000	.964	.250	.828	.750	.000	.802	.978
Autos	0	0	0	0	0	132	222	0	0	354	202	685	32	0	919	1	147	33	0	181	1454
% Autos	0	0	0	0	0	98.5	98.2	0	0	98.3	97.1	98.3	100	0	98.1	100	98.7	91.7	0	97.3	98.0
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	1.5	1.8	0	0	1.7	2.9	1.7	0	0	1.9	0	1.3	8.3	0	2.7	2.0



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PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

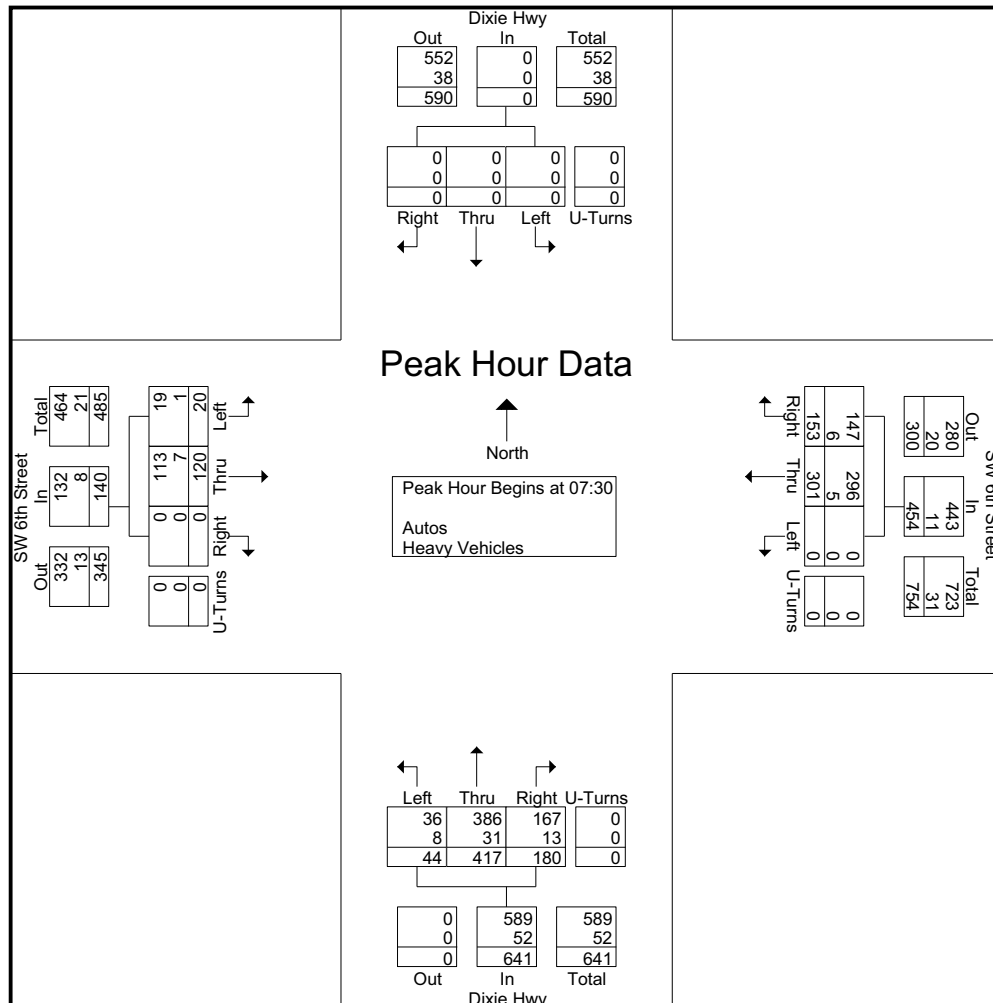
File Name : 7-SW 6th St & Dixie Hwy NB

Site Code : 00000000

Start Date : 6/1/2021

Page No : 4

	Dixie Hwy From North					SW 6th Street From East					Dixie Hwy From South					SW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	36	89	0	0	125	55	138	15	0	208	0	38	10	0	48	381
07:45	0	0	0	0	0	37	77	0	0	114	48	78	10	0	136	0	30	4	0	34	284
08:00	0	0	0	0	0	47	67	0	0	114	47	81	10	0	138	0	26	4	0	30	282
08:15	0	0	0	0	0	33	68	0	0	101	30	120	9	0	159	0	26	2	0	28	288
Total Volume	0	0	0	0	0	153	301	0	0	454	180	417	44	0	641	0	120	20	0	140	1235
% App. Total	0	0	0	0	0	33.7	66.3	0	0	0	28.1	65.1	6.9	0	0	0	85.7	14.3	0	0	0
PHF	.000	.000	.000	.000	.000	.814	.846	.000	.000	.908	.818	.755	.733	.000	.770	.000	.789	.500	.000	.729	.810
Autos	0	0	0	0	0	147	296	0	0	443	167	386	36	0	589	0	113	19	0	132	1164
% Autos	0	0	0	0	0	96.1	98.3	0	0	97.6	92.8	92.6	81.8	0	91.9	0	94.2	95.0	0	94.3	94.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	3.9	1.7	0	0	2.4	7.2	7.4	18.2	0	8.1	0	5.8	5.0	0	5.7	5.7



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8/25/21

# Traf Tech Engineering Inc.

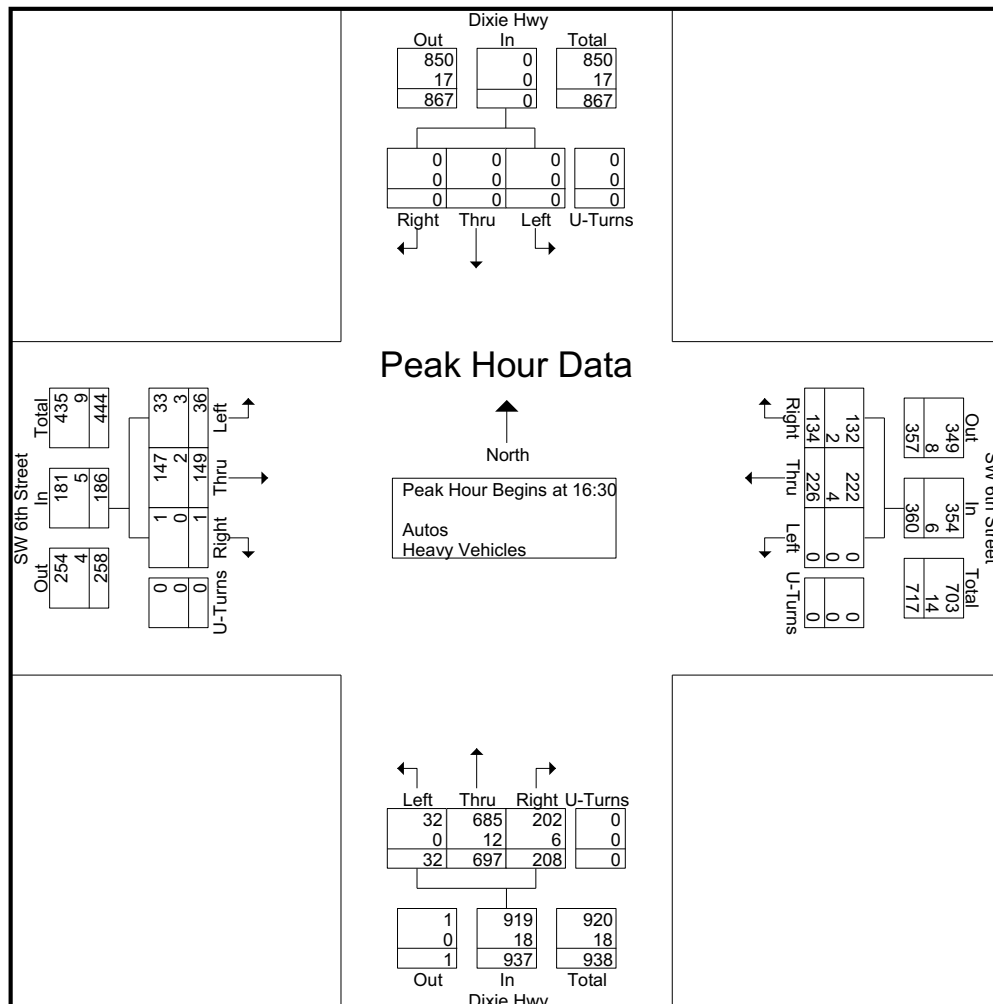
File Name : 7-SW 6th St & Dixie Hwy NB

Site Code : 00000000

Start Date : 6/1/2021

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	Dixie Hwy From North					SW 6th Street From East					Dixie Hwy From South					SW 6th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	39	56	0	0	95	42	181	8	0	231	0	39	11	0	50	376
16:45	0	0	0	0	0	31	49	0	0	80	41	191	11	0	243	0	27	8	0	35	358
17:00	0	0	0	0	0	31	60	0	0	91	72	160	4	0	236	0	38	5	0	43	370
17:15	0	0	0	0	0	33	61	0	0	94	53	165	9	0	227	1	45	12	0	58	379
Total Volume	0	0	0	0	0	134	226	0	0	360	208	697	32	0	937	1	149	36	0	186	1483
% App. Total	0	0	0	0	0	37.2	62.8	0	0	0	22.2	74.4	3.4	0	0	0.5	80.1	19.4	0	0	0
PHF	.000	.000	.000	.000	.000	.859	.926	.000	.000	.947	.722	.912	.727	.000	.964	.250	.828	.750	.000	.802	.978
Autos	0	0	0	0	0	132	222	0	0	354	202	685	32	0	919	1	147	33	0	181	1454
% Autos	0	0	0	0	0	98.5	98.2	0	0	98.3	97.1	98.3	100	0	98.1	100	98.7	91.7	0	97.3	98.0
Heavy Vehicles	0	0	0	0	0	1.5	1.8	0	0	1.7	2.9	1.7	0	0	1.9	0	1.3	8.3	0	2.7	2.0
% Heavy Vehicles	0	0	0	0	0	1.5	1.8	0	0	1.7	2.9	1.7	0	0	1.9	0	1.3	8.3	0	2.7	2.0



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PZ21-13000001

8/25/21

# Traf Tech Engineering Inc.

File Name : 7-SW 6th St & Dixie Hwy NB

Site Code : 00000000

Start Date : 6/1/2021

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## Groups Printed- Peds & Bikes

	Dixie Hwy From North				SW 6th Street From East				Dixie Hwy From South				SW 6th Street From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	4
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:30	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
07:45	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
Total	0	0	0	1	0	0	0	3	1	0	0	6	0	0	0	1	12
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
*** BREAK ***																	
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
*** BREAK ***																	
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	1	4
*** BREAK ***																	
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Grand Total	0	0	0	1	0	0	0	3	2	0	0	13	0	0	0	2	21
Apprch %	0	0	0	100	0	0	0	100	13.3	0	0	86.7	0	0	0	100	
Total %	0	0	0	4.8	0	0	0	14.3	9.5	0	0	61.9	0	0	0	9.5	

P&Z

PZ21-13000001

8/25/21



Start Time	01-Jun-21 Tue	NORTHBOUND	SOUTHBOUND	Combined Total	
12:00 AM		78	53	131	
01:00		38	46	84	
02:00		38	52	90	
03:00		54	43	97	
04:00		55	78	133	
05:00		193	189	382	
06:00		404	464	868	
07:00		592	733	1325	
08:00		531	712	1243	
09:00		465	598	1063	
10:00		399	572	971	
11:00		500	589	1089	
12:00 PM		554	538	1092	
01:00		501	516	1017	
02:00		614	628	1242	
03:00		772	659	1431	
04:00		844	698	1542	
05:00		779	675	1454	
06:00		558	501	1059	
07:00		297	341	638	
08:00		231	229	460	
09:00		182	152	334	
10:00		132	121	253	
11:00		112	87	199	
Total		8923	9274	18197	
Percent		49.0%	51.0%		

# Traf Tech Engineering Inc.

Date Start: 01-Jun-21  
ANDREWS AVE, S OF ATLANTIC BLVD

Start Time	02-Jun-21 Wed	NORTHBOUND	SOUTHBOUND	Combined Total	
12:00 AM		72	44	116	■
01:00		52	35	87	■
02:00		45	54	99	■
03:00		40	54	94	■
04:00		79	72	151	■
05:00		148	190	338	■
06:00		420	479	899	■
07:00		585	805	1390	■
08:00		741	793	1534	■
09:00		460	596	1056	■
10:00		453	533	986	■
11:00		487	537	1024	■
12:00 PM		539	596	1135	■
01:00		700	575	1275	■
02:00		698	557	1255	■
03:00		905	644	1549	■
04:00		967	674	1641	■
05:00		841	709	1550	■
06:00		580	511	1091	■
07:00		317	313	630	■
08:00		216	226	442	■
09:00		190	164	354	■
10:00		133	105	238	■
11:00		97	86	183	■
Total		9765	9352	19117	
Percent		51.1%	48.9%		

# Traf Tech Engineering Inc.

Date Start: 01-Jun-21  
ANDREWS AVE, S OF ATLANTIC BLVD

Start Time	03-Jun-21 Thu	NORTHBOUND	SOUTHBOUND	Combined Total	
12:00 AM		62	54	116	
01:00		48	35	83	
02:00		39	43	82	
03:00		52	50	102	
04:00		56	57	113	
05:00		156	197	353	
06:00		522	475	997	
07:00		766	807	1573	
08:00		549	750	1299	
09:00		452	571	1023	
10:00		487	546	1033	
11:00		515	494	1009	
12:00 PM		495	535	1030	
01:00		563	563	1126	
02:00		615	653	1268	
03:00		747	652	1399	
04:00		908	671	1579	
05:00		960	677	1637	
06:00		532	476	1008	
07:00		302	272	574	
08:00		218	206	424	
09:00		193	148	341	
10:00		124	91	215	
11:00		98	64	162	
Total		9459	9087	18546	
Percent		51.0%	49.0%		
Grand Total		28147	27713		
Percentage		50.4%	49.6%		

ADT

ADT 22,145

AADT 22,145

P&Z

PZ21-13000001

# Traf Tech Engineering Inc.

Date Start: 01-Jun-21  
POMPANO PARK PL, W OF ANDREWS AVE

Start Time	01-Jun-21 Tue	EASTBOUND	WESTBOUND	Combined Total	
12:00 AM		46	48	94	■
01:00		40	36	76	■
02:00		27	24	51	■
03:00		19	10	29	■
04:00		34	29	63	■
05:00		102	125	227	■
06:00		303	181	484	■
07:00		601	370	971	■
08:00		564	372	936	■
09:00		384	321	705	■
10:00		392	339	731	■
11:00		390	389	779	■
12:00 PM		456	447	903	■
01:00		426	394	820	■
02:00		484	519	1003	■
03:00		496	586	1082	■
04:00		531	703	1234	■
05:00		495	712	1207	■
06:00		396	406	802	■
07:00		301	324	625	■
08:00		208	210	418	■
09:00		140	162	302	■
10:00		115	87	202	■
11:00		86	75	161	■
Total		7036	6869	13905	
Percent		50.6%	49.4%		

# Traf Tech Engineering Inc.

Date Start: 01-Jun-21  
POMPANO PARK PL, W OF ANDREWS AVE

Start Time	02-Jun-21 Wed	EASTBOUND	WESTBOUND	Combined Total	
12:00 AM		48	44	92	■
01:00		31	13	44	■
02:00		24	9	33	■
03:00		12	16	28	■
04:00		36	28	64	■
05:00		115	94	209	■
06:00		323	179	502	■
07:00		636	387	1023	■
08:00		628	404	1032	■
09:00		402	289	691	■
10:00		348	340	688	■
11:00		413	397	810	■
12:00 PM		448	496	944	■
01:00		464	376	840	■
02:00		473	449	922	■
03:00		514	562	1076	■
04:00		581	715	1296	■
05:00		514	775	1289	■
06:00		387	478	865	■
07:00		289	274	563	■
08:00		221	242	463	■
09:00		197	169	366	■
10:00		115	107	222	■
11:00		83	72	155	■
Total		7302	6915	14217	
Percent		51.4%	48.6%		

# Traf Tech Engineering Inc.

Date Start: 01-Jun-21  
POMPANO PARK PL, W OF ANDREWS AVE

Start Time	03-Jun-21 Thu	EASTBOUND	WESTBOUND	Combined Total	
12:00 AM		38	38	76	■
01:00		32	13	45	■
02:00		29	12	41	■
03:00		15	18	33	■
04:00		37	31	68	■
05:00		108	84	192	■
06:00		340	169	509	■
07:00		683	384	1067	■
08:00		592	415	1007	■
09:00		404	334	738	■
10:00		383	361	744	■
11:00		416	425	841	■
12:00 PM		507	483	990	■
01:00		442	402	844	■
02:00		508	477	985	■
03:00		495	565	1060	■
04:00		557	682	1239	■
05:00		555	832	1387	■
06:00		364	516	880	■
07:00		286	321	607	■
08:00		205	217	422	■
09:00		182	155	337	■
10:00		122	100	222	■
11:00		74	79	153	■
Total		7374	7113	14487	
Percent		50.9%	49.1%		
Grand Total		21712	20897		
Percentage		51.0%	49.0%		

ADT

ADT 14,164

AADT 14,164

P&Z

PZ21-13000001

# Traf Tech Engineering Inc.

Date Start: 01-Jun-21  
POMPANO PARK PL, W OF DIXIE HWY

Start Time	01-Jun-21 Tue	EASTBOUND	WESTBOUND	Combined Total	
12:00 AM		38	46	84	
01:00		33	25	58	
02:00		16	23	39	
03:00		6	16	22	
04:00		17	27	44	
05:00		71	89	160	
06:00		178	256	434	
07:00		382	491	873	
08:00		415	433	848	
09:00		311	303	614	
10:00		424	302	726	
11:00		388	330	718	
12:00 PM		410	386	796	
01:00		390	364	754	
02:00		440	564	1004	
03:00		534	461	995	
04:00		536	456	992	
05:00		548	473	1021	
06:00		365	358	723	
07:00		252	323	575	
08:00		184	235	419	
09:00		148	153	301	
10:00		109	104	213	
11:00		77	52	129	
Total		6272	6270	12542	
Percent		50.0%	50.0%		



# Traf Tech Engineering Inc.

Date Start: 01-Jun-21  
POMPANO PARK PL, W OF DIXIE HWY

Start Time	02-Jun-21 Wed	EASTBOUND	WESTBOUND	Combined Total	
12:00 AM		36	28	64	■
01:00		26	26	52	■
02:00		17	13	30	■
03:00		13	17	30	■
04:00		20	36	56	■
05:00		63	94	157	■
06:00		192	290	482	■
07:00		410	541	951	■
08:00		434	460	894	■
09:00		335	321	656	■
10:00		314	316	630	■
11:00		375	347	722	■
12:00 PM		415	441	856	■
01:00		391	487	878	■
02:00		424	416	840	■
03:00		536	448	984	■
04:00		567	505	1072	■
05:00		577	543	1120	■
06:00		374	365	739	■
07:00		297	259	556	■
08:00		195	239	434	■
09:00		166	156	322	■
10:00		91	108	199	■
11:00		91	57	148	■
Total		6359	6513	12872	
Percent		49.4%	50.6%		

# Traf Tech Engineering Inc.

Date Start: 01-Jun-21  
POMPANO PARK PL, W OF DIXIE HWY

Start Time	03-Jun-21 Thu	EASTBOUND	WESTBOUND	Combined Total	
12:00 AM		28	26	54	■
01:00		21	11	32	■
02:00		13	23	36	■
03:00		18	17	35	■
04:00		23	31	54	■
05:00		62	91	153	■
06:00		188	266	454	■
07:00		400	519	919	■
08:00		407	431	838	■
09:00		322	324	646	■
10:00		333	337	670	■
11:00		344	369	713	■
12:00 PM		429	369	798	■
01:00		395	406	801	■
02:00		409	457	866	■
03:00		522	434	956	■
04:00		517	485	1002	■
05:00		606	549	1155	■
06:00		352	379	731	■
07:00		268	257	525	■
08:00		166	199	365	■
09:00		163	157	320	■
10:00		113	130	243	■
11:00		68	76	144	■
Total		6167	6343	12510	
Percent		49.3%	50.7%		
Grand Total		18798	19126		
Percentage		49.6%	50.4%		

ADT

ADT 14,418

AADT 14,418

**P&Z**

PZ21-13000001

# Traf Tech Engineering Inc.

Date Start: 01-Jun-21  
OLD DIXIE HWY - S OF ATLANTIC BLVD

Start Time	01-Jun-21 Tue	NORTHBOUND	SOUTHBOUND	Combined Total	
12:00 AM		107	128	235	
01:00		77	92	169	
02:00		47	51	98	
03:00		31	36	67	
04:00		45	60	105	
05:00		126	131	257	
06:00		421	458	879	
07:00		744	751	1495	
08:00		639	699	1338	
09:00		593	638	1231	
10:00		606	614	1220	
11:00		670	678	1348	
12:00 PM		779	701	1480	
01:00		763	672	1435	
02:00		800	816	1616	
03:00		1073	864	1937	
04:00		1143	920	2063	
05:00		1007	869	1876	
06:00		812	684	1496	
07:00		560	607	1167	
08:00		479	469	948	
09:00		324	369	693	
10:00		228	287	515	
11:00		154	187	341	
Total		12228	11781	24009	
Percent		50.9%	49.1%		

# Traf Tech Engineering Inc.

Date Start: 01-Jun-21  
OLD DIXIE HWY - S OF ATLANTIC BLVD

Start Time	02-Jun-21 Wed	NORTHBOUND	SOUTHBOUND	Combined Total	
12:00 AM		86	122	208	
01:00		70	76	146	
02:00		49	55	104	
03:00		43	29	72	
04:00		47	43	90	
05:00		143	143	286	
06:00		437	451	888	
07:00		749	790	1539	
08:00		796	734	1530	
09:00		638	655	1293	
10:00		666	644	1310	
11:00		623	636	1259	
12:00 PM		809	749	1558	
01:00		239	666	905	
02:00		973	728	1701	
03:00		1330	879	2209	
04:00		1295	888	2183	
05:00		1202	927	2129	
06:00		779	816	1595	
07:00		546	670	1216	
08:00		448	521	969	
09:00		376	371	747	
10:00		218	288	506	
11:00		153	197	350	
Total		12715	12078	24793	
Percent		51.3%	48.7%		

# Traf Tech Engineering Inc.

Date Start: 01-Jun-21  
OLD DIXIE HWY - S OF ATLANTIC BLVD

Start Time	03-Jun-21 Thu	NORTHBOUND	SOUTHBOUND	Combined Total	
12:00 AM		97	145	242	
01:00		68	66	134	
02:00		37	61	98	
03:00		27	42	69	
04:00		57	50	107	
05:00		132	117	249	
06:00		611	467	1078	
07:00		1106	768	1874	
08:00		734	767	1501	
09:00		580	626	1206	
10:00		558	667	1225	
11:00		596	600	1196	
12:00 PM		612	707	1319	
01:00		664	683	1347	
02:00		726	785	1511	
03:00		1042	872	1914	
04:00		1253	901	2154	
05:00		1181	1025	2206	
06:00		817	779	1596	
07:00		563	574	1137	
08:00		427	487	914	
09:00		301	323	624	
10:00		247	327	574	
11:00		161	225	386	
Total		12597	12064	24661	
Percent		51.1%	48.9%		
Grand Total		37540	35923		
Percentage		51.1%	48.9%		

ADT

ADT 27,910

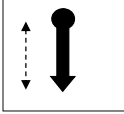
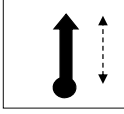
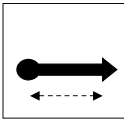
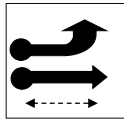
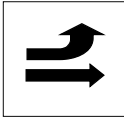
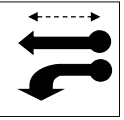
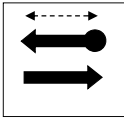
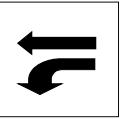
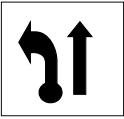
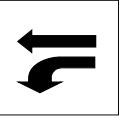
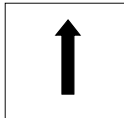
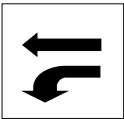
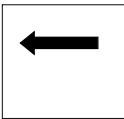
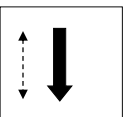
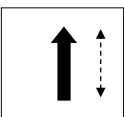
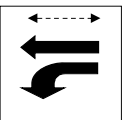
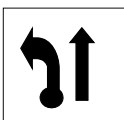
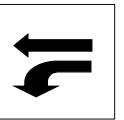
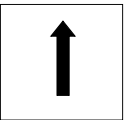
AADT 27,910

**P&Z**

PZ21-13000001

### Sequence of Operation

Dixie Highway (SR 811) and Racetrack Road (SW 3 Street)  
Intersection Number 1346 (Pompano Beach)

NORMAL OPERATION		
Phase		
Ø2 N/S		
Ø3 EB		
Ø4 EBCL		
Ø5 WB		
Ø6 NBL		
Ø7 NBLCL		
Railroad Preemption		
CLEAR WB 10G, 4Y, 2AR		
DWELL Ø2		
DWELL Ø6		
DWELL Ø7		
RETURN TO PHASE 6 (NBL)		



#### RAILROAD PREEMPTION SEQUENCE:

- (A) TIME BEFORE : 0.0
- (B) CLEAR WB: 10 G, 4 Y, 2AR HEADS 3, 8 AND 8A.
- (C) PHASES 2, 6 AND 7 ACTIVE.
- (D) RETURN TO PHASE 6.

# P&Z

PZ21-13000001  
8/25/21

Broward County

Timing Sheet

7/6/2021 7:09:05 AM

Station : 1346 - Dixie Hwy &amp; Racetrack Rd (SW 3 St) ( Standard File )

Phase	1	2 (ST)	3 (ET)	4	5 (NL)	6 (WT)	7	8	9	10	11	12	13	14	15	16
Walk		7	7		7											
Ped Clearance		29	11		11											
Min Green		15	8	3	8	5	3									
Gap Ext		2.5	2		2	1.5										
Max1		50	25	3	25	15	3									
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		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									
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call					ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		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														
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	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green	10					
Min Dwell						
Max Presence						
Track Veh 1	5					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2					
Dwell Cyc Veh 2	6					
Dwell Cyc Veh 3	7					
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

**Preempt LP**

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

P&amp;Z

PZ21-13000001

8/25/21





Broward County

Timing Sheet

7/6/2021 7:09:05 AM

Station : 1346 - Dixie Hwy & Racetrack Rd (SW 3 St) ( Standard File )

[illegible]

## Scheduler

[illegible]

# P&Z

PZ21-13000001

8/25/21



### Sequence of Operation

Dixie Highway (SR 811) and SW 6 Street  
Intersection Number 1352 (Pompano Beach)

NORMAL OPERATION MOD 15 and HIGHER		
Phase		
PHASE 2 N/S		
PHASE 3 E/W		
PHASE 4 EWCL		
Railroad Preemption		
CLEAR WB		
PREEMPTION		
PREEMPTION		
PREEMPTION		
RETURN		



#### RAILROAD PREEMPTION SEQUENCE:

- (A) TRACK CLEARANCE;WB/WBL HEADS 3, 8 AND 8 A(WB NEAR + WB/WBL FAR SIDE: 10G, 4Y;
- (B) ACTIVE PHASES/MOVEMENTS:N/S (PHASE 2), FAR SIDE EWLs (HEADS 3 + 7A), E/W EAST SIDE (HEADS 4+8);
- (C) RETURN TO PHASE 3 (E/W).

# P&Z

PZ21-13000001

8/25/21

Station : 1352 - Dixie Hwy &amp; SW 6 St (Pompano) ( Standard File )

Phase	1	2 (NT)	3 (WT)	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	7													
Ped Clearance		17	11													
Min Green		10	8	8	5											
Gap Ext		3	2													
Max1		50	25	8	5											
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		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		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														
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
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6		
Min Walk						
Ped Clear						
Track Green	10					
Min Dwell		8	8	8		
Max Presence		180	180	180		
Track Veh 1	5					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2					
Dwell Cyc Veh 2	4					
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

## Preempt LP

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

P&amp;Z







Station : 1333 - Andrews Ave &amp; SW 3 St/John Knox/Racetrack ( 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		31		33		31		33								
Min Green	5	10	5	6	5	10	5	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	12	50	20	50	12	50								
Max2																
Yellow Clr	5	5	4.5	4.5	5	5	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable																
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Cal																

## 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						

## Preempt LP

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

P&amp;Z

PZ21-13000001

8/25/21





Broward County

Timing Sheet

7/6/2021 7:15:05 AM

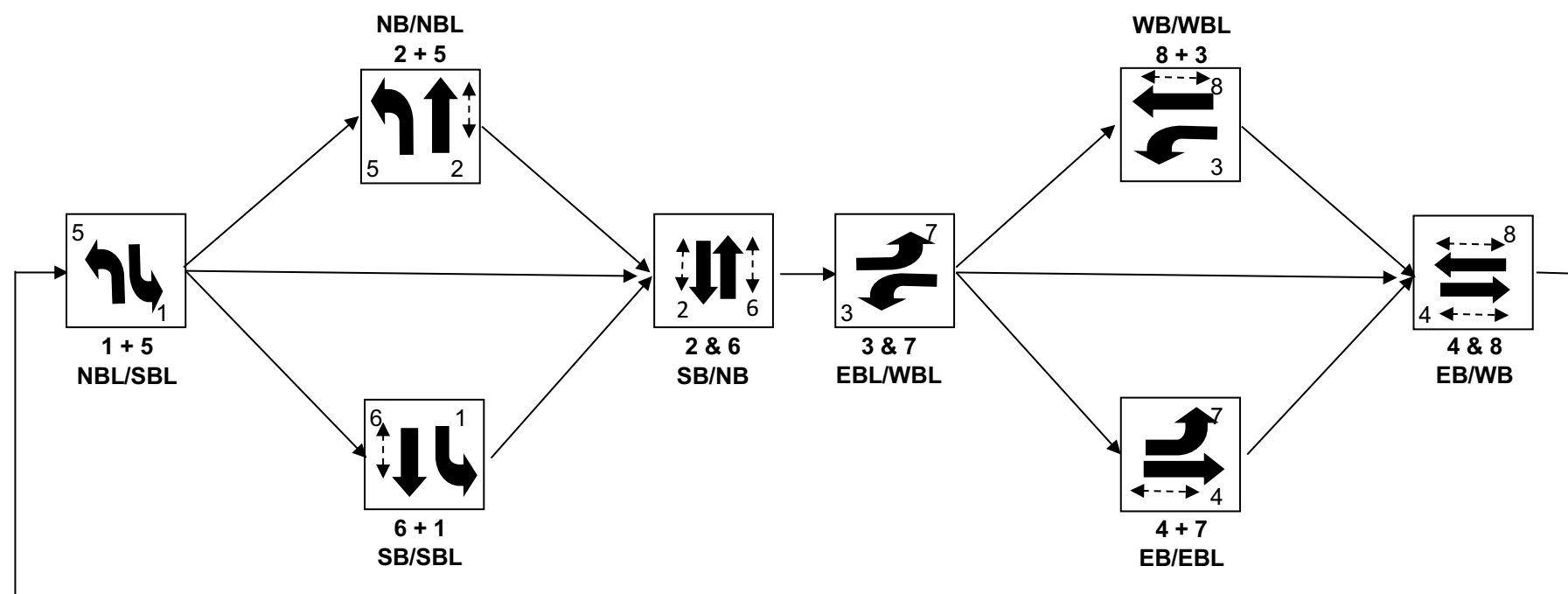
Station : 1333 - Andrews Ave & SW 3 St/John Knox/Racetrack ( Standard File )

## Scheduler

P&Z  
PZ21-13000001  
8/25/21



## Sequence of Operation for (1333) ANDREWS AVENUE AND RACETRACK ROAD (SW 3 ST.)



←-----→ Denotes Pedestrian Crosswalk Signal



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

Intersection Number 1333 Initial Operation Date 3/20/84  
Controller Type 2070 LN2 (BIU) System Number 1333  
Modification Number 7 Modification Date 07/20/2016  
Drawing/Project No FDOT# 230724-1-52-01 FPL Grid Number 87687587409  
Intersection ANDREWS AVENUE and RACETRACK ROAD (SW 3 ST.)  
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	10	5	6	5	10	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	12	50	12	50	20	50	12	50
Maximum Green II								
Yellow Clearance	5.0	5.0	4.5	4.5	5.0	5.0	4.5	4.5
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		31		33		31		33
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

**NOTES:**

1. DUAL ENTRY EAST/WEST.
2. MOD. 7 REFLECTS RE-PHASING OF INTERSECTION PER FDOT REBUILD PROJECT.

**P&Z**

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

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

PZ21-13000001

8/25/21



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

Intersection Number	1346	Initial Operation Date	3/20/84
Controller Type	2070 TS2	System Number	1346
Modification Number	12	Modification Date	03/31/2020
Drawing/Project No	GROUP 5	FPL Grid Number	87787317205
Intersection	DIXIE HIGHWAY and RACETRACK RD. (SW 3 ST.)		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,6	4,4A,7		3,8,8A	5		
Direction		N/S	EB	EBCL	WB	NBL	NBLCL	
Initial Green(MIN)		15	8	3	8	5	3	
Vehicle Ext.(GAP)		2.5	2.0	0.0	2.0	1.5	0.0	
Maximum Green I		50	25	3	25	15	3	
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	
Phase Recall		MIN	OFF	OFF	OFF	OFF	OFF	
Detector Delay								
Walk		7	7		7			
Pedestrian Clearance		29	11		11			
Permissive						NO		
Flash Operation		YELLOW	RED		RED	RED		

**Attachment**

**NOTES:**

1. 2070 PROGRAMMING SETUP: PHASE 3 ON---|<---PHASE 4 CALL  
PHASE 5 ON---|<---PHASE 7 CALL, PHASE 6 ON---|<---PHASE 7 CALL.  
PHASE 4, PHASE 7 NO DETECTOR EXTENSION.
2. RAILROAD PREEMPTION:  
(A) TIME BEFORE: 0.0  
(B) CLEAR WB: 10G, 4Y, 2AR: HEADS 3,8 AND 8A (WB).  
(C) PHASES 2,6 AND 7 ACTIVE.  
(D) RETURN TO PHASE 6.
3. MOD. 12 UPDATES PH.'S 3 & 5 WALK VALUES.

