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10/21/2021

400 E. Atlantic Boulevard

Pompano Beach, Florida

TRAFFIC IMPACT STUDY

prepared for:
Atlantic Estates, LLC

KBP CONSULTING, INC.

March 2021
Updated September 2021

400 E. Atlantic Boulevard

Pompano Beach, Florida

Traffic Impact Study

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Prepared for:
Atlantic Estates, LLC

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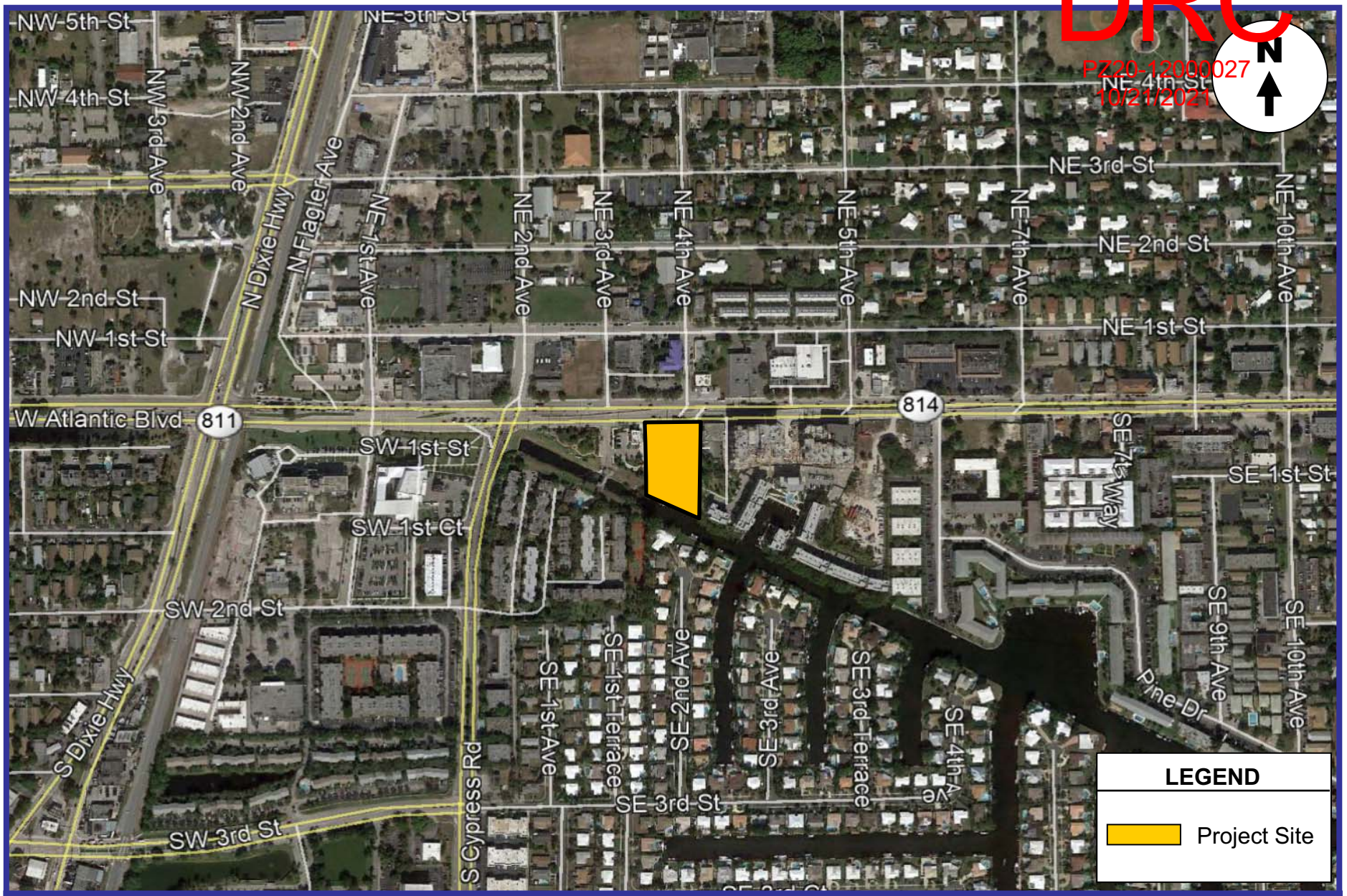
INTRODUCTION

400 E. Atlantic Boulevard is a proposed mixed-use (residential and retail) development to be located on the south side of E. Atlantic Boulevard generally at the intersection with NE 4th Avenue in Pompano Beach, Broward County, Florida. The location of this project site is illustrated in Figure 1 on the following page.

KBP Consulting, Inc. has been retained by Atlantic Estates, LLC to prepare a traffic impact study in connection with this proposed redevelopment activity. This study addresses trip generation characteristics and the traffic impacts created by the proposed project on the nearby transportation network. The methodology for conducting this traffic impact study has been reviewed and approved by the City of Pompano Beach and their traffic engineering consultant. A copy of the approved traffic impact study methodology is presented in Appendix A of this report.

This study is divided into eight (8) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analyses
7. Gate Operations Analyses
8. Summary & Conclusions



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Project Location Map

Figure 1
400 E. Atlantic Boulevard
Pompano Beach, Florida

Existing Land Uses and Access

The subject site is approximately 1.57 acres (68,391 square feet) and is currently occupied by a 5,677 square feet general office building and 26 multifamily residential dwelling units. The Folio Number for this site is 4942 01 01 0010. Vehicular access is provided by one (1) right-turn in / right-turn out only driveway and one right-turn in / right-turn out / left-turn in only driveway both located on E. Atlantic Boulevard. A survey of this site is presented in Appendix B.

Proposed Land Uses and Access

The proposed development will consist of approximately 204 mid-rise residential apartment dwelling units and approximately 2,723 square feet of retail space on the first floor along E. Atlantic Boulevard. Vehicular access to the site will be provided by one (1) right-turn in / right-turn out / left-turn in only driveway on E. Atlantic Boulevard. The buildout year for this project is anticipated to be 2023 and Appendix C contains the proposed site plan information.

EXISTING CONDITIONS

This section of the report addresses the transportation system located in the immediate vicinity of the 400 E. Atlantic Boulevard site.

Roadway System

E. Atlantic Boulevard is located along the northern boundary of the site. This major arterial roadway is oriented in the east-west direction and has a posted speed limit within the study area of 35 miles per hour (mph). To the west of the subject site, E. Atlantic Boulevard is a six-lane divided roadway and to the east this roadway is a four-lane divided roadway. The transition point is located generally within the frontage of the site. Dixie Highway (State Road 811), a major north-south arterial roadway, is located approximately 1,600 feet to the west and US 1 / Federal Highway, another major north-south arterial roadway, is located approximately one (1) mile to the east. Interstate 95 is located approximately one (1) mile to the west.

Study Intersections

Five (5) intersections (inclusive of the project driveway) were identified as the locations to be evaluated as part of this traffic impact analysis. These intersections are:

- E./W. Atlantic Boulevard and N./S. Dixie Highway (signalized)
- E. Atlantic Boulevard and Cypress Road / NE 2nd Avenue (signalized)
- E. Atlantic Boulevard and NE 4th Avenue (directional median opening)
    - E. Atlantic Boulevard and the proposed project driveway
- E. Atlantic Boulevard and NE 5th Avenue (directional median opening)
- E. Atlantic Boulevard and NE / SE 11th Avenue (signalized)

Figure 2 on the following page depicts the existing lane geometry of the five (5) intersections identified for analysis purposes.

Transit Service

Transit service in this area is provided by Broward County Transit (BCT) via Routes 20, 42, 50 and 60. Bus stops for Route 42 are provided on E. Atlantic Boulevard in the immediate vicinity of this site. The Northeast Transit Center located in the southwest quadrant of N. Dixie Highway and Dr. Martin Luther King Boulevard serves as a transfer point for these four (4) BCT routes as well as the City of Pompano Beach's Community Shuttle service.

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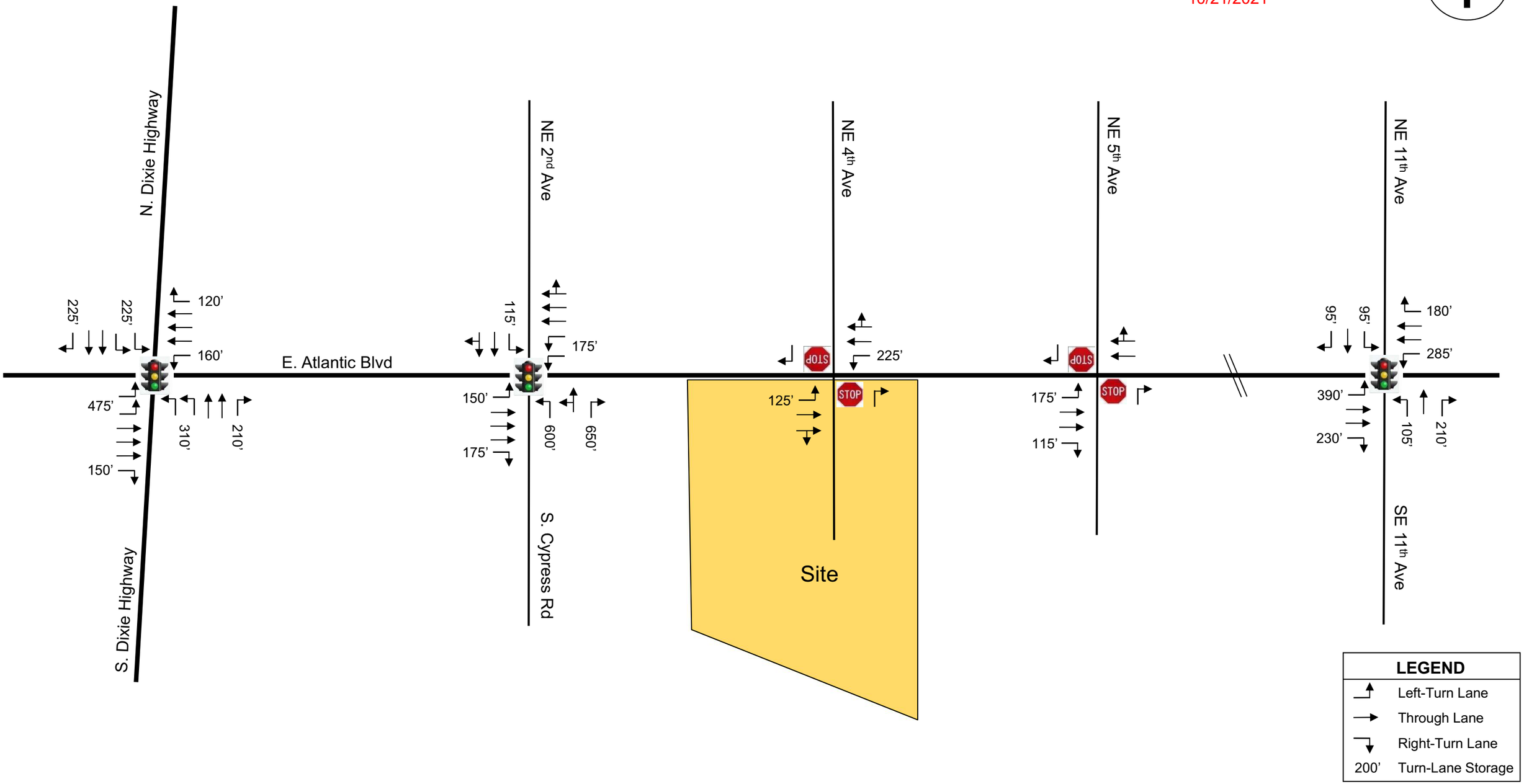

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Existing Lane Geometry

FIGURE 2
400 E. Atlantic Boulevard
Pompano Beach, Florida

Route 20 (Broward Central Terminal to Broward Health North) provides service seven (7) days per week. Mondays through Fridays the headways for this route are approximately 50 minutes throughout the day generally between 5:00 AM and 10:00 PM. On Saturdays, service is generally provided between 6:00 AM and 9:15 PM with headways of approximately 50 minutes. On Sundays, service is generally provided between 9:40 AM and 7:30 PM with headways of approximately 45 minutes.

Route 42 (Atlantic Boulevard and Coral Ridge Drive to Atlantic Boulevard and A1A via Atlantic Boulevard) provides service seven (7) days per week. Mondays through Fridays the headways for this route are approximately 45 minutes throughout the day generally between 5:40 AM and 10:30 PM. On Saturdays, service is generally provided between 5:40 AM and 10:30 PM with headways of approximately 45 minutes. On Sundays, service is generally provided between 8:45 AM and 8:30 PM with headways of approximately one (1) hour.

Route 50 (Broward Central Terminal to Hillsboro Boulevard via Dixie Highway) provides service seven (7) days per week. Mondays through Fridays the headways for this route are approximately 15 minutes in the peak hours and 30 minutes in the off-peak periods generally between 5:15 AM and 11:00 PM. On Saturdays, service is generally provided between 5:15 AM and 11:00 PM with headways of approximately 30 minutes. On Sundays, service is generally provided between 7:30 AM and 9:30 PM with headways of approximately 50 minutes.

Route 60 (Broward Central Terminal to Highway 441 and NW 15th Street via Andrews Avenue and Martin Luther King Jr. Boulevard / Coconut Creek Parkway) provides service seven (7) days per week. Mondays through Fridays the headways for this route are approximately 35 minutes throughout the day generally between 5:20 AM and 11:30 PM. On Saturdays, service is generally provided between 5:20 AM and 11:30 PM with headways of approximately 35 minutes. On Sundays, service is generally provided between 9:00 AM and 8:45 PM with headways of approximately one (1) hour. Route information published by BCT for each of these routes is presented in Appendix D.

TRAFFIC COUNTS

KBP Consulting, Inc., in association with Traffic Survey Specialists, Inc., collected traffic data at the following intersections:

- E./W. Atlantic Boulevard and N./S. Dixie Highway
- E. Atlantic Boulevard and Cypress Road / NE 2nd Avenue
- E. Atlantic Boulevard and NE 4th Avenue
- E. Atlantic Boulevard and NE 5th Avenue
- E. Atlantic Boulevard and NE / SE 11th Avenue

The intersection turning movement counts were collected on Tuesday, February 2, 2021, during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM). Appendix E contains the traffic data as collected in the field.

These counts have been adjusted by a peak season conversion factor of 1.02 to reflect average peak season conditions. (Please see Appendix F for the latest peak season factor category report published by the Florida Department of Transportation (FDOT) for this area of Broward County.)

These counts have also been adjusted in order to address the impacts associated with COVID-19. In order to identify the appropriate adjustment factor, 48-hour bi-directional traffic counts were collected at the following locations within the general project study area and at locations where FDOT maintains traffic count locations:

- #860071 – Atlantic Boulevard west of SE 9th Avenue
- #865054 – Atlantic Boulevard west of Dixie Highway
- #860025 – Dixie Highway south of Atlantic Boulevard
- #867424 – Cypress Road south of Atlantic Boulevard

The counts were collected during the month of February 2021 and are presented in Appendix G. The historic traffic counts maintained by FDOT at these same locations are presented in Appendix H along with an areawide growth rate analysis.

The pre-COVID-19 traffic counts reported by FDOT and the post-COVID-19 traffic counts collected in February 2021 were compared in order to develop adjustment factors to be applied to the field counts. This analysis, presented in Appendix I, indicates that AM peak hour volumes should be adjusted by a factor of 1.17 and PM peak hour traffic volumes should also be adjusted by a factor of 1.17 in order to account for post-COVID-19 conditions. The resulting average peak season and COVID-19 adjusted turning movement counts are presented in Figures 3 and 4 on the following pages.

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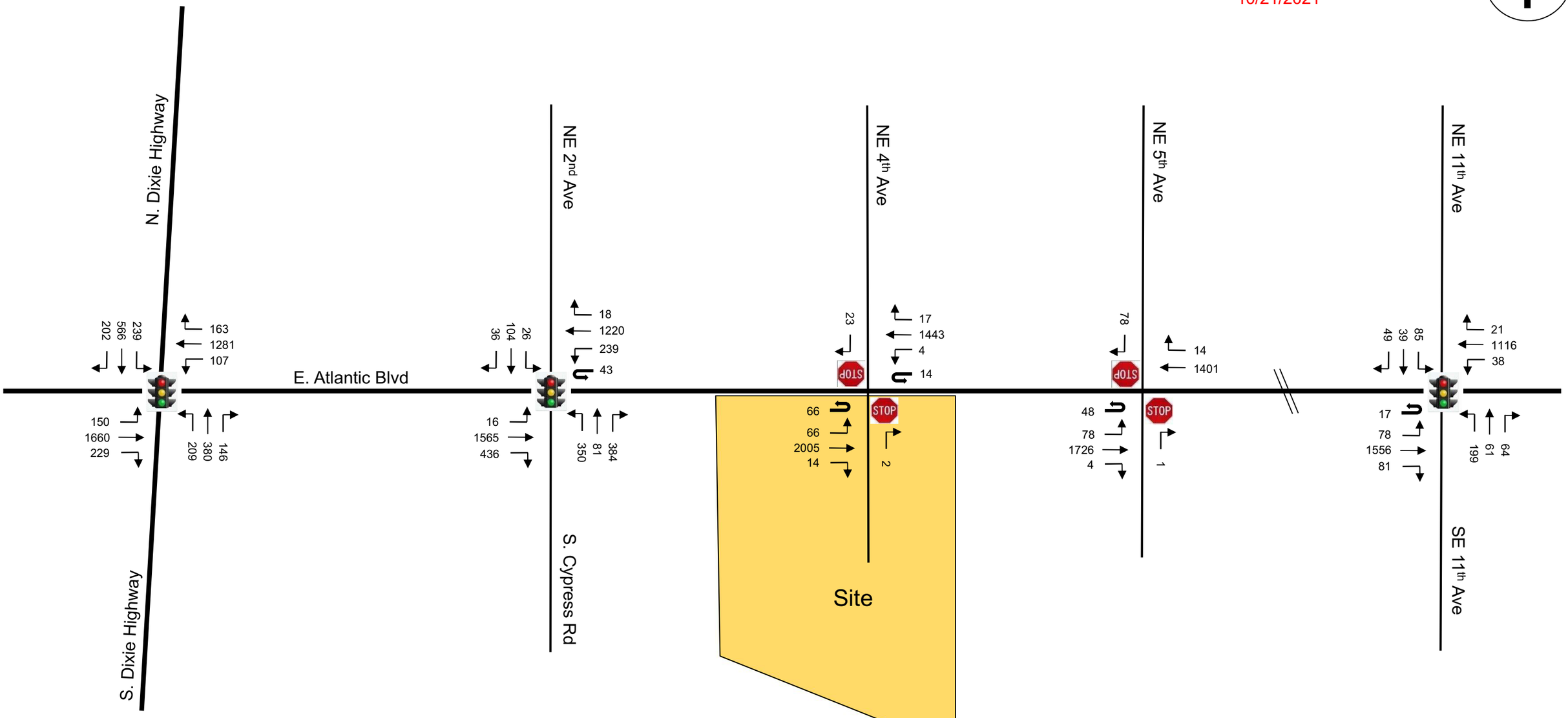

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Existing (2021) AM Peak Hour Traffic Counts

Source: Traffic Survey Specialists, Inc.
Adjusted for Average Peak Season and COVID-19 Conditions

FIGURE 3
400 E. Atlantic Boulevard
Pompano Beach, Florida

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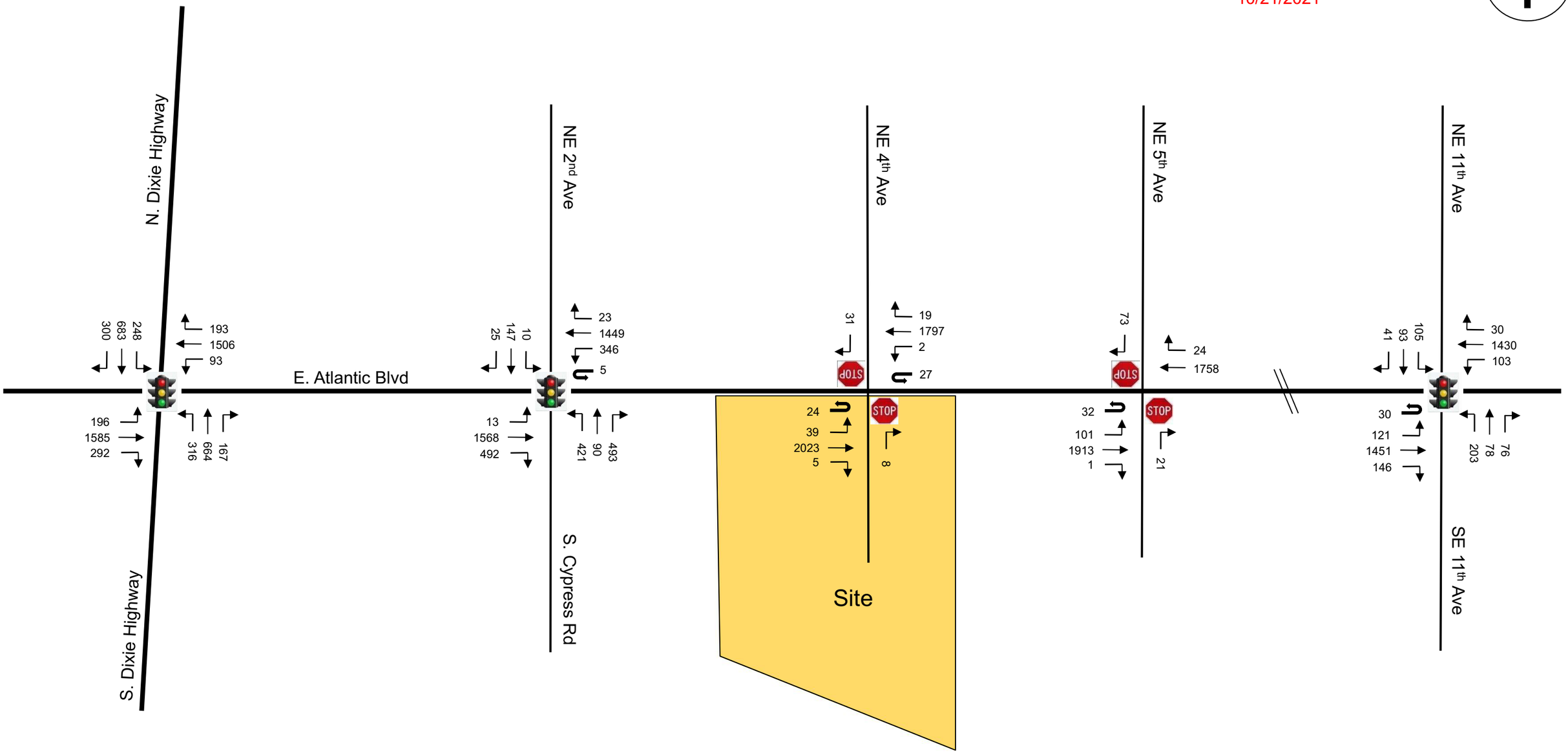

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Existing (2021) PM Peak Hour Traffic Counts

Source: Traffic Survey Specialists, Inc.
Adjusted for Average Peak Season and COVID-19 Conditions

FIGURE 4
400 E. Atlantic Boulevard
Pompano Beach, Florida

TRIP GENERATION

A trip generation analysis has been conducted for the existing and proposed development on the subject site. This analysis was performed using the trip generation rates and equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (10th Edition)*. The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. According to the referenced ITE manual, the most appropriate "land use" categories and corresponding rates and equations are as follows:

ITE Land Use #220 – Multifamily Housing (Low-Rise)

- Weekday: T = 7.56 (X) – 40.86
  where T = number of trips and X = number of dwelling units
- AM Peak: Ln(T) = 0.95 Ln(X) – 0.51 (23% in / 77% out)
- PM Peak: Ln(T) = 0.89 Ln(X) – 0.02 (63% in / 37% out)

ITE Land Use #221 – Multifamily Housing (Mid-Rise)

- Weekday: T = 5.45 (X) – 1.75
  where T = number of trips and X = number of dwelling units
- AM Peak: Ln(T) = 0.98 Ln(X) – 0.98 (26% in / 74% out)
- PM Peak: Ln(T) = 0.96 Ln(X) – 0.63 (61% in / 39% out)

ITE Land Use #710 – General Office Building

- Weekday: Ln(T) = 0.97 Ln(X) + 2.50
  where T = number of trips and X = 1,000 square feet of gross floor area
- AM Peak: T = 0.94 (X) + 26.49 (86% in / 14% out)
- PM Peak: Ln(T) = 0.95 Ln(X) + 0.36 (16% in / 84% out)

ITE Land Use #820 – Shopping Center (Retail)

- Weekday: T = 37.75 (X)
  where T = number of trips and X = 1,000 square feet of gross leasable area
- AM Peak: T = 0.94 (X) (62% in / 38% out)
- PM Peak: T = 3.81 (X) (48% in / 52% out)

Utilizing the above-listed trip generation rates and equations from the referenced ITE manual, a trip generation analysis was undertaken for the proposed mixed-use development. The results of this effort are documented in Table 1 on the following page. Excerpts from the referenced ITE manual are presented in Appendix J.

Table 1
400 East Atlantic Boulevard
Trip Generation Analysis
Pompano Beach, Florida

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Existing								
General Office Building	5,677 SF	66	28	4	32	1	6	7
Multi-Family Housing (Low-Rise)	26 DU	156	3	10	13	11	7	18
Sub-Total (Existing)		**222**	**31**	**14**	**45**	**12**	**13**	**25**
Proposed								
Multifamily Housing (Mid-Rise)	204 DU	1,110	18	51	69	54	34	88
Retail	2,723 SF	103	2	1	3	5	5	10
Sub-Total (Proposed)		**1,213**	**20**	**52**	**72**	**59**	**39**	**98**
Difference (Proposed - Existing)		**991**	**(11)**	**38**	**27**	**47**	**26**	**73**

Compiled by: KBP Consulting, Inc. (September 2021).
Source: ITE Trip Generation Manual (10th Edition).

As indicated in Table 1, the proposed mixed-use development is anticipated to generate approximately 1,213 daily vehicle trips, approximately 72 AM peak hour vehicle trips (20 inbound and 52 outbound) and approximately 98 vehicle trips (59 inbound and 39 outbound) during the typical afternoon peak hour. When compared with the existing development on this site (i.e. office and residential) this represents an increase of 991 daily vehicle trips, an increase of 27 AM peak hour vehicle trips and an increase of 73 PM peak hour vehicle trips.

Note: Based upon traffic counts and field observations it is evident that the existing development on this site is not functioning at full capacity with respect to trip generation characteristics. As such, the subsequent analyses presented in this report do not take into consideration the "vested" trips associated with the existing office space and residential dwelling units located on the subject site.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the 400 E. Atlantic Boulevard project was developed based upon knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes / patterns, and existing land use patterns. The resulting trip distribution patterns at the study intersections are depicted graphically in Figure 5. The peak hour traffic generated by the project has been assigned to the nearby transportation network and external intersections using the trip distribution patterns documented in this figure. The resulting AM and PM peak hour project traffic assignments are summarized in Figures 6 and 7.

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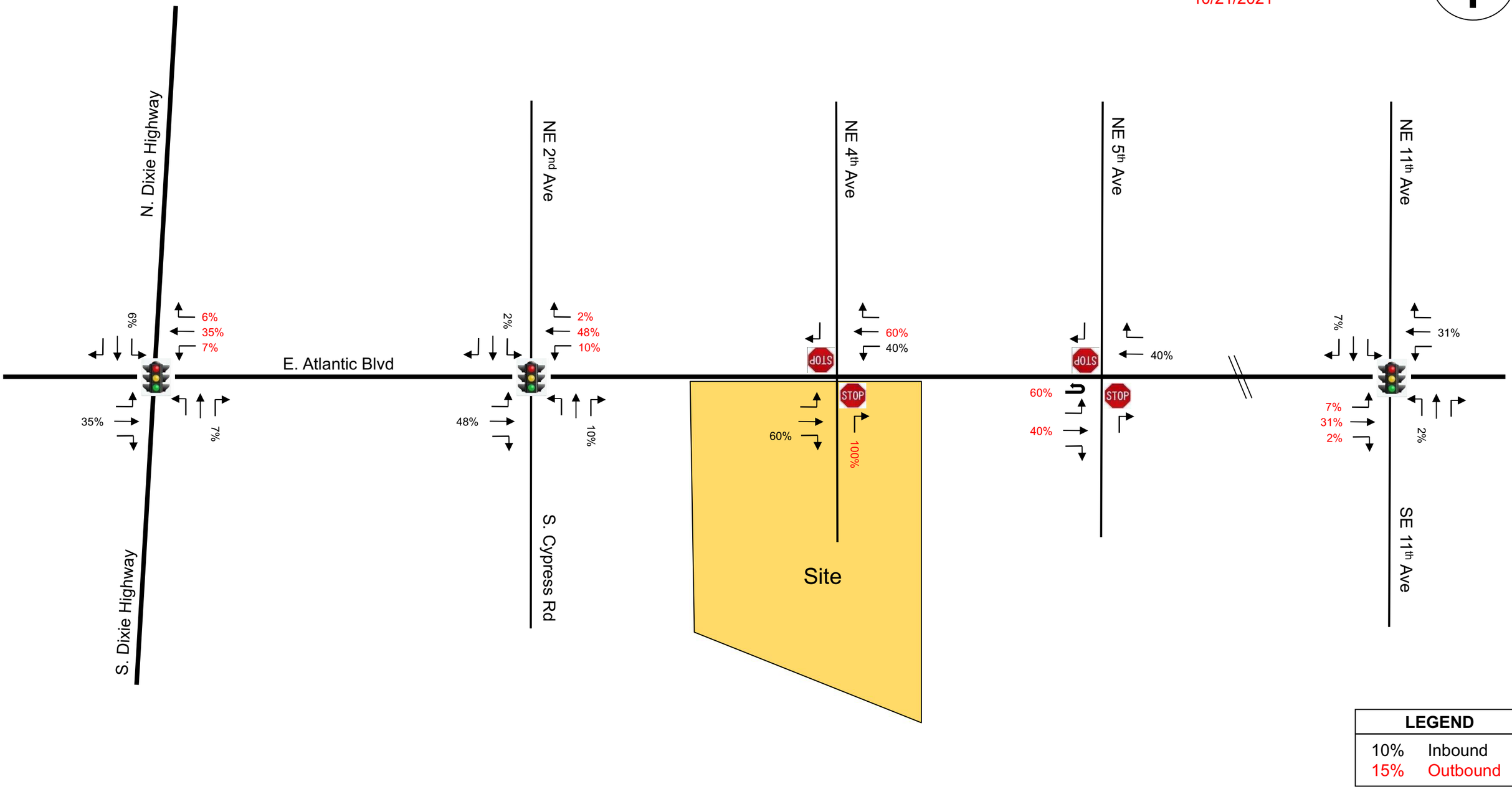

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Trip Distribution

FIGURE 5
400 E. Atlantic Boulevard
Pompano Beach, Florida

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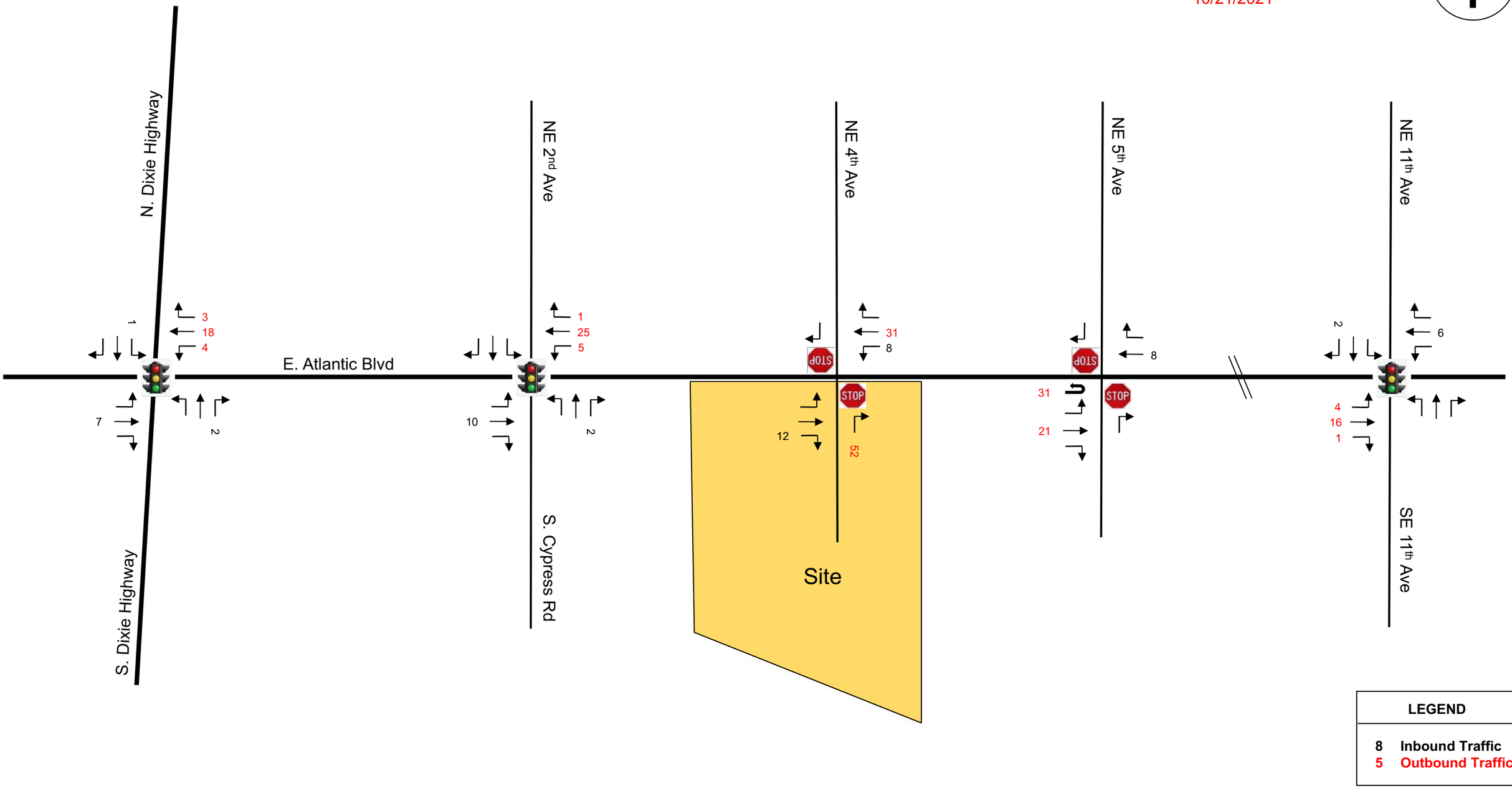

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Project Traffic Assignment
AM Peak Hour

FIGURE 6
400 E. Atlantic Boulevard
Pompano Beach, Florida

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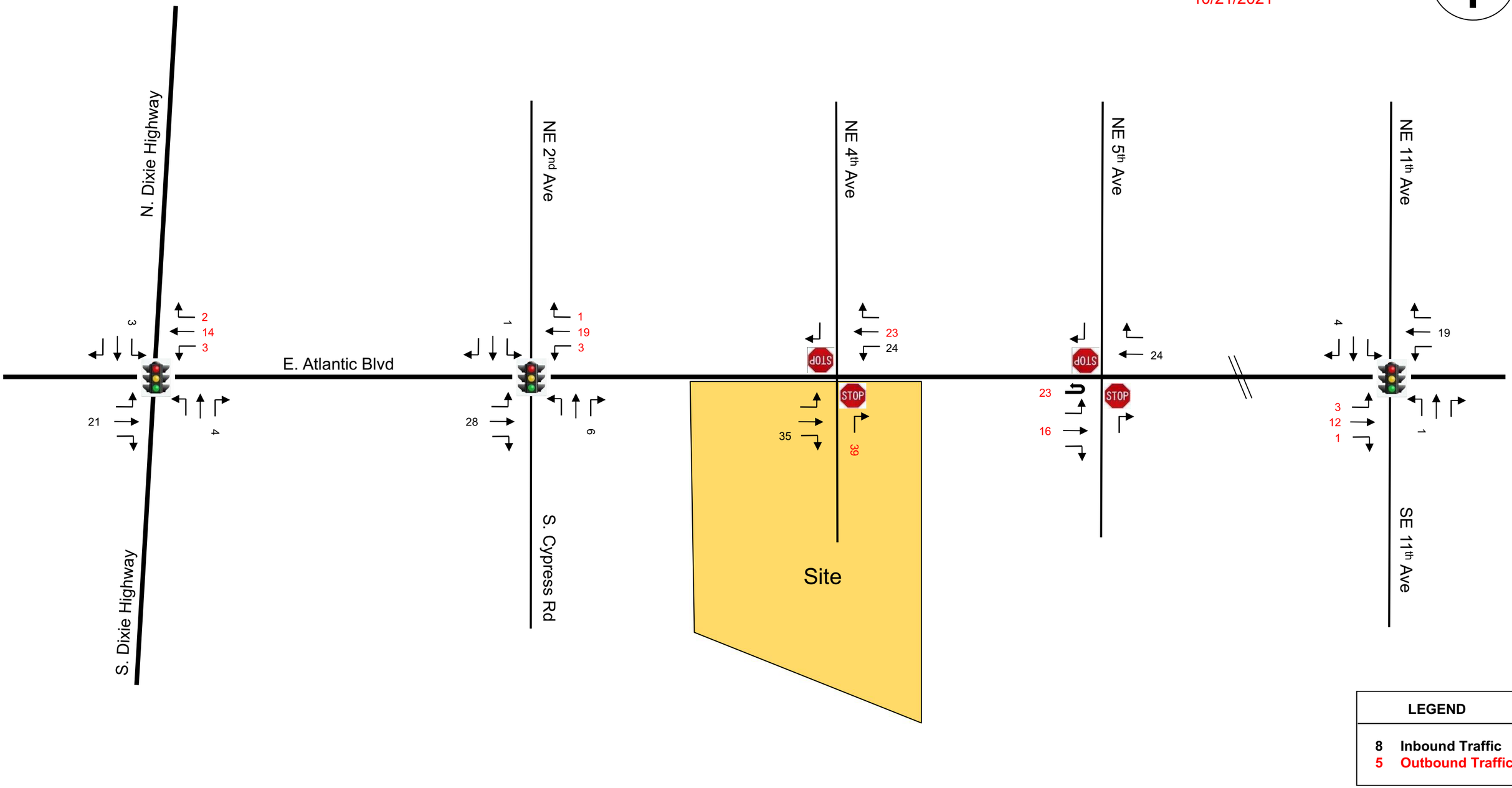

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Project Traffic Assignment
PM Peak Hour

FIGURE 7
400 E. Atlantic Boulevard
Pompano Beach, Florida

This section of the study is divided into two (2) primary parts. The first part of this section involves the development of the future build-out year (2023) traffic volumes for the study area. The second part of this section includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

Future, build-out year (2023) traffic volumes were developed for the project study area in the following manner:

- **Average Peak Season Conversion Factor:** As referenced previously in this report, traffic data collected on Tuesday, February 2, 2021, was reviewed with respect to average peak season conditions. Based on FDOT's Peak Season Factor Category report (see Appendix F), the adjustment factor for data collected during this time period is 1.02.

- **Historic Traffic Growth:** Research relative to the background traffic growth in the area was conducted. Historic traffic count data (i.e. the past 10 years) was obtained from the FDOT and is presented in Appendix H of this report. Traffic growth on the following roadway segments was considered for this analysis:

  - W. Atlantic Boulevard west of Dixie Highway
  - E. Atlantic Boulevard west of SE 9th Avenue
  - S. Dixie Highway south of Atlantic Boulevard
  - Cypress Road south of E. Atlantic Boulevard

  The referenced data was evaluated for 5 and 10-year horizons using the FDOT's Traffic Trends Analysis Tool. These analyses indicate that the study area has exhibited a moderate increase in traffic volumes between 2009 and 2019. For the purposes of this analysis, a 1.50% annual growth rate has been applied which is based upon the analysis over the 10-year period.

- **Committed Development:** During the methodology phase of this project, we were informed that approximately 90 residential dwelling units remain to be constructed at the Koi development located immediately to the east of the 400 E. Atlantic Boulevard site. A traffic impact study was not required of this project so, a trip generation analysis and traffic assignment analysis were performed for the remaining dwelling units to be constructed. (The trip distribution assumed for the Koi development is consistent with that assumed for the 400 E. Atlantic Boulevard project.) The results of these analyses are presented in Appendix K.

The future traffic calculations (peak season and COVID-19 adjustments, background traffic growth, committed development traffic and the traffic associated with the 400 E. Atlantic Boulevard project) for the study intersections and project driveway are contained in Appendix L in tabular format. Figures 8 and 9 include future background traffic only (without the 400 E. Atlantic Boulevard traffic) and Figures 10 and 11 include the additional traffic anticipated to be generated by the proposed development.

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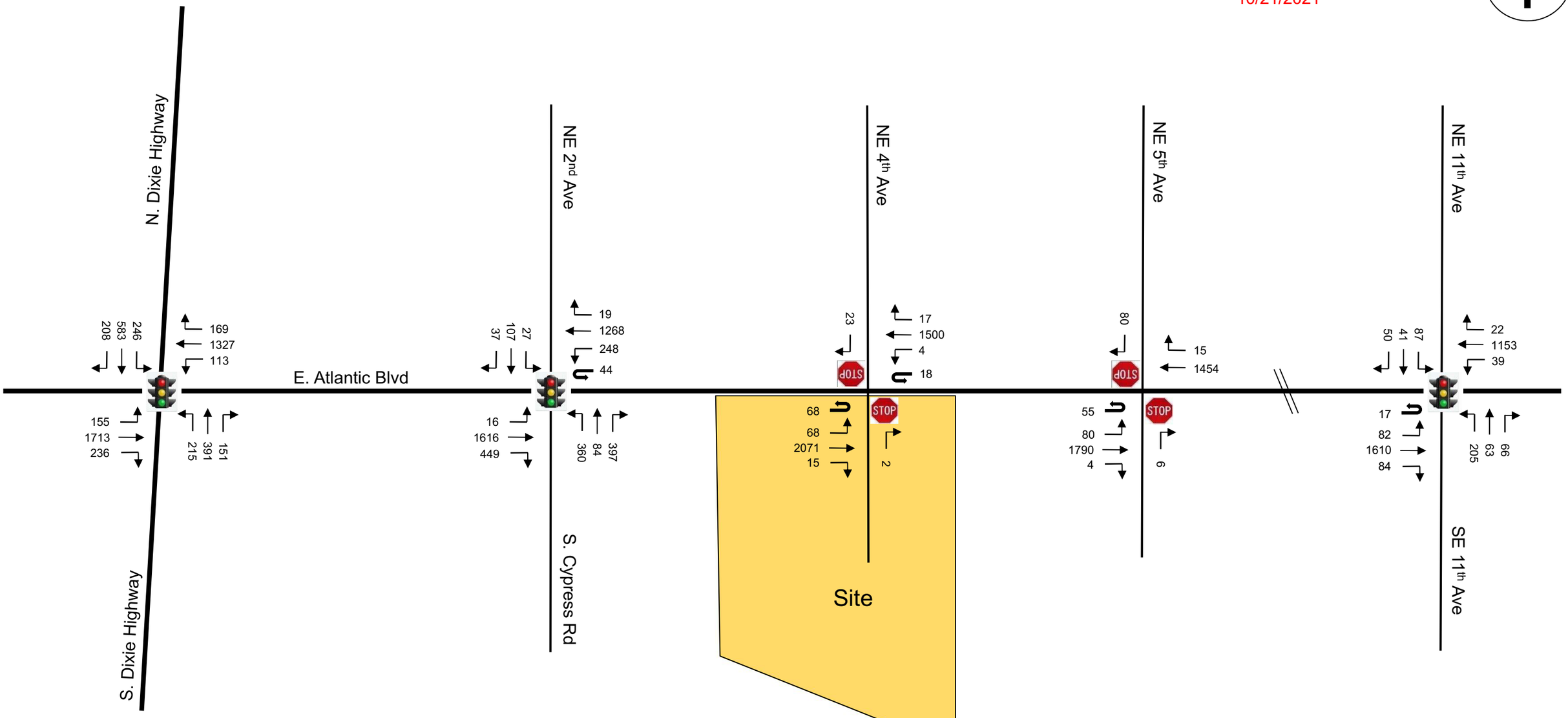

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Future (2023) Background (w/out Project) Traffic Volumes
AM Peak Hour

FIGURE 8
400 E. Atlantic Boulevard
Pompano Beach, Florida

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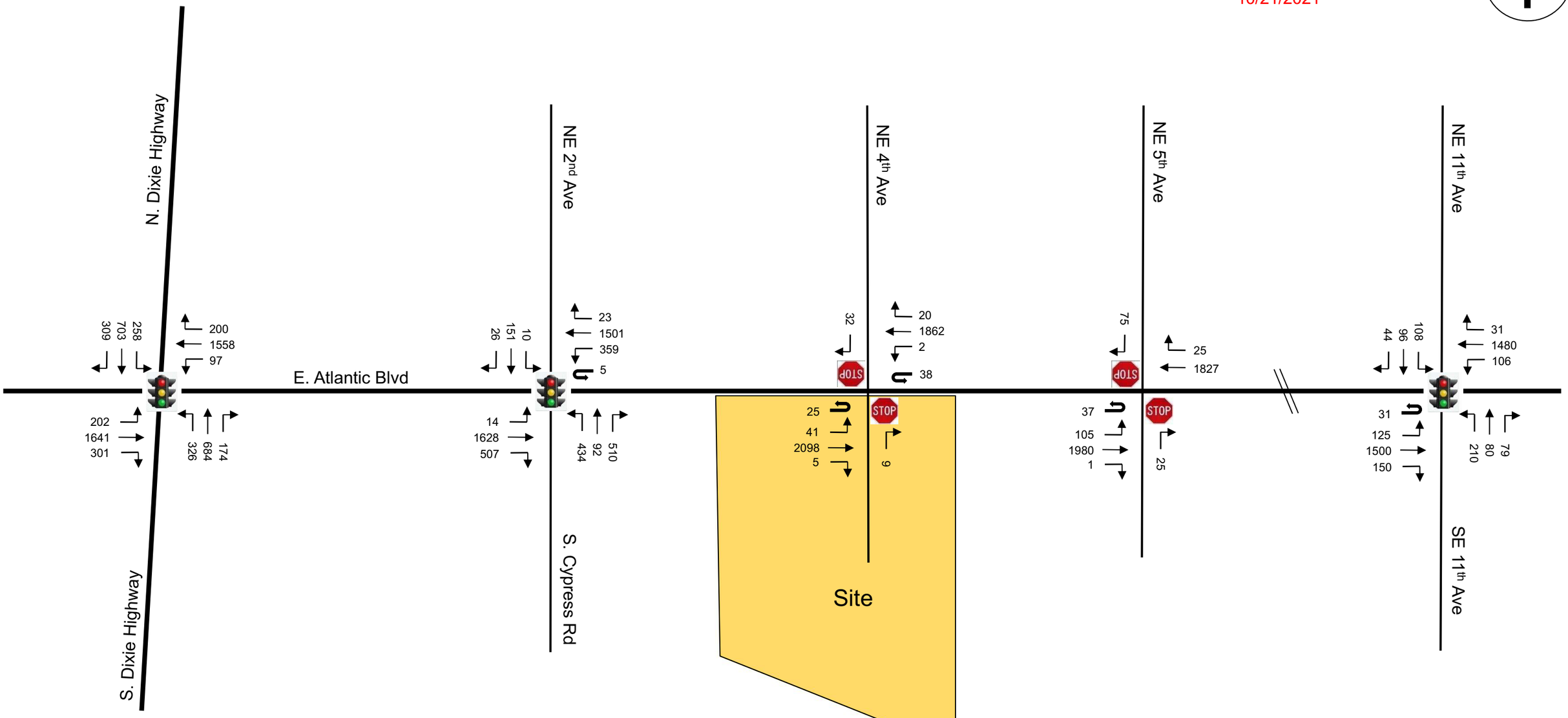

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Future (2023) Background (w/out Project) Traffic Volumes
PM Peak Hour

FIGURE 9
400 E. Atlantic Boulevard
Pompano Beach, Florida

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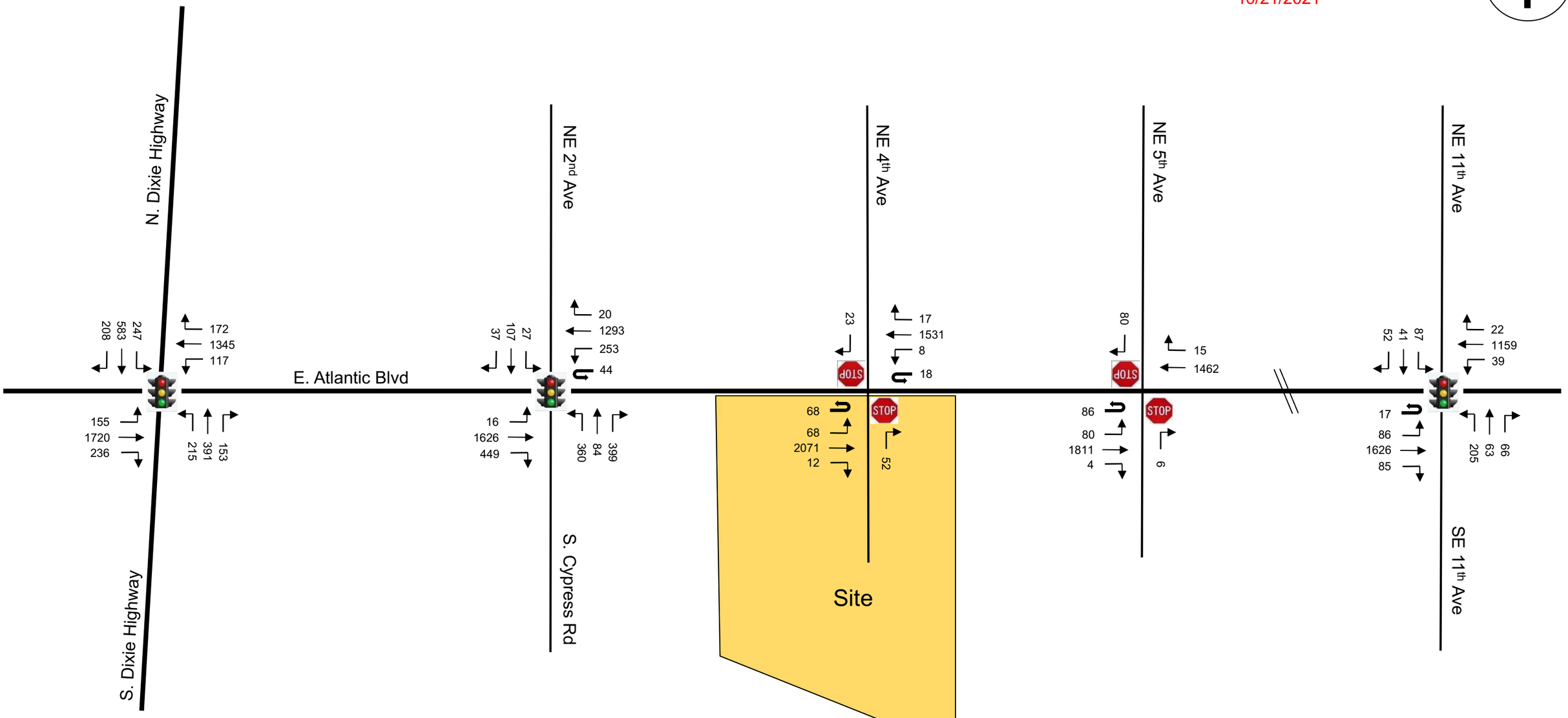

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Future (2023) Total (w/ Project) Traffic Volumes
AM Peak Hour

FIGURE 10
400 E. Atlantic Boulevard
Pompano Beach, Florida

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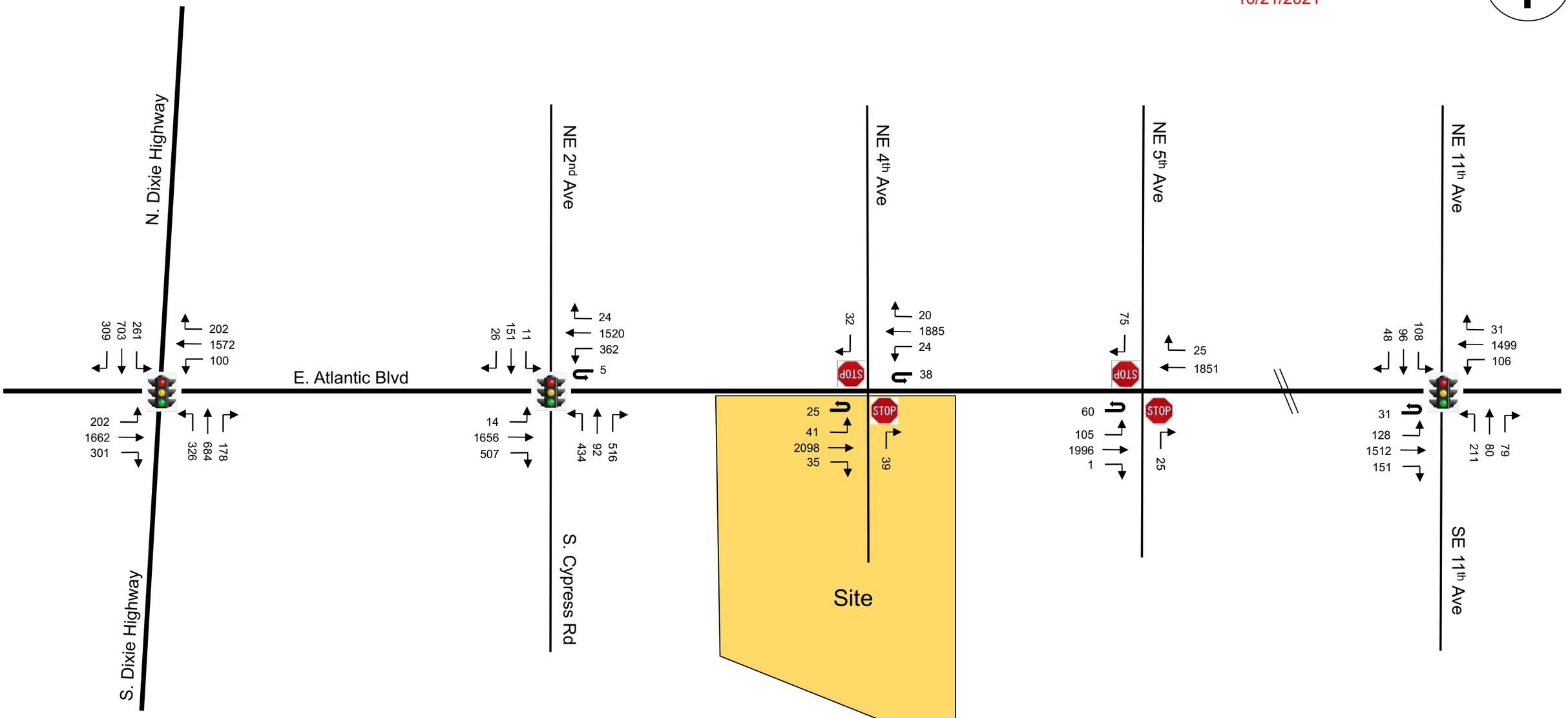

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Future (2023) Total (w/ Project) Traffic Volumes
PM Peak Hour

FIGURE 11
400 E. Atlantic Boulevard
Pompano Beach, Florida

Level of Service (LOS) Analyses – Intersections

Intersection capacity / level of service (LOS) analyses were conducted for the five (5) study intersections. These analyses were undertaken following the capacity / level of service procedures outlined in the 2010 Highway Capacity Manual (HCM) using the Synchro software. The overall intersection LOS and delays are presented in Table 2 below. The intersection details (including LOS and delay by movement, and 95th percentile queue by lane group) are presented in Tables 3 through 5 on the following pages.

Table 2
400 East Atlantic Boulevard
Intersection Levels of Service - Summary
Pompano Beach, Florida

Intersection / Movement	Existing (2021) Conditions		Future (2023) Conditions Without Project Traffic		Future (2023) Conditions With Project Traffic	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Signalized Intersections *						
E/W Atlantic Blvd & N/S Dixie Hwy	D (37.6)	D (46.5)	D (38.5)	D (48.2)	D (38.6)	D (48.5)
E. Atlantic Blvd & Cypress Rd / NE 2nd Ave	E (62.0)	E (57.8)	E (64.1)	E (59.0)	E (64.2)	E (59.4)
Optimized	--	--	--	--	*E (59.7)*	--
E. Atlantic Blvd & NE / SE 11th Ave	C (23.5)	C (28.8)	C (24.3)	C (30.7)	C (24.5)	C (31.4)
Unsignalized Intersection **						
E. Atlantic Blvd / NE 4th Ave						
- Northbound Approach	B (13.6)	B (14.1)	B (14.0)	B (14.5)	C (15.2)	C (15.6)
- Southbound Approach	B (11.6)	B (13.5)	B (11.8)	B (13.9)	B (11.9)	B (14.0)
E. Atlantic Blvd / NE 5th Ave						
- Northbound Approach	B (12.4)	B (13.7)	B (12.7)	B (14.1)	B (12.8)	B (14.2)
- Southbound Approach	B (12.3)	B (14.4)	B (12.6)	B (14.9)	B (12.6)	C (15.1)

Source: Highway Capacity Manual and SYNCHRO.
Legend: D (37.7) = LOS (Average Delay - Seconds / Vehicle)
* At signalized intersections, the LOS for the intersection as a whole is documented in this table.
** At stop-control intersections, the LOS for the stop-controlled approaches are documented in this table.

Table 3
400 East Atlantic Boulevard
Intersection Levels of Service - Existing (2021) Conditions - Detail
Pompano Beach, Florida

Intersection	Approach	Movement	LOS	Delay (sec/veh)	Existing Storage (feet)	95th Percentile Queue (feet)	Queue in Excess of Storage (feet)
Signalized Intersections							
Atlantic Blvd & Dixie Highway	EB	Left	E (E)	75.6 (74.4)	475	120 (152)	-
		Thru	C (C)	22.6 (32.4)	-		
		Right	B (C)	17.8 (27.0)	150	135 (278)	- (128)
	WB	Left	F (E)	90.0 (76.4)	160	164 (149)	4 (-)
		Thru	B (C)	17.7 (31.5)	-		
		Right	B (C)	15.1 (24.5)	120	121 (197)	1 (77)
	NB	Left	F (F)	80.6 (89.3)	310	157 (252)	-
		Thru	E (E)	58.4 (57.7)	-		
		Right	E (D)	58.0 (49.8)	210	53 (93)	-
	SB	Left	E (E)	74.9 (75.0)	225	175 (185)	-
		Thru	E (E)	62.0 (62.6)	-		
		Right	E (E)	59.8 (70.0)	225	67 (147)	-
Atlantic Blvd & Cypress Rd/2nd Ave	EB	Left	E (D)	58.2 (50.3)	150	23 (19)	-
		Thru	E (E)	63.5 (71.2)			
		Right	F (F)	89.2 (95.2)	175	504 (573)	329 (398)
	WB	Left	F (F)	83.5 (102.6)	175	191 (282)	16 (107)
		Thru/Right	B (B)	18.1 (18.0)	-		
	NB	Left/Thru	F (E)	160.4 (78.4)	600	524 (502)	-
		Right	D (D)	48.0 (38.5)	650	246 (328)	
	SB	Left	E (E)	77.8 (69.4)	115	64 (31)	
		Thru/Right	E (E)	63.7 (72.9)			-
Atlantic Blvd & NE/SE 11th Ave	EB	Left	A (E)	5.8 (59.1)	390	22 (90)	-
		Thru	B (B)	16.4 (13.5)	-		
		Right	A (A)	0.6 (1.4)	230	0 (10)	-
	WB	Left	B (B)	14.5 (16.8)	285	24 (56)	-
		Thru	B (C)	15.1 (25.4)	-		
		Right	A (B)	9.7 (13.8)	180	0 (0)	-
	NB	Left	E (F)	78.3 (89.6)	105	285 (325)	180 (220)
		Thru	E (E)	69.9 (69.3)	-		
		Right	E (E)	67.2 (66.0)	210	16 (29)	-
	SB	Left	E (E)	67.0 (61.8)	95	132 (152)	37 (57)
		Thru	E (E)	76.3 (79.2)	-		
		Right	E (E)	73.1 (68.0)	95	0 (0)	-
Unsignalized Intersections							
Atlantic Blvd & NE 4th Ave	EB	Left/U-Turn	E (E)	43.9 (49.8)	125	90 (53)	-
		Thru/Right	A (A)	2.7 (1.5)			
	WB	Left/U-Turn	F (F)	65.1 (111.6)	225	20 (50)	-
		Thru/Right	A (A)	0.8 (1.8)			
	NB	Right	B (B)	13.6 (14.1)	-	-	-
	SB	Right	B (B)	11.6 (13.5)	-	-	-
Atlantic Blvd & NE 5th Ave	EB	Left	E (F)	35.9 (73.9)	175	73 (130)	-
		Thru	A (A)	2.4 (4.8)	-		
		Right	A (A)	0.0 (4.8)	115	0 (0)	-
	WB	Thru/Right	A (A)	0.0 (0.0)	-	-	-
	NB	Right	B (B)	12.4 (13.7)	-	-	-
	SB	Right	B (B)	12.3 (14.4)	-	-	-

Source: Highway Capacity Manual and SYNCHRO.
Legend: AM (PM)

Table 4
400 East Atlantic Boulevard
Intersection Levels of Service - Future Background (2023) Conditions - Detail
Pompano Beach, Florida

Intersection	Approach	Movement	LOS	Delay (sec/veh)	Existing Storage (feet)	95th Percentile Queue (feet)	Queue in Excess of Storage (feet)
Signalized Intersections							
Atlantic Blvd & Dixie Highway	EB	Left	E (E)	75.5 (75.1)	475	121 (156)	-
		Thru	C (D)	24.5 (35.5)	-		
		Right	B (C)	18.9 (28.7)	150	145 (295)	- (145)
	WB	Left	F (E)	91.8 (76.0)	160	170 (153)	10 (-)
		Thru	B (C)	18.7 (33.9)	-		
		Right	B (C)	15.8 (25.7)	120	125 (206)	5 (86)
	NB	Left	F (F)	81.4 (90.2)	310	161 (264)	-
		Thru	E (E)	58.1 (57.9)	-		
		Right	E (D)	57.7 (49.6)	210	58 (99)	-
	SB	Left	E (E)	74.7 (76.0)	225	179 (191)	-
		Thru	E (E)	62.1 (63.0)	-		
		Right	E (E)	59.5 (71.0)	225	68 (157)	-
Atlantic Blvd & Cypress Rd/2nd Ave	EB	Left	E (D)	55.9 (50.8)	150	22 (19)	-
		Thru	E (E)	64.9 (72.1)			
		Right	F (F)	89.1 (93.7)	175	523 (561)	348 (386)
	WB	Left	F (F)	85.6 (108.2)	175	198 (294)	23 (119)
		Thru/Right	B (B)	18.0 (18.0)	-		
	NB	Left/Thru	F (F)	177.3 (85.0)	600	540 (520)	-
		Right	D (D)	48.5 (39.0)	650	268 (354)	
	SB	Left	F (E)	80.7 (69.3)	115	65 (32)	
		Thru/Right	E (E)	63.5 (73.2)			-
Atlantic Blvd & NE/SE 11th Ave	EB	Left	A (E)	6.4 (68.2)	390	23 (103)	-
		Thru	B (B)	17.3 (14.7)	-		
		Right	A (A)	0.6 (1.5)	230	1 (11)	-
	WB	Left	B (B)	15.8 (18.6)	285	25 (63)	-
		Thru	B (C)	15.7 (27.6)	-		
		Right	A (B)	9.9 (14.5)	180	0 (0)	-
	NB	Left	F (F)	81.9 (95.9)	105	298 (344)	193 (239)
		Thru	E (E)	70.1 (69.3)	-		
		Right	E (E)	67.3 (65.9)	210	19 (33)	-
	SB	Left	E (E)	66.7 (61.7)	95	134 (155)	39 (60)
		Thru	E (E)	76.2 (79.6)	-		
		Right	E (E)	73.0 (67.8)	95	0 (0)	-
Unsignalized Intersections							
Atlantic Blvd & NE 4th Ave	EB	Left/U-Turn	F (F)	53.9 (59.9)	125	108 (63)	-
		Thru/Right	A (A)	3.3 (1.8)			
	WB	Left/U-Turn	F (F)	83.6 (188.9)	225	33 (85)	-
		Thru/Right	A (A)	1.2 (4.1)			
	NB	Right	B (B)	14.0 (14.5)	-	-	-
	SB	Right	B (B)	11.8 (13.9)	-	-	-
Atlantic Blvd & NE 5th Ave	EB	Left	E (F)	47.2 (115.8)	175	98 (175)	-
		Thru	A (A)	3.3 (7.7)	-		
		Right	A (A)	3.3 (7.7)	115	0 (0)	-
	WB	Thru/Right	A (A)	0.0 (0.0)	-	-	-
	NB	Right	B (B)	12.7 (14.1)	-	-	-
	SB	Right	B (B)	12.6 (14.9)	-	-	-

Source: Highway Capacity Manual and SYNCHRO.
Legend: AM (PM)

Table 5
400 East Atlantic Boulevard
Intersection Levels of Service - Future Total (2023) Conditions - Detail
Pompano Beach, Florida

Intersection	Approach	Movement	LOS	Delay (sec/veh)	Existing Storage (feet)	95th Percentile Queue (feet)	Queue in Excess of Storage (feet)
Signalized Intersections							
Atlantic Blvd & Dixie Highway	EB	Left	E (E)	75.5 (75.2)	475	122 (156)	-
		Thru	C (D)	24.9 (36.4)	-		
		Right	B (C)	19.1 (28.9)	150	145 (297)	- (147)
	WB	Left	F (E)	93.2 (75.7)	160	175 (157)	15 (-)
		Thru	B (C)	18.8 (34.1)	-		
		Right	B (C)	15.9 (25.7)	120	132 (211)	12 (91)
	NB	Left	F (F)	81.4 (90.2)	310	161 (264)	-
		Thru	E (E)	58.2 (58.1)	-		
		Right	E (D)	57.9 (49.9)	210	60 (102)	-
	SB	Left	E (E)	74.7 (76.2)	225	179 (193)	-
		Thru	E (E)	62.1 (63.0)	-		
		Right	E (E)	59.5 (71.0)	225	68 (157)	-
Atlantic Blvd & Cypress Rd/2nd Ave	EB	Left	E (D)	55.7 (50.1)	150	22 (19)	-
		Thru	E (E)	65.2 (72.7)			
		Right	F (F)	88.8 (92.8)	175	524 (553)	349 (378)
	WB	Left	F (F)	86.8 (108.8)	175	203 (299)	28 (124)
		Thru/Right	B (B)	18.6 (18.5)	-		
	NB	Left/Thru	F (F)	177.3 (86.8)	600	540 (528)	-
		Right	D (D)	48.5 (39.5)	650	271 (372)	
	SB	Left	F (E)	80.7 (69.3)	115	65 (32)	
		Thru/Right	E (E)	63.5 (72.6)			-
Atlantic Blvd & NE/SE 11th Ave	EB	Left	A (E)	6.8 (71.7)	390	24 (111)	-
		Thru	B (B)	17.5 (14.9)	-		
		Right	A (A)	0.6 (1.7)	230	1 (11)	-
	WB	Left	B (B)	16.2 (19.1)	285	25 (66)	-
		Thru	B (C)	15.9 (28.5)	-		
		Right	A (B)	10.0 (14.7)	180	0 (0)	-
	NB	Left	F (F)	81.9 (98.0)	105	298 (349)	193 (244)
		Thru	E (E)	70.1 (69.3)	-		
		Right	E (E)	67.3 (65.9)	210	19 (33)	-
	SB	Left	E (E)	66.7 (61.7)	95	134 (155)	40 (60)
		Thru	E (E)	76.2 (79.6)	-		
		Right	E (E)	73.0 (67.8)	95	0 (0)	-
Unsignalized Intersections							
Atlantic Blvd & NE 4th Ave	EB	Left/U-Turn	F (F)	59.9 (62.7)	125	115 (65)	-
		Thru/Right	A (A)	3.7 (1.9)			
	WB	Left/U-Turn	F (F)	90.1 (229.9)	225	38 (130)	-
		Thru/Right	A (A)	1.5 (7.4)			
	NB	Right	C (C)	15.2 (15.6)	-	-	-
	SB	Right	B (B)	11.9 (14.0)	-	-	-
Atlantic Blvd & NE 5th Ave	EB	Left	F (F)	93.8 (265.3)	175	178 (283)	3 (108)
		Thru	A (C)	7.9 (20.2)	-		
		Right	A (C)	7.9 (20.2)	115	0 (0)	-
	WB	Thru/Right	A (A)	0.0 (0.0)	-	-	-
	NB	Right	B (B)	12.8 (14.2)	-	-	-
	SB	Right	B (C)	12.6 (15.1)	-	-	-

Source: Highway Capacity Manual and SYNCHRO.
Legend: AM (PM)

Signalized Intersections

- **Atlantic Boulevard and Dixie Highway –** This intersection currently operates at LOS "D" in the AM and PM peak hours. In the buildout year of 2023 the LOS remains at "D" in the AM and PM peak hours both with and without the project traffic. The additional vehicle delay attributed to the 400 E. Atlantic Boulevard project is considered to be minimal (i.e. 0.1 seconds per vehicle in the AM peak hour and 0.3 seconds per vehicle in the PM peak hour).

- **E. Atlantic Boulevard and Cypress Road / NE 2nd Avenue –** This intersection currently operates at LOS "E" in the AM and PM peak hours. In the buildout year of 2023 the LOS remains at "E" during the peak hours. The additional vehicle delay attributed to the 400 E. Atlantic Boulevard project is considered to be minimal (i.e. 0.1 seconds per vehicle in the AM peak hour and 0.4 seconds per vehicle in the PM peak hour). The AM peak hour signal timings were optimized, and the vehicular delay can be reduced by 4.5 seconds per vehicle. The PM peak hour signal timings were reviewed; however, no reduction in delay could be achieved.

- **E. Atlantic Boulevard and NE / SE 11th Avenue –** This intersection currently operates at LOS "C" in both peak hours and will continue to do so in the buildout year of 2023 both with and without the project traffic.

Unsignalized Intersections

- **E. Atlantic Boulevard and NE 4th Avenue –** The stop-controlled approaches at this intersection (i.e. northbound and southbound) currently operate at LOS "B" in both peak hours and will continue to do so in the buildout year of 2023 without the project traffic. In 2023, with the project traffic, the northbound approach is projected to operate at LOS "C" during both the AM and PM peak hours. It is noted that the south leg (northbound approach) of this intersection will serve as the project driveway for the 400 E. Atlantic Boulevard project.

The westbound left-turn lane at this intersection will serve as the access point for westbound vehicles traveling on E. Atlantic Boulevard. As is common at many unsignalized directional median openings along major arterial roadways, the delay is expected to be high for this movement; however, the storage capacity of 225 feet is projected to be adequate to meet the peak hour vehicular demands.

- **E. Atlantic Boulevard and NE 5th Avenue** – The stop-controlled approaches at this intersection (i.e. northbound and southbound) currently operate at LOS "B" in both peak hours and will continue to do so in the buildout year of 2023 both with and without the project traffic with the exception of the southbound approach in the PM peak hour. This approach is projected to operate at LOS "C" during this time period.

  The eastbound left-turn lane at this intersection will serve as the likely location where exiting vehicles from the 400 E. Atlantic Boulevard development desiring to travel westbound on Atlantic Boulevard will perform a U-Turn maneuver. Again, as is common at many unsignalized directional median openings along major arterial roadways, the delay is expected to be high for this movement. In this case, the existing storage within the eastbound left-turn / U-Turn lane is expected to be inadequate. The 95th percentile queue is projected to be 283 feet in the PM peak hour and the available storage capacity is approximately 175 feet. A preliminary review of this location indicates that the turn lane can be extended, and the taper length can be reduced in order to provide adequate storage capacity. If further engineering analyses indicates that this improvement is both viable and feasible and it is acceptable to the City of Pompano Beach, it is recommended that the subject turn lane be extended in accordance with the applicable operational and physical parameters.

The signal timing data for the currently signalized intersections has been obtained from Broward County Traffic Engineering and is presented in Appendix M. And the Synchro intersection analysis printouts of the signalized and unsignalized intersection capacity analyses are contained in Appendix N.

Atlantic Boulevard and Dixie Highway – Alternate Geometry – The City of Pompano Beach is considering potential roadway modifications along the Atlantic Boulevard corridor within the project study area. During the traffic study methodology process for this project, it was requested that the future traffic volumes at the intersection of Atlantic Boulevard and Dixie Highway be evaluated in the context of the future potential intersection geometry. This potential intersection geometry was obtained from the City and is presented in Appendix O. The operational analyses of this intersection for the future background conditions (i.e. without project traffic) indicates that the LOS in the AM peak hour will be "D" with a delay of 50.3 seconds per vehicle and the LOS in the PM peak hour will be "F" with a delay of 103.6 seconds per vehicle.

The operational analyses of this intersection for the future total conditions (i.e. with project traffic) indicates that the LOS in the AM peak hour will be "D" with a delay of 51.4 seconds per vehicle and the LOS in the PM peak hour will be "F" with a delay of 105.3 seconds per vehicle. Based upon these results, the proposed project traffic will have a minimal impact on this intersection. The results of this analysis are presented in Appendix O.

Right-Turn Lane Analysis – The driveway assignment indicates that the eastbound right-turn volumes at the project driveway are estimated to be 14 in the AM peak hour and 40 in the PM peak hour. These values are well below the general guidelines for right-turn lane warrants at project driveways on arterial roadways with a posted speed limit of 35 miles per hour (mph). Furthermore, the inclusion of a right-turn lane at this location would be generally inconsistent with the City's future vision of this corridor that is intended to support wide sidewalks and a walkable / pedestrian-friendly environment.

GATE OPERATIONS ANALYSIS

As indicated on the site plan, designated parking spaces for visitors and retail customers will be provided on the ground floor prior to a proposed gate that will control access to the residential parking spaces. The distance from the property line along E. Atlantic Boulevard to the proposed gate is approximately 195 feet. The purpose of this gate operations analysis is to determine the adequacy of the vehicle queuing area to accommodate the peak period inbound traffic demand for the overall site.

Based upon the foregoing trip generation analysis, the PM peak hour represents the greatest inbound vehicular demand with 59 vehicles. It is noted that five (5) of these inbound vehicles will be associated with the retail component of the site and, as such, will not utilize the subject gated entry to the resident parking area. Therefore, 54 inbound vehicles are considered as part of this queuing analysis.

According to research conducted by our team in south Florida, the average processing time for resident vehicle entry utilizing a gated transponder / scanner entry point is approximately six (6) seconds. For the purposes of this analysis (and to be exceedingly conservative) a vehicular processing time of 15 seconds has been applied.

