Memorandum

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City of Fort Lauderdale

From: Adrian K. Dabkowski, P.E., PTOE
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Date: June 28, 2024

Subject: Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida
Existing Conditions Assessment (Tasks 4, 5, and 8)

The purpose of this memorandum is to summarize the traffic data collection and existing conditions assessment for the City of Fort Lauderdale's Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue consistent with Tasks 4, 5, and 8. Turning movement counts were collected at a total of 31 intersections during the peak periods of a typical weekday (Tuesday, Wednesday, or Thursday). Traffic counts were adjusted for peak season based upon Florida Department of Transportation (FDOT) seasonal adjustment factors. Existing signal phasing and timing patterns were obtained from Broward County Traffic Engineering Division (BCTED) for all signalized intersections included in the analysis. The following sections summarize the intersection capacity analysis, roadway segment capacity analysis, 95th percentile queue length analysis, network-wide average vehicle control delay, network-wide total vehicle queuing, expected right-of-way needs, planning level construction costs, bicycle and pedestrian level of traffic stress, and transit evaluation. Note that a feasibility review, estimates of future year travel demand with the proposed one-way pair, and operational analyses with the proposed one-way pair were not included in this memorandum. These analyses will be included in future memorandums and reports.

TRAFFIC DATA COLLECTION

Weekday A.M. peak period (7:00 to 9:00 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) turning movement counts were collected on Wednesday, April 17, 2024 at the following 31 study intersections:

1. SR 838/Sunrise Boulevard at Andrews Avenue
2. Progresso Drive at Andrews Avenue
3. N. Flagler Drive at Andrews Avenue
4. Sistrunk Boulevard/NE/NW 6th Street at Andrews Avenue
5. NE/NW 4th Street at Andrews Avenue
6. NE/NW 2nd Street at Andrews Avenue
7. SR 842/Broward Boulevard at Andrews Avenue
8. SE/SW 2nd Street at Andrews Avenue
9. Las Olas Boulevard at Andrews Avenue
10. SE/SW 6th Street at Andrews Avenue
11. SE/SW 7th Street at Andrews Avenue
12. Davie Boulevard at Andrews Avenue
13. SE/SW 17th Street at Andrews Avenue
14. SR 838/Sunrise Boulevard at NE 4th Avenue
15. Progresso Drive at NE 3rd Avenue
16. N. Flagler Drive at NE 3rd Avenue

17. Sistrunk Boulevard/NE 6th Street at NE 3rd Avenue
18. NE 4th Street at NE 3rd Avenue
19. NE 3rd Street at NE 3rd Avenue
20. NE 2nd Street at NE 3rd Avenue
21. SR 842/Broward Boulevard at NE 3rd Avenue
22. SE 2nd Street at SE 3rd Avenue
23. Las Olas Boulevard at SE 3rd Avenue
24. SE 6th Street at SE 3rd Avenue
25. SE 7th Street at SE 3rd Avenue
26. Davie Boulevard at SE 3rd Avenue
27. SE 17th Street at SE 3rd Avenue
28. Flagler Drive at SR 838/Sunrise Boulevard (Scenario 3 only)
29. N Flagler Drive/NE 4th Avenue at NE 9th Street (Scenario 3 only)
30. US 1/Federal Highway at SR 838/Sunrise Boulevard (Scenario 3 only)
31. US 1/Federal Highway at NE 9th Street (Scenario 3 only)

All traffic volumes were collected in 15-minute intervals and the peak hours were determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate FDOT peak season conversion factor (PSCF) of 1.01 was applied to the traffic data collected based on the dates of data collection. Traffic signal timing information was obtained from Broward County Public Works Department (BCPWD). A project location map of the study area is included in Attachment A. The turning movement counts, FDOT peak season factor category reports, signal timing information, and 2024 and 2045 no-build figures are included in Attachment B.

CAPACITY ANALYSIS

Intersection Capacity Analysis

Capacity analyses were conducted for the A.M. and P.M. peak hours under no-build 2024 and no-build 2045 scenarios for the study intersections. Note that to develop 2045 volumes, a growth rate of 1.67 percent (1.67%) was applied exponentially for the first ten (10) years and applied linearly for all additional years until year 2045 consistent with the approved methodology. Intersection analyses were performed using *Synchro 12* traffic engineering analysis software which applies the Transportation Research Board's (TRB's) *Highway Capacity Manual (HCM)* 2000 and 7th Edition methodologies. Note the network-wide average vehicle control delay for both analysis scenarios are presented for the A.M. and P.M peak hours in Tables 1 and 2. Synchro worksheets for the study intersections are included in Attachment C.

A summary of the intersection analyses is presented in Table 1 and 2. As Tables 1 and 2 indicate, all overall study intersections are expected to operate at level of service (LOS) E or better under no-build 2024 and 2045 conditions with the exception of the following:

- The signalized intersection of Davie Boulevard and Andrews Avenue (#12) during the A.M. and P.M. peak hours under no-build 2045 conditions
- The signalized intersection of SR 842/Broward Boulevard and NE 3rd Avenue (#21) during the A.M. and P.M. peak hours under no-build 2045 conditions
- The signalized intersection of SR 838/Sunrise Boulevard and Andrews Avenue (#1) during the P.M. peak hour under no-build 2045 conditions
- The signalized intersection of Davie Boulevard and SE 3rd Avenue (#26) during the P.M. peak hour under no-build 2045 conditions

Note signal timings were not optimized for no-build 2045 conditions as part of this analysis as the network will be optimized under future analyses when comparing alternative results.

Table 1: A.M. Peak Hour Intersection Capacity Analysis							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build 2024 (No-Build 2045)							
1	SR 838/Sunrise Boulevard and Andrews Avenue (1)	Signalized	D/46.8 sec (E/75.8 sec)	D (D)	C (E)	E (F)	E (F)
2	Progresso Drive and Andrews Avenue	Two-Way Stop	(2)	A (A)	B (B)	(3)	(3)
3	N Flagler Drive and Andrews Avenue	Two-Way Stop	(2)	(4)	A (A)	(3)	(3)
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Signalized	B/18.1 sec (C/25.5 sec)	C (C)	C (C)	A (B)	B (C)
5	NE/NW 4th Street and Andrews Avenue	Signalized	B/12.2 sec (C/22.5 sec)	C (E)	C (D)	A (A)	A (B)
6	NE/NW 2nd Street and Andrews Avenue	Signalized	A/2.5 sec (A/2.7 sec)	C (C)	C (C)	A (A)	A (A)
7	SR 842/Broward Boulevard and Andrews Avenue	Signalized	C/33.4 sec (E/63.5 sec)	B (D)	B (C)	D (E)	E (F)
8	SE/SW 2nd Street and Andrews Avenue (1)	Signalized	B/18.8 sec (C/30.9 sec)	C (C)	C (C)	C (D)	B (C)
9	Las Olas Boulevard and Andrews Avenue	Signalized	A/8.9 sec (A/9.9 sec)	E (E)	(4)	A (A)	A (A)
10	SE/SW 6th Street and Andrews Avenue	Signalized	A/4.4 sec (A/4.8 sec)	(4)	D (D)	A (A)	A (A)
11	SE/SW 7th Street and Andrews Avenue	Signalized	A/10.0 sec (B/11.9 sec)	D (D)	C (C)	A (A)	A (A)
12	Davie Boulevard and Andrews Avenue	Signalized	D/46.7 sec (F/90.5 sec)	B (C)	B (C)	F (F)	E (F)
13	SE/SW 17th Street and Andrews Avenue (1)	Signalized	B/15.7 sec (C/25.3 sec)	C (C)	C (C)	A (C)	A (B)
14	SR 838/Sunrise Boulevard and NE 4th Avenue (1)	Signalized	D/43.2 sec (D/51.9 sec)	C (D)	C (D)	E (F)	E (E)
15	Progresso Drive and NE 3rd Avenue (1)	Signalized	A/4.4 sec (A/7.5 sec)	A (A)	(4)	A (A)	A (B)
16	N Flagler Drive and NE 3rd Avenue (1)	Signalized	A/9.0 sec (A/9.3 sec)	D (D)	D (D)	A (A)	A (A)
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Signalized	B/13.8 sec (B/15.6 sec)	C (C)	C (C)	A (A)	A (A)
18	NE 4th Street and NE 3rd Avenue	Signalized	B/13.7 sec (C/21.8 sec)	C (D)	C (D)	A (A)	A (B)
19	NE 3rd Street and NE 3rd Avenue	Signalized	A/5.8 sec (A/6.8 sec)	C (C)	C (C)	A (A)	A (A)
20	NE 2nd Street and NE 3rd Avenue	Signalized	A/4.6 sec (A/5.7 sec)	C (C)	C (C)	A (A)	A (A)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Signalized	E/55.2 sec (F/130.8 sec)	D (F)	D (F)	E (E)	F (F)
22	SE 2nd Street and SE 3rd Avenue	Signalized	C/22.5 sec (C/30.9 sec)	E (E)	E (E)	B (C)	B (C)
23	Las Olas Boulevard and SE 3rd Avenue	Signalized	C/28.8 sec (D/40.4 sec)	E (E)	D (E)	C (C)	B (C)
24	SE 6th Street and SE 3rd Avenue	Signalized	B/14.3 sec (D/48.5 sec)	(4)	E (F)	A (A)	A (E)
25	SE 7th Street and SE 3rd Avenue	Signalized	B/18.3 sec (C/28.5 sec)	E (F)	E (F)	A (C)	A (B)
26	Davie Boulevard and SE 3rd Avenue	Signalized	C/34.9 sec (E/72.4 sec)	B (F)	B (C)	E (E)	E (E)
27	SE 17th Street and SE 3rd Avenue (1)	Signalized	B/17.1 sec (E/58.6 sec)	B (F)	A (B)	C (C)	C (D)

Table 1: A.M. Peak Hour Intersection Capacity Analysis (Continued)							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build 2024 (No-Build 2045)							
28	Flagler Drive and SR 838/Sunrise Boulevard (1)	Signalized	E/57.5 sec (C/31.0 sec)	B (C)	B (B)	F (F)	F (F)
29	N Flagler Drive/NE 4th Avenue and NE 9th Street	Two-Way Stop	(2)	A (5) (A) (5)	B (B)	(4)	(4)
30	US 1/Federal Highway and SR 838/Sunrise Boulevard (1)	Signalized	D/39.8 sec (D/51.8 sec)	D (E)	D (D)	D (D)	(4)
31	US 1/Federal Highway and NE 9th Street	Signalized	A/4.3 sec (A/4.3 sec)	E (E)	E (E)	A (A)	A (A)
Network-Wide Average Vehicle Control Delay			21.6 sec (35.0 sec)				

Notes: (1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.

Table 2: P.M. Peak Hour Intersection Capacity Analysis							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build 2024 (No-Build 2045)							
1	SR 838/Sunrise Boulevard and Andrews Avenue (1)	Signalized	D/53.7 sec (F/115.9 sec)	D (F)	D (F)	E (E)	E (F)
2	Progresso Drive and Andrews Avenue	Two-Way Stop	(2)	A (A)	B (C)	(3)	(3)
3	N Flagler Drive and Andrews Avenue	Two-Way Stop	(2)	(4)	B (B)	(3)	(3)
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Signalized	B/17.8 sec (D/40.9 sec)	C (C)	C (C)	B (D)	C (D)
5	NE/NW 4th Street and Andrews Avenue	Signalized	B/15.5 sec (E/70.3 sec)	D (F)	C (F)	A (B)	A (A)
6	NE/NW 2nd Street and Andrews Avenue	Signalized	A/6.5 sec (A/8.4 sec)	C (C)	C (C)	A (A)	A (A)
7	SR 842/Broward Boulevard and Andrews Avenue	Signalized	D/38.4 sec (E/66.7 sec)	B (D)	C (F)	E (E)	E (E)
8	SE/SW 2nd Street and Andrews Avenue (1)	Signalized	C/30.8 sec (E/73.5 sec)	C (D)	D (F)	C (F)	B (C)
9	Las Olas Boulevard and Andrews Avenue	Signalized	A/8.5 sec (A/9.1 sec)	E (E)	(4)	A (A)	A (A)
10	SE/SW 6th Street and Andrews Avenue	Signalized	B/14.9 sec (C/25.1 sec)	(4)	D (E)	A (A)	A (A)
11	SE/SW 7th Street and Andrews Avenue	Signalized	B/14.3 sec (C/25.1 sec)	C (C)	D (E)	A (B)	A (A)
12	Davie Boulevard and Andrews Avenue	Signalized	D/40.0 sec (F/86.8 sec)	C (F)	C (F)	D (D)	E (E)
13	SE/SW 17th Street and Andrews Avenue (1)	Signalized	B/17.7 sec (C/25.2 sec)	C (C)	C (D)	A (B)	A (B)
14	SR 838/Sunrise Boulevard and NE 4th Avenue (1)	Signalized	D/52.3 sec (D/58.7 sec)	C (D)	E (D)	E (F)	E (E)
15	Progresso Drive and NE 3rd Avenue (1)	Signalized	A/4.1 sec (A/5.5 sec)	A (A)	(4)	A (A)	A (B)
16	N Flagler Drive and NE 3rd Avenue (1)	Signalized	A/9.6 sec (B/10.7 sec)	D (D)	D (C)	A (B)	A (A)
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Signalized	B/13.1 sec (B/17.3 sec)	C (C)	C (D)	A (B)	A (A)
18	NE 4th Street and NE 3rd Avenue	Signalized	B/12.8 sec (C/20.2 sec)	C (C)	C (D)	A (B)	A (A)

Table 2: P.M. Peak Hour Intersection Capacity Analysis (Continued)							
Intersection ID	Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
				EB	WB	NB	SB
No-Build 2024 (No-Build 2045)							
19	NE 3rd Street and NE 3rd Avenue	Signalized	A/8.3 sec (B/12.9 sec)	C (C)	C (D)	A (B)	A (A)
20	NE 2nd Street and NE 3rd Avenue	Signalized	A/5.1 sec (A/6.6 sec)	C (C)	C (C)	A (A)	A (A)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Signalized	D/48.2 sec (F/99.9 sec)	C (D)	C (F)	E (F)	F (F)
22	SE 2nd Street and SE 3rd Avenue	Signalized	D/38.8 sec (E/56.5 sec)	E (F)	E (F)	C (D)	C (C)
23	Las Olas Boulevard and SE 3rd Avenue	Signalized	C/32.4 sec (D/52.7 sec)	E (E)	D (F)	C (D)	C (C)
24	SE 6th Street and SE 3rd Avenue	Signalized	B/19.5 sec (C/33.9 sec)	(4)	F (F)	A (A)	A (A)
25	SE 7th Street and SE 3rd Avenue	Signalized	C/21.9 sec (C/34.9 sec)	E (F)	F (F)	B (C)	B (C)
26	Davie Boulevard and SE 3rd Avenue	Signalized	C/39.3 sec (F/96.6 sec)	C (F)	C (D)	D (D)	E (E)
27	SE 17th Street and SE 3rd Avenue (1)	Signalized	C/22.7 sec (C/25.1 sec)	B (B)	B (B)	C (C)	D (D)
28	Flagler Drive and SR 838/Sunrise Boulevard (1)	Signalized	C/34.7 sec (D/35.9 sec)	C (C)	C (C)	F (F)	E (E)
29	N Flagler Drive/NE 4th Avenue and NE 9th Street	Two-Way Stop	(2)	A (5) (A) (5)	B (C)	(4)	(4)
30	US 1/Federal Highway and SR 838/Sunrise Boulevard (1)	Signalized	D/43.1 sec (E/57.6 sec)	D (F)	D (D)	D (D)	(4)
31	US 1/Federal Highway and NE 9th Street	Signalized	A/7.3 sec (A/8.3 sec)	E (E)	E (E)	A (A)	A (A)
Network-Wide Average Vehicle Control Delay			**24.0 sec (42.2 sec)**				

Notes:
(1) Intersection cannot be analyzed using HCM 7th Edition. Therefore, HCM 2000 was used.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Approach does not exist.
(5) EB approach reflects NWB approach results as shown in Synchro 12 reports due to unique intersection geometry.

Roadway Segment Capacity Analysis

Roadway segment capacity analyses were conducted for the A.M. and P.M. peak hours under no-build 2024 and no-build 2045 scenarios utilizing FDOT's 2023 *Quality/LOS Handbook* – Generalized Tables. The analyses were conducted using the maximum two-way volume calculated from the collected turning movement counts along each roadway segment. Please refer to Attachment D for generalized tables used in the analysis.

Tables 3 and 4 provide a summary of the peak hour roadway segment analysis for no-build 2024 and no-build 2045 scenarios. The results of the study roadway segments are expected to operate at LOS C or better under no-build 2024 and no-build 2045 scenarios.

Table 3: No-Build 2024 Roadway Segment Capacity Analysis

Roadway		Segment	LOS	
			A.M. Peak Hour	P.M. Peak Hour
1	Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	C	C
2	Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	D	D
3	Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	D	D
4	Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	D	D
5	Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	D	D
6	NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	C	C
7	NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	D	D
8	SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	D	D
9	SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	D	D
10	SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	D	D

Table 4: No-Build 2045 Roadway Segment Capacity Analysis

Roadway		Segment	LOS	
			A.M. Peak Hour	P.M. Peak Hour
1	Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	C	C
2	Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	D	D
3	Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	D	D
4	Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	D	D
5	Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	D	D
6	NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	C	C
7	NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	D	D
8	SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	D	D
9	SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	D	D
10	SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	D	D

95th Percentile Queue Length Analysis

A 95th percentile queue length analysis was performed to determine if sufficient vehicle storage is provided to accommodate the no-build 2024 and no-build 2045 vehicle queue lengths of turn lanes at all signalized intersections. The 95th percentile queue lengths were calculated utilizing Trafficware's *Synchro 12* software based upon Highway Capacity Manual (HCM) methodologies. Note the network-wide total vehicle queuing for both analysis scenarios are presented for the A.M. and P.M peak hours in Tables 5 and 6.

The results of the queue length analysis are summarized in Tables 5 and 6. Synchro worksheets for the study intersection are included in Attachment C. Note the bolded numbers in Tables 5 and 6 represent the 95th percentile queues that exceed the existing turn lane storage.

Table 5: A.M. Peak Hour Queuing Analysis
No-Build 2024 (No-Build 2045)

Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
1	SR 838/Sunrise Boulevard and Andrews Avenue	Eastbound Left-Turn	317 (#449)	475	Yes (Yes)
		Eastbound Right-Turn	**224 (396)**	130	**No (No)**
		Westbound Left-Turn	#169 (m#199)	205	Yes (Yes)
		Northbound Left-Turn	**#376 (#574)**	95	**No (No)**
		Southbound Left-Turn	**203 (#353)**	95	**No (No)**
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Eastbound Left-Turn	62 (88)	155	Yes (Yes)
		Westbound Left-Turn	26 (m#93)	130	Yes (Yes)
		Westbound Right-Turn	12 (45)	130	Yes (Yes)
		Northbound Left-Turn	70 (m87)	225	Yes (Yes)
		Southbound Left-Turn	75 (110)	155	Yes (Yes)
5	NE/NW 4th Street and Andrews Avenue	Eastbound Right-Turn	34 (88)	100	Yes (Yes)
		Westbound Left-Turn	**54 (m65)**	50	**No (No)**
		Northbound Left-Turn	28 (73)	110	Yes (Yes)
		Southbound Left-Turn	28 (m30)	150	Yes (Yes)
6	NE/NW 2nd Street and Andrews Avenue	Westbound Left-Turn	20 (m21)	50	Yes (Yes)
		Northbound Left-Turn	4 (m1)	165	Yes (Yes)
		Southbound Left-Turn	29 (m21)	150	Yes (Yes)
7	SR 842/Broward Boulevard and Andrews Avenue	Eastbound Left-Turn	**102 (#211)**	80	**No (No)**
		Westbound Right-Turn	6 (m13)	160	Yes (Yes)
		Northbound Left-Turn	232 **(#362)**	260	Yes **(No)**
		Southbound Left-Turn	139 **(#237)**	225	Yes **(No)**

Table 5: A.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
8	SE/SW 2nd Street and Andrews Avenue	Eastbound Left-Turn	16 (20)	80	Yes (Yes)
		Northbound Left-Turn	**155 (m#283)**	75	**No (No)**
		Southbound Left-Turn	48 (m75)	150	Yes (Yes)
9	Las Olas Boulevard and Andrews Avenue	Southbound Left-Turn	107 **(m176)**	135	Yes **(No)**
10	SE/SW 6th Street and Andrews Avenue	Northbound Left-Turn	53 (#104)	275	Yes (Yes)
11	SE/SW 7th Street and Andrews Avenue	Eastbound Left-Turn	45 (59)	95	Yes (Yes)
		Eastbound Right-Turn	24 (46)	50	Yes (Yes)
		Northbound Left-Turn	39 (58)	135	Yes (Yes)
		Southbound Left-Turn	16 (20)	275	Yes (Yes)
12	Davie Boulevard and Andrews Avenue	Eastbound Left-Turn	**144 (171)**	140	**No (No)**
		Westbound Left-Turn	108 (136)	160	Yes (Yes)
		Northbound Left-Turn	135 (#238)	250	Yes (Yes)
		Northbound Right-Turn	**177 (#330)**	90	**No (No)**
		Southbound Left-Turn	**156 (#333)**	125	**No (No)**
		Southbound Right-Turn	49 (71)	275	Yes (Yes)
13	SE/SW 17th Street and Andrews Avenue	Eastbound Left-Turn	**72 (97)**	60	**No (No)**
		Westbound Left-Turn	**92 (#173)**	70	**No (No)**
		Northbound Left-Turn	24 (32)	145	Yes (Yes)
		Northbound Right-Turn	**162 (#466)**	105	**No (No)**
		Southbound Left-Turn	51 (#148)	205	Yes (Yes)
		Southbound Right-Turn	1 (9)	145	Yes (Yes)
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Eastbound Left-Turn	**343 (m398)**	260	**No (No)**
		Westbound Left-Turn	57 (m88)	190	Yes (Yes)
		Westbound Right-Turn	29 (m36)	210	Yes (Yes)
		Northbound Left-Turn	**243 (#499)**	140	**No (No)**
		Southbound Left-Turn	141 (202)	330	Yes (Yes)

Table 5: A.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
16	N Flagler Drive and NE 3rd Avenue	Eastbound Left-Turn	27 (m29)	50	Yes (Yes)
		Westbound Left-Turn	66 (m85)	165	Yes (Yes)
		Northbound Right-Turn	18 (23)	185	Yes (Yes)
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Eastbound Left-Turn	39 (m43)	170	Yes (Yes)
		Eastbound Right-Turn	78 (m130)	140	Yes (Yes)
		Westbound Left-Turn	46 (#72)	140	Yes (Yes)
		Westbound Right-Turn	19 (23)	115	Yes (Yes)
		Northbound Left-Turn	16 (m48)	175	Yes (Yes)
		Southbound Left-Turn	**#107 (#135)**	90	**No (No)**
18	NE 4th Street and NE 3rd Avenue	Eastbound Left-Turn	27 (m33)	120	Yes (Yes)
		Westbound Left-Turn	59 (#116)	90	Yes (Yes)
		Northbound Left-Turn	36 (44)	110	Yes (Yes)
		Southbound Left-Turn	58 (76)	90	Yes (Yes)
19	NE 3rd Street and NE 3rd Avenue	Westbound Left-Turn	50 (62)	160	Yes (Yes)
		Northbound Left-Turn	3 (8)	105	Yes (Yes)
		Southbound Left-Turn	6 (m10)	100	Yes (Yes)
20	NE 2nd Street and NE 3rd Avenue	Eastbound Left-Turn	15 (18)	50	Yes (Yes)
		Westbound Left-Turn	28 (34)	105	Yes (Yes)
		Northbound Left-Turn	2 (m3)	170	Yes (Yes)
		Southbound Left-Turn	7 (m9)	100	Yes (Yes)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Eastbound Left-Turn	56 (m104)	140	Yes (Yes)
		Westbound Left-Turn	**#390 (#617)**	175	**No (No)**
		Northbound Left-Turn	**#271 (#458)**	125	**No (No)**
		Southbound Left-Turn	**136 (193)**	135	**No (No)**
22	SE 2nd Street and SE 3rd Avenue	Northbound Left-Turn	12 (m16)	160	Yes (Yes)
		Southbound Left-Turn	**77 (m76)**	75	**No (No)**

Table 5: A.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
23	Las Olas Boulevard and SE 3rd Avenue	Eastbound Left-Turn	60 (m85)	110	Yes (Yes)
		Eastbound Right-Turn	40 (m40)	110	Yes (Yes)
		Northbound Left-Turn	53 **(#275)**	100	Yes **(No)**
		Southbound Left-Turn	147 **(m#299)**	200	Yes **(No)**
24	SE 6th Street and SE 3rd Avenue	Westbound Right-Turn	77 (216)	360	Yes (Yes)
		Northbound Left-Turn	65 (m20)	190	Yes (Yes)
		Northbound Right-Turn	51 (m3)	70	Yes (Yes)
		Southbound Left-Turn	**127 (m#757)**	105	**No (No)**
		Southbound Right-Turn	45 (m120)	150	Yes (Yes)
25	SE 7th Street and SE 3rd Avenue	Northbound Left-Turn	25 (m38)	100	Yes (Yes)
		Southbound Left-Turn	72 **(#146)**	100	Yes **(No)**
26	Davie Boulevard and SE 3rd Avenue	Eastbound Left-Turn	**438 (m#1272)**	140	**No (No)**
		Westbound Left-Turn	34 (53)	185	Yes (Yes)
		Northbound Left-Turn	79 (m100)	150	Yes (Yes)
		Southbound Left-Turn	**136 (m141)**	110	**No (No)**
27	SE 17th Street and SE 3rd Avenue	Eastbound Left-Turn	**#424 (#646)**	125	**No (No)**
		Westbound Left-Turn	25 (34)	50	Yes (Yes)
		Northbound Left-Turn	10 (11)	60	Yes (Yes)
		Southbound Left-Turn	44 (140)	150	Yes (Yes)
28	Flagler Drive and SR 838/Sunrise Boulevard	Westbound Left-Turn	2 (48)	425	Yes (Yes)
30	US 1/Federal Highway and SR 838/Sunrise Boulevard	Westbound Left-Turn	**470 (629)**	400	**No (No)**
31	US 1/Federal Highway and NE 9th Street	Eastbound Left-Turn	55 (69)	160	Yes (Yes)
		Westbound Left-Turn	74 (93)	75	Yes (Yes)
		Northbound Left-Turn	52 (64)	375	Yes (Yes)
		Southbound Left-Turn	13 (19)	300	Yes (Yes)
Network-Wide Total Vehicle Queuing (ft)			8,694 (15,567)		

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Table 6: P.M. Peak Hour Queuing Analysis					
No-Build 2024 (No-Build 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
1	SR 838/Sunrise Boulevard and Andrews Avenue	Eastbound Left-Turn	**#564 (#904)**	475	**No (No)**
		Eastbound Right-Turn	**135 (245)**	130	**No (No)**
		Westbound Left-Turn	m169 (m179)	205	Yes (Yes)
		Northbound Left-Turn	**#239 (#479)**	95	**No (No)**
		Southbound Left-Turn	**#197 (#370)**	95	**No (No)**
4	Sistrunk Boulevard/NE/NW 6th Street and Andrews Avenue	Eastbound Left-Turn	57 (#124)	155	Yes (Yes)
		Westbound Left-Turn	m29 (m29)	130	Yes (Yes)
		Westbound Right-Turn	m14 (m15)	130	Yes (Yes)
		Northbound Left-Turn	m#131 **(m#337)**	225	Yes **(No)**
		Southbound Left-Turn	#89 **(#186)**	155	Yes **(No)**
5	NE/NW 4th Street and Andrews Avenue	Eastbound Right-Turn	25 (30)	100	Yes (Yes)
		Westbound Left-Turn	m26 (m28)	50	Yes (Yes)
		Northbound Left-Turn	108 **(#366)**	110	Yes **(No)**
		Southbound Left-Turn	m4 (m11)	150	Yes (Yes)
6	NE/NW 2nd Street and Andrews Avenue	Westbound Left-Turn	**75 (87)**	50	**No (No)**
		Northbound Left-Turn	m10 (m14)	165	Yes (Yes)
		Southbound Left-Turn	m15 (m12)	150	Yes (Yes)
7	SR 842/Broward Boulevard and Andrews Avenue	Eastbound Left-Turn	**116 (#255)**	80	**No (No)**
		Westbound Right-Turn	m3 (m20)	160	Yes (Yes)
		Northbound Left-Turn	**290 (m#327)**	260	**No (No)**
		Southbound Left-Turn	131 **(#332)**	225	Yes **(No)**
8	SE/SW 2nd Street and Andrews Avenue	Eastbound Left-Turn	**#83 (#132)**	80	**No (No)**
		Northbound Left-Turn	**133 (m118)**	75	**No (No)**
		Southbound Left-Turn	m35 (m47)	150	Yes (Yes)
9	Las Olas Boulevard and Andrews Avenue	Southbound Left-Turn	88 **(m#205)**	135	Yes **(No)**
10	SE/SW 6th Street and Andrews Avenue	Northbound Left-Turn	#122 (#192)	275	Yes (Yes)

Table 6: P.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
11	SE/SW 7th Street and Andrews Avenue	Eastbound Left-Turn	30 (42)	95	Yes (Yes)
		Eastbound Right-Turn	14 (32)	50	Yes (Yes)
		Northbound Left-Turn	112 **(#202)**	135	Yes **(No)**
		Southbound Left-Turn	13 (16)	275	Yes (Yes)
12	Davie Boulevard and Andrews Avenue	Eastbound Left-Turn	**#219 (#449)**	140	**No (No)**
		Westbound Left-Turn	112 **(m#386)**	160	Yes **(No)**
		Northbound Left-Turn	171 **(#351)**	250	Yes **(No)**
		Northbound Right-Turn	**65 (117)**	90	**No (No)**
		Southbound Left-Turn	**80 (107)**	125	**No (No)**
		Southbound Right-Turn	183 **(429)**	275	Yes **(No)**
13	SE/SW 17th Street and Andrews Avenue	Eastbound Left-Turn	24 (36)	60	Yes (Yes)
		Westbound Left-Turn	**#197 (#332)**	70	**No (No)**
		Northbound Left-Turn	32 (48)	145	Yes (Yes)
		Northbound Right-Turn	30 (36)	105	Yes (Yes)
		Southbound Left-Turn	43 (58)	205	Yes (Yes)
		Southbound Right-Turn	33 (75)	145	Yes (Yes)
14	SR 838/Sunrise Boulevard and NE 4th Avenue	Eastbound Left-Turn	**m381 (m396)**	260	**No (No)**
		Westbound Left-Turn	m80 (m128)	190	Yes (Yes)
		Westbound Right-Turn	83 (m55)	210	Yes (Yes)
		Northbound Left-Turn	**#319 (#632)**	140	**No (No)**
		Southbound Left-Turn	125 (#175)	330	Yes (Yes)
16	N Flagler Drive and NE 3rd Avenue	Eastbound Left-Turn	m34 (m38)	50	Yes (Yes)
		Westbound Left-Turn	82 (m74)	165	Yes (Yes)
		Northbound Right-Turn	26 (33)	185	Yes (Yes)

Table 6: P.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
17	Sistrunk Boulevard/NE 6th Street and NE 3rd Avenue	Eastbound Left-Turn	21 (m28)	170	Yes (Yes)
		Eastbound Right-Turn	7 (m5)	140	Yes (Yes)
		Westbound Left-Turn	37 (54)	140	Yes (Yes)
		Westbound Right-Turn	15 (24)	115	Yes (Yes)
		Northbound Left-Turn	19 (m12)	175	Yes (Yes)
		Southbound Left-Turn	**#105 (#132)**	90	**No (No)**
18	NE 4th Street and NE 3rd Avenue	Eastbound Left-Turn	m14 (m8)	120	Yes (Yes)
		Westbound Left-Turn	53 (75)	90	Yes (Yes)
		Northbound Left-Turn	25 (m40)	110	Yes (Yes)
		Southbound Left-Turn	35 (m#58)	90	Yes (Yes)
19	NE 3rd Street and NE 3rd Avenue	Westbound Left-Turn	38 (48)	160	Yes (Yes)
		Northbound Left-Turn	m8 (m4)	105	Yes (Yes)
		Southbound Left-Turn	m7 (m9)	100	Yes (Yes)
20	NE 2nd Street and NE 3rd Avenue	Eastbound Left-Turn	49 **(m57)**	50	Yes **(No)**
		Westbound Left-Turn	24 (30)	105	Yes (Yes)
		Northbound Left-Turn	10 (m7)	170	Yes (Yes)
		Southbound Left-Turn	7 (m3)	100	Yes (Yes)
21	SR 842/Broward Boulevard and NE 3rd Avenue	Eastbound Left-Turn	139 **(m#260)**	140	Yes **(No)**
		Westbound Left-Turn	**#262 (#514)**	175	**No (No)**
		Northbound Left-Turn	**#324 (m#607)**	125	**No (No)**
		Southbound Left-Turn	**139 (#241)**	135	**No (No)**
22	SE 2nd Street and SE 3rd Avenue	Northbound Left-Turn	m14 (m17)	160	Yes (Yes)
		Southbound Left-Turn	m54 (m49)	75	Yes (Yes)
23	Las Olas Boulevard and SE 3rd Avenue	Eastbound Left-Turn	m100 (m99)	110	Yes (Yes)
		Eastbound Right-Turn	98 (m90)	110	Yes (Yes)
		Northbound Left-Turn	57 **(m283)**	100	Yes **(No)**
		Southbound Left-Turn	61 (m128)	200	Yes (Yes)

Table 6: P.M. Peak Hour Queuing Analysis (Continued)					
No-Build 2024 (No-Build 2045)					
Intersection ID	Intersection	Movement	95th Percentile Queue (ft)	Existing Turn Lane Storage (ft)	Queue Length Sufficient?
24	SE 6th Street and SE 3rd Avenue	Westbound Right-Turn	88 (315)	360	Yes (Yes)
		Northbound Left-Turn	m47 (m32)	190	Yes (Yes)
		Northbound Right-Turn	m70 (m26)	70	Yes (Yes)
		Southbound Left-Turn	**m125 (m193)**	105	**No (No)**
		Southbound Right-Turn	m71 (m57)	150	Yes (Yes)
25	SE 7th Street and SE 3rd Avenue	Northbound Left-Turn	m19 (m18)	100	Yes (Yes)
		Southbound Left-Turn	**102** (m36)	100	**No** (Yes)
26	Davie Boulevard and SE 3rd Avenue	Eastbound Left-Turn	**#434 (m#887)**	140	**No (No)**
		Westbound Left-Turn	43 (59)	185	Yes (Yes)
		Northbound Left-Turn	120 **(#203)**	150	Yes **(No)**
		Southbound Left-Turn	**237 (m204)**	110	**No (No)**
27	SE 17th Street and SE 3rd Avenue	Eastbound Left-Turn	59 **(#146)**	125	Yes **(No)**
		Westbound Left-Turn	45 (72)	50	Yes (Yes)
		Northbound Left-Turn	11 (12)	60	Yes (Yes)
		Southbound Left-Turn	217 **(m229)**	150	Yes **(No)**
28	Flagler Drive and SR 838/Sunrise Boulevard	Westbound Left-Turn	38 (48)	425	Yes (Yes)
30	US 1/Federal Highway and SR 838/Sunrise Boulevard	Westbound Left-Turn	**439 (586)**	400	**No (No)**
31	US 1/Federal Highway and NE 9th Street	Eastbound Left-Turn	59 (73)	160	Yes (Yes)
		Westbound Left-Turn	89 **(115)**	75	Yes **(No)**
		Northbound Left-Turn	147 (191)	375	Yes (Yes)
		Southbound Left-Turn	21 (32)	300	Yes (Yes)
Network-Wide Total Vehicle Queuing (ft)				**9,579 (15,707)**	

Notes: (#) 95th percentile volume exceeds capacity, queue may be longer. Queue shown in maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Transportation Analysis Alternative Comparison

A ranking of each alternative will be determined based on a composite score determined from the rankings of each transportation analysis variable analyzed as summarized below. The ranking will be summarized in tabular format in the memorandums to follow. The transportation analyses not included in this memorandum are i.) amount of right-of-way needs and ii.) planning level construction costs as those cannot be assessed at this stage of the analysis as the alternatives have not been analyzed. The remaining transportation analyses are summarized below as follows: i.) network-wide average vehicle control delay, ii.) network-wide vehicle queuing, and iii.) bicycle and pedestrian level of stress.

Network-wide Average Vehicle Control Delay

As previously noted, the network-wide average vehicle control delay was determined by summing the overall control delays for each signalized intersection and dividing by the number of signalized intersections. Refer to Tables 1 and 2 for the network-wide average vehicle control delays for no-build 2024 and no-build 2045 conditions. Synchro worksheets for the study intersection are included in Attachment C.

Network-wide Total Vehicle Queuing

As previously noted, the network-wide total vehicle queuing was determined by summing the overall queues for each exclusive turn lane at all signalized intersections. Refer to Tables 5 and 6 for the network-wide average vehicle control delays for no-build 2024 and no-build 2045 conditions. Synchro worksheets for the study intersection are included in Attachment C.

Bicycle and Pedestrian Level of Traffic Stress

Bicycle level of traffic stress (BLTS) is a performance measure that quantifies the amount of discomfort that people feel when they bicycle close to traffic. BLTS is designated into four (4) categories with BLTS 1 being the level that most children can confidently use and BLTS 4 being the level tolerated only by those with limited route or mode choice or cycling enthusiasts that choose to ride under stressful conditions. Pedestrian level of traffic stress (PLTS) is a performance measure that quantifies the amount of discomfort that people feel when they walk along a road within the roadway right of way. PLTS is designated into four (4) categories with PLTS 1 being the level suitable for all users, with people feeling safe and comfortable on the pedestrian facility and PLTS 4 being the facility is difficult or impassable by a wheeled mobility device or users with other limitations in their movement. The analysis utilized FDOT's *2023 Quality/LOS Handbook* – Generalized Tables. Existing roadway characteristics, pedestrian and bicycle infrastructure, and planned pedestrian and bicycle infrastructure improvements in the Broward County Mobility Advancement Program (MAP) and Broward Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) were reviewed to determine the existing and future BLTS and PLTS. Note that no planned pedestrian or bicycle infrastructure projects were identified along the study roadway segments. The results of the peak hour bicycle level of stress are presented in Tables 7 and 8. Please refer to Attachment D for generalized tables used in the analysis.

Table 7: No-Build 2024 Bicycle and Pedestrian Level of Stress				
Roadway		Segment	Level of Stress	
			Bicycle	Pedestrian
1	Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4	3
2	Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4	3
3	Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	3	3
4	Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	4	3
5	Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	4	3
6	NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4	3
7	NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4	3
8	SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	4	2
9	SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	4	3
10	SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	4	3

Table 8: No-Build 2045 Bicycle and Pedestrian Level of Stress				
Roadway		Segment	Level of Stress	
			Bicycle	Pedestrian
1	Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4	3
2	Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4	3
3	Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	3	3
4	Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	4	3
5	Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	4	3
6	NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4	3
7	NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4	3
8	SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	4	2
9	SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	4	3
10	SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	4	3

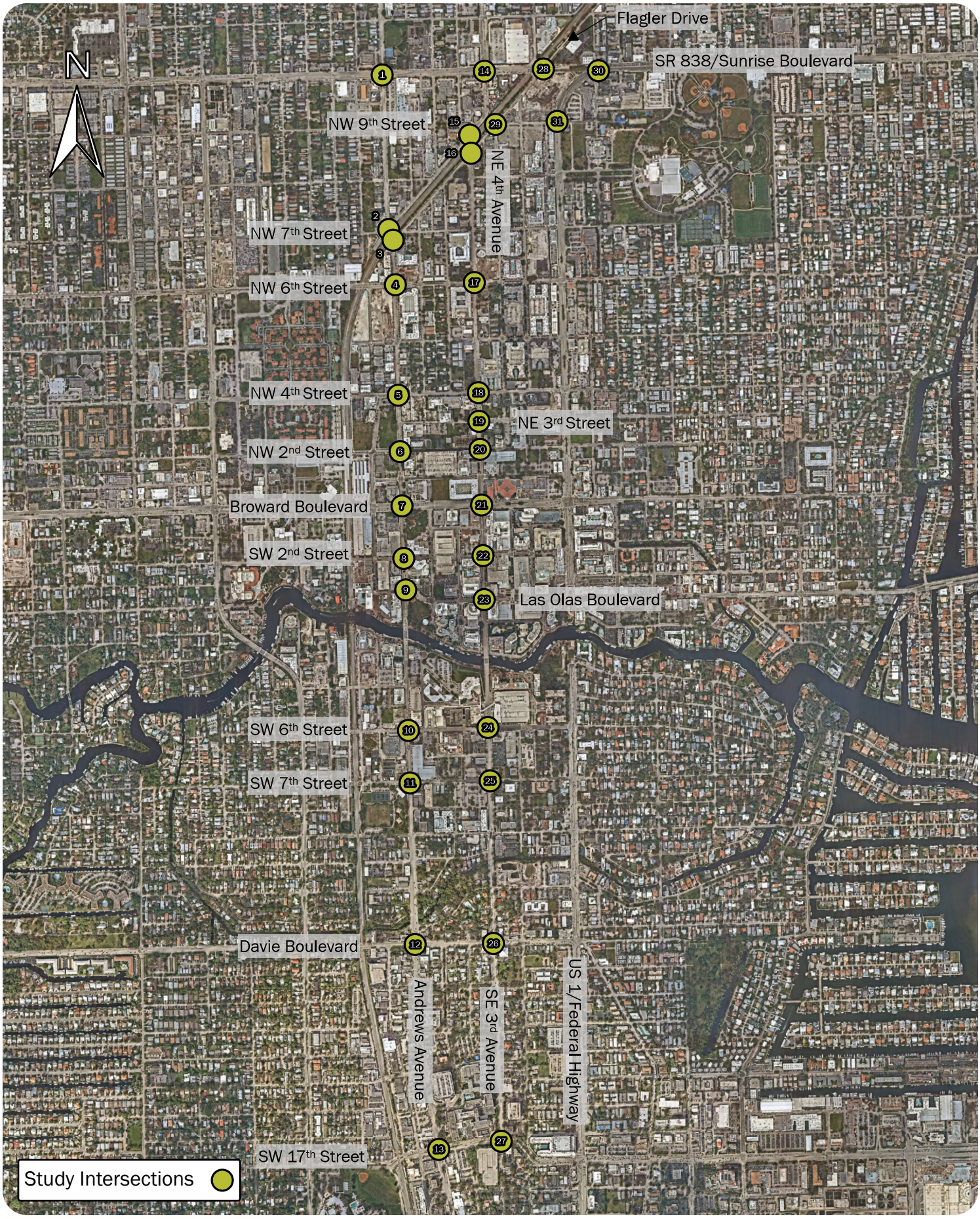
Transit Evaluation

The existing transit routes within the study area along Andrews Avenue and NE 3rd Avenue were identified. The peak hour headways for each route are detailed in Table 9 below. Coordination with Broward County Transit (BCT) is pending to determine if any changes to existing transit routes along the study roadways are proposed by 2045.

Table 9: Transit Route Headways		
Route #	A.M. Peak Hour Headways (mins)	P.M. Peak Hour Headways (mins)
11	25	20
20	50	50
40	25	30
50	30	35
60	30	30

Attachment A

Project Location Map



Location Map
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

CITY OF FORT LAUDERDALE

Kimley»Horn

Attachment B

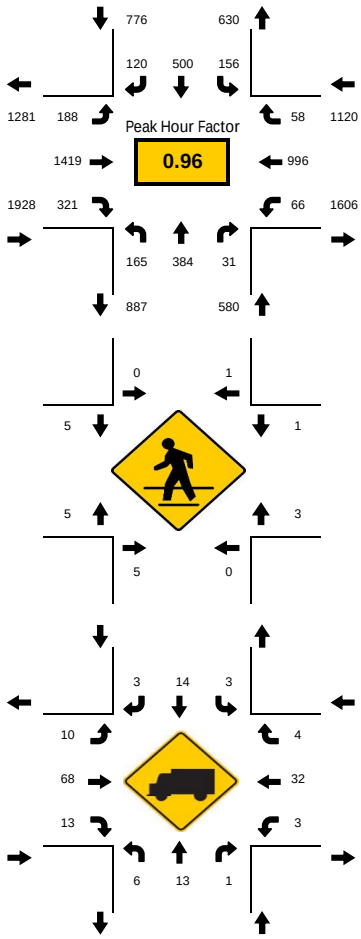
Traffic Data

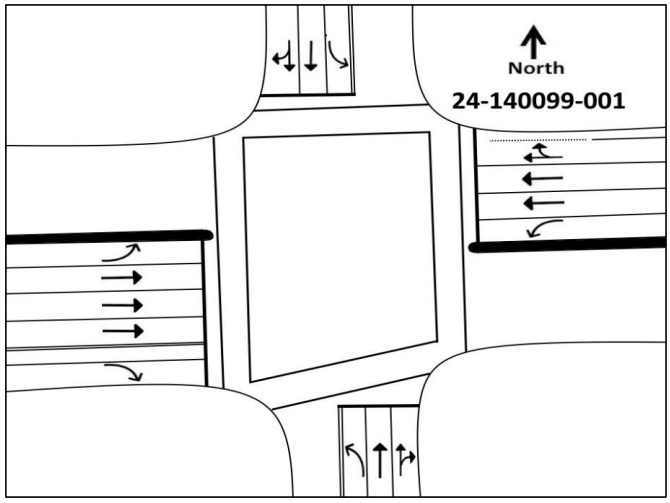
Turning Movement Counts

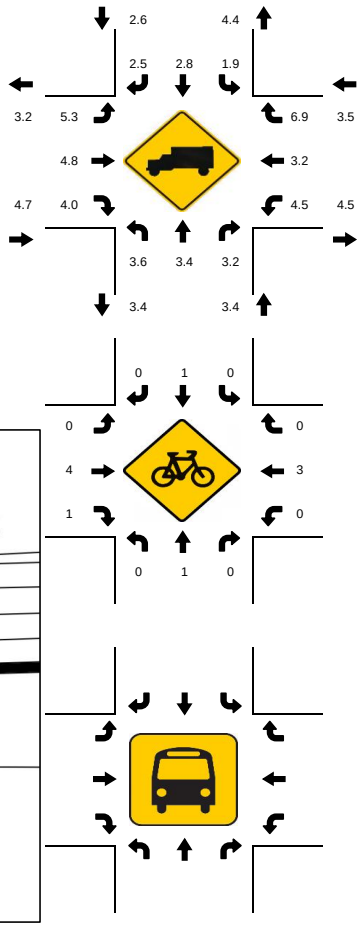
LOCATION: N Andrews Ave/SR 811A & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-001
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM





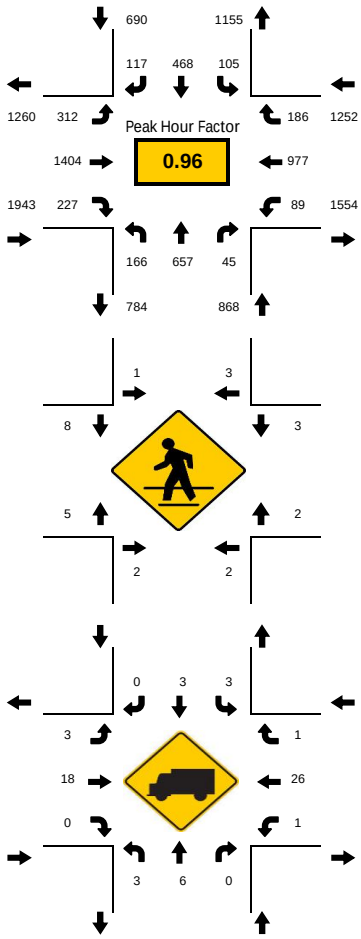


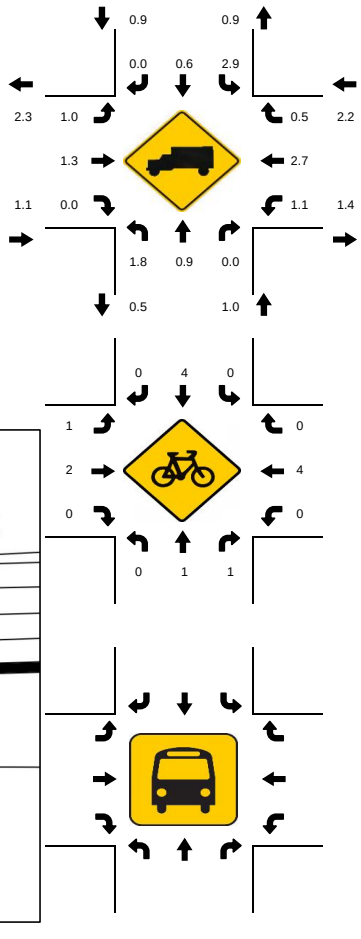
15-Min Count Period Beginning At	N Andrews Ave/SR 811A Northbound					N Andrews Ave/SR 811A Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	24	51	9	0		28	72	10	0		38	274	62	4		4	170	10	0		756	3694
7:15 AM	30	95	9	0		35	87	18	0		37	306	62	6		11	183	21	1		901	3990
7:30 AM	33	94	5	0		35	128	21	0		51	295	84	4		19	205	13	1		988	4179
7:45 AM	35	68	12	0		42	124	27	0		40	355	61	4		20	237	24	0		1049	4338
8:00 AM	44	106	9	0		39	131	24	0		32	311	82	6		14	244	10	0		1052	4404
8:15 AM	46	90	7	0		37	118	37	0		41	326	85	6		15	267	14	1		1090	3352
8:30 AM	41	97	7	0		36	122	32	0		44	399	84	1		14	253	17	0		1147	2262
8:45 AM	34	91	8	0		44	129	27	0		56	383	70	2		22	232	17	0		1115	1115
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	184	424	36	0		176	524	148	0		224	1596	340	24		88	1068	68	4		**4904**	
Heavy Trucks	8	16	4	0		8	20	4	0		16	92	20	0		8	40	8	0		**244**	
Pedestrians		8					4					12					8				**32**	
Bicycles	0	4	0	0		0	4	0	0		0	8	4	0		0	4	0	0		**24**	
Buses																						
Stopped Buses																						

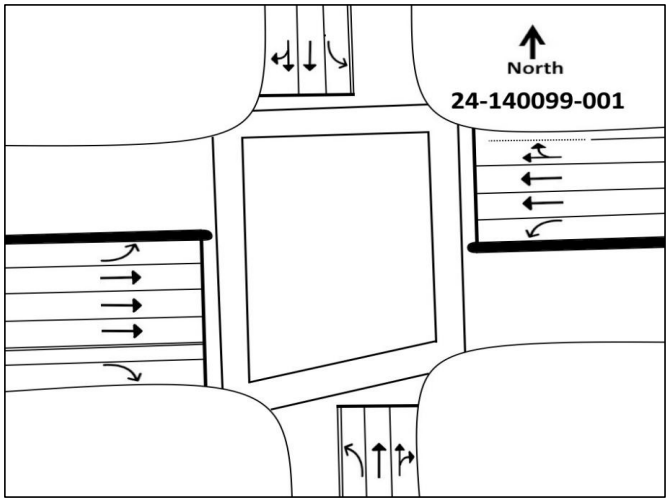
LOCATION: N Andrews Ave/SR 811A & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-001
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM







15-Min Count Period Beginning At	N Andrews Ave/SR 811A Northbound					N Andrews Ave/SR 811A Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	50	150	13	0		25	98	26	0		70	286	36	2		18	284	22	1		1081	4428
4:15 PM	29	141	10	0		28	83	24	0		69	311	46	9		25	306	27	2		1110	4541
4:30 PM	43	181	13	0		23	116	33	0		64	302	40	7		24	277	36	1		1160	4656
4:45 PM	29	142	9	0		35	77	29	0		47	323	54	8		16	275	32	1		1077	4733
5:00 PM	48	164	8	0		19	122	31	0		67	349	52	11		21	264	38	0		1194	4753
5:15 PM	46	194	12	0		26	102	30	0		89	332	57	4		25	257	50	1		1225	3559
5:30 PM	39	178	9	0		37	121	28	0		78	379	60	3		24	227	54	0		1237	2334
5:45 PM	33	121	16	0		23	123	28	0		53	344	58	7		18	229	44	0		1097	1097
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	192	776	64	0		148	492	124	0		356	1516	240	44		100	1056	216	4		**5328**	
Heavy Trucks	12	12	0	0		8	4	0	0		8	24	0	0		4	32	4	0		**108**	
Pedestrians		8					12					24					8				**52**	
Bicycles	0	4	4	0		0	8	0	0		4	4	0	0		0	8	0	0		**32**	
Buses																						
Stopped Buses																						

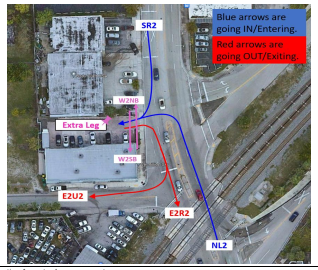
Location: N Andrews Ave & NW 7th St/Progresso Dr
City: Fort Lauderdale
Control: 2-Way Stop(EB/WB)

Project ID: 24-140099-002
Date: 4/17/2024

Data - Total

NS/EW Streets:	N Andrews Ave						N Andrews Ave						NW 7th St/Progresso Dr						NW 7th St/Progresso Dr										
AM			NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						SOUTHBOUND2			EASTBOUND2		
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2		EL	ET	ER	EU			WL	WT	WR	WU		S2T2	S2R2	S2U2		E2R2	E2U2		TOTAL
7:00 AM	0	76	1	0	0	0	0	126	4	0	1		0	0	4	0			5	0	0	0		0	0	0		0	0		217
7:15 AM	0	110	4	0	0	0	0	147	4	0	0		0	0	1	0			4	2	0	0		0	0	0		0	0		272
7:30 AM	0	103	2	0	0	1	0	218	8	0	0		0	0	1	0			0	1	2	0		1	0	0		0	0		337
7:45 AM	1	101	4	0	1	0	0	184	8	0	1		0	0	0	0			1	2	1	0		0	0	0		0	0		304
8:00 AM	0	161	7	0	0	0	1	193	11	0	0		0	0	4	0			5	1	0	0		0	0	0		0	0		383
8:15 AM	0	118	9	0	0	0	0	206	4	0	0		0	0	6	0			1	0	1	0		1	0	0		0	0		346
8:30 AM	0	126	5	0	0	0	2	204	9	0	0		0	0	2	0			4	2	0	0		0	0	0		0	0		354
8:45 AM	2	109	10	0	0	0	2	175	9	0	0		0	0	4	0			2	0	0	0		0	0	0		0	0		313
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2		EL	ET	ER	EU			WL	WT	WR	WU		S2T2	S2R2	S2U2		E2R2	E2U2		TOTAL
TOTAL VOLUMES :	3	904	42	0	1	1	5	1453	57	0	2		0	0	22	0			22	8	4	0		2	0	0		0	0		2526
APPROACH %'s :	0.32%	95.06%	4.42%	0.00%	0.11%	0.11%	0.33%	95.78%	3.76%	0.00%	0.13%		0.00%	0.00%	100.00%	0.00%			64.71%	23.53%	11.76%	0.00%		100.00%	0.00%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																														TOTAL
PEAK HR VOL :	2	514	31	0	0	0	5	778	33	0	0		0	0	16	0			12	3	1	0		1	0	0		0	0		1396
PEAK HR FACTOR :	0.250	0.798	0.775	0.000	0.000	0.000	0.625	0.944	0.750	0.000	0.000		0.000	0.000	0.667	0.000			0.600	0.375	0.250	0.000		0.250	0.000	0.000		0.000	0.000		0.911
			0.814						0.949						0.667						0.667										

PM			NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND										
	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0			0	0	0	0		0	0	0		0	0		
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2		EL	ET	ER	EU			WL	WT	WR	WU		S2T2	S2R2	S2U2		E2R2	E2U2		TOTAL
4:00 PM	3	206	5	0	0	0	1	142	14	0	0		1	0	4	0			3	3	2	0		0	0	1		1	0		386
4:15 PM	0	183	8	0	0	0	2	134	11	0	0		1	1	0	0			4	5	6	0		0	0	0		1	0		356
4:30 PM	1	212	7	0	0	0	1	180	12	0	0		1	0	2	0			6	5	3	0		0	0	0		1	0		431
4:45 PM	3	170	4	0	0	0	0	149	14	0	0		1	0	3	0			7	4	3	0		0	2	0		0	0		360
5:00 PM	1	204	4	0	0	0	0	175	9	0	0		1	0	1	0			2	4	3	0		0	0	0		2	1		407
5:15 PM	2	259	6	0	0	1	0	163	12	0	0		1	0	4	0			3	1	4	0		0	1	0		0	0		457
5:30 PM	0	172	5	0	0	0	0	205	17	0	0		0	0	3	0			4	0	2	0		0	0	0		1	0		409
5:45 PM	2	167	8	0	0	0	0	164	10	0	0		0	0	2	0			4	0	3	0		0	0	0		0	0		360
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2		EL	ET	ER	EU			WL	WT	WR	WU		S2T2	S2R2	S2U2		E2R2	E2U2		TOTAL
TOTAL VOLUMES :	12	1573	47	0	0	1	4	1312	99	0	0		6	1	19	0			33	22	26	0		0	3	1		6	1		3166
APPROACH %'s :	0.73%	96.33%	2.88%	0.00%	0.00%	0.06%	0.28%	92.72%	7.00%	0.00%	0.00%		23.08%	3.85%	73.08%	0.00%			40.74%	27.16%	32.10%	0.00%		0.00%	75.00%	25.00%		85.71%	14.29%		
PEAK HR :	04:30 PM - 05:30 PM																														TOTAL
PEAK HR VOL :	7	845	21	0	0	1	1	667	47	0	0		4	0	10	0			18	14	13	0		0	3	0		3	1		1655
PEAK HR FACTOR :	0.583	0.816	0.750	0.000	0.000	0.250	0.250	0.926	0.839	0.000	0.000		1.000	0.000	0.625	0.000			0.643	0.700	0.813	0.000		0.000	0.375	0.000		0.375	0.250		0.905
			0.815						0.926						0.700						0.804										



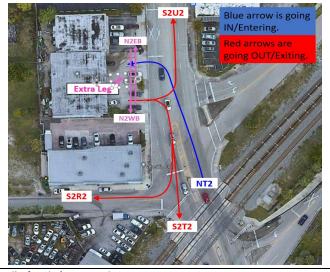
Explanation for extra leg movements

Movements entering the extra leg

NL2 Movements coming from NB on N Andrews Ave entering into the Extra Leg (Vermillion Sky Dwy)
SR2 Movements coming from SB on N Andrews Ave entering into the Extra Leg (Vermillion Sky Dwy)

Movements exiting the extra leg

E2R2 Movements exiting from Extra Leg (Vermillion Sky Dwy) entering into N Andrews Ave going SB
E2U2 Movements exiting from Extra Leg (Vermillion Sky Dwy) entering into NW 7th St going WB



Explanation for extra leg movements

Movements entering the extra leg

NT2 Movements coming from NB on N Hall Rd entering into the Extra Leg (Body Craft USA Dwy)

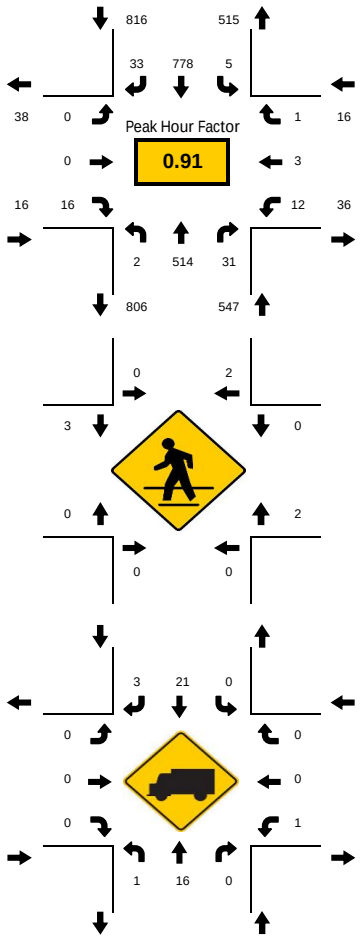
Movements exiting the extra leg

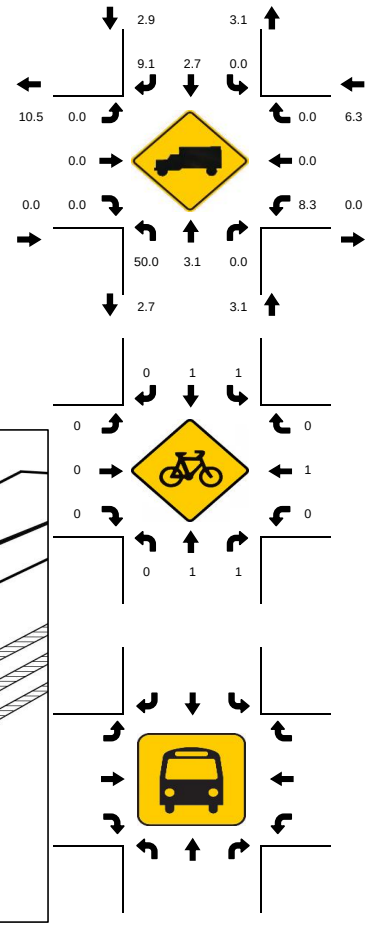
S2R2 Movements exiting from Extra Leg (Body Craft USA Dwy) entering into NW 7th St going WB
S2T2 Movements exiting from Extra Leg (Body Craft USA Dwy) entering into N Andrews Ave going SB
S2U2 Movements exiting from Extra Leg (Body Craft USA Dwy) entering into N Andrews Ave going NB

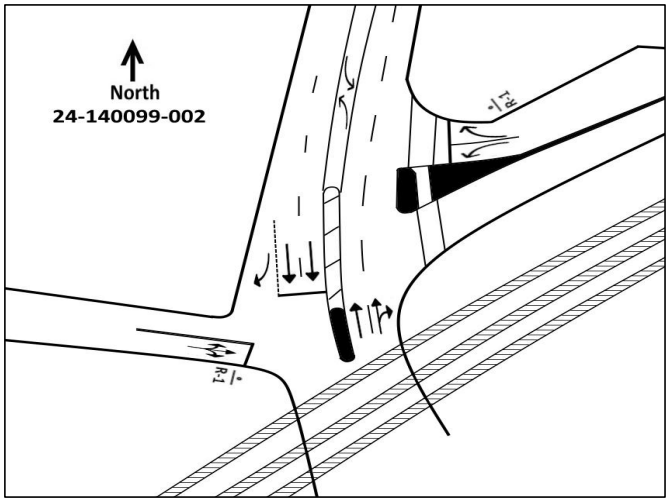
LOCATION: N Andrews Ave & NW 7th St/Progresso Dr
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-002
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM





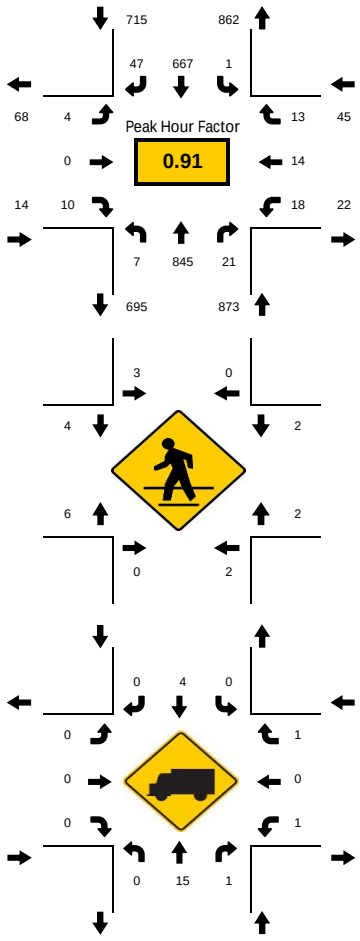


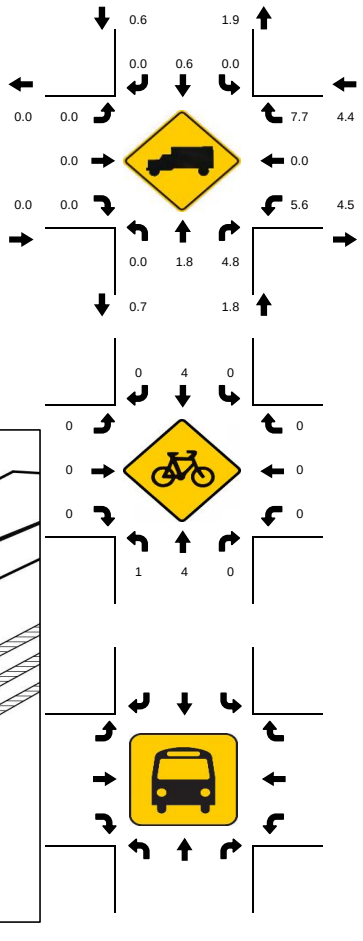
15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					NW 7th St/Progresso Dr Eastbound					NW 7th St/Progresso Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	76	1	0		0	126	4	0		0	0	4	0		5	0	0	0		216	1125
7:15 AM	0	110	4	0		0	147	4	0		0	0	1	0		4	2	0	0		272	1292
7:30 AM	0	103	2	0		0	218	8	0		0	0	1	0		0	1	2	0		335	1365
7:45 AM	1	101	4	0		0	184	8	0		0	0	0	0		1	2	1	0		302	1384
8:00 AM	0	161	7	0		1	193	11	0		0	0	4	0		5	1	0	0		383	1395
8:15 AM	0	118	9	0		0	206	4	0		0	0	6	0		1	0	1	0		345	1012
8:30 AM	0	126	5	0		2	204	9	0		0	0	2	0		4	2	0	0		354	667
8:45 AM	2	109	10	0		2	175	9	0		0	0	4	0		2	0	0	0		313	313
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	8	644	40	0		8	824	44	0		0	0	24	0		20	8	4	0		**1624**	
Heavy Trucks	4	24	0	0		0	24	8	0		0	0	0	0		4	0	0	0		**64**	
Pedestrians		0					4					8					4				**16**	
Bicycles	0	4	4	0		4	4	0	0		0	0	0	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

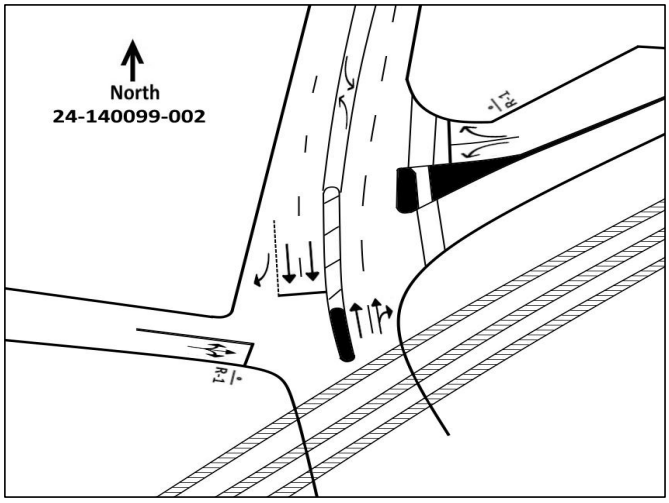
LOCATION: N Andrews Ave & NW 7th St/Progresso Dr
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-002
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





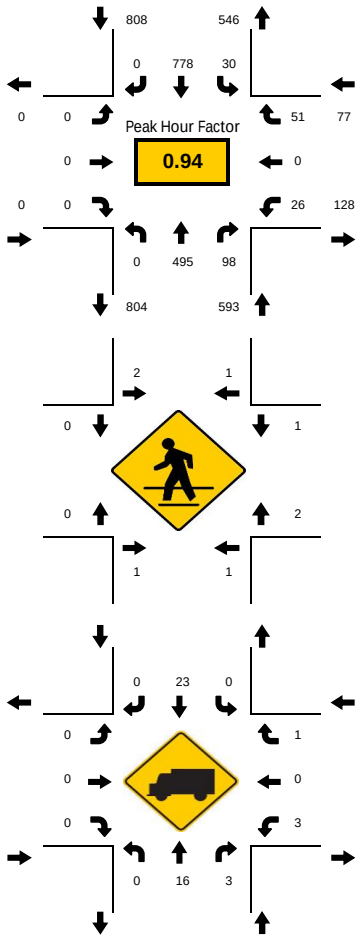


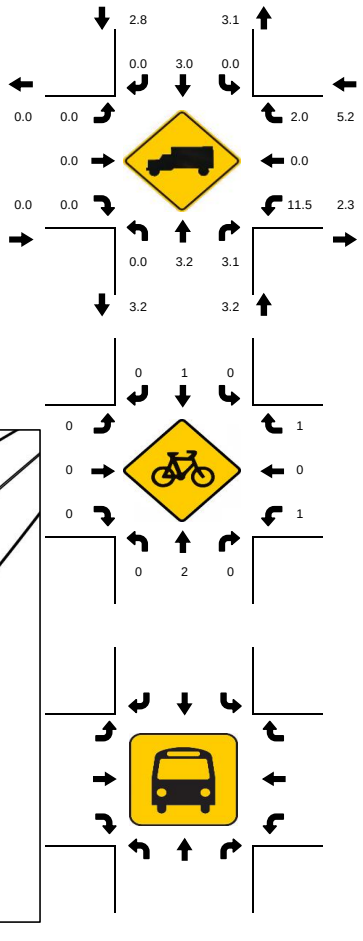
15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					NW 7th St/Progresso Dr Eastbound					NW 7th St/Progresso Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	3	206	5	0		1	142	14	0		1	0	4	0		3	3	2	0		384	1527
4:15 PM	0	183	8	0		2	134	11	0		1	1	0	0		4	5	6	0		355	1547
4:30 PM	1	212	7	0		1	180	12	0		1	0	2	0		6	5	3	0		430	1647
4:45 PM	3	170	4	0		0	149	14	0		1	0	3	0		7	4	3	0		358	1625
5:00 PM	1	204	4	0		0	175	9	0		1	0	1	0		2	4	3	0		404	1627
5:15 PM	2	259	6	0		0	163	12	0		1	0	4	0		3	1	4	0		455	1223
5:30 PM	0	172	5	0		0	205	17	0		0	0	3	0		4	0	2	0		408	768
5:45 PM	2	167	8	0		0	164	10	0		0	0	2	0		4	0	3	0		360	360
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	12	1036	28	0		4	720	56	0		4	0	16	0		28	20	16	0		**1940**	
Heavy Trucks	0	36	4	0		0	8	0	0		0	0	0	0		4	0	4	0		**56**	
Pedestrians		8					8					16					8				**40**	
Bicycles	4	8	0	0		0	8	0	0		0	0	0	0		0	0	0	0		**20**	
Buses																						
Stopped Buses																						

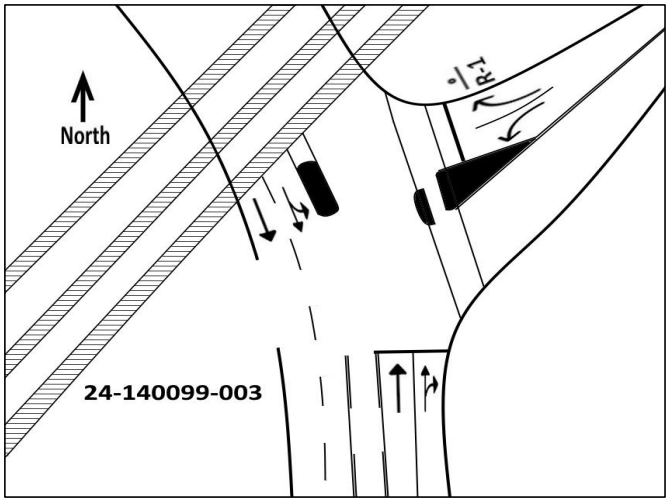
LOCATION: N Andrews Ave & N Flagler Dr
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-003
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM



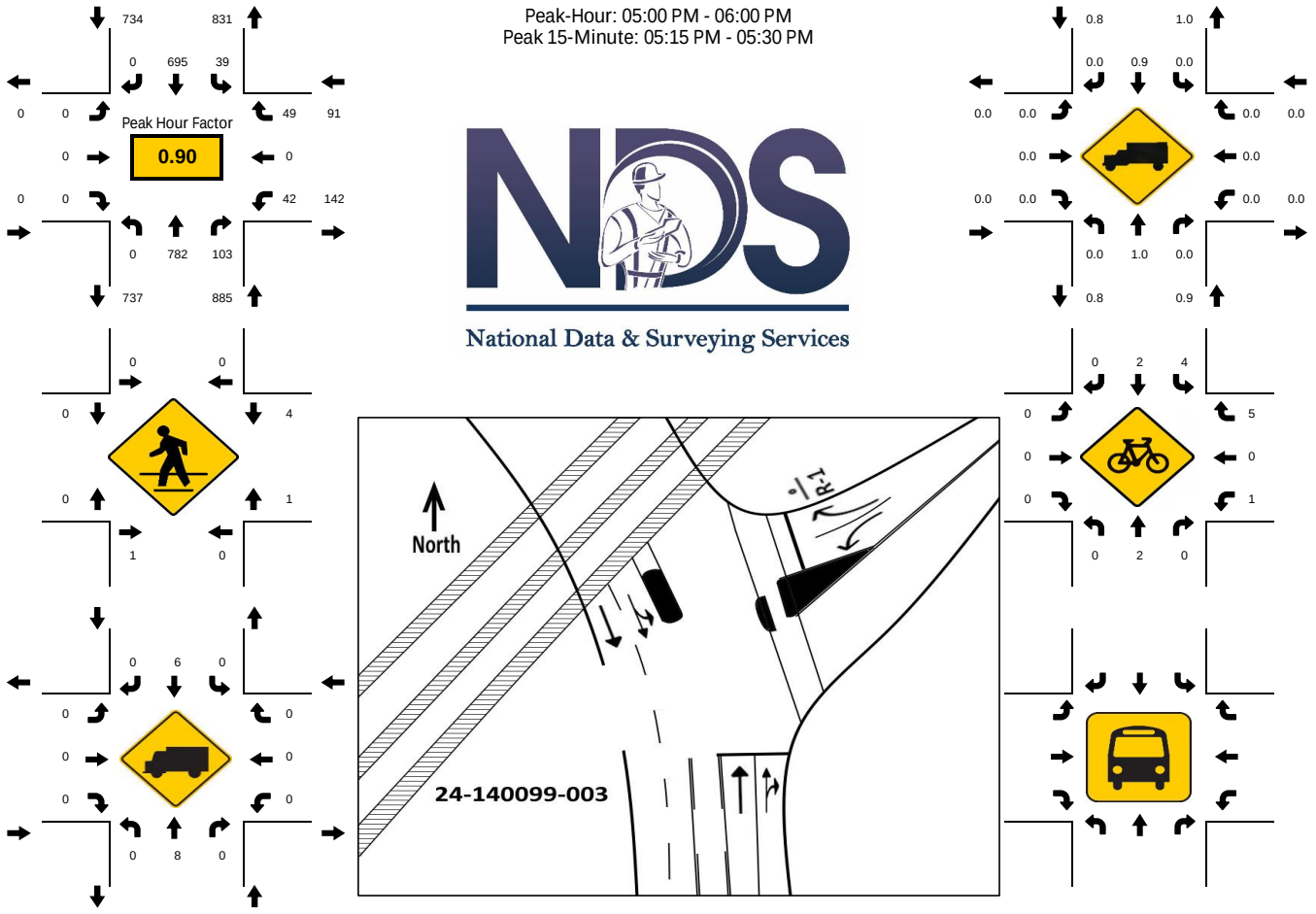




15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					N Flagler Dr Eastbound					N Flagler Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	69	12	0		2	131	0	0		0	0	0	0		4	0	9	0		227	1193
7:15 AM	0	109	15	0		1	155	0	0		0	0	0	0		7	0	4	0		291	1359
7:30 AM	0	98	16	0		5	212	0	0		0	0	0	0		8	0	11	0		350	1447
7:45 AM	0	98	23	0		10	177	0	0		0	0	0	0		10	0	7	0		325	1461
8:00 AM	0	163	19	0		6	193	0	0		0	0	0	0		7	0	4	1		393	1478
8:15 AM	0	112	24	0		9	209	0	0		0	0	0	0		9	0	16	0		379	1085
8:30 AM	0	120	21	0		5	202	0	0		0	0	0	0		5	0	11	0		364	706
8:45 AM	0	100	34	0		10	174	0	0		0	0	0	0		4	0	20	0		342	342
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	**Total**	
All Vehicles	0	652	136	0		40	836	0	0		0	0	0	0		36	0	80	4		**1784**	
Heavy Trucks	0	24	8	0		0	24	0	0		0	0	0	0		4	0	4	0		**64**	
Pedestrians		4					8					0					8				**20**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		4	0	4	0		**16**	
Buses																						
Stopped Buses																						

LOCATION: N Andrews Ave & N Flagler Dr
CITY/STATE: Fort Lauderdale, FL

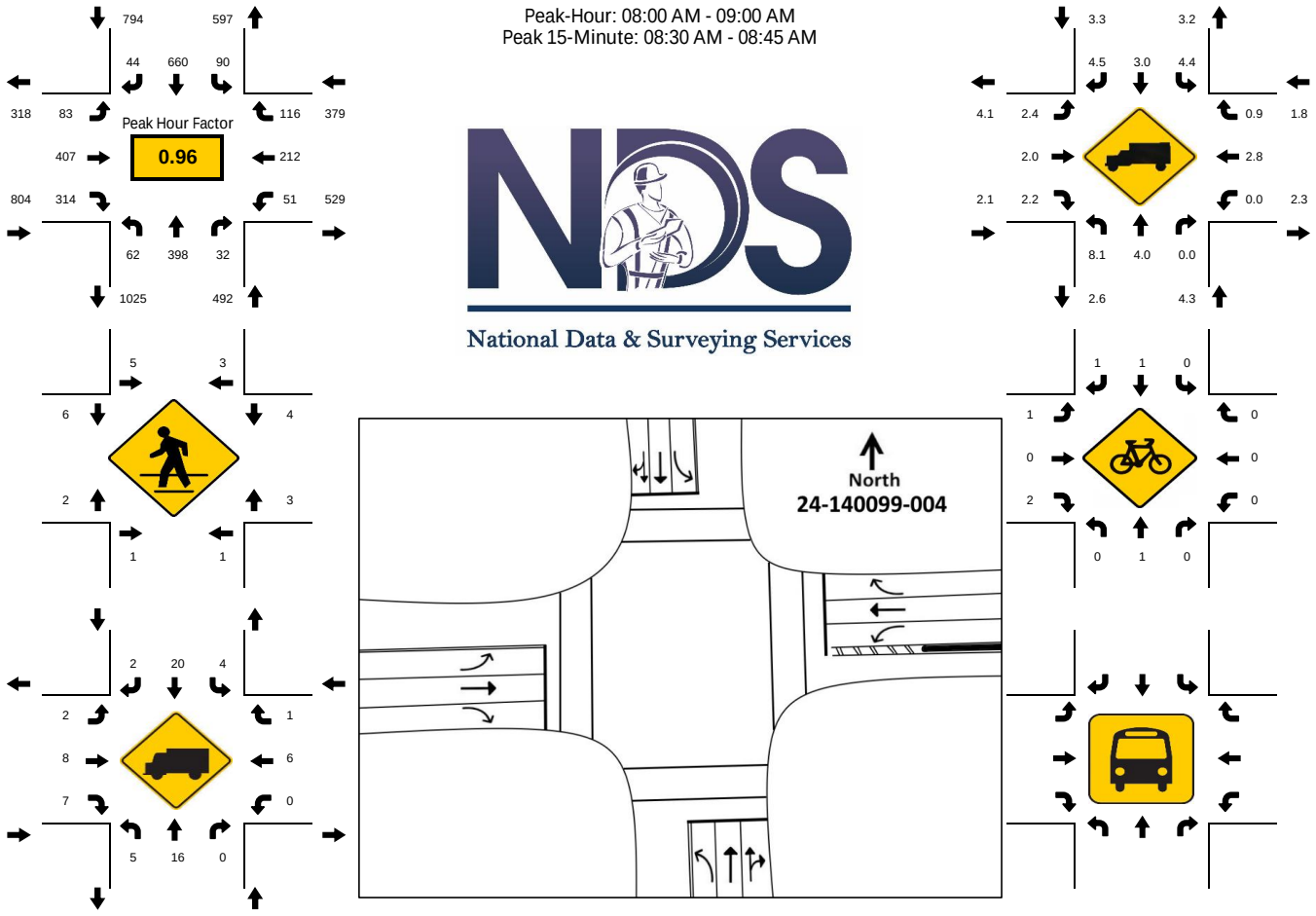
PROJECT ID: 24-140099-003
DATE: Wed, Apr 17, 2024



15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					N Flagler Dr Eastbound					N Flagler Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	202	26	1		18	139	0	0		0	0	0	0		10	0	10	1		407	1563
4:15 PM	0	184	16	0		9	129	0	0		0	0	0	0		13	0	10	0		361	1573
4:30 PM	0	212	17	0		5	183	0	0		0	0	0	0		6	0	10	0		433	1688
4:45 PM	0	161	21	0		9	151	0	0		0	0	0	0		9	0	11	0		362	1689
5:00 PM	0	200	18	0		11	170	0	0		0	0	0	0		8	0	10	0		417	1710
5:15 PM	0	251	32	0		8	161	0	0		0	0	0	0		8	0	16	0		476	1293
5:30 PM	0	167	23	0		14	198	0	0		0	0	0	0		21	0	11	0		434	817
5:45 PM	0	164	30	0		6	166	0	0		0	0	0	0		5	0	12	0		383	383
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	1004	128	0		56	792	0	0		0	0	0	0		84	0	64	0		**2128**	
Heavy Trucks	0	12	0	0		0	8	0	0		0	0	0	0		0	0	0	0		**20**	
Pedestrians		4					0					0					8				**12**	
Bicycles	0	4	0	0		8	4	0	0		0	0	0	0		4	0	12	0		**32**	
Buses																						
Stopped Buses																						

LOCATION: N Andrews Ave & Sistrunk Blvd/NW 6th St/NE 6th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-004
DATE: Wed, Apr 17, 2024

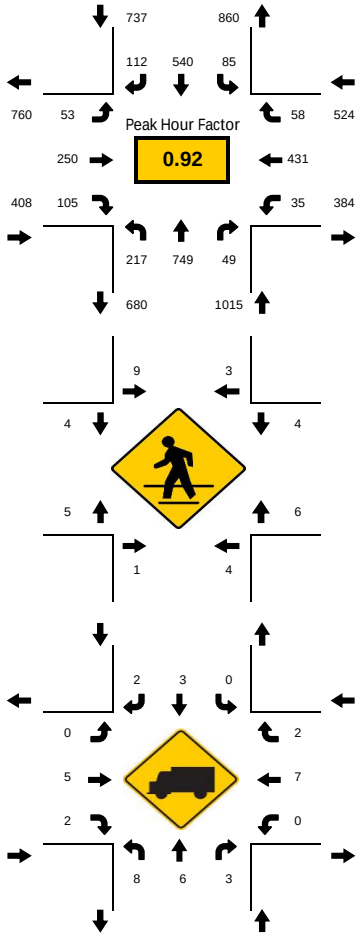


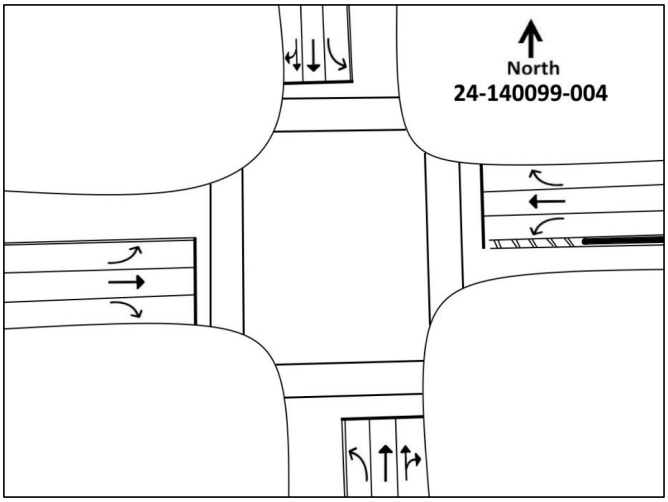
15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					Sistrunk Blvd/NW 6th St/NE 6th S Eastbound					Sistrunk Blvd/NW 6th St/NE 6th S Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	6	49	4	0		9	121	11	0		16	42	30	0		5	28	13	0		334	1803
7:15 AM	8	85	3	0		15	130	8	0		19	56	30	0		6	37	20	0		417	2092
7:30 AM	11	63	4	0		23	191	16	0		28	66	48	0		4	47	22	0		523	2284
7:45 AM	16	74	6	0		17	173	10	0		16	79	58	0		13	43	24	0		529	2405
8:00 AM	17	130	10	0		19	168	7	0		18	84	66	0		18	46	40	0		623	2469
8:15 AM	11	83	7	0		20	178	12	0		24	104	81	0		11	54	24	0		609	1846
8:30 AM	17	89	8	0		23	162	15	0		14	117	90	0		13	59	37	0		644	1237
8:45 AM	17	96	7	0		28	152	10	0		27	102	77	0		9	53	15	0		593	593
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	**Total**	
All Vehicles	68	520	40	0		112	712	60	0		108	468	360	0		72	236	160	0		**2916**	
Heavy Trucks	12	28	0	0		4	24	4	0		4	12	8	0		0	12	4	0		**112**	
Pedestrians		4					16					16					8				**44**	
Bicycles	0	4	0	0		0	4	4	0		4	0	4	0		0	0	0	0		**20**	
Buses																						
Stopped Buses																						

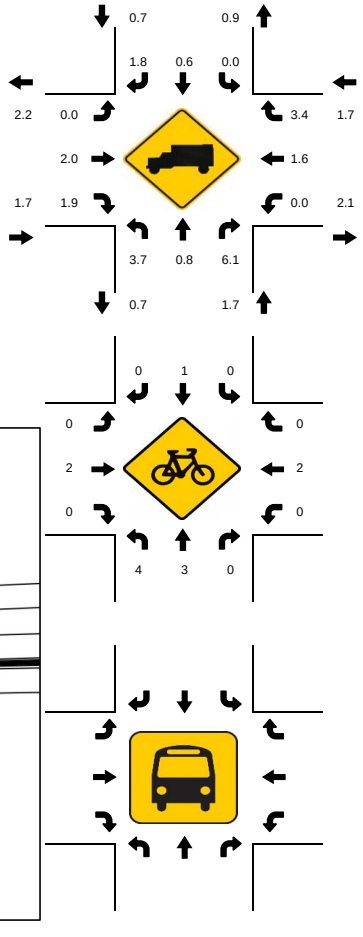
LOCATION: N Andrews Ave & Sistrunk Blvd/NW 6th St/NE 6th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-004
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





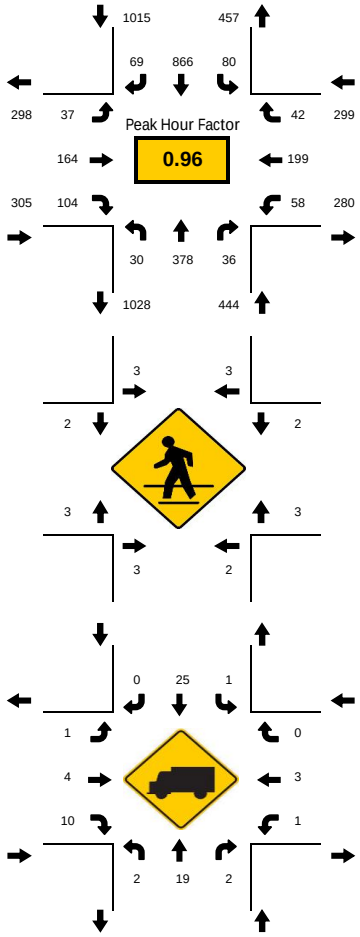


15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					Sistrunk Blvd/NW 6th St/NE 6th S Eastbound					Sistrunk Blvd/NW 6th St/NE 6th S Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	27	174	10	0		14	107	20	0		17	71	21	0		11	97	25	0		594	2387
4:15 PM	31	153	15	0		26	92	24	0		16	45	25	1		11	93	25	0		557	2463
4:30 PM	42	194	7	0		24	119	29	0		14	61	19	0		8	81	15	0		613	2633
4:45 PM	57	161	10	0		26	139	20	0		9	50	22	0		6	115	8	0		623	2684
5:00 PM	57	186	17	0		16	132	27	0		14	66	24	0		8	110	13	0		670	2671
5:15 PM	68	234	14	0		16	107	26	0		20	73	26	0		9	111	23	0		727	2001
5:30 PM	35	168	8	0		27	162	39	0		10	61	33	0		11	95	14	1		664	1274
5:45 PM	34	160	10	0		26	134	24	0		16	56	29	0		12	94	15	0		610	610
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	272	936	68	0		108	648	156	0		80	292	132	0		44	460	92	4		**3292**	
Heavy Trucks	12	8	8	0		0	4	4	0		0	12	4	0		0	12	8	0		**72**	
Pedestrians		8					28					20					24				**80**	
Bicycles	8	8	0	0		0	4	0	0		0	8	0	0		0	4	0	0		**32**	
Buses																						
Stopped Buses																						

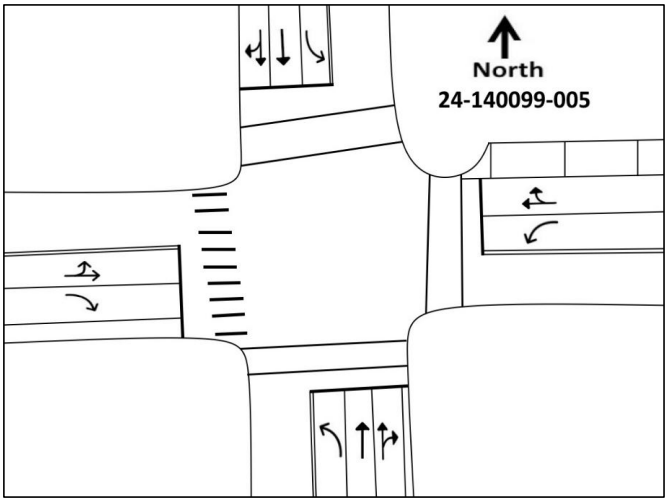
LOCATION: N Andrews Ave & NW 4th St/NE 4th St
CITY/STATE: Fort Lauderdale, FL

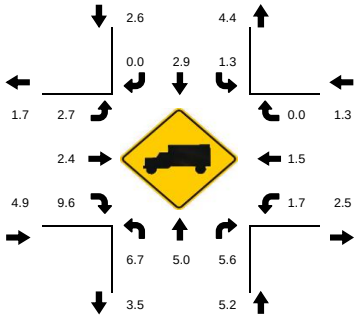
PROJECT ID: 24-140099-005
DATE: Wed, Apr 17, 2024

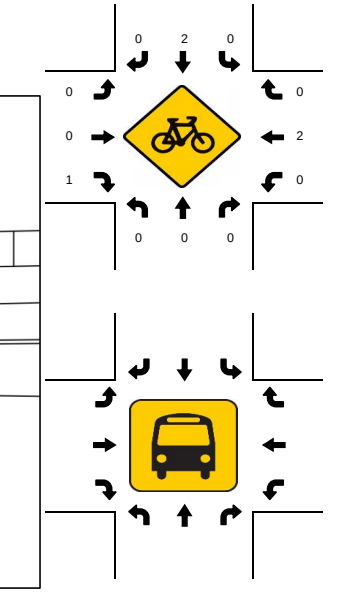
Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM



National Data & Surveying Services





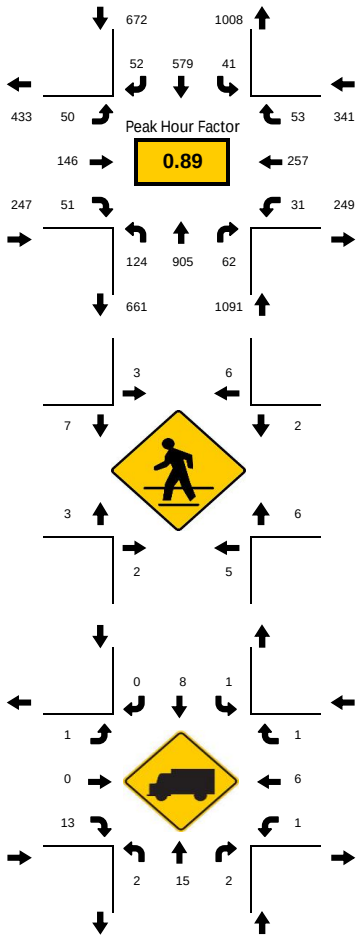


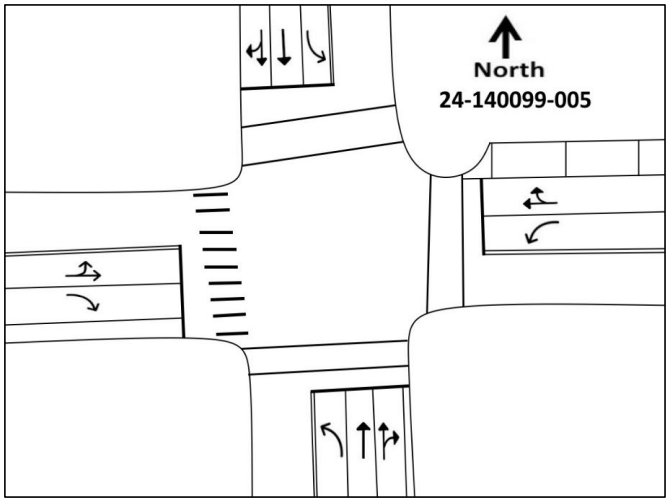
15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					NW 4th St/NE 4th St Eastbound					NW 4th St/NE 4th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	3	55	6	0		2	140	11	0		7	12	19	0		7	14	3	0		279	1453
7:15 AM	7	64	5	0		7	172	7	0		2	21	9	0		8	26	9	0		337	1714
7:30 AM	1	68	6	0		13	226	8	0		7	21	17	0		8	34	10	0		419	1886
7:45 AM	2	54	4	0		9	204	14	0		8	31	29	0		13	35	15	0		418	1977
8:00 AM	10	122	14	0		18	212	16	0		13	40	21	1		14	48	11	0		540	2063
8:15 AM	6	80	4	0		17	226	17	0		6	42	34	0		12	55	10	0		509	1523
8:30 AM	8	80	8	0		29	220	22	0		2	35	18	0		23	53	12	0		510	1014
8:45 AM	6	96	10	0		16	208	14	0		15	47	31	0		9	43	9	0		504	504
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	40	488	56	0		116	904	88	0		60	188	136	4		92	220	48	0		**2440**	
Heavy Trucks	4	24	8	0		4	32	0	0		4	8	16	0		4	8	0	0		**112**	
Pedestrians		8					8					12					12				**40**	
Bicycles	0	0	0	0		0	8	0	0		0	0	4	0		0	4	0	0		**16**	
Buses																						
Stopped Buses																						

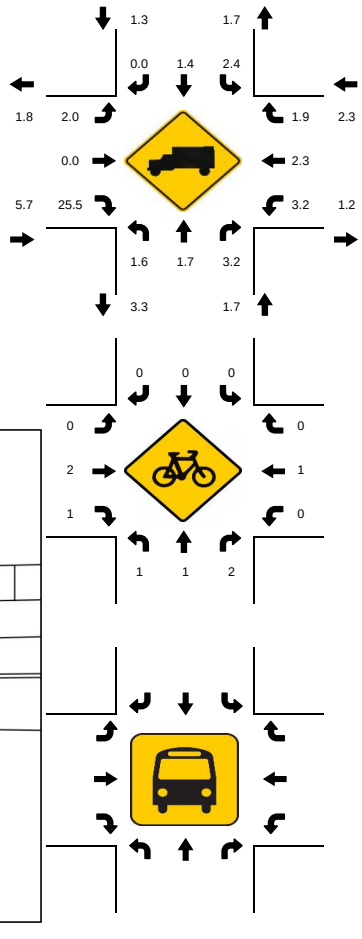
LOCATION: N Andrews Ave & NW 4th St/NE 4th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-005
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





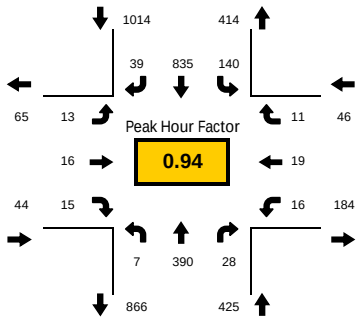


15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					NW 4th St/NE 4th St Eastbound					NW 4th St/NE 4th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	17	174	15	0		9	119	20	0		19	30	9	0		9	56	10	0		487	2017
4:15 PM	15	190	14	0		5	110	15	0		13	26	13	0		10	54	13	1		479	2152
4:30 PM	30	207	16	0		9	121	12	0		11	24	13	0		5	64	11	0		523	2333
4:45 PM	24	194	13	0		6	136	13	0		16	33	13	0		4	63	13	0		528	2351
5:00 PM	40	260	20	0		9	141	16	0		9	24	11	0		10	74	8	0		622	2320
5:15 PM	36	273	14	0		14	128	14	0		12	44	14	0		10	82	19	0		660	1698
5:30 PM	24	178	15	0		12	174	9	0		13	45	13	0		7	38	13	0		541	1038
5:45 PM	17	176	20	0		12	141	12	0		13	28	11	0		9	48	10	0		497	497
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	160	1092	80	0		56	696	64	0		64	180	56	0		40	328	76	0		**2892**	
Heavy Trucks	4	16	4	0		4	16	0	0		4	0	20	0		4	12	4	0		**88**	
Pedestrians		12					24					16					12				**64**	
Bicycles	4	4	8	0		0	0	0	0		0	8	4	0		0	4	0	0		**32**	
Buses																						
Stopped Buses																						

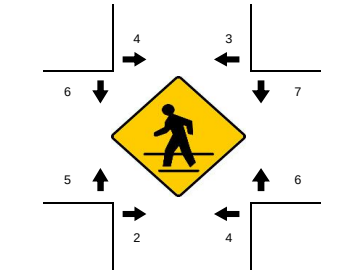
LOCATION: N Andrews Ave & NW 2nd St/NE 2nd St
CITY/STATE: Fort Lauderdale, FL

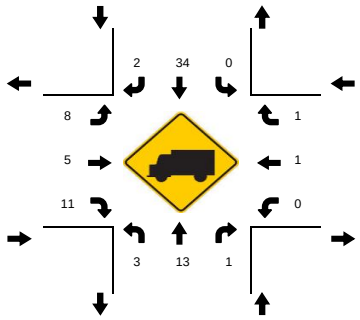
PROJECT ID: 24-140099-006
DATE: Wed, Apr 17, 2024

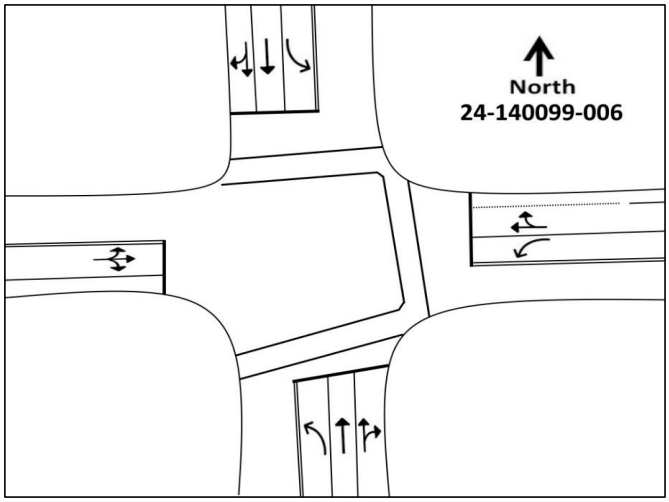
Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

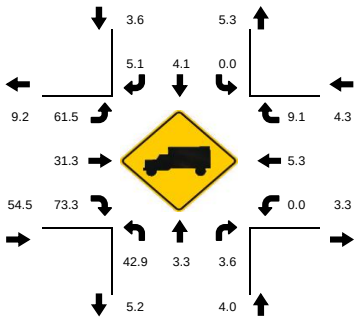


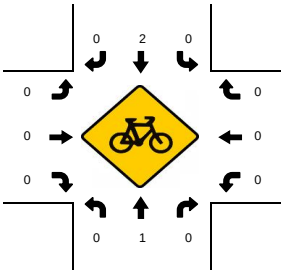
National Data & Surveying Services

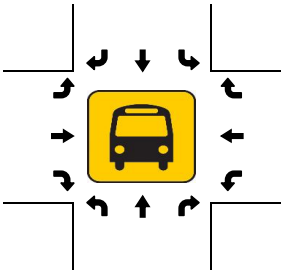










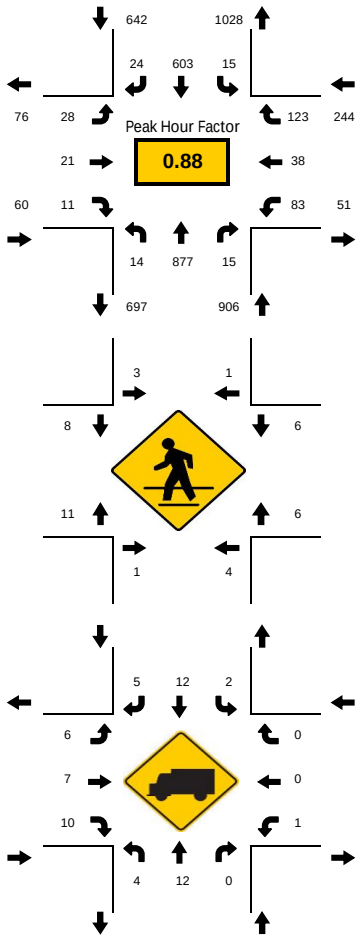


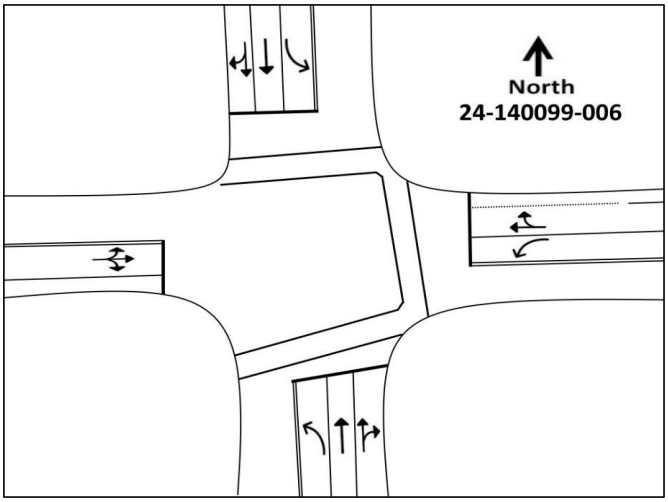
15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					NW 2nd St/NE 2nd St Eastbound					NW 2nd St/NE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	66	3	0		9	137	4	0		1	1	6	0		1	1	0	0		230	1177
7:15 AM	0	66	3	0		7	175	4	0		1	3	1	0		3	1	4	0		268	1341
7:30 AM	0	72	7	0		16	233	4	0		1	3	5	0		2	3	3	0		349	1427
7:45 AM	0	70	3	0		30	201	6	0		3	6	0	0		4	5	2	0		330	1452
8:00 AM	3	116	5	0		23	218	10	0		3	5	6	0		2	1	2	0		394	1529
8:15 AM	1	87	7	0		25	200	13	0		2	3	3	0		5	6	2	0		354	1135
8:30 AM	2	83	9	0		38	207	8	0		4	6	2	0		4	7	4	0		374	781
8:45 AM	1	104	7	0		54	210	8	0		4	2	4	0		5	5	3	0		407	407
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	12	464	36	0		216	872	52	0		16	24	24	0		20	28	16	0		**1780**	
Heavy Trucks	4	24	4	0		0	40	4	0		12	12	12	0		0	4	4	0		**120**	
Pedestrians		12					16					16					16				**60**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