**P&Z**

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

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

PZ21-13000001

8/25/21



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

Intersection Number	1352	Initial Operation Date	UNKNOWN
Controller Type	2070 LN	System Number	
Modification Number	15	Modification Date	08/31/2020
Drawing/Project No	DES. GRP. 4	FPL Grid Number	87787524203
Intersection	DIXIE HIGHWAY and SW 6 STREET		
Municipality	POMPAÑO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2A,6	*	**				
Direction		N/S	E/W	EWCL	P/E			
Initial Green(MIN)		10	8	8	(5)			
Vehicle Ext.(GAP)		3.0	2.0	0.0				
Maximum Green I		50	25	8	(5)			
Maximum Green II								
Yellow Clearance		4.0	4.0	4.0				
All Red Clearance		2.0	2.0	2.0				
Phase Recall		MIN	OFF	OFF				
Detector Delay								
Walk		7	7					
Pedestrian Clearance		17	11					
Permissive				5-SECT				
Flash Operation		RED	RED					

**Attachment**

**NOTES:**

1. \* HEADS 4,4A,8 AND 8A.
2. \*\* HEADS 3,8,4A AND 7A.
3. DIODE STRAPPING: PHASE 3 ON---|<---PHASE 4 CALL.
4. RAILROAD PREEMPTION (PHASE 5):  
(A) TRACK CLEARANCE: WB/WBL HEADS 3,8 AND 8A (WB NEAR+WB/WBL FARSIDE): 10G, 4Y.  
(B) ACTIVE PHASES/MOVEMENTS: N/S (PHASE 2), FARSIDE EWLs (HEADS 3 & 7A),  
E/W EAST SIDE (HEADS 4 & 8).  
(C) RETURN TO PHASE 3 (E/W).
5. PHASE 5 ACTIVE DURING PRE-EMPTION, GREEN VALUES  
ASSIGNED ARE PLACEHOLDERS.
6. MOD. 15 UPDATES PHASE 3 WALK VALUE.

**P&Z**

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

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

PZ21-13000001

8/25/21

**APPENDIX C**  
**Peak Season Conversion Factors,**  
**Historical Traffic Counts, Growth Rate,**  
**and Covid-19 Factor**



2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.92 PSCF
* 1	01/01/2020 - 01/04/2020	0.93	1.01
* 2	01/05/2020 - 01/11/2020	0.90	0.98
* 3	01/12/2020 - 01/18/2020	0.87	0.95
* 4	01/19/2020 - 01/25/2020	0.86	0.93
* 5	01/26/2020 - 02/01/2020	0.86	0.93
* 6	02/02/2020 - 02/08/2020	0.85	0.92
* 7	02/09/2020 - 02/15/2020	0.84	0.91
* 8	02/16/2020 - 02/22/2020	0.88	0.96
* 9	02/23/2020 - 02/29/2020	0.91	0.99
*10	03/01/2020 - 03/07/2020	0.95	1.03
*11	03/08/2020 - 03/14/2020	0.98	1.07
*12	03/15/2020 - 03/21/2020	1.02	1.11
*13	03/22/2020 - 03/28/2020	1.13	1.23
14	03/29/2020 - 04/04/2020	1.24	1.35
15	04/05/2020 - 04/11/2020	1.35	1.47
16	04/12/2020 - 04/18/2020	1.46	1.59
17	04/19/2020 - 04/25/2020	1.39	1.51
18	04/26/2020 - 05/02/2020	1.33	1.45
19	05/03/2020 - 05/09/2020	1.26	1.37
20	05/10/2020 - 05/16/2020	1.20	1.30
21	05/17/2020 - 05/23/2020	1.16	1.26
22	05/24/2020 - 05/30/2020	1.12	1.22
23	05/31/2020 - 06/06/2020	1.09	1.18
24	06/07/2020 - 06/13/2020	1.05	1.14
25	06/14/2020 - 06/20/2020	1.02	1.11
26	06/21/2020 - 06/27/2020	1.02	1.11
27	06/28/2020 - 07/04/2020	1.02	1.11
28	07/05/2020 - 07/11/2020	1.02	1.11
29	07/12/2020 - 07/18/2020	1.03	1.12
30	07/19/2020 - 07/25/2020	1.02	1.11
31	07/26/2020 - 08/01/2020	1.02	1.11
32	08/02/2020 - 08/08/2020	1.01	1.10
33	08/09/2020 - 08/15/2020	1.01	1.10
34	08/16/2020 - 08/22/2020	1.00	1.09
35	08/23/2020 - 08/29/2020	1.00	1.09
36	08/30/2020 - 09/05/2020	1.00	1.09
37	09/06/2020 - 09/12/2020	1.00	1.09
38	09/13/2020 - 09/19/2020	0.99	1.08
39	09/20/2020 - 09/26/2020	0.98	1.07
40	09/27/2020 - 10/03/2020	0.98	1.07
41	10/04/2020 - 10/10/2020	0.97	1.05
42	10/11/2020 - 10/17/2020	0.96	1.04
43	10/18/2020 - 10/24/2020	0.96	1.04
44	10/25/2020 - 10/31/2020	0.96	1.04
45	11/01/2020 - 11/07/2020	0.97	1.05
46	11/08/2020 - 11/14/2020	0.97	1.05
47	11/15/2020 - 11/21/2020	0.97	1.05
48	11/22/2020 - 11/28/2020	0.96	1.04
49	11/29/2020 - 12/05/2020	0.95	1.03
50	12/06/2020 - 12/12/2020	0.94	1.02
51	12/13/2020 - 12/19/2020	0.93	1.01
52	12/20/2020 - 12/26/2020	0.90	0.98
53	12/27/2020 - 12/31/2020	0.87	0.95

\* PEAK SEASON

27-FEB-2021 10:30:02

830UPD

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8/25/21

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7162 - POMPANO PARK PL, W OF DIXIE HWY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2020	10700 C	E	5400	W	5300	9.00	53.90	8.80
2019	13600 T	E	7000	W	6600	9.00	54.60	5.50
2018	13600 S	E	7000	W	6600	9.00	54.50	6.00
2017	13600 F	E	7000	W	6600	9.00	51.90	6.20
2016	13600 C	E	7000	W	6600	9.00	54.10	2.90
2015	13500 V		0		0	9.00	54.00	3.40
2014	13500 R					9.00	54.20	7.40
2013	13500 T		0		0	9.00	53.60	7.60
2012	13500 S		0		0	9.00	52.20	5.90
2011	13700 F		0		0	9.00	52.50	6.30
2010	13700 C	E	7400	W	6300	8.35	52.69	9.30
2009	13600 F	E	7000	W	6600	8.53	53.89	5.30
2008	14000 C	E	7200	W	6800	8.81	54.16	6.50
2007	15800 C	E	7800	W	8000	8.63	55.75	4.80
2006	13600 C	E	7100	W	6500	8.40	55.34	2.90
2005	12900 C	E	6600	W	6300	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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PZ21-13000001

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0025 - SR 811 / OLD DIXIE HWY - S OF ATLANTIC BLVD

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2020	26000 F	N	13500	S 12500	9.00	53.90	4.70
2019	27000 C	N	14000	S 13000	9.00	54.60	4.70
2018	25500 C	N	13500	S 12000	9.00	54.50	4.70
2017	26500 C	N	12500	S 14000	9.00	51.90	5.50
2016	24000 C	N	12500	S 11500	9.00	54.10	5.50
2015	25500 C	N	13000	S 12500	9.00	54.00	5.50
2014	25000 C	N	12500	S 12500	9.00	54.20	6.10
2013	24000 C	N	12000	S 12000	9.00	53.60	6.10
2012	23000 C	N	11500	S 11500	9.00	52.20	6.10
2011	24000 C	N	11500	S 12500	9.00	52.50	3.30
2010	21500 C	N	11000	S 10500	8.35	52.69	3.30
2009	23000 C	N	11500	S 11500	8.53	53.89	3.30
2008	25000 C	N	12000	S 13000	8.81	54.16	4.30
2007	25000 C	N	12500	S 12500	8.63	55.75	4.30
2006	24500 C	N	12500	S 12000	8.40	55.34	6.30
2005	25500 C	N	13000	S 12500	8.20	51.70	4.90

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7727 - POMPANO PARK PL, W OF ANDREWS AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
----	-----		-----		-----	-----	-----	-----	
2020	10900	C	E	5500	W	5400	9.00	53.90	8.80
2019	15400	R	E	7900	W	7500	9.00	54.60	5.50
2018	15400	T	E	7900	W	7500	9.00	54.50	6.00
2017	15400	S	E	7900	W	7500	9.00	51.90	6.20
2016	15400	F	E	7900	W	7500	9.00	54.10	2.90
2015	15200	C	E	7800	W	7400	9.00	54.00	3.40
2014	14000	T	E	7400	W	6600	9.00	54.20	7.40
2013	13800	S	E	7300	W	6500	9.00	53.60	7.60
2012	13800	F	E	7300	W	6500	9.00	52.20	5.90
2011	13800	C	E	7300	W	6500	9.00	52.50	6.30
2010	14900	F	E	7800	W	7100	8.35	52.69	9.30
2009	14900	C	E	7800	W	7100	8.53	53.89	5.30
2008	17300	F	E	8600	W	8700	8.81	54.16	6.50
2007	17800	C	E	8800	W	9000	8.63	55.75	4.80
2006	19800	C	E	10000	W	9800	8.40	55.34	2.90
2005	15600	C	E	8200	W	7400	8.20	51.70	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7188 - ANDREWS AVE, S OF ATLANTIC BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2020	15700 C	N	8000	S	7700	9.00	53.90	8.80
2019	15500 R	N	13000	S	2500	9.00	54.60	5.50
2018	15500 T	N	13000	S	2500	9.00	54.50	6.00
2017	15500 S	N	13000	S	2500	9.00	51.90	6.20
2016	15500 F	N	13000	S	2500	9.00	54.10	2.90
2015	15500 C	N	13000	S	2500	9.00	54.00	3.40
2014	10000 X					9.00	54.20	7.40
2013	10000 X		0		0	9.00	53.60	7.60
2012	10000 T		0		0	9.00	52.20	5.90
2011	10000 S		0		0	9.00	52.50	6.30
2010	10000 F		0		0	8.35	52.69	9.30
2009	10000 C	N	0	S	0	8.53	53.89	5.30
2008	10500 F		0		0	8.81	54.16	6.50
2007	11000 C	N	0	S	0	8.63	55.75	4.80
2006	12000 C	N	0	S	0	8.40	55.34	2.90
2005	12500 C	N		S		8.20	51.70	0.00

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

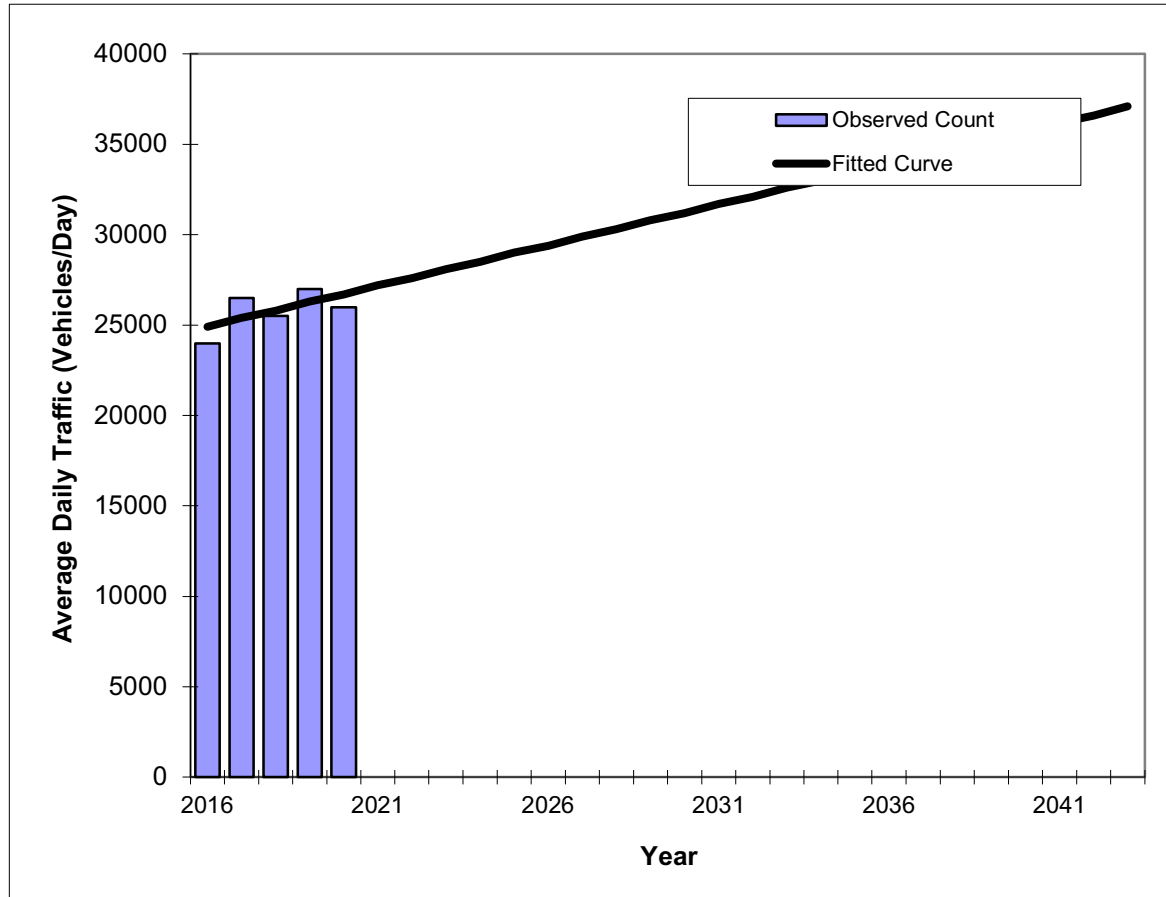
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PZ21-13000001

# **Traffic Trends - V03.a** **SR 811/OLD DIXIE HWY -- S OF ATLANTIC BLVD**

FIN#	1234
Location	1

County:	Broward (86)
Station #:	0025
Highway:	SR 811/OLD DIXIE HWY



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	24000	24900
2017	26500	25400
2018	25500	25800
2019	27000	26300
2020	26000	26700
2021 Opening Year Trend		
2021	N/A	27200
2023 Mid-Year Trend		
2023	N/A	28100
2025 Design Year Trend		
2025	N/A	29000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	450
Trend R-squared:	38.21%
Trend Annual Historic Growth Rate:	1.81%
Trend Growth Rate (2020 to Design Year):	1.72%
Printed:	1-Jul-21
Straight Line Growth Option	

\*Axle-Adjusted

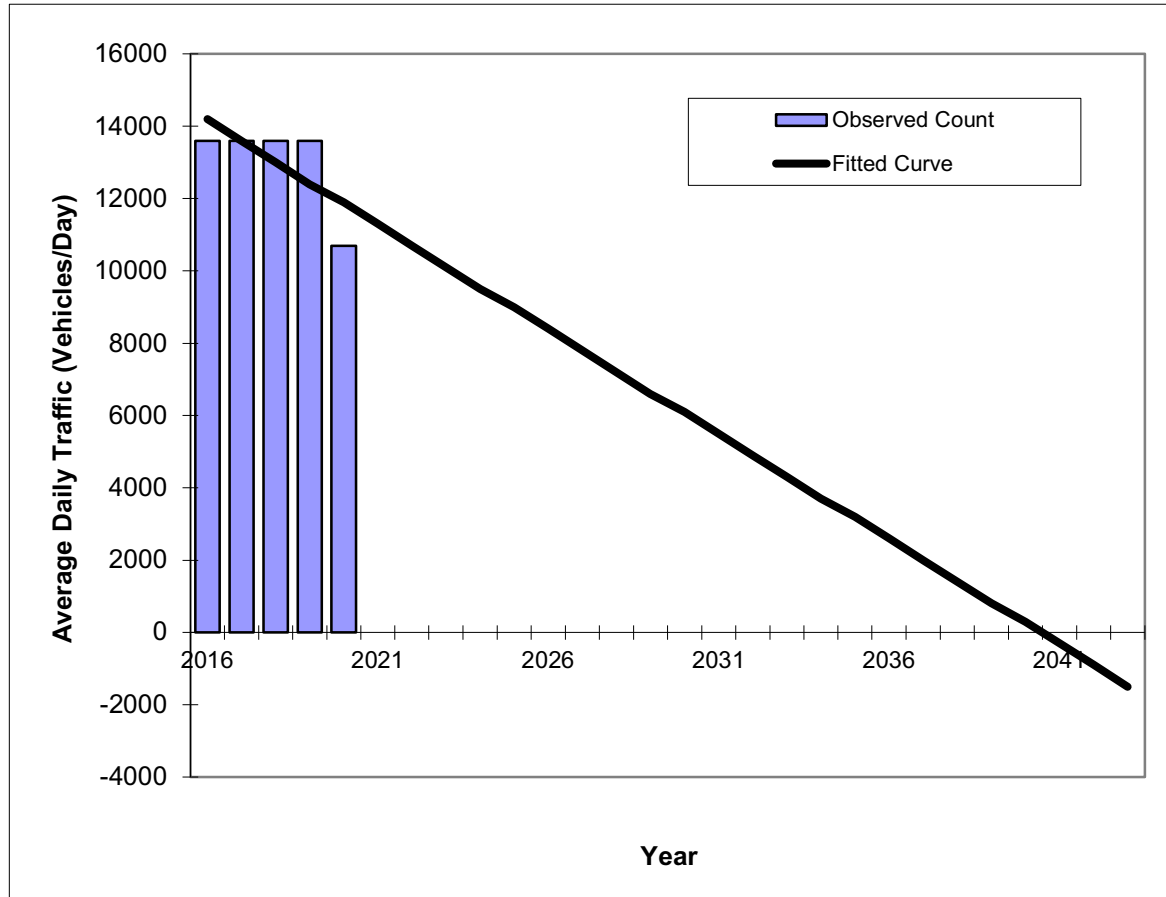
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PZ21-13000001

# **Traffic Trends - V03.a** **POMPANO PARK PL -- W OF DIXIE HWY**

FIN#	1234
Location	2

County:	Broward (86)
Station #:	7162
Highway:	POMPANO PARK PL



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	13600	14200
2017	13600	13600
2018	13600	13000
2019	13600	12400
2020	10700	11900
2021 Opening Year Trend		
2021	N/A	11300
2023 Mid-Year Trend		
2023	N/A	10100
2025 Design Year Trend		
2025	N/A	9000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-580
Trend R-squared:	50.00%
Trend Annual Historic Growth Rate:	-4.05%
Trend Growth Rate (2020 to Design Year):	-4.87%
Printed:	1-Jul-21
Straight Line Growth Option	

\*Axle-Adjusted

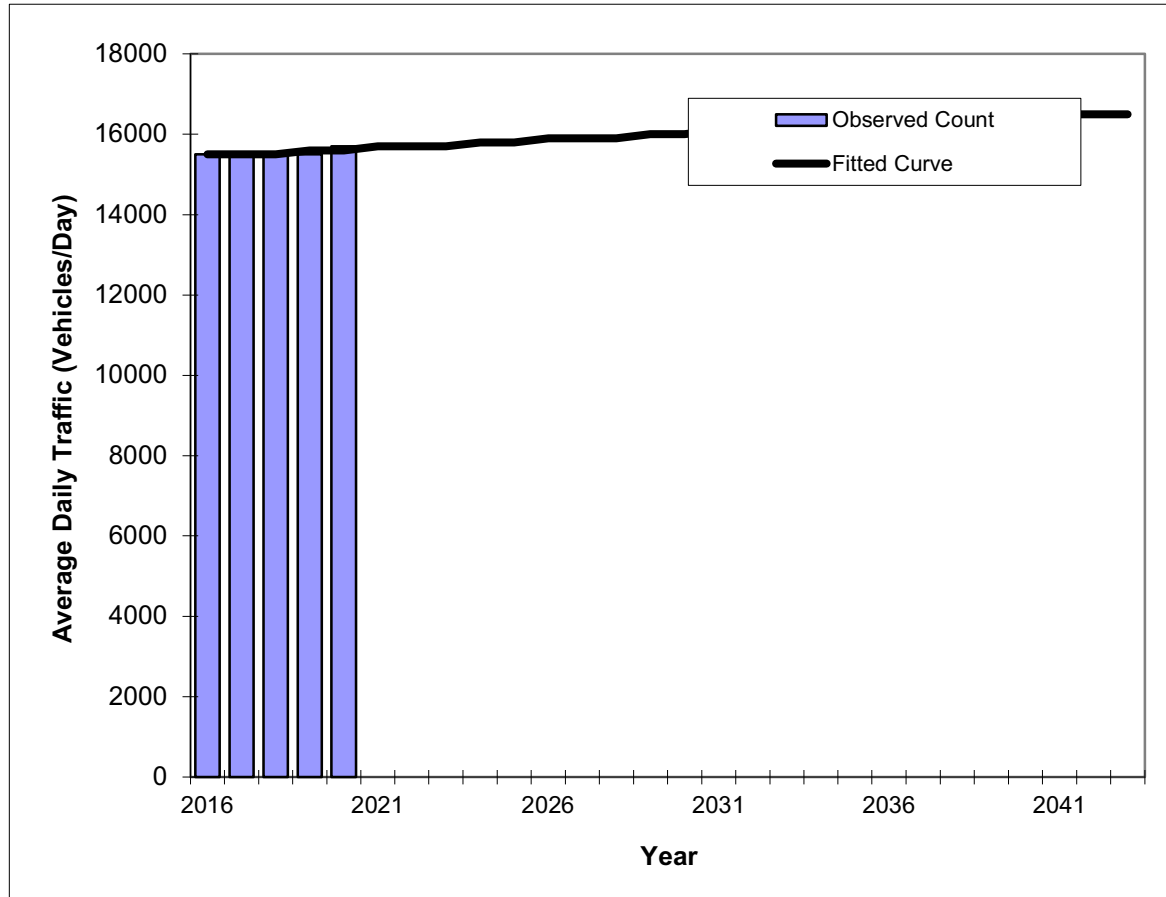
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PZ21-13000001

# **Traffic Trends - V03.a** **ANDREWS AVE -- S OF ATLANTIC BLVD**

FIN#	1234
Location	3

County:	Broward (86)
Station #:	7188
Highway:	ANDREWS AVE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	15500	15500
2017	15500	15500
2018	15500	15500
2019	15500	15600
2020	15700	15600
2021 Opening Year Trend		
2021	N/A	15700
2023 Mid-Year Trend		
2023	N/A	15700
2025 Design Year Trend		
2025	N/A	15800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	40
Trend R-squared:	50.00%
Trend Annual Historic Growth Rate:	0.16%
Trend Growth Rate (2020 to Design Year):	0.26%
Printed:	1-Jul-21
Straight Line Growth Option	

\*Axle-Adjusted

**P&Z**

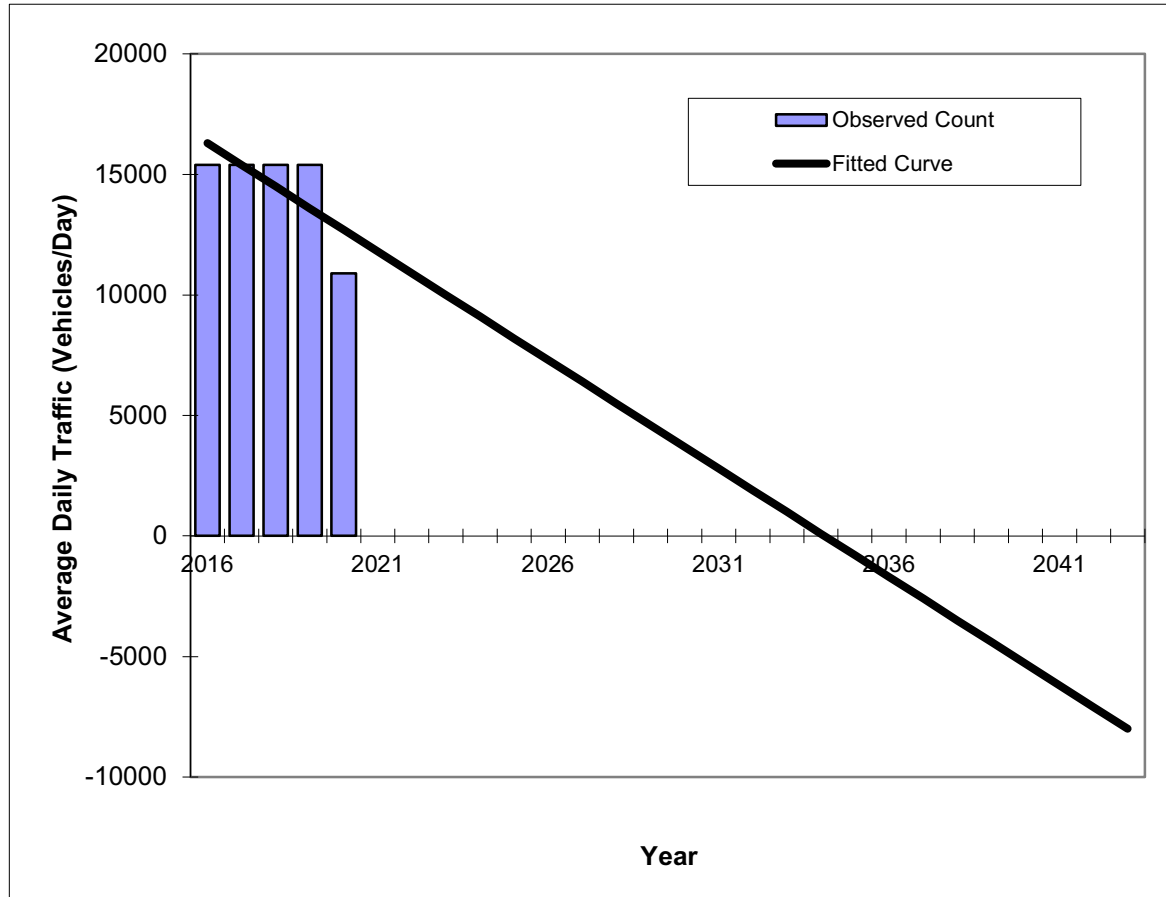
PZ21-13000001



# **Traffic Trends - V03.a** **POMPANO PARK PL -- W OF ANDREWS AVE**

FIN#	1234
Location	4

County:	Broward (86)
Station #:	7727
Highway:	POMPANO PARK PL



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	15400	16300
2017	15400	15400
2018	15400	14500
2019	15400	13600
2020	10900	12700
2021 Opening Year Trend		
2021	N/A	11800
2023 Mid-Year Trend		
2023	N/A	10000
2025 Design Year Trend		
2025	N/A	8200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-900
Trend R-squared:	50.00%
Trend Annual Historic Growth Rate:	-5.52%
Trend Growth Rate (2020 to Design Year):	-7.09%
Printed:	1-Jul-21
Straight Line Growth Option	

\*Axle-Adjusted

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PZ21-13000001

### Growth Rate Trend Analysis Calculations

Description	Station #	Station #	Station #	Station #
	0025	7162	7188	7727
Trend Growth Rate(1)	1.81	-4.05	0.16	-5.52
Adjusted Growth Rate (2)	1.81	0.50	0.16	0.50
Average Growth Rate	0.74			
<b>Growth Rate Used</b>	<b>0.74</b>			

Notes:

1: Refer to Trend Analysis Chart

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

**TABLE B**  
**Covid-19 Adjustment Factor**

Roadway	Location	Daily Volume		2021 Covid-19	Adjustment Factor
		2020 (1) Pre Covid-19	2021 (2) Pre Covid-19		
SR 811/OLD DIXIE	S. OF ATLANTIC BLVD	26,000	26,192	24,488	1.07
POMPANO PARK PL	W OF DIXIE HWY	10,700	10,779	12,641	0.85
ANDREWS AVE	S OF ATLANTIC BLVD	15,700	15,816	18,620	0.85
POMPANO PARK PL	W OF ANDREWS AVE	10,900	10,981	14,203	0.77
<b>Totals</b>		<b>63,300</b>	<b>63,768</b>	<b>69,952</b>	<b>0.91</b>

Source: FDOT Transportations Statistics Office & Traffic Counts  
0.74% growth was assumed to develop 2021 traffic volumes.