Utilizing the parameters and information for the 400 E. Atlantic Boulevard site, a queuing analysis was conducted for the gated entry. This analysis was conducted in accordance with the procedures presented in the Institute of Transportation Engineers (ITE) *Transportation and Land Development (2nd Edition)* publication. (Please see applicable excerpts in Appendix P).

With a 99% confidence level[1], it is projected that the gated entry point will experience queues of no more than two (2) vehicles. (Please see calculations presented in Appendix P.) In a reasonable "worst-case" scenario, the maximum vehicle queue at the gated entry point will be approximately 50 feet (2 vehicles x 25 feet / vehicle). As mentioned previously, the proposed site plan provides 195 feet from the gate to the property line on E. Atlantic Boulevard. As such, the subject queuing area is more than adequate to accommodate the projected vehicular demand.

[1] It should be noted that a 99% confidence level represents, statistically speaking, near certainty. The industry standard for such analyses is generally a confidence level of 95%.

400 E. Atlantic Boulevard is a proposed mixed-use (residential and retail) development to be located on the south side of E. Atlantic Boulevard generally at the intersection with NE 4th Avenue in Pompano Beach, Broward County, Florida. The subject site is approximately 1.57 acres (68,391 square feet) and is currently occupied by a 5,677 square feet general office building and 26 multifamily residential dwelling units.

The proposed development will consist of approximately 204 mid-rise residential apartment dwelling units and approximately 2,723 square feet of retail space on the first floor along E. Atlantic Boulevard. Vehicular access to the site will be provided by one (1) right-turn in / right-turn out / left-turn in only driveway on E. Atlantic Boulevard. The buildout year for this project is anticipated to be 2023.

The proposed mixed-use development is anticipated to generate approximately 1,213 daily vehicle trips, approximately 72 AM peak hour vehicle trips (20 inbound and 52 outbound) and approximately 98 vehicle trips (59 inbound and 39 outbound) during the typical afternoon peak hour.

The intersection capacity analyses of the nearby intersections indicate that the project traffic will have a minimal (i.e. "de minimis") impact and will not degrade the overall Level of Service (LOS) at most of the study intersections. The exception to this is the intersection at E. Atlantic Boulevard and NE 4th Avenue where the northbound approach (which is the project driveway) will degrade from LOS "B" to LOS "C" in the AM and PM peak hours.

Of specific interest to this project is the eastbound left-turn lane at the intersection of E. Atlantic Boulevard and NE 5th Avenue. This intersection will serve as the likely location where exiting vehicles desiring to travel westbound on Atlantic Boulevard will perform a U-Turn. The operational analyses of this movement indicates that the existing storage within the eastbound left-turn / U-Turn lane is expected to be inadequate. The 95th percentile queue is projected to be 283 feet in the PM peak hour and the available storage capacity is approximately 175 feet. A preliminary review of this location indicates that the turn lane can be extended, and the taper length can be reduced in order to provide adequate storage capacity.

If further engineering analyses indicates that the extension of this eastbound left-turn lane is both viable and feasible and it is acceptable to the City of Pompano Beach, it is recommended that the subject turn lane be extended in accordance with the applicable operational and physical parameters.

And lastly, the gated entry operational analysis for this site indicates that the gated entry point within the parking garage will experience queues of no more than two (2) vehicles. In a reasonable "worst-case" scenario, the maximum vehicle queue at the gated entry point will be approximately 50 feet (2 vehicles x 25 feet / vehicle). The proposed site plan provides 195 feet from the gate to the property line on E. Atlantic Boulevard. As such, the subject queuing area is more than adequate to accommodate the projected vehicular demand.

APPENDIX A

400 E. Atlantic Boulevard

Traffic Impact Study Methodology

KBP CONSULTING, INC.

DRC
PZ20-12000027
10/21/2021

MEMORANDUM

To: Jae Eun Kim, PLA
John McWilliams, P.E.

From: Karl Peterson, P.E.

Date: January 9, 2021

Subject: 400 E. Atlantic
Traffic Impact Study Methodology

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400 E. Atlantic is a proposed mixed-use (residential and retail) development to be located on the south side of East Atlantic Boulevard generally at the intersection with NE 4th Avenue in Pompano Beach, Broward County, Florida. The existing development on the site consists of 5,677 square feet of general office space (leasable) and 26 multifamily residential dwelling units. The proposed development will consist of approximately 240 mid-rise residential apartment dwelling units and approximately 3,000 square feet of retail space on the first floor along E. Atlantic Boulevard. Vehicular access to the site will be provided by one (1) right-turn in / right-turn out / left-turn in only driveway on E. Atlantic Boulevard. A project location map is presented in Attachment A to this memorandum and a preliminary site plan is presented in Attachment B. The following is the traffic study methodology for this proposed development.

- The trip generation analysis will be based upon the Institute of Transportation Engineers (ITE) *Trip Generation Manual (10th Edition)*. A preliminary estimate of project traffic is presented in the following table.

Table 1
400 East Atlantic
Trip Generation Analysis
400 E. Atlantic Boulevard - Pompano Beach, Florida

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Existing								
General Office Building	5,677 SF	66	28	4	32	1	6	7
Multi-Family Housing (Low-Rise)	26 DU	156	3	10	13	11	7	18
Sub-Total (Existing)		**222**	**31**	**14**	**45**	**12**	**13**	**25**
Proposed								
Multifamily Housing (Mid-Rise)	240 DU	1,306	21	60	81	63	40	103
Retail	3,000 SF	113	2	1	3	5	6	11
Sub-Total (Proposed)		**1,419**	**23**	**61**	**84**	**68**	**46**	**114**
Difference (Proposed - Existing)		**1,197**	**(8)**	**47**	**39**	**56**	**33**	**89**

Compiled by: KBP Consulting, Inc. (January 2021).
Source: ITE Trip Generation Manual (10th Edition).

8400 North University Drive, Suite 309, Tamarac, Florida 33321
Tel: (954) 560-7103 Fax: (954) 582-0989

The trip generation rates from the referenced ITE manual for the proposed development are as follows:

ITE Land Use #221 – Multifamily Housing (Mid-Rise)

- Daily: T = 5.45 (X) – 1.75
- AM Peak: Ln(T) = 0.98 Ln(X) – 0.98 (26% in / 74% out)
- PM Peak: Ln(T) = 0.96 Ln(X) – 0.63 (61% in / 39% out)

where T = number of trips and X = number of dwelling units

ITE Land Use #820 – Shopping Center

- Daily: T = 37.75 (X)
- AM Peak: T = 0.94 (X) (62% in / 38% out)
- PM Peak: T = 3.81 (X) (48% in / 52% out)

where T = number of trips and X = 1,000 square feet of gross leasable area

- Due to the size of the project, the trip distribution will be based upon the existing nearby land uses, the prevailing traffic patterns within the study area, and transportation network in the vicinity of the project site.

- The subject traffic study will evaluate the following intersections / driveway during the typical AM and PM peak periods:

  - E. Atlantic Boulevard and N. Dixie Highway (signalized)
  - E. Atlantic Boulevard and Cypress Road / NE 2nd Avenue (signalized)
  - E. Atlantic Boulevard and NE 4th Avenue (directional median opening)
  - E. Atlantic Boulevard and NE 5th Avenue (directional median opening)
  - E. Atlantic Boulevard and NE / SE 11th Avenue (signalized)
  - The proposed project driveway

- Traffic counts will be performed at the study intersections on a typical weekday during the AM peak period (7:00 AM – 9:00 AM) and the PM peak period (4:00 PM – 6:00 PM). These counts will include bicyclists and pedestrians.

- Since traffic volumes are still less than normal due to the COVID conditions, traffic counts at several nearby count stations monitored by the Florida Department of Transportation (FDOT) will be reviewed for the purposes of "normalizing" the current counts. The initial stations to be considered are #860071 – Atlantic Boulevard west of SE 9th Avenue, #865054 – Atlantic Boulevard west of Dixie Highway, #860025 – Dixie Highway south of Atlantic Boulevard, and #867424 – Cypress Road south of Atlantic Boulevard. 48-hour bi-directional counts will be performed at these locations. Based on a comparison between the pre-COVID traffic counts and the 2020 counts (during COVID conditions), the collected turning movement counts will be adjusted to reflect "normal" (non-COVID) conditions.

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

- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site. A minimum annual growth rate of 0.5% will be applied. The analysis will utilize the FDOT Traffic Trends Analysis Tool and will consider linear, exponential, and decaying exponential growth rates.

- Traffic associated with the KOI project at 475 SE 1st Street will be included in this analysis as committed development. We understand from the City that 90 dwelling units remain to be built at this site.

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

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

    - Existing traffic
    - Proposed project traffic distribution
    - Background conditions for buildout year
    - Future conditions with growth rate and project traffic
    - An alternative analysis of the intersection at E. Atlantic Boulevard and N. Dixie Highway will be performed considering the proposed geometric configuration of this intersection

- Intersection analyses will be conducted using the Synchro software for existing conditions, future conditions without the project, and future conditions with the proposed project in place. Level of Service (LOS) information will be provided for the overall intersections each approach for each study intersection. HCM 6th Edition reports will be presented.

- A turn lane warrant analysis of the project driveway will be performed.

- A queuing analysis for the proposed gated entry will be prepared.

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

- The project buildout year is estimated to be 2023.

APPENDIX B

400 E. Atlantic Boulevard

Site Survey

PINNELL SURVEY INC.
PROFESSIONAL SURVEYORS AND MAPPERS
5300 WEST HILLSBORO BOULEVARD, SUITE 2[illegible]A
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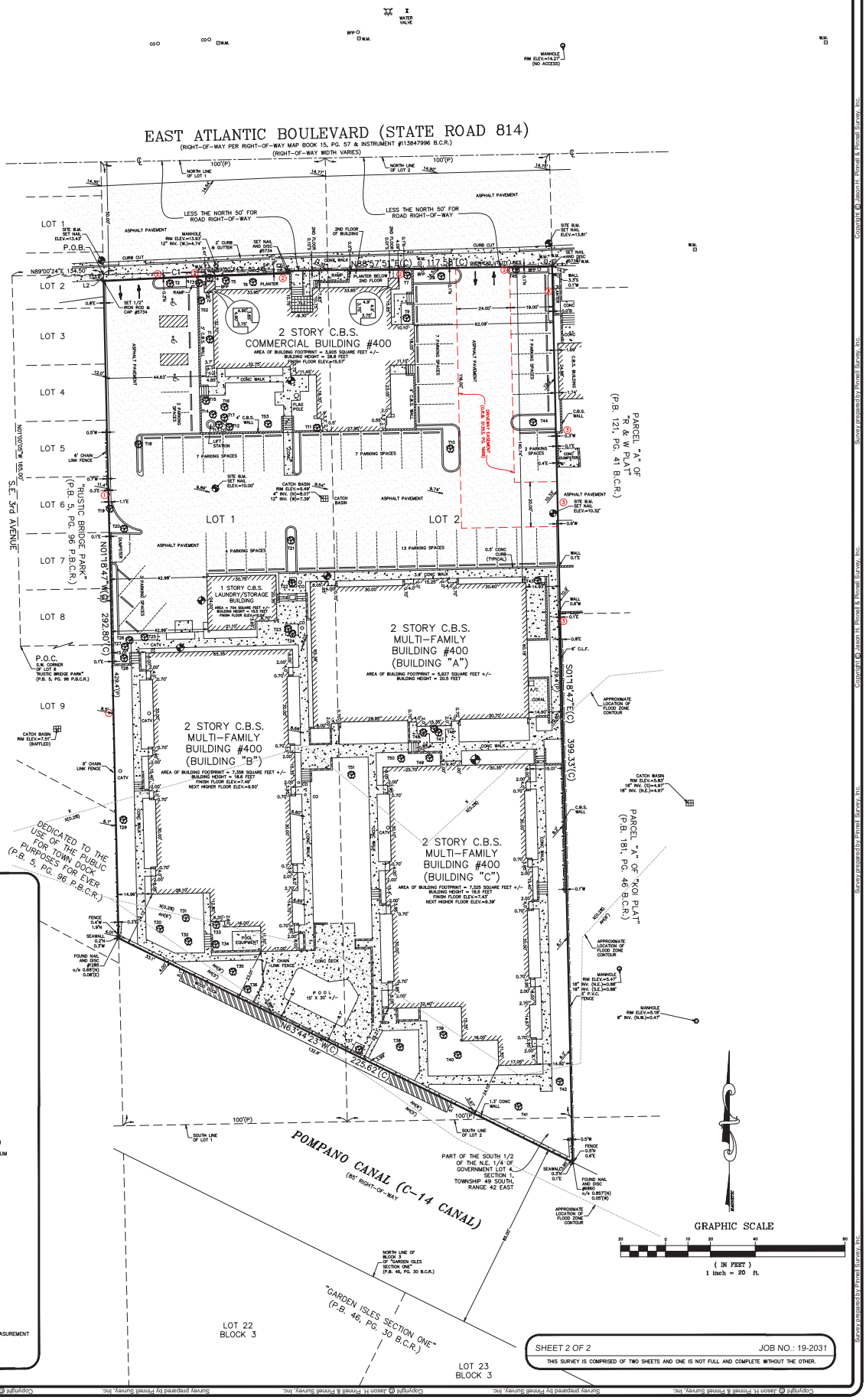


LEGEND:

B.C.R.	=	BROWARD COUNTY RECORDS
BFP	=	BACK FLOW PREVENTER
C	=	CALCULATED MEASUREMENT
℄	=	CENTERLINE
CATV	=	CABLE TV
C.B.	=	CHORD BEARING
C.B.S.	=	CONCRETE BLOCK STRUCTURE
C.L.F.	=	CHAIN LINK FENCE
CO	=	CLEAN OUT
CONC.	=	CONCRETE
C.L.P	=	CONCRETE LIGHT POLE
C.P.P.	=	CONCRETE POWER POLE
D	=	DEED MEASUREMENT
E.S.	=	ELECTRIC SERVICE
F.P.L.	=	FLORIDA POWER & LIGHT
G.A.	=	GUY ANCHOR
G.V.	=	GATE VALVE
L.P.	=	LIGHT POLE
P.B.C.R.	=	PALM BEACH COUNTY RECORDS
T51	=	TREE AND TREE NUMBER
M.H.	=	MANHOLE
I.V.	=	IRRIGATION VALVE
NAVD	=	NORTH AMERICAN VERTICAL DATUM
NGVD	=	NATIONAL GEODETIC VERTICAL DATUM
O.R.B.	=	OFFICIAL RECORDS BOOK
P	=	PLAT MEASUREMENT
P.B.	=	PLAT BOOK
P.E.	=	POOL EQUIPMENT
P.O.B.	=	POINT OF BEGINNING
P.O.C.	=	POINT OF COMMENCEMENT
P.P.	=	POWER POLE
TYP.	=	TYPICAL
W.M.	=	WATER METER
o/s	=	OFFSET
A/C	=	AIR CONDITIONING UNIT
	=	HANDCAPPED PARKING
	=	FIRE HYDRANT
	=	UTILITY POLE
	=	LOCATION OF INGRESS/EGRESS
	=	LOCATION OF BUILDING HEIGHT MEASUREMENT
①	=	ENCROACHMENT REFERENCE

SHEET 2 OF 2 JOB NO.: 19-2031

THIS SURVEY IS COMPRISED OF TWO SHEETS AND ONE IS NOT FULL AND COMPLETE WITHOUT THE OTHER.

APPENDIX C

400 E. Atlantic Boulevard

Site Plan

DRC

PZ20-12000027
10/21/2021

SITE PLAN

Scale: 1" = 20'-0"

*Proposed retail or commercial uses will be in accordance with TABLE 155.3709.E.2: Principal Uses Regulating Table and comply with the parking requirements.
*Lower second tier communication lines are to be undergrounded as stated on the response letter. Pursuant to Section 155.5509, all overhead utilities located on the development site and/or along the public right-of-way fronting the development site will be placed underground to the maximum extent practicable.

400 E ATLANTIC BLVD

POMPANO BEACH, FLORIDA

OWNER:

Atlantic Estate, LLC
P.O. Box 967, Pompano Beach, FL 33061
Tel: (954)-999-0705

ARQUITECTONICA
2900 Oak Avenue
Miami, Florida 33133
Tel: (305) 372-1812
www.arquitectonica.com

CIVIL ENGINEER:

6300 NW 31st Avenue
Fort Lauderdale, FL 33309
Tel: (954) 202-7000

STRUCTURAL ENGINEER:
TBD.

MEP ENGINEER:
TBD.

LANDSCAPE ARCHITECT:

6300 NW 31st Avenue
Fort Lauderdale, FL 33309
Tel: (954) 202-7000

SEAL/SIGNATURE/DATE:

Sherri Gutierrez

Digitally signed by Sherri Gutierrez
DN: C=United States, O=ARQUITECTONICA INTERNATIONAL CORPORATION, CN=Sherri Gutierrez
Date: 2021.07.29 11:10:10-04'00'

DRC SUBMITTAL

JULY 29, 2021

ISSUE #	DESCRIPTION	DATE
01	DRC SUBMITTAL	02.09.2021

PROJECT NUMBER:

DRAWING NAME:

SITE PLAN

002 SP-1

N

0 5 10 20

SCALE: 1" = 20'-0"

DRC

PZ20-12000027
10/21/2021

ZONING DATA AND PROJECT STATISTICS

DEVELOPMENT ADDRESS	
400 E ATLANTIC BLVD. POMPANO BEACH, FLORIDA - 33060	
LAND-USE	**DESCRIPTION**
EXISTING LAND USE	OFFICE AND 2-STORY RESIDENTIAL
PROPOSED LAND USE	MIXED-USE / RETAIL + RESIDENTIAL
ZONING DESIGNATION	TO / EOD

SITE AREA	AREA	ACREAGE
Development Site (Post-Dedication)	68,391 SF	1.5700 acres

DENSITY - BASE	DENSITY	ALLOW.	PROVIDED
Site base Density	90 units/acre	141.3	
TABLE 155.3709.E.3: Density Bonus Options			
#6 Properties that provide structured parking to accommodate 100% of the total required parking need for the development	20 units/acre	31.4	
#7 Properties that provide a mininum 25% of residential units as small studio or 1 bedroom units. This shall be units that are 600 square feet or less	20 units/acre	31.4	
Total Density		204	204

LOT COVERAGE	AREA	REQ'D	PROVIDED
Lot coverage	54,518 SF		80%
Pervious area	7,020 SF	10%	10%
Open Space	13,873 SF	10%	20%
Total building gross floor area	334,442 SF		

BUILDING HEIGHTS AND SETBACKS	REQUIRED	PROVIDED
Building height	80'	80' (average grade)
Number of stories	8	8
Front setback (North) (from Post-Dedicaton Property line)	0'	11'
Rear setback (South)	15'	25'
Side setback (East)	0'	10' podium/ 10' tower
Side setback (West)	0'	0' podium/10 tower

BUILDING AREA DATA	AREA	UNITS
Retail (gross)	2,723 sf	NA
Residential (gross)	206,664 sf	204

PARKING, LOADING & BICYCLES	REQUIRED	PROVIDED
Retail	1/300 sf (10)	9
Residential	1/DU (204)	242
Visitor	N/A	9
Parking Totals	214	260
Bicycles (residential use)	1 per 10 parking stalls	26
Loading (12' x 55')	2	2

ACTIVE FRONTAGE	REQUIRED	PROVIDED
Active frontage (166' of 190' available)	70%	87%

ZONING DATA

*Proposed retail or commercial uses will be in accordance with TABLE 155.3709.E.2: Principal Uses Regulating Table and comply with the parking requirements

400 E ATLANTIC | POMPANO BEACH, FL

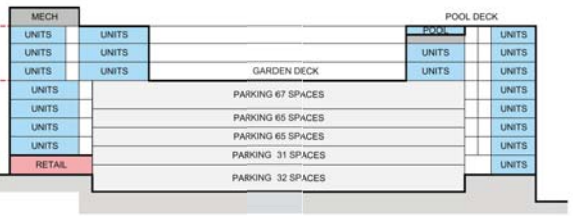
PROJECT DATA TABLE - POOL ON THE ROOF

	LEVELS	F.F. HEIGHT	ELEVATION	LEASABLE	RESI GSF	GARAGE GSF	#UNITS	#PARKING	AMENITIES	RETAIL
	MECH	15'-0"	80'-0"						643	
	8	9'8"	70'-4"	29,812	32,683		32		211	
80'	7	9'8"	60'-8"	32,129	32,683		35			
	6	9'8"	51'-0"	30,362	30,794		33		1,632	
	5	9'8"	41'-4"	20,937	23,303	26,936	23	67		
	4	9'8"	31'-8"	20,937	23,303	26,936	23	65		
60'-8"	3	9'8"	22'-0"	20,937	23,303	26,936	23	65		
	2	9'8"	12'-4"	20,937	23,303	15,340	23	31		
	1	12'-4"	0'	12,155	17,292	29,144	12	32		2,723
TOTALS:				188,206	206,664	125,292	204	260	2,486	2,723

LEASABLE	188,206
RESIDENTIAL GSF	206,664
GARAGE GSF	125,292
TOTAL GSF	334,442

TYPE	STUDIO	1BR	2BR	Under 600sf
#	64	94	46	58
%	31%	46%	23%	28%

Parking	Required	Provided
Residential	1/unit (204)	242
Retail	1/300 sf (10)	9
Visitor	0	9
Total	214	260



DEVELOPMENT DATA

400 E ATLANTIC BLVD

POMPANO BEACH, FLORIDA

OWNER:

Atlantic Estate, LLC
P.O. Box 967, Pompano Beach, FL 33061
Tel: (954)-999-0705

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Tel: (954) 202-7000

SEAL/SIGNATURE/DATE:

Sherri Gutierrez

DRC SUBMITTAL

JULY 29, 2021

ISSUE #	DESCRIPTION	DATE
01	DRC SUBMITTAL	02.09.2021

PROJECT NUMBER:

DRAWING NAME:

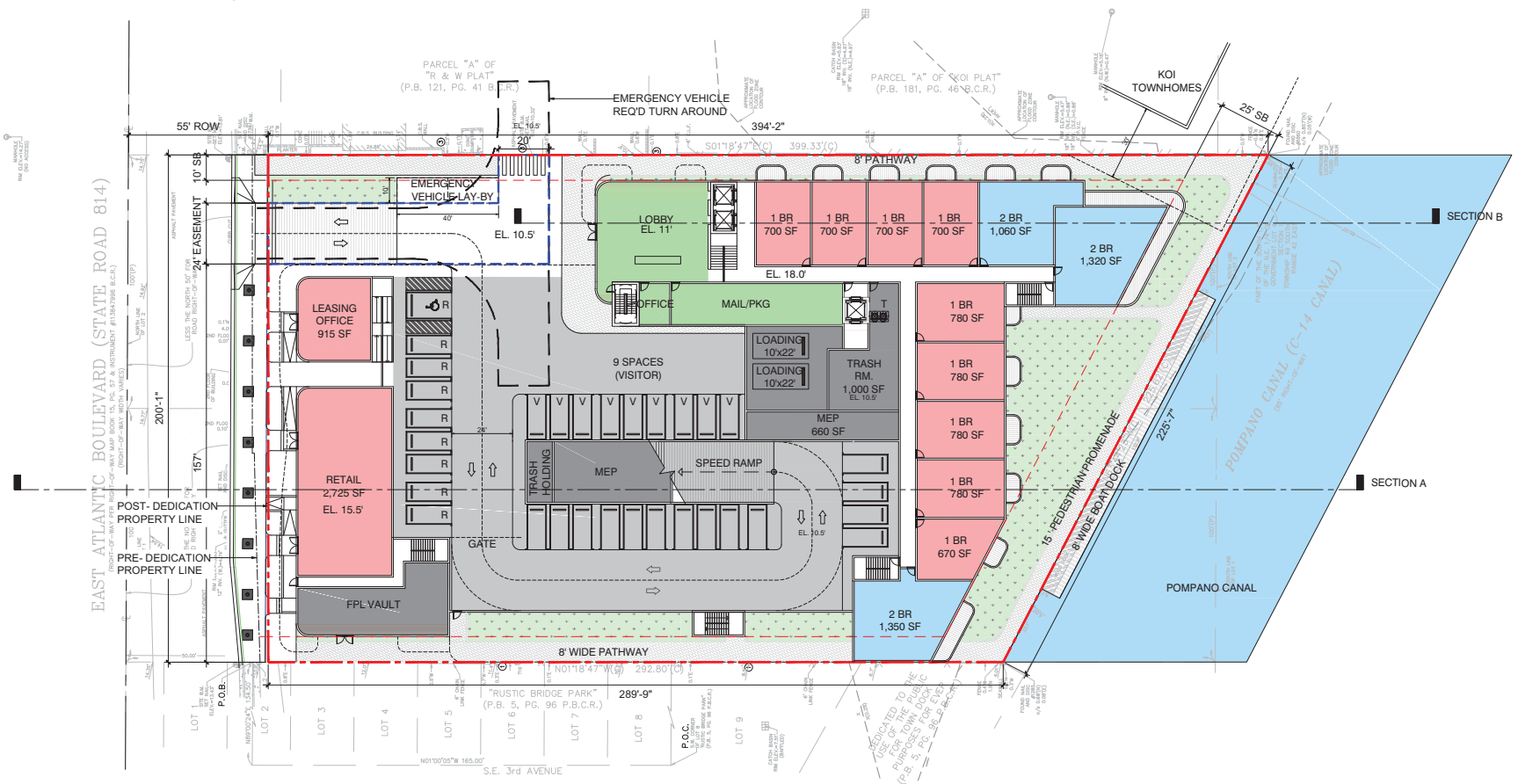
ZONING DATA

003 A-1

0 5 10 20 SCALE: 1" = 20'-0"

DRC

PZ20-12000027
10/21/2021



2 GROUND LEVEL PLAN - EL. 15.5', 10.5' & 18.0'

Scale: 1" = 20'-0"

400 E ATLANTIC BLVD

POMPANO BEACH, FLORIDA

OWNER:

Atlantic Estate, LLC
P.O. Box 967, Pompano Beach, FL 33061
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TBD.

MEP ENGINEER:
TBD.

LANDSCAPE ARCHITECT:

6300 NW 31st Avenue
Fort Lauderdale, FL 33309
Tel: (954) 202-7000

SEAL/SIGNATURE/DATE:

Sherri Gutierrez

Digitally signed by Sherri Gutierrez
DN: C=United States, O=Arquitectonica International Corporation, CN=Sherri Gutierrez, E=SHERRI.GUTIERREZ@ARQUITECTONICA.COM
Reason: I am the author of this document
Date: 2021.07.29 11:10:39-04'00'

DRC SUBMITTAL

JULY 29, 2021

ISSUE #	DESCRIPTION	DATE
01	DRC SUBMITTAL	02.09.2021

PROJECT NUMBER:

DRAWING NAME:

GROUND LEVEL PLAN

005 A-3

N 0 5 10 20 SCALE: 1" = 20'-0"

APPENDIX D

Broward County Transit Routes and Schedules

DRC

PZ20-12000027
10/21/2021

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

Reading a Timetable - It's Easy

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

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

Information: 954-357-8400

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

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

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

BROWARD COUNTY FLORIDA

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

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 8/21

Broward County Transit

ROUTE 20 ALL WEEK SCHEDULE

Broward Central Terminal to Broward Health North

Effective 8/8/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 20

BROWARD COUNTY TRANSIT

Broward Central Terminal
to Broward Health North

DRC

PZ20-12000027
10/21/2021

MONDAY - FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Health North

BROWARD CENTRAL TERMINAL	SUNRISE BLVD & NE 15TH AVE	OAKLAND PARK BLVD & US 1	NE 62 ST & NE 18 AVE	NORTHEAST TRANSIT CENTER	COPANS RD & NW 3 AVE	BROWARD HEALTH NORTH NE 3 AVE & SAMPLE
1	**2**	**3**	**4**	**5**	**6**	**7**
6:00a	6:08a	6:20a	6:28a	6:42a	6:52a	7:00a
6:50a	6:58a	7:11a	7:20a	7:32a	7:43a	7:50a
7:40a	7:50a	8:03a	8:13a	8:25a	8:35a	8:42a
8:30a	8:40a	8:53a	9:03a	9:15a	9:25a	9:32a
9:20a	9:30a	9:44a	9:54a	10:07a	10:17a	10:24a
10:10a	10:20a	10:34a	10:44a	10:57a	11:07a	11:14a
11:00a	11:10a	11:24a	11:34a	11:47a	11:57a	12:04p
11:50a	12:00p	12:15p	12:25p	12:37p	12:47p	12:54p
12:40p	12:50p	1:05p	1:15p	1:27p	1:37p	1:44p
1:30p	1:40p	1:55p	2:05p	2:17p	2:27p	2:34p
2:20p	2:31p	2:46p	2:58p	3:10p	3:20p	3:27p
3:10p	3:21p	3:36p	3:48p	4:00p	4:10p	4:17p
4:00p	4:11p	4:26p	4:38p	4:50p	5:00p	5:07p
4:50p	5:01p	5:16p	5:27p	5:39p	5:49p	5:56p
5:40p	5:51p	6:06p	6:17p	6:29p	6:38p	6:44p
6:30p	6:40p	6:53p	7:02p	7:12p	7:21p	7:27p
7:20p	7:30p	7:43p	7:52p	8:02p	8:11p	8:17p
8:10p	8:20p	8:33p	8:42p	8:52p	9:01p	9:07p G
9:00p	9:10p	9:23p	9:32p	9:42p	9:51p	9:57p G

SOUTHBOUND

To Broward Central Terminal

BROWARD HEALTH NORTH NE 3 AVE & SAMPLE	COPANS RD & NW 3 AVE	NORTHEAST TRANSIT CENTER	NE 62 ST & NE 18 AVE	OAKLAND PARK BLVD & US 1	SUNRISE BLVD & NE 15TH AVE	BROWARD CENTRAL TERMINAL
7	**6**	**5**	**4**	**3**	**2**	**1**
5:00a	5:07a	5:16a	5:24a	5:32a	5:40a	5:47a
5:50a	5:57a	6:06a	6:14a	6:22a	6:30a	6:37a
6:40a	6:47a	6:56a	7:04a	7:13a	7:22a	7:30a
7:15a	7:23a	7:35a	7:47a	7:57a	8:06a	8:14a
8:05a	8:12a	8:24a	8:34a	8:44a	8:55a	9:03a
8:55a	9:02a	9:14a	9:24a	9:34a	9:45a	9:53a
9:45a	9:52a	10:04a	10:14a	10:24a	10:35a	10:44a
10:35a	10:42a	10:53a	11:02a	11:12a	11:22a	11:31a
11:25a	11:33a	11:43a	11:52a	12:02p	12:12p	12:21p
12:15p	12:23p	12:38p	12:47p	12:58p	1:09p	1:18p
1:05p	1:13p	1:28p	1:37p	1:48p	1:59p	2:08p
1:55p	2:03p	2:18p	2:27p	2:38p	2:49p	2:59p
2:45p	2:52p	3:03p	3:13p	3:25p	3:36p	3:46p
3:40p	3:47p	3:58p	4:08p	4:20p	4:31p	4:41p
4:30p	4:37p	4:48p	4:58p	5:10p	5:20p	5:29p
5:20p	5:28p	5:38p	5:48p	6:00p	6:10p	6:18p
6:10p	6:17p	6:27p	6:36p	6:46p	6:56p	7:04p
7:00p	7:07p	7:17p	7:26p	7:36p	7:46p	7:54p
7:45p	7:51p	8:00p	8:09p	8:18p	8:27p	8:35p
8:30p	8:36p	8:45p	8:54p	9:03p	9:12p	9:20p G

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

Route 20

BROWARD COUNTY TRANSIT

Broward Central Terminal
to Broward Health North

DRC

PZ20-12000027
10/21/2021

SATURDAY

NORTHBOUND
To Broward Health North

1 BROWARD CENTRAL TERMINAL	2 SUNRISE BLVD & NE 15TH AVE	3 OAKLAND PARK BLVD & US 1	4 NE 62 ST & NE 18 AVE	5 NORTHEAST TRANSIT CENTER	6 COPANS RD & NW 3 AVE	7 BROWARD HEALTH NORTH NE 3 AVE & SAMPLE
6:00a	6:10a	6:19a	6:27a	6:37a	6:45a	6:50a
6:50a	7:00a	7:09a	7:17a	7:27a	7:35a	7:42a
7:40a	7:50a	7:59a	8:08a	8:18a	8:27a	8:33a
8:30a	8:40a	8:50a	8:58a	9:08a	9:18a	9:25a
9:20a	9:30a	9:39a	9:47a	9:57a	10:07a	10:14a
10:10a	10:20a	10:29a	10:37a	10:48a	10:57a	11:03a
11:00a	11:12a	11:22a	11:30a	11:41a	11:50a	11:56a
11:50a	12:02p	12:12p	12:21p	12:32p	12:42p	12:49p
12:40p	12:51p	1:03p	1:12p	1:23p	1:32p	1:39p
1:30p	1:42p	1:54p	2:03p	2:14p	2:23p	2:29p
2:20p	2:33p	2:46p	2:56p	3:04p	3:12p	3:18p
3:10p	3:23p	3:36p	3:46p	3:54p	4:03p	4:09p
4:00p	4:11p	4:21p	4:32p	4:42p	4:52p	4:58p
4:50p	5:01p	5:11p	5:22p	5:32p	5:42p	5:48p
5:40p	5:50p	5:59p	6:08p	6:17p	6:27p	6:33p
6:30p	6:40p	6:49p	6:58p	7:07p	7:16p	7:22p
7:20p	7:29p	7:38p	7:47p	7:56p	8:05p	8:11p
8:00p	8:09p	8:18p	8:27p	8:36p	8:45p	8:51p G

SOUTHBOUND
To Broward Central Terminal

7 BROWARD HEALTH NORTH NE 3 AVE & SAMPLE	6 COPANS RD & NW 3 AVE	5 NORTHEAST TRANSIT CENTER	4 NE 62 ST & NE 18 AVE	3 OAKLAND PARK BLVD & US 1	2 SUNRISE BLVD & NE 15TH AVE	1 BROWARD CENTRAL TERMINAL
6:15a	6:20a	6:30a	6:38a	6:47a	6:55a	7:05a
7:10a	7:15a	7:25a	7:33a	7:42a	7:50a	8:00a
8:05a	8:10a	8:20a	8:28a	8:37a	8:45a	8:55a
8:55a	9:00a	9:10a	9:18a	9:27a	9:35a	9:45a
9:45a	9:50a	10:00a	10:08a	10:17a	10:25a	10:35a
10:35a	10:40a	10:50a	10:58a	11:07a	11:15a	11:25a
11:25a	11:30a	11:40a	11:48a	11:57a	12:05p	12:15p
12:15p	12:20p	12:30p	12:38p	12:47p	12:55p	1:05p
1:05p	1:10p	1:20p	1:28p	1:37p	1:45p	1:55p
1:55p	2:00p	2:10p	2:18p	2:27p	2:35p	2:45p
2:45p	2:50p	3:00p	3:08p	3:17p	3:25p	3:35p
3:35p	3:40p	3:50p	3:58p	4:07p	4:15p	4:25p
4:25p	4:30p	4:40p	4:48p	4:57p	5:05p	5:15p
5:15p	5:20p	5:30p	5:38p	5:47p	5:55p	6:05p
6:05p	6:10p	6:20p	6:28p	6:37p	6:45p	6:55p
6:55p	7:00p	7:10p	7:18p	7:27p	7:35p	7:45p
7:45p	7:50p	8:00p	8:08p	8:17p	8:25p	8:35p G
8:25p	8:30p	8:40p	8:48p	8:57p	9:05p	9:15p G

SUNDAY

NORTHBOUND
To Broward Health North

1	2	3	4	5	6	7
10:00a	10:10a	10:18a	10:27a	10:35a	10:45a	10:50a
10:45a	10:55a	11:03a	11:12a	11:20a	11:30a	11:35a
11:30a	11:40a	11:48a	11:57a	12:05p	12:15p	12:20p
12:15p	12:25p	12:33p	12:42p	12:50p	1:00p	1:05p
1:00p	1:10p	1:18p	1:27p	1:35p	1:45p	1:50p
1:45p	1:55p	2:03p	2:12p	2:20p	2:30p	2:35p
2:30p	2:40p	2:48p	2:57p	3:05p	3:15p	3:20p
3:15p	3:25p	3:33p	3:42p	3:50p	4:00p	4:05p
4:00p	4:10p	4:18p	4:27p	4:35p	4:45p	4:50p
4:45p	4:55p	5:03p	5:12p	5:20p	5:30p	5:35p
5:30p	5:40p	5:48p	5:57p	6:05p	6:15p	6:20p
6:15p	6:25p	6:33p	6:42p	6:50p	7:00p	7:05p G
7:00p	7:10p	7:18p	7:27p	7:35p	7:45p	7:50p G

SOUTHBOUND
To Broward Central Terminal

7	6	5	4	3	2	1
9:40a	9:45a	9:55a	10:03a	10:12a	10:20a	10:30a
10:14a	10:19a	10:29a	10:37a	10:46a	10:54a	11:04a
11:08a	11:13a	11:23a	11:31a	11:40a	11:48a	11:58a
11:53a	11:58a	12:08p	12:16p	12:25p	12:33p	12:43p
12:38p	12:43p	12:53p	1:01p	1:10p	1:18p	1:28p
1:23p	1:28p	1:38p	1:46p	1:55p	2:03p	2:13p
2:08p	2:13p	2:23p	2:31p	2:40p	2:48p	2:58p
2:53p	2:58p	3:08p	3:16p	3:25p	3:33p	3:43p
3:38p	3:43p	3:53p	4:01p	4:10p	4:18p	4:28p
4:23p	4:28p	4:38p	4:46p	4:55p	5:03p	5:13p
5:08p	5:13p	5:23p	5:31p	5:40p	5:48p	5:58p
5:53p	5:58p	6:08p	6:16p	6:25p	6:33p	6:43p
6:38p	6:43p	6:53p	7:01p	7:10p	7:18p	7:28p G

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

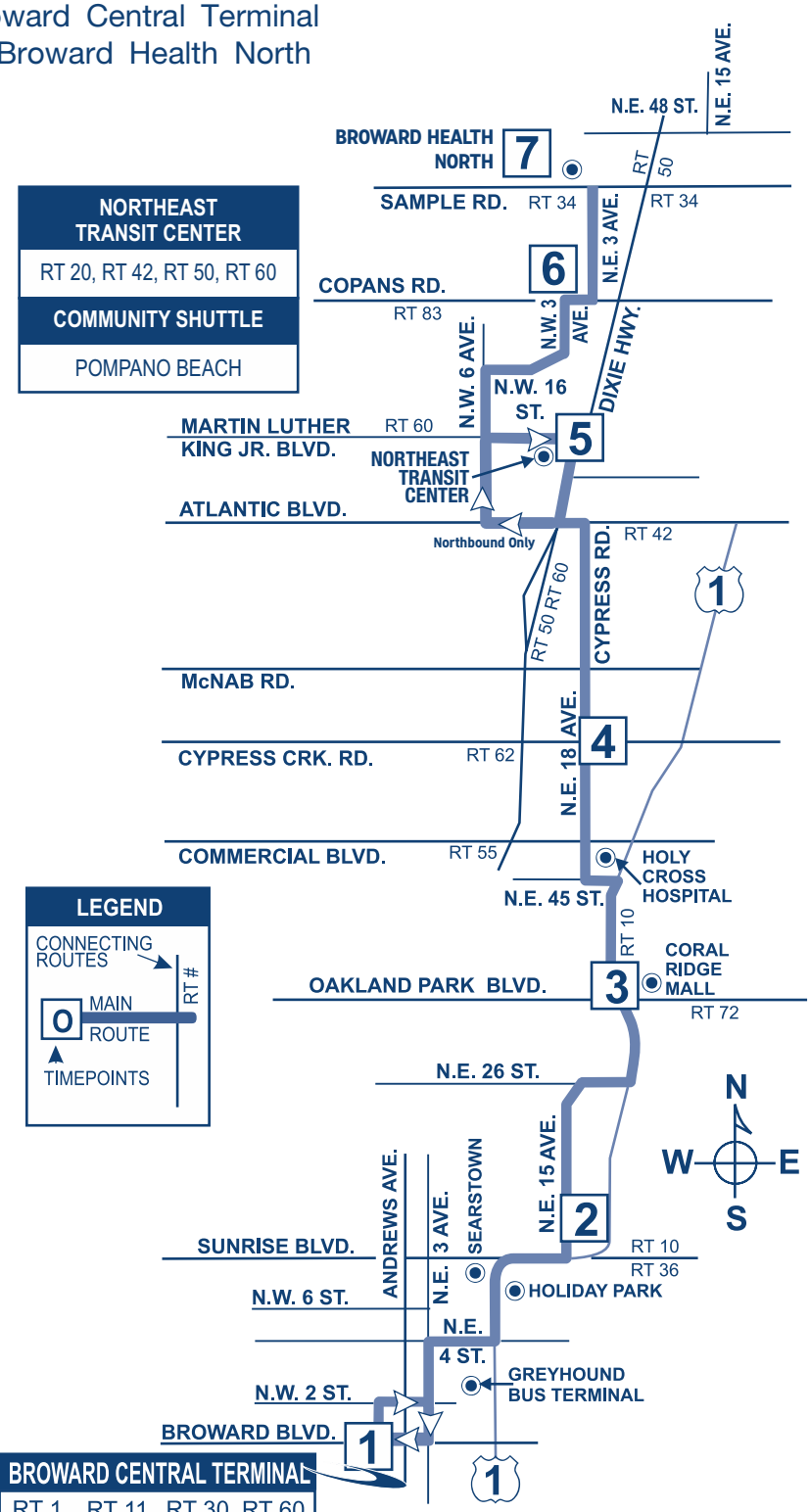
DRC

PZ20-12000027
10/21/2021

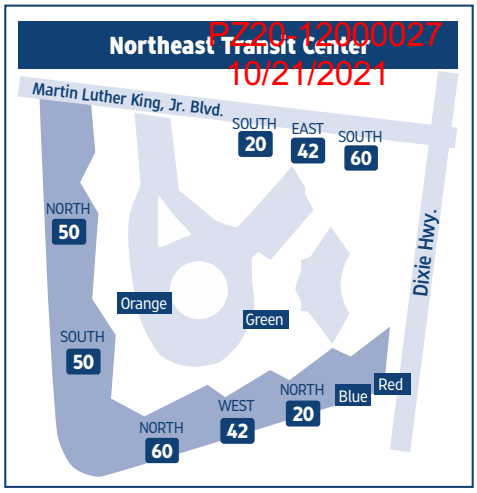
ROUTE 20

Broward Central Terminal
to Broward Health North

NORTHEAST TRANSIT CENTER
RT 20, RT 42, RT 50, RT 60
COMMUNITY SHUTTLE
POMPANO BEACH



LEGEND
CONNECTING ROUTES
O MAIN ROUTE
RT #
TIMEPOINTS



POINTS OF INTEREST

- North Broward Medical Center
- Northeast Transit Center
- Holy Cross Hosptial
- Coral Ridge Mall
- Searstown
- Holiday Park
- Greyhound Bus Terminal

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

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

DRC
PZ20-12000027
10/21/2021

Customer Service

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

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

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

TRANSIT WATCH

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

DRC

PZ20-12000027
10/21/2021

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

Reading a Timetable - It's Easy

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

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

Information: 954-357-8400

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

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

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

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

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 8/21

Broward County Transit

ROUTE 42 ALL WEEK SCHEDULE

Atlantic Boulevard and Coral Ridge Drive to Atlantic Boulevard and A1A
via Atlantic Boulevard

Effective 8/8/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 42

BROWARD COUNTY TRANSIT

Coral Ridge Drive to A1A

via Atlantic Boulevard

DRC

PZ20-12000027

10/21/2021

MONDAY - FRIDAY

EASTBOUND

To A1A

CORAL RIDGE DR & RIVERSIDE DR	ATLANTIC BLVD & UNIVERSITY DR	ATLANTIC BLVD & US 441	ATLANTIC BLVD & POWERLINE RD	NORTHEAST TRANSIT CENTER	ATLANTIC BLVD & A1A
1	2	3	4	5	6
5:40a	5:46a	5:58a	6:07a	6:16a	6:27a
6:40a	6:49a	7:01a	7:12a	7:22a	7:34a
7:32a	7:40a	7:52a	8:05a	8:15a	8:30a
8:13a	8:21a	8:34a	8:45a	8:55a	9:10a
8:59a	9:07a	9:21a	9:32a	9:42a	9:57a
9:45a	9:54a	10:06a	10:18a	10:28a	10:44a
10:31a	10:39a	10:51a	11:03a	11:13a	11:29a
11:17a	11:25a	11:38a	11:49a	12:01p	12:17p
12:03p	12:12p	12:25p	12:36p	12:50p	1:06p
12:49p	12:58p	1:11p	1:22p	1:36p	1:52p
1:35p	1:44p	1:57p	2:08p	2:20p	2:36p
2:25p	2:34p	2:47p	2:58p	3:08p	3:22p
3:05p	3:14p	3:28p	3:40p	3:54p	4:11p
3:53p	4:02p	4:16p	4:29p	4:39p	4:53p
4:39p	4:48p	5:02p	5:14p	5:25p	5:43p
5:35p	5:44p	5:56p	6:08p	6:21p	6:35p
6:16p	6:25p	6:38p	6:48p	7:01p	7:15p
7:02p	7:10p	7:22p	7:32p	7:41p	7:53p
7:49p	7:57p	8:09p	8:18p	8:32p	8:44p
8:29p	8:37p	8:49p	8:58p	9:07p	9:17p
9:15p	9:23p	9:34p	9:43p	9:52p	10:02p G
9:50p	9:58p	10:09p	10:18p	10:27p G	

WESTBOUND

To Coral Ridge Drive

ATLANTIC BLVD & A1A	NORTHEAST TRANSIT CENTER	ATLANTIC BLVD & POWERLINE RD	ATLANTIC BLVD & US 441	ATLANTIC BLVD & UNIVERSITY DR	CORAL RIDGE DR & RIVERSIDE DR
6	5	4	3	2	1
5:40a	5:52a	6:00a	6:08a	6:19a	6:26a
6:32a	6:45a	6:53a	7:01a	7:13a	7:20a
7:13a	7:26a	7:35a	7:44a	7:56a	8:03a
7:58a	8:13a	8:22a	8:31a	8:43a	8:50a
8:44a	8:59a	9:09a	9:18a	9:30a	9:37a
9:25a	9:43a	9:53a	10:02a	10:14a	10:21a
10:11a	10:30a	10:39a	10:48a	11:00a	11:07a
10:55a	11:14a	11:23a	11:33a	11:45a	11:52a
11:43a	12:00p	12:09p	12:19p	12:31p	12:38p
12:29p	12:46p	12:55p	1:05p	1:18p	1:25p
1:20p	1:37p	1:46p	1:56p	2:08p	2:15p
2:01p	2:16p	2:26p	2:36p	2:50p	2:57p
2:47p	3:02p	3:13p	3:23p	3:37p	3:44p
3:33p	3:48p	3:59p	4:09p	4:22p	4:29p
4:21p	4:40p	4:53p	5:04p	5:17p	5:25p
5:02p	5:21p	5:34p	5:46p	5:59p	6:06p
5:53p	6:11p	6:21p	6:33p	6:46p	6:53p
6:44p	7:02p	7:11p	7:20p	7:33p	7:40p
7:24p	7:38p	7:46p	7:55p	8:07p	8:13p
8:09p	8:21p	8:29p	8:37p	8:48p	8:54p
8:55p	9:07p	9:15p	9:23p	9:34p	9:40p
9:40p	9:52p	10:00p	10:08p	10:19p G	

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

SATURDAY

There are additional bus stops in between those listed.

DRC

PZ20-12000027
10/21/2021

EASTBOUND

To A1A

1	2	3	4	5	6
ATLANTIC BLVD & CORAL RIDGE DR	ATLANTIC BLVD & UNIVERSITY DR	ATLANTIC BLVD & US 441	ATLANTIC BLVD & POWERLINE RD	NORTHEAST TRANSIT CENTER	A1A
5:40a	5:47a	5:58a	6:06a	6:14a	6:25a
6:40a	6:47a	6:58a	7:07a	7:16a	7:28a
7:32a	7:40a	7:52a	8:01a	8:10a	8:22a
8:13a	8:21a	8:33a	8:42a	8:51a	9:03a
8:59a	9:07a	9:19a	9:28a	9:37a	9:49a
9:45a	9:53a	10:05a	10:14a	10:23a	10:35a
10:31a	10:39a	10:51a	11:00a	11:09a	11:21a
11:17a	11:25a	11:37a	11:46a	11:55a	12:07p
12:03p	12:11p	12:23p	12:32p	12:41p	12:53p
12:49p	12:57p	1:09p	1:18p	1:27p	1:39p
1:35p	1:43p	1:55p	2:04p	2:13p	2:25p
2:21p	2:29p	2:41p	2:50p	2:59p	3:11p
3:07p	3:15p	3:27p	3:36p	3:45p	3:57p
3:53p	4:01p	4:13p	4:22p	4:31p	4:43p
4:39p	4:47p	4:59p	5:08p	5:17p	5:29p
5:25p	5:33p	5:45p	5:54p	6:03p	6:15p
6:11p	6:19p	6:31p	6:40p	6:49p	7:01p
6:57p	7:04p	7:15p	7:23p	7:31p	7:42p
7:43p	7:50p	8:01p	8:09p	8:17p	8:28p
8:29p	8:36p	8:47p	8:55p	9:03p	9:14p
9:15p	9:22p	9:33p	9:41p	9:49p	10:00p G
9:50p	9:57p	10:08p	10:16p	10:24p G	

WESTBOUND

To Coral Ridge Drive

6	5	4	3	2	1
ATLANTIC BLVD & A1A	NORTHEAST TRANSIT CENTER	ATLANTIC BLVD & POWERLINE RD	ATLANTIC BLVD & US 441	ATLANTIC BLVD & UNIVERSITY DR	CORAL RIDGE DR
5:40a	5:52a	6:00a	6:08a	6:19a	6:25a
6:32a	6:44a	6:52a	7:00a	7:12a	7:19a
7:13a	7:26a	7:35a	7:44a	7:56a	8:03a
7:58a	8:11a	8:20a	8:29a	8:41a	8:48a
8:44a	8:57a	9:06a	9:15a	9:27a	9:34a
9:30a	9:43a	9:52a	10:01a	10:13a	10:20a
10:16a	10:29a	10:38a	10:47a	10:59a	11:06a
11:02a	11:15a	11:24a	11:33a	11:45a	11:52a
11:48a	12:01p	12:10p	12:19p	12:31p	12:38p
12:34p	12:47p	12:56p	1:05p	1:17p	1:24p
1:20p	1:33p	1:42p	1:51p	2:03p	2:10p
2:06p	2:19p	2:28p	2:37p	2:49p	2:56p
2:52p	3:05p	3:14p	3:23p	3:35p	3:42p
3:38p	3:51p	4:00p	4:09p	4:21p	4:28p
4:24p	4:37p	4:46p	4:55p	5:07p	5:14p
5:05p	5:18p	5:27p	5:36p	5:48p	5:55p
5:51p	6:04p	6:13p	6:22p	6:34p	6:41p
6:37p	6:50p	6:59p	7:07p	7:18p	7:24p
7:23p	7:35p	7:43p	7:51p	8:02p	8:08p
8:09p	8:21p	8:29p	8:37p	8:48p	8:54p
8:55p	9:07p	9:15p	9:23p	9:34p	9:40p
9:40p	9:52p	10:00p	10:08p	10:19p G	

SUNDAY

EASTBOUND

To A1A

1	2	3	4	5	6
CORAL RIDGE DR & RIVERSIDE DR	ATLANTIC BLVD & UNIVERSITY DR	ATLANTIC BLVD & US 441	ATLANTIC BLVD & POWERLINE RD	NORTHEAST TRANSIT CENTER	ATLANTIC BLVD & A1A
8:45a	8:52a	9:03a	9:11a	9:19a	9:33a
9:45a	9:52a	10:03a	10:11a	10:19a	10:33a
10:45a	10:52a	11:03a	11:12a	11:20a	11:32a
11:45a	11:53a	12:05p	12:14p	12:23p	12:36p
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4:45p	4:54p	5:06p	5:15p	5:24p	5:36p
5:45p	5:53p	6:05p	6:14p	6:23p	6:35p
6:45p	6:53p	7:05p	7:14p	7:23p	7:35p
7:45p	7:53p	8:05p	8:13p	8:21p G	

WESTBOUND

To Coral Ridge Drive

6	5	4	3	2	1
ATLANTIC BLVD & A1A	NORTHEAST TRANSIT CENTER	ATLANTIC BLVD & POWERLINE RD	ATLANTIC BLVD & US 441	ATLANTIC BLVD & UNIVERSITY DR	CORAL RIDGE DR & RIVERSIDE DR
8:45a	8:57a	9:05a	9:13a	9:24a	9:30a
9:45a	9:57a	10:05a	10:13a	10:24a	10:30a
10:45a	10:57a	11:06a	11:15a	11:27a	11:34a
11:45a	11:57a	12:06p	12:15p	12:27p	12:34p
12:45p	12:58p	1:07p	1:16p	1:28p	1:35p
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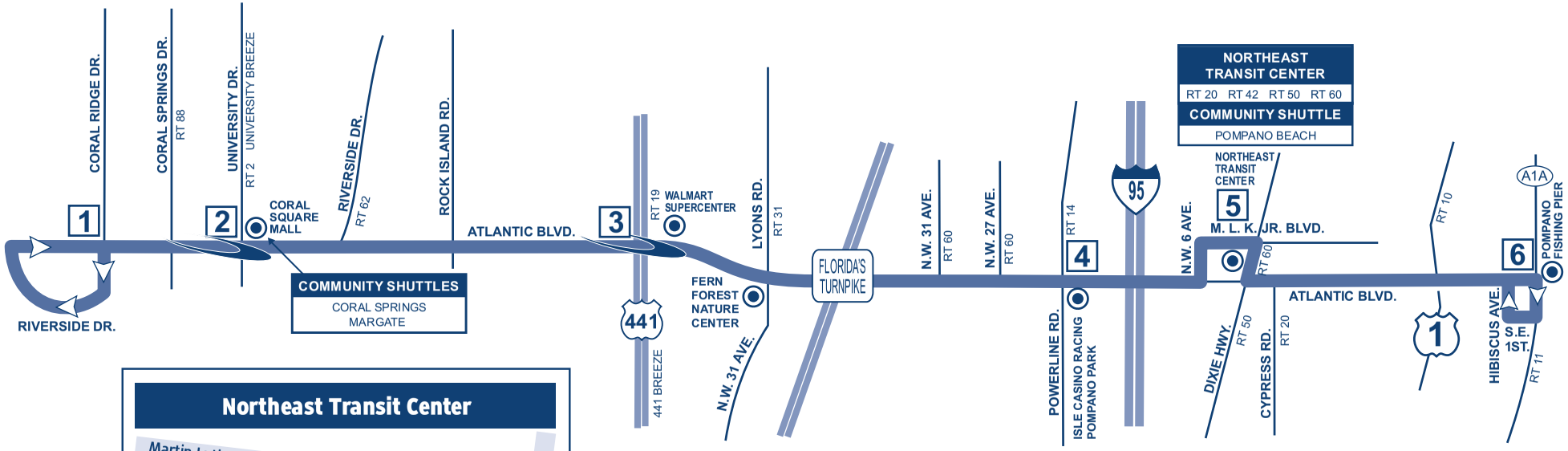
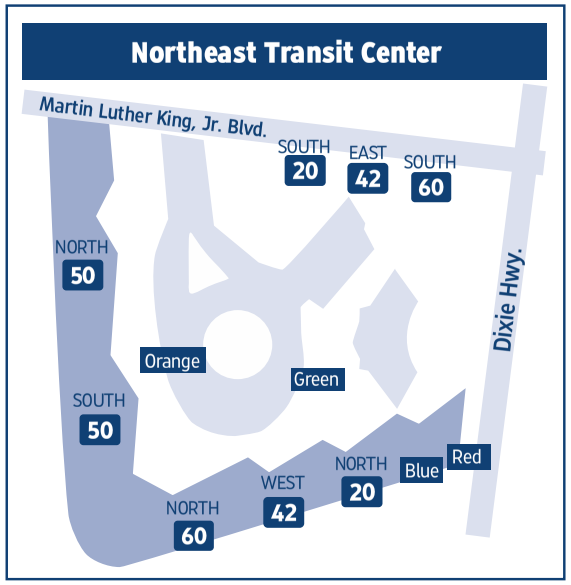
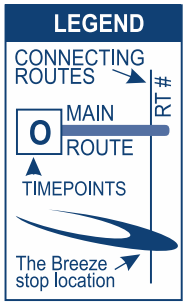
3:45p	3:58p	4:07p	4:16p	4:28p	4:35p
4:45p	4:58p	5:07p	5:16p	5:28p	5:35p
5:45p	5:58p	6:07p	6:16p	6:28p	6:35p
6:45p	6:58p	7:06p	7:14p	7:26p	7:33p
7:45p	7:58p	8:06p	8:14p	8:25p G	

ROUTE 42

Coral Ridge Drive to A1A
via Atlantic Boulevard







POINTS OF INTEREST

- Coral Square Mall
- Walmart Supercenter
- Fern Forest Nature Center
- Isle Casino Racing Pompano Park
- Northeast Transit Center
- Pompano Fishing Pier

DRC
PZ20-12000027
10/21/2021

Customer Service

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

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

The Premium Express Service does not connect with Palm Tran.

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

DRC

PZ20-12000027
10/21/2021

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

Reading A Timetable - It's Easy

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

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

Information: 954-357-8400

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

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

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

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

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 8/21

Broward County Transit

ROUTE 50 ALL WEEK SCHEDULE

Broward Central Terminal to Hillsboro Blvd.
via Dixie Highway

Effective 8/8/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

Route 50

BROWARD COUNTY TRANSIT

Broward Central Terminal to
Hillsboro Blvd. / SW 3 Ave.

via Dixie Highway

DRC

PZ20-12000027
10/21/2021

MONDAY - FRIDAY

NORTHBOUND
To Hillsboro Blvd. / SW 3 Ave.

BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3AVE
1	2	3	4	5	6
5:30a	5:41a	5:50a	6:00a	6:14a	6:25a
5:48a	5:59a	6:09a	6:19a	6:33a	6:44a
6:00a	6:13a	6:23a	6:33a	6:47a	6:58a
6:15a	6:28a	6:38a	6:48a	7:02a	7:14a
6:30a	6:43a	6:53a	7:03a	7:15a	7:27a
6:45a	6:58a	7:10a	7:21a	7:33a	7:45a
7:00a	7:15a	7:27a	7:38a	7:50a	8:02a
7:15a	7:30a	7:42a	7:53a	8:05a	8:17a G
7:30a	7:45a	7:57a	8:08a	8:20a	8:32a
7:45a	8:00a	8:12a	8:23a	8:35a	8:47a
8:00a	8:15a	8:27a	8:38a	8:50a	9:02a
8:15a	8:30a	8:42a	8:53a	9:05a	9:17a G
8:30a	8:45a	8:57a	9:08a	9:20a	9:32a
9:00a	9:15a	9:27a	9:38a	9:50a	10:02a
9:30a	9:45a	9:57a	10:08a	10:20a	10:32a
10:00a	10:15a	10:27a	10:38a	10:50a	11:02a
10:30a	10:45a	10:57a	11:07a	11:19a	11:31a
11:05a	11:21a	11:31a	11:41a	11:53a	12:05p
11:40a	11:56a	12:07p	12:19p	12:31p	12:43p
12:15p	12:32p	12:43p	12:55p	1:07p	1:19p
12:50p	1:07p	1:19p	1:29p	1:41p	1:53p
1:25p	1:43p	1:55p	2:05p	2:17p	2:29p
2:00p	2:18p	2:30p	2:42p	2:54p	3:07p
2:30p	2:48p	3:00p	3:12p	3:24p	3:37p
2:45p	3:03p	3:15p	3:27p	3:39p	3:52p
3:00p	3:18p	3:30p	3:41p	3:53p	4:06p
3:15p	3:33p	3:46p	3:57p	4:09p	4:22p
3:30p	3:49p	4:02p	4:13p	4:25p	4:38p
3:45p	4:04p	4:17p	4:28p	4:40p	4:53p
4:00p	4:19p	4:32p	4:43p	4:55p	5:08p
4:15p	4:34p	4:47p	4:58p	5:10p	5:23p
4:30p	4:49p	5:02p	5:13p	5:25p	5:38p
4:45p	5:04p	5:17p	5:28p	5:41p	5:54p
5:00p	5:19p	5:32p	5:42p	5:55p	6:08p
5:15p	5:34p	5:45p	5:55p	6:08p	6:21p G
5:30p	5:48p	5:59p	6:09p	6:22p	6:35p
5:45p	6:03p	6:14p	6:24p	6:36p	6:48p G
6:00p	6:18p	6:29p	6:39p	6:51p	7:03p G
6:15p	6:33p	6:43p	6:53p	7:05p	7:17p
6:30p	6:45p	6:55p	7:05p	7:17p	7:29p G
7:15p	7:30p	7:40p	7:50p	8:02p	8:14p
8:00p	8:15p	8:25p	8:35p	8:47p	8:59p
8:45p	9:00p	9:10p	9:20p	9:32p	9:43p
9:30p	9:44p	9:54p	10:04p	10:15p	10:26p G
10:15p	10:29p	10:39p	10:49p	11:00p	11:11p G

SOUTHBOUND
To Broward Central Terminal

HILLSBORO BLVD. & 3AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD. & DIXIE HWY	BROWARD CENTRAL TERMINAL
6	5	4	3	2	1
5:15a	5:27a	5:39a	5:48a	5:57a	6:10a
5:45a	5:57a	6:11a	6:19a	6:27a	6:41a
6:00a	6:12a	6:26a	6:35a	6:44a	6:58a
6:15a	6:27a	6:39a	6:48a	6:57a	7:11a
6:30a	6:43a	6:55a	7:04a	7:13a	7:28a
6:45a	6:58a	7:10a	7:19a	7:30a	7:45a
7:00a	7:13a	7:27a	7:37a	7:48a	8:05a
7:15a	7:27a	7:41a	7:51a	8:02a	8:19a
7:30a	7:42a	7:56a	8:06a	8:17a	8:34a G
7:45a	7:58a	8:12a	8:22a	8:33a	8:50a
8:00a	8:13a	8:27a	8:37a	8:48a	9:05a G
8:15a	8:28a	8:42a	8:51a	9:01a	9:18a
8:45a	8:58a	9:14a	9:23a	9:33a	9:50a
9:00a	9:13a	9:29a	9:38a	9:49a	10:06a G
9:15a	9:28a	9:44a	9:54a	10:06a	10:23a
9:45a	9:59a	10:13a	10:23a	10:35a	10:52a
10:15a	10:29a	10:43a	10:53a	11:05a	11:22a
10:45a	10:59a	11:13a	11:23a	11:35a	11:52a
11:15a	11:29a	11:43a	11:53a	12:05p	12:23p
11:50a	12:04p	12:24p	12:34p	12:46p	1:04p
12:25p	12:39p	12:58p	1:08p	1:20p	1:38p
1:00p	1:15p	1:33p	1:43p	1:55p	2:13p
1:35p	1:50p	2:08p	2:18p	2:31p	2:50p
2:10p	2:26p	2:41p	2:52p	3:05p	3:23p
2:45p	3:00p	3:18p	3:29p	3:42p	4:00p
3:20p	3:35p	3:53p	4:04p	4:17p	4:34p
3:35p	3:50p	4:08p	4:19p	4:32p	4:49p
3:50p	4:05p	4:22p	4:33p	4:46p	5:03p
4:05p	4:20p	4:35p	4:46p	4:59p	5:16p
4:20p	4:36p	4:51p	5:02p	5:15p	5:32p
4:35p	4:51p	5:06p	5:17p	5:30p	5:47p G
4:50p	5:06p	5:21p	5:32p	5:45p	6:00p
5:10p	5:26p	5:41p	5:51p	6:01p	6:16p
5:25p	5:41p	5:55p	6:05p	6:15p	6:30p G
5:40p	5:55p	6:09p	6:19p	6:29p	6:44p G
5:55p	6:09p	6:23p	6:33p	6:43p	6:58p
6:10p	6:24p	6:38p	6:48p	6:58p	7:13p G
6:25p	6:39p	6:53p	7:03p	7:13p	7:28p G
6:50p	7:04p	7:18p	7:28p	7:38p	7:53p
7:35p	7:49p	8:03p	8:13p	8:23p	8:36p
8:20p	8:32p	8:44p	8:52p	9:01p	9:14p
9:05p	9:17p	9:29p	9:37p	9:46p	10:00p
9:50p	10:02p	10:14p	10:22p	10:31p	10:46p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

SATURDAY

There are additional bus stops in between those listed

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

1	2	3	4	5	6
BROWARD CENTRAL TERMINAL	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3AVE
5:30a	5:41a	5:51a	6:01a	6:16a	6:27a
6:00a	6:11a	6:21a	6:31a	6:45a	6:56a
6:30a	6:42a	6:52a	7:02a	7:16a	7:27a
7:00a	7:12a	7:22a	7:32a	7:46a	7:57a
7:30a	7:42a	7:52a	8:02a	8:13a	8:24a
8:00a	8:14a	8:24a	8:35a	8:46a	8:57a
8:30a	8:44a	8:54a	9:05a	9:16a	9:27a
9:00a	9:16a	9:26a	9:37a	9:48a	9:59a
9:30a	9:46a	9:56a	10:07a	10:18a	10:29a
10:00a	10:16a	10:26a	10:37a	10:49a	11:00a
10:30a	10:46a	10:57a	11:08a	11:20a	11:31a
11:00a	11:16a	11:27a	11:38a	11:50a	12:01p
11:30a	11:46a	11:57a	12:08p	12:20p	12:31p
12:00p	12:16p	12:27p	12:38p	12:49p	1:01p
12:30p	12:48p	12:59p	1:10p	1:21p	1:33p
1:00p	1:18p	1:29p	1:39p	1:50p	2:02p
1:30p	1:47p	1:58p	2:08p	2:19p	2:31p
2:00p	2:17p	2:28p	2:38p	2:49p	3:01p
2:30p	2:47p	2:58p	3:08p	3:19p	3:31p
3:00p	3:17p	3:28p	3:39p	3:50p	4:01p
3:30p	3:49p	4:00p	4:11p	4:23p	4:34p
4:00p	4:17p	4:28p	4:39p	4:51p	5:02p
4:30p	4:47p	4:58p	5:09p	5:20p	5:31p
5:00p	5:17p	5:27p	5:38p	5:49p	6:00p
5:30p	5:47p	5:57p	6:08p	6:19p	6:30p
6:00p	6:17p	6:27p	6:38p	6:49p	7:00p
6:30p	6:47p	6:57p	7:08p	7:19p	7:30p
7:15p	7:32p	7:42p	7:53p	8:04p	8:15p
8:00p	8:15p	8:25p	8:36p	8:47p	8:57p
8:45p	9:00p	9:10p	9:21p	9:32p	9:42p
9:30p	9:44p	9:53p	10:03p	10:14p	10:24p G
10:15p	10:29p	10:38p	10:48p	10:59p	11:09p G

SOUTHBOUND

To Broward Central Terminal

6	5	4	3	2	1
HILLSBORO BLVD. & 3AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD. & DIXIE HWY	BROWARD CENTRAL TERMINAL
5:15a	5:26a	5:37a	5:44a	5:52a	6:05a
5:45a	5:56a	6:07a	6:14a	6:22a	6:35a
6:15a	6:26a	6:39a	6:47a	6:57a	7:10a
6:45a	6:58a	7:11a	7:19a	7:29a	7:42a
7:15a	7:28a	7:41a	7:51a	8:02a	8:17a
7:40a	7:53a	8:06a	8:18a	8:29a	8:44a
8:10a	8:23a	8:38a	8:48a	8:59a	9:13a
8:40a	8:53a	9:10a	9:20a	9:31a	9:45a
9:10a	9:23a	9:39a	9:49a	10:00a	10:14a
9:40a	9:53a	10:09a	10:19a	10:30a	10:45a
10:10a	10:23a	10:39a	10:49a	11:00a	11:15a
10:40a	10:53a	11:09a	11:19a	11:29a	11:44a
11:10a	11:23a	11:39a	11:49a	11:59a	12:15p
11:40a	11:53a	12:09p	12:19p	12:29p	12:45p
12:10p	12:24p	12:40p	12:50p	1:01p	1:18p
12:40p	12:54p	1:10p	1:19p	1:30p	1:47p
1:10p	1:24p	1:40p	1:49p	2:00p	2:16p
1:40p	1:53p	2:07p	2:16p	2:27p	2:43p
2:10p	2:23p	2:39p	2:50p	3:00p	3:16p
2:40p	2:53p	3:10p	3:21p	3:31p	3:47p
3:10p	3:23p	3:40p	3:51p	4:01p	4:17p
3:40p	3:53p	4:08p	4:19p	4:29p	4:44p
4:15p	4:28p	4:42p	4:53p	5:04p	5:19p
4:45p	4:58p	5:12p	5:22p	5:33p	5:48p
5:15p	5:28p	5:41p	5:50p	6:01p	6:16p
5:45p	5:58p	6:11p	6:20p	6:31p	6:46p
6:15p	6:28p	6:41p	6:50p	7:01p	7:16p G
6:45p	6:58p	7:11p	7:20p	7:30p	7:45p
7:20p	7:33p	7:46p	7:55p	8:05p	8:20p
7:50p	8:03p	8:16p	8:26p	8:36p	8:50p G
8:20p	8:32p	8:44p	8:54p	9:04p	9:17p
9:05p	9:17p	9:29p	9:38p	9:47p	10:00p
9:50p	10:02p	10:14p	10:23p	10:32p	10:45p G

SUNDAY

1	2	3	4	5	6
8:00a	8:13a	8:23a	8:34a	8:45a	8:55a
8:50a	9:05a	9:15a	9:25a	9:36a	9:46a
9:40a	9:55a	10:05a	10:15a	10:26a	10:36a
10:30a	10:44a	10:53a	11:03a	11:14a	11:24a
11:20a	11:36a	11:46a	11:57a	12:08p	12:18p
12:10p	12:26p	12:36p	12:46p	12:57p	1:07p
1:00p	1:16p	1:27p	1:37p	1:48p	1:59p
1:50p	2:08p	2:18p	2:28p	2:39p	2:50p
2:40p	2:57p	3:07p	3:17p	3:28p	3:39p
3:30p	3:47p	3:57p	4:08p	4:19p	4:30p
4:20p	4:37p	4:47p	4:58p	5:10p	5:21p
5:10p	5:26p	5:36p	5:46p	5:58p	6:09p
6:00p	6:16p	6:26p	6:36p	6:48p	6:59p
6:50p	7:06p	7:16p	7:26p	7:37p	7:47p
7:40p	7:55p	8:05p	8:15p	8:26p	8:36p G
8:30p	8:45p	8:55p	9:05p	9:16p	9:26p G

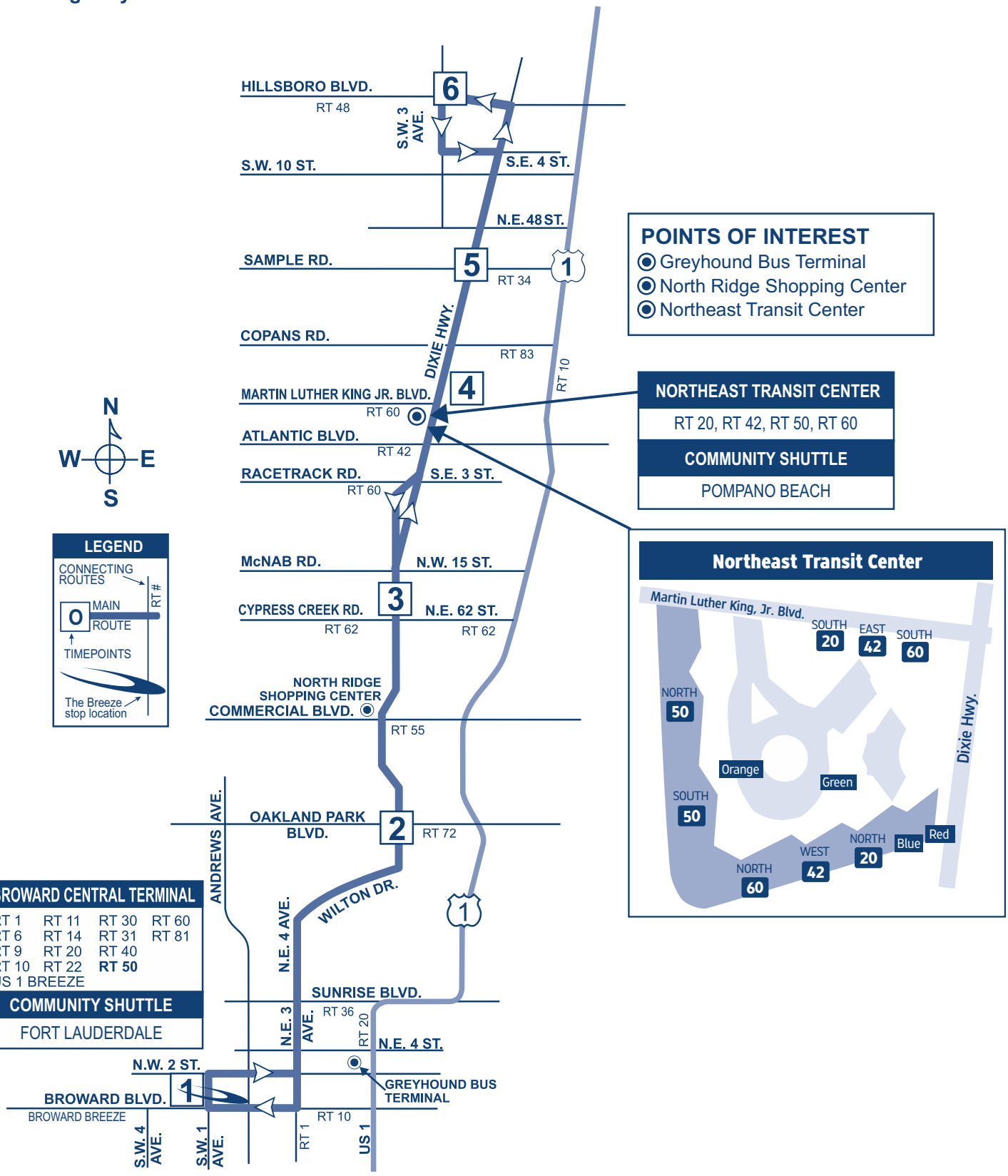
6	5	4	3	2	1
7:35a	7:47a	7:59a	8:08a	8:19a	8:32a
8:25a	8:37a	8:49a	8:58a	9:08a	9:21a
9:15a	9:27a	9:39a	9:48a	9:58a	10:13a
10:05a	10:18a	10:31a	10:40a	10:50a	11:05a
10:55a	11:08a	11:21a	11:30a	11:40a	11:55a
11:45a	11:58a	12:12p	12:21p	12:31p	12:46p
12:35p	12:48p	1:02p	1:11p	1:21p	1:36p
1:25p	1:38p	1:53p	2:02p	2:12p	2:27p
2:15p	2:28p	2:43p	2:52p	3:02p	3:17p
3:05p	3:17p	3:30p	3:39p	3:49p	4:04p
3:55p	4:07p	4:20p	4:29p	4:39p	4:54p
4:45p	4:57p	5:10p	5:19p	5:29p	5:44p
5:35p	5:47p	6:00p	6:09p	6:18p	6:31p
6:25p	6:37p	6:50p	6:59p	7:08p	7:21p
7:15p	7:27p	7:40p	7:49p	7:58p	8:12p
8:05p	8:17p	8:31p	8:40p	8:49p	9:03p G