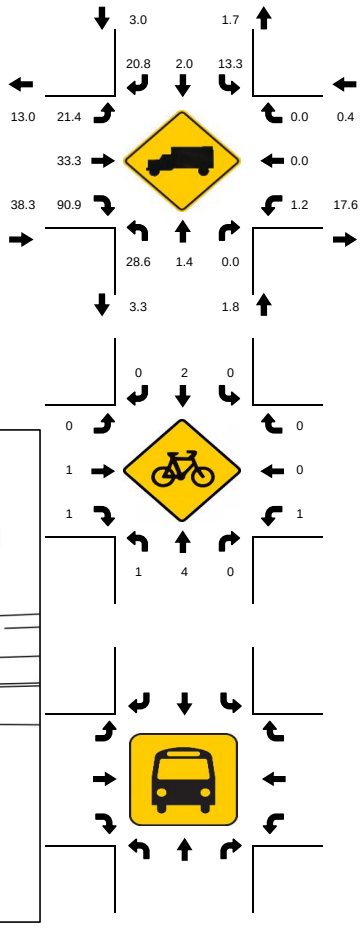
LOCATION: N Andrews Ave & NW 2nd St/NE 2nd St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-006
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM





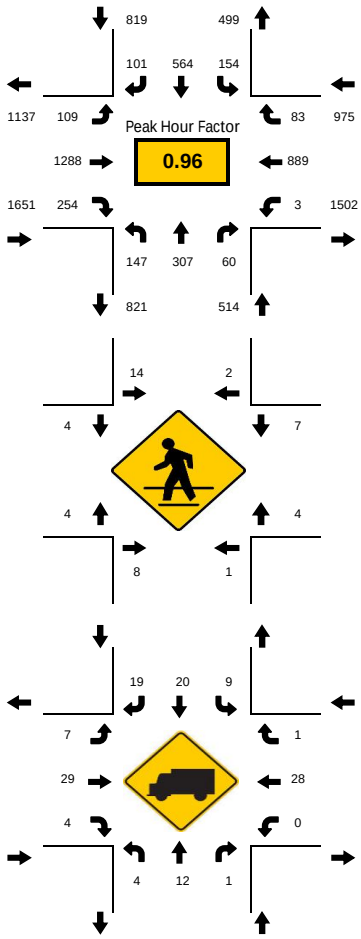


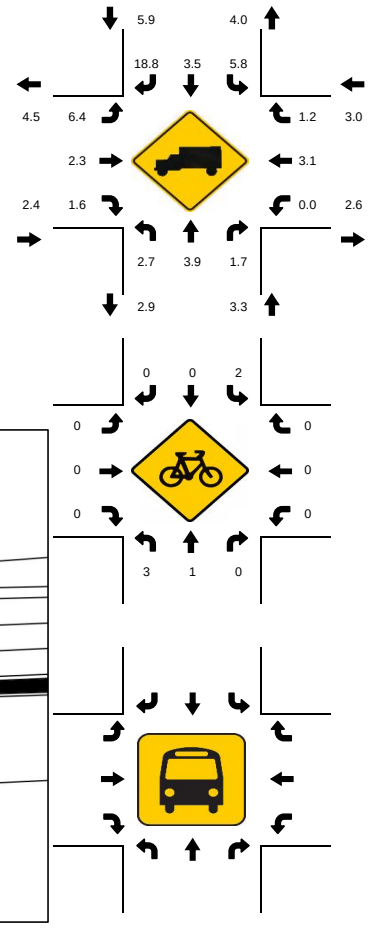
15-Min Count Period Beginning At	N Andrews Ave Northbound					N Andrews Ave Southbound					NW 2nd St/NE 2nd St Eastbound					NW 2nd St/NE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	1	161	5	0		4	119	3	0		6	6	2	0		11	7	15	0		340	1530
4:15 PM	4	186	1	0		2	132	3	0		1	1	5	0		11	8	18	0		372	1714
4:30 PM	2	220	4	1		2	130	4	0		4	1	3	0		9	9	17	0		406	1818
4:45 PM	1	190	6	0		6	135	5	0		7	4	3	0		19	9	27	0		412	1852
5:00 PM	7	270	5	0		4	136	11	0		8	5	3	1		22	13	39	0		524	1845
5:15 PM	1	247	4	0		3	150	4	0		7	9	3	0		18	7	23	0		476	1321
5:30 PM	5	170	0	0		2	182	4	0		5	3	2	0		24	9	34	0		440	845
5:45 PM	2	202	3	0		4	154	2	0		6	2	3	0		7	5	15	0		405	405
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	28	1080	24	0		24	728	44	0		32	36	12	4		96	52	156	0		**2316**	
Heavy Trucks	8	16	0	0		8	20	8	0		8	12	12	4		4	0	0	0		**96**	
Pedestrians		8					12					24					24				**68**	
Bicycles	4	8	0	0		0	4	0	0		0	4	4	0		4	0	0	0		**28**	
Buses																						
Stopped Buses																						

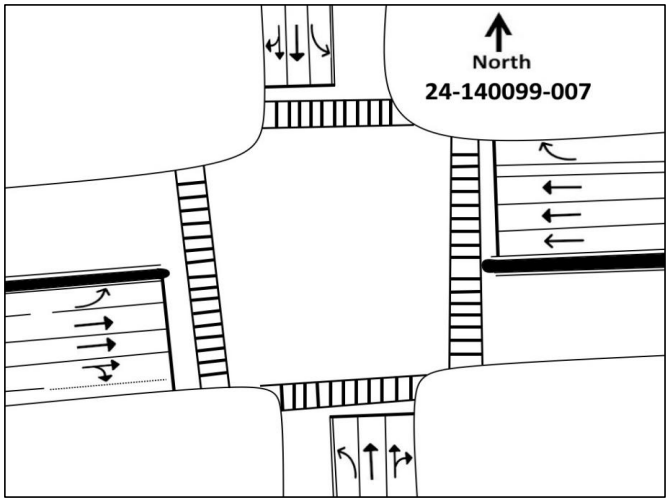
LOCATION: N Andrews Ave/S Andrews Ave & E Broward Blvd/W Broward Blvd/SR 842
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-007
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM





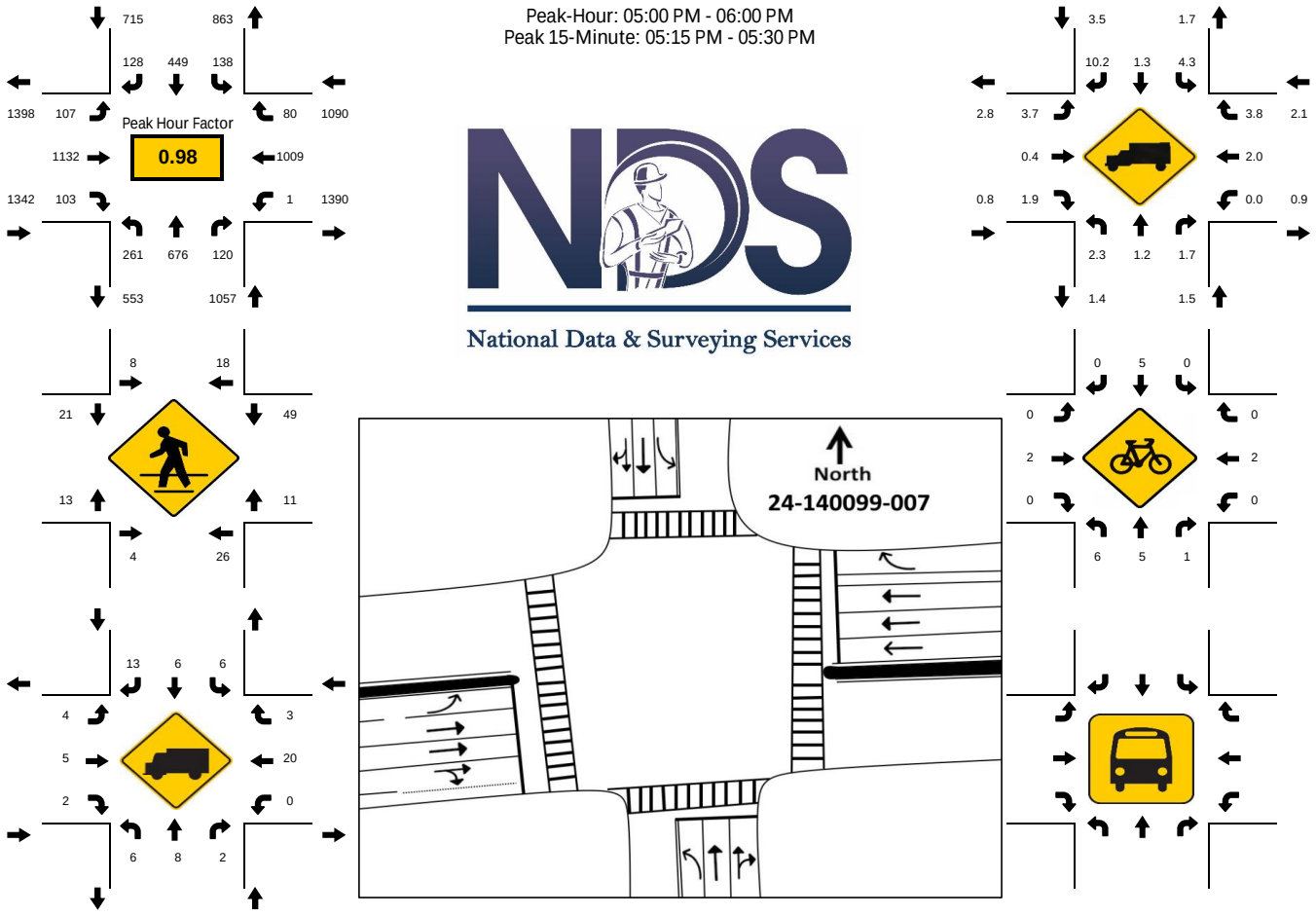


15-Min Count Period Beginning At	N Andrews Ave/S Andrews Ave Northbound					N Andrews Ave/S Andrews Ave Southbound					roward Blvd/W Broward Blvd/SR Eastbound					roward Blvd/W Broward Blvd/SR Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	33	39	9	0		39	77	24	0		11	222	49	0		0	179	12	0		694	3305
7:15 AM	37	51	10	0		39	95	28	1		14	268	37	0		0	176	10	0		766	3613
7:30 AM	28	69	16	0		41	148	26	0		25	298	44	0		0	239	10	0		944	3761
7:45 AM	34	62	9	0		46	135	29	0		27	278	46	0		0	220	15	0		901	3834
8:00 AM	44	92	14	0		40	122	29	0		24	315	55	0		3	241	23	0		1002	3959
8:15 AM	33	51	16	0		40	147	29	0		11	299	63	0		0	197	28	0		914	2957
8:30 AM	38	70	13	0		38	144	25	0		35	327	79	0		0	228	20	0		1017	2043
8:45 AM	32	94	17	0		36	151	18	0		39	347	57	0		0	223	12	0		1026	1026
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	176	376	68	0		160	604	116	0		156	1388	316	0		12	964	112	0		**4448**	
Heavy Trucks	8	20	4	0		20	32	28	0		12	40	16	0		0	36	4	0		**220**	
Pedestrians		20					40					20					24				**104**	
Bicycles	8	4	0	0		4	0	0	0		0	0	0	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

LOCATION: N Andrews Ave/S Andrews Ave & E Broward Blvd/W Broward Blvd/SR 842
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-007
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

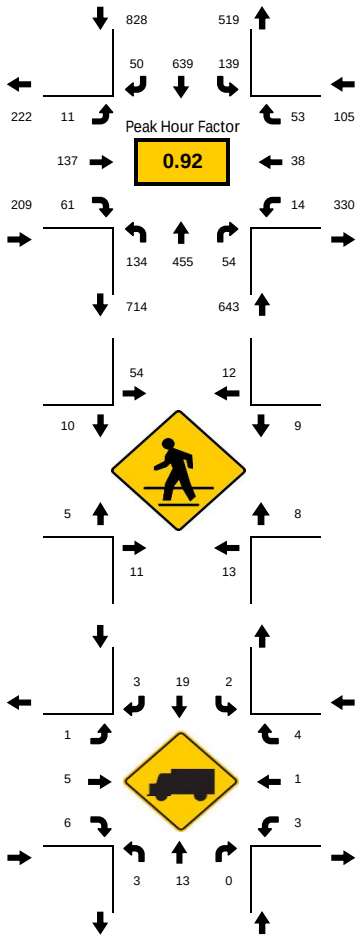


15-Min Count Period Beginning At	N Andrews Ave/S Andrews Ave Northbound					N Andrews Ave/S Andrews Ave Southbound					roward Blvd/W Broward Blvd/SR Eastbound					roward Blvd/W Broward Blvd/SR Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	73	114	15	0		34	73	27	0		27	291	27	0		0	306	28	0		1015	4022
4:15 PM	56	121	13	0		31	81	34	0		25	308	20	1		1	260	35	0		986	4074
4:30 PM	72	173	27	0		29	102	29	0		28	256	16	0		0	245	30	0		1007	4163
4:45 PM	86	124	31	0		36	76	34	0		21	263	21	0		0	301	21	0		1014	4164
5:00 PM	68	198	27	0		31	118	29	0		29	268	20	2		0	252	25	0		1067	4204
5:15 PM	58	210	29	0		30	100	36	0		20	285	34	0		1	255	17	0		1075	3137
5:30 PM	58	117	24	0		48	103	37	0		25	295	26	0		0	255	20	0		1008	2062
5:45 PM	77	151	40	0		29	128	26	0		30	284	23	1		0	247	18	0		1054	1054
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	308	840	160	0		192	512	148	0		120	1180	136	8		4	1020	100	0		**4728**	
Heavy Trucks	8	12	4	0		8	8	24	0		4	12	4	0		0	32	8	0		**124**	
Pedestrians		92					32					72					180				**376**	
Bicycles	8	12	4	0		0	8	0	0		0	8	0	0		0	4	0	0		**44**	
Buses																						
Stopped Buses																						

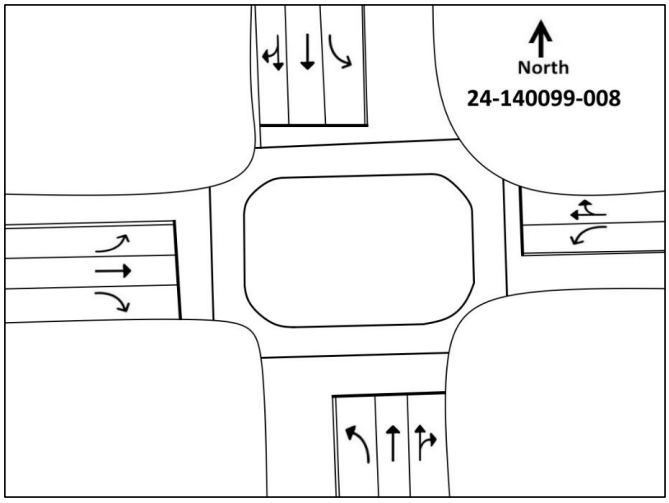
LOCATION: S Andrews Ave & SW 2nd St/SE 2nd St
CITY/STATE: Fort Lauderdale, FL

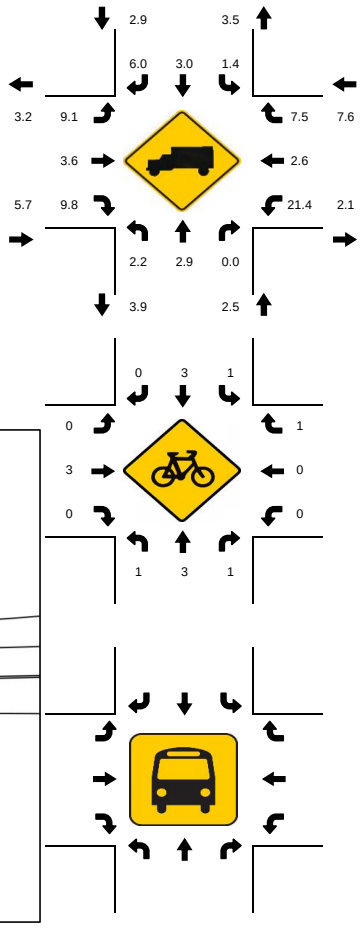
PROJECT ID: 24-140099-008
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



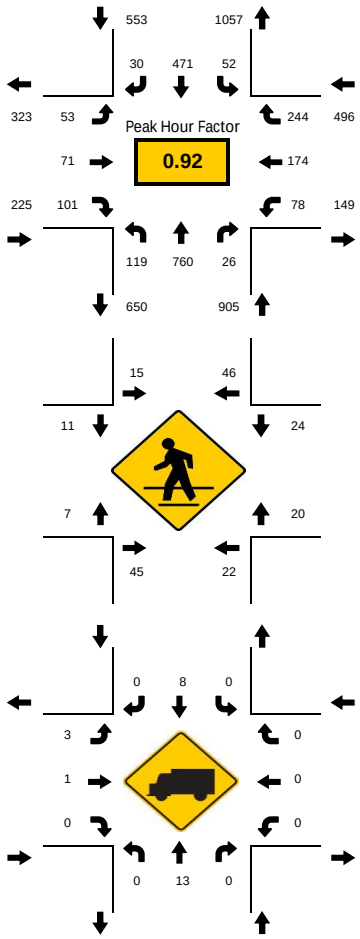


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 2nd St/SE 2nd St Eastbound					SW 2nd St/SE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	13	75	4	0		21	97	6	1		1	6	9	0		2	5	10	0		250	1210
7:15 AM	21	82	4	0		18	104	7	0		2	11	5	0		2	5	8	0		269	1414
7:30 AM	16	109	9	0		19	166	11	0		1	11	7	0		1	5	12	0		367	1541
7:45 AM	12	83	5	0		31	134	9	0		3	26	7	0		1	3	10	0		324	1624
8:00 AM	36	140	10	0		19	158	10	0		3	32	19	0		5	10	12	0		454	1785
8:15 AM	33	84	9	0		24	166	13	0		3	25	13	0		4	13	9	0		396	1331
8:30 AM	32	106	15	0		47	157	14	0		3	35	11	0		4	10	16	0		450	935
8:45 AM	33	125	20	0		49	158	13	0		2	45	18	0		1	5	16	0		485	485
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	144	560	80	0		196	664	56	0		12	180	76	0		20	52	64	0		**2104**	
Heavy Trucks	8	28	0	0		4	32	8	0		4	8	12	0		12	4	8	0		**128**	
Pedestrians		36					108					32					24				**200**	
Bicycles	4	8	4	0		4	12	0	0		0	8	0	0		0	0	4	0		**44**	
Buses																						
Stopped Buses																						

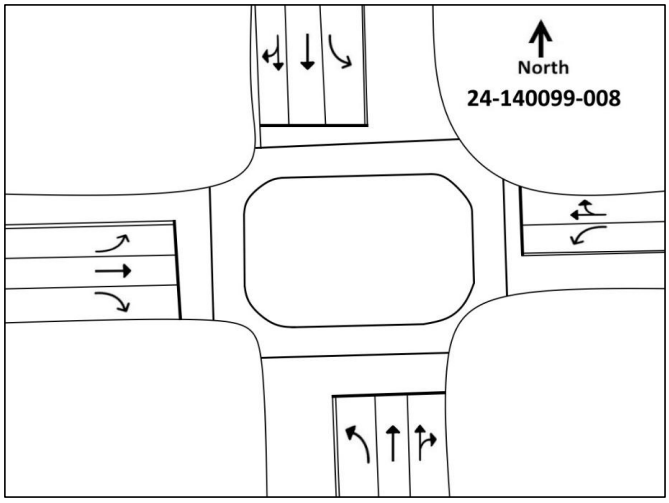
LOCATION: S Andrews Ave & SW 2nd St/SE 2nd St
CITY/STATE: Fort Lauderdale, FL

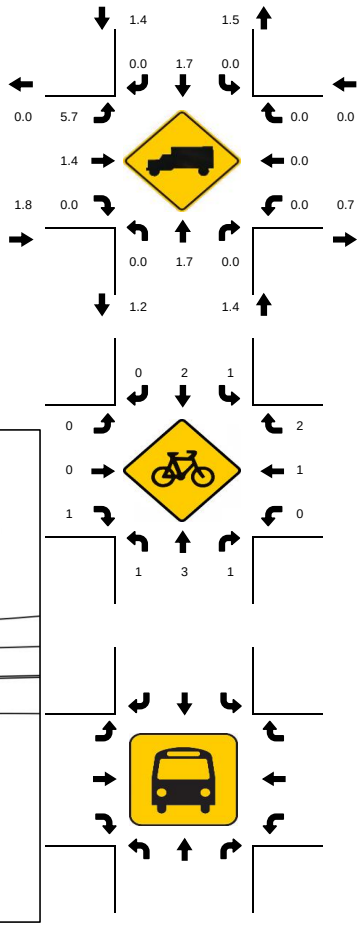
PROJECT ID: 24-140099-008
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



National Data & Surveying Services



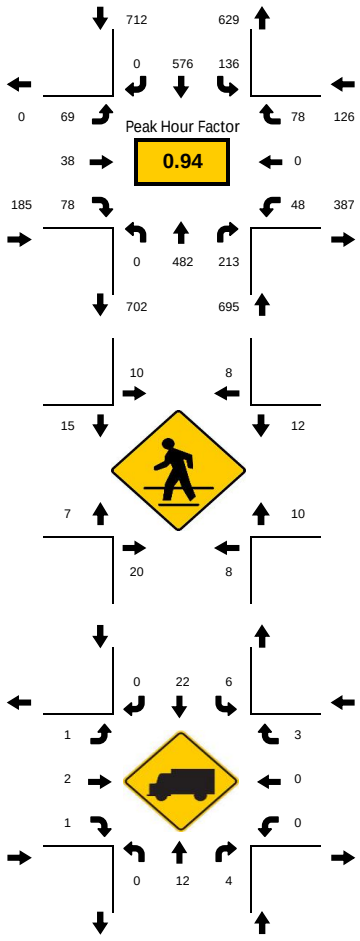


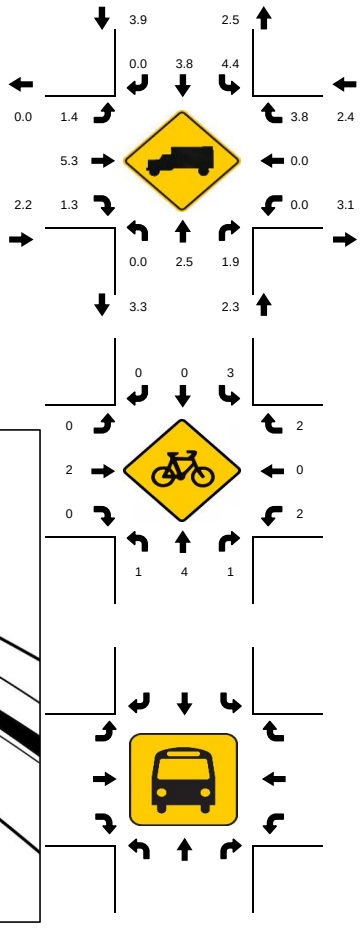
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 2nd St/SE 2nd St Eastbound					SW 2nd St/SE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	25	162	6	0		11	75	6	0		6	16	14	0		10	22	40	0		393	1757
4:15 PM	29	151	8	0		16	88	6	0		8	11	13	0		11	34	37	0		412	1954
4:30 PM	32	203	1	0		8	98	10	0		12	11	19	0		10	35	48	0		487	2126
4:45 PM	40	181	6	0		16	77	6	0		7	11	25	0		12	34	50	0		465	2075
5:00 PM	39	204	5	0		9	115	9	0		18	18	31	0		23	44	75	0		590	2179
5:15 PM	29	230	6	0		15	111	12	0		14	13	27	0		22	47	58	0		584	1589
5:30 PM	30	127	3	0		15	89	6	0		11	22	26	0		13	37	57	0		436	1005
5:45 PM	21	199	12	0		13	156	3	0		10	18	17	0		20	46	54	0		569	569
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	156	920	48	0		60	624	48	0		72	88	124	0		92	188	300	0		**2720**	
Heavy Trucks	0	20	0	0		0	12	0	0		8	4	0	0		0	0	0	0		**44**	
Pedestrians		120					128					36					76				**360**	
Bicycles	4	4	4	0		4	8	0	0		0	0	4	0		0	4	4	0		**36**	
Buses																						
Stopped Buses																						

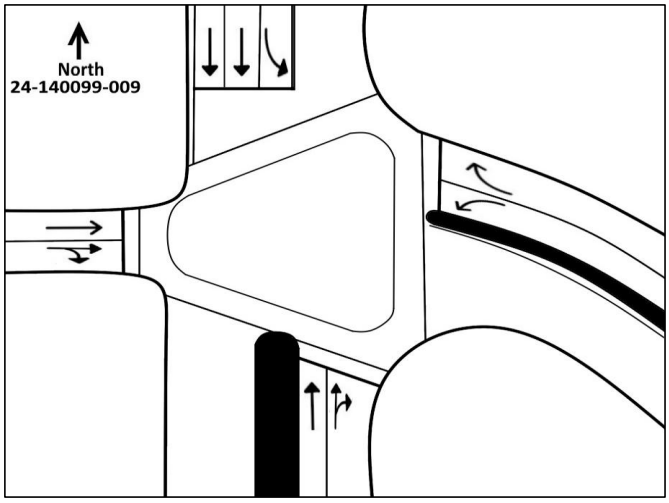
LOCATION: S Andrews Ave & W Las Olas Blvd/E Las Olas Blvd
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-009
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM





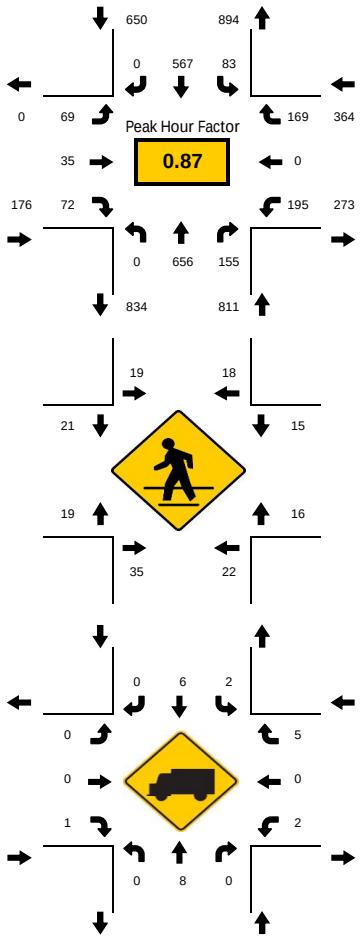


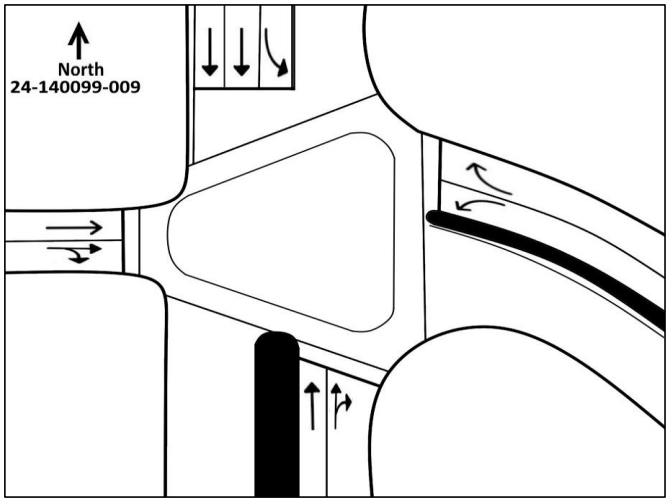
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					W Las Olas Blvd/E Las Olas Blvd Eastbound					W Las Olas Blvd/E Las Olas Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	74	17	0		17	87	0	0		9	1	5	0		3	0	11	0		224	1179
7:15 AM	0	81	28	0		17	99	0	1		8	1	7	0		11	0	19	0		272	1376
7:30 AM	0	97	35	0		22	147	0	0		17	6	14	0		7	0	16	1		362	1524
7:45 AM	0	83	34	0		14	133	0	0		14	6	10	0		10	0	17	0		321	1583
8:00 AM	0	135	49	0		35	138	0	0		19	7	11	0		9	0	18	0		421	1718
8:15 AM	0	98	54	0		39	153	0	0		12	10	22	0		12	0	20	0		420	1297
8:30 AM	0	119	47	0		24	145	0	0		20	9	22	0		18	0	17	0		421	877
8:45 AM	0	130	63	0		38	140	0	0		18	12	23	0		9	0	23	0		456	456
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	0	540	252	0		156	612	0	0		80	48	92	0		72	0	92	0		**1944**	
Heavy Trucks	0	24	8	0		12	32	0	0		4	4	4	0		0	0	4	0		**92**	
Pedestrians		40					24					28					40				**132**	
Bicycles	4	12	4	0		4	0	0	0		0	8	0	0		4	0	8	0		**44**	
Buses																						
Stopped Buses																						

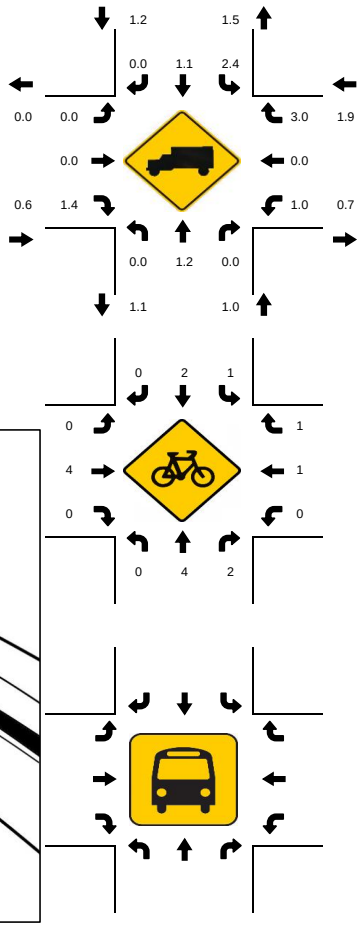
LOCATION: S Andrews Ave & W Las Olas Blvd/E Las Olas Blvd
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-009
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





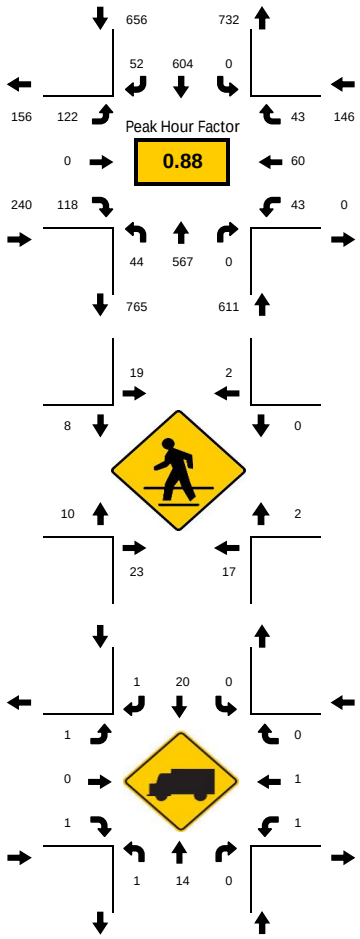


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					W Las Olas Blvd/E Las Olas Blvd Eastbound					W Las Olas Blvd/E Las Olas Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	139	27	0		19	85	0	0		21	11	12	0		22	0	40	1		377	1669
4:15 PM	0	127	38	0		13	93	0	0		16	10	10	0		40	0	48	0		395	1815
4:30 PM	0	167	27	0		11	111	0	0		24	5	19	0		49	0	35	1		449	1994
4:45 PM	0	171	24	0		15	110	0	0		16	10	12	0		39	0	51	0		448	1890
5:00 PM	0	163	32	0		23	140	0	0		18	13	25	0		54	0	55	0		523	2001
5:15 PM	0	209	48	0		19	147	0	0		18	9	20	0		60	0	44	0		574	1478
5:30 PM	0	105	34	0		21	91	0	0		17	1	8	0		35	0	33	0		345	904
5:45 PM	0	179	41	0		20	189	0	0		16	12	19	0		46	0	37	0		559	559
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	836	192	0		92	756	0	0		72	52	100	0		240	0	220	0		**2560**	
Heavy Trucks	0	12	0	0		4	12	0	0		0	0	4	0		4	0	8	0		**44**	
Pedestrians		76					48					64					40				**228**	
Bicycles	0	8	4	0		4	8	0	0		0	12	0	0		0	4	4	0		**44**	
Buses																						
Stopped Buses																						

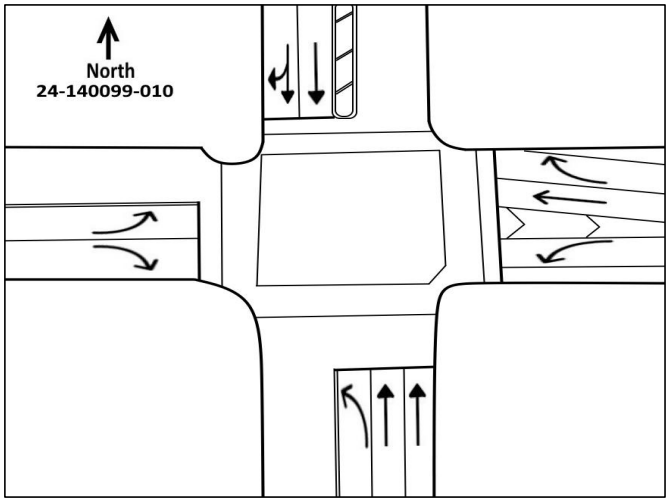
LOCATION: S Andrews Ave & SW 6th St/SE 6th St
CITY/STATE: Fort Lauderdale, FL

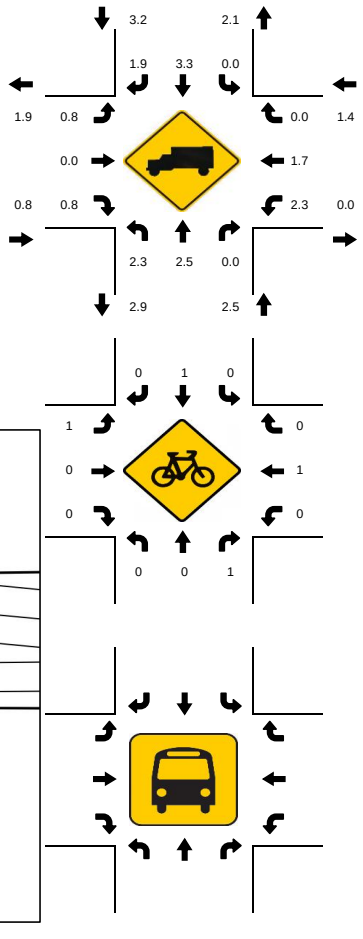
PROJECT ID: 24-140099-010
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



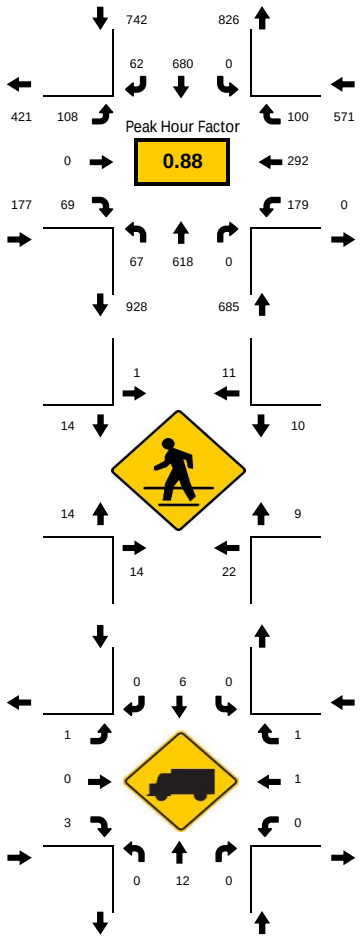


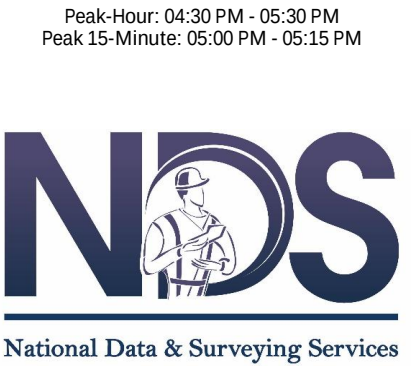
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 6th St/SE 6th St Eastbound					SW 6th St/SE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	5	65	0	0		0	78	8	0		14	0	15	1		22	12	5	0		225	1191
7:15 AM	5	76	0	0		0	105	4	0		15	0	24	0		10	10	5	0		254	1336
7:30 AM	9	100	0	0		0	135	8	0		16	0	40	0		18	10	7	0		343	1491
7:45 AM	12	131	0	0		0	127	11	0		18	0	38	0		11	11	10	0		369	1554
8:00 AM	8	121	0	0		0	146	7	0		22	0	31	0		13	15	7	0		370	1653
8:15 AM	12	122	0	0		0	158	18	0		35	0	29	0		8	14	13	0		409	1283
8:30 AM	14	146	0	0		0	138	10	0		37	0	28	0		12	10	11	0		406	874
8:45 AM	10	178	0	0		0	162	17	0		27	0	30	1		10	21	12	0		468	468
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	56	712	0	0		0	648	72	0		148	0	124	4		52	84	52	0		**1952**	
Heavy Trucks	4	24	0	0		0	24	4	0		4	0	4	0		4	4	0	0		**72**	
Pedestrians		52					28					24					4				**108**	
Bicycles	0	0	4	0		0	4	0	0		4	0	0	0		0	4	0	0		**16**	
Buses																						
Stopped Buses																						

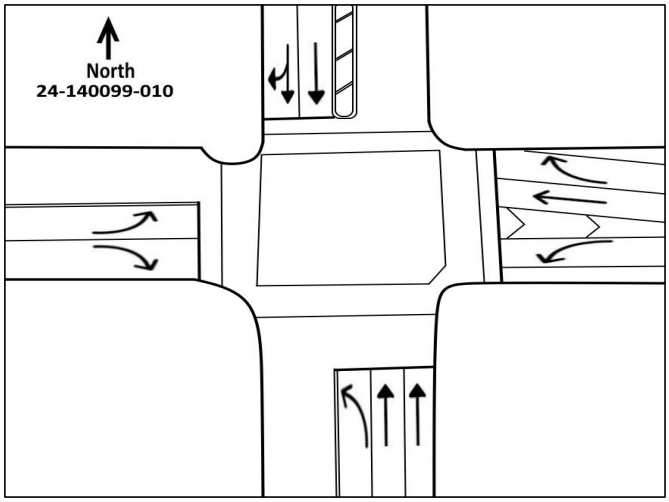
LOCATION: S Andrews Ave & SW 6th St/SE 6th St
CITY/STATE: Fort Lauderdale, FL

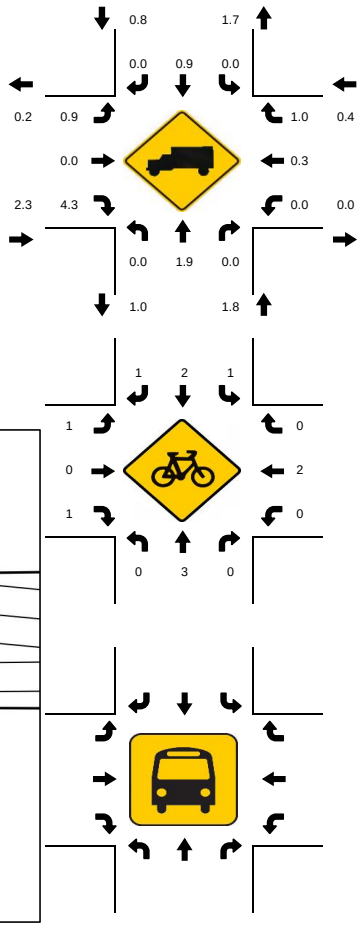
PROJECT ID: 24-140099-010
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM







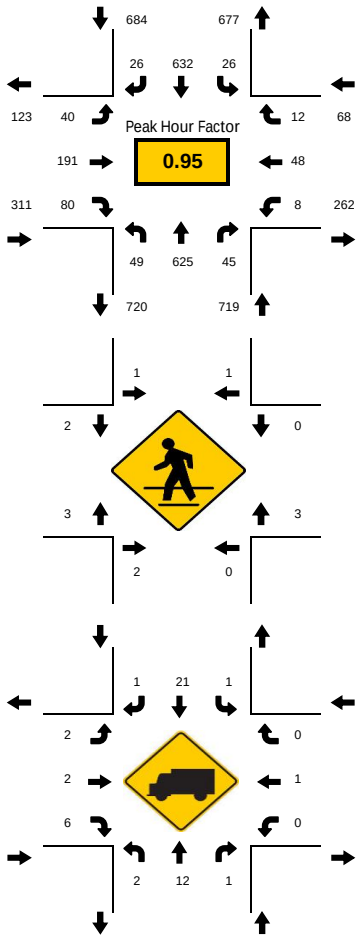


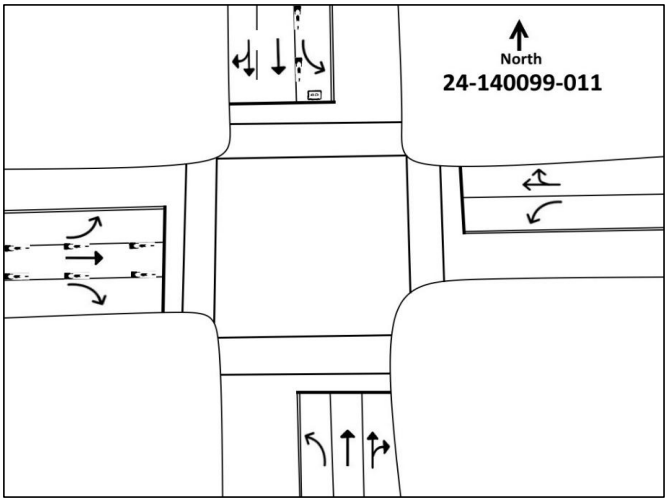
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 6th St/SE 6th St Eastbound					SW 6th St/SE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	18	104	0	0		0	98	10	0		19	0	21	0		36	54	14	0		374	1746
4:15 PM	13	125	0	0		0	117	18	0		25	0	21	0		35	50	15	0		419	1990
4:30 PM	10	133	0	2		0	156	13	0		24	0	15	0		49	63	22	0		487	2175
4:45 PM	15	139	0	0		0	138	14	0		24	0	22	0		27	65	22	0		466	2057
5:00 PM	17	177	0	0		0	170	16	0		32	0	20	0		59	93	34	0		618	2122
5:15 PM	23	169	0	0		0	216	19	0		28	0	12	0		44	71	22	0		604	1504
5:30 PM	17	120	0	0		0	88	14	0		22	0	17	0		40	39	12	0		369	900
5:45 PM	14	152	0	0		0	197	17	0		29	0	15	0		32	52	23	0		531	531
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	92	708	0	8		0	864	76	0		128	0	88	0		236	372	136	0		**2708**	
Heavy Trucks	0	24	0	0		0	8	0	0		4	0	8	0		0	4	4	0		**52**	
Pedestrians		60					16					44					24				**144**	
Bicycles	0	4	0	0		4	8	4	0		4	0	4	0		0	8	0	0		**36**	
Buses																						
Stopped Buses																						

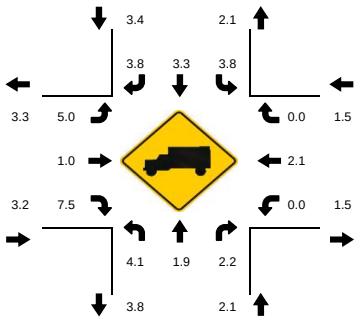
LOCATION: S Andrews Ave & SW 7th St/SE 7th St
CITY/STATE: Fort Lauderdale, FL

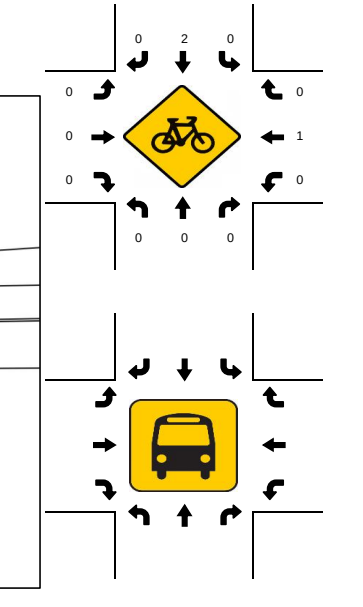
PROJECT ID: 24-140099-011
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM







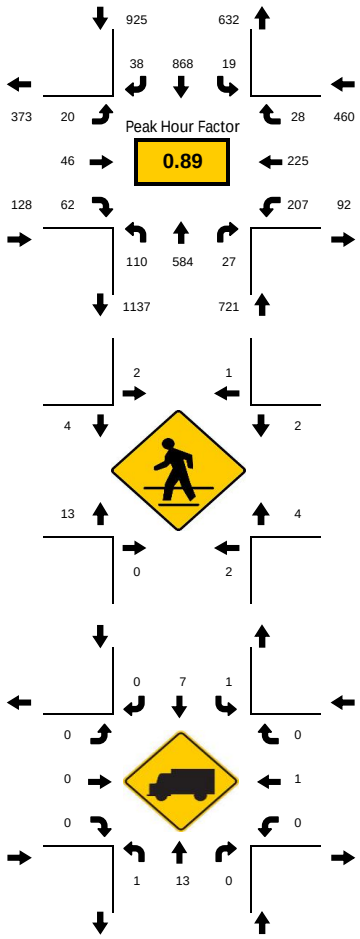


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 7th St/SE 7th St Eastbound					SW 7th St/SE 7th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	5	74	13	0		15	70	1	0		5	26	8	0		0	1	2	0		220	1294
7:15 AM	14	76	12	0		22	100	6	0		7	40	18	0		1	8	1	0		305	1504
7:30 AM	15	128	12	0		20	125	4	0		8	34	23	0		1	11	3	0		384	1643
7:45 AM	11	129	7	0		6	138	2	1		11	26	32	0		2	17	3	0		385	1699
8:00 AM	19	146	8	0		8	163	9	0		6	42	13	0		2	12	2	0		430	1782
8:15 AM	11	138	10	0		6	160	7	0		9	52	28	0		3	18	2	0		444	1352
8:30 AM	9	174	8	0		6	147	6	0		12	45	19	0		2	9	3	0		440	908
8:45 AM	10	167	19	0		6	162	4	0		13	52	20	0		1	9	5	0		468	468
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	76	696	76	0		32	652	36	0		52	208	112	0		12	72	20	0		**2044**	
Heavy Trucks	8	20	4	0		4	28	4	0		4	4	12	0		0	4	0	0		**92**	
Pedestrians		8					4					8					4				**24**	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	4	0	0		**8**	
Buses																						
Stopped Buses																						

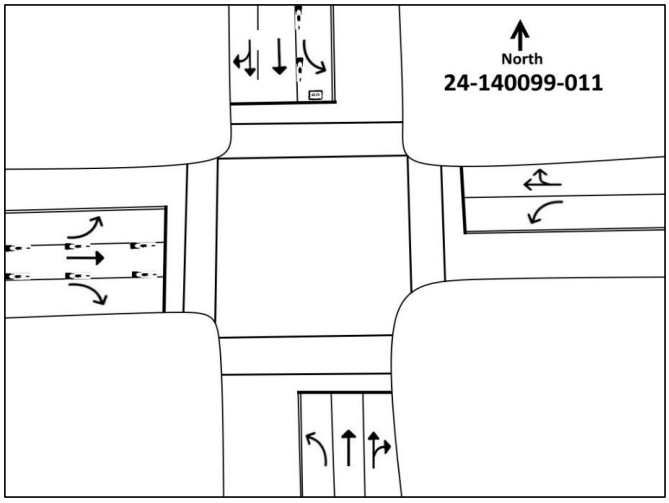
LOCATION: S Andrews Ave & SW 7th St/SE 7th St
CITY/STATE: Fort Lauderdale, FL

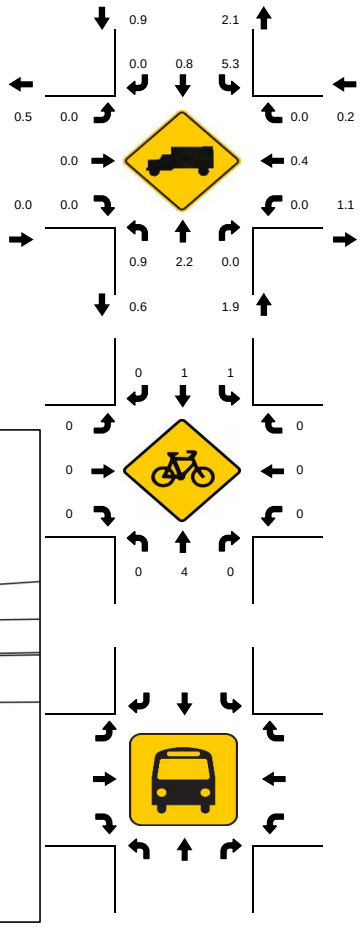
PROJECT ID: 24-140099-011
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



National Data & Surveying Services



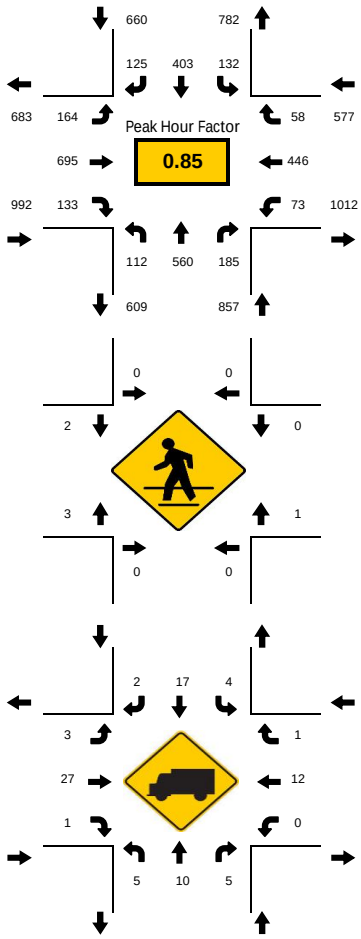


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 7th St/SE 7th St Eastbound					SW 7th St/SE 7th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	22	106	3	0		1	152	5	0		3	10	16	0		31	26	8	0		383	1841
4:15 PM	18	125	2	0		1	168	4	0		4	12	18	0		26	43	4	0		425	2088
4:30 PM	25	136	6	0		6	215	4	0		2	14	22	0		52	50	3	0		535	2234
4:45 PM	29	139	7	0		2	171	5	0		3	4	16	0		54	63	5	0		498	2132
5:00 PM	22	166	5	0		7	247	11	0		4	13	17	0		66	66	6	0		630	2119
5:15 PM	34	143	9	0		4	235	18	0		11	15	7	0		35	46	14	0		571	1489
5:30 PM	18	129	7	0		6	152	5	0		4	10	18	0		29	46	9	0		433	918
5:45 PM	13	147	14	0		8	201	4	1		11	19	20	0		18	25	4	0		485	485
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	136	664	36	0		28	988	72	0		44	60	88	0		264	264	56	0		**2700**	
Heavy Trucks	4	24	0	0		4	12	0	0		0	0	0	0		0	4	0	0		**48**	
Pedestrians		4					4					28					12				**48**	
Bicycles	0	8	0	0		4	4	0	0		0	0	0	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

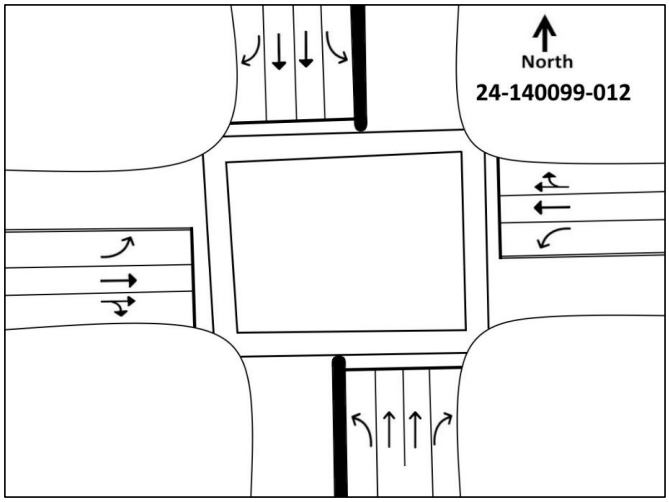
LOCATION: S Andrews Ave & Davie Blvd/SR 736
CITY/STATE: Fort Lauderdale, FL

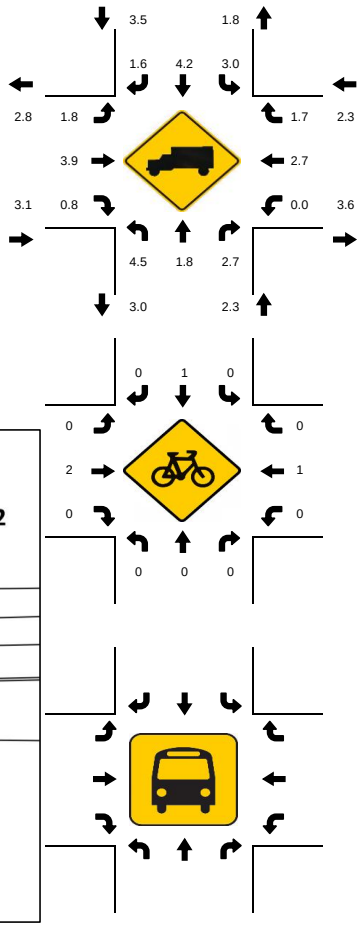
PROJECT ID: 24-140099-012
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



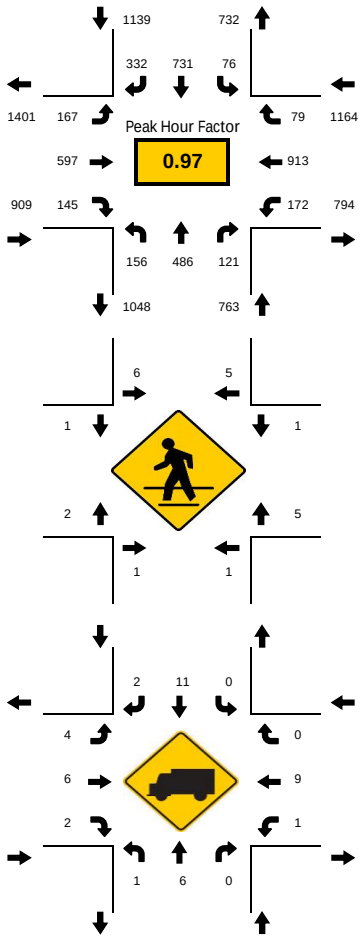


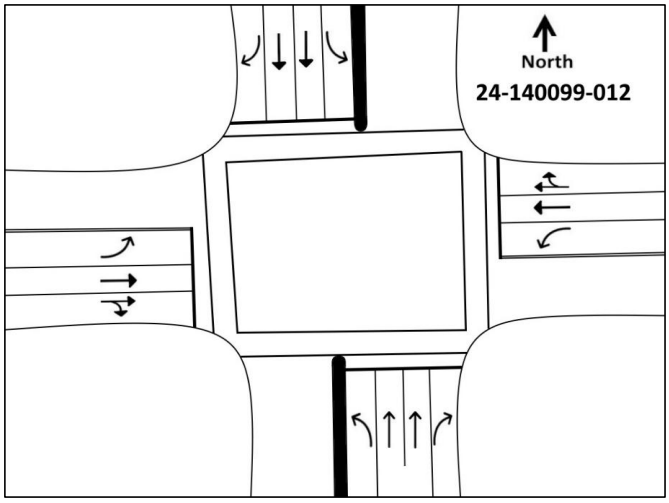
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					Davie Blvd/SR 736 Eastbound					Davie Blvd/SR 736 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	21	66	25	0		4	55	35	0		23	66	28	0		13	94	7	0		437	2215
7:15 AM	35	96	36	0		24	88	23	0		10	62	19	0		17	87	5	0		502	2411
7:30 AM	40	129	47	0		23	71	34	1		13	85	18	0		21	122	9	0		613	2590
7:45 AM	41	146	57	0		38	67	38	0		19	77	20	0		13	132	15	0		663	2841
8:00 AM	15	143	42	0		28	124	24	1		21	92	14	0		17	101	11	0		633	3086
8:15 AM	34	139	45	0		37	105	32	0		29	104	16	0		21	101	18	0		681	2453
8:30 AM	34	146	53	0		32	82	35	0		40	233	49	0		16	130	14	0		864	1772
8:45 AM	28	132	45	1		33	92	34	1		74	266	54	0		19	114	15	0		908	908
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	136	584	212	4		148	496	140	4		296	1064	216	0		84	520	72	0		**3976**	
Heavy Trucks	12	20	8	0		12	24	4	0		8	36	4	0		0	24	4	0		**156**	
Pedestrians		0					0					12					4				**16**	
Bicycles	0	0	0	0		0	4	0	0		0	4	0	0		0	4	0	0		**12**	
Buses																						
Stopped Buses																						

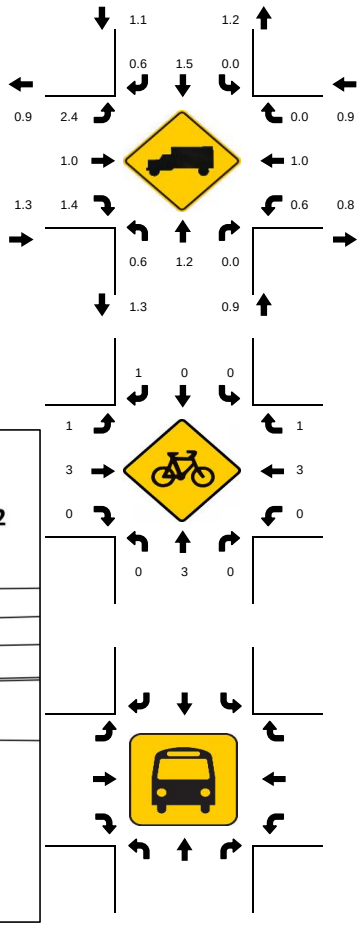
LOCATION: S Andrews Ave & Davie Blvd/SR 736
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-012
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM





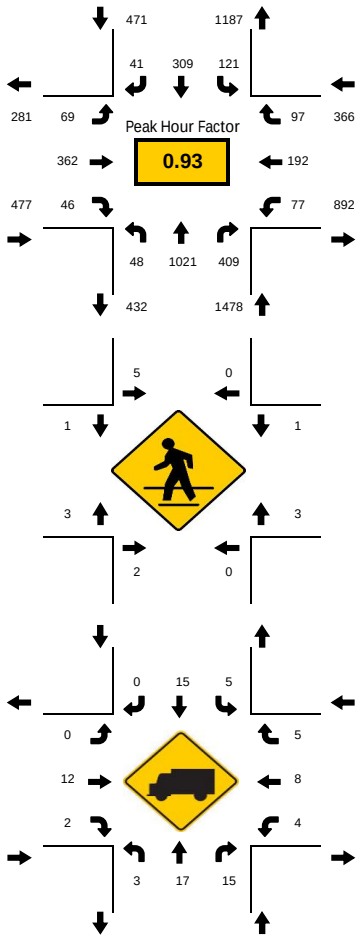


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					Davie Blvd/SR 736 Eastbound					Davie Blvd/SR 736 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	28	101	27	0		17	160	79	0		32	133	47	0		41	232	11	1		909	3688
4:15 PM	42	92	17	0		25	130	69	1		36	147	47	0		45	236	17	0		904	3800
4:30 PM	25	133	21	0		27	168	111	1		22	120	33	0		22	201	25	0		909	3872
4:45 PM	11	127	28	1		28	187	116	1		32	155	35	0		29	203	13	0		966	3970
5:00 PM	47	134	25	0		24	174	96	0		46	158	43	1		36	211	26	0		1021	3975
5:15 PM	44	119	37	0		22	202	81	1		35	125	30	0		44	215	21	0		976	2954
5:30 PM	42	110	30	1		20	181	88	0		46	152	30	0		46	243	18	0		1007	1978
5:45 PM	22	123	29	0		9	174	67	0		39	162	42	0		46	244	14	0		971	971
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	188	536	148	4		96	808	384	4		184	648	172	4		184	976	104	0		**4440**	
Heavy Trucks	4	12	0	0		0	24	4	0		4	12	4	4		4	16	0	0		**84**	
Pedestrians		4					16					8					8				**36**	
Bicycles	0	8	0	0		0	0	4	0		4	8	0	0		0	8	4	0		**36**	
Buses																						
Stopped Buses																						

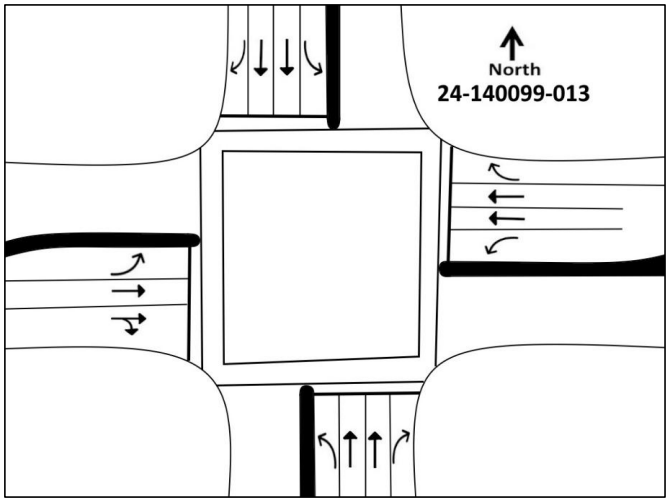
LOCATION: S Andrews Ave & SW 17th St/SE 17th St
CITY/STATE: Fort Lauderdale, FL

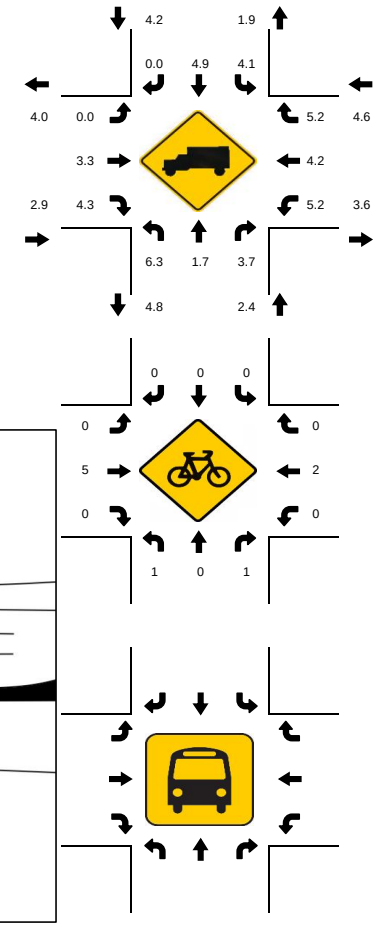
PROJECT ID: 24-140099-013
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:15 AM - 08:30 AM



National Data & Surveying Services



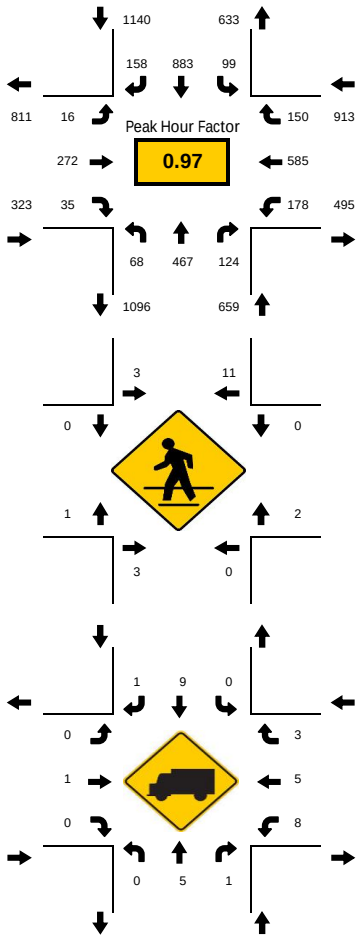


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 17th St/SE 17th St Eastbound					SW 17th St/SE 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	7	159	27	0		10	48	4	0		9	33	5	0		7	26	15	0		350	2044
7:15 AM	13	174	45	0		19	80	10	0		7	47	6	0		22	26	16	0		465	2330
7:30 AM	10	240	43	0		14	91	5	0		11	77	8	0		29	41	22	0		591	2612
7:45 AM	14	250	63	0		27	77	3	0		13	77	7	0		29	53	25	0		638	2712
8:00 AM	13	270	85	1		30	83	10	0		8	40	8	0		22	45	21	0		636	2792
8:15 AM	12	256	122	0		18	81	13	0		25	122	14	0		13	47	24	0		747	2156
8:30 AM	13	262	94	0		30	78	5	0		13	83	13	0		22	50	26	2		691	1409
8:45 AM	7	233	108	2		43	67	13	0		23	117	11	0		18	50	26	0		718	718
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	52	1080	488	8		172	332	52	0		100	488	56	0		88	200	104	8		**3228**	
Heavy Trucks	8	36	20	0		8	24	0	0		0	24	4	0		8	16	8	0		**156**	
Pedestrians		4					8					8					8				**28**	
Bicycles	4	0	4	0		0	0	0	0		0	12	0	0		0	8	0	0		**28**	
Buses																						
Stopped Buses																						

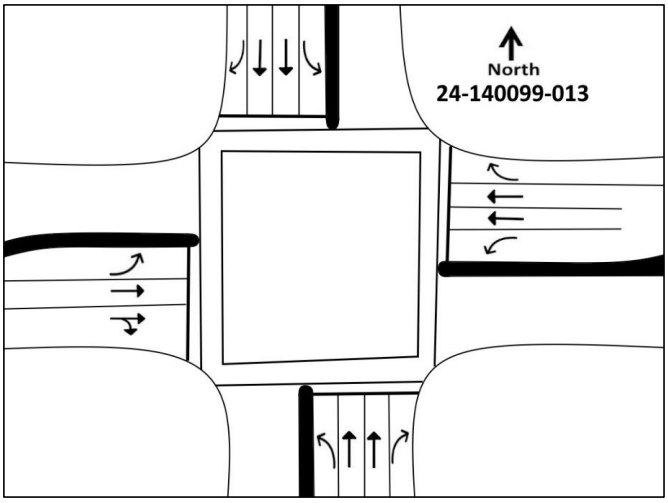
LOCATION: S Andrews Ave & SW 17th St/SE 17th St
CITY/STATE: Fort Lauderdale, FL

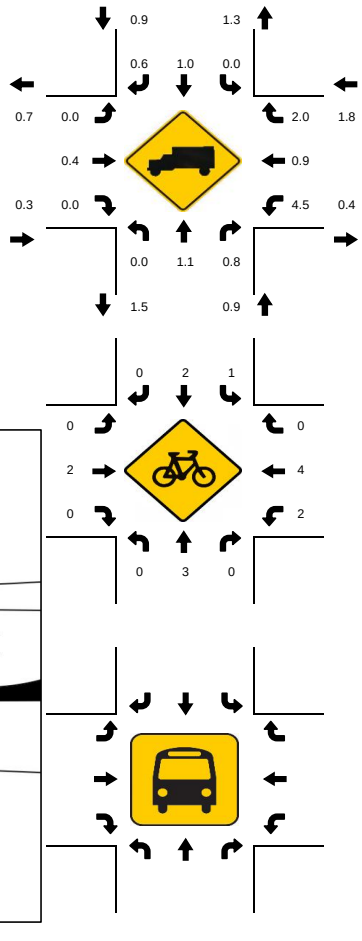
PROJECT ID: 24-140099-013
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



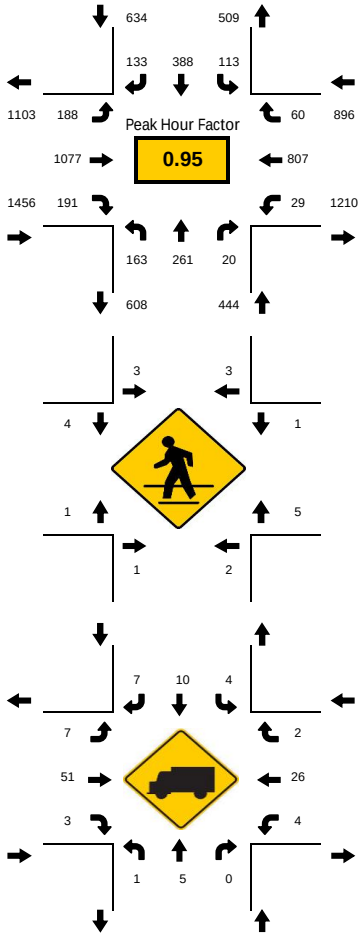


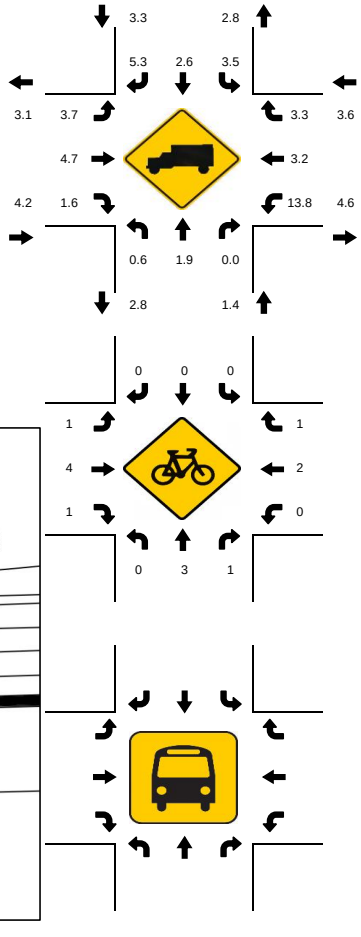
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 17th St/SE 17th St Eastbound					SW 17th St/SE 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	18	96	36	1		46	194	44	0		5	65	9	0		37	150	35	0		736	2809
4:15 PM	15	72	31	1		33	196	29	0		10	62	10	0		35	121	28	0		643	2848
4:30 PM	18	103	45	0		35	186	44	0		7	58	9	0		44	132	37	1		719	2989
4:45 PM	16	76	34	4		31	196	43	0		4	72	4	0		37	154	40	0		711	3007
5:00 PM	12	121	29	0		21	228	53	0		6	75	10	0		44	139	37	0		775	3035
5:15 PM	19	109	29	0		23	242	49	0		4	68	8	0		49	146	38	0		784	2260
5:30 PM	17	117	30	1		29	206	33	0		3	59	8	0		47	152	35	0		737	1476
5:45 PM	18	120	36	1		26	207	23	0		3	70	9	0		38	148	40	0		739	739
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	76	484	144	4		116	968	212	0		24	300	40	0		196	608	160	0		**3332**	
Heavy Trucks	0	8	4	0		0	12	4	0		0	4	0	0		16	16	8	0		**72**	
Pedestrians		8					28					4					8				**48**	
Bicycles	0	8	0	0		4	8	0	0		0	8	0	0		8	12	0	0		**48**	
Buses																						
Stopped Buses																						

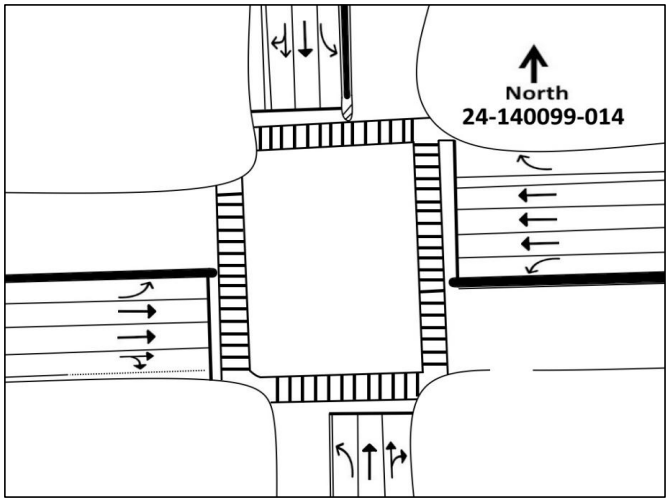
LOCATION: NE 4th Ave/SR 811 & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-014
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM





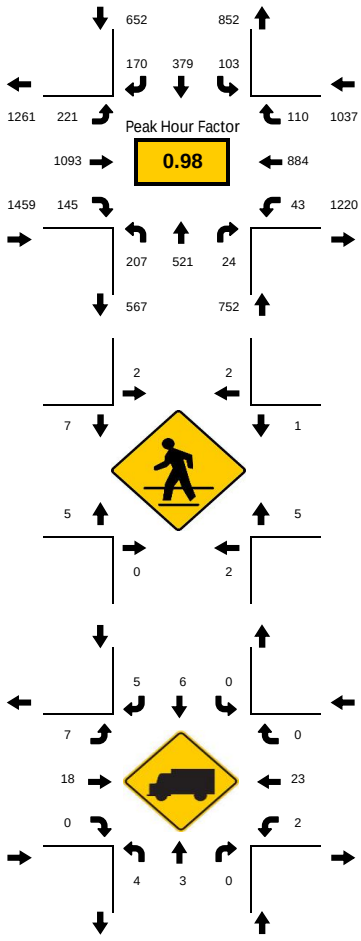


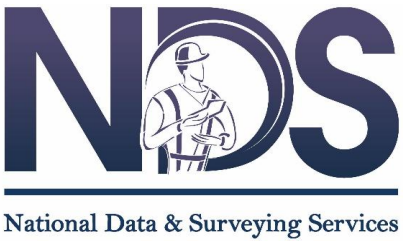
15-Min Count Period Beginning At	NE 4th Ave/SR 811 Northbound					NE 4th Ave/SR 811 Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	27	41	1	0		9	39	28	1		46	192	34	0		4	136	9	1		568	2797
7:15 AM	38	99	5	0		26	67	35	1		59	197	31	0		7	105	13	0		683	3034
7:30 AM	28	72	7	0		26	77	33	0		38	203	33	1		9	174	13	2		716	3236
7:45 AM	40	47	4	0		24	93	49	1		39	272	54	0		8	184	14	1		830	3424
8:00 AM	51	69	5	0		21	102	42	1		40	240	38	3		8	171	13	1		805	3430
8:15 AM	46	63	6	0		28	96	33	0		38	262	68	3		9	225	8	0		885	2625
8:30 AM	37	60	4	0		35	108	29	1		50	286	60	0		4	209	21	0		904	1740
8:45 AM	29	69	5	0		26	82	29	1		53	289	25	1		7	202	18	0		836	836
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	204	276	24	0		140	432	168	4		212	1156	272	12		36	900	84	4		**3924**	
Heavy Trucks	4	8	0	0		8	12	8	0		12	72	4	0		4	36	4	0		**172**	
Pedestrians		12					8					12					12				**44**	
Bicycles	0	8	4	0		0	0	0	0		4	12	4	0		0	4	4	0		**40**	
Buses																						
Stopped Buses																						

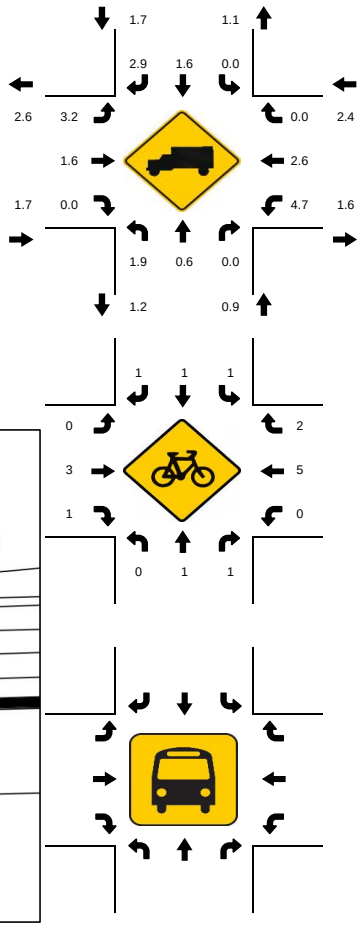
LOCATION: NE 4th Ave/SR 811 & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

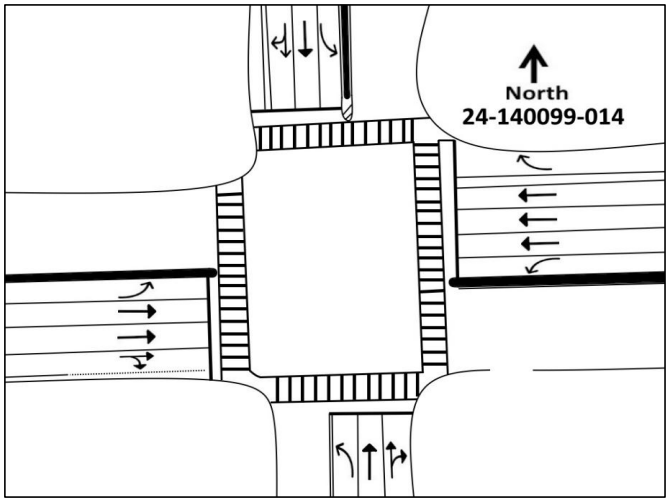
PROJECT ID: 24-140099-014
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM







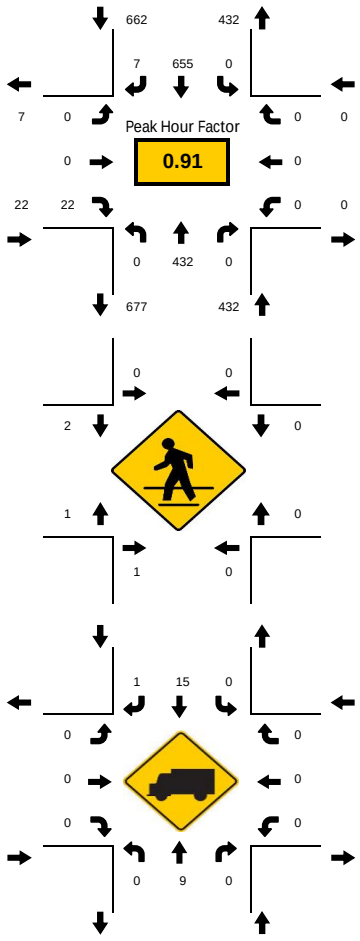


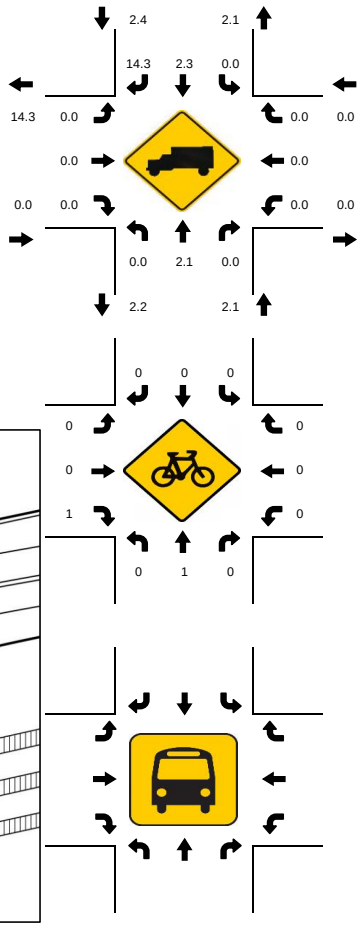
15-Min Count Period Beginning At	NE 4th Ave/SR 811 Northbound					NE 4th Ave/SR 811 Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	38	123	5	0		30	78	39	1		48	249	27	4		14	248	28	4		936	3759
4:15 PM	40	120	8	0		32	84	35	0		48	254	24	5		8	266	18	2		944	3820
4:30 PM	57	103	6	0		34	92	37	1		44	251	21	2		12	236	23	1		920	3849
4:45 PM	35	138	6	0		20	73	39	0		57	279	28	4		9	240	31	0		959	3900
5:00 PM	54	129	7	0		29	97	59	0		53	264	27	6		8	228	33	3		997	3825
5:15 PM	55	139	8	0		24	89	35	0		50	264	46	1		12	226	24	0		973	2828
5:30 PM	63	115	3	0		29	120	37	1		48	286	44	2		10	190	22	1		971	1855
5:45 PM	44	112	9	0		33	71	31	1		56	291	29	1		6	164	33	3		884	884
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	252	556	32	0		116	480	236	4		228	1144	184	24		48	960	132	12		**4408**	
Heavy Trucks	8	8	0	0		0	8	8	0		12	24	0	4		4	32	0	4		**104**	
Pedestrians		4					8					20					12				**44**	
Bicycles	0	4	4	0		4	4	4	0		0	8	4	0		0	12	8	0		**52**	
Buses																						
Stopped Buses																						

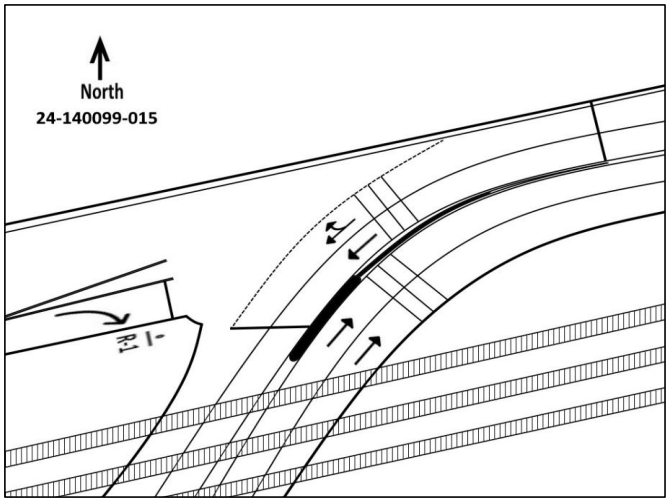
LOCATION: NE 3rd Ave/SR 811 & Progresso Dr
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-015
DATE: Wed, Apr 17, 2024

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:15 AM - 08:30 AM





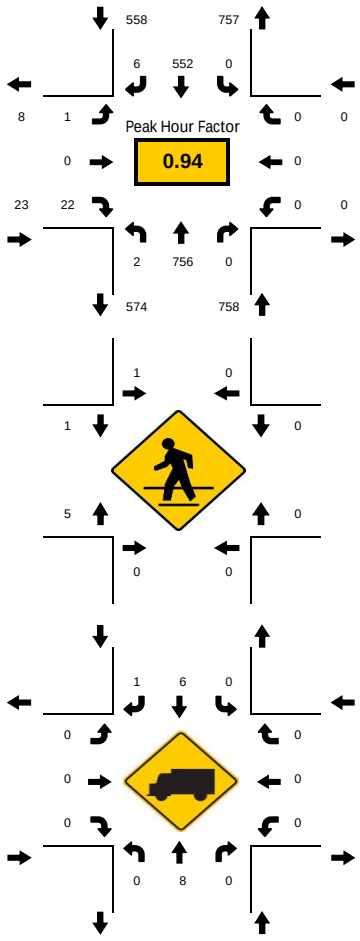


15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					Progresso Dr Eastbound					Progresso Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	75	0	0		0	64	0	0		0	0	3	0		0	0	0	0		143	876
7:15 AM	0	137	0	0		0	98	2	0		0	0	9	0		0	0	0	0		246	997
7:30 AM	0	105	0	0		0	112	2	0		0	0	11	0		0	0	0	0		230	1057
7:45 AM	0	90	0	0		0	163	1	0		0	0	3	0		0	0	0	0		257	1116
8:00 AM	0	113	0	0		0	144	2	0		0	0	5	0		0	0	0	0		264	1090
8:15 AM	0	128	0	0		0	172	0	0		0	0	6	0		0	0	0	0		306	826
8:30 AM	0	101	0	0		0	176	4	0		0	0	8	0		0	0	0	0		289	520
8:45 AM	0	97	0	0		0	129	1	0		0	0	4	0		0	0	0	0		231	231
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	0	512	0	0		0	704	16	0		0	0	32	0		0	0	0	0		**1264**	
Heavy Trucks	0	16	0	0		0	28	4	0		0	0	0	0		0	0	0	0		**48**	
Pedestrians		4					0					8					0				**12**	
Bicycles	0	4	0	0		0	0	0	0		0	0	4	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

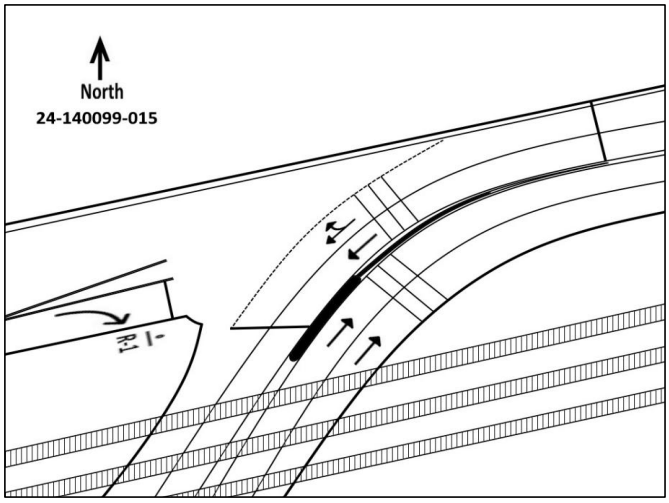
LOCATION: NE 3rd Ave/SR 811 & Progresso Dr
CITY/STATE: Fort Lauderdale, FL

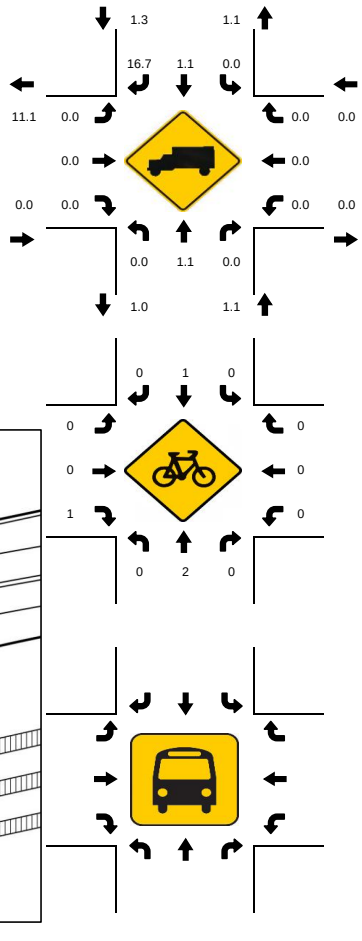
PROJECT ID: 24-140099-015
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



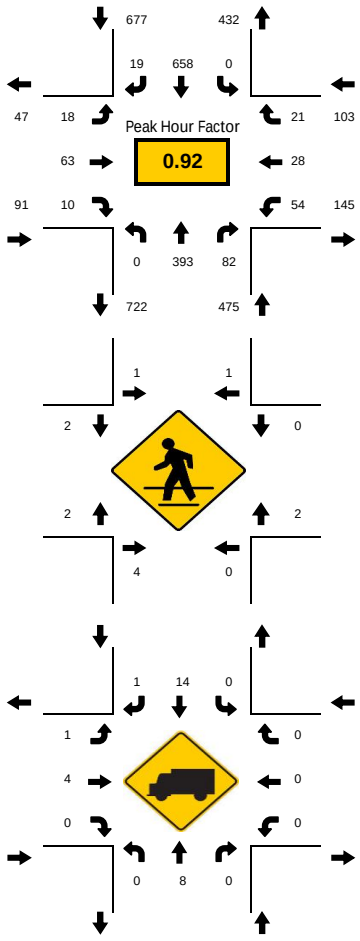


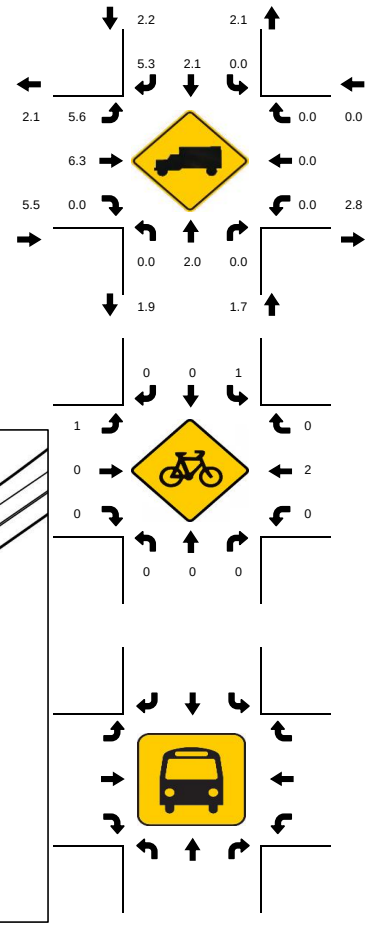
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					Progresso Dr Eastbound					Progresso Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	151	0	0		0	108	5	0		0	0	7	0		0	0	0	0		271	1172
4:15 PM	0	174	0	0		0	111	1	0		0	0	7	1		0	0	0	0		294	1232
4:30 PM	0	161	0	0		0	121	6	0		0	0	12	0		0	0	0	0		300	1296
4:45 PM	2	193	0	0		0	103	4	0		0	0	5	0		0	0	0	0		307	1339
5:00 PM	0	191	0	0		0	134	0	0		0	0	5	1		0	0	0	0		331	1310
5:15 PM	0	208	0	0		0	144	1	0		0	0	5	0		0	0	0	0		358	979
5:30 PM	0	164	0	0		0	171	1	0		0	0	7	0		0	0	0	0		343	621
5:45 PM	0	162	0	0		0	109	1	0		0	0	6	0		0	0	0	0		278	278
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	8	832	0	0		0	684	16	0		0	0	28	4		0	0	0	0		**1572**	
Heavy Trucks	0	16	0	0		0	8	4	0		0	0	0	0		0	0	0	0		**28**	
Pedestrians		0					4					12					0				**16**	
Bicycles	0	4	0	0		0	4	0	0		0	0	4	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

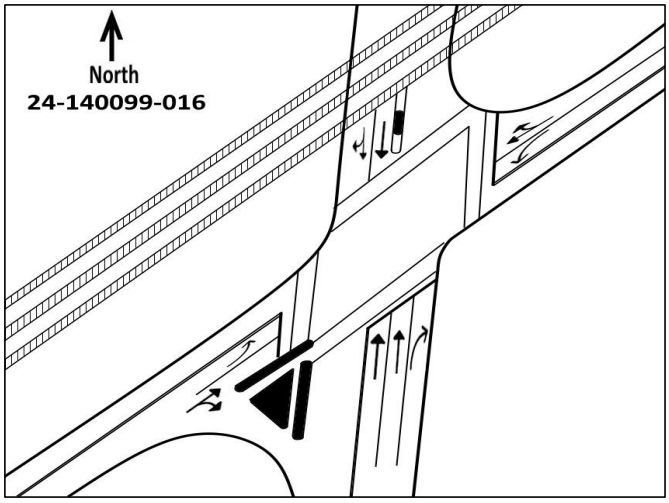
LOCATION: NE 3rd Ave/SR 811 & N Flagler Dr
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-016
DATE: Wed, Apr 17, 2024

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:15 AM - 08:30 AM





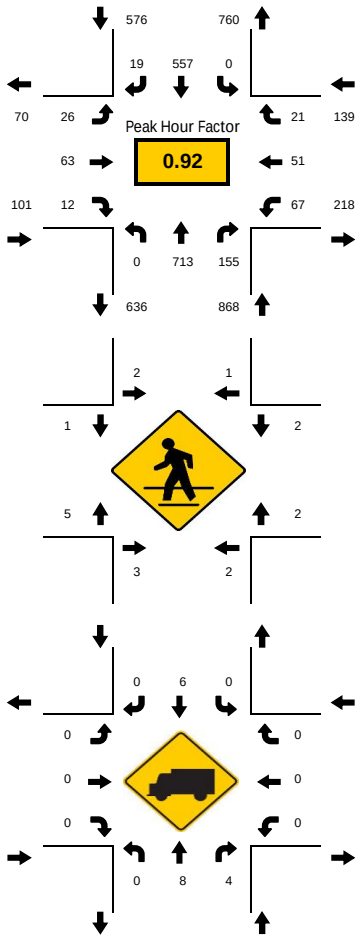


15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					N Flagler Dr Eastbound					N Flagler Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	69	4	0		0	66	2	0		7	4	1	0		3	2	0	0		158	1030
7:15 AM	0	132	14	0		0	105	2	0		5	13	2	0		6	2	1	0		282	1190
7:30 AM	0	99	11	0		1	121	1	0		1	15	1	0		10	10	4	0		274	1273
7:45 AM	0	79	23	0		0	161	5	0		8	17	3	0		9	8	3	0		316	1346
8:00 AM	0	98	20	0		0	147	1	0		3	15	1	0		15	6	12	0		318	1328
8:15 AM	0	121	17	0		0	174	5	0		3	15	1	0		17	8	4	0		365	1010
8:30 AM	0	95	22	0		0	176	8	0		4	16	5	0		13	6	2	0		347	645
8:45 AM	0	90	18	0		0	129	3	0		5	26	7	0		6	12	2	0		298	298
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	484	92	0		0	704	32	0		32	68	20	0		68	32	48	0		**1580**	
Heavy Trucks	0	12	0	0		0	28	4	0		4	8	0	0		0	0	0	0		**56**	
Pedestrians		12					4					12					8				**36**	
Bicycles	0	0	0	0		4	0	0	0		4	0	0	0		0	4	0	0		**12**	
Buses																						
Stopped Buses																						

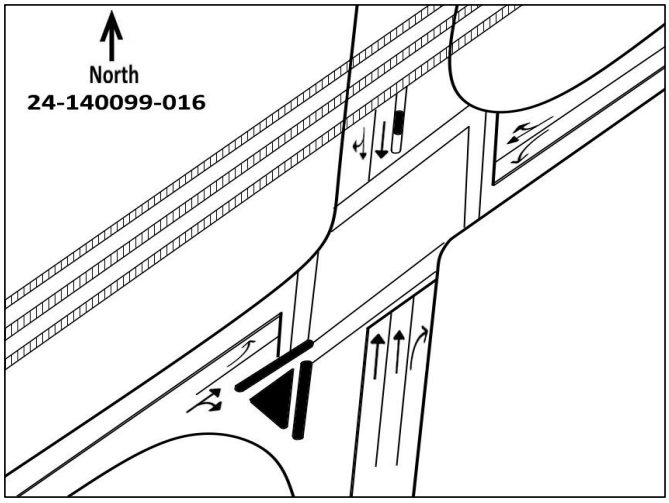
LOCATION: NE 3rd Ave/SR 811 & N Flagler Dr
CITY/STATE: Fort Lauderdale, FL

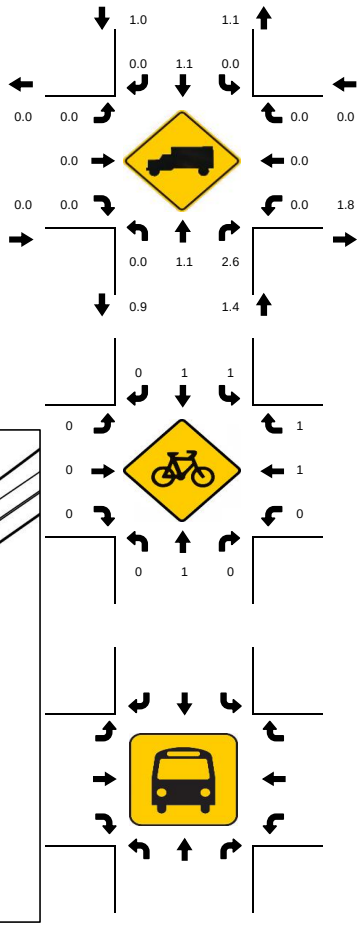
PROJECT ID: 24-140099-016
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



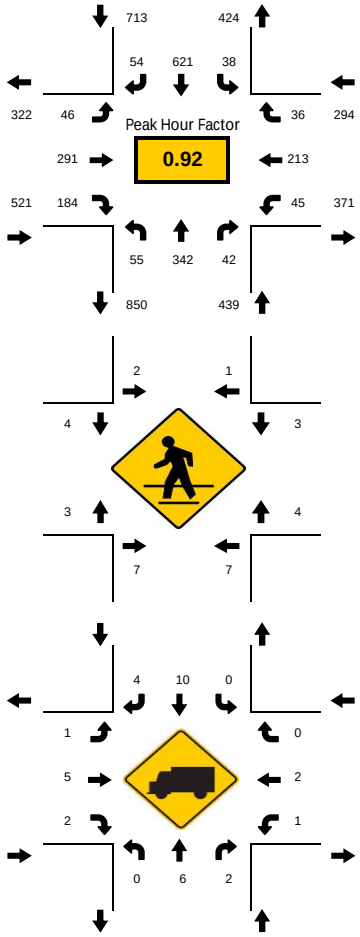


15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					N Flagler Dr Eastbound					N Flagler Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	138	22	0		0	113	2	0		8	19	5	0		8	17	6	0		338	1445
4:15 PM	0	168	27	0		0	113	3	0		3	12	3	0		12	10	1	0		352	1512
4:30 PM	0	149	31	0		0	123	9	0		5	16	6	0		9	11	8	0		367	1617
4:45 PM	0	184	38	0		0	109	2	0		7	13	1	0		15	14	5	0		388	1684
5:00 PM	0	183	34	0		0	136	3	0		3	12	3	0		18	10	3	0		405	1661
5:15 PM	0	195	49	0		0	144	5	0		5	19	2	0		18	11	9	0		457	1256
5:30 PM	0	151	34	0		0	168	9	0		11	19	6	0		16	16	4	0		434	799
5:45 PM	0	152	38	0		0	116	0	0		3	18	6	0		18	10	4	0		365	365
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	780	196	0		0	672	36	0		44	76	24	0		72	64	36	0		**2000**	
Heavy Trucks	0	16	4	0		0	8	0	0		0	0	0	0		0	0	0	0		**28**	
Pedestrians		12					12					12					8				**44**	
Bicycles	0	4	0	0		4	4	0	0		0	0	0	0		0	4	4	0		**20**	
Buses																						
Stopped Buses																						

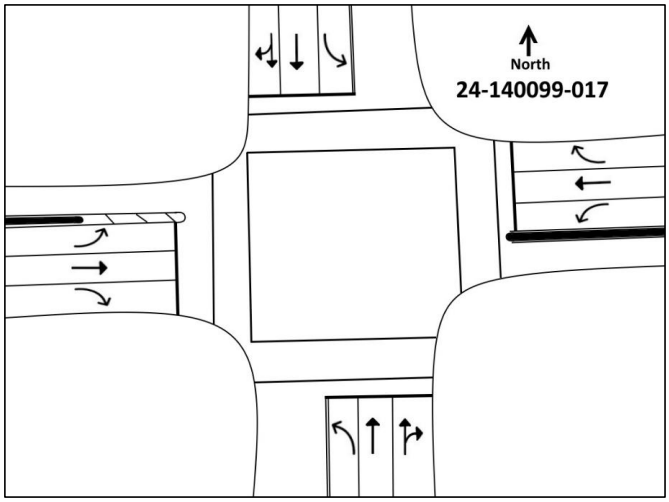
LOCATION: NE 3rd Ave/SR 811 & Sistrunk Blvd/NE 6th St
CITY/STATE: Fort Lauderdale, FL

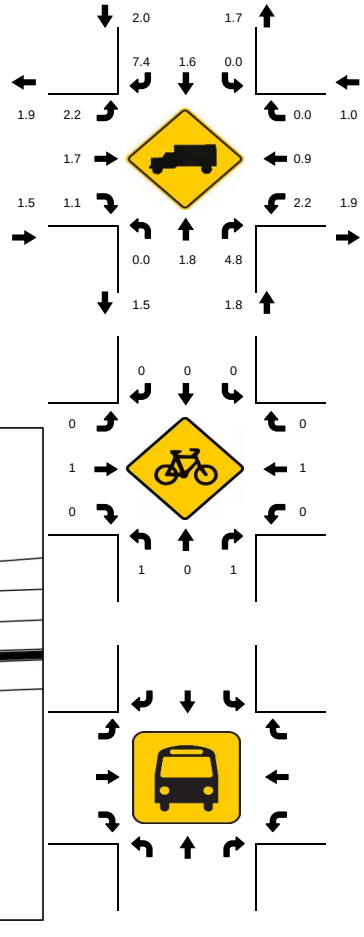
PROJECT ID: 24-140099-017
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM



National Data & Surveying Services



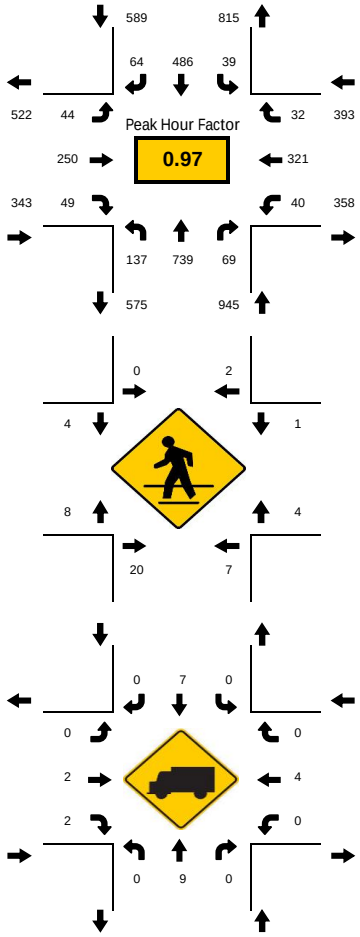


15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					Sistrunk Blvd/NE 6th St Eastbound					Sistrunk Blvd/NE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	11	52	2	0		2	70	3	0		1	27	17	0		5	27	5	0		222	1366
7:15 AM	5	85	8	0		9	99	10	0		16	39	22	0		8	36	9	0		346	1592
7:30 AM	9	56	2	0		9	111	16	0		16	50	35	0		13	34	9	0		360	1768
7:45 AM	21	59	9	0		7	173	11	0		11	53	37	0		16	31	10	0		438	1940
8:00 AM	13	83	9	0		5	144	10	0		7	70	37	0		9	52	9	0		448	1967
8:15 AM	11	98	6	0		11	177	11	0		9	70	53	0		12	56	8	0		522	1519
8:30 AM	23	80	14	0		8	160	18	0		19	79	49	0		14	59	9	0		532	997
8:45 AM	8	81	13	0		14	140	15	0		11	72	45	0		10	46	10	0		465	465
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	92	392	56	0		56	708	72	0		76	316	212	0		56	236	40	0		**2312**	
Heavy Trucks	0	12	4	0		0	16	8	0		4	8	4	0		4	4	0	0		**64**	
Pedestrians		20					4					16					16				**56**	
Bicycles	4	0	4	0		0	0	0	0		0	4	0	0		0	4	0	0		**16**	
Buses																						
Stopped Buses																						

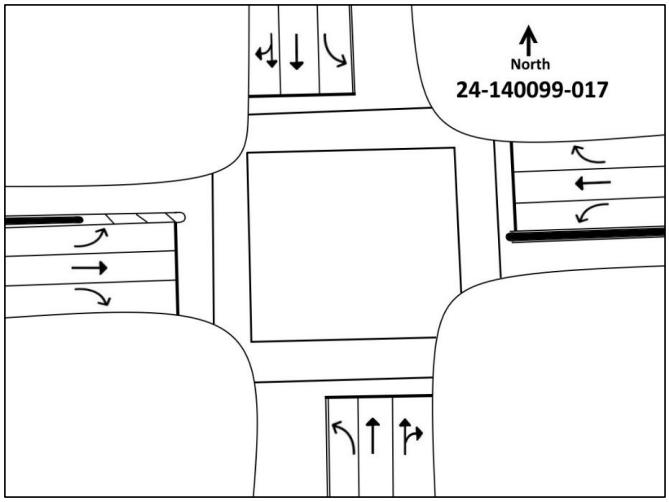
LOCATION: NE 3rd Ave/SR 811 & Sistrunk Blvd/NE 6th St
CITY/STATE: Fort Lauderdale, FL

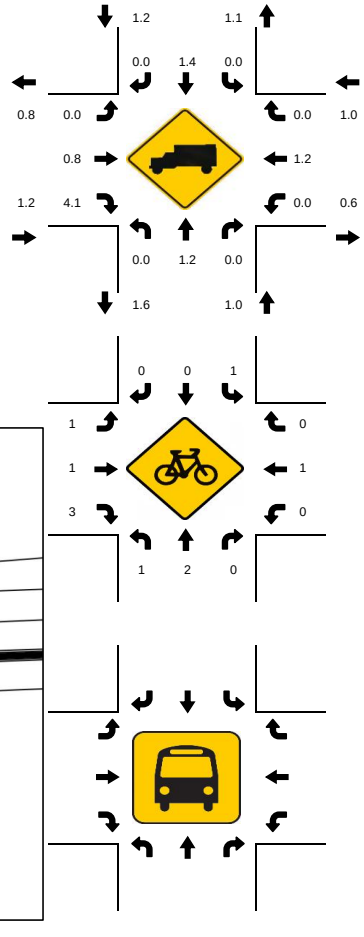
PROJECT ID: 24-140099-017
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



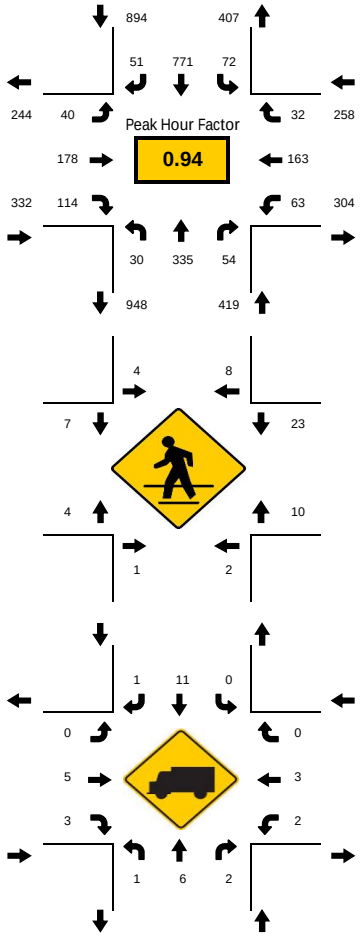


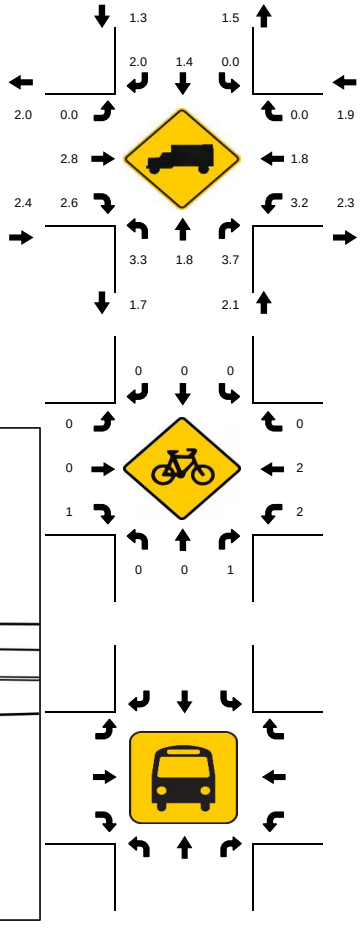
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					Sistrunk Blvd/NE 6th St Eastbound					Sistrunk Blvd/NE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	28	162	11	0		9	108	14	0		11	53	13	0		4	75	5	0		493	2022
4:15 PM	33	151	13	0		11	97	19	0		12	56	11	0		11	62	5	0		481	2104
4:30 PM	26	133	10	0		5	106	19	0		14	67	16	0		11	76	10	0		493	2206
4:45 PM	36	205	15	0		10	100	16	0		12	58	16	0		9	73	5	0		555	2270
5:00 PM	35	200	13	0		7	121	18	0		7	60	10	0		11	84	9	0		575	2235
5:15 PM	35	185	23	0		12	120	12	0		16	67	10	0		8	84	11	0		583	1660
5:30 PM	31	149	18	0		10	145	18	0		9	65	13	0		12	80	7	0		557	1077
5:45 PM	27	184	16	0		12	111	11	0		6	59	11	1		10	67	5	0		520	520
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	144	820	92	0		48	580	72	0		64	268	64	0		48	336	44	0		**2580**	
Heavy Trucks	0	12	0	0		0	12	0	0		0	4	4	0		0	8	0	0		**40**	
Pedestrians		36					8					16					8				**68**	
Bicycles	4	8	0	0		4	0	0	0		4	4	8	0		0	4	0	0		**36**	
Buses																						
Stopped Buses																						

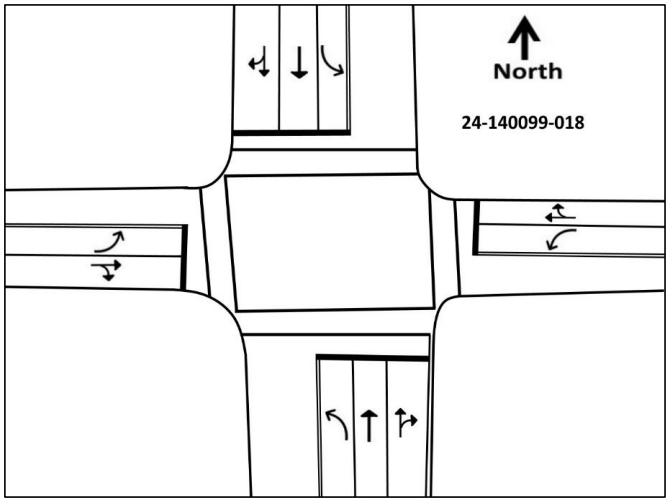
LOCATION: NE 3rd Ave/SR 811 & NE 4th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-018
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM





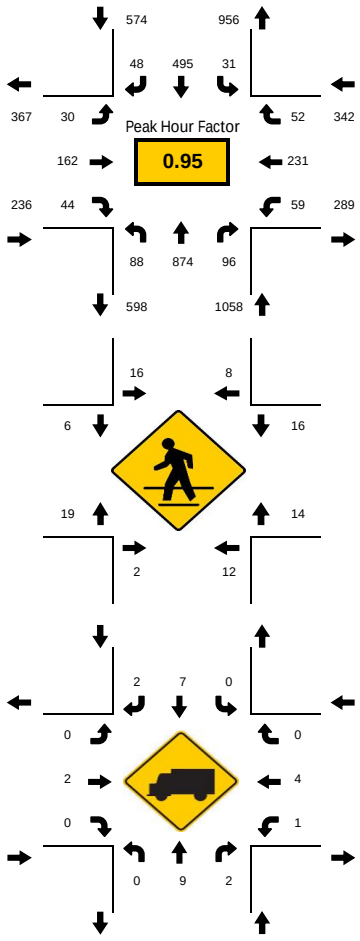


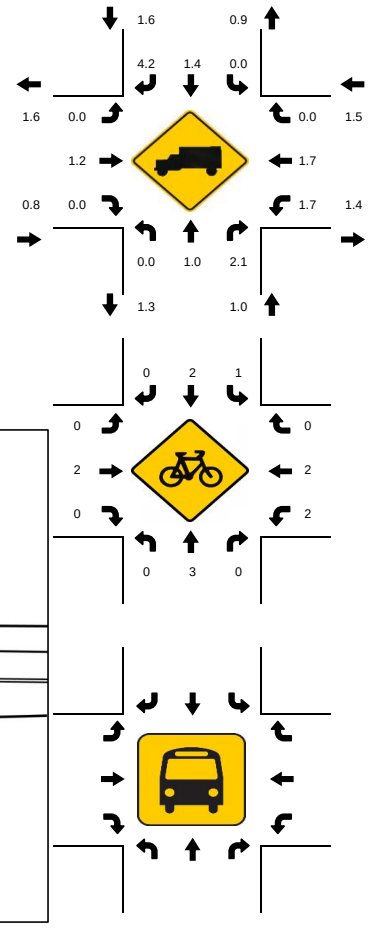
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					NE 4th St Eastbound					NE 4th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	6	56	5	0		7	96	2	0		1	12	4	0		7	11	6	0		213	1280
7:15 AM	4	81	5	0		2	127	5	0		6	25	17	0		20	26	4	0		322	1521
7:30 AM	4	58	13	0		9	148	5	0		4	28	14	0		15	32	3	0		333	1688
7:45 AM	3	68	7	0		8	207	7	0		4	30	14	0		24	35	5	0		412	1863
8:00 AM	8	87	15	0		3	184	6	0		6	51	34	0		16	37	7	0		454	1903
8:15 AM	5	93	10	0		10	212	11	0		10	40	30	0		9	52	7	0		489	1449
8:30 AM	7	77	16	0		41	202	19	0		13	42	22	0		14	46	9	0		508	960
8:45 AM	10	78	13	0		18	173	15	0		11	45	28	0		24	28	9	0		452	452
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	40	372	64	0		164	848	76	0		52	204	136	0		96	208	36	0		**2296**	
Heavy Trucks	4	8	8	0		0	20	4	0		0	12	8	0		4	4	0	0		**72**	
Pedestrians		8					20					20					48				**96**	
Bicycles	0	0	4	0		0	0	0	0		0	0	4	0		8	4	0	0		**20**	
Buses																						
Stopped Buses																						

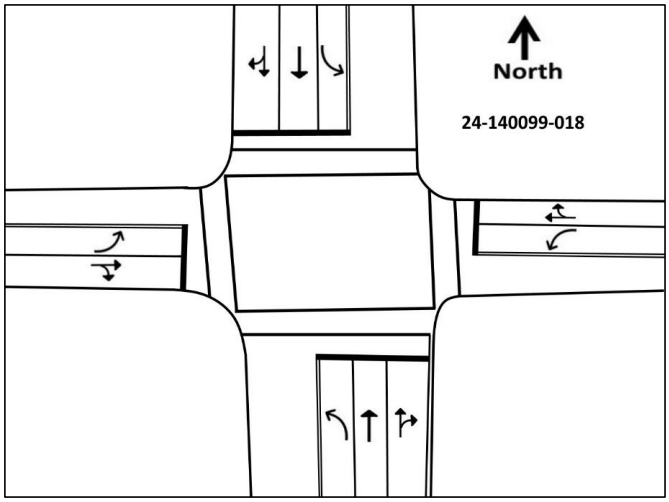
LOCATION: NE 3rd Ave/SR 811 & NE 4th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-018
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





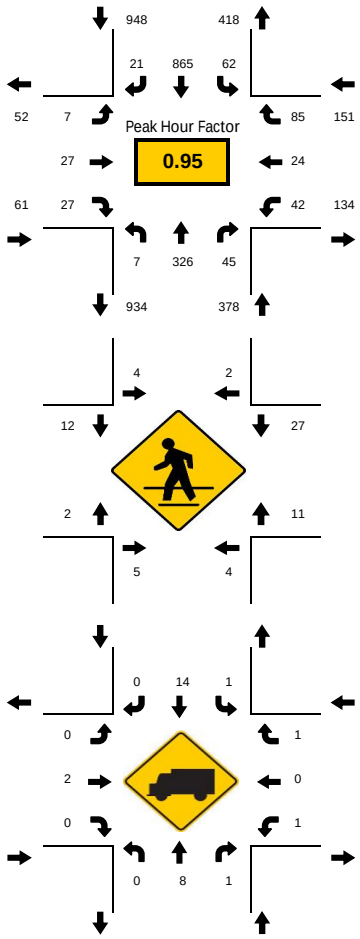


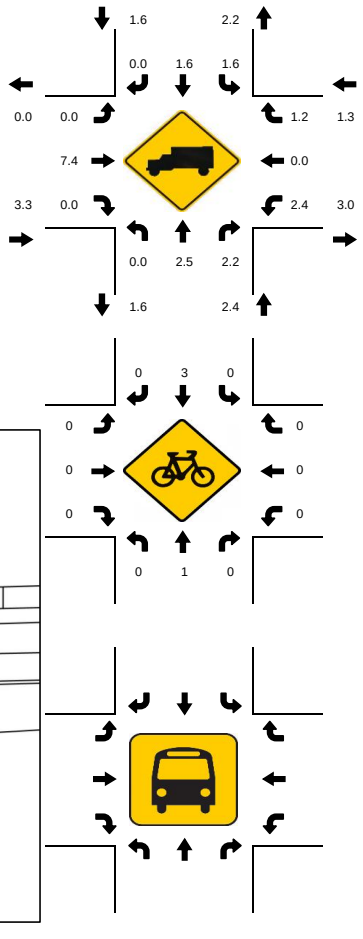
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					NE 4th St Eastbound					NE 4th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	14	173	22	0		12	94	18	0		11	42	4	0		15	53	14	0		472	1931
4:15 PM	15	183	24	0		4	119	13	0		4	31	10	0		9	49	14	0		475	2014
4:30 PM	19	160	23	0		9	116	9	0		5	28	8	0		7	60	11	0		455	2119
4:45 PM	15	244	22	0		9	104	10	0		6	36	10	0		6	58	9	0		529	2210
5:00 PM	32	215	23	0		7	119	10	0		6	37	13	0		11	66	16	0		555	2174
5:15 PM	27	218	23	0		8	123	21	0		9	42	13	0		17	62	17	0		580	1619
5:30 PM	14	197	28	0		6	149	7	1		9	47	8	0		25	45	10	0		546	1039
5:45 PM	18	187	24	0		14	102	11	0		9	46	6	0		10	49	17	0		493	493
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	128	976	112	0		36	596	84	4		36	188	52	0		100	264	68	0		**2644**	
Heavy Trucks	0	12	4	0		0	12	4	0		0	4	0	0		4	12	0	0		**52**	
Pedestrians		16					40					56					48				**160**	
Bicycles	0	8	0	0		4	4	0	0		0	8	0	0		8	4	0	0		**36**	
Buses																						
Stopped Buses																						

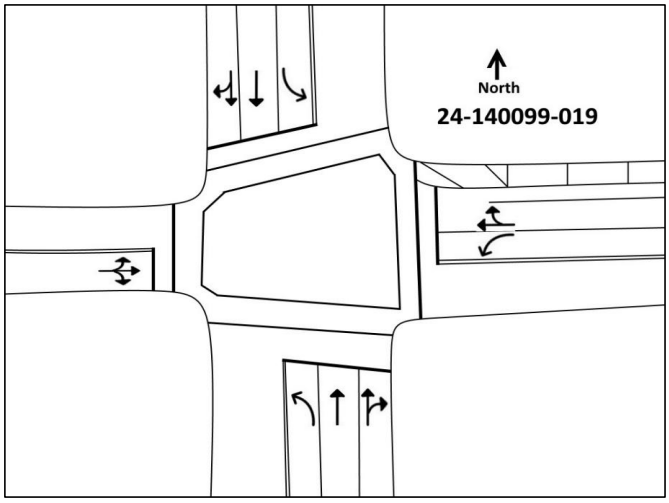
LOCATION: NE 3rd Ave/SR 811 & NE 3rd St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-019
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM





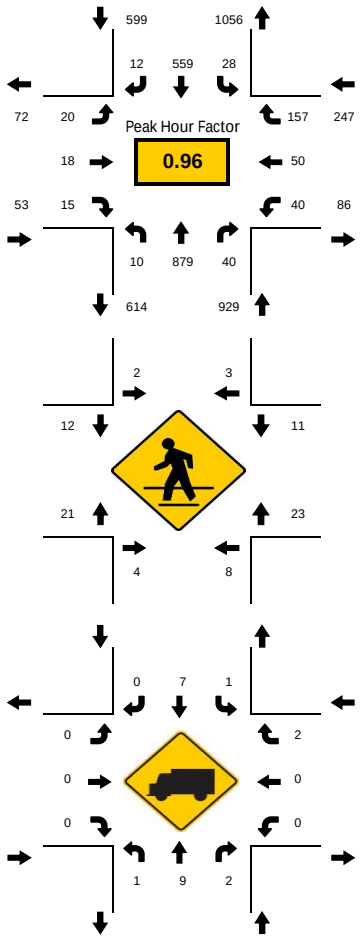


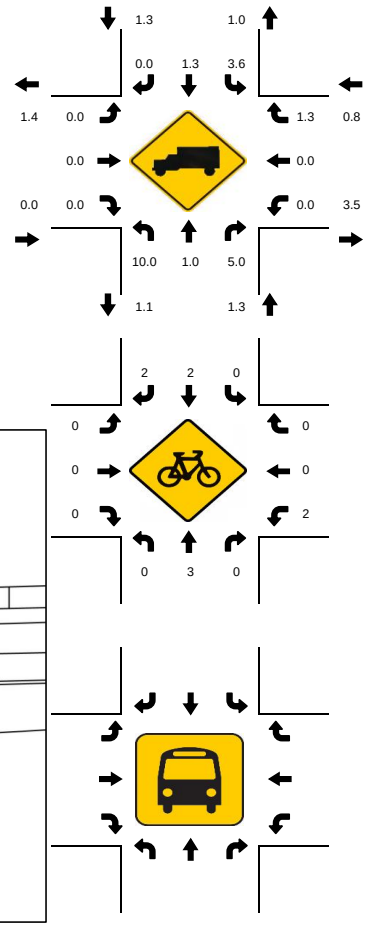
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					NE 3rd St Eastbound					NE 3rd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	45	4	0		9	95	2	0		0	4	1	0		3	4	20	0		187	1092
7:15 AM	0	67	3	0		10	154	1	0		0	2	4	0		6	5	24	0		276	1309
7:30 AM	3	58	5	0		6	171	0	0		0	4	4	0		5	2	16	0		274	1431
7:45 AM	1	65	9	0		14	228	2	0		0	4	2	0		7	6	17	0		355	1518
8:00 AM	1	77	23	0		13	216	6	0		1	8	5	0		19	7	28	0		404	1538
8:15 AM	3	88	12	0		18	226	5	0		0	5	7	0		6	7	21	0		398	1134
8:30 AM	1	79	1	0		15	215	6	0		1	4	6	0		9	5	19	0		361	736
8:45 AM	2	82	9	0		16	208	4	0		5	10	9	0		8	5	17	0		375	375
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	12	352	92	0		72	904	24	0		20	40	36	0		76	28	112	0		**1768**	
Heavy Trucks	0	12	4	0		4	20	0	0		0	4	0	0		4	0	4	0		**52**	
Pedestrians		16					16					32					48				**112**	
Bicycles	0	4	0	0		0	12	0	0		0	0	0	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

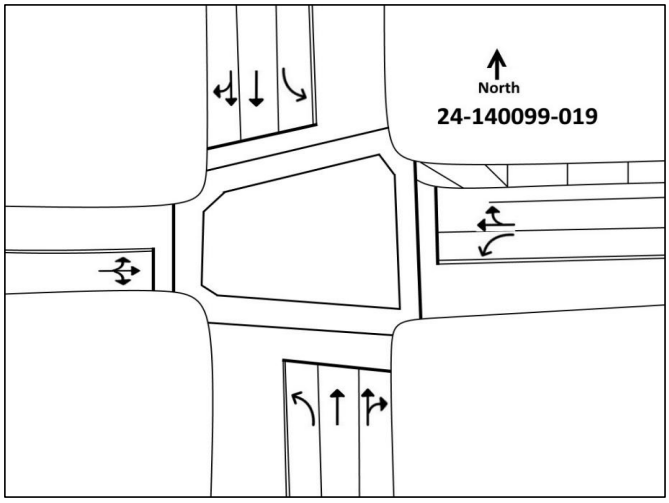
LOCATION: NE 3rd Ave/SR 811 & NE 3rd St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-019
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





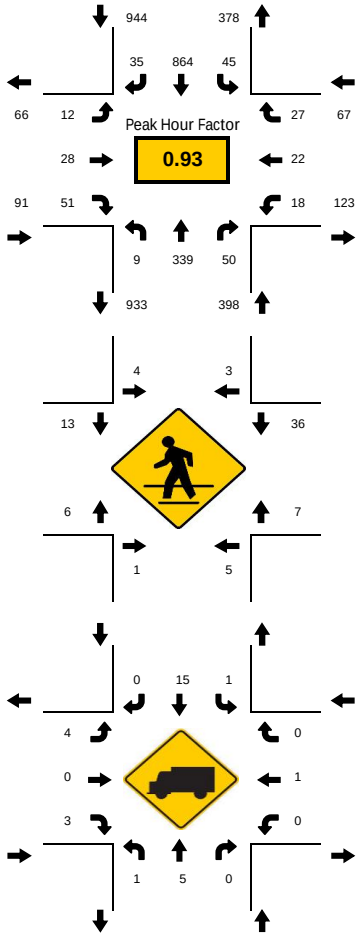


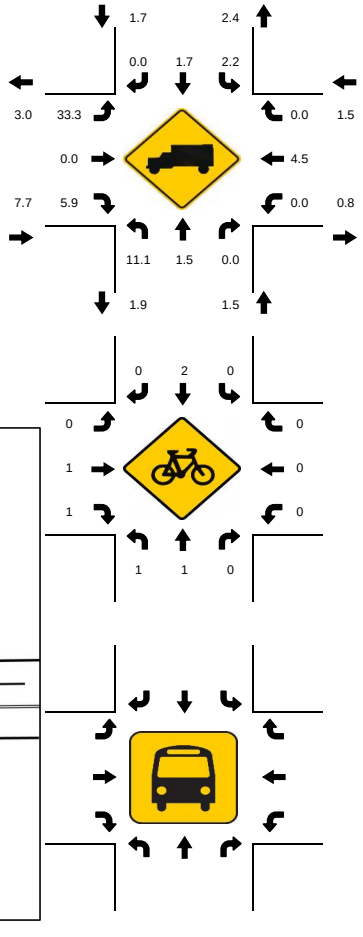
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					NE 3rd St Eastbound					NE 3rd St Westbound						Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
4:00 PM	1	172	12	0		4	106	2	0		1	6	2	0		13	17	35	0		371	1567
4:15 PM	5	199	5	0		9	130	1	0		1	2	2	0		11	6	22	0		393	1657
4:30 PM	1	177	11	0		6	120	4	0		3	5	4	0		10	11	27	0		379	1740
4:45 PM	1	219	7	0		3	109	7	0		4	5	2	0		10	4	53	0		424	1828
5:00 PM	4	229	6	0		6	138	1	0		7	3	5	0		9	16	37	0		461	1792
5:15 PM	3	242	17	0		11	140	0	0		4	4	3	0		13	20	19	0		476	1331
5:30 PM	2	189	10	0		8	172	4	0		5	6	5	0		8	10	48	0		467	855
5:45 PM	3	204	8	2		3	112	0	0		3	6	6	0		12	10	19	0		388	388
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	16	968	68	0		44	688	28	0		28	24	20	0		52	80	212	0		**2228**	
Heavy Trucks	4	12	4	0		4	12	0	0		0	0	0	0		0	0	8	0		**44**	
Pedestrians		24					8					56					44				**132**	
Bicycles	0	8	0	0		0	4	8	0		0	0	0	0		8	0	0	0		**28**	
Buses																						
Stopped Buses																						

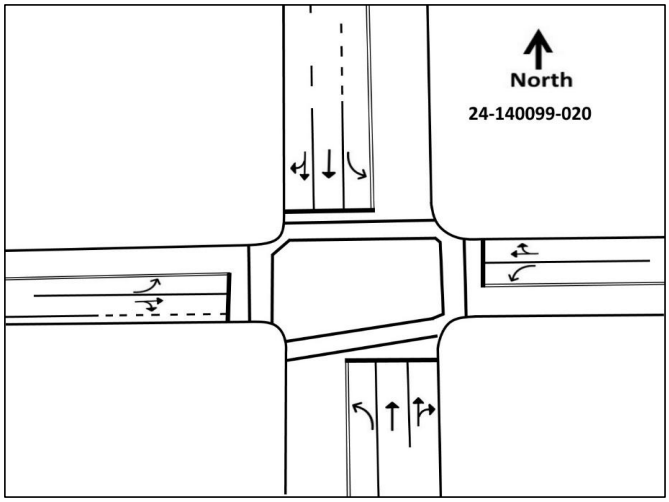
LOCATION: NE 3rd Ave/SR 811 & NE 2nd St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-020
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM





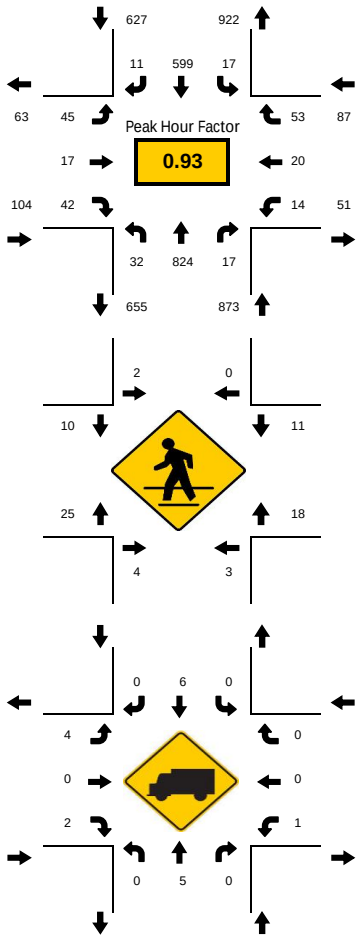


15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					NE 2nd St Eastbound					NE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	46	3	0		2	93	1	0		3	2	1	0		3	2	0	0		156	1022
7:15 AM	1	67	5	0		4	151	7	0		2	1	8	0		4	0	1	0		251	1253
7:30 AM	4	61	3	0		8	175	2	0		3	1	6	0		4	3	2	0		272	1372
7:45 AM	2	64	7	0		3	215	9	0		4	7	16	0		5	4	7	0		343	1441
8:00 AM	2	93	7	0		15	227	8	0		4	5	11	0		4	4	7	0		387	1500
8:15 AM	0	91	11	0		8	223	6	0		0	3	9	0		4	6	9	0		370	1113
8:30 AM	4	67	11	0		11	196	8	0		7	6	11	0		8	5	7	0		341	743
8:45 AM	3	88	21	0		11	218	13	0		1	14	20	0		2	7	4	0		402	402
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	16	372	84	0		60	908	52	0		28	56	80	0		32	28	36	0		**1752**	
Heavy Trucks	4	8	0	0		4	20	0	0		8	0	4	0		0	4	0	0		**52**	
Pedestrians		12					12					40					56				**120**	
Bicycles	4	4	0	0		0	8	0	0		0	4	4	0		0	0	0	0		**24**	
Buses																						
Stopped Buses																						

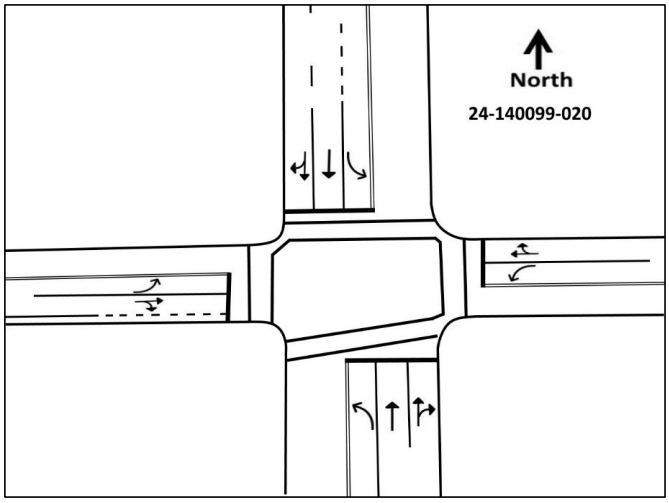
LOCATION: NE 3rd Ave/SR 811 & NE 2nd St
CITY/STATE: Fort Lauderdale, FL

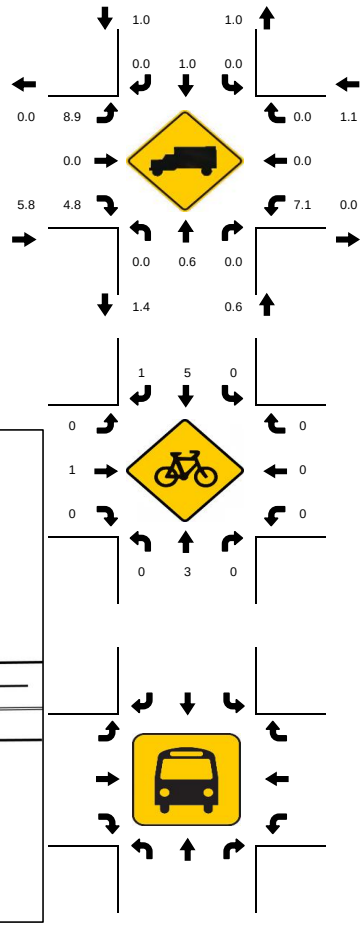
PROJECT ID: 24-140099-020
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



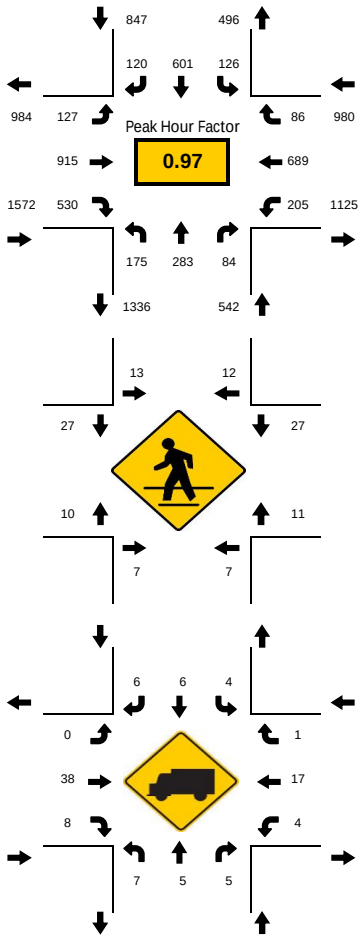


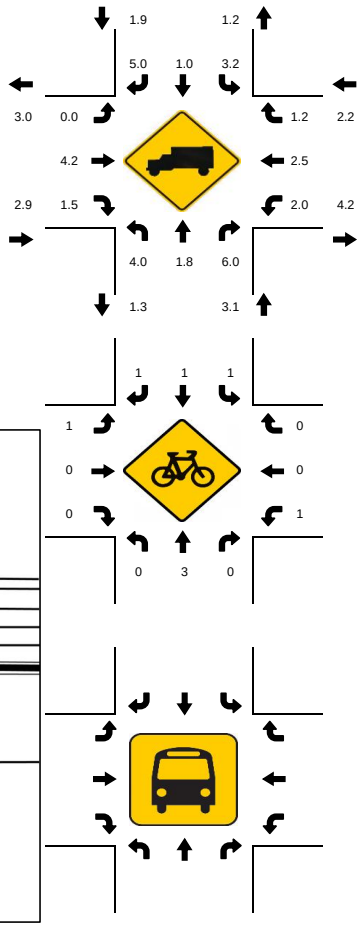
15-Min Count Period Beginning At	NE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SR 811 Southbound					NE 2nd St Eastbound					NE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	5	156	3	0		4	113	1	0		14	2	5	0		7	3	11	0		324	1443
4:15 PM	2	200	2	0		4	135	7	0		4	2	5	0		4	10	6	0		381	1553
4:30 PM	5	180	3	2		3	129	2	0		7	3	5	0		5	4	7	0		355	1626
4:45 PM	4	196	4	0		4	110	4	0		11	8	10	0		8	10	14	0		383	1680
5:00 PM	11	209	6	0		6	148	1	0		12	5	7	0		6	4	19	0		434	1691
5:15 PM	4	238	5	0		7	146	2	0		12	7	9	0		3	8	13	0		454	1257
5:30 PM	7	175	3	0		1	169	6	0		12	2	13	0		3	6	12	0		409	803
5:45 PM	10	202	3	0		3	136	2	0		9	3	13	0		2	2	9	0		394	394
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	44	952	24	0		28	676	24	0		48	28	52	0		24	32	76	0		**2008**	
Heavy Trucks	0	12	0	0		0	12	0	0		8	0	4	0		4	0	0	0		**40**	
Pedestrians		12					8					64					36				**120**	
Bicycles	0	8	0	0		0	8	4	0		0	4	0	0		0	0	0	0		**24**	
Buses																						
Stopped Buses																						

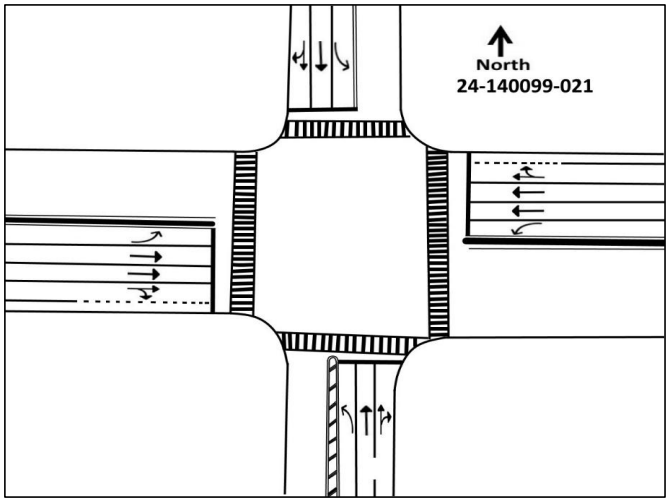
LOCATION: NE 3rd Ave/SE 3rd Ave/SR 811 & E Broward Blvd/SR 842
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-021
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



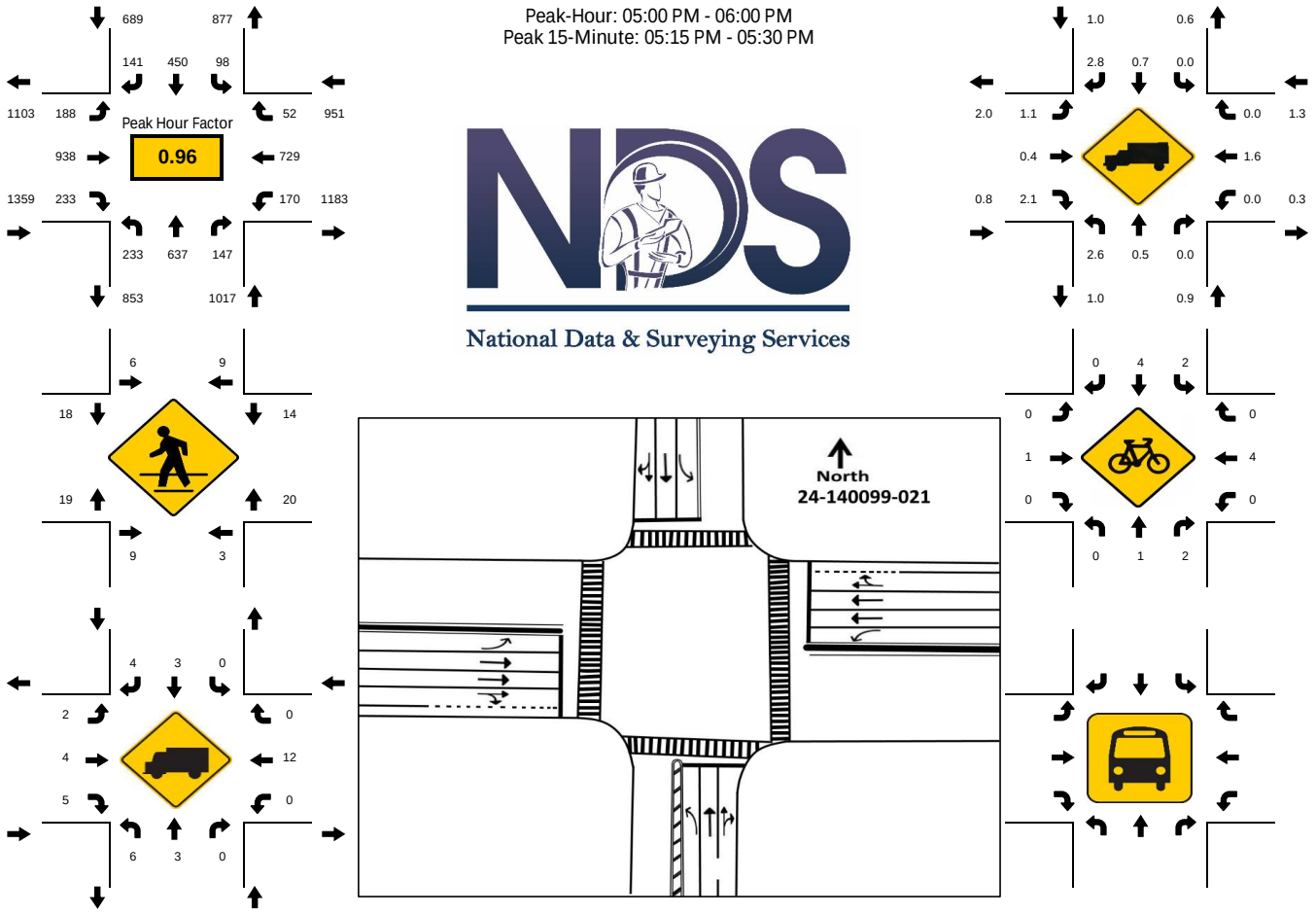




15-Min Count Period Beginning At	NE 3rd Ave/SE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SE 3rd Ave/SR 811 Southbound					E Broward Blvd/SR 842 Eastbound					E Broward Blvd/SR 842 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	33	31	14	0		13	58	27	0		12	149	130	0		15	122	10	1		615	3039
7:15 AM	44	47	6	0		18	103	26	0		25	181	115	0		28	122	13	1		729	3393
7:30 AM	33	36	19	0		19	97	43	0		23	204	114	0		43	164	11	0		806	3621
7:45 AM	31	52	14	0		33	155	37	0		25	187	120	2		43	176	12	2		889	3814
8:00 AM	45	59	21	0		36	134	31	0		41	229	115	1		45	189	15	8		969	3941
8:15 AM	46	87	25	0		23	165	35	0		21	217	104	1		53	149	25	6		957	2972
8:30 AM	44	85	20	0		32	160	26	0		18	219	149	0		44	184	15	3		999	2015
8:45 AM	40	52	18	0		35	142	28	0		44	250	162	1		42	167	31	4		1016	1016
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	184	348	100	0		144	660	140	0		176	1000	648	4		212	756	124	32		**4528**	
Heavy Trucks	8	8	12	0		8	12	12	0		0	60	12	0		4	28	4	4		**168**	
Pedestrians		16					40					48					44				**148**	
Bicycles	0	8	0	0		4	4	4	0		4	0	0	0		4	0	0	0		**28**	
Buses																						
Stopped Buses																						

LOCATION: NE 3rd Ave/SE 3rd Ave/SR 811 & E Broward Blvd/SR 842
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-021
DATE: Wed, Apr 17, 2024

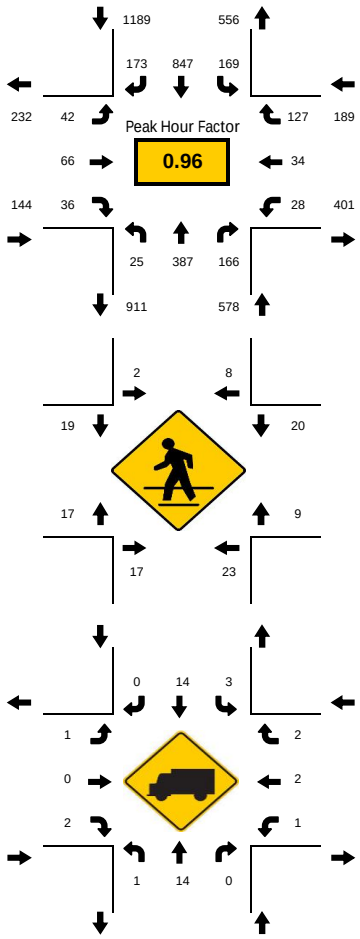


15-Min Count Period Beginning At	NE 3rd Ave/SE 3rd Ave/SR 811 Northbound					NE 3rd Ave/SE 3rd Ave/SR 811 Southbound					E Broward Blvd/SR 842 Eastbound					E Broward Blvd/SR 842 Westbound						Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
4:00 PM	76	123	25	0		27	89	27	0		32	261	62	1		30	220	12	2		987	3825
4:15 PM	58	138	36	0		19	86	30	0		46	249	51	1		20	200	19	5		958	3815
4:30 PM	79	138	24	0		22	95	30	0		38	200	52	3		22	171	8	1		883	3900
4:45 PM	63	140	25	0		27	85	26	0		43	237	71	0		33	228	17	2		997	4012
5:00 PM	65	182	27	0		27	106	33	0		42	210	48	2		36	191	7	1		977	4016
5:15 PM	53	179	45	0		19	114	38	0		54	239	65	2		39	173	20	3		1043	3039
5:30 PM	52	120	29	0		19	101	34	0		38	277	63	1		51	195	13	2		995	1996
5:45 PM	63	156	46	0		33	129	36	0		49	212	57	0		32	170	12	6		1001	1001
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	260	728	184	0		132	516	152	0		216	1108	260	8		204	780	80	24		**4652**	
Heavy Trucks	12	8	0	0		0	4	4	0		8	8	8	0		0	20	0	0		**72**	
Pedestrians		20					20					56					44				**140**	
Bicycles	0	4	8	0		4	8	0	0		0	4	0	0		0	12	0	0		**40**	
Buses																						
Stopped Buses																						

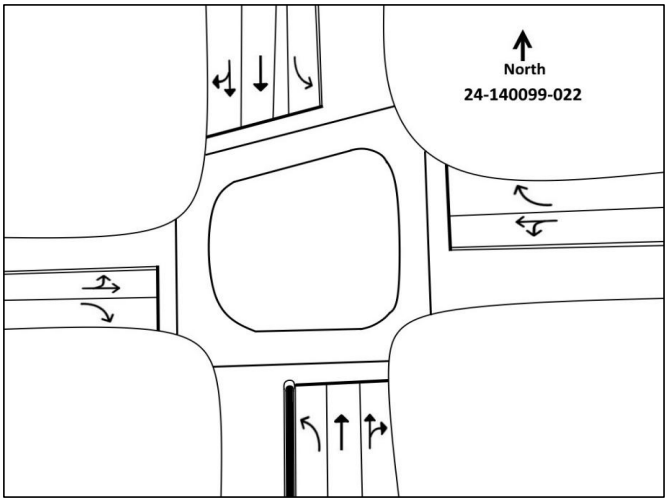
LOCATION: SE 3rd Ave/SR 811 & SE 2nd St
CITY/STATE: Fort Lauderdale, FL

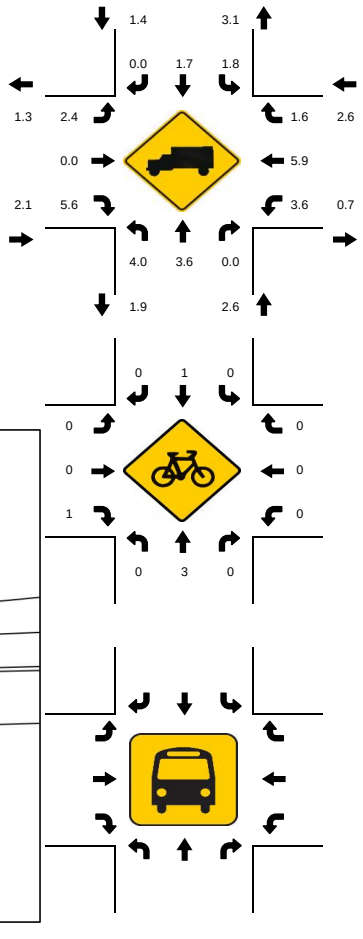
PROJECT ID: 24-140099-022
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



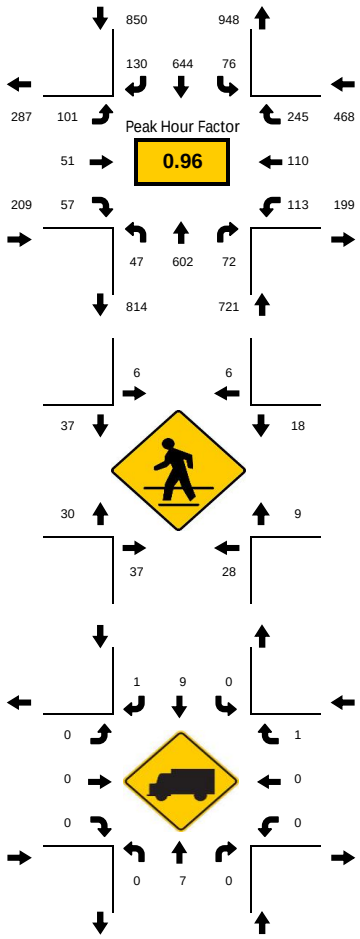


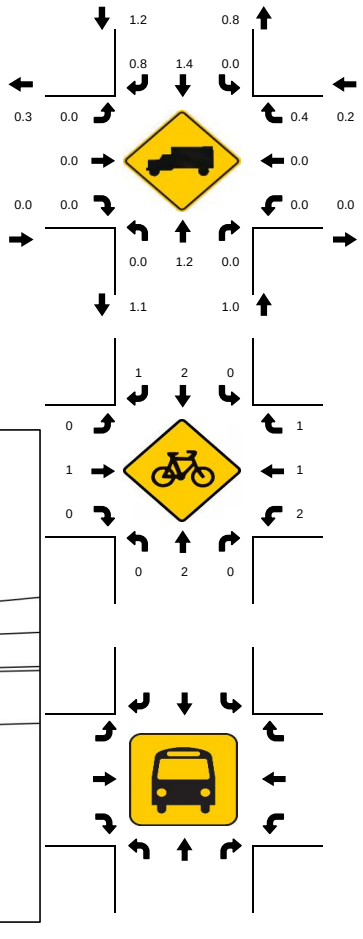
15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 2nd St Eastbound					SE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	4	53	11	0		28	137	19	0		7	2	3	0		5	2	19	0		290	1459
7:15 AM	5	56	7	0		19	192	20	0		3	3	7	0		1	2	32	0		347	1645
7:30 AM	2	61	20	0		25	195	24	0		8	10	7	0		4	1	28	0		385	1830
7:45 AM	4	74	33	0		37	225	21	0		5	5	8	0		5	2	18	0		437	1989
8:00 AM	8	87	34	0		41	198	34	0		10	12	6	0		5	8	33	0		476	2100
8:15 AM	7	127	32	0		28	223	49	0		4	9	7	0		6	11	29	0		532	1624
8:30 AM	6	90	44	0		49	213	42	0		15	20	15	0		7	9	34	0		544	1092
8:45 AM	4	83	56	0		51	213	48	0		13	25	8	0		10	6	31	0		548	548
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	32	508	224	0		204	892	196	0		60	100	60	0		40	44	136	0		**2496**	
Heavy Trucks	4	24	0	0		4	28	0	0		4	0	4	0		4	4	4	0		**80**	
Pedestrians		68					20					56					44				**188**	
Bicycles	0	4	0	0		0	4	0	0		0	0	4	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

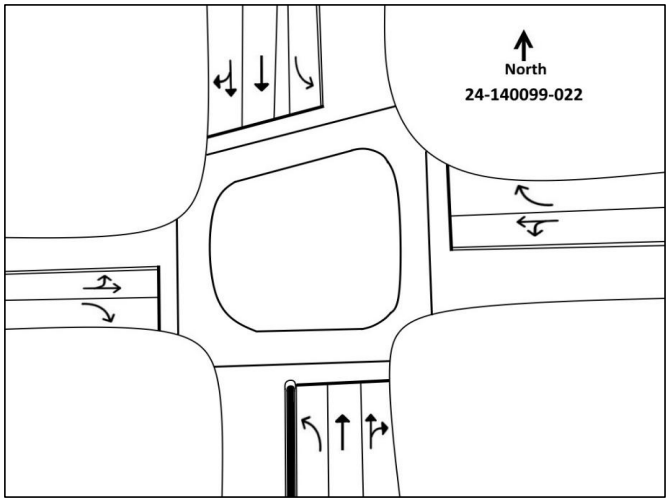
LOCATION: SE 3rd Ave/SR 811 & SE 2nd St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-022
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM





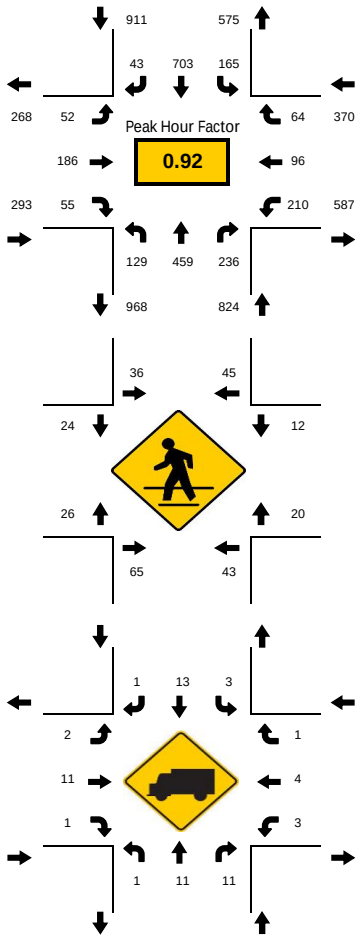


15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 2nd St Eastbound					SE 2nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	12	132	15	0		22	119	28	0		18	7	15	0		21	16	59	0		464	1942
4:15 PM	8	143	13	0		14	116	27	0		19	8	13	0		30	21	57	0		469	2065
4:30 PM	4	170	16	0		24	114	22	0		22	10	12	0		25	25	54	0		498	2178
4:45 PM	13	162	5	0		28	118	27	0		17	8	11	0		32	30	60	0		511	2204
5:00 PM	11	174	19	0		13	156	40	0		16	11	16	0		25	36	70	0		587	2248
5:15 PM	17	159	20	0		22	159	27	0		28	13	20	0		32	27	58	0		582	1661
5:30 PM	2	111	13	0		15	163	24	0		33	15	9	0		31	35	73	0		524	1079
5:45 PM	17	158	20	0		26	166	39	0		24	12	12	0		25	12	44	0		555	555
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	68	696	80	0		104	664	160	0		132	60	80	0		128	144	292	0		**2608**	
Heavy Trucks	0	8	0	0		0	16	4	0		0	0	0	0		0	0	4	0		**32**	
Pedestrians		84					24					80					36				**224**	
Bicycles	0	4	0	0		0	4	4	0		0	4	0	0		8	4	4	0		**32**	
Buses																						
Stopped Buses																						

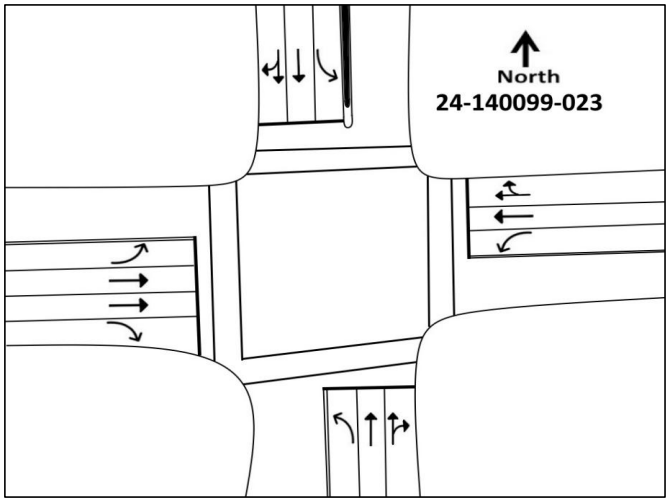
LOCATION: SE 3rd Ave/SR 811 & E Las Olas Blvd
CITY/STATE: Fort Lauderdale, FL

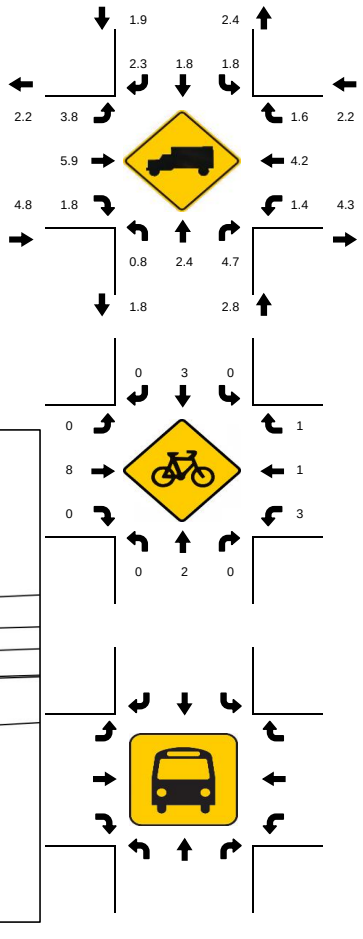
PROJECT ID: 24-140099-023
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



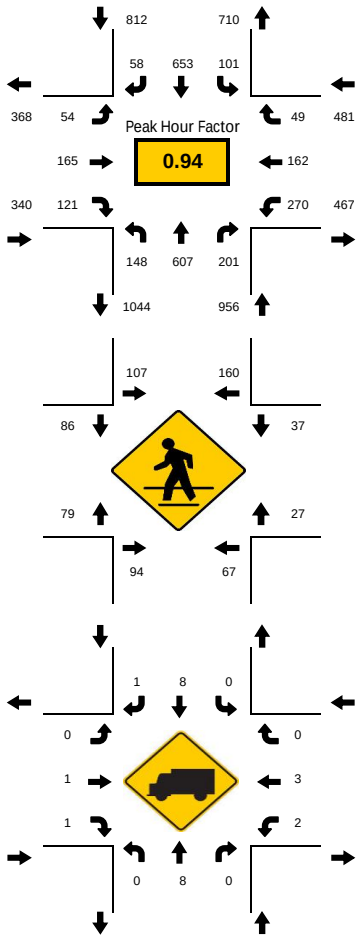


15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					E Las Olas Blvd Eastbound					E Las Olas Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	11	50	23	0		33	100	6	0		5	16	7	0		25	10	12	0		298	1603
7:15 AM	10	46	18	0		30	165	11	0		10	30	12	0		36	12	13	0		393	1823
7:30 AM	14	70	21	0		28	167	9	0		9	28	19	0		43	7	2	0		417	2061
7:45 AM	14	98	32	0		33	197	10	0		7	19	18	0		40	19	8	0		495	2242
8:00 AM	17	92	32	0		28	172	5	0		17	47	20	0		54	17	17	0		518	2398
8:15 AM	36	140	65	0		51	177	12	0		12	45	14	0		40	25	14	0		631	1880
8:30 AM	40	115	48	0		47	177	10	0		12	45	9	0		57	24	14	0		598	1249
8:45 AM	36	112	91	0		39	177	16	0		11	49	12	0		59	30	19	0		651	651
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	160	560	364	0		204	708	64	0		68	196	80	0		236	120	76	0		**2836**	
Heavy Trucks	4	16	16	0		8	20	4	0		4	16	4	0		8	8	4	0		**112**	
Pedestrians		144					120					96					44				**404**	
Bicycles	0	4	0	0		0	8	0	0		0	12	0	0		8	4	4	0		**40**	
Buses																						
Stopped Buses																						

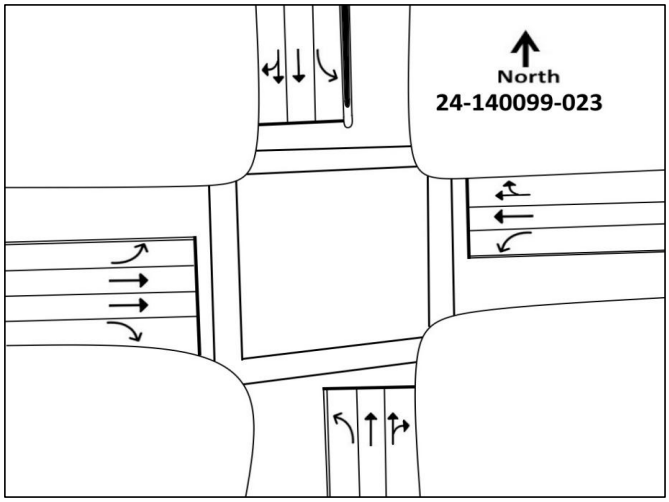
LOCATION: SE 3rd Ave/SR 811 & E Las Olas Blvd
CITY/STATE: Fort Lauderdale, FL

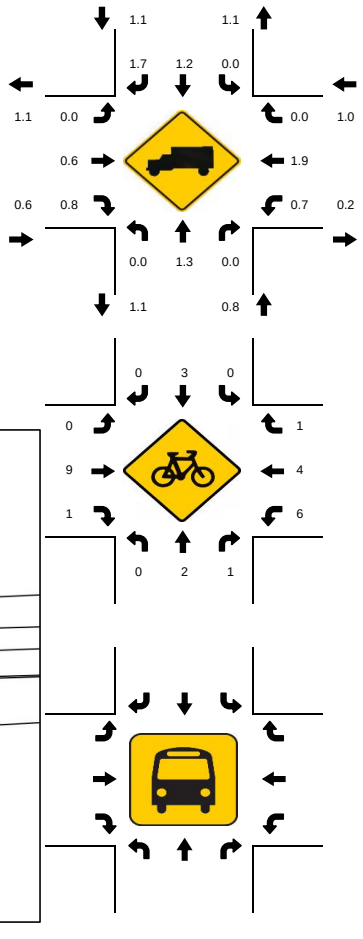
PROJECT ID: 24-140099-023
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:45 PM - 06:00 PM



National Data & Surveying Services



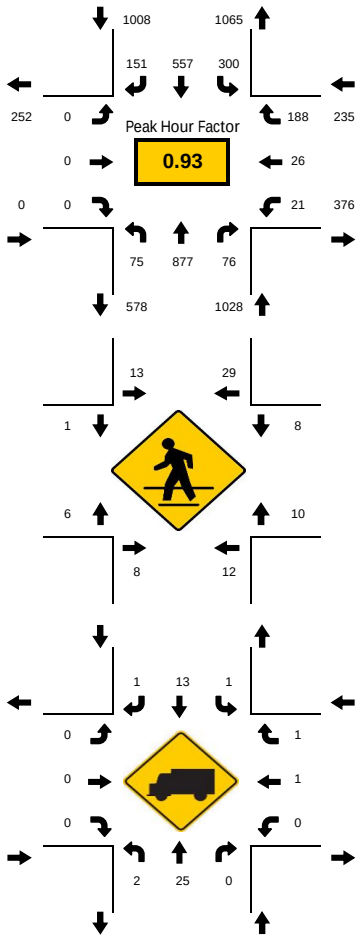


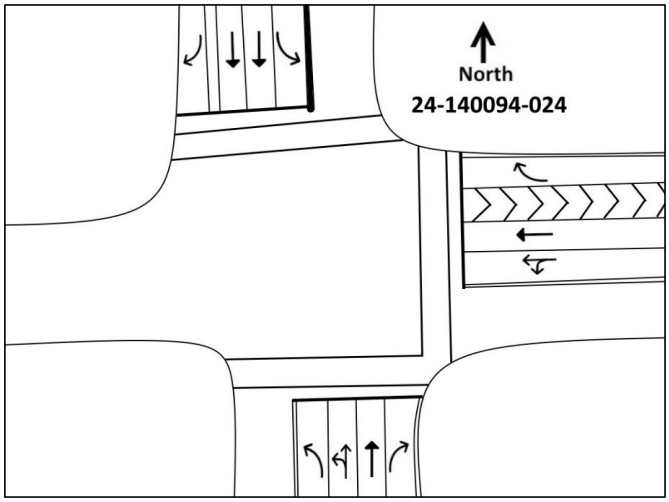
15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					E Las Olas Blvd Eastbound					E Las Olas Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	17	133	23	0		24	106	13	0		10	26	30	0		46	32	17	0		477	2232
4:15 PM	27	137	52	0		19	128	24	0		12	45	25	0		77	39	14	0		599	2413
4:30 PM	22	176	32	0		30	94	19	0		9	33	17	0		59	44	13	0		548	2500
4:45 PM	34	154	45	0		26	134	9	0		16	50	14	1		73	38	13	1		608	2508
5:00 PM	44	174	41	0		21	143	14	0		11	47	29	0		80	47	7	0		658	2589
5:15 PM	30	164	50	0		29	183	18	0		19	35	43	0		71	29	15	0		686	1931
5:30 PM	27	101	42	0		19	155	11	0		12	51	24	0		61	41	12	0		556	1245
5:45 PM	47	168	68	0		32	172	15	0		12	32	25	0		58	45	15	0		689	689
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	188	696	272	0		128	732	72	0		76	204	172	0		320	188	60	0		**3108**	
Heavy Trucks	0	8	0	0		0	12	4	0		0	4	4	0		4	8	0	0		**44**	
Pedestrians		212					396					364					116				**1088**	
Bicycles	0	8	4	0		0	8	0	0		0	16	4	0		16	8	4	0		**68**	
Buses																						
Stopped Buses																						

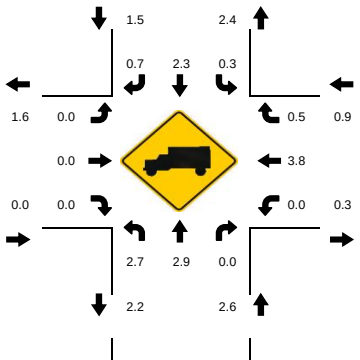
LOCATION: SE 3rd Ave/SR 811 & SE 6th St
CITY/STATE: Fort Lauderdale, FL

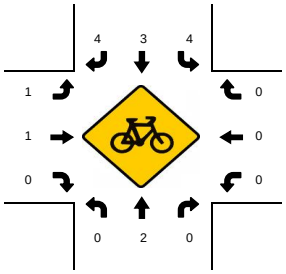
PROJECT ID: 24-140099-024
DATE: Wed, Apr 17, 2024

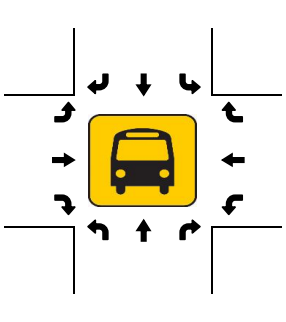
Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM









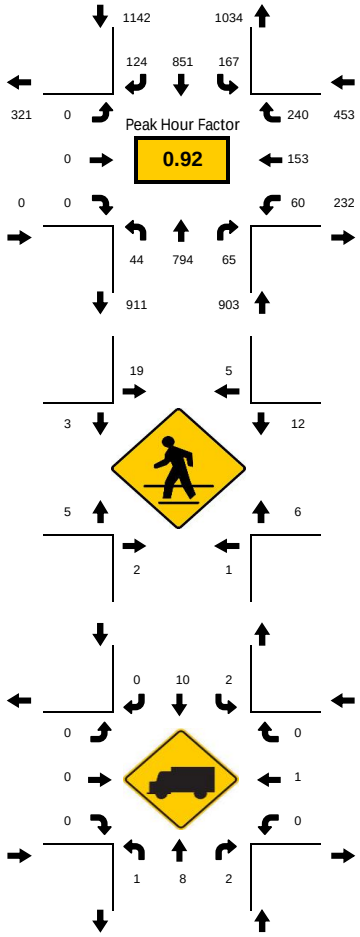


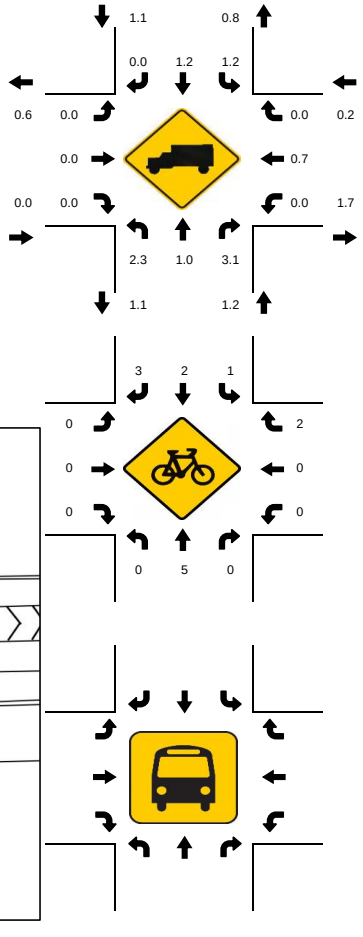
15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 6th St Eastbound					SE 6th St Westbound						Hourly
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	Total
7:00 AM	4	90	21	0		40	84	13	0		0	0	0	0		0	2	26	0		280	1604
7:15 AM	5	99	15	0		79	120	22	4		0	0	0	0		3	4	48	0		399	1836
7:30 AM	13	120	17	0		80	117	31	9		0	0	0	0		6	1	46	0		440	2014
7:45 AM	11	164	10	0		68	156	29	2		0	0	0	0		5	4	35	1		485	2148
8:00 AM	14	173	16	0		75	148	32	3		0	0	0	0		5	8	38	0		512	2271
8:15 AM	22	230	22	0		63	143	30	3		0	0	0	0		11	8	45	0		577	1759
8:30 AM	18	219	19	0		71	132	47	4		0	0	0	0		3	6	55	0		574	1182
8:45 AM	21	255	19	0		78	134	42	3		0	0	0	0		2	4	50	0		608	608
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	88	1020	88	0		312	592	188	16		0	0	0	0		44	32	220	0		**2600**	
Heavy Trucks	8	36	0	0		4	24	4	0		0	0	0	0		0	4	4	0		**84**	
Pedestrians		32					52					16					28				**128**	
Bicycles	0	4	0	0		8	8	8	0		4	4	0	0		0	0	0	0		**36**	
Buses																						
Stopped Buses																						

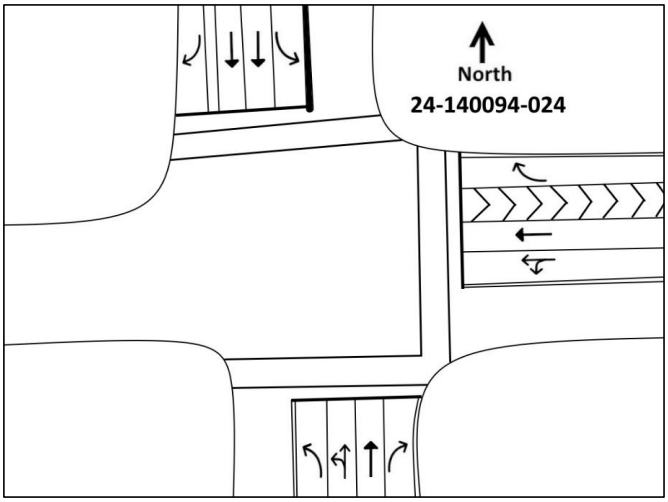
LOCATION: SE 3rd Ave/SR 811 & SE 6th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-024
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM





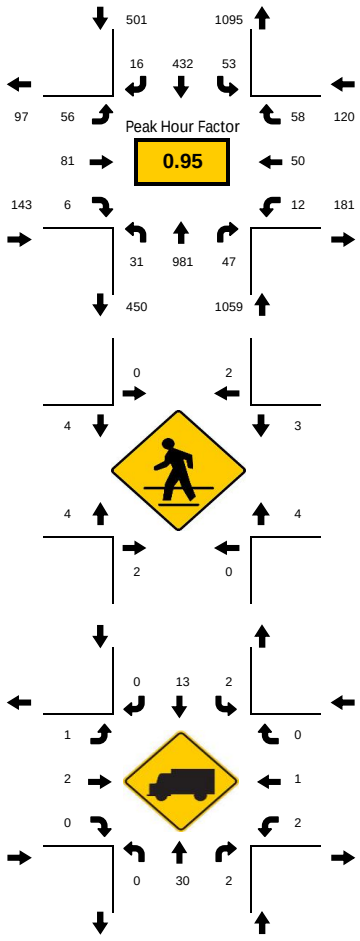


15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 6th St Eastbound					SE 6th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	12	157	16	1		17	126	26	0		0	0	0	0		9	30	27	0		421	2050
4:15 PM	12	141	10	0		29	204	43	0		0	0	0	0		13	36	32	0		520	2306
4:30 PM	15	171	11	0		18	144	28	0		0	0	0	0		28	34	73	0		522	2439
4:45 PM	17	187	11	0		31	179	24	0		0	0	0	0		25	53	60	0		587	2466
5:00 PM	18	184	14	0		41	213	32	0		0	0	0	0		21	79	75	0		677	2498
5:15 PM	12	184	21	0		44	237	37	1		0	0	0	0		21	35	61	0		653	1821
5:30 PM	7	184	19	0		37	197	27	0		0	0	0	0		11	23	44	0		549	1168
5:45 PM	7	242	11	0		43	204	28	1		0	0	0	0		7	16	60	0		619	619
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	72	968	84	0		176	948	148	4		0	0	0	0		84	316	300	0		**3100**	
Heavy Trucks	4	8	8	0		4	16	0	0		0	0	0	0		0	4	0	0		**44**	
Pedestrians		8					32					12					28				**80**	
Bicycles	0	8	0	0		4	4	8	0		0	0	0	0		0	0	8	0		**32**	
Buses																						
Stopped Buses																						

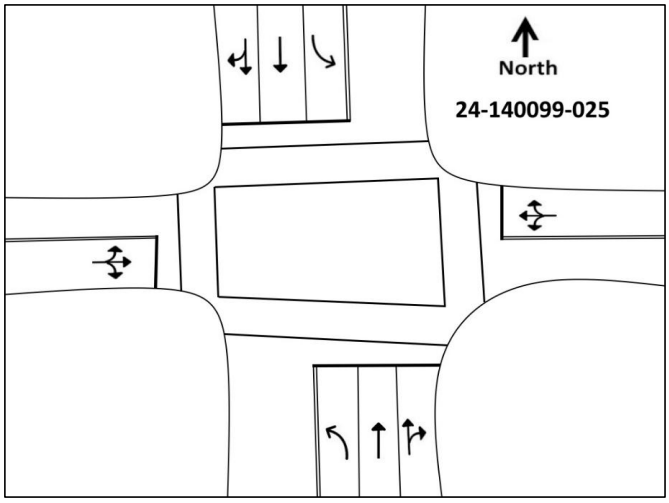
LOCATION: SE 3rd Ave/SR 811 & SE 7th St
CITY/STATE: Fort Lauderdale, FL

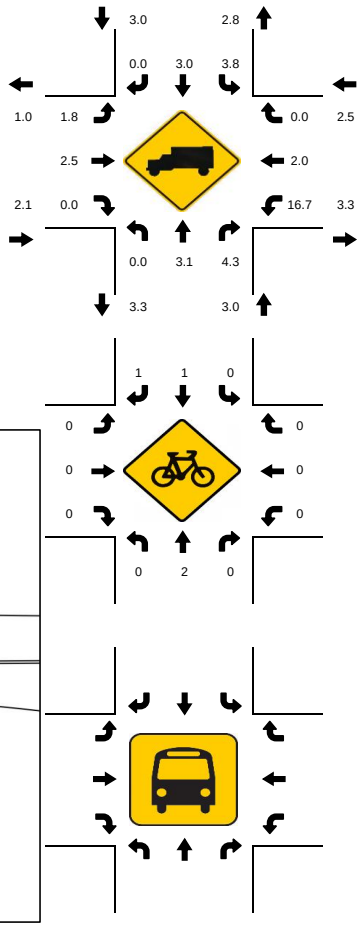
PROJECT ID: 24-140099-025
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:15 AM - 08:30 AM



National Data & Surveying Services



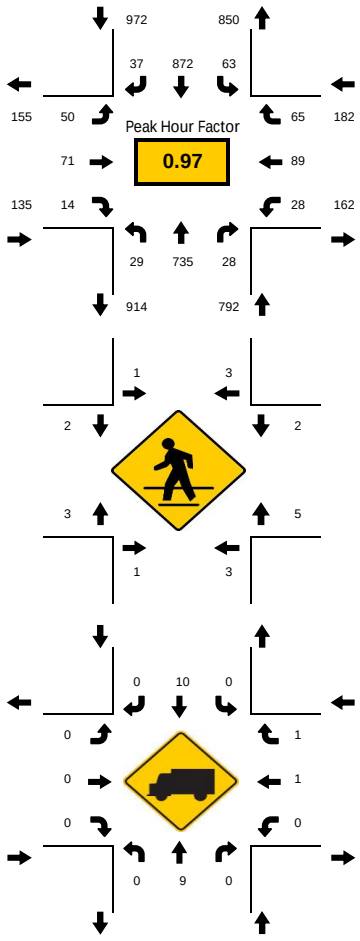


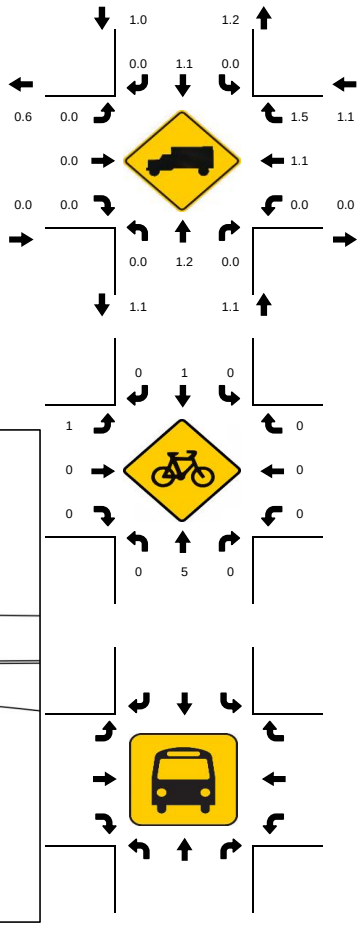
15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 7th St Eastbound					SE 7th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	3	95	7	0		5	66	2	1		12	9	2	0		2	3	10	0		217	1200
7:15 AM	5	94	9	0		12	104	4	0		18	27	1	0		0	8	5	0		287	1391
7:30 AM	7	133	11	0		15	98	4	0		17	24	0	0		1	7	9	0		326	1584
7:45 AM	3	155	20	0		15	115	11	0		7	19	1	0		1	16	7	0		370	1717
8:00 AM	7	189	12	0		20	108	4	0		10	25	2	0		1	11	19	0		408	1823
8:15 AM	10	249	8	0		14	115	6	1		19	23	1	0		5	17	12	0		480	1415
8:30 AM	3	272	16	0		13	99	4	0		12	9	0	0		3	13	15	0		459	935
8:45 AM	11	271	11	0		5	110	2	0		15	24	3	0		3	9	12	0		476	476
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	44	1088	64	0		80	460	24	4		76	100	12	0		20	68	76	0		**2116**	
Heavy Trucks	0	56	4	0		4	24	0	0		4	4	0	0		4	4	0	0		**104**	
Pedestrians		4					8					16					12				**40**	
Bicycles	0	4	0	0		0	4	4	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

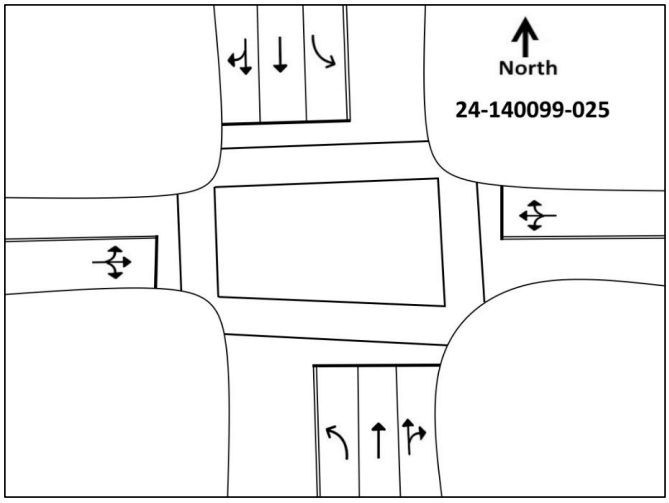
LOCATION: SE 3rd Ave/SR 811 & SE 7th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-025
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





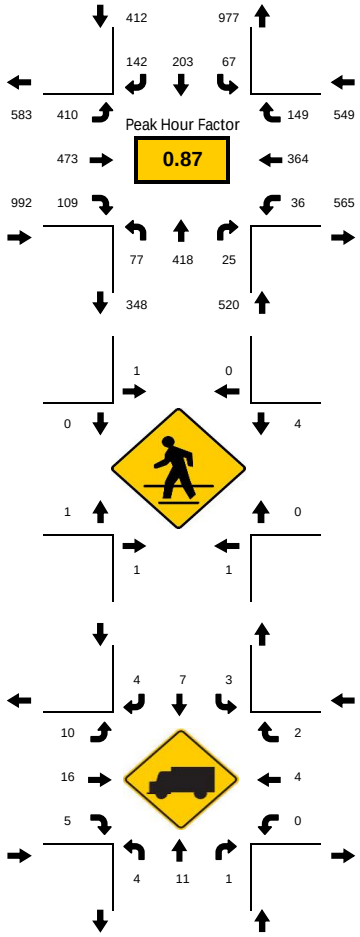


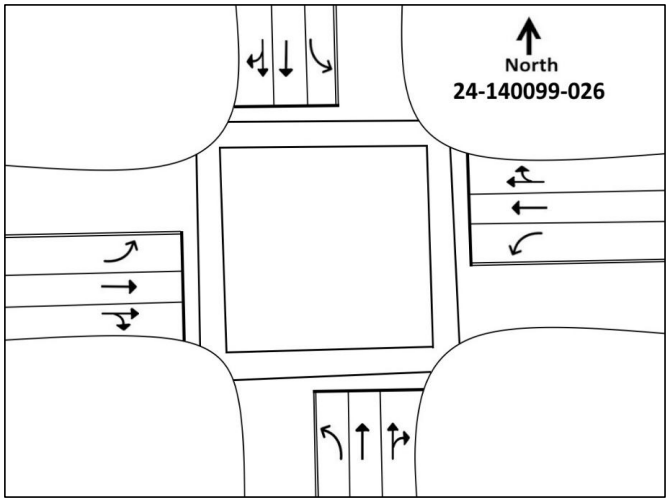
15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 7th St Eastbound					SE 7th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	5	152	16	0		11	135	5	0		11	12	2	0		9	22	28	0		408	1711
4:15 PM	3	126	7	0		19	189	15	0		7	9	3	0		5	28	9	0		420	1831
4:30 PM	4	149	9	0		12	157	11	0		7	18	3	0		7	22	17	0		416	1948
4:45 PM	11	179	7	0		19	161	13	0		8	9	0	0		9	34	17	0		467	2024
5:00 PM	11	165	5	1		18	224	16	0		17	19	0	0		11	24	17	0		528	2081
5:15 PM	2	174	8	0		16	246	5	0		7	17	11	0		3	34	14	0		537	1553
5:30 PM	10	179	6	0		11	201	8	0		14	17	2	0		6	20	18	0		492	1016
5:45 PM	5	217	9	0		18	201	8	0		12	18	1	0		8	11	16	0		524	524
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	44	868	36	4		72	984	64	0		68	76	44	0		44	136	72	0		**2512**	
Heavy Trucks	0	12	0	0		0	16	0	0		0	0	0	0		0	4	4	0		**36**	
Pedestrians		8					8					12					8				**36**	
Bicycles	0	12	0	0		0	4	0	0		4	0	0	0		0	0	0	0		**20**	
Buses																						
Stopped Buses																						

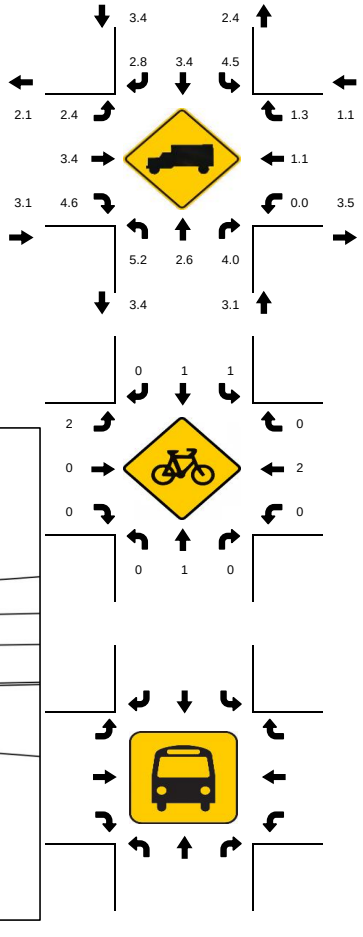
LOCATION: SE 3rd Ave/SR 811 & Davie Blvd/SR 736
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-026
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM





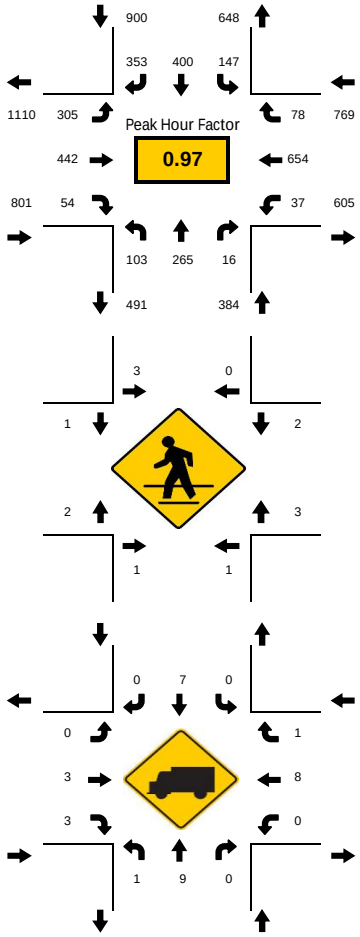


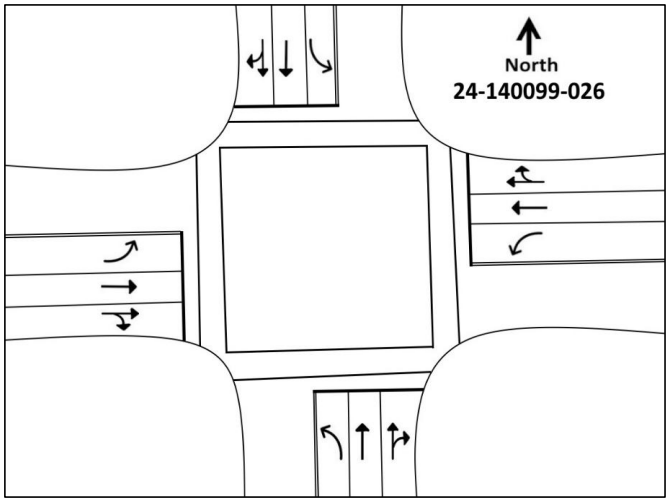
15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					Davie Blvd/SR 736 Eastbound					Davie Blvd/SR 736 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	3	18	4	0		4	30	31	0		47	36	1	0		4	76	19	0		273	1567
7:15 AM	4	31	4	0		17	40	36	0		46	56	14	0		7	68	19	0		342	1807
7:30 AM	14	49	2	0		14	44	40	1		57	85	7	0		3	96	25	0		437	2064
7:45 AM	8	64	6	0		20	59	34	0		64	70	20	0		12	126	32	0		515	2274
8:00 AM	11	80	11	0		18	43	34	0		71	79	28	0		10	93	35	0		513	2473
8:15 AM	18	138	5	0		12	74	32	0		94	68	17	0		7	98	36	0		599	1960
8:30 AM	29	112	6	0		25	44	33	0		112	132	36	0		4	82	32	0		647	1361
8:45 AM	19	88	3	0		12	42	43	0		133	194	28	0		15	91	46	0		714	714
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	116	552	44	0		100	296	172	0		532	776	144	0		60	392	184	0		**3368**	
Heavy Trucks	12	24	4	0		8	12	8	0		20	24	12	0		0	8	8	0		**140**	
Pedestrians		8					4					4					8				**24**	
Bicycles	0	4	0	0		4	4	0	0		4	0	0	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

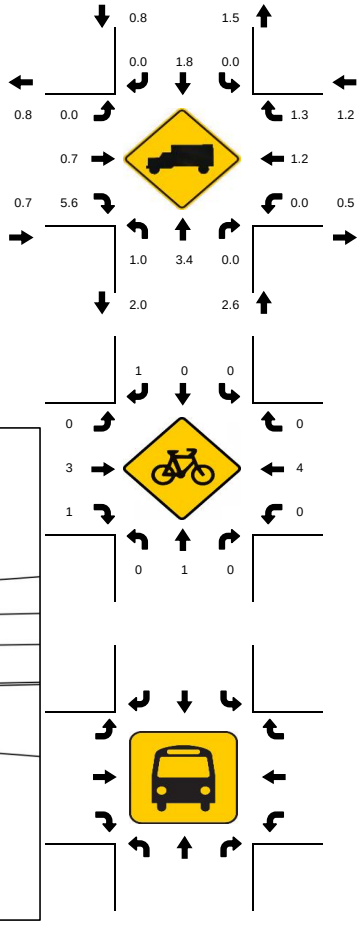
LOCATION: SE 3rd Ave/SR 811 & Davie Blvd/SR 736
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-026
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM





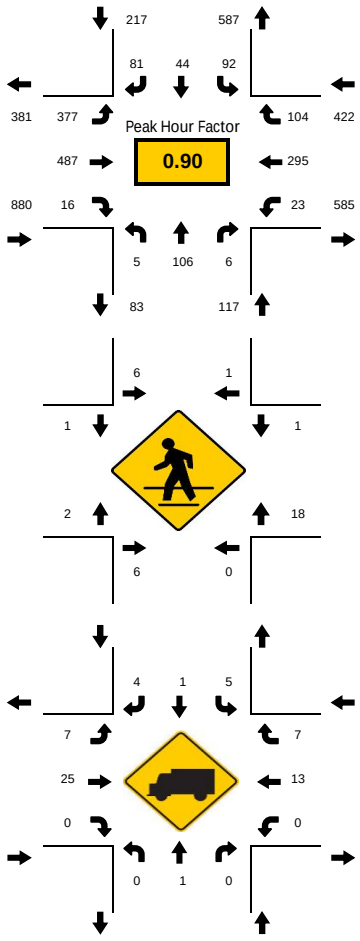


15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					Davie Blvd/SR 736 Eastbound					Davie Blvd/SR 736 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	23	61	6	0		26	55	100	0		64	96	17	0		12	170	17	0		647	2565
4:15 PM	23	52	6	0		28	74	96	0		48	132	11	0		7	192	20	0		689	2602
4:30 PM	34	55	6	0		10	74	63	0		39	103	14	0		11	147	20	0		576	2629
4:45 PM	24	69	4	0		28	72	62	0		77	127	10	0		14	138	28	0		653	2785
5:00 PM	32	58	3	0		40	101	89	0		60	123	18	0		8	136	16	0		684	2854
5:15 PM	20	71	5	0		53	108	67	0		68	102	14	0		15	172	21	0		716	2170
5:30 PM	32	69	4	0		21	98	86	0		87	112	10	0		8	180	25	0		732	1454
5:45 PM	19	67	4	0		33	93	111	0		90	105	12	0		6	166	16	0		722	722
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	**Total**	
All Vehicles	128	284	20	0		212	432	444	0		360	492	72	0		60	720	100	0		**3324**	
Heavy Trucks	4	12	0	0		0	8	0	0		0	8	4	0		0	12	4	0		**52**	
Pedestrians		4					8					8					12				**32**	
Bicycles	0	4	0	0		0	0	4	0		0	4	4	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

LOCATION: SE 3rd Ave/SR 811 & SE 17th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-027
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



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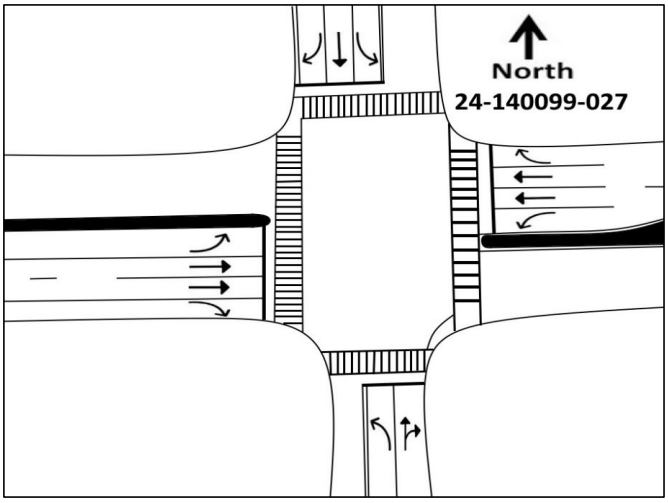
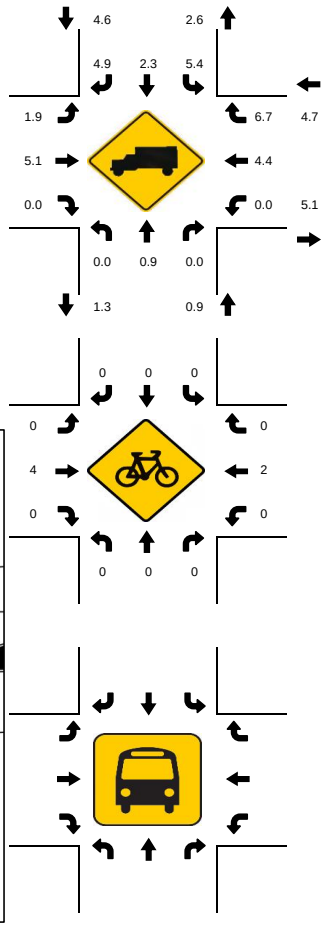


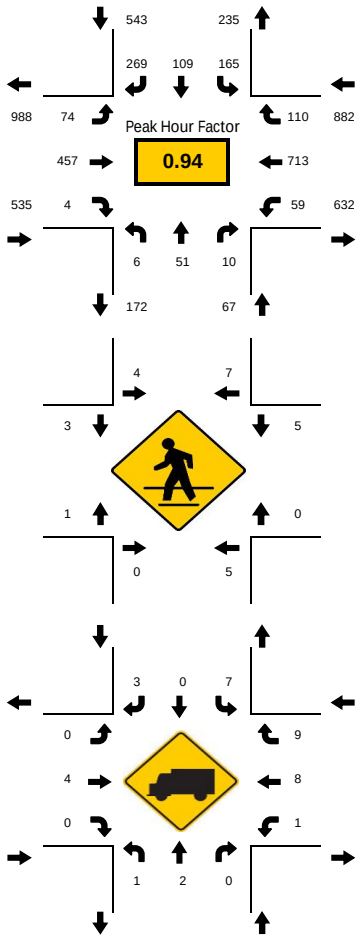


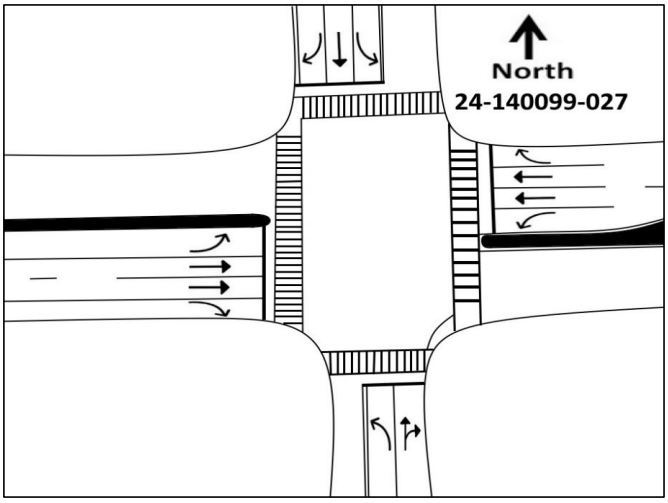
15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 17th St Eastbound					SE 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	9	0	0		5	8	8	0		32	38	1	0		0	37	7	0		145	1088
7:15 AM	1	14	0	0		21	5	18	0		43	62	0	2		1	53	19	2		241	1269
7:30 AM	0	25	0	0		31	11	17	0		29	96	3	0		2	76	20	3		313	1452
7:45 AM	1	41	1	0		18	6	25	0		57	113	2	0		3	105	16	1		389	1569
8:00 AM	1	19	0	0		24	9	18	0		68	77	4	0		3	70	32	1		326	1636
8:15 AM	0	27	2	0		30	15	14	0		120	124	2	0		3	61	25	1		424	1310
8:30 AM	2	40	1	0		17	8	17	0		84	134	5	1		9	87	22	3		430	886
8:45 AM	2	20	3	0		21	12	32	0		104	152	5	0		2	77	25	1		456	456
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	8	160	12	0		120	60	128	0		480	608	20	4		36	348	128	12		**2124**	
Heavy Trucks	0	4	0	0		8	4	8	0		20	32	0	0		0	16	8	0		**100**	
Pedestrians		12					12					4					32				**60**	
Bicycles	0	0	0	0		0	0	0	0		0	8	0	0		0	8	0	0		**16**	
Buses																						
Stopped Buses																						

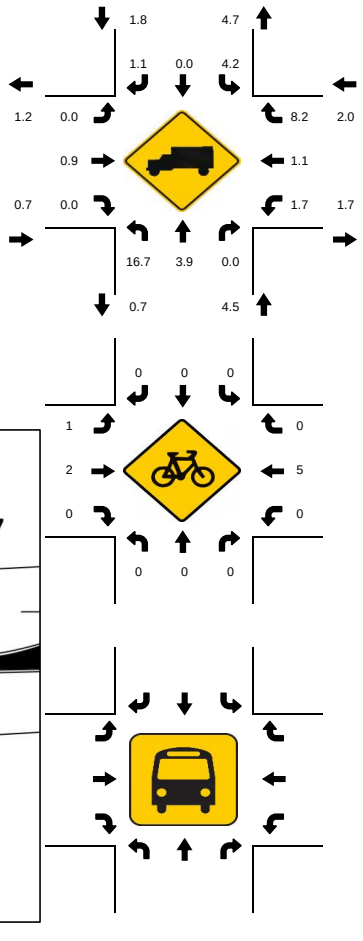
LOCATION: SE 3rd Ave/SR 811 & SE 17th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-027
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





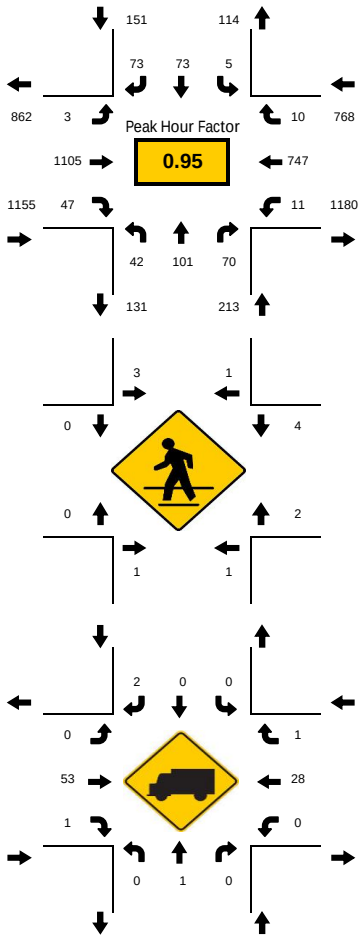


15-Min Count Period Beginning At	SE 3rd Ave/SR 811 Northbound					SE 3rd Ave/SR 811 Southbound					SE 17th St Eastbound					SE 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	1	9	1	0		29	16	55	0		20	127	2	0		6	171	32	8		477	1836
4:15 PM	2	14	1	0		34	17	53	0		20	113	4	0		7	143	12	4		424	1869
4:30 PM	3	8	0	0		31	24	58	0		24	114	2	0		4	179	34	2		483	1982
4:45 PM	0	11	0	0		30	21	58	0		15	120	0	0		5	171	19	2		452	1963
5:00 PM	2	11	1	0		37	23	80	0		18	121	2	0		6	183	22	4		510	2027
5:15 PM	0	10	2	0		51	30	82	0		17	115	1	0		12	182	26	9		537	1517
5:30 PM	2	13	2	0		35	32	54	0		20	99	0	0		13	158	30	6		464	980
5:45 PM	2	17	5	0		42	24	53	0		19	122	1	0		5	190	32	4		516	516
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	8	68	20	0		204	128	328	0		80	488	8	0		52	760	128	36		**2308**	
Heavy Trucks	4	8	0	0		8	0	8	0		0	8	0	0		4	16	12	0		**68**	
Pedestrians		16					24					12					16				**68**	
Bicycles	0	0	0	0		0	0	0	0		4	8	0	0		0	12	0	0		**24**	
Buses																						
Stopped Buses																						

LOCATION: N Flagler Dr & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-028
DATE: Wed, Apr 17, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:15 AM - 08:30 AM



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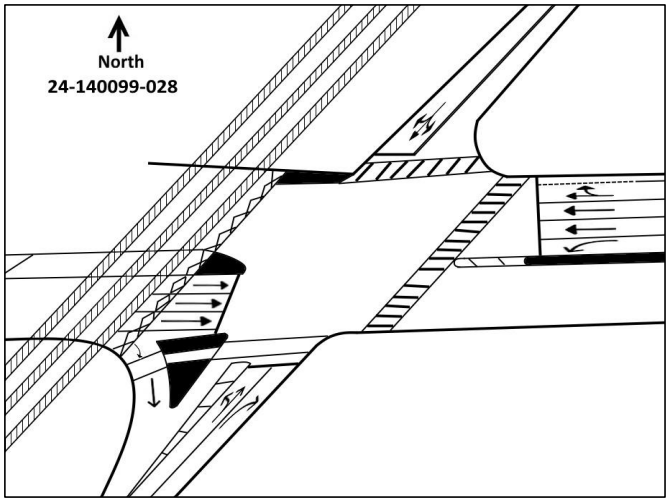
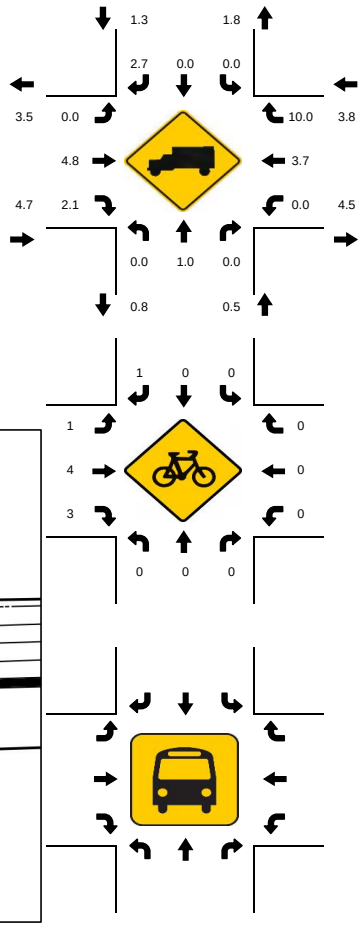