**TABLE B-1**  
**Covid-19 Adjustment Factor**

Roadway	Location	AM Peak Hour Volumes		2021 Covid-19	Adjustment Factor
		2020 (1) Pre Covid-19	2021 (2) Pre Covid-19		
SR 811/OLD DIXIE	S. OF ATLANTIC BLVD	0	0	1,636	0.00
POMPANO PARK PL	W OF DIXIE HWY	894	901	914	0.99
ANDREWS AVE	S OF ATLANTIC BLVD	1,364	1,374	1,477	0.93
POMPANO PARK PL	W OF ANDREWS AVE	907	914	1,023	0.89
<b>Totals</b>		<b>3,165</b>	<b>3,189</b>	<b>5,051</b>	<b>0.63</b>

Source: FDOT Transportations Statistics Office & Traffic Counts  
0.74% growth was assumed to develop 2021 traffic volumes.

**TABLE B-2**  
**Covid-19 Adjustment Factor**

Roadway	Location	PM Peak Hour Volumes		2021 Covid-19	Adjustment Factor
		2020 (1) Pre Covid-19	2021 (2) Pre Covid-19		
SR 811/OLD DIXIE	S. OF ATLANTIC BLVD	0	0	2,159	0.00
POMPANO PARK PL	W OF DIXIE HWY	1,033	1,041	1,099	0.95
ANDREWS AVE	S OF ATLANTIC BLVD	1,446	1,457	1,607	0.91
POMPANO PARK PL	W OF ANDREWS AVE	1,073	1,081	1,306	0.83
<b>Totals</b>		<b>3,552</b>	<b>3,579</b>	<b>6,170</b>	<b>0.58</b>

Source: FDOT Transportations Statistics Office & Traffic Counts  
0.74% growth was assumed to develop 2021 traffic volumes.  
Since obtained Covid-19 factors are below 1.0, a Covid-19 factor of 1.0 was used.

# **APPENDIX D**

## **Projected Turning Movement Volumes**

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 3 Street and Andrews Avenue AM Peak Hour

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			SW 3 Street Eastbound			SW 3 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)	114	372	130	160	515	55	58	363	222	182	299	189
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	135	439	153	189	608	65	68	428	262	215	353	223
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	139	452	158	194	626	67	70	441	270	221	363	230
Project Trips			22	43				28		14	17	26
2025 Total Traffic	139	452	180	237	626	67	70	469	270	235	380	256

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 3 Street and Andrews Avenue PM Peak Hour

Description	Andrews Avenue Northbound			Andrews Avenue Southbound			SW 3 Street Eastbound			SW 3 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)	194	602	173	187	407	92	79	313	130	125	420	181
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	229	710	204	221	480	109	93	369	153	148	496	214
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	236	732	210	227	495	112	96	380	158	152	510	220
Project Trips			14	28				20		4	24	37
2025 Total Traffic	236	732	224	255	495	112	96	400	158	156	534	257

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 3 Street and Avodale Drive AM Peak Hour

Description	Avondale Drive Northbound			Avondale Drive Southbound			SW 3 Street Eastbound			SW 3 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)	81	6	80	15	11	111	58	438	146	116	423	15
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	96	7	94	18	13	131	68	517	172	137	499	18
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	98	7	97	18	13	135	70	532	177	141	514	18
Project Trips												
2025 Total Traffic	98	7	97	18	13	135	70	532	177	141	514	18

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 3 Street and Avodale Drive PM Peak Hour

Description	Avondale Drive Northbound			Avondale Drive Southbound			SW 3 Street Eastbound			SW 3 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)	81		43	11		48	115	558	9	5	524	16
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	96	0	51	13	0	57	136	658	11	6	618	19
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	98	0	52	13	0	58	140	678	11	6	637	19
Project Trips												
2025 Total Traffic	98	0	52	13	0	58	140	678	11	6	637	19



# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 3 Street and SW 4 Avenue AM Peak Hour

Description	SW 4 Avenue Northbound			SW 4 Avenue Southbound			SW 3 Street Eastbound			SW 3 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)	19		21	18	1	31	36	466	56	40	500	15
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	22	0	25	21	1	37	42	550	66	47	590	18
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	23	0	26	22	1	38	44	566	68	49	608	18
Project Trips	57		34						93	42		
2025 Total Traffic	80	0	60	22	1	38	44	566	161	91	608	18

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 3 Street and SW 4 Avenue PM Peak Hour

Description	SW 4 Avenue Northbound			SW 4 Avenue Southbound			SW 3 Street Eastbound			SW 3 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)	53		18	16	1	38	51	550	16	13	443	32
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	63	0	21	19	1	45	60	649	19	15	523	38
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	64	0	22	19	1	46	62	668	19	16	538	39
Project Trips	81		49						62		30	
2025 Total Traffic	145	0	71	19	1	46	62	668	81	16	568	39

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 3 Street and SB Dixie Highway AM Peak Hour

Description	Northbound			SB Dixie Highway Southbound			SW 3 Street Eastbound			SW 3 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)				37	592	233	2	229	243	32	318	
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	0	0	0	44	699	275	2	270	287	38	375	0
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	0	0	0	45	719	283	2	278	295	39	386	0
Project Trips				23	10			32	2		19	
2025 Total Traffic	0	0	0	68	729	283	2	310	297	39	405	0

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 3 Street and SB Dixie Highway PM Peak Hour

Description	Northbound			SB Dixie Highway Southbound			SW 3 Street Eastbound			SW 3 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)				31	650	132		325	250	25	376	
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	0	0	0	37	767	156	0	384	295	30	444	0
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	0	0	0	38	790	160	0	395	304	30	457	0
Project Trips					4	18		46	3		12	
2025 Total Traffic	0	0	0	38	794	178	0	441	307	30	469	0

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 3 Street and NB Dixie Highway AM Peak Hour

Description	NB Dixie Highway Northbound			Southbound			SW 3 Street Eastbound			SW 3 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)	100	428	24				102	161			221	22
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	118	505	28	0	0	0	120	190	0	0	261	26
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	122	520	29	0	0	0	124	196	0	0	269	27
Project Trips							20	12			19	
2025 Total Traffic	122	520	29	0	0	0	144	208	0	0	288	27

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 3 Street and NB Dixie Highway PM Peak Hour

Description	NB Dixie Highway Northbound			Southbound			SW 3 Street Eastbound			SW 3 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)	113	720	63				142	224			264	21
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	133	850	74	0	0	0	168	264	0	0	312	25
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	137	875	77	0	0	0	173	272	0	0	321	26
Project Trips							29	17			12	
2025 Total Traffic	137	875	77	0	0	0	202	289	0	0	333	26

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 6 Street and SB Dixie Highway AM Peak Hour

Description	Northbound			SB Dixie Highway Southbound			SW 6 Street Eastbound			SW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)				116	677	16		5	10	295	39	
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	0	0	0	137	799	19	0	6	12	348	46	0
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	0	0	0	141	823	19	0	6	12	359	47	0
Project Trips					2	10		12	11			
2025 Total Traffic	0	0	0	141	825	29	0	18	23	359	47	0

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 6 Street and SB Dixie Highway PM Peak Hour

Description	Northbound			SB Dixie Highway Southbound			SW 6 Street Eastbound			SW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)				152	731	6		27	16	224	10	
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	0	0	0	179	863	7	0	32	19	264	12	0
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	0	0	0	185	888	7	0	33	19	272	12	0
Project Trips					3	4		17	16			
2025 Total Traffic	0	0	0	185	891	11	0	50	35	272	12	0



# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 6 Street and NB Dixie Highway AM Peak Hour

Description	NB Dixie Highway Northbound			Southbound			SW 6 Street Eastbound			SW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)	44	417	180				20	120			301	153
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	52	492	212	0	0	0	24	142	0	0	355	181
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	53	507	219	0	0	0	24	146	0	0	366	186
Project Trips	22						12			19		
2025 Total Traffic	75	507	219	0	0	0	24	158	0	0	385	186

# FUTURE TURNING MOVEMENT VOLUME ANALYSIS

## SW 6 Street and NB Dixie Highway PM Peak Hour
































Description	NB Dixie Highway Northbound			Southbound			SW 6 Street Eastbound			SW 6 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/1/2021)	32	697	208				36	149			226	134
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Covid-19	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2021 Peak Season Traffic	38	822	245	0	0	0	42	176	0	0	267	158
Annual Growth Rate	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%	0.74%
2025 Background Traffic	39	847	253	0	0	0	44	181	0	0	275	163
Project Trips	14						17			12		
2025 Total Traffic	53	847	253	0	0	0	44	198	0	0	287	163

# **APPENDIX E**

## **Intersection Capacity Analyses**

# Timings

## 101: SW 12 Avenue/Andrews Avenue & Race Track Road/SW 3 Street

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	 		 	 		 	 	
Traffic Volume (vph)	68	428	215	353	223	135	439	153	189	608	65
Future Volume (vph)	68	428	215	353	223	135	439	153	189	608	65
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	46.5	11.5	46.5	46.5	12.0	45.0	45.0	12.0	47.0	47.0
Total Split (s)	12.0	50.0	12.0	50.0	50.0	20.0	58.0	58.0	12.0	50.0	50.0
Total Split (%)	9.1%	37.9%	9.1%	37.9%	37.9%	15.2%	43.9%	43.9%	9.1%	37.9%	37.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.4	23.4	5.5	25.8	25.8	9.6	58.6	58.6	17.5	66.5	66.5
Actuated g/C Ratio	0.04	0.18	0.04	0.20	0.20	0.07	0.44	0.44	0.13	0.50	0.50
v/c Ratio	0.54	0.79	1.65	0.56	0.49	0.59	0.31	0.21	0.46	0.37	0.08
Control Delay	76.2	49.5	359.2	51.4	8.6	69.0	24.5	4.0	57.5	21.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	49.5	359.2	51.4	8.6	69.0	24.5	4.0	57.5	21.8	0.2
LOS	E	D	F	D	A	E	C	A	E	C	A
Approach Delay		51.9		122.9			28.5			28.0	
Approach LOS		D		F			C			C	

### Intersection Summary

Cycle Length: 132

Actuated Cycle Length: 132

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.65

Intersection Signal Delay: 57.8

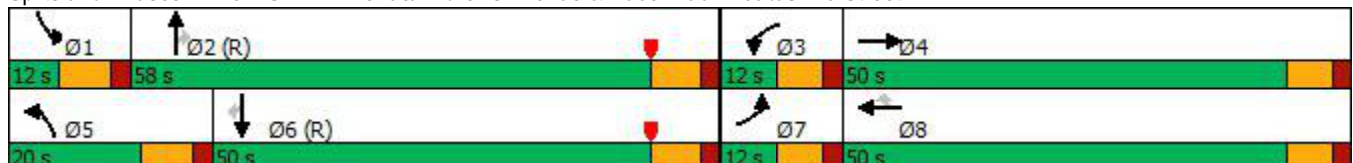
Intersection LOS: E

Intersection Capacity Utilization 78.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 101: SW 12 Avenue/Andrews Avenue & Race Track Road/SW 3 Street



Existing AM Peak Hour

Synchro 10 Light Report

**P&Z**

PZ21-13000001

8/25/21

## Queues

101: SW 12 Avenue/Andrews Avenue & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	75	758	236	388	245	148	482	168	208	668	71
v/c Ratio	0.54	0.79	1.65	0.56	0.49	0.59	0.31	0.21	0.46	0.37	0.08
Control Delay	76.2	49.5	359.2	51.4	8.6	69.0	24.5	4.0	57.5	21.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	49.5	359.2	51.4	8.6	69.0	24.5	4.0	57.5	21.8	0.2
Queue Length 50th (ft)	32	193	~151	163	0	64	133	0	87	179	0
Queue Length 95th (ft)	60	230	#238	205	69	98	190	43	129	260	0
Internal Link Dist (ft)		490		1888			368			439	
Turn Bay Length (ft)	200		200		520	240		240	320		280
Base Capacity (vph)	143	1663	143	1166	678	338	1571	796	454	1782	885
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.46	1.65	0.33	0.36	0.44	0.31	0.21	0.46	0.37	0.08

### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Existing AM Peak Hour

Synchro 10 Light Report
























**P&Z**

PZ21-13000001

8/25/21

# HCM 6th Signalized Intersection Summary

101: SW 12 Avenue/Andrews Avenue & Race Track Road/SW 3 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	428	262	215	353	223	135	439	153	189	608	65
Future Volume (veh/h)	68	428	262	215	353	223	135	439	153	189	608	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	470	288	236	388	245	148	482	168	208	668	71
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	744	346	144	799	355	199	1767	788	131	1697	756
Arrive On Green	0.04	0.22	0.22	0.04	0.22	0.22	0.06	0.50	0.50	0.04	0.48	0.48
Sat Flow, veh/h	3456	3404	1581	3456	3554	1581	3456	3554	1584	3456	3554	1584
Grp Volume(v), veh/h	75	470	288	236	388	245	148	482	168	208	668	71
Grp Sat Flow(s),veh/h/ln	1728	1702	1581	1728	1777	1581	1728	1777	1584	1728	1777	1584
Q Serve(g_s), s	2.8	16.5	23.0	5.5	12.5	18.8	5.6	10.4	7.9	5.0	16.0	3.2
Cycle Q Clear(g_c), s	2.8	16.5	23.0	5.5	12.5	18.8	5.6	10.4	7.9	5.0	16.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	744	346	144	799	355	199	1767	788	131	1697	756
V/C Ratio(X)	0.61	0.63	0.83	1.64	0.49	0.69	0.74	0.27	0.21	1.59	0.39	0.09
Avail Cap(c_a), veh/h	144	1122	521	144	1171	521	340	1767	788	131	1697	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.8	46.7	49.3	63.2	44.5	46.9	61.2	19.3	18.7	63.5	22.2	18.9
Incr Delay (d2), s/veh	2.7	0.3	4.4	316.7	0.2	0.9	2.1	0.4	0.6	298.0	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.9	9.3	8.7	5.5	7.4	2.5	4.3	3.0	7.6	6.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	47.1	53.6	379.9	44.7	47.8	63.3	19.7	19.3	361.5	22.9	19.1
LnGrp LOS	E	D	D	F	D	D	E	B	B	F	C	B
Approach Vol, veh/h	833			869			798			947		
Approach Delay, s/veh	51.0			136.6			27.7			97.0		
Approach LOS	D			F			C			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	72.6	12.0	35.4	14.6	70.0	11.2	36.2				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	5.0	51.0	5.5	43.5	13.0	43.0	5.5	43.5				
Max Q Clear Time (g_c+I1), s	7.0	12.4	7.5	25.0	7.6	18.0	4.8	20.8				
Green Ext Time (p_c), s	0.0	3.9	0.0	3.0	0.1	4.7	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay	79.8											
HCM 6th LOS	E											

Existing AM Peak Hour








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HCM 6th TWSC  
102: Avondale Drive & Race Track Road/SW 3 Street

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	68	517	172	137	499	18	96	7	94	18	13	131
Future Vol, veh/h	68	517	172	137	499	18	96	7	94	18	13	131
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	594	198	157	574	21	110	8	108	21	15	151

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	595	0	0	792	0	0	1459	1758	398	1358	1847	299
Stage 1	-	-	-	-	-	-	849	849	-	899	899	-
Stage 2	-	-	-	-	-	-	610	909	-	459	948	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	977	-	-	824	-	-	207	84	788	232	74	854
Stage 1	-	-	-	-	-	-	411	375	-	389	356	-
Stage 2	-	-	-	-	-	-	448	352	-	551	338	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	977	-	-	824	-	-	124	62	786	154	55	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	169	144	-	208	114	-
Stage 1	-	-	-	-	-	-	378	345	-	358	288	-
Stage 2	-	-	-	-	-	-	283	285	-	426	311	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			2.2			39.8			18.2		
HCM LOS							E			C		








Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	167	786	977	-	-	824	-	-	457
HCM Lane V/C Ratio	0.709	0.137	0.08	-	-	0.191	-	-	0.407
HCM Control Delay (s)	66.7	10.3	9	-	-	10.4	-	-	18.2
HCM Lane LOS	F	B	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	4.3	0.5	0.3	-	-	0.7	-	-	2

# HCM 6th TWSC

103: SW 4 Avenue & Race Track Road/SW 3 Street/SW 3 Street

## Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	550	66	47	590	18	22	0	25	21	1	37
Future Vol, veh/h	42	550	66	47	590	18	22	0	25	21	1	37
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	0	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	604	73	52	648	20	24	0	27	23	1	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	670	0	0	677	0	0	1125	1470	606	1512	1533	336
Stage 1	-	-	-	-	-	-	696	696	-	764	764	-
Stage 2	-	-	-	-	-	-	429	774	-	748	769	-
Critical Hdwy	4.13	-	-	4.13	-	-	5.5	6.53	4.5	5.5	6.53	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.53	-	5.5	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	918	-	-	913	-	-	302	127	664	194	116	829
Stage 1	-	-	-	-	-	-	487	442	-	452	412	-
Stage 2	-	-	-	-	-	-	575	407	-	404	410	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	916	-	-	913	-	-	263	114	663	171	104	827
Mov Cap-2 Maneuver	-	-	-	-	-	-	333	222	-	240	212	-
Stage 1	-	-	-	-	-	-	463	420	-	428	388	-
Stage 2	-	-	-	-	-	-	514	383	-	367	390	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.7	14	14.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	453	916	-	-	913	-	-	431
HCM Lane V/C Ratio	0.114	0.05	-	-	0.057	-	-	0.15
HCM Control Delay (s)	14	9.1	-	-	9.2	-	-	14.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.2	-	-	0.5

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# Timings

## 106: SW 6 Street & S. Dixie Highway (SB)



Lane Group	EBT	WBL	WBT	SBT	Ø6	Ø8	Ø9	Ø13
Lane Configurations	↻	↻	↻	↻↻↻				
Traffic Volume (vph)	6	348	46	799				
Future Volume (vph)	6	348	46	799				
Turn Type	NA	Perm	NA	NA				
Protected Phases	4		13 8	2	6	8	9	13
Permitted Phases		13 8						
Detector Phase	4	13 8	13 8	2				
Switch Phase								
Minimum Initial (s)	8.0			10.0	10.0	8.0	8.0	8.0
Minimum Split (s)	26.0			36.0	36.0	26.0	18.0	18.0
Total Split (s)	26.0			36.0	36.0	26.0	18.0	18.0
Total Split (%)	32.5%			45.0%	45%	33%	23%	23%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0				
Total Lost Time (s)	6.0			6.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None			C-Max	C-Max	None	None	None
Act Effect Green (s)	19.8	35.3	35.3	32.7				
Actuated g/C Ratio	0.25	0.44	0.44	0.41				
v/c Ratio	0.05	0.63	0.06	0.52				
Control Delay	14.8	6.2	2.4	19.1				
Queue Delay	0.0	0.7	0.0	0.0				
Total Delay	14.8	7.0	2.4	19.1				
LOS	B	A	A	B				
Approach Delay	14.8		6.4	19.1				
Approach LOS	B		A	B				

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 75 (94%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 15.4

Intersection LOS: B

Intersection Capacity Utilization 56.8%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 106: SW 6 Street & S. Dixie Highway (SB)

#106 ↓ Ø2 (R) 36 s	#106 #107 → Ø4 26 s	#107 ↻ Ø9 18 s
#107 ↻ Ø6 (R) 36 s	#106 #107 ← Ø8 26 s	#106 ← Ø13 18 s

Existing AM Peak Hour

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## Queues

### 106: SW 6 Street & S. Dixie Highway (SB)




Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	20	387	51	1061
v/c Ratio	0.05	0.63	0.06	0.52
Control Delay	14.8	6.2	2.4	19.1
Queue Delay	0.0	0.7	0.0	0.0
Total Delay	14.8	7.0	2.4	19.1
Queue Length 50th (ft)	3	23	3	136
Queue Length 95th (ft)	19	m26	m4	191
Internal Link Dist (ft)	444		306	770
Turn Bay Length (ft)				
Base Capacity (vph)	434	637	856	2056
Starvation Cap Reductn	0	71	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	0.68	0.06	0.52

#### Intersection Summary









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

# HCM Signalized Intersection Capacity Analysis 106: SW 6 Street & S. Dixie Highway (SB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶		↶	↶						↶↶↶	
Traffic Volume (vph)	0	6	12	348	46	0	0	0	0	137	799	19
Future Volume (vph)	0	6	12	348	46	0	0	0	0	137	799	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	
Lane Util. Factor		1.00		1.00	1.00						0.91	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.91		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		1699		1770	1863						5028	
Flt Permitted		1.00		0.74	1.00						0.99	
Satd. Flow (perm)		1699		1386	1863						5028	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	7	13	387	51	0	0	0	0	152	888	21
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	10	0	387	51	0	0	0	0	0	1059	0
Confl. Peds. (#/hr)	1					1	6			4	4	6
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			13 8						2	
Permitted Phases				13 8						2		
Actuated Green, G (s)		19.8		35.3	35.3						32.7	
Effective Green, g (s)		19.8		35.3	35.3						32.7	
Actuated g/C Ratio		0.25		0.44	0.44						0.41	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									3.0	
Lane Grp Cap (vph)		420		611	822						2055	
v/s Ratio Prot		0.01			0.03							
v/s Ratio Perm				c0.28							0.21	
v/c Ratio		0.02		0.63	0.06						0.52	
Uniform Delay, d1		22.8		17.3	12.8						17.7	
Progression Factor		1.00		0.23	0.19						1.00	
Incremental Delay, d2		0.0		1.0	0.0						0.9	
Delay (s)		22.8		4.9	2.4						18.6	
Level of Service		C		A	A						B	
Approach Delay (s)		22.8			4.6			0.0			18.6	
Approach LOS		C			A			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			14.7		HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			80.0		Sum of lost time (s)			18.0				
Intersection Capacity Utilization			56.8%		ICU Level of Service			B				
Analysis Period (min)			15									
c Critical Lane Group												

# Timings

## 107: S. Dixie Highway (NB)

								
Lane Group	EBT	WBT	WBR	NBT	Ø2	Ø4	Ø9	Ø13
Lane Configurations								
Traffic Volume (vph)	142	355	181	492				
Future Volume (vph)	142	355	181	492				
Turn Type	NA	NA	Perm	NA				
Protected Phases	9 4	8		6	2	4	9	13
Permitted Phases			8					
Detector Phase	9 4	8	8	6				
Switch Phase								
Minimum Initial (s)		8.0	8.0	10.0	10.0	8.0	8.0	8.0
Minimum Split (s)		26.0	26.0	36.0	36.0	26.0	18.0	18.0
Total Split (s)		26.0	26.0	36.0	36.0	26.0	18.0	18.0
Total Split (%)		32.5%	32.5%	45.0%	45%	33%	23%	23%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0				
Total Lost Time (s)		6.0	6.0	6.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode		None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	29.3	19.8	19.8	32.7				
Actuated g/C Ratio	0.37	0.25	0.25	0.41				
v/c Ratio	0.18	0.95	0.40	0.45				
Control Delay	19.6	63.3	6.1	15.5				
Queue Delay	0.0	0.0	0.0	0.0				
Total Delay	19.6	63.3	6.1	15.5				
LOS	B	E	A	B				
Approach Delay	19.6	44.0		15.5				
Approach LOS	B	D		B				
Intersection Summary								
Cycle Length: 80								
Actuated Cycle Length: 80								
Offset: 75 (94%), Referenced to phase 2:SBTL and 6:, Start of Yellow								
Natural Cycle: 80								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.95								
Intersection Signal Delay: 26.5				Intersection LOS: C				
Intersection Capacity Utilization 52.9%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 107: S. Dixie Highway (NB)

#106 ↓ Ø2 (R) 36 s	#106 #107 → Ø4 26 s	#107 ↖ Ø9 18 s
#107 ↑ Ø6 (R) 36 s	#106 #107 ← Ø8 26 s	#106 ← Ø13 18 s

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## Queues

### 107: S. Dixie Highway (NB)




















Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	205	438	223	933
v/c Ratio	0.18	0.95	0.40	0.45
Control Delay	19.6	63.3	6.1	15.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.6	63.3	6.1	15.5
Queue Length 50th (ft)	50	215	0	97
Queue Length 95th (ft)	71	#327	36	123
Internal Link Dist (ft)	306	238		322
Turn Bay Length (ft)				
Base Capacity (vph)	1238	465	563	2059
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.94	0.40	0.45

#### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis

## 107: S. Dixie Highway (NB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	142	0	0	355	181	52	492	212	0	0	0
Future Volume (vph)	24	142	0	0	355	181	52	492	212	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		0.95			1.00	1.00		0.91				
Frpb, ped/bikes		1.00			1.00	1.00		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.96				
Flt Protected		0.99			1.00	1.00		1.00				
Satd. Flow (prot)		3514			1863	1583		4834				
Flt Permitted		0.80			1.00	1.00		1.00				
Satd. Flow (perm)		2847			1863	1583		4834				
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	30	175	0	0	438	223	64	607	262	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	168	0	83	0	0	0	0
Lane Group Flow (vph)	0	205	0	0	438	55	0	850	0	0	0	0
Confl. Peds. (#/hr)			5	5					3	3		
Turn Type	custom	NA			NA	Perm	Perm	NA				
Protected Phases	9	9 4			8			6				
Permitted Phases	9					8	6					
Actuated Green, G (s)		29.3			19.8	19.8		32.7				
Effective Green, g (s)		29.3			19.8	19.8		32.7				
Actuated g/C Ratio		0.37			0.25	0.25		0.41				
Clearance Time (s)					6.0	6.0		6.0				
Vehicle Extension (s)					2.0	2.0		3.0				
Lane Grp Cap (vph)		1121			461	391		1975				
v/s Ratio Prot		c0.02			c0.24							
v/s Ratio Perm		0.05				0.03		0.18				
v/c Ratio		0.18			0.95	0.14		0.43				
Uniform Delay, d1		17.2			29.6	23.5		17.0				
Progression Factor		1.44			1.00	1.00		1.00				
Incremental Delay, d2		0.1			29.3	0.1		0.7				
Delay (s)		24.9			58.9	23.5		17.7				
Level of Service		C			E	C		B				
Approach Delay (s)		24.9			47.0			17.7			0.0	
Approach LOS		C			D			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		29.3			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.56										
Actuated Cycle Length (s)		80.0			Sum of lost time (s)			18.0				
Intersection Capacity Utilization		52.9%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

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# Timings

## 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)



Lane Group	EBL	EBT	EBR	WBL	WBT	SBT	SBR	Ø6	Ø7	Ø8	Ø11	Ø16
Lane Configurations		↑↑↑	↑	↑	↑↑	↑↑	↑					
Traffic Volume (vph)	2	270	287	38	375	699	275					
Future Volume (vph)	2	270	287	38	375	699	275					
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm					
Protected Phases		4		3	3 16	2		6	7	8	11	16
Permitted Phases	4		4	3 16			2					
Detector Phase	4	4	4	3	3 16	2	2					
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0		15.0	15.0	5.0	5.0	8.0	5.0	8.0
Minimum Split (s)	14.0	14.0	14.0	14.0		42.0	42.0	42.0	11.0	24.0	11.0	24.0
Total Split (s)	37.0	37.0	37.0	30.0		67.0	67.0	67.0	37.0	30.0	26.0	26.0
Total Split (%)	23.1%	23.1%	23.1%	18.8%		41.9%	41.9%	42%	23%	19%	16%	16%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0					
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0					
Lead/Lag	Lead	Lead	Lead	Lag					Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					Yes	Yes		
Recall Mode	None	None	None	None		C-Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)		16.0	16.0	35.3	41.3	84.7	84.7					
Actuated g/C Ratio		0.10	0.10	0.22	0.26	0.53	0.53					
v/c Ratio		0.76	0.71	0.13	0.45	0.43	0.31					
Control Delay		82.6	15.8	8.8	10.4	25.5	4.3					
Queue Delay		0.0	0.0	0.0	0.7	0.0	0.0					
Total Delay		82.6	15.8	8.8	11.0	25.5	4.3					
LOS		F	B	A	B	C	A					
Approach Delay		48.3			10.8	19.8						
Approach LOS		D			B	B						

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 56 (35%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 25.9

Intersection LOS: C

Intersection Capacity Utilization 73.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

#201 ↓ Ø2 (R) 67 s	#201 → Ø4 37 s	#201 ↔ Ø3 30 s	#202 ↖ Ø11 26 s
#202 ↑ Ø6 (R) 67 s	#202 ↗ Ø7 37 s	#202 ↔ Ø8 30 s	#201 ← Ø16 26 s

## Queues

201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	295	312	41	408	808	299
v/c Ratio	0.76	0.71	0.13	0.45	0.43	0.31
Control Delay	82.6	15.8	8.8	10.4	25.5	4.3
Queue Delay	0.0	0.0	0.0	0.7	0.0	0.0
Total Delay	82.6	15.8	8.8	11.0	25.5	4.3
Queue Length 50th (ft)	112	0	6	31	262	9
Queue Length 95th (ft)	145	98	m10	32	387	71
Internal Link Dist (ft)	453			180	158	
Turn Bay Length (ft)			90			
Base Capacity (vph)	755	558	362	996	1868	953
Starvation Cap Reductn	0	0	0	293	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.56	0.11	0.58	0.43	0.31













### Intersection Summary

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



# HCM Signalized Intersection Capacity Analysis

## 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑↑	↑
Traffic Volume (vph)	2	270	287	38	375	0	0	0	0	44	699	275
Future Volume (vph)	2	270	287	38	375	0	0	0	0	44	699	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		5084	1583	1770	3539						3528	1552
Flt Permitted		0.77	1.00	0.56	1.00						1.00	1.00
Satd. Flow (perm)		3900	1583	1051	3539						3528	1552
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	293	312	41	408	0	0	0	0	48	760	299
RTOR Reduction (vph)	0	0	281	0	0	0	0	0	0	0	0	132
Lane Group Flow (vph)	0	295	31	41	408	0	0	0	0	0	808	167
Confl. Peds. (#/hr)	1					1	5			1	1	5
Confl. Bikes (#/hr)						2						3
Turn Type	Perm	NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	3 16						2	
Permitted Phases	4		4	3 16						2		2
Actuated Green, G (s)		16.0	16.0	35.3	41.3						84.7	84.7
Effective Green, g (s)		16.0	16.0	35.3	41.3						84.7	84.7
Actuated g/C Ratio		0.10	0.10	0.22	0.26						0.53	0.53
Clearance Time (s)		6.0	6.0	6.0							6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0							2.5	2.5
Lane Grp Cap (vph)		390	158	322	913						1867	821
v/s Ratio Prot				0.02	c0.12							
v/s Ratio Perm		c0.08	0.02	0.01							0.23	0.11
v/c Ratio		0.76	0.20	0.13	0.45						0.43	0.20
Uniform Delay, d1		70.1	66.1	49.7	49.8						23.0	19.9
Progression Factor		1.00	1.00	0.19	0.18						1.00	1.00
Incremental Delay, d2		7.3	0.2	0.1	0.1						0.7	0.6
Delay (s)		77.4	66.3	9.5	9.1						23.7	20.4
Level of Service		E	E	A	A						C	C
Approach Delay (s)		71.7			9.2			0.0			22.8	
Approach LOS		E			A			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			33.7		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			160.0		Sum of lost time (s)			24.0				
Intersection Capacity Utilization			73.1%		ICU Level of Service			D				
Analysis Period (min)			15									
c Critical Lane Group												