ROUTE 50

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

DRC

PZ20-12000027
10/21/2021



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

Customer Service

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

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

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

TRANSIT WATCH

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

DRC

PZ20-12000027
10/21/2021

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

Reading A Timetable - It's Easy

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

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

Information: 954-357-8400

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

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

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

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

5,000 copies of this public document were promulgated at a gross cost of $260, or $.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 8/21

Broward County Transit

ROUTE 60 ALL WEEK SCHEDULE

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

Effective 8/8/21

New Schedules Monday – Saturday
Regular Sunday Schedule
• Face Covering Required • Maintain Social Distancing

Real Time Bus Information
MyRide.Broward.org

MyRide BROWARD.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Highway 441 & N.W. 15 Street

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

SOUTHBOUND

To Broward Central Terminal

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

NUMBERS IN BOXES
REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage. To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

DRC

PZ20-12000027
10/21/2021

SATURDAY

NORTHBOUND

To Highway 441 & N.W. 15 Street

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

SOUTHBOUND

To Broward Central Terminal

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

SUNDAY

NORTHBOUND

To Highway 441 & N.W. 15 Street

9:30a	9:43a	9:53a	10:08a	10:13a	10:33a	10:42a
10:30a	10:43a	10:53a	11:08a	11:13a	11:32a	11:41a
11:25a	11:39a	11:49a	12:04p	12:09p	12:28p	12:37p
12:20p	12:35p	12:45p	1:00p	1:05p	1:25p	1:33p
1:15p	1:28p	1:37p	1:52p	1:57p	2:16p	2:24p
2:10p	2:23p	2:32p	2:47p	2:52p	3:11p	3:19p
3:05p	3:19p	3:30p	3:45p	3:50p	4:08p	4:16p
4:00p	4:13p	4:23p	4:38p	4:43p	5:00p	5:08p
4:55p	5:08p	5:18p	5:33p	5:38p	5:55p	6:03p
5:50p	6:02p	6:13p	6:28p	6:33p	6:51p	6:59p
6:45p	6:57p	7:08p	7:23p	7:28p	7:46p	7:53p
7:40p	7:53p	8:02p	8:17p	8:22p	8:39p	8:46p G

SOUTHBOUND

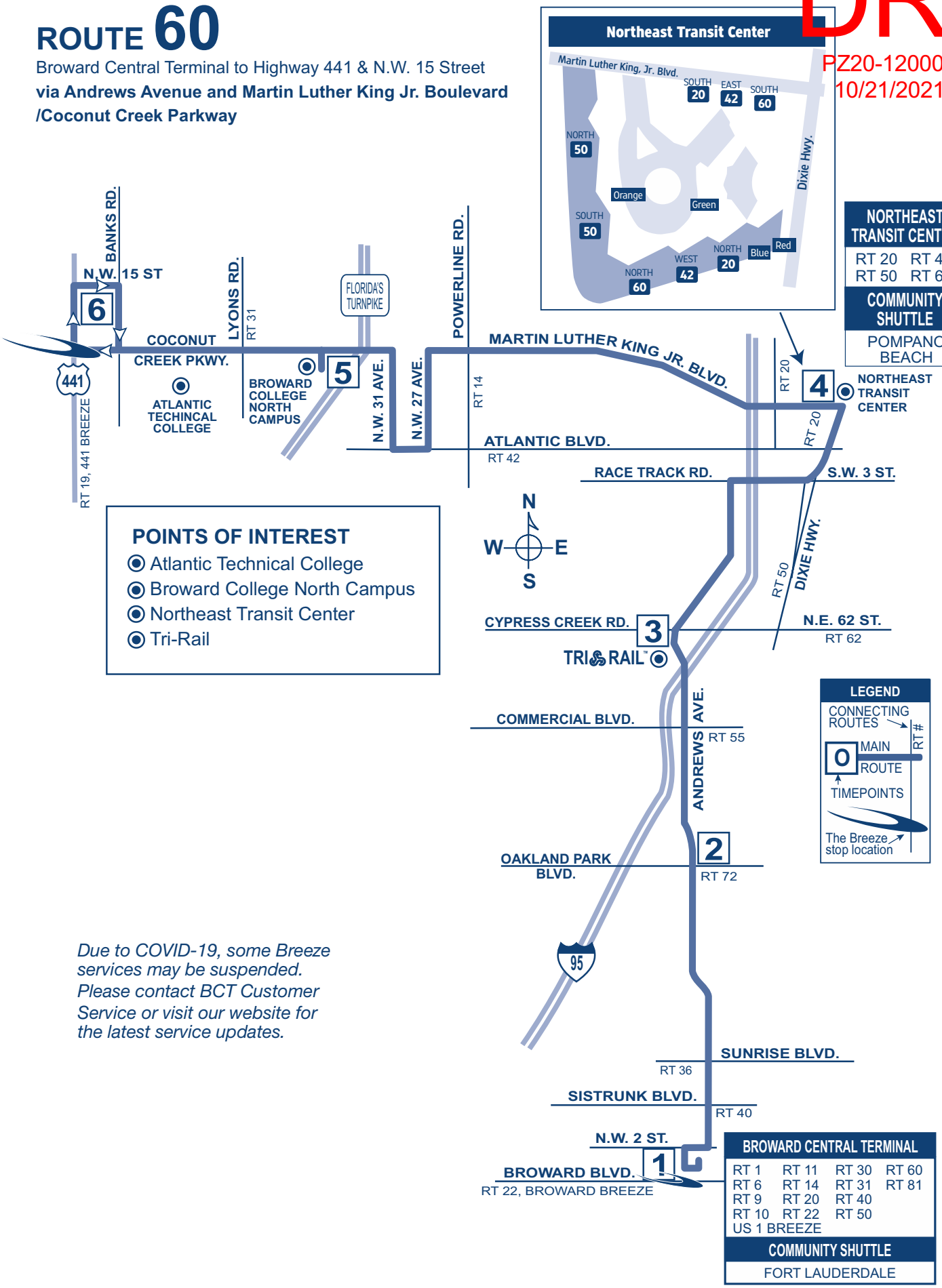
To Broward Central Terminal

9:05a		9:32a	9:37a	9:50a	10:06a	10:16a
10:00a	10:08a	10:28a	10:33a	10:47a	11:00a	11:14a
10:55a	11:03a	11:23a	11:28a	11:42a	11:56a	12:10p
11:50a	11:58a	12:18p	12:23p	12:37p	12:51p	1:03p
12:45p	12:53p	1:13p	1:18p	1:30p	1:44p	1:58p
1:40p	1:48p	2:08p	2:13p	2:27p	2:40p	2:54p
2:35p	2:43p	3:03p	3:08p	3:22p	3:36p	3:49p
3:30p	3:38p	3:57p	4:02p	4:14p	4:28p	4:39p
4:25p	4:33p	4:52p	4:57p	5:09p	5:22p	5:33p
5:20p	5:28p	5:47p	5:52p	6:04p	6:17p	6:28p
6:15p	6:23p	6:42p	6:47p	6:59p	7:12p	7:23p
7:10p	7:18p	7:37p	7:42p	7:54p	8:07p	8:18p G
8:05p		8:28p G				

DRC
PZ20-12000027
10/21/2021

ROUTE 60

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



POINTS OF INTEREST

- Atlantic Technical College
- Broward College North Campus
- Northeast Transit Center
- Tri-Rail

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

Customer Service

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

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

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

TRANSIT WATCH

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

APPENDIX E

Intersection Turning Movement Counts

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

DRC
PZ20-12000027
10/21/2021

ATLANTIC BOULEVARD & DIXIE HIGHWAY
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & Dixie
Site Code : 210010
Start Date : 2/2/2021
Page No : 1

Groups Printed- ALL VEHICLES

	N DIXIE HIGHWAY From North				E ATLANTIC BOULEVARD From East				S DIXIE HIGHWAY From South				W ATLANTIC BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	40	86	36	0	13	226	21	0	39	57	14	0	23	181	56	792
07:15 AM	0	60	122	48	0	14	241	28	1	57	89	21	0	15	157	49	902
07:30 AM	0	51	110	42	0	17	290	25	0	47	78	23	0	29	315	73	1100
07:45 AM	0	43	150	37	0	26	270	44	0	43	86	29	0	29	312	52	1121
Total	0	194	468	163	0	70	1027	118	1	186	310	87	0	96	965	230	3915
08:00 AM	0	55	124	46	0	14	258	32	1	42	90	38	0	40	355	46	1141
08:15 AM	0	48	89	49	0	26	278	28	0	46	66	21	0	25	373	49	1098
08:30 AM	0	54	111	37	0	24	267	33	0	43	76	34	1	31	351	45	1107
08:45 AM	0	59	112	63	0	26	210	24	1	47	82	21	0	22	358	60	1085
Total	0	216	436	195	0	90	1013	117	2	178	314	114	1	118	1437	200	4431
04:00 PM	0	47	129	63	0	18	317	40	0	63	98	28	4	33	320	54	1214
04:15 PM	0	36	127	64	0	14	321	35	0	50	118	24	2	51	351	49	1242
04:30 PM	3	78	167	70	0	22	316	38	2	76	156	38	1	29	333	48	1377
04:45 PM	0	45	109	48	0	21	329	46	0	55	101	38	0	47	344	78	1261
Total	3	206	532	245	0	75	1283	159	2	244	473	128	7	160	1348	229	5094
05:00 PM	0	35	150	66	0	22	269	34	0	67	156	30	0	43	309	55	1236
05:15 PM	0	47	146	67	0	13	348	44	0	65	143	34	0	44	342	64	1357
05:30 PM	0	40	129	58	0	23	331	41	0	54	123	22	0	40	398	74	1333
05:45 PM	0	54	142	63	0	20	281	42	2	49	114	30	0	31	294	48	1170
Total	0	176	567	254	0	78	1229	161	2	235	536	116	0	158	1343	241	5096
Grand Total	3	792	2003	857	0	313	4552	555	7	843	1633	445	8	532	5093	900	18536
Apprch %	0.1	21.7	54.8	23.4	0	5.8	84	10.2	0.2	28.8	55.8	15.2	0.1	8.1	78	13.8	
Total %	0	4.3	10.8	4.6	0	1.7	24.6	3	0	4.5	8.8	2.4	0	2.9	27.5	4.9	

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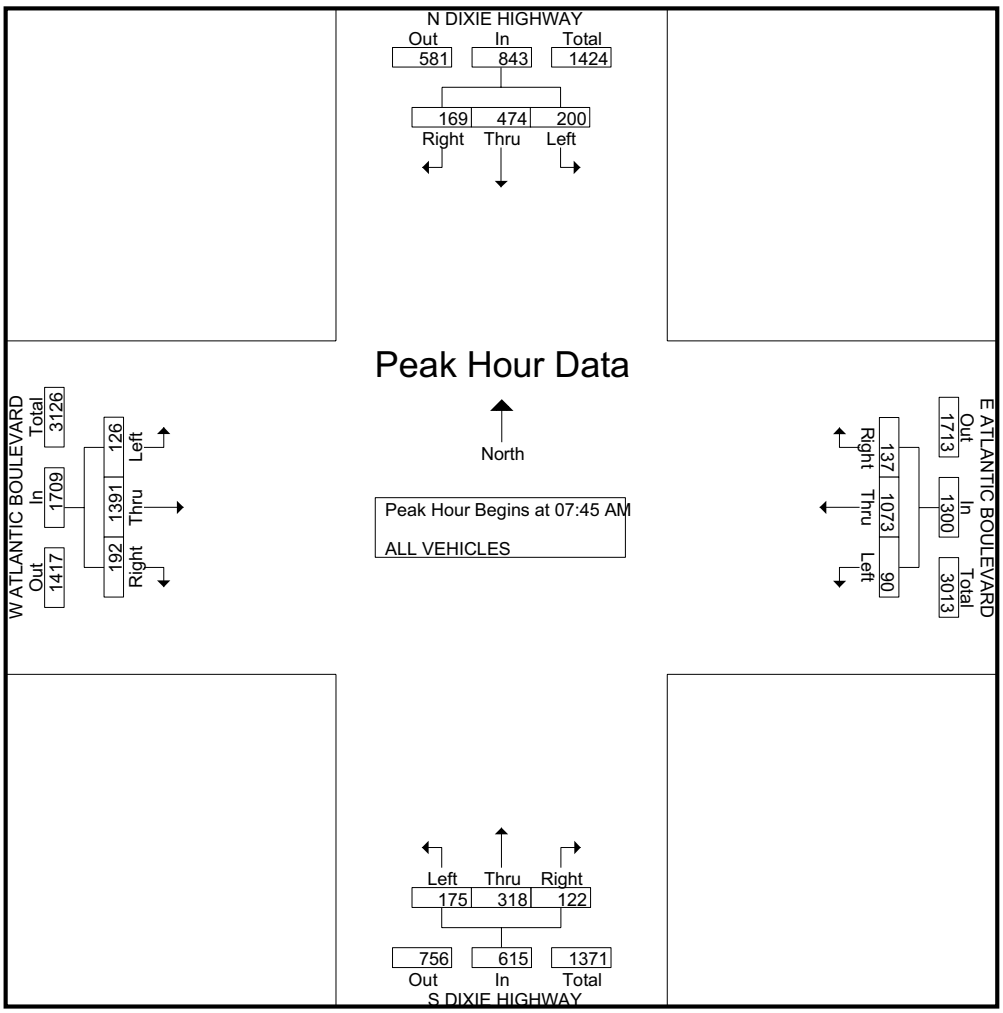
ATLANTIC BOULEVARD & DIXIE HIGHWAY
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & Dixie
Site Code : 210010
Start Date : 2/2/2021
Page No : 2

	N DIXIE HIGHWAY From North					E ATLANTIC BOULEVARD From East					S DIXIE HIGHWAY From South					W ATLANTIC BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	43	150	37	230	0	26	270	44	340	0	43	86	29	158	0	29	312	52	393	1121
08:00 AM	0	55	124	46	225	0	14	258	32	304	1	42	90	38	171	0	40	355	46	441	1141
08:15 AM	0	48	89	49	186	0	26	278	28	332	0	46	66	21	133	0	25	373	49	447	1098
08:30 AM	0	54	111	37	202	0	24	267	33	324	0	43	76	34	153	1	31	351	45	428	1107
Total Volume	0	200	474	169	843	0	90	1073	137	1300	1	174	318	122	615	1	125	1391	192	1709	4467
% App. Total	0	23.7	56.2	20		0	6.9	82.5	10.5		0.2	28.3	51.7	19.8		0.1	7.3	81.4	11.2		
PHF	.000	.909	.790	.862	.916	.000	.865	.965	.778	.956	.250	.946	.883	.803	.899	.250	.781	.932	.923	.956	.979



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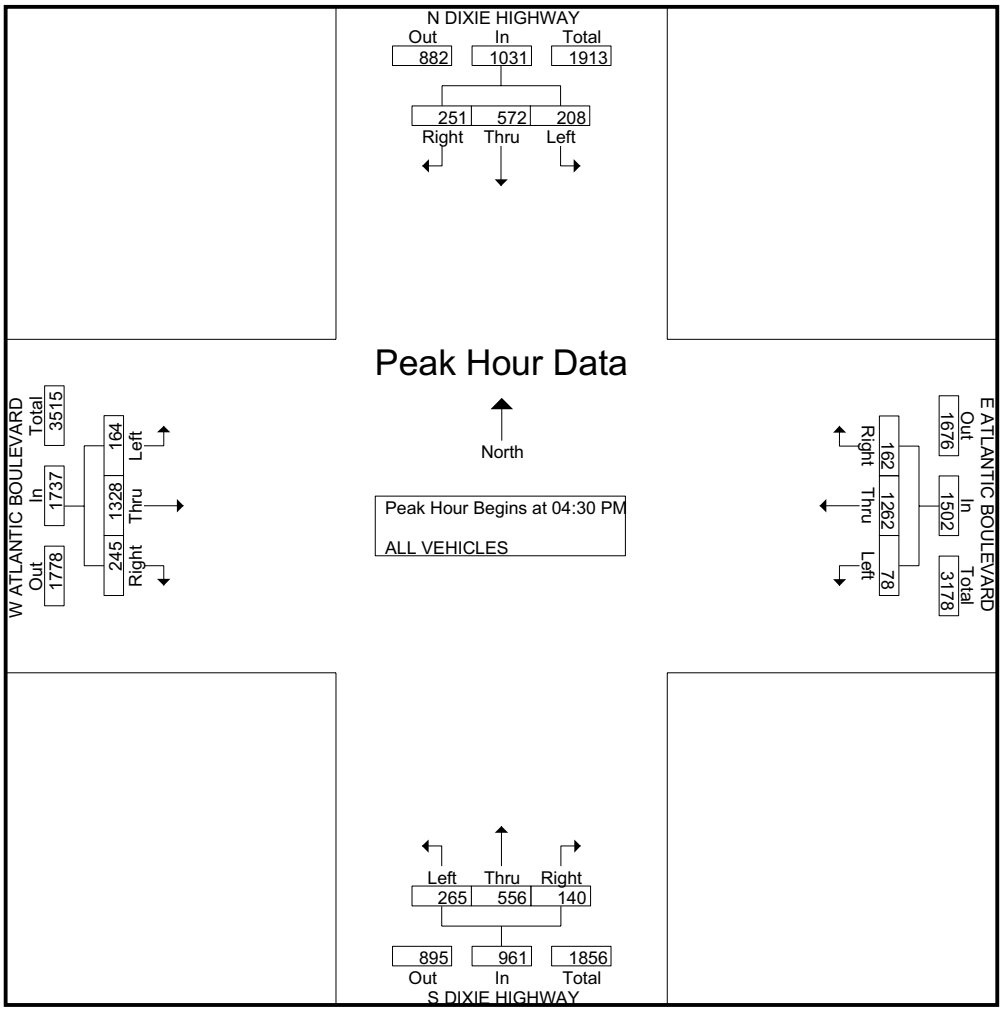
ATLANTIC BOULEVARD & DIXIE HIGHWAY
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & Dixie
Site Code : 210010
Start Date : 2/2/2021
Page No : 3

	N DIXIE HIGHWAY From North					E ATLANTIC BOULEVARD From East					S DIXIE HIGHWAY From South					W ATLANTIC BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	78	167	70	318	0	22	316	38	376	2	76	156	38	272	1	29	333	48	411	1377
04:45 PM	0	45	109	48	202	0	21	329	46	396	0	55	101	38	194	0	47	344	78	469	1261
05:00 PM	0	35	150	66	251	0	22	269	34	325	0	67	156	30	253	0	43	309	55	407	1236
05:15 PM	0	47	146	67	260	0	13	348	44	405	0	65	143	34	242	0	44	342	64	450	1357
Total Volume	3	205	572	251	1031	0	78	1262	162	1502	2	263	556	140	961	1	163	1328	245	1737	5231
% App. Total	0.3	19.9	55.5	24.3		0	5.2	84	10.8		0.2	27.4	57.9	14.6		0.1	9.4	76.5	14.1		
PHF	.250	.657	.856	.896	.811	.000	.886	.907	.880	.927	.250	.865	.891	.921	.883	.250	.867	.965	.785	.926	.950



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ATLANTIC BOULEVARD & DIXIE HIGHWAY
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & Dixie
Site Code : 210010
Start Date : 2/2/2021
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	N DIXIE HIGHWAY From North				E ATLANTIC BOULEVARD From East				S DIXIE HIGHWAY From South				W ATLANTIC BOULEVARD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	2	0	1	0	6
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	4
07:30 AM	2	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	7
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	2	0	1	0	0	0	0	0	2	0	3	0	6	0	4	0	18
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	3
08:30 AM	2	0	0	0	0	0	1	0	0	0	1	0	4	0	2	0	10
08:45 AM	1	0	0	0	0	0	1	0	0	0	2	0	3	0	0	0	7
Total	4	0	0	0	0	0	2	0	1	0	3	0	10	0	2	0	22
04:00 PM	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	15
04:15 PM	2	0	0	0	2	0	1	0	2	0	0	0	2	0	5	0	14
04:30 PM	1	0	0	0	0	0	0	0	2	0	0	0	3	0	2	0	8
04:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	4	0	2	0	8
Total	7	0	1	0	2	0	1	0	4	0	1	0	13	0	16	0	45
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	5
05:30 PM	2	0	1	0	0	0	0	0	0	0	1	0	4	0	2	0	10
05:45 PM	2	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	5
Total	6	0	1	0	0	0	1	0	0	0	1	0	11	0	5	0	25
Grand Total	19	0	3	0	2	0	4	0	7	0	8	0	40	0	27	0	110
Apprch %	86.4	0	13.6	0	33.3	0	66.7	0	46.7	0	53.3	0	59.7	0	40.3	0	
Total %	17.3	0	2.7	0	1.8	0	3.6	0	6.4	0	7.3	0	36.4	0	24.5	0	

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ATLANTIC BLVD & NE 2ND AVE/S CYPRESS RD
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & 2ND
Site Code : 210010
Start Date : 2/2/2021
Page No : 1

Groups Printed- ALL VEHICLES

	NE 2ND AVENUE From North				E ATLANTIC BOULEVARD From East				S CYPRESS ROAD From South				E ATLANTIC BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	1	6	4	7	29	211	1	0	46	1	28	1	1	185	48	569
07:15 AM	0	7	14	3	6	49	238	5	0	73	5	49	0	0	169	64	682
07:30 AM	0	3	19	7	8	41	217	3	0	65	16	64	2	1	307	79	832
07:45 AM	0	3	26	7	5	65	262	3	0	75	26	83	0	3	287	76	921
Total	0	14	65	21	26	184	928	12	0	259	48	224	3	5	948	267	3004
08:00 AM	0	6	22	9	8	42	240	5	0	71	16	91	0	3	379	85	977
08:15 AM	0	8	16	5	10	54	278	6	0	63	14	85	0	2	316	97	954
08:30 AM	0	5	23	9	13	39	242	1	0	84	12	63	0	5	329	107	932
08:45 AM	0	4	26	6	10	43	219	0	0	53	14	76	0	3	366	101	921
Total	0	23	87	29	41	178	979	12	0	271	56	315	0	13	1390	390	3784
04:00 PM	0	2	19	12	3	66	299	3	0	63	8	99	0	4	284	84	946
04:15 PM	0	2	21	5	1	79	318	4	0	75	21	69	0	3	282	87	967
04:30 PM	0	2	31	6	0	61	319	5	0	95	17	105	0	2	329	118	1090
04:45 PM	0	1	25	5	1	76	280	8	0	86	22	99	2	3	353	95	1056
Total	0	7	96	28	5	282	1216	20	0	319	68	372	2	12	1248	384	4059
05:00 PM	0	3	36	3	2	83	302	2	0	83	21	114	0	2	271	82	1004
05:15 PM	0	2	31	7	1	70	313	4	1	88	15	95	0	2	361	117	1107
05:30 PM	0	8	26	4	3	71	283	5	0	82	13	101	0	5	326	109	1036
05:45 PM	0	2	23	9	3	71	252	3	0	78	16	83	0	1	280	114	935
Total	0	15	116	23	9	295	1150	14	1	331	65	393	0	10	1238	422	4082
Grand Total	0	59	364	101	81	939	4273	58	1	1180	237	1304	5	40	4824	1463	14929
Apprch %	0	11.3	69.5	19.3	1.5	17.5	79.9	1.1	0	43.4	8.7	47.9	0.1	0.6	76.2	23.1	
Total %	0	0.4	2.4	0.7	0.5	6.3	28.6	0.4	0	7.9	1.6	8.7	0	0.3	32.3	9.8	

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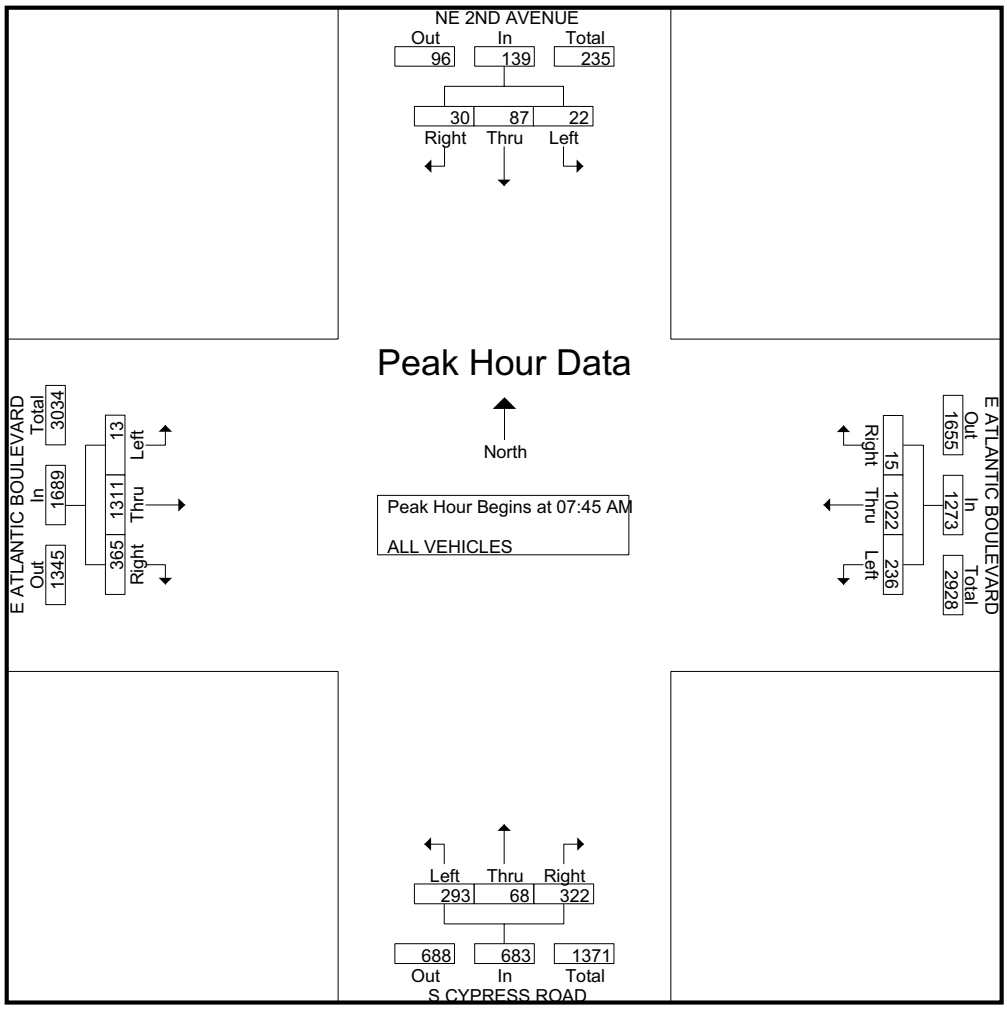
ATLANTIC BLVD & NE 2ND AVE/S CYPRESS RD
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & 2ND
Site Code : 210010
Start Date : 2/2/2021
Page No : 2

	NE 2ND AVENUE From North					E ATLANTIC BOULEVARD From East					S CYPRESS ROAD From South					E ATLANTIC BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	3	26	7	36	5	65	262	3	335	0	75	26	83	184	0	3	287	76	366	921
08:00 AM	0	6	22	9	37	8	42	240	5	295	0	71	16	91	178	0	3	379	85	467	977
08:15 AM	0	8	16	5	29	10	54	278	6	348	0	63	14	85	162	0	2	316	97	415	954
08:30 AM	0	5	23	9	37	13	39	242	1	295	0	84	12	63	159	0	5	329	107	441	932
Total Volume	0	22	87	30	139	36	200	1022	15	1273	0	293	68	322	683	0	13	1311	365	1689	3784
% App. Total	0	15.8	62.6	21.6		2.8	15.7	80.3	1.2		0	42.9	10	47.1		0	0.8	77.6	21.6		
PHF	.000	.688	.837	.833	.939	.692	.769	.919	.625	.915	.000	.872	.654	.885	.928	.000	.650	.865	.853	.904	.968



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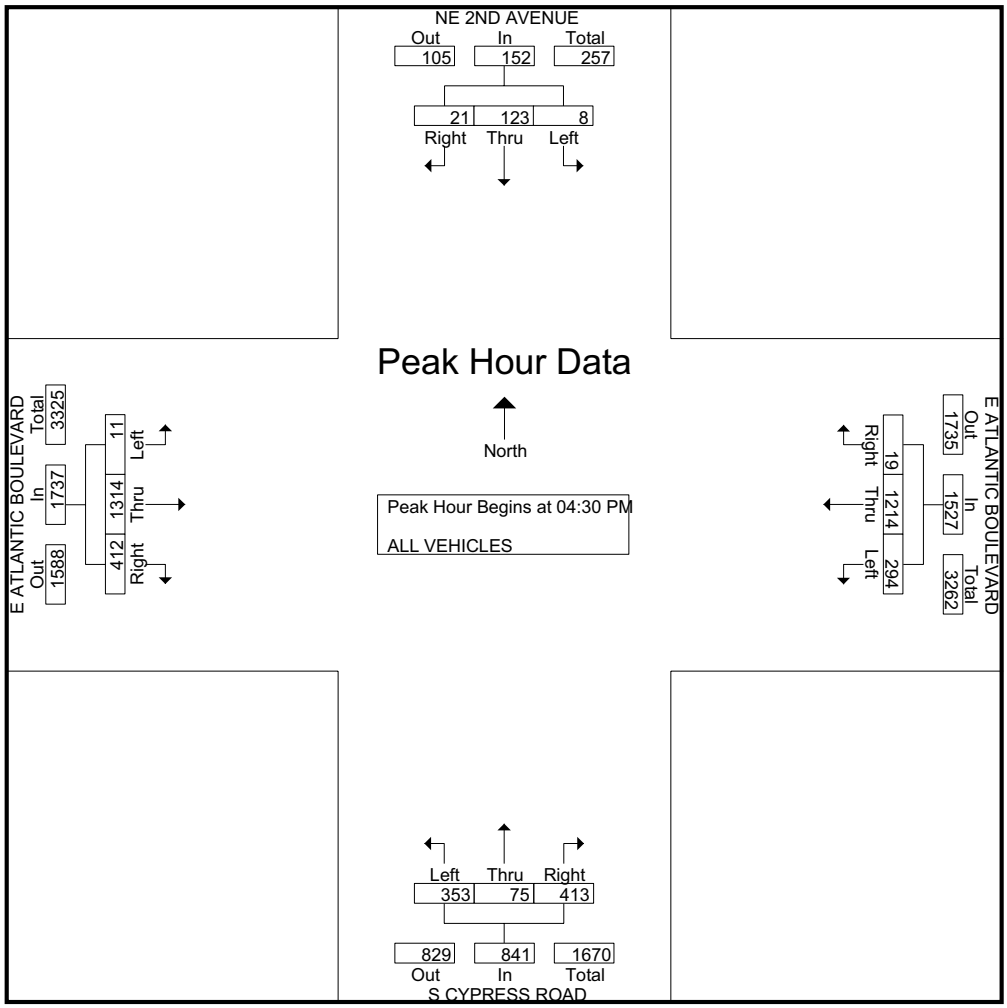
ATLANTIC BLVD & NE 2ND AVE/S CYPRESS RD
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & 2ND
Site Code : 210010
Start Date : 2/2/2021
Page No : 3

	NE 2ND AVENUE From North					E ATLANTIC BOULEVARD From East					S CYPRESS ROAD From South					E ATLANTIC BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	2	31	6	39	0	61	319	5	385	0	95	17	105	217	0	2	329	118	449	1090
04:45 PM	0	1	25	5	31	1	76	280	8	365	0	86	22	99	207	2	3	353	95	453	1056
05:00 PM	0	3	36	3	42	2	83	302	2	389	0	83	21	114	218	0	2	271	82	355	1004
05:15 PM	0	2	31	7	40	1	70	313	4	388	1	88	15	95	199	0	2	361	117	480	1107
Total Volume	0	8	123	21	152	4	290	1214	19	1527	1	352	75	413	841	2	9	1314	412	1737	4257
% App. Total	0	5.3	80.9	13.8		0.3	19	79.5	1.2		0.1	41.9	8.9	49.1		0.1	0.5	75.6	23.7		
PHF	.000	.667	.854	.750	.905	.500	.873	.951	.594	.981	.250	.926	.852	.906	.964	.250	.750	.910	.873	.905	.961



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ATLANTIC BLVD & NE 2ND AVE/S CYPRESS RD
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & 2ND
Site Code : 210010
Start Date : 2/2/2021
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	NE 2ND AVENUE From North				E ATLANTIC BOULEVARD From East				S CYPRESS ROAD From South				E ATLANTIC BOULEVARD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	4
08:00 AM	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	3
Total	4	0	0	0	3	0	1	0	1	0	0	0	0	0	1	0	10
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	4
04:30 PM	3	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	7
Total	4	0	0	0	1	0	0	0	2	0	0	0	1	0	3	0	11
05:00 PM	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3
05:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4
Total	4	0	2	0	0	0	1	0	2	0	0	0	0	0	0	0	9
Grand Total	12	0	3	0	4	0	2	0	8	0	0	0	1	0	4	0	34
Apprch %	80	0	20	0	66.7	0	33.3	0	100	0	0	0	20	0	80	0	
Total %	35.3	0	8.8	0	11.8	0	5.9	0	23.5	0	0	0	2.9	0	11.8	0	

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ATLANTIC BLVD & NE 4TH AVENUE
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & 4TH
Site Code : 210010
Start Date : 2/2/2021
Page No : 1

Groups Printed- ALL VEHICLES

	NE 4TH AVENUE From North				E ATLANTIC BOULEVARD From East				DRIVEWAY From South				E ATLANTIC BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	5	2	0	232	1	0	0	0	0	13	3	199	2	457
07:15 AM	0	0	0	4	1	1	289	1	0	0	0	1	10	7	214	3	531
07:30 AM	0	0	0	4	3	0	283	2	0	0	0	0	9	10	351	1	663
07:45 AM	0	0	0	7	4	1	346	4	0	0	0	2	18	10	362	1	755
Total	0	0	0	20	10	2	1150	8	0	0	0	3	50	30	1126	7	2406
08:00 AM	0	0	0	5	1	1	290	3	0	0	0	0	13	20	454	3	790
08:15 AM	0	0	0	5	3	0	324	3	0	0	0	0	23	10	368	3	739
08:30 AM	0	0	0	1	2	0	310	6	0	0	0	1	11	15	404	4	754
08:45 AM	0	0	0	8	6	2	285	2	0	0	0	1	8	10	454	2	778
Total	0	0	0	19	12	3	1209	14	0	0	0	2	55	55	1680	12	3061
04:00 PM	0	0	0	7	3	0	371	3	0	0	0	0	5	7	374	1	771
04:15 PM	0	0	0	9	9	0	407	2	0	0	0	0	4	7	336	1	775
04:30 PM	0	0	0	6	5	1	387	1	0	0	0	3	2	3	449	1	858
04:45 PM	0	0	0	6	7	0	340	5	0	0	0	1	7	6	436	1	809
Total	0	0	0	28	24	1	1505	11	0	0	0	4	18	23	1595	4	3213
05:00 PM	0	0	0	7	8	1	384	5	0	0	0	2	7	12	366	0	792
05:15 PM	0	0	0	7	3	0	395	5	0	0	0	1	4	12	444	2	873
05:30 PM	0	0	0	2	5	0	360	3	0	0	0	3	5	10	423	2	813
05:45 PM	0	0	0	6	9	1	335	0	0	0	0	4	4	9	377	0	745
Total	0	0	0	22	25	2	1474	13	0	0	0	10	20	43	1610	4	3223
Grand Total	0	0	0	89	71	8	5338	46	0	0	0	19	143	151	6011	27	11903
Apprch %	0	0	0	100	1.3	0.1	97.7	0.8	0	0	0	100	2.3	2.4	94.9	0.4	
Total %	0	0	0	0.7	0.6	0.1	44.8	0.4	0	0	0	0.2	1.2	1.3	50.5	0.2	

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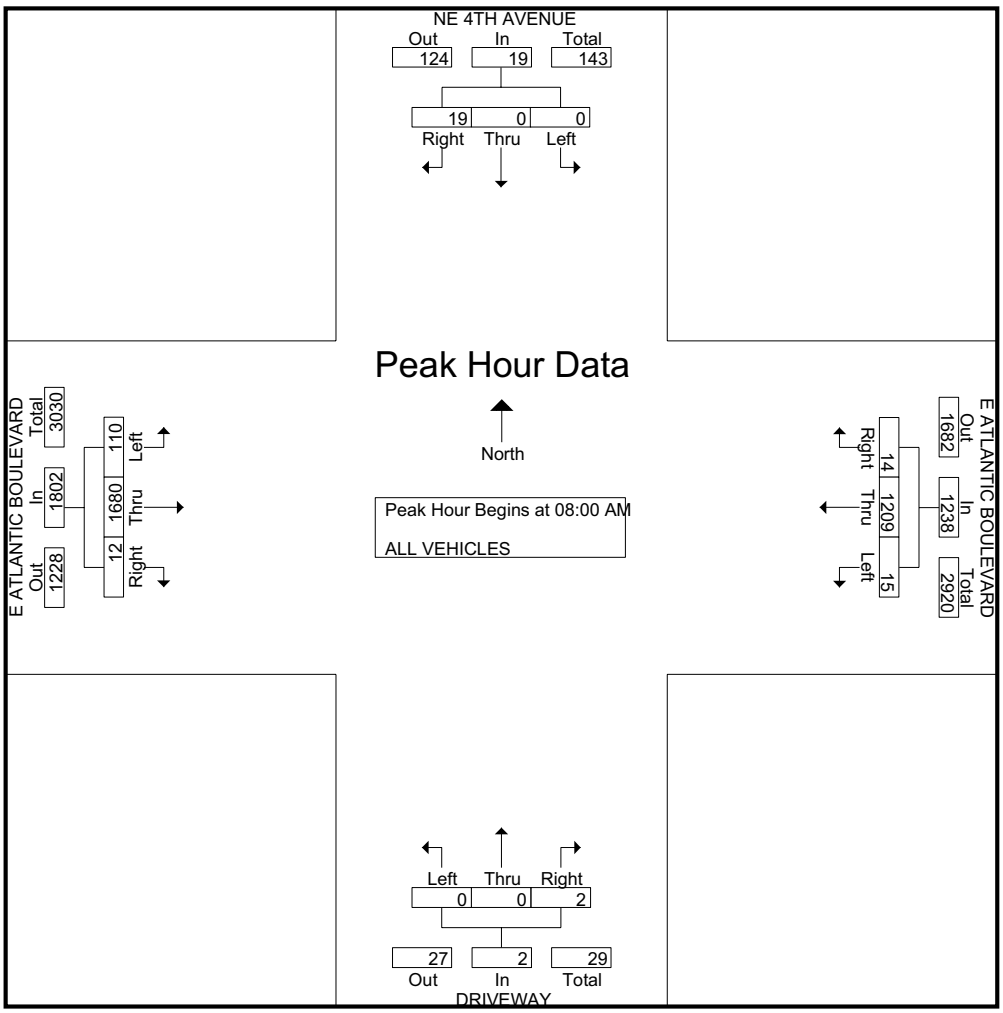
ATLANTIC BLVD & NE 4TH AVENUE
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & 4TH
Site Code : 210010
Start Date : 2/2/2021
Page No : 2

	NE 4TH AVENUE From North					E ATLANTIC BOULEVARD From East					DRIVEWAY From South					E ATLANTIC BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	5	5	1	1	290	3	295	0	0	0	0	0	13	20	454	3	490	790
08:15 AM	0	0	0	5	5	3	0	324	3	330	0	0	0	0	0	23	10	368	3	404	739
08:30 AM	0	0	0	1	1	2	0	310	6	318	0	0	0	1	1	11	15	404	4	434	754
08:45 AM	0	0	0	8	8	6	2	285	2	295	0	0	0	1	1	8	10	454	2	474	778
Total Volume	0	0	0	19	19	12	3	1209	14	1238	0	0	0	2	2	55	55	1680	12	1802	3061
% App. Total	0	0	0	100		1	0.2	97.7	1.1		0	0	0	100		3.1	3.1	93.2	0.7		
PHF	.000	.000	.000	.594	.594	.500	.375	.933	.583	.938	.000	.000	.000	.500	.500	.598	.688	.925	.750	.919	.969



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ATLANTIC BLVD & NE 4TH AVENUE
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & 4TH
Site Code : 210010
Start Date : 2/2/2021
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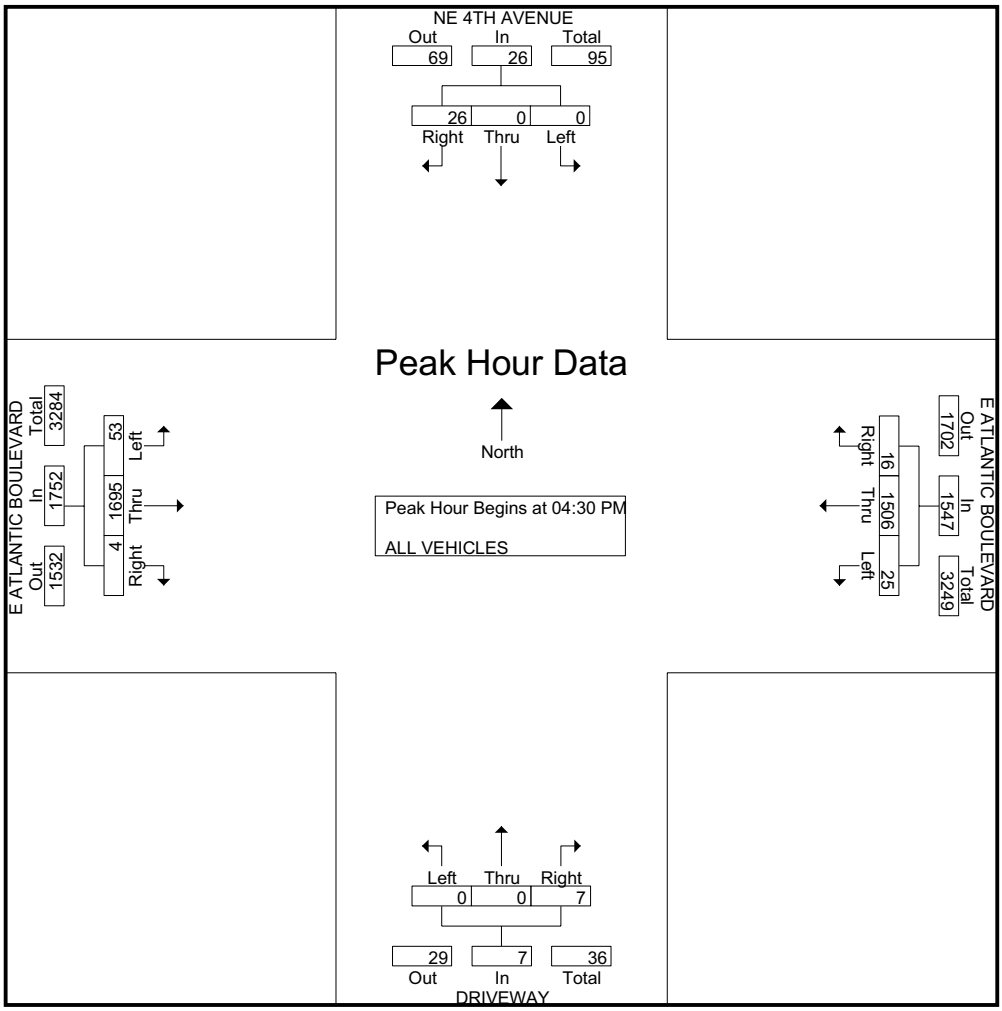
	NE 4TH AVENUE From North					E ATLANTIC BOULEVARD From East					DRIVEWAY From South					E ATLANTIC BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	6	6	5	1	387	1	394	0	0	0	3	3	2	3	449	1	455	858
04:45 PM	0	0	0	6	6	7	0	340	5	352	0	0	0	1	1	7	6	436	1	450	809
05:00 PM	0	0	0	7	7	8	1	384	5	398	0	0	0	2	2	7	12	366	0	385	792
05:15 PM	0	0	0	7	7	3	0	395	5	403	0	0	0	1	1	4	12	444	2	462	873
Total Volume	0	0	0	26	26	23	2	1506	16	1547	0	0	0	7	7	20	33	1695	4	1752	3332
% App. Total	0	0	0	100		1.5	0.1	97.3	1		0	0	0	100		1.1	1.9	96.7	0.2		
PHF	.000	.000	.000	.929	.929	.719	.500	.953	.800	.960	.000	.000	.000	.583	.583	.714	.688	.944	.500	.948	.954



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ATLANTIC BLVD & NE 4TH AVENUE
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & 4TH
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Groups Printed- PEDESTRIANS & BIKES

	NE 4TH AVENUE From North				E ATLANTIC BOULEVARD From East				DRIVEWAY From South				E ATLANTIC BOULEVARD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	7
07:45 AM	1	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	5
Total	2	0	1	0	1	0	0	0	10	0	0	0	0	0	0	0	14
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	6
04:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4
04:30 PM	3	0	2	0	0	0	0	0	5	0	0	0	0	0	0	0	10
04:45 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
Total	3	0	2	0	1	0	0	0	16	0	0	0	0	0	0	0	22
05:00 PM	2	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	5
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
05:45 PM	1	0	1	0	1	0	0	0	6	0	0	0	0	0	0	0	9
Total	4	0	3	0	1	0	0	0	9	0	0	0	0	0	0	0	17
Grand Total	9	0	6	0	3	0	0	0	40	0	1	0	0	0	0	0	59
Apprch %	60	0	40	0	100	0	0	0	97.6	0	2.4	0	0	0	0	0	
Total %	15.3	0	10.2	0	5.1	0	0	0	67.8	0	1.7	0	0	0	0	0	

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ATLANTIC BLVD & NE 5TH AVENUE
POMPANO BEACH, FLORIDA
VIDEO COUNT
AM COUNT IS FEBRUARY 4TH, 2021

File Name : Atlantic & 5TH
Site Code : 210010
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Groups Printed- ALL VEHICLES

	NE 5TH AVENUE From North				E ATLANTIC BOULEVARD From East				DRIVEWAY From South				E ATLANTIC BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	14	0	0	244	1	0	1	0	0	4	10	220	0	494
07:15 AM	0	0	0	7	0	0	296	1	0	0	0	0	9	9	244	0	566
07:30 AM	0	0	0	5	0	0	316	4	0	0	0	0	9	6	279	3	622
07:45 AM	0	0	0	11	0	0	280	2	0	0	0	0	3	19	355	3	673
Total	0	0	0	37	0	0	1136	8	0	1	0	0	25	44	1098	6	2355
08:00 AM	0	0	0	18	0	0	311	0	0	0	0	1	8	19	331	3	691
08:15 AM	0	0	0	10	0	0	276	5	0	0	0	0	11	15	408	0	725
08:30 AM	0	0	0	19	0	0	297	3	0	0	0	0	10	14	314	0	657
08:45 AM	0	0	0	18	0	0	290	4	0	0	0	0	11	17	393	0	733
Total	0	0	0	65	0	0	1174	12	0	0	0	1	40	65	1446	3	2806
04:00 PM	0	0	0	5	0	0	365	5	0	0	0	0	7	10	365	0	757
04:15 PM	0	0	0	8	0	0	409	1	0	0	0	3	4	16	289	1	731
04:30 PM	0	0	0	12	0	0	372	3	0	1	0	14	12	22	423	1	860
04:45 PM	0	0	0	16	0	0	348	5	0	0	0	2	6	25	415	0	817
Total	0	0	0	41	0	0	1494	14	0	1	0	19	29	73	1492	2	3165
05:00 PM	0	0	0	18	0	0	368	9	0	0	0	0	5	17	346	0	763
05:15 PM	0	0	0	15	0	0	385	3	0	0	0	1	4	21	419	0	848
05:30 PM	0	0	0	8	0	0	357	7	0	0	0	0	7	10	413	0	802
05:45 PM	0	0	0	17	0	0	337	5	0	0	0	0	7	17	363	2	748
Total	0	0	0	58	0	0	1447	24	0	0	0	1	23	65	1541	2	3161
Grand Total	0	0	0	201	0	0	5251	58	0	2	0	21	117	247	5577	13	11487
Apprch %	0	0	0	100	0	0	98.9	1.1	0	8.7	0	91.3	2	4.1	93.7	0.2	
Total %	0	0	0	1.7	0	0	45.7	0.5	0	0	0	0.2	1	2.2	48.6	0.1	

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ATLANTIC BLVD & NE 5TH AVENUE
POMPANO BEACH, FLORIDA
VIDEO COUNT
AM COUNT IS FEBRUARY 4TH, 2021

File Name : Atlantic & 5TH
Site Code : 210010
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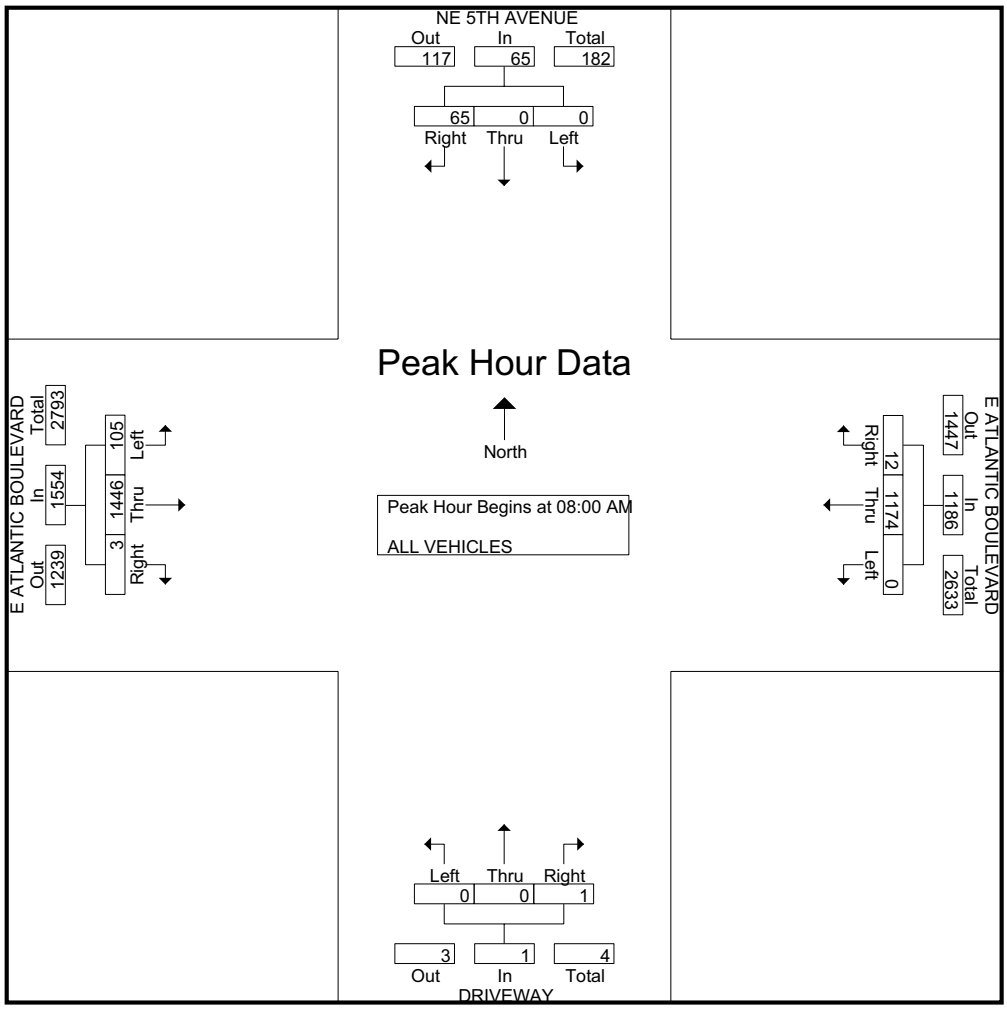
Page No : 2

	NE 5TH AVENUE From North					E ATLANTIC BOULEVARD From East					DRIVEWAY From South					E ATLANTIC BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	18	18	0	0	311	0	311	0	0	0	1	1	8	19	331	3	361	691
08:15 AM	0	0	0	10	10	0	0	276	5	281	0	0	0	0	0	11	15	408	0	434	725
08:30 AM	0	0	0	19	19	0	0	297	3	300	0	0	0	0	0	10	14	314	0	338	657
08:45 AM	0	0	0	18	18	0	0	290	4	294	0	0	0	0	0	11	17	393	0	421	733
Total Volume	0	0	0	65	65	0	0	1174	12	1186	0	0	0	1	1	40	65	1446	3	1554	2806
% App. Total	0	0	0	100		0	0	99	1		0	0	0	100		2.6	4.2	93.1	0.2		
PHF	.000	.000	.000	.855	.855	.000	.000	.944	.600	.953	.000	.000	.000	.250	.250	.909	.855	.886	.250	.895	.957



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ATLANTIC BLVD & NE 5TH AVENUE
POMPANO BEACH, FLORIDA
VIDEO COUNT
AM COUNT IS FEBRUARY 4TH, 2021

File Name : Atlantic & 5TH
Site Code : 210010
Start Date : 2/2/2021
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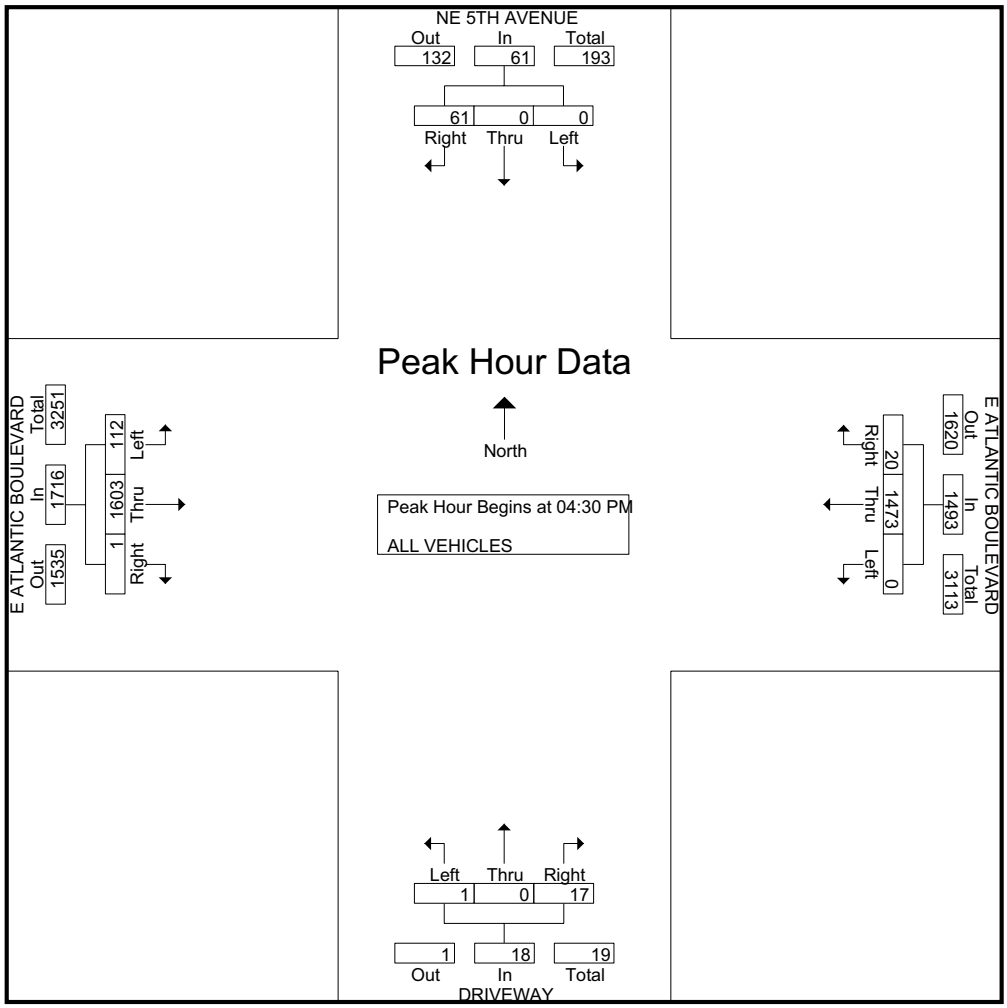
	NE 5TH AVENUE From North					E ATLANTIC BOULEVARD From East					DRIVEWAY From South					E ATLANTIC BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	12	12	0	0	372	3	375	0	1	0	14	15	12	22	423	1	458	860
04:45 PM	0	0	0	16	16	0	0	348	5	353	0	0	0	2	2	6	25	415	0	446	817
05:00 PM	0	0	0	18	18	0	0	368	9	377	0	0	0	0	0	5	17	346	0	368	763
05:15 PM	0	0	0	15	15	0	0	385	3	388	0	0	0	1	1	4	21	419	0	444	848
Total Volume	0	0	0	61	61	0	0	1473	20	1493	0	1	0	17	18	27	85	1603	1	1716	3288
% App. Total	0	0	0	100		0	0	98.7	1.3		0	5.6	0	94.4		1.6	5	93.4	0.1		
PHF	.000	.000	.000	.847	.847	.000	.000	.956	.556	.962	.000	.250	.000	.304	.300	.563	.850	.947	.250	.937	.956



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ATLANTIC BLVD & NE 5TH AVENUE
POMPANO BEACH, FLORIDA
VIDEO COUNT
AM COUNT IS FEBRUARY 4TH, 2021

File Name : Atlantic & 5TH
Site Code : 210010
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Groups Printed- PEDESTRIANS & BIKES

	NE 5TH AVENUE From North				E ATLANTIC BOULEVARD From East				DRIVEWAY From South				E ATLANTIC BOULEVARD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7
07:15 AM	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	7	0	1	0	0	0	0	0	3	0	1	0	0	0	0	0	12
08:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4
04:30 PM	5	0	2	0	1	0	0	0	2	0	0	0	0	0	0	0	10
04:45 PM	6	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	12
Total	11	0	2	0	1	0	0	0	10	0	4	0	0	0	0	0	28
05:00 PM	8	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	10
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	1	0	2	0	0	0	0	0	6	0	0	0	0	0	0	0	9
Total	12	0	4	0	1	0	0	0	7	0	0	0	0	0	0	0	24
Grand Total	33	0	12	0	2	0	0	0	20	0	5	0	0	0	0	0	72
Apprch %	73.3	0	26.7	0	100	0	0	0	80	0	20	0	0	0	0	0	
Total %	45.8	0	16.7	0	2.8	0	0	0	27.8	0	6.9	0	0	0	0	0	

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ATLANTIC BOULEVARD & E 11TH AVENUE
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & 11TH
Site Code : 210010
Start Date : 2/2/2021
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Groups Printed- ALL VEHICLES

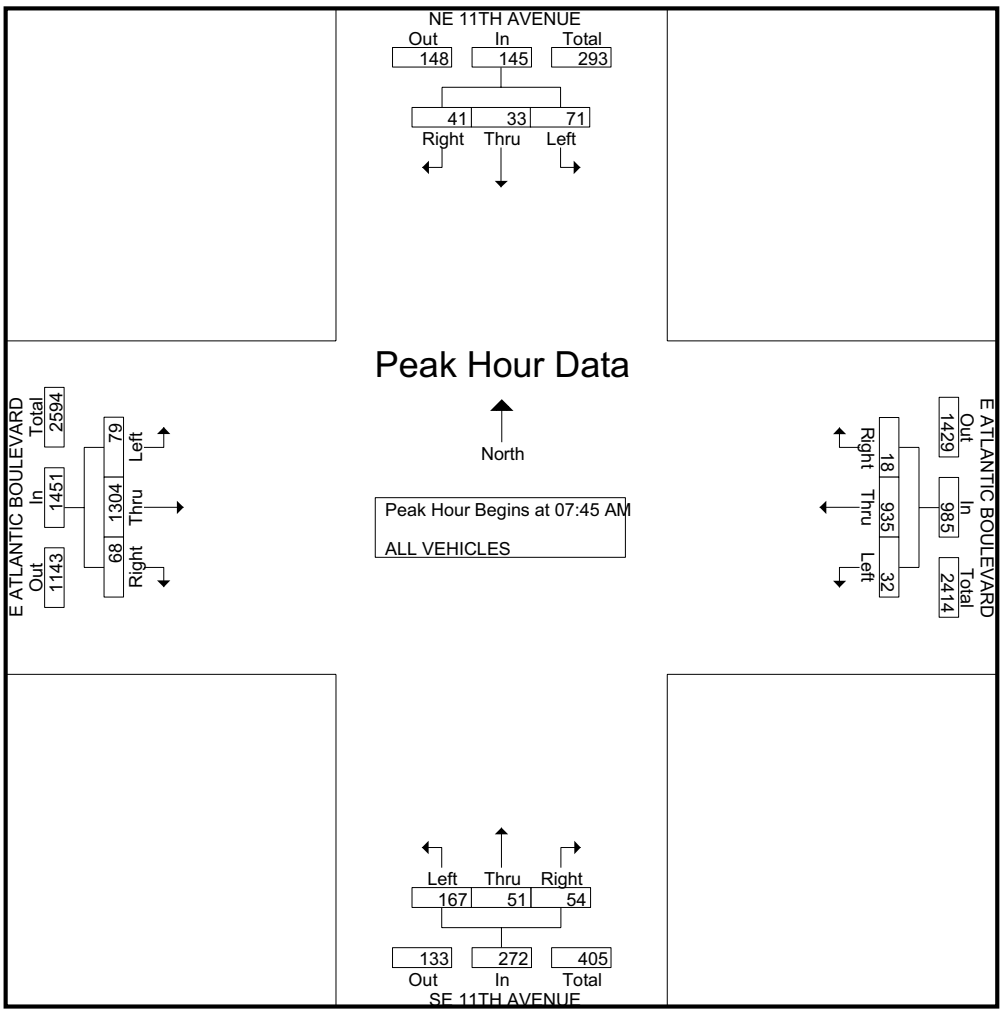
	NE 11TH AVENUE From North				E ATLANTIC BOULEVARD From East				SE 11TH AVENUE From South				E ATLANTIC BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	12	3	10	0	5	172	4	0	23	8	11	4	12	130	9	403
07:15 AM	0	12	2	5	0	7	201	1	0	46	6	15	6	17	190	11	519
07:30 AM	0	17	6	17	0	6	205	4	0	54	8	16	4	8	245	12	602
07:45 AM	0	17	5	9	0	11	257	2	0	49	14	21	5	24	323	17	754
Total	0	58	16	41	0	29	835	11	0	172	36	63	19	61	888	49	2278
08:00 AM	0	14	13	11	0	7	215	4	0	34	15	12	2	9	289	27	652
08:15 AM	0	21	9	12	0	6	221	5	0	51	13	10	5	19	354	9	735
08:30 AM	0	19	6	9	0	8	242	7	0	33	9	11	2	13	338	15	712
08:45 AM	0	22	7	5	0	11	224	12	0	48	13	20	4	23	320	22	731
Total	0	76	35	37	0	32	902	28	0	166	50	53	13	64	1301	73	2830
04:00 PM	0	12	23	17	2	14	277	7	0	47	17	15	10	13	273	26	753
04:15 PM	0	14	10	13	1	11	345	6	0	39	9	15	7	22	288	18	798
04:30 PM	0	15	23	11	2	12	290	9	0	41	20	14	5	25	325	24	816
04:45 PM	0	23	20	9	3	20	288	4	0	45	13	13	3	26	297	29	793
Total	0	64	76	50	8	57	1200	26	0	172	59	57	25	86	1183	97	3160
05:00 PM	0	24	16	7	3	19	314	8	0	50	16	15	7	26	315	27	847
05:15 PM	0	17	20	10	0	20	317	9	0	35	21	20	5	24	278	36	812
05:30 PM	0	24	22	8	3	18	279	4	0	40	15	16	10	25	326	30	820
05:45 PM	0	21	21	13	4	17	280	11	0	33	26	20	3	19	287	24	779
Total	0	86	79	38	10	74	1190	32	0	158	78	71	25	94	1206	117	3258
Grand Total	0	284	206	166	18	192	4127	97	0	668	223	244	82	305	4578	336	11526
Apprch %	0	43.3	31.4	25.3	0.4	4.3	93.1	2.2	0	58.9	19.6	21.5	1.5	5.8	86.4	6.3	
Total %	0	2.5	1.8	1.4	0.2	1.7	35.8	0.8	0	5.8	1.9	2.1	0.7	2.6	39.7	2.9	

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

ATLANTIC BOULEVARD & E 11TH AVENUE
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & 11TH
Site Code : 210010
Start Date : 2/2/2021
Page No : 2

	NE 11TH AVENUE From North					E ATLANTIC BOULEVARD From East					SE 11TH AVENUE From South					E ATLANTIC BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	17	5	9	31	0	11	257	2	270	0	49	14	21	84	5	24	323	17	369	754
08:00 AM	0	14	13	11	38	0	7	215	4	226	0	34	15	12	61	2	9	289	27	327	652
08:15 AM	0	21	9	12	42	0	6	221	5	232	0	51	13	10	74	5	19	354	9	387	735
08:30 AM	0	19	6	9	34	0	8	242	7	257	0	33	9	11	53	2	13	338	15	368	712
Total Volume	0	71	33	41	145	0	32	935	18	985	0	167	51	54	272	14	65	1304	68	1451	2853
% App. Total	0	49	22.8	28.3		0	3.2	94.9	1.8		0	61.4	18.8	19.9		1	4.5	89.9	4.7		
PHF	.000	.845	.635	.854	.863	.000	.727	.910	.643	.912	.000	.819	.850	.643	.810	.700	.677	.921	.630	.937	.946



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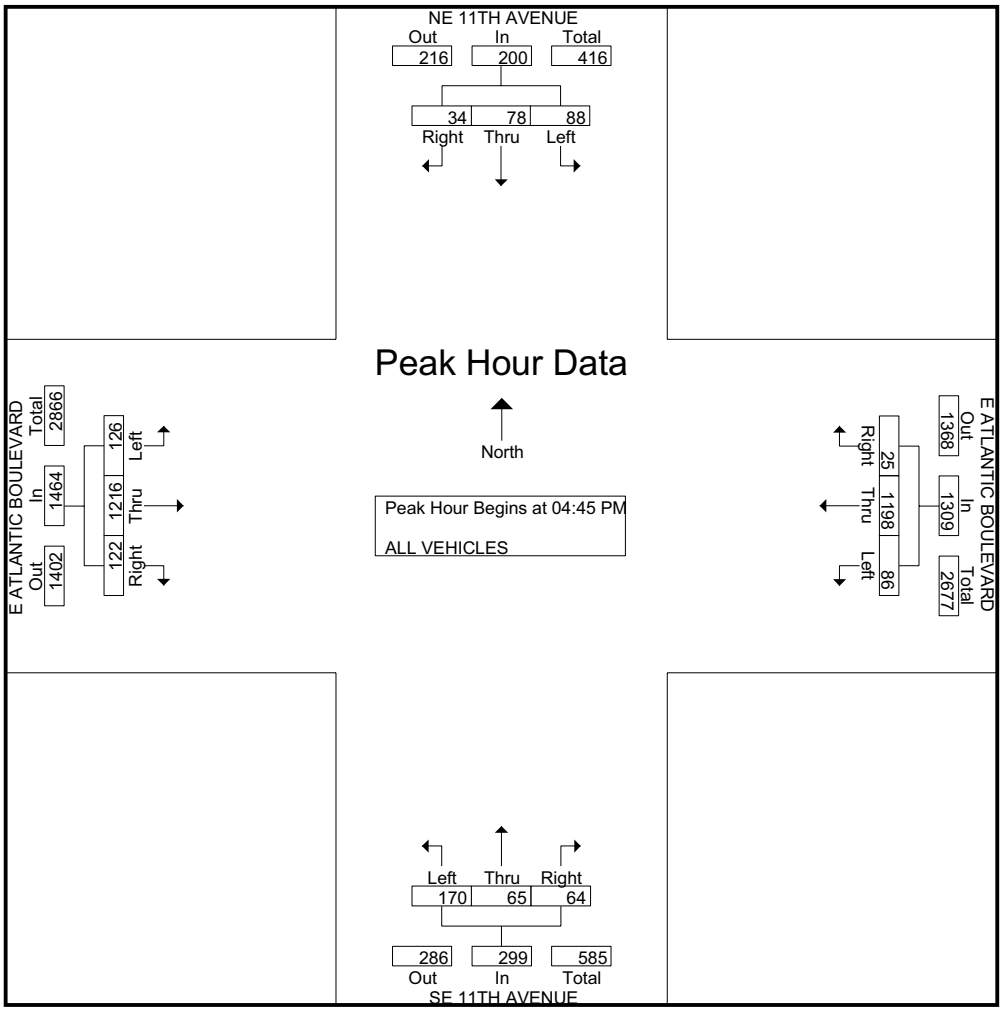
ATLANTIC BOULEVARD & E 11TH AVENUE
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & 11TH
Site Code : 210010
Start Date : 2/2/2021
Page No : 3

	NE 11TH AVENUE From North					E ATLANTIC BOULEVARD From East					SE 11TH AVENUE From South					E ATLANTIC BOULEVARD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	23	20	9	52	3	20	288	4	315	0	45	13	13	71	3	26	297	29	355	793
05:00 PM	0	24	16	7	47	3	19	314	8	344	0	50	16	15	81	7	26	315	27	375	847
05:15 PM	0	17	20	10	47	0	20	317	9	346	0	35	21	20	76	5	24	278	36	343	812
05:30 PM	0	24	22	8	54	3	18	279	4	304	0	40	15	16	71	10	25	326	30	391	820
Total Volume	0	88	78	34	200	9	77	1198	25	1309	0	170	65	64	299	25	101	1216	122	1464	3272
% App. Total	0	44	39	17		0.7	5.9	91.5	1.9		0	56.9	21.7	21.4		1.7	6.9	83.1	8.3		
PHF	.000	.917	.886	.850	.926	.750	.963	.945	.694	.946	.000	.850	.774	.800	.923	.625	.971	.933	.847	.936	.966



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ATLANTIC BOULEVARD & E 11TH AVENUE
POMPANO BEACH, FLORIDA
VIDEO COUNT

File Name : Atlantic & 11TH
Site Code : 210010
Start Date : 2/2/2021
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	NE 11TH AVENUE From North				E ATLANTIC BOULEVARD From East				SE 11TH AVENUE From South				E ATLANTIC BOULEVARD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
07:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	4
07:45 AM	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3
Total	2	0	1	0	2	0	0	0	3	0	4	0	0	0	0	0	12
08:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8
08:15 AM	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4
08:30 AM	2	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	8
08:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	10	0	0	0	0	0	2	0	0	0	3	0	7	0	0	0	22
04:00 PM	5	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	9
04:15 PM	3	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	6
04:30 PM	1	0	2	0	2	0	0	0	0	0	0	0	1	0	0	0	6
04:45 PM	1	0	3	0	0	0	1	0	0	0	2	0	0	0	3	0	10
Total	10	0	5	0	4	0	1	0	2	0	2	0	3	0	4	0	31
05:00 PM	2	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	5
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	4
05:45 PM	1	0	2	0	1	0	2	0	0	0	0	0	0	0	0	0	6
Total	4	0	4	0	2	0	3	0	1	0	1	0	1	0	1	0	17
Grand Total	26	0	10	0	8	0	6	0	6	0	10	0	11	0	5	0	82
Apprch %	72.2	0	27.8	0	57.1	0	42.9	0	37.5	0	62.5	0	68.8	0	31.2	0	
Total %	31.7	0	12.2	0	9.8	0	7.3	0	7.3	0	12.2	0	13.4	0	6.1	0	

APPENDIX F

FDOT
Peak Season Conversion Factor Report

DRC
PZ20-12000027
10/21/2021

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

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

* PEAK SEASON

APPENDIX G

Roadway Link Counts at FDOT Count Stations

DRC
PZ20-12000027
10/21/2021

Traffic Survey Specialists, Inc.
Daily Vehicle Volume Report

Study Date: Tuesday, 02/09/2021
Unit ID:
Location: Atlantic Boulevard West of Dixie Highway RECOUNT
Comments: Pompano Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	80	71	**151**
00:15 - 00:29	54	86	**140**
00:30 - 00:44	49	55	**104**
00:45 - 00:59	38	40	**78**
01:00 - 01:14	32	48	**80**
01:15 - 01:29	32	39	**71**
01:30 - 01:44	27	26	**53**
01:45 - 01:59	19	34	**53**
02:00 - 02:14	22	25	**47**
02:15 - 02:29	26	24	**50**
02:30 - 02:44	18	20	**38**
02:45 - 02:59	17	22	**39**
03:00 - 03:14	25	14	**39**
03:15 - 03:29	24	18	**42**
03:30 - 03:44	13	18	**31**
03:45 - 03:59	23	26	**49**
04:00 - 04:14	25	25	**50**
04:15 - 04:29	17	32	**49**
04:30 - 04:44	29	47	**76**
04:45 - 04:59	44	33	**77**
05:00 - 05:14	36	53	**89**
05:15 - 05:29	39	68	**107**
05:30 - 05:44	79	86	**165**
05:45 - 05:59	124	120	**244**
06:00 - 06:14	108	141	**249**
06:15 - 06:29	148	212	**360**
06:30 - 06:44	236	261	**497**
06:45 - 06:59	340	263	**603**
07:00 - 07:14	294	328	**622**
07:15 - 07:29	345	367	**712**
07:30 - 07:44	392	405	**797**
07:45 - 07:59	475	393	**868**
08:00 - 08:14	439	363	**802**
08:15 - 08:29	406	400	**806**
08:30 - 08:44	459	341	**800**
08:45 - 08:59	474	391	**865**
09:00 - 09:14	417	356	**773**
09:15 - 09:29	410	375	**785**
09:30 - 09:44	364	325	**689**
09:45 - 09:59	401	353	**754**
10:00 - 10:14	324	348	**672**
10:15 - 10:29	376	369	**745**
10:30 - 10:44	357	359	**716**
10:45 - 10:59	361	327	**688**
11:00 - 11:14	360	315	**675**
11:15 - 11:29	348	379	**727**
11:30 - 11:44	370	368	**738**
11:45 - 11:59	387	386	**773**
12:00 - 12:14	377	383	**760**
12:15 - 12:29	399	410	**809**
12:30 - 12:44	386	352	**738**
12:45 - 12:59	409	418	**827**