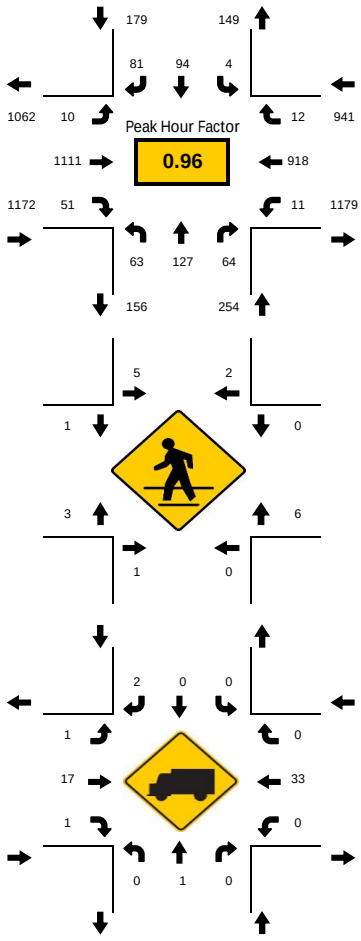


15-Min Count Period Beginning At	N Flagler Dr Northbound					N Flagler Dr Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	11	7	7	0		0	8	12	0		3	178	6	0		1	121	0	0		354	1768
7:15 AM	7	11	15	0		2	7	9	0		0	225	6	0		1	131	2	0		416	1949
7:30 AM	11	12	16	0		2	11	20	0		1	227	8	0		6	146	0	0		460	2132
7:45 AM	20	25	19	0		3	28	17	0		0	273	6	0		2	140	4	1		538	2239
8:00 AM	7	31	13	0		1	18	21	0		0	252	10	0		3	174	5	0		535	2287
8:15 AM	11	16	20	0		1	24	18	0		1	285	15	0		2	205	1	0		599	1752
8:30 AM	10	30	15	0		1	22	19	0		1	278	10	0		3	176	2	0		567	1153
8:45 AM	14	24	22	0		2	9	15	0		1	290	12	0		3	192	2	0		586	586
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	56	124	88	0		8	96	84	0		4	1160	60	0		12	820	20	0		**2532**	
Heavy Trucks	0	4	0	0		0	0	8	0		0	68	4	0		0	40	4	0		**128**	
Pedestrians		4					8					0					16				**28**	
Bicycles	0	0	0	0		0	0	4	0		4	8	4	0		0	0	0	0		**20**	
Buses																						
Stopped Buses																						

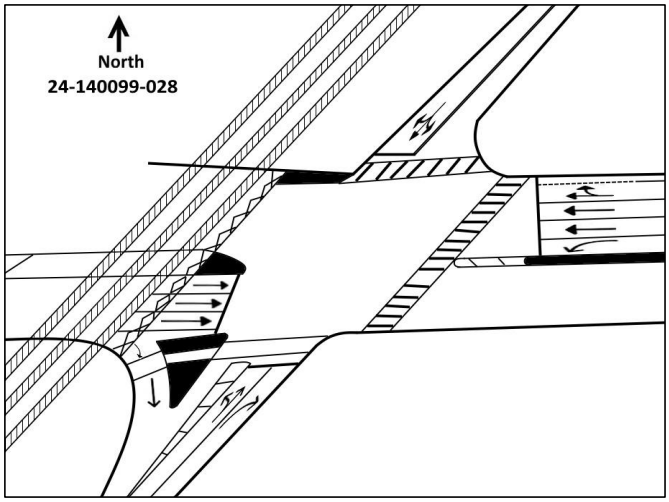
LOCATION: N Flagler Dr & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

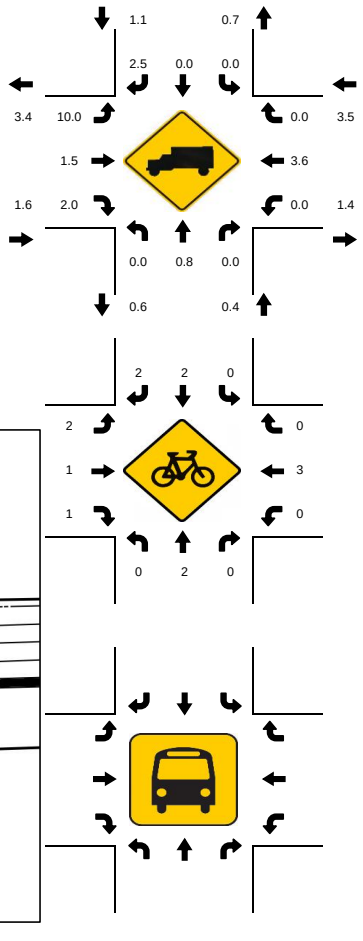
PROJECT ID: 24-140099-028
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:00 PM - 04:15 PM



National Data & Surveying Services





15-Min Count Period Beginning At	N Flagler Dr Northbound					N Flagler Dr Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	13	36	12	0		1	26	26	0		1	280	13	1		5	244	2	1		661	2546
4:15 PM	16	27	20	0		1	22	17	0		1	278	13	1		3	239	2	0		640	2511
4:30 PM	21	32	20	0		0	22	17	0		2	253	12	2		0	222	5	0		608	2483
4:45 PM	13	32	12	0		2	24	21	0		2	300	13	0		1	213	3	1		637	2491
5:00 PM	22	32	22	0		3	24	13	0		1	260	21	1		4	218	3	2		626	2487
5:15 PM	31	34	19	0		1	26	12	0		3	271	13	0		4	195	2	1		612	1861
5:30 PM	25	45	22	0		0	30	7	0		1	275	19	0		9	178	3	2		616	1249
5:45 PM	14	31	22	0		3	27	17	0		4	307	21	0		6	176	3	2		633	633
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	84	144	80	0		8	104	104	0		8	1200	52	8		20	976	20	4		**2812**	
Heavy Trucks	0	4	0	0		0	0	4	0		0	28	4	4		0	44	0	0		**84**	
Pedestrians		4					12					8					12				**36**	
Bicycles	0	8	0	0		0	4	4	0		4	4	4	0		0	8	0	0		**36**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

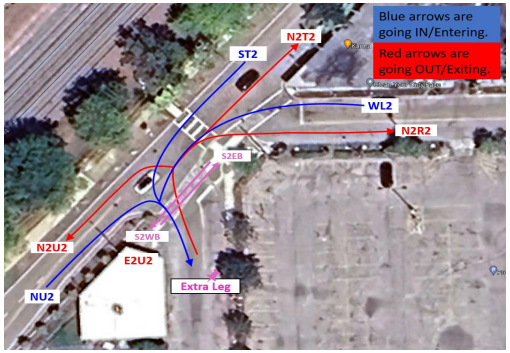
Location: N Flagler Dr/NE 4th Ave & NE 9th St
City: Fort Lauderdale
Control: 1-Way Stop(WB)

Project ID: 24-140099-029
Date: 4/17/2024

Data - Total

NS/EW Streets:	N Flagler Dr/NE 4th Ave					N Flagler Dr/NE 4th Ave					NE 9th St				NE 9th St								
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND					NORTHBOUND2			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	WL	WT	WR	WU	WL2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	0	7	1	0	0	0	5	0	0	2	0	0	0	0	1	0	0	0	0	2	0	0	18
7:15 AM	0	25	2	0	0	0	5	0	0	0	0	0	0	0	4	0	1	0	0	2	0	0	39
7:30 AM	0	26	1	0	0	0	17	0	0	0	0	0	0	0	6	0	1	0	0	0	0	1	52
7:45 AM	0	37	3	0	0	0	19	0	0	4	0	0	0	0	5	0	3	0	0	1	0	0	72
8:00 AM	0	35	0	0	0	0	19	0	0	1	0	0	0	0	13	0	1	0	0	3	0	0	72
8:15 AM	0	29	3	0	0	0	22	0	0	2	0	0	0	0	4	0	2	0	0	1	2	0	65
8:30 AM	0	38	1	0	0	0	22	0	0	2	0	0	0	0	3	0	2	0	0	4	0	0	72
8:45 AM	0	39	5	0	0	0	10	0	0	0	0	0	0	0	4	0	5	0	0	2	0	0	65
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	WL	WT	WR	WU	WL2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	236	16	0	0	0	119	0	0	11	0	0	0	0	40	0	15	0	0	15	2	1	455
APPROACH %'s :	0.00%	93.65%	6.35%	0.00%	0.00%	0.00%	91.54%	0.00%	0.00%	8.46%					72.73%	0.00%	27.27%	0.00%	0.00%	83.33%	11.11%	5.56%	
PEAK HR :	07:45 AM - 08:45 AM																						TOTAL
PEAK HR VOL :	0	139	7	0	0	0	82	0	0	9	0	0	0	0	25	0	8	0	0	9	2	0	281
PEAK HR FACTOR :	0.000	0.914	0.583	0.000	0.000	0.000	0.932	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.481	0.000	0.667	0.000	0.000	0.563	0.250	0.000	
			0.913					0.948									0.589						0.976

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND								
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	WL	WT	WR	WU	WL2	N2T2	N2R2	N2U2	TOTAL
4:00 PM	0	40	1	0	0	2	24	0	0	3	0	0	0	0	6	0	6	0	0	2	1	0	85
4:15 PM	0	37	0	0	0	0	22	0	0	2	0	0	0	0	1	0	6	0	1	2	1	0	72
4:30 PM	0	46	3	0	0	1	18	0	0	2	0	0	0	0	10	0	11	0	0	0	0	0	91
4:45 PM	0	42	8	0	1	0	26	0	0	3	0	0	0	0	9	0	7	0	3	1	0	1	101
5:00 PM	0	45	2	0	1	2	24	0	0	2	0	0	0	0	8	0	12	0	1	3	1	0	101
5:15 PM	0	61	6	0	1	1	28	0	0	3	0	0	0	0	12	0	17	0	1	3	1	0	134
5:30 PM	0	48	5	0	0	0	30	0	0	2	0	0	0	0	6	0	10	0	1	3	0	0	105
5:45 PM	0	50	7	0	0	0	24	0	1	4	0	0	0	0	8	0	5	0	1	1	0	0	101
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	WL	WT	WR	WU	WL2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	0	369	32	0	3	6	196	0	1	21	0	0	0	0	60	0	74	0	8	15	4	1	790
APPROACH %'s :	0.00%	91.34%	7.92%	0.00%	0.74%	2.68%	87.50%	0.00%	0.45%	9.38%					42.25%	0.00%	52.11%	0.00%	5.63%	75.00%	20.00%	5.00%	
PEAK HR :	05:00 PM - 06:00 PM																						TOTAL
PEAK HR VOL :	0	204	20	0	2	3	106	0	1	11	0	0	0	0	34	0	44	0	4	10	2	0	441
PEAK HR FACTOR :	0.000	0.836	0.714	0.000	0.500	0.375	0.883	0.000	0.250	0.688	0.000	0.000	0.000	0.000	0.708	0.000	0.647	0.000	1.000	0.833	0.500	0.000	
			0.831					0.945									0.683						0.823



Explanation for extra leg movements

Movements entering the extra leg

NU2	Movements coming from NB on N Flagler Dr entering into the Extra Leg (NE 4th Ave)
ST2	Movements coming from SB on N Flagler Dr entering into the Extra Leg (NE 4th Ave)
WL2	Movements coming from WB on NE 9th St entering into the Extra Leg (NE 4th Ave)

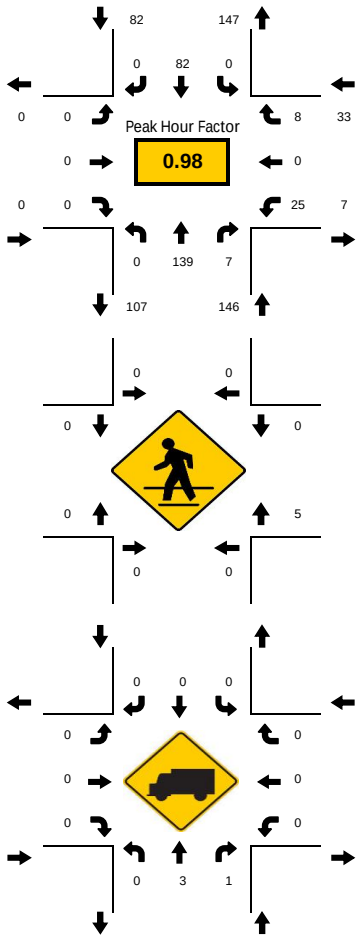
Movements exiting the extra leg

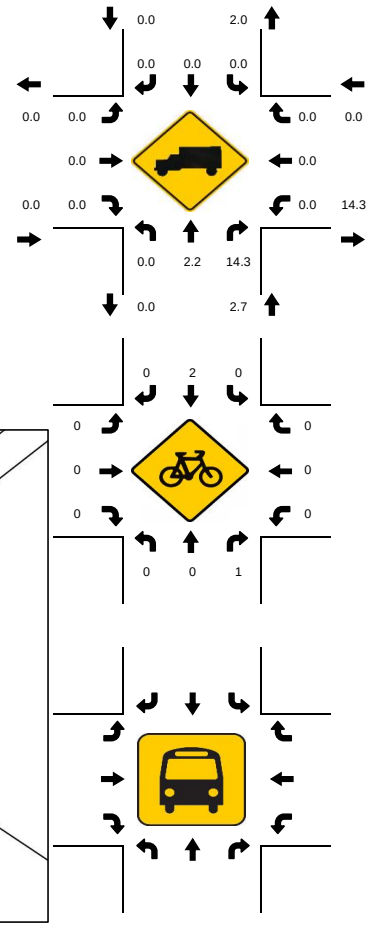
N2T2	Movements exiting from Extra Leg (NE 4th Ave) entering into N Flagler Dr going NB
N2R2	Movements exiting from Extra Leg (NE 4th Ave) entering into NE 9th St going EB
N2U2	Movements exiting from Extra Leg (NE 4th Ave) entering into N Flagler Dr going SB

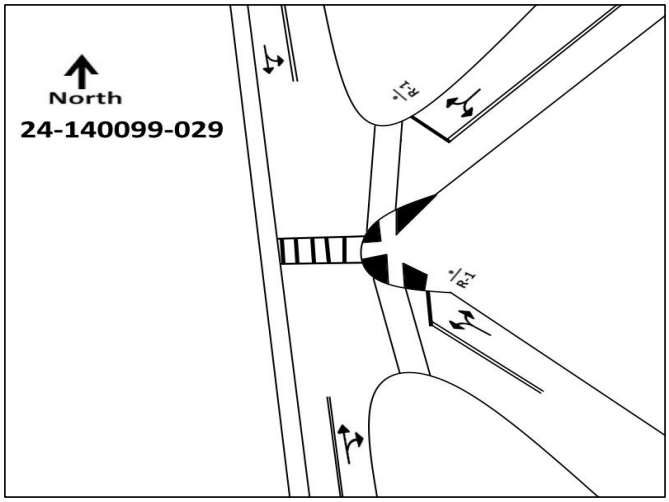
LOCATION: N Flagler Dr/NE 4th Ave & NE 9th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-029
DATE: Wed, Apr 17, 2024

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:00 AM - 08:15 AM





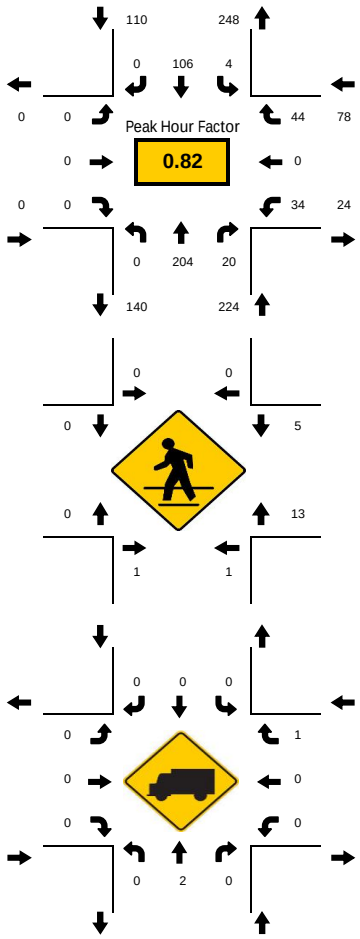


15-Min Count Period Beginning At	N Flagler Dr/NE 4th Ave Northbound					N Flagler Dr/NE 4th Ave Southbound					NE 9th St Eastbound					NE 9th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	7	1	0		0	5	0	0		0	0	0	0		1	0	0	0		14	169
7:15 AM	0	25	2	0		0	5	0	0		0	0	0	0		4	0	1	0		37	223
7:30 AM	0	26	1	0		0	17	0	0		0	0	0	0		6	0	1	0		51	246
7:45 AM	0	37	3	0		0	19	0	0		0	0	0	0		5	0	3	0		67	261
8:00 AM	0	35	0	0		0	19	0	0		0	0	0	0		13	0	1	0		68	257
8:15 AM	0	29	3	0		0	22	0	0		0	0	0	0		4	0	2	0		60	189
8:30 AM	0	38	1	0		0	22	0	0		0	0	0	0		3	0	2	0		66	129
8:45 AM	0	39	5	0		0	10	0	0		0	0	0	0		4	0	5	0		63	63
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	152	12	0		0	88	0	0		0	0	0	0		52	0	12	0		**316**	
Heavy Trucks	0	4	4	0		0	0	0	0		0	0	0	0		0	0	0	0		**8**	
Pedestrians		0					0					0					12				**12**	
Bicycles	0	0	4	0		0	4	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

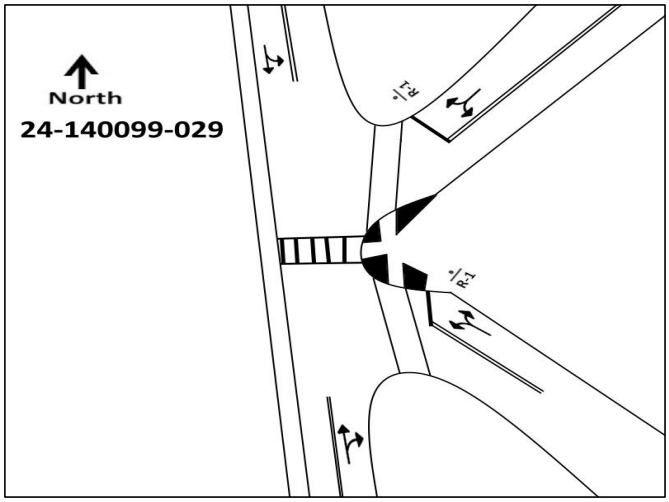
LOCATION: N Flagler Dr/NE 4th Ave & NE 9th St
CITY/STATE: Fort Lauderdale, FL

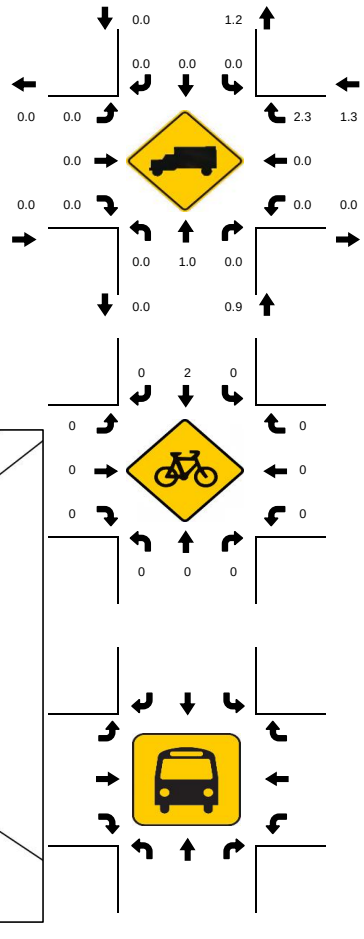
PROJECT ID: 24-140099-029
DATE: Wed, Apr 17, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services





15-Min Count Period Beginning At	N Flagler Dr/NE 4th Ave Northbound					N Flagler Dr/NE 4th Ave Southbound					NE 9th St Eastbound					NE 9th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	40	1	0		2	24	0	0		0	0	0	0		6	0	6	0		79	326
4:15 PM	0	37	0	0		0	22	0	0		0	0	0	0		1	0	6	0		66	340
4:30 PM	0	46	3	0		1	18	0	0		0	0	0	0		10	0	11	0		89	399
4:45 PM	0	42	8	0		0	26	0	0		0	0	0	0		9	0	7	0		92	409
5:00 PM	0	45	2	0		2	24	0	0		0	0	0	0		8	0	12	0		93	412
5:15 PM	0	61	6	0		1	28	0	0		0	0	0	0		12	0	17	0		125	319
5:30 PM	0	48	5	0		0	30	0	0		0	0	0	0		6	0	10	0		99	194
5:45 PM	0	50	7	0		0	24	0	1		0	0	0	0		8	0	5	0		95	95
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	244	28	0		8	120	0	4		0	0	0	0		48	0	68	0		**520**	
Heavy Trucks	0	4	0	0		0	0	0	0		0	0	0	0		0	0	4	0		**8**	
Pedestrians		4					0					0					24				**28**	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

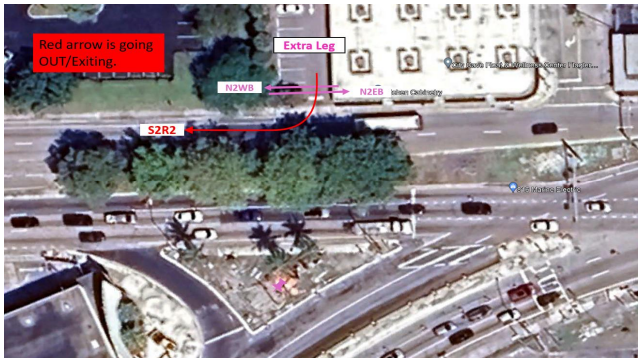
Location: N Federal Hwy/US 1 & E Sunrise Blvd/SR 838
City: Fort Lauderdale
Control: Signalized

Project ID: 24-140099-030
Date: 4/17/2024

Data - Total

NS/EW Streets:	N Federal Hwy/US 1				N Federal Hwy/US 1				E Sunrise Blvd/SR 838				E Sunrise Blvd/SR 838					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				OUTHBOUND2	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2R2	TOTAL
7:00 AM	0	0	127	0	0	0	0	0	0	131	49	0	188	118	0	0	0	613
7:15 AM	0	0	184	0	0	0	0	0	0	195	45	0	212	145	0	0	0	781
7:30 AM	0	0	244	0	0	0	0	0	0	202	41	0	262	142	0	0	0	891
7:45 AM	0	0	245	0	0	0	0	0	0	234	69	0	312	167	1	0	0	1028
8:00 AM	0	0	206	0	0	0	0	0	0	206	59	0	286	172	0	0	0	929
8:15 AM	0	0	224	0	0	0	0	0	0	221	62	0	337	194	1	0	0	1039
8:30 AM	0	0	183	0	0	0	0	0	0	241	69	0	266	197	0	0	0	956
8:45 AM	0	0	229	0	0	0	0	0	0	253	59	0	279	178	3	0	0	1001
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2R2	TOTAL
TOTAL VOLUMES :	0	0	1642	0	0	0	0	0	0	1683	453	0	2142	1313	5	0	0	7238
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	78.79%	21.21%	0.00%	61.91%	37.95%	0.14%	0.00%		
PEAK HR :	07:45 AM - 08:45 AM																	TOTAL
PEAK HR VOL :	0	0	858	0	0	0	0	0	0	902	259	0	1201	730	2	0	0	3952
PEAK HR FACTOR :	0.000	0.000	0.876	0.000	0.000	0.000	0.000	0.000	0.000	0.936	0.938	0.000	0.891	0.926	0.500	0.000	0.000	0.951
	0.876								0.936				0.908					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2R2	TOTAL
4:00 PM	0	0	266	0	0	0	0	0	0	257	37	0	228	243	1	0	3	1035
4:15 PM	0	0	225	0	0	0	2	0	0	231	58	0	225	239	13	0	0	993
4:30 PM	0	0	231	0	0	0	0	0	0	236	53	0	232	231	4	0	0	987
4:45 PM	0	0	246	0	0	0	0	0	0	258	65	0	305	216	1	0	4	1095
5:00 PM	0	0	256	0	0	0	2	0	0	223	63	0	285	232	7	0	1	1069
5:15 PM	0	0	266	0	0	0	7	0	0	214	68	0	272	192	9	0	0	1028
5:30 PM	0	0	265	0	0	0	6	0	0	253	52	0	305	184	6	0	0	1071
5:45 PM	0	0	209	0	0	0	4	0	0	269	60	0	280	187	0	0	0	1009
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	S2R2	TOTAL
TOTAL VOLUMES :	0	0	1964	0	0	0	21	0	0	1941	456	0	2132	1724	41	0	8	8287
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	80.98%	19.02%	0.00%	54.71%	44.24%	1.05%	0.00%	100.00%	
PEAK HR :	04:45 PM - 05:45 PM																	TOTAL
PEAK HR VOL :	0	0	1033	0	0	0	15	0	0	948	248	0	1167	824	23	0	5	4263
PEAK HR FACTOR :	0.000	0.000	0.971	0.000	0.000	0.000	0.536	0.000	0.000	0.919	0.912	0.000	0.957	0.888	0.639	0.000	0.313	0.973
	0.971				0.536				0.926				0.961					



Explanation for extra leg movements

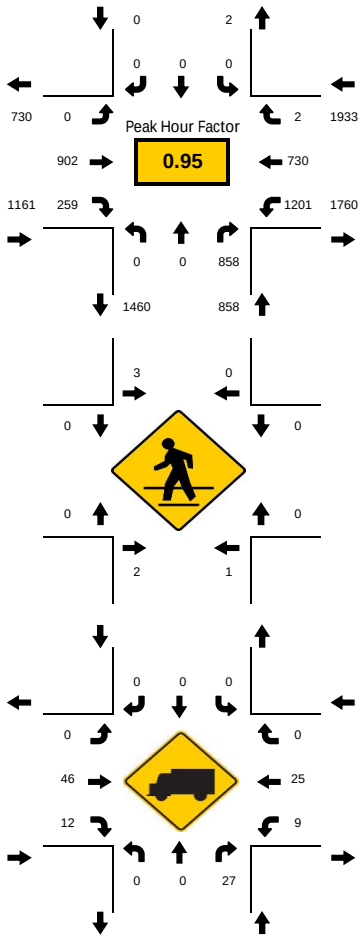
Movements exiting the extra leg

S2R2 Movements exiting from Extra Leg (iKitchen Cabinetry Dwy) entering into E Sunrise Blvd going WB

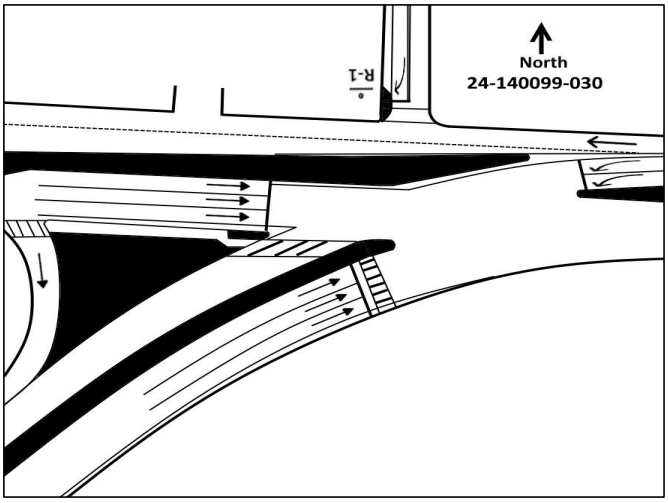
LOCATION: N Federal Hwy/US 1 & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

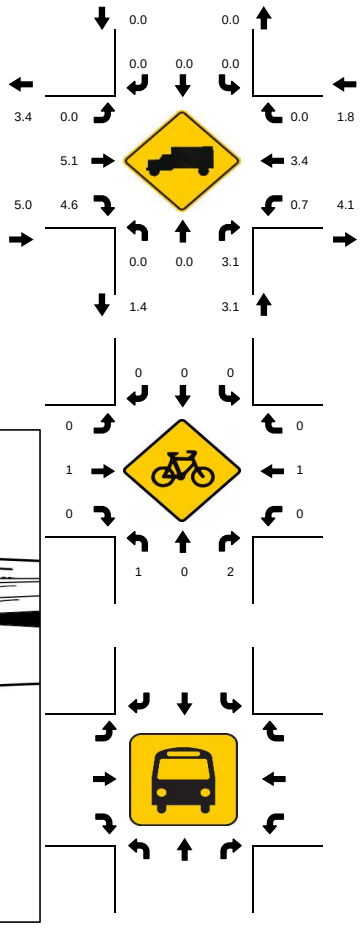
PROJECT ID: 24-140099-030
DATE: Wed, Apr 17, 2024

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:15 AM - 08:30 AM



National Data & Surveying Services



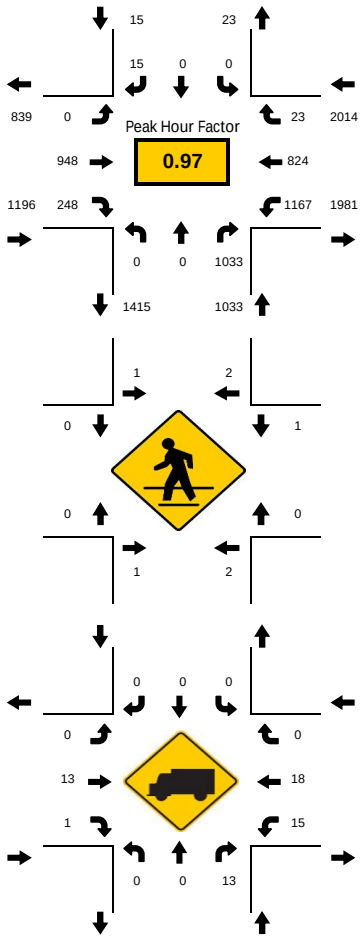


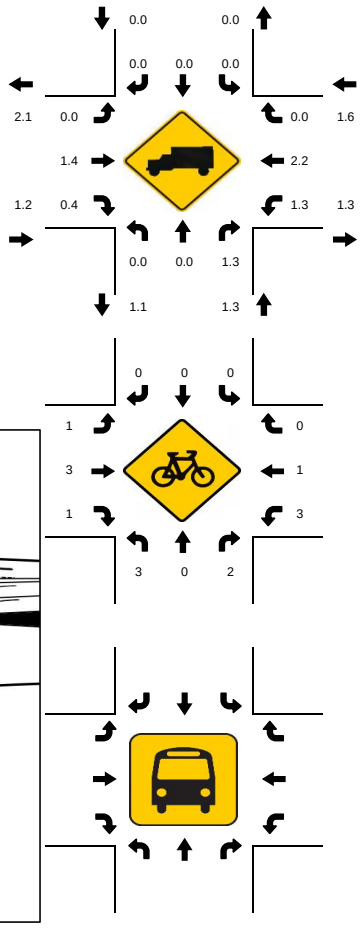
15-Min Count Period Beginning At	N Federal Hwy/US 1 Northbound					N Federal Hwy/US 1 Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	127	0		0	0	0	0		0	131	49	0		188	118	0	0		613	3313
7:15 AM	0	0	184	0		0	0	0	0		0	195	45	0		212	145	0	0		781	3629
7:30 AM	0	0	244	0		0	0	0	0		0	202	41	0		262	142	0	0		891	3887
7:45 AM	0	0	245	0		0	0	0	0		0	234	69	0		312	167	1	0		1028	3952
8:00 AM	0	0	206	0		0	0	0	0		0	206	59	0		286	172	0	0		929	3925
8:15 AM	0	0	224	0		0	0	0	0		0	221	62	0		337	194	1	0		1039	2996
8:30 AM	0	0	183	0		0	0	0	0		0	241	69	0		266	197	0	0		956	1957
8:45 AM	0	0	229	0		0	0	0	0		0	253	59	0		279	178	3	0		1001	1001
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	0	980	0		0	0	0	0		0	964	276	0		1348	788	4	0		**4360**	
Heavy Trucks	0	0	32	0		0	0	0	0		0	56	20	0		20	32	0	0		**160**	
Pedestrians		4					8					0					0				**12**	
Bicycles	4	0	8	0		0	0	0	0		0	4	0	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

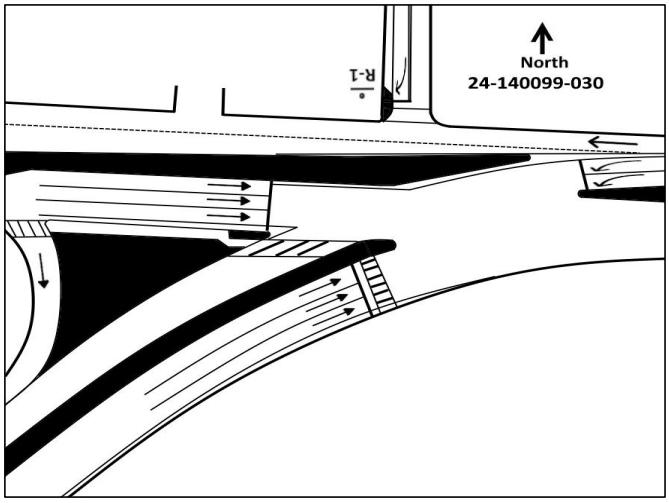
LOCATION: N Federal Hwy/US 1 & E Sunrise Blvd/SR 838
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-030
DATE: Wed, Apr 17, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 04:45 PM - 05:00 PM





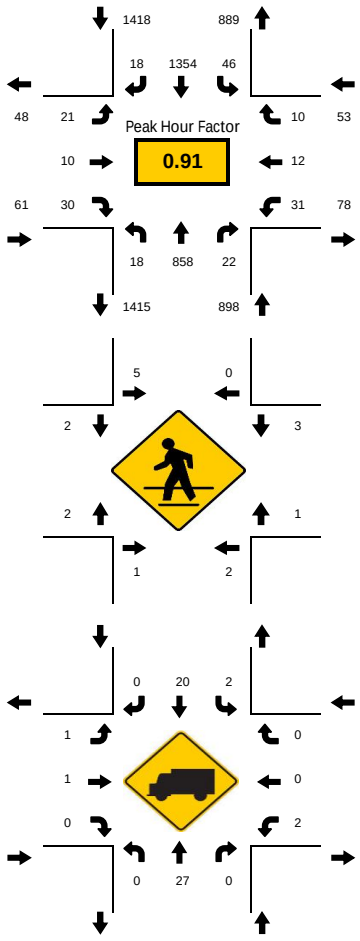


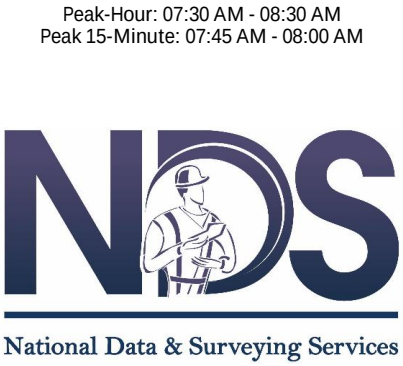
15-Min Count Period Beginning At	N Federal Hwy/US 1 Northbound					N Federal Hwy/US 1 Southbound					E Sunrise Blvd/SR 838 Eastbound					E Sunrise Blvd/SR 838 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	266	0		0	0	0	0		0	257	37	0		228	243	1	0		1032	4103
4:15 PM	0	0	225	0		0	0	2	0		0	231	58	0		225	239	13	0		993	4139
4:30 PM	0	0	231	0		0	0	0	0		0	236	53	0		232	231	4	0		987	4174
4:45 PM	0	0	246	0		0	0	0	0		0	258	65	0		305	216	1	0		1091	4258
5:00 PM	0	0	256	0		0	0	2	0		0	223	63	0		285	232	7	0		1068	4176
5:15 PM	0	0	266	0		0	0	7	0		0	214	68	0		272	192	9	0		1028	3108
5:30 PM	0	0	265	0		0	0	6	0		0	253	52	0		305	184	6	0		1071	2080
5:45 PM	0	0	209	0		0	0	4	0		0	269	60	0		280	187	0	0		1009	1009
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	0	1064	0		0	0	28	0		0	1032	272	0		1220	928	36	0		**4580**	
Heavy Trucks	0	0	24	0		0	0	0	0		0	20	4	0		24	20	0	0		**92**	
Pedestrians		4					12					0					4				**20**	
Bicycles	8	0	4	0		0	0	0	0		4	8	4	0		4	4	0	0		**36**	
Buses																						
Stopped Buses																						

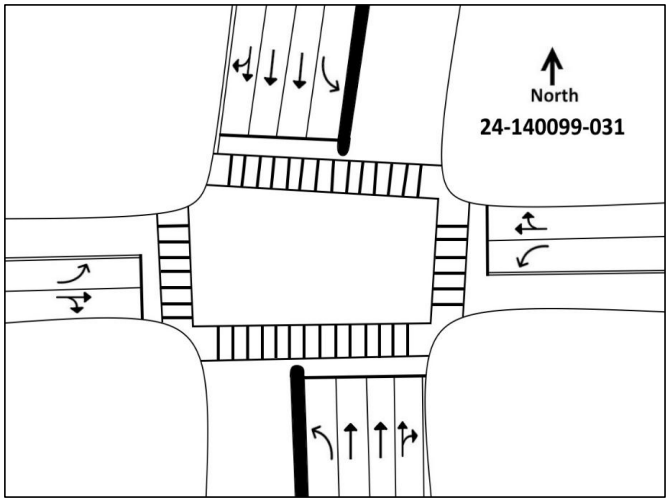
LOCATION: N Federal Hwy/US 1 & NE 9th St
CITY/STATE: Fort Lauderdale, FL

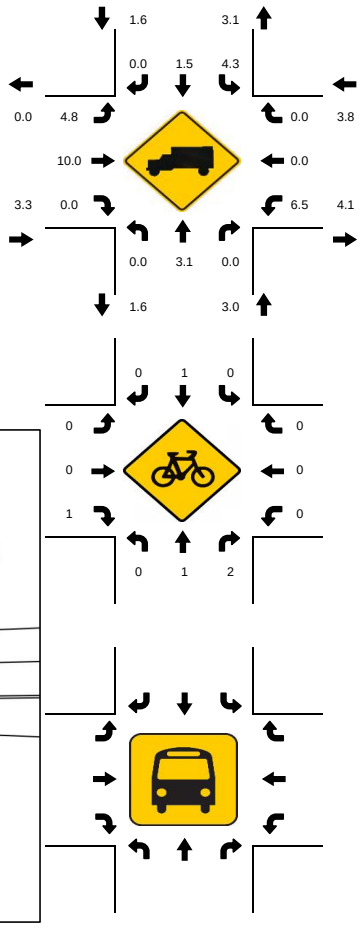
PROJECT ID: 24-140099-031
DATE: Wed, Apr 17, 2024

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:45 AM - 08:00 AM









15-Min Count Period Beginning At	N Federal Hwy/US 1 Northbound					N Federal Hwy/US 1 Southbound					NE 9th St Eastbound					NE 9th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	128	5	0		8	217	9	1		5	1	3	0		11	3	4	0		396	2110
7:15 AM	4	192	5	0		5	258	4	3		2	2	9	0		8	2	2	0		496	2301
7:30 AM	4	223	6	0		15	286	1	0		4	2	4	0		4	2	1	0		552	2430
7:45 AM	3	231	5	0		12	366	5	2		10	3	11	0		11	7	0	0		666	2421
8:00 AM	6	200	6	1		10	329	5	1		3	3	6	0		12	1	4	0		587	2369
8:15 AM	4	204	5	0		5	373	7	1		4	2	9	0		4	2	5	0		625	1782
8:30 AM	2	161	8	1		9	328	8	3		7	2	8	0		4	1	1	0		543	1157
8:45 AM	6	245	9	0		9	313	7	1		4	4	5	0		6	4	1	0		614	614
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	24	924	24	4		60	1492	28	8		40	12	44	0		48	28	20	0		**2756**	
Heavy Trucks	0	36	0	0		8	36	0	0		4	4	0	0		8	0	0	0		**96**	
Pedestrians		8					12					8					4				**32**	
Bicycles	0	4	4	0		0	4	0	0		0	0	4	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

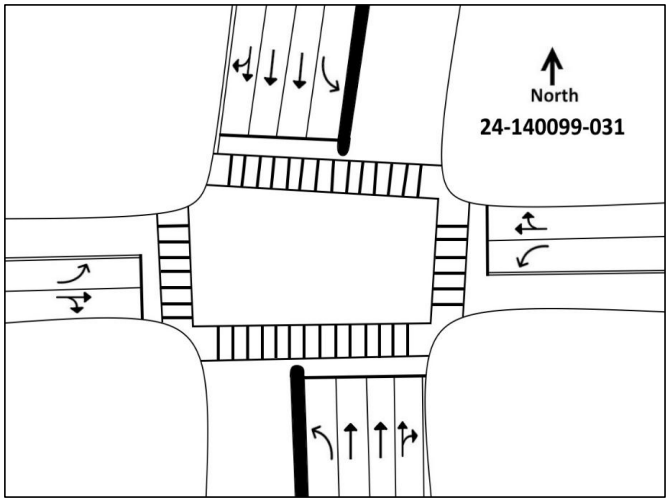
LOCATION: N Federal Hwy/US 1 & NE 9th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140099-031
DATE: Wed, Apr 17, 2024

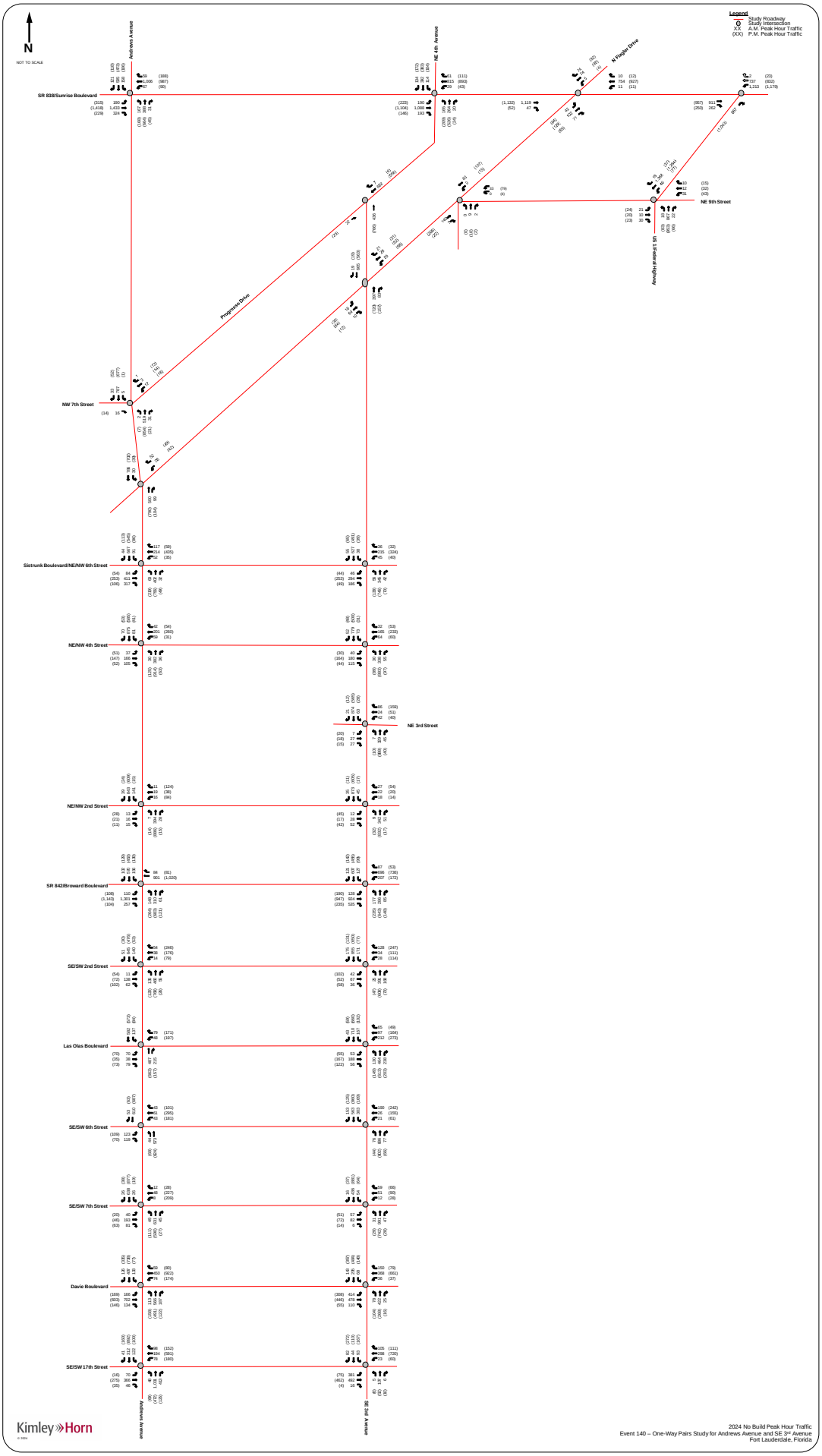
Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:30 PM - 05:45 PM

Peak Hour Factor: 0.97

National Data & Surveying Services



15-Min Count Period Beginning At	N Federal Hwy/US 1 Northbound					N Federal Hwy/US 1 Southbound					NE 9th St Eastbound					NE 9th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	16	236	13	0		8	261	5	0		5	2	6	0		7	4	6	0		569	2411
4:15 PM	18	216	13	0		13	250	5	2		6	2	8	0		15	5	3	0		556	2479
4:30 PM	15	252	10	0		10	302	7	1		6	3	8	0		10	6	8	0		638	2589
4:45 PM	12	217	19	1		24	331	13	1		5	5	1	0		10	7	2	0		648	2632
5:00 PM	16	234	10	0		13	315	9	1		5	5	8	0		8	8	5	0		637	2592
5:15 PM	30	239	22	0		20	303	8	1		5	6	5	0		10	12	5	0		666	1955
5:30 PM	21	254	14	2		14	322	7	2		9	4	9	0		15	5	3	0		681	1289
5:45 PM	6	200	9	0		16	315	14	1		6	9	12	0		11	8	1	0		608	608
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	120	1016	88	8		96	1324	52	8		36	24	36	0		60	48	20	0		**2936**	
Heavy Trucks	4	16	0	0		0	28	0	0		0	4	0	0		4	0	0	0		**56**	
Pedestrians		8					8					4					8				**28**	
Bicycles	0	8	0	0		0	8	0	0		0	0	0	0		0	0	4	0		**20**	
Buses																						
Stopped Buses																						



Kimley»Horn

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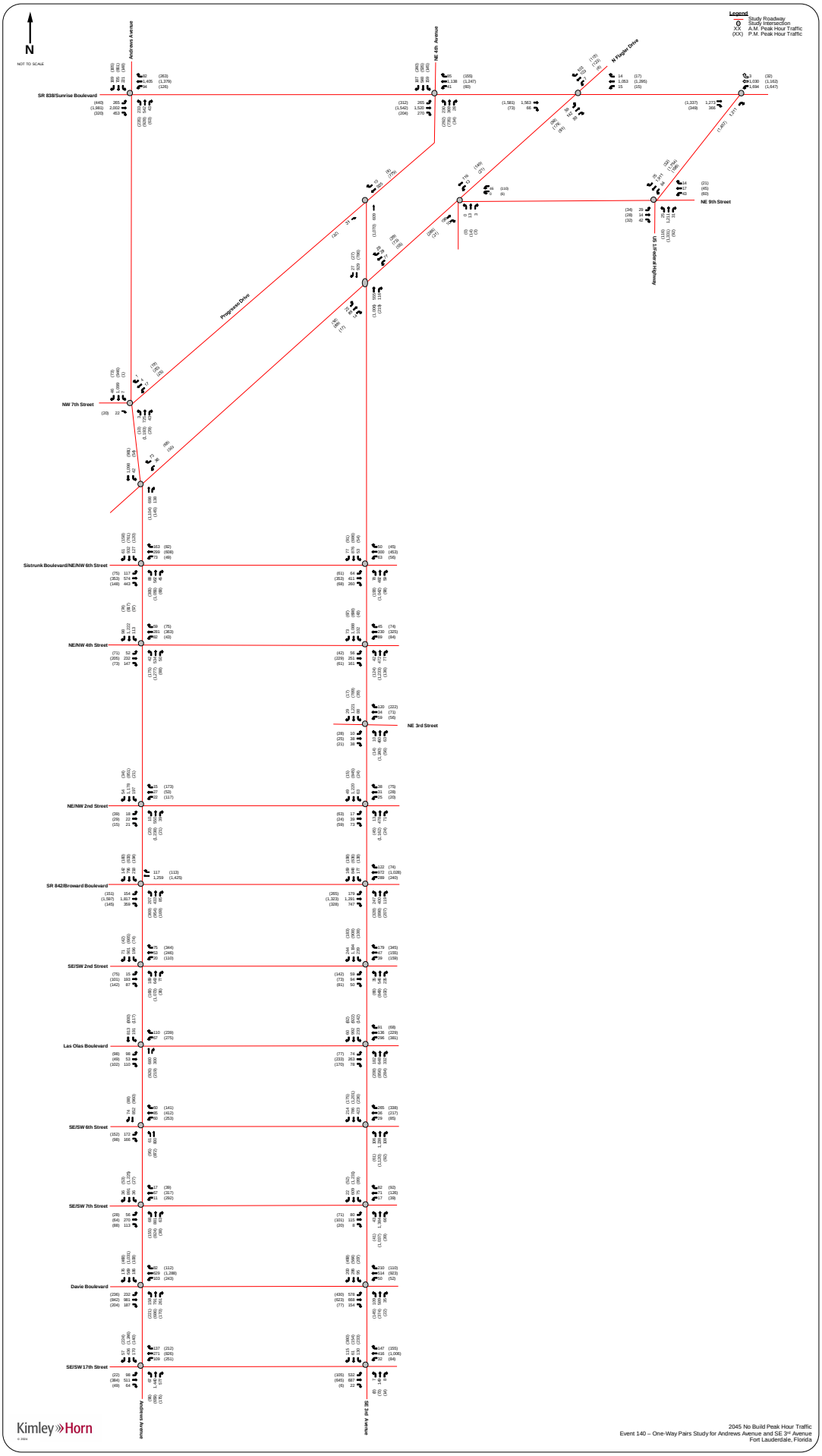
2024 No Build Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida



Kimley»Horn

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2045 No Build Peak Hour Traffic
Event 140 – One-Way Pairs Study for Andrews Avenue and SE 3rd Avenue
Fort Lauderdale, Florida

Peak Season Conversion Factor

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.00	1.03
2	01/02/2022 - 01/08/2022	1.01	1.04
3	01/09/2022 - 01/15/2022	1.03	1.06
4	01/16/2022 - 01/22/2022	1.02	1.05
5	01/23/2022 - 01/29/2022	1.00	1.03
6	01/30/2022 - 02/05/2022	0.99	1.02
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.96	0.99
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.98	1.01
*17	04/17/2022 - 04/23/2022	0.98	1.01
*18	04/24/2022 - 04/30/2022	0.99	1.02
*19	05/01/2022 - 05/07/2022	0.99	1.02
20	05/08/2022 - 05/14/2022	1.00	1.03
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.01	1.04
24	06/05/2022 - 06/11/2022	1.02	1.05
25	06/12/2022 - 06/18/2022	1.03	1.06
26	06/19/2022 - 06/25/2022	1.02	1.05
27	06/26/2022 - 07/02/2022	1.02	1.05
28	07/03/2022 - 07/09/2022	1.02	1.05
29	07/10/2022 - 07/16/2022	1.02	1.05
30	07/17/2022 - 07/23/2022	1.02	1.05
31	07/24/2022 - 07/30/2022	1.01	1.04
32	07/31/2022 - 08/06/2022	1.01	1.04
33	08/07/2022 - 08/13/2022	1.00	1.03
34	08/14/2022 - 08/20/2022	1.00	1.03
35	08/21/2022 - 08/27/2022	1.01	1.04
36	08/28/2022 - 09/03/2022	1.02	1.05
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.03	1.06
40	09/25/2022 - 10/01/2022	1.02	1.05
41	10/02/2022 - 10/08/2022	1.01	1.04
42	10/09/2022 - 10/15/2022	1.00	1.03
43	10/16/2022 - 10/22/2022	1.00	1.03
44	10/23/2022 - 10/29/2022	1.01	1.04
45	10/30/2022 - 11/05/2022	1.01	1.04
46	11/06/2022 - 11/12/2022	1.01	1.04
47	11/13/2022 - 11/19/2022	1.02	1.05
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.01	1.04
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	1.00	1.03
52	12/18/2022 - 12/24/2022	1.01	1.04
53	12/25/2022 - 12/31/2022	1.03	1.06

* PEAK SEASON

Signal Timings

Station : 2050 - Sunrise Blvd & Andrews 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		24		30		23		33								
Min Green	5	12	4	6	5	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	35	60	20	50	20	75	25	50								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear	99	99	99	99	99	99
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:23:10 AM

Station : 2050 - Sunrise Blvd & Andrews Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	56	2	2	12	22		42	67	29	42	16	93	24	47								
8	15	22	22	180	56	22	2	12	22		42	67	29	42	16	93	21	50								
9	30	3	3	180	179	3	2	12	22		44	69	18	49	27	86	26	41								
15		4	4	180		4	2	12	22		44	60	15	61	24	80	29	47								
19	30	5	5	140	7	5	2	12	22		33	60	15	32	16	77	22	25								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	9	6	2	12	22		34	61	17	38	20	75	18	37								
9		7	7	190	180	7	3	12	22		43	84	22	41	21	106	22	41								
19	30	8	8	140	21	8	1	12	22		36	56	17	31	15	77	20	28								
Day Plan 3											**Easy**															
		100	254																							

8		6	6	150	9	6	2	12	22		34	61	17	38	20	75	18	37											
10		7	7	190	180	7	3	12	22		43	84	22	41	21	106	22	41											
19	30	8	8	140	21	8	1	12	22		36	56	17	31	15	77	20	28											
21	30	100	254																										

Station : 2050 - Sunrise Blvd & Andrews Ave (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**Day Plan**
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																	2
5	1												1							1																																	2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1					1	1	1	1	1	1	1					1	1	1	1																										2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																											1	1	1	1	1	1	1				2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1						2
15												1		1																																		1					2
16												1		1				1																																			1	2
17																																																					1
18																																																					1
19																																																					1
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23																																																					1
24																																																					1
25																																																					1

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BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2050	**Initial Operation Date**	2/8/72
Controller Type	2070 LN	**System Number**	2050
Modification Number	15	**Modification Date**	03/30/2022
Drawing/Project No	22822115201	**FPL Grid Number**	87681201703
Intersection	SUNRISE BLVD. (SR 838) and ANDREWS AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	4	6	5	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	35	60	20	50	20	75	25	50
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7+L		7		7+L
Pedestrian Clearance		24		30		23		33
Permissive	NO		5 SECT		NO		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

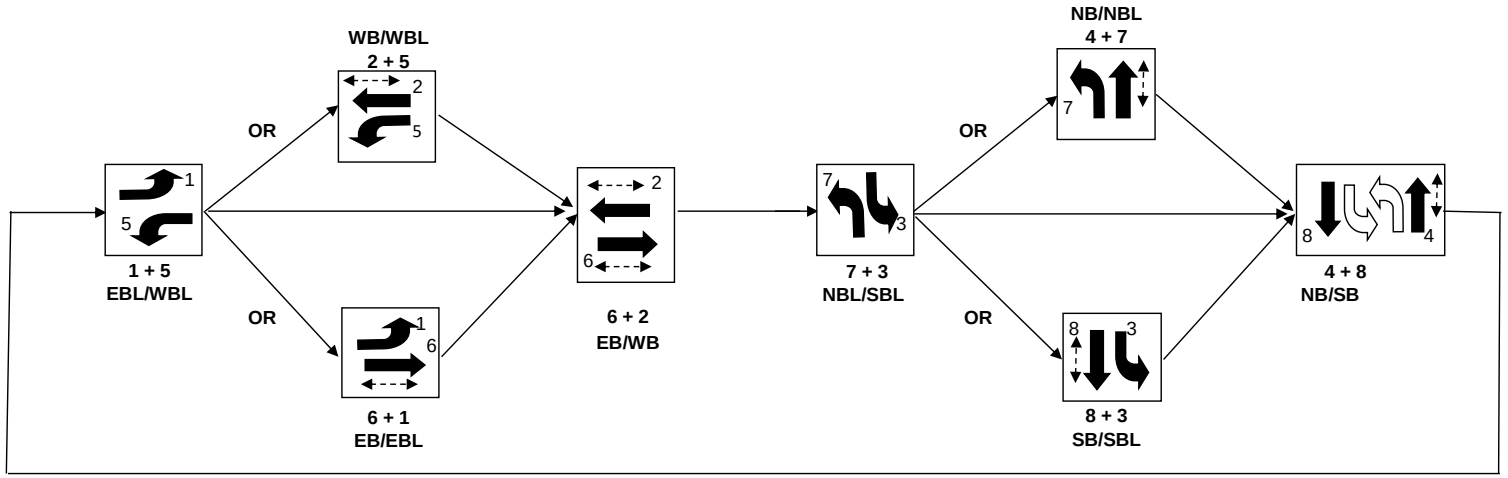
Attachment

NOTES:

1. DUAL ENTRY NORTH/SOUTH.
2. LEAD PEDESTRIAN INTERVAL (LPI): 5 SECONDS PHASES 4 AND 8.
3. MOD. 15 UPDATES LPIs.

Submitted By _____ **Approved By** _____

Sequence of Operation for Sunrise Blvd (SR 838) and Andrews Avenue (2050)



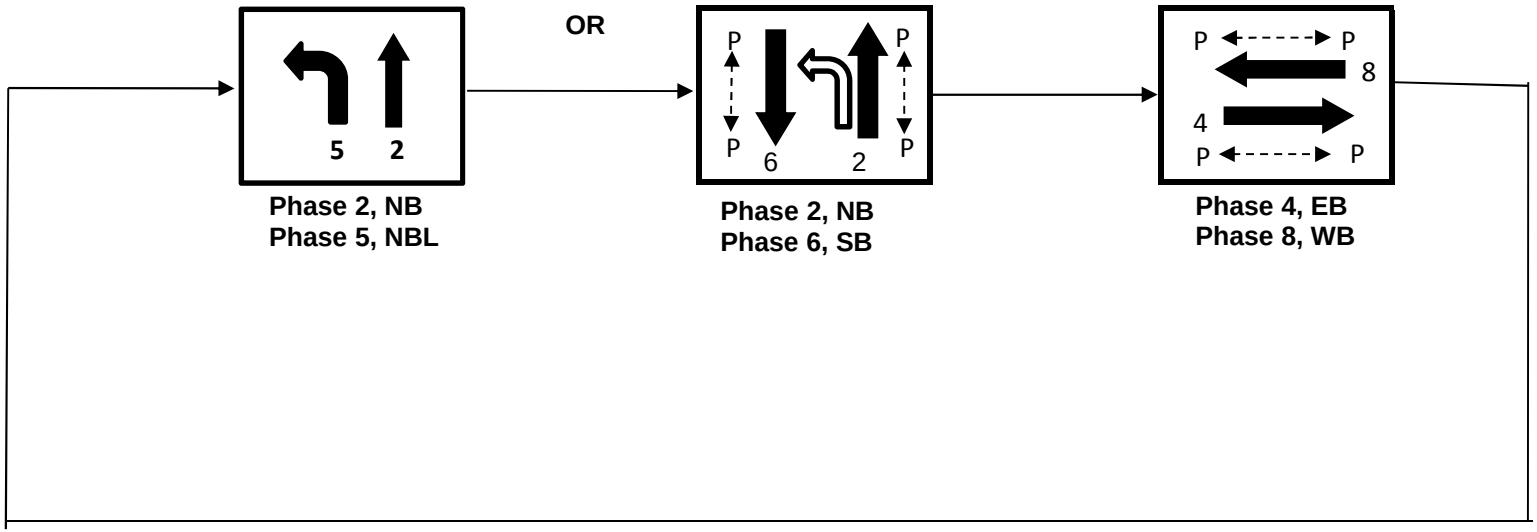
NOTE:

Weekday patterns use Sequence #2
Weekend patterns use Sequence #'s 2, 3 & 1 depending on time of day.

Sequence of Operation

Andrews Ave and N 6 Street

Intersection Number (2150), Fort Lauderdale



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

Phase	1	2 (NT)	3	4 (ER)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		16		15		16		15								
Min Green		10		6	4	10		6								
Gap Ext		3		2	1.5	3		2								
Max1		45		25	15	45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:56:34 AM

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

Coordination

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

1		100	254																								
8		3	3	80	33	3	1	10	50			48		32	14	34		32									
22		100	254																								

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

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1						1																													2
9							1						1											1																													2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																																			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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25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2150	**Initial Operation Date**	1/10/64
Controller Type	2070	**System Number**	2150
Modification Number	20	**Modification Date**	02/17/2021
Drawing/Project No	10448	**FPL Grid Number**	87680226702
Intersection	ANDREWS AVENUE and N 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		8
Direction		NB		EB	NBL	SB		WB
Initial Green(MIN)		10		6	4	10		6
Vehicle Ext.(GAP)		3.0		2.0	1.5	3.0		2.0
Maximum Green I		45		25	15	45		25
Maximum Green II								
Yellow Clearance		4.0		4.0	4.0	4.0		4.0
All Red Clearance		2.0		2.0	2.0	2.0		2.0
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		16		15		16		15
Permissive					YES			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTHBOUND: PHASES 2+6 ON---> OMIT PHASE 5.
3. AUDIBLE PEDESTRIAN SIGNALS: EW/ BEEP, N/S TONE.
4. MOD. 20 UPDATES ALL RED CLEARANCES ON PHASES 2,4,5,6 & 8 AND WALK VALUES ON PHASES 4 & 8 PER CURRENT STANDARDS.

Submitted By _____ **Approved By** _____

Station : 2152 - Andrews Ave & N 4 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		12		12		12		12								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		40		25		40		25								
Max2																
Yellow Clr		4		4		4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		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								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration		15				
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	2	4				
Dwell Cyc Veh 2	6	8				
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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:57:45 AM

Station : 2152 - Andrews Ave & N 4 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	46	2	1		50			50		30		50		30								
10		3	3	80	68	3	1		50			50		30		50		30								
15		4	4	80	39	4	1		50			50		30		50		30								
18		3	3	80	68	3	1		50			50		30		50		30								
Day Plan 2											**Easy**															
		3	3	80	68	3	1		50			50		30		50		30								
2		100	254																							
8		3	3	80	68	3	1		50			50		30		50		30								
Day Plan 3											**Easy**															
		3	3	80	68	3	1		50			50		30		50		30								

2		100	254																								
8		3	3	80	68	3	1		50			50		30		50		30									
22		100	254																								

Station : 2152 - Andrews Ave & N 4 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																		1				2
16												1		1				1																																	1	2
17																																																				1
18																																																				1
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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2152	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	2152
Modification Number	13	**Modification Date**	08/06/2015
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87680253904
Intersection	ANDREWS AVENUE and N 4 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		40		25		40		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		12		12		12		12
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

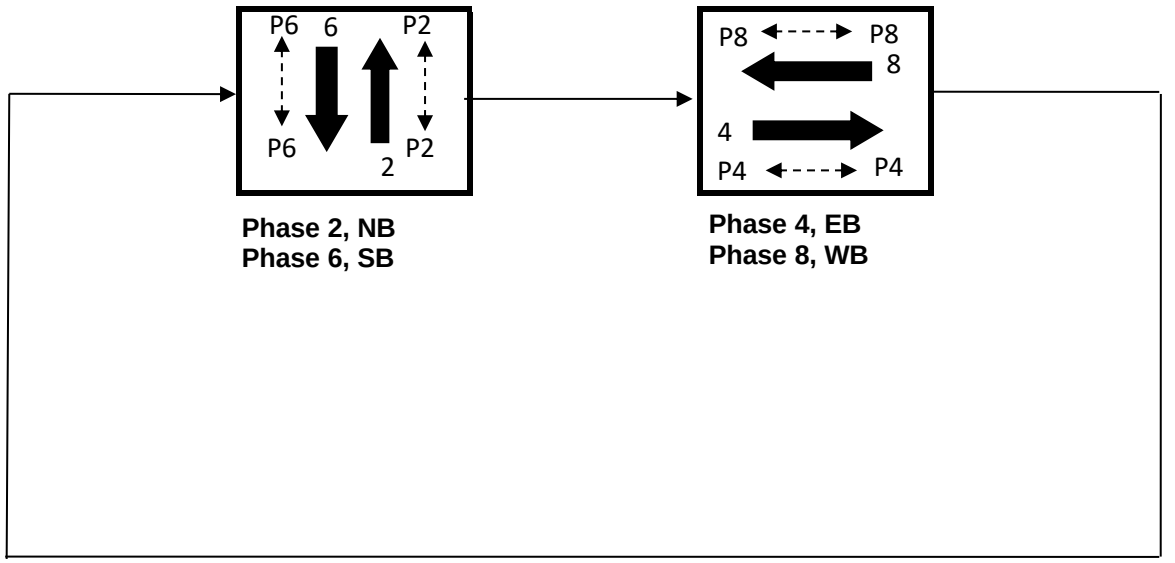
1. MOD. 13 UPDATES ALL RED CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Sequence of Operation

Andrews Ave and N 4 Street

Intersection Number (2152), Fort Lauderdale



Phase 2, NB
Phase 6, SB

Phase 4, EB
Phase 8, WB

North

Station : 2053 - Andrews Ave & N 2 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		11		11		11		11								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr		4		4		4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		1		1		1		1	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								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:23:22 AM

Station : 2053 - Andrews Ave & N 2 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	68	2	1		50			50		30		50		30								
10		3	3	80	68	3	1		50			55		25		55		25								
15		4	4	80	33	4	1		50			50		30		50		30								
18		3	3	80	68	3	1		50			55		25		55		25								
Day Plan 2											**Easy**															
		3	3	80	68	3	1		50			55		25		55		25								
2		100	254																							
8		3	3	80	68	3	1		50			55		25		55		25								
Day Plan 3											**Easy**															
		3	3	80	68	3	1		50			55		25		55		25								

2		100	254																								
8		3	3	80	68	3	1		50			55		25		55		25									
22		100	254																								

Station : 2053 - Andrews Ave & N 2 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1					1																												1	1	1	1	1	1	1	2
7							1															1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																			1			2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1
23																																																			1
24																																																			1
25																																																			1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2053	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	2053
Modification Number	13	**Modification Date**	05/22/2012
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87680262601
Intersection	ANDREWS AVENUE and N 2 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		40		25		40		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		1.0		1.0		1.0		1.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		11		11		11		11
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

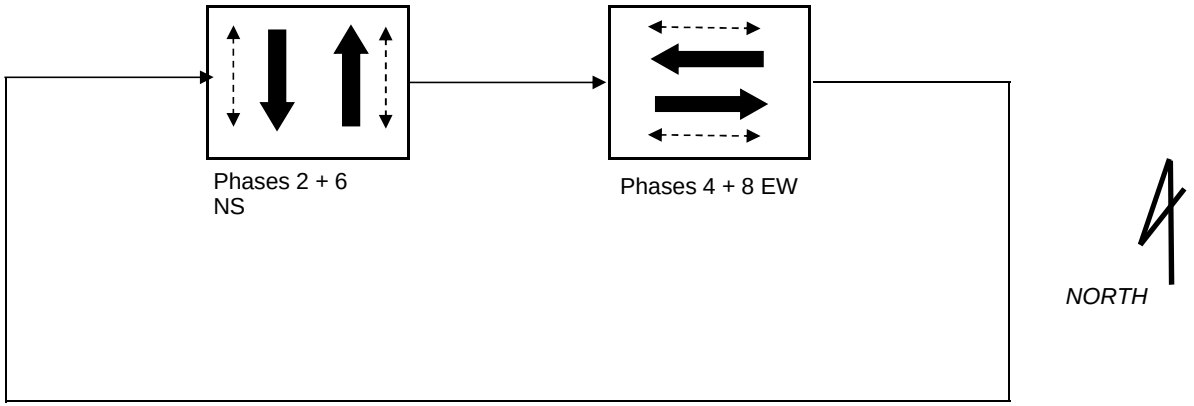
1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD 13 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

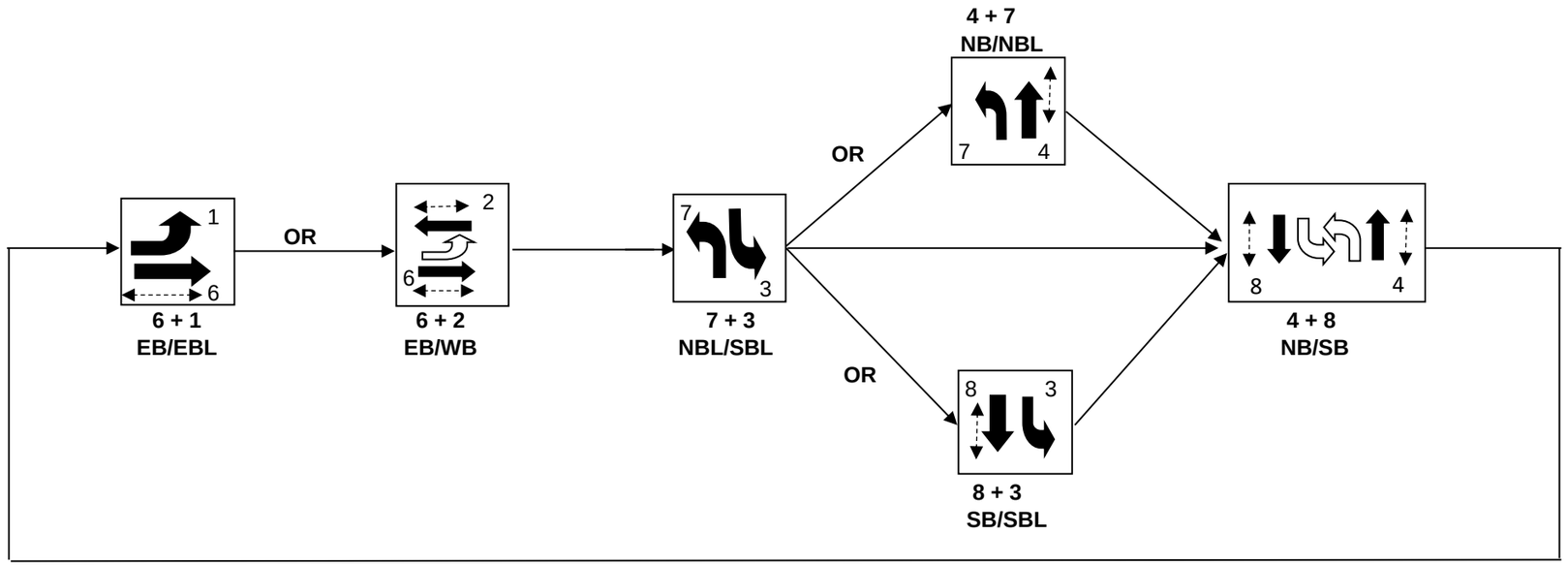
Sequence of Operation

Andrews Ave and N 2 Street, Fort Lauderdale

Intersection Number B-053



Sequence of Operation for Broward Blvd. (SR 842) and Andrews Avenue (2054)



Denotes pedestrian crosswalk

Denotes permissive left turn

Station : 2054 - Broward Blvd & Andrews Ave (Standard File)

Phase	1 (EL)	2 (WR)	3 (SL)	4 (NT)	5	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		16		28		18		26								
Min Green	4	15	4	6		15	4	6								
Gap Ext	1.5	3	1.5	2		3	1.5	2								
Max1	20	40	20	35		40	25	35								
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	1.5	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON		ON	ON	ON								
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:23:37 AM

Station : 2054 - Broward Blvd & Andrews Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	155	2	1	10	40		20	67	20	53		87	25	48								
10		3	3	160	142	3	1	7	40		18	70	24	48		88	30	42								
15		4	4	160	125	4	1	10	40		20	48	20	72		68	30	62								
18		3	3	160	142	3	1	7	40		18	70	24	48		88	30	42								
Day Plan 2											**Easy**															
		3	3	160	142	3	1	7	40		18	70	24	48		88	30	42								
2		100	254																							
8		3	3	160	142	3	1	7	40		18	70	24	48		88	30	42								
Day Plan 3											**Easy**															
		3	3	160	142	3	1	7	40		18	70	24	48		88	30	42								

2		100	254																									
8		3	3	160	142	3	1	7	40		18	70	24	48		88	30	42										
22		100	254																									

Station : 2054 - Broward Blvd & Andrews Ave (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																												1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	1	2
13												1		1				1																														1						2
14												1		1	1	1	1	1																														1						2
15												1		1																																			1					2
16												1		1				1																																		1	2
17																																																					1
18																																																					1
19																																																					1
20																																																					1
21																																																					1
22																																																					1
23																																																					1
24																																																					1
25																																																					1

| | | |

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2054	**Initial Operation Date**	6/22/61
Controller Type	2070 TS2 (BIU)	**System Number**	2054
Modification Number	29	**Modification Date**	07/12/2023
Drawing/Project No	428724-1-52-01	**FPL Grid Number**	87680240608
Intersection	BROWARD BLVD. (SR 842) and ANDREWS AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4		6	7	8
Direction	EBL	WB	SBL	NB		EB	NBL	SB
Initial Green(MIN)	4	7	4	6		7	4	6
Vehicle Ext.(GAP)	1.5	0.0	1.5	2.0		0.0	1.5	2.0
Maximum Green I	20	40	20	35		40	25	35
Maximum Green II								
Yellow Clearance	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
Phase Recall	OFF	MAX	OFF	OFF		MAX	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		16		28		18		26
Permissive	YES		YES				YES	
Flash Operation		YELLOW	RED	RED		YELLOW	RED	RED

Attachment

NOTES:

1. ANTI-BACKDOWN EASTBOUND PROGRAMMED IN CONTROLLER.
2. DUAL ENTRY NORTH/SOUTH.
3. DETECTION NOT USED EAST/WEST, SIGNAL OPERATES SEMI-ACTUATED.
4. MOD. 29 UPDATES MAXIMUM GREEN, PHASES 2+6.

Submitted By _____ **Approved By** _____

Station : 2055 - Andrews Ave & S 2 St (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		13		20		13		20								
Min Green	4	7		6	4	7		6								
Gap Ext	1.5			2	1.5			2								
Max1	15	40		30	15	40		30								
Max2																
Yellow Clr	4	4		4	4	4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall		ON				ON										
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:23:52 AM

Station : 2055 - Andrews Ave & S 2 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	76	2	1		50		12	34		34	12	34		34								
10		3	3	80	48	3	1		50		12	30		38	12	30		38								
15		4	4	80	40	4	1		50		12	34		34	12	34		34								
18		3	3	80	48	3	1		50		12	30		38	12	30		38								
Day Plan 2											**Easy**															
		3	3	80	48	3	1		50		12	30		38	12	30		38								
2		100	254																							
8		3	3	80	48	3	1		50		12	30		38	12	30		38								
Day Plan 3											**Easy**															
		3	3	80	48	3	1		50		12	30		38	12	30		38								

2		100	254																									
8		3	3	80	48	3	1		50		12	30		38	12	30		38										
22		100	254																									

Station : 2055 - Andrews Ave & S 2 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1						2
15												1		1																																		1					2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
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21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2055	**Initial Operation Date**	6/24/61
Controller Type	2070 LN	**System Number**	
Modification Number	26	**Modification Date**	03/30/2022
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87679279903
Intersection	ANDREWS AVENUE and S 2 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	7		6	4	7		6
Vehicle Ext.(GAP)	1.5	0.0		2.0	1.5	0.0		2.0
Maximum Green I	15	40		25	15	40		25
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MAXPED		OFF	OFF	MAXPED		OFF
Detector Delay								
Walk		7		7+A+L		7		7+A+L
Pedestrian Clearance		13		20		13		20
Permissive	YES				YES			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

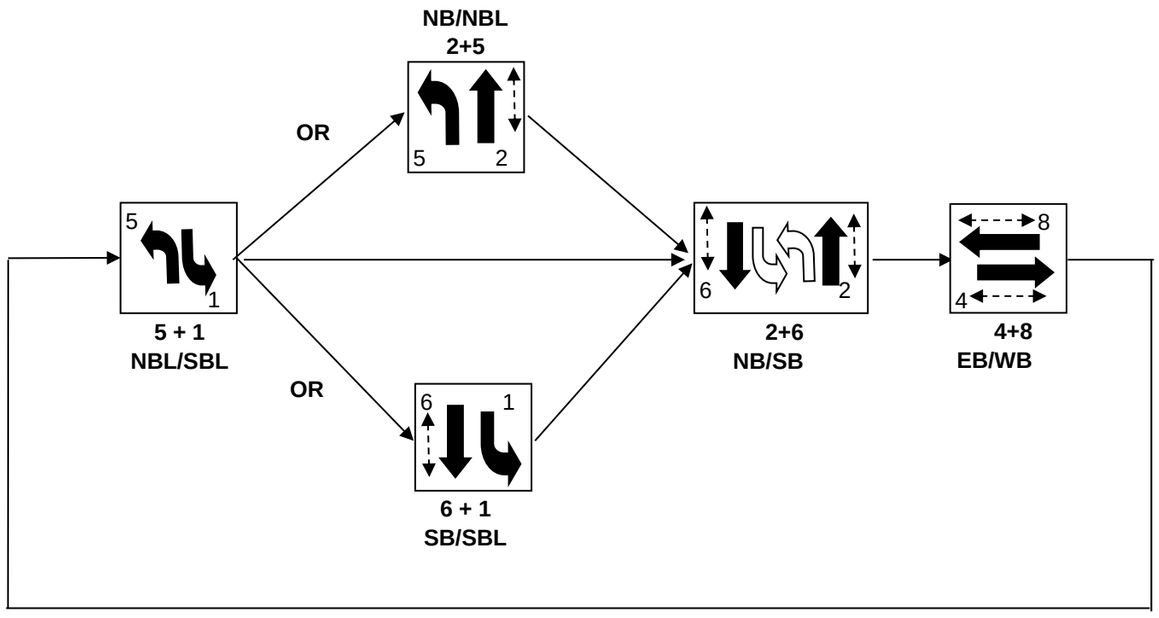
NOTES:

1. AUDIBLE PEDESTRIAN SIGNALS EAST/WEST: PROVIDES A BEEP.
2. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON---> OMIT PHASES 1+5.
3. DUAL ENTRY EAST/WEST.
4. LEAD PEDESTRIAN INTERVAL (LPI) PROGRAMMED: 4 SECONDS PHASES 4+8.
5. MOD. 26 UPDATES LPIs.

Submitted By _____ **Approved By** _____

Sequence of Operation for (2055) Andres Avenue and S 2 Street

Fort Lauderdale



Denotes permissive left turn

Denotes pedestrian crosswalk signal

Station : 2156 - Andrews Ave & E Las Olas Blvd (Standard File)

Phase	1 (SL)	2 (SR)	3 (ER)	4 (WR)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7												
Ped Clearance		26	26	21												
Min Green	4	7	6	5												
Gap Ext	1.5	1	2	2												
Max1	8	35	15	15												
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					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												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON														
Ped Recall		ON														
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 12:02:17 PM

Station : 2156 - Andrews Ave & E Las Olas Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	115	2	1	10	50		19	62	42	37	19	62	42	37								
10		3	3	160	65	3	1	10	50		18	63	42	37	18	63	42	37								
15		4	4	160	11	4	1	10	50		18	73	37	32	18	73	37	32								
18		3	3	160	65	3	1	10	50		18	63	42	37	18	63	42	37								
20		5	5	160	65	5	1	10	50		18	73	37	32	18	73	37	32								
Day Plan 2											**Easy**															
		5	5	160	65	5	1	10	50		18	73	37	32	18	73	37	32								
2		100	254																							
8		5	5	160	65	5	1	10	50		18	73	37	32	18	73	37	32								
Day Plan 3											**Easy**															
		5	5	160	65	5	1	10	50		18	73	37	32	18	73	37	32								

2		100	254																									
8		5	5	160	65	5	1	10	50		18	73	37	32	18	73	37	32										
22		100	254																									

Broward County Timing Sheet 3/26/2024 12:02:17 PM

Station : 2156 - Andrews Ave & E Las Olas Blvd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															
		100	254																							
6		12	12				1		17																	
9		13	13				1		17																	
16		14	14				1		17																	
18	15	17	17				1		17																	

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	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	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	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	1	1	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
18																																																				1
19																																																				1
20																																																				1
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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2156	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	
Modification Number	22	**Modification Date**	08/04/2023
Drawing/Project No		**FPL Grid Number**	87679279105
Intersection	ANDREWS AVENUE and EAST LAS OLAS BOULEVARD		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2,6	4,7	3,8				
Direction	SBL	N/S	EB	WB				
Initial Green(MIN)	4	7	6	5				
Vehicle Ext.(GAP)	1.5	1.0	2.0	2.0				
Maximum Green I	8	35	15	15				
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0				
All Red Clearance	2.0	2.0	2.0	2.0				
Phase Recall	OFF	MAXPED	OFF	OFF				
Detector Delay								
Walk		7	7	7				
Pedestrian Clearance		26	26	21				
Permissive	YES							
Flash Operation		YELLOW	RED	RED				

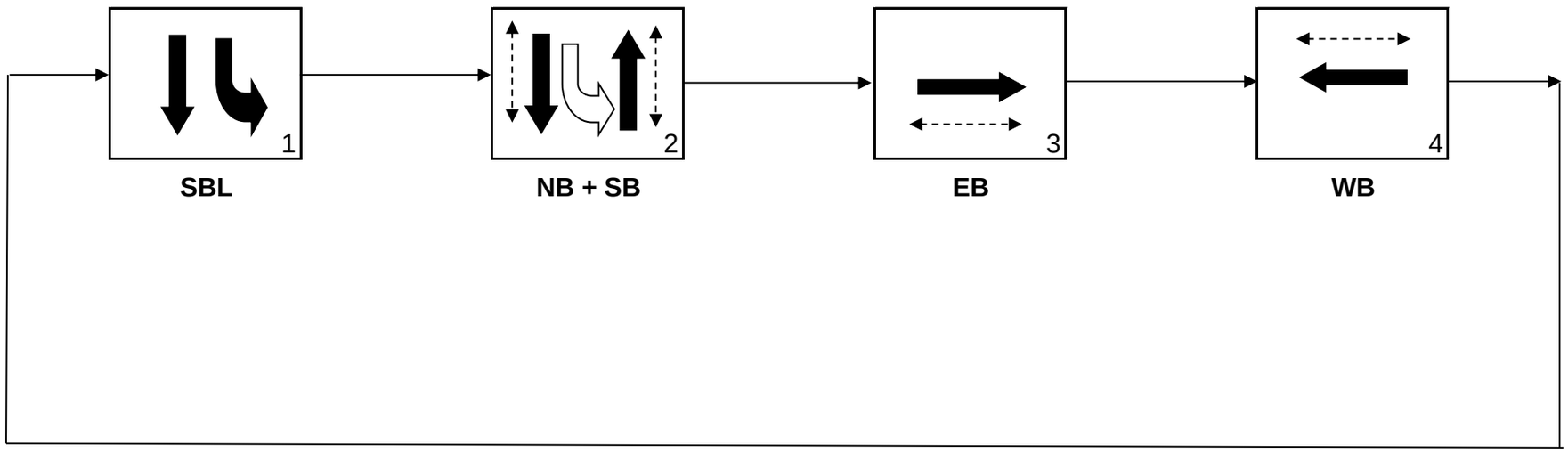
Attachment

NOTES:

1. NO PED DETECTORS (BUTTONS) N/S, SIGNAL OPERATES SEMI-ACTUATED.
2. WITH WOIT2023070342 DATED 7/7/23, INSTALLS DETECTION AND UPDATES SBL TO A 5-SECTIONAL HEAD.

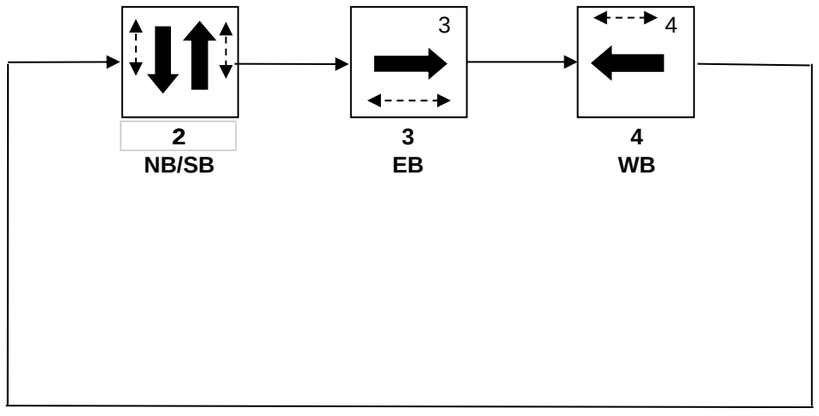
Submitted By _____ **Approved By** _____

Sequence of Operation
Andrews Avenue and East Las Olas Blvd.
Intersection Number 2156



Sequence of Operation for (2057) Andrews Avenue and S 6 Street

Fort Lauderdale



Station : 2057 - Andrews Ave & S 6 St (Standard File)

Phase	1	2 (SR)	3 (ER)	4 (WR)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7												
Ped Clearance		13	16	14												
Min Green		12	6	6												
Gap Ext		3	2	2												
Max1		45	20	25												
Max2																
Yellow Clr		4	4	4					3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	2	2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:24:05 AM

Station : 2057 - Andrews Ave & S 6 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	95	51	2	1	10	40			33	32	30		33	32	30								
10		3	3	95	33	3	1	10	40			33	32	30		33	32	30								
15		4	4	95	56	4	1	10	40			33	32	30		33	32	30								
18		3	3	95	33	3	1	10	40			33	32	30		33	32	30								
Day Plan 2											**Easy**															
		3	3	95	33	3	1	10	40			33	32	30		33	32	30								
2		100	254																							
8		3	3	95	33	3	1	10	40			33	32	30		33	32	30								
Day Plan 3											**Easy**															
		3	3	95	33	3	1	10	40			33	32	30		33	32	30								

2		100	254																									
8		3	3	95	33	3	1	10	40			33	32	30		33	32	30										
22		100	254																									

Station : 2057 - Andrews Ave & S 6 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1						1																													2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																																			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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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2057	**Initial Operation Date**	5/6/62
Controller Type	2070 LN	**System Number**	2057
Modification Number	16	**Modification Date**	11/13/2019
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87679265801
Intersection	ANDREWS AVENUE and S 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,6	4,7	3,8				
Direction		N/S	EB	WB				
Initial Green(MIN)		12	6	6				
Vehicle Ext.(GAP)		3.0	2.0	2.0				
Maximum Green I		45	20	25				
Maximum Green II								
Yellow Clearance		4.0	4.0	4.0				
All Red Clearance		2.0	2.0	2.0				
Phase Recall		MIN	OFF	OFF				
Detector Delay								
Walk		7+A	7+A	7+A				
Pedestrian Clearance		13	16	14				
Permissive								
Flash Operation		YELLOW	RED	RED				

Attachment

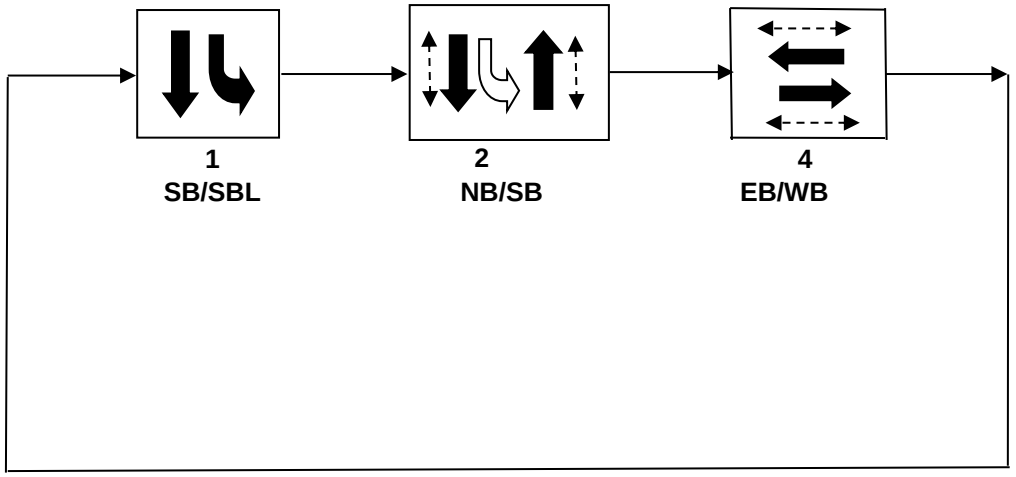
NOTES:

1. AUDIBLE PEDS (BEACONING): EB/WB BEEP, N/S TONE.
2. WITH WOIT2019102926 DATED 10/28/19, INSTALLS AUDIBLES AND UPDATED PEDS.

Submitted By _____ **Approved By** _____

Sequence of Operation for Andrews Ave and S 7 Street (2058)

Fort Lauderdale



Denotes pedestrian crosswalk signal

Denotes permissive left turn

Station : 2058 - Andrews Ave & S 7 St (Standard File)

Phase	1 (SL)	2 (SR)	3	4 (ER)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		12		14												
Min Green	4	12		6												
Gap Ext	1.5	3		2												
Max1	15	45		25												
Max2																
Yellow Clr	4	4		4					3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:24:20 AM

Station : 2058 - Andrews Ave & S 7 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	90	74	2	1	5	40		20	41		29	20	41		29								
10		3	3	90	41	3	1	5	40		12	49		29	12	49		29								
15		4	4	90	56	4	1	5	40		20	41		29	20	41		29								
18		3	3	90	41	3	1	5	40		12	49		29	12	49		29								
Day Plan 2											**Easy**															
		3	3	90	41	3	1	5	40		12	49		29	12	49		29								
2		100	254																							
8		3	3	90	41	3	1	5	40		12	49		29	12	49		29								
Day Plan 3											**Easy**															
		3	3	90	41	3	1	5	40		12	49		29	12	49		29								

2		100	254																									
8		3	3	90	41	3	1	5	40		12	49		29	12	49		29										
22		100	254																									

Station : 2058 - Andrews Ave & S 7 St (Standard File)

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

Scheduler

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

| | | |

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2058	**Initial Operation Date**	1964
Controller Type	2070 LN	**System Number**	2058
Modification Number	13	**Modification Date**	7-24-19
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87679274405
Intersection	ANDREWS AVENUE and S 7 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2,6		4,8				
Direction	SBL	N/S		E/W				
Initial Green(MIN)	4	12		6				
Vehicle Ext.(GAP)	1.5	3.0		2.0				
Maximum Green I	15	45		25				
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0				
All Red Clearance	2.0	2.0		2.0				
Phase Recall	OFF	MIN		OFF				
Detector Delay	5			8 RT				
Walk		7		7				
Pedestrian Clearance		12		14				
Permissive	5 SECT							
Flash Operation		YELLOW		RED				

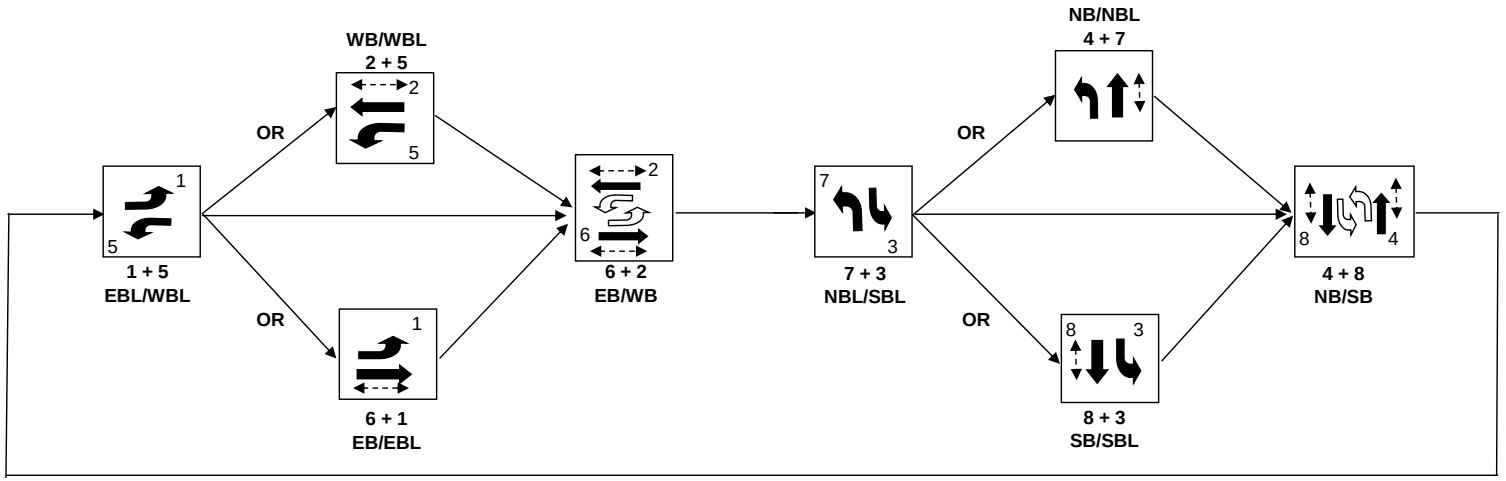
Attachment

NOTES:

1. MOD 13 UPATES ALL RED, WALK AND PEDESTRIAN CLEARANCE.

Submitted By _____ **Approved By** _____

Sequence of Operation for Davie Blvd. (SR 736) and Andrews Avenue (2095)



Station : 2095 - Davie Blvd & Andrews Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NR)	5 (WL)	6 (ET)	7 (NL)	8 (SR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		27		21		27		21								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	12	30	12	50	12	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:46:42 AM

Station : 2095 - Davie Blvd & Andrews 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**															
7		2	2	160	137	2	1	10	50		23	79	23	35	23	79	23	35								
10		3	3	160		3	1	10	50		24	74	20	42	20	78	20	42								
15		4	4	160	107	4	1	10	50		20	60	20	60	20	60	25	55								
18		3	3	160		3	1	10	50		24	74	20	42	20	78	20	42								
20		5	5	80	30	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 2											**Easy**															
8		5	5	80	30	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 3											**Easy**															
8		5	5	80	30	5	1	10	17		15	25	15	25	15	25	15	25								

22		100	254																							

Broward County Timing Sheet 3/26/2024 11:46:42 AM

Station : 2095 - Davie Blvd & Andrews 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**															
		100	254																							
6	30	11	11	120	47	11	1	10	50		13	55	18	34	13	55	18	34								
7	30	12	12	180	68	12	1	10	50		28	91	21	40	24	95	21	40								
10	30	13	13	160	31	13	1	10	50		20	79	20	41	20	79	20	41								
15		14	14	160	83	14	1	10	50		20	68	20	52	20	68	32	40								
16		15	15	180	129	15	1	10	50		21	89	24	46	26	84	24	46								
19		14	14	160	83	14	1	10	50		20	68	20	52	20	68	32	40								
20		5	5	80	30	5	1	10	17		15	25	15	25	15	25	15	25								

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													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	2
13												1		1				1																															1				2
14												1		1	1	1	1	1																														1				2
15												1		1																																			1				2
16												1		1				1																																		1		2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2095	**Initial Operation Date**	10/7/63
Controller Type	2070 LN	**System Number**	2095
Modification Number	12	**Modification Date**	08/28/2015
Drawing/Project No	228180-1-52-01	**FPL Grid Number**	87679260404
Intersection	DAVIE BOULEVARD (SR 736) and ANDREWS AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	12	50	12	30	12	50	12	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		27		21		27		21
Permissive	YES		YES		YES		YES	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN DIODES EAST/WEST.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. AUDIBLE PEDESTRIAN FEATURES (P2,P4,P6 & P8).
4. MOD. 12 UPDATES PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Station : 2060 - Andrews Ave & S 17 St (Standard File)

Phase	1 (SL)	2 (NR)	3	4 (ET)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		27		27		27		27								
Min Green	4	10		6	4	10		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	30		30	12	30		30								
Max2																
Yellow Clr	4	4		4	4	4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5		1.5	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:24:36 AM

Station : 2060 - Andrews Ave & S 17 St (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		12	12	90	12	12	1		10		15	45		30	15	45		30								
9		13	13	90	11	13	1		10		15	45		30	15	45		30								
15	30	14	14	90	32	14	1		10		15	45		30	15	45		30								
18	15	13	13	90	11	13	1		10		15	45		30	15	45		30								
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Broward County Timing Sheet 3/26/2024 11:24:36 AM

Station : 2060 - Andrews Ave & S 17 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																															1	1	1	1	1	1	1	2
7																																																		1
8																																																		1
9																																																		1
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	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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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2060	**Initial Operation Date**	2/8/72
Controller Type	2070 LN	**System Number**	2060
Modification Number	10	**Modification Date**	04/05/2016
Drawing/Project No	GRP 4	**FPL Grid Number**	87679279105
Intersection	ANDREWS AVENUE and S 17 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	10		6	4	10		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	30		30	12	30		30
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	1.5	1.5		1.5	1.5	1.5		1.5
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		27		27		27		27
Permissive	5-SECT				5-SECT			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

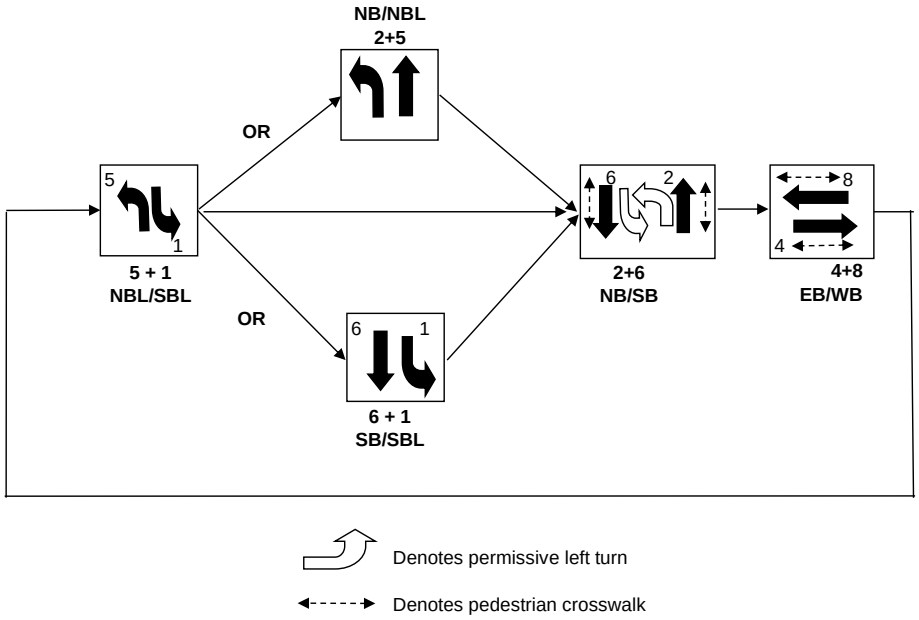
NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON--->OMIT PHASES 1+5.
3. AUDIBLE PED SIGNALS: E/W BEEP, N/S TONE.
4. WITH WOIT2016031781 DATED 3/28/16, INSTALLS AUDIBLE PEDS.

Submitted By _____ **Approved By** _____

Sequence of Operation for (2060) Andrews Avenue and S17 Street

Fort Lauderdale



Station : 2138 - Sunrise Blvd & NE 4 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		22		35		24		28								
Min Green	5	12	4	6	5	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	25	50	15	35	20	60	15	35								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2.5	2	2	2	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	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	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:55:03 AM

Station : 2138 - Sunrise Blvd & NE 4 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	63	2	1	12	22		44	52	18	66	18	78	32	52								
8	15	22	22	180	63	22	1	12	22		44	63	18	55	16	91	26	47								
9	30	3	3	180	170	3	1	12	22		44	59	28	49	24	79	24	53								
15		4	4	180	10	4	1	12	22		44	59	21	56	18	85	29	48								
19	30	5	5	140	4	5	1	12	22		32	44	15	49	15	61	18	46								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	20	6	1	12	22		38	55	22	35	21	72	20	37								
9		7	7	190	85	7	1	12	22		44	71	31	44	19	96	26	49								
19	30	8	8	140	10	8	1	12	22		35	56	20	29	17	74	19	30								
Day Plan 3											**Easy**															
		100	254																							

8		6	6	150	20	6	1	12	22		38	55	22	35	21	72	20	37									
10		7	7	190	85	7	1	12	22		44	71	31	44	19	96	26	49									
19	30	8	8	140	10	8	1	12	22		35	56	20	29	17	74	19	30									
21	30	100	254																								

Station : 2138 - Sunrise Blvd & NE 4 Ave (Standard File)

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

Scheduler

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

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2138	**Initial Operation Date**	10/2/75
Controller Type	2070 LN	**System Number**	2138
Modification Number	15	**Modification Date**	08/05/2022
Drawing/Project No	22822115201	**FPL Grid Number**	87681441909
Intersection	SUNRISE BLVD. (SR 838) and NE 4 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	4	6	5	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	25	50	15	35	20	60	15	35
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.5	2.0	2.0	2.0	2.5
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7+L		7		7+L
Pedestrian Clearance		22		35		24		28
Permissive	NO		5 SECT		NO		5-SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

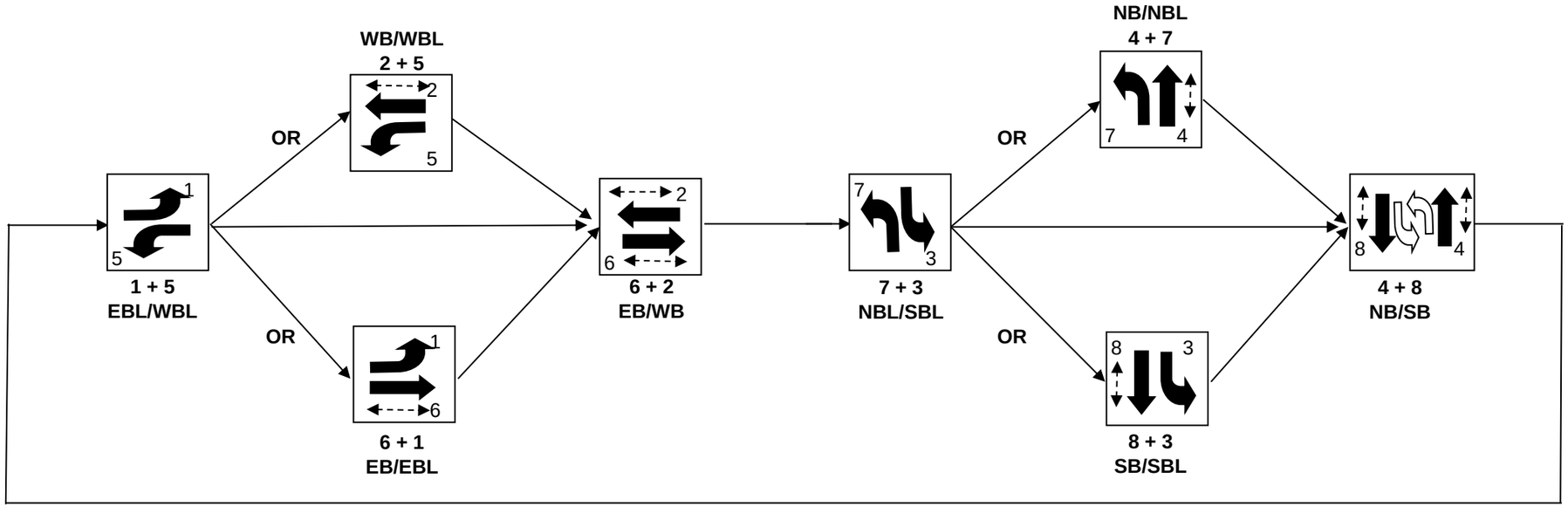
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 15 IMPLEMENT LPI NB/SB PEDESTRIAN CROSSWALKS (5 SEC) PER FDOT REQUEST.