Existing AM Peak Hour

Synchro 10 Light Report

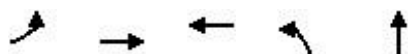
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PZ21-13000001

8/25/21

# Timings

## 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	Ø2	Ø3	Ø4	Ø6	Ø16
Lane Configurations	↰	↗↗	↗↗↗	↰	↗↗					
Traffic Volume (vph)	120	190	261	118	505					
Future Volume (vph)	120	190	261	118	505					
Turn Type	custom	NA	NA	Prot	NA					
Protected Phases	7	7 8	8	11	6 11	2	3	4	6	16
Permitted Phases	7									
Detector Phase	7	7 8	8	11	6 11					
Switch Phase										
Minimum Initial (s)	5.0		8.0	5.0		15.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.0		24.0	11.0		42.0	14.0	14.0	42.0	24.0
Total Split (s)	37.0		30.0	26.0		67.0	30.0	37.0	67.0	26.0
Total Split (%)	23.1%		18.8%	16.3%		42%	19%	23%	42%	16%
Yellow Time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	6.0		6.0	6.0						
Lead/Lag	Lead		Lag				Lag	Lead		
Lead-Lag Optimize?	Yes		Yes				Yes	Yes		
Recall Mode	None		None	None		C-Max	None	None	C-Max	None
Act Effect Green (s)	15.4	42.1	20.7	15.2	105.9					
Actuated g/C Ratio	0.10	0.26	0.13	0.10	0.66					
v/c Ratio	0.72	0.21	0.45	0.72	0.23					
Control Delay	40.8	8.4	64.3	92.5	11.6					
Queue Delay	0.0	0.9	0.0	0.0	0.0					
Total Delay	40.8	9.3	64.3	92.5	11.6					
LOS	D	A	E	F	B					
Approach Delay		21.5	64.3		26.3					
Approach LOS		C	E		C					

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 56 (35%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 33.8

Intersection LOS: C

Intersection Capacity Utilization 58.3%

ICU Level of Service B

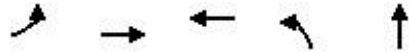
Analysis Period (min) 15

Splits and Phases: 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street

#201 ↓ Ø2 (R) 67 s	#201 → Ø4 37 s	#201 ↙ Ø3 30 s	#202 ↗ Ø11 26 s
#202 ↑ Ø6 (R) 67 s	#202 ↖ Ø7 37 s	#202 ↘ Ø8 30 s	#201 ← Ø16 26 s


















## Queues

### 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	122	194	293	120	544
v/c Ratio	0.72	0.21	0.45	0.72	0.23
Control Delay	40.8	8.4	64.3	92.5	11.6
Queue Delay	0.0	0.9	0.0	0.0	0.0
Total Delay	40.8	9.3	64.3	92.5	11.6
Queue Length 50th (ft)	29	15	102	125	111
Queue Length 95th (ft)	33	22	134	190	164
Internal Link Dist (ft)		180	144		320
Turn Bay Length (ft)	90				
Base Capacity (vph)	342	1005	759	224	2303
Starvation Cap Reductn	4	573	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.45	0.39	0.54	0.24
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	190	0	0	261	26	118	505	28	0	0	0
Future Volume (vph)	120	190	0	0	261	26	118	505	28	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0				
Lane Util. Factor	1.00	0.95			0.91		1.00	0.95				
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Frt	1.00	1.00			0.99		1.00	0.99				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1770	3539			5015		1770	3508				
Flt Permitted	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	1770	3539			5015		1770	3508				
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	122	194	0	0	266	27	120	515	29	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	2	0	0	0	0
Lane Group Flow (vph)	122	194	0	0	285	0	120	542	0	0	0	0
Confl. Peds. (#/hr)			1	1			2		2	2		2
Confl. Bikes (#/hr)			4									
Turn Type	custom	NA			NA		Prot	NA				
Protected Phases	7	7 8			8		11	6 11				
Permitted Phases	7											
Actuated Green, G (s)	15.4	42.1			20.7		15.2	105.9				
Effective Green, g (s)	15.4	42.1			20.7		15.2	105.9				
Actuated g/C Ratio	0.10	0.26			0.13		0.09	0.66				
Clearance Time (s)	6.0				6.0		6.0					
Vehicle Extension (s)	2.0				2.0		1.5					
Lane Grp Cap (vph)	170	931			648		168	2321				
v/s Ratio Prot	c0.07	c0.05			c0.06		c0.07	c0.15				
v/s Ratio Perm												
v/c Ratio	0.72	0.21			0.44		0.71	0.23				
Uniform Delay, d1	70.2	46.0			64.3		70.3	10.8				
Progression Factor	0.28	0.18			1.00		1.00	1.00				
Incremental Delay, d2	10.7	0.0			0.2		11.3	0.0				
Delay (s)	30.3	8.2			64.5		81.6	10.8				
Level of Service	C	A			E		F	B				
Approach Delay (s)		16.7			64.5			23.6			0.0	
Approach LOS		B			E			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			31.3				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			58.3%				ICU Level of Service		B			
Analysis Period (min)			15									
c Critical Lane Group												

Existing AM Peak Hour

Synchro 10 Light Report































**P&Z**

PZ21-13000001

8/25/21

# Timings

## 101: SW 12 Avenue/Andrews Avenue & Race Track Road/SW 3 Street

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 	 		 	 		 	 	
Traffic Volume (vph)	70	441	221	363	230	139	452	158	194	626	67
Future Volume (vph)	70	441	221	363	230	139	452	158	194	626	67
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	46.5	11.5	46.5	46.5	12.0	45.0	45.0	12.0	47.0	47.0
Total Split (s)	12.0	50.0	12.0	50.0	50.0	20.0	58.0	58.0	12.0	50.0	50.0
Total Split (%)	9.1%	37.9%	9.1%	37.9%	37.9%	15.2%	43.9%	43.9%	9.1%	37.9%	37.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.4	24.1	5.5	26.5	26.5	9.8	57.5	57.5	17.9	65.6	65.6
Actuated g/C Ratio	0.04	0.18	0.04	0.20	0.20	0.07	0.44	0.44	0.14	0.50	0.50
v/c Ratio	0.55	0.80	1.70	0.56	0.49	0.60	0.32	0.22	0.46	0.39	0.08
Control Delay	76.9	49.5	379.2	50.9	8.4	69.0	25.4	4.0	57.1	22.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.9	49.5	379.2	50.9	8.4	69.0	25.4	4.0	57.1	22.6	0.2
LOS	E	D	F	D	A	E	C	A	E	C	A
Approach Delay		52.0		128.0			29.0			28.4	
Approach LOS		D		F			C			C	

### Intersection Summary

Cycle Length: 132

Actuated Cycle Length: 132

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.70

Intersection Signal Delay: 59.4

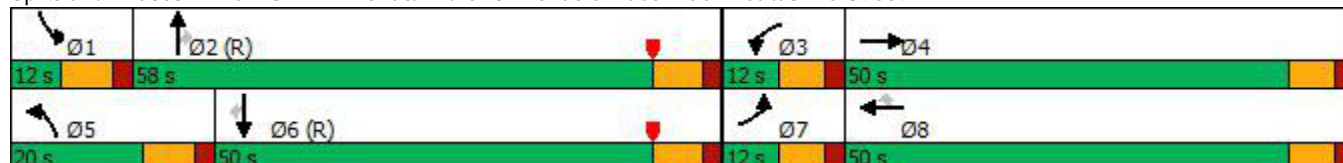
Intersection LOS: E

Intersection Capacity Utilization 79.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 101: SW 12 Avenue/Andrews Avenue & Race Track Road/SW 3 Street



Background AM Peak Hour

Synchro 10 Light Report

P&Z

PZ21-13000001

8/25/21

## Queues

101: SW 12 Avenue/Andrews Avenue & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	782	243	399	253	153	497	174	213	688	74
v/c Ratio	0.55	0.80	1.70	0.56	0.49	0.60	0.32	0.22	0.46	0.39	0.08
Control Delay	76.9	49.5	379.2	50.9	8.4	69.0	25.4	4.0	57.1	22.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.9	49.5	379.2	50.9	8.4	69.0	25.4	4.0	57.1	22.6	0.2
Queue Length 50th (ft)	34	201	~157	167	0	66	140	0	89	188	0
Queue Length 95th (ft)	61	236	#245	210	71	101	198	45	131	273	0
Internal Link Dist (ft)		490		1888			368			439	
Turn Bay Length (ft)	200		200		520	240		240	320		280
Base Capacity (vph)	143	1663	143	1166	684	338	1541	787	465	1758	876
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.47	1.70	0.34	0.37	0.45	0.32	0.22	0.46	0.39	0.08

### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

































Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# 

## 

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	 		 	 	
Traffic Volume (veh/h)	70	441	270	221	363	230	139	452	158	194	626	67
Future Volume (veh/h)	70	441	270	221	363	230	139	452	158	194	626	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	485	297	243	399	253	153	497	174	213	688	74
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	763	354	144	818	364	204	1747	779	131	1672	745
Arrive On Green	0.04	0.22	0.22	0.04	0.23	0.23	0.06	0.49	0.49	0.04	0.47	0.47
Sat Flow, veh/h	3456	3404	1581	3456	3554	1581	3456	3554	1584	3456	3554	1584
Grp Volume(v), veh/h	77	485	297	243	399	253	153	497	174	213	688	74
Grp Sat Flow(s),veh/h/ln	1728	1702	1581	1728	1777	1581	1728	1777	1584	1728	1777	1584
Q Serve(g_s), s	2.9	17.0	23.7	5.5	12.9	19.4	5.8	10.9	8.3	5.0	16.8	3.4
Cycle Q Clear(g_c), s	2.9	17.0	23.7	5.5	12.9	19.4	5.8	10.9	8.3	5.0	16.8	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	763	354	144	818	364	204	1747	779	131	1672	745
V/C Ratio(X)	0.63	0.64	0.84	1.69	0.49	0.70	0.75	0.28	0.22	1.63	0.41	0.10
Avail Cap(c_a), veh/h	144	1122	521	144	1171	521	340	1747	779	131	1672	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.8	46.3	48.9	63.2	44.1	46.6	61.1	19.8	19.2	63.5	22.9	19.4
Incr Delay (d2), s/veh	3.4	0.3	5.1	337.6	0.2	0.9	2.1	0.4	0.7	314.3	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.1	9.7	9.1	5.6	7.6	2.6	4.5	3.1	7.9	7.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	46.6	54.0	400.8	44.2	47.5	63.2	20.2	19.8	377.8	23.7	19.7
LnGrp LOS	E	D	D	F	D	D	E	C	B	F	C	B
Approach Vol, veh/h		859			895			824			975	
Approach Delay, s/veh		51.0			142.0			28.1			100.7	
Approach LOS		D			F			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	71.9	12.0	36.1	14.8	69.1	11.2	36.9				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	5.0	51.0	5.5	43.5	13.0	43.0	5.5	43.5				
Max Q Clear Time (g_c+I1), s	7.0	12.9	7.5	25.7	7.8	18.8	4.9	21.4				
Green Ext Time (p_c), s	0.0	4.0	0.0	3.1	0.1	4.9	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay				82.2								
HCM 6th LOS				F								

Background All Peak Hour








Synchro 10 Light Report

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HCM 6th TWSC  
102: Avondale Drive & Race Track Road/SW 3 Street

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	532	177	141	514	18	98	7	97	18	13	135
Future Vol, veh/h	70	532	177	141	514	18	98	7	97	18	13	135
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	611	203	162	591	21	113	8	111	21	15	155

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	612	0	0	814	0	0	1501	1809	409	1398	1900	307
Stage 1	-	-	-	-	-	-	873	873	-	926	926	-
Stage 2	-	-	-	-	-	-	628	936	-	472	974	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	963	-	-	809	-	-	197	78	781	222	68	848
Stage 1	-	-	-	-	-	-	401	366	-	378	346	-
Stage 2	-	-	-	-	-	-	437	342	-	542	328	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	963	-	-	809	-	-	114	57	780	144	50	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	157	136	-	196	104	-
Stage 1	-	-	-	-	-	-	368	336	-	347	277	-
Stage 2	-	-	-	-	-	-	270	274	-	415	301	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	2.2	47.4	19.2
HCM LOS			E	C










  

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	155	780	963	-	-	809	-	-	441
HCM Lane V/C Ratio	0.779	0.143	0.084	-	-	0.2	-	-	0.433
HCM Control Delay (s)	81.5	10.4	9.1	-	-	10.6	-	-	19.2
HCM Lane LOS	F	B	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	4.9	0.5	0.3	-	-	0.7	-	-	2.1



# HCM 6th TWSC

## 103: SW 4 Avenue & Race Track Road/SW 3 Street/SW 3 Street

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	566	68	49	608	18	23	0	26	22	1	38
Future Vol, veh/h	44	566	68	49	608	18	23	0	26	22	1	38
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	0	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	622	75	54	668	20	25	0	29	24	1	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	690	0	0	697	0	0	1161	1516	624	1560	1581	346
Stage 1	-	-	-	-	-	-	718	718	-	788	788	-
Stage 2	-	-	-	-	-	-	443	798	-	772	793	-
Critical Hdwy	4.13	-	-	4.13	-	-	5.5	6.53	4.5	5.5	6.53	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.53	-	5.5	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	903	-	-	897	-	-	290	119	654	184	108	822
Stage 1	-	-	-	-	-	-	475	432	-	440	401	-
Stage 2	-	-	-	-	-	-	564	397	-	391	399	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	901	-	-	897	-	-	251	106	653	160	96	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	213	-	228	202	-
Stage 1	-	-	-	-	-	-	450	409	-	416	376	-
Stage 2	-	-	-	-	-	-	502	372	-	353	378	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.7			14.3			15.4		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	440	901	-	-	897	-	-	413
HCM Lane V/C Ratio	0.122	0.054	-	-	0.06	-	-	0.162
HCM Control Delay (s)	14.3	9.2	-	-	9.3	-	-	15.4
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.2	-	-	0.6

# Timings

## 106: SW 6 Street & S. Dixie Highway (SB)



Lane Group	EBT	WBL	WBT	SBT	Ø6	Ø8	Ø9	Ø13
Lane Configurations	↶	↶	↶	↶↶↶				
Traffic Volume (vph)	6	359	47	823				
Future Volume (vph)	6	359	47	823				
Turn Type	NA	Perm	NA	NA				
Protected Phases	4		13 8	2	6	8	9	13
Permitted Phases		13 8						
Detector Phase	4	13 8	13 8	2				
Switch Phase								
Minimum Initial (s)	8.0			10.0	10.0	8.0	8.0	8.0
Minimum Split (s)	26.0			36.0	36.0	26.0	18.0	18.0
Total Split (s)	26.0			36.0	36.0	26.0	18.0	18.0
Total Split (%)	32.5%			45.0%	45%	33%	23%	23%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0				
Total Lost Time (s)	6.0			6.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None			C-Max	C-Max	None	None	None
Act Effect Green (s)	20.0	35.6	35.6	32.4				
Actuated g/C Ratio	0.25	0.44	0.44	0.40				
v/c Ratio	0.05	0.65	0.06	0.54				
Control Delay	14.8	6.2	2.3	19.5				
Queue Delay	0.0	0.7	0.0	0.0				
Total Delay	14.8	6.9	2.3	19.5				
LOS	B	A	A	B				
Approach Delay	14.8		6.4	19.5				
Approach LOS	B		A	B				

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 75 (94%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 15.7

Intersection LOS: B

Intersection Capacity Utilization 57.9%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 106: SW 6 Street & S. Dixie Highway (SB)

#106 ↓ Ø2 (R) 36 s	#106 #107 → Ø4 26 s	#107 ↶ Ø9 18 s
#107 ↶ Ø6 (R) 36 s	#106 #107 ↶ Ø8 26 s	#106 ↶ Ø13 18 s

Background AM Peak Hour

Synchro 10 Light Report

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## Queues

### 106: SW 6 Street & S. Dixie Highway (SB)



Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	20	399	52	1092
v/c Ratio	0.05	0.65	0.06	0.54
Control Delay	14.8	6.2	2.3	19.5
Queue Delay	0.0	0.7	0.0	0.0
Total Delay	14.8	6.9	2.3	19.5
Queue Length 50th (ft)	3	24	3	141
Queue Length 95th (ft)	19	m26	m4	197
Internal Link Dist (ft)	444		306	770
Turn Bay Length (ft)				
Base Capacity (vph)	434	658	884	2039
Starvation Cap Reductn	0	71	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	0.68	0.06	0.54

#### Intersection Summary









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

# HCM Signalized Intersection Capacity Analysis 106: SW 6 Street & S. Dixie Highway (SB)

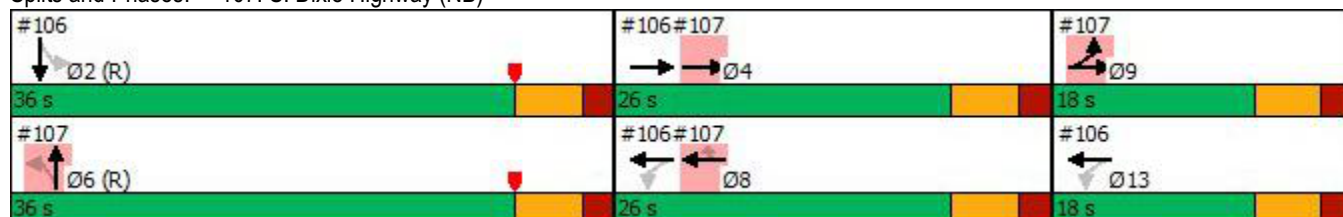
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩		↩	↩						↩↩↩	
Traffic Volume (vph)	0	6	12	359	47	0	0	0	0	141	823	19
Future Volume (vph)	0	6	12	359	47	0	0	0	0	141	823	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	
Lane Util. Factor		1.00		1.00	1.00						0.91	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.91		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		1699		1770	1863						5029	
Flt Permitted		1.00		0.74	1.00						0.99	
Satd. Flow (perm)		1699		1386	1863						5029	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	7	13	399	52	0	0	0	0	157	914	21
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	10	0	399	52	0	0	0	0	0	1090	0
Confl. Peds. (#/hr)	1					1	6			4	4	6
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			13 8						2	
Permitted Phases				13 8						2		
Actuated Green, G (s)		20.0		35.6	35.6						32.4	
Effective Green, g (s)		20.0		35.6	35.6						32.4	
Actuated g/C Ratio		0.25		0.45	0.45						0.40	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									3.0	
Lane Grp Cap (vph)		424		616	829						2036	
v/s Ratio Prot		0.01			0.03							
v/s Ratio Perm				c0.29							0.22	
v/c Ratio		0.02		0.65	0.06						0.54	
Uniform Delay, d1		22.6		17.3	12.7						18.1	
Progression Factor		1.00		0.23	0.18						1.00	
Incremental Delay, d2		0.0		1.0	0.0						1.0	
Delay (s)		22.6		5.0	2.3						19.1	
Level of Service		C		A	A						B	
Approach Delay (s)		22.6			4.7			0.0			19.1	
Approach LOS		C			A			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			15.0			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			57.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

# Timings

## 107: S. Dixie Highway (NB)

								
Lane Group	EBT	WBT	WBR	NBT	Ø2	Ø4	Ø9	Ø13
Lane Configurations								
Traffic Volume (vph)	146	366	186	507				
Future Volume (vph)	146	366	186	507				
Turn Type	NA	NA	Perm	NA				
Protected Phases	9 4	8		6	2	4	9	13
Permitted Phases			8					
Detector Phase	9 4	8	8	6				
Switch Phase								
Minimum Initial (s)		8.0	8.0	10.0	10.0	8.0	8.0	8.0
Minimum Split (s)		26.0	26.0	36.0	36.0	26.0	18.0	18.0
Total Split (s)		26.0	26.0	36.0	36.0	26.0	18.0	18.0
Total Split (%)		32.5%	32.5%	45.0%	45%	33%	23%	23%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0				
Total Lost Time (s)		6.0	6.0	6.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode		None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	29.6	20.0	20.0	32.4				
Actuated g/C Ratio	0.37	0.25	0.25	0.40				
v/c Ratio	0.19	0.97	0.40	0.47				
Control Delay	19.5	67.6	6.0	15.9				
Queue Delay	0.0	0.0	0.0	0.0				
Total Delay	19.5	67.6	6.0	15.9				
LOS	B	E	A	B				
Approach Delay	19.5	46.8		15.9				
Approach LOS	B	D		B				
Intersection Summary								
Cycle Length: 80								
Actuated Cycle Length: 80								
Offset: 75 (94%), Referenced to phase 2:SBTL and 6:, Start of Yellow								
Natural Cycle: 80								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.97								
Intersection Signal Delay: 27.7				Intersection LOS: C				
Intersection Capacity Utilization 53.2%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 107: S. Dixie Highway (NB)



Background AM Peak Hour

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## Queues

### 107: S. Dixie Highway (NB)




















Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	210	452	230	961
v/c Ratio	0.19	0.97	0.40	0.47
Control Delay	19.5	67.6	6.0	15.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.5	67.6	6.0	15.9
Queue Length 50th (ft)	51	224	0	101
Queue Length 95th (ft)	73	#341	37	128
Internal Link Dist (ft)	306	238		322
Turn Bay Length (ft)				
Base Capacity (vph)	1229	465	568	2042
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.97	0.40	0.47

#### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis 107: S. Dixie Highway (NB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	146	0	0	366	186	53	507	219	0	0	0
Future Volume (vph)	24	146	0	0	366	186	53	507	219	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		0.95			1.00	1.00		0.91				
Frpb, ped/bikes		1.00			1.00	1.00		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.96				
Flt Protected		0.99			1.00	1.00		1.00				
Satd. Flow (prot)		3514			1863	1583		4834				
Flt Permitted		0.79			1.00	1.00		1.00				
Satd. Flow (perm)		2811			1863	1583		4834				
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	30	180	0	0	452	230	65	626	270	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	173	0	84	0	0	0	0
Lane Group Flow (vph)	0	210	0	0	452	58	0	877	0	0	0	0
Confl. Peds. (#/hr)			5	5					3	3		
Turn Type	custom	NA			NA	Perm	Perm	NA				
Protected Phases	9	9 4			8			6				
Permitted Phases	9					8	6					
Actuated Green, G (s)		29.6			20.0	20.0		32.4				
Effective Green, g (s)		29.6			20.0	20.0		32.4				
Actuated g/C Ratio		0.37			0.25	0.25		0.40				
Clearance Time (s)					6.0	6.0		6.0				
Vehicle Extension (s)					2.0	2.0		3.0				
Lane Grp Cap (vph)		1124			465	395		1957				
v/s Ratio Prot		c0.02			c0.24							
v/s Ratio Perm		0.05				0.04		0.18				
v/c Ratio		0.19			0.97	0.15		0.45				
Uniform Delay, d1		17.1			29.7	23.3		17.3				
Progression Factor		1.44			1.00	1.00		1.00				
Incremental Delay, d2		0.1			34.2	0.1		0.7				
Delay (s)		24.6			63.9	23.4		18.0				
Level of Service		C			E	C		B				
Approach Delay (s)		24.6			50.3			18.0			0.0	
Approach LOS		C			D			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			30.7				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			53.2%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												

# Timings

## 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)



Lane Group	EBL	EBT	EBR	WBL	WBT	SBT	SBR	Ø6	Ø7	Ø8	Ø11	Ø16
Lane Configurations		↑↑↑	↑	↑	↑↑	↑↑	↑					
Traffic Volume (vph)	2	278	295	39	386	719	283					
Future Volume (vph)	2	278	295	39	386	719	283					
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm					
Protected Phases		4		3	3 16	2		6	7	8	11	16
Permitted Phases	4		4	3 16			2					
Detector Phase	4	4	4	3	3 16	2	2					
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0		15.0	15.0	5.0	5.0	8.0	5.0	8.0
Minimum Split (s)	14.0	14.0	14.0	14.0		42.0	42.0	42.0	11.0	24.0	11.0	24.0
Total Split (s)	37.0	37.0	37.0	30.0		67.0	67.0	67.0	37.0	30.0	26.0	26.0
Total Split (%)	23.1%	23.1%	23.1%	18.8%		41.9%	41.9%	42%	23%	19%	16%	16%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0					
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0					
Lead/Lag	Lead	Lead	Lead	Lag					Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					Yes	Yes		
Recall Mode	None	None	None	None		C-Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)		16.3	16.3	36.1	42.1	83.6	83.6					
Actuated g/C Ratio		0.10	0.10	0.23	0.26	0.52	0.52					
v/c Ratio		0.76	0.71	0.13	0.45	0.45	0.33					
Control Delay		82.5	15.7	8.5	10.0	26.5	4.8					
Queue Delay		0.0	0.0	0.0	0.7	0.0	0.0					
Total Delay		82.5	15.7	8.5	10.7	26.5	4.8					
LOS		F	B	A	B	C	A					
Approach Delay		48.2			10.5	20.7						
Approach LOS		D			B	C						

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 56 (35%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 26.3

Intersection LOS: C

Intersection Capacity Utilization 73.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

#201 ↓ Ø2 (R) 67 s	#201 → Ø4 37 s	#201 ↔ Ø3 30 s	#202 ↖ Ø11 26 s
#202 ↑ Ø6 (R) 67 s	#202 ↗ Ø7 37 s	#202 ↔ Ø8 30 s	#201 ← Ø16 26 s

Background All Peak Hour

Synchro 10 Light Report

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## Queues

201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

























Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	304	321	42	420	831	308
v/c Ratio	0.76	0.71	0.13	0.45	0.45	0.33
Control Delay	82.5	15.7	8.5	10.0	26.5	4.8
Queue Delay	0.0	0.0	0.0	0.7	0.0	0.0
Total Delay	82.5	15.7	8.5	10.7	26.5	4.8
Queue Length 50th (ft)	115	0	6	30	277	13
Queue Length 95th (ft)	149	100	m9	32	406	79
Internal Link Dist (ft)	453			180	158	
Turn Bay Length (ft)			90			
Base Capacity (vph)	757	565	365	1002	1842	944
Starvation Cap Reductn	0	0	0	296	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.57	0.12	0.59	0.45	0.33

### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis

## 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 						 	
Traffic Volume (vph)	2	278	295	39	386	0	0	0	0	45	719	283
Future Volume (vph)	2	278	295	39	386	0	0	0	0	45	719	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		5084	1583	1770	3539						3529	1552
Flt Permitted		0.77	1.00	0.56	1.00						1.00	1.00
Satd. Flow (perm)		3912	1583	1042	3539						3529	1552
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	302	321	42	420	0	0	0	0	49	782	308
RTOR Reduction (vph)	0	0	288	0	0	0	0	0	0	0	0	135
Lane Group Flow (vph)	0	304	33	42	420	0	0	0	0	0	831	173
Confl. Peds. (#/hr)	1					1	5		1	1		5
Confl. Bikes (#/hr)						2						3
Turn Type	Perm	NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	3 16						2	
Permitted Phases	4		4	3 16						2		2
Actuated Green, G (s)		16.3	16.3	36.2	42.2						83.5	83.5
Effective Green, g (s)		16.3	16.3	36.2	42.2						83.5	83.5
Actuated g/C Ratio		0.10	0.10	0.23	0.26						0.52	0.52
Clearance Time (s)		6.0	6.0	6.0							6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0							2.5	2.5
Lane Grp Cap (vph)		398	161	329	933						1841	809
v/s Ratio Prot				0.02	c0.12							
v/s Ratio Perm		c0.08	0.02	0.01							0.24	0.11
v/c Ratio		0.76	0.20	0.13	0.45						0.45	0.21
Uniform Delay, d1		70.0	65.9	49.1	49.2						23.9	20.6
Progression Factor		1.00	1.00	0.18	0.18						1.00	1.00
Incremental Delay, d2		7.6	0.2	0.1	0.1						0.8	0.6
Delay (s)		77.6	66.1	9.1	8.8						24.7	21.2
Level of Service		E	E	A	A						C	C
Approach Delay (s)		71.7			8.8			0.0			23.8	
Approach LOS		E			A			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			34.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			73.9%			ICU Level of Service			D			
Analysis Period (min)			15									

c Critical Lane Group

# Timings

## 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	Ø2	Ø3	Ø4	Ø6	Ø16
Lane Configurations										
Traffic Volume (vph)	124	196	269	122	520					
Future Volume (vph)	124	196	269	122	520					
Turn Type	custom	NA	NA	Prot	NA					
Protected Phases	7	7 8	8	11	6 11	2	3	4	6	16
Permitted Phases	7									
Detector Phase	7	7 8	8	11	6 11					
Switch Phase										
Minimum Initial (s)	5.0		8.0	5.0		15.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.0		24.0	11.0		42.0	14.0	14.0	42.0	24.0
Total Split (s)	37.0		30.0	26.0		67.0	30.0	37.0	67.0	26.0
Total Split (%)	23.1%		18.8%	16.3%		42%	19%	23%	42%	16%
Yellow Time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	6.0		6.0	6.0						
Lead/Lag	Lead		Lag				Lag	Lead		
Lead-Lag Optimize?	Yes		Yes				Yes	Yes		
Recall Mode	None		None	None		C-Max	None	None	C-Max	None
Act Effect Green (s)	15.9	42.9	21.0	15.6	105.1					
Actuated g/C Ratio	0.10	0.27	0.13	0.10	0.66					
v/c Ratio	0.73	0.21	0.45	0.72	0.24					
Control Delay	39.6	8.2	64.3	92.2	12.0					
Queue Delay	0.0	1.0	0.0	0.0	0.0					
Total Delay	39.6	9.2	64.3	92.2	12.0					
LOS	D	A	E	F	B					
Approach Delay		21.0	64.3		26.6					
Approach LOS		C	E		C					

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 56 (35%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 33.8

Intersection LOS: C

Intersection Capacity Utilization 58.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street

#201 ↓ Ø2 (R) 67 s	#201 → Ø4 37 s	#201 ↙ Ø3 30 s	#202 ↖ Ø11 26 s
#202 ↑ Ø6 (R) 67 s	#202 ↗ Ø7 37 s	#202 ↘ Ø8 30 s	#201 ← Ø16 26 s

Background AM Peak Hour

Synchro 10 Light Report

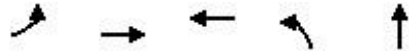
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



