DRC
PZ20-12000027
10/21/2021

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/09/2021
Unit ID:
Location: Atlantic Boulevard West of Dixie Highway RECOUNT
Comments: Pompano Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	406	406	**812**
13:15 - 13:29	395	411	**806**
13:30 - 13:44	369	464	**833**
13:45 - 13:59	390	444	**834**
14:00 - 14:14	396	351	**747**
14:15 - 14:29	357	452	**809**
14:30 - 14:44	421	437	**858**
14:45 - 14:59	381	400	**781**
15:00 - 15:14	417	404	**821**
15:15 - 15:29	366	483	**849**
15:30 - 15:44	395	428	**823**
15:45 - 15:59	404	452	**856**
16:00 - 16:14	449	488	**937**
16:15 - 16:29	439	462	**901**
16:30 - 16:44	360	494	**854**
16:45 - 16:59	429	482	**911**
17:00 - 17:14	438	420	**858**
17:15 - 17:29	455	456	**911**
17:30 - 17:44	467	462	**929**
17:45 - 17:59	405	418	**823**
18:00 - 18:14	413	434	**847**
18:15 - 18:29	405	448	**853**
18:30 - 18:44	347	392	**739**
18:45 - 18:59	366	401	**767**
19:00 - 19:14	326	351	**677**
19:15 - 19:29	284	338	**622**
19:30 - 19:44	324	280	**604**
19:45 - 19:59	297	264	**561**
20:00 - 20:14	250	222	**472**
20:15 - 20:29	221	294	**515**
20:30 - 20:44	202	265	**467**
20:45 - 20:59	198	204	**402**
21:00 - 21:14	184	200	**384**
21:15 - 21:29	166	192	**358**
21:30 - 21:44	159	209	**368**
21:45 - 21:59	152	163	**315**
22:00 - 22:14	149	196	**345**
22:15 - 22:29	131	158	**289**
22:30 - 22:44	130	143	**273**
22:45 - 22:59	142	123	**265**
23:00 - 23:14	98	127	**225**
23:15 - 23:29	82	137	**219**
23:30 - 23:44	101	103	**204**
23:45 - 23:59	99	90	**189**
Totals	**24419**	**25266**	**49685**
AM Peak Time	**07:57 - 08:56**	**07:43 - 08:42**	**07:43 - 08:42**
AM Peak Volume	**1816**	**1576**	**3374**
PM Peak Time	**16:45 - 17:44**	**15:52 - 16:51**	**16:38 - 17:37**
PM Peak Volume	**1789**	**1941**	**3625**

DRC
PZ20-12000027
10/21/2021

Traffic Survey Specialists, Inc.
Daily Vehicle Volume Report

Study Date: Wednesday, 02/10/2021
Unit ID:
Location: Atlantic Boulevard West of Dixie Highway RECOUNT
Comments: Pompano Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	69	75	**144**
00:15 - 00:29	60	69	**129**
00:30 - 00:44	43	35	**78**
00:45 - 00:59	34	32	**66**
01:00 - 01:14	32	46	**78**
01:15 - 01:29	43	27	**70**
01:30 - 01:44	29	40	**69**
01:45 - 01:59	25	30	**55**
02:00 - 02:14	25	26	**51**
02:15 - 02:29	29	32	**61**
02:30 - 02:44	26	24	**50**
02:45 - 02:59	22	16	**38**
03:00 - 03:14	23	20	**43**
03:15 - 03:29	27	22	**49**
03:30 - 03:44	17	27	**44**
03:45 - 03:59	22	19	**41**
04:00 - 04:14	18	21	**39**
04:15 - 04:29	17	28	**45**
04:30 - 04:44	24	30	**54**
04:45 - 04:59	35	40	**75**
05:00 - 05:14	28	58	**86**
05:15 - 05:29	44	60	**104**
05:30 - 05:44	79	99	**178**
05:45 - 05:59	125	139	**264**
06:00 - 06:14	116	166	**282**
06:15 - 06:29	185	196	**381**
06:30 - 06:44	226	265	**491**
06:45 - 06:59	301	279	**580**
07:00 - 07:14	345	328	**673**
07:15 - 07:29	354	350	**704**
07:30 - 07:44	397	407	**804**
07:45 - 07:59	492	394	**886**
08:00 - 08:14	416	352	**768**
08:15 - 08:29	462	426	**888**
08:30 - 08:44	446	377	**823**
08:45 - 08:59	483	357	**840**
09:00 - 09:14	383	357	**740**
09:15 - 09:29	414	345	**759**
09:30 - 09:44	375	368	**743**
09:45 - 09:59	436	377	**813**
10:00 - 10:14	394	328	**722**
10:15 - 10:29	351	406	**757**
10:30 - 10:44	370	401	**771**
10:45 - 10:59	408	392	**800**
11:00 - 11:14	355	371	**726**
11:15 - 11:29	371	370	**741**
11:30 - 11:44	359	391	**750**
11:45 - 11:59	408	379	**787**
12:00 - 12:14	375	366	**741**
12:15 - 12:29	413	439	**852**
12:30 - 12:44	367	348	**715**
12:45 - 12:59	431	437	**868**

DRC
PZ20-12000027
10/21/2021

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/10/2021

Unit ID:

Location: Atlantic Boulevard West of Dixie Highway RECOUNT

Comments: Pompano Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	378	427	**805**
13:15 - 13:29	367	401	**768**
13:30 - 13:44	333	408	**741**
13:45 - 13:59	356	419	**775**
14:00 - 14:14	387	402	**789**
14:15 - 14:29	394	457	**851**
14:30 - 14:44	399	453	**852**
14:45 - 14:59	162	207	**369**
15:00 - 15:14	491	450	**941**
15:15 - 15:29	440	497	**937**
15:30 - 15:44	344	421	**765**
15:45 - 15:59	327	401	**728**
16:00 - 16:14	382	512	**894**
16:15 - 16:29	350	468	**818**
16:30 - 16:44	392	485	**877**
16:45 - 16:59	442	477	**919**
17:00 - 17:14	475	438	**913**
17:15 - 17:29	479	467	**946**
17:30 - 17:44	458	481	**939**
17:45 - 17:59	418	417	**835**
18:00 - 18:14	471	439	**910**
18:15 - 18:29	419	420	**839**
18:30 - 18:44	362	403	**765**
18:45 - 18:59	402	383	**785**
19:00 - 19:14	349	339	**688**
19:15 - 19:29	322	312	**634**
19:30 - 19:44	294	305	**599**
19:45 - 19:59	264	279	**543**
20:00 - 20:14	231	304	**535**
20:15 - 20:29	239	271	**510**
20:30 - 20:44	224	252	**476**
20:45 - 20:59	190	260	**450**
21:00 - 21:14	191	237	**428**
21:15 - 21:29	183	208	**391**
21:30 - 21:44	171	219	**390**
21:45 - 21:59	171	197	**368**
22:00 - 22:14	152	215	**367**
22:15 - 22:29	177	165	**342**
22:30 - 22:44	147	173	**320**
22:45 - 22:59	133	157	**290**
23:00 - 23:14	126	120	**246**
23:15 - 23:29	89	118	**207**
23:30 - 23:44	81	91	**172**
23:45 - 23:59	88	80	**168**
Totals	**24579**	**25622**	**50201**
AM Peak Time	**08:10 - 09:09**	**07:38 - 08:37**	**08:08 - 09:07**
AM Peak Volume	**1878**	**1605**	**3447**
PM Peak Time	**16:45 - 17:44**	**16:03 - 17:02**	**16:48 - 17:47**
PM Peak Volume	**1854**	**1945**	**3731**

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/02/2021
Unit ID:
Location: Atlantic Boulevard West of SE 7th Way
Comments: Pompano Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	42	52	**94**
00:15 - 00:29	54	53	**107**
00:30 - 00:44	27	27	**54**
00:45 - 00:59	34	29	**63**
01:00 - 01:14	32	29	**61**
01:15 - 01:29	23	27	**50**
01:30 - 01:44	14	17	**31**
01:45 - 01:59	17	10	**27**
02:00 - 02:14	22	15	**37**
02:15 - 02:29	12	17	**29**
02:30 - 02:44	12	9	**21**
02:45 - 02:59	19	9	**28**
03:00 - 03:14	13	14	**27**
03:15 - 03:29	17	13	**30**
03:30 - 03:44	14	13	**27**
03:45 - 03:59	17	12	**29**
04:00 - 04:14	12	11	**23**
04:15 - 04:29	17	12	**29**
04:30 - 04:44	15	26	**41**
04:45 - 04:59	31	25	**56**
05:00 - 05:14	28	31	**59**
05:15 - 05:29	28	47	**75**
05:30 - 05:44	46	56	**102**
05:45 - 05:59	69	85	**154**
06:00 - 06:14	59	118	**177**
06:15 - 06:29	95	133	**228**
06:30 - 06:44	127	170	**297**
06:45 - 06:59	178	176	**354**
07:00 - 07:14	185	202	**387**
07:15 - 07:29	192	260	**452**
07:30 - 07:44	313	268	**581**
07:45 - 07:59	345	304	**649**
08:00 - 08:14	370	272	**642**
08:15 - 08:29	350	283	**633**
08:30 - 08:44	375	281	**656**
08:45 - 08:59	397	277	**674**
09:00 - 09:14	312	263	**575**
09:15 - 09:29	301	267	**568**
09:30 - 09:44	309	316	**625**
09:45 - 09:59	311	262	**573**
10:00 - 10:14	260	260	**520**
10:15 - 10:29	310	263	**573**
10:30 - 10:44	253	283	**536**
10:45 - 10:59	298	281	**579**
11:00 - 11:14	336	276	**612**
11:15 - 11:29	278	279	**557**
11:30 - 11:44	274	312	**586**
11:45 - 11:59	287	293	**580**
12:00 - 12:14	287	328	**615**
12:15 - 12:29	346	322	**668**
12:30 - 12:44	333	300	**633**
12:45 - 12:59	306	314	**620**

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/02/2021
Unit ID:
Location: Atlantic Boulevard West of SE 7th Way
Comments: Pompano Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	320	315	**635**
13:15 - 13:29	304	318	**622**
13:30 - 13:44	296	356	**652**
13:45 - 13:59	351	275	**626**
14:00 - 14:14	316	333	**649**
14:15 - 14:29	332	359	**691**
14:30 - 14:44	308	338	**646**
14:45 - 14:59	381	345	**726**
15:00 - 15:14	329	287	**616**
15:15 - 15:29	348	344	**692**
15:30 - 15:44	326	343	**669**
15:45 - 15:59	348	364	**712**
16:00 - 16:14	347	342	**689**
16:15 - 16:29	289	391	**680**
16:30 - 16:44	405	340	**745**
16:45 - 16:59	360	320	**680**
17:00 - 17:14	342	376	**718**
17:15 - 17:29	381	359	**740**
17:30 - 17:44	377	336	**713**
17:45 - 17:59	333	334	**667**
18:00 - 18:14	373	288	**661**
18:15 - 18:29	308	328	**636**
18:30 - 18:44	303	299	**602**
18:45 - 18:59	298	263	**561**
19:00 - 19:14	251	242	**493**
19:15 - 19:29	254	220	**474**
19:30 - 19:44	245	212	**457**
19:45 - 19:59	193	207	**400**
20:00 - 20:14	216	199	**415**
20:15 - 20:29	192	203	**395**
20:30 - 20:44	171	193	**364**
20:45 - 20:59	136	164	**300**
21:00 - 21:14	146	146	**292**
21:15 - 21:29	125	133	**258**
21:30 - 21:44	125	152	**277**
21:45 - 21:59	122	139	**261**
22:00 - 22:14	100	127	**227**
22:15 - 22:29	90	126	**216**
22:30 - 22:44	91	82	**173**
22:45 - 22:59	84	95	**179**
23:00 - 23:14	87	97	**184**
23:15 - 23:29	57	86	**143**
23:30 - 23:44	53	64	**117**
23:45 - 23:59	46	44	**90**
Totals	**19261**	**18886**	**38147**
AM Peak Time	**07:57 - 08:56**	**10:59 - 11:58**	**07:41 - 08:40**
AM Peak Volume	**1513**	**1163**	**2643**
PM Peak Time	**16:38 - 17:37**	**15:38 - 16:37**	**16:46 - 17:45**
PM Peak Volume	**1501**	**1467**	**2886**

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/03/2021
Unit ID:
Location: Atlantic Boulevard West of SE 7th Way
Comments: Pompano Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	46	56	**102**
00:15 - 00:29	44	43	**87**
00:30 - 00:44	37	35	**72**
00:45 - 00:59	39	20	**59**
01:00 - 01:14	28	34	**62**
01:15 - 01:29	27	24	**51**
01:30 - 01:44	15	15	**30**
01:45 - 01:59	29	21	**50**
02:00 - 02:14	20	13	**33**
02:15 - 02:29	22	14	**36**
02:30 - 02:44	17	18	**35**
02:45 - 02:59	15	11	**26**
03:00 - 03:14	14	11	**25**
03:15 - 03:29	18	16	**34**
03:30 - 03:44	9	17	**26**
03:45 - 03:59	22	13	**35**
04:00 - 04:14	15	23	**38**
04:15 - 04:29	20	23	**43**
04:30 - 04:44	15	24	**39**
04:45 - 04:59	26	25	**51**
05:00 - 05:14	30	21	**51**
05:15 - 05:29	36	57	**93**
05:30 - 05:44	40	66	**106**
05:45 - 05:59	67	74	**141**
06:00 - 06:14	86	107	**193**
06:15 - 06:29	104	117	**221**
06:30 - 06:44	135	148	**283**
06:45 - 06:59	194	193	**387**
07:00 - 07:14	195	233	**428**
07:15 - 07:29	261	242	**503**
07:30 - 07:44	264	313	**577**
07:45 - 07:59	298	267	**565**
08:00 - 08:14	341	279	**620**
08:15 - 08:29	384	286	**670**
08:30 - 08:44	321	276	**597**
08:45 - 08:59	375	268	**643**
09:00 - 09:14	275	254	**529**
09:15 - 09:29	287	273	**560**
09:30 - 09:44	339	289	**628**
09:45 - 09:59	292	265	**557**
10:00 - 10:14	284	256	**540**
10:15 - 10:29	297	326	**623**
10:30 - 10:44	253	298	**551**
10:45 - 10:59	297	260	**557**
11:00 - 11:14	262	304	**566**
11:15 - 11:29	267	338	**605**
11:30 - 11:44	336	282	**618**
11:45 - 11:59	237	301	**538**
12:00 - 12:14	373	287	**660**
12:15 - 12:29	352	331	**683**
12:30 - 12:44	314	257	**571**
12:45 - 12:59	287	319	**606**

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/03/2021
Unit ID:
Location: Atlantic Boulevard West of SE 7th Way
Comments: Pompano Beach, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	349	278	**627**
13:15 - 13:29	342	377	**719**
13:30 - 13:44	297	312	**609**
13:45 - 13:59	355	320	**675**
14:00 - 14:14	343	316	**659**
14:15 - 14:29	351	359	**710**
14:30 - 14:44	278	340	**618**
14:45 - 14:59	347	365	**712**
15:00 - 15:14	363	332	**695**
15:15 - 15:29	365	324	**689**
15:30 - 15:44	362	347	**709**
15:45 - 15:59	300	356	**656**
16:00 - 16:14	381	324	**705**
16:15 - 16:29	317	347	**664**
16:30 - 16:44	383	373	**756**
16:45 - 16:59	329	323	**652**
17:00 - 17:14	322	363	**685**
17:15 - 17:29	399	376	**775**
17:30 - 17:44	412	320	**732**
17:45 - 17:59	403	320	**723**
18:00 - 18:14	349	300	**649**
18:15 - 18:29	323	338	**661**
18:30 - 18:44	357	327	**684**
18:45 - 18:59	328	284	**612**
19:00 - 19:14	249	247	**496**
19:15 - 19:29	299	226	**525**
19:30 - 19:44	245	226	**471**
19:45 - 19:59	211	235	**446**
20:00 - 20:14	213	230	**443**
20:15 - 20:29	202	182	**384**
20:30 - 20:44	164	175	**339**
20:45 - 20:59	173	183	**356**
21:00 - 21:14	153	223	**376**
21:15 - 21:29	131	206	**337**
21:30 - 21:44	139	156	**295**
21:45 - 21:59	133	135	**268**
22:00 - 22:14	94	122	**216**
22:15 - 22:29	91	126	**217**
22:30 - 22:44	97	120	**217**
22:45 - 22:59	75	84	**159**
23:00 - 23:14	68	103	**171**
23:15 - 23:29	58	90	**148**
23:30 - 23:44	64	57	**121**
23:45 - 23:59	45	54	**99**
Totals	**19620**	**19244**	**38864**
AM Peak Time	**07:51 - 08:50**	**10:59 - 11:58**	**07:51 - 08:50**
AM Peak Volume	**1456**	**1225**	**2564**
PM Peak Time	**17:07 - 18:06**	**16:31 - 17:30**	**17:02 - 18:01**
PM Peak Volume	**1598**	**1457**	**2938**

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/16/2021
Unit ID:
Location: NB Cypress Road South of Atlantic Blvd RECOUNT
Comments: Pompano Beach, Florida

	Northbound Volume
00:00 - 00:14	15
00:15 - 00:29	11
00:30 - 00:44	14
00:45 - 00:59	12
01:00 - 01:14	10
01:15 - 01:29	9
01:30 - 01:44	12
01:45 - 01:59	4
02:00 - 02:14	5
02:15 - 02:29	12
02:30 - 02:44	3
02:45 - 02:59	5
03:00 - 03:14	3
03:15 - 03:29	6
03:30 - 03:44	7
03:45 - 03:59	1
04:00 - 04:14	4
04:15 - 04:29	11
04:30 - 04:44	6
04:45 - 04:59	11
05:00 - 05:14	15
05:15 - 05:29	13
05:30 - 05:44	28
05:45 - 05:59	37
06:00 - 06:14	36
06:15 - 06:29	68
06:30 - 06:44	70
06:45 - 06:59	89
07:00 - 07:14	84
07:15 - 07:29	119
07:30 - 07:44	159
07:45 - 07:59	170
08:00 - 08:14	171
08:15 - 08:29	160
08:30 - 08:44	151
08:45 - 08:59	157
09:00 - 09:14	113
09:15 - 09:29	130
09:30 - 09:44	146
09:45 - 09:59	133
10:00 - 10:14	117
10:15 - 10:29	129
10:30 - 10:44	123
10:45 - 10:59	155
11:00 - 11:14	137
11:15 - 11:29	128
11:30 - 11:44	142
11:45 - 11:59	153
12:00 - 12:14	133
12:15 - 12:29	157
12:30 - 12:44	168
12:45 - 12:59	172

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/16/2021
Unit ID:
Location: NB Cypress Road South of Atlantic Blvd RECOUNT
Comments: Pompano Beach, Florida

	Northbound Volume
13:00 - 13:14	144
13:15 - 13:29	130
13:30 - 13:44	165
13:45 - 13:59	166
14:00 - 14:14	172
14:15 - 14:29	163
14:30 - 14:44	176
14:45 - 14:59	161
15:00 - 15:14	183
15:15 - 15:29	170
15:30 - 15:44	168
15:45 - 15:59	181
16:00 - 16:14	183
16:15 - 16:29	161
16:30 - 16:44	201
16:45 - 16:59	207
17:00 - 17:14	198
17:15 - 17:29	204
17:30 - 17:44	187
17:45 - 17:59	164
18:00 - 18:14	173
18:15 - 18:29	146
18:30 - 18:44	134
18:45 - 18:59	112
19:00 - 19:14	100
19:15 - 19:29	87
19:30 - 19:44	94
19:45 - 19:59	88
20:00 - 20:14	84
20:15 - 20:29	73
20:30 - 20:44	68
20:45 - 20:59	55
21:00 - 21:14	59
21:15 - 21:29	65
21:30 - 21:44	55
21:45 - 21:59	59
22:00 - 22:14	31
22:15 - 22:29	31
22:30 - 22:44	37
22:45 - 22:59	23
23:00 - 23:14	19
23:15 - 23:29	24
23:30 - 23:44	18
23:45 - 23:59	25
Totals	**9068**
AM Peak Time	**07:28 - 08:27**
AM Peak Volume	**667**
PM Peak Time	**16:27 - 17:26**
PM Peak Volume	**817**

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/17/2021
Unit ID:
Location: NB Cypress Road South of Atlantic Blvd RECOUNT
Comments: Pompano Beach, Florida

	Northbound Volume
00:00 - 00:14	26
00:15 - 00:29	11
00:30 - 00:44	19
00:45 - 00:59	24
01:00 - 01:14	14
01:15 - 01:29	6
01:30 - 01:44	3
01:45 - 01:59	9
02:00 - 02:14	9
02:15 - 02:29	8
02:30 - 02:44	10
02:45 - 02:59	2
03:00 - 03:14	5
03:15 - 03:29	3
03:30 - 03:44	3
03:45 - 03:59	4
04:00 - 04:14	4
04:15 - 04:29	2
04:30 - 04:44	10
04:45 - 04:59	16
05:00 - 05:14	11
05:15 - 05:29	13
05:30 - 05:44	34
05:45 - 05:59	20
06:00 - 06:14	39
06:15 - 06:29	56
06:30 - 06:44	87
06:45 - 06:59	94
07:00 - 07:14	88
07:15 - 07:29	130
07:30 - 07:44	173
07:45 - 07:59	159
08:00 - 08:14	187
08:15 - 08:29	162
08:30 - 08:44	149
08:45 - 08:59	151
09:00 - 09:14	130
09:15 - 09:29	119
09:30 - 09:44	137
09:45 - 09:59	138
10:00 - 10:14	119
10:15 - 10:29	111
10:30 - 10:44	121
10:45 - 10:59	129
11:00 - 11:14	140
11:15 - 11:29	129
11:30 - 11:44	123
11:45 - 11:59	172
12:00 - 12:14	162
12:15 - 12:29	132
12:30 - 12:44	137
12:45 - 12:59	161

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/17/2021

Unit ID:

Location: NB Cypress Road South of Atlantic Blvd RECOUNT

Comments: Pompano Beach, Florida

	Northbound Volume
13:00 - 13:14	172
13:15 - 13:29	138
13:30 - 13:44	162
13:45 - 13:59	145
14:00 - 14:14	155
14:15 - 14:29	175
14:30 - 14:44	179
14:45 - 14:59	162
15:00 - 15:14	179
15:15 - 15:29	198
15:30 - 15:44	170
15:45 - 15:59	201
16:00 - 16:14	189
16:15 - 16:29	168
16:30 - 16:44	188
16:45 - 16:59	202
17:00 - 17:14	194
17:15 - 17:29	216
17:30 - 17:44	230
17:45 - 17:59	184
18:00 - 18:14	148
18:15 - 18:29	182
18:30 - 18:44	166
18:45 - 18:59	142
19:00 - 19:14	129
19:15 - 19:29	113
19:30 - 19:44	109
19:45 - 19:59	103
20:00 - 20:14	78
20:15 - 20:29	84
20:30 - 20:44	74
20:45 - 20:59	85
21:00 - 21:14	65
21:15 - 21:29	70
21:30 - 21:44	43
21:45 - 21:59	55
22:00 - 22:14	47
22:15 - 22:29	38
22:30 - 22:44	31
22:45 - 22:59	41
23:00 - 23:14	27
23:15 - 23:29	31
23:30 - 23:44	23
23:45 - 23:59	9
Totals	**9401**
AM Peak Time	**07:34 - 08:33**
AM Peak Volume	**688**
PM Peak Time	**16:49 - 17:48**
PM Peak Volume	**859**

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 02/18/2021
Unit ID:
Location: NB Cypress Road South of Atlantic Blvd RECOUNT
Comments: Pompano Beach, Florida

	Northbound Volume
00:00 - 00:14	15
00:15 - 00:29	23
00:30 - 00:44	11
00:45 - 00:59	9
01:00 - 01:14	7
01:15 - 01:29	15
01:30 - 01:44	11
01:45 - 01:59	12
02:00 - 02:14	12
02:15 - 02:29	11
02:30 - 02:44	5
02:45 - 02:59	3
03:00 - 03:14	7
03:15 - 03:29	10
03:30 - 03:44	1
03:45 - 03:59	5
04:00 - 04:14	10
04:15 - 04:29	8
04:30 - 04:44	11
04:45 - 04:59	18
05:00 - 05:14	12
05:15 - 05:29	10
05:30 - 05:44	27
05:45 - 05:59	26
06:00 - 06:14	36
06:15 - 06:29	52
06:30 - 06:44	86
06:45 - 06:59	94
07:00 - 07:14	98
07:15 - 07:29	131
07:30 - 07:44	167
07:45 - 07:59	154
08:00 - 08:14	154
08:15 - 08:29	149
08:30 - 08:44	162
08:45 - 08:59	154
09:00 - 09:14	127
09:15 - 09:29	135
09:30 - 09:44	142
09:45 - 09:59	140
10:00 - 10:14	117
10:15 - 10:29	129
10:30 - 10:44	119
10:45 - 10:59	149
11:00 - 11:14	134
11:15 - 11:29	148
11:30 - 11:44	160
11:45 - 11:59	179
12:00 - 12:14	151
12:15 - 12:29	195
12:30 - 12:44	165
12:45 - 12:59	178

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 02/18/2021
Unit ID:
Location: NB Cypress Road South of Atlantic Blvd RECOUNT
Comments: Pompano Beach, Florida

	Northbound Volume
13:00 - 13:14	153
13:15 - 13:29	169
13:30 - 13:44	180
13:45 - 13:59	147
14:00 - 14:14	153
14:15 - 14:29	152
14:30 - 14:44	161
14:45 - 14:59	146
15:00 - 15:14	182
15:15 - 15:29	151
15:30 - 15:44	173
15:45 - 15:59	185
16:00 - 16:14	192
16:15 - 16:29	190
16:30 - 16:44	203
16:45 - 16:59	166
17:00 - 17:14	196
17:15 - 17:29	210
17:30 - 17:44	203
17:45 - 17:59	203
18:00 - 18:14	180
18:15 - 18:29	163
18:30 - 18:44	168
18:45 - 18:59	154
19:00 - 19:14	153
19:15 - 19:29	125
19:30 - 19:44	124
19:45 - 19:59	115
20:00 - 20:14	102
20:15 - 20:29	94
20:30 - 20:44	72
20:45 - 20:59	59
21:00 - 21:14	69
21:15 - 21:29	68
21:30 - 21:44	55
21:45 - 21:59	50
22:00 - 22:14	44
22:15 - 22:29	42
22:30 - 22:44	40
22:45 - 22:59	33
23:00 - 23:14	28
23:15 - 23:29	25
23:30 - 23:44	22
23:45 - 23:59	20
Totals	**9604**
AM Peak Time	**07:26 - 08:25**
AM Peak Volume	**636**
PM Peak Time	**17:00 - 17:59**
PM Peak Volume	**812**

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/16/2021
Unit ID:
Location: SB Cypress Road South of Atlantic Blvd RECOUNT
Comments: Pompano Beach, Florida

	Southbound Volume
00:00 - 00:14	24
00:15 - 00:29	10
00:30 - 00:44	7
00:45 - 00:59	13
01:00 - 01:14	9
01:15 - 01:29	5
01:30 - 01:44	10
01:45 - 01:59	5
02:00 - 02:14	6
02:15 - 02:29	4
02:30 - 02:44	7
02:45 - 02:59	1
03:00 - 03:14	5
03:15 - 03:29	5
03:30 - 03:44	4
03:45 - 03:59	2
04:00 - 04:14	4
04:15 - 04:29	4
04:30 - 04:44	4
04:45 - 04:59	9
05:00 - 05:14	9
05:15 - 05:29	10
05:30 - 05:44	18
05:45 - 05:59	36
06:00 - 06:14	30
06:15 - 06:29	32
06:30 - 06:44	67
06:45 - 06:59	74
07:00 - 07:14	103
07:15 - 07:29	135
07:30 - 07:44	152
07:45 - 07:59	185
08:00 - 08:14	169
08:15 - 08:29	149
08:30 - 08:44	181
08:45 - 08:59	156
09:00 - 09:14	137
09:15 - 09:29	126
09:30 - 09:44	122
09:45 - 09:59	149
10:00 - 10:14	129
10:15 - 10:29	121
10:30 - 10:44	129
10:45 - 10:59	120
11:00 - 11:14	100
11:15 - 11:29	134
11:30 - 11:44	150
11:45 - 11:59	146
12:00 - 12:14	154
12:15 - 12:29	146
12:30 - 12:44	134
12:45 - 12:59	126

DRC
PZ20-12000027
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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/16/2021
Unit ID:
Location: SB Cypress Road South of Atlantic Blvd RECOUNT
Comments: Pompano Beach, Florida

	Southbound Volume
13:00 - 13:14	160
13:15 - 13:29	134
13:30 - 13:44	159
13:45 - 13:59	137
14:00 - 14:14	142
14:15 - 14:29	152
14:30 - 14:44	133
14:45 - 14:59	178
15:00 - 15:14	156
15:15 - 15:29	145
15:30 - 15:44	186
15:45 - 15:59	205
16:00 - 16:14	191
16:15 - 16:29	172
16:30 - 16:44	182
16:45 - 16:59	172
17:00 - 17:14	212
17:15 - 17:29	210
17:30 - 17:44	200
17:45 - 17:59	179
18:00 - 18:14	197
18:15 - 18:29	163
18:30 - 18:44	136
18:45 - 18:59	106
19:00 - 19:14	115
19:15 - 19:29	83
19:30 - 19:44	98
19:45 - 19:59	66
20:00 - 20:14	91
20:15 - 20:29	84
20:30 - 20:44	64
20:45 - 20:59	70
21:00 - 21:14	66
21:15 - 21:29	48
21:30 - 21:44	46
21:45 - 21:59	40
22:00 - 22:14	32
22:15 - 22:29	31
22:30 - 22:44	33
22:45 - 22:59	27
23:00 - 23:14	27
23:15 - 23:29	32
23:30 - 23:44	21
23:45 - 23:59	17
Totals	**8865**
AM Peak Time	**07:49 - 08:48**
AM Peak Volume	**693**
PM Peak Time	**17:02 - 18:01**
PM Peak Volume	**820**

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/17/2021

Unit ID:

Location: SB Cypress Road South of Atlantic Blvd RECOUNT

Comments: Pompano Beach, Florida

	Southbound Volume
00:00 - 00:14	16
00:15 - 00:29	11
00:30 - 00:44	16
00:45 - 00:59	20
01:00 - 01:14	14
01:15 - 01:29	4
01:30 - 01:44	3
01:45 - 01:59	2
02:00 - 02:14	8
02:15 - 02:29	5
02:30 - 02:44	8
02:45 - 02:59	3
03:00 - 03:14	5
03:15 - 03:29	7
03:30 - 03:44	6
03:45 - 03:59	7
04:00 - 04:14	7
04:15 - 04:29	5
04:30 - 04:44	12
04:45 - 04:59	13
05:00 - 05:14	9
05:15 - 05:29	9
05:30 - 05:44	14
05:45 - 05:59	38
06:00 - 06:14	24
06:15 - 06:29	44
06:30 - 06:44	64
06:45 - 06:59	77
07:00 - 07:14	102
07:15 - 07:29	148
07:30 - 07:44	150
07:45 - 07:59	202
08:00 - 08:14	137
08:15 - 08:29	147
08:30 - 08:44	153
08:45 - 08:59	172
09:00 - 09:14	133
09:15 - 09:29	129
09:30 - 09:44	118
09:45 - 09:59	130
10:00 - 10:14	130
10:15 - 10:29	126
10:30 - 10:44	119
10:45 - 10:59	143
11:00 - 11:14	134
11:15 - 11:29	104
11:30 - 11:44	131
11:45 - 11:59	128
12:00 - 12:14	140
12:15 - 12:29	122
12:30 - 12:44	174
12:45 - 12:59	129

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PZ20-12000027
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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/17/2021

Unit ID:

Location: SB Cypress Road South of Atlantic Blvd RECOUNT

Comments: Pompano Beach, Florida

	Southbound Volume
13:00 - 13:14	141
13:15 - 13:29	126
13:30 - 13:44	150
13:45 - 13:59	140
14:00 - 14:14	135
14:15 - 14:29	151
14:30 - 14:44	140
14:45 - 14:59	171
15:00 - 15:14	168
15:15 - 15:29	157
15:30 - 15:44	145
15:45 - 15:59	192
16:00 - 16:14	213
16:15 - 16:29	193
16:30 - 16:44	180
16:45 - 16:59	184
17:00 - 17:14	188
17:15 - 17:29	195
17:30 - 17:44	182
17:45 - 17:59	205
18:00 - 18:14	175
18:15 - 18:29	177
18:30 - 18:44	170
18:45 - 18:59	148
19:00 - 19:14	131
19:15 - 19:29	120
19:30 - 19:44	120
19:45 - 19:59	127
20:00 - 20:14	98
20:15 - 20:29	98
20:30 - 20:44	75
20:45 - 20:59	57
21:00 - 21:14	94
21:15 - 21:29	54
21:30 - 21:44	49
21:45 - 21:59	56
22:00 - 22:14	52
22:15 - 22:29	47
22:30 - 22:44	32
22:45 - 22:59	34
23:00 - 23:14	31
23:15 - 23:29	30
23:30 - 23:44	30
23:45 - 23:59	22
Totals	**9135**
AM Peak Time	**07:27 - 08:26**
AM Peak Volume	**656**
PM Peak Time	**17:08 - 18:07**
PM Peak Volume	**789**

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PZ20-12000027
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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 02/18/2021
Unit ID:
Location: SB Cypress Road South of Atlantic Blvd RECOUNT
Comments: Pompano Beach, Florida

	Southbound Volume
00:00 - 00:14	22
00:15 - 00:29	16
00:30 - 00:44	18
00:45 - 00:59	11
01:00 - 01:14	7
01:15 - 01:29	12
01:30 - 01:44	8
01:45 - 01:59	6
02:00 - 02:14	9
02:15 - 02:29	8
02:30 - 02:44	4
02:45 - 02:59	7
03:00 - 03:14	6
03:15 - 03:29	6
03:30 - 03:44	3
03:45 - 03:59	12
04:00 - 04:14	4
04:15 - 04:29	4
04:30 - 04:44	10
04:45 - 04:59	9
05:00 - 05:14	10
05:15 - 05:29	11
05:30 - 05:44	13
05:45 - 05:59	26
06:00 - 06:14	31
06:15 - 06:29	31
06:30 - 06:44	67
06:45 - 06:59	62
07:00 - 07:14	100
07:15 - 07:29	137
07:30 - 07:44	170
07:45 - 07:59	178
08:00 - 08:14	131
08:15 - 08:29	161
08:30 - 08:44	149
08:45 - 08:59	167
09:00 - 09:14	146
09:15 - 09:29	121
09:30 - 09:44	126
09:45 - 09:59	159
10:00 - 10:14	117
10:15 - 10:29	126
10:30 - 10:44	143
10:45 - 10:59	116
11:00 - 11:14	125
11:15 - 11:29	127
11:30 - 11:44	99
11:45 - 11:59	168
12:00 - 12:14	163
12:15 - 12:29	162
12:30 - 12:44	146
12:45 - 12:59	150

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PZ20-12000027
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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Thursday, 02/18/2021
Unit ID:
Location: SB Cypress Road South of Atlantic Blvd RECOUNT
Comments: Pompano Beach, Florida

	Southbound Volume
13:00 - 13:14	168
13:15 - 13:29	145
13:30 - 13:44	149
13:45 - 13:59	153
14:00 - 14:14	149
14:15 - 14:29	148
14:30 - 14:44	149
14:45 - 14:59	144
15:00 - 15:14	160
15:15 - 15:29	161
15:30 - 15:44	135
15:45 - 15:59	191
16:00 - 16:14	189
16:15 - 16:29	169
16:30 - 16:44	193
16:45 - 16:59	189
17:00 - 17:14	197
17:15 - 17:29	218
17:30 - 17:44	198
17:45 - 17:59	210
18:00 - 18:14	177
18:15 - 18:29	170
18:30 - 18:44	146
18:45 - 18:59	149
19:00 - 19:14	119
19:15 - 19:29	120
19:30 - 19:44	119
19:45 - 19:59	115
20:00 - 20:14	100
20:15 - 20:29	86
20:30 - 20:44	88
20:45 - 20:59	72
21:00 - 21:14	77
21:15 - 21:29	58
21:30 - 21:44	55
21:45 - 21:59	43
22:00 - 22:14	47
22:15 - 22:29	40
22:30 - 22:44	46
22:45 - 22:59	34
23:00 - 23:14	33
23:15 - 23:29	34
23:30 - 23:44	22
23:45 - 23:59	18
Totals	**9203**
AM Peak Time	**07:38 - 08:37**
AM Peak Volume	**655**
PM Peak Time	**17:02 - 18:01**
PM Peak Volume	**829**

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PZ20-12000027
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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/02/2021
Unit ID: Missouri
Location: NB Dixie Highway South of Atlantic Boulevard
Comments: Pompano Beach, Florida

	Northbound Volume
00:00 - 00:14	25
00:15 - 00:29	19
00:30 - 00:44	16
00:45 - 00:59	20
01:00 - 01:14	21
01:15 - 01:29	7
01:30 - 01:44	13
01:45 - 01:59	7
02:00 - 02:14	8
02:15 - 02:29	9
02:30 - 02:44	12
02:45 - 02:59	7
03:00 - 03:14	6
03:15 - 03:29	8
03:30 - 03:44	9
03:45 - 03:59	11
04:00 - 04:14	9
04:15 - 04:29	15
04:30 - 04:44	12
04:45 - 04:59	17
05:00 - 05:14	22
05:15 - 05:29	30
05:30 - 05:44	42
05:45 - 05:59	57
06:00 - 06:14	64
06:15 - 06:29	76
06:30 - 06:44	120
06:45 - 06:59	103
07:00 - 07:14	133
07:15 - 07:29	162
07:30 - 07:44	149
07:45 - 07:59	160
08:00 - 08:14	165
08:15 - 08:29	151
08:30 - 08:44	162
08:45 - 08:59	149
09:00 - 09:14	135
09:15 - 09:29	140
09:30 - 09:44	163
09:45 - 09:59	121
10:00 - 10:14	120
10:15 - 10:29	129
10:30 - 10:44	148
10:45 - 10:59	147
11:00 - 11:14	155
11:15 - 11:29	132
11:30 - 11:44	121
11:45 - 11:59	156
12:00 - 12:14	183
12:15 - 12:29	185
12:30 - 12:44	190
12:45 - 12:59	175

DRC
PZ20-12000027
10/21/2021

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/02/2021
Unit ID: Missouri
Location: NB Dixie Highway South of Atlantic Boulevard
Comments: Pompano Beach, Florida

	Northbound Volume
13:00 - 13:14	178
13:15 - 13:29	180
13:30 - 13:44	185
13:45 - 13:59	160
14:00 - 14:14	195
14:15 - 14:29	163
14:30 - 14:44	195
14:45 - 14:59	212
15:00 - 15:14	241
15:15 - 15:29	204
15:30 - 15:44	243
15:45 - 15:59	214
16:00 - 16:14	221
16:15 - 16:29	248
16:30 - 16:44	230
16:45 - 16:59	235
17:00 - 17:14	240
17:15 - 17:29	247
17:30 - 17:44	213
17:45 - 17:59	183
18:00 - 18:14	213
18:15 - 18:29	181
18:30 - 18:44	169
18:45 - 18:59	150
19:00 - 19:14	131
19:15 - 19:29	129
19:30 - 19:44	117
19:45 - 19:59	100
20:00 - 20:14	94
20:15 - 20:29	101
20:30 - 20:44	84
20:45 - 20:59	67
21:00 - 21:14	60
21:15 - 21:29	76
21:30 - 21:44	72
21:45 - 21:59	51
22:00 - 22:14	55
22:15 - 22:29	52
22:30 - 22:44	53
22:45 - 22:59	52
23:00 - 23:14	57
23:15 - 23:29	31
23:30 - 23:44	28
23:45 - 23:59	21
Totals	**10727**
AM Peak Time	**07:21 - 08:20**
AM Peak Volume	**659**
PM Peak Time	**16:28 - 17:27**
PM Peak Volume	**972**

DRC
PZ20-12000027
10/21/2021

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/03/2021
Unit ID: Missouri
Location: NB Dixie Highway South of Atlantic Boulevard
Comments: Pompano Beach, Florida

	Northbound Volume
00:00 - 00:14	25
00:15 - 00:29	20
00:30 - 00:44	21
00:45 - 00:59	11
01:00 - 01:14	21
01:15 - 01:29	12
01:30 - 01:44	10
01:45 - 01:59	13
02:00 - 02:14	12
02:15 - 02:29	8
02:30 - 02:44	10
02:45 - 02:59	9
03:00 - 03:14	6
03:15 - 03:29	11
03:30 - 03:44	14
03:45 - 03:59	13
04:00 - 04:14	7
04:15 - 04:29	12
04:30 - 04:44	16
04:45 - 04:59	19
05:00 - 05:14	15
05:15 - 05:29	19
05:30 - 05:44	40
05:45 - 05:59	66
06:00 - 06:14	63
06:15 - 06:29	69
06:30 - 06:44	125
06:45 - 06:59	114
07:00 - 07:14	136
07:15 - 07:29	173
07:30 - 07:44	165
07:45 - 07:59	165
08:00 - 08:14	163
08:15 - 08:29	147
08:30 - 08:44	144
08:45 - 08:59	143
09:00 - 09:14	139
09:15 - 09:29	158
09:30 - 09:44	133
09:45 - 09:59	139
10:00 - 10:14	142
10:15 - 10:29	159
10:30 - 10:44	124
10:45 - 10:59	139
11:00 - 11:14	145
11:15 - 11:29	149
11:30 - 11:44	131
11:45 - 11:59	157
12:00 - 12:14	161
12:15 - 12:29	171
12:30 - 12:44	174
12:45 - 12:59	177

DRC
PZ20-12000027
10/21/2021

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/03/2021
Unit ID: Missouri
Location: NB Dixie Highway South of Atlantic Boulevard
Comments: Pompano Beach, Florida

	Northbound Volume
13:00 - 13:14	179
13:15 - 13:29	147
13:30 - 13:44	182
13:45 - 13:59	178
14:00 - 14:14	194
14:15 - 14:29	205
14:30 - 14:44	200
14:45 - 14:59	177
15:00 - 15:14	222
15:15 - 15:29	257
15:30 - 15:44	217
15:45 - 15:59	213
16:00 - 16:14	264
16:15 - 16:29	274
16:30 - 16:44	225
16:45 - 16:59	245
17:00 - 17:14	285
17:15 - 17:29	251
17:30 - 17:44	222
17:45 - 17:59	210
18:00 - 18:14	240
18:15 - 18:29	183
18:30 - 18:44	153
18:45 - 18:59	161
19:00 - 19:14	151
19:15 - 19:29	152
19:30 - 19:44	125
19:45 - 19:59	105
20:00 - 20:14	137
20:15 - 20:29	113
20:30 - 20:44	78
20:45 - 20:59	71
21:00 - 21:14	85
21:15 - 21:29	80
21:30 - 21:44	93
21:45 - 21:59	71
22:00 - 22:14	62
22:15 - 22:29	52
22:30 - 22:44	45
22:45 - 22:59	40
23:00 - 23:14	54
23:15 - 23:29	41
23:30 - 23:44	28
23:45 - 23:59	25
Totals	**11107**
AM Peak Time	**07:21 - 08:20**
AM Peak Volume	**681**
PM Peak Time	**16:13 - 17:12**
PM Peak Volume	**1042**

DRC
PZ20-12000027
10/21/2021

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/02/2021
Unit ID:
Location: SB Dixie Highway South of Atlantic Boulevard
Comments: Pompano Beach, Florida

	Southbound Volume
00:00 - 00:14	29
00:15 - 00:29	22
00:30 - 00:44	20
00:45 - 00:59	16
01:00 - 01:14	13
01:15 - 01:29	20
01:30 - 01:44	18
01:45 - 01:59	12
02:00 - 02:14	11
02:15 - 02:29	10
02:30 - 02:44	13
02:45 - 02:59	9
03:00 - 03:14	9
03:15 - 03:29	7
03:30 - 03:44	8
03:45 - 03:59	8
04:00 - 04:14	8
04:15 - 04:29	7
04:30 - 04:44	26
04:45 - 04:59	26
05:00 - 05:14	25
05:15 - 05:29	30
05:30 - 05:44	39
05:45 - 05:59	64
06:00 - 06:14	53
06:15 - 06:29	78
06:30 - 06:44	151
06:45 - 06:59	148
07:00 - 07:14	159
07:15 - 07:29	188
07:30 - 07:44	209
07:45 - 07:59	234
08:00 - 08:14	188
08:15 - 08:29	169
08:30 - 08:44	186
08:45 - 08:59	196
09:00 - 09:14	158
09:15 - 09:29	184
09:30 - 09:44	165
09:45 - 09:59	131
10:00 - 10:14	201
10:15 - 10:29	160
10:30 - 10:44	164
10:45 - 10:59	158
11:00 - 11:14	157
11:15 - 11:29	138
11:30 - 11:44	178
11:45 - 11:59	157
12:00 - 12:14	160
12:15 - 12:29	166
12:30 - 12:44	169
12:45 - 12:59	193

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PZ20-12000027
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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/02/2021
Unit ID:
Location: SB Dixie Highway South of Atlantic Boulevard
Comments: Pompano Beach, Florida

	Southbound Volume
13:00 - 13:14	164
13:15 - 13:29	216
13:30 - 13:44	190
13:45 - 13:59	178
14:00 - 14:14	190
14:15 - 14:29	215
14:30 - 14:44	185
14:45 - 14:59	243
15:00 - 15:14	217
15:15 - 15:29	227
15:30 - 15:44	215
15:45 - 15:59	250
16:00 - 16:14	207
16:15 - 16:29	196
16:30 - 16:44	236
16:45 - 16:59	229
17:00 - 17:14	229
17:15 - 17:29	230
17:30 - 17:44	229
17:45 - 17:59	216
18:00 - 18:14	200
18:15 - 18:29	218
18:30 - 18:44	193
18:45 - 18:59	177
19:00 - 19:14	187
19:15 - 19:29	145
19:30 - 19:44	150
19:45 - 19:59	135
20:00 - 20:14	123
20:15 - 20:29	98
20:30 - 20:44	105
20:45 - 20:59	102
21:00 - 21:14	85
21:15 - 21:29	90
21:30 - 21:44	78
21:45 - 21:59	60
22:00 - 22:14	68
22:15 - 22:29	73
22:30 - 22:44	61
22:45 - 22:59	50
23:00 - 23:14	55
23:15 - 23:29	37
23:30 - 23:44	31
23:45 - 23:59	40
Totals	**11871**
AM Peak Time	**07:10 - 08:09**
AM Peak Volume	**836**
PM Peak Time	**16:39 - 17:38**
PM Peak Volume	**954**

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PZ20-12000027
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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/03/2021
Unit ID:
Location: SB Dixie Highway South of Atlantic Boulevard
Comments: Pompano Beach, Florida

	Southbound Volume
00:00 - 00:14	51
00:15 - 00:29	22
00:30 - 00:44	29
00:45 - 00:59	16
01:00 - 01:14	25
01:15 - 01:29	30
01:30 - 01:44	13
01:45 - 01:59	13
02:00 - 02:14	10
02:15 - 02:29	6
02:30 - 02:44	5
02:45 - 02:59	11
03:00 - 03:14	12
03:15 - 03:29	7
03:30 - 03:44	20
03:45 - 03:59	13
04:00 - 04:14	11
04:15 - 04:29	10
04:30 - 04:44	20
04:45 - 04:59	25
05:00 - 05:14	30
05:15 - 05:29	38
05:30 - 05:44	41
05:45 - 05:59	81
06:00 - 06:14	58
06:15 - 06:29	88
06:30 - 06:44	119
06:45 - 06:59	167
07:00 - 07:14	163
07:15 - 07:29	203
07:30 - 07:44	216
07:45 - 07:59	223
08:00 - 08:14	208
08:15 - 08:29	180
08:30 - 08:44	200
08:45 - 08:59	189
09:00 - 09:14	197
09:15 - 09:29	179
09:30 - 09:44	186
09:45 - 09:59	166
10:00 - 10:14	212
10:15 - 10:29	136
10:30 - 10:44	143
10:45 - 10:59	151
11:00 - 11:14	147
11:15 - 11:29	165
11:30 - 11:44	152
11:45 - 11:59	143
12:00 - 12:14	196
12:15 - 12:29	199
12:30 - 12:44	177
12:45 - 12:59	199

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Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/03/2021
Unit ID:
Location: SB Dixie Highway South of Atlantic Boulevard
Comments: Pompano Beach, Florida

	Southbound Volume
13:00 - 13:14	166
13:15 - 13:29	187
13:30 - 13:44	180
13:45 - 13:59	177
14:00 - 14:14	187
14:15 - 14:29	211
14:30 - 14:44	215
14:45 - 14:59	230
15:00 - 15:14	211
15:15 - 15:29	216
15:30 - 15:44	213
15:45 - 15:59	222
16:00 - 16:14	245
16:15 - 16:29	219
16:30 - 16:44	210
16:45 - 16:59	198
17:00 - 17:14	193
17:15 - 17:29	224
17:30 - 17:44	239
17:45 - 17:59	242
18:00 - 18:14	213
18:15 - 18:29	227
18:30 - 18:44	223
18:45 - 18:59	173
19:00 - 19:14	177
19:15 - 19:29	134
19:30 - 19:44	111
19:45 - 19:59	159
20:00 - 20:14	143
20:15 - 20:29	130
20:30 - 20:44	91
20:45 - 20:59	87
21:00 - 21:14	70
21:15 - 21:29	86
21:30 - 21:44	79
21:45 - 21:59	74
22:00 - 22:14	70
22:15 - 22:29	76
22:30 - 22:44	62
22:45 - 22:59	67
23:00 - 23:14	45
23:15 - 23:29	38
23:30 - 23:44	36
23:45 - 23:59	48
Totals	**12105**
AM Peak Time	**07:18 - 08:17**
AM Peak Volume	**878**
PM Peak Time	**17:16 - 18:15**
PM Peak Volume	**950**

APPENDIX H

Annual Average Daily Traffic Counts At Nearby FDOT Count Stations & Growth Rate Analysis

COUNTY: 86
STATION: 0025
DESCRIPTION: SR 811 / OLD DIXIE HWY - S OF ATLANTIC BLVD
START DATE: 04/02/2019
START TIME: 0000

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	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	30	26	23	23	102	181	162	169	139	651	753
0100	12	21	20	15	68	125	124	91	92	432	500
0200	22	14	18	12	66	82	79	115	94	370	436
0300	11	8	8	9	36	88	101	88	139	416	452
0400	12	23	29	33	97	169	169	102	25	465	562
0500	48	60	79	104	291	34	37	46	69	186	477
0600	105	169	231	194	699	82	138	105	163	488	1187
0700	227	305	298	272	1102	180	185	183	223	771	1873
0800	231	264	247	252	994	171	177	167	127	642	1636
0900	203	215	207	167	792	157	126	126	147	556	1348
1000	162	188	197	175	722	142	126	120	139	527	1249
1100	185	201	183	199	768	126	142	126	169	563	1331
1200	192	217	209	207	825	118	154	138	183	593	1418
1300	206	177	221	197	801	160	162	141	164	627	1428
1400	181	209	248	365	1003	180	144	164	209	697	1700
1500	336	365	348	248	1297	265	276	269	270	1080	2377
1600	267	263	213	246	989	220	260	200	250	930	1919
1700	265	243	246	311	1065	238	216	210	194	858	1923
1800	241	256	202	188	887	245	177	207	236	865	1752
1900	159	135	137	166	597	213	219	223	229	884	1481
2000	166	121	112	103	502	204	121	69	85	479	981
2100	86	87	91	81	345	82	74	68	75	299	644
2200	88	64	63	43	258	53	64	52	53	222	480
2300	43	49	36	43	171	44	54	53	39	190	361
24-HOUR TOTALS:					14477					13791	28268

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1106	700	771	700	1873
P.M.	1445	1414	1500	1080	1445	2433
DAILY	1445	1414	1500	1080	1445	2433

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 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
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
2004	25000 C	N 12500	S 12500	9.10	55.30	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

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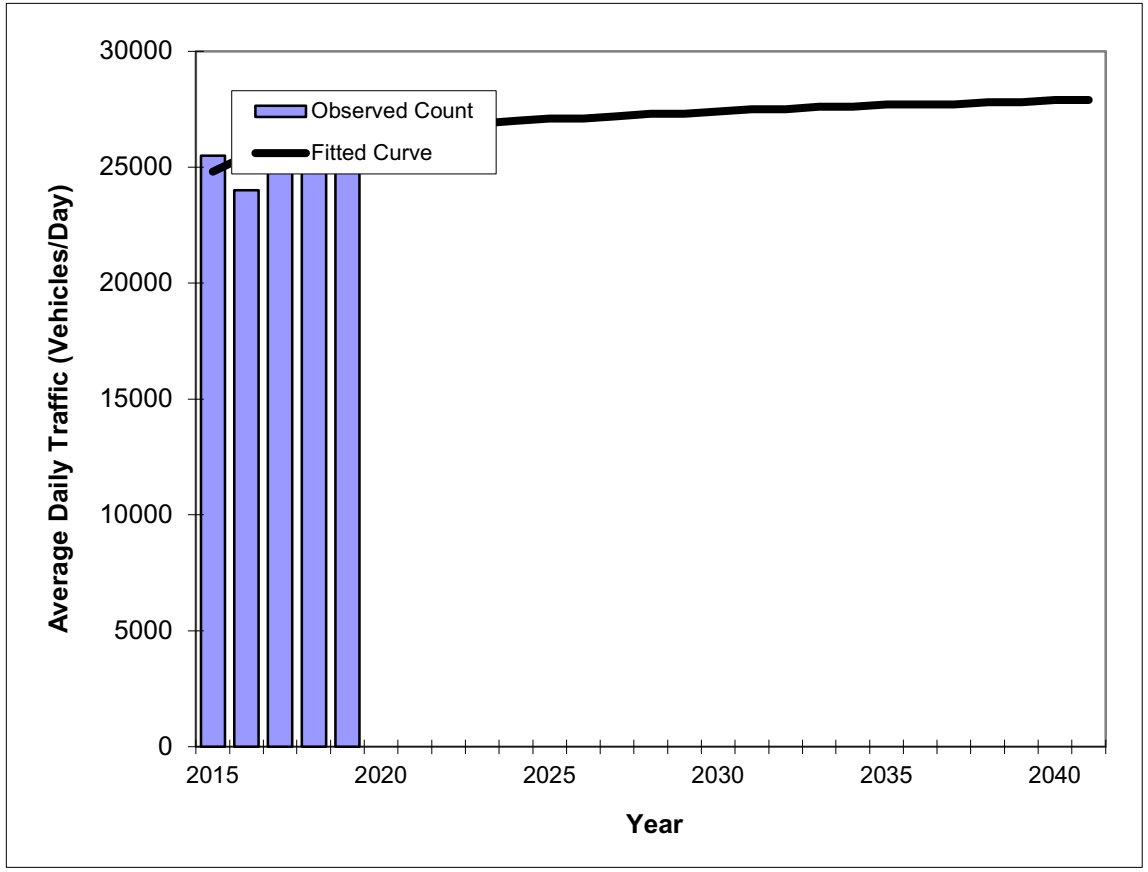
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 811/OLD DIXIE HWY -- S OF ATLANTIC BLVD

PIN#	0
Location	1

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



Year	Traffic (ADT/AADT) Count*	Trend**
2015	25500	24800
2016	24000	25500
2017	26500	25800
2018	25500	26100
2019	27000	26300
2021 Opening Year Trend		
2021	N/A	26600
2022 Mid-Year Trend		
2022	N/A	26800
2023 Design Year Trend		
2023	N/A	26900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	26.83%
Compounded Annual Historic Growth Rate:	1.48%
Compounded Growth Rate (2019 to Design Year):	0.57%
Printed:	16-Aug-21

Decaying Exponential Growth Option

DRC

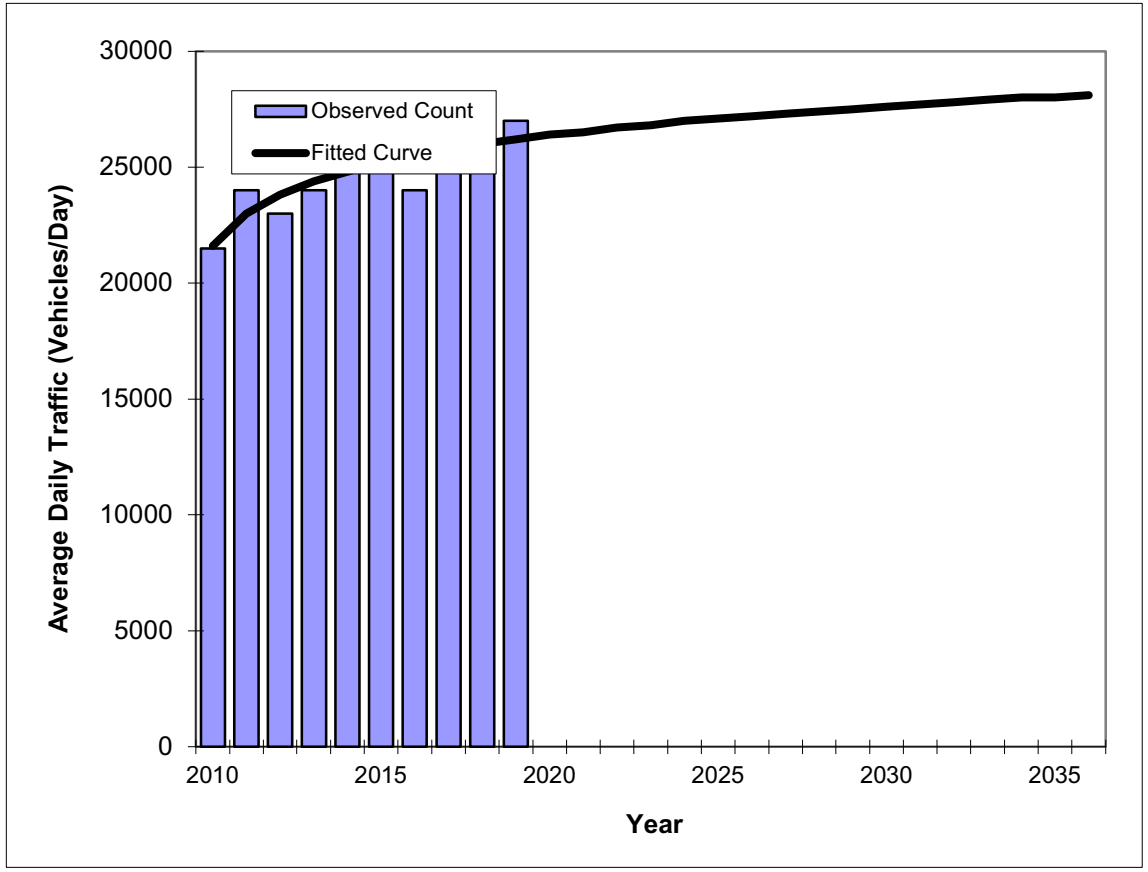
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 811/OLD DIXIE HWY -- S OF ATLANTIC BLVD

PIN#	0
Location	1

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



Year	Traffic (ADT/AADT) Count*	Trend**
2010	21500	21600
2011	24000	23000
2012	23000	23800
2013	24000	24400
2014	25000	24800
2015	25500	25200
2016	24000	25500
2017	26500	25700
2018	25500	26000
2019	27000	26200
2021 Opening Year Trend		
2021	N/A	26500
2022 Mid-Year Trend		
2022	N/A	26700
2023 Design Year Trend		
2023	N/A	26800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	77.10%
Compounded Annual Historic Growth Rate:	2.17%
Compounded Growth Rate (2019 to Design Year):	0.57%
Printed:	16-Aug-21

Decaying Exponential Growth Option

DRC

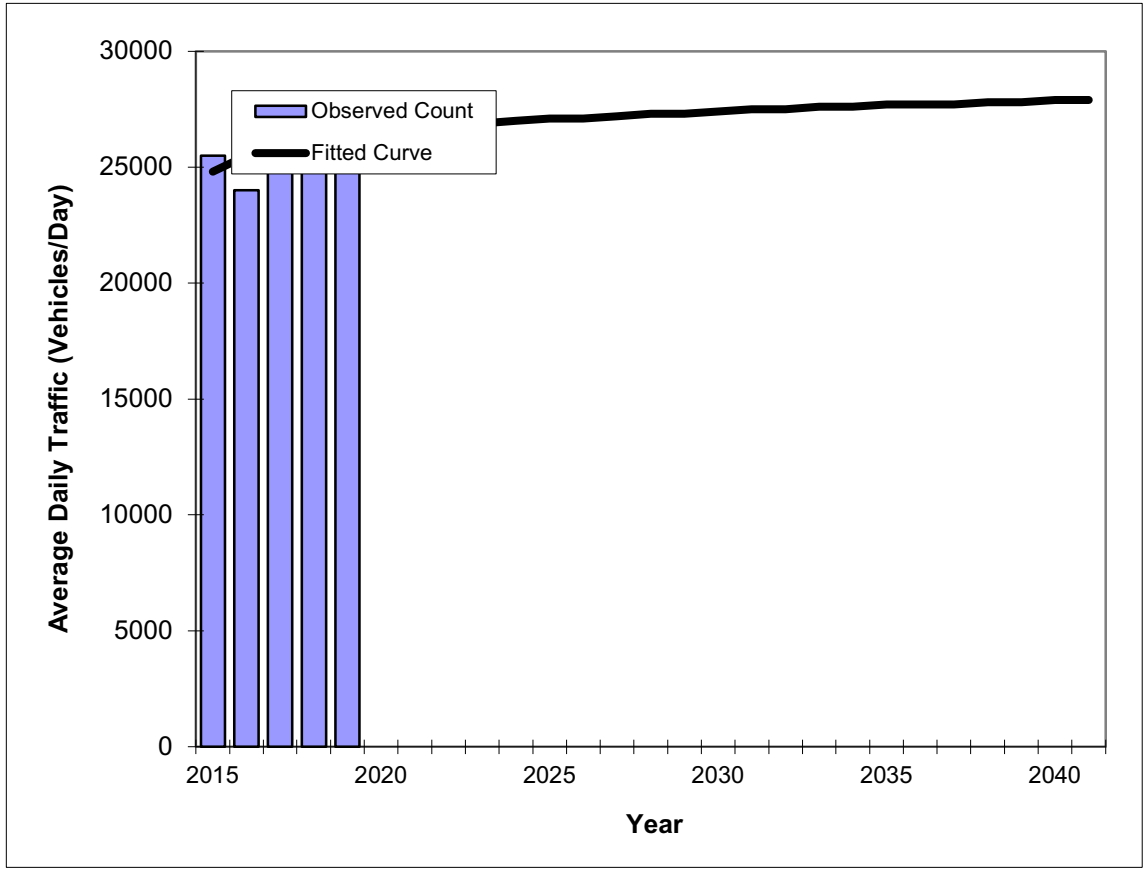
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 811/OLD DIXIE HWY -- S OF ATLANTIC BLVD

PIN#	0
Location	1

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



Year	Traffic (ADT/AADT) Count*	Trend**
2015	25500	24800
2016	24000	25500
2017	26500	25800
2018	25500	26100
2019	27000	26300
2021 Opening Year Trend		
2021	N/A	26600
2022 Mid-Year Trend		
2022	N/A	26800
2023 Design Year Trend		
2023	N/A	26900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	37.43%
Compounded Annual Historic Growth Rate:	1.48%
Compounded Growth Rate (2019 to Design Year):	0.57%
Printed:	16-Aug-21

Exponential Growth Option

DRC

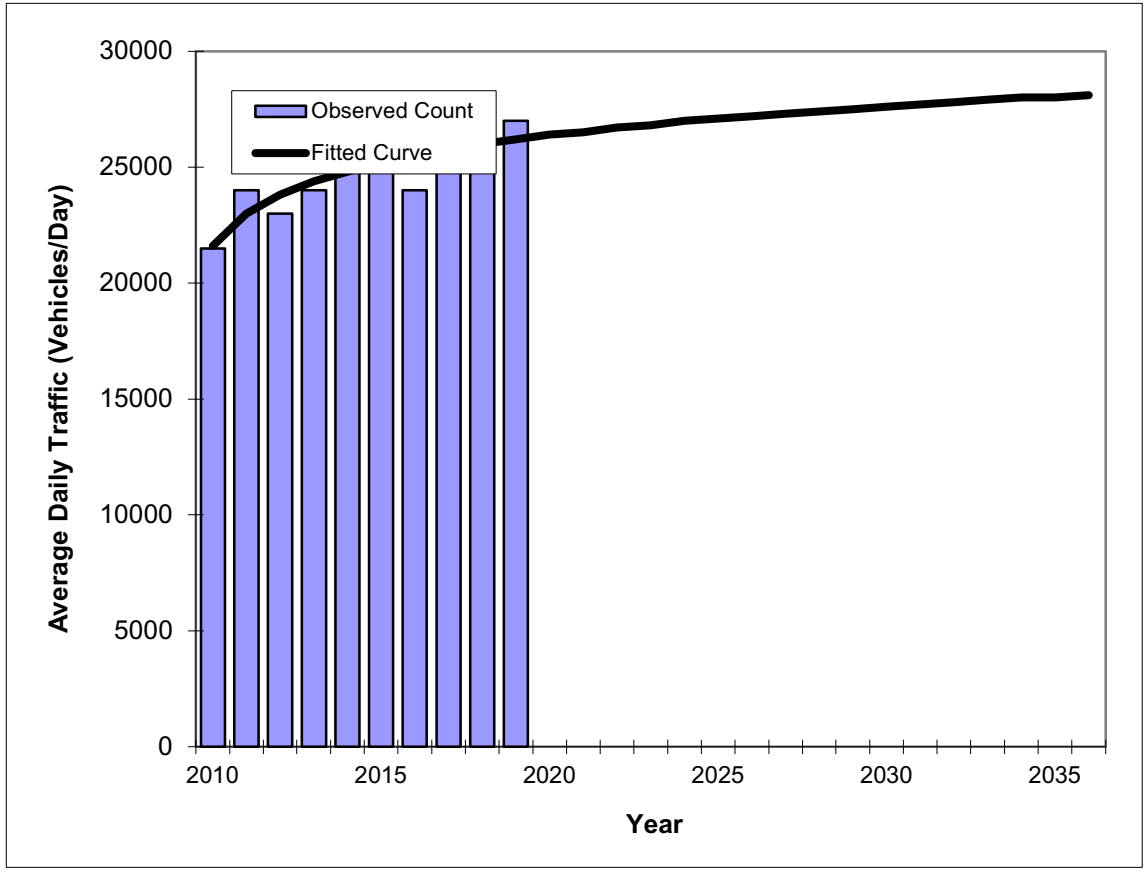
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 811/OLD DIXIE HWY -- S OF ATLANTIC BLVD

PIN#	0
Location	1

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



Year	Traffic (ADT/AADT) Count*	Trend**
2010	21500	21600
2011	24000	23000
2012	23000	23800
2013	24000	24400
2014	25000	24800
2015	25500	25200
2016	24000	25500
2017	26500	25700
2018	25500	26000
2019	27000	26200
2021 Opening Year Trend		
2021	N/A	26500
2022 Mid-Year Trend		
2022	N/A	26700
2023 Design Year Trend		
2023	N/A	26800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	74.90%
Compounded Annual Historic Growth Rate:	2.17%
Compounded Growth Rate (2019 to Design Year):	0.57%
Printed:	16-Aug-21

Exponential Growth Option

DRC

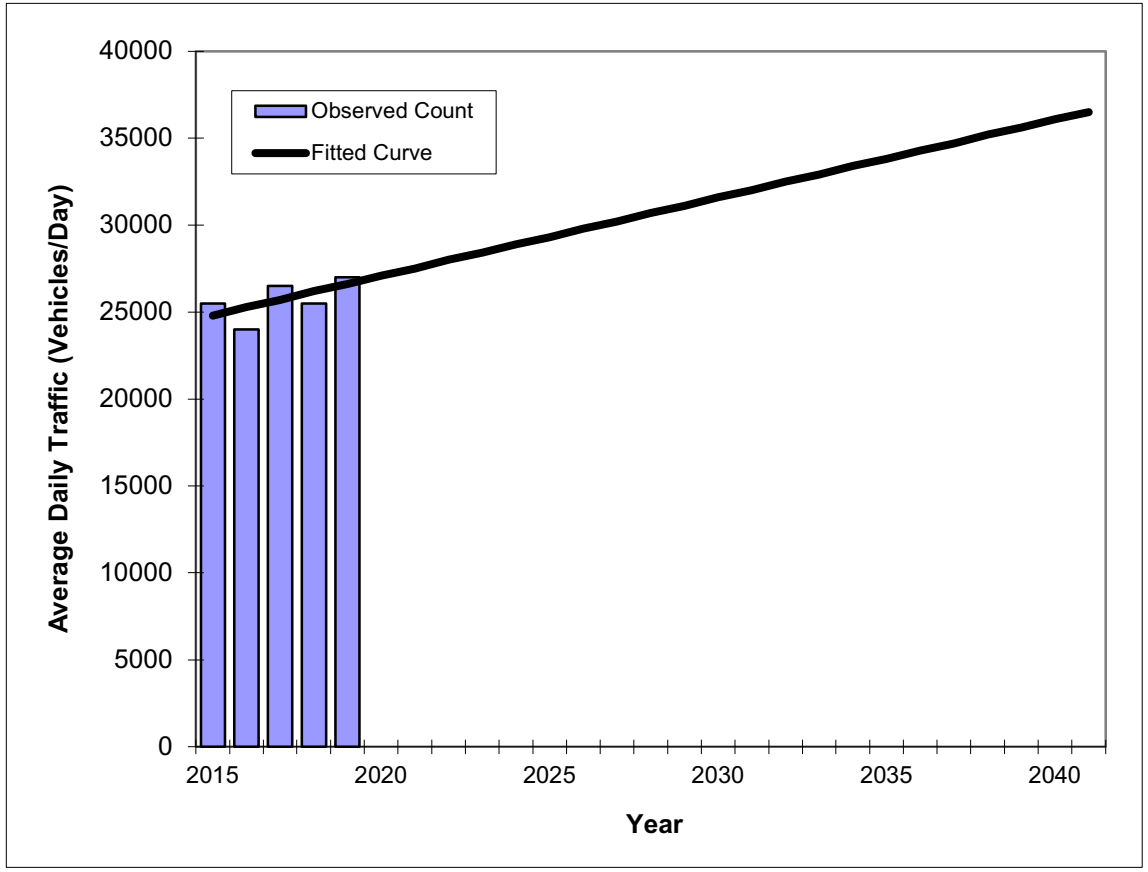
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 811/OLD DIXIE HWY -- S OF ATLANTIC BLVD

PIN#	0
Location	1

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



Year	Traffic (ADT/AADT) Count*	Trend**
2015	25500	24800
2016	24000	25300
2017	26500	25700
2018	25500	26200
2019	27000	26600
2021 Opening Year Trend		
2021	N/A	27500
2022 Mid-Year Trend		
2022	N/A	28000
2023 Design Year Trend		
2023	N/A	28400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	450
Trend R-squared:	38.21%
Trend Annual Historic Growth Rate:	1.81%
Trend Growth Rate (2019 to Design Year):	1.69%
Printed:	16-Aug-21

Straight Line Growth Option

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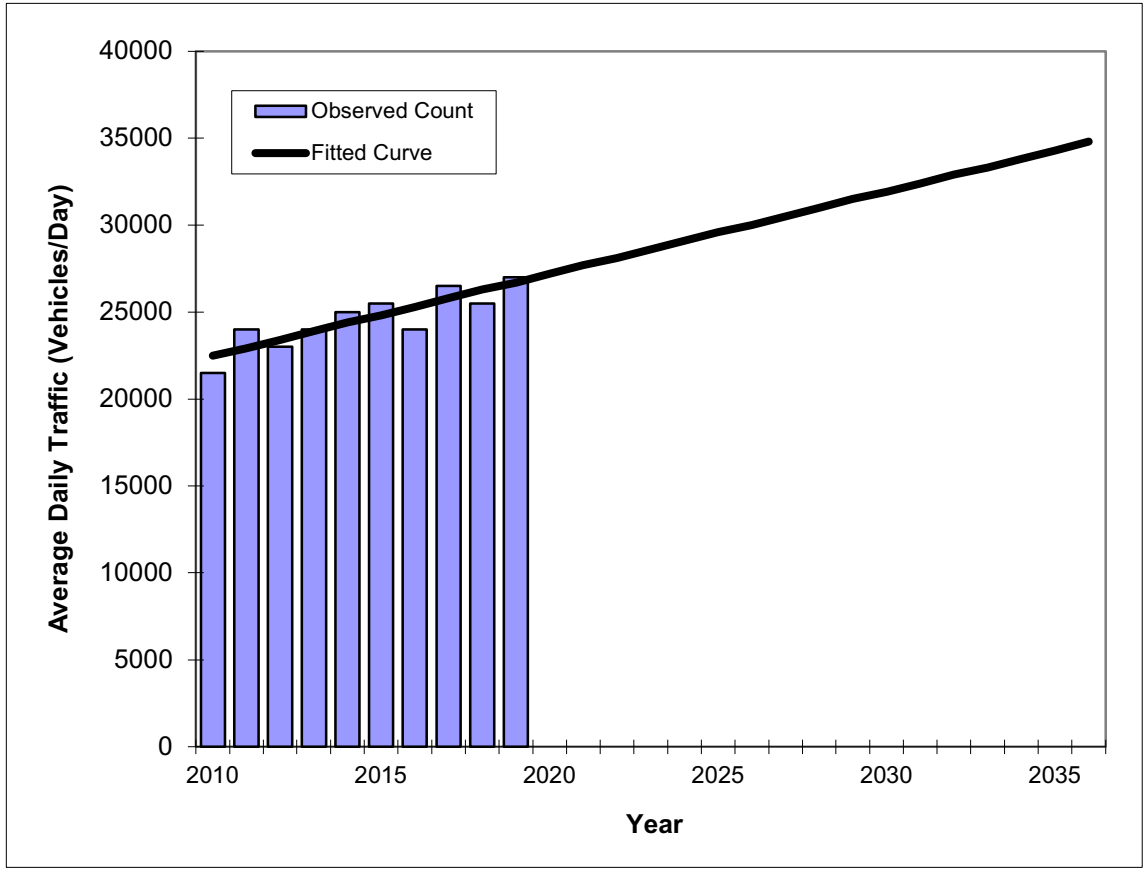
10/21/2021

Traffic Trends - V2.0

SR 811/OLD DIXIE HWY -- S OF ATLANTIC BLVD

PIN#	0
Location	1

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



Year	Traffic (ADT/AADT) Count*	Trend**
2010	21500	22500
2011	24000	22900
2012	23000	23400
2013	24000	23900
2014	25000	24400
2015	25500	24800
2016	24000	25300
2017	26500	25800
2018	25500	26300
2019	27000	26700
2021 Opening Year Trend		
2021	N/A	27700
2022 Mid-Year Trend		
2022	N/A	28100
2023 Design Year Trend		
2023	N/A	28600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	473
Trend R-squared:	75.56%
Trend Annual Historic Growth Rate:	2.07%
Trend Growth Rate (2019 to Design Year):	1.78%
Printed:	16-Aug-21