Submitted By _____ **Approved By** _____

Sequence of Operation for Sunrise Blvd (SR 838) and NE 4 Avenue (2138)
Fort Lauderdale



Denotes pedestrian crosswalk

Denotes permissive left turn

Station : 2139 - NE 3 Ave & Flagler/Progresso Dr (Standard File)

Phase	1	2 (ST)	3	4 (ET)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		20		25												
Min Green		10	4	6												
Gap Ext		3		2.5												
Max1		45	4	20												
Max2																
Yellow Clr		4	4	4					4	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	2	2					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON	ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call										ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6		
Min Walk						
Ped Clear						
Track Green	8					
Min Dwell	10	8	8	8		
Max Presence		180	180	180		
Track Veh 1	3					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4					
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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:55:58 AM

Station : 2139 - NE 3 Ave & Flagler/Progresso Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		12	12	90	71	12	1	10	50			53	12	25		53	12	25								
10		13	13	90	36	13	1	10	50			53	12	25		53	12	25								
15		14	14	90	19	14	1	10	50			53	12	25		53	12	25								
18		13	13	90	36	13	1	10	50			53	12	25		53	12	25								
Day Plan 2											**Easy**															
		3	3	80	46	3	1	10	50			43	12	25		43	12	25								
2		100	254																							
8		13	13	90	36	13	1	10	50			53	12	25		53	12	25								
Day Plan 3											**Easy**															
		3	3	80	46	3	1	10	50			43	12	25		43	12	25								

2		100	254																									
8		13	13	90	36	13	1	10	50			53	12	25		53	12	25										
22		100	254																									

Station : 2139 - NE 3 Ave & Flagler/Progresso Dr (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1						1	1	1	1	1						1																													2
9							1						1											1																													2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	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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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2139	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	2139
Modification Number	10	**Modification Date**	04/23/2020
Drawing/Project No	2018-011-PD	**FPL Grid Number**	87680429905
Intersection	NE 3 AVENUE and FLAGLER/PROGRESSO DRIVES		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,6,6A	6A	4,8				
Direction		N/S	SBCL	E/W				
Initial Green(MIN)		10	4	6				
Vehicle Ext.(GAP)		3.0	0.0	2.5				
Maximum Green I		45	4	20				
Maximum Green II								
Yellow Clearance		4.0	4.0	4.0				
All Red Clearance		2.0	2.0	2.0				
Phase Recall		MIN	OFF	OFF				
Detector Delay								
Walk		7		7				
Pedestrian Clearance		20		25				
Permissive								
Flash Operation		YELLOW	YELLOW	RED				

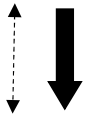
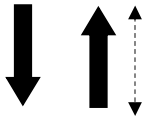
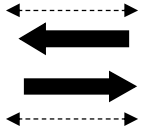
Attachment

NOTES:

1. RAILROAD PREEMPTION:
(A) TRACK CLEAR (6A): 8 GREEN, 4 YELLOW.
(B) DWELL: PHASE 4 (E/W).
(C) RETURN: PHASE 2 (N/S).
2. PHASE 4 ON ---> CALL PHASE 3.
3. MOD. 10 UPDATES PRE-EMPTION NOTES AND CORRECTS FACE NUMBERS.

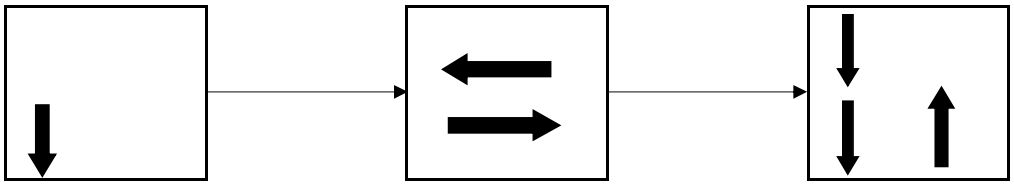
Submitted By _____ **Approved By** _____

Sequence of Operation
NE 3 Avenue and Flagler/Progresso Drives
2139

		ϕ 2 NBSB	ϕ 3 SB CLR	ϕ 4 EW	
NORTH SIDE					
SOUTH SIDE					

Railroad Pre-emption: Minimum Before = 0
Track Clear (phase 3) = 8 Green/4.0 Yellow
Minimum Dwell (phase 4) = 10 seconds
Return to phase 2 (north/south)

Pre-emption:



SB Clear Min Dwell Return

Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

Phase	1	2 (NR)	3	4 (ER)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		19		15		19								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr		4		4		4		4								
Red Clr		2		2		2		2								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:21:38 AM

Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	17	2	1		50			48		32		48		32								
10		3	3	80	7	3	1		50			48		32		48		32								
15		4	4	80	18	4	1		50			48		32		48		32								
18		3	3	80	7	3	1		50			48		32		48		32								
Day Plan 2											**Easy**															
		3	3	80	7	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	7	3	1		50			48		32		48		32								
Day Plan 3											**Easy**															
		3	3	80	7	3	1		50			48		32		48		32								

2		100	254																								
8		3	3	80	7	3	1		50			48		32		48		32									
22		100	254																								

Station : 2040 - NE 3 Ave & NE 6 St/Sistrunk Blvd (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																												1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																				1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2040	**Initial Operation Date**	10/21/71
Controller Type	2070	**System Number**	2040
Modification Number	12	**Modification Date**	06/14/2017
Drawing/Project No	10448	**FPL Grid Number**	87680416200
Intersection	NE 3 AVENUE and NE 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		15		19		15		19
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

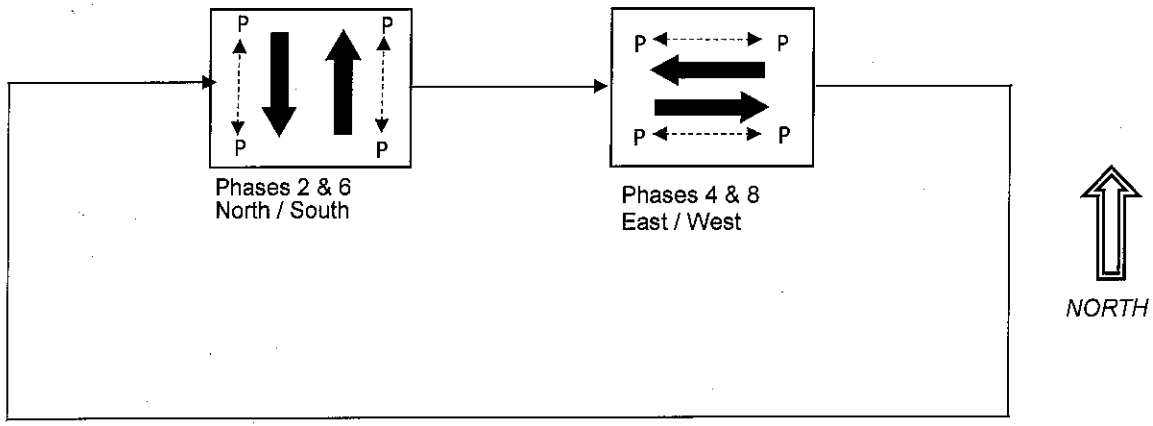
1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 12 UPDATES ALL RED CLEARANCE, WALK AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Sequence of Operation

NE 3 Avenue and NE 6 Street, Fort Lauderdale

Intersection Number 2040



Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Phase	1	2 (NR)	3	4 (ER)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		14		19		14		19								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	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								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:21:57 AM

Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	57	2	1		50			48		32		48		32								
10		3	3	80	50	3	1		50			48		32		48		32								
15		4	4	80	66	4	1		50			48		32		48		32								
18		3	3	80	50	3	1		50			48		32		48		32								
Day Plan 2											**Easy**															
		3	3	80	50	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	50	3	1		50			48		32		48		32								
Day Plan 3											**Easy**															
		3	3	80	50	3	1		50			48		32		48		32								

2		100	254																									
8		3	3	80	50	3	1		50			48		32		48		32										
22		100	254																									

Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1					1																												1	1	1	1	1	1	1	2
7							1															1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																			1			2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1
23																																																			1
24																																																			1
25																																																			1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2041	**Initial Operation Date**	10/21/71
Controller Type	2070 LN	**System Number**	2041
Modification Number	11	**Modification Date**	06/13/2017
Drawing/Project No	GRP 4	**FPL Grid Number**	87680444106
Intersection	NE 3 AVENUE and NE 4 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		14		19		14		19
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

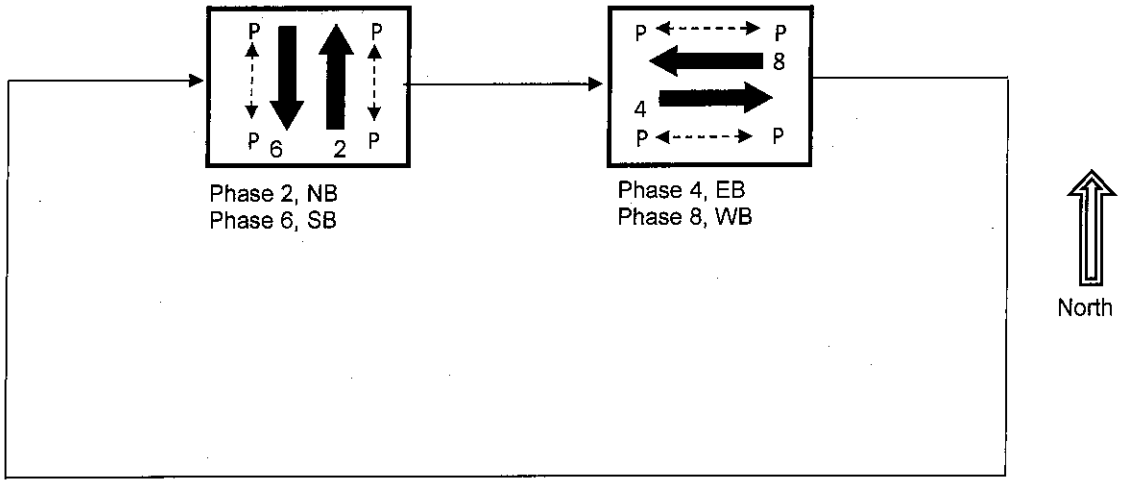
1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 11 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES, AND INCREASES PH. 4 & 8 WALK VALUES.

Submitted By _____ **Approved By** _____

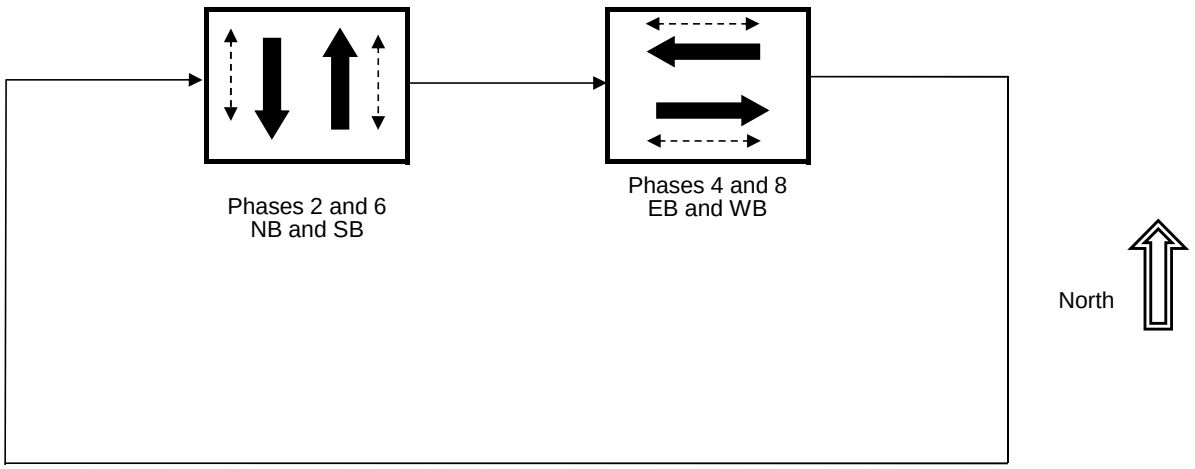
Sequence of Operation

NE 3 Avenue and NE 4 Street

Intersection Number (2041), Fort Lauderdale



Sequence of Operation
NE 3 Avenue and NE 3 Street
Intersection Number (2163) Fort Lauderdale



Station : 2163 - NE 3 Ave & NE 3 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		18		15		18								
Min Green		7		6		7		6								
Gap Ext		1		2		1		2								
Max1		45		25		45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	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								
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																
Max Recall		ON				ON										
Ped Recall		ON				ON										
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 12:02:35 PM

Station : 2163 - NE 3 Ave & NE 3 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	80	59	2	1		50			48		32		48		32								
10		3	3	80	56	3	1		50			48		32		48		32								
15		4	4	80	70	4	1		50			48		32		48		32								
18		3	3	80	56	3	1		50			48		32		48		32								
Day Plan 2											**Easy**															
		3	3	80	56	3	1		50			48		32		48		32								
2		100	254																							
8		3	3	80	56	3	1		50			48		32		48		32								
Day Plan 3											**Easy**															
		3	3	80	56	3	1		50			48		32		48		32								

2		100	254																									
8		3	3	80	56	3	1		50			48		32		48		32										
22		100	254																									

Station : 2163 - NE 3 Ave & NE 3 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																				1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2163	**Initial Operation Date**	10/21/71
Controller Type	2070 LN	**System Number**	2163
Modification Number	9	**Modification Date**	09/12/2018
Drawing/Project No	DES. GRP. 4	**FPL Grid Number**	87680443401
Intersection	NE 3 AVENUE and NE 3 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		7		6		7		6
Vehicle Ext.(GAP)		1.0		2.0		1.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MAXPED		OFF		MAXPED		OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		15		18		15		18
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

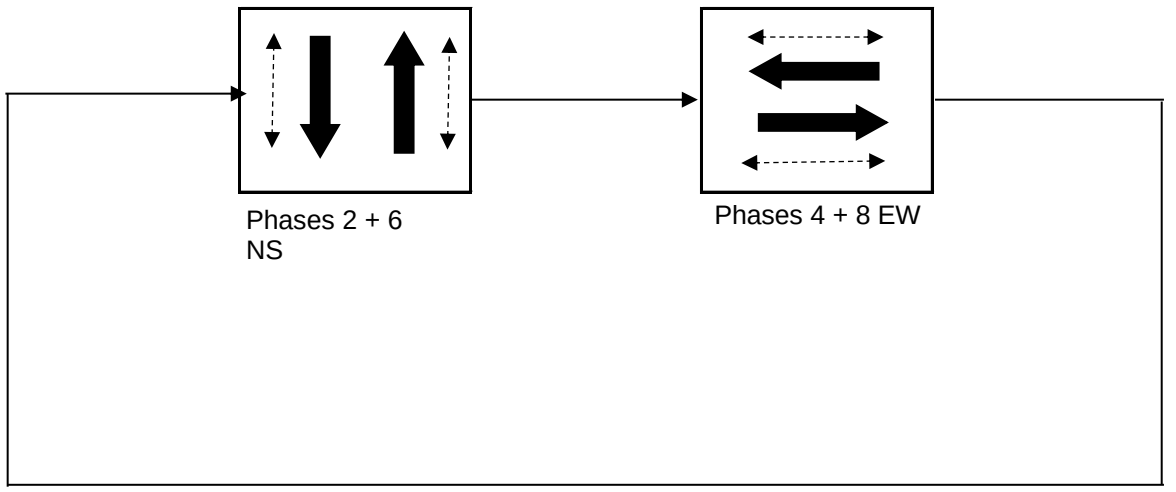
1. DUAL ENTRY HARDWIRED EAST/WEST
2. AUDIBLE PEDESTRIAN SIGNALS: P2/P6 PROVIDE A STEADY TONE AND P4/P8 PROVIDE A BEEP.
3. MOD.9 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Sequence of Operation

NE 3 Avenue and NE 2 Street, Fort Lauderdale

Intersection Number 2042



Station : 2042 - NE 3 Ave & NE 2 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		12		20		12		20								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	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								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:22:13 AM

Station : 2042 - NE 3 Ave & NE 2 St (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**															
		25	255																							
7		2	2	80	64	2	1		50			45		35		45		35								
10		3	3	80	60	3	1		50			45		35		45		35								
15		4	4	80	64	4	1		50			45		35		45		35								
18		3	3	80	60	3	1		50			45		35		45		35								
		25	255																							
Day Plan 2											**Easy**															
		25	255																							
7		3	3	80	60	3	1		50			45		35		45		35								
23		25	255																							
Day Plan 3											**Easy**															
		25	255																							

7		3	3	80	60	3	1		50			45		35		45		35										
23		25	255																									

Station : 2042 - NE 3 Ave & NE 2 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1					1																												1	1	1	1	1	1	1	2
7							1															1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																			1			2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1
23																																																			1
24																																																			1
25																																																			1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2042	**Initial Operation Date**	10/21/71
Controller Type	2070 LN	**System Number**	2042
Modification Number	9	**Modification Date**	09/12/2018
Drawing/Project No	GRP 4	**FPL Grid Number**	87680442600
Intersection	NE 3 AVENUE and NE 2 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		12		20		12		20
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

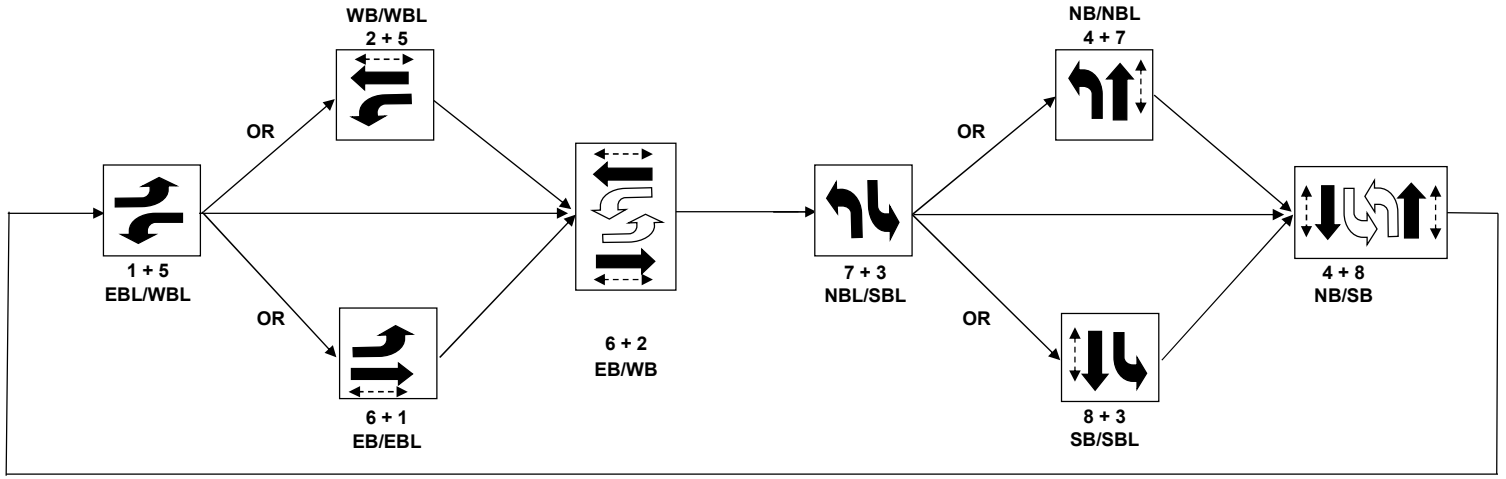
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. FLASH OPERATION: 2300-0700, 7 DAYS.
3. MOD. 9 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

SEQUENCE of OPERATION for (2043) Broward Blvd (SR842) and E 3rd Avenue
Ft. Lauderdale



Denotes pedestrian crosswalk signal

Denotes permissive left turn

Station : 2043 - Broward Blvd & E 3 Ave (Standard File)

Phase	1 (EL)	2 (WR)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		20		30		20		26								
Min Green	4	7	4	6	4	7	4	6								
Gap Ext	1.5		1.5	2	1.5		1.5	2								
Max1	20	50	20	35	20	50	25	35								
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																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:22:28 AM

Station : 2043 - Broward Blvd & E 3 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	154	2	1	10	40		25	66	20	49	20	71	25	44								
10		3	3	160	150	3	1	10	40		20	62	20	58	23	59	30	48								
15		4	4	160	134	4	1	10	40		25	60	18	57	18	67	30	45								
18		3	3	160	150	3	1	10	40		20	62	20	58	23	59	30	48								
Day Plan 2											**Easy**															
		3	3	160	150	3	1	10	40		20	62	20	58	23	59	30	48								
2		100	254																							
8		3	3	160	150	3	1	10	40		20	62	20	58	23	59	30	48								
Day Plan 3											**Easy**															
		3	3	160	150	3	1	10	40		20	62	20	58	23	59	30	48								

2		100	254																									
8		3	3	160	150	3	1	10	40		20	62	20	58	23	59	30	48										
22		100	254																									

Station : 2043 - Broward Blvd & E 3 Ave (Standard File)

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

Scheduler

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

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2043	**Initial Operation Date**	4/20/66
Controller Type	2070 TS2 (BIU)	**System Number**	2043
Modification Number	31	**Modification Date**	07/12/2023
Drawing/Project No	428724-1-52-01	**FPL Grid Number**	87680441107
Intersection	BROWARD BLVD. (SR 842) and NE-SE 3 AVENUE/JW MCLAUGHLIN AVE.		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	7	4	6	4	7	4	6
Vehicle Ext.(GAP)	1.5	0.0	1.5	2.0	1.5	0.0	1.5	2.0
Maximum Green I	20	50	20	35	20	50	25	35
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	MAX	OFF	OFF	OFF	MAX	OFF	OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		20		30		20		26
Permissive	YES		YES		YES		YES	
Flash Operation		RED		RED		RED		RED

Attachment

NOTES:

1. ANTI-BACKDOWN EAST/WEST PROGRAMMED IN CONTROLLER.
2. DUAL ENTRY NORTH/SOUTH.
3. AUDIBLE PEDESTRIAN SIGNALS (BEACONING): E/W BEEP, N/S TONE.
4. DETECTION NOT USED EAST/WEST, SIGNAL OPERATES SEMI-ACTUATED.
5. MOD. 31 UPDATES MAXIMUM GREEN, PHASES 2+6.

Submitted By _____ **Approved By** _____

Station : 2044 - SE 3 Ave & SE 2 St (Standard File)

Phase	1 (SL)	2 (NR)	3	4	5 (NL)	6 (SR)	7 (ER)	8 (WR)	9	10	11	12	13	14	15	16
Walk		7				7	7	7								
Ped Clearance		18				18	19	21								
Min Green	4	15			4	15	5	5								
Gap Ext	1.5	3			1.5	3	2	2								
Max1	18	45			18	45	25	25								
Max2																
Yellow Clr	4	4			4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2			2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON			ON	ON	ON	ON								
Auto Flash Entry								ON								
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	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				
Override Higher Preempt		ON				
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6		6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8		8	8	8	8
Max Presence	180		180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2		1	8	2	7
Dwell Cyc Veh 2	6		6		5	
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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:22:41 AM

Station : 2044 - SE 3 Ave & SE 2 St (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**															
		25	255																							
7		2	2	160	112	2	1		50		16	78	32	34	27	67	32	34								
10		3	3	160	90	3	1		50		18	74	34	34	18	74	34	34								
15		4	4	160	63	4	1		50		20	63	32	45	20	63	32	45								
18		3	3	160	90	3	1		50		18	74	34	34	18	74	34	34								
23		25	255																							
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
8		3	3	160	90	3	1		50		18	74	34	34	18	74	34	34								
23		25	255																							
Day Plan 3											**Easy**															
		25	255																							

6		100	254																									
8		3	3	160	90	3	1		50		18	74	34	34	18	74	34	34										
23		25	255																									

Station : 2044 - SE 3 Ave & SE 2 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																																			2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																				1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2044	**Initial Operation Date**	5/1/58
Controller Type	2070 LN	**System Number**	2044
Modification Number	15	**Modification Date**	03/26/2020
Drawing/Project No	GRP 4	**FPL Grid Number**	87680450106
Intersection	SE 3 AVENUE and SE 2 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2			5	6	4,7	3,8
Direction	SBL	NB			NBL	SB	EB	WB
Initial Green(MIN)	4	15			4	15	5	5
Vehicle Ext.(GAP)	1.5	3.0			1.5	3.0	2.0	2.0
Maximum Green I	18	45			18	45	25	25
Maximum Green II								
Yellow Clearance	4.0	4.0			4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0			2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN			OFF	MIN	OFF	OFF
Detector Delay								
Walk		7				7	7	7
Pedestrian Clearance		18				18	19	21
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW				YELLOW	RED	RED

Attachment

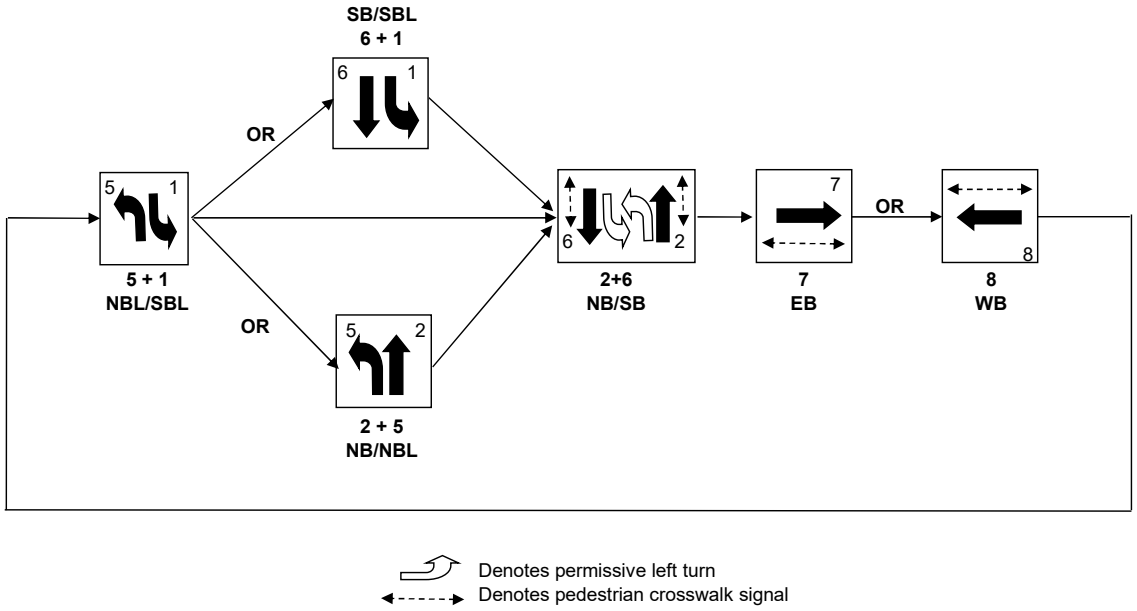
NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON ---> OMIT 1+5.
2. FLASH OPERATION: 2300-0600, 7 DAYS.
3. MOD. 15 UPDATES ALL RED VALUES AND PH.6 PEDESTRIAN CLEARANCE.

Submitted By _____ **Approved By** _____

Sequence of Operation for (2044) SE 3 Avenue and SE 2 Street

Fort Lauderdale



Station : 2045 - SE 3 Ave & E Las Olas Blvd (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		20		19		20		19								
Min Green	4	10	4	6	4	10	4	6								
Gap Ext	1.5	3	1.5	2.5	1.5	3	1.5	2.5								
Max1	15	30	20	30	15	30	12	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:22:54 AM

Station : 2045 - SE 3 Ave & E Las Olas Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	108	2	1	10	50		20	70	30	40	15	75	15	55								
10		3	3	160	99	3	1	10	50		15	80	30	35	15	80	15	50								
15		4	4	160	49	4	1	10	50		20	55	30	55	15	60	15	70								
18		3	3	160	99	3	1	10	50		15	80	30	35	15	80	15	50								
20		100	254																							
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Broward County Timing Sheet 3/26/2024 11:22:54 AM

Station : 2045 - SE 3 Ave & E Las Olas Blvd (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																									1	1	1	1	1	1	1				2
12											1							1																										1	1	1	1	1	1	1	1			2
13												1		1				1																											1								2
14												1		1	1	1	1	1																												1						2
15												1		1																																	1					2
16												1		1				1																																	1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2045	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	
Modification Number	19	**Modification Date**	05/29/2020
Drawing/Project No	DES. GRP. 3	**FPL Grid Number**	87679468901
Intersection	SE 3 AVENUE and EAST LAS OLAS BOULEVARD		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	10	4	6	4	10	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.5	1.5	3.0	1.5	2.5
Maximum Green I	15	30	20	30	15	30	12	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		20		19		20		19
Permissive	5 SECT		5 SECT		5 SECT		5 SECT	
Flash Operation		YELLOW		RED		YELLOW		RED

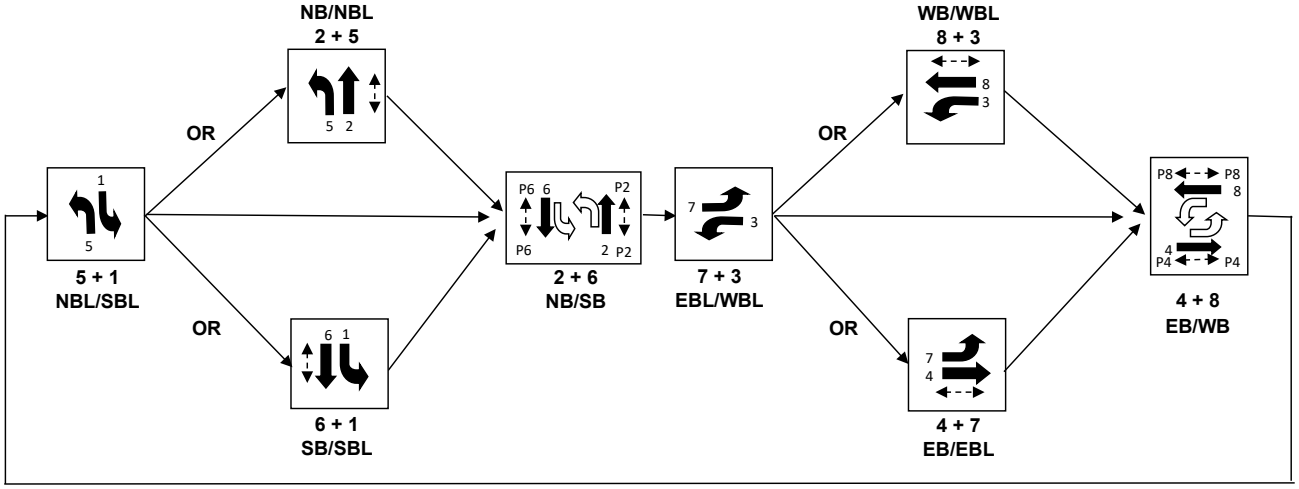
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON---> OMIT PHASES 1+5.
3. BRIDGE PREEMPTION: NOT USED.
4. MOD. 19 UPDATES NOTES, NO CHANGE IN TIMING.

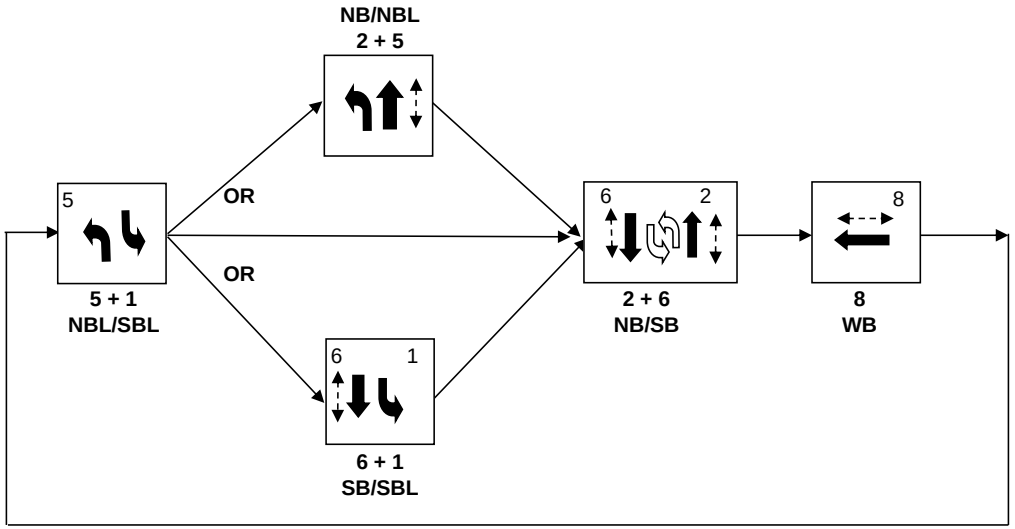
Submitted By _____ **Approved By** _____

Sequence of Operation for SE 3 Avenue and East Las Olas Boulevard (2045)
Fort Lauderdale



Sequence of Operation for 2086

SE 3 Avenue and SE 6 Street Ft. Lauderdale



Denotes pedestrian crosswalk signal

Denotes permissive left turns

Station : 2086 - SE 3 Ave & SE 6 St (Standard File)

Phase	1 (SL)	2 (NR)	3	4	5 (NL)	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7				7		7								
Ped Clearance		24				24		23								
Min Green	4	10			4	10		6								
Gap Ext	1.5	3			1.5	3		2								
Max1	20	40			20	40		25								
Max2																
Yellow Clr	4	4			4	4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2			2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON			ON	ON		ON								
Auto Flash Entry								ON								
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
Override Higher Preempt						ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	
Min Walk						
Ped Clear						
Track Green						
Min Dwell	6	6	6	6	6	
Max Presence	180	180	180	180	180	
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	8	1		2	
Dwell Cyc Veh 2	6		6		5	
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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:45:49 AM

Station : 2086 - SE 3 Ave & SE 6 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	73	2	1		50		20	102		38	20	102		38								
10		3	3	160	96	3	1		50		20	102		38	20	102		38								
15		4	4	160	71	4	1		50		20	102		38	20	102		38								
18		3	3	160	96	3	1		50		20	102		38	20	102		38								
22		100	254																							
Day Plan 2											**Easy**															
		100	254																							
8		3	3	160	96	3	1		50		20	102		38	20	102		38								
22		100	254																							
Day Plan 3											**Easy**															
		100	254																							

8		3	3	160	96	3	1		50		20	102		38	20	102		38									
22		100	254																								

Station : 2086 - SE 3 Ave & SE 6 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																		1				2
16												1		1				1																																	1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
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22																																																				1
23																																																				1
24																																																				1
25																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2086	**Initial Operation Date**	1960
Controller Type	2070 LN	**System Number**	2086
Modification Number	18	**Modification Date**	02/15/2022
Drawing/Project No	DES. GRP. 4	**FPL Grid Number**	87679473907
Intersection	SE 3 AVENUE and SE 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2			5	6		8
Direction	SBL	NB			NBL	SB		WB
Initial Green(MIN)	4	10			4	10		6
Vehicle Ext.(GAP)	1.5	3.0			1.5	3.0		2.0
Maximum Green I	20	40			20	40		25
Maximum Green II								
Yellow Clearance	4.0	4.0			4.0	4.0		4.0
All Red Clearance	2.0	2.0			2.0	2.0		2.0
Phase Recall	OFF	MIN			OFF	MIN		OFF
Detector Delay								
Walk		7+A				7+A		7+A
Pedestrian Clearance		24				24		23
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW				YELLOW		RED

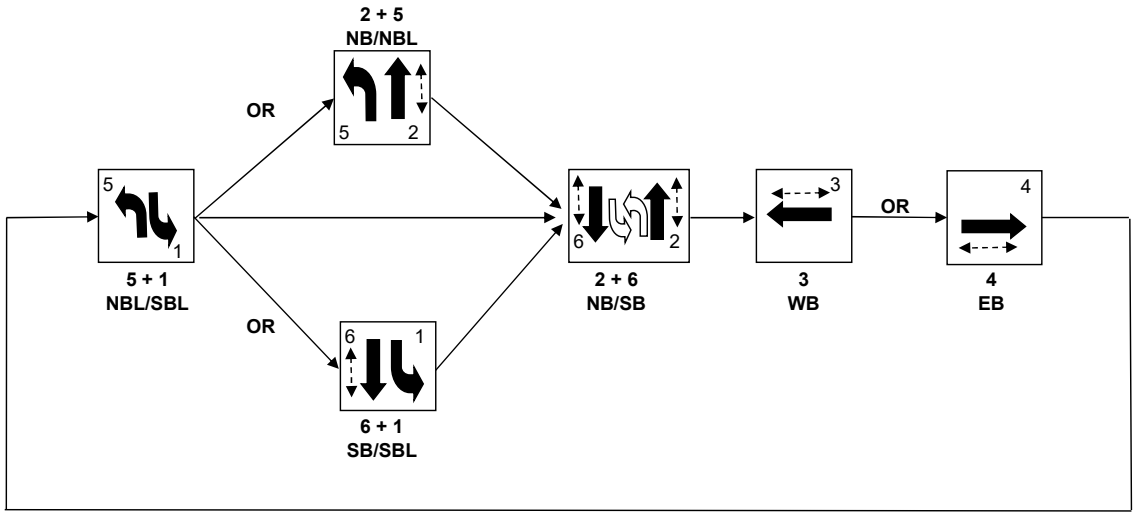
Attachment

NOTES:

1. BRIDGE PREEMPTION NOT USED.
2. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON ---> OMIT PHASES 1+5.
3. AUDIBLE PED SIGNALS: E/W BEEP, N/S TONE.
4. MOD. 18 REMOVES NIGHT FLASH PER CITY OF FT LAUDERDALE REQUEST.

Submitted By _____ **Approved By** _____

Sequence of Operation for (2104) SE 3 Avenue and SE 7 Street
Fort Lauderdale



Station : 2104 - SE 3 Ave & SE 7 St (Standard File)

Phase	1 (SL)	2 (NT)	3 (WT)	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7		7										
Ped Clearance		12	20	20		12										
Min Green	4	10	5	5	4	10										
Gap Ext	1.5	3	2.5	2.5	1.5	3										
Max1	12	40	25	25	12	40										
Max2																
Yellow Clr	4	4	4	4	4	4			3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
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						
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	15	8	15	15	15	15
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2		1	3	2	4
Dwell Cyc Veh 2	6		6		5	
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						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:47:28 AM

Station : 2104 - SE 3 Ave & SE 7 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		12	12	160	66	12	1	5	40		12	76	36	36	12	76	36	36								
10		3	3	80	25	3	1	10	50		12	32	18	18	12	32	18	18								
15		14	14	160	74	14	1	5	40		12	76	36	36	12	76	36	36								
18		3	3	80	25	3	1	10	50		12	32	18	18	12	32	18	18								
22		100	254																							
Day Plan 2											**Easy**															
		100	254																							
8		3	3	80	25	3	1	10	50		12	32	18	18	12	32	18	18								
22		100	254																							
Day Plan 3											**Easy**															
		100	254																							

8		3	3	80	25	3	1	10	50		12	32	18	18	12	32	18	18										
22		100	254																									

Station : 2104 - SE 3 Ave & SE 7 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1					1																												1	1	1	1	1	1	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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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2104	**Initial Operation Date**	1963
Controller Type	2070 LN	**System Number**	2104
Modification Number	20	**Modification Date**	04/04/2023
Drawing/Project No	GRP 4	**FPL Grid Number**	87679494600
Intersection	SE 3 AVENUE and SE 7 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,8	4,7	5	6		
Direction	SBL	NB	WB	EB	NBL	SB		
Initial Green(MIN)	4	10	5	5	4	10		
Vehicle Ext.(GAP)	1.5	3.0	2.5	2.5	1.5	3.0		
Maximum Green I	12	40	25	25	12	40		
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								
Walk		7	7	7		7		
Pedestrian Clearance		12	20	20		12		
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW	RED	RED		YELLOW		

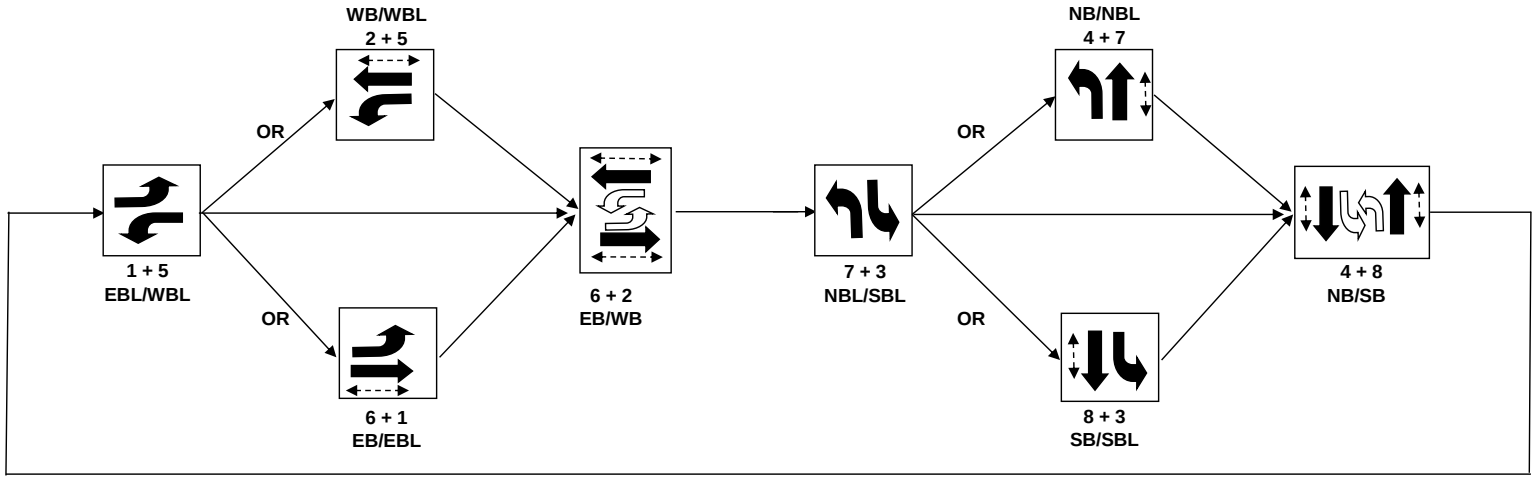
Attachment

NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH, PHASES 2+6 ON ---> OMIT 1+5.
2. MOD. 20 UPDATES GAP TIMES FOR PHASES 3 AND 4.

Submitted By _____ **Approved By** _____

SEQUENCE of OPERATION for (2117) DAVIE BLVD (SR 736) and SE 3 AVENUE
FORT LAUDERDALE



Denotes permissive left turn

Denotes pedestrian crosswalk

Station : 2117 - Davie Blvd & SE 3 Ave (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		7		7		7								
Ped Clearance		20		20		20		20								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	12	30	12	50	12	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

Channel	1	2	3	4
Min				
Max	200		200	
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt	ON		ON	
No Skip				
Priority P1	8		4	
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:48:26 AM

Station : 2117 - Davie Blvd & SE 3 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**															
7		2	2	160	153	2	1	10	50		25	65	30	40	25	65	30	40								
10		3	3	160	5	3	1	10	50		20	79	20	41	20	79	20	41								
15		4	4	160	84	4	1	5	50		15	65	18	62	15	65	20	60								
18		3	3	160	5	3	1	10	50		20	79	20	41	20	79	20	41								
20		5	5	80	28	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 2											**Easy**															
8		5	5	80	28	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 3											**Easy**															
8		5	5	80	28	5	1	10	17		15	25	15	25	15	25	15	25								

22		100	254																							

Broward County Timing Sheet 3/26/2024 11:48:26 AM

Station : 2117 - Davie Blvd & SE 3 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**															
		100	254																							
6	30	11	11	120	5	11	1	10	50		14	62	14	30	14	62	14	30								
7	30	12	12	180	98	12	1	10	50		33	86	23	38	26	93	23	38								
10	30	13	13	160	39	13	1	10	50		20	81	20	39	20	81	20	39								
15		14	14	160	78	14	1	10	50		20	78	22	40	20	78	32	30								
16		15	15	180	125	15	1	10	50		26	92	24	38	23	95	24	38								
19		14	14	160	78	14	1	10	50		20	78	22	40	20	78	32	30								
20		5	5	80	28	5	1	10	17		15	25	15	25	15	25	15	25								

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																														2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												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	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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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2117	**Initial Operation Date**	1/4/62
Controller Type	2070 LN	**System Number**	2117
Modification Number	12	**Modification Date**	08/28/2015
Drawing/Project No	228180-1-52-01	**FPL Grid Number**	87679460608
Intersection	DAVIE BOULEVARD (SR 736) and SE 3 AVENUE		
Municipality	FORT LAUDERDALE		

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

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON---> OMIT PHASES 1+5.
3. AUDIBLE PEDESTRIAN FEATURES (P2,P4,P6 & P8).
4. MOD. 12 UPDATES PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Station : 2154 - SE 17 St & SE 3 Ave (Standard File)

Phase	1	2 (WR)	3	4 (NT)	5	6 (ER)	7	8 (SR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		18		25		18		25								
Min Green		12		6		12		6								
Gap Ext		2.5		2		2.5		2								
Max1		45		30		45		30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	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								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6				
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8				
Max Presence	120	120				
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2				
Dwell Cyc Veh 2	8	6				
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 12:01:59 PM

Station : 2154 - SE 17 St & SE 3 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	15	2	2	80	40	2	1		50			40		40		40		40								
9		3	3	80	40	3	1		50			40		40		40		40								
15		4	4	80	40	4	1		50			40		40		40		40								
20		100	254																							
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Broward County Timing Sheet 3/26/2024 12:01:59 PM

Station : 2154 - SE 17 St & SE 3 Ave (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7																																																			1
8																																																			1
9																																																			1
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	1			2
13												1		1				1																													1							2
14												1		1	1	1	1	1																														1						2
15												1		1																																				1				2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

| | | |

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2154	**Initial Operation Date**	3/27/72
Controller Type	2070 LN	**System Number**	2154
Modification Number	6	**Modification Date**	02/28/2019
Drawing/Project No	GRP 4	**FPL Grid Number**	87678485801
Intersection	SE 17 STREET and SE 3 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		WB		NB		EB		SB
Initial Green(MIN)		12		6		12		6
Vehicle Ext.(GAP)		2.5		2.0		2.5		2.0
Maximum Green I		45		30		45		30
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		2.0		2.0		2.0		2.0
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7 + E		7 + E		7 + E		7 + E
Pedestrian Clearance		18		25		18		25
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED

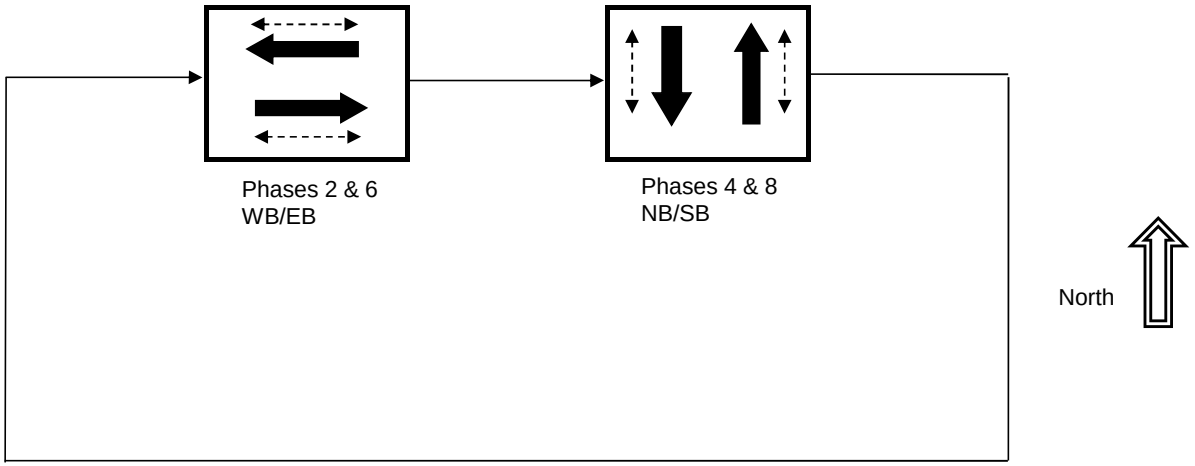
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. LEAD PEDESTRIAN INTERVAL (EARLY WALK): 5 SECONDS TO ALL PEDS.
3. MOD. 6 UPDATES ALL RED CLEARANCE AND DEPLOYS LPI.

Submitted By _____ **Approved By** _____

Sequence of Operation
SE 17 Street and SE 3 Avenue (2154)
Fort Lauderdale



Station : 2101 - Sunrise Blvd & Flagler Dr/NE 5 Ter (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		24		35		17		34								
Min Green	5	15	6	6	5	15	5	7			8	8				
Gap Ext	1.5	3	2	2	1.5	3	1									
Max1	12	75	25	45	15	75	3	45								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4.5	4.5	3.5	3.5	4.5	4.5	3.5	3.5	3.5	3.5
Red Clr									1.5	1.5	3.5	3.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON		ON								
Auto Flash Entry																
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON					ON	ON				
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:47:11 AM

Station : 2101 - Sunrise Blvd & Flagler Dr/NE 5 Ter (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	72	2	1	12	22		21	73	35	25	17	77		26								
9	30	3	3	180	14	3	1	12	22		26	64	32	32	17	73		26								
15		4	4	180	18	4	1	12	22		21	57	39	39	17	61		23								
19	30	5	5	140	14	5	1	12	22		17	48	27	22	17	48		26								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	23	6	1	12	22		19	57	27	21	17	59		26								
9		7	7	190	79	7	1	12	22		21	83	28	32	17	87		24								
19	30	8	8	140	17	8	1	12	22		17	49	27	21	17	49		26								
Day Plan 3											**Easy**															
		100	254																							

8		6	6	150	23	6	1	12	22		19	57	27	21	17	59		26									
10		7	7	190	79	7	1	12	22		21	83	28	32	17	87		24									
19	30	8	8	140	17	8	1	12	22		17	49	27	21	17	49		26									
21	30	100	254																								

Broward County Timing Sheet 3/26/2024 11:47:11 AM

Station : 2101 - Sunrise Blvd & Flagler Dr/NE 5 Ter (Standard File)

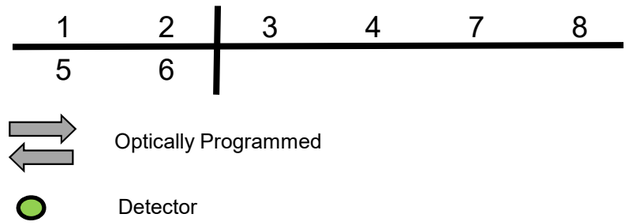
Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	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	2
7							1											1					1																													2
8							1					1	1	1	1	1	1	1					1	1	1	1																										2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																											2
11											1						1																												1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	1	2
13												1		1				1																														1						2
14												1		1	1	1	1	1																															1					2
15												1		1																																					1				2
16												1		1				1																																			1	2
17																																																						1
18																																																						1
19																																																						1
20																																																						1
21																																																						1
22																																																						1
23																																																						1
24																																																						1
25																																																						1

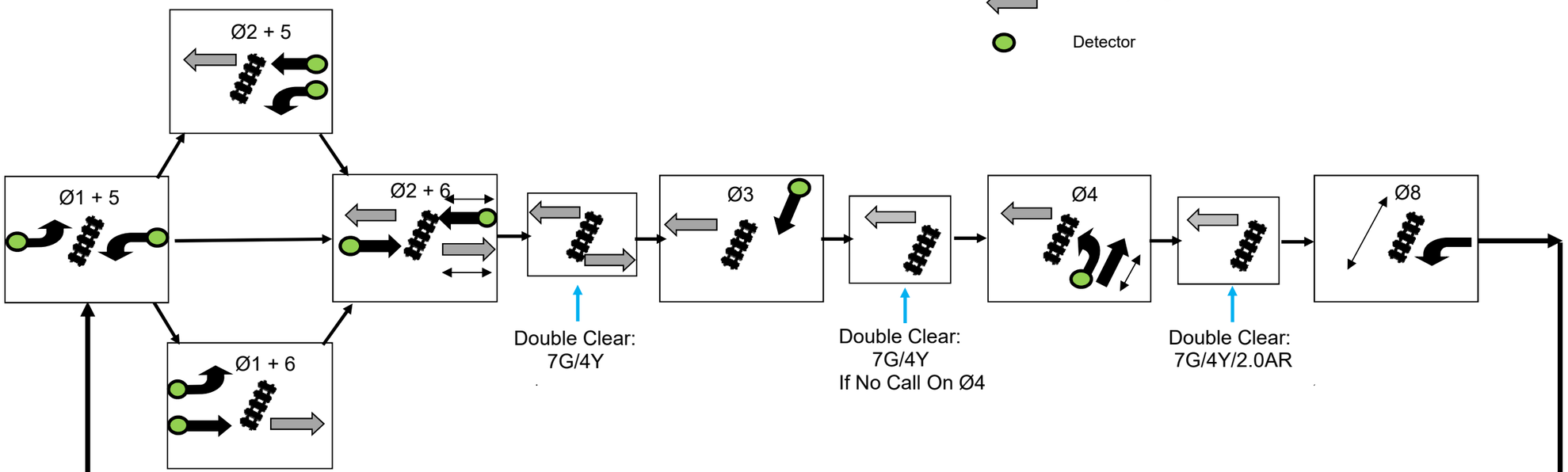
| | | |

Sequence of Operation (2101) Sunrise Boulevard (SR 838) and Flagler/ Progresso Drive (Mod. 30 +)



Optically Programmed

Detector

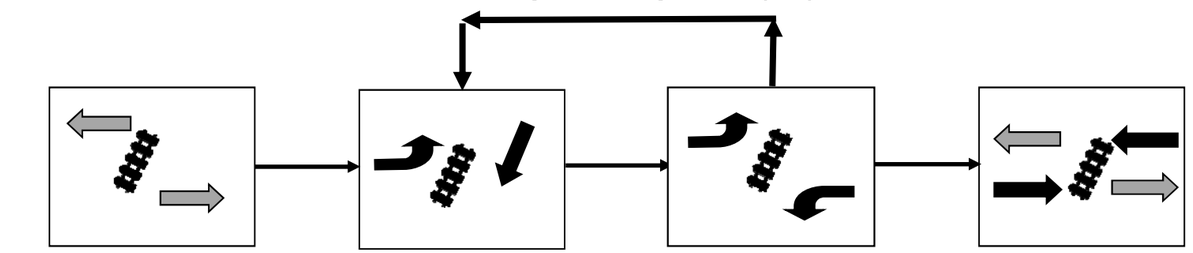


Double Clear:
7G/4Y

Double Clear:
7G/4Y
If No Call On Ø4

Double Clear:
7G/4Y/2.0AR

Pre-emption Sequence (Ø7)



Preemption Clear 12G/4Y

Dwell 1 (FIXED):
SB/EBL 8G/4Y/2AR

Dwell 2 (FIXED):
EWL 8G/4Y/2AR

Return: Ø2+6

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2101	**Initial Operation Date**	UNKNOWN
Controller Type	2070 SBC (BIU)	**System Number**	2101
Modification Number	31	**Modification Date**	11/01/2019
Drawing/Project No	436542-1-52-01	**FPL Grid Number**	87681591803
Intersection	SUNRISE BLVD. (SR 838) and FLAGLER/PROGRESSO DRIVES		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction	EBL	WB	SB	NB	WBL	EB	PEMPT	XPED
Initial Green(MIN)	5	15	6	6	5	15	NOTE 4	7
Vehicle Ext.(GAP)	1.5	3.0	2.0	2.0	1.5	3.0		0.0
Maximum Green I	12	75	25	45	15	75		45
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5		4.5
All Red Clearance	0.0	*.*	*.*	*.*	0.0	*.*		0.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		24		35		17		34
Permissive	NO				NO			
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW		DARK

Attachment **2101-30 SOP.pdf**

NOTES:

1. WBL OVERLAPS WITH PHASE 8 PEDESTRIAN SIGNAL; PHASE 8 YELLOW PROVIDES ADDITIONAL CROSSING TIME.
2. *.* DOUBLE CLEARANCE EB,WB,NB AND SB (HEADS 2A OR 2A+6A): 7G, 4Y, 2.0 AR BEGINNING OF NEARSIDE YELLOW.
3. PHASES 1+5 ALL RED CLEAR NOT NEEDED, CONFLICTING MOVEMENT > 2 SECONDS AWAY.
4. RAILROAD PRE-EMPTION (PHASE 7):
(A) TIME BEFORE: 0
(B) TRACK CLEAR (HEADS 2A+6A): 12G, 4Y.
(C) DWELL 1 (FIXED TIME): SB (HEAD 8)/EBL: 8G, 4Y, 2AR.
(D) DWELL 2 (FIXED TIME): EWL: 8G, 4Y, 2AR.
(E) RETURN TO PHASE 2 (E/W).
5. SIGNAL HEADS 2A (WB) AND 6A (EB) OPTICALLY PROGRAMMED; VISIBILITY BEGINS NEAR RESPECTIVE NEARSIDE STOP LINES.
6. MOD. 31 UPDATES TIMING VALUES PER FDOT RETIMING PROJECT.

Submitted By _____ **Approved By** _____

Station : 2027 - Sunrise Blvd & US 1 (Searstown) (Standard File)

Phase	1 (WL)	2 (ET)	3	4 (NR)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7												
Ped Clearance		36		7												
Min Green	10	10		10		5										
Gap Ext	2	8		2												
Max1	50	75		50		25										
Max2																
Yellow Clr	4.5	4.5	3.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3	2		3					1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON												
Auto Flash Entry																
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	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/16/2024 10:07:09 AM

Station : 2027 - Sunrise Blvd & US 1 (Searstown) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	87	2	1	12	22		79	78		23	79	78		23								
9	30	3	3	180	81	3	1	12	22		70	76		34	70	76		34								
15		4	4	180	36	4	1	12	22		52	83		45	52	83		45								
19	30	5	5	140	34	5	1	12	22		45	67		28	45	67		28								
23	30	100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		6	6	150	55	6	1	12	22		48	77		25	48	77		25								
9		7	7	190	82	7	1	12	22		59	96		35	59	96		35								
19	30	8	8	140	32	8	1	12	22		47	68		25	47	68		25								
Day Plan 3											**Easy**															
		100	254																							

8		6	6	150	55	6	1	12	22		48	77		25	48	77		25									
10		7	7	190	82	7	1	12	22		59	96		35	59	96		35									
19	30	8	8	140	32	8	1	12	22		47	68		25	47	68		25									
21	30	100	254																								

Station : 2027 - Sunrise Blvd & US 1 (Searstown) (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1						1	1	1	1	1	1	1				1	1	1	1																										2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1					2
15												1		1																																			1			2
16												1		1				1																																	1	2
17																																																			1
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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2027	**Initial Operation Date**	5/15/73
Controller Type	2070 LN2 (BIU)	**System Number**	2027
Modification Number	18	**Modification Date**	04/12/2024
Drawing/Project No	436542-1-52-01	**FPL Grid Number**	87681711701
Intersection	SUNRISE BLVD. (SR 838) and NE 7 AVE. (SEARSTOWN) (US1)		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,4,6*	2,6		4,1,6*				
Direction	WBL	EB		NBR				
Initial Green(MIN)	10	10		10				
Vehicle Ext.(GAP)	2.0	8.0		2.0				
Maximum Green I	50	75		50				
Maximum Green II								
Yellow Clearance	4.5	4.5		4.5				
All Red Clearance	3.0	2.0		3.0				
Phase Recall	MIN	OFF		MIN				
Detector Delay								
Walk		7		7				
Pedestrian Clearance		36		7				
Permissive								
Flash Operation	RED	RED		RED				

Attachment **B-027 Mod#17.pdf**

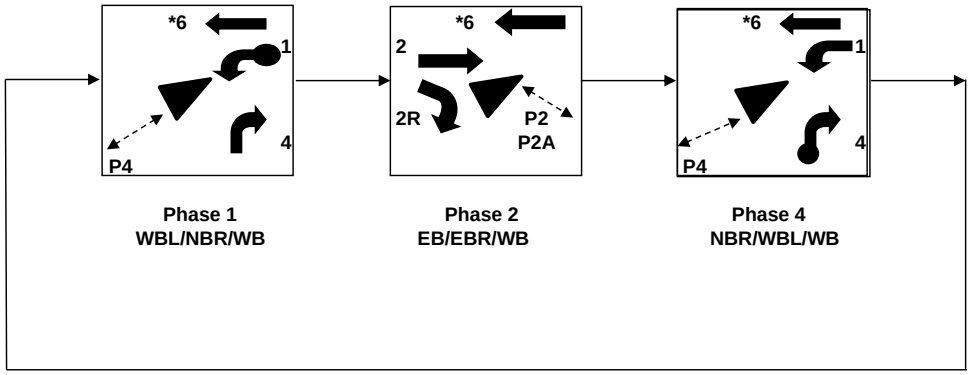
NOTES:

1. * WBL, NBR AND WB.
2. WBL (TWO INBOARD LANES) CONTROLLED BY PHASE 4. WB THROUGH (SINGLE OUTBOARD LANE) CONTROLLED BY CONTINUOUS GREEN THROUGH ARROW.
3. THERMAL DETECTION.
4. MOD. 18 CHANGED GAP TIME FOR PHASE 2 TO 8 SECONDS.

Submitted By _____ **Approved By** _____

Sequence of Operation Sunrise Blvd (SR 838) and NE 7 Avenue (Searstown/US1) [2027]

Modification # 17



*WESTBOUND THROUGH (SINGLE OUTBOARD LANE) CONTROLLED BY A CONTINUOUS GREEN THROUGH ARROW.

Station : 2119 - US 1 & NE 9 St (Ft Lauderdale) (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		13		25		13		23								
Min Green	5	12		6	5	12		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	50		20	18	50		20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 3/26/2024 11:48:39 AM

Station : 2119 - US 1 & NE 9 St (Ft Lauderdale) (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	138	2	1	5	50		30	90		40	30	90		40								
9		3	3	160	26	3	1	5	50		30	90		40	30	90		40								
15		4	4	160	75	4	1	5	50		30	90		40	30	90		40								
18		3	3	160	26	3	1	5	50		30	90		40	30	90		40								
Day Plan 2											**Easy**															
		3	3	160	26	3	1	5	50		30	90		40	30	90		40								
2		100	254																							
8		3	3	160	26	3	1	5	50		30	90		40	30	90		40								
Day Plan 3											**Easy**															
		3	3	160	26	3	1	5	50		30	90		40	30	90		40								

2		100	254																									
8		3	3	160	26	3	1	5	50		30	90		40	30	90		40										
22		100	254																									

Station : 2119 - US 1 & NE 9 St (Ft Lauderdale) (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																																2
5	1												1								1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																																1				2
15												1		1																																					1			2
16												1		1				1																																			1	2
17																																																						1
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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2119	**Initial Operation Date**	7/8/75
Controller Type	2070 LN	**System Number**	2119
Modification Number	13	**Modification Date**	06/08/2021
Drawing/Project No	86000-3576	**FPL Grid Number**	87681660201
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 9 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	5	12		6	5	12		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	50		20	18	50		20
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	MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		13		25		13		23
Permissive	5-SECT				NO			
Flash Operation		YELLOW		RED	RED	YELLOW		RED

Attachment

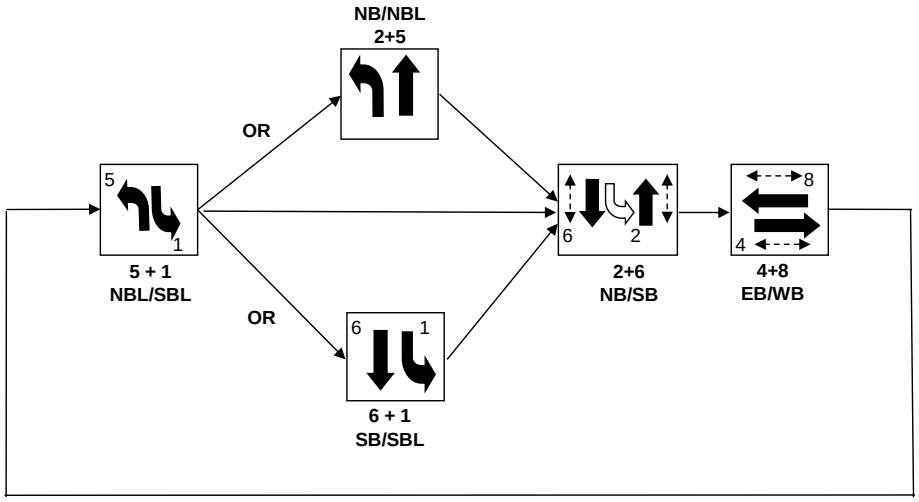
NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTH/SOUTH WITH RED REVERT OF 4.0 SECONDS. ACTIVE ON NBL IN THE ABSENCE OF CALLS ON EAST/WEST.
3. MOD. 13 UPDATES NS & EB PEDESTRIAN CLEARANCES.

Submitted By _____ **Approved By** _____

Sequence of Operation for Federal Hwy. (US 1/SR 5) and NE 9 Street (2119)

Fort Lauderdale



Denotes pedestrian crosswalk signal

Denotes permissive left turn

Attachment C

Intersection Capacity Worksheets

A.M. Peak Hour

No Build 2024

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	190	1433	324	67	1006	167	388	158	505		
Future Volume (vph)	190	1433	324	67	1006	167	388	158	505		
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6		5	2	7	4	3	8	9	10
Permitted Phases			6			4		8			
Detector Phase	1	6	6	5	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	36.5	36.5	11.5	37.5	10.0	43.0	10.0	46.0	5.0	5.0
Total Split (s)	42.0	93.0	93.0	16.0	67.0	16.0	42.0	24.0	50.0	5.0	5.0
Total Split (%)	23.3%	51.7%	51.7%	8.9%	37.2%	8.9%	23.3%	13.3%	27.8%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?						Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 56 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

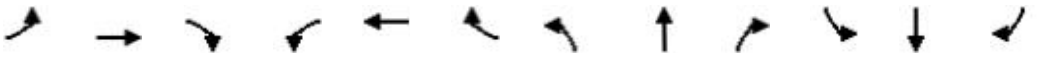
Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	198	1493	338	70	1109	174	436	165	652
v/c Ratio	0.83	0.61	0.41	0.69	0.54	0.76	0.52	0.53	0.88
Control Delay (s/veh)	103.9	36.2	18.2	115.8	25.5	67.0	61.6	47.9	81.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	103.9	36.2	18.2	115.8	25.5	67.0	61.6	47.9	81.5
Queue Length 50th (ft)	232	497	148	83	184	143	230	134	388
Queue Length 95th (ft)	317	520	224	m#169	190	#376	302	203	452
Internal Link Dist (ft)		645			1177		1806		524
Turn Bay Length (ft)	475		130	205		95		95	
Base Capacity (vph)	349	2497	837	106	2036	227	838	335	843
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.60	0.40	0.66	0.54	0.77	0.52	0.49	0.77

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)	190	1433	324	67	1006	59	167	388	31	158	505	121
Future Volume (vph)	190	1433	324	67	1006	59	167	388	31	158	505	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5072	1547	1770	5026		1769	3495		1768	3406	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.09	1.00		0.40	1.00	
Satd. Flow (perm)	1770	5072	1547	1770	5026		184	3495		747	3406	
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)	198	1493	338	70	1048	61	174	404	32	165	526	126
RTOR Reduction (vph)	0	0	78	0	3	0	0	3	0	0	12	0
Lane Group Flow (vph)	198	1493	260	70	1106	0	174	433	0	165	640	0
Confl. Peds. (#/hr)	1		5	5		1	10		4	4		10
Confl. Bikes (#/hr)			4			3			1			1
Bus Blockages (#/hr)	0	2	0	0	2	2	0	0	0	0	2	2
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4			8		
Actuated Green, G (s)	24.0	84.9	84.9	10.3	71.2		63.5	44.6		53.5	38.3	
Effective Green, g (s)	24.0	84.9	84.9	10.3	71.2		63.5	44.6		53.5	38.3	
Actuated g/C Ratio	0.13	0.47	0.47	0.06	0.40		0.35	0.25		0.30	0.21	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	236	2392	729	101	1988		231	865		308	724	
v/s Ratio Prot	c0.11	c0.29		0.04	0.22		c0.08	c0.12		0.05	c0.19	
v/s Ratio Perm			0.17				c0.19			0.11		
v/c Ratio	0.83	0.62	0.35	0.69	0.55		0.75	0.50		0.53	0.88	
Uniform Delay, d1	76.1	35.6	30.1	83.2	42.1		45.9	58.1		49.2	68.7	
Progression Factor	1.00	1.00	1.00	1.06	0.58		1.00	1.00		1.00	1.00	
Incremental Delay, d2	21.3	1.2	1.3	13.8	1.0		11.6	0.1		0.8	12.0	
Delay (s)	97.4	36.8	31.5	102.5	25.6		57.5	58.3		50.1	80.7	
Level of Service	F	D	C	F	C		E	E		D	F	
Approach Delay (s/veh)		41.8			30.1			58.0			74.5	
Approach LOS		D			C			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	46.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	16	12	3	1	2	519	31	5	787	33
Future Vol, veh/h	0	0	16	12	3	1	2	519	31	5	787	33
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	18	13	3	1	2	570	34	5	865	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	1508	454	1037	1509	306	904	0	0	606	0	0
Stage 1	-	897	-	594	594	-	-	-	-	-	-	-
Stage 2	-	611	-	443	915	-	-	-	-	-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	-	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	0	575	1278	631	575	1429	690	-	-	841	-	-
Stage 1	0	787	-	848	912	-	-	-	-	-	-	-
Stage 2	0	905	-	936	780	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	565	1274	613	565	1424	688	-	-	840	-	-
Mov Cap-2 Maneuver	-	565	-	613	565	-	-	-	-	-	-	-
Stage 1	-	778	-	844	907	-	-	-	-	-	-	-
Stage 2	-	900	-	915	771	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.87	10.91	0.04	0.06
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	1274	603	1424	840	-	-
HCM Lane V/C Ratio	0.003	-	-	0.014	0.027	0.001	0.007	-	-
HCM Control Delay (s/veh)	10.2	-	-	7.9	11.1	7.5	9.3	-	-
HCM Lane LOS	B	-	-	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	52	500	99	30	786
Future Vol, veh/h	26	52	500	99	30	786
Conflicting Peds, #/hr	2	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	28	55	532	105	32	836

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1071	325	0	0	640	0
Stage 1	588	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	2.9	-
Pot Cap-1 Maneuver	616	1409	-	-	823	-
Stage 1	852	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	1401	-	-	820	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.69	0	0.79
HCM LOS	A		

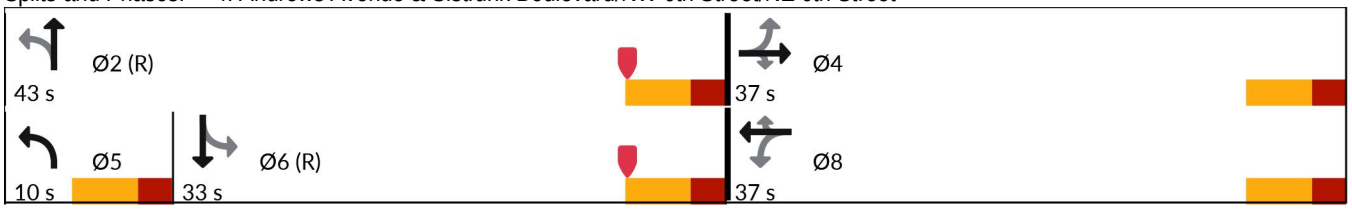
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	657	1401	132	-
HCM Lane V/C Ratio	-	-	0.042	0.039	0.039	-
HCM Control Delay (s/veh)	-	-	10.7	7.7	9.6	0.5
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

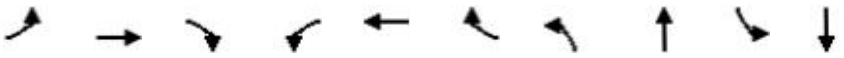
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	84	411	317	52	214	117	63	402	91	667
Future Volume (vph)	84	411	317	52	214	117	63	402	91	667
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	10.0	43.0	33.0	33.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	12.5%	53.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 16 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

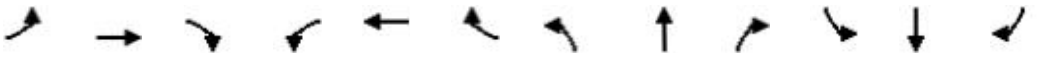
Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	428	330	54	223	122	66	452	95	741
v/c Ratio	0.28	0.77	0.55	0.36	0.40	0.22	0.19	0.23	0.24	0.48
Control Delay (s/veh)	21.7	34.6	12.0	19.8	15.4	2.7	16.6	16.2	20.1	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.7	34.6	12.0	19.8	15.4	2.7	16.6	16.2	20.1	19.3
Queue Length 50th (ft)	33	191	50	11	47	0	27	108	31	143
Queue Length 95th (ft)	62	259	109	26	73	12	70	201	75	218
Internal Link Dist (ft)		281			911			1290		516
Turn Bay Length (ft)	155			130		130	225		155	
Base Capacity (vph)	404	714	710	192	714	670	332	1897	394	1525
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	0.22	0.60	0.46	0.28	0.31	0.18	0.20	0.24	0.24	0.49

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	411	317	52	214	117	63	402	32	91	667	44
Future Volume (veh/h)	84	411	317	52	214	117	63	402	32	91	667	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.99	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	88	428	330	54	223	122	66	419	33	95	695	46
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	316	584	483	166	584	489	369	1761	138	481	1414	94
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.05	0.71	0.71	0.56	0.56	0.56
Sat Flow, veh/h	1021	1856	1536	700	1856	1553	1767	3290	258	927	3352	222
Grp Volume(v), veh/h	88	428	330	54	223	122	66	224	228	95	365	376
Grp Sat Flow(s),veh/h/ln	1021	1856	1536	700	1856	1553	1767	1763	1785	927	1763	1811
Q Serve(g_s), s	5.9	16.4	15.0	6.0	7.5	4.7	1.6	3.5	3.6	4.2	10.0	10.1
Cycle Q Clear(g_c), s	13.4	16.4	15.0	22.4	7.5	4.7	1.6	3.5	3.6	4.2	10.0	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		0.12
Lane Grp Cap(c), veh/h	316	584	483	166	584	489	369	944	956	481	744	764
V/C Ratio(X)	0.28	0.73	0.68	0.32	0.38	0.25	0.18	0.24	0.24	0.20	0.49	0.49
Avail Cap(c_a), veh/h	390	719	595	217	719	602	389	944	956	481	744	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	24.4	23.9	34.4	21.4	20.4	11.8	5.9	5.9	11.1	12.4	12.4
Incr Delay (d2), s/veh	0.2	2.1	1.4	0.4	0.1	0.1	0.1	0.6	0.6	0.9	2.3	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.2	5.4	1.0	3.1	1.6	0.6	1.3	1.3	0.9	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.7	26.5	25.4	34.8	21.5	20.5	11.9	6.4	6.4	12.0	14.7	14.6
LnGrp LOS	C	C	C	C	C	C	B	A	A	B	B	B
Approach Vol, veh/h		846			399			518			836	
Approach Delay, s/veh		26.1			23.0			7.1			14.3	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		48.8		31.2	9.1	39.7		31.2				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		37.0		31.0	4.0	27.0		31.0				
Max Q Clear Time (g_c+I1), s		5.6		18.4	3.6	12.1		24.4				
Green Ext Time (p_c), s		2.9		2.3	0.0	4.6		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			18.1									
HCM 7th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	166	105	59	201	30	382	81	875
Future Volume (vph)	37	166	105	59	201	30	382	81	875
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	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
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min

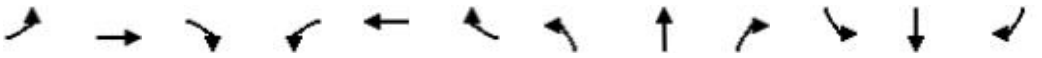
Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 46 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	212	109	61	253	31	436	84	984
v/c Ratio	0.74	0.28	0.30	0.76	0.11	0.22	0.16	0.50
Control Delay (s/veh)	44.6	6.7	35.4	49.3	7.5	5.1	6.9	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.6	6.7	35.4	49.3	7.5	5.1	6.9	7.4
Queue Length 50th (ft)	99	0	31	129	2	17	13	96
Queue Length 95th (ft)	155	34	54	176	28	117	28	109
Internal Link Dist (ft)	119			908		605		1290
Turn Bay Length (ft)		100	50		110		150	
Base Capacity (vph)	390	494	271	447	269	1970	521	1949
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.22	0.23	0.57	0.12	0.22	0.16	0.50

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	166	105	59	201	42	30	382	36	81	875	70
Future Volume (veh/h)	37	166	105	59	201	42	30	382	36	81	875	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	39	173	109	61	209	44	31	398	38	84	911	73
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	84	298	376	181	321	68	327	1705	162	552	1729	139
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	117	1115	1406	978	1199	252	510	2927	278	849	2968	238
Grp Volume(v), veh/h	212	0	109	61	0	253	31	215	221	84	487	497
Grp Sat Flow(s),veh/h/ln	1232	0	1406	978	0	1451	510	1586	1619	849	1586	1620
Q Serve(g_s), s	1.8	0.0	4.9	4.8	0.0	12.4	2.0	3.0	3.0	2.5	9.3	9.3
Cycle Q Clear(g_c), s	14.0	0.0	4.9	18.8	0.0	12.4	11.5	3.0	3.0	5.6	9.3	9.3
Prop In Lane	0.18		1.00	1.00		0.17	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	383	0	376	181	0	388	327	924	943	552	924	944
V/C Ratio(X)	0.55	0.00	0.29	0.34	0.00	0.65	0.09	0.23	0.23	0.15	0.53	0.53
Avail Cap(c_a), veh/h	431	0	422	212	0	435	327	924	943	552	924	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	0.86	0.00	0.86	0.99	0.99	0.99	0.86	0.86	0.86
Uniform Delay (d), s/veh	25.1	0.0	23.3	35.1	0.0	26.0	7.0	4.1	4.1	4.9	4.8	4.8
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.4	0.0	1.7	0.6	0.6	0.6	0.5	1.8	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	1.6	1.1	0.0	4.3	0.2	0.9	1.0	0.4	2.5	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.6	0.0	23.4	35.5	0.0	27.7	7.6	4.7	4.7	5.4	6.7	6.6
LnGrp LOS	C		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		321			314			467			1068	
Approach Delay, s/veh		24.9			29.2			4.9			6.5	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.7		27.3		52.7		27.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0				
Max Q Clear Time (g_c+I1), s		13.5		16.0		11.3		20.8				
Green Ext Time (p_c), s		3.2		0.6		8.4		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.2									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	13	16	16	19	7	394	141	843
Future Volume (vph)	13	16	16	19	7	394	141	843
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

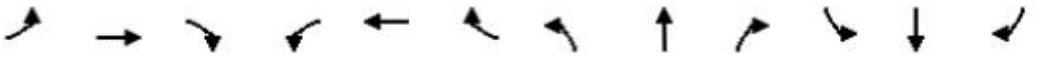
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	47	17	32	7	449	150	938
v/c Ratio	0.34	0.13	0.21	0.01	0.16	0.21	0.34
Control Delay (s/veh)	32.0	35.0	25.5	4.5	3.9	2.5	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.0	35.0	25.5	4.5	3.9	2.5	1.8
Queue Length 50th (ft)	15	8	10	3	107	6	20
Queue Length 95th (ft)	46	m20	25	m4	62	29	69
Internal Link Dist (ft)	113		909		606		605
Turn Bay Length (ft)		50		165		150	
Base Capacity (vph)	446	448	494	433	2704	698	2714
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.04	0.06	0.02	0.17	0.21	0.35

Intersection Summary

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



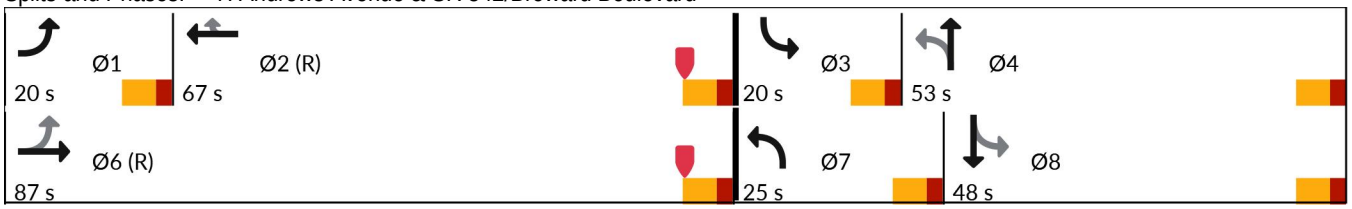
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	16	15	16	19	11	7	394	28	141	843	39
Future Volume (veh/h)	13	16	15	16	19	11	7	394	28	141	843	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	14	17	16	17	20	12	7	419	30	150	897	41
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	82	63	45	208	87	52	508	2354	168	747	2424	111
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	259	708	499	1205	968	581	532	2997	214	837	3085	141
Grp Volume(v), veh/h	47	0	0	17	0	32	7	221	228	150	461	477
Grp Sat Flow(s),veh/h/ln	1466	0	0	1205	0	1549	532	1586	1624	837	1586	1640
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.8	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.30		0.34	1.00		0.38	1.00		0.13	1.00		0.09
Lane Grp Cap(c), veh/h	190	0	0	208	0	139	508	1246	1276	747	1246	1288
V/C Ratio(X)	0.25	0.00	0.00	0.08	0.00	0.23	0.01	0.18	0.18	0.20	0.37	0.37
Avail Cap(c_a), veh/h	504	0	0	477	0	484	508	1246	1276	747	1246	1288
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	0.97	0.00	0.97	0.91	0.91	0.91	0.88	0.88	0.88
Uniform Delay (d), s/veh	34.2	0.0	0.0	33.5	0.0	33.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.3	0.0	0.3	0.3	0.5	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.3	0.0	0.6	0.0	0.1	0.1	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.4	0.0	0.0	33.6	0.0	34.2	0.0	0.3	0.3	0.5	0.7	0.7
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		47			49			456			1088	
Approach Delay, s/veh		34.4			34.0			0.3			0.7	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.8		12.2		67.8		12.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0				
Max Q Clear Time (g_c+I1), s		2.0		4.3		2.0		3.5				
Green Ext Time (p_c), s		3.1		0.1		9.0		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			2.5									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	110	1301	901	84	148	310	156	570
Future Volume (vph)	110	1301	901	84	148	310	156	570
Turn Type	pm+pt	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	2		7	4	3	8
Permitted Phases	6			2	4		8	
Detector Phase	1	6	2	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	15.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	10.0	41.0	10.0	39.0
Total Split (s)	20.0	87.0	67.0	67.0	25.0	53.0	20.0	48.0
Total Split (%)	12.5%	54.4%	41.9%	41.9%	15.6%	33.1%	12.5%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 155 (97%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard

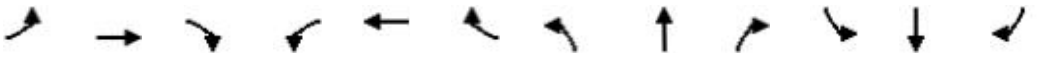


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	115	1623	939	88	154	387	163	700
v/c Ratio	0.43	0.67	0.46	0.13	0.71	0.47	0.53	0.91
Control Delay (s/veh)	24.6	28.4	22.0	1.3	61.8	56.5	35.9	69.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.6	28.4	22.0	1.3	61.8	56.5	35.9	69.4
Queue Length 50th (ft)	60	447	153	2	159	200	100	372
Queue Length 95th (ft)	102	523	m170	m6	232	251	139	#396
Internal Link Dist (ft)		264	909			539		606
Turn Bay Length (ft)	80			160	260		225	
Base Capacity (vph)	298	2402	2005	653	243	910	315	814
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.68	0.47	0.13	0.63	0.43	0.52	0.86

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 (veh/h)	110	1301	257	0	901	84	148	310	61	156	570	102
Future Volume (veh/h)	110	1301	257	0	901	84	148	310	61	156	570	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	0	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	115	1355	268	0	939	88	154	323	64	162	594	106
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	0	3	3	3	3	3	3	3	3
Cap, veh/h	306	2148	424	0	2175	668	195	623	122	298	641	114
Arrive On Green	0.06	0.75	0.75	0.00	0.63	0.63	0.09	0.24	0.24	0.09	0.24	0.24
Sat Flow, veh/h	1590	3813	753	0	4709	1401	1590	2633	514	1590	2685	478
Grp Volume(v), veh/h	115	1080	543	0	939	88	154	193	194	162	350	350
Grp Sat Flow(s),veh/h/ln	1590	1520	1527	0	1520	1401	1590	1586	1561	1590	1586	1576
Q Serve(g_s), s	5.8	27.0	27.1	0.0	16.6	4.0	11.6	16.9	17.4	12.3	34.5	34.7
Cycle Q Clear(g_c), s	5.8	27.0	27.1	0.0	16.6	4.0	11.6	16.9	17.4	12.3	34.5	34.7
Prop In Lane	1.00		0.49	0.00		1.00	1.00		0.33	1.00		0.30
Lane Grp Cap(c), veh/h	306	1712	860	0	2175	668	195	376	369	298	379	376
V/C Ratio(X)	0.38	0.63	0.63	0.00	0.43	0.13	0.79	0.51	0.53	0.54	0.92	0.93
Avail Cap(c_a), veh/h	367	1712	860	0	2175	668	248	466	459	298	416	414
HCM Platoon Ratio	1.33	1.33	1.33	1.00	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	0.00	0.85	0.85	0.91	0.91	0.91	0.95	0.95	0.95
Uniform Delay (d), s/veh	19.5	12.2	12.2	0.0	18.3	16.0	45.0	53.1	53.2	41.8	59.5	59.6
Incr Delay (d2), s/veh	0.3	1.8	3.5	0.0	0.5	0.3	8.6	0.4	0.4	1.1	23.3	24.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.9	8.4	0.0	5.4	1.4	5.1	6.8	6.9	5.0	16.4	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.7	13.9	15.7	0.0	18.9	16.4	53.6	53.4	53.6	42.9	82.8	83.8
LnGrp LOS	B	B	B		B	B	D	D	D	D	F	F
Approach Vol, veh/h		1738			1027			541			862	
Approach Delay, s/veh		14.9			18.6			53.6			75.7	
Approach LOS		B			B			D			E	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	13.8	82.3	20.0	43.9		96.1	19.7	44.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	61.0	14.0	47.0		81.0	19.0	42.0				
Max Q Clear Time (g_c+I1), s	7.8	18.6	14.3	19.4		29.1	13.6	36.7				
Green Ext Time (p_c), s	0.0	8.7	0.0	1.5		18.6	0.1	1.5				

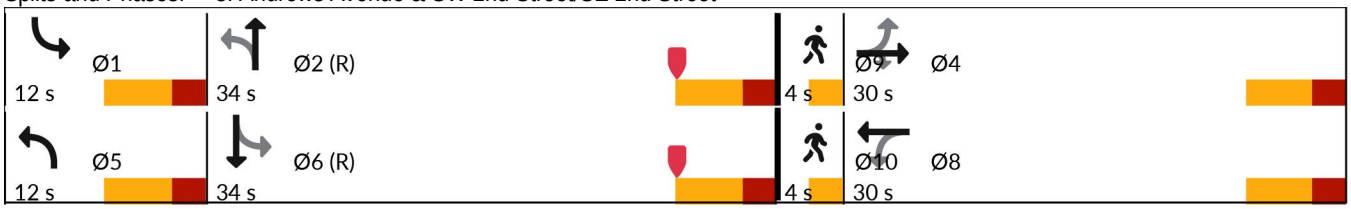
Intersection Summary	
HCM 7th Control Delay, s/veh	33.4
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	11	138	62	14	38	135	460	140	645		
Future Volume (vph)	11	138	62	14	38	135	460	140	645		
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA		
Protected Phases		4			8	5	2	1	6	9	10
Permitted Phases	4		4	8		2		6			
Detector Phase	4	4	4	8	8	5	2	1	6		
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	4.0	7.0	1.0	1.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	10.0	26.0	10.0	26.0	4.0	4.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	12.0	34.0	12.0	34.0	4.0	4.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	15.0%	42.5%	15.0%	42.5%	5%	5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag						Lead	Lag	Lead	Lag		
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 76 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

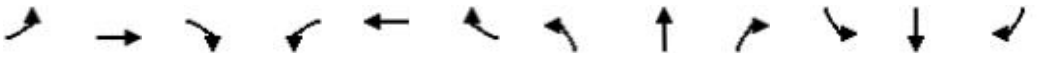
Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	150	67	15	100	147	560	152	756
v/c Ratio	0.04	0.32	0.13	0.05	0.23	0.49	0.43	0.40	0.58
Control Delay (s/veh)	20.0	23.7	0.5	18.2	11.2	25.8	24.5	9.4	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.0	23.7	0.5	18.2	11.2	25.8	24.5	9.4	13.6
Queue Length 50th (ft)	4	53	0	9	42	73	182	27	167
Queue Length 95th (ft)	16	105	0	m10	46	155	270	m48	164
Internal Link Dist (ft)		237			244		322		539
Turn Bay Length (ft)	80					75		150	
Base Capacity (vph)	339	536	541	327	480	305	1278	383	1284
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.28	0.12	0.05	0.21	0.48	0.44	0.40	0.59

Intersection Summary

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)	11	138	62	14	38	54	135	460	55	140	645	51
Future Volume (vph)	11	138	62	14	38	54	135	460	55	140	645	51
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	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	0.95		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	0.94	1.00	1.00	0.98	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.91		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1513	1676	1375	1565	1465		1589	3115		1584	3139	
Flt Permitted	0.66	1.00	1.00	0.66	1.00		0.27	1.00		0.39	1.00	
Satd. Flow (perm)	1062	1676	1375	1090	1465		459	3115		655	3139	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	150	67	15	41	59	147	500	60	152	701	55
RTOR Reduction (vph)	0	0	48	0	43	0	0	11	0	0	7	0
Lane Group Flow (vph)	12	150	19	15	57	0	147	549	0	152	749	0
Confl. Peds. (#/hr)	66		24	24		66	15		17	17		15
Confl. Bikes (#/hr)			3						3			3
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	22.1	22.1	22.1	21.3	21.3		37.1	31.4		37.1	31.4	
Effective Green, g (s)	22.1	22.1	22.1	21.3	21.3		37.1	31.4		37.1	31.4	
Actuated g/C Ratio	0.28	0.28	0.28	0.27	0.27		0.46	0.39		0.46	0.39	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	0.2		1.5	0.2	
Lane Grp Cap (vph)	293	462	379	290	390		293	1222		369	1232	
v/s Ratio Prot		c0.09			0.04		c0.04	0.18		0.03	c0.24	
v/s Ratio Perm	0.01		0.01	0.01			0.20			0.16		
v/c Ratio	0.04	0.32	0.04	0.05	0.14		0.50	0.44		0.41	0.60	
Uniform Delay, d1	21.1	23.0	21.2	21.8	22.4		13.1	17.9		12.8	19.3	
Progression Factor	1.00	1.00	1.00	0.88	1.08		1.90	1.30		0.68	0.62	
Incremental Delay, d2	0.0	0.1	0.0	0.0	0.0		0.4	1.1		0.1	1.4	
Delay (s)	21.2	23.1	21.2	19.4	24.3		25.5	24.4		9.0	13.5	
Level of Service	C	C	C	B	C		C	C		A	B	
Approach Delay (s/veh)		22.5			23.6			24.6			12.7	
Approach LOS		C			C			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

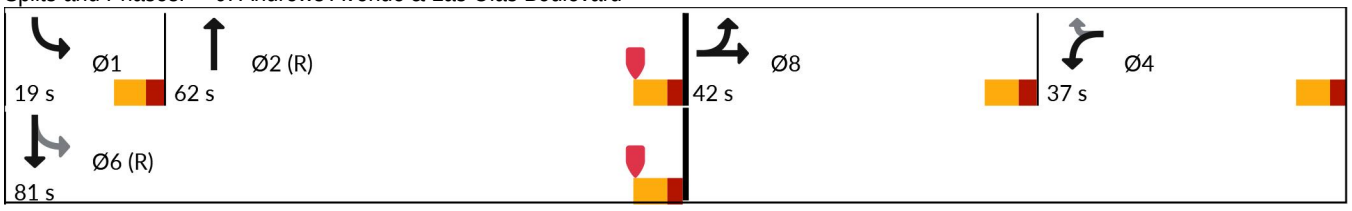
c Critical Lane Group

Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	38	48	79	487	137	582
Future Volume (vph)	38	48	79	487	137	582
Turn Type	NA	Prot	Perm	NA	pm+pt	NA
Protected Phases	8	4		2	1	6
Permitted Phases			4		6	
Detector Phase	8	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	5.0	5.0	7.0	4.0	7.0
Minimum Split (s)	39.0	34.0	34.0	39.0	10.0	39.0
Total Split (s)	42.0	37.0	37.0	62.0	19.0	81.0
Total Split (%)	26.3%	23.1%	23.1%	38.8%	11.9%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 115 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard



Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	198	51	84	747	146	619
v/c Ratio	0.41	0.26	0.35	0.47	0.40	0.31
Control Delay (s/veh)	35.6	74.4	19.3	29.8	20.0	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	35.6	74.4	19.3	29.8	20.0	15.7
Queue Length 50th (ft)	52	41	8	309	53	120
Queue Length 95th (ft)	92	m100	58	401	107	195
Internal Link Dist (ft)	104			1642		322
Turn Bay Length (ft)					135	
Base Capacity (vph)	702	305	317	1558	383	1943
Starvation Cap Reductn	0	0	0	0	0	652
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.17	0.26	0.48	0.38	0.48

Intersection Summary

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

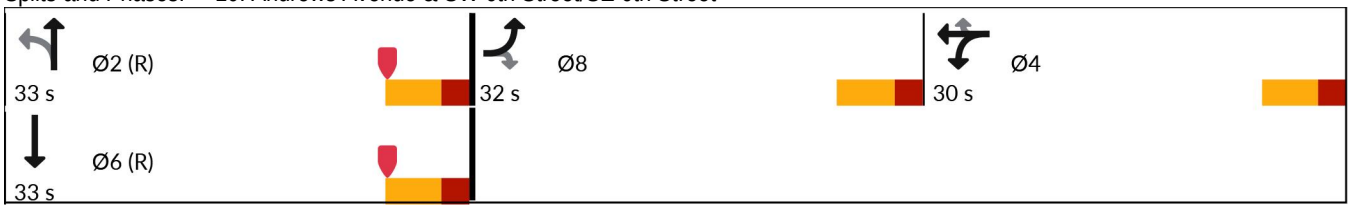
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	38	79	48	0	79	0	487	215	137	582	0
Future Volume (veh/h)	70	38	79	48	0	79	0	487	215	137	582	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	0	1670	0	1670	1670	1670	1670	0
Adj Flow Rate, veh/h	74	40	84	51	0	84	0	518	229	146	619	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	0	3	0	3	3	3	3	0
Cap, veh/h	164	86	167	0	0	0	0	1500	660	542	2488	0
Arrive On Green	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.94	0.94	0.05	1.00	0.00
Sat Flow, veh/h	1163	610	1184		0		0	2199	931	1590	3256	0
Grp Volume(v), veh/h	103	0	95		0.0		0	388	359	146	619	0
Grp Sat Flow(s),veh/h/ln	1612	0	1346				0	1586	1460	1590	1586	0
Q Serve(g_s), s	9.3	0.0	10.5				0.0	3.3	3.3	4.0	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	10.5				0.0	3.3	3.3	4.0	0.0	0.0
Prop In Lane	0.72		0.88				0.00		0.64	1.00		0.00
Lane Grp Cap(c), veh/h	227	0	190				0	1125	1035	542	2488	0
V/C Ratio(X)	0.45	0.00	0.50				0.00	0.34	0.35	0.27	0.25	0.00
Avail Cap(c_a), veh/h	363	0	303				0	1125	1035	611	2488	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.92	0.92	0.82	0.82	0.00
Uniform Delay (d), s/veh	63.1	0.0	63.6				0.0	1.4	1.4	5.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.8				0.0	0.8	0.8	0.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	3.7				0.0	1.0	1.0	1.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.6	0.0	64.3				0.0	2.2	2.3	5.2	0.2	0.0
LnGrp LOS	E		E					A	A	A	A	
Approach Vol, veh/h		198						747			765	
Approach Delay, s/veh		63.9						2.2			1.2	
Approach LOS		E						A			A	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.0	119.4				131.5		28.5				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	13.0	56.0				75.0		36.0				
Max Q Clear Time (g_c+I1), s	6.0	5.3				2.0		12.5				
Green Ext Time (p_c), s	0.1	1.8				1.7		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	123	119	43	61	43	44	573	610
Future Volume (vph)	123	119	43	61	43	44	573	610
Turn Type	Prot	Perm	Split	NA	Perm	Perm	NA	NA
Protected Phases	8		4	4			2	6
Permitted Phases		8			4	2		
Detector Phase	8	8	4	4	4	2	2	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	27.0	27.0	27.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	30.0	30.0	30.0	33.0	33.0	33.0
Total Split (%)	33.7%	33.7%	31.6%	31.6%	31.6%	34.7%	34.7%	34.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

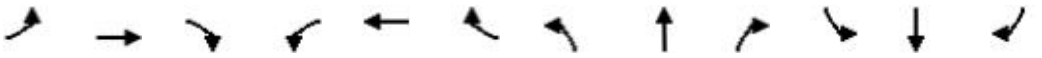
Cycle Length: 95
Actuated Cycle Length: 95
Offset: 51 (54%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	140	135	49	69	49	50	651	753
v/c Ratio	0.48	0.38	0.26	0.31	0.18	0.18	0.40	0.47
Control Delay (s/veh)	38.9	8.7	37.2	38.1	1.6	22.3	18.9	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.9	8.7	37.2	38.1	1.6	22.3	18.9	19.7
Queue Length 50th (ft)	70	0	28	40	0	17	130	155
Queue Length 95th (ft)	123	43	54	69	1	53	220	261
Internal Link Dist (ft)				899			562	1642
Turn Bay Length (ft)						275		
Base Capacity (vph)	431	460	358	419	419	265	1622	1598
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.29	0.14	0.16	0.12	0.19	0.40	0.47

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	0	119	43	61	43	44	573	0	0	610	53
Future Volume (veh/h)	123	0	119	43	61	43	44	573	0	0	610	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.89	1.00		1.00	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	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	0	1670	1670	1670	1670	1670	1670	0	0	1670	1670
Adj Flow Rate, veh/h	140	0	135	49	69	49	50	651	0	0	693	60
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	0	3	3	3	3	3	3	0	0	3	3
Cap, veh/h	0	0	0	204	214	163	544	2365	0	0	2168	188
Arrive On Green	0.00	0.00	0.00	0.13	0.13	0.13	0.99	0.99	0.00	0.00	0.99	0.99
Sat Flow, veh/h		0		1590	1670	1267	631	3256	0	0	2993	252
Grp Volume(v), veh/h		0.0		49	69	49	50	651	0	0	378	375
Grp Sat Flow(s),veh/h/ln				1590	1670	1267	631	1586	0	0	1586	1575
Q Serve(g_s), s				2.6	3.6	3.3	0.1	0.2	0.0	0.0	0.3	0.3
Cycle Q Clear(g_c), s				2.6	3.6	3.3	0.4	0.2	0.0	0.0	0.3	0.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.16
Lane Grp Cap(c), veh/h				204	214	163	544	2365	0	0	1182	1174
V/C Ratio(X)				0.24	0.32	0.30	0.09	0.28	0.00	0.00	0.32	0.32
Avail Cap(c_a), veh/h				402	422	320	544	2365	0	0	1182	1174
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.99	0.99	0.99	0.95	0.95	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				37.2	37.6	37.5	0.1	0.1	0.0	0.0	0.1	0.1
Incr Delay (d2), s/veh				0.2	0.3	0.4	0.3	0.3	0.0	0.0	0.7	0.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.0	1.5	1.0	0.1	0.1	0.0	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				37.4	38.0	37.9	0.4	0.4	0.0	0.0	0.8	0.8
LnGrp LOS				D	D	D	A	A			A	A
Approach Vol, veh/h					167			701			753	
Approach Delay, s/veh					37.8			0.4			0.8	
Approach LOS					D			A			A	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		76.8		18.2		76.8						
Change Period (Y+Rc), s		6.0		6.0		6.0						
Max Green Setting (Gmax), s		27.0		24.0		27.0						
Max Q Clear Time (g_c+I1), s		2.4		5.6		2.3						
Green Ext Time (p_c), s		5.3		0.3		5.1						