## Queues

202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street

























Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	127	200	302	124	561
v/c Ratio	0.73	0.21	0.45	0.72	0.24
Control Delay	39.6	8.2	64.3	92.2	12.0
Queue Delay	0.0	1.0	0.0	0.0	0.0
Total Delay	39.6	9.2	64.3	92.2	12.0
Queue Length 50th (ft)	28	16	105	129	117
Queue Length 95th (ft)	33	22	138	195	172
Internal Link Dist (ft)		180	144		320
Turn Bay Length (ft)	90				
Base Capacity (vph)	342	1015	759	225	2283
Starvation Cap Reductn	5	587	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.47	0.40	0.55	0.25
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  			 				
Traffic Volume (vph)	124	196	0	0	269	27	122	520	29	0	0	0
Future Volume (vph)	124	196	0	0	269	27	122	520	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0				
Lane Util. Factor	1.00	0.95			0.91		1.00	0.95				
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Frt	1.00	1.00			0.99		1.00	0.99				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1770	3539			5015		1770	3508				
Flt Permitted	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	1770	3539			5015		1770	3508				
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	127	200	0	0	274	28	124	531	30	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	2	0	0	0	0
Lane Group Flow (vph)	127	200	0	0	294	0	124	559	0	0	0	0
Confl. Peds. (#/hr)			1	1			2		2	2		2
Confl. Bikes (#/hr)			4									
Turn Type	custom	NA			NA		Prot	NA				
Protected Phases	7	7 8			8		11	6 11				
Permitted Phases	7											
Actuated Green, G (s)	15.9	42.9			21.0		15.6	105.1				
Effective Green, g (s)	15.9	42.9			21.0		15.6	105.1				
Actuated g/C Ratio	0.10	0.27			0.13		0.10	0.66				
Clearance Time (s)	6.0				6.0		6.0					
Vehicle Extension (s)	2.0				2.0		1.5					
Lane Grp Cap (vph)	175	948			658		172	2304				
v/s Ratio Prot	c0.07	c0.06			c0.06		c0.07	c0.16				
v/s Ratio Perm												
v/c Ratio	0.73	0.21			0.45		0.72	0.24				
Uniform Delay, d1	69.9	45.4			64.1		70.1	11.2				
Progression Factor	0.26	0.17			1.00		1.00	1.00				
Incremental Delay, d2	11.1	0.0			0.2		11.9	0.0				
Delay (s)	29.6	8.0			64.3		81.9	11.2				
Level of Service	C	A			E		F	B				
Approach Delay (s)		16.4			64.3			24.0			0.0	
Approach LOS		B			E			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		31.4			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.39										
Actuated Cycle Length (s)		160.0			Sum of lost time (s)			24.0				
Intersection Capacity Utilization		58.5%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

# Timings

## 101: SW 12 Avenue/Andrews Avenue & Race Track Road/SW 3 Street

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	70	469	235	380	256	139	452	180	237	626	67
Future Volume (vph)	70	469	235	380	256	139	452	180	237	626	67
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	46.5	11.5	46.5	46.5	12.0	45.0	45.0	12.0	47.0	47.0
Total Split (s)	12.0	50.0	12.0	50.0	50.0	20.0	58.0	58.0	12.0	50.0	50.0
Total Split (%)	9.1%	37.9%	9.1%	37.9%	37.9%	15.2%	43.9%	43.9%	9.1%	37.9%	37.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.4	25.1	5.5	27.5	27.5	9.8	53.2	53.2	21.2	64.6	64.6
Actuated g/C Ratio	0.04	0.19	0.04	0.21	0.21	0.07	0.40	0.40	0.16	0.49	0.49
v/c Ratio	0.55	0.81	1.80	0.57	0.52	0.60	0.35	0.26	0.47	0.40	0.09
Control Delay	76.9	50.0	422.5	50.3	9.1	69.0	28.3	4.3	54.7	23.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.9	50.0	422.5	50.3	9.1	69.0	28.3	4.3	54.7	23.3	0.2
LOS	E	D	F	D	A	E	C	A	D	C	A
Approach Delay		52.3		138.5			30.0			29.6	
Approach LOS		D		F			C			C	

### Intersection Summary

Cycle Length: 132

Actuated Cycle Length: 132

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.80

Intersection Signal Delay: 63.2

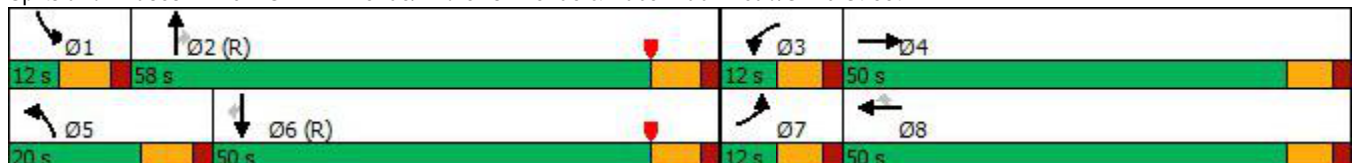
Intersection LOS: E

Intersection Capacity Utilization 80.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 101: SW 12 Avenue/Andrews Avenue & Race Track Road/SW 3 Street



Future AM Peak Hour

Synchro 10 Light Report












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PZ21-13000001

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## Queues

101: SW 12 Avenue/Andrews Avenue & Race Track Road/SW 3 Street

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	812	258	418	281	153	497	198	260	688	74
v/c Ratio	0.55	0.81	1.80	0.57	0.52	0.60	0.35	0.26	0.47	0.40	0.09
Control Delay	76.9	50.0	422.5	50.3	9.1	69.0	28.3	4.3	54.7	23.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.9	50.0	422.5	50.3	9.1	69.0	28.3	4.3	54.7	23.3	0.2
Queue Length 50th (ft)	34	212	~171	174	6	66	149	0	107	191	0
Queue Length 95th (ft)	61	247	#260	217	81	101	206	49	156	276	0
Internal Link Dist (ft)		490		1888			368			439	
Turn Bay Length (ft)	200		200		520	240		240	320		280
Base Capacity (vph)	143	1662	143	1166	697	338	1425	756	552	1732	866
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.49	1.80	0.36	0.40	0.45	0.35	0.26	0.47	0.40	0.09

### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
























Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# HCM 6th Signalized Intersection Summary

101: SW 12 Avenue/Andrews Avenue & Race Track Road/SW 3 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	469	270	235	380	256	139	452	180	237	626	67
Future Volume (veh/h)	70	469	270	235	380	256	139	452	180	237	626	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	515	297	258	418	281	153	497	198	260	688	74
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	766	356	144	821	365	204	1744	778	131	1669	744
Arrive On Green	0.04	0.23	0.23	0.04	0.23	0.23	0.06	0.49	0.49	0.04	0.47	0.47
Sat Flow, veh/h	3456	3404	1581	3456	3554	1581	3456	3554	1584	3456	3554	1584
Grp Volume(v), veh/h	77	515	297	258	418	281	153	497	198	260	688	74
Grp Sat Flow(s),veh/h/ln	1728	1702	1581	1728	1777	1581	1728	1777	1584	1728	1777	1584
Q Serve(g_s), s	2.9	18.2	23.7	5.5	13.5	21.9	5.8	10.9	9.6	5.0	16.8	3.4
Cycle Q Clear(g_c), s	2.9	18.2	23.7	5.5	13.5	21.9	5.8	10.9	9.6	5.0	16.8	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	766	356	144	821	365	204	1744	778	131	1669	744
V/C Ratio(X)	0.63	0.67	0.83	1.79	0.51	0.77	0.75	0.28	0.25	1.99	0.41	0.10
Avail Cap(c_a), veh/h	144	1122	521	144	1171	521	340	1744	778	131	1669	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.8	46.7	48.8	63.2	44.2	47.5	61.1	19.9	19.5	63.5	23.0	19.5
Incr Delay (d2), s/veh	3.4	0.4	5.0	382.7	0.2	2.5	2.1	0.4	0.8	470.0	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.6	9.7	10.0	5.9	8.7	2.6	4.5	3.6	10.7	7.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	47.1	53.8	445.9	44.4	49.9	63.2	20.3	20.3	533.5	23.8	19.7
LnGrp LOS	E	D	D	F	D	D	E	C	C	F	C	B
Approach Vol, veh/h	889			957			848			1022		
Approach Delay, s/veh	51.0			154.3			28.1			153.1		
Approach LOS	D			F			C			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	71.8	12.0	36.2	14.8	69.0	11.2	37.0				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	5.0	51.0	5.5	43.5	13.0	43.0	5.5	43.5				
Max Q Clear Time (g_c+I1), s	7.0	12.9	7.5	25.7	7.8	18.8	4.9	23.9				
Green Ext Time (p_c), s	0.0	4.1	0.0	3.2	0.1	4.9	0.0	2.1				
Intersection Summary												
HCM 6th Ctrl Delay	100.5											
HCM 6th LOS	F											

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HCM 6th TWSC  
102: Avondale Drive & Race Track Road/SW 3 Street

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	532	177	141	514	18	98	7	97	18	13	135
Future Vol, veh/h	70	532	177	141	514	18	98	7	97	18	13	135
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	611	203	162	591	21	113	8	111	21	15	155

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	612	0	0	814	0	0	1501	1809	409	1398	1900	307
Stage 1	-	-	-	-	-	-	873	873	-	926	926	-
Stage 2	-	-	-	-	-	-	628	936	-	472	974	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	963	-	-	809	-	-	197	78	781	222	68	848
Stage 1	-	-	-	-	-	-	401	366	-	378	346	-
Stage 2	-	-	-	-	-	-	437	342	-	542	328	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	963	-	-	809	-	-	114	57	780	144	50	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	157	136	-	196	104	-
Stage 1	-	-	-	-	-	-	368	336	-	347	277	-
Stage 2	-	-	-	-	-	-	270	274	-	415	301	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			2.2			47.4			19.2		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	155	780	963	-	-	809	-	-	441
HCM Lane V/C Ratio	0.779	0.143	0.084	-	-	0.2	-	-	0.433
HCM Control Delay (s)	81.5	10.4	9.1	-	-	10.6	-	-	19.2
HCM Lane LOS	F	B	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	4.9	0.5	0.3	-	-	0.7	-	-	2.1

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# HCM 6th TWSC

103: SW 4 Avenue & Race Track Road/SW 3 Street/SW 3 Street

## Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	566	161	91	608	18	80	0	60	22	1	38
Future Vol, veh/h	44	566	161	91	608	18	80	0	60	22	1	38
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	0	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	622	177	100	668	20	88	0	66	24	1	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	690	0	0	799	0	0	1253	1608	624	1722	1775	346
Stage 1	-	-	-	-	-	-	718	718	-	880	880	-
Stage 2	-	-	-	-	-	-	535	890	-	842	895	-
Critical Hdwy	4.13	-	-	4.13	-	-	5.5	6.53	4.5	5.5	6.53	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.53	-	5.5	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	903	-	-	822	-	-	262	104	654	152	82	822
Stage 1	-	-	-	-	-	-	475	432	-	398	364	-
Stage 2	-	-	-	-	-	-	498	360	-	358	358	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	901	-	-	822	-	-	215	86	653	119	68	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	280	184	-	167	155	-
Stage 1	-	-	-	-	-	-	450	409	-	376	319	-
Stage 2	-	-	-	-	-	-	414	315	-	304	339	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1.3	21.4	18.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	371	901	-	-	822	-	-	331
HCM Lane V/C Ratio	0.415	0.054	-	-	0.122	-	-	0.203
HCM Control Delay (s)	21.4	9.2	-	-	10	-	-	18.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2	0.2	-	-	0.4	-	-	0.7

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# Timings

## 106: SW 6 Street & S. Dixie Highway (SB)



Lane Group	EBT	WBL	WBT	SBT	Ø6	Ø8	Ø9	Ø13
Lane Configurations	↑	↑	↑	↑↑↑				
Traffic Volume (vph)	18	359	47	825				
Future Volume (vph)	18	359	47	825				
Turn Type	NA	Perm	NA	NA				
Protected Phases	4		13 8	2	6	8	9	13
Permitted Phases		13 8						
Detector Phase	4	13 8	13 8	2				
Switch Phase								
Minimum Initial (s)	8.0			10.0	10.0	8.0	8.0	8.0
Minimum Split (s)	26.0			36.0	36.0	26.0	18.0	18.0
Total Split (s)	26.0			36.0	36.0	26.0	18.0	18.0
Total Split (%)	32.5%			45.0%	45%	33%	23%	23%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0				
Total Lost Time (s)	6.0			6.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None			C-Max	C-Max	None	None	None
Act Effect Green (s)	20.0	35.6	35.6	32.4				
Actuated g/C Ratio	0.25	0.44	0.44	0.40				
v/c Ratio	0.10	0.66	0.06	0.54				
Control Delay	14.1	6.7	3.0	19.6				
Queue Delay	0.0	0.6	0.0	0.0				
Total Delay	14.1	7.3	3.0	19.6				
LOS	B	A	A	B				
Approach Delay	14.1		6.8	19.6				
Approach LOS	B		A	B				

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 75 (94%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 15.9

Intersection LOS: B

Intersection Capacity Utilization 58.2%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 106: SW 6 Street & S. Dixie Highway (SB)

#106 ↓ Ø2 (R) 36 s	#106 #107 → Ø4 26 s	#107 ↖ Ø9 18 s
#107 ↑ Ø6 (R) 36 s	#106 #107 ← Ø8 26 s	#106 ← Ø13 18 s

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# Queues

## 106: SW 6 Street & S. Dixie Highway (SB)




Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	46	399	52	1106
v/c Ratio	0.10	0.66	0.06	0.54
Control Delay	14.1	6.7	3.0	19.6
Queue Delay	0.0	0.6	0.0	0.0
Total Delay	14.1	7.3	3.0	19.6
Queue Length 50th (ft)	8	32	4	143
Queue Length 95th (ft)	33	m34	m5	200
Internal Link Dist (ft)	444		306	770
Turn Bay Length (ft)				
Base Capacity (vph)	449	643	884	2035
Starvation Cap Reductn	0	59	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.68	0.06	0.54

### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis 106: SW 6 Street & S. Dixie Highway (SB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩		↩	↩						↩↩↩	
Traffic Volume (vph)	0	18	23	359	47	0	0	0	0	141	825	29
Future Volume (vph)	0	18	23	359	47	0	0	0	0	141	825	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	
Lane Util. Factor		1.00		1.00	1.00						0.91	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.92		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		1721		1770	1863						5020	
Flt Permitted		1.00		0.73	1.00						0.99	
Satd. Flow (perm)		1721		1354	1863						5020	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	20	26	399	52	0	0	0	0	157	917	32
RTOR Reduction (vph)	0	20	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	27	0	399	52	0	0	0	0	0	1102	0
Confl. Peds. (#/hr)	1					1	6			4		6
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			13 8						2	
Permitted Phases				13 8						2		
Actuated Green, G (s)		20.0		35.6	35.6						32.4	
Effective Green, g (s)		20.0		35.6	35.6						32.4	
Actuated g/C Ratio		0.25		0.45	0.45						0.40	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									3.0	
Lane Grp Cap (vph)		430		602	829						2033	
v/s Ratio Prot		0.02			0.03							
v/s Ratio Perm				c0.29							0.22	
v/c Ratio		0.06		0.66	0.06						0.54	
Uniform Delay, d1		22.9		17.5	12.7						18.1	
Progression Factor		1.00		0.26	0.24						1.00	
Incremental Delay, d2		0.0		1.0	0.0						1.0	
Delay (s)		22.9		5.5	3.0						19.2	
Level of Service		C		A	A						B	
Approach Delay (s)		22.9			5.2			0.0			19.2	
Approach LOS		C			A			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			15.4			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			58.2%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

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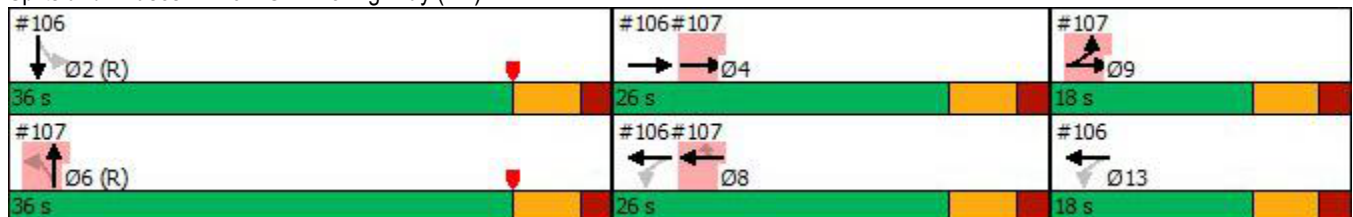
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# Timings

## 107: S. Dixie Highway (NB)

								
Lane Group	EBT	WBT	WBR	NBT	Ø2	Ø4	Ø9	Ø13
Lane Configurations								
Traffic Volume (vph)	158	385	186	507				
Future Volume (vph)	158	385	186	507				
Turn Type	NA	NA	Perm	NA				
Protected Phases	9 4	8		6	2	4	9	13
Permitted Phases			8					
Detector Phase	9 4	8	8	6				
Switch Phase								
Minimum Initial (s)		8.0	8.0	10.0	10.0	8.0	8.0	8.0
Minimum Split (s)		26.0	26.0	36.0	36.0	26.0	18.0	18.0
Total Split (s)		26.0	26.0	36.0	36.0	26.0	18.0	18.0
Total Split (%)		32.5%	32.5%	45.0%	45%	33%	23%	23%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0				
Total Lost Time (s)		6.0	6.0	6.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode		None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	29.6	20.0	20.0	32.4				
Actuated g/C Ratio	0.37	0.25	0.25	0.40				
v/c Ratio	0.20	1.02	0.40	0.49				
Control Delay	18.9	79.6	6.0	16.3				
Queue Delay	0.0	0.0	0.0	0.0				
Total Delay	18.9	79.6	6.0	16.3				
LOS	B	E	A	B				
Approach Delay	18.9	55.6		16.3				
Approach LOS	B	E		B				
Intersection Summary								
Cycle Length: 80								
Actuated Cycle Length: 80								
Offset: 75 (94%), Referenced to phase 2:SBTL and 6:, Start of Yellow								
Natural Cycle: 80								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 1.02								
Intersection Signal Delay: 31.0				Intersection LOS: C				
Intersection Capacity Utilization 53.2%				ICU Level of Service A				
Analysis Period (min) 15								

Splits and Phases: 107: S. Dixie Highway (NB)



Future AM Peak Hour

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## Queues

### 107: S. Dixie Highway (NB)



Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	225	475	230	989
v/c Ratio	0.20	1.02	0.40	0.49
Control Delay	18.9	79.6	6.0	16.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	18.9	79.6	6.0	16.3
Queue Length 50th (ft)	52	~246	0	107
Queue Length 95th (ft)	73	#367	37	134
Internal Link Dist (ft)	306	238		322
Turn Bay Length (ft)				
Base Capacity (vph)	1207	465	568	2036
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	1.02	0.40	0.49

#### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.


















Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

107: S. Dixie Highway (NB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	158	0	0	385	186	75	507	219	0	0	0
Future Volume (vph)	24	158	0	0	385	186	75	507	219	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		0.95			1.00	1.00		0.91				
Frpb, ped/bikes		1.00			1.00	1.00		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.96				
Flt Protected		0.99			1.00	1.00		1.00				
Satd. Flow (prot)		3516			1863	1583		4834				
Flt Permitted		0.77			1.00	1.00		1.00				
Satd. Flow (perm)		2722			1863	1583		4834				
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	30	195	0	0	475	230	93	626	270	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	173	0	81	0	0	0	0
Lane Group Flow (vph)	0	225	0	0	475	58	0	908	0	0	0	0
Confl. Peds. (#/hr)			5	5					3	3		
Turn Type	custom	NA			NA	Perm	Perm	NA				
Protected Phases	9	9 4			8			6				
Permitted Phases	9					8	6					
Actuated Green, G (s)		29.6			20.0	20.0		32.4				
Effective Green, g (s)		29.6			20.0	20.0		32.4				
Actuated g/C Ratio		0.37			0.25	0.25		0.40				
Clearance Time (s)					6.0	6.0		6.0				
Vehicle Extension (s)					2.0	2.0		3.0				
Lane Grp Cap (vph)		1102			465	395		1957				
v/s Ratio Prot		c0.02			c0.26							
v/s Ratio Perm		0.05				0.04		0.19				
v/c Ratio		0.20			1.02	0.15		0.46				
Uniform Delay, d1		17.2			30.0	23.3		17.4				
Progression Factor		1.38			1.00	1.00		1.00				
Incremental Delay, d2		0.1			47.3	0.1		0.8				
Delay (s)		23.8			77.3	23.4		18.2				
Level of Service		C			E	C		B				
Approach Delay (s)		23.8			59.7			18.2			0.0	
Approach LOS		C			E			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		34.1			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.60										
Actuated Cycle Length (s)		80.0			Sum of lost time (s)			18.0				
Intersection Capacity Utilization		53.2%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

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# Timings

## 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)



Lane Group	EBL	EBT	EBR	WBL	WBT	SBT	SBR	Ø6	Ø7	Ø8	Ø11	Ø16
Lane Configurations		↑↑↑	↑	↑	↑↑	↑↑	↑					
Traffic Volume (vph)	2	310	297	39	405	729	283					
Future Volume (vph)	2	310	297	39	405	729	283					
Turn Type	Perm	NA	Perm	pm+pt	NA	NA	Perm					
Protected Phases		4		3	3 16	2		6	7	8	11	16
Permitted Phases	4		4	3 16			2					
Detector Phase	4	4	4	3	3 16	2	2					
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0		15.0	15.0	5.0	5.0	8.0	5.0	8.0
Minimum Split (s)	14.0	14.0	14.0	14.0		42.0	42.0	42.0	11.0	24.0	11.0	24.0
Total Split (s)	37.0	37.0	37.0	30.0		67.0	67.0	67.0	37.0	30.0	26.0	26.0
Total Split (%)	23.1%	23.1%	23.1%	18.8%		41.9%	41.9%	42%	23%	19%	16%	16%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0					
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0					
Lead/Lag	Lead	Lead	Lead	Lag					Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					Yes	Yes		
Recall Mode	None	None	None	None		C-Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)		17.6	17.6	37.0	43.0	81.3	81.3					
Actuated g/C Ratio		0.11	0.11	0.23	0.27	0.51	0.51					
v/c Ratio		0.78	0.70	0.13	0.46	0.48	0.33					
Control Delay		81.8	14.7	7.6	9.4	28.5	5.7					
Queue Delay		0.0	0.0	0.0	0.8	0.0	0.0					
Total Delay		81.8	14.7	7.6	10.1	28.5	5.7					
LOS		F	B	A	B	C	A					
Approach Delay		49.1			9.9	22.5						
Approach LOS		D			A	C						

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 56 (35%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 27.5

Intersection LOS: C

Intersection Capacity Utilization 74.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

#201 ↓ Ø2 (R) 67 s	#201 → Ø4 37 s	#201 ↔ Ø3 30 s	#202 ↖ Ø11 26 s
#202 ↑ Ø6 (R) 67 s	#202 ↗ Ø7 37 s	#202 ↔ Ø8 30 s	#201 ← Ø16 26 s

Future AM Peak Hour

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## Queues

201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)


























Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	339	323	42	440	866	308
v/c Ratio	0.78	0.70	0.13	0.46	0.48	0.33
Control Delay	81.8	14.7	7.6	9.4	28.5	5.7
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0
Total Delay	81.8	14.7	7.6	10.1	28.5	5.7
Queue Length 50th (ft)	128	0	6	30	303	20
Queue Length 95th (ft)	163	98	m9	31	438	92
Internal Link Dist (ft)	453			180	158	
Turn Bay Length (ft)			90			
Base Capacity (vph)	766	567	365	1007	1791	921
Starvation Cap Reductn	0	0	0	290	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.57	0.12	0.61	0.48	0.33

### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis

## 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 						  	
Traffic Volume (vph)	2	310	297	39	405	0	0	0	0	68	729	283
Future Volume (vph)	2	310	297	39	405	0	0	0	0	68	729	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		5084	1583	1770	3539						3524	1552
Flt Permitted		0.78	1.00	0.54	1.00						1.00	1.00
Satd. Flow (perm)		3958	1583	1006	3539						3524	1552
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	337	323	42	440	0	0	0	0	74	792	308
RTOR Reduction (vph)	0	0	287	0	0	0	0	0	0	0	0	133
Lane Group Flow (vph)	0	339	36	42	440	0	0	0	0	0	866	175
Confl. Peds. (#/hr)	1					1	5			1	1	5
Confl. Bikes (#/hr)						2						3
Turn Type	Perm	NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	3 16						2	
Permitted Phases	4		4	3 16						2		2
Actuated Green, G (s)		17.6	17.6	37.1	43.1						81.3	81.3
Effective Green, g (s)		17.6	17.6	37.1	43.1						81.3	81.3
Actuated g/C Ratio		0.11	0.11	0.23	0.27						0.51	0.51
Clearance Time (s)		6.0	6.0	6.0							6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0							2.5	2.5
Lane Grp Cap (vph)		435	174	335	953						1790	788
v/s Ratio Prot				0.02	c0.12							
v/s Ratio Perm		c0.09	0.02	0.01							0.25	0.11
v/c Ratio		0.78	0.20	0.13	0.46						0.48	0.22
Uniform Delay, d1		69.3	64.8	48.3	48.8						25.7	21.8
Progression Factor		1.00	1.00	0.17	0.16						1.00	1.00
Incremental Delay, d2		7.9	0.2	0.1	0.1						0.9	0.7
Delay (s)		77.2	65.0	8.2	8.1						26.6	22.5
Level of Service		E	E	A	A						C	C
Approach Delay (s)		71.2			8.1			0.0			25.5	
Approach LOS		E			A			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			35.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			74.6%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

Future AM Peak Hour

Synchro 10 Light Report

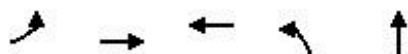
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# Timings

## 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	Ø2	Ø3	Ø4	Ø6	Ø16
Lane Configurations	↰	↱↱	↰↰↰	↰	↱↱					
Traffic Volume (vph)	144	208	288	122	520					
Future Volume (vph)	144	208	288	122	520					
Turn Type	custom	NA	NA	Prot	NA					
Protected Phases	7	7 8	8	11	6 11	2	3	4	6	16
Permitted Phases	7									
Detector Phase	7	7 8	8	11	6 11					
Switch Phase										
Minimum Initial (s)	5.0		8.0	5.0		15.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.0		24.0	11.0		42.0	14.0	14.0	42.0	24.0
Total Split (s)	37.0		30.0	26.0		67.0	30.0	37.0	67.0	26.0
Total Split (%)	23.1%		18.8%	16.3%		42%	19%	23%	42%	16%
Yellow Time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	6.0		6.0	6.0						
Lead/Lag	Lead		Lag				Lag	Lead		
Lead-Lag Optimize?	Yes		Yes				Yes	Yes		
Recall Mode	None		None	None		C-Max	None	None	C-Max	None
Act Effect Green (s)	17.7	44.9	21.3	15.7	103.1					
Actuated g/C Ratio	0.11	0.28	0.13	0.10	0.64					
v/c Ratio	0.75	0.21	0.48	0.72	0.25					
Control Delay	38.4	10.1	64.8	91.4	12.9					
Queue Delay	0.1	1.1	0.0	0.0	0.0					
Total Delay	38.5	11.2	64.8	91.4	12.9					
LOS	D	B	E	F	B					
Approach Delay		22.4	64.8		27.1					
Approach LOS		C	E		C					

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 56 (35%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 34.8

Intersection LOS: C

Intersection Capacity Utilization 59.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street

#201 ↓ Ø2 (R) 67 s	#201 → Ø4 37 s	#201 ↰ Ø3 30 s	#202 ↱ Ø11 26 s
#202 ↑ Ø6 (R) 67 s	#202 ↰ Ø7 37 s	#202 ↱ Ø8 30 s	#201 ← Ø16 26 s

Future AM Peak Hour

Synchro 10 Light Report

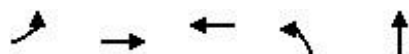
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## Queues

### 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	147	212	322	124	561
v/c Ratio	0.75	0.21	0.48	0.72	0.25
Control Delay	38.4	10.1	64.8	91.4	12.9
Queue Delay	0.1	1.1	0.0	0.0	0.0
Total Delay	38.5	11.2	64.8	91.4	12.9
Queue Length 50th (ft)	32	22	112	129	123
Queue Length 95th (ft)	47	30	147	195	179
Internal Link Dist (ft)		180	144		320
Turn Bay Length (ft)	90				
Base Capacity (vph)	342	1054	759	225	2236
Starvation Cap Reductn	9	627	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.50	0.42	0.55	0.25
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	208	0	0	288	27	122	520	29	0	0	0
Future Volume (vph)	144	208	0	0	288	27	122	520	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0				
Lane Util. Factor	1.00	0.95			0.91		1.00	0.95				
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Frt	1.00	1.00			0.99		1.00	0.99				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1770	3539			5019		1770	3508				
Flt Permitted	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	1770	3539			5019		1770	3508				
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	147	212	0	0	294	28	124	531	30	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	2	0	0	0	0
Lane Group Flow (vph)	147	212	0	0	315	0	124	559	0	0	0	0
Confl. Peds. (#/hr)			1	1			2		2	2		2
Confl. Bikes (#/hr)			4									
Turn Type	custom	NA			NA		Prot	NA				
Protected Phases	7	7 8			8		11	6 11				
Permitted Phases	7											
Actuated Green, G (s)	17.7	45.0			21.3		15.7	103.0				
Effective Green, g (s)	17.7	45.0			21.3		15.7	103.0				
Actuated g/C Ratio	0.11	0.28			0.13		0.10	0.64				
Clearance Time (s)	6.0				6.0		6.0					
Vehicle Extension (s)	2.0				2.0		1.5					
Lane Grp Cap (vph)	195	995			668		173	2258				
v/s Ratio Prot	c0.08	c0.06			c0.06		c0.07	c0.16				
v/s Ratio Perm												
v/c Ratio	0.75	0.21			0.47		0.72	0.25				
Uniform Delay, d1	69.0	44.0			64.1		70.0	12.1				
Progression Factor	0.25	0.23			1.00		1.00	1.00				
Incremental Delay, d2	12.5	0.0			0.2		11.1	0.0				
Delay (s)	29.5	10.0			64.3		81.1	12.1				
Level of Service	C	A			E		F	B				
Approach Delay (s)		18.0			64.3			24.6			0.0	
Approach LOS		B			E			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			32.2				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			59.6%				ICU Level of Service		B			
Analysis Period (min)			15									
c Critical Lane Group												

Future AM Peak Hour

Synchro 10 Light Report































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# Timings

## 101: SW 12 Avenue & Race Track Road/SW 3 Street

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 	 		 	 		 	 	
Traffic Volume (vph)	93	369	148	496	214	229	710	204	221	480	109
Future Volume (vph)	93	369	148	496	214	229	710	204	221	480	109
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	46.5	11.5	46.5	46.5	12.0	45.0	45.0	12.0	47.0	47.0
Total Split (s)	12.0	50.0	12.0	50.0	50.0	20.0	58.0	58.0	12.0	50.0	50.0
Total Split (%)	9.1%	37.9%	9.1%	37.9%	37.9%	15.2%	43.9%	43.9%	9.1%	37.9%	37.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.5	26.3	5.5	26.3	26.3	13.9	53.0	53.0	20.2	59.3	59.3
Actuated g/C Ratio	0.04	0.20	0.04	0.20	0.20	0.11	0.40	0.40	0.15	0.45	0.45
v/c Ratio	0.73	0.57	1.16	0.79	0.51	0.71	0.56	0.30	0.47	0.34	0.15
Control Delay	89.9	42.3	178.7	58.5	13.0	68.0	32.5	4.2	55.7	25.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.9	42.3	178.7	58.5	13.0	68.0	32.5	4.2	55.7	25.7	0.4
LOS	F	D	F	E	B	E	C	A	E	C	A
Approach Delay		49.4		67.9			34.6			30.5	
Approach LOS		D		E			C			C	

### Intersection Summary

Cycle Length: 132

Actuated Cycle Length: 132

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 44.6

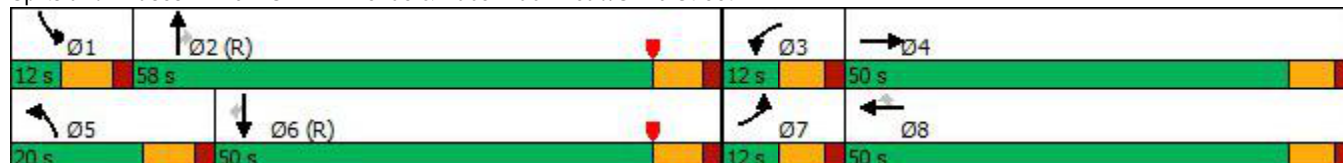
Intersection LOS: D

Intersection Capacity Utilization 66.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: SW 12 Avenue & Race Track Road/SW 3 Street



Existing PM Peak Hour

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## Queues

### 101: SW 12 Avenue & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	104	587	166	557	240	257	798	229	248	539	122
v/c Ratio	0.73	0.57	1.16	0.79	0.51	0.71	0.56	0.30	0.47	0.34	0.15
Control Delay	89.9	42.3	178.7	58.5	13.0	68.0	32.5	4.2	55.7	25.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.9	42.3	178.7	58.5	13.0	68.0	32.5	4.2	55.7	25.7	0.4
Queue Length 50th (ft)	46	143	~86	240	27	111	267	0	103	155	0
Queue Length 95th (ft)	#91	171	#160	284	96	152	344	50	149	227	0
Internal Link Dist (ft)		490		1888			368			439	
Turn Bay Length (ft)	200		200		520	240		240	320		280
Base Capacity (vph)	143	1651	143	1166	650	381	1419	764	525	1589	820
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.36	1.16	0.48	0.37	0.67	0.56	0.30	0.47	0.34	0.15

#### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
























Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.