Straight Line Growth Option

*Axle-Adjusted

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10/21/2021

COUNTY: 86
STATION: 0071
DESCRIPTION: SR 814 / ATLANTIC BLVD - W OF SE 9 AVE
START DATE: 03/21/2019
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	77	67	46	60	250	42	31	36	27	136	386
0100	43	28	32	40	143	15	24	19	20	78	221
0200	32	27	26	21	106	16	15	16	9	56	162
0300	18	17	16	18	69	8	5	13	8	34	103
0400	24	26	34	31	115	15	21	23	22	81	196
0500	43	39	72	75	229	31	44	59	57	191	420
0600	90	112	184	196	582	108	154	243	355	860	1442
0700	270	257	352	339	1218	314	364	325	367	1370	2588
0800	294	369	343	385	1391	362	332	353	300	1347	2738
0900	318	323	285	364	1290	313	312	317	315	1257	2547
1000	297	333	370	347	1347	299	346	308	340	1293	2640
1100	368	322	349	368	1407	322	326	350	361	1359	2766
1200	352	316	396	430	1494	338	365	374	331	1408	2902
1300	340	352	331	349	1372	327	334	328	370	1359	2731
1400	376	350	396	290	1412	385	344	355	377	1461	2873
1500	423	360	331	430	1544	382	346	351	388	1467	3011
1600	429	369	419	389	1606	382	381	370	323	1456	3062
1700	432	424	411	402	1669	478	412	397	389	1676	3345
1800	383	419	289	361	1452	369	337	325	281	1312	2764
1900	390	304	332	284	1310	239	222	182	200	843	2153
2000	338	296	287	295	1216	232	178	153	132	695	1911
2100	227	245	199	189	860	133	128	179	173	613	1473
2200	241	173	171	145	730	164	184	131	113	592	1322
2300	161	140	123	103	527	84	89	54	73	300	827
24-HOUR TOTALS:					23339					21244	44583

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	815	1415	715	1418	745	2759
P.M.	1700	1669	1700	1676	1700	3345
DAILY	1700	1669	1700	1676	1700	3345
TRUCK PERCENTAGE		3.70		3.20		3.46

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	42	18732	3702	92	605	34	17	66	45	4	0	0	0	0	0	863	23339
W	82	17462	3021	130	317	113	8	57	53	1	0	0	0	0	0	679	21244

GENERATED BY SPS 5.0.53P

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PZ20-12000027
10/21/2021

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0071 - SR 814 / ATLANTIC BLVD - W OF SE 9 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	43000 C	E 22500	W 20500	9.00	54.60	3.50
2018	42000 C	E 21000	W 21000	9.00	54.50	3.90
2017	44500 C	E 22500	W 22000	9.00	51.90	3.90
2016	45500 C	E 23000	W 22500	9.00	54.10	3.90
2015	43500 C	E 20500	W 23000	9.00	54.00	9.00
2014	45500 C	E 21500	W 24000	9.00	54.20	3.20
2013	42500 C	E 21500	W 21000	9.00	53.60	3.50
2012	42500 C	E 21500	W 21000	9.00	52.20	3.10
2011	45000 C	E 22500	W 22500	9.00	52.50	3.10
2010	39500 C	E 20000	W 19500	8.35	52.69	3.10
2009	39000 C	E 18500	W 20500	8.53	53.89	3.50
2008	43500 C	E 21500	W 22000	8.81	54.16	3.50
2007	44500 C	E 22000	W 22500	8.63	55.75	2.60
2006	43500 C	E 21000	W 22500	8.40	55.34	4.70
2005	49000 C	E 24500	W 24500	8.20	51.70	4.40
2004	46500 C	E 23000	W 23500	9.10	55.30	4.40

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

DRC

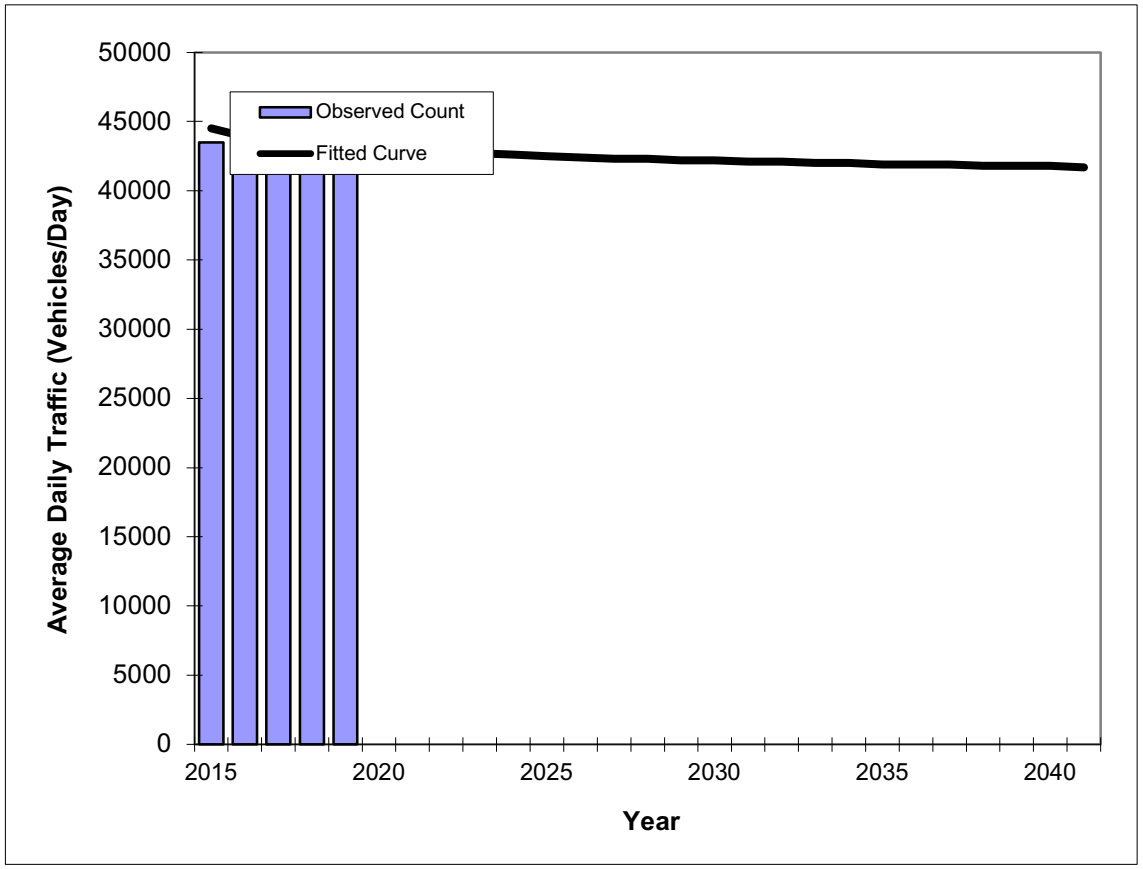
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 814/ATLANTIC BLVD -- W OF SE 9 AVE

PIN#	0
Location	2

County:	Broward
Station #:	0071
Highway:	SR 814/ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	43500	44500
2016	45500	43900
2017	44500	43600
2018	42000	43300
2019	43000	43200
2021 Opening Year Trend		
2021	N/A	42900
2022 Mid-Year Trend		
2022	N/A	42800
2023 Design Year Trend		
2023	N/A	42700
TRANPLAN Forecasts/Trends		

Trend R-squared:	15.61%
Compounded Annual Historic Growth Rate:	-0.74%
Compounded Growth Rate (2019 to Design Year):	-0.29%
Printed:	16-Aug-21

Decaying Exponential Growth Option

*Axle-Adjusted

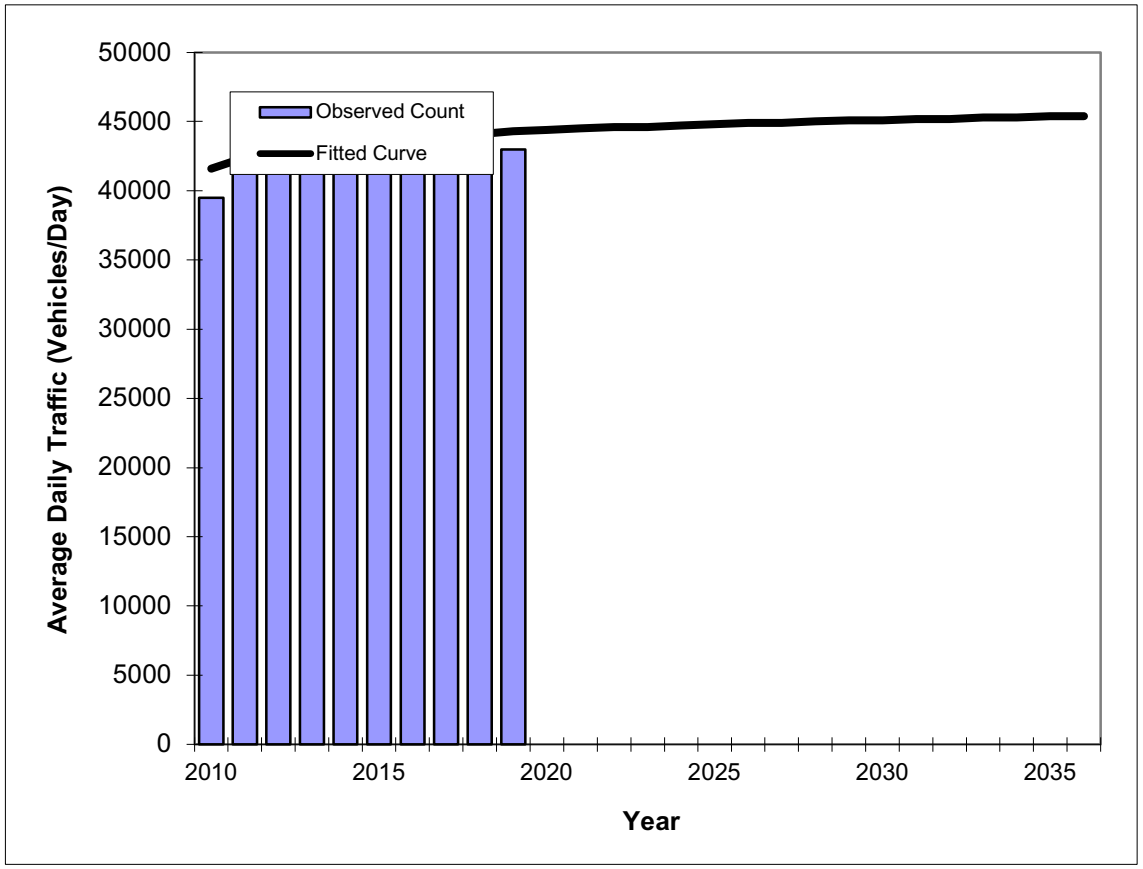
DRC
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 814/ATLANTIC BLVD -- W OF SE 9 AVE

PIN#	0
Location	2

County:	Broward
Station #:	0071
Highway:	SR 814/ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	39500	41600
2011	45000	42400
2012	42500	42900
2013	42500	43200
2014	45500	43500
2015	43500	43700
2016	45500	43900
2017	44500	44000
2018	42000	44100
2019	43000	44300
2021 Opening Year Trend		
2021	N/A	44500
2022 Mid-Year Trend		
2022	N/A	44600
2023 Design Year Trend		
2023	N/A	44600
TRANPLAN Forecasts/Trends		

Trend R-squared:	20.30%
Compounded Annual Historic Growth Rate:	0.70%
Compounded Growth Rate (2019 to Design Year):	0.17%
Printed:	16-Aug-21

Decaying Exponential Growth Option

*Axle-Adjusted

DRC

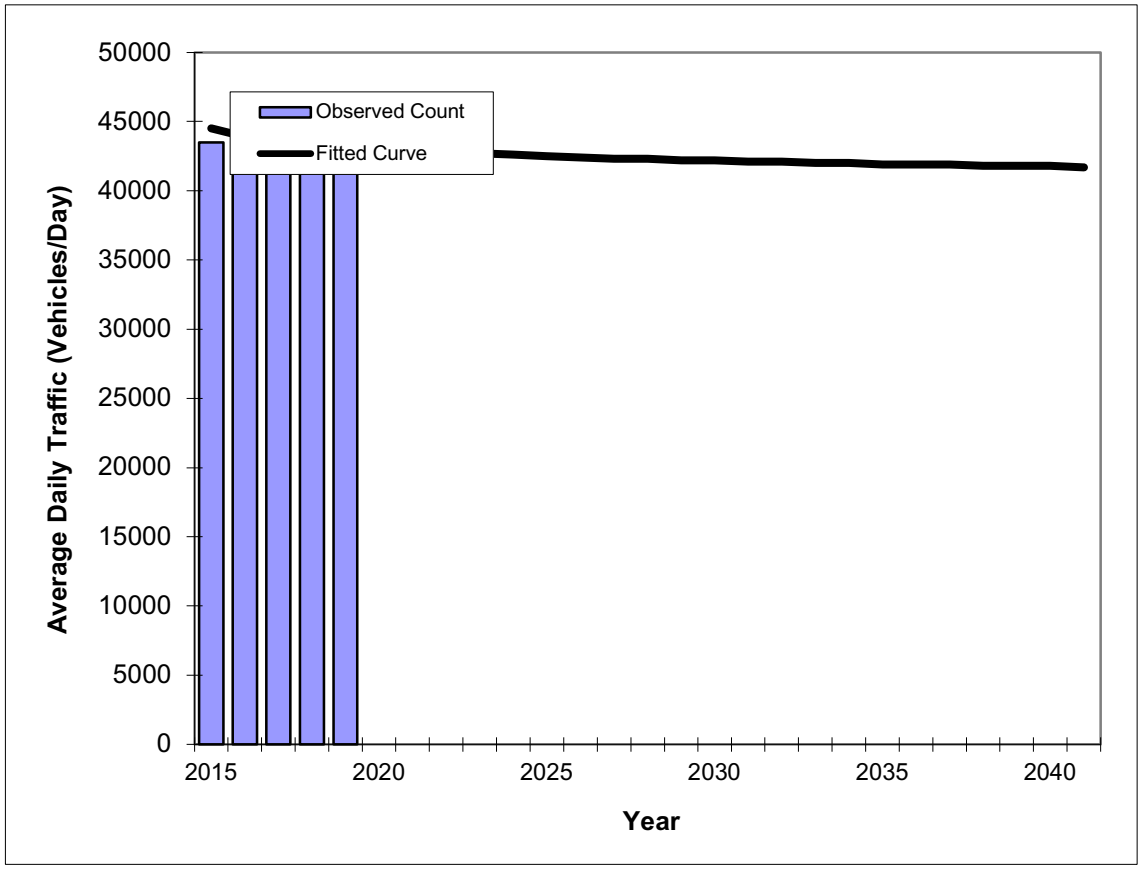
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 814/ATLANTIC BLVD -- W OF SE 9 AVE

PIN#	0
Location	2

County:	Broward
Station #:	0071
Highway:	SR 814/ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	43500	44500
2016	45500	43900
2017	44500	43600
2018	42000	43300
2019	43000	43200
2021 Opening Year Trend		
2021	N/A	42900
2022 Mid-Year Trend		
2022	N/A	42800
2023 Design Year Trend		
2023	N/A	42700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	27.91%
Compounded Annual Historic Growth Rate:	-0.74%
Compounded Growth Rate (2019 to Design Year):	-0.29%
Printed:	16-Aug-21

Exponential Growth Option

DRC

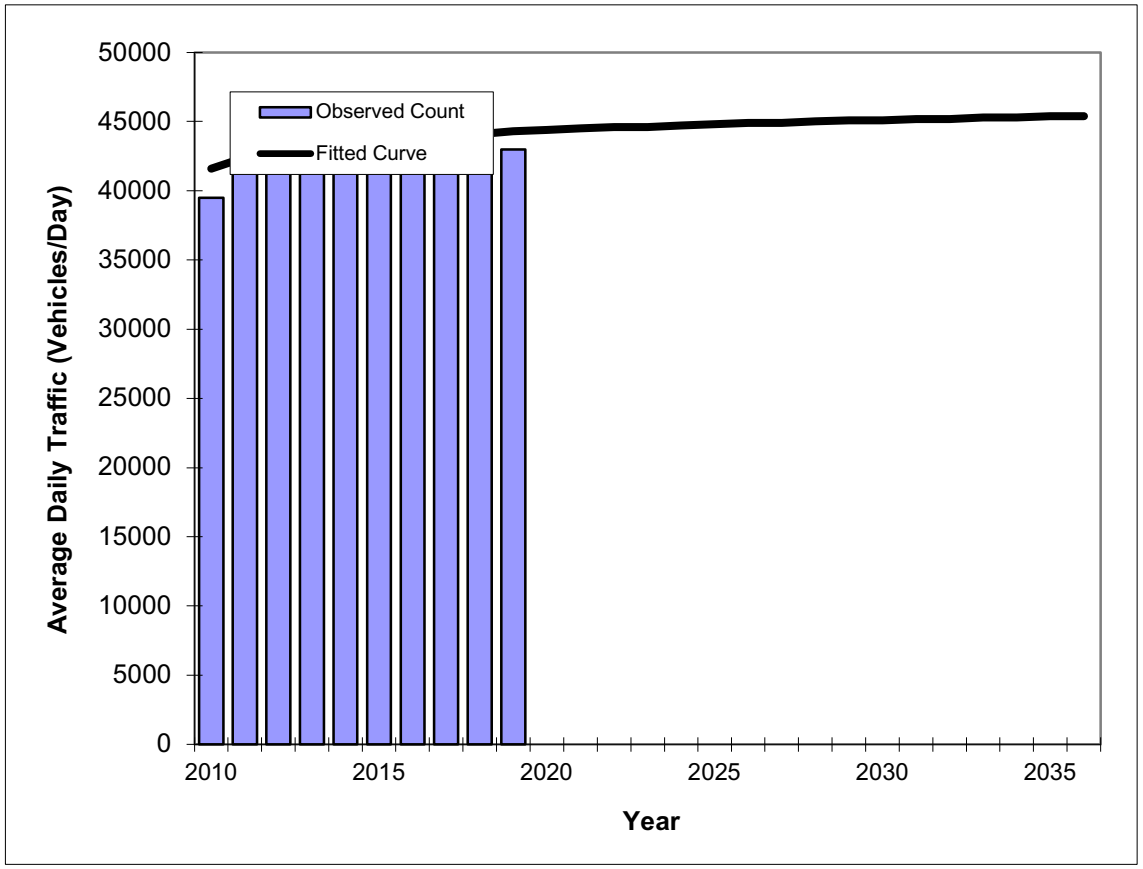
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 814/ATLANTIC BLVD -- W OF SE 9 AVE

PIN#	0
Location	2

County:	Broward
Station #:	0071
Highway:	SR 814/ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	39500	41600
2011	45000	42400
2012	42500	42900
2013	42500	43200
2014	45500	43500
2015	43500	43700
2016	45500	43900
2017	44500	44000
2018	42000	44100
2019	43000	44300
2021 Opening Year Trend		
2021	N/A	44500
2022 Mid-Year Trend		
2022	N/A	44600
2023 Design Year Trend		
2023	N/A	44600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	7.89%
Compounded Annual Historic Growth Rate:	0.70%
Compounded Growth Rate (2019 to Design Year):	0.17%
Printed:	16-Aug-21

Exponential Growth Option

DRC

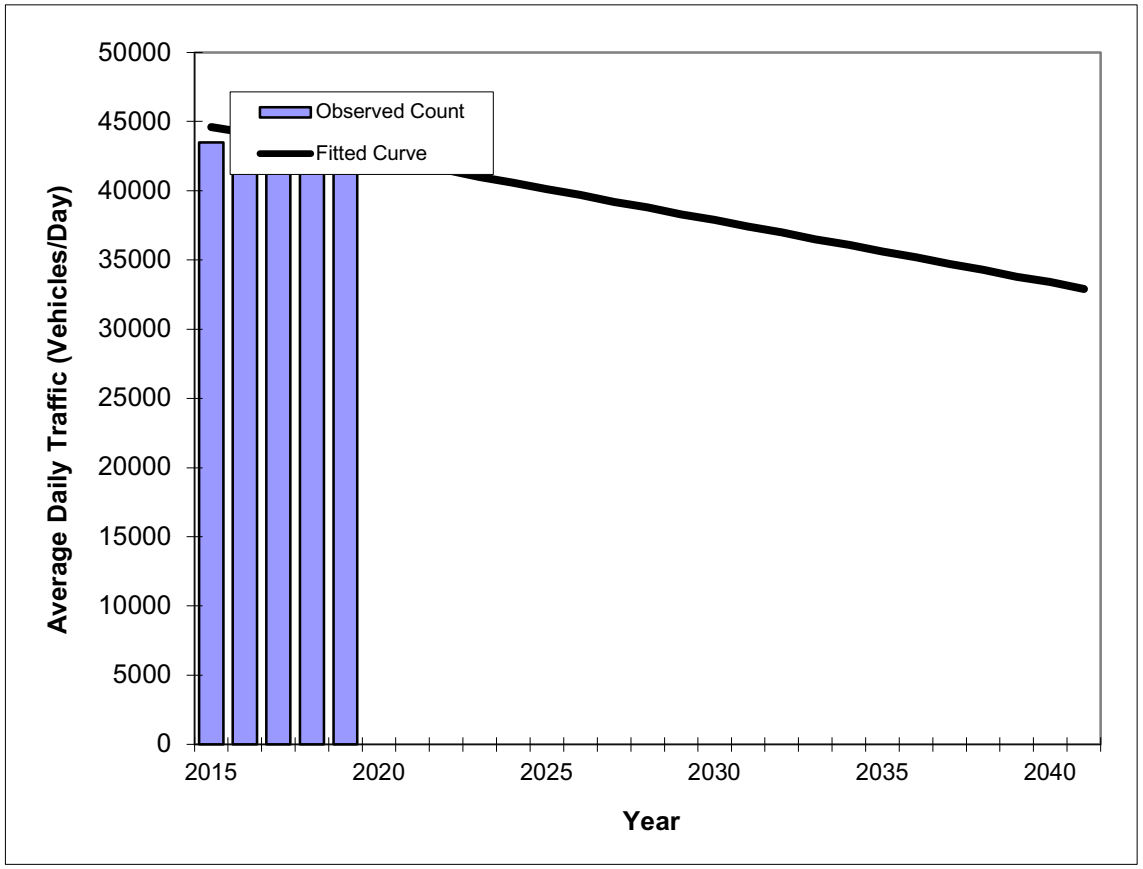
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 814/ATLANTIC BLVD -- W OF SE 9 AVE

PIN#	0
Location	2

County:	Broward
Station #:	0071
Highway:	SR 814/ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	43500	44600
2016	45500	44200
2017	44500	43700
2018	42000	43300
2019	43000	42800
2021 Opening Year Trend		
2021	N/A	41900
2022 Mid-Year Trend		
2022	N/A	41500
2023 Design Year Trend		
2023	N/A	41000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-450
Trend R-squared:	27.74%
Trend Annual Historic Growth Rate:	-1.01%
Trend Growth Rate (2019 to Design Year):	-1.05%
Printed:	16-Aug-21

Straight Line Growth Option

*Axle-Adjusted

DRC

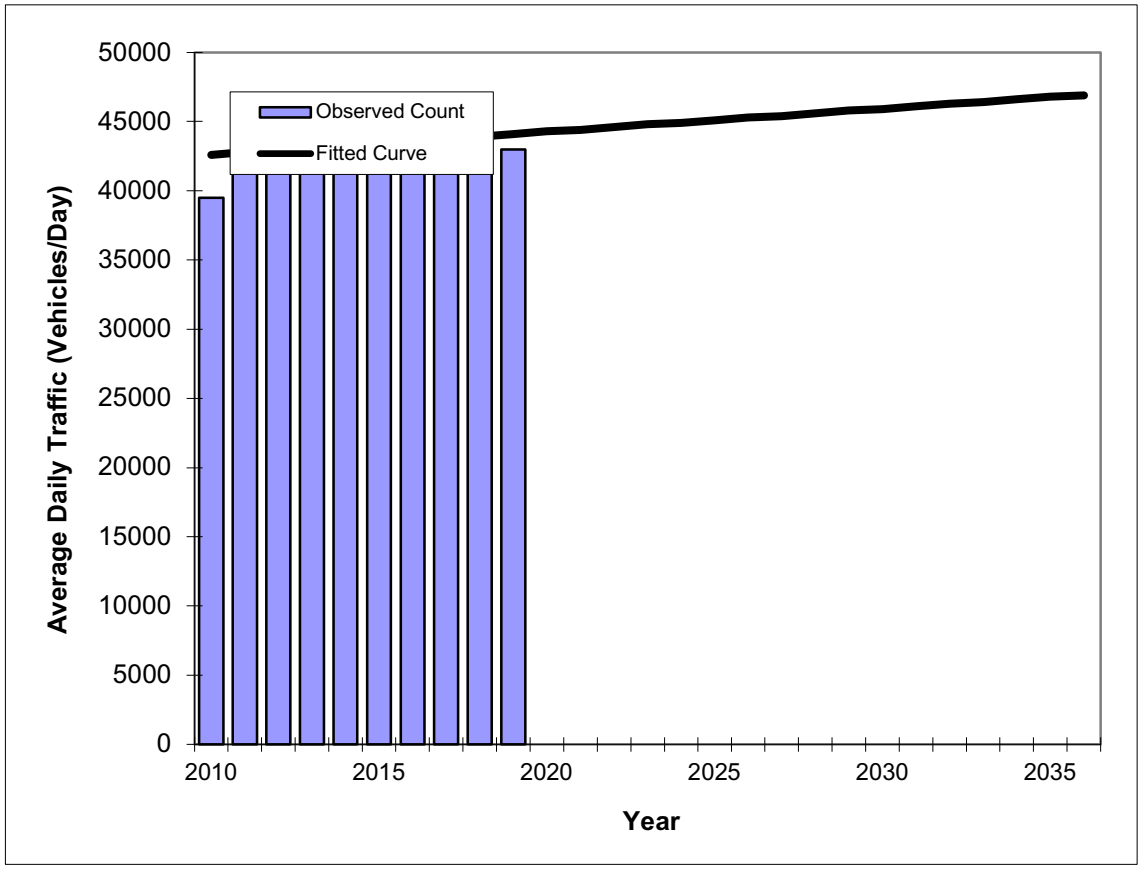
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 814/ATLANTIC BLVD -- W OF SE 9 AVE

PIN#	0
Location	2

County:	Broward
Station #:	0071
Highway:	SR 814/ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	39500	42600
2011	45000	42800
2012	42500	42900
2013	42500	43100
2014	45500	43300
2015	43500	43400
2016	45500	43600
2017	44500	43800
2018	42000	43900
2019	43000	44100
2021 Opening Year Trend		
2021	N/A	44400
2022 Mid-Year Trend		
2022	N/A	44600
2023 Design Year Trend		
2023	N/A	44800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	167
Trend R-squared:	7.27%
Trend Annual Historic Growth Rate:	0.39%
Trend Growth Rate (2019 to Design Year):	0.40%
Printed:	16-Aug-21

Straight Line Growth Option

COUNTY: 86
STATION: 5054
DESCRIPTION: SR 814/ATLANTIC BLVD - W OF SR 811/DIXIE HWY
START DATE: 04/02/2019
START TIME: 0000

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PZ20-12000027
10/21/2021

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	175	181	211	201	768	47	51	36	28	162	930
0100	81	67	104	72	324	23	25	26	29	103	427
0200	69	50	41	52	212	27	17	14	12	70	282
0300	60	34	71	48	213	18	8	8	8	42	255
0400	67	79	82	86	314	14	16	22	24	76	390
0500	86	133	186	211	616	42	64	104	159	369	985
0600	228	258	405	458	1349	174	267	348	469	1258	2607
0700	475	530	504	505	2014	464	509	519	509	2001	4015
0800	464	458	486	465	1873	559	558	561	561	2239	4112
0900	551	471	479	396	1897	547	479	527	486	2039	3936
1000	420	471	469	416	1776	454	449	429	457	1789	3565
1100	521	498	494	421	1934	441	420	439	430	1730	3664
1200	482	509	438	483	1912	451	444	427	409	1731	3643
1300	470	313	543	495	1821	421	405	460	421	1707	3528
1400	500	531	497	535	2063	395	424	437	418	1674	3737
1500	296	381	391	356	1424	391	478	473	432	1774	3198
1600	392	542	562	501	1997	408	450	405	466	1729	3726
1700	559	531	537	534	2161	525	512	511	504	2052	4213
1800	245	526	525	394	1690	403	503	386	458	1750	3440
1900	485	458	378	406	1727	485	444	407	376	1712	3439
2000	407	355	359	331	1452	349	351	287	307	1294	2746
2100	375	346	329	277	1327	287	230	229	207	953	2280
2200	239	290	221	213	963	206	170	167	163	706	1669
2300	191	191	167	143	692	149	90	68	85	392	1084
24-HOUR TOTALS:					32519					29352	61871

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	2014	800	2239	815	4187
P.M.	1615	2164	1700	2052	1700	4213
DAILY	1615	2164	800	2239	1700	4213

GENERATED BY SPS 5.0.53P

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PZ20-12000027
10/21/2021

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5054 - SR 814/ATLANTIC BLVD - W OF SR 811/DIXIE HWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	60000 C	E 31500	W 28500	9.00	54.60	5.00
2018	64500 C	E 32500	W 32000	9.00	54.50	5.00
2017	62500 C	E 33000	W 29500	9.00	51.90	5.00
2016	57500 C	E 29000	W 28500	9.00	54.10	3.20
2015	54000 C	E 25500	W 28500	9.00	54.00	3.20
2014	59500 C	E 30000	W 29500	9.00	54.20	6.30
2013	46000 C	E 23000	W 23000	9.00	53.60	6.30
2012	63500 C	E 32000	W 31500	9.00	52.20	10.70
2011	58000 C	E 29500	W 28500	9.00	52.50	4.00
2010	52000 C	E 26500	W 25500	8.35	52.69	7.20
2009	44500 C	E 22000	W 22500	8.53	53.89	5.30
2008	51000 C	E 24000	W 27000	8.81	54.16	6.20
2007	51500 C	E 25000	W 26500	8.63	55.75	6.20
2006	57500 C	E 29000	W 28500	8.40	55.34	6.20
2005	55500 C	E 27000	W 28500	8.20	51.70	3.80
2004	59000 C	E 29000	W 30000	9.10	55.30	3.80

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

DRC

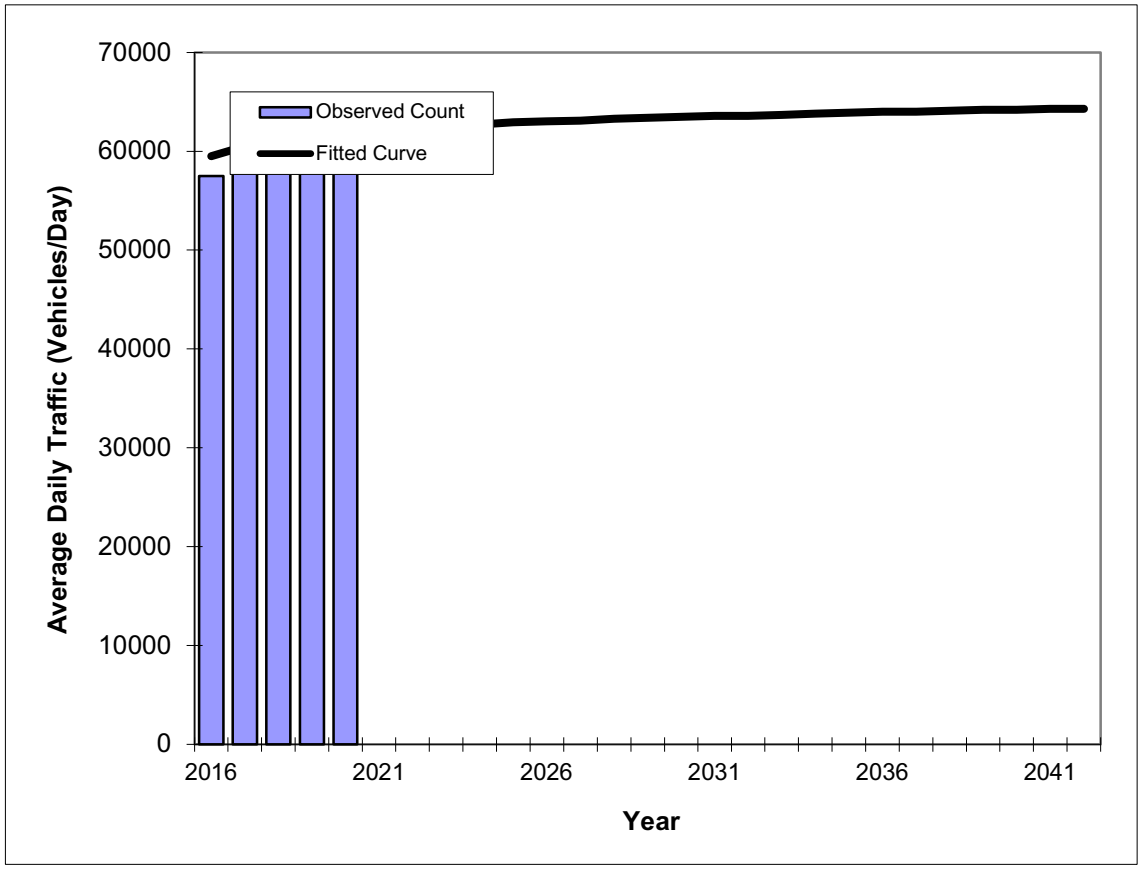
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 814/ATLANTIC BLVD -- W OF SR 811/DIXIE HWY

PIN#	0
Location	3

County:	Broward
Station #:	5054
Highway:	SR 814/ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2016	57500	59500
2017	62500	60500
2018	64500	61100
2019	60000	61500
2020	60000	61900
2021 Opening Year Trend		
2021	N/A	62100
2022 Mid-Year Trend		
2022	N/A	62300
2023 Design Year Trend		
2023	N/A	62500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	12.09%
Compounded Annual Historic Growth Rate:	1.11%
Compounded Growth Rate (2019 to Design Year):	0.40%
Printed:	16-Aug-21

Decaying Exponential Growth Option

DRC

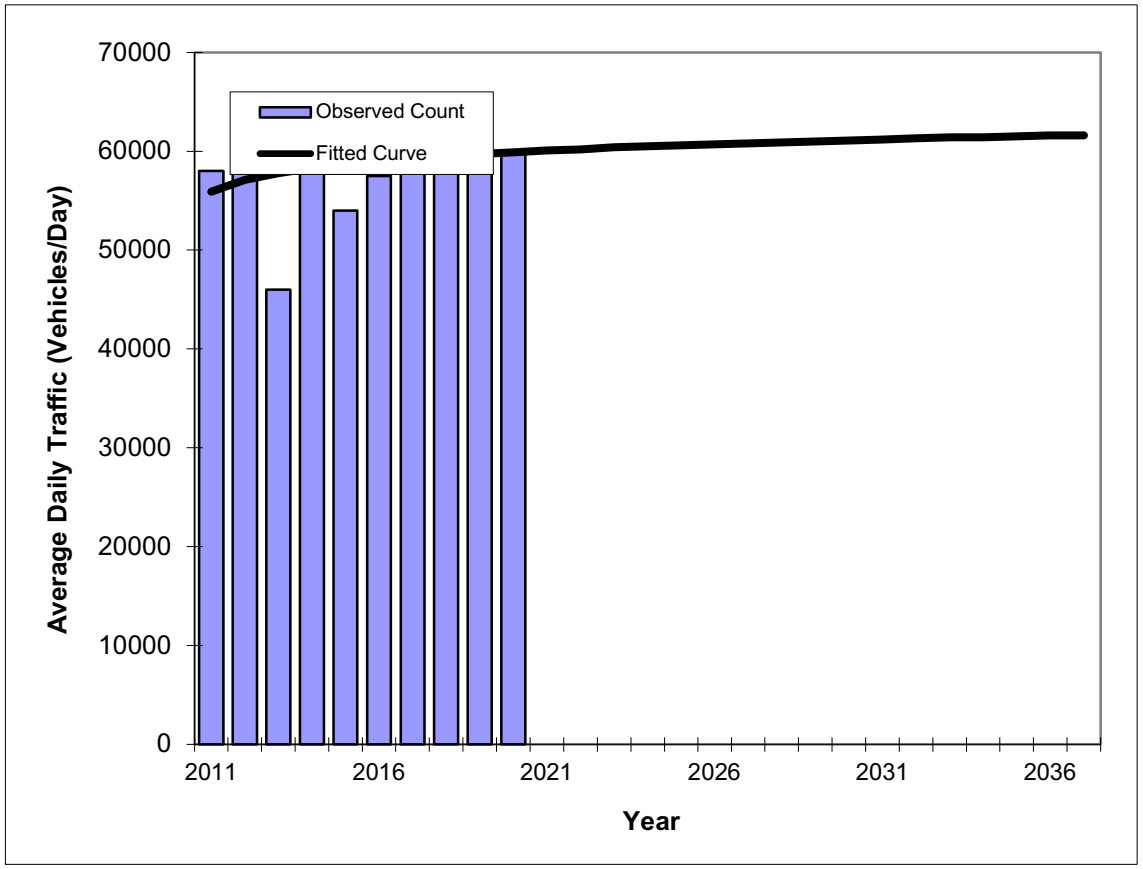
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 814/ATLANTIC BLVD -- W OF SR 811/DIXIE HWY

PIN#	0
Location	3

County:	Broward
Station #:	5054
Highway:	SR 814/ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2011	58000	55900
2012	63500	57100
2013	46000	57800
2014	59500	58300
2015	54000	58700
2016	57500	59000
2017	62500	59300
2018	64500	59500
2019	60000	59700
2020	60000	59900
2021 Opening Year Trend		
2021	N/A	60100
2022 Mid-Year Trend		
2022	N/A	60200
2023 Design Year Trend		
2023	N/A	60400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	5.53%
Compounded Annual Historic Growth Rate:	0.77%
Compounded Growth Rate (2020 to Design Year):	0.28%
Printed:	16-Aug-21

Decaying Exponential Growth Option

DRC

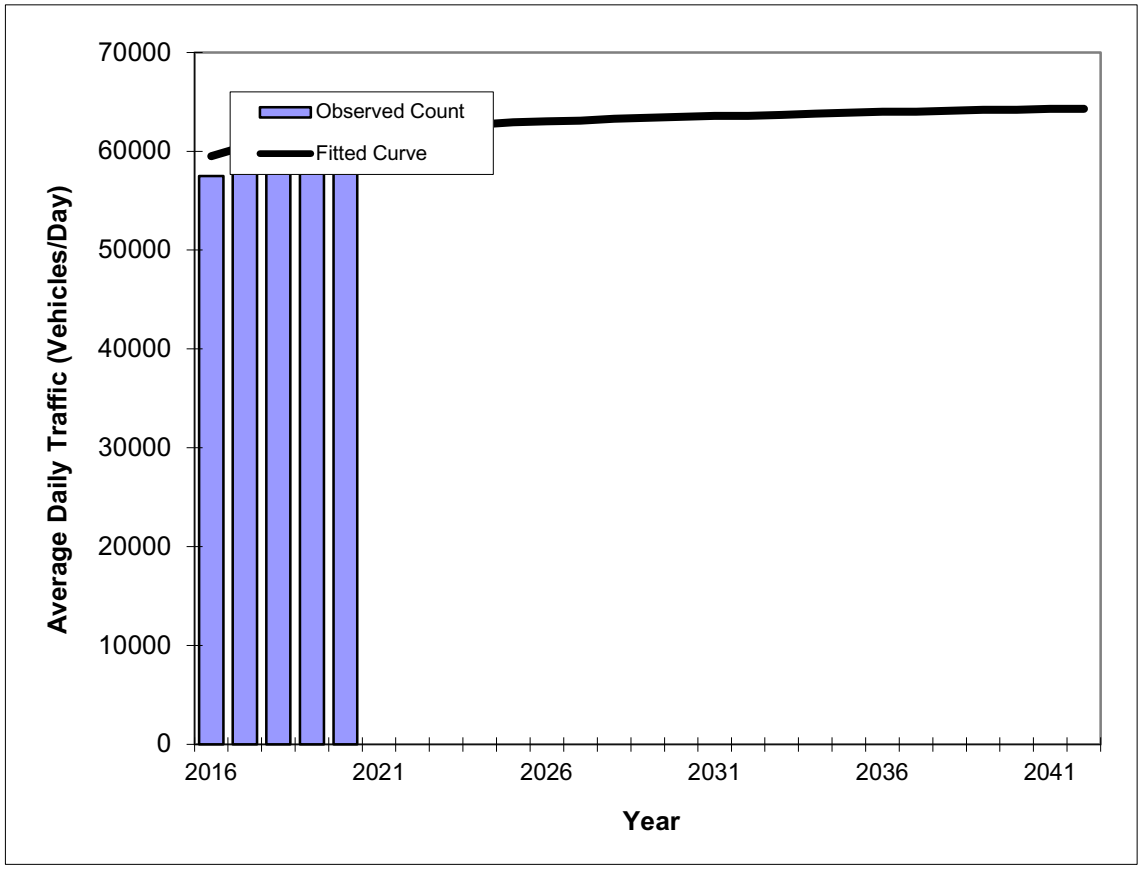
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 814/ATLANTIC BLVD -- W OF SR 811/DIXIE HWY

PIN#	0
Location	3

County:	Broward
Station #:	5054
Highway:	SR 814/ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2016	57500	59500
2017	62500	60500
2018	64500	61100
2019	60000	61500
2020	60000	61900
2021 Opening Year Trend		
2021	N/A	62100
2022 Mid-Year Trend		
2022	N/A	62300
2023 Design Year Trend		
2023	N/A	62500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	2.54%
Compounded Annual Historic Growth Rate:	1.11%
Compounded Growth Rate (2019 to Design Year):	0.40%
Printed:	16-Aug-21

Exponential Growth Option

DRC

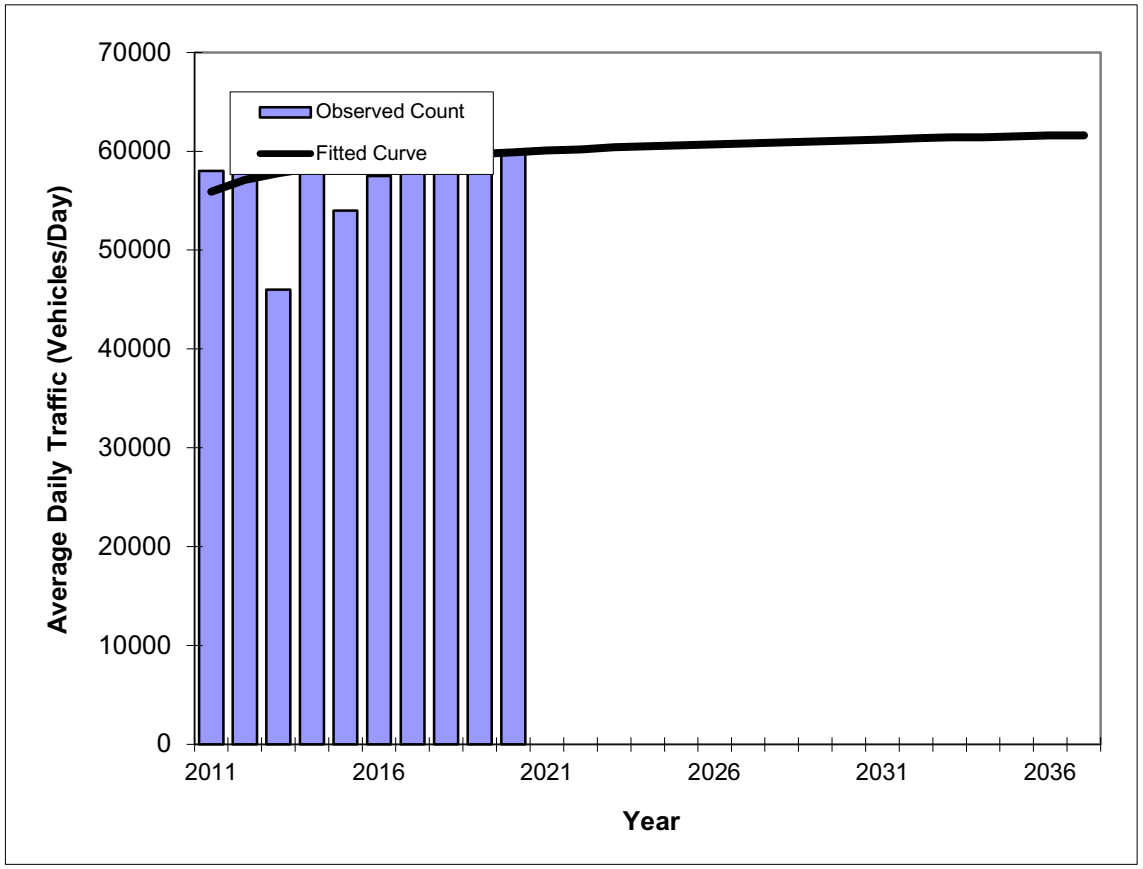
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 814/ATLANTIC BLVD -- W OF SR 811/DIXIE HWY

PIN#	0
Location	3

County:	Broward
Station #:	5054
Highway:	SR 814/ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2011	58000	55900
2012	63500	57100
2013	46000	57800
2014	59500	58300
2015	54000	58700
2016	57500	59000
2017	62500	59300
2018	64500	59500
2019	60000	59700
2020	60000	59900
2021 Opening Year Trend		
2021	N/A	60100
2022 Mid-Year Trend		
2022	N/A	60200
2023 Design Year Trend		
2023	N/A	60400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	11.44%
Compounded Annual Historic Growth Rate:	0.77%
Compounded Growth Rate (2020 to Design Year):	0.28%
Printed:	16-Aug-21

Exponential Growth Option

DRC

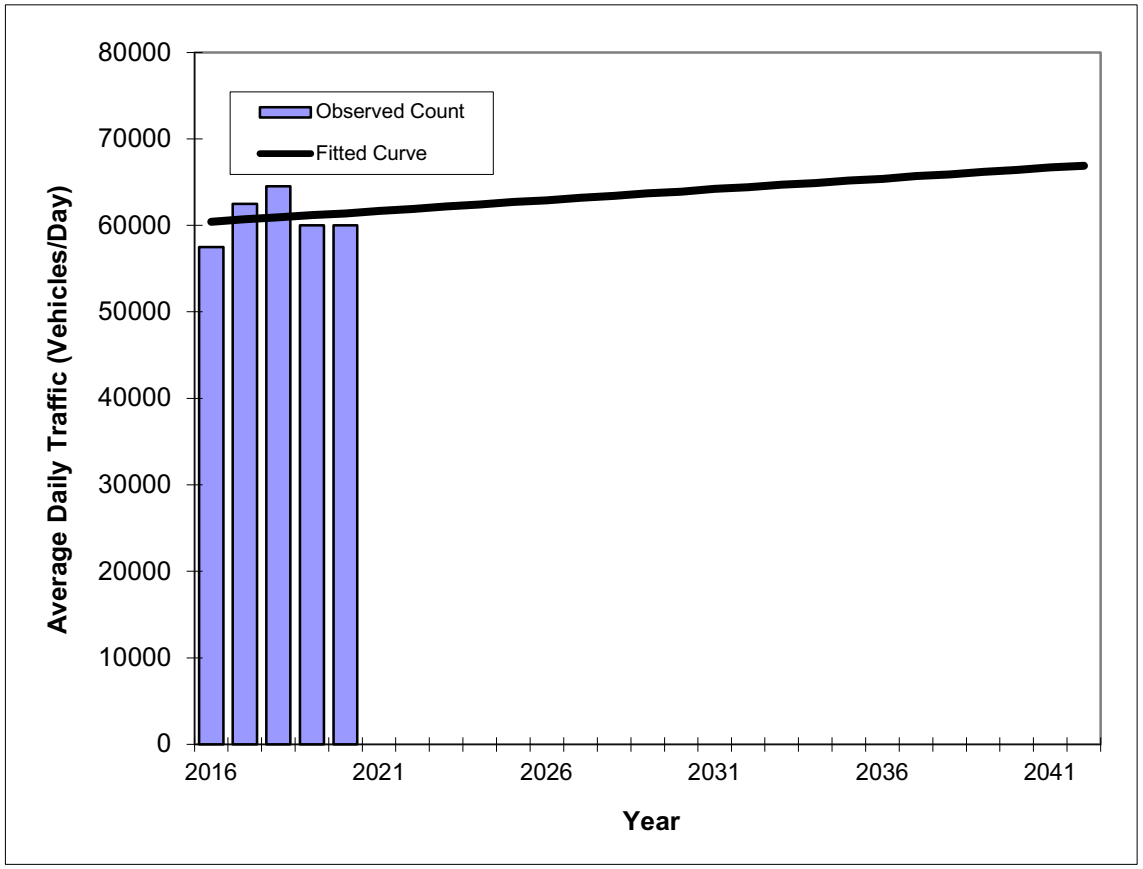
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 814/ATLANTIC BLVD -- W OF SR 811/DIXIE HWY

PIN#	0
Location	3

County:	Broward
Station #:	5054
Highway:	SR 814/ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2016	57500	60400
2017	62500	60700
2018	64500	60900
2019	60000	61200
2020	60000	61400
2021 Opening Year Trend		
2021	N/A	61700
2022 Mid-Year Trend		
2022	N/A	61900
2023 Design Year Trend		
2023	N/A	62200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	250
Trend R-squared:	2.18%
Trend Annual Historic Growth Rate:	0.44%
Trend Growth Rate (2019 to Design Year):	0.41%
Printed:	16-Aug-21

Straight Line Growth Option

DRC

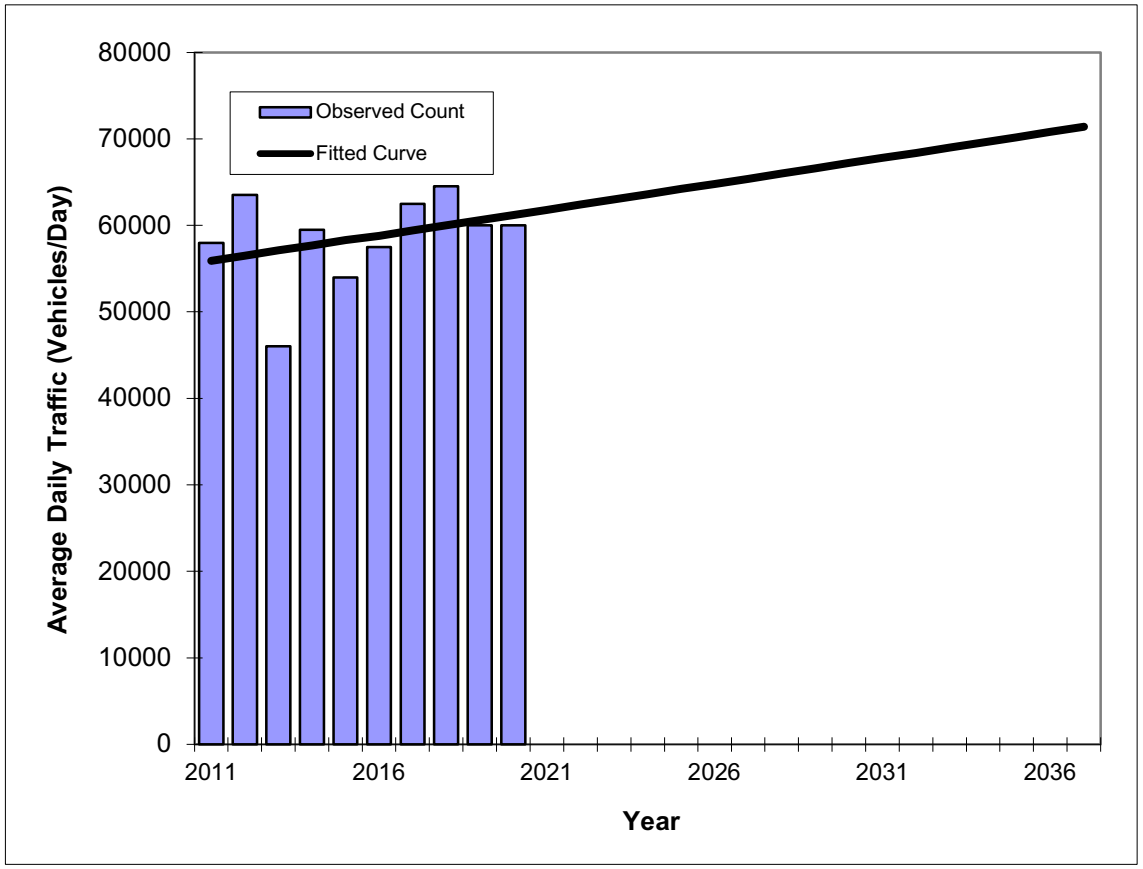
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

SR 814/ATLANTIC BLVD -- W OF SR 811/DIXIE HWY

PIN#	0
Location	3

County:	Broward
Station #:	5054
Highway:	SR 814/ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2011	58000	55900
2012	63500	56500
2013	46000	57100
2014	59500	57700
2015	54000	58300
2016	57500	58800
2017	62500	59400
2018	64500	60000
2019	60000	60600
2020	60000	61200
2021 Opening Year Trend		
2021	N/A	61800
2022 Mid-Year Trend		
2022	N/A	62400
2023 Design Year Trend		
2023	N/A	63000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	597
Trend R-squared:	11.30%
Trend Annual Historic Growth Rate:	1.05%
Trend Growth Rate (2020 to Design Year):	0.98%
Printed:	16-Aug-21

Straight Line Growth Option

DRC
PZ20-12000027
10/21/2021

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7424 - CYPRESS RD, S OF ATLANTIC BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	22500 R	N 12000	S 10500	9.00	54.60	5.50
2018	22500 T	N 12000	S 10500	9.00	54.50	6.00
2017	22500 S	N 12000	S 10500	9.00	51.90	6.20
2016	22500 F	N 12000	S 10500	9.00	54.10	2.90
2015	22500 C	N 12000	S 10500	9.00	54.00	3.40
2014	19500 X			9.00	54.20	7.40
2013	19500 X	0	0	9.00	53.60	7.60
2012	19500 T	0	0	9.00	52.20	5.90
2011	19500 S	0	0	9.00	52.50	6.30
2010	19500 F	N 9900	S 9600	8.35	52.69	9.30
2009	19500 C	N 9900	S 9600	8.53	53.89	5.30
2008	21000 F	N 10000	S 11000	8.81	54.16	6.50
2007	22000 C	N 10500	S 11500	8.63	55.75	4.80
2006	21500 C	N 11500	S 10000	8.40	55.34	2.90
2005	22000 C	N 11500	S 10500	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

DRC

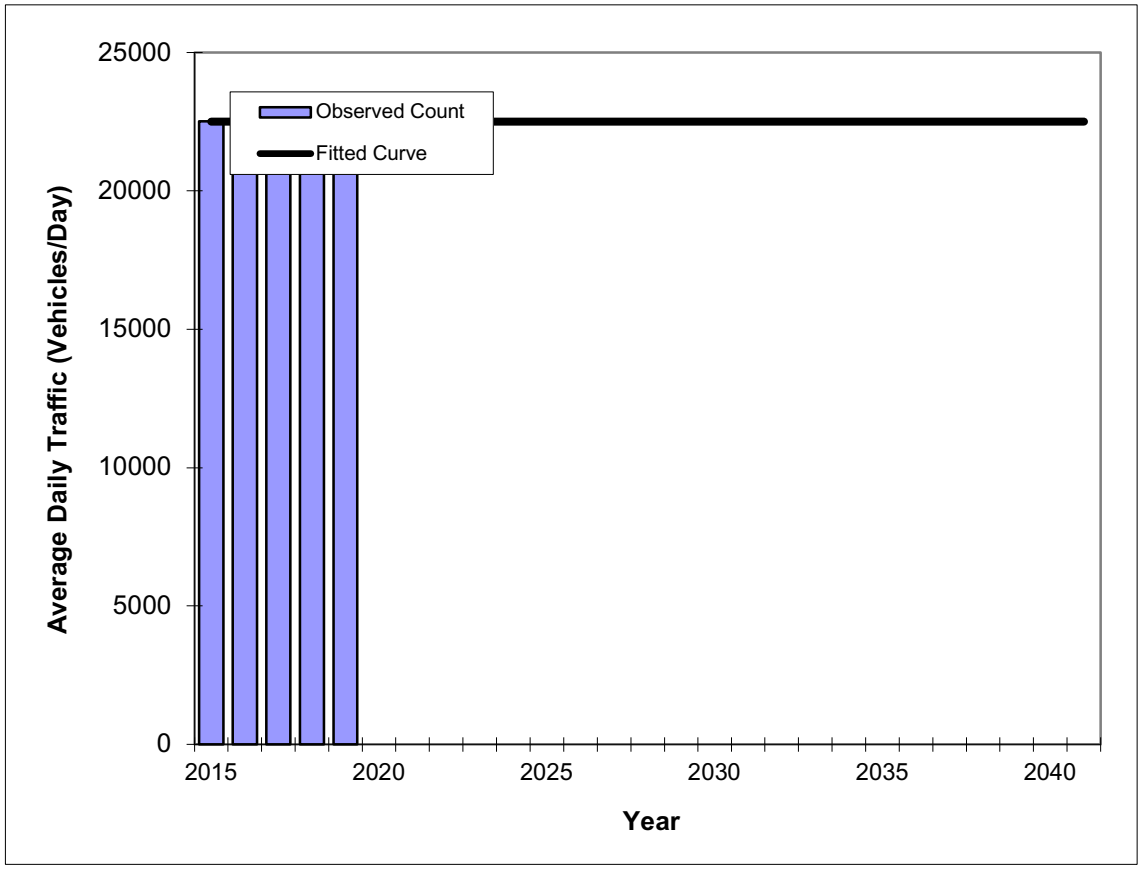
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

CYPRESS RD -- S OF ATLANTIC BLVD

PIN#	0
Location	4

County:	Broward
Station #:	7424
Highway:	CYPRESS RD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	22500	22500
2016	22500	22500
2017	22500	22500
2018	22500	22500
2019	22500	22500
2021 Opening Year Trend		
2021	N/A	22500
2022 Mid-Year Trend		
2022	N/A	22500
2023 Design Year Trend		
2023	N/A	22500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	#DIV/0!
Compounded Annual Historic Growth Rate:	0.00%
Compounded Growth Rate (2019 to Design Year):	0.00%
Printed:	16-Aug-21

Decaying Exponential Growth Option

DRC

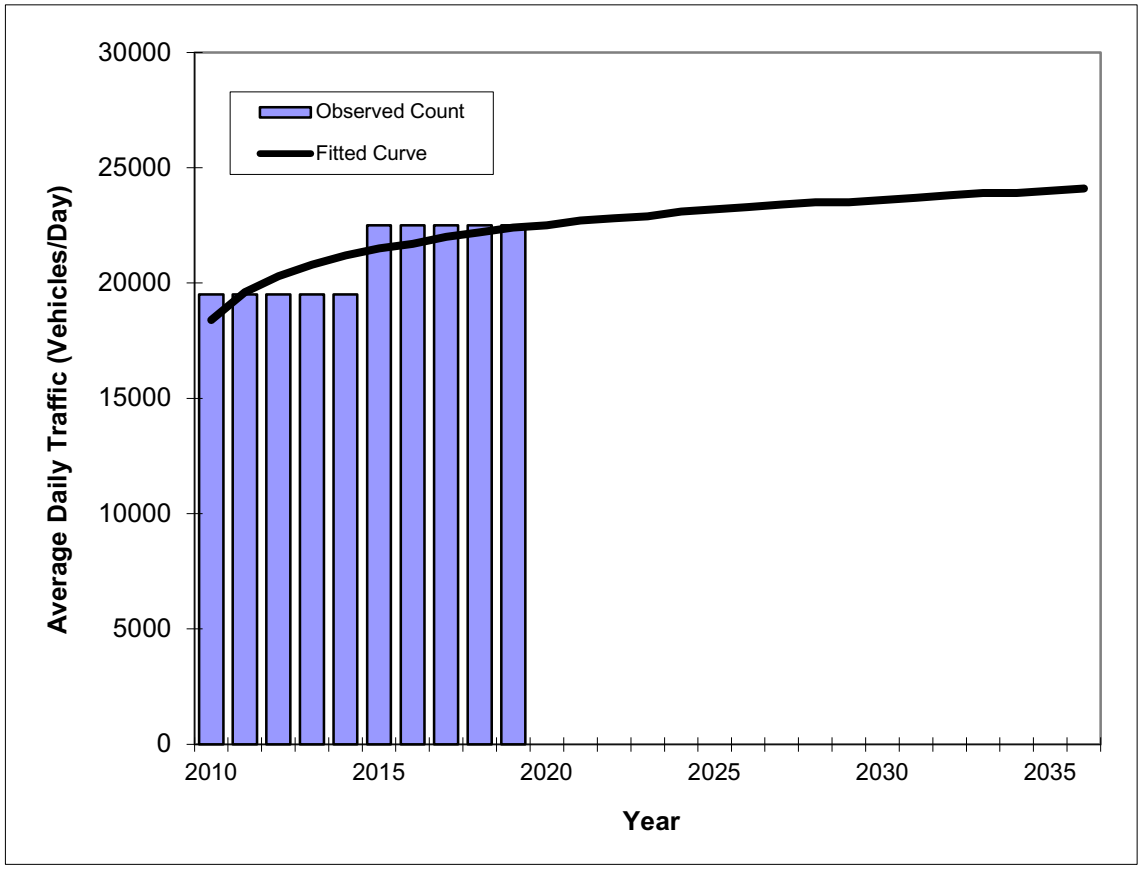
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

CYPRESS RD -- S OF ATLANTIC BLVD

PIN#	0
Location	4

County:	Broward
Station #:	7424
Highway:	CYPRESS RD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	19500	18400
2011	19500	19600
2012	19500	20300
2013	19500	20800
2014	19500	21200
2015	22500	21500
2016	22500	21700
2017	22500	22000
2018	22500	22200
2019	22500	22400
2021 Opening Year Trend		
2021	N/A	22700
2022 Mid-Year Trend		
2022	N/A	22800
2023 Design Year Trend		
2023	N/A	22900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	63.22%
Compounded Annual Historic Growth Rate:	2.21%
Compounded Growth Rate (2019 to Design Year):	0.55%
Printed:	16-Aug-21

Decaying Exponential Growth Option

DRC

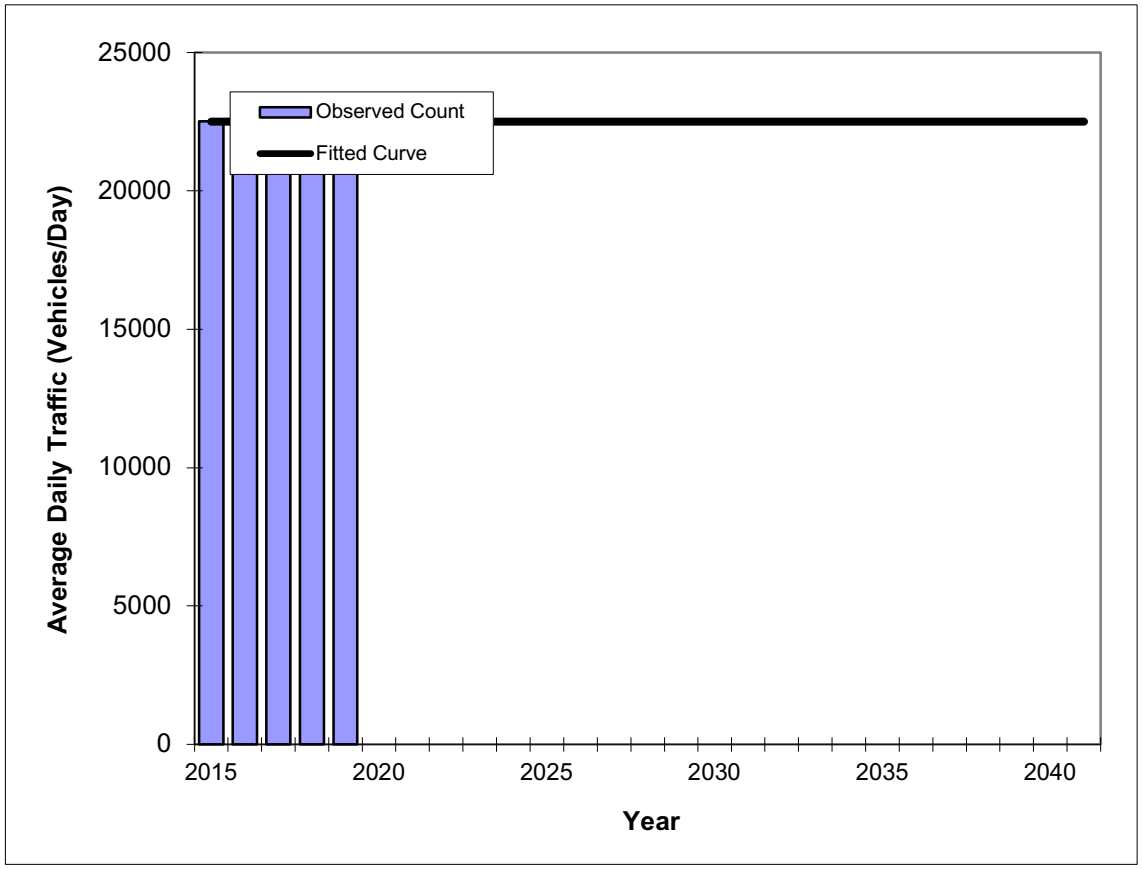
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

CYPRESS RD -- S OF ATLANTIC BLVD

PIN#	0
Location	4

County:	Broward
Station #:	7424
Highway:	CYPRESS RD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	22500	22500
2016	22500	22500
2017	22500	22500
2018	22500	22500
2019	22500	22500
2021 Opening Year Trend		
2021	N/A	22500
2022 Mid-Year Trend		
2022	N/A	22500
2023 Design Year Trend		
2023	N/A	22500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	#DIV/0!
Compounded Annual Historic Growth Rate:	0.00%
Compounded Growth Rate (2019 to Design Year):	0.00%
Printed:	16-Aug-21

Exponential Growth Option

DRC

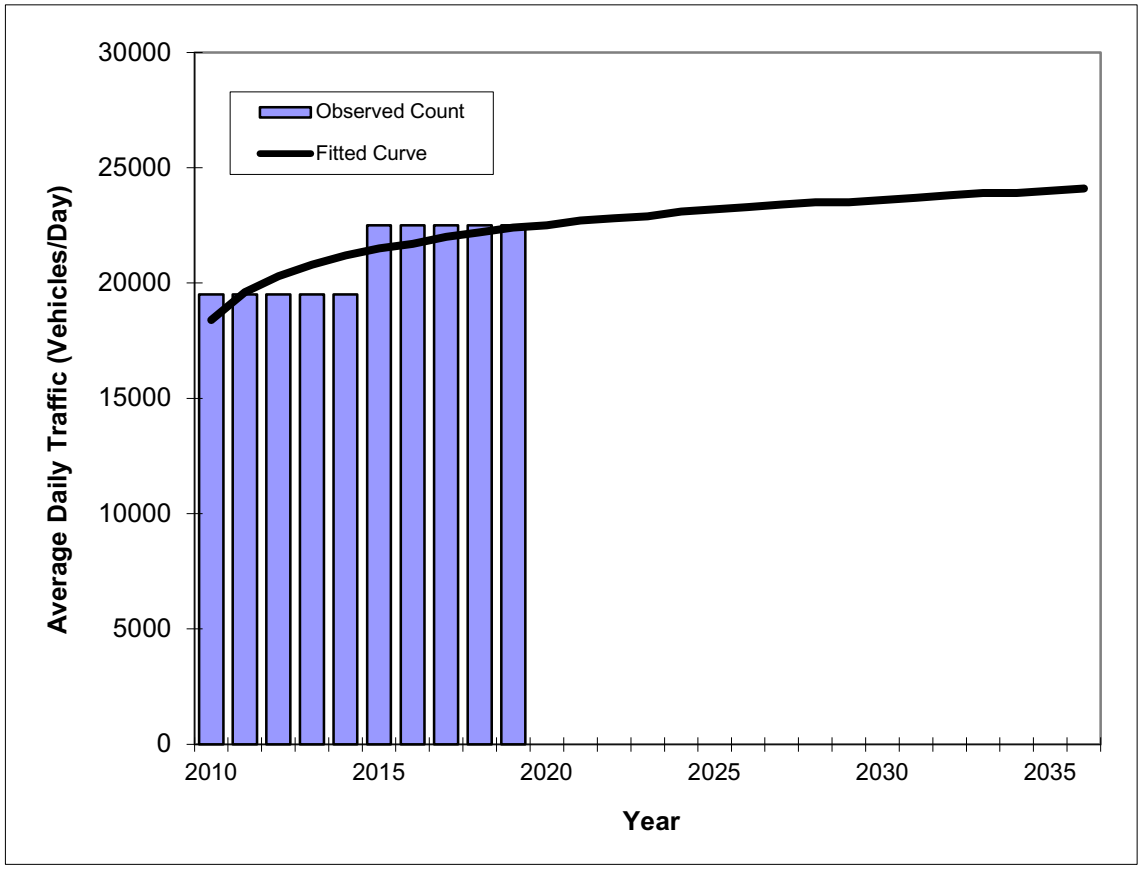
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

CYPRESS RD -- S OF ATLANTIC BLVD

PIN#	0
Location	4

County:	Broward
Station #:	7424
Highway:	CYPRESS RD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	19500	18400
2011	19500	19600
2012	19500	20300
2013	19500	20800
2014	19500	21200
2015	22500	21500
2016	22500	21700
2017	22500	22000
2018	22500	22200
2019	22500	22400
2021 Opening Year Trend		
2021	N/A	22700
2022 Mid-Year Trend		
2022	N/A	22800
2023 Design Year Trend		
2023	N/A	22900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	75.76%
Compounded Annual Historic Growth Rate:	2.21%
Compounded Growth Rate (2019 to Design Year):	0.55%
Printed:	16-Aug-21

Exponential Growth Option

DRC

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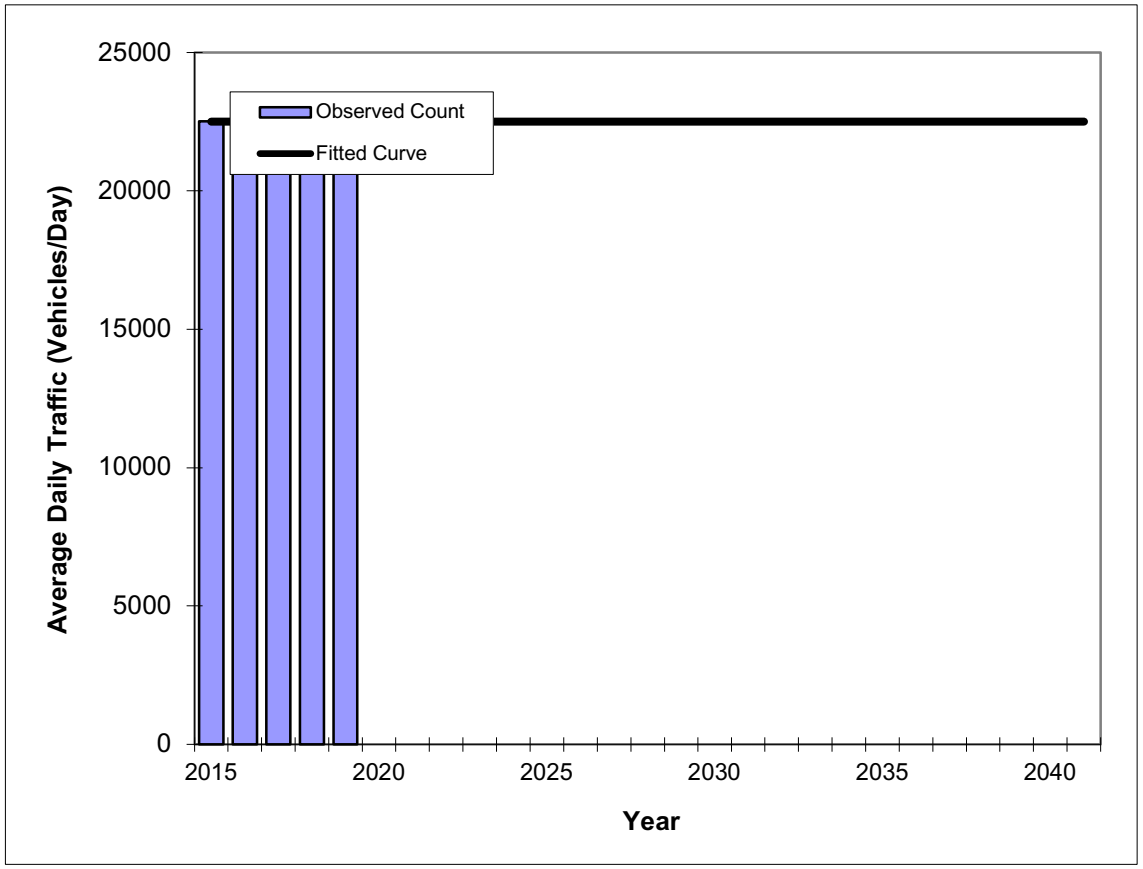
Traffic Trends - V2.0

CYPRESS RD -- S OF ATLANTIC BLVD

PIN#	0
Location	4

County:	Broward
Station #:	7424
Highway:	CYPRESS RD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	22500	22500
2016	22500	22500
2017	22500	22500
2018	22500	22500
2019	22500	22500
2021 Opening Year Trend		
2021	N/A	22500
2022 Mid-Year Trend		
2022	N/A	22500
2023 Design Year Trend		
2023	N/A	22500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	0
Trend R-squared:	#DIV/0!
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2019 to Design Year):	0.00%
Printed:	16-Aug-21

Straight Line Growth Option

DRC

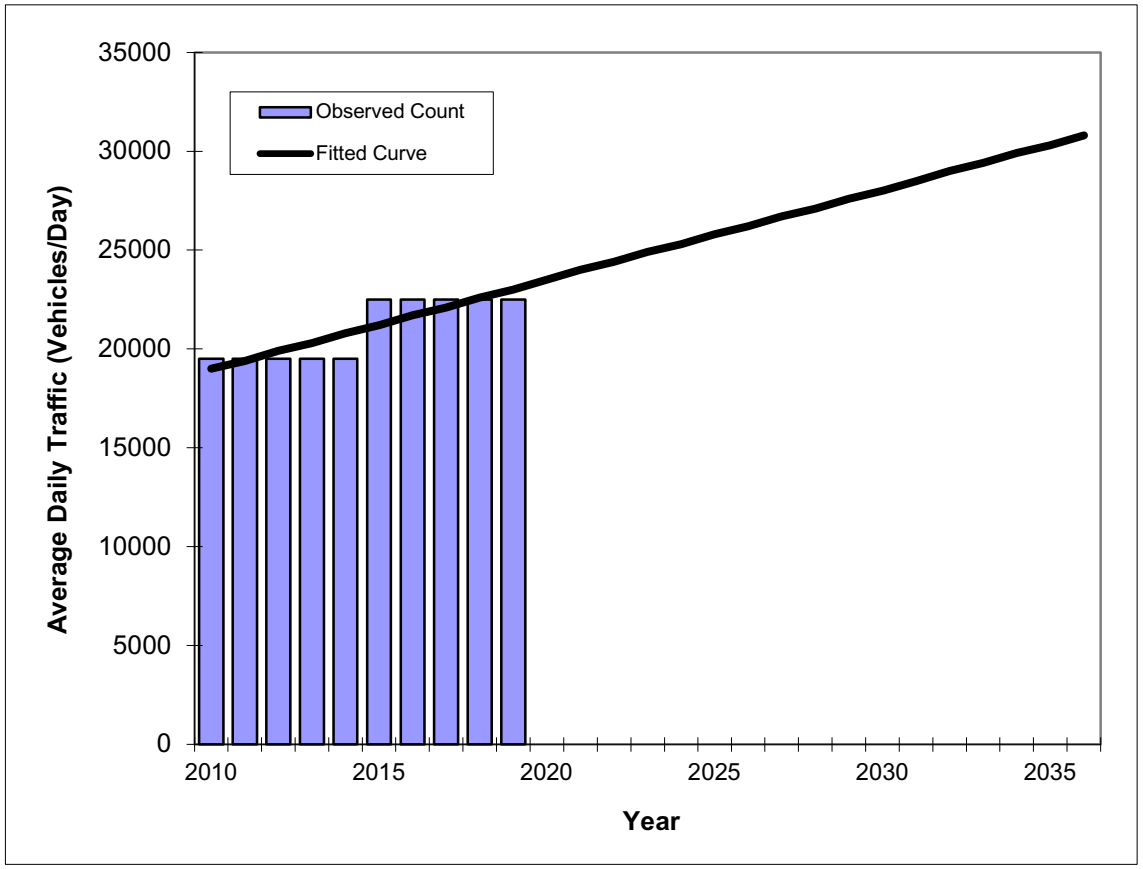
PZ20-12000027
10/21/2021

Traffic Trends - V2.0

CYPRESS RD -- S OF ATLANTIC BLVD

PIN#	0
Location	4

County:	Broward
Station #:	7424
Highway:	CYPRESS RD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	19500	19000
2011	19500	19400
2012	19500	19900
2013	19500	20300
2014	19500	20800
2015	22500	21200
2016	22500	21700
2017	22500	22100
2018	22500	22600
2019	22500	23000
2021 Opening Year Trend		
2021	N/A	24000
2022 Mid-Year Trend		
2022	N/A	24400
2023 Design Year Trend		
2023	N/A	24900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	455
Trend R-squared:	75.76%
Trend Annual Historic Growth Rate:	2.34%
Trend Growth Rate (2019 to Design Year):	2.07%
Printed:	16-Aug-21

Straight Line Growth Option

*Axle-Adjusted

DRC

PZ20-12000027

10/21/2021

Growth Rate Trend Analysis Calcualtions - 5 Years

Description	Station #											
	0025			0071			5054			7424		
Option	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**
Trend Growth Rate(1)	1.81	1.48	1.48	-1.01	-0.74	-0.74	0.44	1.11	1.11	0.00	0.00	0.00
Trend R-squared	38.21	37.43	26.83	27.74	27.91	15.61	2.18	2.54	12.09	0.00	0.00	0.00
Selected Growth Rate	1.81			-0.74			1.11			0.00		
Adjusted Growth Rate (2)	1.81			0.50			1.11			0.50		
Average Growth Rate	0.98											
Growth Rate Used	**0.98**											

Notes:

1: Refer to Trend Analysis Chart

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

What Is R-squared?