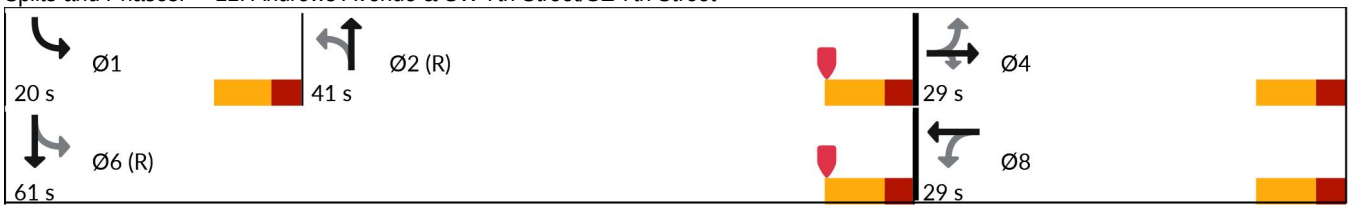
Intersection Summary												
HCM 7th Control Delay, s/veh			4.4									
HCM 7th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	193	81	8	48	49	631	26	638
Future Volume (vph)	40	193	81	8	48	49	631	26	638
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4			8		2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	4.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	10.0	25.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	41.0	41.0	20.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	32.2%	32.2%	45.6%	45.6%	22.2%	67.8%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 74 (82%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	203	85	8	64	52	711	27	699
v/c Ratio	0.19	0.74	0.24	0.05	0.21	0.12	0.35	0.06	0.33
Control Delay (s/veh)	30.9	50.3	5.2	27.7	25.6	11.2	10.2	6.3	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.9	50.3	5.2	27.7	25.6	11.2	10.2	6.3	6.9
Queue Length 50th (ft)	20	110	0	4	25	9	75	4	73
Queue Length 95th (ft)	45	169	24	15	54	39	183	16	129
Internal Link Dist (ft)		244			248		1907		562
Turn Bay Length (ft)	95		50			135		275	
Base Capacity (vph)	303	382	437	213	420	404	1978	524	2118
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.53	0.19	0.04	0.15	0.13	0.36	0.05	0.33

Intersection Summary

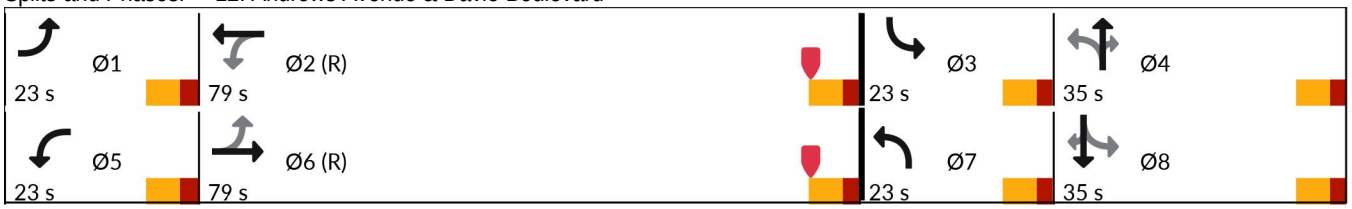
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	193	81	8	48	12	49	631	45	26	638	26
Future Volume (veh/h)	40	193	81	8	48	12	49	631	45	26	638	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	42	203	85	8	51	13	52	664	47	27	672	27
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	220	255	216	115	195	50	496	1879	133	492	2190	88
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.83	0.83	0.83	0.03	0.95	0.95
Sat Flow, veh/h	1191	1670	1410	973	1279	326	666	3005	212	1590	3067	123
Grp Volume(v), veh/h	42	203	85	8	0	64	52	350	361	27	347	352
Grp Sat Flow(s),veh/h/ln	1191	1670	1410	973	0	1605	666	1586	1631	1590	1586	1604
Q Serve(g_s), s	2.9	10.6	4.9	0.7	0.0	3.2	1.3	4.7	4.7	0.5	1.4	1.4
Cycle Q Clear(g_c), s	6.1	10.6	4.9	11.3	0.0	3.2	1.3	4.7	4.7	0.5	1.4	1.4
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.13	1.00		0.08
Lane Grp Cap(c), veh/h	220	255	216	115	0	245	496	992	1020	492	1132	1145
V/C Ratio(X)	0.19	0.80	0.39	0.07	0.00	0.26	0.10	0.35	0.35	0.05	0.31	0.31
Avail Cap(c_a), veh/h	342	427	360	215	0	410	496	992	1020	705	1132	1145
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.65	0.65	0.65	0.89	0.89	0.89
Uniform Delay (d), s/veh	36.3	36.8	34.4	42.2	0.0	33.6	2.9	3.2	3.2	5.2	0.7	0.7
Incr Delay (d2), s/veh	0.2	2.1	0.4	0.1	0.0	0.2	0.3	0.6	0.6	0.0	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.4	1.7	0.2	0.0	1.2	0.2	1.3	1.3	0.1	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.5	38.9	34.8	42.3	0.0	33.8	3.2	3.9	3.9	5.2	1.3	1.3
LnGrp LOS	D	D	C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		330			72			763			726	
Approach Delay, s/veh		37.5			34.8			3.8			1.5	
Approach LOS		D			C			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.0	62.3		19.8		70.2		19.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	14.0	35.0		23.0		55.0		23.0				
Max Q Clear Time (g_c+I1), s	2.5	6.7		12.6		3.4		13.3				
Green Ext Time (p_c), s	0.0	5.4		0.7		5.1		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			10.0									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	166	702	74	450	113	566	187	133	407	126
Future Volume (vph)	166	702	74	450	113	566	187	133	407	126
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	23.0	79.0	23.0	79.0	23.0	35.0	35.0	23.0	35.0	35.0
Total Split (%)	14.4%	49.4%	14.4%	49.4%	14.4%	21.9%	21.9%	14.4%	21.9%	21.9%
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	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 137 (86%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	195	984	87	598	133	666	220	156	479	148
v/c Ratio	0.46	0.61	0.36	0.39	0.46	0.76	0.47	0.69	0.53	0.29
Control Delay (s/veh)	22.2	33.8	30.4	41.9	39.5	62.7	30.7	50.9	53.8	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.2	33.8	30.4	41.9	39.5	62.7	30.7	50.9	53.8	8.0
Queue Length 50th (ft)	100	391	45	213	95	343	104	113	228	0
Queue Length 95th (ft)	144	461	108	282	135	396	177	156	273	49
Internal Link Dist (ft)		223		909		2503			1907	
Turn Bay Length (ft)	140		160		250		90	125		275
Base Capacity (vph)	452	1635	341	1603	336	869	460	264	899	504
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	0.43	0.60	0.26	0.37	0.40	0.77	0.48	0.59	0.53	0.29

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	702	134	74	450	59	113	566	187	133	407	126
Future Volume (veh/h)	166	702	134	74	450	59	113	566	187	133	407	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	195	826	158	87	529	69	133	666	220	156	479	148
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	528	1619	310	351	1628	212	226	639	283	193	676	295
Arrive On Green	0.09	0.73	0.73	0.05	0.69	0.69	0.07	0.18	0.18	0.08	0.19	0.19
Sat Flow, veh/h	1767	2945	563	1767	3132	407	1767	3526	1559	1767	3526	1540
Grp Volume(v), veh/h	195	494	490	87	297	301	133	666	220	156	479	148
Grp Sat Flow(s),veh/h/ln	1767	1763	1746	1767	1763	1776	1767	1763	1559	1767	1763	1540
Q Serve(g_s), s	8.3	19.2	19.2	3.7	10.7	10.8	9.7	29.0	21.5	11.4	20.3	13.8
Cycle Q Clear(g_c), s	8.3	19.2	19.2	3.7	10.7	10.8	9.7	29.0	21.5	11.4	20.3	13.8
Prop In Lane	1.00		0.32	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	528	969	960	351	917	924	226	639	283	193	676	295
V/C Ratio(X)	0.37	0.51	0.51	0.25	0.32	0.33	0.59	1.04	0.78	0.81	0.71	0.50
Avail Cap(c_a), veh/h	601	969	960	476	917	924	284	639	283	233	676	295
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	0.81	0.81	0.81	0.83	0.83	0.83	0.96	0.96	0.96
Uniform Delay (d), s/veh	15.4	12.3	12.3	17.2	13.5	13.5	49.4	65.5	62.4	50.0	60.5	57.8
Incr Delay (d2), s/veh	0.2	1.9	1.9	0.1	0.8	0.8	0.8	44.0	10.0	12.9	2.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.9	6.8	1.5	4.1	4.2	4.4	17.0	9.4	5.8	9.4	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.5	14.2	14.2	17.3	14.3	14.3	50.1	109.5	72.4	62.9	63.3	58.3
LnGrp LOS	B	B	B	B	B	B	D	F	E	E	E	E
Approach Vol, veh/h		1179			685			1019			783	
Approach Delay, s/veh		14.4			14.7			93.7			62.3	
Approach LOS		B			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	89.2	19.4	35.0	11.6	94.0	17.7	36.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	73.0	17.0	29.0	17.0	73.0	17.0	29.0
Max Q Clear Time (g_c+I1), s	10.3	12.8	13.4	31.0	5.7	21.2	11.7	22.3
Green Ext Time (p_c), s	0.1	4.2	0.0	0.0	0.0	8.3	0.0	1.5

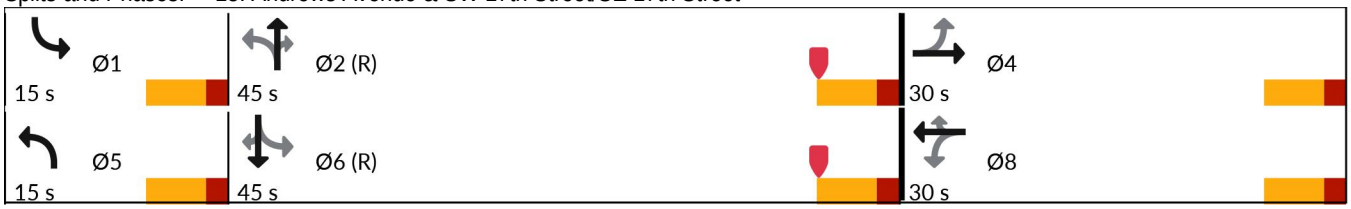
Intersection Summary	
HCM 7th Control Delay, s/veh	46.7
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	70	366	78	194	98	48	1031	413	122	312	41
Future Volume (vph)	70	366	78	194	98	48	1031	413	122	312	41
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 12 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	75	443	84	209	105	52	1109	444	131	335	44
v/c Ratio	0.35	0.69	0.75	0.32	0.28	0.07	0.56	0.45	0.40	0.15	0.04
Control Delay (s/veh)	35.4	38.4	71.0	32.1	8.0	6.1	15.4	7.8	9.3	9.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.4	38.4	71.0	32.1	8.0	6.1	15.4	7.8	9.3	9.1	0.1
Queue Length 50th (ft)	38	122	46	55	0	8	191	53	20	41	0
Queue Length 95th (ft)	72	154	92	78	38	24	335	162	51	81	1
Internal Link Dist (ft)		226		905			784			2503	
Turn Bay Length (ft)	60		70			145		105	205		145
Base Capacity (vph)	310	947	166	954	489	753	1965	971	374	2177	996
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.47	0.51	0.22	0.21	0.07	0.56	0.46	0.35	0.15	0.04

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	366	46	78	194	98	48	1031	413	122	312	41
Future Volume (veh/h)	70	366	46	78	194	98	48	1031	413	122	312	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.98	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	75	394	49	84	209	105	52	1109	444	131	335	44
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	273	730	90	194	818	352	658	1871	833	298	1947	867
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.04	0.71	0.71	0.07	0.73	0.73
Sat Flow, veh/h	1053	3149	389	937	3526	1516	1767	3526	1569	1767	3526	1569
Grp Volume(v), veh/h	75	219	224	84	209	105	52	1109	444	131	335	44
Grp Sat Flow(s),veh/h/ln	1053	1763	1775	937	1763	1516	1767	1763	1569	1767	1763	1569
Q Serve(g_s), s	5.6	9.8	10.0	7.8	4.4	5.1	1.2	14.3	12.0	3.0	2.6	0.7
Cycle Q Clear(g_c), s	10.0	9.8	10.0	17.8	4.4	5.1	1.2	14.3	12.0	3.0	2.6	0.7
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	409	412	194	818	352	658	1871	833	298	1947	867
V/C Ratio(X)	0.27	0.54	0.54	0.43	0.26	0.30	0.08	0.59	0.53	0.44	0.17	0.05
Avail Cap(c_a), veh/h	316	480	483	231	960	413	787	1871	833	389	1947	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	32.3	30.3	30.4	38.2	28.2	28.5	8.8	8.3	8.0	10.1	5.7	5.4
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.6	0.1	0.2	0.0	1.4	2.4	0.3	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.1	4.2	1.8	1.8	1.9	0.4	4.2	3.6	1.1	0.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	30.7	30.8	38.7	28.3	28.7	8.8	9.7	10.4	10.4	5.9	5.5
LnGrp LOS	C	C	C	D	C	C	A	A	B	B	A	A
Approach Vol, veh/h		518			398			1605			510	
Approach Delay, s/veh		31.0			30.6			9.9			7.0	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	53.3		26.4	8.4	55.2		26.4				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	39.5		24.5	9.5	39.5		24.5				
Max Q Clear Time (g_c+I1), s	5.0	16.3		12.0	3.2	4.6		19.8				
Green Ext Time (p_c), s	0.0	10.9		1.6	0.0	2.5		0.6				

Intersection Summary

HCM 7th Control Delay, s/veh	15.7
HCM 7th LOS	B

Notes

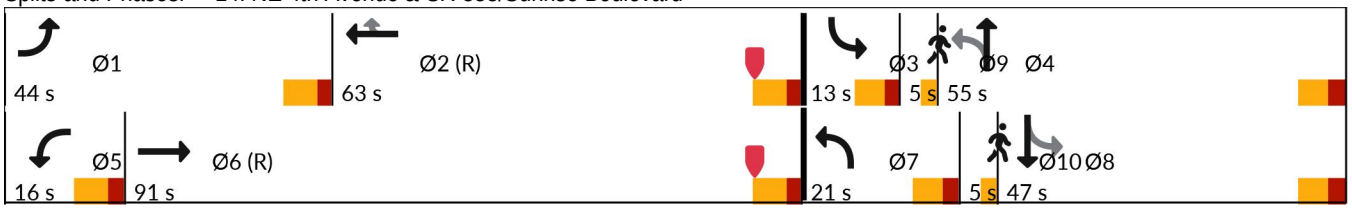
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	190	1088	29	815	61	165	264	114	392		
Future Volume (vph)	190	1088	29	815	61	165	264	114	392		
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6	5	2		7	4	3	8	9	10
Permitted Phases					2	4		8			
Detector Phase	1	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	49.5	11.5	47.5	47.5	10.0	54.5	10.0	47.5	5.0	5.0
Total Split (s)	44.0	91.0	16.0	63.0	63.0	21.0	55.0	13.0	47.0	5.0	5.0
Total Split (%)	24.4%	50.6%	8.9%	35.0%	35.0%	11.7%	30.6%	7.2%	26.1%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 63 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

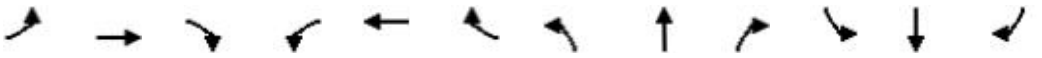
Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	200	1348	31	858	64	174	299	120	554
v/c Ratio	0.83	0.50	0.43	0.39	0.08	0.71	0.38	0.37	0.86
Control Delay (s/veh)	122.8	16.2	97.0	34.0	4.8	75.3	54.3	45.2	82.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	122.8	16.2	97.0	34.0	4.8	75.3	54.3	45.2	82.0
Queue Length 50th (ft)	249	152	29	273	7	181	141	103	326
Queue Length 95th (ft)	343	189	m57	371	m29	243	163	141	380
Internal Link Dist (ft)		1177		617			489		421
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	368	2708	95	2190	757	249	946	322	777
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.50	0.33	0.39	0.08	0.70	0.32	0.37	0.71

Intersection Summary

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)	190	1088	193	29	815	61	165	264	20	114	392	134
Future Volume (vph)	190	1088	193	29	815	61	165	264	20	114	392	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4956		1770	5085	1545	1769	3482		1765	3374	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.12	1.00		0.56	1.00	
Satd. Flow (perm)	1770	4956		1770	5085	1545	239	3482		1058	3374	
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)	200	1145	203	31	858	64	174	278	21	120	413	141
RTOR Reduction (vph)	0	12	0	0	0	37	0	3	0	0	20	0
Lane Group Flow (vph)	200	1336	0	31	858	27	174	296	0	120	534	0
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Confl. Bikes (#/hr)			4			2			3			
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2	4			8		
Actuated Green, G (s)	24.3	95.3		6.3	77.3	77.3	58.9	40.2		45.9	33.2	
Effective Green, g (s)	24.3	95.3		6.3	77.3	77.3	58.9	40.2		45.9	33.2	
Actuated g/C Ratio	0.14	0.53		0.03	0.43	0.43	0.33	0.22		0.26	0.18	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	238	2623		61	2183	663	245	777		319	622	
v/s Ratio Prot	c0.11	c0.27		0.02	0.17		c0.08	0.08		0.03	c0.16	
v/s Ratio Perm						0.02	0.15			0.07		
v/c Ratio	0.84	0.50		0.50	0.39	0.04	0.71	0.38		0.37	0.85	
Uniform Delay, d1	75.9	27.2		85.3	35.2	29.8	47.9	59.3		53.5	71.1	
Progression Factor	1.31	0.55		0.94	0.88	1.00	1.35	0.91		1.00	1.00	
Incremental Delay, d2	18.3	0.5		2.3	0.5	0.1	7.7	0.1		0.2	10.9	
Delay (s)	118.3	15.7		83.3	31.7	29.9	72.9	54.7		53.8	82.1	
Level of Service	F	B		F	C	C	E	D		D	F	
Approach Delay (s/veh)		29.0			33.2			61.4			77.0	
Approach LOS		C			C			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	43.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø2	Ø4	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	22	436	662				
Future Volume (vph)	22	436	662				
Turn Type	Free	NA	NA				
Protected Phases			6	2	4	8	9
Permitted Phases	Free	Free					
Detector Phase			6				
Switch Phase							
Minimum Initial (s)			10.0	10.0	6.0	6.0	10.0
Minimum Split (s)			45.0	45.0	38.0	38.0	33.0
Total Split (s)			65.0	65.0	25.0	25.0	65.0
Total Split (%)			72.2%	72%	28%	28%	72%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			14.0	14.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			18.0				
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Min	C-Min	None	None	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive

Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	24	479	735
v/c Ratio	0.01	0.13	0.29
Control Delay (s/veh)	0.0	0.0	7.2
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	0.0	7.2
Queue Length 50th (ft)	0	0	63
Queue Length 95th (ft)	m0	0	183
Internal Link Dist (ft)		145	214
Turn Bay Length (ft)			
Base Capacity (vph)	1591	3539	2463
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.14	0.30

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	22	0	436	662	7
Future Volume (vph)	0	22	0	436	662	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	18.0	
Lane Util. Factor		1.00		0.95	0.95	
Frpb, ped/bikes		0.98		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.86		1.00	0.99	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1591		3539	3533	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1591		3539	3533	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	24	0	479	727	8
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	24	0	479	734	0
Confl. Peds. (#/hr)		1	3			
Confl. Bikes (#/hr)				1		
Turn Type		Free		NA	NA	
Protected Phases					6	
Permitted Phases		Free		Free		
Actuated Green, G (s)		90.0		90.0	57.9	
Effective Green, g (s)		90.0		90.0	57.9	
Actuated g/C Ratio		1.00		1.00	0.64	
Clearance Time (s)					18.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)		1591		3539	2272	
v/s Ratio Prot					c0.21	
v/s Ratio Perm		0.02		c0.14		
v/c Ratio		0.01		0.13	0.32	
Uniform Delay, d1		0.0		0.0	7.2	
Progression Factor		1.00		1.00	0.98	
Incremental Delay, d2		0.0		0.0	0.3	
Delay (s)		0.0		0.0	7.4	
Level of Service		A		A	A	
Approach Delay (s/veh)	0.0			0.0	7.4	
Approach LOS	A			A	A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	4.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	Ø6
Lane Configurations								
Traffic Volume (vph)	18	64	55	28	397	83	665	
Future Volume (vph)	18	64	55	28	397	83	665	
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA	
Protected Phases		4		8	2		9	6
Permitted Phases	4		8			2		
Detector Phase	4	4	8	8	2	2	9	
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	38.0	45.0	45.0	33.0	45.0
Total Split (s)	25.0	25.0	25.0	25.0	65.0	65.0	65.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	72.2%	72.2%	72.2%	72%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	14.0	14.0	2.0	14.0
Lost Time Adjust (s)	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	18.0	18.0	6.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	20	81	60	53	432	90	744
v/c Ratio	0.14	0.41	0.44	0.26	0.17	0.08	0.26
Control Delay (s/veh)	40.0	42.1	53.3	31.0	6.9	2.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	40.0	42.1	53.3	31.0	6.9	2.0	0.3
Queue Length 50th (ft)	12	48	49	29	48	0	1
Queue Length 95th (ft)	m27	m74	m66	m47	80	18	1
Internal Link Dist (ft)		1124		224	1514		145
Turn Bay Length (ft)	50		165			185	
Base Capacity (vph)	283	390	275	383	2467	1105	2832
Starvation Cap Reductn	0	0	0	0	0	0	911
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.21	0.22	0.14	0.18	0.08	0.39

Intersection Summary

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)	18	64	10	55	28	21	0	397	83	0	665	19
Future Volume (vph)	18	64	10	55	28	21	0	397	83	0	665	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			18.0	18.0		6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95	1.00		0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			1.00	0.97		0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00			1.00	1.00		1.00	
Frt	1.00	0.97		1.00	0.93			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1767	1821		1764	1727			3539	1546		3522	
Flt Permitted	0.72	1.00		0.70	1.00			1.00	1.00		1.00	
Satd. Flow (perm)	1344	1821		1308	1727			3539	1546		3522	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	70	11	60	30	23	0	432	90	0	723	21
RTOR Reduction (vph)	0	7	0	0	21	0	0	0	32	0	2	0
Lane Group Flow (vph)	20	74	0	60	32	0	0	432	58	0	742	0
Confl. Peds. (#/hr)	2		4	4		2	4		2	2		4
Confl. Bikes (#/hr)						2						
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	
Protected Phases		4			8			2			9	
Permitted Phases	4			8					2			
Actuated Green, G (s)	8.1	8.1		8.1	8.1			57.9	57.9		69.9	
Effective Green, g (s)	8.1	8.1		8.1	8.1			57.9	57.9		69.9	
Actuated g/C Ratio	0.09	0.09		0.09	0.09			0.64	0.64		0.78	
Clearance Time (s)	6.0	6.0		6.0	6.0			18.0	18.0		6.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			3.0	3.0		3.0	
Lane Grp Cap (vph)	120	163		117	155			2276	994		2735	
v/s Ratio Prot		0.04			0.02			0.12			c0.21	
v/s Ratio Perm	0.01			c0.05					0.04			
v/c Ratio	0.16	0.45		0.51	0.20			0.18	0.05		0.27	
Uniform Delay, d1	37.8	38.8		39.0	37.9			6.5	5.9		2.8	
Progression Factor	1.06	1.07		1.16	1.28			1.00	1.00		0.02	
Incremental Delay, d2	0.4	1.4		2.6	0.4			0.1	0.1		0.0	
Delay (s)	40.9	43.1		48.2	49.2			6.7	6.0		0.1	
Level of Service	D	D		D	D			A	A		A	
Approach Delay (s/veh)		42.7			48.7			6.5			0.1	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

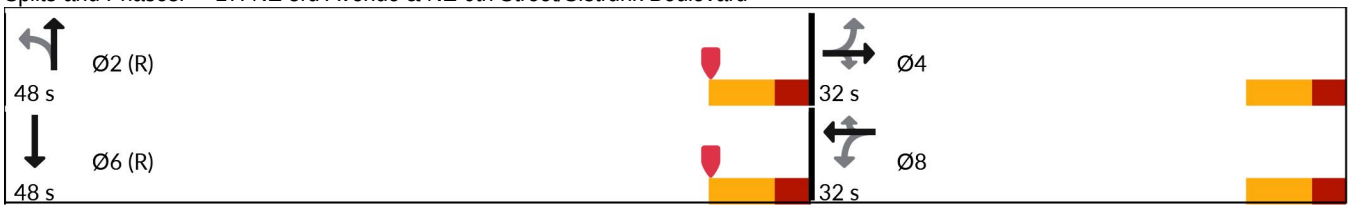
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	46	294	186	45	215	36	56	345	38	627
Future Volume (vph)	46	294	186	45	215	36	56	345	38	627
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	NA	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2			
Detector Phase	4	4	4	8	8	8	2	2		6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0		10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0		28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0		48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%		60.0%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Min	C-Min		C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 17 (21%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	50	320	202	49	234	39	61	421	41	742
v/c Ratio	0.23	0.74	0.40	0.33	0.54	0.09	0.15	0.19	no cap	0.34
Control Delay (s/veh)	28.0	41.0	16.1	29.8	30.7	7.2	6.0	5.0		8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)	28.0	41.0	16.1	29.8	30.7	7.2	6.0	5.0	Error	8.6
Queue Length 50th (ft)	23	168	50	21	104	0	7	23	~43	81
Queue Length 95th (ft)	m39	207	78	46	151	19	16	36	#107	147
Internal Link Dist (ft)		911			651			1288		1514
Turn Bay Length (ft)	170		140	140		115	175		90	
Base Capacity (vph)	303	599	626	205	599	529	397	2130	1	2137
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.53	0.32	0.24	0.39	0.07	0.15	0.20	41.00	0.35

Intersection Summary

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

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

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

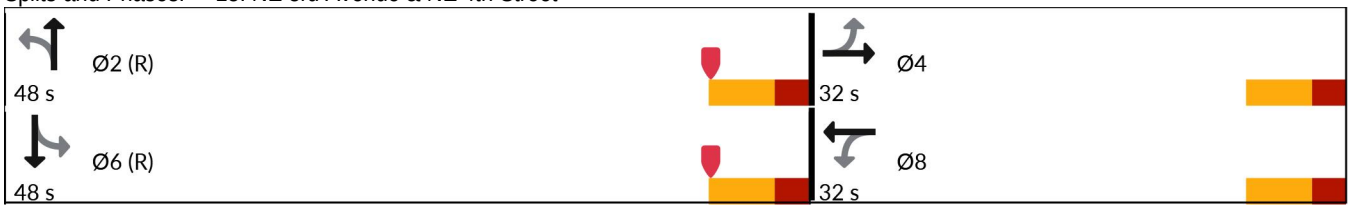
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	294	186	45	215	36	56	345	42	38	627	55
Future Volume (veh/h)	46	294	186	45	215	36	56	345	42	38	627	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	50	320	202	49	234	39	61	375	46	41	682	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	261	489	402	185	489	402	462	1855	226	621	1922	169
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.78	0.78	0.78	0.78	0.78	0.78
Sat Flow, veh/h	1088	1856	1528	868	1856	1528	711	3161	385	955	3276	288
Grp Volume(v), veh/h	50	320	202	49	234	39	61	208	213	41	367	375
Grp Sat Flow(s),veh/h/ln	1088	1856	1528	868	1856	1528	711	1763	1784	955	1763	1802
Q Serve(g_s), s	3.2	12.3	9.0	4.3	8.5	1.5	2.4	2.5	2.5	1.0	5.1	5.1
Cycle Q Clear(g_c), s	11.8	12.3	9.0	16.5	8.5	1.5	7.4	2.5	2.5	3.4	5.1	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.16
Lane Grp Cap(c), veh/h	261	489	402	185	489	402	462	1034	1046	621	1034	1057
V/C Ratio(X)	0.19	0.65	0.50	0.26	0.48	0.10	0.13	0.20	0.20	0.07	0.35	0.36
Avail Cap(c_a), veh/h	328	603	497	239	603	497	462	1034	1046	621	1034	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	0.98	0.98	0.98	0.97	0.97	0.97
Uniform Delay (d), s/veh	29.8	26.2	25.0	33.6	24.8	22.3	5.3	3.9	3.9	4.4	4.2	4.2
Incr Delay (d2), s/veh	0.1	0.6	0.2	0.3	0.3	0.0	0.6	0.4	0.4	0.2	0.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.3	3.2	0.9	3.7	0.5	0.3	0.9	0.9	0.2	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.9	26.9	25.3	33.9	25.1	22.3	5.9	4.3	4.3	4.6	5.1	5.1
LnGrp LOS	C	C	C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h		572			322			482			783	
Approach Delay, s/veh		26.6			26.1			4.5			5.1	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.9		27.1		52.9		27.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		9.4		14.3		7.1		18.5				
Green Ext Time (p_c), s		3.3		1.4		5.6		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			13.8									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	40	180	64	165	30	338	73	779
Future Volume (vph)	40	180	64	165	30	338	73	779
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 57 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	313	68	210	32	419	78	884
v/c Ratio	0.18	0.81	0.42	0.56	0.11	0.22	0.16	0.47
Control Delay (s/veh)	21.9	40.0	31.4	29.1	12.5	9.8	10.4	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.9	40.0	31.4	29.1	12.5	9.8	10.4	11.4
Queue Length 50th (ft)	14	102	28	85	9	60	19	135
Queue Length 95th (ft)	m27	133	59	131	36	140	58	250
Internal Link Dist (ft)		908		191		262		1288
Turn Bay Length (ft)	120		90		110		90	
Base Capacity (vph)	308	490	209	487	286	1847	490	1889
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.64	0.33	0.43	0.11	0.23	0.16	0.47

Intersection Summary

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

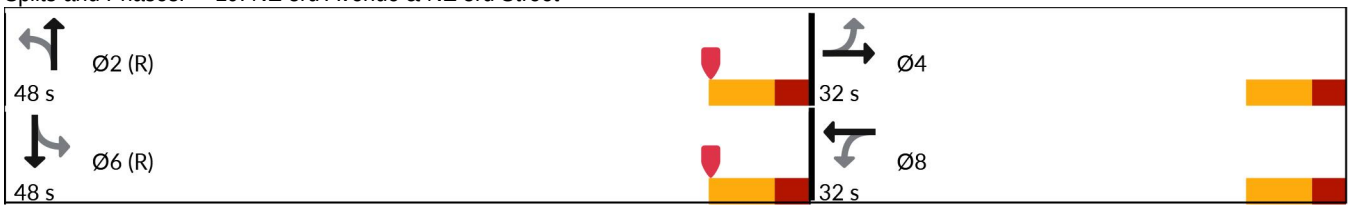
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	180	115	64	165	32	30	338	55	73	779	52
Future Volume (veh/h)	40	180	115	64	165	32	30	338	55	73	779	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.99	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	43	191	122	68	176	34	32	360	59	78	829	55
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	284	260	166	188	369	71	328	1475	239	516	1644	109
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	1039	853	545	947	1213	234	558	2703	438	852	3013	200
Grp Volume(v), veh/h	43	0	313	68	0	210	32	210	209	78	436	448
Grp Sat Flow(s),veh/h/ln	1039	0	1397	947	0	1448	558	1586	1555	852	1586	1627
Q Serve(g_s), s	2.8	0.0	16.1	5.5	0.0	9.4	2.1	3.5	3.6	2.8	9.5	9.5
Cycle Q Clear(g_c), s	12.3	0.0	16.1	21.6	0.0	9.4	11.7	3.5	3.6	6.4	9.5	9.5
Prop In Lane	1.00		0.39	1.00		0.16	1.00		0.28	1.00		0.12
Lane Grp Cap(c), veh/h	284	0	426	188	0	441	328	865	848	516	865	887
V/C Ratio(X)	0.15	0.00	0.74	0.36	0.00	0.48	0.10	0.24	0.25	0.15	0.50	0.50
Avail Cap(c_a), veh/h	305	0	454	208	0	471	328	865	848	516	865	887
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.79	0.00	0.79	1.00	0.00	1.00	0.99	0.99	0.99	0.94	0.94	0.94
Uniform Delay (d), s/veh	27.6	0.0	24.9	34.6	0.0	22.6	8.8	5.5	5.5	6.6	6.3	6.3
Incr Delay (d2), s/veh	0.1	0.0	3.9	0.4	0.0	0.3	0.6	0.7	0.7	0.6	2.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.5	1.3	0.0	3.1	0.3	1.1	1.2	0.5	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.7	0.0	28.8	35.0	0.0	22.9	9.4	6.1	6.2	7.1	8.3	8.2
LnGrp LOS	C		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		356			278			451			962	
Approach Delay, s/veh		28.7			25.9			6.4			8.2	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.6		30.4		49.6		30.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		13.7		18.1		11.5		23.6				
Green Ext Time (p_c), s		3.0		0.9		7.2		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			13.7									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	7	27	42	24	7	329	63	874
Future Volume (vph)	7	27	42	24	7	329	63	874
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 59 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	44	116	7	393	66	942
v/c Ratio	0.36	0.36	0.54	0.01	0.16	0.10	0.38
Control Delay (s/veh)	26.8	41.4	21.2	3.1	2.7	1.7	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.8	41.4	21.2	3.1	2.7	1.7	2.4
Queue Length 50th (ft)	17	21	12	1	47	3	20
Queue Length 95th (ft)	50	50	58	3	33	m6	36
Internal Link Dist (ft)	415		157		266		262
Turn Bay Length (ft)		160		105		100	
Base Capacity (vph)	492	383	483	390	2438	658	2476
Starvation Cap Reductn	0	0	0	0	0	0	457
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.11	0.24	0.02	0.16	0.10	0.47

Intersection Summary

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

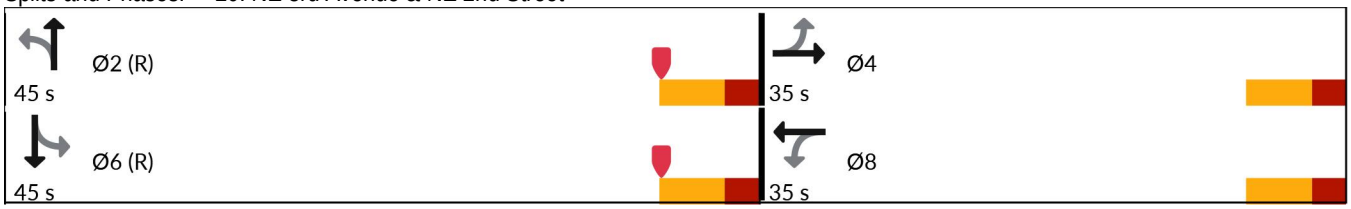
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	27	27	42	24	86	7	329	45	63	874	21
Future Volume (veh/h)	7	27	27	42	24	86	7	329	45	63	874	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.95	0.98		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	7	28	28	44	25	91	7	346	47	66	920	22
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	60	116	100	282	42	153	442	1954	263	691	2200	53
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.93	0.93	0.93	0.93	0.93	0.93
Sat Flow, veh/h	65	770	668	1186	280	1018	528	2792	375	872	3143	75
Grp Volume(v), veh/h	63	0	0	44	0	116	7	195	198	66	464	478
Grp Sat Flow(s),veh/h/ln	1504	0	0	1186	0	1298	528	1586	1581	872	1586	1632
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	6.7	0.1	0.8	0.8	0.6	2.6	2.6
Cycle Q Clear(g_c), s	2.9	0.0	0.0	2.0	0.0	6.7	2.8	0.8	0.8	1.4	2.6	2.6
Prop In Lane	0.11		0.44	1.00		0.78	1.00		0.24	1.00		0.05
Lane Grp Cap(c), veh/h	276	0	0	282	0	195	442	1110	1106	691	1110	1142
V/C Ratio(X)	0.23	0.00	0.00	0.16	0.00	0.60	0.02	0.18	0.18	0.10	0.42	0.42
Avail Cap(c_a), veh/h	531	0	0	489	0	422	442	1110	1106	691	1110	1142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.99	0.99	0.88	0.88	0.88
Uniform Delay (d), s/veh	30.1	0.0	0.0	29.7	0.0	31.7	1.1	0.9	0.9	0.9	0.9	0.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	1.1	0.1	0.3	0.4	0.2	1.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.7	0.0	2.1	0.0	0.3	0.3	0.1	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.3	0.0	0.0	29.8	0.0	32.8	1.1	1.2	1.2	1.2	1.9	1.9
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		63			160			400			1008	
Approach Delay, s/veh		30.3			32.0			1.2			1.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.0		18.0		62.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		4.8		4.9		4.6		8.7				
Green Ext Time (p_c), s		0.9		0.2		2.4		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			5.8									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	12	28	18	22	9	342	45	873
Future Volume (vph)	12	28	18	22	9	342	45	873
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	33.0	25.0	25.0	25.0	25.0
Total Split (s)	35.0	35.0	35.0	35.0	45.0	45.0	45.0	45.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	56.3%	56.3%	56.3%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 64 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	86	19	53	10	423	48	977
v/c Ratio	0.12	0.46	0.18	0.32	0.02	0.17	0.07	0.38
Control Delay (s/veh)	34.0	20.6	36.5	24.3	2.6	2.4	2.2	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.0	20.6	36.5	24.3	2.6	2.4	2.2	2.3
Queue Length 50th (ft)	6	15	9	12	1	34	3	26
Queue Length 95th (ft)	15	30	28	43	m2	24	7	50
Internal Link Dist (ft)		909		241		256		266
Turn Bay Length (ft)	50		105		170		100	
Base Capacity (vph)	432	572	419	565	380	2454	639	2514
Starvation Cap Reductn	0	0	0	0	0	0	0	343
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.15	0.05	0.09	0.03	0.17	0.08	0.45

Intersection Summary

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 (veh/h)	12	28	52	18	22	27	9	342	51	45	873	35
Future Volume (veh/h)	12	28	52	18	22	27	9	342	51	45	873	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	0.99		0.95	0.98		0.95
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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	13	30	56	19	24	29	10	368	55	48	939	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	207	67	124	178	89	107	446	1980	293	694	2231	90
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.96	0.96	0.96	0.96	0.96	0.96
Sat Flow, veh/h	1191	511	953	1158	682	824	510	2751	407	847	3101	125
Grp Volume(v), veh/h	13	0	86	19	0	53	10	210	213	48	480	497
Grp Sat Flow(s),veh/h/ln	1191	0	1464	1158	0	1506	510	1586	1572	847	1586	1640
Q Serve(g_s), s	0.8	0.0	4.3	1.2	0.0	2.5	0.1	0.6	0.6	0.3	1.7	1.7
Cycle Q Clear(g_c), s	3.3	0.0	4.3	5.6	0.0	2.5	1.9	0.6	0.6	0.8	1.7	1.7
Prop In Lane	1.00		0.65	1.00		0.55	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h	207	0	191	178	0	196	446	1142	1131	694	1142	1180
V/C Ratio(X)	0.06	0.00	0.45	0.11	0.00	0.27	0.02	0.18	0.19	0.07	0.42	0.42
Avail Cap(c_a), veh/h	484	0	531	447	0	546	446	1142	1131	694	1142	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.98	0.00	0.98	1.00	0.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	32.9	0.0	32.1	34.7	0.0	31.4	0.6	0.5	0.5	0.5	0.5	0.5
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.1	0.0	0.3	0.1	0.4	0.4	0.2	1.1	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.5	0.3	0.0	0.9	0.0	0.2	0.2	0.1	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	0.0	32.7	34.8	0.0	31.6	0.7	0.8	0.9	0.7	1.6	1.5
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		99			72			433			1025	
Approach Delay, s/veh		32.8			32.5			0.9			1.5	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.6		16.4		63.6		16.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		29.0		39.0		29.0				
Max Q Clear Time (g_c+I1), s		3.9		6.3		3.7		7.6				
Green Ext Time (p_c), s		2.9		0.3		8.1		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			4.6									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	128	924	207	696	177	286	127	607
Future Volume (vph)	128	924	207	696	177	286	127	607
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	40.0	10.0	40.0	10.0	43.0	10.0	39.0
Total Split (s)	25.0	71.0	20.0	66.0	25.0	49.0	20.0	44.0
Total Split (%)	15.6%	44.4%	12.5%	41.3%	15.6%	30.6%	12.5%	27.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 154 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	132	1505	213	808	182	383	131	751
v/c Ratio	0.44	0.88dr	1.14	0.42	0.84	0.44	0.42	0.99
Control Delay (s/veh)	16.1	25.8	147.6	32.7	91.3	40.0	34.3	85.0
Queue Delay	0.0	0.0	0.9	0.0	0.0	0.0	0.0	15.4
Total Delay (s/veh)	16.1	25.8	148.5	32.7	91.3	40.0	34.3	100.5
Queue Length 50th (ft)	38	152	~205	210	155	77	87	~443
Queue Length 95th (ft)	m56	238	#390	263	#271	218	136	#560
Internal Link Dist (ft)		909		213		543		269
Turn Bay Length (ft)	140		175		125		135	
Base Capacity (vph)	379	1777	186	1893	230	864	331	758
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	1	10	0	0	0	0	39
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.85	1.21	0.43	0.79	0.44	0.40	1.04

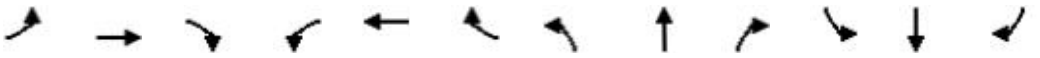
Intersection Summary

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

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

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

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



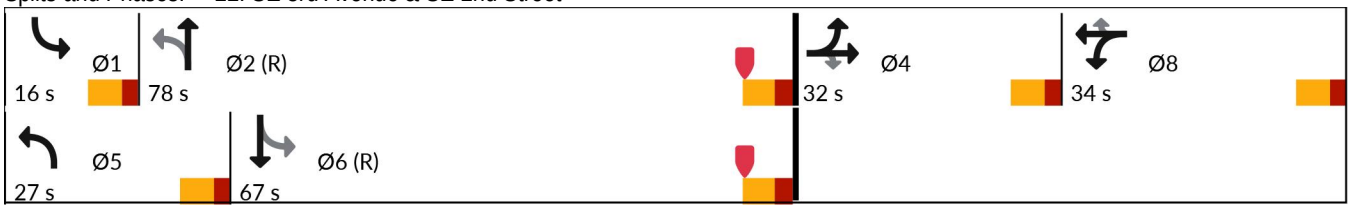
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	924	535	207	696	87	177	286	85	127	607	121
Future Volume (veh/h)	128	924	535	207	696	87	177	286	85	127	607	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.94	0.98		0.94
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	132	953	552	213	718	90	182	295	88	131	626	125
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	358	1296	588	202	1862	231	202	625	182	298	615	122
Arrive On Green	0.08	0.57	0.57	0.12	0.60	0.60	0.10	0.26	0.26	0.07	0.24	0.24
Sat Flow, veh/h	1590	3039	1379	1590	4099	509	1590	2388	694	1590	2589	516
Grp Volume(v), veh/h	132	953	552	213	531	277	182	193	190	131	383	368
Grp Sat Flow(s),veh/h/ln	1590	1520	1379	1590	1520	1568	1590	1586	1496	1590	1586	1518
Q Serve(g_s), s	7.5	37.3	59.3	14.0	14.4	14.6	13.7	16.4	17.1	9.9	38.0	38.0
Cycle Q Clear(g_c), s	7.5	37.3	59.3	14.0	14.4	14.6	13.7	16.4	17.1	9.9	38.0	38.0
Prop In Lane	1.00		1.00	1.00		0.32	1.00		0.46	1.00		0.34
Lane Grp Cap(c), veh/h	358	1296	588	202	1381	712	202	415	392	298	377	361
V/C Ratio(X)	0.37	0.74	0.94	1.06	0.38	0.39	0.90	0.47	0.48	0.44	1.02	1.02
Avail Cap(c_a), veh/h	452	1296	588	202	1381	712	234	426	402	319	377	361
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)	0.70	0.70	0.70	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	27.9	32.7	44.2	20.1	20.2	44.3	49.6	49.9	41.9	61.0	61.0
Incr Delay (d2), s/veh	0.2	2.6	19.3	79.1	0.8	1.6	27.7	0.3	0.3	0.4	50.6	52.7
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	2.8	13.1	21.3	12.5	4.9	5.3	7.0	6.6	6.5	4.0	20.6	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.1	30.6	52.0	123.3	20.9	21.8	72.1	49.9	50.2	42.3	111.6	113.7
LnGrp LOS	C	C	D	F	C	C	E	D	D	D	F	F
Approach Vol, veh/h		1637			1021			565			882	
Approach Delay, s/veh		37.2			42.5			57.2			102.2	
Approach LOS		D			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	78.7	17.9	47.9	20.0	74.2	21.8	44.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	60.0	14.0	43.0	14.0	65.0	19.0	38.0				
Max Q Clear Time (g_c+I1), s	9.5	16.6	11.9	19.1	16.0	61.3	15.7	40.0				
Green Ext Time (p_c), s	0.1	1.1	0.0	1.5	0.0	1.3	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			55.2									
HCM 7th LOS			E									

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	67	36	34	128	25	391	171	855
Future Volume (vph)	67	36	34	128	25	391	171	855
Turn Type	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8	2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	15.0	4.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	10.0	31.0	10.0	31.0
Total Split (s)	32.0	32.0	34.0	34.0	27.0	78.0	16.0	67.0
Total Split (%)	20.0%	20.0%	21.3%	21.3%	16.9%	48.8%	10.0%	41.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 112 (70%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

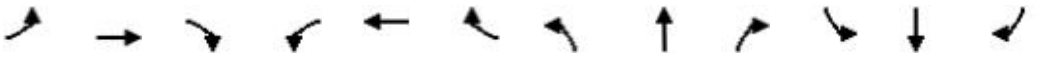
Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	38	64	133	26	582	178	1073
v/c Ratio	0.49	0.12	0.48	0.54	0.10	0.34	0.39	0.56
Control Delay (s/veh)	66.4	1.1	79.3	15.6	8.4	8.7	13.5	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.6
Total Delay (s/veh)	66.4	1.1	79.3	15.6	8.4	8.9	13.5	20.4
Queue Length 50th (ft)	120	0	66	0	4	42	77	264
Queue Length 95th (ft)	175	2	106	53	m12	71	m77	m527
Internal Link Dist (ft)	582		245			436		543
Turn Bay Length (ft)					160		75	
Base Capacity (vph)	264	329	284	357	399	1667	454	1886
Starvation Cap Reductn	0	0	0	0	0	377	0	425
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.12	0.23	0.37	0.07	0.45	0.39	0.73

Intersection Summary

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



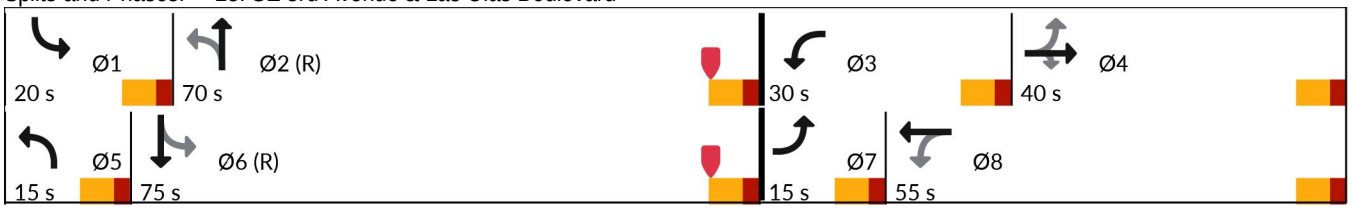
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	67	36	28	34	128	25	391	168	171	855	175
Future Volume (veh/h)	42	67	36	28	34	128	25	391	168	171	855	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.92	1.00		0.94	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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	44	70	38	29	35	133	26	407	175	178	891	182
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	82	130	166	110	133	194	255	1084	459	458	1446	295
Arrive On Green	0.13	0.13	0.13	0.15	0.15	0.15	0.02	0.68	0.68	0.08	0.74	0.74
Sat Flow, veh/h	632	1006	1284	740	893	1302	1590	2130	901	1590	2608	532
Grp Volume(v), veh/h	114	0	38	64	0	133	26	301	281	178	542	531
Grp Sat Flow(s),veh/h/ln	1638	0	1284	1633	0	1302	1590	1586	1444	1590	1586	1554
Q Serve(g_s), s	10.4	0.0	4.3	5.6	0.0	15.5	1.3	13.1	13.5	8.6	26.3	26.3
Cycle Q Clear(g_c), s	10.4	0.0	4.3	5.6	0.0	15.5	1.3	13.1	13.5	8.6	26.3	26.3
Prop In Lane	0.39		1.00	0.45		1.00	1.00		0.62	1.00		0.34
Lane Grp Cap(c), veh/h	211	0	166	244	0	194	255	808	735	458	880	862
V/C Ratio(X)	0.54	0.00	0.23	0.26	0.00	0.68	0.10	0.37	0.38	0.39	0.62	0.62
Avail Cap(c_a), veh/h	266	0	209	286	0	228	437	808	735	458	880	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84	0.09	0.09	0.09
Uniform Delay (d), s/veh	65.2	0.0	62.5	60.3	0.0	64.5	19.3	14.8	14.9	16.2	12.8	12.8
Incr Delay (d2), s/veh	0.8	0.0	0.3	0.2	0.0	4.6	0.1	1.1	1.3	0.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	1.4	2.3	0.0	5.4	0.5	4.5	4.3	3.0	7.8	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.0	0.0	62.8	60.5	0.0	69.1	19.4	15.9	16.1	16.3	13.1	13.1
LnGrp LOS	E		E	E		E	B	B	B	B	B	B
Approach Vol, veh/h		152			197			608			1251	
Approach Delay, s/veh		65.2			66.3			16.2			13.6	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	87.5		26.7	8.7	94.7		29.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	72.0		26.0	21.0	61.0		28.0				
Max Q Clear Time (g_c+I1), s	10.6	15.5		12.4	3.3	28.3		17.5				
Green Ext Time (p_c), s	0.0	4.3		0.3	0.0	8.8		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			22.5									
HCM 7th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	53	188	56	212	97	130	464	167	710
Future Volume (vph)	53	188	56	212	97	130	464	167	710
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	11.0	33.0	11.0	33.0
Total Split (s)	15.0	40.0	40.0	30.0	55.0	15.0	70.0	20.0	75.0
Total Split (%)	9.4%	25.0%	25.0%	18.8%	34.4%	9.4%	43.8%	12.5%	46.9%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

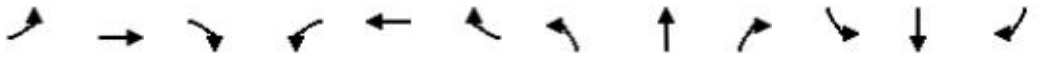
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 108 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	58	204	61	230	176	141	763	182	819
v/c Ratio	0.25	0.39	0.20	0.65	0.23	0.46	0.54	0.53	0.54
Control Delay (s/veh)	22.6	45.1	8.1	49.6	28.0	9.7	19.8	26.3	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	22.6	45.1	8.1	49.6	28.0	9.7	19.8	26.3	22.7
Queue Length 50th (ft)	21	108	9	187	45	26	328	57	152
Queue Length 95th (ft)	60	155	40	250	78	53	420	147	201
Internal Link Dist (ft)		914			474		1522		436
Turn Bay Length (ft)	110		110			100		200	
Base Capacity (vph)	245	670	348	370	854	307	1401	355	1507
Starvation Cap Reductn	0	0	0	0	0	0	0	0	199
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.30	0.18	0.62	0.21	0.46	0.54	0.51	0.63

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	188	56	212	97	65	130	464	238	167	710	43
Future Volume (veh/h)	53	188	56	212	97	65	130	464	238	167	710	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.84		0.78	0.90		0.86	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	58	204	61	230	105	71	141	504	259	182	772	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	255	514	180	346	436	251	355	972	497	378	1506	92
Arrive On Green	0.04	0.16	0.16	0.13	0.25	0.25	0.07	0.65	0.65	0.09	0.67	0.67
Sat Flow, veh/h	1590	3173	1110	1590	1726	991	1590	1997	1021	1590	3004	183
Grp Volume(v), veh/h	58	204	61	230	95	81	141	400	363	182	408	411
Grp Sat Flow(s),veh/h/ln	1590	1586	1110	1590	1586	1131	1590	1586	1432	1590	1586	1601
Q Serve(g_s), s	4.8	9.2	7.8	18.8	7.6	9.2	7.2	21.4	21.6	9.3	20.8	20.8
Cycle Q Clear(g_c), s	4.8	9.2	7.8	18.8	7.6	9.2	7.2	21.4	21.6	9.3	20.8	20.8
Prop In Lane	1.00		1.00	1.00		0.88	1.00		0.71	1.00		0.11
Lane Grp Cap(c), veh/h	255	514	180	346	401	286	355	772	697	378	795	803
V/C Ratio(X)	0.23	0.40	0.34	0.66	0.24	0.28	0.40	0.52	0.52	0.48	0.51	0.51
Avail Cap(c_a), veh/h	282	674	236	377	486	346	355	772	697	405	795	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	0.81	0.81	0.81	0.81	0.81	0.81
Uniform Delay (d), s/veh	53.0	60.1	59.5	45.7	47.5	48.1	19.4	18.3	18.3	19.2	16.8	16.8
Incr Delay (d2), s/veh	0.2	0.3	0.8	2.8	0.2	0.4	0.2	2.0	2.3	0.3	1.9	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.8	2.3	7.8	3.1	2.7	2.7	7.5	6.9	3.4	7.2	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.1	60.4	60.2	48.6	47.7	48.5	19.6	20.3	20.5	19.5	18.7	18.6
LnGrp LOS	D	E	E	D	D	D	B	C	C	B	B	B
Approach Vol, veh/h		323			406			904			1001	
Approach Delay, s/veh		59.1			48.4			20.3			18.8	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	83.9	26.9	31.9	15.0	86.2	12.3	46.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	64.0	24.0	34.0	9.0	69.0	9.0	49.0
Max Q Clear Time (g_c+I1), s	11.3	23.6	20.8	11.2	9.2	22.8	6.8	11.2
Green Ext Time (p_c), s	0.0	5.9	0.1	1.2	0.0	6.2	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	28.8
HCM 7th LOS	C

Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	26	190	76	886	77	303	563	153
Future Volume (vph)	26	190	76	886	77	303	563	153
Turn Type	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	8		5	2		1	6	
Permitted Phases		8	2		2	6		6
Detector Phase	8	8	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	36.0	36.0	10.0	37.0	37.0	10.0	37.0	37.0
Total Split (s)	38.0	38.0	20.0	102.0	102.0	20.0	102.0	102.0
Total Split (%)	23.8%	23.8%	12.5%	63.8%	63.8%	12.5%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 3rd Avenue & SE 6th Street

Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	51	204	82	953	83	326	605	165
v/c Ratio	0.10	0.54	0.18	0.56	0.10	0.65	0.27	0.16
Control Delay (s/veh)	55.1	12.3	7.2	20.6	10.6	14.4	10.9	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.1	12.3	7.2	20.7	10.6	14.4	10.9	4.8
Queue Length 50th (ft)	23	0	21	197	11	137	184	33
Queue Length 95th (ft)	44	77	65	356	51	127	187	45
Internal Link Dist (ft)	462			566			1522	
Turn Bay Length (ft)		360	190		70	105		150
Base Capacity (vph)	608	423	515	1938	862	496	2180	1003
Starvation Cap Reductn	0	0	0	124	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.48	0.16	0.53	0.10	0.66	0.28	0.16

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	21	26	190	76	886	77	303	563	153
Future Volume (veh/h)	0	0	0	21	26	190	76	886	77	303	563	153
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.93	1.00		0.96	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h				23	28	204	82	953	83	326	605	165
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				3	3	3	3	3	3	3	3	3
Cap, veh/h				132	444	235	481	1971	848	444	2150	939
Arrive On Green				0.18	0.18	0.18	0.04	0.83	0.83	0.12	0.90	0.90
Sat Flow, veh/h				737	2483	1316	1590	3173	1365	1590	3173	1386
Grp Volume(v), veh/h				51	0	204	82	953	83	326	605	165
Grp Sat Flow(s),veh/h/ln				1633	1586	1316	1590	1586	1365	1590	1586	1386
Q Serve(g_s), s				4.2	0.0	24.1	3.0	13.9	1.8	12.2	4.0	2.2
Cycle Q Clear(g_c), s				4.2	0.0	24.1	3.0	13.9	1.8	12.2	4.0	2.2
Prop In Lane				0.45		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				292	284	235	481	1971	848	444	2150	939
V/C Ratio(X)				0.17	0.00	0.87	0.17	0.48	0.10	0.74	0.28	0.18
Avail Cap(c_a), veh/h				327	317	263	571	1971	848	444	2150	939
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	0.79	0.79	0.79	0.81	0.81	0.81
Uniform Delay (d), s/veh				55.7	0.0	63.8	10.1	6.5	5.4	9.9	2.7	2.7
Incr Delay (d2), s/veh				0.1	0.0	21.5	0.0	0.7	0.2	4.5	0.3	0.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	0.0	9.5	1.1	3.7	0.6	4.3	1.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				55.8	0.0	85.4	10.2	7.2	5.6	14.4	3.0	3.0
LnGrp LOS				E		F	B	A	A	B	A	A
Approach Vol, veh/h					255			1118			1096	
Approach Delay, s/veh					79.5			7.3			6.4	
Approach LOS					E			A			A	

Timer - Assigned Phs	1	2		5	6		8				
Phs Duration (G+Y+Rc), s	20.0	105.4		10.9	114.4		34.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	96.0		14.0	96.0		32.0				
Max Q Clear Time (g_c+I1), s	14.2	15.9		5.0	6.0		26.1				
Green Ext Time (p_c), s	0.0	9.4		0.0	5.5		0.3				

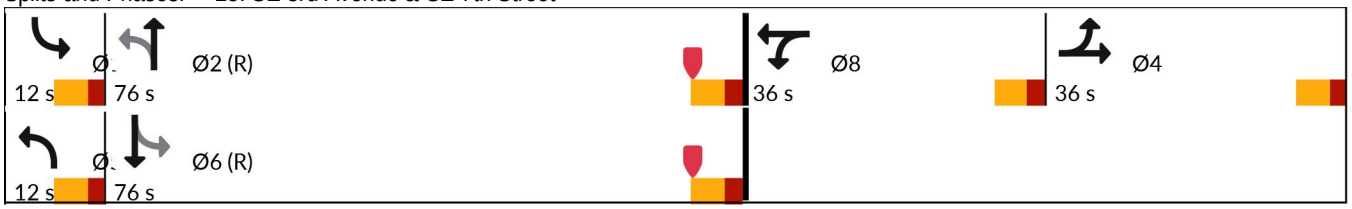
Intersection Summary		
HCM 7th Control Delay, s/veh		14.3
HCM 7th LOS		B

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	51	31	991	54	436
Future Volume (vph)	82	51	31	991	54	436
Turn Type	NA	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases			2		6	
Detector Phase	4	8	5	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	4.0	10.0	4.0	10.0
Minimum Split (s)	33.0	33.0	10.0	25.0	10.0	25.0
Total Split (s)	36.0	36.0	12.0	76.0	12.0	76.0
Total Split (%)	22.5%	22.5%	7.5%	47.5%	7.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 66 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	152	129	33	1092	57	476
v/c Ratio	0.76	0.74	0.06	0.58	0.22	0.25
Control Delay (s/veh)	89.8	79.1	15.6	28.2	8.9	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	89.8	79.1	15.6	28.2	8.9	16.1
Queue Length 50th (ft)	155	107	14	401	9	175
Queue Length 95th (ft)	227	176	m25	483	72	278
Internal Link Dist (ft)	568	243		1897		566
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	304	308	511	1875	257	1904
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.42	0.06	0.58	0.22	0.25

Intersection Summary

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 (veh/h)	57	82	6	12	51	59	31	991	47	54	436	16
Future Volume (veh/h)	57	82	6	12	51	59	31	991	47	54	436	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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	0.99	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	60	86	6	13	54	62	33	1043	49	57	459	17
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	71	101	7	16	65	74	556	1887	89	315	1931	71
Arrive On Green	0.11	0.11	0.11	0.10	0.10	0.10	0.03	0.82	0.82	0.03	0.82	0.82
Sat Flow, veh/h	642	920	64	154	638	733	1590	3068	144	1590	3117	115
Grp Volume(v), veh/h	152	0	0	129	0	0	33	539	553	57	233	243
Grp Sat Flow(s),veh/h/ln	1626	0	0	1525	0	0	1590	1586	1626	1590	1586	1645
Q Serve(g_s), s	14.7	0.0	0.0	13.3	0.0	0.0	1.2	18.1	18.1	2.2	5.1	5.2
Cycle Q Clear(g_c), s	14.7	0.0	0.0	13.3	0.0	0.0	1.2	18.1	18.1	2.2	5.1	5.2
Prop In Lane	0.39		0.04	0.10		0.48	1.00		0.09	1.00		0.07
Lane Grp Cap(c), veh/h	179	0	0	154	0	0	556	976	1000	315	983	1020
V/C Ratio(X)	0.85	0.00	0.00	0.84	0.00	0.00	0.06	0.55	0.55	0.18	0.24	0.24
Avail Cap(c_a), veh/h	305	0	0	286	0	0	585	976	1000	336	983	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.56	0.56	0.56	0.97	0.97	0.97
Uniform Delay (d), s/veh	69.9	0.0	0.0	70.6	0.0	0.0	10.9	7.3	7.3	11.9	5.8	5.8
Incr Delay (d2), s/veh	8.2	0.0	0.0	8.6	0.0	0.0	0.0	1.3	1.2	0.1	0.6	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	0.0	5.6	0.0	0.0	0.4	4.7	4.8	0.8	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.1	0.0	0.0	79.2	0.0	0.0	10.9	8.5	8.5	12.0	6.4	6.3
LnGrp LOS	E			E			B	A	A	B	A	A
Approach Vol, veh/h		152			129			1125			533	
Approach Delay, s/veh		78.1			79.2			8.6			7.0	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	104.4		23.6	9.1	105.1		22.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	70.0		30.0	6.0	70.0		30.0				
Max Q Clear Time (g_c+I1), s	4.2	20.1		16.7	3.2	7.2		15.3				
Green Ext Time (p_c), s	0.0	9.5		0.5	0.0	3.2		0.4				

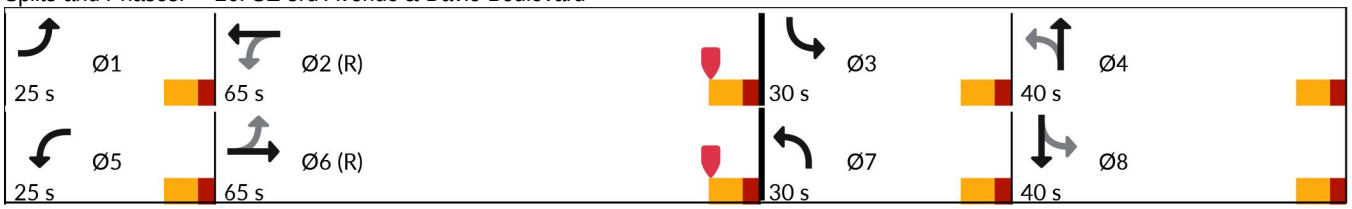
Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	414	478	36	368	78	422	68	205
Future Volume (vph)	414	478	36	368	78	422	68	205
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	25.0	65.0	25.0	65.0	30.0	40.0	30.0	40.0
Total Split (%)	15.6%	40.6%	15.6%	40.6%	18.8%	25.0%	18.8%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	476	675	41	595	90	514	78	400
v/c Ratio	0.67	0.33	0.14	0.57	0.44	0.84	0.49	0.62
Control Delay (s/veh)	41.4	12.3	20.1	46.2	45.6	71.5	77.2	52.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.4	12.3	20.1	46.2	45.6	71.5	77.2	52.7
Queue Length 50th (ft)	276	116	14	253	66	281	43	35
Queue Length 95th (ft)	438	152	34	320	m79	323	136	234
Internal Link Dist (ft)		909		222		2382		1897
Turn Bay Length (ft)	140		185		150		110	
Base Capacity (vph)	702	2029	427	1258	326	741	303	770
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.33	0.10	0.47	0.28	0.69	0.26	0.52

Intersection Summary

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

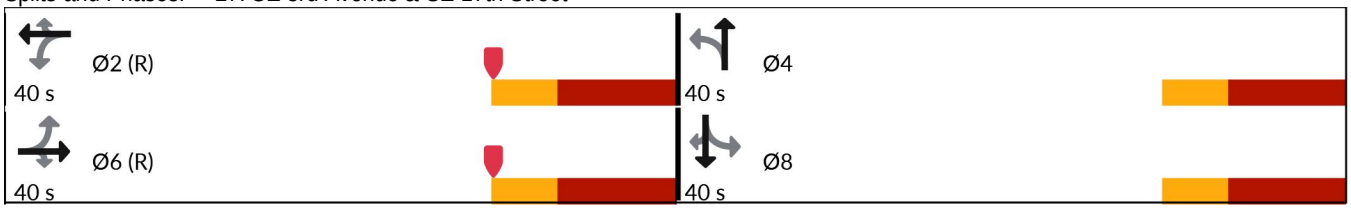
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	414	478	110	36	368	150	78	422	25	68	205	143
Future Volume (veh/h)	414	478	110	36	368	150	78	422	25	68	205	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
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	476	549	126	41	423	172	90	485	29	78	236	164
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	621	1758	402	475	1269	510	179	551	33	149	316	210
Arrive On Green	0.16	0.82	0.82	0.03	0.69	0.69	0.05	0.16	0.16	0.05	0.16	0.16
Sat Flow, veh/h	1767	2849	651	1767	2443	982	1767	3362	200	1767	2002	1329
Grp Volume(v), veh/h	476	339	336	41	304	291	90	254	260	78	206	194
Grp Sat Flow(s),veh/h/ln	1767	1763	1738	1767	1763	1662	1767	1763	1800	1767	1763	1568
Q Serve(g_s), s	19.0	7.4	7.5	1.7	11.1	11.3	6.8	22.5	22.6	5.9	17.9	19.0
Cycle Q Clear(g_c), s	19.0	7.4	7.5	1.7	11.1	11.3	6.8	22.5	22.6	5.9	17.9	19.0
Prop In Lane	1.00		0.37	1.00		0.59	1.00		0.11	1.00		0.85
Lane Grp Cap(c), veh/h	621	1088	1072	475	916	863	179	289	295	149	278	247
V/C Ratio(X)	0.77	0.31	0.31	0.09	0.33	0.34	0.50	0.88	0.88	0.52	0.74	0.78
Avail Cap(c_a), veh/h	621	1088	1072	648	916	863	348	375	382	330	375	333
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)	0.77	0.77	0.77	1.00	1.00	1.00	0.83	0.83	0.83	0.98	0.98	0.98
Uniform Delay (d), s/veh	16.0	6.1	6.2	17.2	13.6	13.6	53.6	65.3	65.4	54.4	64.3	64.7
Incr Delay (d2), s/veh	4.0	0.6	0.6	0.0	1.0	1.1	0.7	12.3	12.6	1.0	3.1	5.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	2.6	2.6	0.7	4.3	4.2	3.1	11.1	11.5	2.7	8.3	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.0	6.7	6.7	17.2	14.6	14.7	54.3	77.7	78.0	55.4	67.4	70.3
LnGrp LOS	C	A	A	B	B	B	D	E	E	E	E	E
Approach Vol, veh/h		1151			636			604			478	
Approach Delay, s/veh		12.2			14.8			74.3			66.6	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	89.1	13.7	32.2	9.4	104.8	14.7	31.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	59.0	24.0	34.0	19.0	59.0	24.0	34.0				
Max Q Clear Time (g_c+I1), s	21.0	13.3	7.9	24.6	3.7	9.5	8.8	21.0				
Green Ext Time (p_c), s	0.0	4.3	0.0	1.5	0.0	4.9	0.1	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			34.9									
HCM 7th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	381	492	16	23	298	105	5	107	93	44	82
Future Volume (vph)	381	492	16	23	298	105	5	107	93	44	82
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
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)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	423	547	18	26	331	117	6	126	103	49	91
v/c Ratio	0.71	0.26	0.01	0.05	0.16	0.12	0.02	0.32	0.39	0.12	0.22
Control Delay (s/veh)	30.0	13.3	0.0	15.2	12.6	4.1	18.4	25.0	23.0	17.6	2.9
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 (s/veh)	30.0	13.3	0.0	15.2	12.6	4.1	18.4	25.0	23.0	17.6	2.9
Queue Length 50th (ft)	137	64	0	5	36	0	3	57	52	24	5
Queue Length 95th (ft)	#424	150	0	25	91	32	10	79	44	25	5
Internal Link Dist (ft)		905			220			753		2382	
Turn Bay Length (ft)	125			50			60		150		
Base Capacity (vph)	593	2051	917	481	2051	941	483	664	446	668	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.27	0.02	0.05	0.16	0.12	0.01	0.19	0.23	0.07	0.14

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	381	492	16	23	298	105	5	107	6	93	44	82
Future Volume (vph)	381	492	16	23	298	105	5	107	6	93	44	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
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	0.96	1.00	1.00	0.98	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00		0.98	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1745	3505	1493	1745	3505	1525	1749	1827		1731	1845	1546
Flt Permitted	0.55	1.00	1.00	0.44	1.00	1.00	0.72	1.00		0.67	1.00	1.00
Satd. Flow (perm)	1014	3505	1493	822	3505	1525	1335	1827		1232	1845	1546
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	423	547	18	26	331	117	6	119	7	103	49	91
RTOR Reduction (vph)	0	0	8	0	0	55	0	3	0	0	0	73
Lane Group Flow (vph)	423	547	10	26	331	62	6	123	0	103	49	18
Confl. Peds. (#/hr)	7		6	6		7	3		19	19		3
Confl. Bikes (#/hr)			4			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	2	0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	42.4	42.4	42.4	42.4	42.4	42.4	15.6	15.6		15.6	15.6	15.6
Effective Green, g (s)	42.4	42.4	42.4	42.4	42.4	42.4	15.6	15.6		15.6	15.6	15.6
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.53	0.20	0.20		0.20	0.20	0.20
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	537	1857	791	435	1857	808	260	356		240	359	301
v/s Ratio Prot		0.16			0.09			0.07			0.03	
v/s Ratio Perm	c0.42		0.01	0.03		0.04	0.00			c0.08		0.01
v/c Ratio	0.78	0.29	0.01	0.05	0.17	0.07	0.02	0.34		0.42	0.13	0.05
Uniform Delay, d1	15.1	10.4	8.8	9.1	9.7	9.2	26.0	27.7		28.2	26.6	26.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.75	0.76	1.05
Incremental Delay, d2	11.1	0.4	0.0	0.2	0.2	0.1	0.0	0.2		0.4	0.0	0.0
Delay (s)	26.3	10.8	8.9	9.3	9.9	9.3	26.0	28.0		21.8	20.5	27.7
Level of Service	C	B	A	A	A	A	C	C		C	C	C
Approach Delay (s/veh)		17.4			9.7			27.9			23.7	
Approach LOS		B			A			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

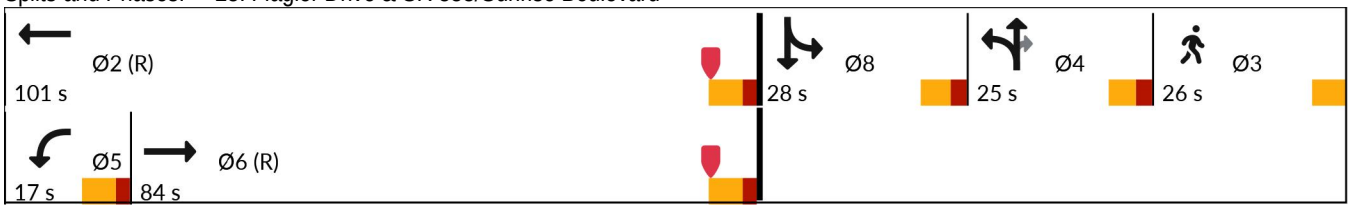
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	1119	11	754	102	71	74	
Future Volume (vph)	1119	11	754	102	71	74	
Turn Type	NA	Prot	NA	NA	Perm	NA	
Protected Phases	6	5	2	4		8	3
Permitted Phases					4		
Detector Phase	6	5	2	4	4	8	
Switch Phase							
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0	6.0	7.0
Minimum Split (s)	30.5	11.5	37.5	48.0	48.0	24.0	26.0
Total Split (s)	84.0	17.0	101.0	25.0	25.0	28.0	26.0
Total Split (%)	46.7%	9.4%	56.1%	13.9%	13.9%	15.6%	14%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lag	Lead	
Lead-Lag Optimize?							
Recall Mode	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 72 (40%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 28: Flagler Drive & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1227	12	805	151	75	161
v/c Ratio	0.37	0.21	0.23	0.75	0.26	0.79
Control Delay (s/veh)	16.5	93.8	12.0	99.1	4.9	94.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.5	93.8	12.0	99.1	4.9	94.0
Queue Length 50th (ft)	200	14	126	172	0	165
Queue Length 95th (ft)	194	39	184	249	0	244
Internal Link Dist (ft)	617		722	371		937
Turn Bay Length (ft)		425				
Base Capacity (vph)	3249	102	3411	215	291	238
Starvation Cap Reductn	332	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.12	0.24	0.70	0.26	0.68

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1119	47	11	754	10	42	102	71	5	74	74
Future Volume (vph)	0	1119	47	11	754	10	42	102	71	5	74	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lane Util. Factor		0.91		1.00	0.91			1.00	1.00		1.00	
Frpb, ped/bikes		0.99		1.00	0.99			1.00	0.98		1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.99		1.00	0.99			1.00	0.85		0.93	
Flt Protected		1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)		4986		1752	5011			1818	1537		1721	
Flt Permitted		1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (perm)		4986		1752	5011			1818	1537		1721	
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)	0	1178	49	12	794	11	44	107	75	5	78	78
RTOR Reduction (vph)	0	1	0	0	1	0	0	0	67	0	19	0
Lane Group Flow (vph)	0	1226	0	12	804	0	0	151	8	0	142	0
Confl. Peds. (#/hr)	4		2	2		4			6	6		
Confl. Bikes (#/hr)			4									
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	0	0
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		8	8	
Permitted Phases									4			
Actuated Green, G (s)		113.5		2.6	122.6			19.7	19.7		19.2	
Effective Green, g (s)		113.5		2.6	122.6			19.7	19.7		19.2	
Actuated g/C Ratio		0.63		0.01	0.68			0.11	0.11		0.11	
Clearance Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Vehicle Extension (s)		3.0		1.5	3.0			2.0	2.0		2.0	
Lane Grp Cap (vph)		3143		25	3413			198	168		183	
v/s Ratio Prot		c0.25		0.01	c0.16			c0.08			c0.08	
v/s Ratio Perm									0.01			
v/c Ratio		0.38		0.48	0.23			0.76	0.04		0.77	
Uniform Delay, d1		16.2		88.0	10.9			77.8	71.7		78.3	
Progression Factor		0.98		1.00	1.00			0.98	14.95		1.00	
Incremental Delay, d2		0.3		5.2	0.1			14.3	0.0		17.0	
Delay (s)		16.3		93.2	11.0			90.9	1073.2		95.3	
Level of Service		B		F	B			F	F		F	
Approach Delay (s/veh)		16.3			12.2			416.8			95.3	
Approach LOS		B			B			F			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	57.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	0	149	9	9	83
Future Vol, veh/h	33	0	149	9	9	83
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	34	0	152	9	9	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	265	-	0	0	166	0
Stage 1	162	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.43	-	-	-	3.7	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	2.9	-
Pot Cap-1 Maneuver	722	0	-	-	1118	-
Stage 1	865	0	-	-	-	-
Stage 2	919	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	-	-	-	1113	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.3	0	0.81
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	176	-
HCM Lane V/C Ratio	-	-	0.047	0.008	-
HCM Control Delay (s/veh)	-	-	10.3	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	11	147	0	0	116
Future Vol, veh/h	0	11	147	0	0	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	160	0	0	126

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	286	160	0	-	-	-
Stage 1	160	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	-	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	-	-
Pot Cap-1 Maneuver	1036	1596	-	0	0	-
Stage 1	1123	-	-	0	0	-
Stage 2	1147	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	1036	1596	-	-	-	-
Mov Cap-2 Maneuver	1036	-	-	-	-	-
Stage 1	1123	-	-	-	-	-
Stage 2	1147	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	7.27	0	0
HCM LOS	A		

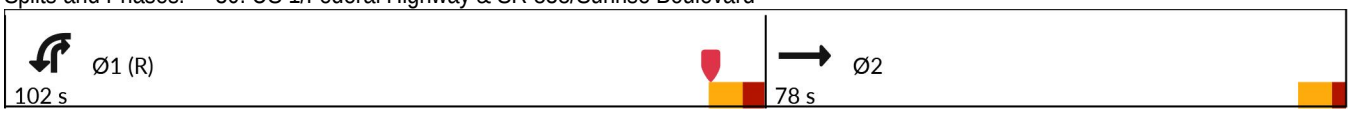
Minor Lane/Major Mvmt	NET	NWLn1	SWT
Capacity (veh/h)	-	1596	-
HCM Lane V/C Ratio	-	0.007	-
HCM Control Delay (s/veh)	-	7.3	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Lane Group	EBT	WBL	NBR
Lane Configurations			
Traffic Volume (vph)	911	1213	867
Future Volume (vph)	911	1213	867
Turn Type	NA	Prot	Over
Protected Phases	2	1	1
Permitted Phases			
Detector Phase	2	1	1
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	49.5	21.5	21.5
Total Split (s)	78.0	102.0	102.0
Total Split (%)	43.3%	56.7%	56.7%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5	7.5
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 87 (48%), Referenced to phase 1:WBL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 30: US 1/Federal Highway & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	NBR
Lane Group Flow (vph)	1235	1277	913
v/c Ratio	0.53	0.56	0.55
Control Delay (s/veh)	42.1	38.4	38.8
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	42.1	38.4	38.8
Queue Length 50th (ft)	343	407	358
Queue Length 95th (ft)	538	470	432
Internal Link Dist (ft)	722		
Turn Bay Length (ft)		400	
Base Capacity (vph)	2328	2625	1899
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.53	0.49	0.48

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	911	262	1213	0	0	867
Future Volume (vph)	911	262	1213	0	0	867
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		7.5			7.5
Lane Util. Factor	0.91		0.94			0.76
Frpb, ped/bikes	0.99		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.96		1.00			0.85
Flt Protected	1.00		0.95			1.00
Satd. Flow (prot)	4897		4990			3610
Flt Permitted	1.00		0.95			1.00
Satd. Flow (perm)	4897		4990			3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	959	276	1277	0	0	913
RTOR Reduction (vph)	22	0	0	0	0	0
Lane Group Flow (vph)	1213	0	1277	0	0	913
Confl. Peds. (#/hr)		3	3			
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot			Over
Protected Phases	2		1			1
Permitted Phases						
Actuated Green, G (s)	84.6		81.4			81.4
Effective Green, g (s)	84.6		81.4			81.4
Actuated g/C Ratio	0.47		0.45			0.45
Clearance Time (s)	6.5		7.5			7.5
Vehicle Extension (s)	8.0		2.0			2.0
Lane Grp Cap (vph)	2301		2256			1632
v/s Ratio Prot	c0.25		c0.26			0.25
v/s Ratio Perm						
v/c Ratio	0.52		0.56			0.55
Uniform Delay, d1	33.6		36.2			36.1
Progression Factor	1.28		1.00			1.00
Incremental Delay, d2	0.7		1.0			1.3
Delay (s)	44.0		37.3			37.5
Level of Service	D		D			D
Approach Delay (s/veh)	44.0			37.3	37.5	
Approach LOS	D			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	39.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

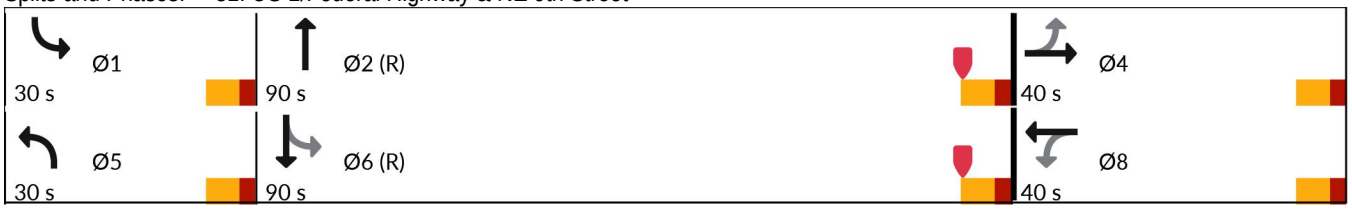
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	21	10	31	12	18	867	46	1368
Future Volume (vph)	21	10	31	12	18	867	46	1368
Turn Type	Perm	NA	Perm	NA	Prot	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8				6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	38.0	38.0	36.0	36.0	11.0	26.0	11.0	26.0
Total Split (s)	40.0	40.0	40.0	40.0	30.0	90.0	30.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	18.8%	56.3%	18.8%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 31: US 1/Federal Highway & NE 9th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	44	34	24	20	977	51	1523
v/c Ratio	0.31	0.36	0.45	0.23	0.29	0.23	0.10	0.36
Control Delay (s/veh)	82.1	37.3	92.0	51.0	85.6	3.7	2.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.1	37.3	92.0	51.0	85.6	3.7	2.2	4.3
Queue Length 50th (ft)	24	11	35	13	21	78	5	146
Queue Length 95th (ft)	55	54	74	45	52	107	13	205
Internal Link Dist (ft)		654		689		564		822
Turn Bay Length (ft)	160		75		375		300	
Base Capacity (vph)	288	369	284	370	262	4176	638	4221
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.12	0.12	0.06	0.08	0.23	0.08	0.36

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	10	30	31	12	10	18	867	22	46	1368	18
Future Volume (veh/h)	21	10	30	31	12	10	18	867	22	46	1368	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
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	23	11	33	34	13	11	20	953	24	51	1503	20
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	147	36	107	129	81	69	33	3900	98	535	4004	53
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.02	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	1355	403	1210	1333	921	779	1767	5057	127	1767	5128	68
Grp Volume(v), veh/h	23	0	44	34	0	24	20	636	341	51	990	533
Grp Sat Flow(s),veh/h/ln	1355	0	1613	1333	0	1699	1767	1689	1807	1767	1689	1819
Q Serve(g_s), s	2.6	0.0	4.1	3.9	0.0	2.1	1.8	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	4.1	8.0	0.0	2.1	1.8	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.75	1.00		0.46	1.00		0.07	1.00		0.04
Lane Grp Cap(c), veh/h	147	0	142	129	0	150	33	2605	1394	535	2637	1420
V/C Ratio(X)	0.16	0.00	0.31	0.26	0.00	0.16	0.61	0.24	0.24	0.10	0.38	0.38
Avail Cap(c_a), veh/h	315	0	343	294	0	361	265	2605	1394	750	2637	1420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	69.6	0.0	68.4	72.1	0.0	67.5	77.5	0.0	0.0	3.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.4	0.0	0.2	6.8	0.2	0.4	0.0	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.7	1.4	0.0	0.9	0.9	0.1	0.2	0.3	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.8	0.0	68.8	72.5	0.0	67.6	84.3	0.2	0.4	3.3	0.3	0.6
LnGrp LOS	E		E	E		E	F	A	A	A	A	A
Approach Vol, veh/h		67			58			997			1574	
Approach Delay, s/veh		69.2			70.5			2.0			0.5	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	129.4		20.1	8.9	130.9		20.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	84.0		34.0	24.0	84.0		34.0				
Max Q Clear Time (g_c+I1), s	3.0	2.0		6.6	3.8	2.0		10.0				
Green Ext Time (p_c), s	0.0	8.3		0.2	0.0	17.4		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	4.3
HCM 7th LOS	A

Network Totals

Number of Intersections	32
Control Delay / Veh (s/v)	26
Queue Delay / Veh (s/v)	0
Total Delay / Veh (s/v)	26
Total Delay (hr)	492
Stops / Veh	0.53
Stops (#)	36542
Average Speed (mph)	13
Total Travel Time (hr)	881
Distance Traveled (mi)	11656
Fuel Consumed (gal)	1042
Fuel Economy (mpg)	11.2
CO Emissions (kg)	72.86
NOx Emissions (kg)	14.18
VOC Emissions (kg)	16.89
Unserved Vehicles (#)	63
Vehicles in dilemma zone (#)	0
Performance Index	593.4

No Build 2045

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	265	2002	453	94	1405	233	542	221	705		
Future Volume (vph)	265	2002	453	94	1405	233	542	221	705		
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6		5	2	7	4	3	8	9	10
Permitted Phases			6			4		8			
Detector Phase	1	6	6	5	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	36.5	36.5	11.5	37.5	10.0	43.0	10.0	46.0	5.0	5.0
Total Split (s)	42.0	93.0	93.0	16.0	67.0	16.0	42.0	24.0	50.0	5.0	5.0
Total Split (%)	23.3%	51.7%	51.7%	8.9%	37.2%	8.9%	23.3%	13.3%	27.8%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?						Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 56 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard

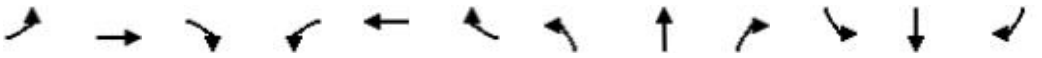
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	276	2085	472	98	1549	243	610	230	910
v/c Ratio	0.90	0.85	0.57	1.05	0.85	1.76	0.76	0.89	0.99
Control Delay (s/veh)	104.5	45.6	25.3	157.5	54.0	399.3	71.7	78.9	90.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	104.5	45.6	25.3	157.5	54.0	399.3	71.7	78.9	90.5
Queue Length 50th (ft)	321	788	275	~127	391	~378	356	200	557
Queue Length 95th (ft)	#449	850	396	m#199	m514	#574	433	#353	#763
Internal Link Dist (ft)		645			1177		1806		524
Turn Bay Length (ft)	475		130	205		95		95	
Base Capacity (vph)	349	2437	819	93	1818	138	799	256	919
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.86	0.58	1.05	0.85	1.76	0.76	0.90	0.99

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)	265	2002	453	94	1405	82	233	542	43	221	705	169
Future Volume (vph)	265	2002	453	94	1405	82	233	542	43	221	705	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5072	1547	1770	5026		1769	3495		1769	3406	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.09	1.00		0.16	1.00	
Satd. Flow (perm)	1770	5072	1547	1770	5026		175	3495		307	3406	
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)	276	2085	472	98	1464	85	243	565	45	230	734	176
RTOR Reduction (vph)	0	0	78	0	3	0	0	3	0	0	11	0
Lane Group Flow (vph)	276	2085	394	98	1546	0	243	607	0	230	899	0
Confl. Peds. (#/hr)	1		5	5		1	10		4	4		10
Confl. Bikes (#/hr)			4			3			1			1
Bus Blockages (#/hr)	0	2	0	0	2	2	0	0	0	0	2	2
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4			8		
Actuated Green, G (s)	31.0	84.9	84.9	9.5	63.4		52.6	42.6		66.0	48.0	
Effective Green, g (s)	31.0	84.9	84.9	9.5	63.4		52.6	42.6		66.0	48.0	
Actuated g/C Ratio	0.17	0.47	0.47	0.05	0.35		0.29	0.24		0.37	0.27	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	304	2392	729	93	1770		139	827		258	908	
v/s Ratio Prot	c0.16	c0.41		0.06	0.31		c0.10	0.17		c0.09	c0.26	
v/s Ratio Perm			0.25				c0.41			0.24		
v/c Ratio	0.90	0.87	0.54	1.05	0.87		1.74	0.73		0.89	0.99	
Uniform Delay, d1	73.0	42.6	33.7	85.2	54.5		55.4	63.4		44.8	65.7	
Progression Factor	1.00	1.00	1.00	0.91	0.94		1.00	1.00		1.00	1.00	
Incremental Delay, d2	28.3	4.7	2.8	86.9	3.9		364.6	2.9		28.8	27.3	
Delay (s)	101.4	47.3	36.5	165.2	55.6		420.0	66.3		73.7	93.0	
Level of Service	F	D	D	F	E		F	E		E	F	
Approach Delay (s/veh)		50.8			62.1			167.1			89.1	
Approach LOS		D			E			F			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	75.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	105.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	22	17	4	1	3	725	43	7	1099	46
Future Vol, veh/h	0	0	22	17	4	1	3	725	43	7	1099	46
Conflicting Peds, #/hr	2	0	0	0	0	2	3	0	2	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	24	19	4	1	3	797	47	8	1208	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2104	632	1448	2106	426	1261	0	0	846	0	0
Stage 1	-	1251	-	829	829	-	-	-	-	-	-	-
Stage 2	-	853	-	619	1277	-	-	-	-	-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	-	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	0	416	1115	475	415	1305	541	-	-	718	-	-
Stage 1	0	658	-	726	814	-	-	-	-	-	-	-
Stage 2	0	805	-	834	649	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	404	1111	452	403	1300	539	-	-	716	-	-
Mov Cap-2 Maneuver	-	404	-	452	403	-	-	-	-	-	-	-
Stage 1	-	645	-	719	806	-	-	-	-	-	-	-
Stage 2	-	797	-	803	637	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.31	13.33	0.05	0.06
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	539	-	-	1111	442	1300	716	-	-
HCM Lane V/C Ratio	0.006	-	-	0.022	0.052	0.001	0.011	-	-
HCM Control Delay (s/veh)	11.7	-	-	8.3	13.6	7.8	10.1	-	-
HCM Lane LOS	B	-	-	A	B	A	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	73	698	138	42	1098
Future Vol, veh/h	36	73	698	138	42	1098
Conflicting Peds, #/hr	2	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	38	78	743	147	45	1168

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1494	451	0	0	892	0
Stage 1	819	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	2.9	-
Pot Cap-1 Maneuver	460	1280	-	-	696	-
Stage 1	731	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	414	1273	-	-	694	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	726	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.48	0	1.29
HCM LOS	A		

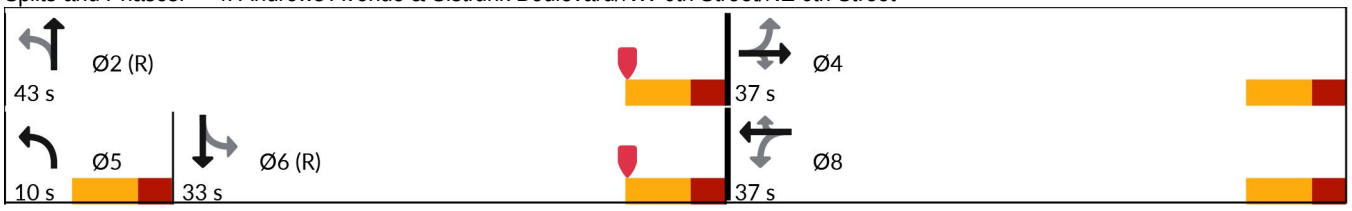
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	521	1273	133	-
HCM Lane V/C Ratio	-	-	0.074	0.061	0.064	-
HCM Control Delay (s/veh)	-	-	12.5	8	10.5	0.9
HCM Lane LOS	-	-	B	A	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0.2	-

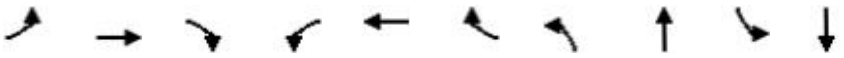
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	117	574	443	73	299	163	88	562	127	932
Future Volume (vph)	117	574	443	73	299	163	88	562	127	932
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	10.0	43.0	33.0	33.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	12.5%	53.8%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 16 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street



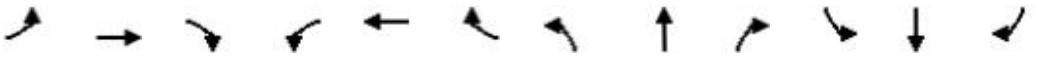


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	122	598	461	76	311	170	92	632	132	1035
v/c Ratio	0.37	0.88	0.70	0.76	0.46	0.25	0.50	0.37	0.45	0.77
Control Delay (s/veh)	22.0	40.9	20.1	61.7	18.1	5.0	29.6	20.3	27.3	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.0	40.9	20.1	61.7	18.1	5.0	29.6	20.3	27.3	28.4
Queue Length 50th (ft)	42	264	121	16	66	1	55	232	52	251
Queue Length 95th (ft)	88	#447	228	m#93	183	45	m87	m282	110	#367
Internal Link Dist (ft)		281			911			1290		516
Turn Bay Length (ft)	155			130		130	225		155	
Base Capacity (vph)	342	714	686	106	714	699	184	1678	288	1329
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	0.36	0.84	0.67	0.72	0.44	0.24	0.50	0.38	0.46	0.78

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 (veh/h)	117	574	443	73	299	163	88	562	45	127	932	61
Future Volume (veh/h)	117	574	443	73	299	163	88	562	45	127	932	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.99	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	122	598	461	76	311	170	92	585	47	132	971	64
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	329	719	596	141	719	603	220	1519	122	355	1132	75
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.07	0.62	0.62	0.45	0.45	0.45
Sat Flow, veh/h	904	1856	1538	529	1856	1556	1767	3283	263	785	3352	221
Grp Volume(v), veh/h	122	598	461	76	311	170	92	314	318	132	511	524
Grp Sat Flow(s),veh/h/ln	904	1856	1538	529	1856	1556	1767	1763	1784	785	1763	1811
Q Serve(g_s), s	9.2	23.3	21.0	7.7	9.9	6.0	2.6	7.2	7.2	9.6	20.8	20.8
Cycle Q Clear(g_c), s	19.1	23.3	21.0	31.0	9.9	6.0	2.6	7.2	7.2	9.6	20.8	20.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.12
Lane Grp Cap(c), veh/h	329	719	596	141	719	603	220	815	825	355	595	611
V/C Ratio(X)	0.37	0.83	0.77	0.54	0.43	0.28	0.42	0.38	0.39	0.37	0.86	0.86
Avail Cap(c_a), veh/h	329	719	596	141	719	603	221	815	825	355	595	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	22.1	21.4	37.4	18.0	16.8	18.1	9.7	9.7	17.2	20.3	20.3
Incr Delay (d2), s/veh	0.3	7.7	5.7	1.8	0.1	0.1	0.4	1.3	1.3	3.0	14.8	14.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	11.0	8.0	1.5	4.0	2.1	1.0	2.6	2.7	1.8	9.4	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.3	29.9	27.1	39.3	18.2	16.9	18.6	11.0	11.0	20.2	35.1	34.8
LnGrp LOS	C	C	C	D	B	B	B	B	B	C	D	C
Approach Vol, veh/h		1181			557			724			1167	
Approach Delay, s/veh		28.3			20.7			11.9			33.3	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		43.0		37.0	10.0	33.0		37.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		37.0		31.0	4.0	27.0		31.0				
Max Q Clear Time (g_c+I1), s		9.2		25.3	4.6	22.8		33.0				
Green Ext Time (p_c), s		4.2		2.2	0.0	2.7		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			25.5									
HCM 7th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	52	232	147	82	281	42	534	113	1222
Future Volume (vph)	52	232	147	82	281	42	534	113	1222
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	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
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 46 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	296	153	85	354	44	608	118	1375
v/c Ratio	0.99	0.36	0.42	0.85	0.37	0.34	0.30	0.77
Control Delay (s/veh)	82.1	17.7	35.5	52.0	27.4	11.6	7.9	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.1	17.7	35.5	52.0	27.4	11.6	7.9	10.5
Queue Length 50th (ft)	142	39	40	179	27	188	19	125
Queue Length 95th (ft)	#292	88	m65	#251	73	227	m30	172
Internal Link Dist (ft)	119			908		605		1290
Turn Bay Length (ft)		100	50		110		150	
Base Capacity (vph)	321	449	217	444	118	1784	386	1765
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.34	0.39	0.80	0.37	0.34	0.31	0.78

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 (veh/h)	52	232	147	82	281	59	42	534	50	113	1222	98
Future Volume (veh/h)	52	232	147	82	281	59	42	534	50	113	1222	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	54	242	153	85	293	61	44	556	52	118	1273	102
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	73	230	422	90	361	75	189	1613	150	439	1633	130
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	66	766	1407	883	1202	250	352	2932	274	725	2969	237
Grp Volume(v), veh/h	296	0	153	85	0	354	44	300	308	118	679	696
Grp Sat Flow(s),veh/h/ln	832	0	1407	883	0	1452	352	1586	1619	725	1586	1620
Q Serve(g_s), s	5.9	0.0	6.8	0.0	0.0	18.1	7.5	5.4	5.5	6.0	21.3	21.6
Cycle Q Clear(g_c), s	24.0	0.0	6.8	24.0	0.0	18.1	29.1	5.4	5.5	11.4	21.3	21.6
Prop In Lane	0.18		1.00	1.00		0.17	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	303	0	422	90	0	436	189	873	891	439	873	891
V/C Ratio(X)	0.98	0.00	0.36	0.94	0.00	0.81	0.23	0.34	0.35	0.27	0.78	0.78
Avail Cap(c_a), veh/h	303	0	422	90	0	436	189	873	891	439	873	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	0.77	0.00	0.77	0.98	0.98	0.98	0.57	0.57	0.57
Uniform Delay (d), s/veh	29.1	0.0	22.0	40.0	0.0	25.9	16.8	5.6	5.6	7.6	7.7	7.7
Incr Delay (d2), s/veh	45.3	0.0	0.2	65.2	0.0	8.2	2.8	1.1	1.0	0.9	4.0	4.0
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	9.5	0.0	2.2	3.3	0.0	6.9	0.7	1.7	1.7	0.8	4.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.3	0.0	22.2	105.2	0.0	34.2	19.7	6.6	6.6	8.5	11.7	11.7
LnGrp LOS	E		C	F		C	B	A	A	A	B	B
Approach Vol, veh/h		449			439			652			1493	
Approach Delay, s/veh		56.6			47.9			7.5			11.4	
Approach LOS		E			D			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		30.0		50.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0				
Max Q Clear Time (g_c+I1), s		31.1		26.0		23.6		26.0				
Green Ext Time (p_c), s		3.7		0.0		11.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			22.5									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	18	22	22	27	10	550	197	1178
Future Volume (vph)	18	22	22	27	10	550	197	1178
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

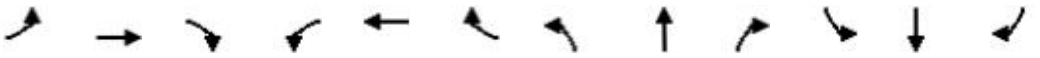
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	23	45	11	626	210	1310
v/c Ratio	0.42	0.16	0.27	0.04	0.24	0.37	0.51
Control Delay (s/veh)	33.1	35.5	27.4	2.1	2.5	3.5	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.1	35.5	27.4	2.1	2.5	3.5	2.9
Queue Length 50th (ft)	20	11	13	2	57	18	81
Queue Length 95th (ft)	55	m21	m31	m1	31	m21	61
Internal Link Dist (ft)	113		909		606		605
Turn Bay Length (ft)		50		165		150	
Base Capacity (vph)	448	463	498	262	2558	558	2568
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.05	0.09	0.04	0.24	0.38	0.51

Intersection Summary

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 (veh/h)	18	22	21	22	27	15	10	550	39	197	1178	54
Future Volume (veh/h)	18	22	21	22	27	15	10	550	39	197	1178	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	19	23	22	23	29	16	11	585	41	210	1253	57
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	84	64	47	216	94	52	382	2345	164	646	2411	110
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	275	680	501	1195	1002	553	374	3001	210	711	3086	140
Grp Volume(v), veh/h	64	0	0	23	0	45	11	309	317	210	643	667
Grp Sat Flow(s),veh/h/ln	1456	0	0	1195	0	1555	374	1586	1625	711	1586	1640
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	1.1	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.30		0.34	1.00		0.36	1.00		0.13	1.00		0.09
Lane Grp Cap(c), veh/h	195	0	0	216	0	146	382	1240	1270	646	1240	1281
V/C Ratio(X)	0.33	0.00	0.00	0.11	0.00	0.31	0.03	0.25	0.25	0.33	0.52	0.52
Avail Cap(c_a), veh/h	502	0	0	478	0	486	382	1240	1270	646	1240	1281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	0.97	0.00	0.97	0.79	0.79	0.79	0.62	0.62	0.62
Uniform Delay (d), s/veh	34.3	0.0	0.0	33.4	0.0	33.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.4	0.1	0.4	0.4	0.8	1.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.4	0.0	0.8	0.0	0.1	0.1	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.6	0.0	0.0	33.4	0.0	34.3	0.1	0.4	0.4	0.8	1.0	0.9
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		64			68			637			1520	
Approach Delay, s/veh		34.6			34.0			0.4			0.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.5		12.5		67.5		12.5				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0				
Max Q Clear Time (g_c+I1), s		2.0		5.2		2.0		4.2				
Green Ext Time (p_c), s		4.6		0.2		15.9		0.1				

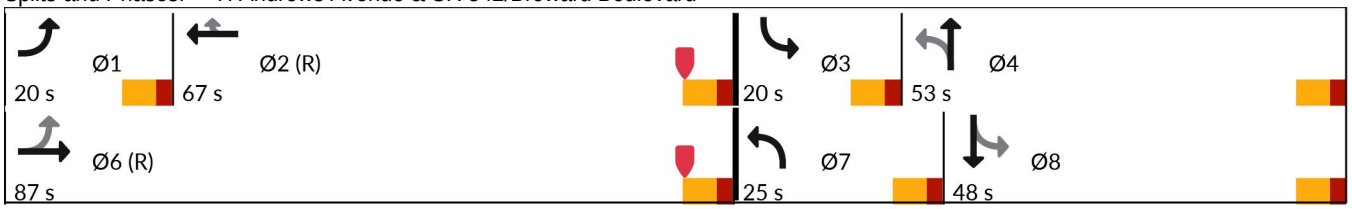
Intersection Summary	
HCM 7th Control Delay, s/veh	2.7
HCM 7th LOS	A