# HCM 6th Signalized Intersection Summary 101: SW 12 Avenue & Race Track Road/SW 3 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	369	153	148	496	214	229	710	204	221	480	109
Future Volume (veh/h)	93	369	153	148	496	214	229	710	204	221	480	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	415	172	166	557	240	257	798	229	248	539	122
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	669	263	144	663	291	307	1881	829	131	1700	758
Arrive On Green	0.04	0.19	0.19	0.04	0.19	0.19	0.09	0.53	0.53	0.04	0.48	0.48
Sat Flow, veh/h	3456	3584	1410	3456	3554	1562	3456	3554	1565	3456	3554	1585
Grp Volume(v), veh/h	104	393	194	166	557	240	257	798	229	248	539	122
Grp Sat Flow(s),veh/h/ln	1728	1702	1590	1728	1777	1562	1728	1777	1565	1728	1777	1585
Q Serve(g_s), s	3.9	14.0	14.9	5.5	20.0	19.5	9.7	18.0	10.6	5.0	12.3	5.7
Cycle Q Clear(g_c), s	3.9	14.0	14.9	5.5	20.0	19.5	9.7	18.0	10.6	5.0	12.3	5.7
Prop In Lane	1.00		0.89	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	635	297	144	663	291	307	1881	829	131	1700	758
V/C Ratio(X)	0.72	0.62	0.65	1.15	0.84	0.82	0.84	0.42	0.28	1.89	0.32	0.16
Avail Cap(c_a), veh/h	144	1122	524	144	1171	515	340	1881	829	131	1700	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	49.4	49.7	63.2	51.8	51.6	59.2	18.9	17.1	63.5	21.2	19.4
Incr Delay (d2), s/veh	14.3	0.4	0.9	122.0	1.1	2.3	14.0	0.7	0.8	429.8	0.5	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(50%),veh/ln	2.0	5.9	5.9	4.8	8.9	7.7	4.8	7.4	3.9	10.0	5.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.8	49.7	50.7	185.2	52.9	53.9	73.2	19.6	18.0	493.3	21.6	19.9
LnGrp LOS	E	D	D	F	D	D	E	B	B	F	C	B
Approach Vol, veh/h	691			963			1284			909		
Approach Delay, s/veh	54.1			76.0			30.0			150.1		
Approach LOS	D			E			C			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	76.9	12.0	31.1	18.7	70.2	12.0	31.1				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	5.0	51.0	5.5	43.5	13.0	43.0	5.5	43.5				
Max Q Clear Time (g_c+I1), s	7.0	20.0	7.5	16.9	11.7	14.3	5.9	22.0				
Green Ext Time (p_c), s	0.0	6.8	0.0	2.4	0.1	4.0	0.0	2.7				
Intersection Summary												
HCM 6th Ctrl Delay	74.2											
HCM 6th LOS	E											

Existing PM Peak Hour








Synchro 10 Light Report

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HCM 6th TWSC  
102: Avondale Drive & Race Track Road/SW 3 Street

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	136	658	11	6	618	19	96	0	51	13	0	57
Future Vol, veh/h	136	658	11	6	618	19	96	0	51	13	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	145	700	12	6	657	20	102	0	54	14	0	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	677	0	0	712	0	0	1341	1685	356	1319	1681	343
Stage 1	-	-	-	-	-	-	996	996	-	679	679	-
Stage 2	-	-	-	-	-	-	345	689	-	640	1002	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	911	-	-	884	-	-	237	93	815	243	94	824
Stage 1	-	-	-	-	-	-	349	320	-	496	449	-
Stage 2	-	-	-	-	-	-	644	445	-	430	318	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	911	-	-	884	-	-	191	78	815	198	78	821
Mov Cap-2 Maneuver	-	-	-	-	-	-	241	164	-	198	78	-
Stage 1	-	-	-	-	-	-	294	269	-	417	446	-
Stage 2	-	-	-	-	-	-	590	442	-	337	267	-









Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.1			23.3			13.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	815	911	-	-	884	-	-	518
HCM Lane V/C Ratio	0.424	0.067	0.159	-	-	0.007	-	-	0.144
HCM Control Delay (s)	30.5	9.7	9.7	-	-	9.1	-	-	13.1
HCM Lane LOS	D	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2	0.2	0.6	-	-	0	-	-	0.5

# HCM 6th TWSC

103: SW 4 Avenue & Race Track Road/SW 3 Street/SW 3 Street

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	649	19	15	523	38	63	0	21	19	1	45
Future Vol, veh/h	60	649	19	15	523	38	63	0	21	19	1	45
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	0	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	698	20	16	562	41	68	0	23	20	1	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	604	0	0	718	0	0	1142	1464	698	1466	1464	303
Stage 1	-	-	-	-	-	-	828	828	-	616	616	-
Stage 2	-	-	-	-	-	-	314	636	-	850	848	-
Critical Hdwy	4.13	-	-	4.13	-	-	5.5	6.53	4.5	5.5	6.53	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.53	-	5.5	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	972	-	-	881	-	-	297	128	615	205	128	851
Stage 1	-	-	-	-	-	-	421	385	-	531	481	-
Stage 2	-	-	-	-	-	-	672	471	-	354	377	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	971	-	-	881	-	-	261	117	615	185	117	850
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	225	-	246	230	-
Stage 1	-	-	-	-	-	-	393	359	-	495	472	-
Stage 2	-	-	-	-	-	-	621	462	-	318	352	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			18.1			13.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	365	971	-	-	881	-	-	483
HCM Lane V/C Ratio	0.247	0.066	-	-	0.018	-	-	0.145
HCM Control Delay (s)	18.1	9	-	-	9.2	-	-	13.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1	0.2	-	-	0.1	-	-	0.5

Existing PM Peak Hour

Synchro 10 Light Report



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# Timings

## 106: SW 6 Street & S. Dixie Highway (SB)



Lane Group	EBT	WBL	WBT	SBT	Ø6	Ø8	Ø9	Ø13
Lane Configurations	↩	↩	↩	↩↩↩				
Traffic Volume (vph)	32	264	12	863				
Future Volume (vph)	32	264	12	863				
Turn Type	NA	Perm	NA	NA				
Protected Phases	4		13 8	2	6	8	9	13
Permitted Phases		13 8						
Detector Phase	4	13 8	13 8	2				
Switch Phase								
Minimum Initial (s)	8.0			10.0	10.0	8.0	8.0	8.0
Minimum Split (s)	24.0			30.0	30.0	24.0	14.0	14.0
Total Split (s)	24.0			40.0	40.0	24.0	16.0	16.0
Total Split (%)	30.0%			50.0%	50%	30%	20%	20%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0				
Total Lost Time (s)	6.0			6.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None			C-Max	C-Max	None	None	None
Act Effect Green (s)	16.0	30.4	30.4	37.6				
Actuated g/C Ratio	0.20	0.38	0.38	0.47				
v/c Ratio	0.15	0.56	0.02	0.48				
Control Delay	18.8	7.6	2.5	15.8				
Queue Delay	0.0	0.0	0.0	0.0				
Total Delay	18.8	7.6	2.5	15.8				
LOS	B	A	A	B				
Approach Delay	18.8		7.4	15.8				
Approach LOS	B		A	B				

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 40 (50%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 14.2

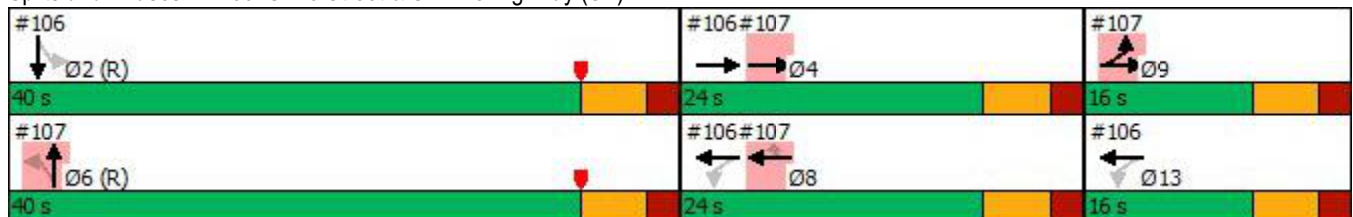
Intersection LOS: B

Intersection Capacity Utilization 53.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 106: SW 6 Street & S. Dixie Highway (SB)



Existing PM Peak Hour

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## Queues

### 106: SW 6 Street & S. Dixie Highway (SB)

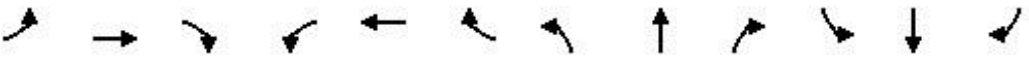


Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	54	284	13	1128
v/c Ratio	0.15	0.56	0.02	0.48
Control Delay	18.8	7.6	2.5	15.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	18.8	7.6	2.5	15.8
Queue Length 50th (ft)	14	17	1	140
Queue Length 95th (ft)	42	35	m1	186
Internal Link Dist (ft)	444		306	770
Turn Bay Length (ft)				
Base Capacity (vph)	413	527	730	2370
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.54	0.02	0.48

#### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis 106: SW 6 Street & S. Dixie Highway (SB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶		↶	↶						↶↶↶	
Traffic Volume (vph)	0	32	19	264	12	0	0	0	0	179	863	7
Future Volume (vph)	0	32	19	264	12	0	0	0	0	179	863	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	
Lane Util. Factor		1.00		1.00	1.00						0.91	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.95		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		1770		1770	1863						5035	
Flt Permitted		1.00		0.72	1.00						0.99	
Satd. Flow (perm)		1770		1345	1863						5035	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	34	20	284	13	0	0	0	0	192	928	8
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	38	0	284	13	0	0	0	0	0	1127	0
Confl. Peds. (#/hr)							3			1	1	3
Confl. Bikes (#/hr)						1				1		3
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			13 8						2	
Permitted Phases				13 8						2		
Actuated Green, G (s)		16.0		30.4	30.4						37.6	
Effective Green, g (s)		16.0		30.4	30.4						37.6	
Actuated g/C Ratio		0.20		0.38	0.38						0.47	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									3.0	
Lane Grp Cap (vph)		354		511	707						2366	
v/s Ratio Prot		0.02			0.01							
v/s Ratio Perm				c0.21							0.22	
v/c Ratio		0.11		0.56	0.02						0.48	
Uniform Delay, d1		26.2		19.5	15.5						14.5	
Progression Factor		1.00		0.22	0.18						1.00	
Incremental Delay, d2		0.0		1.0	0.0						0.7	
Delay (s)		26.2		5.3	2.8						15.2	
Level of Service		C		A	A						B	
Approach Delay (s)		26.2			5.2			0.0			15.2	
Approach LOS		C			A			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			13.6			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			53.9%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Existing PM Peak Hour

Synchro 10 Light Report

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# Timings

## 107: S. Dixie Highway (NB)



Lane Group	EBT	WBT	WBR	NBT	Ø2	Ø4	Ø9	Ø13
Lane Configurations	↔↔	↑	↗	↑↑↑				
Traffic Volume (vph)	176	267	158	822				
Future Volume (vph)	176	267	158	822				
Turn Type	NA	NA	Perm	NA				
Protected Phases	9 4	8		6	2	4	9	13
Permitted Phases			8					
Detector Phase	9 4	8	8	6				
Switch Phase								
Minimum Initial (s)		8.0	8.0	10.0	10.0	8.0	8.0	8.0
Minimum Split (s)		24.0	24.0	30.0	30.0	24.0	14.0	14.0
Total Split (s)		24.0	24.0	40.0	40.0	24.0	16.0	16.0
Total Split (%)		30.0%	30.0%	50.0%	50%	30%	20%	20%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0				
Total Lost Time (s)		6.0	6.0	6.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode		None	None	C-Max	C-Max	None	None	None
Act Effect Green (s)	24.4	16.0	16.0	37.6				
Actuated g/C Ratio	0.30	0.20	0.20	0.47				
v/c Ratio	0.23	0.73	0.36	0.48				
Control Delay	22.4	41.9	7.2	14.2				
Queue Delay	0.0	0.0	0.0	0.0				
Total Delay	22.4	41.9	7.2	14.2				
LOS	C	D	A	B				
Approach Delay	22.4	29.0		14.2				
Approach LOS	C	C		B				

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 40 (50%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 18.8

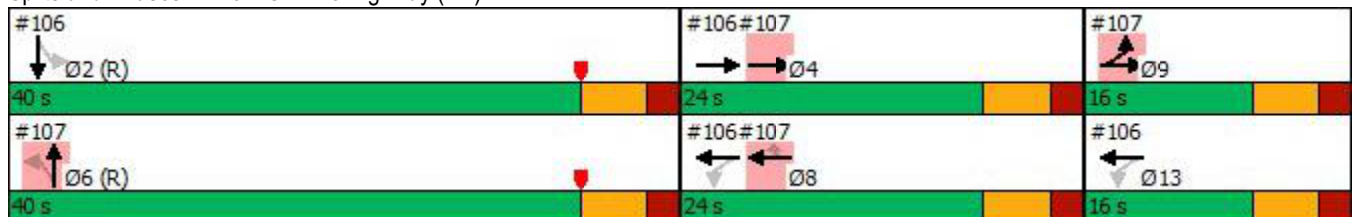
Intersection LOS: B

Intersection Capacity Utilization 57.8%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 107: S. Dixie Highway (NB)



Existing PM Peak Hour

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## Queues

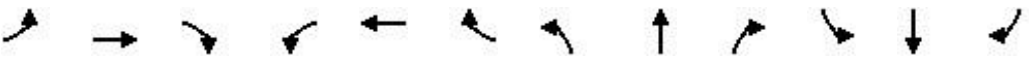
### 107: S. Dixie Highway (NB)



Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	223	272	161	1128
v/c Ratio	0.23	0.73	0.36	0.48
Control Delay	22.4	41.9	7.2	14.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	22.4	41.9	7.2	14.2
Queue Length 50th (ft)	54	124	0	125
Queue Length 95th (ft)	85	204	46	171
Internal Link Dist (ft)	306	238		322
Turn Bay Length (ft)				
Base Capacity (vph)	1098	419	480	2367
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.65	0.34	0.48
Intersection Summary				



# HCM Signalized Intersection Capacity Analysis 107: S. Dixie Highway (NB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↑	↗		↑↑↑				
Traffic Volume (vph)	42	176	0	0	267	158	38	822	245	0	0	0
Future Volume (vph)	42	176	0	0	267	158	38	822	245	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		0.95			1.00	1.00		0.91				
Frpb, ped/bikes		1.00			1.00	1.00		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.97				
Flt Protected		0.99			1.00	1.00		1.00				
Satd. Flow (prot)		3505			1863	1583		4908				
Flt Permitted		0.84			1.00	1.00		1.00				
Satd. Flow (perm)		2973			1863	1583		4908				
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	43	180	0	0	272	161	39	839	250	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	129	0	59	0	0	0	0
Lane Group Flow (vph)	0	223	0	0	272	32	0	1069	0	0	0	0
Confl. Peds. (#/hr)			3	3								
Turn Type	custom	NA			NA	Perm	Perm	NA				
Protected Phases	9	9 4			8			6				
Permitted Phases	9					8	6					
Actuated Green, G (s)		24.4			16.0	16.0		37.6				
Effective Green, g (s)		24.4			16.0	16.0		37.6				
Actuated g/C Ratio		0.30			0.20	0.20		0.47				
Clearance Time (s)					6.0	6.0		6.0				
Vehicle Extension (s)					2.0	2.0		3.0				
Lane Grp Cap (vph)		962			372	316		2306				
v/s Ratio Prot		c0.02			c0.15							
v/s Ratio Perm		0.05				0.02		0.22				
v/c Ratio		0.23			0.73	0.10		0.46				
Uniform Delay, d1		20.8			30.0	26.1		14.4				
Progression Factor		1.34			1.00	1.00		1.00				
Incremental Delay, d2		0.1			6.3	0.1		0.7				
Delay (s)		28.1			36.2	26.2		15.0				
Level of Service		C			D	C		B				
Approach Delay (s)		28.1			32.5			15.0			0.0	
Approach LOS		C			C			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		20.9			HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio		0.50										
Actuated Cycle Length (s)		80.0			Sum of lost time (s)				18.0			
Intersection Capacity Utilization		57.8%			ICU Level of Service				B			
Analysis Period (min)		15										
c Critical Lane Group												

Existing PM Peak Hour

Synchro 10 Light Report

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# Timings

## 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

	→	↘	↙	←	↓	↗					
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø6	Ø7	Ø8	Ø11	Ø16
Lane Configurations	↑↑↑	↑	↘	↑↑	↗↑	↗					
Traffic Volume (vph)	384	295	30	444	767	156					
Future Volume (vph)	384	295	30	444	767	156					
Turn Type	NA	Perm	pm+pt	NA	NA	Perm					
Protected Phases	4		3	3 16	2		6	7	8	11	16
Permitted Phases		4	3 16			2					
Detector Phase	4	4	3	3 16	2	2					
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0		15.0	15.0	5.0	5.0	8.0	5.0	8.0
Minimum Split (s)	14.0	14.0	14.0		42.0	42.0	42.0	11.0	24.0	11.0	24.0
Total Split (s)	37.0	37.0	30.0		67.0	67.0	67.0	30.0	37.0	26.0	26.0
Total Split (%)	23.1%	23.1%	18.8%		41.9%	41.9%	42%	19%	23%	16%	16%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0					
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0					
Lead/Lag	Lead	Lead	Lag					Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes		
Recall Mode	None	None	None		C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	18.4	18.4	48.0	54.0	69.6	69.6					
Actuated g/C Ratio	0.12	0.12	0.30	0.34	0.44	0.44					
v/c Ratio	0.72	0.70	0.08	0.41	0.58	0.23					
Control Delay	75.5	14.4	4.6	5.9	37.4	7.6					
Queue Delay	0.0	0.0	0.0	1.2	0.0	0.0					
Total Delay	75.5	14.4	4.6	7.1	37.4	7.6					
LOS	E	B	A	A	D	A					
Approach Delay	49.0			6.9	32.6						
Approach LOS	D			A	C						

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 99 (62%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 32.1

Intersection LOS: C

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

#201 ↓ Ø2 (R) 67 s	#201 → Ø4 37 s	#201 ↙ Ø3 30 s	#202 ↗ Ø11 26 s
#202 ↑ Ø6 (R) 67 s	#202 ↘ Ø7 30 s	#202 ↗ Ø8 37 s	#201 ← Ø16 26 s

Existing PM Peak Hour

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## Queues

### 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)















Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	422	324	33	488	884	171
v/c Ratio	0.72	0.70	0.08	0.41	0.58	0.23
Control Delay	75.5	14.4	4.6	5.9	37.4	7.6
Queue Delay	0.0	0.0	0.0	1.2	0.0	0.0
Total Delay	75.5	14.4	4.6	7.1	37.4	7.6
Queue Length 50th (ft)	158	0	2	20	375	15
Queue Length 95th (ft)	194	98	m5	22	477	69
Internal Link Dist (ft)	453			180	158	
Turn Bay Length (ft)			90			
Base Capacity (vph)	985	563	422	1149	1535	758
Starvation Cap Reductn	0	0	0	422	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.58	0.08	0.67	0.58	0.23

#### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis

## 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑↑	↑
Traffic Volume (vph)	0	384	295	30	444	0	0	0	0	37	767	156
Future Volume (vph)	0	384	295	30	444	0	0	0	0	37	767	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		5085	1555	1770	3539						3531	1553
Flt Permitted		1.00	1.00	0.50	1.00						1.00	1.00
Satd. Flow (perm)		5085	1555	925	3539						3531	1553
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)	0	422	324	33	488	0	0	0	0	41	843	171
RTOR Reduction (vph)	0	0	287	0	0	0	0	0	0	0	0	83
Lane Group Flow (vph)	0	422	37	33	488	0	0	0	0	0	884	88
Confl. Peds. (#/hr)							5			1	1	5
Confl. Bikes (#/hr)			3						1			1
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	3 16						2	
Permitted Phases			4	3 16						2		2
Actuated Green, G (s)		18.4	18.4	48.1	54.1						69.5	69.5
Effective Green, g (s)		18.4	18.4	48.1	54.1						69.5	69.5
Actuated g/C Ratio		0.11	0.11	0.30	0.34						0.43	0.43
Clearance Time (s)		6.0	6.0	6.0							6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0							2.5	2.5
Lane Grp Cap (vph)		584	178	394	1196						1533	674
v/s Ratio Prot		c0.08		0.01	c0.14							
v/s Ratio Perm			0.02	0.01							0.25	0.06
v/c Ratio		0.72	0.21	0.08	0.41						0.58	0.13
Uniform Delay, d1		68.3	64.2	39.9	40.7						34.1	27.1
Progression Factor		1.00	1.00	0.12	0.12						1.00	1.00
Incremental Delay, d2		3.7	0.2	0.0	0.1						1.6	0.4
Delay (s)		72.1	64.4	5.0	5.1						35.7	27.5
Level of Service		E	E	A	A						D	C
Approach Delay (s)		68.8			5.1			0.0			34.4	
Approach LOS		E			A			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			38.9			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			69.9%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Existing PM Peak Hour

Synchro 10 Light Report

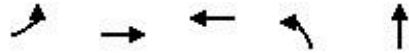
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# Timings

## 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	Ø2	Ø3	Ø4	Ø6	Ø16
Lane Configurations										
Traffic Volume (vph)	168	264	312	133	850					
Future Volume (vph)	168	264	312	133	850					
Turn Type	custom	NA	NA	Prot	NA					
Protected Phases	7	7 8	8	11	6 11	2	3	4	6	16
Permitted Phases	7									
Detector Phase	7	7 8	8	11	6 11					
Switch Phase										
Minimum Initial (s)	5.0		8.0	5.0		15.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.0		24.0	11.0		42.0	14.0	14.0	42.0	24.0
Total Split (s)	30.0		37.0	26.0		67.0	30.0	37.0	67.0	26.0
Total Split (%)	18.8%		23.1%	16.3%		42%	19%	23%	42%	16%
Yellow Time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	6.0		6.0	6.0						
Lead/Lag	Lead		Lag				Lag	Lead		
Lead-Lag Optimize?	Yes		Yes				Yes	Yes		
Recall Mode	None		None	None		C-Max	None	None	C-Max	None
Act Effect Green (s)	19.9	46.4	20.6	26.0	101.6					
Actuated g/C Ratio	0.12	0.29	0.13	0.16	0.64					
v/c Ratio	0.83	0.28	0.56	0.50	0.45					
Control Delay	36.8	4.8	67.2	67.1	16.3					
Queue Delay	0.0	0.5	0.0	0.0	0.0					
Total Delay	36.8	5.3	67.2	67.1	16.3					
LOS	D	A	E	E	B					
Approach Delay		17.6	67.2		22.7					
Approach LOS		B	E		C					

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 99 (62%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 29.7

Intersection LOS: C

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street

#201 Ø2 (R) 67 s	#201 Ø4 37 s	#201 Ø3 30 s	#202 Ø11 26 s
#202 Ø6 (R) 67 s	#202 Ø7 30 s	#202 Ø8 37 s	#201 Ø16 26 s

Existing PM Peak Hour

Synchro 10 Light Report

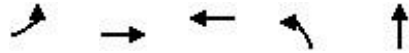
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## Queues

202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	181	284	362	143	994
v/c Ratio	0.83	0.28	0.56	0.50	0.45
Control Delay	36.8	4.8	67.2	67.1	16.3
Queue Delay	0.0	0.5	0.0	0.0	0.0
Total Delay	36.8	5.3	67.2	67.1	16.3
Queue Length 50th (ft)	21	14	130	135	262
Queue Length 95th (ft)	45	20	161	217	371
Internal Link Dist (ft)		180	144		320
Turn Bay Length (ft)	90				
Base Capacity (vph)	265	1220	980	288	2199
Starvation Cap Reductn	0	580	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.68	0.44	0.37	0.50	0.45
Intersection Summary					

Existing PM Peak Hour


















Synchro 10 Light Report

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# HCM Signalized Intersection Capacity Analysis 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	264	0	0	312	25	133	850	74	0	0	0
Future Volume (vph)	168	264	0	0	312	25	133	850	74	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0				
Lane Util. Factor	1.00	0.95			0.91		1.00	0.95				
Frt	1.00	1.00			0.99		1.00	0.99				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1770	3539			5028		1770	3496				
Flt Permitted	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	1770	3539			5028		1770	3496				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	181	284	0	0	335	27	143	914	80	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	3	0	0	0	0
Lane Group Flow (vph)	181	284	0	0	356	0	143	991	0	0	0	0
Turn Type	custom	NA			NA		Prot	NA				
Protected Phases	7	7 8			8		11	6 11				
Permitted Phases	7											
Actuated Green, G (s)	19.9	46.5			20.6		26.0	101.5				
Effective Green, g (s)	19.9	46.5			20.6		26.0	101.5				
Actuated g/C Ratio	0.12	0.29			0.13		0.16	0.63				
Clearance Time (s)	6.0				6.0		6.0					
Vehicle Extension (s)	2.0				2.0		1.5					
Lane Grp Cap (vph)	220	1028			647		287	2217				
v/s Ratio Prot	c0.10	c0.08			c0.07		0.08	c0.28				
v/s Ratio Perm												
v/c Ratio	0.82	0.28			0.55		0.50	0.45				
Uniform Delay, d1	68.3	43.8			65.4		61.1	14.9				
Progression Factor	0.15	0.10			1.00		1.00	1.00				
Incremental Delay, d2	19.0	0.0			0.6		0.5	0.1				
Delay (s)	29.2	4.3			65.9		61.6	15.0				
Level of Service	C	A			E		E	B				
Approach Delay (s)		14.0			65.9			20.8			0.0	
Approach LOS		B			E			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			27.5				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			69.9%				ICU Level of Service		C			
Analysis Period (min)			15									
c Critical Lane Group												

# Timings

## 101: SW 12 Avenue & Race Track Road/SW 3 Street

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 	 		 	 		 	 	
Traffic Volume (vph)	96	380	152	510	220	236	732	210	227	495	112
Future Volume (vph)	96	380	152	510	220	236	732	210	227	495	112
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	46.5	11.5	46.5	46.5	12.0	45.0	45.0	12.0	47.0	47.0
Total Split (s)	12.0	50.0	12.0	50.0	50.0	20.0	58.0	58.0	12.0	50.0	50.0
Total Split (%)	9.1%	37.9%	9.1%	37.9%	37.9%	15.2%	43.9%	43.9%	9.1%	37.9%	37.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.5	27.1	5.5	27.1	27.1	14.3	52.1	52.1	20.3	58.1	58.1
Actuated g/C Ratio	0.04	0.21	0.04	0.21	0.21	0.11	0.39	0.39	0.15	0.44	0.44
v/c Ratio	0.76	0.57	1.20	0.79	0.51	0.71	0.59	0.31	0.48	0.36	0.16
Control Delay	93.0	41.9	189.5	57.8	13.5	67.6	33.6	4.3	55.9	26.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.0	41.9	189.5	57.8	13.5	67.6	33.6	4.3	55.9	26.7	0.5
LOS	F	D	F	E	B	E	C	A	E	C	A
Approach Delay		49.7		69.5			35.2			31.2	
Approach LOS		D		E			D			C	

### Intersection Summary

Cycle Length: 132

Actuated Cycle Length: 132

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.20

Intersection Signal Delay: 45.4

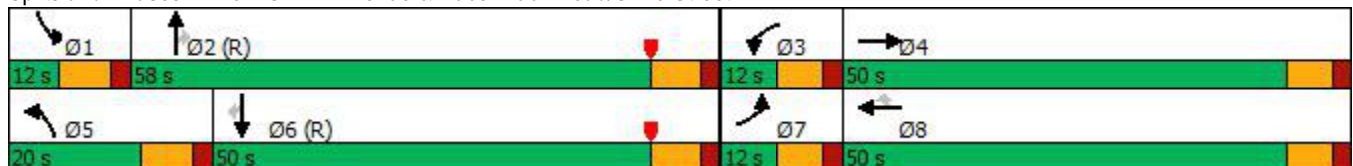
Intersection LOS: D

Intersection Capacity Utilization 67.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: SW 12 Avenue & Race Track Road/SW 3 Street