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

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

R-squared = Explained variation / Total variation

R-squared is always between 0 and 100%:

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

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

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

DRC

PZ20-12000027

10/21/2021

Growth Rate Trend Analysis Calcualtions - 10 Years

Description	Station #											
	0025			0071			5054			7424		
Option	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**
Trend Growth Rate(1)	2.07	2.17	2.17	0.39	0.70	0.70	1.05	0.77	0.77	2.34	2.21	2.21
Trend R-squared	75.56	74.90	77.10	7.27	7.89	20.30	11.30	11.44	5.53	75.76	75.76	63.22
Selected Growth Rate	2.17			0.70			0.77			2.34		
Adjusted Growth Rate (2)	2.17			0.70			0.77			2.34		
Average Growth Rate	1.50											
Growth Rate Used	**1.50**											

Notes:

1: Refer to Trend Analysis Chart

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

What Is R-squared?

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

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

R-squared = Explained variation / Total variation

R-squared is always between 0 and 100%:

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

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

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

APPENDIX I

COVID-19 Adjustment Calculations

TABLE I-1
COVID-19 Adjustment Factor

Roadway	Location	Count Date	AM Peak Hour Volumes 2019 (1) Pre COVID-19	Peak Season Adj. Factor	Estimated Annual Growth	Estimated 2020 (2) Peak Season Pre COVID-19	2020 Count Date	2020 Post-COVID-19	Peak Season Adj. Factor	2020 Peak Season Post-COVID-19	Adjustment Factor
SR 811 / Old Dixie Hwy	S of Atlantic Blvd	4/2/19	1,873	1.00	1.10%	1,894	2/2-3/21	1,527	1.02	1,558	1.22
Atlantic Boulevard	W of SE 9th Ave	3/21/19	2,759	1.00	1.10%	2,789	2/2-3/21	2,604	1.02	2,656	1.05
Atlantic Boulevard	W of Dixie Hwy	4/2/19	4,187	1.00	1.10%	4,233	2/9-10/21	3,411	1.01	3,445	1.23
Cypress Road (3)	S of Atlantic Blvd	--	1,627	1.00	1.10%	1,645	2/16-18/21	1,332	1.00	1,332	1.23
	Totals		**10,446**			**10,561**				**8,991**	**1.17**

TABLE I-2
COVID-19 Adjustment Factor

Roadway	Location	Count Date	PM Peak Hour Volumes 2019 (1) Pre COVID-19	Peak Season Adj. Factor	Estimated Annual Growth	Estimated 2020 (2) Peak Season Pre COVID-19	2020 Count Date	2020 Post-COVID-19	Peak Season Adj. Factor	2020 Peak Season Post-COVID-19	Adjustment Factor
SR 811 / Old Dixie Hwy	S of Atlantic Blvd	4/2/19	2,433	1.00	1.10%	2,460	2/2-3/21	1,959	1.02	1,998	1.23
Atlantic Boulevard	W of SE 9th Ave	3/21/19	3,345	1.00	1.10%	3,382	2/2-3/21	2,911	1.02	2,969	1.14
Atlantic Boulevard	W of Dixie Hwy	4/2/19	4,213	1.00	1.10%	4,259	2/9-10/21	3,678	1.01	3,715	1.15
Cypress Road (3)	S of Atlantic Blvd	--	2,005	1.00	1.10%	2,027	2/16-18/21	1,642	1.00	1,642	1.23
	Totals		**9,991**			**12,128**				**10,324**	**1.17**

(1) Source: 2019 Data reported by FDOT and Broward County.
(2) 2020 Pre-COVID-19 volumes were developed by applying an areawide growth rate of 1.10% to the 2019 counts.
(3) Due to the absence of a Synopsis report for this location, the total daily volume reported by FDOT was utilized and the AM and PM peak hour percentages were based upon those exhibited by the counts

APPENDIX J

ITE *Trip Generation Manual (10th Edition)*

Relevant Excerpts

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and off-campus student apartment (Land Use 225) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:45 and 5:45 p.m., respectively. For the one site with Saturday data, the overall highest vehicle volume was counted between 9:45 and 10:45 a.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 11:45 a.m. and 12:45 p.m.

For the one dense multi-use urban site with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 6:15 and 7:15 p.m., respectively.

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

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

- 1.13 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.21 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, District of Columbia, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Minnesota, New Jersey, New York, Ontario, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, and Washington.

It is expected that the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site. Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

168, 187, 188, 204, 211, 300, 305, 306, 319, 320, 321, 357, 390, 412, 418, 525, 530, 571, 579, 583, 864, 868, 869, 870, 896, 903, 918, 946, 947, 948, 951

Multifamily Housing (Low-Rise)
(220)

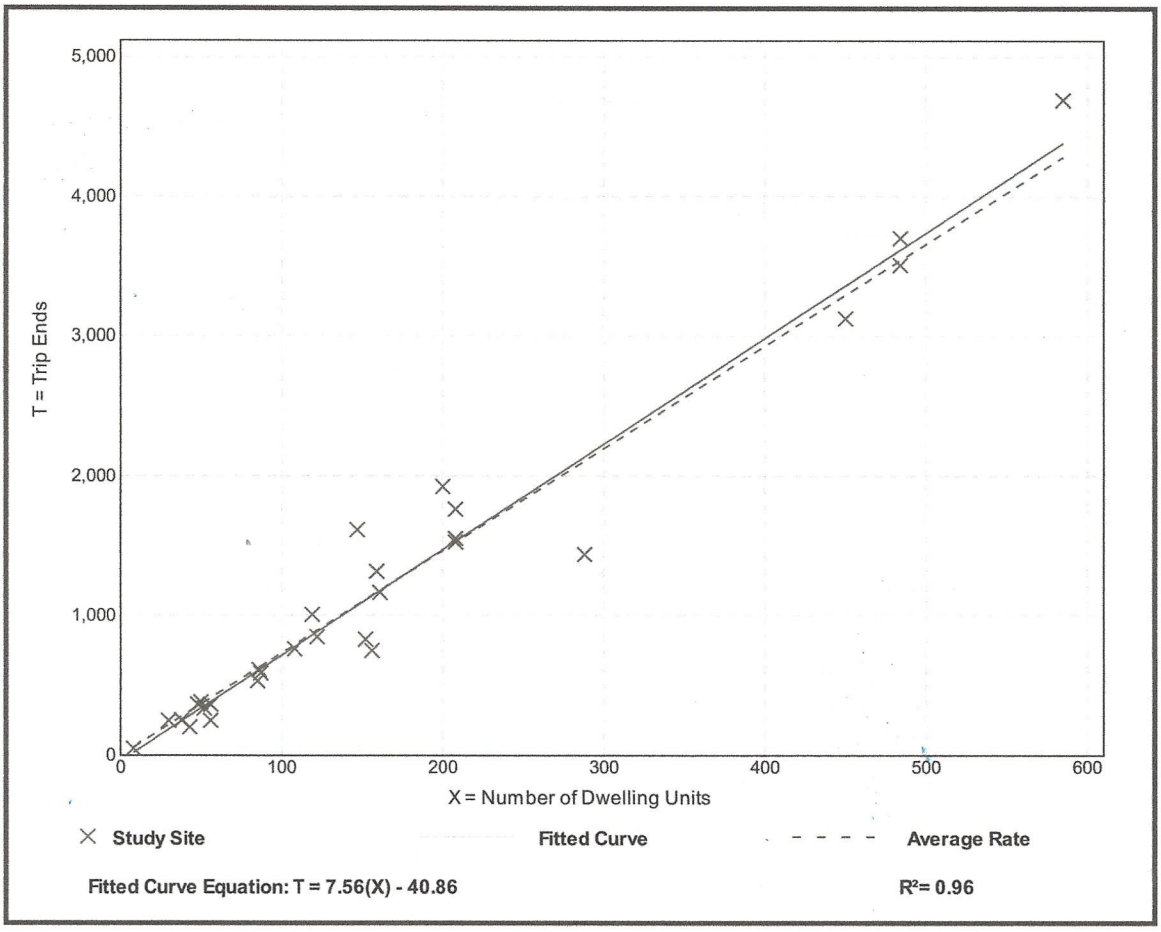
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



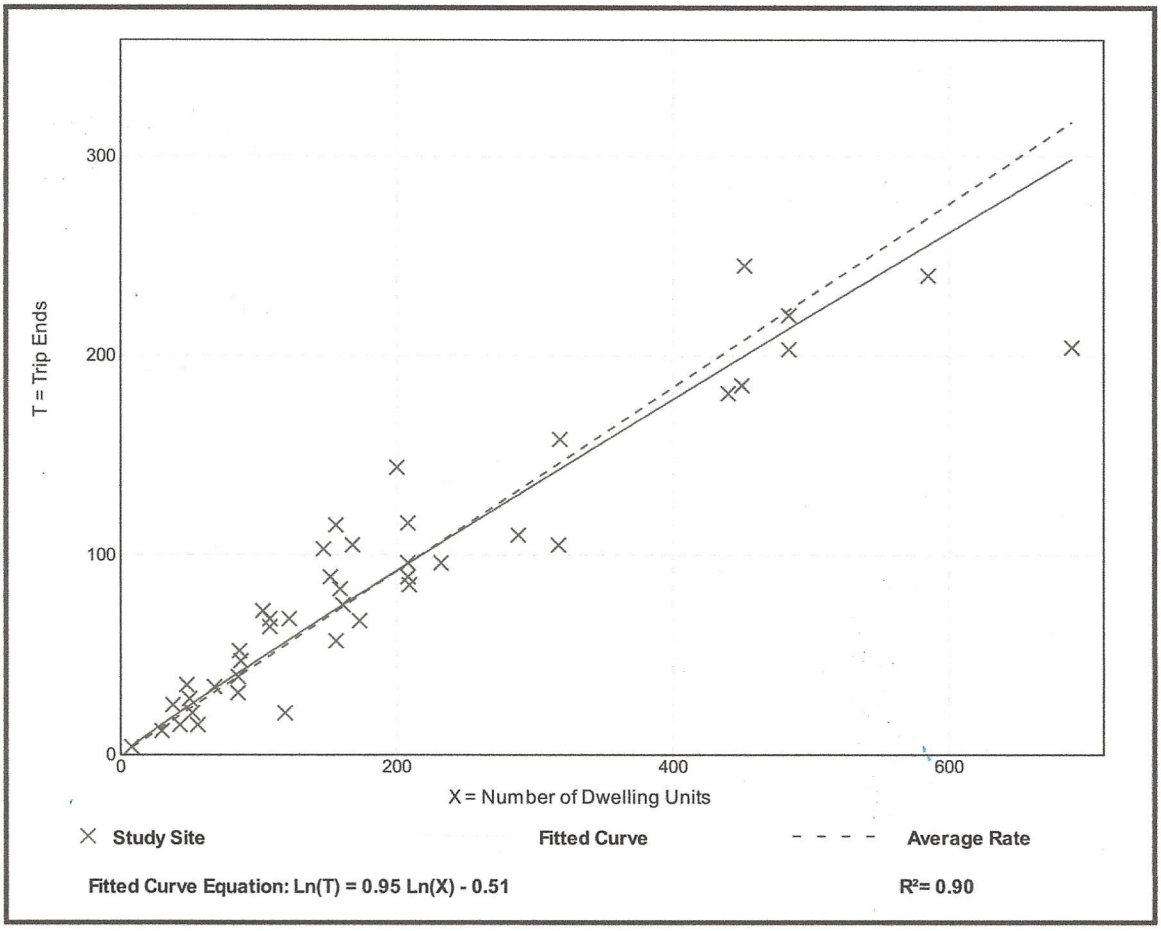
Multifamily Housing (Low-Rise)
(220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 7 and 9 a.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	42
Avg. Num. of Dwelling Units:	199
Directional Distribution:	23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



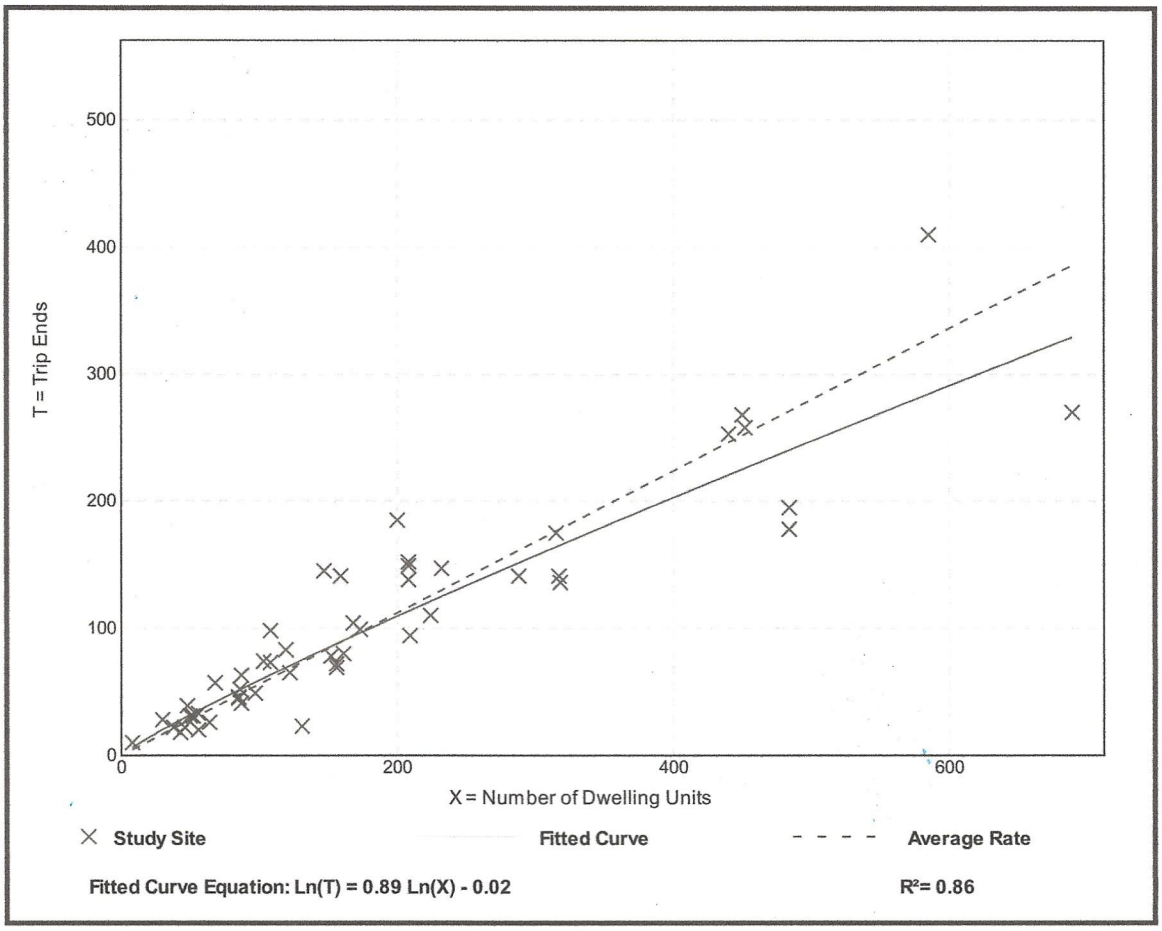
Multifamily Housing (Low-Rise)
(220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	50
Avg. Num. of Dwelling Units:	187
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors). Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (Land Use 225), and mid-rise residential with 1st-floor commercial (Land Use 231) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.46 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 95.7 percent of the total dwelling units were occupied.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 4:45 and 5:45 p.m., respectively.

For the four dense multi-use urban sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:15 and 5:15 p.m., respectively. For the three center city core sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 6:45 and 7:45 a.m. and 5:00 and 6:00 p.m., respectively.

For the six sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.46 residents per occupied dwelling unit.

For the five sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 95.7 percent of the units were occupied.

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

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

The average numbers of person trips per vehicle trip at the 32 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

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

The average numbers of person trips per vehicle trip at the 13 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Delaware, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, Virginia, and Wisconsin.

Source Numbers

168, 188, 204, 305, 306, 321, 357, 390, 436, 525, 530, 579, 638, 818, 857, 866, 901, 904, 910, 912, 918, 934, 936, 939, 944, 947, 948, 949, 959, 963, 964, 966, 967, 969, 970

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Multifamily Housing (Mid-Rise)
(221)

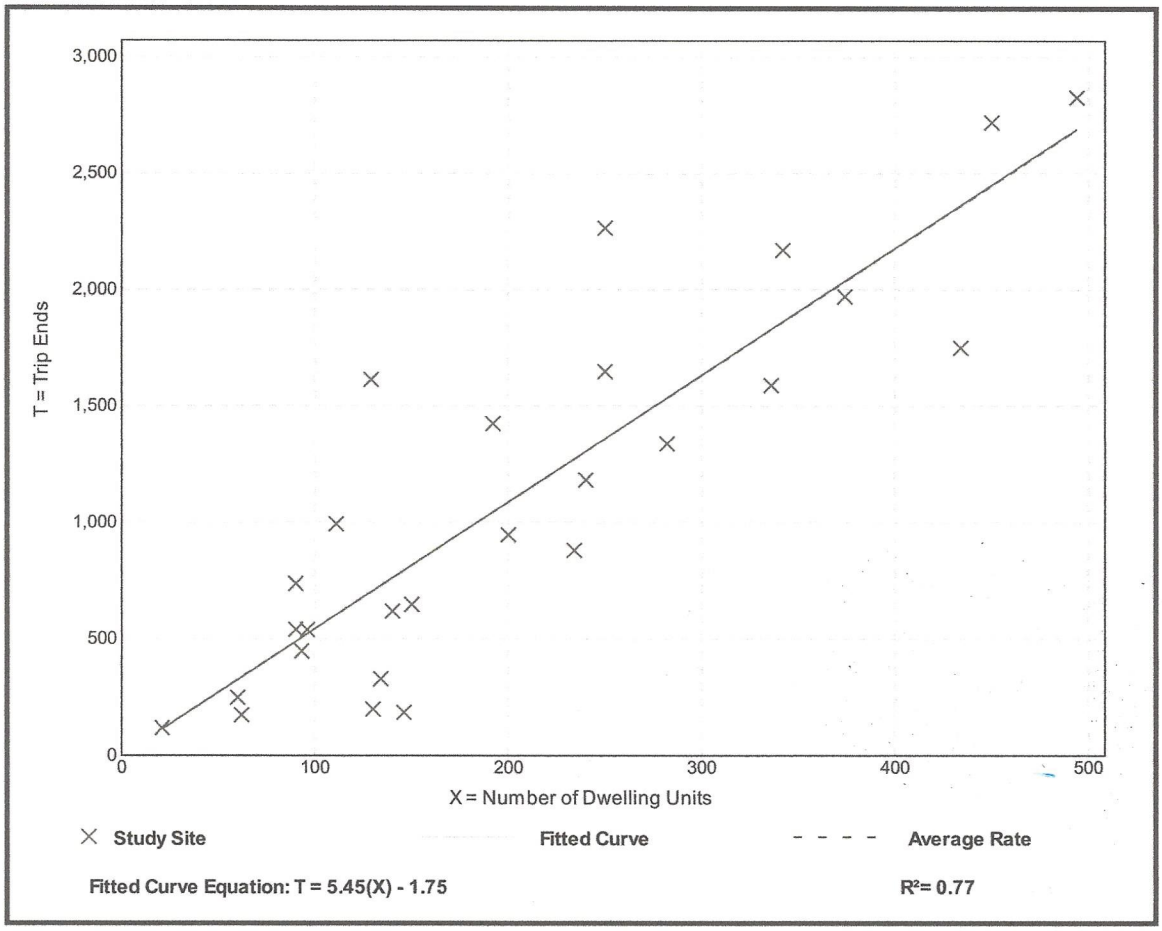
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



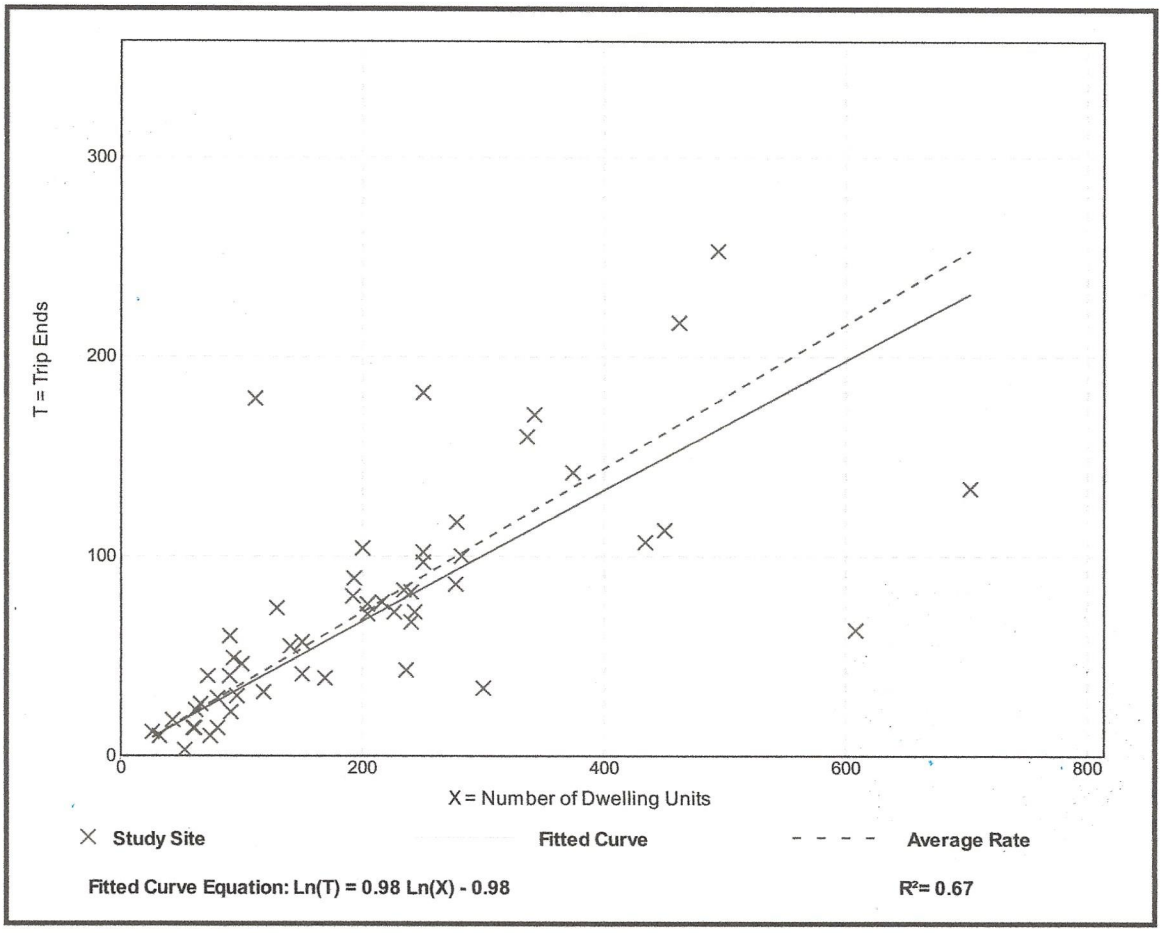
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	53
Avg. Num. of Dwelling Units:	207
Directional Distribution:	26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



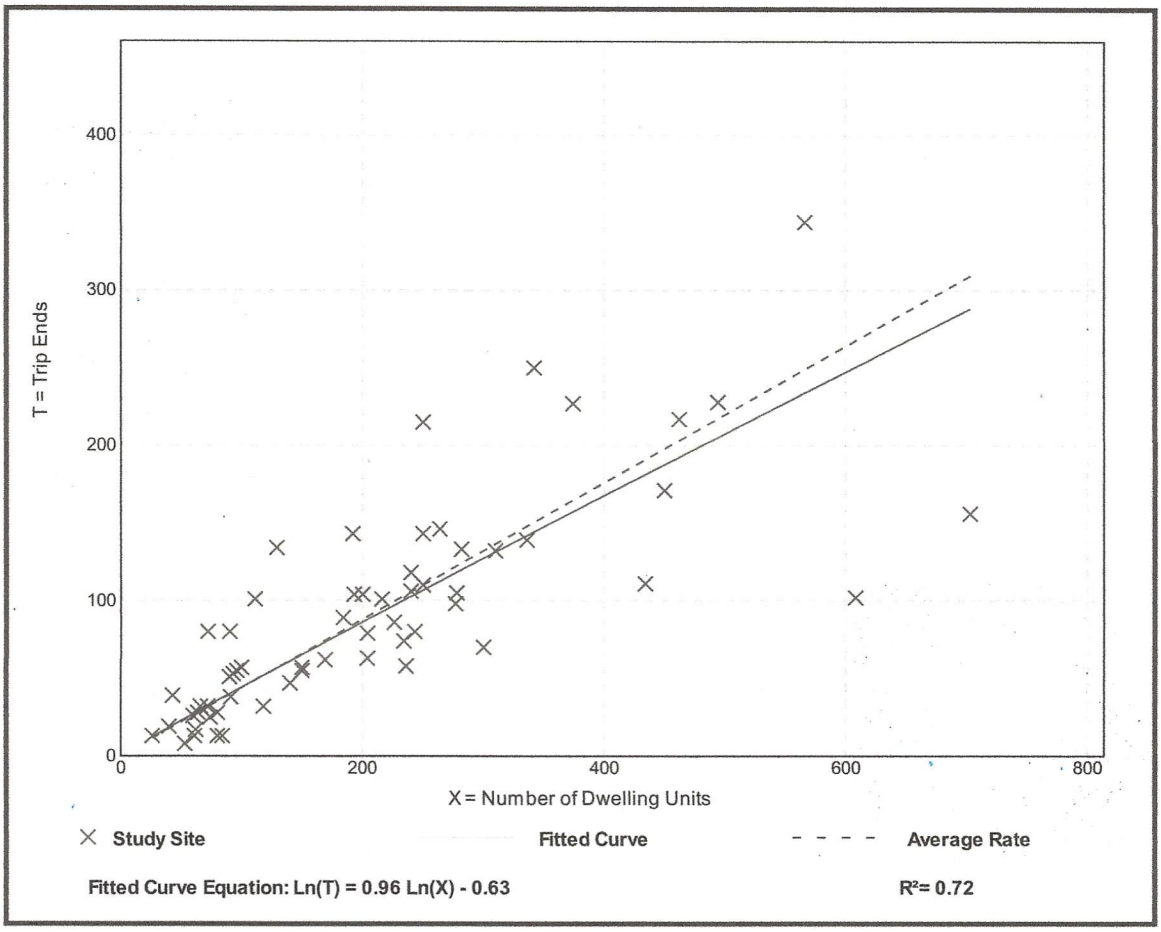
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	60
Avg. Num. of Dwelling Units:	208
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Land Use: 710
General Office Building

Description

A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities. A general office building with a gross floor area of 5,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating trip generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered.

When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating the trip generation. When the individual buildings are isolated and not related to one another, it is suggested that trip generation be calculated for each building separately and then summed.

Additional Data

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

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 16 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:30 and 5:30 p.m., respectively.

For the three general urban/suburban sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:45 and 9:45 a.m. and 12:45 and 1:45 p.m., respectively. For the three dense multi-use urban sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 4:45 and 5:45 p.m., respectively. For the four center city core sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 9:00 and 10:00 a.m. and 12:45 and 1:45 p.m., respectively.

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

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

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

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

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

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

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

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 418, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972

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10/21/2021

General Office Building
(710)

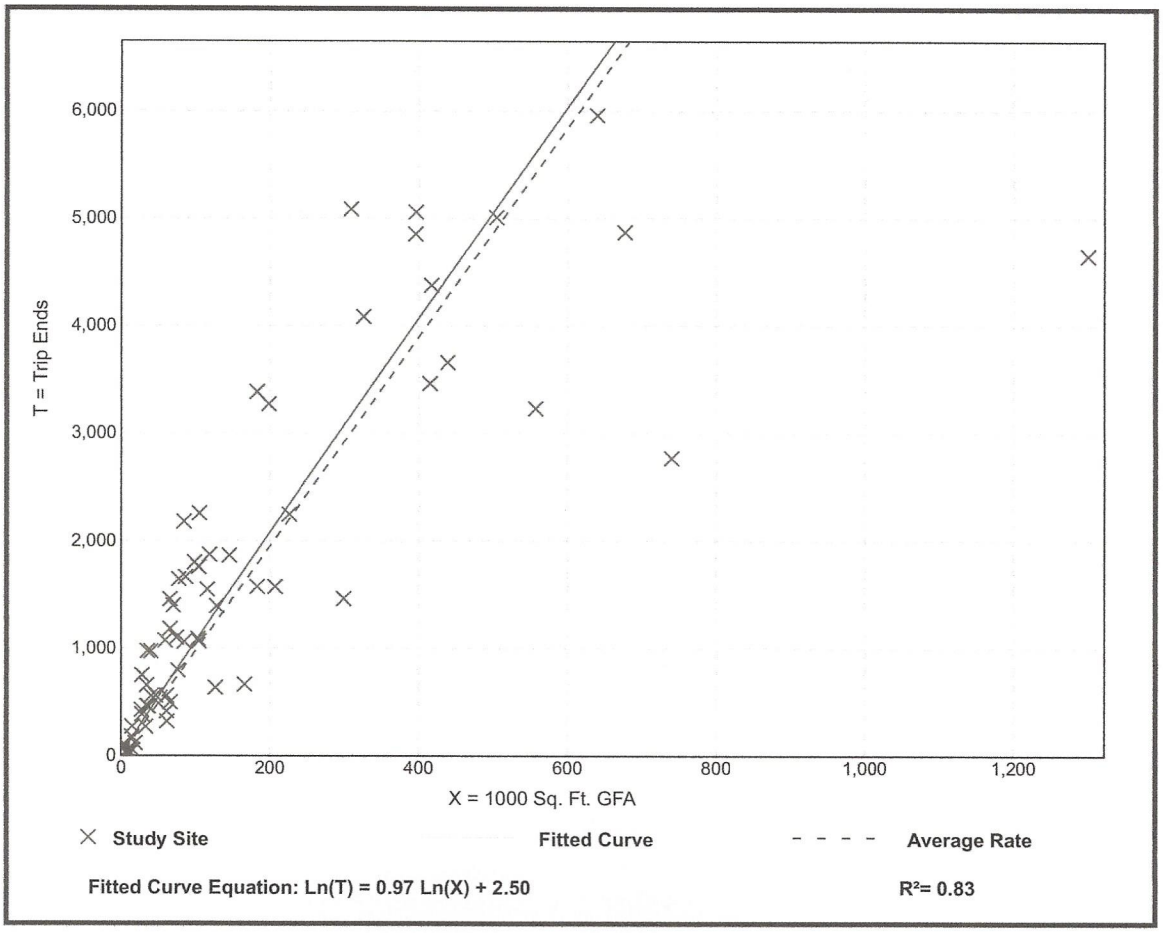
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 66
1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.97 Ln(X) + 2.50

R^2= 0.83

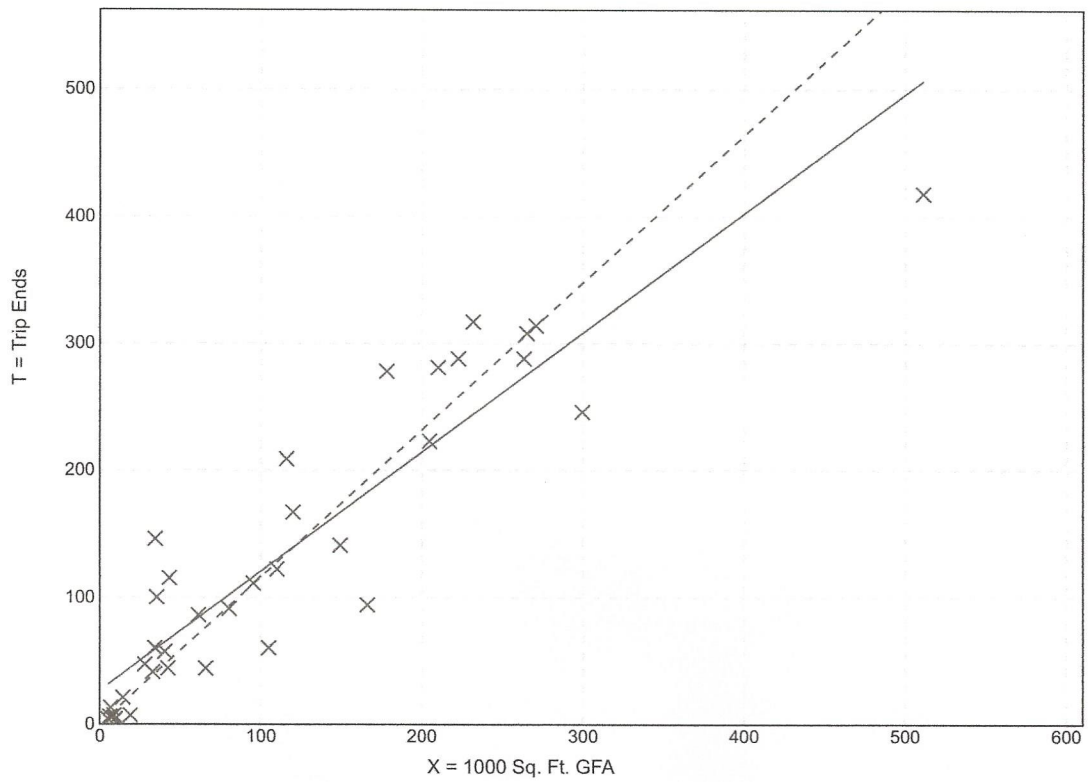
General Office Building
(710)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	35
1000 Sq. Ft. GFA:	117
Directional Distribution:	86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



× **Study Site** **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 0.94(X) + 26.49 **R^2= 0.85**

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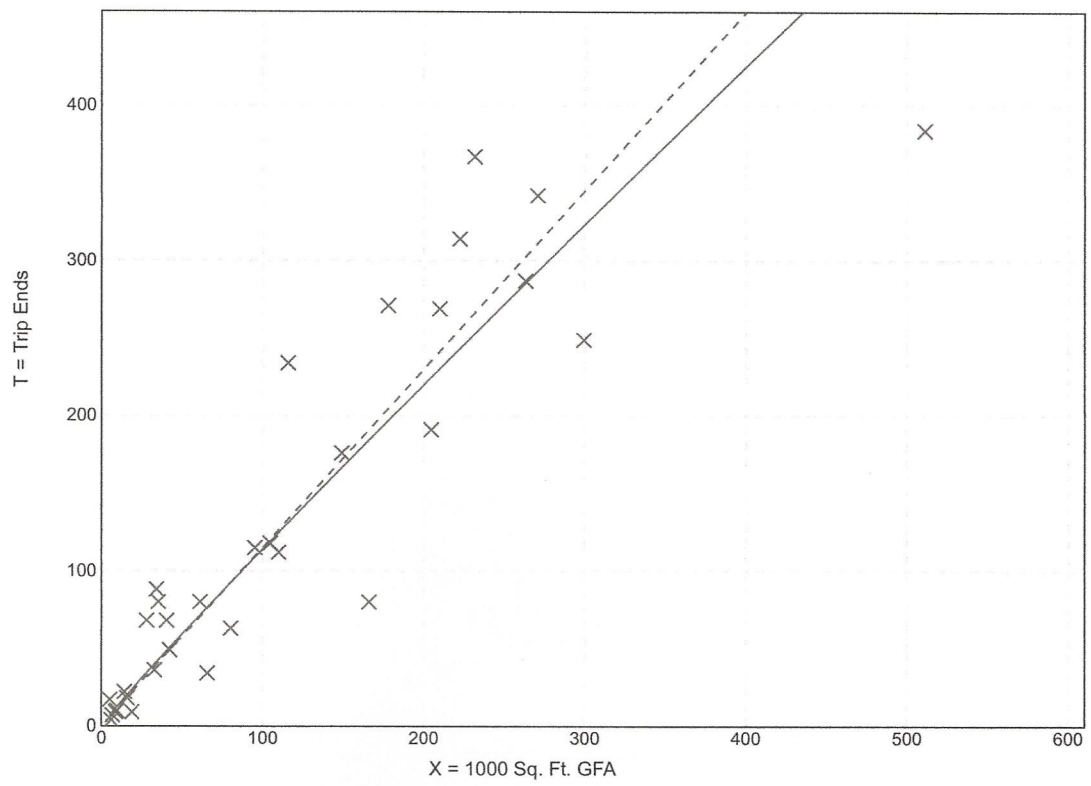
General Office Building
(710)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	32
1000 Sq. Ft. GFA:	114
Directional Distribution:	16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



× **Study Site** **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: Ln(T) = 0.95 Ln(X) + 0.36 **R^2= 0.88**

Land Use: 820
Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Factory outlet center (Land Use 823) is a related use.

Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers, and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (for example, ice skating rinks or indoor miniature golf courses).

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the total GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively.

The average numbers of person trips per vehicle trip at the 27 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.31 during Weekday, AM Peak Hour of Generator
- 1.43 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.46 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

105, 110, 154, 156, 159, 186, 190, 198, 199, 202, 204, 211, 213, 239, 251, 259, 260, 269, 294, 295, 299, 300, 301, 304, 305, 307, 308, 309, 310, 311, 314, 315, 316, 317, 319, 358, 365, 376, 385, 390, 400, 404, 414, 420, 423, 428, 437, 440, 442, 444, 446, 507, 562, 580, 598, 629, 658, 702, 715, 728, 868, 870, 871, 880, 899, 908, 912, 915, 926, 936, 944, 946, 960, 961, 962, 973, 974, 978

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Shopping Center
(820)

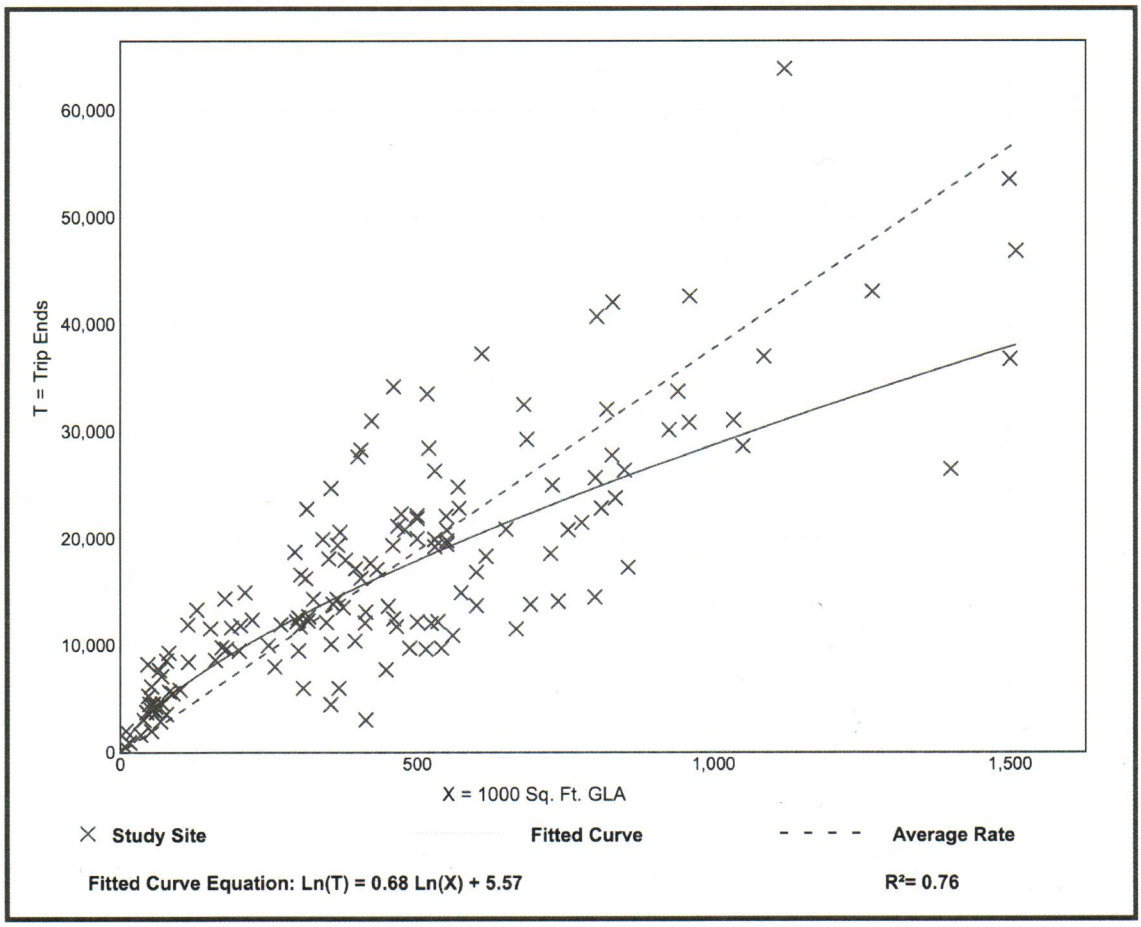
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 147
1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



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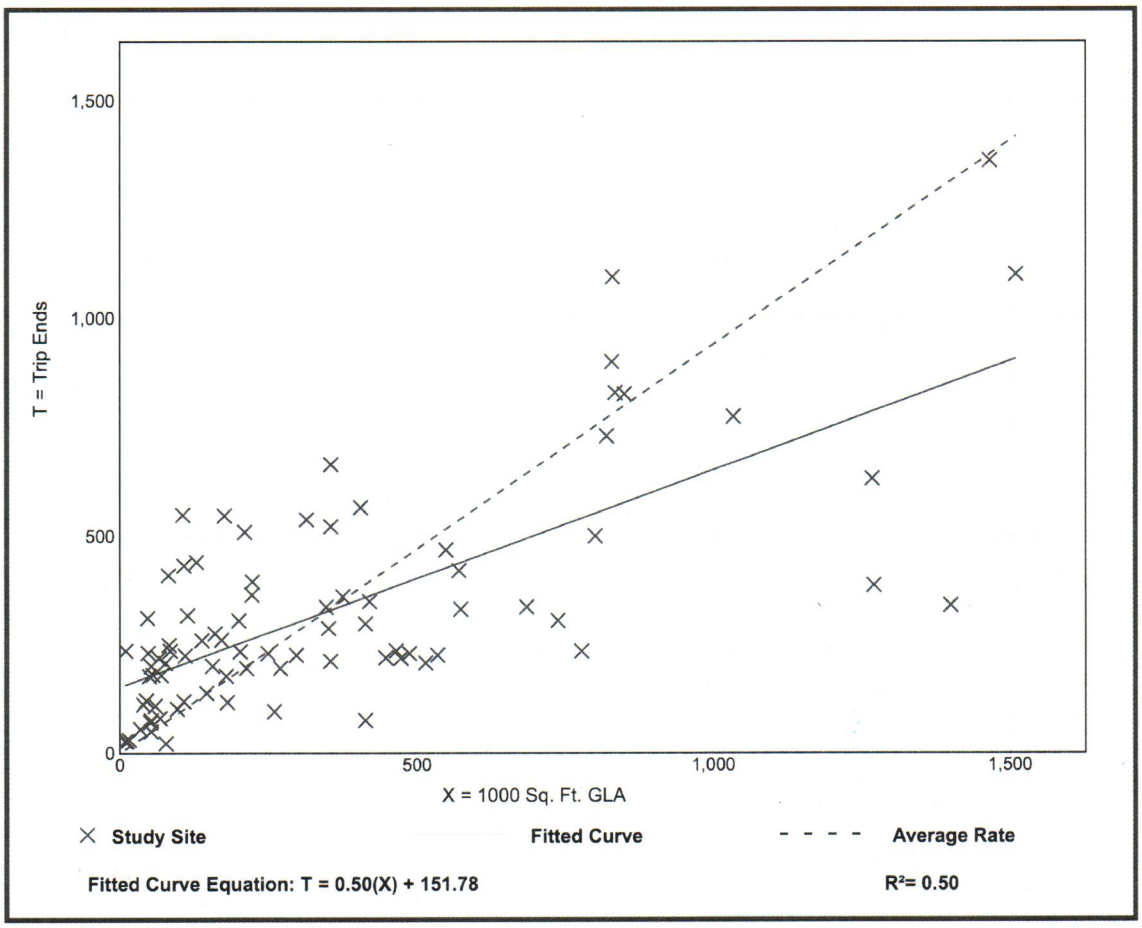
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	84
1000 Sq. Ft. GLA:	351
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



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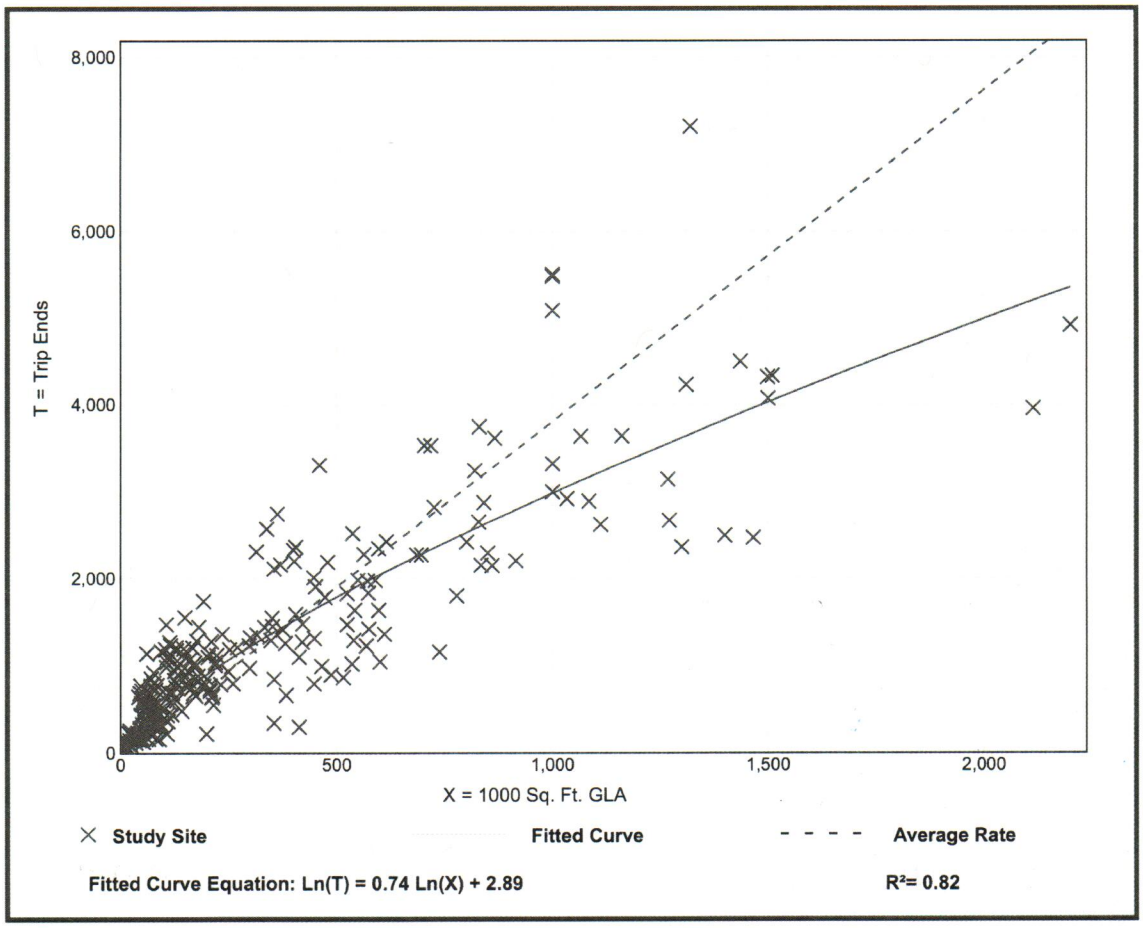
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	261
1000 Sq. Ft. GLA:	327
Directional Distribution:	48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



APPENDIX K

Koi Development

Trip Generation and Trip Distribution Analyses

Table K-1
Koi Development
Trip Generation Analysis
Pompano Beach, Florida

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed								
Multifamily Housing (Mid-Rise)	90 DU	489	8	23	31	24	16	40

Compiled by: KBP Consulting, Inc. (March 2021).
Source: ITE Trip Generation Manual (10th Edition).

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LEGEND	
8	Inbound Traffic
5	Outbound Traffic

KBP
CONSULTING, INC.

Koi Development - Project Traffic Assignment
AM Peak Hour

FIGURE K-2
400 E. Atlantic Boulevard
Pompano Beach, Florida

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LEGEND	
8	Inbound Traffic
5	Outbound Traffic

KBP
CONSULTING, INC.

Koi Development Project Traffic Assignment
PM Peak Hour

FIGURE K-3
400 E. Atlantic Boulevard
Pompano Beach, Florida

APPENDIX L

Future Traffic Volumes Spreadsheets

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E/W Atlantic Boulevard and N/S Dixie Highway
AM Peak Hour

	S Dixie Highway Northbound			N Dixie Highway Southbound			W Atlantic Boulevard Eastbound			E Atlantic Boulevard Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/2/2021)	175	318	122	200	474	169	126	1,391	192	90	1,073	137
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
COVID-19 Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2021 Peak Season Traffic	209	380	146	239	566	202	150	1,660	229	107	1,281	163
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
Committed Development:												
Koi Residences			1					3		2	8	1
2023 Background Traffic	215	391	151	246	583	208	155	1,713	236	113	1,327	169
400 E Atlantic Boulevard			2	1				7		4	18	3
2023 Total Traffic	**215**	**391**	**153**	**247**	**583**	**208**	**155**	**1,720**	**236**	**117**	**1,345**	**172**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E/W Atlantic Boulevard and N/S Dixie Highway
PM Peak Hour

	S Dixie Highway Northbound			N Dixie Highway Southbound			W Atlantic Boulevard Eastbound			E Atlantic Boulevard Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (2/2/2021)	265	556	140	208	572	251	164	1,328	245	78	1,262	162
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
COVID-19 Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2021 Peak Season Traffic	316	664	167	248	683	300	196	1,585	292	93	1,506	193
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
Committed Development:												
Koi Residences			2	2				8		1	6	1
2023 Background Traffic	326	684	174	258	703	309	202	1,641	301	97	1,558	200
400 E Atlantic Boulevard			4	3				21		3	14	2
2023 Total Traffic	**326**	**684**	**178**	**261**	**703**	**309**	**202**	**1,662**	**301**	**100**	**1,572**	**202**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E Atlantic Boulevard and Cypress Road / NE 2nd Avenue
AM Peak Hour

	Cypress Road Northbound			NE 2nd Avenue Southbound			E Atlantic Boulevard Eastbound			E Atlantic Boulevard Westbound			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic (2/2/2021)	293	68	322	22	87	30	13	1,311	365	36	200	1,022	15
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
COVID-19 Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2021 Peak Season Traffic	350	81	384	26	104	36	16	1,565	436	43	239	1,220	18
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
Committed Development:													
Koi Residences			1					4			2	11	1
2023 Background Traffic	360	84	397	27	107	37	16	1,616	449	44	248	1,268	19
400 E Atlantic Boulevard			2					10			5	25	1
2023 Total Traffic	**360**	**84**	**399**	**27**	**107**	**37**	**16**	**1,626**	**449**	**44**	**253**	**1,293**	**20**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E Atlantic Boulevard and Cypress Road / NE 2nd Avenue
PM Peak Hour

	Cypress Road Northbound			NE 2nd Avenue Southbound			E Atlantic Boulevard Eastbound			E Atlantic Boulevard Westbound			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic (2/2/2021)	353	75	413	8	123	21	11	1,314	412	4	290	1,214	19
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
COVID-19 Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2021 Peak Season Traffic	421	90	493	10	147	25	13	1,568	492	5	346	1,449	23
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
Committed Development:													
Koi Residences			2					12			2	8	
2023 Background Traffic	434	92	510	10	151	26	14	1,628	507	5	359	1,501	23
400 E Atlantic Boulevard			6	1				28			3	19	1
2023 Total Traffic	**434**	**92**	**516**	**11**	**151**	**26**	**14**	**1,656**	**507**	**5**	**362**	**1,520**	**24**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E Atlantic Boulevard and NE 4th Avenue
AM Peak Hour

	Project Driveway Northbound			NE 4th Avenue Southbound			E Atlantic Boulevard Eastbound				E Atlantic Boulevard Westbound			
Description	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic (2/2/2021)	0	0	2	0	0	19	55	55	1,680	12	12	3	1,209	14
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
COVID-19 Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2021 Peak Season Traffic	0	0	2	0	0	23	66	66	2,005	14	14	4	1,443	17
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
Committed Development:														
Koi Residences									5		3		14	
2023 Background Traffic	0	0	2	0	0	23	68	68	2,071	15	18	4	1,500	17
400 E Atlantic Boulevard			52							12		8	31	
2023 Total Traffic	**0**	**0**	**52**	**0**	**0**	**23**	**68**	**68**	**2,071**	**12**	**18**	**8**	**1,531**	**17**

Red values indicate those movements that exclude existing turning movements to and from the site.

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E Atlantic Boulevard and NE 4th Avenue
PM Peak Hour

	Project Driveway Northbound			NE 4th Avenue Southbound			E Atlantic Boulevard Eastbound				E Atlantic Boulevard Westbound			
Description	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Existing Traffic (2/2/2021)	0	0	7	0	0	26	20	33	1,695	4	23	2	1,506	16
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
COVID-19 Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2021 Peak Season Traffic	0	0	8	0	0	31	24	39	2,023	5	27	2	1,797	19
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
Committed Development:														
Koi Residences									14		10		10	
2023 Background Traffic	0	0	9	0	0	32	25	41	2,098	5	38	2	1,862	20
400 E Atlantic Boulevard			39							35		24	23	
2023 Total Traffic	**0**	**0**	**39**	**0**	**0**	**32**	**25**	**41**	**2,098**	**35**	**38**	**24**	**1,885**	**20**

Red values indicate those movements that exclude existing turning movements to and from the site.

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E Atlantic Boulevard and NE 5th Avenue
AM Peak Hour

	Koi Driveway Northbound			NE 5th Avenue Southbound			E Atlantic Boulevard Eastbound				E Atlantic Boulevard Westbound		
Description	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right
Existing Traffic (2/2/2021)	0	0	1	0	0	65	40	65	1,446	3	0	1,174	12
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
COVID-19 Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2021 Peak Season Traffic	0	0	1	0	0	78	48	78	1,726	4	0	1,401	14
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
Committed Development:													
Koi Residences			5				6		12			11	
2023 Background Traffic	0	0	6	0	0	80	55	80	1,790	4	0	1,454	15
400 E Atlantic Boulevard							31		21			8	
2023 Total Traffic	**0**	**0**	**6**	**0**	**0**	**80**	**86**	**80**	**1,811**	**4**	**0**	**1,462**	**15**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E Atlantic Boulevard and NE 5th Avenue
PM Peak Hour

	Koi Driveway Northbound			NE 5th Avenue Southbound			E Atlantic Boulevard Eastbound				E Atlantic Boulevard Westbound		
Description	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right
Existing Traffic (2/2/2021)	0	0	18	0	0	61	27	85	1,603	1	0	1,473	20
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
COVID-19 Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2021 Peak Season Traffic	0	0	21	0	0	73	32	101	1,913	1	0	1,758	24
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
Committed Development:													
Koi Residences			3				4		9			16	
2023 Background Traffic	0	0	25	0	0	75	37	105	1,980	1	0	1,827	25
400 E Atlantic Boulevard							23		16			24	
2023 Total Traffic	**0**	**0**	**25**	**0**	**0**	**75**	**60**	**105**	**1,996**	**1**	**0**	**1,851**	**25**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E Atlantic Boulevard and NE/SE 11th Avenue
AM Peak Hour

	SE 11th Avenue Northbound			NE 11th Avenue Southbound			E Atlantic Boulevard Eastbound				E Atlantic Boulevard Westbound		
Description	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right
Existing Traffic (2/2/2021)	167	51	54	71	33	41	14	65	1,304	68	32	935	18
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
COVID-19 Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2021 Peak Season Traffic	199	61	64	85	39	49	17	78	1,556	81	38	1,116	21
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
Committed Development:													
Koi Residences								2	7			3	
2023 Background Traffic	205	63	66	87	41	50	17	82	1,610	84	39	1,153	22
400 E Atlantic Boulevard						2		4	16	1		6	
2023 Total Traffic	**205**	**63**	**66**	**87**	**41**	**52**	**17**	**86**	**1,626**	**85**	**39**	**1,159**	**22**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

E Atlantic Boulevard and NE/SE 11th Avenue
PM Peak Hour

	SE 11th Avenue Northbound			NE 11th Avenue Southbound			E Atlantic Boulevard Eastbound				E Atlantic Boulevard Westbound		
Description	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right
Existing Traffic (2/2/2021)	170	65	64	88	78	34	25	101	1,216	122	86	1,198	25
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
COVID-19 Adjustment Factor	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
2021 Peak Season Traffic	203	78	76	105	93	41	30	121	1,451	146	103	1,430	30
Annual Growth Rate	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%	1.50%
Committed Development:													
Koi Residences	1					2		1	5			7	
2023 Background Traffic	210	80	79	108	96	44	31	125	1,500	150	106	1,480	31
400 E Atlantic Boulevard	1					4		3	12	1		19	
2023 Total Traffic	**211**	**80**	**79**	**108**	**96**	**48**	**31**	**128**	**1,512**	**151**	**106**	**1,499**	**31**

APPENDIX M

Signal Timing Data

DRC

PZ20-12000027
10/21/2021

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1324	**Initial Operation Date**	3/20/84
Controller Type	2070 LN	**System Number**	1324
Modification Number	15	**Modification Date**	08/23/2018
Drawing/Project No	McMAHON 40650615201	**FPL Grid Number**	87788430901
Intersection	ATLANTIC BLVD. (SR 814) and DIXIE HWY. (SR 811)		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	5	6	5	12	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.5	1.5	3.0	1.5	2.5
Maximum Green I	15	40	15	30	15	40	15	30
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		34		34		34		34
Permissive	DUAL		DUAL		NO		DUAL	
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED

Attachment **1324 -15 SOP.pdf**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. RAILROAD PREEMPTION:
   (A) TRACK CLEARANCE = NOT USED.
   (B) ACTIVE PHASES: NB, NBL, SB AND EBL (4,7,8,1).
   (C) RETURN PHASES: WB/WBL (2+5).
3. DOUBLE CLEARANCE WB FARSIDE: 3 SECONDS.
4. MOD. 15 UPDATES PRE-EMPTION AND NOTES.

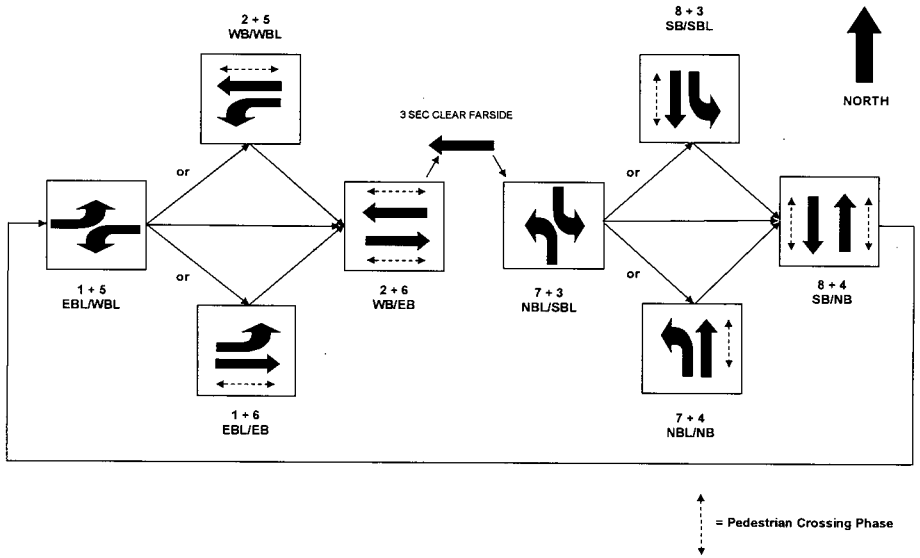
Submitted By _____ **Approved By** _____

DRC

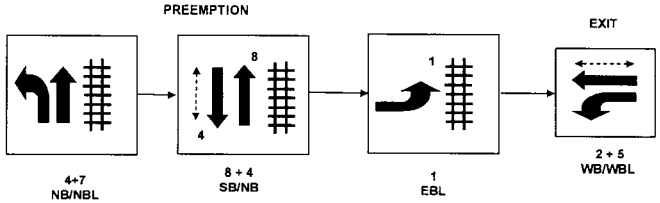
PZ20-12000027
10/21/2021

Sequence of Operation

Atlantic Boulevard and Dixie Highway (SR 811)
Intersection Number 1324 Pompano Beach



RAILROAD PREEMPTION SETTINGS:
(A) TRACK CLEARANCE = NOT USED.
(B) ACTIVE PHASES = NB, NBL, SB, EBL
(C) RETURN PHASE = WB, WBL.



Broward County | Timing Sheet | 2/23/2021 8:59:55 AM

Station : 1324 - Atlantic Blvd & Dixie Hwy (Standard File)

Phase	1 (EL)	2 (WR)	3 (SL)	4 (NR)	5 (WL)	6 (ER)	7 (NL)	8 (SR)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		34		34		34		34								
Min Green	5	12	5	6	5	12	5	6								
Gap Ext	1.5	3	1.5	2.5	1.5	3	1.5	2.5								
Max1	15	40	15	30	15	40	15	30								
Max2																
Yellow Clr	5	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry																
Auto Flash Exit																
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		ON		ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4					
Dwell Cyc Veh 2	7					
Dwell Cyc Veh 3	8					
Dwell Cyc Veh 4	1					
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

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

Dwell Cyc Ped8						
Exit 1	2					
Exit 2	5					
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 1324 - Atlantic Blvd & Dixie Hwy (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	14	2	1		50		22	59	33	46	22	59	23	56								
9		3	3	160	152	3	1	5	50		18	55	33	54	18	55	23	64								
15		4	4	160	60	4	1	5	50		26	54	30	50	26	54	25	55								
20		3	3	160	152	3	1	5	50		18	55	33	54	18	55	23	64								
23		100	254																							
Day Plan 2											**Easy**															
		3	3	160	152	3	1	5	50		18	55	33	54	18	55	23	64								
1		100	254																							
6	30	3	3	160	152	3	1	5	50		18	55	33	54	18	55	23	64								
Day Plan 3											**Easy**															
		3	3	160	152	3	1	5	50		18	55	33	54	18	55	23	64								
1		100	254																							
6	30	3	3	160	152	3	1	5	50		18	55	33	54	18	55	23	64								
23		100	254																							

Broward County Timing Sheet 2/23/2021 8:59:55 AM

Station : 1324 - Atlantic Blvd & Dixie Hwy (Standard File)

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

Scheduler

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

User Comments:

DRC
PZ20-12000027
10/21/2021

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1339	**Initial Operation Date**	3/20/84
Controller Type	2070 LN	**System Number**	1339
Modification Number	11	**Modification Date**	03/27/2015
Drawing/Project No	McMahon 40650615201	**FPL Grid Number**	87788650803
Intersection	ATLANTIC BOULEVARD and CYPRESS ROAD		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,8	4,7	5,4R	6		
Direction	EBL	WB	SB	NB	WBL	EB		
Initial Green(MIN)	5	12	6	6	5	12		
Vehicle Ext.(GAP)	1.5	3.0	2.0	2.0	1.5	3.0		
Maximum Green I	15	60	25	25	15	60		
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0		
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0		
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		
Detector Delay			20-RT	20-RT				
Walk		7	7	7		7		
Pedestrian Clearance		26	36	30		26		
Permissive	NO				DUAL			
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW		

Attachment

NOTES:

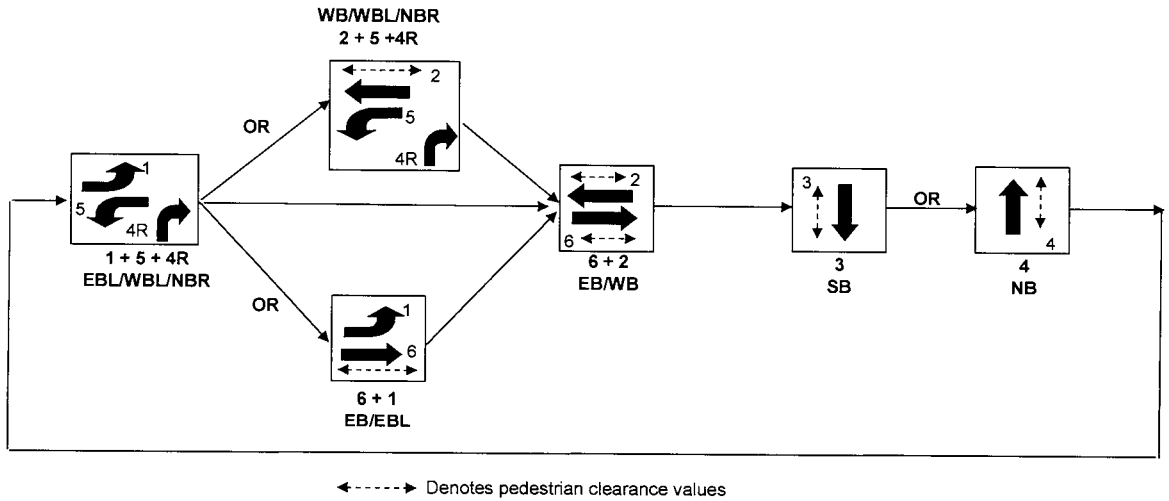
1. HEAD 4R (NBR) IS HARDWIRED TO PHASE 5 (WBL).
2. MOD. 11 UPDATES ALL RED CLEARANCE VALUES ON PHASES 2 & 6 PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

DRC

PZ20-12000027
10/21/2021

Sequence of Operation for Atlantic Blvd (SR 814) and Cypress Road [1339]
Pompano Beach



Broward County | Timing Sheet | 2/23/2021 9:01:38 AM

Station : 1339 - Atlantic Blvd & Cypress Rd/NE 2 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (ST)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7		7										
Ped Clearance		26	36	30		26										
Min Green	5	12	6	6	5	12										
Gap Ext	1.5	3	2	2	1.5	3										
Max1	15	60	25	25	15	60										
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call			ON						ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

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

Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Broward County | Timing Sheet | 2/23/2021 9:01:38 AM

Station : 1339 - Atlantic Blvd & Cypress Rd/NE 2 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	121	2	1		50		22	79	34	25	25	76										
9		3	3	160	89	3	1	10	50		20	76	20	44	20	76										
15		4	4	160	3	4	1	10	50		22	71	32	35	25	68										
20		3	3	160	89	3	1	10	50		20	76	20	44	20	76										
Day Plan 2											**Easy**															
		3	3	160	89	3	1	10	50		20	76	20	44	20	76										
1		100	254																							
6	30	3	3	160	89	3	1	10	50		20	76	20	44	20	76										
Day Plan 3											**Easy**															
		3	3	160	89	3	1	10	50		20	76	20	44	20	76										
1		100	254																							
6	30	3	3	160	89	3	1	10	50		20	76	20	44	20	76										
23		100	254																							

Station : 1339 - Atlantic Blvd & Cypress Rd/NE 2 Ave (Standard File)

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

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																																2
6					1									1																														1	1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																								1	1	1	1	1	1	1					2
12											1							1																									1	1	1	1	1	1	1				2
13												1		1				1																										1									2
14												1		1	1	1	1	1																											1								2
15												1		1																																1							2
16												1		1				1																																		1		2
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32																																																					1

User Comments:

DRC
PZ20-12000027
10/21/2021

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1338	**Initial Operation Date**	3/20/84
Controller Type	2070 LN	**System Number**	1338
Modification Number	6	**Modification Date**	03/27/2015
Drawing/Project No	227921-1-52-01	**FPL Grid Number**	87888310806
Intersection	ATLANTIC BLVD. (SR 814) and NE/SE 11 AVENUE		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	10	4	6	4	10	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	10	40	10	16	10	40	10	16
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN.	OFF	OFF	OFF	MIN.	OFF	OFF
Detector Delay								20-RT
Walk		7		7		7		7
Pedestrian Clearance		14		20		14		20
Permissive	5 SECT		5 SECT		5 SECT		5 SECT	
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return								

Attachment

Channel/Drop / **IP Address**

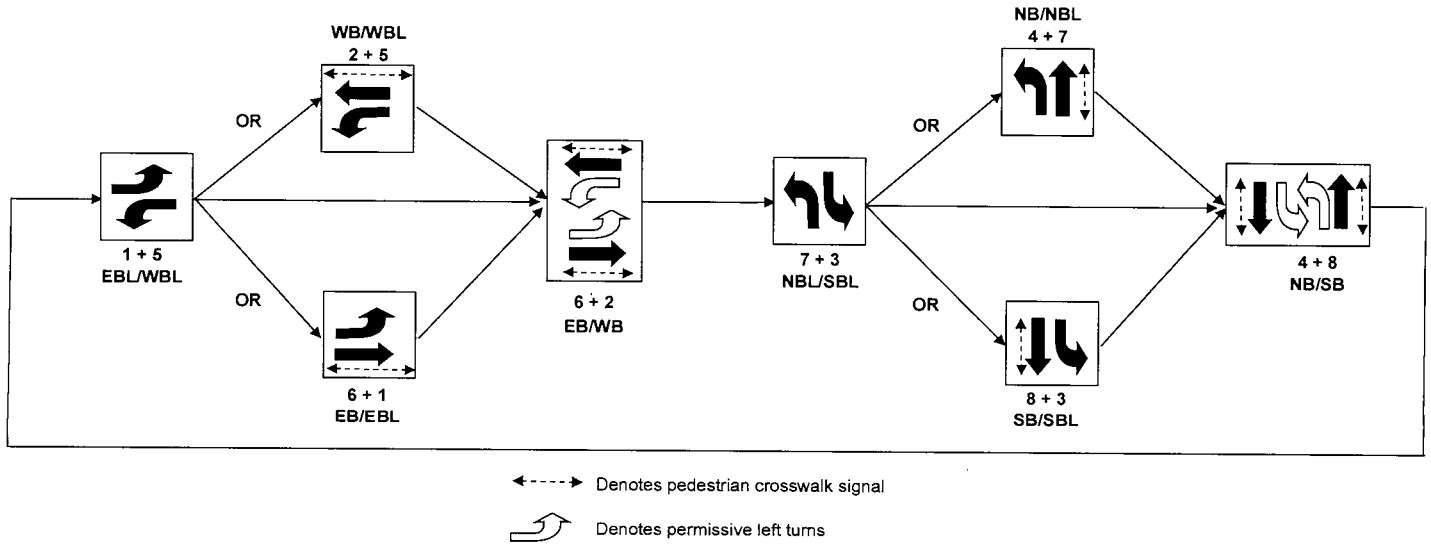
NOTES:

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH (PHASES 4+8).
3. MOD. 6 UPDATES ALL RED CLEARANCE VALUES ON PHASES 1,2,5 & 6 PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

DRC
PZ20-12000027
10/21/2021

Sequence of Operation for ATLANTIC BLVD. (SR 814) AND NE/SE 11 AVENUE (1338)
Pompano Beach



Denotes pedestrian crosswalk signal

Denotes permissive left turns

Broward County | Timing Sheet | 2/23/2021 9:02:29 AM

Station : 1338 - Atlantic Blvd & E 11 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		14		20		14		20								
Min Green	4	10	4	6	4	10	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	10	40	10	16	10	40	10	16								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

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

Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 1338 - Atlantic Blvd & E 11 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	63	2	1	10	50		18	81	23	38	18	81	23	38								
9		3	3	160	16	3	1	10	50		18	86	18	38	18	86	18	38								
15		4	4	160	106	4	1	10	50		17	85	20	38	17	85	20	38								
20		3	3	160	16	3	1	10	50		18	86	18	38	18	86	18	38								
Day Plan 2											**Easy**															
		3	3	160	16	3	1	10	50		18	86	18	38	18	86	18	38								
1		100	254																							
6	30	3	3	160	16	3	1	10	50		18	86	18	38	18	86	18	38								
Day Plan 3											**Easy**															
		3	3	160	16	3	1	10	50		18	86	18	38	18	86	18	38								
1		100	254																							
6	30	3	3	160	16	3	1	10	50		18	86	18	38	18	86	18	38								
23		100	254																							

Broward County | Timing Sheet | 2/23/2021 9:02:29 AM

Station : 1338 - Atlantic Blvd & E 11 Ave (Standard File)

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

Scheduler

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

User Comments:

APPENDIX N

SYNCHRO Output

Existing (2021) SYNCHRO Output

Timings
101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1660	229	107	1281	163	209	380	146	239	566	202
Future Volume (vph)	150	1660	229	107	1281	163	209	380	146	239	566	202
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	48.0	48.0	12.0	48.0	48.0	12.0	46.0	46.0	12.0	46.0	46.0
Total Split (s)	22.0	59.0	59.0	22.0	59.0	59.0	23.0	46.0	46.0	33.0	56.0	56.0
Total Split (%)	13.8%	36.9%	36.9%	13.8%	36.9%	36.9%	14.4%	28.8%	28.8%	20.6%	35.0%	35.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.1	73.5	73.5	14.0	76.3	76.3	13.7	31.2	31.2	15.4	32.9	32.9
Actuated g/C Ratio	0.07	0.46	0.46	0.09	0.48	0.48	0.09	0.20	0.20	0.10	0.21	0.21
v/c Ratio	0.65	0.73	0.30	0.72	0.54	0.20	0.73	0.57	0.35	0.75	0.80	0.43
Control Delay	85.3	39.3	12.5	70.2	45.9	17.6	86.2	61.1	8.0	84.5	69.1	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	39.3	12.5	70.2	45.9	17.6	86.2	61.1	8.0	84.5	69.1	8.6
LOS	F	D	B	E	D	B	F	E	A	F	E	A
Approach Delay		39.7			44.6			57.7			60.6	
Approach LOS		D			D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 47.5	Intersection LOS: D
Intersection Capacity Utilization 87.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Dixie Hwy & E. Atlantic Blvd

Queues
101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	153	1694	234	109	1307	166	213	388	149	244	578	206
v/c Ratio	0.65	0.73	0.30	0.72	0.54	0.20	0.73	0.57	0.35	0.75	0.80	0.43
Control Delay	85.3	39.3	12.5	70.2	45.9	17.6	86.2	61.1	8.0	84.5	69.1	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	39.3	12.5	70.2	45.9	17.6	86.2	61.1	8.0	84.5	69.1	8.6
Queue Length 50th (ft)	81	527	50	115	494	67	113	194	0	130	305	0
Queue Length 95th (ft)	120	#714	135	m164	m552	m121	157	240	53	175	355	67
Internal Link Dist (ft)		540			1046			432			338	
Turn Bay Length (ft)	475		150				310		210	225		225
Base Capacity (vph)	318	2312	790	177	2402	815	361	876	504	573	1095	619
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.73	0.30	0.62	0.54	0.20	0.59	0.44	0.30	0.43	0.53	0.33

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1660	229	107	1281	163	209	380	146	239	566	202
Future Volume (vph)	150	1660	229	107	1281	163	209	380	146	239	566	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1547	1752	5036	1544	3400	3505	1547	3400	3505	1527
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1547	1752	5036	1544	3400	3505	1547	3400	3505	1527
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)	153	1694	234	109	1307	166	213	388	149	244	578	206
RTOR Reduction (vph)	0	0	81	0	0	78	0	0	120	0	0	164
Lane Group Flow (vph)	153	1694	153	109	1307	88	213	388	29	244	578	42
Confl. Peds. (#/hr)	3		1	1		3	8					8
Confl. Bikes (#/hr)			1						1			4
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	11.1	73.4	73.4	14.0	76.3	76.3	13.7	31.2	31.2	15.4	32.9	32.9
Effective Green, g (s)	11.1	73.4	73.4	14.0	76.3	76.3	13.7	31.2	31.2	15.4	32.9	32.9
Actuated g/C Ratio	0.07	0.46	0.46	0.09	0.48	0.48	0.09	0.19	0.19	0.10	0.21	0.21
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	235	2310	709	153	2401	736	291	683	301	327	720	313
v/s Ratio Prot	0.05	c0.34		c0.06	c0.26		0.06	0.11		c0.07	c0.16	
v/s Ratio Perm			0.10			0.06			0.02			0.03
v/c Ratio	0.65	0.73	0.22	0.71	0.54	0.12	0.73	0.57	0.10	0.75	0.80	0.14
Uniform Delay, d1	72.6	35.3	26.0	71.0	29.6	23.2	71.4	58.3	52.8	70.4	60.5	51.9
Progression Factor	1.00	1.00	1.00	0.70	1.44	3.05	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9	2.1	0.7	10.2	0.7	0.3	7.9	0.9	0.1	7.9	6.3	0.1
Delay (s)	77.4	37.4	26.7	60.1	43.4	71.0	79.3	59.2	52.9	78.3	66.7	52.1
Level of Service	E	D	C	E	D	E	E	E	D	E	E	D
Approach Delay (s)		39.2			47.4			63.7			66.5	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	50.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
101: Dixie Hwy & E. Atlantic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1660	229	107	1281	163	209	380	146	239	566	202
Future Volume (veh/h)	150	1660	229	107	1281	163	209	380	146	239	566	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	153	1694	234	109	1307	166	213	388	149	244	578	206
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	195	2446	749	129	2527	783	256	697	303	289	731	317
Arrive On Green	0.08	0.64	0.64	0.10	0.66	0.66	0.07	0.20	0.20	0.08	0.21	0.21
Sat Flow, veh/h	3428	5066	1550	1767	5066	1570	3428	3526	1533	3428	3526	1529
Grp Volume(v), veh/h	153	1694	234	109	1307	166	213	388	149	244	578	206
Grp Sat Flow(s),veh/h/ln	1714	1689	1550	1767	1689	1570	1714	1763	1533	1714	1763	1529
Q Serve(g_s), s	7.0	34.5	10.8	9.7	21.1	6.6	9.8	15.9	13.8	11.2	24.9	19.7
Cycle Q Clear(g_c), s	7.0	34.5	10.8	9.7	21.1	6.6	9.8	15.9	13.8	11.2	24.9	19.7
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	195	2446	749	129	2527	783	256	697	303	289	731	317
V/C Ratio(X)	0.79	0.69	0.31	0.85	0.52	0.21	0.83	0.56	0.49	0.85	0.79	0.65
Avail Cap(c_a), veh/h	321	2446	749	166	2527	783	364	881	383	579	1102	478
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.0	21.0	16.7	71.4	17.0	14.6	73.1	57.9	57.0	72.2	60.1	58.1
Incr Delay (d2), s/veh	2.6	1.6	1.1	18.6	0.6	0.5	7.5	0.5	0.9	2.6	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	12.3	3.8	5.0	7.3	2.4	4.6	7.1	5.4	5.0	11.3	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.6	22.6	17.8	90.0	17.7	15.1	80.6	58.4	58.0	74.9	62.0	59.8
LnGrp LOS	E	C	B	F	B	B	F	E	E	E	E	E
Approach Vol, veh/h		2081			1582			750			1028	
Approach Delay, s/veh		26.0			22.4			64.6			64.6	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	86.8	19.5	37.6	18.6	84.3	17.9	39.2
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	52.0	27.0	40.0	15.0	52.0	17.0	50.0
Max Q Clear Time (g_c+I1), s	9.0	23.1	13.2	17.9	11.7	36.5	11.8	26.9
Green Ext Time (p_c), s	0.1	11.9	0.2	2.4	0.0	10.9	0.1	3.7

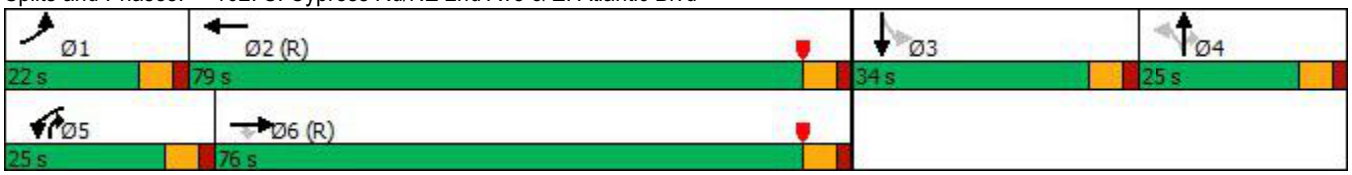
Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

DRC
PZ20-12000027
10/21/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	16	1565	436	282	1220	350	81	384	26	104
Future Volume (vph)	16	1565	436	282	1220	350	81	384	26	104
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	1	6		5	2		4	5		3
Permitted Phases			6			4		4	3	
Detector Phase	1	6	6	5	2	4	4	5	3	3
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	39.0	39.0	12.0	39.0	25.0	25.0	12.0	34.0	34.0
Total Split (s)	22.0	76.0	76.0	25.0	79.0	25.0	25.0	25.0	34.0	34.0
Total Split (%)	13.8%	47.5%	47.5%	15.6%	49.4%	15.6%	15.6%	15.6%	21.3%	21.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	5.8	72.3	72.3	16.7	89.8	27.0	27.0	43.7	20.0	20.0
Actuated g/C Ratio	0.04	0.45	0.45	0.10	0.56	0.17	0.17	0.27	0.12	0.12
v/c Ratio	0.25	0.70	0.53	0.81	0.45	1.10	1.06	0.64	0.59	0.32
Control Delay	56.3	64.5	42.4	88.3	16.9	150.9	137.8	21.5	108.1	51.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	64.5	42.4	88.3	16.9	150.9	137.8	21.5	108.1	51.9
LOS	E	E	D	F	B	F	F	C	F	D
Approach Delay		59.6			30.1		86.4			60.7
Approach LOS		E			C		F			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 121 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 54.6	Intersection LOS: D
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: S. Cypress Rd/NE 2nd Ave & E. Atlantic Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	1613	449	291	1277	217	228	396	27	144
v/c Ratio	0.25	0.70	0.53	0.81	0.45	1.10	1.06	0.64	0.59	0.32
Control Delay	56.3	64.5	42.4	88.3	16.9	150.9	137.8	21.5	108.1	51.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	64.5	42.4	88.3	16.9	150.9	137.8	21.5	108.1	51.9
Queue Length 50th (ft)	17	649	363	139	200	~290	~297	118	27	58
Queue Length 95th (ft)	m23	700	504	m191	320	#524	#536	246	64	91
Internal Link Dist (ft)		1046			620		405			327
Turn Bay Length (ft)	150		175	175		600		650	115	
Base Capacity (vph)	177	2297	848	407	2849	197	215	637	65	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.70	0.53	0.71	0.45	1.10	1.06	0.62	0.42	0.23

Intersection Summary

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1565	436	282	1220	18	350	81	384	26	104	36
Future Volume (vph)	16	1565	436	282	1220	18	350	81	384	26	104	36
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	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5072		1681	1715	1568	1767	3403	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.66	0.72	1.00	0.20	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5072		1169	1275	1568	372	3403	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	16	1613	449	291	1258	19	361	84	396	27	107	37
RTOR Reduction (vph)	0	0	133	0	1	0	0	0	190	0	23	0
Lane Group Flow (vph)	16	1613	316	291	1276	0	217	228	206	27	121	0
Confl. Peds. (#/hr)	4					4			2	2		
Confl. Bikes (#/hr)						1			1			
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	1	6		5	2			4	5		3	
Permitted Phases			6				4		4	3		
Actuated Green, G (s)	2.8	72.3	72.3	16.7	86.2		27.0	27.0	43.7	20.0	20.0	
Effective Green, g (s)	2.8	72.3	72.3	16.7	86.2		27.0	27.0	43.7	20.0	20.0	
Actuated g/C Ratio	0.02	0.45	0.45	0.10	0.54		0.17	0.17	0.27	0.12	0.12	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	30	2297	715	358	2732		197	215	487	46	425	
v/s Ratio Prot	0.01	c0.32		c0.08	0.25				0.04		0.04	
v/s Ratio Perm			0.20				c0.19	0.18	0.09	c0.07		
v/c Ratio	0.53	0.70	0.44	0.81	0.47		1.10	1.06	0.42	0.59	0.29	
Uniform Delay, d1	78.0	35.2	30.0	70.1	22.7		66.5	66.5	47.8	66.1	63.5	
Progression Factor	0.66	1.77	2.92	1.03	0.77		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.6	1.4	1.5	11.2	0.5		93.9	78.3	0.2	11.7	0.1	
Delay (s)	58.2	63.5	89.2	83.5	18.1		160.4	144.8	48.0	77.8	63.7	
Level of Service	E	E	F	F	B		F	F	D	E	E	
Approach Delay (s)		69.0			30.2			103.2			65.9	
Approach LOS		E			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	62.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Edition methodology expects strict NEMA phasing.

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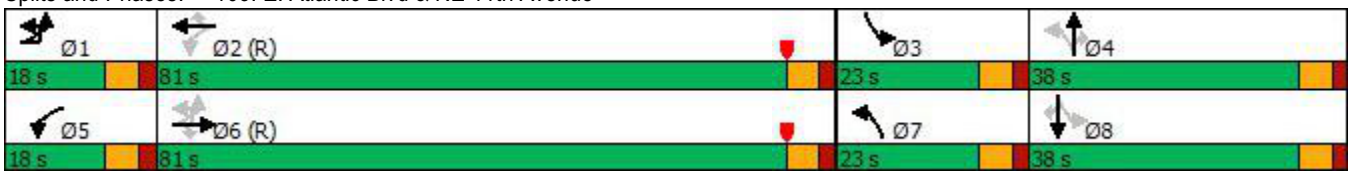
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	17	78	1556	81	38	1116	21	199	61	64	85	39
Future Volume (vph)	17	78	1556	81	38	1116	21	199	61	64	85	39
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4		4	8	
Detector Phase	1	1	6	6	5	2	2	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	10.0	27.0	27.0	10.0	27.0	27.0	10.0	33.0	33.0	10.0	33.0
Total Split (s)	18.0	18.0	81.0	81.0	18.0	81.0	81.0	23.0	38.0	38.0	23.0	38.0
Total Split (%)	11.3%	11.3%	50.6%	50.6%	11.3%	50.6%	50.6%	14.4%	23.8%	23.8%	14.4%	23.8%
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	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	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)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		115.4	109.6	109.6	110.9	105.9	105.9	28.2	12.5	12.5	18.1	8.4
Actuated g/C Ratio		0.72	0.68	0.68	0.69	0.66	0.66	0.18	0.08	0.08	0.11	0.05
v/c Ratio		0.33	0.68	0.08	0.24	0.50	0.02	0.87	0.44	0.31	0.49	0.42
Control Delay		6.0	16.5	0.2	10.1	15.4	0.0	91.8	79.5	6.8	65.3	85.5
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		6.0	16.5	0.2	10.1	15.4	0.0	91.8	79.5	6.8	65.3	85.5
LOS		A	B	A	B	B	A	F	E	A	E	F
Approach Delay			15.2			15.0			72.7			52.4
Approach LOS			B			B			E			D

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 63 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 22.4	Intersection LOS: C
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: E. Atlantic Blvd & NE 11th Avenue



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Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	49
Future Volume (vph)	49
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	33.0
Total Split (s)	38.0
Total Split (%)	23.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	8.4
Actuated g/C Ratio	0.05
v/c Ratio	0.29
Control Delay	4.2
Queue Delay	0.0
Total Delay	4.2
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Queues
103: E. Atlantic Blvd & NE 11th Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	100	1638	85	40	1175	22	209	64	67	89	41	52
v/c Ratio	0.33	0.68	0.08	0.24	0.50	0.02	0.87	0.44	0.31	0.49	0.42	0.29
Control Delay	6.0	16.5	0.2	10.1	15.4	0.0	91.8	79.5	6.8	65.3	85.5	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	0.0
Total Delay	6.0	16.5	0.2	10.1	15.4	0.0	91.8	79.5	6.8	65.3	85.5	4.2
Queue Length 50th (ft)	11	880	0	10	317	0	203	64	0	80	43	0
Queue Length 95th (ft)	m22	979	m0	24	423	0	#285	117	16	132	84	0
Internal Link Dist (ft)		1950			546			448			400	
Turn Bay Length (ft)	390		230	285		180	105		210	95		95
Base Capacity (vph)	361	2425	1084	246	2343	1029	241	372	393	248	372	390
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.68	0.08	0.16	0.50	0.02	0.87	0.17	0.17	0.36	0.11	0.13

Intersection Summary

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

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

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	17	78	1556	81	38	1116	21	199	61	64	85	39
Future Volume (vph)	17	78	1556	81	38	1116	21	199	61	64	85	39
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	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.97	1.00	1.00	0.95	1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	3539	1537	1770	3539	1504	1763	1863	1556	1770	1863
Flt Permitted		0.18	1.00	1.00	0.09	1.00	1.00	0.40	1.00	1.00	0.72	1.00
Satd. Flow (perm)		342	3539	1537	173	3539	1504	739	1863	1556	1332	1863
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	82	1638	85	40	1175	22	209	64	67	89	41
RTOR Reduction (vph)	0	0	0	28	0	0	8	0	0	61	0	0
Lane Group Flow (vph)	0	100	1638	57	40	1175	14	209	64	6	89	41
Confl. Peds. (#/hr)		8		2	2		8	7				
Confl. Bikes (#/hr)				3			1			2		
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4		4	8	
Actuated Green, G (s)		113.9	107.2	107.2	108.9	104.7	104.7	30.6	13.7	13.7	18.1	7.2
Effective Green, g (s)		113.9	107.2	107.2	108.9	104.7	104.7	30.6	13.7	13.7	18.1	7.2
Actuated g/C Ratio		0.71	0.67	0.67	0.68	0.65	0.65	0.19	0.09	0.09	0.11	0.05
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0
Lane Grp Cap (vph)		303	2371	1029	159	2315	984	252	159	133	180	83
v/s Ratio Prot		c0.01	c0.46		0.01	0.33		c0.09	0.03		0.03	0.02
v/s Ratio Perm		0.22		0.04	0.16		0.01	c0.07		0.00	0.02	
v/c Ratio		0.33	0.69	0.06	0.25	0.51	0.01	0.83	0.40	0.04	0.49	0.49
Uniform Delay, d1		9.6	16.2	9.0	14.2	14.3	9.6	59.5	69.3	67.1	66.3	74.6
Progression Factor		0.58	0.93	0.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.2	1.3	0.1	0.3	0.8	0.0	18.8	0.6	0.0	0.8	1.7
Delay (s)		5.8	16.4	0.6	14.5	15.1	9.7	78.3	69.9	67.2	67.0	76.3
Level of Service		A	B	A	B	B	A	E	E	E	E	E
Approach Delay (s)			15.1			15.0			74.6			70.9
Approach LOS			B			B			E			E

Intersection Summary			
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

DRC

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Movement	SBR
Lane Configurations	
Traffic Volume (vph)	49
Future Volume (vph)	49
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1545
Flt Permitted	1.00
Satd. Flow (perm)	1545
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	52
RTOR Reduction (vph)	50
Lane Group Flow (vph)	2
Confl. Peds. (#/hr)	7
Confl. Bikes (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	7.2
Effective Green, g (s)	7.2
Actuated g/C Ratio	0.05
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	69
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.03
Uniform Delay, d1	73.1
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	73.1
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM 6th Edition cannot analyze u-turn movements.

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Intersection	
Int Delay, s/veh	2

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	66	66	2005	14	14	4	1443	17	0	0	2	0	0	23
Future Vol, veh/h	66	66	2005	14	14	4	1443	17	0	0	2	0	0	23
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	125	-	-	-	225	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	68	68	2067	14	14	4	1488	18	0	0	2	0	0	24

Major/Minor	Major1				Major2				Minor1		Minor2			
Conflicting Flow All	1505	1506	0	0	2081	2086	0	0	-	-	1046	-	-	753
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.46	4.16	-	-	6.46	4.16	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	2.23	-	-	2.53	2.23	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	155	436	-	-	65	258	-	-	0	0	421	0	0	568
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	222	222	-	-	78	78	-	-	-	-	419	-	-	568
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0.8	13.6	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	419	222	-	-	78	-	-	568
HCM Lane V/C Ratio	0.005	0.613	-	-	0.238	-	-	0.042
HCM Control Delay (s)	13.6	43.9	-	-	65.1	-	-	11.6
HCM Lane LOS	B	E	-	-	F	-	-	B
HCM 95th %tile Q(veh)	0	3.6	-	-	0.8	-	-	0.1

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Intersection	
Int Delay, s/veh	1.6

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	48	78	1726	4	0	1401	14	0	0	1	0	0	78
Future Vol, veh/h	48	78	1726	4	0	1401	14	0	0	1	0	0	78
Conflicting Peds, #/hr	0	3	0	0	0	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	175	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	50	81	1798	4	0	1459	15	0	0	1	0	0	81

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	1474	1477	0	0	-	-	0	-	-	899	-	-	740
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.46	4.16	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	2.23	-	-	-	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	162	447	-	-	0	-	-	0	0	489	0	0	575
Stage 1	-	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	243	243	-	-	-	-	-	-	-	489	-	-	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	0	12.4	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	489	243	-	-	-	-	573
HCM Lane V/C Ratio	0.002	0.54	-	-	-	-	0.142
HCM Control Delay (s)	12.4	35.9	-	-	-	-	12.3
HCM Lane LOS	B	E	-	-	-	-	B
HCM 95th %tile Q(veh)	0	2.9	-	-	-	-	0.5

Timings
101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	1585	292	93	1506	193	316	664	167	248	683	300
Future Volume (vph)	196	1585	292	93	1506	193	316	664	167	248	683	300
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	48.0	48.0	12.0	48.0	48.0	12.0	46.0	46.0	12.0	46.0	46.0
Total Split (s)	26.0	54.0	54.0	26.0	54.0	54.0	25.0	50.0	50.0	30.0	55.0	55.0
Total Split (%)	16.3%	33.8%	33.8%	16.3%	33.8%	33.8%	15.6%	31.3%	31.3%	18.8%	34.4%	34.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	13.6	63.2	63.2	12.8	62.4	62.4	17.9	41.8	41.8	16.2	40.1	40.1
Actuated g/C Ratio	0.08	0.40	0.40	0.08	0.39	0.39	0.11	0.26	0.26	0.10	0.25	0.25
v/c Ratio	0.72	0.84	0.45	0.70	0.81	0.30	0.87	0.76	0.34	0.76	0.82	0.56
Control Delay	85.0	49.2	26.7	70.3	56.5	23.6	92.9	60.2	13.0	84.3	64.5	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	49.2	26.7	70.3	56.5	23.6	92.9	60.2	13.0	84.3	64.5	14.8
LOS	F	D	C	E	E	C	F	E	B	F	E	B
Approach Delay		49.4			53.7			62.4			56.4	
Approach LOS		D			D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 60 (38%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 54.4	Intersection LOS: D
Intersection Capacity Utilization 94.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Dixie Hwy & E. Atlantic Blvd

Queues
101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	206	1668	307	98	1585	203	333	699	176	261	719	316
v/c Ratio	0.72	0.84	0.45	0.70	0.81	0.30	0.87	0.76	0.34	0.76	0.82	0.56
Control Delay	85.0	49.2	26.7	70.3	56.5	23.6	92.9	60.2	13.0	84.3	64.5	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	49.2	26.7	70.3	56.5	23.6	92.9	60.2	13.0	84.3	64.5	14.8
Queue Length 50th (ft)	110	584	150	100	602	102	178	354	28	139	375	54
Queue Length 95th (ft)	152	#813	278	m149	#747	m197	#252	417	93	185	423	147
Internal Link Dist (ft)		540			1046			432			338	
Turn Bay Length (ft)	475		150				310		210	225		225
Base Capacity (vph)	403	1987	677	208	1964	676	403	978	538	510	1073	638
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.84	0.45	0.47	0.81	0.30	0.83	0.71	0.33	0.51	0.67	0.50

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	1585	292	93	1506	193	316	664	167	248	683	300
Future Volume (vph)	196	1585	292	93	1506	193	316	664	167	248	683	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1545	1752	5036	1543	3400	3505	1568	3400	3505	1516
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1545	1752	5036	1543	3400	3505	1568	3400	3505	1516
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	206	1668	307	98	1585	203	333	699	176	261	719	316
RTOR Reduction (vph)	0	0	68	0	0	74	0	0	103	0	0	187
Lane Group Flow (vph)	206	1668	239	98	1585	129	333	699	73	261	719	129
Confl. Peds. (#/hr)	3		2	2		3	13					13
Confl. Bikes (#/hr)			1			1						6
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	13.6	63.2	63.2	12.8	62.4	62.4	17.9	41.8	41.8	16.2	40.1	40.1
Effective Green, g (s)	13.6	63.2	63.2	12.8	62.4	62.4	17.9	41.8	41.8	16.2	40.1	40.1
Actuated g/C Ratio	0.08	0.40	0.40	0.08	0.39	0.39	0.11	0.26	0.26	0.10	0.25	0.25
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	289	1989	610	140	1964	601	380	915	409	344	878	379
v/s Ratio Prot	c0.06	c0.33		0.06	0.31		c0.10	0.20		0.08	c0.21	
v/s Ratio Perm			0.15			0.08			0.05			0.08
v/c Ratio	0.71	0.84	0.39	0.70	0.81	0.21	0.88	0.76	0.18	0.76	0.82	0.34
Uniform Delay, d1	71.3	43.8	34.6	71.7	43.4	32.5	70.0	54.5	45.8	70.0	56.5	49.1
Progression Factor	1.00	1.00	1.00	0.72	1.22	1.49	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.8	4.4	1.9	9.0	2.8	0.6	19.1	3.7	0.2	8.3	5.9	0.4
Delay (s)	78.1	48.2	36.5	60.3	55.6	49.0	89.1	58.2	45.9	78.3	62.4	49.5
Level of Service	E	D	D	E	E	D	F	E	D	E	E	D
Approach Delay (s)		49.4			55.1			64.9			62.4	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	56.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	94.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	1585	292	93	1506	193	316	664	167	248	683	300
Future Volume (veh/h)	196	1585	292	93	1506	193	316	664	167	248	683	300
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	206	1668	307	98	1585	203	333	699	176	261	719	316
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	248	2132	652	117	2102	643	373	921	405	305	850	367
Arrive On Green	0.10	0.56	0.56	0.09	0.55	0.55	0.11	0.26	0.26	0.09	0.24	0.24
Sat Flow, veh/h	3428	5066	1549	1767	5066	1549	3428	3526	1549	3428	3526	1520
Grp Volume(v), veh/h	206	1668	307	98	1585	203	333	699	176	261	719	316
Grp Sat Flow(s),veh/h/ln	1714	1689	1549	1767	1689	1549	1714	1763	1549	1714	1763	1520
Q Serve(g_s), s	9.4	41.3	18.9	8.7	38.4	11.4	15.3	29.2	15.2	12.0	31.1	31.9
Cycle Q Clear(g_c), s	9.4	41.3	18.9	8.7	38.4	11.4	15.3	29.2	15.2	12.0	31.1	31.9
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	248	2132	652	117	2102	643	373	921	405	305	850	367
V/C Ratio(X)	0.83	0.78	0.47	0.83	0.75	0.32	0.89	0.76	0.44	0.86	0.85	0.86
Avail Cap(c_a), veh/h	407	2132	652	210	2102	643	407	970	426	514	1080	466
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.3	29.5	24.6	72.1	29.6	23.5	70.4	54.5	49.3	71.9	57.9	58.1
Incr Delay (d2), s/veh	3.1	2.9	2.4	4.3	1.9	1.0	19.0	3.2	0.5	3.1	4.8	11.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	15.8	6.9	4.0	14.7	4.1	7.7	13.4	6.0	5.4	14.4	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.4	32.4	27.0	76.4	31.5	24.5	89.3	57.7	49.8	75.0	62.6	70.0
LnGrp LOS	E	C	C	E	C	C	F	E	D	E	E	E
Approach Vol, veh/h		2181			1886			1208			1296	
Approach Delay, s/veh		35.6			33.1			65.2			66.9	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	73.4	20.2	47.8	17.6	74.3	23.4	44.6
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	47.0	24.0	44.0	19.0	47.0	19.0	49.0
Max Q Clear Time (g_c+I1), s	11.4	40.4	14.0	31.2	10.7	43.3	17.3	33.9
Green Ext Time (p_c), s	0.1	5.1	0.2	3.6	0.0	3.2	0.1	4.4

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	13	1568	492	351	1449	421	90	493	10	147
Future Volume (vph)	13	1568	492	351	1449	421	90	493	10	147
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	1	6		5	2		4	5		3
Permitted Phases			6			4		4	3	
Detector Phase	1	6	6	5	2	4	4	5	3	3
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	39.0	39.0	12.0	39.0	25.0	25.0	12.0	34.0	34.0
Total Split (s)	22.0	68.0	68.0	25.0	71.0	35.0	35.0	25.0	32.0	32.0
Total Split (%)	13.8%	42.5%	42.5%	15.6%	44.4%	21.9%	21.9%	15.6%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	5.7	62.4	62.4	18.6	81.9	41.7	41.7	66.3	13.3	13.3
Actuated g/C Ratio	0.04	0.39	0.39	0.12	0.51	0.26	0.26	0.41	0.08	0.08
v/c Ratio	0.22	0.82	0.68	0.92	0.59	0.87	0.87	0.62	0.22	0.61
Control Delay	50.8	71.7	50.5	104.8	16.8	83.7	83.2	18.4	77.2	75.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	71.7	50.5	104.8	16.8	83.7	83.2	18.4	77.2	75.0
LOS	D	E	D	F	B	F	F	B	E	E
Approach Delay		66.5			33.8		51.5			75.1
Approach LOS		E			C		D			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 52.1	Intersection LOS: D
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: S. Cypress Rd/NE 2nd Ave & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	14	1633	513	366	1533	255	278	514	10	179
v/c Ratio	0.22	0.82	0.68	0.92	0.59	0.87	0.87	0.62	0.22	0.61
Control Delay	50.8	71.7	50.5	104.8	16.8	83.7	83.2	18.4	77.2	75.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	71.7	50.5	104.8	16.8	83.7	83.2	18.4	77.2	75.0
Queue Length 50th (ft)	14	658	439	185	192	267	292	172	10	92
Queue Length 95th (ft)	m19	707	m573	m#282	286	#502	#536	328	31	128
Internal Link Dist (ft)		1046			620		405			327
Turn Bay Length (ft)	150		175	175		600		650	115	
Base Capacity (vph)	177	1984	760	407	2599	294	318	835	91	569
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.82	0.68	0.90	0.59	0.87	0.87	0.62	0.11	0.31

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1568	492	351	1449	23	421	90	493	10	147	25
Future Volume (vph)	13	1568	492	351	1449	23	421	90	493	10	147	25
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	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1555	3433	5071		1681	1713	1583	1770	3453	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.64	0.69	1.00	0.30	1.00	
Satd. Flow (perm)	1770	5085	1555	3433	5071		1131	1221	1583	560	3453	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	14	1633	512	366	1509	24	439	94	514	10	153	26
RTOR Reduction (vph)	0	0	154	0	1	0	0	0	187	0	9	0
Lane Group Flow (vph)	14	1633	359	366	1532	0	255	278	327	10	170	0
Confl. Peds. (#/hr)	5		4	4		5						
Confl. Bikes (#/hr)						1						2
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	1	6		5	2			4	5		3	
Permitted Phases			6				4		4	3		
Actuated Green, G (s)	2.7	62.4	62.4	18.6	78.3		41.7	41.7	60.3	13.3	13.3	
Effective Green, g (s)	2.7	62.4	62.4	18.6	78.3		41.7	41.7	60.3	13.3	13.3	
Actuated g/C Ratio	0.02	0.39	0.39	0.12	0.49		0.26	0.26	0.38	0.08	0.08	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	29	1983	606	399	2481		294	318	655	46	287	
v/s Ratio Prot	0.01	c0.32		c0.11	0.30				0.06		c0.05	
v/s Ratio Perm			0.23				0.23	c0.23	0.15	0.02		
v/c Ratio	0.48	0.82	0.59	0.92	0.62		0.87	0.87	0.50	0.22	0.59	
Uniform Delay, d1	78.0	43.9	38.7	69.9	29.9		56.5	56.6	38.3	68.5	70.7	
Progression Factor	0.61	1.56	2.39	1.17	0.57		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.0	2.7	2.8	20.9	0.9		21.9	21.8	0.2	0.9	2.2	
Delay (s)	50.3	71.2	95.2	102.6	18.0		78.4	78.4	38.5	69.4	72.9	
Level of Service	D	E	F	F	B		E	E	D	E	E	
Approach Delay (s)		76.7			34.3			58.8			72.7	
Approach LOS		E			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	57.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Edition methodology expects strict NEMA phasing.

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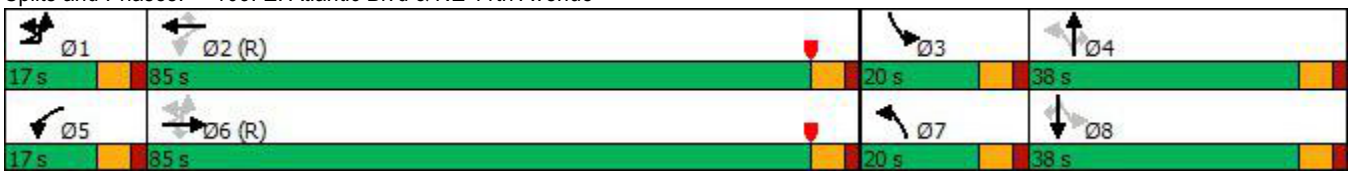
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	30	121	1451	146	103	1430	30	203	78	76	105	93
Future Volume (vph)	30	121	1451	146	103	1430	30	203	78	76	105	93
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4		4	8	
Detector Phase	1	1	6	6	5	2	2	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	10.0	27.0	27.0	10.0	27.0	27.0	10.0	33.0	33.0	10.0	33.0
Total Split (s)	17.0	17.0	85.0	85.0	17.0	85.0	85.0	20.0	38.0	38.0	20.0	38.0
Total Split (%)	10.6%	10.6%	53.1%	53.1%	10.6%	53.1%	53.1%	12.5%	23.8%	23.8%	12.5%	23.8%
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	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	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)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		115.0	100.4	100.4	103.0	94.0	94.0	28.9	15.0	15.0	24.3	12.7
Actuated g/C Ratio		0.72	0.63	0.63	0.64	0.59	0.59	0.18	0.09	0.09	0.15	0.08
v/c Ratio		0.57	0.67	0.15	0.48	0.71	0.03	0.88	0.46	0.33	0.47	0.65
Control Delay		43.2	14.4	0.7	16.0	26.9	0.1	92.5	77.2	8.6	60.1	91.2
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		43.2	14.4	0.7	16.0	26.9	0.1	92.5	77.2	8.6	60.1	91.2
LOS		D	B	A	B	C	A	F	E	A	E	F
Approach Delay			15.7			25.7			71.3			62.3
Approach LOS			B			C			E			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 106 (66%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 27.6	Intersection LOS: C
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 103: E. Atlantic Blvd & NE 11th Avenue



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Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	41
Future Volume (vph)	41
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	33.0
Total Split (s)	38.0
Total Split (%)	23.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	12.7
Actuated g/C Ratio	0.08
v/c Ratio	0.19
Control Delay	2.0
Queue Delay	0.0
Total Delay	2.0
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Queues
103: E. Atlantic Blvd & NE 11th Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	156	1496	151	106	1474	31	209	80	78	108	96	42
v/c Ratio	0.57	0.67	0.15	0.48	0.71	0.03	0.88	0.46	0.33	0.47	0.65	0.19
Control Delay	43.2	14.4	0.7	16.0	26.9	0.1	92.5	77.2	8.6	60.1	91.2	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	14.4	0.7	16.0	26.9	0.1	92.5	77.2	8.6	60.1	91.2	2.0
Queue Length 50th (ft)	76	784	0	30	558	0	200	81	0	97	99	0
Queue Length 95th (ft)	m90	909	m10	56	744	0	#325	138	29	152	160	0
Internal Link Dist (ft)		1950			546			448			400	
Turn Bay Length (ft)	390		230	285		180	105		210	95		95
Base Capacity (vph)	276	2220	1005	251	2079	936	238	372	393	258	372	392
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.67	0.15	0.42	0.71	0.03	0.88	0.22	0.20	0.42	0.26	0.11

Intersection Summary

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

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

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	30	121	1451	146	103	1430	30	203	78	76	105	93
Future Volume (vph)	30	121	1451	146	103	1430	30	203	78	76	105	93
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	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.97	1.00	1.00	0.96	1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	3539	1543	1770	3539	1523	1768	1863	1554	1768	1863
Flt Permitted		0.09	1.00	1.00	0.11	1.00	1.00	0.48	1.00	1.00	0.70	1.00
Satd. Flow (perm)		166	3539	1543	207	3539	1523	891	1863	1554	1312	1863
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	31	125	1496	151	106	1474	31	209	80	78	108	96
RTOR Reduction (vph)	0	0	0	38	0	0	13	0	0	71	0	0
Lane Group Flow (vph)	0	156	1496	113	106	1474	18	209	80	7	108	96
Confl. Peds. (#/hr)		4		1	1		4	1		1	1	
Confl. Bikes (#/hr)				3			5			2		
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4		4	8	
Actuated Green, G (s)		115.3	100.3	100.3	103.0	94.0	94.0	29.1	15.1	15.1	24.3	12.7
Effective Green, g (s)		115.3	100.3	100.3	103.0	94.0	94.0	29.1	15.1	15.1	24.3	12.7
Actuated g/C Ratio		0.72	0.63	0.63	0.64	0.59	0.59	0.18	0.09	0.09	0.15	0.08
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0
Lane Grp Cap (vph)		273	2218	967	221	2079	894	238	175	146	232	147
v/s Ratio Prot		c0.05	c0.42		0.03	c0.42		c0.08	0.04		0.03	0.05
v/s Ratio Perm		0.36		0.07	0.28		0.01	c0.08		0.00	0.04	
v/c Ratio		0.57	0.67	0.12	0.48	0.71	0.02	0.88	0.46	0.05	0.47	0.65
Uniform Delay, d1		21.6	19.3	12.0	16.2	23.3	13.8	61.9	68.6	65.9	61.3	71.5
Progression Factor		2.68	0.64	0.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.2	1.1	0.2	0.6	2.1	0.0	27.7	0.7	0.1	0.5	7.7
Delay (s)		59.1	13.5	1.4	16.8	25.4	13.8	89.6	69.3	66.0	61.8	79.2
Level of Service		E	B	A	B	C	B	F	E	E	E	E
Approach Delay (s)			16.4			24.6			80.1			69.7
Approach LOS			B			C			F			E

Intersection Summary			
HCM 2000 Control Delay	28.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Movement	SBR
Lane Configurations	
Traffic Volume (vph)	41
Future Volume (vph)	41
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1544
Flt Permitted	1.00
Satd. Flow (perm)	1544
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	42
RTOR Reduction (vph)	39
Lane Group Flow (vph)	3
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	4
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	12.7
Effective Green, g (s)	12.7
Actuated g/C Ratio	0.08
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	122
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.03
Uniform Delay, d1	68.0
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	68.0
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM 6th Edition cannot analyze u-turn movements.

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Intersection	
Int Delay, s/veh	1.8

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	24	39	2023	5	27	2	1797	19	0	0	8	0	0	31
Future Vol, veh/h	24	39	2023	5	27	2	1797	19	0	0	8	0	0	31
Conflicting Peds, #/hr	0	6	0	12	0	12	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	125	-	-	-	225	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	92	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	25	41	2129	5	29	2	1892	20	0	0	8	0	0	33

Major/Minor	Major1				Major2				Minor1		Minor2			
Conflicting Flow All	1912	1918	0	0	2135	2146	0	0	-	-	1079	-	-	962
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.46	4.16	-	-	6.46	4.16	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	2.23	-	-	2.53	2.23	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	84	301	-	-	60	244	-	-	0	0	407	0	0	459
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	144	144	-	-	62	62	-	-	-	-	402	-	-	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	1.8	14.1	13.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	402	144	-	-	62	-	-	456
HCM Lane V/C Ratio	0.021	0.461	-	-	0.507	-	-	0.072
HCM Control Delay (s)	14.1	49.8	-	-	111.6	-	-	13.5
HCM Lane LOS	B	E	-	-	F	-	-	B
HCM 95th %tile Q(veh)	0.1	2.1	-	-	2	-	-	0.2

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Intersection	
Int Delay, s/veh	2.8

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	32	101	1913	1	0	1758	24	0	0	21	0	0	73
Future Vol, veh/h	32	101	1913	1	0	1758	24	0	0	21	0	0	73
Conflicting Peds, #/hr	0	19	0	6	6	0	19	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	175	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	33	105	1993	1	0	1831	25	0	0	22	0	0	76

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	1856	1875	0	0	-	-	0	-	-	1005	-	-	947
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.46	4.16	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	2.23	-	-	-	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	91	313	-	-	0	-	-	0	0	439	0	0	466
Stage 1	-	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	177	177	-	-	-	-	-	-	-	436	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.8	0	13.7	14.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	436	177	-	-	-	-	458
HCM Lane V/C Ratio	0.05	0.783	-	-	-	-	0.166
HCM Control Delay (s)	13.7	73.9	-	-	-	-	14.4
HCM Lane LOS	B	F	-	-	-	-	B
HCM 95th %tile Q(veh)	0.2	5.2	-	-	-	-	0.6

Future (2023) Background SYNCHRO Output

Timings
101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1713	236	113	1327	169	215	391	151	246	583	208
Future Volume (vph)	155	1713	236	113	1327	169	215	391	151	246	583	208
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	48.0	48.0	12.0	48.0	48.0	12.0	46.0	46.0	12.0	46.0	46.0
Total Split (s)	22.0	59.0	59.0	22.0	59.0	59.0	23.0	46.0	46.0	33.0	56.0	56.0
Total Split (%)	13.8%	36.9%	36.9%	13.8%	36.9%	36.9%	14.4%	28.8%	28.8%	20.6%	35.0%	35.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.3	71.7	71.7	14.6	74.9	74.9	13.9	32.0	32.0	15.7	33.8	33.8
Actuated g/C Ratio	0.07	0.45	0.45	0.09	0.47	0.47	0.09	0.20	0.20	0.10	0.21	0.21
v/c Ratio	0.66	0.78	0.31	0.72	0.57	0.21	0.74	0.57	0.35	0.75	0.80	0.43
Control Delay	85.2	41.7	13.4	69.4	47.7	18.4	86.4	60.6	8.6	84.3	68.5	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	41.7	13.4	69.4	47.7	18.4	86.4	60.6	8.6	84.3	68.5	8.5
LOS	F	D	B	E	D	B	F	E	A	F	E	A
Approach Delay		41.7			46.1			57.5			60.2	
Approach LOS		D			D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 48.7	Intersection LOS: D
Intersection Capacity Utilization 88.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Dixie Hwy & E. Atlantic Blvd

Queues
101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	158	1748	241	115	1354	172	219	399	154	251	595	212
v/c Ratio	0.66	0.78	0.31	0.72	0.57	0.21	0.74	0.57	0.35	0.75	0.80	0.43
Control Delay	85.2	41.7	13.4	69.4	47.7	18.4	86.4	60.6	8.6	84.3	68.5	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	41.7	13.4	69.4	47.7	18.4	86.4	60.6	8.6	84.3	68.5	8.5
Queue Length 50th (ft)	84	564	56	122	519	72	117	200	0	134	314	1
Queue Length 95th (ft)	122	#790	145	m170	m568	m125	161	246	58	179	364	68
Internal Link Dist (ft)		540			1046			432			338	
Turn Bay Length (ft)	475		150				310		210	225		225
Base Capacity (vph)	318	2255	775	180	2358	802	361	876	504	573	1095	623
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.78	0.31	0.64	0.57	0.21	0.61	0.46	0.31	0.44	0.54	0.34

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1713	236	113	1327	169	215	391	151	246	583	208
Future Volume (vph)	155	1713	236	113	1327	169	215	391	151	246	583	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1547	1752	5036	1544	3400	3505	1547	3400	3505	1528
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1547	1752	5036	1544	3400	3505	1547	3400	3505	1528
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)	158	1748	241	115	1354	172	219	399	154	251	595	212
RTOR Reduction (vph)	0	0	83	0	0	80	0	0	123	0	0	166
Lane Group Flow (vph)	158	1748	158	115	1354	92	219	399	31	251	595	46
Confl. Peds. (#/hr)	3		1	1		3	8					8
Confl. Bikes (#/hr)			1						1			4
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	11.3	71.7	71.7	14.6	75.0	75.0	13.9	32.0	32.0	15.7	33.8	33.8
Effective Green, g (s)	11.3	71.7	71.7	14.6	75.0	75.0	13.9	32.0	32.0	15.7	33.8	33.8
Actuated g/C Ratio	0.07	0.45	0.45	0.09	0.47	0.47	0.09	0.20	0.20	0.10	0.21	0.21
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	240	2256	693	159	2360	723	295	701	309	333	740	322
v/s Ratio Prot	0.05	c0.35		c0.07	c0.27		0.06	0.11		c0.07	c0.17	
v/s Ratio Perm			0.10			0.06			0.02			0.03
v/c Ratio	0.66	0.77	0.23	0.72	0.57	0.13	0.74	0.57	0.10	0.75	0.80	0.14
Uniform Delay, d1	72.5	37.3	27.1	70.7	30.9	24.0	71.3	57.8	52.2	70.3	60.0	51.3
Progression Factor	1.00	1.00	1.00	0.71	1.43	2.85	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9	2.7	0.8	10.5	0.8	0.3	8.5	0.9	0.1	8.3	6.2	0.1
Delay (s)	77.4	40.0	27.9	60.4	45.1	68.8	79.8	58.6	52.3	78.6	66.1	51.5
Level of Service	E	D	C	E	D	E	E	E	D	E	E	D
Approach Delay (s)		41.4			48.6			63.4			66.1	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	51.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
101: Dixie Hwy & E. Atlantic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1713	236	113	1327	169	215	391	151	246	583	208
Future Volume (veh/h)	155	1713	236	113	1327	169	215	391	151	246	583	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	158	1748	241	115	1354	172	219	399	154	251	595	212
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	200	2401	735	135	2492	772	262	709	308	296	744	323
Arrive On Green	0.08	0.63	0.63	0.10	0.65	0.65	0.08	0.20	0.20	0.09	0.21	0.21
Sat Flow, veh/h	3428	5066	1550	1767	5066	1570	3428	3526	1534	3428	3526	1530
Grp Volume(v), veh/h	158	1748	241	115	1354	172	219	399	154	251	595	212
Grp Sat Flow(s),veh/h/ln	1714	1689	1550	1767	1689	1570	1714	1763	1534	1714	1763	1530
Q Serve(g_s), s	7.2	37.7	11.6	10.2	22.9	7.1	10.1	16.3	14.3	11.5	25.6	20.3
Cycle Q Clear(g_c), s	7.2	37.7	11.6	10.2	22.9	7.1	10.1	16.3	14.3	11.5	25.6	20.3
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	200	2401	735	135	2492	772	262	709	308	296	744	323
V/C Ratio(X)	0.79	0.73	0.33	0.85	0.54	0.22	0.84	0.56	0.50	0.85	0.80	0.66
Avail Cap(c_a), veh/h	321	2401	735	166	2492	772	364	881	383	579	1102	478
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.8	22.5	17.7	71.0	18.0	15.3	72.9	57.6	56.8	72.1	59.9	57.8
Incr Delay (d2), s/veh	2.7	2.0	1.2	20.8	0.7	0.5	8.5	0.5	0.9	2.6	2.1	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	13.7	4.1	5.3	8.0	0.1	4.7	7.3	5.6	5.2	11.7	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	24.5	18.9	91.8	18.7	15.8	81.4	58.1	57.7	74.7	62.1	59.5
LnGrp LOS	E	C	B	F	B	B	F	E	E	E	E	E
Approach Vol, veh/h		2147			1641			772			1058	
Approach Delay, s/veh		27.6			23.5			64.6			64.5	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	85.7	19.8	38.2	19.2	82.8	18.2	39.8
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	52.0	27.0	40.0	15.0	52.0	17.0	50.0
Max Q Clear Time (g_c+I1), s	9.2	24.9	13.5	18.3	12.2	39.7	12.1	27.6
Green Ext Time (p_c), s	0.1	12.1	0.3	2.4	0.0	9.3	0.1	3.8

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D

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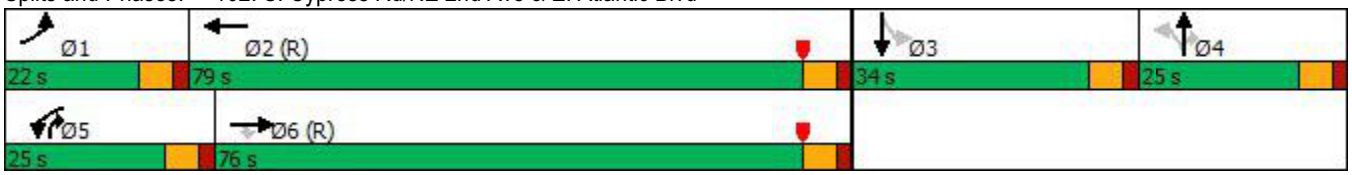
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	16	1616	449	292	1268	360	84	397	27	107
Future Volume (vph)	16	1616	449	292	1268	360	84	397	27	107
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	1	6		5	2		4	5		3
Permitted Phases			6			4		4	3	
Detector Phase	1	6	6	5	2	4	4	5	3	3
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	39.0	39.0	12.0	39.0	25.0	25.0	12.0	34.0	34.0
Total Split (s)	22.0	76.0	76.0	25.0	79.0	25.0	25.0	25.0	34.0	34.0
Total Split (%)	13.8%	47.5%	47.5%	15.6%	49.4%	15.6%	15.6%	15.6%	21.3%	21.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	5.8	72.0	72.0	17.0	89.8	26.7	26.7	43.7	20.3	20.3
Actuated g/C Ratio	0.04	0.45	0.45	0.11	0.56	0.17	0.17	0.27	0.13	0.13
v/c Ratio	0.25	0.73	0.55	0.83	0.47	1.15	1.11	0.67	0.61	0.33
Control Delay	54.1	65.8	43.6	90.5	16.9	165.4	150.7	23.7	111.2	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	65.8	43.6	90.5	16.9	165.4	150.7	23.7	111.2	52.1
LOS	D	E	D	F	B	F	F	C	F	D
Approach Delay		61.0			30.5		94.6			61.5
Approach LOS		E			C		F			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 121 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 56.7	Intersection LOS: E
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: S. Cypress Rd/NE 2nd Ave & E. Atlantic Blvd



Queues
102: S. Cypress Rd/NE 2nd Ave & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	1666	463	301	1327	223	235	409	28	148
v/c Ratio	0.25	0.73	0.55	0.83	0.47	1.15	1.11	0.67	0.61	0.33
Control Delay	54.1	65.8	43.6	90.5	16.9	165.4	150.7	23.7	111.2	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	65.8	43.6	90.5	16.9	165.4	150.7	23.7	111.2	52.1
Queue Length 50th (ft)	16	671	381	144	211	~311	~321	136	28	60
Queue Length 95th (ft)	m22	722	523	m198	308	#540	#557	268	65	94
Internal Link Dist (ft)		1046			620		405			327
Turn Bay Length (ft)	150		175	175		600		650	115	
Base Capacity (vph)	177	2289	846	407	2849	194	212	632	64	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.73	0.55	0.74	0.47	1.15	1.11	0.65	0.44	0.24

Intersection Summary

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1616	449	292	1268	19	360	84	397	27	107	37
Future Volume (vph)	16	1616	449	292	1268	19	360	84	397	27	107	37
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	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5071		1681	1716	1568	1767	3403	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.66	0.72	1.00	0.20	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5071		1165	1272	1568	367	3403	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	16	1666	463	301	1307	20	371	87	409	28	110	38
RTOR Reduction (vph)	0	0	134	0	1	0	0	0	188	0	23	0
Lane Group Flow (vph)	16	1666	329	301	1326	0	223	235	221	28	125	0
Confl. Peds. (#/hr)	4					4			2	2		
Confl. Bikes (#/hr)						1			1			
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	1	6		5	2			4	5		3	
Permitted Phases			6				4		4	3		
Actuated Green, G (s)	2.8	72.0	72.0	17.0	86.2		26.7	26.7	43.7	20.3	20.3	
Effective Green, g (s)	2.8	72.0	72.0	17.0	86.2		26.7	26.7	43.7	20.3	20.3	
Actuated g/C Ratio	0.02	0.45	0.45	0.11	0.54		0.17	0.17	0.27	0.13	0.13	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	30	2288	712	364	2732		194	212	487	46	431	
v/s Ratio Prot	0.01	c0.33		c0.09	0.26				0.05		0.04	
v/s Ratio Perm			0.21				c0.19	0.18	0.09	c0.08		
v/c Ratio	0.53	0.73	0.46	0.83	0.49		1.15	1.11	0.45	0.61	0.29	
Uniform Delay, d1	78.0	36.0	30.6	70.1	23.0		66.7	66.7	48.3	66.1	63.3	
Progression Factor	0.64	1.76	2.87	1.05	0.76		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.2	1.5	1.5	12.0	0.5		110.6	93.9	0.2	14.6	0.1	
Delay (s)	55.9	64.9	89.1	85.6	18.0		177.3	160.6	48.5	80.7	63.5	
Level of Service	E	E	F	F	B		F	F	D	F	E	
Approach Delay (s)		70.1			30.5			112.0			66.2	
Approach LOS		E			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	64.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

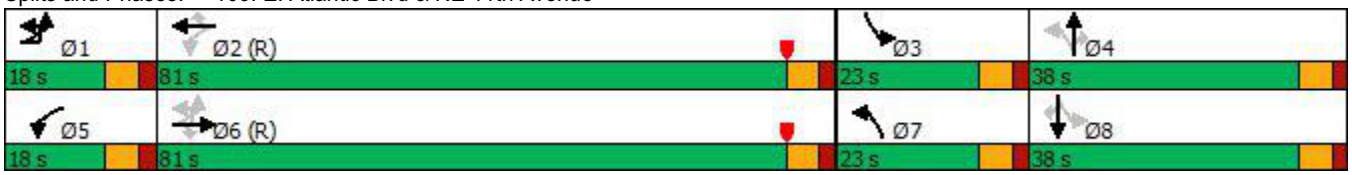
HCM 6th Edition methodology expects strict NEMA phasing.

Timings
103: E. Atlantic Blvd & NE 11th Avenue

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	17	82	1610	84	39	1153	22	205	63	66	87	41
Future Volume (vph)	17	82	1610	84	39	1153	22	205	63	66	87	41
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4		4	8	
Detector Phase	1	1	6	6	5	2	2	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	10.0	27.0	27.0	10.0	27.0	27.0	10.0	33.0	33.0	10.0	33.0
Total Split (s)	18.0	18.0	81.0	81.0	18.0	81.0	81.0	23.0	38.0	38.0	23.0	38.0
Total Split (%)	11.3%	11.3%	50.6%	50.6%	11.3%	50.6%	50.6%	14.4%	23.8%	23.8%	14.4%	23.8%
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	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	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)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		115.4	109.3	109.3	110.4	105.3	105.3	28.3	12.5	12.5	18.6	8.6
Actuated g/C Ratio		0.72	0.68	0.68	0.69	0.66	0.66	0.18	0.08	0.08	0.12	0.05
v/c Ratio		0.35	0.70	0.08	0.26	0.52	0.02	0.89	0.46	0.32	0.50	0.43
Control Delay		6.6	17.5	0.2	11.0	16.1	0.0	95.3	80.1	7.4	65.0	85.4
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		6.6	17.5	0.2	11.0	16.1	0.0	95.3	80.1	7.4	65.0	85.4
LOS		A	B	A	B	B	A	F	F	A	E	F
Approach Delay			16.1			15.7			75.2			52.5
Approach LOS			B			B			E			D

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 63 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 80.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: E. Atlantic Blvd & NE 11th Avenue



DRC
PZ20-12000027
10/21/2021

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	50
Future Volume (vph)	50
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	33.0
Total Split (s)	38.0
Total Split (%)	23.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	8.6
Actuated g/C Ratio	0.05
v/c Ratio	0.29
Control Delay	4.1
Queue Delay	0.0
Total Delay	4.1
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Queues
103: E. Atlantic Blvd & NE 11th Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	104	1695	88	41	1214	23	216	66	69	92	43	53
v/c Ratio	0.35	0.70	0.08	0.26	0.52	0.02	0.89	0.46	0.32	0.50	0.43	0.29
Control Delay	6.6	17.5	0.2	11.0	16.1	0.0	95.3	80.1	7.4	65.0	85.4	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.6	17.5	0.2	11.0	16.1	0.0	95.3	80.1	7.4	65.0	85.4	4.1
Queue Length 50th (ft)	12	921	0	11	335	0	210	67	0	83	45	0
Queue Length 95th (ft)	m23	1017	m1	25	458	0	#298	120	19	134	87	0
Internal Link Dist (ft)		1950			546			448			400	
Turn Bay Length (ft)	390		230	285		180	105		210	95		95
Base Capacity (vph)	345	2418	1082	234	2329	1024	242	372	393	250	372	390
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.70	0.08	0.18	0.52	0.02	0.89	0.18	0.18	0.37	0.12	0.14

Intersection Summary

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

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

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	17	82	1610	84	39	1153	22	205	63	66	87	41
Future Volume (vph)	17	82	1610	84	39	1153	22	205	63	66	87	41
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	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.97	1.00	1.00	0.95	1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	3539	1537	1770	3539	1504	1763	1863	1556	1770	1863
Flt Permitted		0.17	1.00	1.00	0.08	1.00	1.00	0.40	1.00	1.00	0.71	1.00
Satd. Flow (perm)		320	3539	1537	155	3539	1504	747	1863	1556	1330	1863
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	86	1695	88	41	1214	23	216	66	69	92	43
RTOR Reduction (vph)	0	0	0	29	0	0	8	0	0	63	0	0
Lane Group Flow (vph)	0	104	1695	59	41	1214	15	216	66	6	92	43
Confl. Peds. (#/hr)		8		2	2		8	7				
Confl. Bikes (#/hr)				3			1			2		
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4		4	8	
Actuated Green, G (s)		114.0	107.0	107.0	108.4	104.2	104.2	30.8	13.6	13.6	18.6	7.4
Effective Green, g (s)		114.0	107.0	107.0	108.4	104.2	104.2	30.8	13.6	13.6	18.6	7.4
Actuated g/C Ratio		0.71	0.67	0.67	0.68	0.65	0.65	0.19	0.08	0.08	0.12	0.05
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0
Lane Grp Cap (vph)		291	2366	1027	147	2304	979	254	158	132	185	86
v/s Ratio Prot		c0.02	c0.48		0.01	0.34		c0.09	0.04		0.03	0.02
v/s Ratio Perm		0.24		0.04	0.18		0.01	c0.07		0.00	0.02	
v/c Ratio		0.36	0.72	0.06	0.28	0.53	0.02	0.85	0.42	0.04	0.50	0.50
Uniform Delay, d1		10.1	16.9	9.1	15.4	14.8	9.8	59.8	69.4	67.2	65.9	74.5
Progression Factor		0.61	0.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.2	1.5	0.1	0.4	0.9	0.0	22.1	0.7	0.1	0.8	1.7
Delay (s)		6.4	17.3	0.6	15.8	15.7	9.9	81.9	70.1	67.3	66.7	76.2
Level of Service		A	B	A	B	B	A	F	E	E	E	E
Approach Delay (s)			15.9			15.6			76.8			70.6
Approach LOS			B			B			E			E

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

DRC

PZ20-12000027
10/21/2021

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	50
Future Volume (vph)	50
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1545
Flt Permitted	1.00
Satd. Flow (perm)	1545
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	53
RTOR Reduction (vph)	51
Lane Group Flow (vph)	2
Confl. Peds. (#/hr)	7
Confl. Bikes (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	7.4
Effective Green, g (s)	7.4
Actuated g/C Ratio	0.05
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	71
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.03
Uniform Delay, d1	72.9
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	73.0
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM 6th Edition cannot analyze u-turn movements.

DRC
PZ20-12000027
10/21/2021

Intersection	
Int Delay, s/veh	2.5

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	68	68	2071	15	18	4	1500	17	0	0	2	0	0	23
Future Vol, veh/h	68	68	2071	15	18	4	1500	17	0	0	2	0	0	23
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	125	-	-	-	225	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	70	70	2135	15	19	4	1546	18	0	0	2	0	0	24

Major/Minor	Major1				Major2				Minor1		Minor2			
Conflicting Flow All	1564	1564	0	0	2151	2155	0	0	-	-	1080	-	-	782
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.46	4.16	-	-	6.46	4.16	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	2.23	-	-	2.53	2.23	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	142	414	-	-	58	242	-	-	0	0	406	0	0	551
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	205	205	-	-	67	67	-	-	-	-	404	-	-	551
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.3	1.2	14	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	404	205	-	-	67	-	-	551
HCM Lane V/C Ratio	0.005	0.684	-	-	0.339	-	-	0.043
HCM Control Delay (s)	14	53.9	-	-	83.6	-	-	11.8
HCM Lane LOS	B	F	-	-	F	-	-	B
HCM 95th %tile Q(veh)	0	4.3	-	-	1.3	-	-	0.1

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Intersection	
Int Delay, s/veh	2.1

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	55	80	1790	4	0	1454	15	0	0	6	0	0	80
Future Vol, veh/h	55	80	1790	4	0	1454	15	0	0	6	0	0	80
Conflicting Peds, #/hr	0	3	0	0	0	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	175	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	57	83	1865	4	0	1515	16	0	0	6	0	0	83

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	1530	1534	0	0	-	-	0	-	-	933	-	-	769
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.46	4.16	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	2.23	-	-	-	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	149	425	-	-	0	-	-	0	0	472	0	0	559
Stage 1	-	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	218	218	-	-	-	-	-	-	-	472	-	-	557
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.3	0	12.7	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	472	218	-	-	-	-	557
HCM Lane V/C Ratio	0.013	0.645	-	-	-	-	0.15
HCM Control Delay (s)	12.7	47.2	-	-	-	-	12.6
HCM Lane LOS	B	E	-	-	-	-	B
HCM 95th %tile Q(veh)	0	3.9	-	-	-	-	0.5

Timings
101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	1641	301	97	1558	200	326	684	174	258	703	309
Future Volume (vph)	202	1641	301	97	1558	200	326	684	174	258	703	309
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	48.0	48.0	12.0	48.0	48.0	12.0	46.0	46.0	12.0	46.0	46.0
Total Split (s)	26.0	54.0	54.0	26.0	54.0	54.0	25.0	50.0	50.0	30.0	55.0	55.0
Total Split (%)	16.3%	33.8%	33.8%	16.3%	33.8%	33.8%	15.6%	31.3%	31.3%	18.8%	34.4%	34.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	13.9	61.4	61.4	13.2	60.7	60.7	18.1	42.7	42.7	16.7	41.3	41.3
Actuated g/C Ratio	0.09	0.38	0.38	0.08	0.38	0.38	0.11	0.27	0.27	0.10	0.26	0.26
v/c Ratio	0.72	0.89	0.48	0.71	0.86	0.32	0.89	0.77	0.35	0.77	0.82	0.56
Control Delay	85.1	53.3	28.3	70.8	59.1	24.3	94.7	60.0	13.8	84.1	63.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.1	53.3	28.3	70.8	59.1	24.3	94.7	60.0	13.8	84.1	63.6	15.6
LOS	F	D	C	E	E	C	F	E	B	F	E	B
Approach Delay		52.8			55.9			62.8			56.1	
Approach LOS		D			E			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 60 (38%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 56.2	Intersection LOS: E
Intersection Capacity Utilization 94.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Dixie Hwy & E. Atlantic Blvd

Queues
101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	213	1727	317	102	1640	211	343	720	183	272	740	325
v/c Ratio	0.72	0.89	0.48	0.71	0.86	0.32	0.89	0.77	0.35	0.77	0.82	0.56
Control Delay	85.1	53.3	28.3	70.8	59.1	24.3	94.7	60.0	13.8	84.1	63.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.1	53.3	28.3	70.8	59.1	24.3	94.7	60.0	13.8	84.1	63.6	15.6
Queue Length 50th (ft)	113	624	162	102	626	111	184	366	33	145	386	63
Queue Length 95th (ft)	156	#874	295	m153	#806	m206	#264	430	99	191	435	157
Internal Link Dist (ft)		540			1046			432			338	
Turn Bay Length (ft)	475		150				310		210	225		225
Base Capacity (vph)	403	1932	661	208	1911	661	403	980	540	510	1073	637
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.89	0.48	0.49	0.86	0.32	0.85	0.73	0.34	0.53	0.69	0.51

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
101: Dixie Hwy & E. Atlantic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	1641	301	97	1558	200	326	684	174	258	703	309
Future Volume (vph)	202	1641	301	97	1558	200	326	684	174	258	703	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1545	1752	5036	1543	3400	3505	1568	3400	3505	1517
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1545	1752	5036	1543	3400	3505	1568	3400	3505	1517
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	213	1727	317	102	1640	211	343	720	183	272	740	325
RTOR Reduction (vph)	0	0	69	0	0	76	0	0	103	0	0	185
Lane Group Flow (vph)	213	1727	248	102	1640	135	343	720	80	272	740	140
Confl. Peds. (#/hr)	3		2	2		3	13					13
Confl. Bikes (#/hr)			1			1						6
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	13.9	61.4	61.4	13.2	60.7	60.7	18.1	42.7	42.7	16.7	41.3	41.3
Effective Green, g (s)	13.9	61.4	61.4	13.2	60.7	60.7	18.1	42.7	42.7	16.7	41.3	41.3
Actuated g/C Ratio	0.09	0.38	0.38	0.08	0.38	0.38	0.11	0.27	0.27	0.10	0.26	0.26
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	295	1932	592	144	1910	585	384	935	418	354	904	391
v/s Ratio Prot	c0.06	c0.34		0.06	0.33		c0.10	0.21		0.08	c0.21	
v/s Ratio Perm			0.16			0.09			0.05			0.09
v/c Ratio	0.72	0.89	0.42	0.71	0.86	0.23	0.89	0.77	0.19	0.77	0.82	0.36
Uniform Delay, d1	71.2	46.2	36.2	71.5	45.7	33.8	70.0	54.1	45.3	69.8	55.8	48.5
Progression Factor	1.00	1.00	1.00	0.73	1.20	1.45	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.2	6.9	2.2	9.2	3.9	0.7	21.7	3.8	0.2	8.7	5.7	0.4
Delay (s)	78.4	53.1	38.4	61.2	58.9	49.6	91.7	57.9	45.5	78.5	61.5	48.9
Level of Service	E	D	D	E	E	D	F	E	D	E	E	D
Approach Delay (s)		53.4			58.0			65.4			61.9	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	58.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
101: Dixie Hwy & E. Atlantic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	1641	301	97	1558	200	326	684	174	258	703	309
Future Volume (veh/h)	202	1641	301	97	1558	200	326	684	174	258	703	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	213	1727	317	102	1640	211	343	720	183	272	740	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	255	2085	638	122	2057	629	383	934	410	316	865	373
Arrive On Green	0.10	0.55	0.55	0.09	0.54	0.54	0.11	0.26	0.26	0.09	0.25	0.25
Sat Flow, veh/h	3428	5066	1549	1767	5066	1549	3428	3526	1549	3428	3526	1521
Grp Volume(v), veh/h	213	1727	317	102	1640	211	343	720	183	272	740	325
Grp Sat Flow(s),veh/h/ln	1714	1689	1549	1767	1689	1549	1714	1763	1549	1714	1763	1521
Q Serve(g_s), s	9.8	45.2	20.4	9.1	41.8	12.2	15.8	30.2	15.8	12.5	32.1	32.8
Cycle Q Clear(g_c), s	9.8	45.2	20.4	9.1	41.8	12.2	15.8	30.2	15.8	12.5	32.1	32.8
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	255	2085	638	122	2057	629	383	934	410	316	865	373
V/C Ratio(X)	0.83	0.83	0.50	0.84	0.80	0.34	0.90	0.77	0.45	0.86	0.86	0.87
Avail Cap(c_a), veh/h	407	2085	638	210	2057	629	407	970	426	514	1080	466
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.1	31.5	25.9	71.8	31.5	24.7	70.1	54.3	49.0	71.6	57.7	57.9
Incr Delay (d2), s/veh	4.1	4.0	2.8	4.1	2.4	1.0	20.1	3.6	0.6	4.4	5.4	13.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	17.6	7.4	4.2	16.1	4.4	8.0	13.8	6.2	5.7	14.9	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	35.5	28.7	76.0	33.9	25.7	90.2	57.9	49.6	76.0	63.0	71.0
LnGrp LOS	E	D	C	E	C	C	F	E	D	E	E	E
Approach Vol, veh/h		2257			1953			1246			1337	
Approach Delay, s/veh		38.3			35.2			65.6			67.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	72.0	20.8	48.4	18.0	72.9	23.9	45.3
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	47.0	24.0	44.0	19.0	47.0	19.0	49.0
Max Q Clear Time (g_c+I1), s	11.8	43.8	14.5	32.2	11.1	47.2	17.8	34.8
Green Ext Time (p_c), s	0.2	2.7	0.2	3.6	0.0	0.0	0.1	4.4

Intersection Summary	
HCM 6th Ctrl Delay	48.2
HCM 6th LOS	D

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	14	1628	507	364	1501	434	92	510	10	151
Future Volume (vph)	14	1628	507	364	1501	434	92	510	10	151
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	1	6		5	2		4	5		3
Permitted Phases			6			4		4	3	
Detector Phase	1	6	6	5	2	4	4	5	3	3
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	39.0	39.0	12.0	39.0	25.0	25.0	12.0	34.0	34.0
Total Split (s)	22.0	68.0	68.0	25.0	71.0	35.0	35.0	25.0	32.0	32.0
Total Split (%)	13.8%	42.5%	42.5%	15.6%	44.4%	21.9%	21.9%	15.6%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	5.8	62.2	62.2	18.8	81.9	41.6	41.6	66.4	13.4	13.4
Actuated g/C Ratio	0.04	0.39	0.39	0.12	0.51	0.26	0.26	0.42	0.08	0.08
v/c Ratio	0.24	0.86	0.70	0.94	0.61	0.90	0.91	0.64	0.22	0.62
Control Delay	50.1	72.6	51.3	108.7	16.9	88.6	88.3	19.5	76.9	75.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	72.6	51.3	108.7	16.9	88.6	88.3	19.5	76.9	75.4
LOS	D	E	D	F	B	F	F	B	E	E
Approach Delay		67.4			34.6		54.5			75.5
Approach LOS		E			C		D			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 53.4	Intersection LOS: D
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: S. Cypress Rd/NE 2nd Ave & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	15	1696	528	379	1588	262	286	531	10	184
v/c Ratio	0.24	0.86	0.70	0.94	0.61	0.90	0.91	0.64	0.22	0.62
Control Delay	50.1	72.6	51.3	108.7	16.9	88.6	88.3	19.5	76.9	75.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	72.6	51.3	108.7	16.9	88.6	88.3	19.5	76.9	75.4
Queue Length 50th (ft)	15	684	458	194	188	277	305	190	10	94
Queue Length 95th (ft)	m19	733	m561	m#294	302	#520	#558	354	32	132
Internal Link Dist (ft)		1046			620		405			327
Turn Bay Length (ft)	150		175	175		600		650	115	
Base Capacity (vph)	177	1977	757	407	2597	292	316	834	90	569
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.86	0.70	0.93	0.61	0.90	0.91	0.64	0.11	0.32

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
102: S. Cypress Rd/NE 2nd Ave & E. Atlantic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1628	507	364	1501	23	434	92	510	10	151	26
Future Volume (vph)	14	1628	507	364	1501	23	434	92	510	10	151	26
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	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1555	3433	5071		1681	1713	1583	1770	3453	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.64	0.69	1.00	0.30	1.00	
Satd. Flow (perm)	1770	5085	1555	3433	5071		1125	1215	1583	556	3453	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	15	1696	528	379	1564	24	452	96	531	10	157	27
RTOR Reduction (vph)	0	0	153	0	1	0	0	0	187	0	9	0
Lane Group Flow (vph)	15	1696	375	379	1587	0	262	286	344	10	175	0
Confl. Peds. (#/hr)	5		4	4		5						
Confl. Bikes (#/hr)						1						2
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	1	6		5	2			4	5		3	
Permitted Phases			6				4		4	3		
Actuated Green, G (s)	2.7	62.2	62.2	18.8	78.3		41.6	41.6	60.4	13.4	13.4	
Effective Green, g (s)	2.7	62.2	62.2	18.8	78.3		41.6	41.6	60.4	13.4	13.4	
Actuated g/C Ratio	0.02	0.39	0.39	0.12	0.49		0.26	0.26	0.38	0.08	0.08	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	29	1976	604	403	2481		292	315	656	46	289	
v/s Ratio Prot	0.01	c0.33		c0.11	0.31				0.06		c0.05	
v/s Ratio Perm			0.24				0.23	c0.24	0.16	0.02		
v/c Ratio	0.52	0.86	0.62	0.94	0.64		0.90	0.91	0.52	0.22	0.60	
Uniform Delay, d1	78.0	44.9	39.4	70.0	30.4		57.1	57.3	38.7	68.4	70.7	
Progression Factor	0.60	1.54	2.31	1.19	0.56		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.8	3.1	2.9	24.6	1.0		27.2	27.7	0.4	0.9	2.4	
Delay (s)	50.8	72.1	93.7	108.2	18.0		84.3	85.0	39.0	69.3	73.2	
Level of Service	D	E	F	F	B		F	F	D	E	E	
Approach Delay (s)		77.0			35.4			62.2			73.0	
Approach LOS		E			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	59.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Edition methodology expects strict NEMA phasing.