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	154	1817	1259	117	207	433	218	796
Future Volume (vph)	154	1817	1259	117	207	433	218	796
Turn Type	pm+pt	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	2		7	4	3	8
Permitted Phases	6			2	4		8	
Detector Phase	1	6	2	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	15.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	10.0	41.0	10.0	39.0
Total Split (s)	20.0	87.0	67.0	67.0	25.0	53.0	20.0	48.0
Total Split (%)	12.5%	54.4%	41.9%	41.9%	15.6%	33.1%	12.5%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 155 (97%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	160	2267	1311	122	216	540	227	977
v/c Ratio	0.83	1.01	0.74	0.20	0.94	0.59	0.79	1.20
Control Delay (s/veh)	61.3	59.7	28.0	4.2	92.1	55.3	50.0	146.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.3	59.7	28.0	4.2	92.1	55.3	50.0	146.4
Queue Length 50th (ft)	91	~872	213	5	225	261	141	~636
Queue Length 95th (ft)	#211	#988	m236	m13	#362	334	#237	#781
Internal Link Dist (ft)		264	909			539		606
Turn Bay Length (ft)	80			160	260		225	
Base Capacity (vph)	204	2244	1765	587	228	911	286	814
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	1.01	0.74	0.21	0.95	0.59	0.79	1.20

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 (veh/h)	154	1817	359	0	1259	117	207	433	85	218	796	142
Future Volume (veh/h)	154	1817	359	0	1259	117	207	433	85	218	796	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	0	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	160	1893	374	0	1311	122	216	451	89	227	829	148
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	0	3	3	3	3	3	3	3	3
Cap, veh/h	218	1939	375	0	1814	556	233	772	151	297	705	126
Arrive On Green	0.09	0.67	0.67	0.00	0.53	0.53	0.12	0.29	0.29	0.09	0.26	0.26
Sat Flow, veh/h	1590	3827	741	0	4709	1398	1590	2633	516	1590	2684	479
Grp Volume(v), veh/h	160	1495	772	0	1311	122	216	270	270	227	490	487
Grp Sat Flow(s),veh/h/ln	1590	1520	1528	0	1520	1398	1590	1586	1562	1590	1586	1577
Q Serve(g_s), s	9.4	74.2	80.3	0.0	35.1	7.4	16.9	23.2	23.6	14.0	42.0	42.0
Cycle Q Clear(g_c), s	9.4	74.2	80.3	0.0	35.1	7.4	16.9	23.2	23.6	14.0	42.0	42.0
Prop In Lane	1.00		0.48	0.00		1.00	1.00		0.33	1.00		0.30
Lane Grp Cap(c), veh/h	218	1540	774	0	1814	556	233	465	458	297	416	414
V/C Ratio(X)	0.73	0.97	1.00	0.00	0.72	0.22	0.93	0.58	0.59	0.77	1.18	1.18
Avail Cap(c_a), veh/h	244	1540	774	0	1814	556	234	466	459	297	416	414
HCM Platoon Ratio	1.33	1.33	1.33	1.00	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	0.00	0.63	0.63	0.75	0.75	0.75	0.85	0.85	0.85
Uniform Delay (d), s/veh	31.1	25.0	26.0	0.0	30.9	24.4	47.4	48.2	48.3	44.6	59.0	59.0
Incr Delay (d2), s/veh	7.9	17.0	31.6	0.0	1.6	0.6	31.9	0.9	1.0	8.8	99.1	99.2
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	4.0	26.7	31.8	0.0	12.4	2.5	8.8	9.4	9.4	3.2	28.3	28.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.0	42.0	57.5	0.0	32.6	25.0	79.3	49.1	49.3	53.4	158.1	158.2
LnGrp LOS	D	D	E		C	C	E	D	D	D	F	F
Approach Vol, veh/h		2427			1433			756			1204	
Approach Delay, s/veh		46.7			31.9			57.8			138.4	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	17.4	69.7	20.0	52.9		87.1	24.9	48.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	61.0	14.0	47.0		81.0	19.0	42.0
Max Q Clear Time (g_c+I1), s	11.4	37.1	16.0	25.6		82.3	18.9	44.0
Green Ext Time (p_c), s	0.0	11.2	0.0	2.1		0.0	0.0	0.0

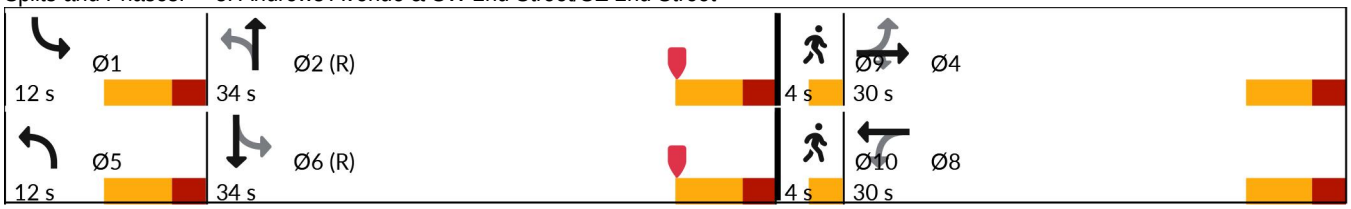
Intersection Summary	
HCM 7th Control Delay, s/veh	63.5
HCM 7th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	15	193	87	20	53	189	643	196	901		
Future Volume (vph)	15	193	87	20	53	189	643	196	901		
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA		
Protected Phases		4			8	5	2	1	6	9	10
Permitted Phases	4		4	8		2		6			
Detector Phase	4	4	4	8	8	5	2	1	6		
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	4.0	7.0	1.0	1.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	10.0	26.0	10.0	26.0	4.0	4.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	12.0	34.0	12.0	34.0	4.0	4.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	15.0%	42.5%	15.0%	42.5%	5%	5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag						Lead	Lag	Lead	Lag		
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 76 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	210	95	22	140	205	783	213	1056
v/c Ratio	0.05	0.44	0.19	0.08	0.31	0.89	0.62	0.73	0.87
Control Delay (s/veh)	20.2	26.0	2.0	19.2	10.6	71.5	32.3	27.0	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	20.2	26.0	2.0	19.2	10.6	71.5	32.3	27.0	24.8
Queue Length 50th (ft)	5	77	0	11	42	~176	350	93	378
Queue Length 95th (ft)	20	144	12	m10	m37	m#283	400	m75	m212
Internal Link Dist (ft)		237			244		322		539
Turn Bay Length (ft)	80					75		150	
Base Capacity (vph)	328	536	541	299	497	230	1247	291	1211
Starvation Cap Reductn	0	0	0	0	0	0	7	0	0
Spillback Cap Reductn	0	0	1	0	0	0	0	0	28
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.39	0.18	0.07	0.28	0.89	0.63	0.73	0.89

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)	15	193	87	20	53	75	189	643	77	196	901	71
Future Volume (vph)	15	193	87	20	53	75	189	643	77	196	901	71
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	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	0.95		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	0.95	1.00	1.00	0.98	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.91		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1517	1676	1375	1568	1467		1592	3115		1589	3138	
Flt Permitted	0.64	1.00	1.00	0.60	1.00		0.13	1.00		0.26	1.00	
Satd. Flow (perm)	1028	1676	1375	996	1467		219	3115		442	3138	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	210	95	22	58	82	205	699	84	213	979	77
RTOR Reduction (vph)	0	0	68	0	60	0	0	11	0	0	7	0
Lane Group Flow (vph)	16	210	27	22	80	0	205	772	0	213	1049	0
Confl. Peds. (#/hr)	66		24	24		66	15		17	17		15
Confl. Bikes (#/hr)			3						3			3
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	22.5	22.5	22.5	21.7	21.7		37.8	30.6		35.6	29.5	
Effective Green, g (s)	22.5	22.5	22.5	21.7	21.7		37.8	30.6		35.6	29.5	
Actuated g/C Ratio	0.28	0.28	0.28	0.27	0.27		0.47	0.38		0.45	0.37	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	0.2		1.5	0.2	
Lane Grp Cap (vph)	289	471	386	270	397		227	1191		284	1157	
v/s Ratio Prot		c0.13			0.05		c0.08	0.25		0.06	0.33	
v/s Ratio Perm	0.02		0.02	0.02			c0.35			0.28		
v/c Ratio	0.05	0.44	0.06	0.08	0.20		0.90	0.64		0.75	0.90	
Uniform Delay, d1	20.9	23.6	21.0	21.7	22.4		16.0	20.2		15.5	23.9	
Progression Factor	1.00	1.00	1.00	0.92	1.01		3.08	1.51		1.96	0.95	
Incremental Delay, d2	0.0	0.2	0.0	0.0	0.0		27.6	2.0		0.9	1.3	
Delay (s)	21.0	23.8	21.1	20.0	22.9		76.9	32.6		31.5	24.1	
Level of Service	C	C	C	C	C		E	C		C	C	
Approach Delay (s/veh)		22.9			22.5			41.8			25.3	
Approach LOS		C			C			D			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	30.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

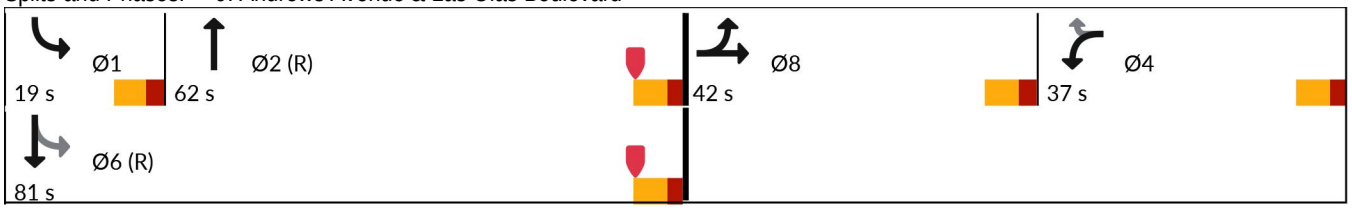
c Critical Lane Group

Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	67	110	680	191	813
Future Volume (vph)	53	67	110	680	191	813
Turn Type	NA	Prot	Perm	NA	pm+pt	NA
Protected Phases	8	4		2	1	6
Permitted Phases			4		6	
Detector Phase	8	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	5.0	5.0	7.0	4.0	7.0
Minimum Split (s)	39.0	34.0	34.0	39.0	10.0	39.0
Total Split (s)	42.0	37.0	37.0	62.0	19.0	81.0
Total Split (%)	26.3%	23.1%	23.1%	38.8%	11.9%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 115 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard



Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	277	71	117	1042	203	865
v/c Ratio	0.53	0.36	0.46	0.79	0.62	0.45
Control Delay (s/veh)	40.4	75.2	27.9	44.7	46.0	20.7
Queue Delay	0.8	0.0	0.1	0.3	0.0	0.6
Total Delay (s/veh)	41.2	75.2	28.0	45.0	46.0	21.3
Queue Length 50th (ft)	81	74	30	547	137	246
Queue Length 95th (ft)	129	m106	m57	#702	m176	293
Internal Link Dist (ft)	104			1642		322
Turn Bay Length (ft)					135	
Base Capacity (vph)	720	305	329	1318	324	1910
Starvation Cap Reductn	0	0	0	0	0	632
Spillback Cap Reductn	213	0	19	45	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.23	0.38	0.82	0.63	0.68

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 (veh/h)	98	53	110	67	0	110	0	680	300	191	813	0
Future Volume (veh/h)	98	53	110	67	0	110	0	680	300	191	813	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	0	1670	0	1670	1670	1670	1670	0
Adj Flow Rate, veh/h	104	56	117	71	0	117	0	723	319	203	865	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	0	3	0	3	3	3	3	0
Cap, veh/h	180	95	186	0	0	0	0	1438	634	426	2442	0
Arrive On Green	0.16	0.16	0.16	0.00	0.00	0.00	0.00	0.90	0.90	0.07	1.00	0.00
Sat Flow, veh/h	1158	610	1197		0		0	2197	932	1590	3256	0
Grp Volume(v), veh/h	145	0	132		0.0		0	543	499	203	865	0
Grp Sat Flow(s),veh/h/ln	1612	0	1352				0	1586	1459	1590	1586	0
Q Serve(g_s), s	13.3	0.0	14.6				0.0	9.5	9.6	6.2	0.0	0.0
Cycle Q Clear(g_c), s	13.3	0.0	14.6				0.0	9.5	9.6	6.2	0.0	0.0
Prop In Lane	0.72		0.89				0.00		0.64	1.00		0.00
Lane Grp Cap(c), veh/h	251	0	210				0	1079	993	426	2442	0
V/C Ratio(X)	0.58	0.00	0.63				0.00	0.50	0.50	0.48	0.35	0.00
Avail Cap(c_a), veh/h	363	0	304				0	1079	993	474	2442	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.80	0.80	0.50	0.50	0.00
Uniform Delay (d), s/veh	62.7	0.0	63.2				0.0	2.9	2.9	6.6	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.2				0.0	1.3	1.5	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	5.1				0.0	2.4	2.3	1.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.5	0.0	64.4				0.0	4.2	4.3	6.8	0.2	0.0
LnGrp LOS	E		E					A	A	A	A	
Approach Vol, veh/h		277						1042			1068	
Approach Delay, s/veh		63.9						4.3			1.4	
Approach LOS		E						A			A	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.3	114.9				129.1		30.9				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	13.0	56.0				75.0		36.0				
Max Q Clear Time (g_c+I1), s	8.2	11.6				2.0		16.6				
Green Ext Time (p_c), s	0.1	2.8				2.6		1.1				

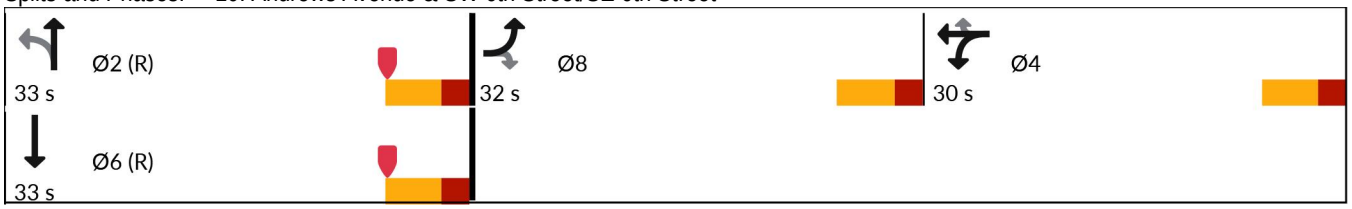
Intersection Summary	
HCM 7th Control Delay, s/veh	9.9
HCM 7th LOS	A

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	172	166	60	85	60	61	800	852
Future Volume (vph)	172	166	60	85	60	61	800	852
Turn Type	Prot	Perm	Split	NA	Perm	Perm	NA	NA
Protected Phases	8		4	4			2	6
Permitted Phases		8			4	2		
Detector Phase	8	8	4	4	4	2	2	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	27.0	27.0	27.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	30.0	30.0	30.0	33.0	33.0	33.0
Total Split (%)	33.7%	33.7%	31.6%	31.6%	31.6%	34.7%	34.7%	34.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 51 (54%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	195	189	68	97	68	69	909	1052
v/c Ratio	0.64	0.46	0.34	0.42	0.24	0.45	0.57	0.68
Control Delay (s/veh)	44.1	8.4	39.1	40.8	4.7	37.2	22.6	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.1	8.4	39.1	40.8	4.7	37.2	22.6	25.3
Queue Length 50th (ft)	102	0	39	57	0	28	211	260
Queue Length 95th (ft)	167	50	70	91	15	#104	332	#452
Internal Link Dist (ft)				899			562	1642
Turn Bay Length (ft)						275		
Base Capacity (vph)	431	500	358	419	419	151	1568	1546
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.38	0.19	0.23	0.16	0.46	0.58	0.68

Intersection Summary

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

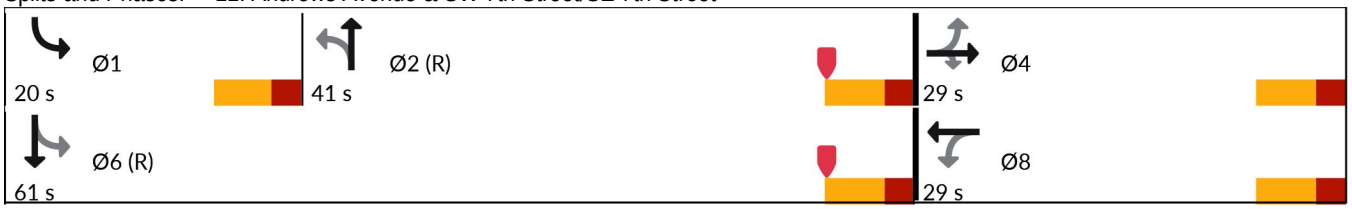
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	0	166	60	85	60	61	800	0	0	852	74
Future Volume (veh/h)	172	0	166	60	85	60	61	800	0	0	852	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.90	1.00		1.00	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	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	0	1670	1670	1670	1670	1670	1670	0	0	1670	1670
Adj Flow Rate, veh/h	195	0	189	68	97	68	69	909	0	0	968	84
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	0	3	3	3	3	3	3	0	0	3	3
Cap, veh/h	0	0	0	220	231	176	421	2334	0	0	2139	186
Arrive On Green	0.00	0.00	0.00	0.14	0.14	0.14	0.98	0.98	0.00	0.00	0.98	0.98
Sat Flow, veh/h		0		1590	1670	1276	478	3256	0	0	2992	252
Grp Volume(v), veh/h		0.0		68	97	68	69	909	0	0	528	524
Grp Sat Flow(s),veh/h/ln				1590	1670	1276	478	1586	0	0	1586	1574
Q Serve(g_s), s				3.7	5.0	4.6	0.7	1.0	0.0	0.0	1.2	1.2
Cycle Q Clear(g_c), s				3.7	5.0	4.6	1.9	1.0	0.0	0.0	1.2	1.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.16
Lane Grp Cap(c), veh/h				220	231	176	421	2334	0	0	1167	1158
V/C Ratio(X)				0.31	0.42	0.39	0.16	0.39	0.00	0.00	0.45	0.45
Avail Cap(c_a), veh/h				402	422	322	421	2334	0	0	1167	1158
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.98	0.98	0.98	0.82	0.82	0.00	0.00	0.90	0.90
Uniform Delay (d), s/veh				36.8	37.4	37.3	0.3	0.3	0.0	0.0	0.3	0.3
Incr Delay (d2), s/veh				0.3	0.4	0.5	0.7	0.4	0.0	0.0	1.1	1.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.4	2.1	1.5	0.1	0.3	0.0	0.0	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				37.1	37.9	37.8	1.0	0.7	0.0	0.0	1.4	1.4
LnGrp LOS				D	D	D	A	A			A	A
Approach Vol, veh/h					233			978			1052	
Approach Delay, s/veh					37.6			0.7			1.4	
Approach LOS					D			A			A	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		75.9		19.1		75.9						
Change Period (Y+Rc), s		6.0		6.0		6.0						
Max Green Setting (Gmax), s		27.0		24.0		27.0						
Max Q Clear Time (g_c+I1), s		3.9		7.0		3.2						
Green Ext Time (p_c), s		8.0		0.5		7.7						
Intersection Summary												
HCM 7th Control Delay, s/veh			4.8									
HCM 7th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	56	270	113	11	67	68	881	36	891
Future Volume (vph)	56	270	113	11	67	68	881	36	891
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4			8		2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	4.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	10.0	25.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	41.0	41.0	20.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	32.2%	32.2%	45.6%	45.6%	22.2%	67.8%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 74 (82%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	284	119	12	89	72	993	38	976
v/c Ratio	0.22	0.85	0.30	0.08	0.24	0.26	0.55	0.13	0.48
Control Delay (s/veh)	29.6	57.2	8.8	27.5	24.6	16.5	15.5	7.8	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.6	57.2	8.8	27.5	24.6	16.5	15.5	7.8	9.7
Queue Length 50th (ft)	27	151	4	5	34	23	204	8	144
Queue Length 95th (ft)	59	#265	46	20	72	58	285	20	198
Internal Link Dist (ft)		244			248		1907		562
Turn Bay Length (ft)	95		50			135		275	
Base Capacity (vph)	295	381	436	160	420	276	1774	406	1994
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.75	0.27	0.08	0.21	0.26	0.56	0.09	0.49

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	270	113	11	67	17	68	881	63	36	891	36
Future Volume (veh/h)	56	270	113	11	67	17	68	881	63	36	891	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	59	284	119	12	71	18	72	927	66	38	938	38
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	261	337	285	114	259	66	373	1714	122	348	2038	83
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.76	0.76	0.76	0.04	0.88	0.88
Sat Flow, veh/h	1165	1670	1411	876	1281	325	514	3003	214	1590	3066	124
Grp Volume(v), veh/h	59	284	119	12	0	89	72	490	503	38	485	491
Grp Sat Flow(s),veh/h/ln	1165	1670	1411	876	0	1605	514	1586	1630	1590	1586	1604
Q Serve(g_s), s	4.1	14.7	6.6	1.2	0.0	4.2	3.7	11.4	11.4	0.8	5.4	5.4
Cycle Q Clear(g_c), s	8.3	14.7	6.6	15.9	0.0	4.2	3.7	11.4	11.4	0.8	5.4	5.4
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.13	1.00		0.08
Lane Grp Cap(c), veh/h	261	337	285	114	0	324	373	906	931	348	1055	1066
V/C Ratio(X)	0.23	0.84	0.42	0.11	0.00	0.27	0.19	0.54	0.54	0.11	0.46	0.46
Avail Cap(c_a), veh/h	323	427	361	161	0	410	373	906	931	552	1055	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.73	0.73	0.73
Uniform Delay (d), s/veh	33.8	34.5	31.3	42.2	0.0	30.3	5.1	6.0	6.0	7.6	2.1	2.1
Incr Delay (d2), s/veh	0.2	9.6	0.4	0.1	0.0	0.2	0.1	0.2	0.2	0.0	1.1	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.7	2.2	0.3	0.0	1.6	0.4	2.7	2.7	0.3	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.0	44.2	31.7	42.3	0.0	30.5	5.2	6.2	6.2	7.7	3.1	3.1
LnGrp LOS	C	D	C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		462			101			1065			1014	
Approach Delay, s/veh		39.6			31.9			6.2			3.3	
Approach LOS		D			C			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.5	57.4		24.2		65.8		24.2				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	14.0	35.0		23.0		55.0		23.0				
Max Q Clear Time (g_c+I1), s	2.8	13.4		16.7		7.4		17.9				
Green Ext Time (p_c), s	0.0	7.8		0.8		8.0		0.1				

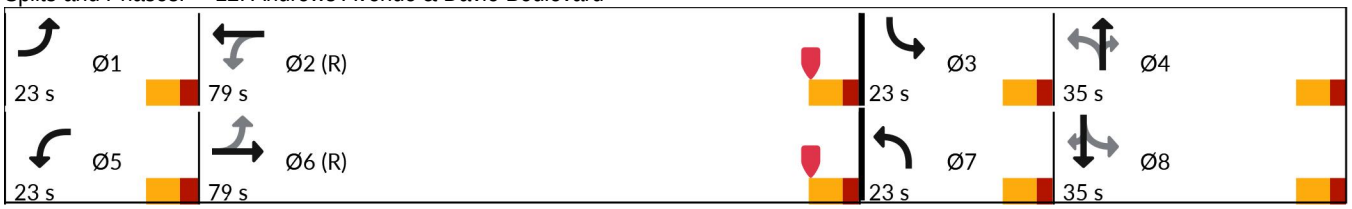
Intersection Summary	
HCM 7th Control Delay, s/veh	11.9
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	232	981	103	629	158	791	261	186	569	176
Future Volume (vph)	232	981	103	629	158	791	261	186	569	176
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	23.0	79.0	23.0	79.0	23.0	35.0	35.0	23.0	35.0	35.0
Total Split (%)	14.4%	49.4%	14.4%	49.4%	14.4%	21.9%	21.9%	14.4%	21.9%	21.9%
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	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 137 (86%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard

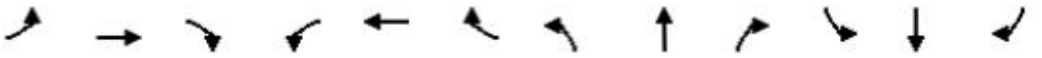


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	273	1374	121	836	186	931	307	219	669	207
v/c Ratio	0.77	0.86	0.69	0.55	0.85	1.29	0.76	0.91	0.86	0.42
Control Delay (s/veh)	33.3	44.5	57.3	49.1	73.7	188.9	54.0	84.4	72.0	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.3	44.5	57.3	49.1	73.7	188.9	54.0	84.4	72.0	11.5
Queue Length 50th (ft)	135	635	100	333	145	~699	217	184	~374	11
Queue Length 95th (ft)	171	702	136	375	#238	#771	#330	#333	#481	71
Internal Link Dist (ft)		223		909		2503			1907	
Turn Bay Length (ft)	140		160		250		90	125		275
Base Capacity (vph)	363	1605	237	1576	237	721	399	242	775	490
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	0.75	0.86	0.51	0.53	0.78	1.29	0.77	0.90	0.86	0.42

Intersection Summary

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	981	187	103	629	82	158	791	261	186	569	176
Future Volume (veh/h)	232	981	187	103	629	82	158	791	261	186	569	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	273	1154	220	121	740	96	186	931	307	219	669	207
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	431	1517	287	230	1472	191	217	639	283	233	670	293
Arrive On Green	0.12	0.68	0.68	0.06	0.62	0.62	0.10	0.18	0.18	0.11	0.19	0.19
Sat Flow, veh/h	1767	2950	559	1767	3133	406	1767	3526	1559	1767	3526	1540
Grp Volume(v), veh/h	273	687	687	121	416	420	186	931	307	219	669	207
Grp Sat Flow(s),veh/h/ln	1767	1763	1746	1767	1763	1776	1767	1763	1559	1767	1763	1540
Q Serve(g_s), s	12.8	40.9	41.8	5.7	20.7	20.7	13.6	29.0	29.0	16.1	30.4	20.1
Cycle Q Clear(g_c), s	12.8	40.9	41.8	5.7	20.7	20.7	13.6	29.0	29.0	16.1	30.4	20.1
Prop In Lane	1.00		0.32	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	906	898	230	828	834	217	639	283	233	670	293
V/C Ratio(X)	0.63	0.76	0.77	0.53	0.50	0.50	0.86	1.46	1.09	0.94	1.00	0.71
Avail Cap(c_a), veh/h	455	906	898	332	828	834	233	639	283	233	670	293
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	0.48	0.48	0.48	0.40	0.40	0.40	0.88	0.88	0.88
Uniform Delay (d), s/veh	19.2	18.8	18.9	24.9	19.8	19.8	49.1	65.5	65.5	49.0	64.8	60.6
Incr Delay (d2), s/veh	1.9	5.9	6.2	0.3	1.0	1.0	10.6	209.2	59.6	39.1	32.3	5.8
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	5.2	16.0	16.3	2.4	8.0	8.1	6.7	31.6	16.2	9.7	16.7	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.1	24.6	25.1	25.3	20.8	20.8	59.7	274.7	125.1	88.1	97.0	66.4
LnGrp LOS	C	C	C	C	C	C	E	F	F	F	F	E
Approach Vol, veh/h		1647			957			1424			1095	
Approach Delay, s/veh		24.2			21.4			214.4			89.5	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	81.2	23.0	35.0	13.7	88.3	21.6	36.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	17.0	73.0	17.0	29.0	17.0	73.0	17.0	29.0
Max Q Clear Time (g_c+I1), s	14.8	22.7	18.1	31.0	7.7	43.8	15.6	32.4
Green Ext Time (p_c), s	0.1	6.5	0.0	0.0	0.1	12.2	0.0	0.0

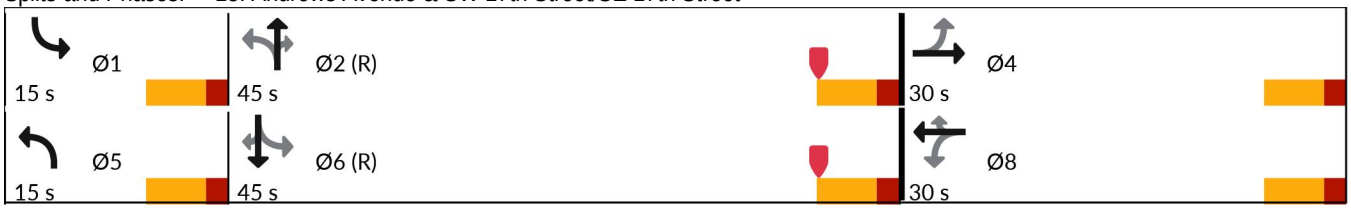
Intersection Summary	
HCM 7th Control Delay, s/veh	90.5
HCM 7th LOS	F

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	98	511	109	271	137	67	1440	577	170	436	57
Future Volume (vph)	98	511	109	271	137	67	1440	577	170	436	57
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 12 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	105	618	117	291	147	72	1548	620	183	469	61
v/c Ratio	0.40	0.69	1.00	0.32	0.29	0.13	0.93	0.79	0.75	0.25	0.07
Control Delay (s/veh)	32.4	34.0	122.6	27.8	6.2	8.4	36.6	26.5	37.1	13.6	1.3
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 (s/veh)	32.4	34.0	122.6	27.8	6.2	8.4	36.6	26.5	37.1	13.6	1.3
Queue Length 50th (ft)	48	159	65	68	0	15	~453	255	52	80	0
Queue Length 95th (ft)	97	217	#173	104	44	32	#623	#466	#148	116	9
Internal Link Dist (ft)		226		905			784			2503	
Turn Bay Length (ft)	60		70			145		105	205		145
Base Capacity (vph)	277	946	124	954	519	603	1647	784	265	1828	851
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.65	0.94	0.31	0.28	0.12	0.94	0.79	0.69	0.26	0.07

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	511	64	109	271	137	67	1440	577	170	436	57
Future Volume (veh/h)	98	511	64	109	271	137	67	1440	577	170	436	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.98	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	105	549	69	117	291	147	72	1548	620	183	469	61
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	275	856	107	174	960	413	539	1654	736	226	1789	796
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.05	0.62	0.62	0.10	0.67	0.67
Sat Flow, veh/h	941	3143	394	797	3526	1518	1767	3526	1568	1767	3526	1569
Grp Volume(v), veh/h	105	307	311	117	291	147	72	1548	620	183	469	61
Grp Sat Flow(s),veh/h/ln	941	1763	1774	797	1763	1518	1767	1763	1568	1767	1763	1569
Q Serve(g_s), s	9.0	13.8	13.9	10.6	5.9	7.0	1.9	35.7	28.2	4.8	4.7	1.2
Cycle Q Clear(g_c), s	14.9	13.8	13.9	24.5	5.9	7.0	1.9	35.7	28.2	4.8	4.7	1.2
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	480	483	174	960	413	539	1654	736	226	1789	796
V/C Ratio(X)	0.38	0.64	0.64	0.67	0.30	0.36	0.13	0.94	0.84	0.81	0.26	0.08
Avail Cap(c_a), veh/h	275	480	483	174	960	413	660	1654	736	280	1789	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	0.43	0.43	0.43
Uniform Delay (d), s/veh	31.9	28.9	28.9	40.8	26.0	26.4	11.3	15.7	14.3	19.6	8.0	7.4
Incr Delay (d2), s/veh	0.3	2.2	2.3	7.8	0.1	0.2	0.0	11.4	11.3	5.0	0.2	0.1
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	2.0	6.0	6.1	3.0	2.4	2.5	0.7	12.9	9.6	2.0	1.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	31.1	31.2	48.6	26.0	26.6	11.3	27.1	25.6	24.6	8.1	7.5
LnGrp LOS	C	C	C	D	C	C	B	C	C	C	A	A
Approach Vol, veh/h		723			555			2240			713	
Approach Delay, s/veh		31.3			30.9			26.1			12.3	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	47.7		30.0	8.8	51.2		30.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	39.5		24.5	9.5	39.5		24.5				
Max Q Clear Time (g_c+I1), s	6.8	37.7		16.9	3.9	6.7		26.5				
Green Ext Time (p_c), s	0.0	1.6		1.9	0.0	3.6		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.3
HCM 7th LOS	C

Notes

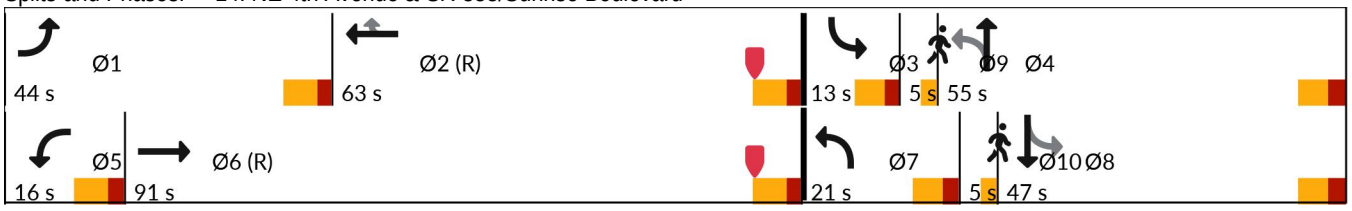
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	265	1520	41	1138	85	230	369	159	548		
Future Volume (vph)	265	1520	41	1138	85	230	369	159	548		
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6	5	2		7	4	3	8	9	10
Permitted Phases					2	4		8			
Detector Phase	1	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	49.5	11.5	47.5	47.5	10.0	54.5	10.0	47.5	5.0	5.0
Total Split (s)	44.0	91.0	16.0	63.0	63.0	21.0	55.0	13.0	47.0	5.0	5.0
Total Split (%)	24.4%	50.6%	8.9%	35.0%	35.0%	11.7%	30.6%	7.2%	26.1%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 63 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



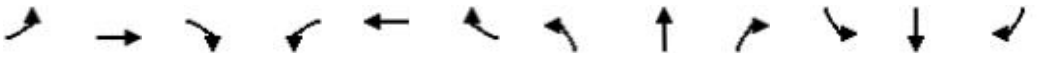
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	279	1884	43	1198	89	242	417	167	774
v/c Ratio	0.90	0.80	0.56	0.72	0.14	1.04	0.38	0.52	0.89
Control Delay (s/veh)	128.5	21.8	133.2	46.8	6.1	128.3	44.2	50.3	76.4
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	128.5	21.8	133.2	47.0	6.1	128.3	44.2	50.3	76.4
Queue Length 50th (ft)	349	187	50	464	22	~296	168	137	456
Queue Length 95th (ft)	m398	276	m88	538	m36	#499	221	202	#561
Internal Link Dist (ft)		1177		617			489		421
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	368	2354	93	1660	612	232	1084	320	866
Starvation Cap Reductn	0	0	0	82	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.80	0.46	0.76	0.15	1.04	0.38	0.52	0.89

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)	265	1520	270	41	1138	85	230	369	28	159	548	187
Future Volume (vph)	265	1520	270	41	1138	85	230	369	28	159	548	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		0.99	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4956		1770	5085	1545	1770	3483		1766	3374	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.08	1.00		0.50	1.00	
Satd. Flow (perm)	1770	4956		1770	5085	1545	161	3483		941	3374	
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)	279	1600	284	43	1198	89	242	388	29	167	577	197
RTOR Reduction (vph)	0	14	0	0	0	60	0	3	0	0	18	0
Lane Group Flow (vph)	279	1870	0	43	1198	29	242	414	0	167	756	0
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		5
Confl. Bikes (#/hr)			4			2			3			
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2	4			8		
Actuated Green, G (s)	31.5	83.5		6.8	58.8	58.8	70.2	55.9		53.6	45.3	
Effective Green, g (s)	31.5	83.5		6.8	58.8	58.8	70.2	55.9		53.6	45.3	
Actuated g/C Ratio	0.18	0.46		0.04	0.33	0.33	0.39	0.31		0.30	0.25	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	309	2299		66	1661	504	231	1081		318	849	
v/s Ratio Prot	c0.16	c0.38		0.02	0.24		c0.11	0.12		0.02	0.22	
v/s Ratio Perm						0.02	c0.30			0.13		
v/c Ratio	0.90	0.81		0.65	0.72	0.05	1.04	0.38		0.52	0.89	
Uniform Delay, d1	72.7	41.5		85.4	53.3	41.5	55.5	48.5		49.7	64.9	
Progression Factor	1.53	0.50		1.28	0.82	1.00	1.37	0.88		1.00	1.00	
Incremental Delay, d2	15.8	1.6		15.1	2.5	0.2	71.9	0.0		0.7	11.2	
Delay (s)	127.3	22.6		125.0	46.4	41.7	148.4	42.9		50.4	76.2	
Level of Service	F	C		F	D	D	F	D		D	E	
Approach Delay (s/veh)		36.1			48.7			81.6			71.6	
Approach LOS		D			D			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	51.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø2	Ø4	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	31	609	925				
Future Volume (vph)	31	609	925				
Turn Type	Free	NA	NA				
Protected Phases			6	2	4	8	9
Permitted Phases	Free	Free					
Detector Phase			6				
Switch Phase							
Minimum Initial (s)			10.0	10.0	6.0	6.0	10.0
Minimum Split (s)			45.0	45.0	38.0	38.0	33.0
Total Split (s)			65.0	65.0	25.0	25.0	65.0
Total Split (%)			72.2%	72%	28%	28%	72%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			14.0	14.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			18.0				
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Min	C-Min	None	None	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive

Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	34	669	1027
v/c Ratio	0.02	0.18	0.42
Control Delay (s/veh)	0.0	0.1	12.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	0.1	12.4
Queue Length 50th (ft)	0	1	264
Queue Length 95th (ft)	m0	0	245
Internal Link Dist (ft)		145	214
Turn Bay Length (ft)			
Base Capacity (vph)	1591	3539	2400
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.19	0.43

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	31	0	609	925	10
Future Volume (vph)	0	31	0	609	925	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	18.0	
Lane Util. Factor		1.00		0.95	0.95	
Frpb, ped/bikes		0.98		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.86		1.00	0.99	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1591		3539	3534	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1591		3539	3534	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	34	0	669	1016	11
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	34	0	669	1026	0
Confl. Peds. (#/hr)		1	3			
Confl. Bikes (#/hr)				1		
Turn Type		Free		NA	NA	
Protected Phases					6	
Permitted Phases		Free		Free		
Actuated Green, G (s)		90.0		90.0	56.3	
Effective Green, g (s)		90.0		90.0	56.3	
Actuated g/C Ratio		1.00		1.00	0.63	
Clearance Time (s)					18.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)		1591		3539	2210	
v/s Ratio Prot					c0.29	
v/s Ratio Perm		0.02		c0.19		
v/c Ratio		0.02		0.18	0.46	
Uniform Delay, d1		0.0		0.0	8.8	
Progression Factor		1.00		1.00	1.35	
Incremental Delay, d2		0.0		0.1	0.4	
Delay (s)		0.0		0.1	12.4	
Level of Service		A		A	B	
Approach Delay (s/veh)	0.0			0.1	12.4	
Approach LOS	A			A	B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	Ø6
Lane Configurations								
Traffic Volume (vph)	25	89	77	39	555	116	929	
Future Volume (vph)	25	89	77	39	555	116	929	
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA	
Protected Phases		4		8	2		9	6
Permitted Phases	4		8			2		
Detector Phase	4	4	8	8	2	2	9	
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	38.0	45.0	45.0	33.0	45.0
Total Split (s)	25.0	25.0	25.0	25.0	65.0	65.0	65.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	72.2%	72.2%	72.2%	72%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	14.0	14.0	2.0	14.0
Lost Time Adjust (s)	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	18.0	18.0	6.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	27	112	84	74	603	126	1039
v/c Ratio	0.16	0.49	0.54	0.31	0.25	0.11	0.37
Control Delay (s/veh)	37.9	42.5	53.1	27.8	8.2	2.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.9	42.5	53.1	27.8	8.2	2.0	0.5
Queue Length 50th (ft)	17	66	58	34	76	0	2
Queue Length 95th (ft)	m29	m89	m85	m58	122	23	2
Internal Link Dist (ft)		1124		202	1514		145
Turn Bay Length (ft)	50		165			185	
Base Capacity (vph)	278	390	268	390	2404	1090	2769
Starvation Cap Reductn	0	0	0	0	0	0	336
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.29	0.31	0.19	0.25	0.12	0.43

Intersection Summary

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)	25	89	14	77	39	29	0	555	116	0	929	27
Future Volume (vph)	25	89	14	77	39	29	0	555	116	0	929	27
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			18.0	18.0		6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95	1.00		0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			1.00	0.97		0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00			1.00	1.00		1.00	
Frt	1.00	0.97		1.00	0.93			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1767	1822		1764	1729			3539	1546		3522	
Flt Permitted	0.70	1.00		0.68	1.00			1.00	1.00		1.00	
Satd. Flow (perm)	1318	1822		1272	1729			3539	1546		3522	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	97	15	84	42	32	0	603	126	0	1010	29
RTOR Reduction (vph)	0	7	0	0	29	0	0	0	47	0	2	0
Lane Group Flow (vph)	27	105	0	84	45	0	0	603	79	0	1037	0
Confl. Peds. (#/hr)	2		4	4		2	4		2	2		4
Confl. Bikes (#/hr)						2						
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	
Protected Phases		4			8			2			9	
Permitted Phases	4			8					2			
Actuated Green, G (s)	9.7	9.7		9.7	9.7			56.3	56.3		68.3	
Effective Green, g (s)	9.7	9.7		9.7	9.7			56.3	56.3		68.3	
Actuated g/C Ratio	0.11	0.11		0.11	0.11			0.63	0.63		0.76	
Clearance Time (s)	6.0	6.0		6.0	6.0			18.0	18.0		6.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			3.0	3.0		3.0	
Lane Grp Cap (vph)	142	196		137	186			2213	967		2672	
v/s Ratio Prot		0.06			0.03			0.17			c0.29	
v/s Ratio Perm	0.02			c0.07					0.05			
v/c Ratio	0.19	0.53		0.61	0.24			0.27	0.08		0.38	
Uniform Delay, d1	36.5	38.0		38.3	36.7			7.6	6.6		3.7	
Progression Factor	1.05	1.04		1.12	1.24			1.00	1.00		0.02	
Incremental Delay, d2	0.4	2.1		6.1	0.4			0.3	0.1		0.0	
Delay (s)	39.0	42.0		49.3	46.1			7.9	6.8		0.1	
Level of Service	D	D		D	D			A	A		A	
Approach Delay (s/veh)		41.4			47.8			7.7			0.1	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

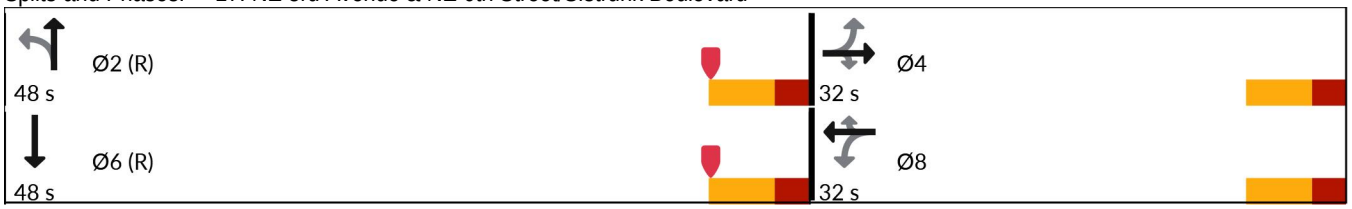
c Critical Lane Group

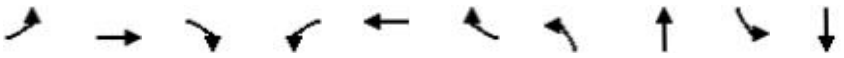
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	64	411	260	63	300	50	78	482	53	876
Future Volume (vph)	64	411	260	63	300	50	78	482	53	876
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	NA	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2			
Detector Phase	4	4	4	8	8	8	2	2		6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0		10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0		28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0		48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%		60.0%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Min	C-Min		C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 17 (21%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	70	447	283	68	326	54	85	588	58	1036
v/c Ratio	0.31	0.82	0.54	0.54	0.60	0.10	0.38	0.30	no cap	0.53
Control Delay (s/veh)	31.7	43.1	26.7	40.0	28.6	6.2	14.6	6.9		13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)	31.7	43.1	26.7	40.0	28.6	6.2	14.6	6.9	Error	13.0
Queue Length 50th (ft)	31	243	99	27	134	0	16	53	~61	166
Queue Length 95th (ft)	m43	m274	m130	#72	210	23	m48	136	#135	230
Internal Link Dist (ft)		911			651			1288		1514
Turn Bay Length (ft)	170		140	140		115	175		90	
Base Capacity (vph)	248	610	569	141	610	547	225	1942	1	1948
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	0.28	0.73	0.50	0.48	0.53	0.10	0.38	0.30	58.00	0.53

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.

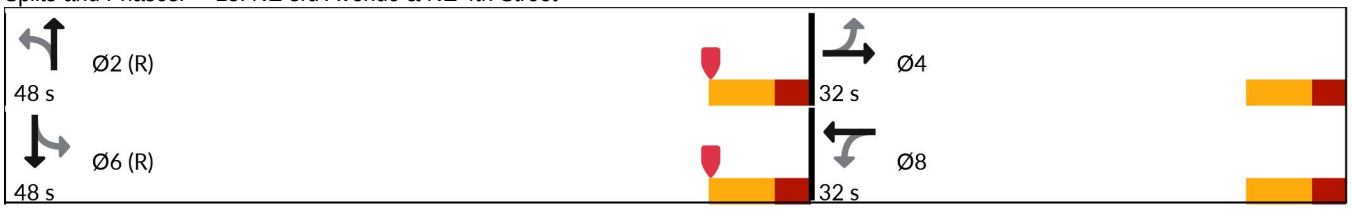
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	411	260	63	300	50	78	482	59	53	876	77
Future Volume (veh/h)	64	411	260	63	300	50	78	482	59	53	876	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	70	447	283	68	326	54	85	524	64	58	952	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	269	603	498	169	603	498	296	1660	202	467	1719	152
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	989	1856	1533	718	1856	1533	540	3161	385	819	3275	289
Grp Volume(v), veh/h	70	447	283	68	326	54	85	291	297	58	512	524
Grp Sat Flow(s),veh/h/ln	989	1856	1533	718	1856	1533	540	1763	1783	819	1763	1801
Q Serve(g_s), s	5.0	17.1	12.2	7.4	11.5	2.0	7.8	5.1	5.2	2.4	11.4	11.4
Cycle Q Clear(g_c), s	16.5	17.1	12.2	24.6	11.5	2.0	19.3	5.1	5.2	7.6	11.4	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.16
Lane Grp Cap(c), veh/h	269	603	498	169	603	498	296	925	936	467	925	946
V/C Ratio(X)	0.26	0.74	0.57	0.40	0.54	0.11	0.29	0.31	0.32	0.12	0.55	0.55
Avail Cap(c_a), veh/h	269	603	498	169	603	498	296	925	936	467	925	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.48	0.48	0.48	1.00	1.00	1.00	0.95	0.95	0.95	0.93	0.93	0.93
Uniform Delay (d), s/veh	28.9	24.0	22.4	34.9	22.1	18.9	12.2	6.5	6.5	8.0	7.5	7.5
Incr Delay (d2), s/veh	0.1	2.1	0.5	0.6	0.5	0.0	2.3	0.8	0.8	0.5	2.2	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	7.5	4.3	1.3	4.9	0.7	1.0	1.8	1.8	0.4	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.0	26.1	22.8	35.5	22.7	18.9	14.5	7.4	7.4	8.5	9.7	9.6
LnGrp LOS	C	C	C	D	C	B	B	A	A	A	A	A
Approach Vol, veh/h		800			448			673			1094	
Approach Delay, s/veh		25.2			24.2			8.3			9.6	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		32.0		48.0		32.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		21.3		19.1		13.4		26.6				
Green Ext Time (p_c), s		4.6		1.7		8.5		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			15.6									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	56	251	89	230	42	472	102	1088
Future Volume (vph)	56	251	89	230	42	472	102	1088
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 57 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	60	438	95	293	45	584	109	1235
v/c Ratio	0.24	0.93	0.67	0.63	0.34	0.35	0.30	0.73
Control Delay (s/veh)	22.3	48.9	50.1	29.3	21.0	12.5	12.6	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.3	48.9	50.1	29.3	21.0	12.5	12.6	18.0
Queue Length 50th (ft)	21	155	40	116	16	103	37	277
Queue Length 95th (ft)	m33	m#285	#116	200	44	149	76	386
Internal Link Dist (ft)		908		191		262		1288
Turn Bay Length (ft)	120		90		110		90	
Base Capacity (vph)	255	486	147	481	131	1650	361	1686
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.90	0.65	0.61	0.34	0.35	0.30	0.73

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.

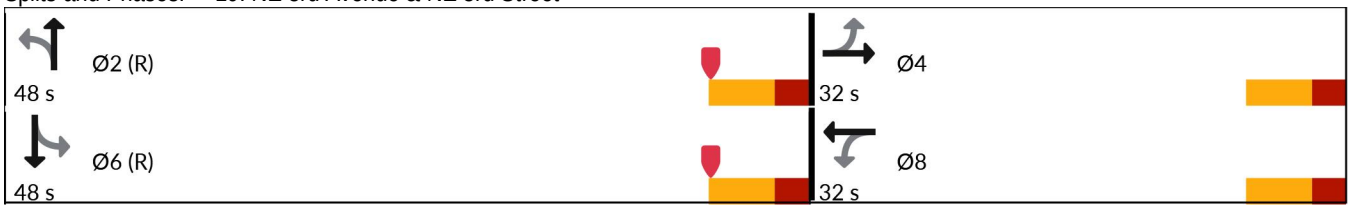
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	251	161	89	230	45	42	472	77	102	1088	73
Future Volume (veh/h)	56	251	161	89	230	45	42	472	77	102	1088	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.98	1.00		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.99	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	60	267	171	95	245	48	45	502	82	109	1157	78
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	238	277	177	104	393	77	206	1418	230	421	1580	106
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	965	852	546	846	1210	237	402	2702	439	735	3010	203
Grp Volume(v), veh/h	60	0	438	95	0	293	45	294	290	109	609	626
Grp Sat Flow(s),veh/h/ln	965	0	1398	846	0	1447	402	1586	1554	735	1586	1626
Q Serve(g_s), s	4.5	0.0	24.6	1.4	0.0	13.7	6.5	5.9	6.0	5.9	19.0	19.0
Cycle Q Clear(g_c), s	18.2	0.0	24.6	26.0	0.0	13.7	25.5	5.9	6.0	11.9	19.0	19.0
Prop In Lane	1.00		0.39	1.00		0.16	1.00		0.28	1.00		0.12
Lane Grp Cap(c), veh/h	238	0	454	104	0	470	206	833	816	421	833	854
V/C Ratio(X)	0.25	0.00	0.96	0.91	0.00	0.62	0.22	0.35	0.36	0.26	0.73	0.73
Avail Cap(c_a), veh/h	238	0	454	104	0	470	206	833	816	421	833	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.50	0.00	0.50	1.00	0.00	1.00	0.98	0.98	0.98	0.83	0.83	0.83
Uniform Delay (d), s/veh	30.6	0.0	26.5	39.9	0.0	22.9	16.5	6.6	6.6	9.0	8.6	8.6
Incr Delay (d2), s/veh	0.1	0.0	21.4	59.4	0.0	1.9	2.4	1.1	1.2	1.2	4.7	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.4	3.6	0.0	4.7	0.7	1.9	1.9	0.9	5.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.7	0.0	48.0	99.3	0.0	24.8	18.9	7.8	7.8	10.3	13.3	13.2
LnGrp LOS	C		D	F		C	B	A	A	B	B	B
Approach Vol, veh/h		498			388			629			1344	
Approach Delay, s/veh		45.9			43.0			8.6			13.0	
Approach LOS		D			D			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		32.0		48.0		32.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		27.5		26.6		21.0		28.0				
Green Ext Time (p_c), s		3.8		0.0		9.8		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			21.8									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	10	38	59	34	10	460	88	1221
Future Volume (vph)	10	38	59	34	10	460	88	1221
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 59 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	91	62	162	11	550	93	1316
v/c Ratio	0.47	0.40	0.61	0.04	0.24	0.17	0.57
Control Delay (s/veh)	28.7	39.4	20.6	5.4	4.0	2.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	28.7	39.4	20.6	5.4	4.0	2.1	2.5
Queue Length 50th (ft)	26	30	17	2	50	3	23
Queue Length 95th (ft)	64	62	70	8	85	m10	70
Internal Link Dist (ft)	415		157		266		262
Turn Bay Length (ft)		160		105		100	
Base Capacity (vph)	470	429	507	222	2256	526	2289
Starvation Cap Reductn	0	0	0	0	0	0	175
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.14	0.32	0.05	0.24	0.18	0.62

Intersection Summary

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

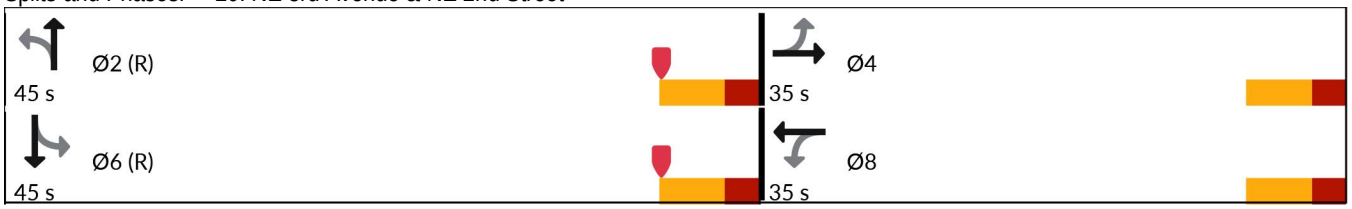
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	38	38	59	34	120	10	460	63	88	1221	29
Future Volume (veh/h)	10	38	38	59	34	120	10	460	63	88	1221	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.95	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	11	40	40	62	36	126	11	484	66	93	1285	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	61	127	108	245	52	182	303	1869	253	579	2107	51
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.89	0.89	0.89	0.89	0.89	0.89
Sat Flow, veh/h	61	708	603	1167	289	1013	372	2788	378	757	3142	76
Grp Volume(v), veh/h	91	0	0	62	0	162	11	274	276	93	648	668
Grp Sat Flow(s),veh/h/ln	1372	0	0	1167	0	1302	372	1586	1579	757	1586	1632
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	9.3	0.6	1.9	2.0	1.7	7.8	7.8
Cycle Q Clear(g_c), s	9.4	0.0	0.0	6.4	0.0	9.3	8.4	1.9	2.0	3.6	7.8	7.8
Prop In Lane	0.12		0.44	1.00		0.78	1.00		0.24	1.00		0.05
Lane Grp Cap(c), veh/h	297	0	0	245	0	234	303	1064	1059	579	1064	1094
V/C Ratio(X)	0.31	0.00	0.00	0.25	0.00	0.69	0.04	0.26	0.26	0.16	0.61	0.61
Avail Cap(c_a), veh/h	508	0	0	414	0	423	303	1064	1059	579	1064	1094
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.98	0.98	0.61	0.61	0.61
Uniform Delay (d), s/veh	28.6	0.0	0.0	29.5	0.0	30.8	2.8	1.5	1.5	1.8	1.8	1.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	1.4	0.2	0.6	0.6	0.4	1.6	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.1	0.0	2.9	0.0	0.6	0.6	0.2	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.8	0.0	0.0	29.7	0.0	32.1	3.1	2.1	2.1	2.2	3.4	3.4
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		91			224			561			1409	
Approach Delay, s/veh		28.8			31.5			2.1			3.3	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.6		20.4		59.6		20.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		10.4		11.4		9.8		11.3				
Green Ext Time (p_c), s		1.3		0.2		3.9		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			6.8									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	17	39	25	31	13	478	63	1220
Future Volume (vph)	17	39	25	31	13	478	63	1220
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	33.0	25.0	25.0	25.0	25.0
Total Split (s)	35.0	35.0	35.0	35.0	45.0	45.0	45.0	45.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	56.3%	56.3%	56.3%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 64 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	18	120	27	74	14	590	68	1365
v/c Ratio	0.12	0.58	0.19	0.33	0.06	0.25	0.12	0.56
Control Delay (s/veh)	23.9	30.2	32.8	20.4	3.8	2.8	2.5	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.9	30.2	32.8	20.4	3.8	2.8	2.5	2.9
Queue Length 50th (ft)	7	29	12	15	1	27	5	55
Queue Length 95th (ft)	18	66	34	49	m3	54	m9	61
Internal Link Dist (ft)		909		241		256		266
Turn Bay Length (ft)	50		105		170		100	
Base Capacity (vph)	424	552	407	572	221	2357	528	2411
Starvation Cap Reductn	0	0	0	0	0	0	0	72
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.22	0.07	0.13	0.06	0.25	0.13	0.58

Intersection Summary

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 (veh/h)	17	39	73	25	31	38	13	478	71	63	1220	49
Future Volume (veh/h)	17	39	73	25	31	38	13	478	71	63	1220	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.99	1.00		0.95	0.99		0.95
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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	18	42	78	27	33	41	14	514	76	68	1312	53
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	222	80	149	182	105	131	309	1909	281	581	2151	87
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.92	0.92	0.92	0.92	0.92	0.92
Sat Flow, veh/h	1171	514	954	1126	672	835	355	2753	405	729	3101	125
Grp Volume(v), veh/h	18	0	120	27	0	74	14	295	295	68	670	695
Grp Sat Flow(s),veh/h/ln	1171	0	1468	1126	0	1506	355	1586	1571	729	1586	1639
Q Serve(g_s), s	1.1	0.0	6.0	1.8	0.0	3.5	0.6	1.5	1.6	0.9	6.0	6.0
Cycle Q Clear(g_c), s	4.6	0.0	6.0	7.8	0.0	3.5	6.6	1.5	1.6	2.4	6.0	6.0
Prop In Lane	1.00		0.65	1.00		0.55	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h	222	0	230	182	0	236	309	1100	1090	581	1100	1137
V/C Ratio(X)	0.08	0.00	0.52	0.15	0.00	0.31	0.05	0.27	0.27	0.12	0.61	0.61
Avail Cap(c_a), veh/h	464	0	532	413	0	546	309	1100	1090	581	1100	1137
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.93	0.00	0.93	1.00	0.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	32.0	0.0	31.0	34.6	0.0	29.9	1.8	1.0	1.0	1.1	1.2	1.2
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.1	0.0	0.3	0.3	0.6	0.6	0.3	2.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.1	0.5	0.0	1.3	0.0	0.5	0.5	0.1	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.0	0.0	31.6	34.7	0.0	30.2	2.0	1.6	1.6	1.5	3.2	3.2
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		138			101			604			1433	
Approach Delay, s/veh		31.7			31.4			1.6			3.1	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.5		18.5		61.5		18.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		29.0		39.0		29.0				
Max Q Clear Time (g_c+I1), s		8.6		8.0		8.0		9.8				
Green Ext Time (p_c), s		4.3		0.4		12.9		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			5.7									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	179	1291	289	972	247	400	177	848
Future Volume (vph)	179	1291	289	972	247	400	177	848
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	40.0	10.0	40.0	10.0	43.0	10.0	39.0
Total Split (s)	25.0	71.0	20.0	66.0	25.0	49.0	20.0	44.0
Total Split (%)	15.6%	44.4%	12.5%	41.3%	15.6%	30.6%	12.5%	27.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 154 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	185	2101	298	1128	255	535	182	1048
v/c Ratio	0.75	1.23dr	1.66	0.62	1.11	0.63	0.70	1.43
Control Delay (s/veh)	41.5	115.0	353.5	39.7	144.4	68.5	46.1	243.8
Queue Delay	0.0	0.0	1.2	0.0	0.0	0.0	0.0	3.1
Total Delay (s/veh)	41.5	115.0	354.8	39.7	144.4	68.5	46.1	247.0
Queue Length 50th (ft)	95	~926	~408	336	~266	248	134	~768
Queue Length 95th (ft)	m104	m#928	#617	411	#458	315	193	#914
Internal Link Dist (ft)		909		213		543		269
Turn Bay Length (ft)	140		175		125		135	
Base Capacity (vph)	293	1777	179	1804	228	837	267	728
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	3	13	0	0	0	0	256
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	1.18	1.80	0.63	1.12	0.64	0.68	2.22

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.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	1291	747	289	972	122	247	400	119	177	848	169
Future Volume (veh/h)	179	1291	747	289	972	122	247	400	119	177	848	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.94	0.98		0.94
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	185	1331	770	298	1002	126	255	412	123	182	874	174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	285	1235	560	184	1687	212	234	640	188	271	615	122
Arrive On Green	0.11	0.54	0.54	0.12	0.55	0.55	0.12	0.27	0.27	0.09	0.24	0.24
Sat Flow, veh/h	1590	3039	1378	1590	4092	513	1590	2381	701	1590	2590	515
Grp Volume(v), veh/h	185	1331	770	298	744	384	255	273	262	182	535	513
Grp Sat Flow(s),veh/h/ln	1590	1520	1378	1590	1520	1566	1590	1586	1495	1590	1586	1518
Q Serve(g_s), s	10.9	65.0	65.0	14.0	26.2	26.3	19.0	24.3	24.9	14.0	38.0	38.0
Cycle Q Clear(g_c), s	10.9	65.0	65.0	14.0	26.2	26.3	19.0	24.3	24.9	14.0	38.0	38.0
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.47	1.00		0.34
Lane Grp Cap(c), veh/h	285	1235	560	184	1253	646	234	426	402	271	377	361
V/C Ratio(X)	0.65	1.08	1.38	1.62	0.59	0.60	1.09	0.64	0.65	0.67	1.42	1.42
Avail Cap(c_a), veh/h	344	1235	560	184	1253	646	234	426	402	271	377	361
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)	0.11	0.11	0.11	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	36.8	36.8	49.2	27.1	27.2	49.0	51.7	51.9	42.8	61.0	61.0
Incr Delay (d2), s/veh	0.2	37.2	170.2	301.7	2.1	4.0	79.6	2.0	2.5	5.3	204.3	205.2
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	4.0	28.6	46.7	19.4	9.3	10.0	12.1	10.0	9.7	6.0	36.7	35.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.6	73.9	207.0	350.9	29.2	31.2	128.6	53.7	54.4	48.0	265.3	266.2
LnGrp LOS	C	F	F	F	C	C	F	D	D	D	F	F
Approach Vol, veh/h		2286			1426			790			1230	
Approach Delay, s/veh		114.9			97.0			78.1			233.6	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	72.0	20.0	49.0	20.0	71.0	25.0	44.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	60.0	14.0	43.0	14.0	65.0	19.0	38.0
Max Q Clear Time (g_c+I1), s	12.9	28.3	16.0	26.9	16.0	67.0	21.0	40.0
Green Ext Time (p_c), s	0.1	1.6	0.0	2.0	0.0	0.0	0.0	0.0

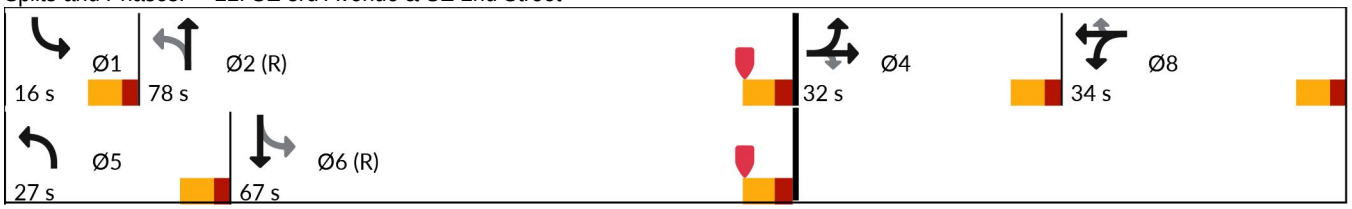
Intersection Summary	
HCM 7th Control Delay, s/veh	130.8
HCM 7th LOS	F

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	94	50	47	179	35	546	239	1194
Future Volume (vph)	94	50	47	179	35	546	239	1194
Turn Type	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8	2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	15.0	4.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	10.0	31.0	10.0	31.0
Total Split (s)	32.0	32.0	34.0	34.0	27.0	78.0	16.0	67.0
Total Split (%)	20.0%	20.0%	21.3%	21.3%	16.9%	48.8%	10.0%	41.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 112 (70%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	159	52	90	186	36	814	249	1498
v/c Ratio	0.67	0.16	0.58	0.62	0.26	0.53	0.67	0.83
Control Delay (s/veh)	72.6	1.5	83.2	17.2	13.2	13.7	18.2	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0	47.5
Total Delay (s/veh)	72.6	1.5	83.2	17.2	13.2	14.0	18.2	73.7
Queue Length 50th (ft)	154	0	93	0	8	88	101	715
Queue Length 95th (ft)	m229	m2	143	74	m16	m149	m76	m528
Internal Link Dist (ft)	582		245			436		543
Turn Bay Length (ft)					160		75	
Base Capacity (vph)	264	329	284	393	289	1529	371	1792
Starvation Cap Reductn	0	0	0	0	0	234	0	458
Spillback Cap Reductn	0	1	0	0	0	0	0	46
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.16	0.32	0.47	0.12	0.63	0.67	1.12

Intersection Summary

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

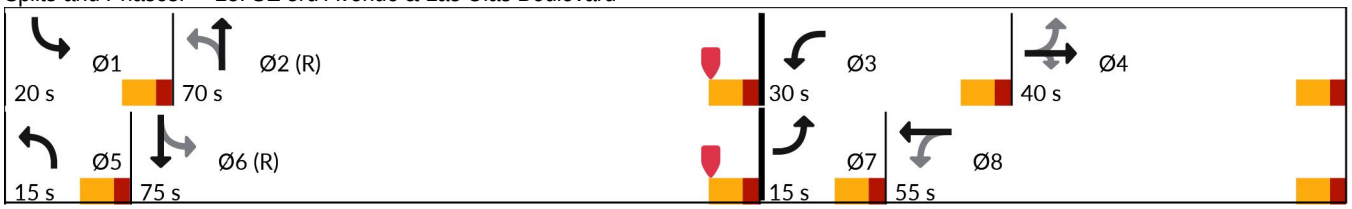
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	94	50	39	47	179	35	546	235	239	1194	244
Future Volume (veh/h)	59	94	50	39	47	179	35	546	235	239	1194	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.93	1.00		0.94	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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	61	98	52	41	49	186	36	569	245	249	1244	254
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	88	142	182	123	147	217	113	1019	438	342	1370	276
Arrive On Green	0.14	0.14	0.14	0.17	0.17	0.17	0.03	0.64	0.64	0.08	0.70	0.70
Sat Flow, veh/h	629	1010	1294	744	889	1313	1590	2117	909	1590	2614	527
Grp Volume(v), veh/h	159	0	52	90	0	186	36	426	388	249	749	749
Grp Sat Flow(s),veh/h/ln	1639	0	1294	1633	0	1313	1590	1586	1439	1590	1586	1554
Q Serve(g_s), s	14.8	0.0	5.8	7.8	0.0	22.0	1.8	24.0	24.2	10.0	61.5	65.1
Cycle Q Clear(g_c), s	14.8	0.0	5.8	7.8	0.0	22.0	1.8	24.0	24.2	10.0	61.5	65.1
Prop In Lane	0.38		1.00	0.46		1.00	1.00		0.63	1.00		0.34
Lane Grp Cap(c), veh/h	230	0	182	271	0	217	113	764	693	342	831	814
V/C Ratio(X)	0.69	0.00	0.29	0.33	0.00	0.86	0.32	0.56	0.56	0.73	0.90	0.92
Avail Cap(c_a), veh/h	266	0	210	286	0	230	291	764	693	342	831	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.35	0.35	0.35	0.09	0.09	0.09
Uniform Delay (d), s/veh	65.5	0.0	61.6	58.9	0.0	64.9	32.1	19.2	19.3	27.6	20.9	21.4
Incr Delay (d2), s/veh	4.4	0.0	0.3	0.3	0.0	23.4	0.2	1.0	1.1	0.6	1.7	2.1
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	6.5	0.0	1.9	3.3	0.0	8.8	0.7	8.3	7.6	4.1	19.8	20.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.9	0.0	61.9	59.2	0.0	88.3	32.3	20.3	20.4	28.3	22.6	23.5
LnGrp LOS	E		E	E		F	C	C	C	C	C	C
Approach Vol, veh/h		211			276			850			1747	
Approach Delay, s/veh		67.9			78.8			20.8			23.8	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	83.0		28.5	9.2	89.8		32.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	72.0		26.0	21.0	61.0		28.0				
Max Q Clear Time (g_c+I1), s	12.0	26.2		16.8	3.8	67.1		24.0				
Green Ext Time (p_c), s	0.0	6.5		0.4	0.0	0.0		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			30.9									
HCM 7th LOS			C									

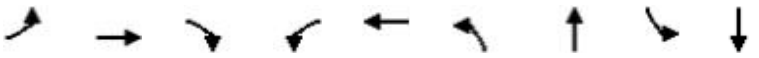
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	74	263	78	296	136	182	648	233	992
Future Volume (vph)	74	263	78	296	136	182	648	233	992
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	11.0	33.0	11.0	33.0
Total Split (s)	15.0	40.0	40.0	30.0	55.0	15.0	70.0	20.0	75.0
Total Split (%)	9.4%	25.0%	25.0%	18.8%	34.4%	9.4%	43.8%	12.5%	46.9%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 108 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



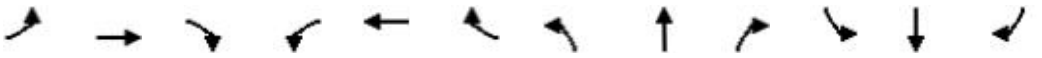


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	286	85	322	247	198	1065	253	1143
v/c Ratio	0.35	0.55	0.28	0.92	0.32	0.77	0.92	0.83	0.89
Control Delay (s/veh)	32.2	60.0	11.9	76.3	29.1	59.5	33.1	79.5	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.4
Total Delay (s/veh)	32.2	60.0	11.9	76.3	29.1	59.5	33.1	79.5	36.9
Queue Length 50th (ft)	57	165	9	275	65	111	504	191	318
Queue Length 95th (ft)	m85	m212	m40	#413	108	#275	486	m#299	280
Internal Link Dist (ft)		914			474		1522		436
Turn Bay Length (ft)	110		110			100		200	
Base Capacity (vph)	233	670	348	349	874	255	1210	302	1332
Starvation Cap Reductn	0	0	0	0	0	0	0	0	168
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.43	0.24	0.92	0.28	0.78	0.88	0.84	0.98

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 (veh/h)	74	263	78	296	136	91	182	648	332	233	992	60
Future Volume (veh/h)	74	263	78	296	136	91	182	648	332	233	992	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.86		0.78	0.93		0.86	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	80	286	85	322	148	99	198	704	361	253	1078	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	269	514	180	350	445	260	238	898	460	271	1448	87
Arrive On Green	0.05	0.16	0.16	0.15	0.26	0.26	0.07	0.60	0.60	0.12	0.64	0.64
Sat Flow, veh/h	1590	3173	1111	1590	1715	1003	1590	1994	1021	1590	3006	181
Grp Volume(v), veh/h	80	286	85	322	135	112	198	560	505	253	569	574
Grp Sat Flow(s),veh/h/ln	1590	1586	1111	1590	1586	1132	1590	1586	1429	1590	1586	1601
Q Serve(g_s), s	6.7	13.3	11.1	24.0	11.0	13.0	9.0	42.7	42.8	14.0	39.4	39.5
Cycle Q Clear(g_c), s	6.7	13.3	11.1	24.0	11.0	13.0	9.0	42.7	42.8	14.0	39.4	39.5
Prop In Lane	1.00		1.00	1.00		0.89	1.00		0.71	1.00		0.11
Lane Grp Cap(c), veh/h	269	514	180	350	412	294	238	715	643	271	764	771
V/C Ratio(X)	0.30	0.56	0.47	0.92	0.33	0.38	0.83	0.78	0.78	0.93	0.74	0.74
Avail Cap(c_a), veh/h	275	674	236	350	486	347	238	715	643	271	764	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	0.51	0.51	0.51	0.48	0.48	0.48
Uniform Delay (d), s/veh	52.0	61.7	60.8	49.1	48.0	48.7	35.5	26.2	26.2	31.0	22.0	22.0
Incr Delay (d2), s/veh	0.2	0.6	1.1	28.3	0.3	0.6	11.5	4.5	4.9	22.7	3.2	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	5.4	3.2	5.4	4.5	3.8	4.8	15.7	14.2	6.8	13.9	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.1	62.3	62.0	77.4	48.3	49.3	47.1	30.6	31.2	53.6	25.2	25.2
LnGrp LOS	D	E	E	E	D	D	D	C	C	D	C	C
Approach Vol, veh/h		451			569			1263			1396	
Approach Delay, s/veh		60.4			65.0			33.4			30.3	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	78.1	30.0	31.9	15.0	83.1	14.4	47.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	64.0	24.0	34.0	9.0	69.0	9.0	49.0
Max Q Clear Time (g_c+I1), s	16.0	44.8	26.0	15.3	11.0	41.5	8.7	15.0
Green Ext Time (p_c), s	0.0	7.4	0.0	1.7	0.0	9.0	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	40.4
HCM 7th LOS	D

Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	36	265	106	1238	108	423	786	214
Future Volume (vph)	36	265	106	1238	108	423	786	214
Turn Type	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	8		5	2		1	6	
Permitted Phases		8	2		2	6		6
Detector Phase	8	8	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	36.0	36.0	10.0	37.0	37.0	10.0	37.0	37.0
Total Split (s)	38.0	38.0	20.0	102.0	102.0	20.0	102.0	102.0
Total Split (%)	23.8%	23.8%	12.5%	63.8%	63.8%	12.5%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 3rd Avenue & SE 6th Street

Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	70	285	114	1331	116	455	845	230
v/c Ratio	0.14	0.78	0.31	0.79	0.15	1.15	0.39	0.22
Control Delay (s/veh)	55.5	37.1	8.0	22.9	5.2	112.0	21.9	9.6
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.5	37.1	8.0	23.3	5.2	112.0	21.9	9.6
Queue Length 50th (ft)	32	102	28	217	11	~515	370	82
Queue Length 95th (ft)	56	216	m20	m155	m3	m#757	m477	m120
Internal Link Dist (ft)	462			566			1522	
Turn Bay Length (ft)		360	190		70	105		150
Base Capacity (vph)	608	407	435	1877	837	394	2153	1005
Starvation Cap Reductn	0	0	0	170	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.70	0.26	0.78	0.14	1.15	0.39	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 (veh/h)	0	0	0	29	36	265	106	1238	108	423	786	214
Future Volume (veh/h)	0	0	0	29	36	265	106	1238	108	423	786	214
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.94	1.00		0.96	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h				31	39	285	114	1331	116	455	845	230
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				3	3	3	3	3	3	3	3	3
Cap, veh/h				145	499	265	385	1904	819	318	2053	896
Arrive On Green				0.20	0.20	0.20	0.05	0.80	0.80	0.12	0.86	0.86
Sat Flow, veh/h				724	2497	1326	1590	3173	1364	1590	3173	1385
Grp Volume(v), veh/h				70	0	285	114	1331	116	455	845	230
Grp Sat Flow(s),veh/h/ln				1634	1586	1326	1590	1586	1364	1590	1586	1385
Q Serve(g_s), s				5.7	0.0	32.0	4.5	30.7	3.1	14.0	9.2	4.8
Cycle Q Clear(g_c), s				5.7	0.0	32.0	4.5	30.7	3.1	14.0	9.2	4.8
Prop In Lane				0.44		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				327	317	265	385	1904	819	318	2053	896
V/C Ratio(X)				0.21	0.00	1.07	0.30	0.70	0.14	1.43	0.41	0.26
Avail Cap(c_a), veh/h				327	317	265	460	1904	819	318	2053	896
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	0.20	0.20	0.20	0.37	0.37	0.37
Uniform Delay (d), s/veh				53.5	0.0	64.0	11.0	9.6	6.8	26.0	4.6	4.3
Incr Delay (d2), s/veh				0.1	0.0	76.5	0.0	0.4	0.1	199.8	0.2	0.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.4	0.0	16.5	1.6	7.8	0.9	25.2	2.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				53.6	0.0	140.5	11.0	10.0	6.8	225.7	4.8	4.5
LnGrp LOS				D		F	B	A	A	F	A	A
Approach Vol, veh/h					355			1561			1530	
Approach Delay, s/veh					123.4			9.8			70.5	
Approach LOS					F			A			E	
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	20.0	102.0			12.5	109.5		38.0				
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	96.0			14.0	96.0		32.0				
Max Q Clear Time (g_c+I1), s	16.0	32.7			6.5	11.2		34.0				
Green Ext Time (p_c), s	0.0	16.3			0.0	8.8		0.0				

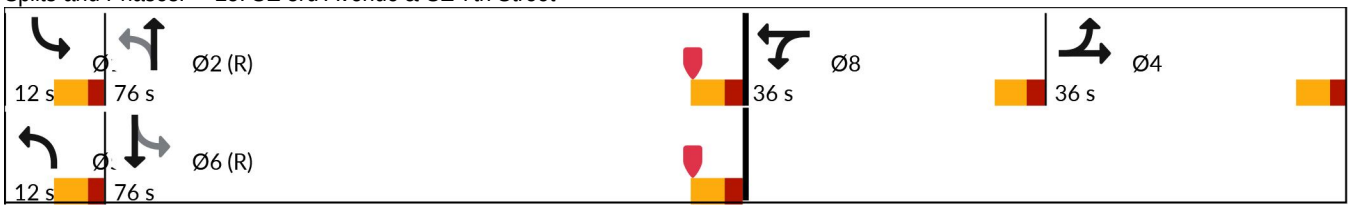
Intersection Summary	
HCM 7th Control Delay, s/veh	48.5
HCM 7th LOS	D

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	115	71	43	1384	75	609
Future Volume (vph)	115	71	43	1384	75	609
Turn Type	NA	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases			2		6	
Detector Phase	4	8	5	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	4.0	10.0	4.0	10.0
Minimum Split (s)	33.0	33.0	10.0	25.0	10.0	25.0
Total Split (s)	36.0	36.0	12.0	76.0	12.0	76.0
Total Split (%)	22.5%	22.5%	7.5%	47.5%	7.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 66 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	213	179	45	1526	79	664
v/c Ratio	0.84	0.80	0.12	0.95	0.65	0.39
Control Delay (s/veh)	92.2	81.9	24.5	46.6	78.4	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.2	81.9	24.5	46.6	78.4	7.5
Queue Length 50th (ft)	218	159	24	659	42	123
Queue Length 95th (ft)	307	236	m38	m#847	#146	155
Internal Link Dist (ft)	568	243		1897		566
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	305	308	362	1603	121	1695
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.58	0.12	0.95	0.65	0.39

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 (veh/h)	80	115	8	17	71	82	43	1384	66	75	609	22
Future Volume (veh/h)	80	115	8	17	71	82	43	1384	66	75	609	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	0.99	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	84	121	8	18	75	86	45	1457	69	79	641	23
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	93	135	9	20	85	97	406	1649	78	150	1716	62
Arrive On Green	0.15	0.15	0.15	0.13	0.13	0.13	0.03	0.72	0.72	0.05	0.73	0.73
Sat Flow, veh/h	641	924	61	153	640	733	1590	3067	145	1590	3121	112
Grp Volume(v), veh/h	213	0	0	179	0	0	45	751	775	79	326	338
Grp Sat Flow(s),veh/h/ln	1627	0	0	1526	0	0	1590	1586	1626	1590	1586	1646
Q Serve(g_s), s	20.6	0.0	0.0	18.4	0.0	0.0	2.1	58.3	59.3	3.6	12.1	12.2
Cycle Q Clear(g_c), s	20.6	0.0	0.0	18.4	0.0	0.0	2.1	58.3	59.3	3.6	12.1	12.2
Prop In Lane	0.39		0.04	0.10		0.48	1.00		0.09	1.00		0.07
Lane Grp Cap(c), veh/h	237	0	0	202	0	0	406	853	874	150	872	905
V/C Ratio(X)	0.90	0.00	0.00	0.88	0.00	0.00	0.11	0.88	0.89	0.53	0.37	0.37
Avail Cap(c_a), veh/h	305	0	0	286	0	0	431	853	874	156	872	905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	0.93	0.93	0.93
Uniform Delay (d), s/veh	67.2	0.0	0.0	68.2	0.0	0.0	16.2	18.8	19.0	29.9	11.3	11.3
Incr Delay (d2), s/veh	22.4	0.0	0.0	18.5	0.0	0.0	0.0	1.4	1.4	1.2	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	0.0	0.0	8.3	0.0	0.0	0.8	18.2	19.0	1.5	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.6	0.0	0.0	86.7	0.0	0.0	16.2	20.2	20.4	31.0	12.5	12.4
LnGrp LOS	F			F			B	C	C	C	B	B
Approach Vol, veh/h		213			179			1571			743	
Approach Delay, s/veh		89.6			86.7			20.2			14.4	
Approach LOS		F			F			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	92.0		29.3	9.5	94.0		27.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	70.0		30.0	6.0	70.0		30.0				
Max Q Clear Time (g_c+I1), s	5.6	61.3		22.6	4.1	14.2		20.4				
Green Ext Time (p_c), s	0.0	6.2		0.5	0.0	4.7		0.5				

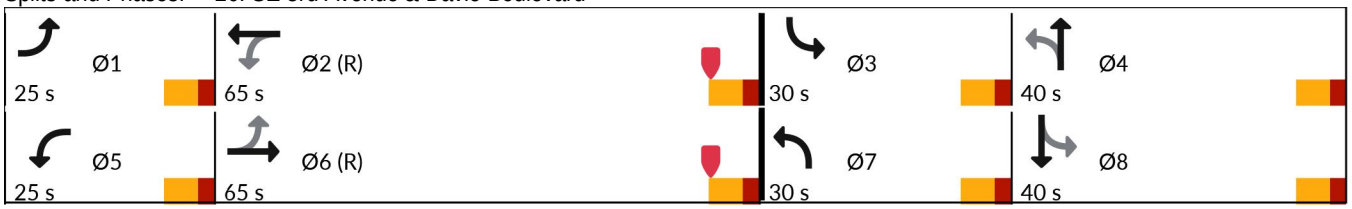
Intersection Summary	
HCM 7th Control Delay, s/veh	28.5
HCM 7th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	578	668	50	514	109	589	95	286
Future Volume (vph)	578	668	50	514	109	589	95	286
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	25.0	65.0	25.0	65.0	30.0	40.0	30.0	40.0
Total Split (%)	15.6%	40.6%	15.6%	40.6%	18.8%	25.0%	18.8%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	664	945	57	832	125	717	109	559
v/c Ratio	1.34	0.54	0.25	0.85	0.52	0.82	0.61	0.64
Control Delay (s/veh)	206.1	19.6	23.6	59.7	42.1	65.5	85.0	51.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	206.1	19.6	23.6	59.7	42.1	65.5	85.0	51.5
Queue Length 50th (ft)	~824	201	26	419	93	393	95	164
Queue Length 95th (ft)	m#1272	320	53	426	m100	m353	m141	155
Internal Link Dist (ft)		909		222		2382		1897
Turn Bay Length (ft)	140		185		150		110	
Base Capacity (vph)	495	1733	366	1259	349	868	314	867
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.34	0.55	0.16	0.66	0.36	0.83	0.35	0.64

Intersection Summary

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

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

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 (veh/h)	578	668	154	50	514	210	109	589	35	95	286	200
Future Volume (veh/h)	578	668	154	50	514	210	109	589	35	95	286	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
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	664	768	177	57	591	241	125	677	40	109	329	230
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	463	1564	361	351	1116	454	200	712	42	162	405	276
Arrive On Green	0.16	0.73	0.73	0.04	0.61	0.61	0.07	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1767	2844	655	1767	2433	990	1767	3365	199	1767	1979	1351
Grp Volume(v), veh/h	664	476	469	57	428	404	125	354	363	109	292	267
Grp Sat Flow(s),veh/h/ln	1767	1763	1737	1767	1763	1660	1767	1763	1800	1767	1763	1567
Q Serve(g_s), s	19.0	18.1	18.1	2.7	22.4	22.4	8.9	31.7	31.8	7.7	25.3	26.1
Cycle Q Clear(g_c), s	19.0	18.1	18.1	2.7	22.4	22.4	8.9	31.7	31.8	7.7	25.3	26.1
Prop In Lane	1.00		0.38	1.00		0.60	1.00		0.11	1.00		0.86
Lane Grp Cap(c), veh/h	463	970	955	351	809	762	200	373	381	162	360	320
V/C Ratio(X)	1.43	0.49	0.49	0.16	0.53	0.53	0.63	0.95	0.95	0.67	0.81	0.83
Avail Cap(c_a), veh/h	463	970	955	512	809	762	345	375	383	320	375	333
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)	0.40	0.40	0.40	1.00	1.00	1.00	0.18	0.18	0.18	0.93	0.93	0.93
Uniform Delay (d), s/veh	30.3	12.1	12.1	21.7	21.2	21.3	48.1	62.2	62.2	49.3	60.7	61.0
Incr Delay (d2), s/veh	199.9	0.7	0.7	0.1	2.5	2.6	0.2	10.2	10.2	1.7	10.5	14.0
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	35.7	6.2	6.1	1.2	9.1	8.6	4.0	15.3	15.7	3.5	12.4	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	230.2	12.8	12.8	21.7	23.7	23.9	48.3	72.4	72.4	51.0	71.2	75.0
LnGrp LOS	F	B	B	C	C	C	D	E	E	D	E	E
Approach Vol, veh/h		1609			889			842			668	
Approach Delay, s/veh		102.5			23.7			68.8			69.4	
Approach LOS		F			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	79.4	15.7	39.9	10.4	94.0	16.9	38.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	59.0	24.0	34.0	19.0	59.0	24.0	34.0
Max Q Clear Time (g_c+I1), s	21.0	24.4	9.7	33.8	4.7	20.1	10.9	28.1
Green Ext Time (p_c), s	0.0	6.4	0.1	0.1	0.0	7.6	0.1	1.3

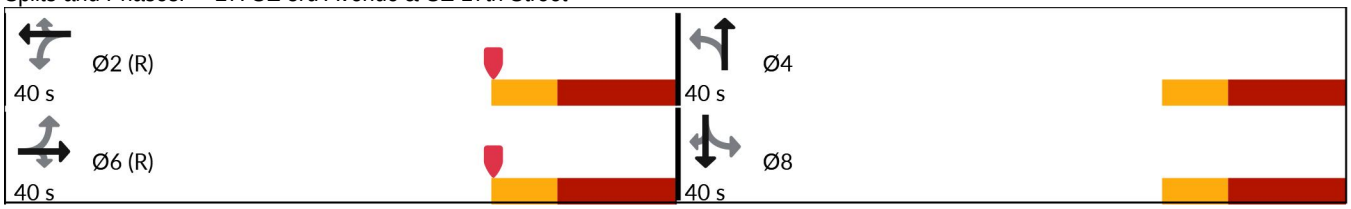
Intersection Summary	
HCM 7th Control Delay, s/veh	72.4
HCM 7th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	532	687	22	32	416	147	7	149	130	61	115
Future Volume (vph)	532	687	22	32	416	147	7	149	130	61	115
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
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)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	591	763	24	36	462	163	8	175	144	68	128
v/c Ratio	1.33	0.43	0.03	0.11	0.26	0.19	0.02	0.41	0.53	0.16	0.28
Control Delay (s/veh)	187.4	16.0	0.0	16.4	14.3	3.8	18.1	26.4	38.9	29.0	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	187.4	16.0	0.0	16.4	14.3	3.8	18.1	26.4	38.9	29.0	10.1
Queue Length 50th (ft)	~367	107	0	8	58	0	3	78	104	44	24
Queue Length 95th (ft)	#646	217	0	34	126	37	11	106	140	m65	74
Internal Link Dist (ft)		905			220			753		2382	
Turn Bay Length (ft)	125			50			60		150		
Base Capacity (vph)	444	1744	796	327	1744	840	475	664	427	668	642
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.33	0.44	0.03	0.11	0.26	0.19	0.02	0.26	0.34	0.10	0.20

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)	532	687	22	32	416	147	7	149	8	130	61	115
Future Volume (vph)	532	687	22	32	416	147	7	149	8	130	61	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
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	0.96	1.00	1.00	0.98	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00		0.98	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1746	3505	1493	1747	3505	1525	1749	1828		1733	1845	1546
Flt Permitted	0.48	1.00	1.00	0.35	1.00	1.00	0.71	1.00		0.64	1.00	1.00
Satd. Flow (perm)	894	3505	1493	657	3505	1525	1312	1828		1180	1845	1546
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	591	763	24	36	462	163	8	166	9	144	68	128
RTOR Reduction (vph)	0	0	12	0	0	82	0	3	0	0	0	99
Lane Group Flow (vph)	591	763	12	36	462	81	8	172	0	144	68	29
Confl. Peds. (#/hr)	7		6	6		7	3		19	19		3
Confl. Bikes (#/hr)			4			2						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	2	0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	39.8	39.8	39.8	39.8	39.8	39.8	18.2	18.2		18.2	18.2	18.2
Effective Green, g (s)	39.8	39.8	39.8	39.8	39.8	39.8	18.2	18.2		18.2	18.2	18.2
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.50	0.50	0.23	0.23		0.23	0.23	0.23
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	444	1743	742	326	1743	758	298	415		268	419	351
v/s Ratio Prot		0.22			0.13			0.09			0.04	
v/s Ratio Perm	c0.66		0.01	0.05		0.05	0.01			c0.12		0.02
v/c Ratio	1.33	0.43	0.01	0.11	0.26	0.10	0.02	0.41		0.53	0.16	0.08
Uniform Delay, d1	20.1	12.9	10.1	10.6	11.6	10.6	24.0	26.3		27.1	24.7	24.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.28	1.28	3.45
Incremental Delay, d2	163.8	0.8	0.0	0.6	0.3	0.2	0.0	0.2		0.8	0.0	0.0
Delay (s)	183.9	13.7	10.2	11.3	12.0	10.9	24.0	26.5		35.7	31.9	84.0
Level of Service	F	B	B	B	B	B	C	C		D	C	F
Approach Delay (s/veh)		86.6			11.7			26.4			53.1	
Approach LOS		F			B			C			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	58.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	111.2%	ICU Level of Service	H
Analysis Period (min)	15		

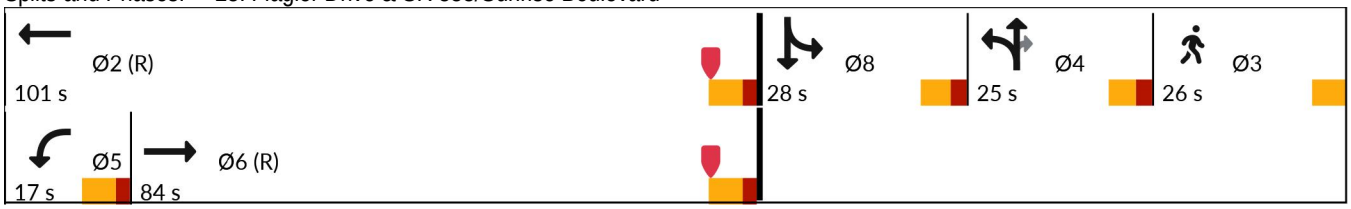
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	1563	15	1053	142	99	103	
Future Volume (vph)	1563	15	1053	142	99	103	
Turn Type	NA	Prot	NA	NA	Perm	NA	
Protected Phases	6	5	2	4		8	3
Permitted Phases					4		
Detector Phase	6	5	2	4	4	8	
Switch Phase							
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0	6.0	7.0
Minimum Split (s)	30.5	11.5	37.5	48.0	48.0	24.0	26.0
Total Split (s)	84.0	17.0	101.0	25.0	25.0	28.0	26.0
Total Split (%)	46.7%	9.4%	56.1%	13.9%	13.9%	15.6%	14%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lag	Lead	
Lead-Lag Optimize?							
Recall Mode	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 72 (40%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 28: Flagler Drive & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1714	16	1123	211	104	223
v/c Ratio	0.61	0.27	0.37	0.81	0.31	0.81
Control Delay (s/veh)	20.5	96.1	18.3	91.1	9.0	87.3
Queue Delay	0.1	0.0	0.0	0.0	0.5	0.0
Total Delay (s/veh)	20.7	96.1	18.3	91.1	9.6	87.3
Queue Length 50th (ft)	282	19	256	250	0	230
Queue Length 95th (ft)	146	48	222	#466	24	#433
Internal Link Dist (ft)	617		722	371		937
Turn Bay Length (ft)		425				
Base Capacity (vph)	2793	102	3026	260	326	275
Starvation Cap Reductn	239	0	0	0	0	0
Spillback Cap Reductn	80	0	0	0	65	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.16	0.37	0.81	0.40	0.81

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1563	66	15	1053	14	59	142	99	7	103	103
Future Volume (vph)	0	1563	66	15	1053	14	59	142	99	7	103	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lane Util. Factor		0.91		1.00	0.91			1.00	1.00		1.00	
Frpb, ped/bikes		0.99		1.00	0.99			1.00	0.98		1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.99		1.00	0.99			1.00	0.85		0.93	
Flt Protected		1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)		4986		1752	5011			1818	1537		1721	
Flt Permitted		1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (perm)		4986		1752	5011			1818	1537		1721	
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)	0	1645	69	16	1108	15	62	149	104	7	108	108
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	89	0	18	0
Lane Group Flow (vph)	0	1712	0	16	1122	0	0	211	15	0	205	0
Confl. Peds. (#/hr)	4		2	2		4			6	6		
Confl. Bikes (#/hr)			4									
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	0	0
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		8	8	
Permitted Phases									4			
Actuated Green, G (s)		98.2		4.0	108.7			25.8	25.8		27.0	
Effective Green, g (s)		98.2		4.0	108.7			25.8	25.8		27.0	
Actuated g/C Ratio		0.55		0.02	0.60			0.14	0.14		0.15	
Clearance Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Vehicle Extension (s)		3.0		1.5	3.0			2.0	2.0		2.0	
Lane Grp Cap (vph)		2720		38	3026			260	220		258	
v/s Ratio Prot		c0.34		0.01	c0.22			c0.12			c0.12	
v/s Ratio Perm									0.01			
v/c Ratio		0.62		0.42	0.37			0.81	0.06		0.79	
Uniform Delay, d1		28.3		86.8	18.1			74.7	66.6		73.8	
Progression Factor		0.74		1.00	1.00			0.93	1.08		1.00	
Incremental Delay, d2		0.6		2.7	0.3			16.3	0.0		14.5	
Delay (s)		21.7		89.5	18.5			86.2	72.5		88.3	
Level of Service		C		F	B			F	E		F	
Approach Delay (s/veh)		21.7			19.5			81.7			88.3	
Approach LOS		C			B			F			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	31.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	0	209	13	13	116
Future Vol, veh/h	46	0	209	13	13	116
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	47	0	213	13	13	118

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	370	-	0	0	232	0
Stage 1	225	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.43	-	-	-	3.7	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	-	-	2.9	-
Pot Cap-1 Maneuver	629	0	-	-	1073	-
Stage 1	810	0	-	-	-	-
Stage 2	880	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	617	-	-	-	1067	-
Mov Cap-2 Maneuver	617	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.31	0	0.85
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	617	181	-
HCM Lane V/C Ratio	-	-	0.076	0.012	-
HCM Control Delay (s/veh)	-	-	11.3	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	16	206	0	0	162
Future Vol, veh/h	0	16	206	0	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	224	0	0	176

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	400	224	0	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.42	3.7	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	2	-	-	-	-
Pot Cap-1 Maneuver	606	1521	-	0	0	-
Stage 1	813	-	-	0	0	-
Stage 2	854	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	606	1521	-	-	-	-
Mov Cap-2 Maneuver	606	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	7.39	0	0
HCM LOS	A		

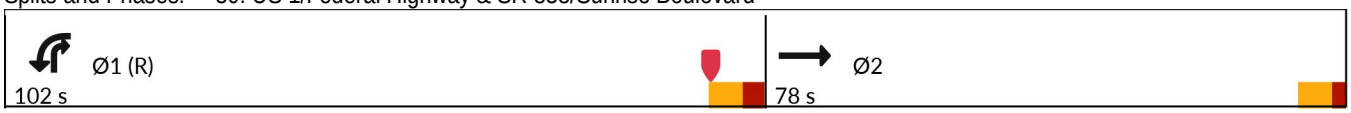
Minor Lane/Major Mvmt	NET	NWLn1	SWT
Capacity (veh/h)	-	1521	-
HCM Lane V/C Ratio	-	0.011	-
HCM Control Delay (s/veh)	-	7.4	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Lane Group	EBT	WBL	NBR
Lane Configurations			
Traffic Volume (vph)	1273	1694	1211
Future Volume (vph)	1273	1694	1211
Turn Type	NA	Prot	Over
Protected Phases	2	1	1
Permitted Phases			
Detector Phase	2	1	1
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	49.5	21.5	21.5
Total Split (s)	78.0	102.0	102.0
Total Split (%)	43.3%	56.7%	56.7%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5	7.5
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 87 (48%), Referenced to phase 1:WBL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 30: US 1/Federal Highway & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	NBR
Lane Group Flow (vph)	1725	1783	1275
v/c Ratio	0.74	0.79	0.78
Control Delay (s/veh)	63.3	45.4	46.0
Queue Delay	2.6	0.0	0.0
Total Delay (s/veh)	66.0	45.4	46.0
Queue Length 50th (ft)	730	640	563
Queue Length 95th (ft)	809	629	577
Internal Link Dist (ft)	722		
Turn Bay Length (ft)		400	
Base Capacity (vph)	2327	2619	1895
Starvation Cap Reductn	465	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.93	0.68	0.67

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1273	366	1694	0	0	1211
Future Volume (vph)	1273	366	1694	0	0	1211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		7.5			7.5
Lane Util. Factor	0.91		0.94			0.76
Frpb, ped/bikes	0.99		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.96		1.00			0.85
Flt Protected	1.00		0.95			1.00
Satd. Flow (prot)	4897		4990			3610
Flt Permitted	1.00		0.95			1.00
Satd. Flow (perm)	4897		4990			3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1340	385	1783	0	0	1275
RTOR Reduction (vph)	5	0	0	0	0	0
Lane Group Flow (vph)	1720	0	1783	0	0	1275
Confl. Peds. (#/hr)		3	3			
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot			Over
Protected Phases	2		1			1
Permitted Phases						
Actuated Green, G (s)	85.3		80.7			80.7
Effective Green, g (s)	85.3		80.7			80.7
Actuated g/C Ratio	0.47		0.45			0.45
Clearance Time (s)	6.5		7.5			7.5
Vehicle Extension (s)	8.0		2.0			2.0
Lane Grp Cap (vph)	2320		2237			1618
v/s Ratio Prot	c0.35		c0.36			0.35
v/s Ratio Perm						
v/c Ratio	0.74		0.79			0.78
Uniform Delay, d1	38.4		42.6			42.3
Progression Factor	1.57		1.00			1.00
Incremental Delay, d2	1.7		3.0			3.9
Delay (s)	62.0		45.6			46.3
Level of Service	E		D			D
Approach Delay (s/veh)	62.0			45.6	46.3	
Approach LOS	E			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	51.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

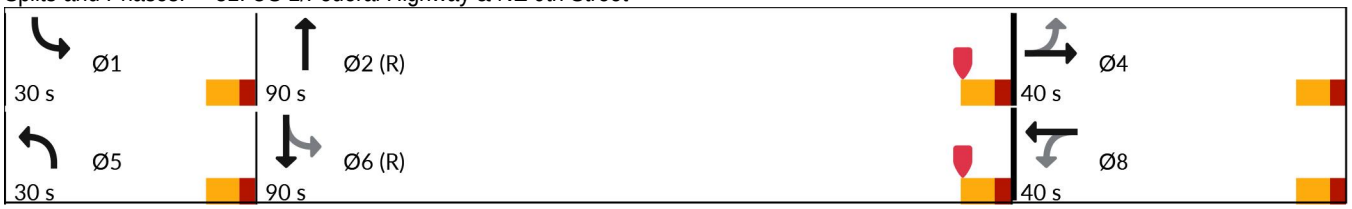
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	14	43	17	25	1211	64	1911
Future Volume (vph)	29	14	43	17	25	1211	64	1911
Turn Type	Perm	NA	Perm	NA	Prot	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8				6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	38.0	38.0	36.0	36.0	11.0	26.0	11.0	26.0
Total Split (s)	40.0	40.0	40.0	40.0	30.0	90.0	30.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	18.8%	56.3%	18.8%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

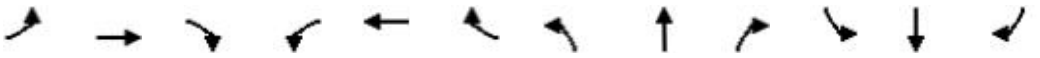
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 31: US 1/Federal Highway & NE 9th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	61	47	34	27	1365	70	2127
v/c Ratio	0.37	0.41	0.55	0.27	0.36	0.33	0.21	0.51
Control Delay (s/veh)	82.2	33.5	95.4	50.2	88.0	4.9	3.6	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	82.2	33.5	95.4	50.2	88.0	4.9	3.6	6.4
Queue Length 50th (ft)	33	15	49	19	28	129	8	267
Queue Length 95th (ft)	69	64	93	56	64	178	19	375
Internal Link Dist (ft)		691		689		564		822
Turn Bay Length (ft)	160		75		375		300	
Base Capacity (vph)	285	379	279	374	262	4019	500	4159
Starvation Cap Reductn	0	0	0	0	0	0	0	937
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.16	0.17	0.09	0.10	0.34	0.14	0.66