Background PM Peak Hour

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## Queues

### 101: SW 12 Avenue & Race Track Road/SW 3 Street

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	108	605	171	573	247	265	822	236	255	556	126
v/c Ratio	0.76	0.57	1.20	0.79	0.51	0.71	0.59	0.31	0.48	0.36	0.16
Control Delay	93.0	41.9	189.5	57.8	13.5	67.6	33.6	4.3	55.9	26.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.0	41.9	189.5	57.8	13.5	67.6	33.6	4.3	55.9	26.7	0.5
Queue Length 50th (ft)	47	148	~91	247	32	114	282	0	105	163	0
Queue Length 95th (ft)	#94	175	#165	291	102	155	356	51	154	239	0
Internal Link Dist (ft)		490		1888			368			439	
Turn Bay Length (ft)	200		200		520	240		240	320		280
Base Capacity (vph)	143	1652	143	1166	650	388	1397	759	527	1558	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.37	1.20	0.49	0.38	0.68	0.59	0.31	0.48	0.36	0.16

#### Intersection Summary
























~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# HCM 6th Signalized Intersection Summary 101: SW 12 Avenue & Race Track Road/SW 3 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	380	158	152	510	220	236	732	210	227	495	112
Future Volume (veh/h)	96	380	158	152	510	220	236	732	210	227	495	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	427	178	171	573	247	265	822	236	255	556	126
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	684	271	144	680	299	314	1864	821	131	1675	747
Arrive On Green	0.04	0.19	0.19	0.04	0.19	0.19	0.09	0.52	0.52	0.04	0.47	0.47
Sat Flow, veh/h	3456	3576	1417	3456	3554	1562	3456	3554	1565	3456	3554	1585
Grp Volume(v), veh/h	108	405	200	171	573	247	265	822	236	255	556	126
Grp Sat Flow(s),veh/h/ln	1728	1702	1589	1728	1777	1562	1728	1777	1565	1728	1777	1585
Q Serve(g_s), s	4.1	14.4	15.3	5.5	20.5	20.0	10.0	18.9	11.1	5.0	12.9	6.0
Cycle Q Clear(g_c), s	4.1	14.4	15.3	5.5	20.5	20.0	10.0	18.9	11.1	5.0	12.9	6.0
Prop In Lane	1.00		0.89	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	651	304	144	680	299	314	1864	821	131	1675	747
V/C Ratio(X)	0.75	0.62	0.66	1.19	0.84	0.83	0.84	0.44	0.29	1.95	0.33	0.17
Avail Cap(c_a), veh/h	144	1122	524	144	1171	515	340	1864	821	131	1675	747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.6	49.0	49.4	63.2	51.5	51.3	59.1	19.4	17.6	63.5	21.9	20.0
Incr Delay (d2), s/veh	17.5	0.4	0.9	134.2	1.1	2.2	15.0	0.8	0.9	453.2	0.5	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(50%),veh/ln	2.1	6.1	6.1	5.1	9.1	7.9	5.0	7.7	4.1	10.4	5.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.1	49.4	50.3	197.5	52.6	53.5	74.1	20.2	18.5	516.7	22.4	20.5
LnGrp LOS	F	D	D	F	D	D	E	C	B	F	C	C
Approach Vol, veh/h	713			991			1323			937		
Approach Delay, s/veh	54.3			77.8			30.7			156.7		
Approach LOS	D			E			C			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	76.2	12.0	31.8	19.0	69.2	12.0	31.8				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	5.0	51.0	5.5	43.5	13.0	43.0	5.5	43.5				
Max Q Clear Time (g_c+I1), s	7.0	20.9	7.5	17.3	12.0	14.9	6.1	22.5				
Green Ext Time (p_c), s	0.0	7.0	0.0	2.5	0.0	4.1	0.0	2.7				
Intersection Summary												
HCM 6th Ctrl Delay	76.5											
HCM 6th LOS	E											

Background PM Peak Hour

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HCM 6th TWSC  
102: Avondale Drive & Race Track Road/SW 3 Street

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱			↰	↱		↱↰	
Traffic Vol, veh/h	140	678	11	6	637	19	98	0	52	13	0	58
Future Vol, veh/h	140	678	11	6	637	19	98	0	52	13	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	149	721	12	6	678	20	104	0	55	14	0	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	698	0	0	733	0	0	1380	1735	367	1359	1731	353
Stage 1	-	-	-	-	-	-	1025	1025	-	700	700	-
Stage 2	-	-	-	-	-	-	355	710	-	659	1031	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	894	-	-	868	-	-	226	87	808	232	87	817
Stage 1	-	-	-	-	-	-	338	311	-	485	440	-
Stage 2	-	-	-	-	-	-	635	435	-	419	309	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	894	-	-	868	-	-	181	72	808	187	72	814
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	156	-	246	175	-
Stage 1	-	-	-	-	-	-	282	259	-	404	437	-
Stage 2	-	-	-	-	-	-	581	432	-	325	257	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0.1			24.8			12.2		
HCM LOS							C			B		








Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	231	808	894	-	-	868	-	-	572
HCM Lane V/C Ratio	0.451	0.068	0.167	-	-	0.007	-	-	0.132
HCM Control Delay (s)	32.8	9.8	9.8	-	-	9.2	-	-	12.2
HCM Lane LOS	D	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.2	0.2	0.6	-	-	0	-	-	0.5

# HCM 6th TWSC

103: SW 4 Avenue & Race Track Road/SW 3 Street/SW 3 Street

## Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	668	19	16	538	39	64	0	22	19	1	46
Future Vol, veh/h	62	668	19	16	538	39	64	0	22	19	1	46
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	0	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	718	20	17	578	42	69	0	24	20	1	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	621	0	0	738	0	0	1176	1507	718	1508	1506	311
Stage 1	-	-	-	-	-	-	852	852	-	634	634	-
Stage 2	-	-	-	-	-	-	324	655	-	874	872	-
Critical Hdwy	4.13	-	-	4.13	-	-	5.5	6.53	4.5	5.5	6.53	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.53	-	5.5	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	958	-	-	866	-	-	285	120	604	195	120	846
Stage 1	-	-	-	-	-	-	410	375	-	521	472	-
Stage 2	-	-	-	-	-	-	663	462	-	344	367	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	957	-	-	866	-	-	249	109	604	175	109	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	311	217	-	236	222	-
Stage 1	-	-	-	-	-	-	381	349	-	484	462	-
Stage 2	-	-	-	-	-	-	611	452	-	307	341	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	18.7	14
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	355	957	-	-	866	-	-	473
HCM Lane V/C Ratio	0.26	0.07	-	-	0.02	-	-	0.15
HCM Control Delay (s)	18.7	9	-	-	9.2	-	-	14
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1	0.2	-	-	0.1	-	-	0.5

Background PM Peak Hour

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# Timings

## 106: SW 6 Street & S. Dixie Highway (SB)



Lane Group	EBT	WBL	WBT	SBT	Ø6	Ø8	Ø9	Ø13
Lane Configurations	↑	↑	↑	↑↑↑				
Traffic Volume (vph)	33	272	12	888				
Future Volume (vph)	33	272	12	888				
Turn Type	NA	Perm	NA	NA				
Protected Phases	4		13 8	2	6	8	9	13
Permitted Phases		13 8						
Detector Phase	4	13 8	13 8	2				
Switch Phase								
Minimum Initial (s)	8.0			10.0	10.0	8.0	8.0	8.0
Minimum Split (s)	24.0			30.0	30.0	24.0	14.0	14.0
Total Split (s)	24.0			40.0	40.0	24.0	16.0	16.0
Total Split (%)	30.0%			50.0%	50%	30%	20%	20%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0				
Total Lost Time (s)	6.0			6.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None			C-Max	C-Max	None	None	None
Act Effect Green (s)	16.1	30.5	30.5	37.5				
Actuated g/C Ratio	0.20	0.38	0.38	0.47				
v/c Ratio	0.15	0.57	0.02	0.49				
Control Delay	18.9	7.8	2.5	16.1				
Queue Delay	0.0	0.0	0.0	0.0				
Total Delay	18.9	7.8	2.5	16.1				
LOS	B	A	A	B				
Approach Delay	18.9		7.5	16.1				
Approach LOS	B		A	B				

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 40 (50%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 14.5

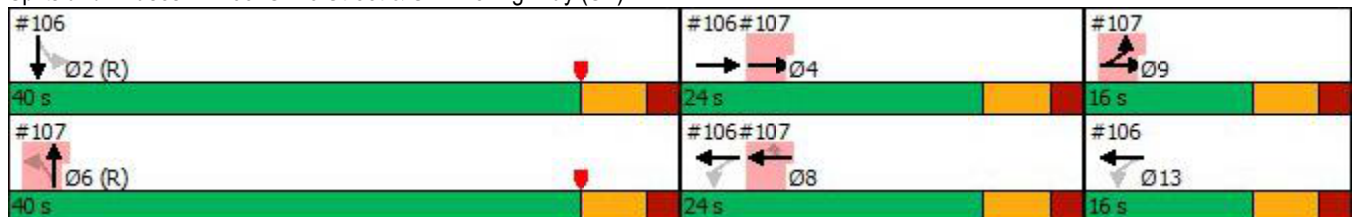
Intersection LOS: B

Intersection Capacity Utilization 55.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 106: SW 6 Street & S. Dixie Highway (SB)



Background PM Peak Hour

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## Queues

### 106: SW 6 Street & S. Dixie Highway (SB)

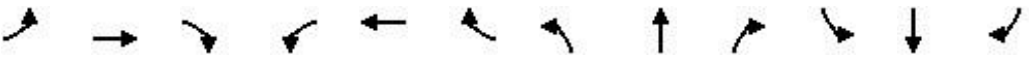


Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	55	292	13	1162
v/c Ratio	0.15	0.57	0.02	0.49
Control Delay	18.9	7.8	2.5	16.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	18.9	7.8	2.5	16.1
Queue Length 50th (ft)	14	18	1	145
Queue Length 95th (ft)	43	40	m1	194
Internal Link Dist (ft)	444		306	770
Turn Bay Length (ft)				
Base Capacity (vph)	413	527	732	2361
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.55	0.02	0.49

#### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis 106: SW 6 Street & S. Dixie Highway (SB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶		↶	↶						↶↶↶	
Traffic Volume (vph)	0	33	19	272	12	0	0	0	0	185	888	7
Future Volume (vph)	0	33	19	272	12	0	0	0	0	185	888	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	
Lane Util. Factor		1.00		1.00	1.00						0.91	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.95		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		1771		1770	1863						5035	
Flt Permitted		1.00		0.72	1.00						0.99	
Satd. Flow (perm)		1771		1343	1863						5035	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	35	20	292	13	0	0	0	0	199	955	8
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	39	0	292	13	0	0	0	0	0	1161	0
Confl. Peds. (#/hr)							3			1	1	3
Confl. Bikes (#/hr)						1				1		3
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			13 8						2	
Permitted Phases				13 8						2		
Actuated Green, G (s)		16.1		30.5	30.5						37.5	
Effective Green, g (s)		16.1		30.5	30.5						37.5	
Actuated g/C Ratio		0.20		0.38	0.38						0.47	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									3.0	
Lane Grp Cap (vph)		356		512	710						2360	
v/s Ratio Prot		0.02			0.01							
v/s Ratio Perm				0.22							0.23	
v/c Ratio		0.11		0.57	0.02						0.49	
Uniform Delay, d1		26.1		19.6	15.4						14.7	
Progression Factor		1.00		0.22	0.17						1.00	
Incremental Delay, d2		0.0		1.2	0.0						0.7	
Delay (s)		26.1		5.5	2.7						15.4	
Level of Service		C		A	A						B	
Approach Delay (s)		26.1			5.4			0.0			15.4	
Approach LOS		C			A			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			13.8			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			55.0%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

# Timings

## 107: S. Dixie Highway (NB)



Lane Group	EBT	WBT	WBR	NBT	Ø2	Ø4	Ø9	Ø13
Lane Configurations	↔↔	↑	↗	↑↑↑				
Traffic Volume (vph)	181	275	163	847				
Future Volume (vph)	181	275	163	847				
Turn Type	NA	NA	Perm	NA				
Protected Phases	9 4	8		6	2	4	9	13
Permitted Phases			8					
Detector Phase	9 4	8	8	6				
Switch Phase								
Minimum Initial (s)		8.0	8.0	10.0	10.0	8.0	8.0	8.0
Minimum Split (s)		24.0	24.0	30.0	30.0	24.0	14.0	14.0
Total Split (s)		24.0	24.0	40.0	40.0	24.0	16.0	16.0
Total Split (%)		30.0%	30.0%	50.0%	50%	30%	20%	20%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0				
Total Lost Time (s)		6.0	6.0	6.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode		None	None	C-Max	C-Max	None	None	None
Act Effect Green (s)	24.5	16.1	16.1	37.5				
Actuated g/C Ratio	0.31	0.20	0.20	0.47				
v/c Ratio	0.24	0.75	0.37	0.49				
Control Delay	22.4	43.0	7.1	14.4				
Queue Delay	0.0	0.0	0.0	0.0				
Total Delay	22.4	43.0	7.1	14.4				
LOS	C	D	A	B				
Approach Delay	22.4	29.7		14.4				
Approach LOS	C	C		B				

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 40 (50%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 19.1

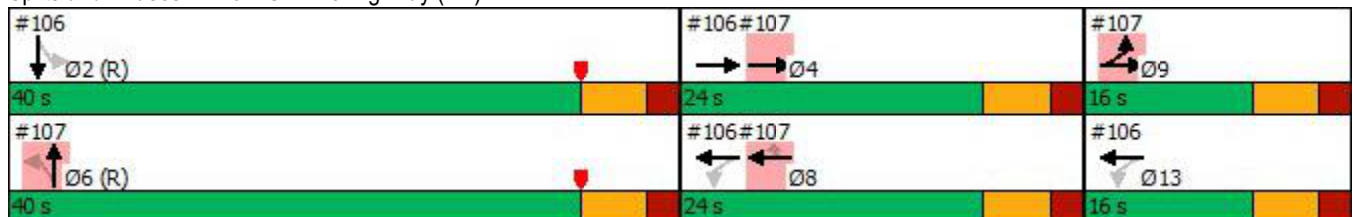
Intersection LOS: B

Intersection Capacity Utilization 58.9%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 107: S. Dixie Highway (NB)



Background PM Peak Hour

Synchro 10 Light Report

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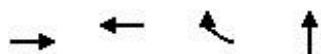
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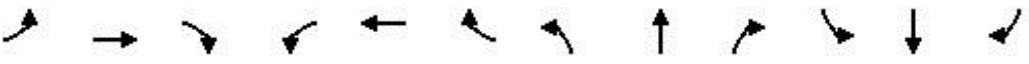
# Queues

## 107: S. Dixie Highway (NB)



Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	230	281	166	1162
v/c Ratio	0.24	0.75	0.37	0.49
Control Delay	22.4	43.0	7.1	14.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	22.4	43.0	7.1	14.4
Queue Length 50th (ft)	56	129	0	131
Queue Length 95th (ft)	88	210	46	178
Internal Link Dist (ft)	306	238		322
Turn Bay Length (ft)				
Base Capacity (vph)	1084	419	484	2360
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.21	0.67	0.34	0.49
Intersection Summary				

# HCM Signalized Intersection Capacity Analysis 107: S. Dixie Highway (NB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↑	↗		↑↑↑				
Traffic Volume (vph)	44	181	0	0	275	163	39	847	253	0	0	0
Future Volume (vph)	44	181	0	0	275	163	39	847	253	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		0.95			1.00	1.00		0.91				
Frpb, ped/bikes		1.00			1.00	1.00		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.97				
Flt Protected		0.99			1.00	1.00		1.00				
Satd. Flow (prot)		3505			1863	1583		4907				
Flt Permitted		0.82			1.00	1.00		1.00				
Satd. Flow (perm)		2899			1863	1583		4907				
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	45	185	0	0	281	166	40	864	258	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	133	0	60	0	0	0	0
Lane Group Flow (vph)	0	230	0	0	281	33	0	1103	0	0	0	0
Confl. Peds. (#/hr)			3	3								
Turn Type	custom	NA			NA	Perm	Perm	NA				
Protected Phases	9	9 4			8			6				
Permitted Phases	9					8	6					
Actuated Green, G (s)		24.5			16.1	16.1		37.5				
Effective Green, g (s)		24.5			16.1	16.1		37.5				
Actuated g/C Ratio		0.31			0.20	0.20		0.47				
Clearance Time (s)					6.0	6.0		6.0				
Vehicle Extension (s)					2.0	2.0		3.0				
Lane Grp Cap (vph)		951			374	318		2300				
v/s Ratio Prot		c0.03			c0.15							
v/s Ratio Perm		0.05				0.02		0.22				
v/c Ratio		0.24			0.75	0.11		0.48				
Uniform Delay, d1		20.8			30.1	26.1		14.6				
Progression Factor		1.34			1.00	1.00		1.00				
Incremental Delay, d2		0.1			7.4	0.1		0.7				
Delay (s)		28.0			37.4	26.1		15.3				
Level of Service		C			D	C		B				
Approach Delay (s)		28.0			33.2			15.3			0.0	
Approach LOS		C			C			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		21.2			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.52										
Actuated Cycle Length (s)		80.0			Sum of lost time (s)			18.0				
Intersection Capacity Utilization		58.9%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

# Timings

## 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

	→	↘	↙	←	↓	↗					
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø6	Ø7	Ø8	Ø11	Ø16
Lane Configurations	↑↑↑	↑	↘	↑↑	↘↑	↑					
Traffic Volume (vph)	395	304	30	457	790	160					
Future Volume (vph)	395	304	30	457	790	160					
Turn Type	NA	Perm	pm+pt	NA	NA	Perm					
Protected Phases	4		3	3 16	2		6	7	8	11	16
Permitted Phases		4	3 16			2					
Detector Phase	4	4	3	3 16	2	2					
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0		15.0	15.0	5.0	5.0	8.0	5.0	8.0
Minimum Split (s)	14.0	14.0	14.0		42.0	42.0	42.0	11.0	24.0	11.0	24.0
Total Split (s)	28.0	28.0	35.0		67.0	67.0	67.0	35.0	28.0	30.0	30.0
Total Split (%)	17.5%	17.5%	21.9%		41.9%	41.9%	42%	22%	18%	19%	19%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0					
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0					
Lead/Lag	Lead	Lead	Lag					Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes		
Recall Mode	None	None	None		C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	18.4	18.4	48.9	54.9	68.7	68.7					
Actuated g/C Ratio	0.12	0.12	0.31	0.34	0.43	0.43					
v/c Ratio	0.74	0.70	0.08	0.41	0.60	0.23					
Control Delay	76.6	14.6	4.3	5.8	38.5	8.1					
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0					
Total Delay	76.6	14.6	4.3	6.7	38.5	8.1					
LOS	E	B	A	A	D	A					
Approach Delay	49.6			6.6	33.6						
Approach LOS	D			A	C						

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 99 (62%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 32.7

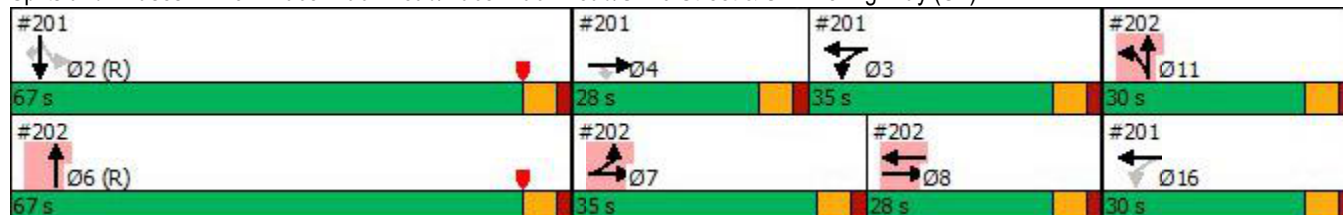
Intersection LOS: C

Intersection Capacity Utilization 70.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)



Background PM Peak Hour

Synchro 10 Light Report

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## Queues

201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)




Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	434	334	33	502	910	176
v/c Ratio	0.74	0.70	0.08	0.41	0.60	0.23
Control Delay	76.6	14.6	4.3	5.8	38.5	8.1
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0
Total Delay	76.6	14.6	4.3	6.7	38.5	8.1
Queue Length 50th (ft)	163	0	2	21	396	18
Queue Length 95th (ft)	201	101	m5	22	495	74
Internal Link Dist (ft)	453			180	158	
Turn Bay Length (ft)			90			
Base Capacity (vph)	699	502	463	1209	1517	751
Starvation Cap Reductn	0	0	0	436	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.67	0.07	0.65	0.60	0.23

### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis

## 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑↑	↑
Traffic Volume (vph)	0	395	304	30	457	0	0	0	0	38	790	160
Future Volume (vph)	0	395	304	30	457	0	0	0	0	38	790	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		5085	1555	1770	3539						3531	1553
Flt Permitted		1.00	1.00	0.49	1.00						1.00	1.00
Satd. Flow (perm)		5085	1555	914	3539						3531	1553
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)	0	434	334	33	502	0	0	0	0	42	868	176
RTOR Reduction (vph)	0	0	296	0	0	0	0	0	0	0	0	84
Lane Group Flow (vph)	0	434	38	33	502	0	0	0	0	0	910	92
Confl. Peds. (#/hr)							5		1	1		5
Confl. Bikes (#/hr)			3						1			1
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	3 16						2	
Permitted Phases			4	3 16						2		2
Actuated Green, G (s)		18.4	18.4	48.9	54.9						68.7	68.7
Effective Green, g (s)		18.4	18.4	48.9	54.9						68.7	68.7
Actuated g/C Ratio		0.11	0.11	0.31	0.34						0.43	0.43
Clearance Time (s)		6.0	6.0	6.0							6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0							2.5	2.5
Lane Grp Cap (vph)		584	178	398	1214						1516	666
v/s Ratio Prot		c0.09		0.01	c0.14							
v/s Ratio Perm			0.02	0.01							0.26	0.06
v/c Ratio		0.74	0.22	0.08	0.41						0.60	0.14
Uniform Delay, d1		68.5	64.3	39.3	40.2						35.1	27.7
Progression Factor		1.00	1.00	0.12	0.12						1.00	1.00
Incremental Delay, d2		4.5	0.2	0.0	0.1						1.8	0.4
Delay (s)		73.0	64.5	4.7	5.0						36.9	28.1
Level of Service		E	E	A	A						D	C
Approach Delay (s)		69.3			5.0			0.0			35.4	
Approach LOS		E			A			A			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			39.5			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			70.5%			ICU Level of Service				C		
Analysis Period (min)			15									

c Critical Lane Group

# Timings

## 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	Ø2	Ø3	Ø4	Ø6	Ø16
Lane Configurations										
Traffic Volume (vph)	173	272	321	137	875					
Future Volume (vph)	173	272	321	137	875					
Turn Type	custom	NA	NA	Prot	NA					
Protected Phases	7	7 8	8	11	6 11	2	3	4	6	16
Permitted Phases	7									
Detector Phase	7	7 8	8	11	6 11					
Switch Phase										
Minimum Initial (s)	5.0		8.0	5.0		15.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.0		24.0	11.0		42.0	14.0	14.0	42.0	24.0
Total Split (s)	35.0		28.0	30.0		67.0	35.0	28.0	67.0	30.0
Total Split (%)	21.9%		17.5%	18.8%		42%	22%	18%	42%	19%
Yellow Time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	6.0		6.0	6.0						
Lead/Lag	Lead		Lag				Lag	Lead		
Lead-Lag Optimize?	Yes		Yes				Yes	Yes		
Recall Mode	None		None	None		C-Max	None	None	C-Max	None
Act Effct Green (s)	21.1	46.6	19.5	26.6	101.4					
Actuated g/C Ratio	0.13	0.29	0.12	0.17	0.63					
v/c Ratio	0.80	0.28	0.60	0.50	0.46					
Control Delay	26.1	4.7	69.7	66.6	16.6					
Queue Delay	0.2	1.6	0.0	0.0	0.0					
Total Delay	26.3	6.2	69.7	66.6	16.6					
LOS	C	A	E	E	B					
Approach Delay		14.0	69.7		22.9					
Approach LOS		B	E		C					

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 99 (62%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 29.4

Intersection LOS: C

Intersection Capacity Utilization 70.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street

#201 Ø2 (R) 67 s	#201 Ø4 28 s	#201 Ø3 35 s	#202 Ø11 30 s
#202 Ø6 (R) 67 s	#202 Ø7 35 s	#202 Ø8 28 s	#201 Ø16 30 s

Background PM Peak Hour

Synchro 10 Light Report

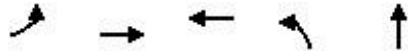
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## Queues

202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	186	292	373	147	1024
v/c Ratio	0.80	0.28	0.60	0.50	0.46
Control Delay	26.1	4.7	69.7	66.6	16.6
Queue Delay	0.2	1.6	0.0	0.0	0.0
Total Delay	26.3	6.2	69.7	66.6	16.6
Queue Length 50th (ft)	21	15	135	138	275
Queue Length 95th (ft)	40	20	173	222	381
Internal Link Dist (ft)		180	144		320
Turn Bay Length (ft)	90				
Base Capacity (vph)	320	1057	697	302	2208
Starvation Cap Reductn	8	582	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.61	0.54	0.49	0.46
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street































												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	272	0	0	321	26	137	875	77	0	0	0
Future Volume (vph)	173	272	0	0	321	26	137	875	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0				
Lane Util. Factor	1.00	0.95			0.91		1.00	0.95				
Frt	1.00	1.00			0.99		1.00	0.99				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1770	3539			5028		1770	3496				
Flt Permitted	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	1770	3539			5028		1770	3496				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	186	292	0	0	345	28	147	941	83	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	3	0	0	0	0
Lane Group Flow (vph)	186	292	0	0	367	0	147	1021	0	0	0	0
Turn Type	custom	NA			NA		Prot	NA				
Protected Phases	7	7 8			8		11	6 11				
Permitted Phases	7											
Actuated Green, G (s)	21.1	46.7			19.6		26.6	101.3				
Effective Green, g (s)	21.1	46.7			19.6		26.6	101.3				
Actuated g/C Ratio	0.13	0.29			0.12		0.17	0.63				
Clearance Time (s)	6.0				6.0		6.0					
Vehicle Extension (s)	2.0				2.0		1.5					
Lane Grp Cap (vph)	233	1032			615		294	2213				
v/s Ratio Prot	c0.11	c0.08			c0.07		0.08	c0.29				
v/s Ratio Perm												
v/c Ratio	0.80	0.28			0.60		0.50	0.46				
Uniform Delay, d1	67.4	43.7			66.5		60.7	15.2				
Progression Factor	0.10	0.10			1.00		1.00	1.00				
Incremental Delay, d2	13.1	0.0			1.0		0.5	0.1				
Delay (s)	19.6	4.2			67.5		61.1	15.3				
Level of Service	B	A			E		E	B				
Approach Delay (s)		10.2			67.5			21.0			0.0	
Approach LOS		B			E			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			27.0				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			160.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			70.5%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group



# Timings

## 101: SW 12 Avenue & Race Track Road/SW 3 Street

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 	 		 	 		 	 	
Traffic Volume (vph)	96	400	156	534	257	236	732	224	255	495	112
Future Volume (vph)	96	400	156	534	257	236	732	224	255	495	112
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	46.5	11.5	46.5	46.5	12.0	45.0	45.0	12.0	47.0	47.0
Total Split (s)	12.0	50.0	12.0	50.0	50.0	20.0	58.0	58.0	12.0	50.0	50.0
Total Split (%)	9.1%	37.9%	9.1%	37.9%	37.9%	15.2%	43.9%	43.9%	9.1%	37.9%	37.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.5	28.2	5.5	28.2	28.2	14.3	51.0	51.0	20.3	57.0	57.0
Actuated g/C Ratio	0.04	0.21	0.04	0.21	0.21	0.11	0.39	0.39	0.15	0.43	0.43
v/c Ratio	0.76	0.57	1.22	0.79	0.59	0.71	0.60	0.33	0.54	0.36	0.16
Control Delay	93.0	41.7	198.5	56.9	18.6	67.6	34.7	4.3	57.1	27.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.0	41.7	198.5	56.9	18.6	67.6	34.7	4.3	57.1	27.6	0.6
LOS	F	D	F	E	B	E	C	A	E	C	A
Approach Delay		49.2		69.8			35.5			32.8	
Approach LOS		D		E			D			C	

### Intersection Summary

Cycle Length: 132

Actuated Cycle Length: 132

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 46.2

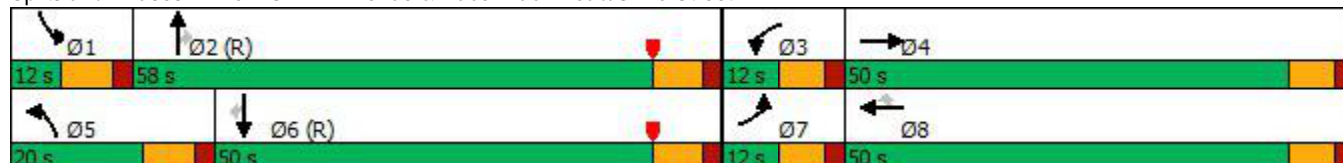
Intersection LOS: D

Intersection Capacity Utilization 68.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: SW 12 Avenue & Race Track Road/SW 3 Street



Background PM Peak Hour

Synchro 10 Light Report

**P&Z**

PZ21-13000001

8/25/21

## Queues

### 101: SW 12 Avenue & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	108	627	175	600	289	265	822	252	287	556	126
v/c Ratio	0.76	0.57	1.22	0.79	0.59	0.71	0.60	0.33	0.54	0.36	0.16
Control Delay	93.0	41.7	198.5	56.9	18.6	67.6	34.7	4.3	57.1	27.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.0	41.7	198.5	56.9	18.6	67.6	34.7	4.3	57.1	27.6	0.6
Queue Length 50th (ft)	47	154	~94	258	63	114	293	0	118	166	0
Queue Length 95th (ft)	#94	180	#170	299	144	155	356	52	#197	244	0
Internal Link Dist (ft)		490		1888			368			439	
Turn Bay Length (ft)	200		200		520	240		240	320		280
Base Capacity (vph)	143	1651	143	1166	650	388	1367	758	527	1526	795
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.38	1.22	0.51	0.44	0.68	0.60	0.33	0.54	0.36	0.16

#### Intersection Summary

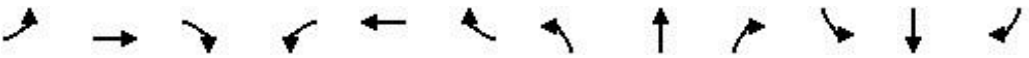
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