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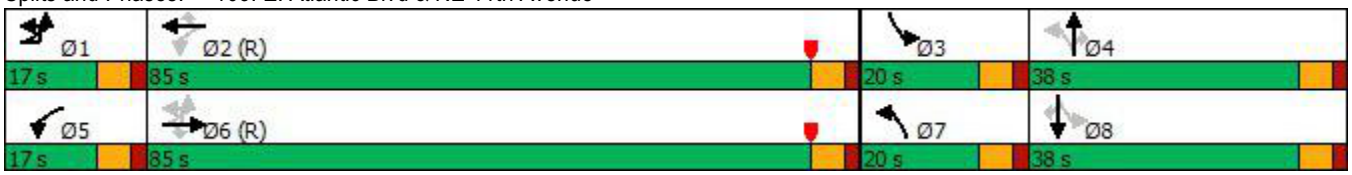
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	31	125	1500	150	106	1480	31	210	80	79	108	96
Future Volume (vph)	31	125	1500	150	106	1480	31	210	80	79	108	96
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4		4	8	
Detector Phase	1	1	6	6	5	2	2	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	10.0	27.0	27.0	10.0	27.0	27.0	10.0	33.0	33.0	10.0	33.0
Total Split (s)	17.0	17.0	85.0	85.0	17.0	85.0	85.0	20.0	38.0	38.0	20.0	38.0
Total Split (%)	10.6%	10.6%	53.1%	53.1%	10.6%	53.1%	53.1%	12.5%	23.8%	23.8%	12.5%	23.8%
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	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	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)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		115.1	99.8	99.8	101.7	92.5	92.5	29.1	15.2	15.2	24.6	12.9
Actuated g/C Ratio		0.72	0.62	0.62	0.64	0.58	0.58	0.18	0.10	0.10	0.15	0.08
v/c Ratio		0.59	0.70	0.15	0.52	0.75	0.03	0.91	0.47	0.34	0.47	0.66
Control Delay		50.7	15.6	0.8	19.4	29.1	0.1	97.9	77.2	9.3	60.1	91.3
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		50.7	15.6	0.8	19.4	29.1	0.1	97.9	77.2	9.3	60.1	91.3
LOS		D	B	A	B	C	A	F	E	A	E	F
Approach Delay			17.4			27.9			74.5			62.0
Approach LOS			B			C			E			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 106 (66%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 103: E. Atlantic Blvd & NE 11th Avenue



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Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	44
Future Volume (vph)	44
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	33.0
Total Split (s)	38.0
Total Split (%)	23.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	12.9
Actuated g/C Ratio	0.08
v/c Ratio	0.21
Control Delay	2.1
Queue Delay	0.0
Total Delay	2.1
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Queues
103: E. Atlantic Blvd & NE 11th Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	161	1546	155	109	1526	32	216	82	81	111	99	45
v/c Ratio	0.59	0.70	0.15	0.52	0.75	0.03	0.91	0.47	0.34	0.47	0.66	0.21
Control Delay	50.7	15.6	0.8	19.4	29.1	0.1	97.9	77.2	9.3	60.1	91.3	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	15.6	0.8	19.4	29.1	0.1	97.9	77.2	9.3	60.1	91.3	2.1
Queue Length 50th (ft)	85	821	0	31	605	0	207	83	0	100	103	0
Queue Length 95th (ft)	m103	943	m11	63	799	0	#344	141	33	155	164	0
Internal Link Dist (ft)		1950			546			448			400	
Turn Bay Length (ft)	390		230	285		180	105		210	95		95
Base Capacity (vph)	271	2207	1000	238	2045	922	237	372	393	260	372	392
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.70	0.15	0.46	0.75	0.03	0.91	0.22	0.21	0.43	0.27	0.11

Intersection Summary

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

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

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	31	125	1500	150	106	1480	31	210	80	79	108	96
Future Volume (vph)	31	125	1500	150	106	1480	31	210	80	79	108	96
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	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.97	1.00	1.00	0.96	1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	3539	1543	1770	3539	1523	1769	1863	1554	1768	1863
Flt Permitted		0.08	1.00	1.00	0.10	1.00	1.00	0.47	1.00	1.00	0.70	1.00
Satd. Flow (perm)		141	3539	1543	187	3539	1523	877	1863	1554	1309	1863
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	32	129	1546	155	109	1526	32	216	82	81	111	99
RTOR Reduction (vph)	0	0	0	38	0	0	14	0	0	73	0	0
Lane Group Flow (vph)	0	161	1546	117	109	1526	19	216	82	8	111	99
Confl. Peds. (#/hr)		4		1	1		4	1		1	1	
Confl. Bikes (#/hr)				3			5			2		
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4		4	8	
Actuated Green, G (s)		115.1	99.8	99.8	101.8	92.5	92.5	29.2	15.2	15.2	24.6	12.9
Effective Green, g (s)		115.1	99.8	99.8	101.8	92.5	92.5	29.2	15.2	15.2	24.6	12.9
Actuated g/C Ratio		0.72	0.62	0.62	0.64	0.58	0.58	0.18	0.09	0.09	0.15	0.08
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0
Lane Grp Cap (vph)		270	2207	962	210	2045	880	238	176	147	234	150
v/s Ratio Prot		c0.06	c0.44		0.03	c0.43		c0.08	0.04		0.03	0.05
v/s Ratio Perm		0.37		0.08	0.30		0.01	c0.09		0.00	0.04	
v/c Ratio		0.60	0.70	0.12	0.52	0.75	0.02	0.91	0.47	0.05	0.47	0.66
Uniform Delay, d1		29.2	20.1	12.3	17.7	25.0	14.4	62.3	68.6	65.8	61.1	71.4
Progression Factor		2.28	0.67	0.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.5	1.2	0.2	0.9	2.5	0.0	33.7	0.7	0.1	0.6	8.1
Delay (s)		68.2	14.7	1.5	18.6	27.6	14.5	95.9	69.3	65.9	61.7	79.6
Level of Service		E	B	A	B	C	B	F	E	E	E	E
Approach Delay (s)			18.2			26.7			83.7			69.7
Approach LOS			B			C			F			E

Intersection Summary			
HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Movement	SBR
Lane Configurations	
Traffic Volume (vph)	44
Future Volume (vph)	44
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1544
Flt Permitted	1.00
Satd. Flow (perm)	1544
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	45
RTOR Reduction (vph)	41
Lane Group Flow (vph)	4
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	4
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	12.9
Effective Green, g (s)	12.9
Actuated g/C Ratio	0.08
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	124
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.03
Uniform Delay, d1	67.8
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	67.8
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM 6th Edition cannot analyze u-turn movements.

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Intersection	
Int Delay, s/veh	3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	25	41	2098	5	38	2	1862	20	0	0	6	0	0	32
Future Vol, veh/h	25	41	2098	5	38	2	1862	20	0	0	6	0	0	32
Conflicting Peds, #/hr	0	6	0	12	0	12	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	125	-	-	-	225	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	92	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	26	43	2208	5	41	2	1960	21	0	0	6	0	0	34

Major/Minor	Major1				Major2				Minor1		Minor2			
Conflicting Flow All	1981	1987	0	0	2214	2225	0	0	-	-	1119	-	-	997
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.46	4.16	-	-	6.46	4.16	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	2.23	-	-	2.53	2.23	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	75	282	-	-	53	227	-	-	0	0	390	0	0	442
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	131	131	-	-	54	54	-	-	-	-	386	-	-	439
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	4.1	14.5	13.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	386	131	-	-	54	-	-	439
HCM Lane V/C Ratio	0.016	0.53	-	-	0.804	-	-	0.077
HCM Control Delay (s)	14.5	59.9	-	-	188.9	-	-	13.9
HCM Lane LOS	B	F	-	-	F	-	-	B
HCM 95th %tile Q(veh)	0.1	2.5	-	-	3.4	-	-	0.2

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Intersection	
Int Delay, s/veh	4.4

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	37	105	1980	1	0	1827	25	0	0	25	0	0	75
Future Vol, veh/h	37	105	1980	1	0	1827	25	0	0	25	0	0	75
Conflicting Peds, #/hr	0	19	0	6	6	0	19	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	175	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	39	109	2063	1	0	1903	26	0	0	26	0	0	78

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	1929	1948	0	0	-	-	0	-	-	1040	-	-	984
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.46	4.16	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	2.23	-	-	-	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	82	293	-	-	0	-	-	0	0	423	0	0	448
Stage 1	-	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	156	156	-	-	-	-	-	-	-	420	-	-	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	7.7	0	14.1	14.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	420	156	-	-	-	-	440
HCM Lane V/C Ratio	0.062	0.948	-	-	-	-	0.178
HCM Control Delay (s)	14.1	115.8	-	-	-	-	14.9
HCM Lane LOS	B	F	-	-	-	-	B
HCM 95th %tile Q(veh)	0.2	7	-	-	-	-	0.6

Future (2023) Total SYNCHRO Output

Timings
101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1720	236	117	1345	172	215	391	153	247	583	208
Future Volume (vph)	155	1720	236	117	1345	172	215	391	153	247	583	208
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	48.0	48.0	12.0	48.0	48.0	12.0	46.0	46.0	12.0	46.0	46.0
Total Split (s)	22.0	59.0	59.0	22.0	59.0	59.0	23.0	46.0	46.0	33.0	56.0	56.0
Total Split (%)	13.8%	36.9%	36.9%	13.8%	36.9%	36.9%	14.4%	28.8%	28.8%	20.6%	35.0%	35.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	11.3	71.2	71.2	15.1	74.9	74.9	13.9	32.0	32.0	15.8	33.8	33.8
Actuated g/C Ratio	0.07	0.44	0.44	0.09	0.47	0.47	0.09	0.20	0.20	0.10	0.21	0.21
v/c Ratio	0.66	0.78	0.31	0.72	0.58	0.22	0.74	0.57	0.36	0.75	0.80	0.43
Control Delay	85.2	42.2	13.6	68.8	47.5	18.5	86.4	60.6	8.9	84.3	68.5	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	42.2	13.6	68.8	47.5	18.5	86.4	60.6	8.9	84.3	68.5	8.5
LOS	F	D	B	E	D	B	F	E	A	F	E	A
Approach Delay		42.2			45.9			57.5			60.3	
Approach LOS		D			D			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 48.8	Intersection LOS: D
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Dixie Hwy & E. Atlantic Blvd

Queues
101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	158	1755	241	119	1372	176	219	399	156	252	595	212
v/c Ratio	0.66	0.78	0.31	0.72	0.58	0.22	0.74	0.57	0.36	0.75	0.80	0.43
Control Delay	85.2	42.2	13.6	68.8	47.5	18.5	86.4	60.6	8.9	84.3	68.5	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	42.2	13.6	68.8	47.5	18.5	86.4	60.6	8.9	84.3	68.5	8.5
Queue Length 50th (ft)	84	571	56	126	525	76	117	200	0	134	314	1
Queue Length 95th (ft)	122	#800	145	m175	m577	m132	161	246	60	179	364	68
Internal Link Dist (ft)		540			1046			432			338	
Turn Bay Length (ft)	475		150				310		210	225		225
Base Capacity (vph)	318	2241	771	182	2358	802	361	876	504	573	1095	623
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.78	0.31	0.65	0.58	0.22	0.61	0.46	0.31	0.44	0.54	0.34

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1720	236	117	1345	172	215	391	153	247	583	208
Future Volume (vph)	155	1720	236	117	1345	172	215	391	153	247	583	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1547	1752	5036	1544	3400	3505	1547	3400	3505	1528
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1547	1752	5036	1544	3400	3505	1547	3400	3505	1528
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)	158	1755	241	119	1372	176	219	399	156	252	595	212
RTOR Reduction (vph)	0	0	83	0	0	80	0	0	125	0	0	166
Lane Group Flow (vph)	158	1755	158	119	1372	96	219	399	31	252	595	46
Confl. Peds. (#/hr)	3		1	1		3	8					8
Confl. Bikes (#/hr)			1						1			4
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	11.3	71.1	71.1	15.1	74.9	74.9	13.9	32.0	32.0	15.8	33.9	33.9
Effective Green, g (s)	11.3	71.1	71.1	15.1	74.9	74.9	13.9	32.0	32.0	15.8	33.9	33.9
Actuated g/C Ratio	0.07	0.44	0.44	0.09	0.47	0.47	0.09	0.20	0.20	0.10	0.21	0.21
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	240	2237	687	165	2357	722	295	701	309	335	742	323
v/s Ratio Prot	0.05	c0.35		c0.07	c0.27		0.06	0.11		c0.07	c0.17	
v/s Ratio Perm			0.10			0.06			0.02			0.03
v/c Ratio	0.66	0.78	0.23	0.72	0.58	0.13	0.74	0.57	0.10	0.75	0.80	0.14
Uniform Delay, d1	72.5	37.9	27.5	70.4	31.1	24.1	71.3	57.8	52.3	70.2	59.9	51.2
Progression Factor	1.00	1.00	1.00	0.71	1.42	2.74	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9	2.8	0.8	10.0	0.8	0.3	8.5	0.9	0.1	8.2	6.1	0.1
Delay (s)	77.4	40.8	28.3	59.7	45.0	66.4	79.8	58.6	52.4	78.4	65.9	51.4
Level of Service	E	D	C	E	D	E	E	E	D	E	E	D
Approach Delay (s)		42.1			48.3			63.4			66.0	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	51.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
101: Dixie Hwy & E. Atlantic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1720	236	117	1345	172	215	391	153	247	583	208
Future Volume (veh/h)	155	1720	236	117	1345	172	215	391	153	247	583	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	158	1755	241	119	1372	176	219	399	156	252	595	212
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	200	2390	731	139	2492	772	262	708	308	297	744	323
Arrive On Green	0.08	0.63	0.63	0.10	0.65	0.65	0.08	0.20	0.20	0.09	0.21	0.21
Sat Flow, veh/h	3428	5066	1550	1767	5066	1570	3428	3526	1533	3428	3526	1530
Grp Volume(v), veh/h	158	1755	241	119	1372	176	219	399	156	252	595	212
Grp Sat Flow(s),veh/h/ln	1714	1689	1550	1767	1689	1570	1714	1763	1533	1714	1763	1530
Q Serve(g_s), s	7.2	38.3	11.7	10.6	23.4	7.3	10.1	16.3	14.5	11.6	25.6	20.3
Cycle Q Clear(g_c), s	7.2	38.3	11.7	10.6	23.4	7.3	10.1	16.3	14.5	11.6	25.6	20.3
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	200	2390	731	139	2492	772	262	708	308	297	744	323
V/C Ratio(X)	0.79	0.73	0.33	0.86	0.55	0.23	0.84	0.56	0.51	0.85	0.80	0.66
Avail Cap(c_a), veh/h	321	2390	731	166	2492	772	364	881	383	579	1102	478
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.8	22.9	17.9	70.8	18.1	15.3	72.9	57.6	56.9	72.0	59.9	57.8
Incr Delay (d2), s/veh	2.7	2.0	1.2	22.4	0.7	0.5	8.5	0.5	1.0	2.6	2.1	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	13.9	4.1	5.5	8.2	2.6	4.7	7.3	5.7	5.2	11.7	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	24.9	19.1	93.2	18.8	15.9	81.4	58.2	57.9	74.7	62.1	59.5
LnGrp LOS	E	C	B	F	B	B	F	E	E	E	E	E
Approach Vol, veh/h		2154			1667			774			1059	
Approach Delay, s/veh		28.0			23.8			64.7			64.6	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	85.7	19.8	38.1	19.6	82.5	18.2	39.8
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	52.0	27.0	40.0	15.0	52.0	17.0	50.0
Max Q Clear Time (g_c+I1), s	9.2	25.4	13.6	18.3	12.6	40.3	12.1	27.6
Green Ext Time (p_c), s	0.1	12.2	0.3	2.4	0.0	9.0	0.1	3.8

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

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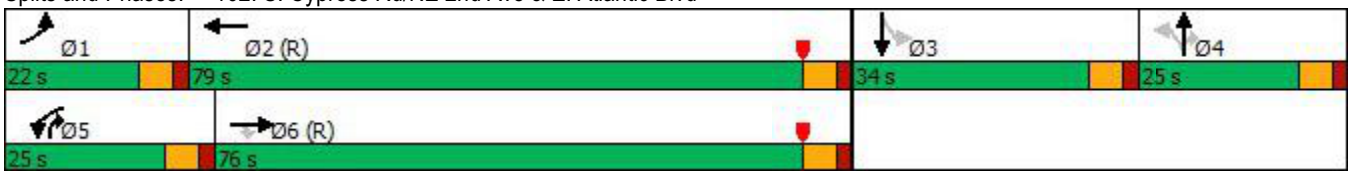
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	16	1626	449	297	1293	360	84	399	27	107
Future Volume (vph)	16	1626	449	297	1293	360	84	399	27	107
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	1	6		5	2		4	5		3
Permitted Phases			6			4		4	3	
Detector Phase	1	6	6	5	2	4	4	5	3	3
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	39.0	39.0	12.0	39.0	25.0	25.0	12.0	34.0	34.0
Total Split (s)	22.0	76.0	76.0	25.0	79.0	25.0	25.0	25.0	34.0	34.0
Total Split (%)	13.8%	47.5%	47.5%	15.6%	49.4%	15.6%	15.6%	15.6%	21.3%	21.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	5.8	71.9	71.9	17.1	89.8	26.7	26.7	43.8	20.3	20.3
Actuated g/C Ratio	0.04	0.45	0.45	0.11	0.56	0.17	0.17	0.27	0.13	0.13
v/c Ratio	0.25	0.73	0.55	0.84	0.48	1.15	1.11	0.67	0.61	0.33
Control Delay	53.9	66.1	43.9	91.2	17.4	165.4	150.7	23.8	111.2	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	66.1	43.9	91.2	17.4	165.4	150.7	23.8	111.2	52.1
LOS	D	E	D	F	B	F	F	C	F	D
Approach Delay		61.3			31.0		94.5			61.5
Approach LOS		E			C		F			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 121 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 56.9	Intersection LOS: E
Intersection Capacity Utilization 78.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: S. Cypress Rd/NE 2nd Ave & E. Atlantic Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	1676	463	306	1354	223	235	411	28	148
v/c Ratio	0.25	0.73	0.55	0.84	0.48	1.15	1.11	0.67	0.61	0.33
Control Delay	53.9	66.1	43.9	91.2	17.4	165.4	150.7	23.8	111.2	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	66.1	43.9	91.2	17.4	165.4	150.7	23.8	111.2	52.1
Queue Length 50th (ft)	17	674	382	147	222	~311	~321	138	28	60
Queue Length 95th (ft)	m22	725	524	m203	314	#540	#557	271	65	94
Internal Link Dist (ft)		1046			620		405			327
Turn Bay Length (ft)	150		175	175		600		650	115	
Base Capacity (vph)	177	2284	844	407	2849	194	212	632	64	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.73	0.55	0.75	0.48	1.15	1.11	0.65	0.44	0.24

Intersection Summary

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1626	449	297	1293	20	360	84	399	27	107	37
Future Volume (vph)	16	1626	449	297	1293	20	360	84	399	27	107	37
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	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5071		1681	1716	1569	1767	3403	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.66	0.72	1.00	0.20	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5071		1165	1272	1569	367	3403	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	16	1676	463	306	1333	21	371	87	411	28	110	38
RTOR Reduction (vph)	0	0	133	0	1	0	0	0	187	0	23	0
Lane Group Flow (vph)	16	1676	330	306	1353	0	223	235	224	28	125	0
Confl. Peds. (#/hr)	4					4			2	2		
Confl. Bikes (#/hr)						1			1			
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	1	6		5	2			4	5		3	
Permitted Phases			6				4		4	3		
Actuated Green, G (s)	2.8	71.9	71.9	17.1	86.2		26.7	26.7	43.8	20.3	20.3	
Effective Green, g (s)	2.8	71.9	71.9	17.1	86.2		26.7	26.7	43.8	20.3	20.3	
Actuated g/C Ratio	0.02	0.45	0.45	0.11	0.54		0.17	0.17	0.27	0.13	0.13	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	30	2285	711	366	2732		194	212	488	46	431	
v/s Ratio Prot	0.01	c0.33		c0.09	0.27				0.05		0.04	
v/s Ratio Perm			0.21				c0.19	0.18	0.09	c0.08		
v/c Ratio	0.53	0.73	0.46	0.84	0.50		1.15	1.11	0.46	0.61	0.29	
Uniform Delay, d1	78.0	36.2	30.7	70.1	23.2		66.7	66.7	48.2	66.1	63.3	
Progression Factor	0.64	1.76	2.85	1.05	0.78		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.2	1.5	1.5	12.9	0.6		110.6	93.9	0.2	14.6	0.1	
Delay (s)	55.7	65.2	88.8	86.8	18.6		177.3	160.6	48.5	80.7	63.5	
Level of Service	E	E	F	F	B		F	F	D	F	E	
Approach Delay (s)		70.2			31.2			111.9			66.2	
Approach LOS		E			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	64.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

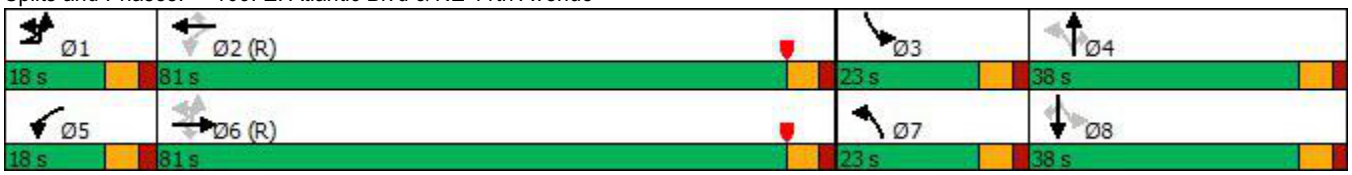
c Critical Lane Group

HCM 6th Edition methodology expects strict NEMA phasing.

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	17	86	1626	85	39	1159	22	205	63	66	87	41
Future Volume (vph)	17	86	1626	85	39	1159	22	205	63	66	87	41
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4		4	8	
Detector Phase	1	1	6	6	5	2	2	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	10.0	27.0	27.0	10.0	27.0	27.0	10.0	33.0	33.0	10.0	33.0
Total Split (s)	18.0	18.0	81.0	81.0	18.0	81.0	81.0	23.0	38.0	38.0	23.0	38.0
Total Split (%)	11.3%	11.3%	50.6%	50.6%	11.3%	50.6%	50.6%	14.4%	23.8%	23.8%	14.4%	23.8%
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	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	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)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		115.7	109.3	109.3	110.1	105.0	105.0	28.3	12.5	12.5	18.6	8.6
Actuated g/C Ratio		0.72	0.68	0.68	0.69	0.66	0.66	0.18	0.08	0.08	0.12	0.05
v/c Ratio		0.37	0.71	0.08	0.27	0.53	0.02	0.89	0.46	0.32	0.50	0.43
Control Delay		7.0	17.7	0.2	11.4	16.4	0.0	95.3	80.1	7.4	65.0	85.4
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		7.0	17.7	0.2	11.4	16.4	0.0	95.3	80.1	7.4	65.0	85.4
LOS		A	B	A	B	B	A	F	F	A	E	F
Approach Delay			16.3			15.9			75.2			52.1
Approach LOS			B			B			E			D

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 63 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 23.5	Intersection LOS: C
Intersection Capacity Utilization 81.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: E. Atlantic Blvd & NE 11th Avenue



DRC
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Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	52
Future Volume (vph)	52
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	33.0
Total Split (s)	38.0
Total Split (%)	23.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	8.6
Actuated g/C Ratio	0.05
v/c Ratio	0.31
Control Delay	4.4
Queue Delay	0.0
Total Delay	4.4
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	109	1712	89	41	1220	23	216	66	69	92	43	55
v/c Ratio	0.37	0.71	0.08	0.27	0.53	0.02	0.89	0.46	0.32	0.50	0.43	0.31
Control Delay	7.0	17.7	0.2	11.4	16.4	0.0	95.3	80.1	7.4	65.0	85.4	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	17.7	0.2	11.4	16.4	0.0	95.3	80.1	7.4	65.0	85.4	4.4
Queue Length 50th (ft)	13	927	0	11	340	0	210	67	0	83	45	0
Queue Length 95th (ft)	m24	1025	m1	25	468	0	#298	120	19	134	87	0
Internal Link Dist (ft)		1950			546			448			400	
Turn Bay Length (ft)	390		230	285		180	105		210	95		95
Base Capacity (vph)	342	2418	1082	230	2323	1021	242	372	393	250	372	390
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.71	0.08	0.18	0.53	0.02	0.89	0.18	0.18	0.37	0.12	0.14

Intersection Summary

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

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

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	17	86	1626	85	39	1159	22	205	63	66	87	41
Future Volume (vph)	17	86	1626	85	39	1159	22	205	63	66	87	41
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	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.97	1.00	1.00	0.95	1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	3539	1537	1770	3539	1504	1763	1863	1556	1770	1863
Flt Permitted		0.17	1.00	1.00	0.08	1.00	1.00	0.40	1.00	1.00	0.71	1.00
Satd. Flow (perm)		316	3539	1537	150	3539	1504	747	1863	1556	1330	1863
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	91	1712	89	41	1220	23	216	66	69	92	43
RTOR Reduction (vph)	0	0	0	29	0	0	8	0	0	63	0	0
Lane Group Flow (vph)	0	109	1712	60	41	1220	15	216	66	6	92	43
Confl. Peds. (#/hr)		8		2	2		8	7				
Confl. Bikes (#/hr)				3			1			2		
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4		4	8	
Actuated Green, G (s)		114.3	107.0	107.0	108.1	103.9	103.9	30.8	13.6	13.6	18.6	7.4
Effective Green, g (s)		114.3	107.0	107.0	108.1	103.9	103.9	30.8	13.6	13.6	18.6	7.4
Actuated g/C Ratio		0.71	0.67	0.67	0.68	0.65	0.65	0.19	0.08	0.08	0.12	0.05
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0
Lane Grp Cap (vph)		292	2366	1027	143	2298	976	254	158	132	185	86
v/s Ratio Prot		c0.02	c0.48		0.01	0.34		c0.09	0.04		0.03	0.02
v/s Ratio Perm		0.25		0.04	0.19		0.01	c0.07		0.00	0.02	
v/c Ratio		0.37	0.72	0.06	0.29	0.53	0.02	0.85	0.42	0.04	0.50	0.50
Uniform Delay, d1		10.3	17.0	9.1	15.8	15.0	9.9	59.8	69.4	67.2	65.9	74.5
Progression Factor		0.64	0.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.2	1.5	0.1	0.4	0.9	0.0	22.1	0.7	0.1	0.8	1.7
Delay (s)		6.8	17.5	0.6	16.2	15.9	10.0	81.9	70.1	67.3	66.7	76.2
Level of Service		A	B	A	B	B	A	F	E	E	E	E
Approach Delay (s)			16.1			15.8			76.8			70.6
Approach LOS			B			B			E			E

Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

DRC
PZ20-12000027
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Movement	SBR
Lane Configurations	
Traffic Volume (vph)	52
Future Volume (vph)	52
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1545
Flt Permitted	1.00
Satd. Flow (perm)	1545
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	55
RTOR Reduction (vph)	52
Lane Group Flow (vph)	3
Confl. Peds. (#/hr)	7
Confl. Bikes (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	7.4
Effective Green, g (s)	7.4
Actuated g/C Ratio	0.05
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	71
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.04
Uniform Delay, d1	72.9
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	73.0
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM 6th Edition cannot analyze u-turn movements.

DRC
PZ20-12000027
10/21/2021

Intersection	
Int Delay, s/veh	3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	68	68	2071	12	18	8	1531	17	0	0	52	0	0	23
Future Vol, veh/h	68	68	2071	12	18	8	1531	17	0	0	52	0	0	23
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	125	-	-	-	225	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	70	70	2135	12	19	8	1578	18	0	0	54	0	0	24

Major/Minor	Major1				Major2				Minor1		Minor2			
Conflicting Flow All	1596	1596	0	0	2147	2152	0	0	-	-	1079	-	-	798
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.46	4.16	-	-	6.46	4.16	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	2.23	-	-	2.53	2.23	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	135	402	-	-	59	243	-	-	0	0	407	0	0	542
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	195	195	-	-	67	67	-	-	-	-	405	-	-	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	1.5	15.2	11.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	405	195	-	-	67	-	-	542
HCM Lane V/C Ratio	0.132	0.719	-	-	0.4	-	-	0.044
HCM Control Delay (s)	15.2	59.9	-	-	90.1	-	-	11.9
HCM Lane LOS	C	F	-	-	F	-	-	B
HCM 95th %tile Q(veh)	0.5	4.6	-	-	1.5	-	-	0.1

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Intersection	
Int Delay, s/veh	4.7

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	86	80	1811	4	0	1462	15	0	0	6	0	0	80
Future Vol, veh/h	86	80	1811	4	0	1462	15	0	0	6	0	0	80
Conflicting Peds, #/hr	0	3	0	0	0	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	175	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	90	83	1886	4	0	1523	16	0	0	6	0	0	83

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	1539	1542	0	0	-	-	0	-	-	943	-	-	773
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.46	4.16	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	2.23	-	-	-	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	147	422	-	-	0	-	-	0	0	468	0	0	556
Stage 1	-	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	190	190	-	-	-	-	-	-	-	468	-	-	554
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	7.9	0	12.8	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	468	190	-	-	-	-	554
HCM Lane V/C Ratio	0.013	0.91	-	-	-	-	0.15
HCM Control Delay (s)	12.8	93.8	-	-	-	-	12.6
HCM Lane LOS	B	F	-	-	-	-	B
HCM 95th %tile Q(veh)	0	7.1	-	-	-	-	0.5

Timings
101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	1662	301	100	1572	202	326	684	178	261	703	309
Future Volume (vph)	202	1662	301	100	1572	202	326	684	178	261	703	309
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	48.0	48.0	12.0	48.0	48.0	12.0	46.0	46.0	12.0	46.0	46.0
Total Split (s)	26.0	54.0	54.0	26.0	54.0	54.0	25.0	50.0	50.0	30.0	55.0	55.0
Total Split (%)	16.3%	33.8%	33.8%	16.3%	33.8%	33.8%	15.6%	31.3%	31.3%	18.8%	34.4%	34.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	13.9	61.2	61.2	13.4	60.7	60.7	18.1	42.6	42.6	16.8	41.3	41.3
Actuated g/C Ratio	0.09	0.38	0.38	0.08	0.38	0.38	0.11	0.27	0.27	0.10	0.26	0.26
v/c Ratio	0.72	0.91	0.48	0.71	0.87	0.32	0.89	0.77	0.36	0.77	0.82	0.56
Control Delay	85.1	54.6	28.7	70.9	59.4	24.7	94.7	60.2	13.9	84.2	63.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.1	54.6	28.7	70.9	59.4	24.7	94.7	60.2	13.9	84.2	63.6	15.6
LOS	F	D	C	E	E	C	F	E	B	F	E	B
Approach Delay		53.8			56.3			62.7			56.2	
Approach LOS		D			E			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 60 (38%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 56.6	Intersection LOS: E
Intersection Capacity Utilization 94.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Dixie Hwy & E. Atlantic Blvd

Queues
101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	213	1749	317	105	1655	213	343	720	187	275	740	325
v/c Ratio	0.72	0.91	0.48	0.71	0.87	0.32	0.89	0.77	0.36	0.77	0.82	0.56
Control Delay	85.1	54.6	28.7	70.9	59.4	24.7	94.7	60.2	13.9	84.2	63.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.1	54.6	28.7	70.9	59.4	24.7	94.7	60.2	13.9	84.2	63.6	15.6
Queue Length 50th (ft)	113	638	164	106	632	113	184	366	34	146	386	63
Queue Length 95th (ft)	156	#895	297	m157	#824	m211	#264	431	102	193	435	157
Internal Link Dist (ft)		540			1046			432			338	
Turn Bay Length (ft)	475		150				310		210	225		225
Base Capacity (vph)	403	1924	658	208	1911	661	403	979	541	510	1073	637
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.91	0.48	0.50	0.87	0.32	0.85	0.74	0.35	0.54	0.69	0.51

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	1662	301	100	1572	202	326	684	178	261	703	309
Future Volume (vph)	202	1662	301	100	1572	202	326	684	178	261	703	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1545	1752	5036	1543	3400	3505	1568	3400	3505	1517
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1545	1752	5036	1543	3400	3505	1568	3400	3505	1517
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	213	1749	317	105	1655	213	343	720	187	275	740	325
RTOR Reduction (vph)	0	0	68	0	0	76	0	0	106	0	0	185
Lane Group Flow (vph)	213	1749	249	105	1655	137	343	720	81	275	740	140
Confl. Peds. (#/hr)	3		2	2		3	13					13
Confl. Bikes (#/hr)			1			1						6
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	13.9	61.2	61.2	13.4	60.7	60.7	18.1	42.6	42.6	16.8	41.3	41.3
Effective Green, g (s)	13.9	61.2	61.2	13.4	60.7	60.7	18.1	42.6	42.6	16.8	41.3	41.3
Actuated g/C Ratio	0.09	0.38	0.38	0.08	0.38	0.38	0.11	0.27	0.27	0.11	0.26	0.26
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	295	1926	590	146	1910	585	384	933	417	357	904	391
v/s Ratio Prot	c0.06	c0.35		0.06	0.33		c0.10	0.21		0.08	c0.21	
v/s Ratio Perm			0.16			0.09			0.05			0.09
v/c Ratio	0.72	0.91	0.42	0.72	0.87	0.23	0.89	0.77	0.20	0.77	0.82	0.36
Uniform Delay, d1	71.2	46.7	36.4	71.5	45.9	33.8	70.0	54.2	45.4	69.7	55.8	48.5
Progression Factor	1.00	1.00	1.00	0.73	1.20	1.45	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.2	7.8	2.2	9.8	4.2	0.7	21.7	3.8	0.2	9.0	5.7	0.4
Delay (s)	78.4	54.5	38.6	61.9	59.4	49.7	91.7	58.1	45.6	78.7	61.5	48.9
Level of Service	E	D	D	E	E	D	F	E	D	E	E	D
Approach Delay (s)		54.5			58.5			65.4			62.0	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	59.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
101: Dixie Hwy & E. Atlantic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	1662	301	100	1572	202	326	684	178	261	703	309
Future Volume (veh/h)	202	1662	301	100	1572	202	326	684	178	261	703	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	213	1749	317	105	1655	213	343	720	187	275	740	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	255	2076	635	125	2057	629	383	931	409	319	865	373
Arrive On Green	0.10	0.55	0.55	0.09	0.54	0.54	0.11	0.26	0.26	0.09	0.25	0.25
Sat Flow, veh/h	3428	5066	1549	1767	5066	1549	3428	3526	1549	3428	3526	1521
Grp Volume(v), veh/h	213	1749	317	105	1655	213	343	720	187	275	740	325
Grp Sat Flow(s),veh/h/ln	1714	1689	1549	1767	1689	1549	1714	1763	1549	1714	1763	1521
Q Serve(g_s), s	9.8	46.5	20.5	9.4	42.5	12.4	15.8	30.2	16.2	12.7	32.1	32.8
Cycle Q Clear(g_c), s	9.8	46.5	20.5	9.4	42.5	12.4	15.8	30.2	16.2	12.7	32.1	32.8
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	255	2076	635	125	2057	629	383	931	409	319	865	373
V/C Ratio(X)	0.83	0.84	0.50	0.84	0.80	0.34	0.90	0.77	0.46	0.86	0.86	0.87
Avail Cap(c_a), veh/h	407	2076	635	210	2057	629	407	970	426	514	1080	466
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.1	32.0	26.1	71.6	31.6	24.7	70.1	54.5	49.3	71.5	57.7	57.9
Incr Delay (d2), s/veh	4.1	4.4	2.8	4.1	2.5	1.0	20.1	3.6	0.6	4.7	5.4	13.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	18.2	7.5	4.3	16.4	4.5	8.0	13.9	6.4	5.8	14.9	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	36.4	28.9	75.7	34.1	25.7	90.2	58.1	49.9	76.2	63.0	71.0
LnGrp LOS	E	D	C	E	C	C	F	E	D	E	E	E
Approach Vol, veh/h		2279			1973			1250			1340	
Approach Delay, s/veh		39.0			35.4			65.7			67.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	72.0	20.9	48.2	18.3	72.6	23.9	45.3
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	47.0	24.0	44.0	19.0	47.0	19.0	49.0
Max Q Clear Time (g_c+I1), s	11.8	44.5	14.7	32.2	11.4	48.5	17.8	34.8
Green Ext Time (p_c), s	0.2	2.1	0.2	3.6	0.0	0.0	0.1	4.4

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	14	1656	507	367	1520	434	92	516	11	151
Future Volume (vph)	14	1656	507	367	1520	434	92	516	11	151
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	1	6		5	2		4	5		3
Permitted Phases			6			4		4	3	
Detector Phase	1	6	6	5	2	4	4	5	3	3
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	39.0	39.0	12.0	39.0	25.0	25.0	12.0	34.0	34.0
Total Split (s)	22.0	68.0	68.0	25.0	71.0	35.0	35.0	25.0	32.0	32.0
Total Split (%)	13.8%	42.5%	42.5%	15.6%	44.4%	21.9%	21.9%	15.6%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	5.8	62.1	62.1	18.9	81.9	41.3	41.3	66.1	13.7	13.7
Actuated g/C Ratio	0.04	0.39	0.39	0.12	0.51	0.26	0.26	0.41	0.09	0.09
v/c Ratio	0.24	0.87	0.70	0.95	0.62	0.90	0.91	0.65	0.24	0.60
Control Delay	49.6	73.2	51.4	109.3	17.4	90.1	89.8	20.5	77.8	74.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	73.2	51.4	109.3	17.4	90.1	89.8	20.5	77.8	74.2
LOS	D	E	D	F	B	F	F	C	E	E
Approach Delay		67.9			35.0		55.6			74.4
Approach LOS		E			D		E			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 53.9	Intersection LOS: D
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: S. Cypress Rd/NE 2nd Ave & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	15	1725	528	382	1608	262	286	538	11	184
v/c Ratio	0.24	0.87	0.70	0.95	0.62	0.90	0.91	0.65	0.24	0.60
Control Delay	49.6	73.2	51.4	109.3	17.4	90.1	89.8	20.5	77.8	74.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	73.2	51.4	109.3	17.4	90.1	89.8	20.5	77.8	74.2
Queue Length 50th (ft)	15	696	461	197	193	277	305	201	11	94
Queue Length 95th (ft)	m19	745	m553	m#299	324	#528	#568	372	32	131
Internal Link Dist (ft)		1046			620		405			327
Turn Bay Length (ft)	150		175	175		600		650	115	
Base Capacity (vph)	177	1974	754	407	2597	290	313	829	88	569
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.87	0.70	0.94	0.62	0.90	0.91	0.65	0.13	0.32

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1656	507	367	1520	24	434	92	516	11	151	26
Future Volume (vph)	14	1656	507	367	1520	24	434	92	516	11	151	26
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	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1555	3433	5071		1681	1713	1583	1770	3453	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.64	0.69	1.00	0.29	1.00	
Satd. Flow (perm)	1770	5085	1555	3433	5071		1125	1215	1583	544	3453	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	15	1725	528	382	1583	25	452	96	538	11	157	27
RTOR Reduction (vph)	0	0	151	0	1	0	0	0	185	0	9	0
Lane Group Flow (vph)	15	1725	377	382	1607	0	262	286	353	11	175	0
Confl. Peds. (#/hr)	5		4	4		5						
Confl. Bikes (#/hr)						1						2
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	1	6		5	2			4	5		3	
Permitted Phases			6				4		4	3		
Actuated Green, G (s)	2.7	62.1	62.1	18.9	78.3		41.3	41.3	60.2	13.7	13.7	
Effective Green, g (s)	2.7	62.1	62.1	18.9	78.3		41.3	41.3	60.2	13.7	13.7	
Actuated g/C Ratio	0.02	0.39	0.39	0.12	0.49		0.26	0.26	0.38	0.09	0.09	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	29	1973	603	405	2481		290	313	654	46	295	
v/s Ratio Prot	0.01	c0.34		c0.11	0.32				0.06		c0.05	
v/s Ratio Perm			0.24				0.23	c0.24	0.16	0.02		
v/c Ratio	0.52	0.87	0.63	0.94	0.65		0.90	0.91	0.54	0.24	0.59	
Uniform Delay, d1	78.0	45.3	39.6	70.0	30.5		57.4	57.6	39.0	68.3	70.5	
Progression Factor	0.60	1.53	2.27	1.20	0.57		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.7	3.5	2.9	24.7	1.0		28.7	29.2	0.4	1.0	2.1	
Delay (s)	50.1	72.7	92.8	108.8	18.5		86.1	86.8	39.5	69.3	72.6	
Level of Service	D	E	F	F	B		F	F	D	E	E	
Approach Delay (s)		77.3			35.9			63.2			72.4	
Approach LOS		E			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	59.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		

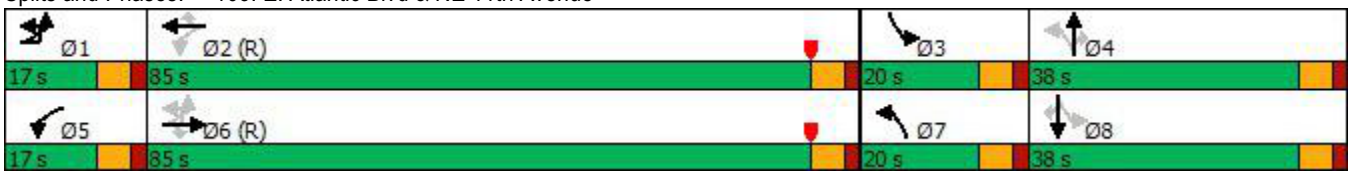
c Critical Lane Group

HCM 6th Edition methodology expects strict NEMA phasing.

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	31	128	1512	151	106	1499	31	211	80	79	108	96
Future Volume (vph)	31	128	1512	151	106	1499	31	211	80	79	108	96
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4		4	8	
Detector Phase	1	1	6	6	5	2	2	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	10.0	27.0	27.0	10.0	27.0	27.0	10.0	33.0	33.0	10.0	33.0
Total Split (s)	17.0	17.0	85.0	85.0	17.0	85.0	85.0	20.0	38.0	38.0	20.0	38.0
Total Split (%)	10.6%	10.6%	53.1%	53.1%	10.6%	53.1%	53.1%	12.5%	23.8%	23.8%	12.5%	23.8%
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	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	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)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		115.1	99.8	99.8	101.1	91.8	91.8	29.1	15.2	15.2	24.6	12.9
Actuated g/C Ratio		0.72	0.62	0.62	0.63	0.57	0.57	0.18	0.10	0.10	0.15	0.08
v/c Ratio		0.61	0.71	0.16	0.53	0.76	0.03	0.92	0.47	0.34	0.47	0.66
Control Delay		53.9	15.9	0.9	20.2	30.0	0.1	99.5	77.2	9.3	60.1	91.3
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		53.9	15.9	0.9	20.2	30.0	0.1	99.5	77.2	9.3	60.1	91.3
LOS		D	B	A	C	C	A	F	E	A	E	F
Approach Delay			18.0			28.8			75.5			61.1
Approach LOS			B			C			E			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 106 (66%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 30.2	Intersection LOS: C
Intersection Capacity Utilization 87.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 103: E. Atlantic Blvd & NE 11th Avenue



DRC
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Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	48
Future Volume (vph)	48
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	33.0
Total Split (s)	38.0
Total Split (%)	23.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	12.9
Actuated g/C Ratio	0.08
v/c Ratio	0.22
Control Delay	2.4
Queue Delay	0.0
Total Delay	2.4
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

Queues
103: E. Atlantic Blvd & NE 11th Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	164	1559	156	109	1545	32	218	82	81	111	99	49
v/c Ratio	0.61	0.71	0.16	0.53	0.76	0.03	0.92	0.47	0.34	0.47	0.66	0.22
Control Delay	53.9	15.9	0.9	20.2	30.0	0.1	99.5	77.2	9.3	60.1	91.3	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	15.9	0.9	20.2	30.0	0.1	99.5	77.2	9.3	60.1	91.3	2.4
Queue Length 50th (ft)	88	828	1	31	624	0	209	83	0	100	103	0
Queue Length 95th (ft)	m111	953	m11	66	820	0	#349	141	33	155	164	0
Internal Link Dist (ft)		1950			546			448			400	
Turn Bay Length (ft)	390		230	285		180	105		210	95		95
Base Capacity (vph)	271	2207	1000	235	2031	916	237	372	393	260	372	392
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.71	0.16	0.46	0.76	0.03	0.92	0.22	0.21	0.43	0.27	0.13

Intersection Summary

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

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

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	31	128	1512	151	106	1499	31	211	80	79	108	96
Future Volume (vph)	31	128	1512	151	106	1499	31	211	80	79	108	96
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	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.97	1.00	1.00	0.96	1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	3539	1543	1770	3539	1523	1769	1863	1554	1768	1863
Flt Permitted		0.07	1.00	1.00	0.10	1.00	1.00	0.47	1.00	1.00	0.70	1.00
Satd. Flow (perm)		132	3539	1543	183	3539	1523	877	1863	1554	1309	1863
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	32	132	1559	156	109	1545	32	218	82	81	111	99
RTOR Reduction (vph)	0	0	0	38	0	0	14	0	0	73	0	0
Lane Group Flow (vph)	0	164	1559	118	109	1545	18	218	82	8	111	99
Confl. Peds. (#/hr)		4		1	1		4	1		1	1	
Confl. Bikes (#/hr)				3			5			2		
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6		6	2		2	4		4	8	
Actuated Green, G (s)		115.1	99.8	99.8	101.2	91.9	91.9	29.2	15.2	15.2	24.6	12.9
Effective Green, g (s)		115.1	99.8	99.8	101.2	91.9	91.9	29.2	15.2	15.2	24.6	12.9
Actuated g/C Ratio		0.72	0.62	0.62	0.63	0.57	0.57	0.18	0.09	0.09	0.15	0.08
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0
Lane Grp Cap (vph)		271	2207	962	207	2032	874	238	176	147	234	150
v/s Ratio Prot		c0.07	c0.44		0.03	c0.44		c0.08	0.04		0.03	0.05
v/s Ratio Perm		0.37		0.08	0.30		0.01	c0.09		0.00	0.04	
v/c Ratio		0.61	0.71	0.12	0.53	0.76	0.02	0.92	0.47	0.05	0.47	0.66
Uniform Delay, d1		32.7	20.2	12.3	18.0	25.7	14.7	62.4	68.6	65.8	61.1	71.4
Progression Factor		2.14	0.68	0.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.6	1.2	0.2	1.1	2.7	0.0	35.6	0.7	0.1	0.6	8.1
Delay (s)		71.7	14.9	1.7	19.1	28.5	14.7	98.0	69.3	65.9	61.7	79.6
Level of Service		E	B	A	B	C	B	F	E	E	E	E
Approach Delay (s)			18.7			27.6			85.0			69.7
Approach LOS			B			C			F			E

Intersection Summary			
HCM 2000 Control Delay	31.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

DRC

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Movement	SBR
Lane Configurations	
Traffic Volume (vph)	48
Future Volume (vph)	48
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1544
Flt Permitted	1.00
Satd. Flow (perm)	1544
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	49
RTOR Reduction (vph)	45
Lane Group Flow (vph)	4
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	4
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	12.9
Effective Green, g (s)	12.9
Actuated g/C Ratio	0.08
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	124
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.03
Uniform Delay, d1	67.8
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	67.8
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM 6th Edition cannot analyze u-turn movements.

DRC
PZ20-12000027
10/21/2021

Intersection	
Int Delay, s/veh	4.7

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	25	41	2098	35	38	24	1885	20	0	0	39	0	0	32
Future Vol, veh/h	25	41	2098	35	38	24	1885	20	0	0	39	0	0	32
Conflicting Peds, #/hr	0	6	0	12	0	12	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	125	-	-	-	225	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	92	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	26	43	2208	37	41	25	1984	21	0	0	41	0	0	34

Major/Minor	Major1				Major2				Minor1		Minor2			
Conflicting Flow All	2005	2011	0	0	2245	2257	0	0	-	-	1135	-	-	1009
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.46	4.16	-	-	6.46	4.16	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	2.23	-	-	2.53	2.23	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	73	276	-	-	50	221	-	-	0	0	384	0	0	437
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	128	128	-	-	64	64	-	-	-	-	380	-	-	435
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	7.4	15.6	14
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	380	128	-	-	64	-	-	435
HCM Lane V/C Ratio	0.108	0.543	-	-	1.04	-	-	0.077
HCM Control Delay (s)	15.6	62.7	-	-	229.9	-	-	14
HCM Lane LOS	C	F	-	-	F	-	-	B
HCM 95th %tile Q(veh)	0.4	2.6	-	-	5.2	-	-	0.3

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Intersection	
Int Delay, s/veh	10.9

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	60	105	1996	1	0	1851	25	0	0	25	0	0	75
Future Vol, veh/h	60	105	1996	1	0	1851	25	0	0	25	0	0	75
Conflicting Peds, #/hr	0	19	0	6	6	0	19	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	175	-	115	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	63	109	2079	1	0	1928	26	0	0	26	0	0	78

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	1954	1973	0	0	-	-	0	-	-	1048	-	-	996
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.46	4.16	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.53	2.23	-	-	-	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	79	286	-	-	0	-	-	0	0	420	0	0	443
Stage 1	-	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	127	127	-	-	-	-	-	-	-	417	-	-	435
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.2	0	14.2	15.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	417	127	-	-	-	-	435
HCM Lane V/C Ratio	0.062	1.353	-	-	-	-	0.18
HCM Control Delay (s)	14.2	265.3	-	-	-	-	15.1
HCM Lane LOS	B	F	-	-	-	-	C
HCM 95th %tile Q(veh)	0.2	11.3	-	-	-	-	0.6

Future (2023) Total SYNCHRO Output – Optimized

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	16	1626	449	297	1293	360	84	399	27	107
Future Volume (vph)	16	1626	449	297	1293	360	84	399	27	107
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	Perm	NA
Protected Phases	1	6		5	2		4	5		3
Permitted Phases			6			4		4	3	
Detector Phase	1	6	6	5	2	4	4	5	3	3
Switch Phase										
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	39.0	39.0	12.0	39.0	25.0	25.0	12.0	34.0	34.0
Total Split (s)	11.0	63.0	63.0	22.0	74.0	41.0	41.0	22.0	34.0	34.0
Total Split (%)	6.9%	39.4%	39.4%	13.8%	46.3%	25.6%	25.6%	13.8%	21.3%	21.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	5.1	66.2	66.2	16.3	84.1	33.2	33.2	49.5	20.3	20.3
Actuated g/C Ratio	0.03	0.41	0.41	0.10	0.53	0.21	0.21	0.31	0.13	0.13
v/c Ratio	0.29	0.80	0.60	0.87	0.51	0.93	0.89	0.60	0.61	0.33
Control Delay	61.6	73.5	52.4	87.2	23.9	102.6	94.4	14.8	111.2	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	73.5	52.4	87.2	23.9	102.6	94.4	14.8	111.2	52.1
LOS	E	E	D	F	C	F	F	B	F	D
Approach Delay		68.9			35.5		58.9			61.5
Approach LOS		E			D		E			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 121 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 55.4	Intersection LOS: E
Intersection Capacity Utilization 78.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: S. Cypress Rd/NE 2nd Ave & E. Atlantic Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	1676	463	306	1354	223	235	411	28	148
v/c Ratio	0.29	0.80	0.60	0.87	0.51	0.93	0.89	0.60	0.61	0.33
Control Delay	61.6	73.5	52.4	87.2	23.9	102.6	94.4	14.8	111.2	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	73.5	52.4	87.2	23.9	102.6	94.4	14.8	111.2	52.1
Queue Length 50th (ft)	17	679	397	154	377	234	245	85	28	60
Queue Length 95th (ft)	m26	729	536	m#241	475	#407	#412	199	65	94
Internal Link Dist (ft)		1046			620		405			327
Turn Bay Length (ft)	150		175	175		600		650	115	
Base Capacity (vph)	56	2102	778	357	2667	258	282	690	64	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.80	0.60	0.86	0.51	0.86	0.83	0.60	0.44	0.24

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1626	449	297	1293	20	360	84	399	27	107	37
Future Volume (vph)	16	1626	449	297	1293	20	360	84	399	27	107	37
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	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5071		1681	1716	1567	1767	3403	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.66	0.72	1.00	0.20	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5071		1165	1272	1567	367	3403	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	16	1676	463	306	1333	21	371	87	411	28	110	38
RTOR Reduction (vph)	0	0	124	0	1	0	0	0	203	0	23	0
Lane Group Flow (vph)	16	1676	339	306	1353	0	223	235	208	28	125	0
Confl. Peds. (#/hr)	4					4			2	2		
Confl. Bikes (#/hr)						1			1			
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	1	6		5	2			4	5		3	
Permitted Phases			6				4		4	3		
Actuated Green, G (s)	2.0	66.2	66.2	16.3	80.5		33.2	33.2	49.5	20.3	20.3	
Effective Green, g (s)	2.0	66.2	66.2	16.3	80.5		33.2	33.2	49.5	20.3	20.3	
Actuated g/C Ratio	0.01	0.41	0.41	0.10	0.50		0.21	0.21	0.31	0.13	0.13	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	22	2103	654	349	2551		241	263	543	46	431	
v/s Ratio Prot	0.01	c0.33		c0.09	0.27				0.04		0.04	
v/s Ratio Perm			0.21				c0.19	0.18	0.09	c0.08		
v/c Ratio	0.73	0.80	0.52	0.88	0.53		0.93	0.89	0.38	0.61	0.29	
Uniform Delay, d1	78.7	41.0	35.0	70.9	26.9		62.2	61.7	43.3	66.1	63.3	
Progression Factor	0.69	1.66	2.38	0.92	0.86		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	51.1	2.3	2.0	18.3	0.7		37.5	28.8	0.2	14.6	0.1	
Delay (s)	105.7	70.5	85.3	83.9	23.7		99.6	90.5	43.5	80.7	63.5	
Level of Service	F	E	F	F	C		F	F	D	F	E	
Approach Delay (s)		73.9			34.8			70.6			66.2	
Approach LOS		E			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	59.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Edition methodology expects strict NEMA phasing.

APPENDIX O

E/W Atlantic Boulevard and N/S Dixie Highway

Alternate Geometry & Synchro Analyses

DRC

PZ20-12000027
10/21/2021

DRC
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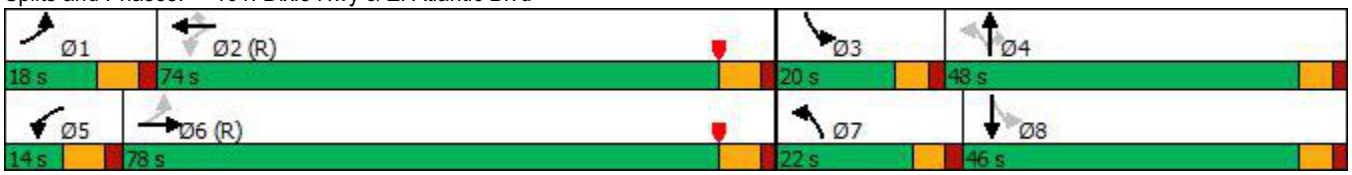
10/21/2021

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	155	1713	113	1327	169	215	391	151	246	583
Future Volume (vph)	155	1713	113	1327	169	215	391	151	246	583
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2		7	4		3	8
Permitted Phases	6		2		2	4		4	8	
Detector Phase	1	6	5	2	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	12.0	48.0	12.0	48.0	48.0	12.0	46.0	46.0	12.0	46.0
Total Split (s)	18.0	78.0	14.0	74.0	74.0	22.0	48.0	48.0	20.0	46.0
Total Split (%)	11.3%	48.8%	8.8%	46.3%	46.3%	13.8%	30.0%	30.0%	12.5%	28.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	82.3	71.2	74.9	67.5	67.5	57.4	41.4	41.4	53.4	39.4
Actuated g/C Ratio	0.51	0.44	0.47	0.42	0.42	0.36	0.26	0.26	0.33	0.25
v/c Ratio	0.94	0.90	0.91	0.92	0.24	0.99	0.44	0.31	0.73	0.95
Control Delay	95.6	47.5	90.8	54.3	12.0	102.2	51.3	13.6	52.0	78.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.6	47.5	90.8	54.3	12.0	102.2	51.3	13.6	52.0	78.3
LOS	F	D	F	D	B	F	D	B	D	E
Approach Delay		51.1		52.4			58.2			72.1
Approach LOS		D		D			E			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 56.4	Intersection LOS: E
Intersection Capacity Utilization 104.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 101: Dixie Hwy & E. Atlantic Blvd



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	158	1989	115	1354	172	219	399	154	251	807
v/c Ratio	0.94	0.90	0.91	0.92	0.24	0.99	0.44	0.31	0.73	0.95
Control Delay	95.6	47.5	90.8	54.3	12.0	102.2	51.3	13.6	52.0	78.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.6	47.5	90.8	54.3	12.0	102.2	51.3	13.6	52.0	78.3
Queue Length 50th (ft)	117	695	71	701	40	180	184	25	187	425
Queue Length 95th (ft)	#269	765	#206	#821	94	#362	238	88	268	#554
Internal Link Dist (ft)		540		1150			432			338
Turn Bay Length (ft)	475		160		160	310		210	320	
Base Capacity (vph)	168	2206	127	1478	713	221	920	497	342	859
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.90	0.91	0.92	0.24	0.99	0.43	0.31	0.73	0.94

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: Dixie Hwy & E. Atlantic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1713	236	113	1327	169	215	391	151	246	583	208
Future Volume (veh/h)	155	1713	236	113	1327	169	215	391	151	246	583	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	158	1748	241	115	1354	172	219	399	154	251	595	212
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	186	2008	275	147	1506	670	232	915	399	339	625	222
Arrive On Green	0.08	0.59	0.59	0.06	0.57	0.57	0.10	0.26	0.26	0.09	0.25	0.25
Sat Flow, veh/h	1767	4495	616	1767	3526	1569	1767	3526	1538	1767	2530	899
Grp Volume(v), veh/h	158	1310	679	115	1354	172	219	399	154	251	414	393
Grp Sat Flow(s),veh/h/ln	1767	1689	1734	1767	1763	1569	1767	1763	1538	1767	1763	1666
Q Serve(g_s), s	8.1	52.1	53.0	5.9	54.2	8.9	14.8	15.1	13.2	14.0	37.0	37.1
Cycle Q Clear(g_c), s	8.1	52.1	53.0	5.9	54.2	8.9	14.8	15.1	13.2	14.0	37.0	37.1
Prop In Lane	1.00		0.36	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	186	1508	774	147	1506	670	232	915	399	339	436	412
V/C Ratio(X)	0.85	0.87	0.88	0.78	0.90	0.26	0.94	0.44	0.39	0.74	0.95	0.95
Avail Cap(c_a), veh/h	196	1508	774	147	1506	670	232	925	404	339	441	417
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	28.6	28.7	36.0	31.5	21.7	43.7	49.4	48.7	45.0	59.3	59.3
Incr Delay (d2), s/veh	25.2	7.1	13.3	21.5	8.9	0.9	43.5	0.2	0.5	7.4	30.3	32.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	20.3	22.6	3.3	22.7	3.3	9.3	6.7	5.1	3.1	20.1	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	35.6	42.0	57.4	40.4	22.6	87.2	49.7	49.2	52.4	89.6	91.4
LnGrp LOS	E	D	D	E	D	C	F	D	D	D	F	F
Approach Vol, veh/h		2147			1641			772			1058	
Approach Delay, s/veh		39.5			39.7			60.2			81.4	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	75.4	20.0	47.5	14.0	78.5	22.0	45.5
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	11.0	67.0	14.0	42.0	7.0	71.0	16.0	40.0
Max Q Clear Time (g_c+I1), s	10.1	56.2	16.0	17.1	7.9	55.0	16.8	39.1
Green Ext Time (p_c), s	0.0	7.0	0.0	2.5	0.0	11.8	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	50.3
HCM 6th LOS	D

DRC

PZ20-12000027
10/21/2021

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	202	1641	97	1558	200	326	684	174	258	703
Future Volume (vph)	202	1641	97	1558	200	326	684	174	258	703
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2		7	4		3	8
Permitted Phases	6		2		2	4		4	8	
Detector Phase	1	6	5	2	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	12.0	48.0	12.0	48.0	48.0	12.0	46.0	46.0	12.0	46.0
Total Split (s)	17.0	75.0	13.0	71.0	71.0	24.0	46.0	46.0	26.0	48.0
Total Split (%)	10.6%	46.9%	8.1%	44.4%	44.4%	15.0%	28.8%	28.8%	16.3%	30.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	78.0	68.0	70.0	64.0	64.0	58.0	40.0	40.0	62.0	42.0
Actuated g/C Ratio	0.49	0.42	0.44	0.40	0.40	0.36	0.25	0.25	0.39	0.26
v/c Ratio	1.37	0.97	0.92	1.17	0.31	1.41	0.82	0.38	0.97	1.18
Control Delay	236.2	58.2	96.8	126.9	16.6	244.0	65.6	20.9	89.2	142.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	236.2	58.2	96.8	126.9	16.6	244.0	65.6	20.9	89.2	142.2
LOS	F	E	F	F	B	F	E	C	F	F
Approach Delay		75.0		113.4			108.2			131.5
Approach LOS		E		F			F			F

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 60 (38%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 103.2	Intersection LOS: F
Intersection Capacity Utilization 124.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	213	2044	102	1640	211	343	720	183	272	1065
v/c Ratio	1.37	0.97	0.92	1.17	0.31	1.41	0.82	0.38	0.97	1.18
Control Delay	236.2	58.2	96.8	126.9	16.6	244.0	65.6	20.9	89.2	142.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	236.2	58.2	96.8	126.9	16.6	244.0	65.6	20.9	89.2	142.2
Queue Length 50th (ft)	~243	755	57	~1071	69	~432	377	55	220	~685
Queue Length 95th (ft)	#421	#871	#183	#1207	136	#642	457	131	#414	#827
Internal Link Dist (ft)		540		2165			432			338
Turn Bay Length (ft)	475		160		160	310		210	320	
Base Capacity (vph)	155	2103	111	1402	682	243	876	479	279	899
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.37	0.97	0.92	1.17	0.31	1.41	0.82	0.38	0.97	1.18

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: Dixie Hwy & E. Atlantic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	1641	301	97	1558	200	326	684	174	258	703	309
Future Volume (veh/h)	202	1641	301	97	1558	200	326	684	174	258	703	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	213	1727	317	102	1640	211	343	720	183	272	740	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	155	1827	332	120	1410	620	244	881	387	301	619	272
Arrive On Green	0.08	0.57	0.57	0.05	0.53	0.53	0.11	0.25	0.25	0.13	0.26	0.26
Sat Flow, veh/h	1767	4298	781	1767	3526	1549	1767	3526	1548	1767	2358	1035
Grp Volume(v), veh/h	213	1353	691	102	1640	211	343	720	183	272	553	512
Grp Sat Flow(s),veh/h/ln	1767	1689	1701	1767	1763	1549	1767	1763	1548	1767	1763	1630
Q Serve(g_s), s	10.0	59.7	61.4	5.6	64.0	12.5	18.0	30.8	16.1	18.2	42.0	42.0
Cycle Q Clear(g_c), s	10.0	59.7	61.4	5.6	64.0	12.5	18.0	30.8	16.1	18.2	42.0	42.0
Prop In Lane	1.00		0.46	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	155	1435	723	120	1410	620	244	881	387	301	463	428
V/C Ratio(X)	1.37	0.94	0.96	0.85	1.16	0.34	1.41	0.82	0.47	0.90	1.20	1.20
Avail Cap(c_a), veh/h	155	1435	723	120	1410	620	244	881	387	301	463	428
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	33.0	33.3	38.9	37.4	25.4	50.5	56.5	51.0	41.3	59.0	59.0
Incr Delay (d2), s/veh	202.0	13.5	24.2	39.6	81.5	1.5	205.8	5.9	0.7	28.0	107.4	109.2
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	12.2	24.7	27.7	3.6	41.1	4.6	21.1	14.4	6.3	10.3	32.4	30.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	249.0	46.5	57.5	78.5	119.0	26.9	256.3	62.4	51.7	69.3	166.4	168.2
LnGrp LOS	F	D	E	E	F	C	F	E	D	E	F	F
Approach Vol, veh/h		2257			1953			1246			1337	
Approach Delay, s/veh		69.0			106.9			114.2			147.4	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	71.0	26.0	46.0	13.0	75.0	24.0	48.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	64.0	20.0	40.0	6.0	68.0	18.0	42.0
Max Q Clear Time (g_c+I1), s	12.0	66.0	20.2	32.8	7.6	63.4	20.0	44.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.7	0.0	4.0	0.0	0.0

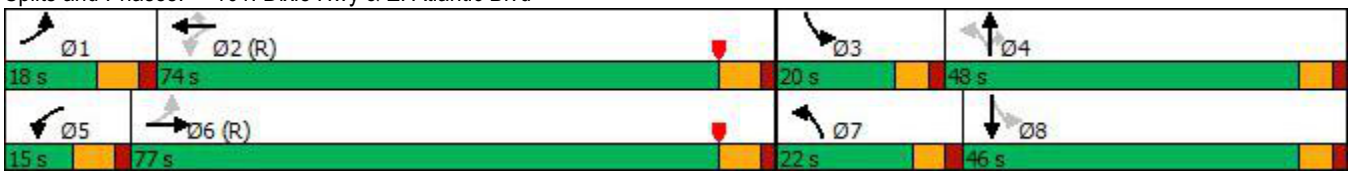
Intersection Summary	
HCM 6th Ctrl Delay	103.6
HCM 6th LOS	F

DRC
PZ20-12000027
10/21/2021

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	155	1720	117	1345	172	215	391	153	247	583
Future Volume (vph)	155	1720	117	1345	172	215	391	153	247	583
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2		7	4		3	8
Permitted Phases	6		2		2	4		4	8	
Detector Phase	1	6	5	2	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	12.0	48.0	12.0	48.0	48.0	12.0	46.0	46.0	12.0	46.0
Total Split (s)	18.0	77.0	15.0	74.0	74.0	22.0	48.0	48.0	20.0	46.0
Total Split (%)	11.3%	48.1%	9.4%	46.3%	46.3%	13.8%	30.0%	30.0%	12.5%	28.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	81.7	70.5	75.6	67.5	67.5	57.4	41.4	41.4	53.4	39.4
Actuated g/C Ratio	0.51	0.44	0.47	0.42	0.42	0.36	0.26	0.26	0.33	0.25
v/c Ratio	0.94	0.91	0.89	0.93	0.25	0.99	0.44	0.31	0.74	0.95
Control Delay	95.3	49.0	86.1	55.8	12.4	102.2	51.3	12.0	52.3	78.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.3	49.0	86.1	55.8	12.4	102.2	51.3	12.0	52.3	78.3
LOS	F	D	F	E	B	F	D	B	D	E
Approach Delay		52.4		53.4			57.8			72.1
Approach LOS		D		D			E			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 57.1	Intersection LOS: E
Intersection Capacity Utilization 104.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 101: Dixie Hwy & E. Atlantic Blvd



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	158	1996	119	1372	176	219	399	156	252	807
v/c Ratio	0.94	0.91	0.89	0.93	0.25	0.99	0.44	0.31	0.74	0.95
Control Delay	95.3	49.0	86.1	55.8	12.4	102.2	51.3	12.0	52.3	78.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.3	49.0	86.1	55.8	12.4	102.2	51.3	12.0	52.3	78.3
Queue Length 50th (ft)	116	708	75	717	42	180	184	18	188	425
Queue Length 95th (ft)	#269	779	#205	#868	98	#362	238	80	268	#554
Internal Link Dist (ft)		540		1150			432			338
Turn Bay Length (ft)	475		160		160	310		210	320	
Base Capacity (vph)	168	2187	134	1478	713	221	920	504	342	859
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.91	0.89	0.93	0.25	0.99	0.43	0.31	0.74	0.94

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: Dixie Hwy & E. Atlantic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1720	236	117	1345	172	215	391	153	247	583	208
Future Volume (veh/h)	155	1720	236	117	1345	172	215	391	153	247	583	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	158	1755	241	119	1372	176	219	399	156	252	595	212
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	183	1981	270	155	1506	670	232	915	399	339	625	222
Arrive On Green	0.08	0.59	0.59	0.07	0.57	0.57	0.10	0.26	0.26	0.09	0.25	0.25
Sat Flow, veh/h	1767	4498	614	1767	3526	1569	1767	3526	1538	1767	2530	899
Grp Volume(v), veh/h	158	1315	681	119	1372	176	219	399	156	252	414	393
Grp Sat Flow(s),veh/h/ln	1767	1689	1734	1767	1763	1569	1767	1763	1538	1767	1763	1666
Q Serve(g_s), s	8.1	53.5	54.5	6.1	55.7	9.1	14.8	15.1	13.4	14.0	37.0	37.1
Cycle Q Clear(g_c), s	8.1	53.5	54.5	6.1	55.7	9.1	14.8	15.1	13.4	14.0	37.0	37.1
Prop In Lane	1.00		0.35	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	183	1487	764	155	1506	670	232	915	399	339	436	412
V/C Ratio(X)	0.87	0.88	0.89	0.77	0.91	0.26	0.94	0.44	0.39	0.74	0.95	0.95
Avail Cap(c_a), veh/h	193	1487	764	155	1506	670	232	925	404	339	441	417
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	29.6	29.8	36.0	31.8	21.8	43.7	49.4	48.8	45.1	59.3	59.3
Incr Delay (d2), s/veh	28.7	8.0	14.9	18.9	9.8	1.0	43.5	0.2	0.5	7.6	30.3	32.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	21.1	23.5	3.3	23.5	3.4	9.3	6.7	5.2	3.1	20.1	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	37.7	44.7	54.8	41.6	22.7	87.2	49.7	49.3	52.7	89.6	91.4
LnGrp LOS	E	D	D	D	D	C	F	D	D	D	F	F
Approach Vol, veh/h		2154			1667			774			1059	
Approach Delay, s/veh		41.8			40.6			60.2			81.5	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	75.4	20.0	47.5	15.0	77.5	22.0	45.5
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	11.0	67.0	14.0	42.0	8.0	70.0	16.0	40.0
Max Q Clear Time (g_c+I1), s	10.1	57.7	16.0	17.1	8.1	56.5	16.8	39.1
Green Ext Time (p_c), s	0.0	6.3	0.0	2.5	0.0	10.3	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D

DRC

PZ20-12000027
10/21/2021

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	202	1662	100	1572	202	326	684	178	261	703
Future Volume (vph)	202	1662	100	1572	202	326	684	178	261	703
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2		7	4		3	8
Permitted Phases	6		2		2	4		4	8	
Detector Phase	1	6	5	2	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	12.0	48.0	12.0	48.0	48.0	12.0	46.0	46.0	12.0	46.0
Total Split (s)	17.0	75.0	13.0	71.0	71.0	24.0	46.0	46.0	26.0	48.0
Total Split (%)	10.6%	46.9%	8.1%	44.4%	44.4%	15.0%	28.8%	28.8%	16.3%	30.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	78.0	68.0	70.0	64.0	64.0	58.0	40.0	40.0	62.0	42.0
Actuated g/C Ratio	0.49	0.42	0.44	0.40	0.40	0.36	0.25	0.25	0.39	0.26
v/c Ratio	1.37	0.98	0.95	1.18	0.31	1.41	0.82	0.39	0.99	1.18
Control Delay	236.2	60.4	103.6	131.1	16.8	244.0	65.6	21.5	92.0	142.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	236.2	60.4	103.6	131.1	16.8	244.0	65.6	21.5	92.0	142.2
LOS	F	E	F	F	B	F	E	C	F	F
Approach Delay		76.9		117.3			108.0			131.9
Approach LOS		E		F			F			F

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 60 (38%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 105.0	Intersection LOS: F
Intersection Capacity Utilization 125.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 101: Dixie Hwy & E. Atlantic Blvd

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	213	2066	105	1655	213	343	720	187	275	1065
v/c Ratio	1.37	0.98	0.95	1.18	0.31	1.41	0.82	0.39	0.99	1.18
Control Delay	236.2	60.4	103.6	131.1	16.8	244.0	65.6	21.5	92.0	142.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	236.2	60.4	103.6	131.1	16.8	244.0	65.6	21.5	92.0	142.2
Queue Length 50th (ft)	~243	769	61	~1088	70	~432	377	59	223	~685
Queue Length 95th (ft)	#421	#889	#192	#1225	137	#642	457	136	#420	#827
Internal Link Dist (ft)		540		2165			432			338
Turn Bay Length (ft)	475		160		160	310		210	320	
Base Capacity (vph)	155	2102	111	1402	682	243	876	479	279	899
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.37	0.98	0.95	1.18	0.31	1.41	0.82	0.39	0.99	1.18

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: Dixie Hwy & E. Atlantic Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	1662	301	100	1572	202	326	684	178	261	703	309
Future Volume (veh/h)	202	1662	301	100	1572	202	326	684	178	261	703	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	213	1749	317	105	1655	213	343	720	187	275	740	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	155	1831	328	118	1410	620	244	881	387	301	619	272
Arrive On Green	0.08	0.57	0.57	0.05	0.53	0.53	0.11	0.25	0.25	0.13	0.26	0.26
Sat Flow, veh/h	1767	4308	772	1767	3526	1549	1767	3526	1548	1767	2358	1035
Grp Volume(v), veh/h	213	1367	699	105	1655	213	343	720	187	275	553	512
Grp Sat Flow(s),veh/h/ln	1767	1689	1703	1767	1763	1549	1767	1763	1548	1767	1763	1630
Q Serve(g_s), s	10.0	61.0	62.9	5.7	64.0	12.6	18.0	30.8	16.5	18.4	42.0	42.0
Cycle Q Clear(g_c), s	10.0	61.0	62.9	5.7	64.0	12.6	18.0	30.8	16.5	18.4	42.0	42.0
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	155	1435	724	118	1410	620	244	881	387	301	463	428
V/C Ratio(X)	1.37	0.95	0.97	0.89	1.17	0.34	1.41	0.82	0.48	0.91	1.20	1.20
Avail Cap(c_a), veh/h	155	1435	724	118	1410	620	244	881	387	301	463	428
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	33.3	33.7	39.1	37.4	25.4	50.5	56.5	51.2	41.4	59.0	59.0
Incr Delay (d2), s/veh	202.0	14.8	26.1	50.1	86.0	1.5	205.8	5.9	0.7	30.1	107.4	109.2
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	12.2	25.4	28.6	4.0	41.9	4.6	21.1	14.4	6.5	10.5	32.4	30.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	249.0	48.1	59.8	89.1	123.4	26.9	256.3	62.4	51.9	71.5	166.4	168.2
LnGrp LOS	F	D	E	F	F	C	F	E	D	E	F	F
Approach Vol, veh/h		2279			1973			1250			1340	
Approach Delay, s/veh		70.4			111.2			114.1			147.6	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	71.0	26.0	46.0	13.0	75.0	24.0	48.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	64.0	20.0	40.0	6.0	68.0	18.0	42.0
Max Q Clear Time (g_c+I1), s	12.0	66.0	20.4	32.8	7.7	64.9	20.0	44.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.7	0.0	2.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	105.3
HCM 6th LOS	F

APPENDIX P

Gated Operations Analysis

Transportation and Land Development

2nd Edition

by Vergil G. Stover
and Frank J. Koepke

Institute of Transportation Engineers

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8–9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$$

where:

M = queue length which is exceeded p percent of the time

N = number of service channels (drive-in positions)

Q = service rate per channel (vehicles per hour)

$\rho = \dfrac{\text{demand rate}}{\text{service rate}} = \dfrac{q}{NQ}$ = utilization factor

q = demand rate on the system (vehicles per hour)

Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11
Table of Q_M Values

ρ	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0666	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	7401	.7014	.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$\rho = \dfrac{q}{NQ} = \dfrac{\text{arrival rate, total}}{(\text{number of channels})(\text{service rate per channel})}$

N = number of channels (service positions)

Solution

Step 1: $Q = \dfrac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3$ services per hour

Step 2: $q = (110 \text{ veh}/45 \text{ min}) \times (60 \text{ min/hr}) = 146.7$ vehicles per hour

Step 3: $\rho = \dfrac{q}{NQ} = \dfrac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

Step 5: The acceptable probability of the queue, M, being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x > M) = 0.05$, and:

$$M = \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956}\right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110}\right] - 1$$

$$= 24.38 - 1 = 23.38, \text{ say 23 vehicles.}$$

400 E Atlantic Boulevard – PM Peak Hour

Queuing Analysis based on ITE Procedures

q = 54 veh/hr (demand rate)

Q = 240 veh/hr (service rate @ 15 sec/veh)

$$p = \frac{q}{NQ} = 0.225 \text{ (N = 1 gated entry lane)}$$

$Q_M = 0.225$ (for N = 1)

Using Acceptable Probability of 1% (99% Confidence Level)

$$M = \left(\frac{Ln\ (x > M) - Ln\ (Q_M)}{Ln\ (p)} \right) - 1$$

$$M = \left(\frac{Ln(0.01) - Ln(0.225)}{Ln(0.225)} \right) - 1$$

$$M = \left(\frac{-4.605 - (-1.492)}{-1.492} \right) - 1$$

M = 2.086 – 1 = 1.086 vehicles
or, 2 vehicles