# HCM 6th Signalized Intersection Summary 101: SW 12 Avenue & Race Track Road/SW 3 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←←	↑↑↑		←←	↑↑	→	←←	↑↑	→	←←	↑↑	→
Traffic Volume (veh/h)	96	400	158	156	534	257	236	732	224	255	495	112
Future Volume (veh/h)	96	400	158	156	534	257	236	732	224	255	495	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	449	178	175	600	289	265	822	252	287	556	126
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	780	295	144	764	336	314	1780	784	131	1592	710
Arrive On Green	0.04	0.21	0.21	0.04	0.21	0.21	0.09	0.50	0.50	0.04	0.45	0.45
Sat Flow, veh/h	3456	3628	1374	3456	3554	1563	3456	3554	1565	3456	3554	1585
Grp Volume(v), veh/h	108	420	207	175	600	289	265	822	252	287	556	126
Grp Sat Flow(s),veh/h/ln	1728	1702	1598	1728	1777	1563	1728	1777	1565	1728	1777	1585
Q Serve(g_s), s	4.1	14.6	15.4	5.5	21.0	23.5	10.0	19.8	12.6	5.0	13.5	6.3
Cycle Q Clear(g_c), s	4.1	14.6	15.4	5.5	21.0	23.5	10.0	19.8	12.6	5.0	13.5	6.3
Prop In Lane	1.00		0.86	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	732	344	144	764	336	314	1780	784	131	1592	710
V/C Ratio(X)	0.75	0.57	0.60	1.22	0.79	0.86	0.84	0.46	0.32	2.19	0.35	0.18
Avail Cap(c_a), veh/h	144	1122	527	144	1171	515	340	1780	784	131	1592	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.6	46.4	46.7	63.2	48.9	49.9	59.1	21.4	19.6	63.5	23.9	21.9
Incr Delay (d2), s/veh	17.5	0.3	0.6	144.3	0.9	5.8	15.0	0.9	1.1	560.8	0.6	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(50%),veh/ln	2.1	6.1	6.1	5.3	9.3	9.6	5.0	8.2	4.7	12.4	5.7	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.1	46.7	47.4	207.6	49.8	55.7	74.1	22.2	20.7	624.3	24.5	22.4
LnGrp LOS	F	D	D	F	D	E	E	C	C	F	C	C
Approach Vol, veh/h		735			1064			1339			969	
Approach Delay, s/veh		51.8			77.4			32.2			201.9	
Approach LOS		D			E			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	73.1	12.0	34.9	19.0	66.1	12.0	34.9				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	5.0	51.0	5.5	43.5	13.0	43.0	5.5	43.5				
Max Q Clear Time (g_c+I1), s	7.0	21.8	7.5	17.4	12.0	15.5	6.1	25.5				
Green Ext Time (p_c), s	0.0	7.1	0.0	2.6	0.0	4.1	0.0	2.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			87.4									
HCM 6th LOS			F									

Background Phs Peak Hour








Synchro 10 Light Report

**P&Z**

PZ21-13000001

8/25/21

HCM 6th TWSC  
102: Avondale Drive & Race Track Road/SW 3 Street

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	140	678	11	6	637	19	98	0	52	13	0	58
Future Vol, veh/h	140	678	11	6	637	19	98	0	52	13	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	149	721	12	6	678	20	104	0	55	14	0	62










Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	698	0	0	733	0	0	1380	1735	367	1359	1731	353
Stage 1	-	-	-	-	-	-	1025	1025	-	700	700	-
Stage 2	-	-	-	-	-	-	355	710	-	659	1031	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	894	-	-	868	-	-	226	87	808	232	87	817
Stage 1	-	-	-	-	-	-	338	311	-	485	440	-
Stage 2	-	-	-	-	-	-	635	435	-	419	309	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	894	-	-	868	-	-	181	72	808	187	72	814
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	156	-	246	175	-
Stage 1	-	-	-	-	-	-	282	259	-	404	437	-
Stage 2	-	-	-	-	-	-	581	432	-	325	257	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.1	24.8	12.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	231	808	894	-	-	868	-	-	572
HCM Lane V/C Ratio	0.451	0.068	0.167	-	-	0.007	-	-	0.132
HCM Control Delay (s)	32.8	9.8	9.8	-	-	9.2	-	-	12.2
HCM Lane LOS	D	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	2.2	0.2	0.6	-	-	0	-	-	0.5

# HCM 6th TWSC

103: SW 4 Avenue & Race Track Road/SW 3 Street/SW 3 Street

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	668	81	16	568	39	145	0	71	19	1	46
Future Vol, veh/h	62	668	81	16	568	39	145	0	71	19	1	46
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	0	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	718	87	17	611	42	156	0	76	20	1	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	654	0	0	805	0	0	1192	1540	718	1601	1606	328
Stage 1	-	-	-	-	-	-	852	852	-	667	667	-
Stage 2	-	-	-	-	-	-	340	688	-	934	939	-
Critical Hdwy	4.13	-	-	4.13	-	-	5.5	6.53	4.5	5.5	6.53	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.53	-	5.5	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	931	-	-	817	-	-	280	115	604	175	105	834
Stage 1	-	-	-	-	-	-	410	375	-	503	456	-
Stage 2	-	-	-	-	-	-	649	446	-	318	342	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	930	-	-	817	-	-	244	104	604	142	95	833
Mov Cap-2 Maneuver	-	-	-	-	-	-	307	211	-	199	205	-
Stage 1	-	-	-	-	-	-	380	348	-	466	446	-
Stage 2	-	-	-	-	-	-	596	436	-	258	317	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	30.4	15.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	366	930	-	-	817	-	-	424
HCM Lane V/C Ratio	0.635	0.072	-	-	0.021	-	-	0.167
HCM Control Delay (s)	30.4	9.2	-	-	9.5	-	-	15.2
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	4.2	0.2	-	-	0.1	-	-	0.6

# Timings

## 106: SW 6 Street & S. Dixie Highway (SB)



Lane Group	EBT	WBL	WBT	SBT	Ø6	Ø8	Ø9	Ø13
Lane Configurations	↑	↑	↑	↑↑↑				
Traffic Volume (vph)	50	272	12	891				
Future Volume (vph)	50	272	12	891				
Turn Type	NA	Perm	NA	NA				
Protected Phases	4		13 8	2	6	8	9	13
Permitted Phases		13 8						
Detector Phase	4	13 8	13 8	2				
Switch Phase								
Minimum Initial (s)	8.0			10.0	10.0	8.0	8.0	8.0
Minimum Split (s)	24.0			30.0	30.0	24.0	14.0	14.0
Total Split (s)	24.0			40.0	40.0	24.0	16.0	16.0
Total Split (%)	30.0%			50.0%	50%	30%	20%	20%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0				
Total Lost Time (s)	6.0			6.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None			C-Max	C-Max	None	None	None
Act Effect Green (s)	16.4	30.9	30.9	37.1				
Actuated g/C Ratio	0.20	0.39	0.39	0.46				
v/c Ratio	0.24	0.58	0.02	0.50				
Control Delay	18.0	8.4	3.1	16.4				
Queue Delay	0.0	0.0	0.0	0.0				
Total Delay	18.0	8.4	3.1	16.4				
LOS	B	A	A	B				
Approach Delay	18.0		8.2	16.4				
Approach LOS	B		A	B				

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 40 (50%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 14.9

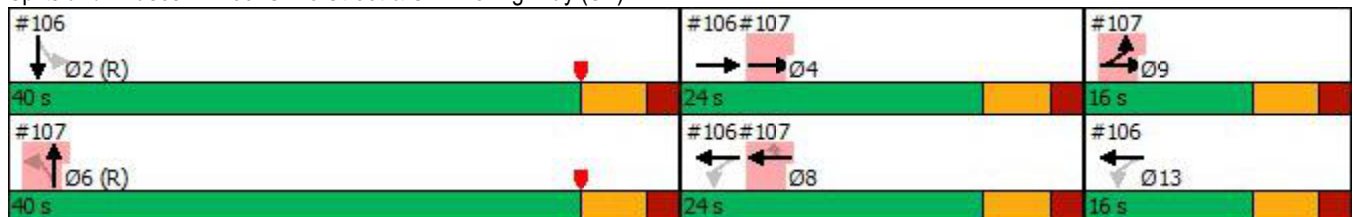
Intersection LOS: B

Intersection Capacity Utilization 55.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 106: SW 6 Street & S. Dixie Highway (SB)



Background PM Peak Hour

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## Queues

### 106: SW 6 Street & S. Dixie Highway (SB)

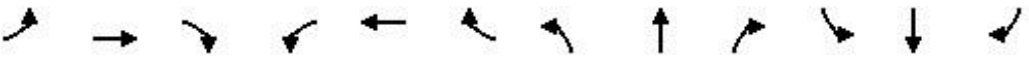


Lane Group	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	92	292	13	1169
v/c Ratio	0.24	0.58	0.02	0.50
Control Delay	18.0	8.4	3.1	16.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	18.0	8.4	3.1	16.4
Queue Length 50th (ft)	22	22	1	146
Queue Length 95th (ft)	59	m33	m1	195
Internal Link Dist (ft)	444		306	770
Turn Bay Length (ft)				
Base Capacity (vph)	425	511	733	2336
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.57	0.02	0.50

#### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis 106: SW 6 Street & S. Dixie Highway (SB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰		↰	↰						↰↰↰	
Traffic Volume (vph)	0	50	35	272	12	0	0	0	0	185	891	11
Future Volume (vph)	0	50	35	272	12	0	0	0	0	185	891	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0						6.0	
Lane Util. Factor		1.00		1.00	1.00						0.91	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.94		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		1759		1770	1863						5032	
Flt Permitted		1.00		0.70	1.00						0.99	
Satd. Flow (perm)		1759		1299	1863						5032	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	54	38	292	13	0	0	0	0	199	958	12
RTOR Reduction (vph)	0	30	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	62	0	292	13	0	0	0	0	0	1168	0
Confl. Peds. (#/hr)							3			1	1	3
Confl. Bikes (#/hr)						1				1		3
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			13 8						2	
Permitted Phases				13 8						2		
Actuated Green, G (s)		16.4		30.9	30.9						37.1	
Effective Green, g (s)		16.4		30.9	30.9						37.1	
Actuated g/C Ratio		0.20		0.39	0.39						0.46	
Clearance Time (s)		6.0									6.0	
Vehicle Extension (s)		2.0									3.0	
Lane Grp Cap (vph)		360		501	719						2333	
v/s Ratio Prot		0.04			0.01							
v/s Ratio Perm				0.22							0.23	
v/c Ratio		0.17		0.58	0.02						0.50	
Uniform Delay, d1		26.2		19.4	15.2						15.0	
Progression Factor		1.00		0.25	0.22						1.00	
Incremental Delay, d2		0.1		1.3	0.0						0.8	
Delay (s)		26.3		6.1	3.3						15.8	
Level of Service		C		A	A						B	
Approach Delay (s)		26.3			6.0			0.0			15.8	
Approach LOS		C			A			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			14.5			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			55.1%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												



# Timings

## 107: S. Dixie Highway (NB)



Lane Group	EBT	WBT	WBR	NBT	Ø2	Ø4	Ø9	Ø13
Lane Configurations	↔↔	↑	↗	↑↑↑				
Traffic Volume (vph)	198	287	163	847				
Future Volume (vph)	198	287	163	847				
Turn Type	NA	NA	Perm	NA				
Protected Phases	9 4	8		6	2	4	9	13
Permitted Phases			8					
Detector Phase	9 4	8	8	6				
Switch Phase								
Minimum Initial (s)		8.0	8.0	10.0	10.0	8.0	8.0	8.0
Minimum Split (s)		24.0	24.0	30.0	30.0	24.0	14.0	14.0
Total Split (s)		24.0	24.0	40.0	40.0	24.0	16.0	16.0
Total Split (%)		30.0%	30.0%	50.0%	50%	30%	20%	20%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0				
Total Lost Time (s)		6.0	6.0	6.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode		None	None	C-Max	C-Max	None	None	None
Act Effect Green (s)	24.9	16.4	16.4	37.1				
Actuated g/C Ratio	0.31	0.20	0.20	0.46				
v/c Ratio	0.26	0.77	0.36	0.50				
Control Delay	21.3	44.2	7.1	14.8				
Queue Delay	0.0	0.0	0.0	0.0				
Total Delay	21.3	44.2	7.1	14.8				
LOS	C	D	A	B				
Approach Delay	21.3	30.8		14.8				
Approach LOS	C	C		B				

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 40 (50%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 19.5

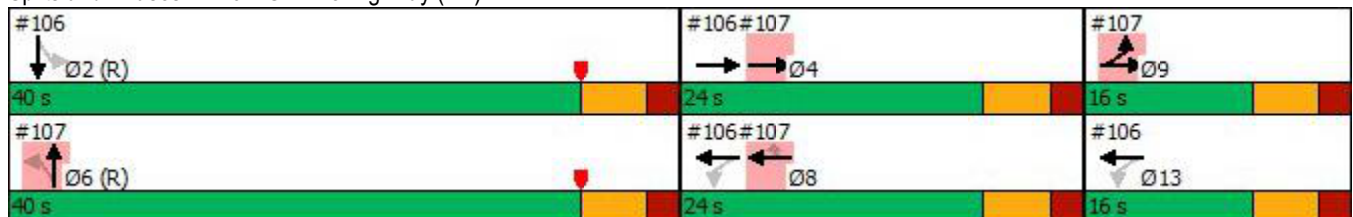
Intersection LOS: B

Intersection Capacity Utilization 59.9%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 107: S. Dixie Highway (NB)



Background PM Peak Hour

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## Queues

### 107: S. Dixie Highway (NB)




















Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	247	293	166	1176
v/c Ratio	0.26	0.77	0.36	0.50
Control Delay	21.3	44.2	7.1	14.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.3	44.2	7.1	14.8
Queue Length 50th (ft)	57	135	0	133
Queue Length 95th (ft)	87	#237	46	180
Internal Link Dist (ft)	306	238		322
Turn Bay Length (ft)				
Base Capacity (vph)	1082	419	484	2336
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.70	0.34	0.50

#### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis 107: S. Dixie Highway (NB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	198	0	0	287	163	53	847	253	0	0	0
Future Volume (vph)	44	198	0	0	287	163	53	847	253	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		0.95			1.00	1.00		0.91				
Frpb, ped/bikes		1.00			1.00	1.00		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.97				
Flt Protected		0.99			1.00	1.00		1.00				
Satd. Flow (prot)		3507			1863	1583		4907				
Flt Permitted		0.81			1.00	1.00		1.00				
Satd. Flow (perm)		2880			1863	1583		4907				
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	45	202	0	0	293	166	54	864	258	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	132	0	59	0	0	0	0
Lane Group Flow (vph)	0	247	0	0	293	34	0	1117	0	0	0	0
Confl. Peds. (#/hr)			3	3								
Turn Type	custom	NA			NA	Perm	Perm	NA				
Protected Phases	9	9 4			8			6				
Permitted Phases	9					8	6					
Actuated Green, G (s)		24.9			16.4	16.4		37.1				
Effective Green, g (s)		24.9			16.4	16.4		37.1				
Actuated g/C Ratio		0.31			0.20	0.20		0.46				
Clearance Time (s)					6.0	6.0		6.0				
Vehicle Extension (s)					2.0	2.0		3.0				
Lane Grp Cap (vph)		963			381	324		2275				
v/s Ratio Prot		c0.03			c0.16							
v/s Ratio Perm		0.05				0.02		0.23				
v/c Ratio		0.26			0.77	0.11		0.49				
Uniform Delay, d1		20.6			30.0	25.8		14.9				
Progression Factor		1.27			1.00	1.00		1.00				
Incremental Delay, d2		0.1			8.2	0.1		0.8				
Delay (s)		26.4			38.2	25.9		15.7				
Level of Service		C			D	C		B				
Approach Delay (s)		26.4			33.7			15.7			0.0	
Approach LOS		C			C			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		21.5			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.53										
Actuated Cycle Length (s)		80.0			Sum of lost time (s)			18.0				
Intersection Capacity Utilization		59.9%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

# Timings

## 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

	→	↘	↙	←	↓	↗					
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø6	Ø7	Ø8	Ø11	Ø16
Lane Configurations	↑↑↑	↗	↙	↑↑	↗↑	↗					
Traffic Volume (vph)	441	307	30	469	794	178					
Future Volume (vph)	441	307	30	469	794	178					
Turn Type	NA	Perm	pm+pt	NA	NA	Perm					
Protected Phases	4		3	3 16	2		6	7	8	11	16
Permitted Phases		4	3 16			2					
Detector Phase	4	4	3	3 16	2	2					
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0		15.0	15.0	5.0	5.0	8.0	5.0	8.0
Minimum Split (s)	14.0	14.0	14.0		42.0	42.0	42.0	11.0	24.0	11.0	24.0
Total Split (s)	37.0	37.0	30.0		67.0	67.0	67.0	30.0	37.0	26.0	26.0
Total Split (%)	23.1%	23.1%	18.8%		41.9%	41.9%	42%	19%	23%	16%	16%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0					
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0					
Lead/Lag	Lead	Lead	Lag					Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes		
Recall Mode	None	None	None		C-Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	20.5	20.5	48.6	54.6	66.9	66.9					
Actuated g/C Ratio	0.13	0.13	0.30	0.34	0.42	0.42					
v/c Ratio	0.75	0.68	0.08	0.43	0.62	0.26					
Control Delay	74.4	13.3	6.0	7.2	40.0	8.2					
Queue Delay	0.0	0.0	0.0	1.3	0.0	0.0					
Total Delay	74.4	13.3	6.0	8.4	40.0	8.2					
LOS	E	B	A	A	D	A					
Approach Delay	49.4			8.3	34.4						
Approach LOS	D			A	C						

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 99 (62%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 33.6

Intersection LOS: C

Intersection Capacity Utilization 70.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

#201 ↓ Ø2 (R) 67 s	#201 → Ø4 37 s	#201 ↙ Ø3 30 s	#202 ↗ Ø11 26 s
#202 ↑ Ø6 (R) 67 s	#202 ↘ Ø7 30 s	#202 ↔ Ø8 37 s	#201 ← Ø16 26 s

Future PM Peak Hour

Synchro 10 Light Report

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## Queues

201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)















Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	485	337	33	515	915	196
v/c Ratio	0.75	0.68	0.08	0.43	0.62	0.26
Control Delay	74.4	13.3	6.0	7.2	40.0	8.2
Queue Delay	0.0	0.0	0.0	1.3	0.0	0.0
Total Delay	74.4	13.3	6.0	8.4	40.0	8.2
Queue Length 50th (ft)	182	0	2	24	413	21
Queue Length 95th (ft)	218	98	m8	40	497	80
Internal Link Dist (ft)	453			180	158	
Turn Bay Length (ft)			90			
Base Capacity (vph)	985	573	415	1173	1476	743
Starvation Cap Reductn	0	0	0	431	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.59	0.08	0.69	0.62	0.26

### Intersection Summary

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

# HCM Signalized Intersection Capacity Analysis

## 201: Race Track Road/Race Track Road/SW 3 Street & S. Dixie Highway (SB)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑↑	↑
Traffic Volume (vph)	0	441	307	30	469	0	0	0	0	38	794	178
Future Volume (vph)	0	441	307	30	469	0	0	0	0	38	794	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		5085	1556	1770	3539						3531	1553
Flt Permitted		1.00	1.00	0.47	1.00						1.00	1.00
Satd. Flow (perm)		5085	1556	868	3539						3531	1553
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)	0	485	337	33	515	0	0	0	0	42	873	196
RTOR Reduction (vph)	0	0	294	0	0	0	0	0	0	0	0	95
Lane Group Flow (vph)	0	485	43	33	515	0	0	0	0	0	915	101
Confl. Peds. (#/hr)							5			1	1	5
Confl. Bikes (#/hr)			3						1			1
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	3 16						2	
Permitted Phases			4	3 16						2		2
Actuated Green, G (s)		20.5	20.5	48.6	54.6						66.9	66.9
Effective Green, g (s)		20.5	20.5	48.6	54.6						66.9	66.9
Actuated g/C Ratio		0.13	0.13	0.30	0.34						0.42	0.42
Clearance Time (s)		6.0	6.0	6.0							6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0							2.5	2.5
Lane Grp Cap (vph)		651	199	393	1207						1476	649
v/s Ratio Prot		c0.10		0.01	c0.15							
v/s Ratio Perm			0.03	0.01							0.26	0.07
v/c Ratio		0.75	0.22	0.08	0.43						0.62	0.16
Uniform Delay, d1		67.2	62.6	39.5	40.6						36.6	29.0
Progression Factor		1.00	1.00	0.16	0.15						1.00	1.00
Incremental Delay, d2		4.1	0.2	0.0	0.1						2.0	0.5
Delay (s)		71.3	62.8	6.5	6.2						38.5	29.5
Level of Service		E	E	A	A						D	C
Approach Delay (s)		67.8			6.3			0.0			36.9	
Approach LOS		E			A			A			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			40.4			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			70.7%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

Future PM Peak Hour

Synchro 10 Light Report

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# Timings

## 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBT	NBL	NBT	Ø2	Ø3	Ø4	Ø6	Ø16
Lane Configurations										
Traffic Volume (vph)	202	289	333	137	875					
Future Volume (vph)	202	289	333	137	875					
Turn Type	custom	NA	NA	Prot	NA					
Protected Phases	7	7 8	8	11	6 11	2	3	4	6	16
Permitted Phases	7									
Detector Phase	7	7 8	8	11	6 11					
Switch Phase										
Minimum Initial (s)	5.0		8.0	5.0		15.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.0		24.0	11.0		42.0	14.0	14.0	42.0	24.0
Total Split (s)	30.0		37.0	26.0		67.0	30.0	37.0	67.0	26.0
Total Split (%)	18.8%		23.1%	16.3%		42%	19%	23%	42%	16%
Yellow Time (s)	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	6.0		6.0	6.0						
Lead/Lag	Lead		Lag				Lag	Lead		
Lead-Lag Optimize?	Yes		Yes				Yes	Yes		
Recall Mode	None		None	None		C-Max	None	None	C-Max	None
Act Effct Green (s)	22.1	49.5	21.4	25.6	98.5					
Actuated g/C Ratio	0.14	0.31	0.13	0.16	0.62					
v/c Ratio	0.89	0.28	0.57	0.52	0.47					
Control Delay	45.1	4.1	66.5	69.0	18.3					
Queue Delay	0.0	0.5	0.0	0.0	0.0					
Total Delay	45.1	4.7	66.6	69.0	18.3					
LOS	D	A	E	E	B					
Approach Delay		21.3	66.6		24.7					
Approach LOS		C	E		C					

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 99 (62%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 31.6

Intersection LOS: C

Intersection Capacity Utilization 70.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street

#201 Ø2 (R) 67 s	#201 Ø4 37 s	#201 Ø3 30 s	#202 Ø11 26 s
#202 Ø6 (R) 67 s	#202 Ø7 30 s	#202 Ø8 37 s	#201 Ø16 26 s

Future PM Peak Hour

Synchro 10 Light Report

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# Queues

202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	217	311	386	147	1024
v/c Ratio	0.89	0.28	0.57	0.52	0.47
Control Delay	45.1	4.1	66.5	69.0	18.3
Queue Delay	0.0	0.5	0.0	0.0	0.0
Total Delay	45.1	4.7	66.6	69.0	18.3
Queue Length 50th (ft)	24	14	141	137	286
Queue Length 95th (ft)	#325	18	165	231	412
Internal Link Dist (ft)		180	144		320
Turn Bay Length (ft)	90				
Base Capacity (vph)	265	1290	980	283	2156
Starvation Cap Reductn	0	614	0	0	0
Spillback Cap Reductn	0	0	24	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.82	0.46	0.40	0.52	0.47






















## Intersection Summary

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

Queue shown is maximum after two cycles.



# HCM Signalized Intersection Capacity Analysis 202: S. Dixie Highway (NB) & Race Track Road/SW 3 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  			 				
Traffic Volume (vph)	202	289	0	0	333	26	137	875	77	0	0	0
Future Volume (vph)	202	289	0	0	333	26	137	875	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0				
Lane Util. Factor	1.00	0.95			0.91		1.00	0.95				
Frt	1.00	1.00			0.99		1.00	0.99				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1770	3539			5030		1770	3496				
Flt Permitted	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	1770	3539			5030		1770	3496				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	217	311	0	0	358	28	147	941	83	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	3	0	0	0	0
Lane Group Flow (vph)	217	311	0	0	380	0	147	1021	0	0	0	0
Turn Type	custom	NA			NA		Prot	NA				
Protected Phases	7	7 8			8		11	6 11				
Permitted Phases	7											
Actuated Green, G (s)	22.1	49.5			21.4		25.6	98.5				
Effective Green, g (s)	22.1	49.5			21.4		25.6	98.5				
Actuated g/C Ratio	0.14	0.31			0.13		0.16	0.62				
Clearance Time (s)	6.0				6.0		6.0					
Vehicle Extension (s)	2.0				2.0		1.5					
Lane Grp Cap (vph)	244	1094			672		283	2152				
v/s Ratio Prot	c0.12	c0.09			c0.08		0.08	c0.29				
v/s Ratio Perm												
v/c Ratio	0.89	0.28			0.57		0.52	0.47				
Uniform Delay, d1	67.7	41.8			64.9		61.6	16.7				
Progression Factor	0.16	0.09			1.00		1.00	1.00				
Incremental Delay, d2	26.6	0.0			0.7		0.7	0.1				
Delay (s)	37.8	3.7			65.6		62.2	16.8				
Level of Service	D	A			E		E	B				
Approach Delay (s)		17.7			65.6			22.5			0.0	
Approach LOS		B			E			C			A	
Intersection Summary												
HCM 2000 Control Delay	29.2				HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio	0.58											
Actuated Cycle Length (s)	160.0				Sum of lost time (s)				24.0			
Intersection Capacity Utilization	70.7%				ICU Level of Service				C			
Analysis Period (min)	15											
c Critical Lane Group												

Future PM Peak Hour

Synchro 10 Light Report
































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# Timings

## 101: SW 12 Avenue & Race Track Road/SW 3 Street

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	 		 	 		 	 	
Traffic Volume (vph)	96	400	156	534	257	236	732	224	255	495	112
Future Volume (vph)	96	400	156	534	257	236	732	224	255	495	112
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.5	46.5	11.5	46.5	46.5	12.0	45.0	45.0	12.0	47.0	47.0
Total Split (s)	15.0	46.5	16.0	47.5	47.5	21.0	47.5	47.5	22.0	48.5	48.5
Total Split (%)	11.4%	35.2%	12.1%	36.0%	36.0%	15.9%	36.0%	36.0%	16.7%	36.7%	36.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.5	26.6	9.1	28.1	28.1	14.1	54.4	54.4	14.9	55.3	55.3
Actuated g/C Ratio	0.06	0.20	0.07	0.21	0.21	0.11	0.41	0.41	0.11	0.42	0.42
v/c Ratio	0.55	0.60	0.74	0.80	0.53	0.72	0.56	0.32	0.74	0.38	0.17
Control Delay	71.4	43.6	79.4	57.2	9.0	68.5	33.3	5.4	68.2	29.1	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.4	43.6	79.4	57.2	9.0	68.5	33.3	5.4	68.2	29.1	4.2
LOS	E	D	E	E	A	E	C	A	E	C	A
Approach Delay		47.7		47.8			35.1			37.4	
Approach LOS		D		D			D			D	

### Intersection Summary

Cycle Length: 132

Actuated Cycle Length: 132

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 41.2









Intersection LOS: D

Intersection Capacity Utilization 68.9%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 101: SW 12 Avenue & Race Track Road/SW 3 Street

			
Ø1	Ø2 (R)	Ø3	Ø4
22 s	47.5 s	16 s	46.5 s
			
Ø5	Ø6 (R)	Ø7	Ø8
21 s	48.5 s	15 s	47.5 s

Future PM Peak Hour + IMP

Synchro 10 Light Report












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# Queues

## 101: SW 12 Avenue & Race Track Road/SW 3 Street
























											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	108	627	175	600	289	265	822	252	287	556	126
v/c Ratio	0.55	0.60	0.74	0.80	0.53	0.72	0.56	0.32	0.74	0.38	0.17
Control Delay	71.4	43.6	79.4	57.2	9.0	68.5	33.3	5.4	68.2	29.1	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.4	43.6	79.4	57.2	9.0	68.5	33.3	5.4	68.2	29.1	4.2
Queue Length 50th (ft)	46	158	76	258	8	114	281	5	124	171	0
Queue Length 95th (ft)	77	183	#122	300	77	155	398	64	165	253	35
Internal Link Dist (ft)		490		1888			368			439	
Turn Bay Length (ft)	200		200		520	240		240	320		280
Base Capacity (vph)	221	1523	247	1099	676	395	1459	787	420	1482	744
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.41	0.71	0.55	0.43	0.67	0.56	0.32	0.68	0.38	0.17

### Intersection Summary

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

Queue shown is maximum after two cycles.

# HCM 6th Signalized Intersection Summary 101: SW 12 Avenue & Race Track Road/SW 3 Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	400	158	156	534	257	236	732	224	255	495	112
Future Volume (veh/h)	96	400	158	156	534	257	236	732	224	255	495	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	449	178	175	600	289	265	822	252	287	556	126
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	705	267	225	762	335	315	1558	686	337	1580	705
Arrive On Green	0.05	0.19	0.19	0.07	0.21	0.21	0.09	0.44	0.44	0.10	0.44	0.44
Sat Flow, veh/h	3456	3628	1374	3456	3554	1563	3456	3554	1565	3456	3554	1585
Grp Volume(v), veh/h	108	420	207	175	600	289	265	822	252	287	556	126
Grp Sat Flow(s),veh/h/ln	1728	1702	1598	1728	1777	1563	1728	1777	1565	1728	1777	1585
Q Serve(g_s), s	4.1	15.0	15.8	6.6	21.1	23.5	10.0	22.3	14.2	10.8	13.6	6.3
Cycle Q Clear(g_c), s	4.1	15.0	15.8	6.6	21.1	23.5	10.0	22.3	14.2	10.8	13.6	6.3
Prop In Lane	1.00		0.86	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	662	311	225	762	335	315	1558	686	337	1580	705
V/C Ratio(X)	0.69	0.63	0.67	0.78	0.79	0.86	0.84	0.53	0.37	0.85	0.35	0.18
Avail Cap(c_a), veh/h	223	1032	484	249	1104	485	367	1558	686	393	1580	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.1	48.9	49.2	60.8	49.0	50.0	59.0	27.1	24.8	58.6	24.1	22.1
Incr Delay (d2), s/veh	2.0	0.4	0.9	11.5	1.4	7.7	12.6	1.3	1.5	12.9	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	6.3	6.3	3.2	9.3	9.7	4.8	9.5	5.5	5.3	5.7	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	49.2	50.1	72.2	50.4	57.7	71.6	28.4	26.3	71.5	24.7	22.7
LnGrp LOS	E	D	D	E	D	E	E	C	C	E	C	C
Approach Vol, veh/h		735			1064			1339			969	
Approach Delay, s/veh		51.7			56.0			36.5			38.3	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.9	64.9	15.1	32.2	19.0	65.7	12.5	34.8				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	15.0	40.5	9.5	40.0	14.0	41.5	8.5	41.0				
Max Q Clear Time (g_c+I1), s	12.8	24.3	8.6	17.8	12.0	15.6	6.1	25.5				
Green Ext Time (p_c), s	0.1	5.8	0.0	2.5	0.1	4.1	0.0	2.8				
Intersection Summary												
HCM 6th Ctrl Delay			44.7									
HCM 6th LOS			D									

Future PM Peak Hour + IMP

Synchro 10 Light Report

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