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	14	42	43	17	14	25	1211	31	64	1911	25
Future Volume (veh/h)	29	14	42	43	17	14	25	1211	31	64	1911	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
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	32	15	46	47	19	15	27	1331	34	70	2100	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	161	41	127	136	99	78	39	3808	97	395	3907	50
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.03	1.00	1.00	0.04	1.00	1.00
Sat Flow, veh/h	1347	397	1218	1316	954	753	1767	5054	129	1767	5131	66
Grp Volume(v), veh/h	32	0	61	47	0	34	27	889	476	70	1381	746
Grp Sat Flow(s),veh/h/ln	1347	0	1615	1316	0	1707	1767	1689	1806	1767	1689	1820
Q Serve(g_s), s	3.6	0.0	5.6	5.5	0.0	2.9	2.4	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	5.6	11.1	0.0	2.9	2.4	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		0.75	1.00		0.44	1.00		0.07	1.00		0.04
Lane Grp Cap(c), veh/h	161	0	168	136	0	178	39	2544	1361	395	2572	1386
V/C Ratio(X)	0.20	0.00	0.36	0.35	0.00	0.19	0.70	0.35	0.35	0.18	0.54	0.54
Avail Cap(c_a), veh/h	307	0	343	278	0	363	265	2544	1361	608	2572	1386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50
Uniform Delay (d), s/veh	68.5	0.0	66.7	71.9	0.0	65.5	77.2	0.0	0.0	3.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.6	0.0	0.2	8.2	0.4	0.7	0.0	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.4	1.9	0.0	1.3	1.2	0.1	0.3	0.5	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.7	0.0	67.2	72.5	0.0	65.7	85.4	0.4	0.7	3.9	0.4	0.8
LnGrp LOS	E		E	E		E	F	A	A	A	A	A
Approach Vol, veh/h		93			81			1392			2197	
Approach Delay, s/veh		67.7			69.6			2.1			0.6	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	126.6		22.7	9.5	127.8		22.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	84.0		34.0	24.0	84.0		34.0				
Max Q Clear Time (g_c+I1), s	3.4	2.0		8.5	4.4	2.0		13.1				
Green Ext Time (p_c), s	0.0	14.2		0.2	0.0	34.8		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	4.3
HCM 7th LOS	A

Network Totals

Number of Intersections	32
Control Delay / Veh (s/v)	42
Queue Delay / Veh (s/v)	1
Total Delay / Veh (s/v)	43
Total Delay (hr)	1148
Stops / Veh	0.61
Stops (#)	58516
Average Speed (mph)	10
Total Travel Time (hr)	1691
Distance Traveled (mi)	16283
Fuel Consumed (gal)	1835
Fuel Economy (mpg)	8.9
CO Emissions (kg)	128.30
NOx Emissions (kg)	24.96
VOC Emissions (kg)	29.73
Unserved Vehicles (#)	1618
Vehicles in dilemma zone (#)	0
Performance Index	1311.0

P.M. Peak Hour

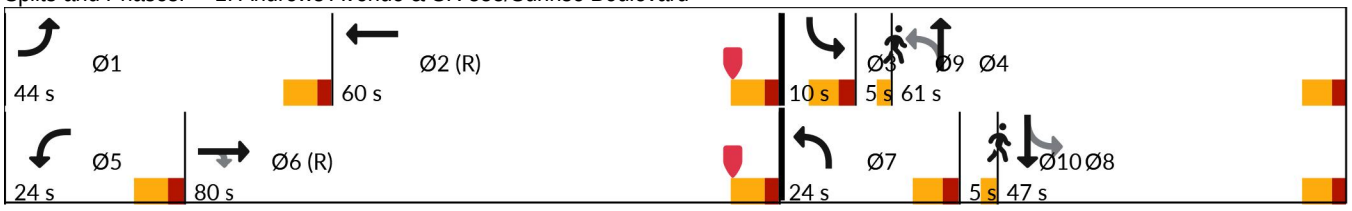
No Build 2024

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	315	1418	229	90	987	168	664	106	473		
Future Volume (vph)	315	1418	229	90	987	168	664	106	473		
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6		5	2	7	4	3	8	9	10
Permitted Phases			6			4		8			
Detector Phase	1	6	6	5	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	36.5	36.5	11.5	37.5	10.0	43.0	10.0	46.0	5.0	5.0
Total Split (s)	44.0	80.0	80.0	24.0	60.0	24.0	61.0	10.0	47.0	5.0	5.0
Total Split (%)	24.4%	44.4%	44.4%	13.3%	33.3%	13.3%	33.9%	5.6%	26.1%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?						Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard

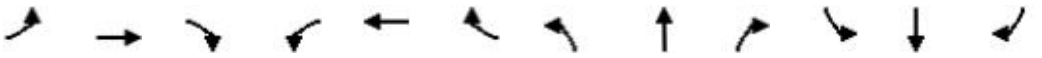


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	328	1477	239	94	1224	175	739	110	616
v/c Ratio	0.90	0.59	0.28	0.72	0.69	0.84	0.79	0.79	0.85
Control Delay (s/veh)	98.0	36.2	11.7	106.5	41.6	77.8	67.4	87.0	79.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	98.0	36.2	11.7	106.5	41.6	77.8	67.4	87.0	79.6
Queue Length 50th (ft)	377	463	54	112	203	152	426	92	366
Queue Length 95th (ft)	#564	589	135	m169	428	#239	462	#197	433
Internal Link Dist (ft)		645			1177		1806		524
Turn Bay Length (ft)	475		130	205		95		95	
Base Capacity (vph)	382	2464	833	172	1764	224	1091	139	786
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.60	0.29	0.55	0.69	0.78	0.68	0.79	0.78

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)	315	1418	229	90	987	188	168	664	45	106	473	118
Future Volume (vph)	315	1418	229	90	987	188	168	664	45	106	473	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5072	1552	1770	4933		1769	3501		1769	3397	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.10	1.00		0.19	1.00	
Satd. Flow (perm)	1770	5072	1552	1770	4933		203	3501		355	3397	
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)	328	1477	239	94	1028	196	175	692	47	110	493	123
RTOR Reduction (vph)	0	0	81	0	14	0	0	3	0	0	13	0
Lane Group Flow (vph)	328	1477	158	94	1210	0	175	736	0	110	603	0
Confl. Peds. (#/hr)	4		4	4		4	13		5	5		13
Confl. Bikes (#/hr)			2			4			1			4
Bus Blockages (#/hr)	0	2	0	0	2	2	0	0	0	0	2	2
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4			8		
Actuated Green, G (s)	36.7	85.9	85.9	13.1	62.3		62.0	49.2		44.1	37.3	
Effective Green, g (s)	36.7	85.9	85.9	13.1	62.3		62.0	49.2		44.1	37.3	
Actuated g/C Ratio	0.20	0.48	0.48	0.07	0.35		0.34	0.27		0.25	0.21	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	360	2420	740	128	1707		209	956		140	703	
v/s Ratio Prot	c0.19	0.29		0.05	c0.25		c0.07	c0.21		0.03	0.18	
v/s Ratio Perm			0.10				c0.21			0.16		
v/c Ratio	0.91	0.61	0.21	0.73	0.70		0.83	0.76		0.78	0.85	
Uniform Delay, d1	70.0	34.7	27.3	81.7	50.9		47.0	60.1		60.1	68.7	
Progression Factor	1.00	1.00	1.00	0.98	0.78		1.00	1.00		1.00	1.00	
Incremental Delay, d2	26.0	1.1	0.6	14.7	2.1		23.3	3.4		22.8	9.8	
Delay (s)	96.0	35.8	28.0	95.3	42.1		70.3	63.6		83.0	78.6	
Level of Service	F	D	C	F	D		E	E		F	E	
Approach Delay (s/veh)		44.6			45.9			64.9			79.2	
Approach LOS		D			D			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	53.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	96.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	14	18	14	13	7	854	21	1	677	52
Future Vol, veh/h	0	0	14	18	14	13	7	854	21	1	677	52
Conflicting Peds, #/hr	3	0	2	2	0	3	10	0	4	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	15	20	15	14	8	938	23	1	744	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	1766	413	1346	1783	488	811	0	0	966	0	0
Stage 1	-	785	-	969	969	-	-	-	-	-	-	-
Stage 2	-	981	-	376	813	-	-	-	-	-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	-	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	0	501	1318	510	496	1245	735	-	-	662	-	-
Stage 1	0	832	-	660	759	-	-	-	-	-	-	-
Stage 2	0	755	-	978	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	486	1303	493	482	1236	728	-	-	660	-	-
Mov Cap-2 Maneuver	-	486	-	493	482	-	-	-	-	-	-	-
Stage 1	-	822	-	648	745	-	-	-	-	-	-	-
Stage 2	-	741	-	962	811	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.8	11.5	0.08	0.01
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	728	-	-	1303	488	1236	660	-	-
HCM Lane V/C Ratio	0.011	-	-	0.012	0.072	0.012	0.002	-	-
HCM Control Delay (s/veh)	10	-	-	7.8	13	7.9	10.5	-	-
HCM Lane LOS	B	-	-	A	B	A	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	49	790	104	39	702
Future Vol, veh/h	42	49	790	104	39	702
Conflicting Peds, #/hr	1	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	47	54	878	116	43	780

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1418	502	0	0	998	0
Stage 1	941	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	2.9	-
Pot Cap-1 Maneuver	485	1232	-	-	648	-
Stage 1	673	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	441	1226	-	-	644	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.06	0	1.38
HCM LOS	B		

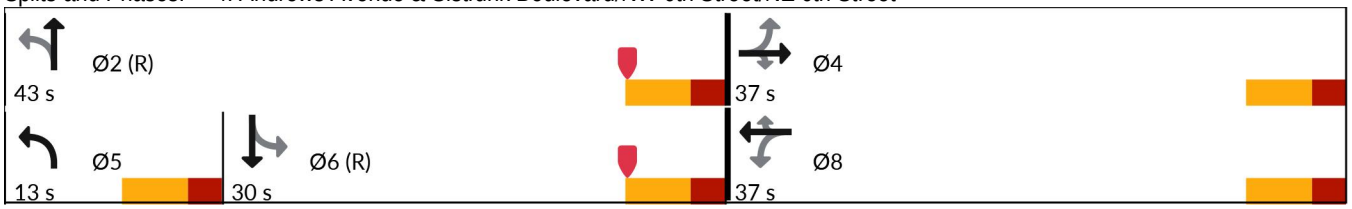
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	535	1226	189	-
HCM Lane V/C Ratio	-	-	0.087	0.044	0.067	-
HCM Control Delay (s/veh)	-	-	12.4	8.1	11	0.8
HCM Lane LOS	-	-	B	A	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.2	-

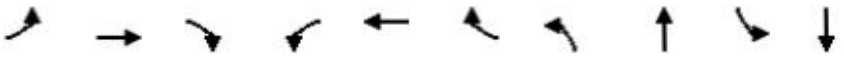
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	54	253	106	35	435	59	219	756	86	545
Future Volume (vph)	54	253	106	35	435	59	219	756	86	545
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	13.0	43.0	30.0	30.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	16.3%	53.8%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 76 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street



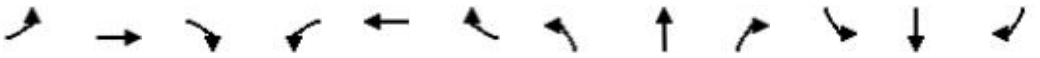


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	275	115	38	473	64	238	875	93	715
v/c Ratio	0.47	0.48	0.20	0.13	0.82	0.11	0.63	0.46	0.44	0.58
Control Delay (s/veh)	33.7	24.3	4.0	26.8	47.9	5.6	18.3	11.1	30.7	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.7	24.3	4.0	26.8	47.9	5.6	18.3	11.1	30.7	23.6
Queue Length 50th (ft)	23	110	0	17	255	4	78	272	37	153
Queue Length 95th (ft)	57	158	28	m29	323	m14	m#131	193	#89	217
Internal Link Dist (ft)		294			911			1290		516
Turn Bay Length (ft)	155			130		130	225		155	
Base Capacity (vph)	157	714	662	353	714	667	374	1868	210	1225
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.39	0.17	0.11	0.66	0.10	0.64	0.47	0.44	0.58

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 (veh/h)	54	253	106	35	435	59	219	756	49	86	545	113
Future Volume (veh/h)	54	253	106	35	435	59	219	756	49	86	545	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.99	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	59	275	115	38	473	64	238	822	53	93	592	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	177	613	499	300	613	498	397	1737	112	314	1035	214
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.12	0.69	0.69	0.48	0.48	0.48
Sat Flow, veh/h	859	1856	1510	982	1856	1510	1767	3341	215	626	2895	600
Grp Volume(v), veh/h	59	275	115	38	473	64	238	434	441	93	360	355
Grp Sat Flow(s),veh/h/ln	859	1856	1510	982	1856	1510	1767	1763	1794	626	1763	1732
Q Serve(g_s), s	5.3	9.3	4.4	2.5	18.3	2.4	6.7	9.0	9.0	7.8	11.8	11.8
Cycle Q Clear(g_c), s	23.6	9.3	4.4	11.9	18.3	2.4	6.7	9.0	9.0	7.8	11.8	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.35
Lane Grp Cap(c), veh/h	177	613	499	300	613	498	397	916	932	314	630	619
V/C Ratio(X)	0.33	0.45	0.23	0.13	0.77	0.13	0.60	0.47	0.47	0.30	0.57	0.57
Avail Cap(c_a), veh/h	226	719	585	356	719	585	397	916	932	314	630	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	0.76	0.76	0.76	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	21.1	19.4	25.7	24.1	18.7	14.3	7.3	7.3	15.5	16.6	16.6
Incr Delay (d2), s/veh	0.4	0.2	0.1	0.1	2.6	0.0	1.3	1.3	1.3	2.4	3.7	3.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.9	1.5	0.6	8.0	0.8	2.5	2.9	3.0	1.2	4.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.1	21.3	19.5	25.8	26.7	18.8	15.6	8.7	8.6	17.9	20.3	20.4
LnGrp LOS	D	C	B	C	C	B	B	A	A	B	C	C
Approach Vol, veh/h		449			575			1113			808	
Approach Delay, s/veh		22.6			25.7			10.1			20.1	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.6		32.4	13.0	34.6		32.4				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		37.0		31.0	7.0	24.0		31.0				
Max Q Clear Time (g_c+I1), s		11.0		25.6	8.7	13.8		20.3				
Green Ext Time (p_c), s		6.2		0.8	0.0	3.9		1.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			17.8									
HCM 7th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	51	147	52	31	260	125	914	41	585
Future Volume (vph)	51	147	52	31	260	125	914	41	585
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	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
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 39 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

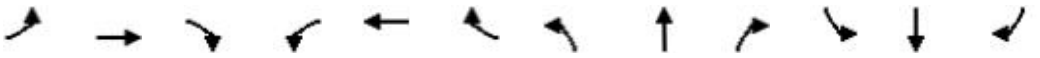
Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	222	58	35	353	140	1098	46	717
v/c Ratio	0.82	0.13	0.13	0.87	0.41	0.60	0.23	0.40
Control Delay (s/veh)	52.5	6.9	21.2	47.4	14.3	15.4	4.9	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.5	6.9	21.2	47.4	14.3	15.4	4.9	2.8
Queue Length 50th (ft)	100	0	16	180	106	463	3	25
Queue Length 95th (ft)	#207	25	m26	#220	108	422	m4	21
Internal Link Dist (ft)	119			908		605		1290
Turn Bay Length (ft)		100	50		110		150	
Base Capacity (vph)	299	459	280	449	339	1814	195	1788
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.13	0.13	0.79	0.41	0.61	0.24	0.40

Intersection Summary

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	147	52	31	260	54	125	914	63	41	585	53
Future Volume (veh/h)	51	147	52	31	260	54	125	914	63	41	585	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	57	165	58	35	292	61	140	1027	71	46	657	60
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	83	194	415	90	360	75	394	1652	114	265	1616	147
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	89	648	1384	1034	1201	251	654	3004	208	458	2937	268
Grp Volume(v), veh/h	222	0	58	35	0	353	140	542	556	46	354	363
Grp Sat Flow(s),veh/h/ln	736	0	1384	1034	0	1451	654	1586	1625	458	1586	1619
Q Serve(g_s), s	6.0	0.0	2.4	0.0	0.0	18.0	9.1	13.5	13.5	4.6	6.8	6.8
Cycle Q Clear(g_c), s	24.0	0.0	2.4	24.0	0.0	18.0	16.0	13.5	13.5	18.0	6.8	6.8
Prop In Lane	0.26		1.00	1.00		0.17	1.00		0.13	1.00		0.17
Lane Grp Cap(c), veh/h	277	0	415	90	0	435	394	873	894	265	873	890
V/C Ratio(X)	0.80	0.00	0.14	0.39	0.00	0.81	0.36	0.62	0.62	0.17	0.41	0.41
Avail Cap(c_a), veh/h	277	0	415	90	0	435	394	873	894	265	873	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	0.70	0.00	0.70	0.90	0.90	0.90	0.85	0.85	0.85
Uniform Delay (d), s/veh	27.4	0.0	20.5	40.0	0.0	25.9	8.8	6.6	6.6	11.1	5.7	5.8
Incr Delay (d2), s/veh	14.2	0.0	0.1	0.7	0.0	7.4	2.3	3.0	2.9	1.2	1.2	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	0.8	0.7	0.0	6.8	1.2	3.6	3.7	0.5	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.6	0.0	20.5	40.7	0.0	33.3	11.1	9.6	9.6	12.3	6.9	6.9
LnGrp LOS	D		C	D		C	B	A	A	B	A	A
Approach Vol, veh/h		280			388			1238			763	
Approach Delay, s/veh		37.2			34.0			9.8			7.3	
Approach LOS		D			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		30.0		50.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0				
Max Q Clear Time (g_c+I1), s		18.0		26.0		20.0		26.0				
Green Ext Time (p_c), s		10.0		0.0		5.5		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			15.5									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	21	84	38	14	886	15	609
Future Volume (vph)	28	21	84	38	14	886	15	609
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 33 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	69	95	184	16	1024	17	719
v/c Ratio	0.46	0.51	0.65	0.03	0.44	0.05	0.31
Control Delay (s/veh)	35.8	41.5	26.2	5.6	12.4	10.3	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.8	41.5	26.2	5.6	12.4	10.3	11.3
Queue Length 50th (ft)	26	50	50	5	413	4	149
Queue Length 95th (ft)	59	75	88	m10	358	m15	183
Internal Link Dist (ft)	113		909		606		605
Turn Bay Length (ft)		50		165		150	
Base Capacity (vph)	318	417	519	450	2318	317	2306
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.23	0.35	0.04	0.44	0.05	0.31

Intersection Summary

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

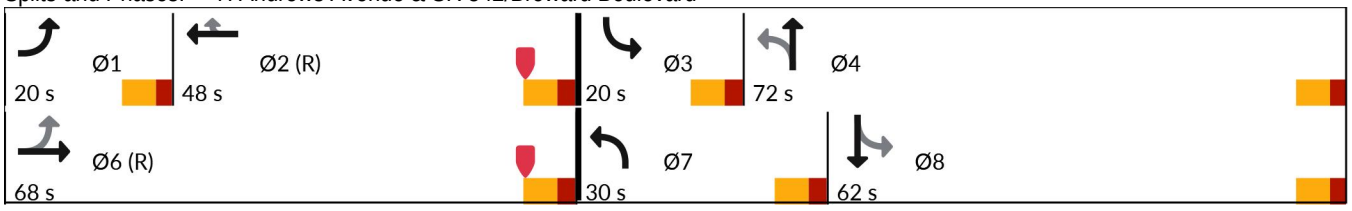
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	21	11	84	38	124	14	886	15	15	609	24
Future Volume (veh/h)	28	21	11	84	38	124	14	886	15	15	609	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.99	1.00		0.96	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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	32	24	12	95	43	141	16	1007	17	17	692	27
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	96	59	19	255	58	189	537	2250	38	419	2192	85
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.94	0.94	0.94	0.94	0.94	0.94
Sat Flow, veh/h	177	349	113	1219	341	1117	652	3191	54	490	3108	121
Grp Volume(v), veh/h	68	0	0	95	0	184	16	501	523	17	353	366
Grp Sat Flow(s),veh/h/ln	639	0	0	1219	0	1457	652	1586	1658	490	1586	1643
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	9.6	0.2	2.7	2.7	0.3	1.6	1.6
Cycle Q Clear(g_c), s	10.9	0.0	0.0	7.7	0.0	9.6	1.7	2.7	2.7	3.0	1.6	1.6
Prop In Lane	0.47		0.18	1.00		0.77	1.00		0.03	1.00		0.07
Lane Grp Cap(c), veh/h	175	0	0	255	0	247	537	1119	1169	419	1119	1159
V/C Ratio(X)	0.39	0.00	0.00	0.37	0.00	0.74	0.03	0.45	0.45	0.04	0.32	0.32
Avail Cap(c_a), veh/h	358	0	0	429	0	455	537	1119	1169	419	1119	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	0.96	0.00	0.96	0.57	0.57	0.57	0.94	0.94	0.94
Uniform Delay (d), s/veh	30.7	0.0	0.0	30.8	0.0	31.6	0.9	0.8	0.8	1.0	0.8	0.8
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	1.6	0.1	0.7	0.7	0.2	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.7	0.0	3.4	0.0	0.6	0.7	0.0	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.3	0.0	0.0	31.1	0.0	33.2	0.9	1.6	1.5	1.1	1.5	1.5
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		68			279			1040			736	
Approach Delay, s/veh		31.3			32.5			1.5			1.5	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.4		18.6		61.4		18.6				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0				
Max Q Clear Time (g_c+I1), s		4.7		12.9		5.0		11.6				
Green Ext Time (p_c), s		8.6		0.1		5.5		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			6.5									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	108	1143	1020	81	264	683	139	453
Future Volume (vph)	108	1143	1020	81	264	683	139	453
Turn Type	pm+pt	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	2		7	4	3	8
Permitted Phases	6			2	4		8	
Detector Phase	1	6	2	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	15.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	10.0	41.0	10.0	39.0
Total Split (s)	20.0	68.0	48.0	48.0	30.0	72.0	20.0	62.0
Total Split (%)	12.5%	42.5%	30.0%	30.0%	18.8%	45.0%	12.5%	38.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 125 (78%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	110	1272	1041	83	269	820	142	594
v/c Ratio	0.50	0.57	0.58	0.13	0.87	0.85	0.71	0.74
Control Delay (s/veh)	32.2	30.7	32.2	1.1	65.7	47.5	56.3	66.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.2	30.7	32.2	1.1	65.7	47.6	56.3	66.1
Queue Length 50th (ft)	63	343	199	0	229	345	117	313
Queue Length 95th (ft)	116	439	275	m3	m290	m363	131	345
Internal Link Dist (ft)		126	909			539		606
Turn Bay Length (ft)	80			160	260		225	
Base Capacity (vph)	252	2208	1776	603	328	1261	212	1068
Starvation Cap Reductn	0	0	0	0	0	19	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.58	0.59	0.14	0.82	0.66	0.67	0.56

Intersection Summary

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

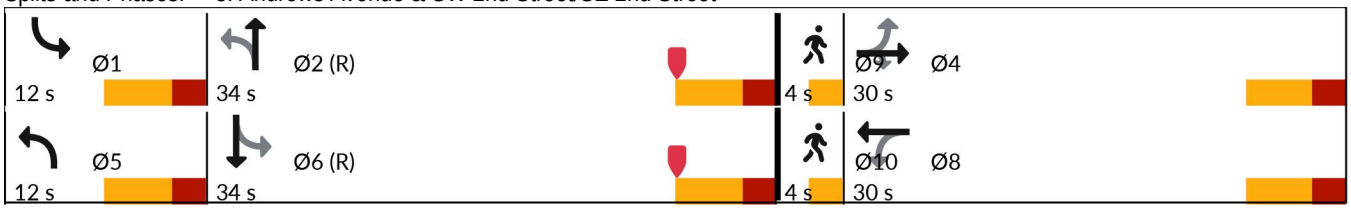
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	1143	104	0	1020	81	264	683	121	139	453	129
Future Volume (veh/h)	108	1143	104	0	1020	81	264	683	121	139	453	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.92	0.99		0.91
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	1670	1670	1670	0	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	110	1166	106	0	1041	83	269	697	123	142	462	132
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	0	3	3	3	3	3	3	3	3
Cap, veh/h	255	2201	200	0	1966	592	296	766	135	193	547	154
Arrive On Green	0.07	0.69	0.69	0.00	0.57	0.57	0.14	0.29	0.29	0.08	0.23	0.23
Sat Flow, veh/h	1590	4241	385	0	4709	1372	1590	2658	468	1590	2382	672
Grp Volume(v), veh/h	110	835	437	0	1041	83	269	416	404	142	306	288
Grp Sat Flow(s),veh/h/ln	1590	1520	1587	0	1520	1372	1590	1586	1540	1590	1586	1468
Q Serve(g_s), s	6.1	21.5	21.5	0.0	22.4	4.5	20.2	40.4	40.5	10.8	29.4	30.1
Cycle Q Clear(g_c), s	6.1	21.5	21.5	0.0	22.4	4.5	20.2	40.4	40.5	10.8	29.4	30.1
Prop In Lane	1.00		0.24	0.00		1.00	1.00		0.30	1.00		0.46
Lane Grp Cap(c), veh/h	255	1577	823	0	1966	592	296	458	444	193	364	337
V/C Ratio(X)	0.43	0.53	0.53	0.00	0.53	0.14	0.91	0.91	0.91	0.74	0.84	0.86
Avail Cap(c_a), veh/h	315	1577	823	0	1966	592	314	654	635	205	555	514
HCM Platoon Ratio	1.33	1.33	1.33	1.00	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	0.00	0.81	0.81	0.75	0.75	0.75	0.95	0.95	0.95
Uniform Delay (d), s/veh	24.0	15.2	15.2	0.0	24.2	20.4	41.2	54.9	54.9	45.7	58.8	59.1
Incr Delay (d2), s/veh	0.4	1.3	2.4	0.0	0.8	0.4	21.7	8.1	8.5	9.9	4.0	5.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.8	7.4	0.0	7.7	1.5	9.7	17.2	16.8	4.9	12.3	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.5	16.5	17.7	0.0	25.0	20.8	63.0	63.0	63.4	55.6	62.8	64.4
LnGrp LOS	C	B	B		C	C	E	E	E	E	E	E
Approach Vol, veh/h		1382			1124			1089			736	
Approach Delay, s/veh		17.5			24.7			63.1			62.1	
Approach LOS		B			C			E			E	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.0	75.0	18.8	52.1		89.0	28.2	42.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	42.0	14.0	66.0		62.0	24.0	56.0				
Max Q Clear Time (g_c+I1), s	8.1	24.4	12.8	42.5		23.5	22.2	32.1				
Green Ext Time (p_c), s	0.0	7.4	0.0	3.6		11.6	0.1	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			38.4									
HCM 7th LOS			D									

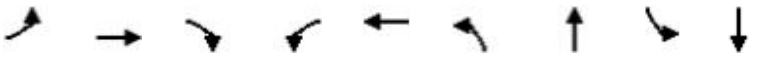
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	54	72	102	79	176	120	768	53	476		
Future Volume (vph)	54	72	102	79	176	120	768	53	476		
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA		
Protected Phases		4			8	5	2	1	6	9	10
Permitted Phases	4		4	8		2		6			
Detector Phase	4	4	4	8	8	5	2	1	6		
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	4.0	7.0	1.0	1.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	10.0	26.0	10.0	26.0	4.0	4.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	12.0	34.0	12.0	34.0	4.0	4.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	15.0%	42.5%	15.0%	42.5%	5%	5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag						Lead	Lag	Lead	Lag		
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street



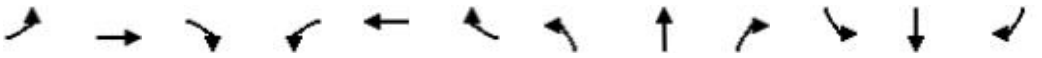


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	78	111	86	458	130	863	58	550
v/c Ratio	0.62	0.16	0.23	0.27	0.94	0.34	0.61	0.22	0.42
Control Delay (s/veh)	55.0	22.1	3.0	21.7	51.6	18.9	33.9	9.8	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.0	22.1	3.0	21.7	51.6	18.9	34.0	9.8	11.9
Queue Length 50th (ft)	25	28	0	34	205	79	365	11	77
Queue Length 95th (ft)	#83	61	20	60	#360	133	444	m35	146
Internal Link Dist (ft)		237			243		322		539
Turn Bay Length (ft)	80					75		150	
Base Capacity (vph)	103	502	502	331	506	380	1404	272	1302
Starvation Cap Reductn	0	0	0	0	0	0	19	0	0
Spillback Cap Reductn	0	0	5	0	0	0	0	0	121
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.16	0.22	0.26	0.91	0.34	0.62	0.21	0.47

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)	54	72	102	79	176	246	120	768	26	53	476	30
Future Volume (vph)	54	72	102	79	176	246	120	768	26	53	476	30
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	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.92	1.00	0.96		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	0.97	1.00	1.00	0.94	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.91		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1558	1676	1325	1508	1471		1584	3159		1586	3146	
Flt Permitted	0.21	1.00	1.00	0.69	1.00		0.38	1.00		0.23	1.00	
Satd. Flow (perm)	346	1676	1325	1102	1471		636	3159		393	3146	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	78	111	86	191	267	130	835	28	58	517	33
RTOR Reduction (vph)	0	0	80	0	64	0	0	3	0	0	6	0
Lane Group Flow (vph)	59	78	31	86	394	0	130	860	0	58	544	0
Confl. Peds. (#/hr)	61		67	67		61	18		44	44		18
Confl. Bikes (#/hr)						1			3			2
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	22.6	22.6	22.6	23.0	23.0		37.1	32.3		34.5	31.0	
Effective Green, g (s)	22.6	22.6	22.6	23.0	23.0		37.1	32.3		34.5	31.0	
Actuated g/C Ratio	0.28	0.28	0.28	0.29	0.29		0.46	0.40		0.43	0.39	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	0.2		1.5	0.2	
Lane Grp Cap (vph)	97	473	374	316	422		351	1275		221	1219	
v/s Ratio Prot		0.05			c0.27		c0.02	c0.27		0.01	0.17	
v/s Ratio Perm	0.17		0.02	0.08			0.15			0.10		
v/c Ratio	0.60	0.16	0.08	0.27	0.93		0.37	0.67		0.26	0.44	
Uniform Delay, d1	24.8	21.5	21.0	22.0	27.7		12.6	19.5		13.9	18.1	
Progression Factor	1.00	1.00	1.00	0.89	1.02		1.60	1.71		0.78	0.61	
Incremental Delay, d2	7.1	0.0	0.0	0.1	26.8		0.1	2.2		0.2	1.0	
Delay (s)	32.0	21.6	21.1	19.9	55.2		20.5	35.7		11.1	12.1	
Level of Service	C	C	C	B	E		C	D		B	B	
Approach Delay (s/veh)		23.8			49.7			33.7			12.0	
Approach LOS		C			D			C			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	30.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

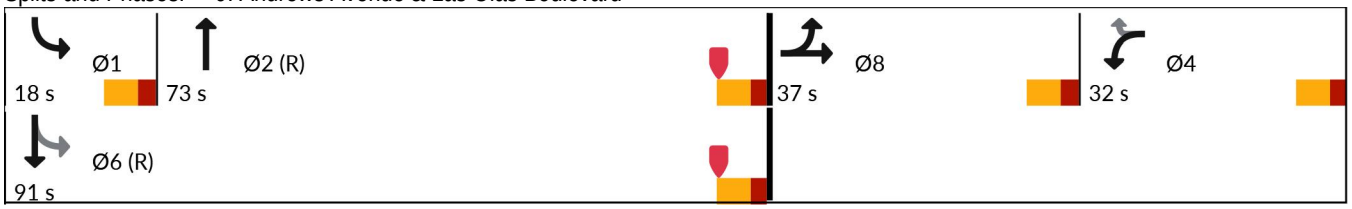
c Critical Lane Group

Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	197	171	663	84	573
Future Volume (vph)	35	197	171	663	84	573
Turn Type	NA	Prot	Perm	NA	pm+pt	NA
Protected Phases	8	4		2	1	6
Permitted Phases			4		6	
Detector Phase	8	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	5.0	5.0	7.0	4.0	7.0
Minimum Split (s)	39.0	34.0	34.0	39.0	10.0	39.0
Total Split (s)	37.0	32.0	32.0	73.0	18.0	91.0
Total Split (%)	23.1%	20.0%	20.0%	45.6%	11.3%	56.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 11 (7%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard



Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	204	226	197	942	97	659
v/c Ratio	0.38	0.92	0.56	0.64	0.39	0.37
Control Delay (s/veh)	35.2	117.3	28.4	35.6	33.0	33.5
Queue Delay	0.3	0.0	0.7	0.6	0.0	0.6
Total Delay (s/veh)	35.5	117.3	29.2	36.3	33.0	34.1
Queue Length 50th (ft)	56	249	50	408	68	322
Queue Length 95th (ft)	92	#377	118	483	88	236
Internal Link Dist (ft)	104			1642		322
Turn Bay Length (ft)					135	
Base Capacity (vph)	607	256	355	1456	271	1773
Starvation Cap Reductn	0	0	0	0	0	704
Spillback Cap Reductn	116	0	35	203	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.88	0.62	0.75	0.36	0.62

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	35	73	197	0	171	0	663	157	84	573	0
Future Volume (veh/h)	70	35	73	197	0	171	0	663	157	84	573	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		1.00	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	0	1670	0	1670	1670	1670	1670	0
Adj Flow Rate, veh/h	80	40	84	226	0	197	0	762	180	97	659	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	0	3	0	3	3	3	3	0
Cap, veh/h	198	95	183	0	0	0	0	1750	413	439	2415	0
Arrive On Green	0.16	0.16	0.16	0.00	0.00	0.00	0.00	0.92	0.92	0.04	1.00	0.00
Sat Flow, veh/h	1208	579	1114		0		0	2605	596	1590	3256	0
Grp Volume(v), veh/h	107	0	97		0.0		0	479	463	97	659	0
Grp Sat Flow(s),veh/h/ln	1610	0	1292				0	1586	1530	1590	1586	0
Q Serve(g_s), s	9.5	0.0	10.9				0.0	6.2	6.2	2.8	0.0	0.0
Cycle Q Clear(g_c), s	9.5	0.0	10.9				0.0	6.2	6.2	2.8	0.0	0.0
Prop In Lane	0.75		0.86				0.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	264	0	212				0	1101	1062	439	2415	0
V/C Ratio(X)	0.40	0.00	0.46				0.00	0.44	0.44	0.22	0.27	0.00
Avail Cap(c_a), veh/h	312	0	250				0	1101	1062	511	2415	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.83	0.83	0.93	0.93	0.00
Uniform Delay (d), s/veh	59.9	0.0	60.5				0.0	2.1	2.1	6.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.6				0.0	1.0	1.1	0.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	3.6				0.0	1.7	1.7	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.3	0.0	61.1				0.0	3.2	3.2	6.2	0.3	0.0
LnGrp LOS	E		E					A	A	A	A	
Approach Vol, veh/h		204						942			756	
Approach Delay, s/veh		60.6						3.2			1.0	
Approach LOS		E						A			A	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	10.7	117.0				127.8		32.2				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	12.0	67.0				85.0		31.0				
Max Q Clear Time (g_c+I1), s	4.8	8.2				2.0		12.9				
Green Ext Time (p_c), s	0.0	2.3				1.8		0.7				

Intersection Summary

HCM 7th Control Delay, s/veh	8.5
HCM 7th LOS	A

Notes

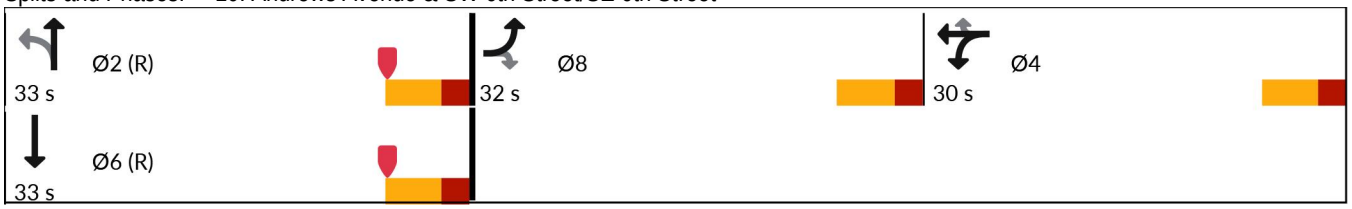
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	109	70	181	295	101	68	624	687
Future Volume (vph)	109	70	181	295	101	68	624	687
Turn Type	Prot	Perm	Split	NA	Perm	Perm	NA	NA
Protected Phases	8		4	4			2	6
Permitted Phases		8			4	2		
Detector Phase	8	8	4	4	4	2	2	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	27.0	27.0	27.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	30.0	30.0	30.0	33.0	33.0	33.0
Total Split (%)	33.7%	33.7%	31.6%	31.6%	31.6%	34.7%	34.7%	34.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 56 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

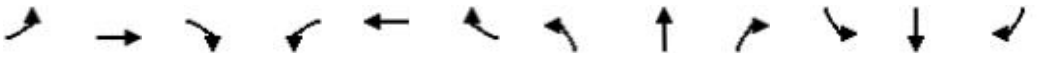
Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street



Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	124	80	206	335	115	77	709	853
v/c Ratio	0.43	0.24	0.59	0.82	0.27	0.57	0.58	0.71
Control Delay (s/veh)	37.6	5.6	38.6	51.3	6.9	50.6	28.5	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.6	5.6	38.6	51.3	6.9	50.6	28.5	32.1
Queue Length 50th (ft)	62	0	108	187	0	41	200	255
Queue Length 95th (ft)	111	22	170	272	38	#122	270	#381
Internal Link Dist (ft)				899			562	1642
Turn Bay Length (ft)						275		
Base Capacity (vph)	431	439	378	443	449	133	1206	1188
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.18	0.54	0.76	0.26	0.58	0.59	0.72

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	0	70	181	295	101	68	624	0	0	687	63
Future Volume (veh/h)	109	0	70	181	295	101	68	624	0	0	687	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		1.00	1.00		0.96
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	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	0	1670	1670	1670	1670	1670	1670	0	0	1670	1670
Adj Flow Rate, veh/h	124	0	80	206	335	115	77	709	0	0	781	72
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	0	3	3	3	3	3	3	0	0	3	3
Cap, veh/h	0	0	0	356	374	297	416	2062	0	0	1877	173
Arrive On Green	0.00	0.00	0.00	0.22	0.22	0.22	0.86	0.86	0.00	0.00	0.86	0.86
Sat Flow, veh/h		0		1590	1670	1329	575	3256	0	0	2972	266
Grp Volume(v), veh/h		0.0		206	335	115	77	709	0	0	429	424
Grp Sat Flow(s),veh/h/ln				1590	1670	1329	575	1586	0	0	1586	1568
Q Serve(g_s), s				11.0	18.5	7.0	3.3	4.1	0.0	0.0	5.4	5.4
Cycle Q Clear(g_c), s				11.0	18.5	7.0	8.7	4.1	0.0	0.0	5.4	5.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				356	374	297	416	2062	0	0	1031	1019
V/C Ratio(X)				0.58	0.90	0.39	0.18	0.34	0.00	0.00	0.42	0.42
Avail Cap(c_a), veh/h				402	422	336	416	2062	0	0	1031	1019
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.95	0.95	0.95	0.94	0.94	0.00	0.00	0.85	0.85
Uniform Delay (d), s/veh				32.9	35.8	31.3	3.5	2.5	0.0	0.0	2.6	2.6
Incr Delay (d2), s/veh				0.7	17.8	0.3	0.9	0.4	0.0	0.0	1.1	1.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	9.2	2.2	0.4	1.1	0.0	0.0	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				33.6	53.6	31.6	4.5	3.0	0.0	0.0	3.7	3.7
LnGrp LOS				C	D	C	A	A			A	A
Approach Vol, veh/h					656			786			853	
Approach Delay, s/veh					43.5			3.1			3.7	
Approach LOS					D			A			A	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		67.7		27.3		67.7						
Change Period (Y+Rc), s		6.0		6.0		6.0						
Max Green Setting (Gmax), s		27.0		24.0		27.0						
Max Q Clear Time (g_c+I1), s		10.7		20.5		7.4						
Green Ext Time (p_c), s		5.2		0.8		5.5						

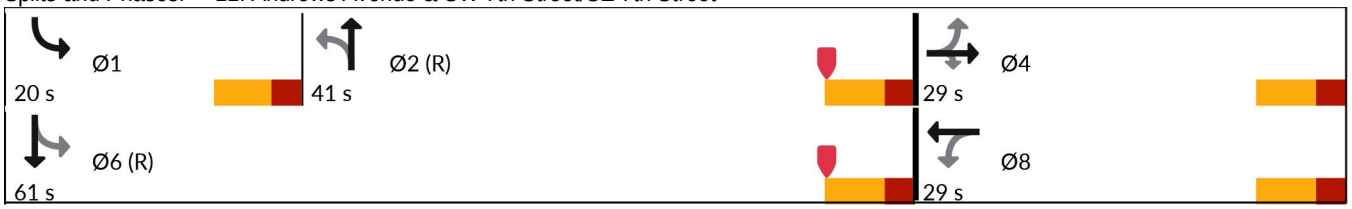
Intersection Summary												
HCM 7th Control Delay, s/veh			14.9									
HCM 7th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	20	46	63	209	227	111	590	19	877
Future Volume (vph)	20	46	63	209	227	111	590	19	877
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4			8		2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	4.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	10.0	25.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	41.0	41.0	20.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	32.2%	32.2%	45.6%	45.6%	22.2%	67.8%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 56 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	52	71	235	286	125	693	21	1028
v/c Ratio	0.15	0.15	0.17	0.87	0.76	0.46	0.37	0.05	0.51
Control Delay (s/veh)	29.4	27.6	3.1	63.9	45.5	20.9	11.8	7.1	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.4	27.6	3.1	63.9	45.5	20.9	11.8	7.1	10.2
Queue Length 50th (ft)	10	23	0	124	143	34	92	4	160
Queue Length 95th (ft)	30	52	14	#237	228	112	173	13	210
Internal Link Dist (ft)		244			248		1907		562
Turn Bay Length (ft)	95		50			135		275	
Base Capacity (vph)	159	381	436	305	422	271	1854	499	1983
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.14	0.16	0.77	0.68	0.46	0.37	0.04	0.52

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	46	63	209	227	28	111	590	27	19	877	38
Future Volume (veh/h)	20	46	63	209	227	28	111	590	27	19	877	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	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	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	22	52	71	235	255	31	125	663	30	21	985	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	170	419	354	336	366	45	331	1638	74	405	1880	82
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.71	0.71	0.02	0.82	0.82
Sat Flow, veh/h	975	1670	1410	1129	1460	177	488	3085	139	1590	3054	133
Grp Volume(v), veh/h	22	52	71	235	0	286	125	341	352	21	512	516
Grp Sat Flow(s),veh/h/ln	975	1670	1410	1129	0	1637	488	1586	1638	1590	1586	1600
Q Serve(g_s), s	1.9	2.2	3.6	18.3	0.0	14.3	11.1	7.9	8.0	0.5	9.2	9.2
Cycle Q Clear(g_c), s	16.2	2.2	3.6	20.5	0.0	14.3	12.6	7.9	8.0	0.5	9.2	9.2
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.09	1.00		0.08
Lane Grp Cap(c), veh/h	170	419	354	336	0	411	331	842	870	405	977	985
V/C Ratio(X)	0.13	0.12	0.20	0.70	0.00	0.70	0.38	0.40	0.41	0.05	0.52	0.52
Avail Cap(c_a), veh/h	175	427	360	341	0	418	331	842	870	623	977	985
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84	0.70	0.70	0.70
Uniform Delay (d), s/veh	37.9	26.1	26.6	34.0	0.0	30.6	8.4	7.4	7.4	8.9	4.0	4.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	5.1	0.0	4.1	2.8	1.2	1.2	0.0	1.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	1.2	5.4	0.0	6.0	1.1	2.5	2.5	0.2	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.1	26.1	26.7	39.1	0.0	34.7	11.2	8.6	8.6	8.9	5.4	5.4
LnGrp LOS	D	C	C	D		C	B	A	A	A	A	A
Approach Vol, veh/h		145			521			818			1049	
Approach Delay, s/veh		28.2			36.7			9.0			5.4	
Approach LOS		C			D			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.6	53.8		28.6		61.4		28.6				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	14.0	35.0		23.0		55.0		23.0				
Max Q Clear Time (g_c+I1), s	2.5	14.6		18.2		11.2		22.5				
Green Ext Time (p_c), s	0.0	6.0		0.1		8.6		0.1				

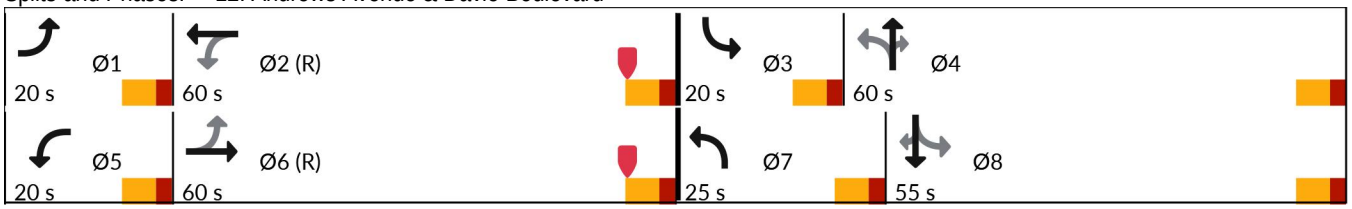
Intersection Summary	
HCM 7th Control Delay, s/veh	14.3
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	169	603	174	922	158	491	122	77	738	335
Future Volume (vph)	169	603	174	922	158	491	122	77	738	335
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	20.0	60.0	20.0	60.0	25.0	60.0	60.0	20.0	55.0	55.0
Total Split (%)	12.5%	37.5%	12.5%	37.5%	15.6%	37.5%	37.5%	12.5%	34.4%	34.4%
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	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 107 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	174	773	179	1033	163	506	126	79	761	345
v/c Ratio	0.68	0.54	0.56	0.75	0.71	0.47	0.23	0.28	0.83	0.59
Control Delay (s/veh)	39.1	37.8	27.9	40.2	50.7	45.9	10.6	31.7	64.4	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	37.8	27.9	40.2	50.7	45.9	10.6	31.7	64.4	17.8
Queue Length 50th (ft)	94	314	64	553	113	226	18	52	398	84
Queue Length 95th (ft)	#219	431	112	664	171	263	65	80	449	183
Internal Link Dist (ft)		223		909		2503			1907	
Turn Bay Length (ft)	140		160		250		90	125		275
Base Capacity (vph)	260	1426	344	1371	261	1196	589	342	1073	643
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	0.67	0.54	0.52	0.75	0.62	0.42	0.21	0.23	0.71	0.54

Intersection Summary

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

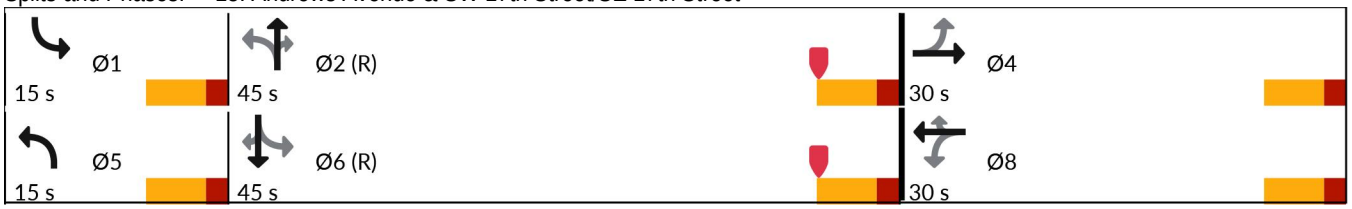
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	603	146	174	922	80	158	491	122	77	738	335
Future Volume (veh/h)	169	603	146	174	922	80	158	491	122	77	738	335
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	174	622	151	179	951	82	163	506	126	79	761	345
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	307	1271	308	391	1493	129	208	1002	438	253	877	388
Arrive On Green	0.09	0.60	0.60	0.09	0.61	0.61	0.08	0.28	0.28	0.04	0.25	0.25
Sat Flow, veh/h	1767	2801	679	1767	3278	283	1767	3526	1540	1767	3526	1561
Grp Volume(v), veh/h	174	391	382	179	511	522	163	506	126	79	761	345
Grp Sat Flow(s),veh/h/ln	1767	1763	1717	1767	1763	1798	1767	1763	1540	1767	1763	1561
Q Serve(g_s), s	8.5	20.0	20.0	8.8	29.8	29.8	10.7	19.2	10.2	5.3	33.1	34.1
Cycle Q Clear(g_c), s	8.5	20.0	20.0	8.8	29.8	29.8	10.7	19.2	10.2	5.3	33.1	34.1
Prop In Lane	1.00		0.40	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	800	779	391	803	819	208	1002	438	253	877	388
V/C Ratio(X)	0.57	0.49	0.49	0.46	0.64	0.64	0.79	0.50	0.29	0.31	0.87	0.89
Avail Cap(c_a), veh/h	345	800	779	427	803	819	276	1190	520	329	1080	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	0.66	0.66	0.66	0.97	0.97	0.97	0.81	0.81	0.81
Uniform Delay (d), s/veh	23.9	21.3	21.3	21.6	23.1	23.1	43.4	47.8	44.6	42.5	57.6	58.0
Incr Delay (d2), s/veh	0.7	2.1	2.2	0.2	2.6	2.5	7.1	0.1	0.1	0.2	4.6	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	3.5	8.1	7.9	3.6	12.0	12.2	5.2	8.6	4.0	2.4	15.4	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.6	23.4	23.5	21.8	25.6	25.6	50.5	48.0	44.8	42.7	62.2	69.8
LnGrp LOS	C	C	C	C	C	C	D	D	D	D	E	E
Approach Vol, veh/h		947			1212			795			1185	
Approach Delay, s/veh		23.7			25.0			48.0			63.1	
Approach LOS		C			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	78.9	13.1	51.5	16.8	78.6	18.8	45.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	54.0	14.0	54.0	14.0	54.0	19.0	49.0				
Max Q Clear Time (g_c+I1), s	10.5	31.8	7.3	21.2	10.8	22.0	12.7	36.1				
Green Ext Time (p_c), s	0.1	7.3	0.0	2.6	0.0	5.6	0.1	3.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			40.0									
HCM 7th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	16	275	180	591	152	69	472	125	100	892	160
Future Volume (vph)	16	275	180	591	152	69	472	125	100	892	160
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	16	320	186	609	157	71	487	129	103	920	165
v/c Ratio	0.14	0.37	0.79	0.71	0.32	0.21	0.26	0.14	0.18	0.49	0.18
Control Delay (s/veh)	28.0	27.4	56.2	35.6	6.2	9.2	14.0	3.3	8.3	16.1	2.9
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 (s/veh)	28.0	27.4	56.2	35.6	6.2	9.2	14.0	3.3	8.3	16.1	2.9
Queue Length 50th (ft)	7	73	97	162	0	15	83	0	22	180	0
Queue Length 95th (ft)	24	110	#197	217	45	32	124	30	43	250	33
Internal Link Dist (ft)		226		905			784			2503	
Turn Bay Length (ft)	60		70			145		105	205		145
Base Capacity (vph)	126	974	267	981	533	411	1849	876	609	1867	901
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.33	0.70	0.62	0.29	0.17	0.26	0.15	0.17	0.49	0.18

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	275	35	180	591	152	69	472	125	100	892	160
Future Volume (veh/h)	16	275	35	180	591	152	69	472	125	100	892	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.98	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	16	284	36	186	609	157	71	487	129	103	920	165
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	163	852	107	286	957	407	341	1757	772	516	1792	788
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.05	0.66	0.66	0.06	0.68	0.68
Sat Flow, veh/h	693	3140	393	1042	3526	1500	1767	3526	1550	1767	3526	1550
Grp Volume(v), veh/h	16	158	162	186	609	157	71	487	129	103	920	165
Grp Sat Flow(s),veh/h/ln	693	1763	1771	1042	1763	1500	1767	1763	1550	1767	1763	1550
Q Serve(g_s), s	1.9	6.5	6.6	15.7	13.7	7.7	1.8	5.1	2.8	2.5	11.6	3.6
Cycle Q Clear(g_c), s	15.6	6.5	6.6	22.3	13.7	7.7	1.8	5.1	2.8	2.5	11.6	3.6
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	478	481	286	957	407	341	1757	772	516	1792	788
V/C Ratio(X)	0.10	0.33	0.34	0.65	0.64	0.39	0.21	0.28	0.17	0.20	0.51	0.21
Avail Cap(c_a), veh/h	163	480	482	287	960	408	462	1757	772	620	1792	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00	0.53	0.53	0.53
Uniform Delay (d), s/veh	35.7	26.2	26.3	35.2	28.9	26.7	10.7	8.5	8.1	9.9	9.0	7.7
Incr Delay (d2), s/veh	0.1	0.1	0.2	3.4	0.9	0.2	0.1	0.4	0.5	0.0	0.6	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.7	2.8	4.2	5.8	2.7	0.6	1.8	1.0	0.9	3.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.8	26.4	26.5	38.7	29.8	26.9	10.8	8.9	8.6	9.9	9.6	8.1
LnGrp LOS	D	C	C	D	C	C	B	A	A	A	A	A
Approach Vol, veh/h		336			952			687			1188	
Approach Delay, s/veh		26.9			31.1			9.0			9.4	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	50.4		29.9	8.8	51.3		29.9				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	39.5		24.5	9.5	39.5		24.5				
Max Q Clear Time (g_c+I1), s	4.5	7.1		17.6	3.8	13.6		24.3				
Green Ext Time (p_c), s	0.0	4.1		0.7	0.0	8.0		0.1				

Intersection Summary

HCM 7th Control Delay, s/veh	17.7
HCM 7th LOS	B

Notes

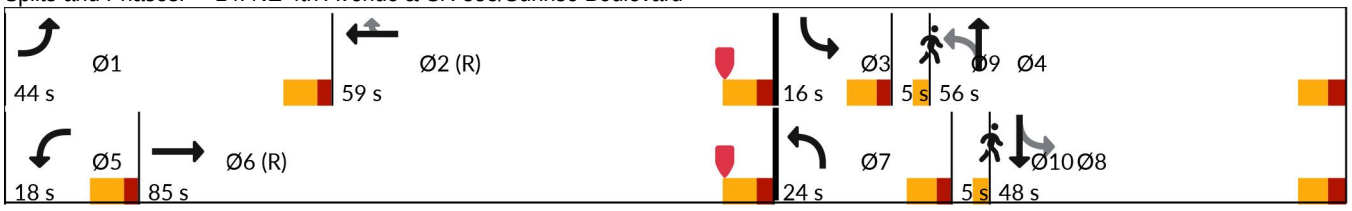
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	223	1104	43	893	111	209	526	104	383		
Future Volume (vph)	223	1104	43	893	111	209	526	104	383		
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6	5	2		7	4	3	8	9	10
Permitted Phases					2	4		8			
Detector Phase	1	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	37.5	11.5	35.5	35.5	10.0	48.5	10.0	41.5	5.0	5.0
Total Split (s)	44.0	85.0	18.0	59.0	59.0	24.0	56.0	16.0	48.0	5.0	5.0
Total Split (%)	24.4%	47.2%	10.0%	32.8%	32.8%	13.3%	31.1%	8.9%	26.7%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 10 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard

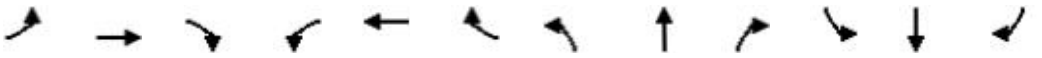


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	228	1276	44	911	113	213	561	106	567
v/c Ratio	0.85	0.49	0.53	0.44	0.15	0.83	0.64	0.46	0.86
Control Delay (s/veh)	128.2	15.8	124.9	30.9	8.4	90.1	56.4	46.6	80.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	128.2	15.8	124.9	30.9	8.4	90.1	56.4	46.6	80.5
Queue Length 50th (ft)	284	155	46	309	36	228	262	87	327
Queue Length 95th (ft)	m381	139	m80	410	83	#319	269	125	381
Internal Link Dist (ft)		1177		617			489		380
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	368	2597	113	2036	716	258	983	235	795
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.49	0.39	0.45	0.16	0.83	0.57	0.45	0.71

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)	223	1104	146	43	893	111	209	526	24	104	383	172
Future Volume (vph)	223	1104	146	43	893	111	209	526	24	104	383	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00		0.99	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4986		1770	5085	1548	1769	3499		1768	3328	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.11	1.00		0.34	1.00	
Satd. Flow (perm)	1770	4986		1770	5085	1548	215	3499		645	3328	
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)	228	1127	149	44	911	113	213	537	24	106	391	176
RTOR Reduction (vph)	0	9	0	0	0	69	0	1	0	0	30	0
Lane Group Flow (vph)	228	1267	0	44	911	44	213	560	0	106	537	0
Confl. Peds. (#/hr)	4		2	2		4	12		6	6		12
Confl. Bikes (#/hr)			3			5			1			1
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2	4			8		
Actuated Green, G (s)	27.1	89.9		7.4	70.2	70.2	63.2	46.2		44.7	33.7	
Effective Green, g (s)	27.1	89.9		7.4	70.2	70.2	63.2	46.2		44.7	33.7	
Actuated g/C Ratio	0.15	0.50		0.04	0.39	0.39	0.35	0.26		0.25	0.19	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	266	2490		72	1983	603	255	898		228	623	
v/s Ratio Prot	c0.13	c0.25		0.02	0.18		c0.10	0.16		0.03	0.16	
v/s Ratio Perm						0.03	c0.20			0.09		
v/c Ratio	0.85	0.50		0.61	0.45	0.07	0.83	0.62		0.46	0.86	
Uniform Delay, d1	74.5	30.2		84.8	40.7	34.4	46.7	59.1		54.2	70.8	
Progression Factor	1.42	0.50		1.23	0.71	7.45	1.37	0.88		1.00	1.00	
Incremental Delay, d2	18.2	0.5		9.7	0.7	0.2	19.3	0.9		0.5	11.3	
Delay (s)	124.2	15.8		114.7	29.9	257.3	83.8	53.3		54.8	82.2	
Level of Service	F	B		F	C	F	F	D		D	F	
Approach Delay (s/veh)		32.3			57.4			61.7			77.9	
Approach LOS		C			E			E			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	52.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø2	Ø4	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	23	766	558				
Future Volume (vph)	23	766	558				
Turn Type	Free	NA	NA				
Protected Phases			6	2	4	8	9
Permitted Phases	Free	Free					
Detector Phase			6				
Switch Phase							
Minimum Initial (s)			10.0	10.0	6.0	6.0	10.0
Minimum Split (s)			45.0	45.0	38.0	38.0	31.0
Total Split (s)			65.0	65.0	25.0	25.0	65.0
Total Split (%)			72.2%	72%	28%	28%	72%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			14.0	14.0	2.0	2.0	0.0
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			18.0				
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Min	C-Min	None	None	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 7 (8%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive

Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	24	815	600
v/c Ratio	0.01	0.23	0.24
Control Delay (s/veh)	0.0	0.1	9.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	0.1	9.4
Queue Length 50th (ft)	0	0	78
Queue Length 95th (ft)	m0	0	212
Internal Link Dist (ft)		145	209
Turn Bay Length (ft)			
Base Capacity (vph)	1611	3539	2429
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.01	0.23	0.25

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	23	0	766	558	6
Future Volume (vph)	0	23	0	766	558	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	18.0	
Lane Util. Factor		1.00		0.95	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.86		1.00	0.99	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1611		3539	3534	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1611		3539	3534	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	24	0	815	594	6
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	24	0	815	599	0
Confl. Peds. (#/hr)			6			
Confl. Bikes (#/hr)				2		
Turn Type		Free		NA	NA	
Protected Phases					6	
Permitted Phases		Free		Free		
Actuated Green, G (s)		90.0		90.0	57.1	
Effective Green, g (s)		90.0		90.0	57.1	
Actuated g/C Ratio		1.00		1.00	0.63	
Clearance Time (s)					18.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)		1611		3539	2242	
v/s Ratio Prot					0.17	
v/s Ratio Perm		0.01		c0.23		
v/c Ratio		0.01		0.23	0.26	
Uniform Delay, d1		0.0		0.0	7.2	
Progression Factor		1.00		1.00	1.28	
Incremental Delay, d2		0.0		0.1	0.2	
Delay (s)		0.0		0.1	9.5	
Level of Service		A		A	A	
Approach Delay (s/veh)	0.0			0.1	9.5	
Approach LOS	A			A	A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	4.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	Ø6
Lane Configurations								
Traffic Volume (vph)	26	64	68	52	720	157	563	
Future Volume (vph)	26	64	68	52	720	157	563	
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA	
Protected Phases		4		8	2		9	6
Permitted Phases	4		8			2		
Detector Phase	4	4	8	8	2	2	9	
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	38.0	45.0	45.0	31.0	45.0
Total Split (s)	25.0	25.0	25.0	25.0	65.0	65.0	65.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	72.2%	72.2%	72.2%	72%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	14.0	14.0	0.0	14.0
Lost Time Adjust (s)	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	18.0	18.0	4.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 7 (8%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	28	83	74	80	783	171	633
v/c Ratio	0.19	0.39	0.50	0.36	0.32	0.15	0.22
Control Delay (s/veh)	41.1	40.4	43.6	26.7	8.3	1.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	41.1	40.4	43.6	26.7	8.3	1.7	0.4
Queue Length 50th (ft)	18	51	54	46	102	0	1
Queue Length 95th (ft)	m34	m79	82	73	159	26	2
Internal Link Dist (ft)		1118		202	1514		145
Turn Bay Length (ft)	50		165			185	
Base Capacity (vph)	276	390	275	390	2434	1112	2858
Starvation Cap Reductn	0	0	0	0	0	0	1167
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.21	0.27	0.21	0.32	0.15	0.37

Intersection Summary

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)	26	64	12	68	52	21	0	720	157	0	563	19
Future Volume (vph)	26	64	12	68	52	21	0	720	157	0	563	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			18.0	18.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95	1.00		0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			1.00	0.97		0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00			1.00	1.00		1.00	
Frt	1.00	0.97		1.00	0.95			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1766	1814		1763	1774			3539	1540		3518	
Flt Permitted	0.70	1.00		0.70	1.00			1.00	1.00		1.00	
Satd. Flow (perm)	1310	1814		1305	1774			3539	1540		3518	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	70	13	74	57	23	0	783	171	0	612	21
RTOR Reduction (vph)	0	8	0	0	18	0	0	0	63	0	2	0
Lane Group Flow (vph)	28	75	0	74	62	0	0	783	108	0	631	0
Confl. Peds. (#/hr)	3		5	5		3	6		4	4		6
Confl. Bikes (#/hr)						1			1			1
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	
Protected Phases		4			8			2			9	
Permitted Phases	4			8					2			
Actuated Green, G (s)	8.9	8.9		8.9	8.9			57.1	57.1		71.1	
Effective Green, g (s)	8.9	8.9		8.9	8.9			57.1	57.1		71.1	
Actuated g/C Ratio	0.10	0.10		0.10	0.10			0.63	0.63		0.79	
Clearance Time (s)	6.0	6.0		6.0	6.0			18.0	18.0		4.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			3.0	3.0		3.0	
Lane Grp Cap (vph)	129	179		129	175			2245	977		2779	
v/s Ratio Prot		0.04			0.03			c0.22			0.18	
v/s Ratio Perm	0.02			c0.06					0.07			
v/c Ratio	0.21	0.41		0.57	0.35			0.34	0.11		0.22	
Uniform Delay, d1	37.3	38.1		38.7	37.8			7.7	6.4		2.4	
Progression Factor	1.10	1.09		0.86	0.82			1.00	1.00		0.04	
Incremental Delay, d2	0.6	1.1		4.8	0.8			0.4	0.2		0.0	
Delay (s)	41.7	42.7		38.5	32.1			8.1	6.6		0.1	
Level of Service	D	D		D	C			A	A		A	
Approach Delay (s/veh)		42.5			35.2			7.8			0.1	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

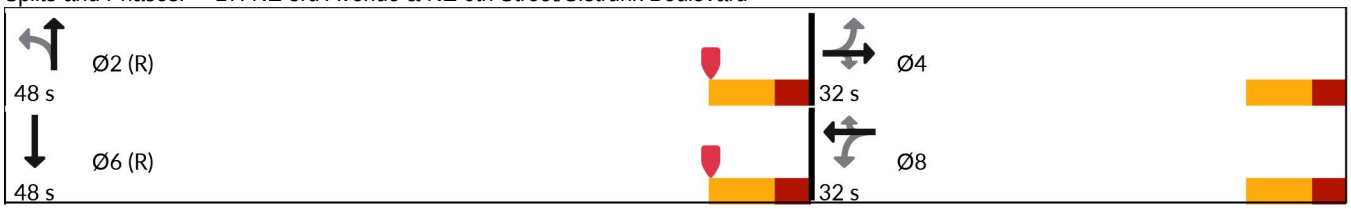
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	44	253	49	40	324	32	138	746	39	491
Future Volume (vph)	44	253	49	40	324	32	138	746	39	491
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	NA	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2			
Detector Phase	4	4	4	8	8	8	2	2		6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0		10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0		28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0		48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%		60.0%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Min	C-Min		C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 18 (23%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	261	51	41	334	33	142	841	40	573
v/c Ratio	0.28	0.60	0.12	0.19	0.76	0.08	0.34	0.45	no cap	0.31
Control Delay (s/veh)	24.6	33.0	5.0	22.8	38.7	5.6	5.6	4.2		9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)	24.6	33.0	5.0	22.8	38.7	5.6	5.6	4.2	Error	9.4
Queue Length 50th (ft)	23	139	3	16	155	0	17	51	~42	64
Queue Length 95th (ft)	21	84	7	37	218	15	19	41	#105	117
Internal Link Dist (ft)		911			651			1288		1514
Turn Bay Length (ft)	170		140	140		115	175		90	
Base Capacity (vph)	197	546	482	260	546	485	420	1846	1	1837
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.48	0.11	0.16	0.61	0.07	0.34	0.46	40.00	0.31

Intersection Summary

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

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

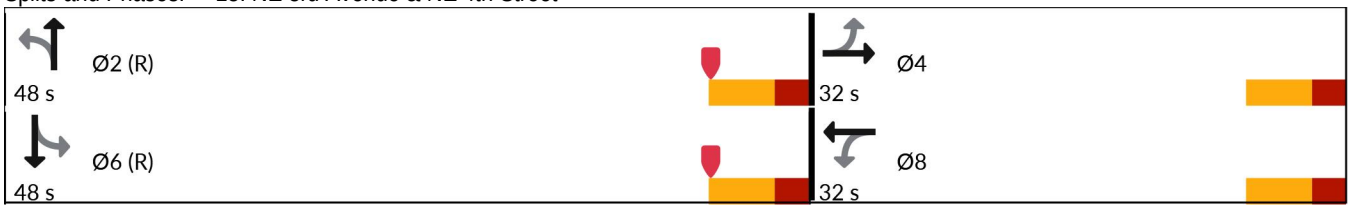
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	253	49	40	324	32	138	746	70	39	491	65
Future Volume (veh/h)	44	253	49	40	324	32	138	746	70	39	491	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	45	261	51	41	334	33	142	769	72	40	506	67
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	189	482	392	238	482	392	464	1641	154	357	1579	208
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	896	1670	1358	940	1670	1358	747	2923	274	583	2814	371
Grp Volume(v), veh/h	45	261	51	41	334	33	142	417	424	40	284	289
Grp Sat Flow(s),veh/h/ln	896	1670	1358	940	1670	1358	747	1586	1610	583	1586	1598
Q Serve(g_s), s	3.8	10.5	2.2	3.1	14.2	1.4	6.8	8.2	8.2	2.4	4.8	4.8
Cycle Q Clear(g_c), s	18.0	10.5	2.2	13.6	14.2	1.4	11.6	8.2	8.2	10.6	4.8	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.23
Lane Grp Cap(c), veh/h	189	482	392	238	482	392	464	890	904	357	890	897
V/C Ratio(X)	0.24	0.54	0.13	0.17	0.69	0.08	0.31	0.47	0.47	0.11	0.32	0.32
Avail Cap(c_a), veh/h	222	543	441	272	543	441	464	890	904	357	890	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	0.82	0.82	0.82	0.98	0.98	0.98
Uniform Delay (d), s/veh	33.3	24.0	21.0	29.7	25.3	20.7	7.0	5.5	5.5	7.6	5.1	5.1
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.1	2.4	0.0	1.4	1.5	1.4	0.6	0.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.0	0.7	0.7	5.7	0.4	0.9	2.3	2.3	0.3	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.5	24.3	21.1	29.9	27.7	20.8	8.4	6.9	6.9	8.2	6.0	6.0
LnGrp LOS	C	C	C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h		357			408			983			613	
Approach Delay, s/veh		25.0			27.4			7.1			6.1	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.9		29.1		50.9		29.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		13.6		20.0		12.6		16.2				
Green Ext Time (p_c), s		7.4		0.7		4.3		1.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			13.1									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	164	60	233	89	883	31	500
Future Volume (vph)	30	164	60	233	89	883	31	500
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 66 (83%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	219	63	301	94	1031	33	577
v/c Ratio	0.18	0.57	0.27	0.80	0.22	0.56	0.14	0.31
Control Delay (s/veh)	16.7	19.8	24.8	41.9	6.4	7.2	14.4	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	16.7	19.8	24.8	41.9	6.4	7.3	14.4	13.3
Queue Length 50th (ft)	10	68	25	134	14	87	11	108
Queue Length 95th (ft)	m14	m109	53	206	25	98	35	161
Internal Link Dist (ft)		908		191		262		1288
Turn Bay Length (ft)	120		90		110		90	
Base Capacity (vph)	216	479	295	477	416	1840	228	1851
Starvation Cap Reductn	0	0	0	0	0	130	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.46	0.21	0.63	0.23	0.60	0.14	0.31

Intersection Summary

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

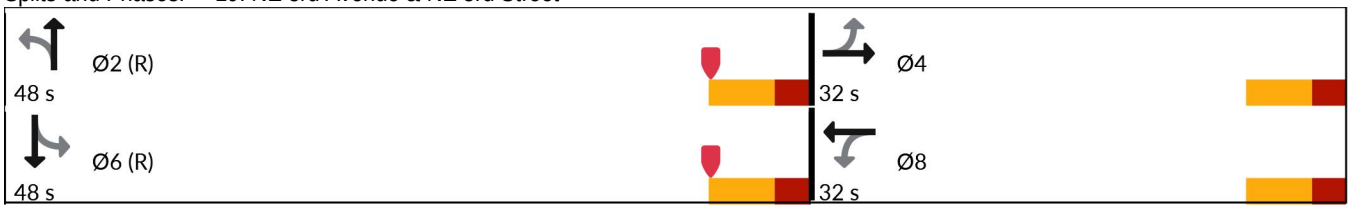
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	164	44	60	233	53	89	883	97	31	500	48
Future Volume (veh/h)	30	164	44	60	233	53	89	883	97	31	500	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.99		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.99	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	32	173	46	63	245	56	94	929	102	33	526	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	178	321	85	247	331	76	466	1619	178	298	1649	159
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	952	1133	301	1023	1169	267	740	2856	314	488	2908	281
Grp Volume(v), veh/h	32	0	219	63	0	301	94	516	515	33	286	291
Grp Sat Flow(s),veh/h/ln	952	0	1435	1023	0	1436	740	1586	1583	488	1586	1603
Q Serve(g_s), s	2.5	0.0	10.3	4.4	0.0	15.2	4.0	11.3	11.3	2.6	4.7	4.7
Cycle Q Clear(g_c), s	17.7	0.0	10.3	14.8	0.0	15.2	8.7	11.3	11.3	13.9	4.7	4.7
Prop In Lane	1.00		0.21	1.00		0.19	1.00		0.20	1.00		0.18
Lane Grp Cap(c), veh/h	178	0	406	247	0	406	466	900	897	298	900	909
V/C Ratio(X)	0.18	0.00	0.54	0.25	0.00	0.74	0.20	0.57	0.57	0.11	0.32	0.32
Avail Cap(c_a), veh/h	218	0	466	290	0	467	466	900	897	298	900	909
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.62	0.00	0.62	1.00	0.00	1.00	0.89	0.89	0.89	0.97	0.97	0.97
Uniform Delay (d), s/veh	34.1	0.0	24.3	30.5	0.0	26.0	6.2	5.6	5.6	8.6	4.8	4.8
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.2	0.0	4.2	0.9	2.4	2.4	0.7	0.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.4	1.1	0.0	5.4	0.6	3.0	3.0	0.3	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.2	0.0	24.5	30.7	0.0	30.2	7.1	8.0	8.0	9.4	5.7	5.7
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		251			364			1125			610	
Approach Delay, s/veh		25.8			30.3			7.9			5.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.4		28.6		51.4		28.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		13.3		19.7		15.9		17.2				
Green Ext Time (p_c), s		8.9		0.5		4.2		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.8									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	20	18	40	51	10	888	28	565
Future Volume (vph)	20	18	40	51	10	888	28	565
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 70 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	56	42	219	10	967	29	602
v/c Ratio	0.24	0.20	0.72	0.02	0.45	0.09	0.28
Control Delay (s/veh)	21.7	27.0	31.1	6.4	7.3	3.8	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.1
Total Delay (s/veh)	21.7	27.0	31.1	6.4	7.7	3.8	5.2
Queue Length 50th (ft)	18	18	62	3	145	1	13
Queue Length 95th (ft)	41	38	113	m8	204	m7	40
Internal Link Dist (ft)	415		157		266		262
Turn Bay Length (ft)		160		105		100	
Base Capacity (vph)	405	384	484	462	2108	301	2107
Starvation Cap Reductn	0	0	0	0	595	0	603
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.11	0.45	0.02	0.64	0.10	0.40

Intersection Summary

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

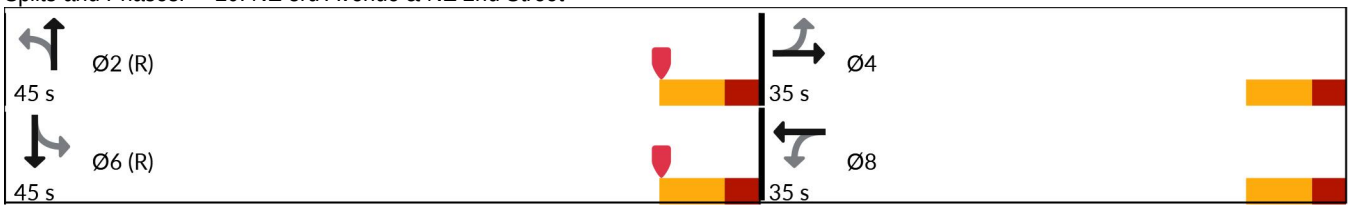
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	18	15	40	51	159	10	888	40	28	565	12
Future Volume (veh/h)	20	18	15	40	51	159	10	888	40	28	565	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	21	19	16	42	53	166	10	925	42	29	589	12
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	92	74	42	283	70	218	516	1942	88	373	1988	40
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	139	336	190	1214	316	990	723	3083	140	516	3157	64
Grp Volume(v), veh/h	56	0	0	42	0	219	10	476	491	29	296	305
Grp Sat Flow(s),veh/h/ln	664	0	0	1214	0	1305	723	1586	1636	516	1586	1635
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	12.6	0.2	6.5	6.5	1.3	3.2	3.2
Cycle Q Clear(g_c), s	13.0	0.0	0.0	3.7	0.0	12.6	3.5	6.5	6.5	7.8	3.2	3.2
Prop In Lane	0.37		0.29	1.00		0.76	1.00		0.09	1.00		0.04
Lane Grp Cap(c), veh/h	208	0	0	283	0	287	516	999	1031	373	999	1030
V/C Ratio(X)	0.27	0.00	0.00	0.15	0.00	0.76	0.02	0.48	0.48	0.08	0.30	0.30
Avail Cap(c_a), veh/h	344	0	0	411	0	424	516	999	1031	373	999	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.94	0.94	0.94	0.96	0.96	0.96
Uniform Delay (d), s/veh	25.8	0.0	0.0	25.8	0.0	29.2	3.0	2.9	2.9	4.0	2.7	2.7
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	2.2	0.1	1.5	1.5	0.4	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.6	0.0	4.0	0.0	1.7	1.8	0.1	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.0	0.0	0.0	25.8	0.0	31.4	3.1	4.5	4.4	4.4	3.4	3.4
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		56			261			977			630	
Approach Delay, s/veh		26.0			30.5			4.4			3.4	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.4		23.6		56.4		23.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		8.5		15.0		9.8		14.6				
Green Ext Time (p_c), s		2.3		0.1		1.5		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.3									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	45	17	14	20	32	832	17	605
Future Volume (vph)	45	17	14	20	32	832	17	605
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	33.0	25.0	25.0	25.0	25.0
Total Split (s)	35.0	35.0	35.0	35.0	45.0	45.0	45.0	45.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	56.3%	56.3%	56.3%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 64 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	48	63	15	80	34	913	18	663
v/c Ratio	0.40	0.33	0.12	0.39	0.06	0.36	0.04	0.26
Control Delay (s/veh)	40.8	15.8	33.4	19.6	3.9	4.2	3.6	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	40.8	15.8	33.4	19.6	3.9	4.2	3.6	2.8
Queue Length 50th (ft)	24	5	7	10	7	104	1	15
Queue Length 95th (ft)	49	35	24	48	m10	159	7	58
Internal Link Dist (ft)		909		241		256		266
Turn Bay Length (ft)	50		105		170		100	
Base Capacity (vph)	423	559	428	567	512	2489	400	2489
Starvation Cap Reductn	0	0	0	0	0	0	0	885
Spillback Cap Reductn	0	0	0	0	0	20	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.11	0.04	0.14	0.07	0.37	0.05	0.41

Intersection Summary

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

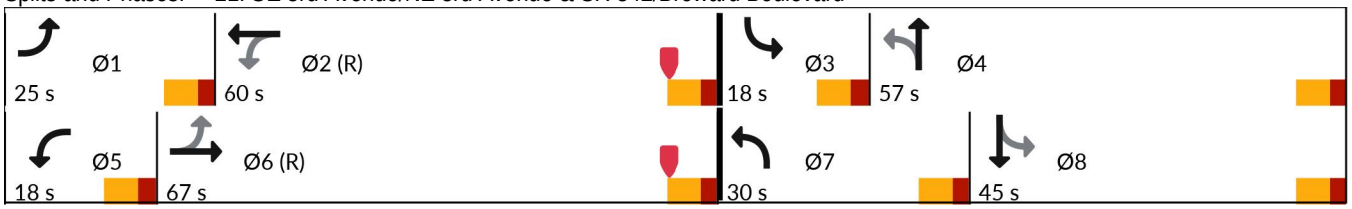
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	17	42	14	20	54	32	832	17	17	605	11
Future Volume (veh/h)	45	17	42	14	20	54	32	832	17	17	605	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.99	0.99		0.95	0.99		0.95
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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	48	18	45	15	22	58	34	895	18	18	651	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	205	61	153	219	59	157	557	2231	45	455	2235	41
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.93	0.93	0.93	0.93	0.93	0.93
Sat Flow, veh/h	1165	414	1035	1182	402	1059	683	3177	64	543	3184	59
Grp Volume(v), veh/h	48	0	63	15	0	80	34	447	466	18	324	339
Grp Sat Flow(s),veh/h/ln	1165	0	1449	1182	0	1461	683	1586	1655	543	1586	1656
Q Serve(g_s), s	3.1	0.0	3.1	0.9	0.0	3.9	0.4	2.4	2.4	0.3	1.5	1.5
Cycle Q Clear(g_c), s	7.0	0.0	3.1	4.0	0.0	3.9	1.9	2.4	2.4	2.7	1.5	1.5
Prop In Lane	1.00		0.71	1.00		0.73	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	205	0	214	219	0	216	557	1114	1162	455	1114	1163
V/C Ratio(X)	0.23	0.00	0.29	0.07	0.00	0.37	0.06	0.40	0.40	0.04	0.29	0.29
Avail Cap(c_a), veh/h	455	0	525	473	0	530	557	1114	1162	455	1114	1163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.93	0.00	0.93	1.00	0.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	33.9	0.0	30.4	32.1	0.0	30.7	0.9	0.9	0.9	1.0	0.8	0.8
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	0.4	0.2	1.1	1.0	0.2	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	0.3	0.0	1.4	0.1	0.7	0.7	0.0	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.1	0.0	30.6	32.2	0.0	31.1	1.1	1.9	1.9	1.2	1.5	1.5
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		111			95			947			681	
Approach Delay, s/veh		32.1			31.3			1.9			1.5	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.2		17.8		62.2		17.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		29.0		39.0		29.0				
Max Q Clear Time (g_c+I1), s		4.4		9.0		4.7		6.0				
Green Ext Time (p_c), s		7.3		0.3		4.8		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			5.1									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	190	947	172	736	235	643	99	455
Future Volume (vph)	190	947	172	736	235	643	99	455
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	40.0	10.0	40.0	10.0	43.0	10.0	39.0
Total Split (s)	25.0	67.0	18.0	60.0	30.0	57.0	18.0	45.0
Total Split (%)	15.6%	41.9%	11.3%	37.5%	18.8%	35.6%	11.3%	28.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

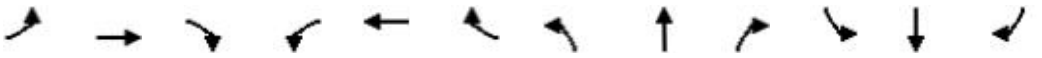
Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	198	1231	179	822	245	824	103	622
v/c Ratio	0.62	0.68	0.81	0.45	0.90	0.91	0.64	0.90
Control Delay (s/veh)	31.2	21.3	54.4	37.3	83.6	56.6	58.1	82.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.2	21.3	54.4	37.3	83.6	56.7	58.1	82.2
Queue Length 50th (ft)	51	119	101	235	172	400	80	278
Queue Length 95th (ft)	139	131	#262	300	#324	316	139	416
Internal Link Dist (ft)		909		213		543		269
Turn Bay Length (ft)	140		175		125		135	
Base Capacity (vph)	359	1808	220	1799	293	979	178	743
Starvation Cap Reductn	0	0	0	0	0	2	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.68	0.81	0.46	0.84	0.84	0.58	0.84

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	947	235	172	736	53	235	643	148	99	455	142
Future Volume (veh/h)	190	947	235	172	736	53	235	643	148	99	455	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	0.99		0.94
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	198	986	245	179	767	55	245	670	154	103	474	148
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	364	1534	380	260	1794	128	265	732	168	162	516	160
Arrive On Green	0.11	0.56	0.56	0.10	0.55	0.55	0.13	0.29	0.29	0.06	0.22	0.22
Sat Flow, veh/h	1590	3614	896	1590	4335	309	1590	2534	582	1590	2328	720
Grp Volume(v), veh/h	198	829	402	179	537	285	245	419	405	103	321	301
Grp Sat Flow(s),veh/h/ln	1590	1520	1471	1590	1520	1605	1590	1586	1529	1590	1586	1462
Q Serve(g_s), s	11.6	29.8	30.0	10.5	16.6	16.8	18.6	40.9	41.0	7.9	31.6	32.2
Cycle Q Clear(g_c), s	11.6	29.8	30.0	10.5	16.6	16.8	18.6	40.9	41.0	7.9	31.6	32.2
Prop In Lane	1.00		0.61	1.00		0.19	1.00		0.38	1.00		0.49
Lane Grp Cap(c), veh/h	364	1290	624	260	1258	664	265	459	442	162	352	324
V/C Ratio(X)	0.54	0.64	0.64	0.69	0.43	0.43	0.93	0.91	0.92	0.63	0.91	0.93
Avail Cap(c_a), veh/h	417	1290	624	260	1258	664	298	506	487	184	387	356
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	26.6	26.6	27.2	24.8	24.8	42.6	55.0	55.0	47.4	60.8	61.0
Incr Delay (d2), s/veh	0.4	1.9	4.0	6.2	1.1	2.0	26.9	16.9	17.7	3.6	23.4	27.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	10.4	10.5	4.3	5.8	6.4	9.3	18.5	18.0	3.3	15.1	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.9	28.5	30.6	33.5	25.9	26.9	69.5	71.9	72.7	51.0	84.1	88.5
LnGrp LOS	C	C	C	C	C	C	E	E	E	D	F	F
Approach Vol, veh/h		1429			1001			1069			725	
Approach Delay, s/veh		28.4			27.5			71.6			81.2	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	72.2	15.9	52.3	18.0	73.9	26.6	41.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	54.0	12.0	51.0	12.0	61.0	24.0	39.0
Max Q Clear Time (g_c+I1), s	13.6	18.8	9.9	43.0	12.5	32.0	20.6	34.2
Green Ext Time (p_c), s	0.1	1.1	0.0	2.4	0.0	1.9	0.1	1.2

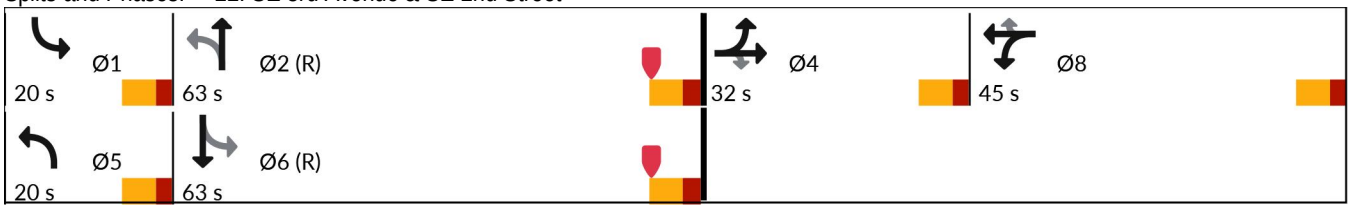
Intersection Summary	
HCM 7th Control Delay, s/veh	48.2
HCM 7th LOS	D

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	52	58	111	247	47	608	77	650
Future Volume (vph)	52	58	111	247	47	608	77	650
Turn Type	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8	2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	15.0	4.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	10.0	31.0	10.0	31.0
Total Split (s)	32.0	32.0	45.0	45.0	20.0	63.0	20.0	63.0
Total Split (%)	20.0%	20.0%	28.1%	28.1%	12.5%	39.4%	12.5%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	160	60	235	257	49	709	80	813
v/c Ratio	0.68	0.22	0.83	0.57	0.17	0.48	0.25	0.53
Control Delay (s/veh)	72.5	4.9	87.6	10.7	12.7	17.4	21.7	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Delay (s/veh)	72.5	4.9	87.6	10.7	12.7	17.6	21.7	32.0
Queue Length 50th (ft)	141	1	241	0	11	86	44	298
Queue Length 95th (ft)	250	m7	323	80	m14	326	m54	261
Internal Link Dist (ft)	583		245			436		543
Turn Bay Length (ft)					160		75	
Base Capacity (vph)	262	284	394	527	349	1477	367	1518
Starvation Cap Reductn	0	0	0	0	0	197	0	156
Spillback Cap Reductn	0	0	0	0	0	10	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.21	0.60	0.49	0.14	0.55	0.22	0.60

Intersection Summary

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 (veh/h)	102	52	58	114	111	247	47	608	73	77	650	131
Future Volume (veh/h)	102	52	58	114	111	247	47	608	73	77	650	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.86	1.00		0.90	1.00		0.90	1.00		0.94
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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	106	54	60	119	116	257	49	633	76	80	677	136
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	161	82	183	178	174	275	267	1253	150	313	1192	239
Arrive On Green	0.15	0.15	0.15	0.22	0.22	0.22	0.03	0.59	0.59	0.05	0.61	0.61
Sat Flow, veh/h	1071	546	1217	825	804	1272	1590	2817	337	1590	2604	522
Grp Volume(v), veh/h	160	0	60	235	0	257	49	356	353	80	412	401
Grp Sat Flow(s),veh/h/ln	1616	0	1217	1629	0	1272	1590	1586	1567	1590	1586	1539
Q Serve(g_s), s	14.9	0.0	7.1	21.2	0.0	31.8	2.7	20.9	21.0	4.4	24.8	24.9
Cycle Q Clear(g_c), s	14.9	0.0	7.1	21.2	0.0	31.8	2.7	20.9	21.0	4.4	24.8	24.9
Prop In Lane	0.66		1.00	0.51		1.00	1.00		0.22	1.00		0.34
Lane Grp Cap(c), veh/h	243	0	183	352	0	275	267	706	697	313	726	705
V/C Ratio(X)	0.66	0.00	0.33	0.67	0.00	0.94	0.18	0.50	0.51	0.26	0.57	0.57
Avail Cap(c_a), veh/h	263	0	198	397	0	310	365	706	697	391	726	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	0.35	0.35	0.35
Uniform Delay (d), s/veh	64.1	0.0	60.8	57.5	0.0	61.6	24.7	22.4	22.4	23.7	21.8	21.8
Incr Delay (d2), s/veh	3.9	0.0	0.4	2.5	0.0	31.4	0.1	2.0	2.0	0.1	1.1	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	2.2	9.0	0.0	12.7	1.0	7.6	7.6	1.7	8.8	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.1	0.0	61.2	60.0	0.0	93.0	24.7	24.4	24.5	23.7	23.0	23.0
LnGrp LOS	E		E	E		F	C	C	C	C	C	C
Approach Vol, veh/h		220			492			758			893	
Approach Delay, s/veh		66.2			77.3			24.5			23.1	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	77.2		30.0	10.2	79.2		40.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	57.0		26.0	14.0	57.0		39.0				
Max Q Clear Time (g_c+I1), s	6.4	23.0		16.9	4.7	26.9		33.8				
Green Ext Time (p_c), s	0.0	5.1		0.5	0.0	6.0		0.8				

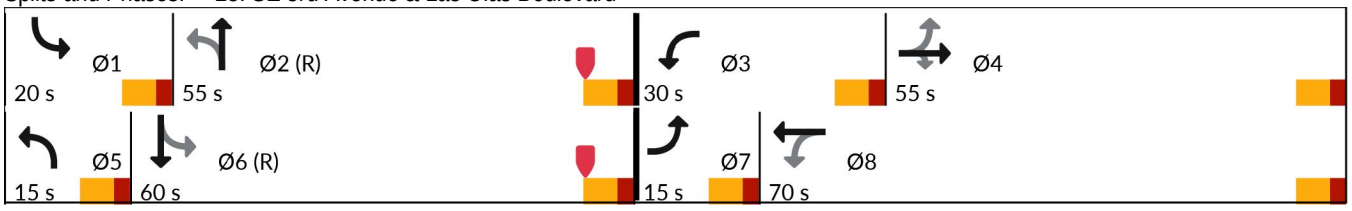
Intersection Summary	
HCM 7th Control Delay, s/veh	38.8
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	55	167	122	273	164	149	613	102	660
Future Volume (vph)	55	167	122	273	164	149	613	102	660
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	11.0	33.0	11.0	33.0
Total Split (s)	15.0	55.0	55.0	30.0	70.0	15.0	55.0	20.0	60.0
Total Split (%)	9.4%	34.4%	34.4%	18.8%	43.8%	9.4%	34.4%	12.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 49 (31%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	178	130	290	226	159	868	109	765
v/c Ratio	0.29	0.34	0.46	0.81	0.30	0.50	0.60	0.38	0.54
Control Delay (s/veh)	62.2	86.9	32.5	60.7	41.8	16.9	22.4	17.4	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	62.2	86.9	32.5	60.7	41.8	16.9	22.4	17.4	26.2
Queue Length 50th (ft)	56	94	39	235	85	41	278	36	251
Queue Length 95th (ft)	m100	140	98	#359	130	57	539	61	237
Internal Link Dist (ft)		914			308		1522		436
Turn Bay Length (ft)	110		110			100		200	
Base Capacity (vph)	212	965	399	367	1080	318	1431	324	1398
Starvation Cap Reductn	0	0	0	0	0	0	0	0	140
Spillback Cap Reductn	0	0	0	0	0	0	20	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.18	0.33	0.79	0.21	0.50	0.62	0.34	0.61

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 (veh/h)	55	167	122	273	164	49	149	613	203	102	660	59
Future Volume (veh/h)	55	167	122	273	164	49	149	613	203	102	660	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.75		0.65	0.84		0.79	0.99		0.89	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	59	178	130	290	174	52	159	652	216	109	702	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	235	516	150	374	596	163	353	1109	367	306	1389	124
Arrive On Green	0.04	0.16	0.16	0.15	0.27	0.27	0.07	0.65	0.65	0.06	0.64	0.64
Sat Flow, veh/h	1590	3173	921	1590	2188	598	1590	2262	749	1590	2885	259
Grp Volume(v), veh/h	59	178	130	290	122	104	159	457	411	109	386	379
Grp Sat Flow(s),veh/h/ln	1590	1586	921	1590	1586	1199	1590	1586	1424	1590	1586	1557
Q Serve(g_s), s	4.9	8.0	22.0	24.0	9.7	11.1	8.4	26.0	26.1	5.6	20.7	20.8
Cycle Q Clear(g_c), s	4.9	8.0	22.0	24.0	9.7	11.1	8.4	26.0	26.1	5.6	20.7	20.8
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.53	1.00		0.17
Lane Grp Cap(c), veh/h	235	516	150	374	432	327	353	778	698	306	763	750
V/C Ratio(X)	0.25	0.35	0.87	0.77	0.28	0.32	0.45	0.59	0.59	0.36	0.51	0.51
Avail Cap(c_a), veh/h	261	972	282	374	635	480	353	778	698	370	763	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	0.88	0.88	0.88	0.85	0.85	0.85
Uniform Delay (d), s/veh	52.8	59.4	65.3	45.1	45.9	46.4	20.4	18.7	18.7	21.1	18.7	18.7
Incr Delay (d2), s/veh	0.2	0.3	10.1	8.9	0.3	0.4	0.3	2.9	3.2	0.2	2.0	2.1
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	2.0	3.3	5.6	10.5	3.9	3.4	3.1	9.2	8.4	2.1	7.4	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.0	59.7	75.5	54.0	46.1	46.8	20.7	21.6	21.9	21.3	20.7	20.7
LnGrp LOS	D	E	E	D	D	D	C	C	C	C	C	C
Approach Vol, veh/h		367			516			1027			874	
Approach Delay, s/veh		64.2			50.7			21.6			20.8	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	84.4	30.0	32.0	15.0	83.0	12.4	49.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	49.0	24.0	49.0	9.0	54.0	9.0	64.0
Max Q Clear Time (g_c+I1), s	7.6	28.1	26.0	24.0	10.4	22.8	6.9	13.1
Green Ext Time (p_c), s	0.0	6.0	0.0	1.5	0.0	5.5	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	32.4
HCM 7th LOS	C

Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	155	242	44	802	66	169	860	125
Future Volume (vph)	155	242	44	802	66	169	860	125
Turn Type	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	8		5	2		1	6	
Permitted Phases		8	2		2	6		6
Detector Phase	8	8	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	36.0	36.0	10.0	37.0	37.0	10.0	37.0	37.0
Total Split (s)	38.0	38.0	20.0	102.0	102.0	20.0	102.0	102.0
Total Split (%)	23.8%	23.8%	12.5%	63.8%	63.8%	12.5%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 71 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 6th Street & SE 3rd Avenue

Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	234	263	48	872	72	184	935	136
v/c Ratio	0.51	0.62	0.12	0.42	0.08	0.40	0.41	0.13
Control Delay (s/veh)	66.0	12.9	9.5	20.9	10.7	13.5	22.0	10.1
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.1	12.9	9.5	21.1	10.7	13.5	22.0	10.1
Queue Length 50th (ft)	114	0	14	237	11	108	364	50
Queue Length 95th (ft)	160	88	m47	458	m70	m125	428	m71
Internal Link Dist (ft)	474			566			1522	
Turn Bay Length (ft)		360	190		70	105		150
Base Capacity (vph)	621	478	464	2052	908	459	2277	1023
Starvation Cap Reductn	0	0	0	414	0	0	0	0
Spillback Cap Reductn	15	0	0	0	0	0	88	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.55	0.10	0.53	0.08	0.40	0.43	0.13

Intersection Summary

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 (veh/h)	0	0	0	61	155	242	44	802	66	169	860	125
Future Volume (veh/h)	0	0	0	61	155	242	44	802	66	169	860	125
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.96	1.00		0.96	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h				66	168	263	48	872	72	184	935	136
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				3	3	3	3	3	3	3	3	3
Cap, veh/h				181	462	273	366	2010	864	430	2111	922
Arrive On Green				0.20	0.20	0.20	0.03	0.84	0.84	0.07	0.89	0.89
Sat Flow, veh/h				903	2308	1364	1590	3173	1363	1590	3173	1386
Grp Volume(v), veh/h				119	115	263	48	872	72	184	935	136
Grp Sat Flow(s),veh/h/ln				1625	1586	1364	1590	1586	1363	1590	1586	1386
Q Serve(g_s), s				10.1	10.0	30.6	1.7	10.9	1.4	6.6	8.9	2.1
Cycle Q Clear(g_c), s				10.1	10.0	30.6	1.7	10.9	1.4	6.6	8.9	2.1
Prop In Lane				0.56		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				325	317	273	366	2010	864	430	2111	922
V/C Ratio(X)				0.37	0.36	0.96	0.13	0.43	0.08	0.43	0.44	0.15
Avail Cap(c_a), veh/h				325	317	273	471	2010	864	483	2111	922
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.88	0.88	0.88	0.77	0.77	0.77
Uniform Delay (d), s/veh				55.2	55.2	63.4	9.8	5.5	4.7	9.0	3.6	3.2
Incr Delay (d2), s/veh				0.3	0.3	44.2	0.1	0.6	0.2	0.2	0.5	0.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	4.1	14.0	0.6	3.0	0.5	2.2	2.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				55.5	55.5	107.6	9.8	6.1	4.9	9.2	4.1	3.5
LnGrp LOS				E	E	F	A	A	A	A	A	A
Approach Vol, veh/h					497			992			1255	
Approach Delay, s/veh					83.1			6.2			4.8	
Approach LOS					F			A			A	
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	14.6	107.4			9.5	112.5		38.0				
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	96.0			14.0	96.0		32.0				
Max Q Clear Time (g_c+I1), s	8.6	12.9			3.7	10.9		32.6				
Green Ext Time (p_c), s	0.1	8.2			0.0	9.5		0.0				

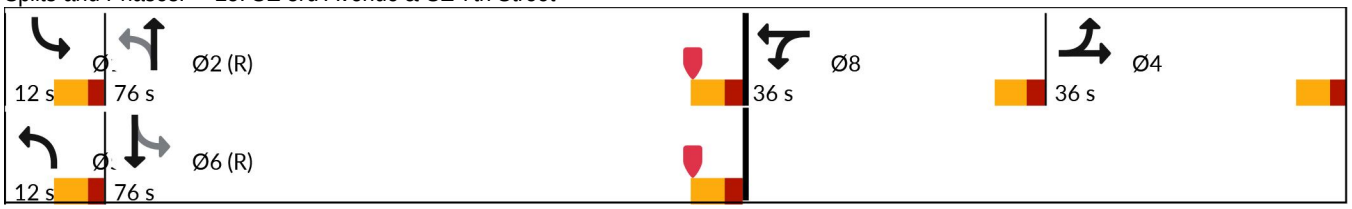
Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	72	90	29	742	64	881
Future Volume (vph)	72	90	29	742	64	881
Turn Type	NA	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases			2		6	
Detector Phase	4	8	5	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	4.0	10.0	4.0	10.0
Minimum Split (s)	33.0	33.0	10.0	25.0	10.0	25.0
Total Split (s)	36.0	36.0	12.0	76.0	12.0	76.0
Total Split (%)	22.5%	22.5%	7.5%	47.5%	7.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 74 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	141	190	30	794	66	946
v/c Ratio	0.74	0.80	0.11	0.46	0.20	0.52
Control Delay (s/veh)	89.2	85.2	11.7	15.5	18.6	38.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	89.2	85.2	11.7	15.5	18.6	38.7
Queue Length 50th (ft)	142	181	6	101	36	486
Queue Length 95th (ft)	213	260	m19	330	102	583
Internal Link Dist (ft)	568	243		1897		566
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	303	307	278	1715	334	1785
Starvation Cap Reductn	0	0	0	0	0	380
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.62	0.11	0.46	0.20	0.67

Intersection Summary

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 (veh/h)	51	72	14	28	90	66	29	742	28	64	881	37
Future Volume (veh/h)	51	72	14	28	90	66	29	742	28	64	881	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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	0.99	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	53	74	14	29	93	68	30	765	29	66	908	38
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	65	90	17	33	105	77	328	1786	68	389	1816	76
Arrive On Green	0.11	0.11	0.11	0.14	0.14	0.14	0.02	0.77	0.77	0.04	0.78	0.78
Sat Flow, veh/h	605	844	160	237	760	556	1590	3100	117	1590	3099	130
Grp Volume(v), veh/h	141	0	0	190	0	0	30	391	403	66	465	481
Grp Sat Flow(s),veh/h/ln	1609	0	0	1552	0	0	1590	1586	1631	1590	1586	1642
Q Serve(g_s), s	13.7	0.0	0.0	19.2	0.0	0.0	1.2	13.7	13.7	2.8	17.0	17.0
Cycle Q Clear(g_c), s	13.7	0.0	0.0	19.2	0.0	0.0	1.2	13.7	13.7	2.8	17.0	17.0
Prop In Lane	0.38		0.10	0.15		0.36	1.00		0.07	1.00		0.08
Lane Grp Cap(c), veh/h	172	0	0	215	0	0	328	914	940	389	930	962
V/C Ratio(X)	0.82	0.00	0.00	0.88	0.00	0.00	0.09	0.43	0.43	0.17	0.50	0.50
Avail Cap(c_a), veh/h	302	0	0	291	0	0	359	914	940	404	930	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.84	0.84	0.84	0.92	0.92	0.92
Uniform Delay (d), s/veh	69.9	0.0	0.0	67.6	0.0	0.0	14.1	9.5	9.5	13.6	9.2	9.2
Incr Delay (d2), s/veh	7.0	0.0	0.0	19.1	0.0	0.0	0.0	1.2	1.2	0.1	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	6.0	0.0	0.0	8.8	0.0	0.0	0.5	4.3	4.4	1.0	5.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.0	0.0	0.0	86.8	0.0	0.0	14.1	10.8	10.7	13.7	10.9	10.9
LnGrp LOS	E			F			B	B	B	B	B	B
Approach Vol, veh/h		141			190			824			1012	
Approach Delay, s/veh		77.0			86.8			10.9			11.1	
Approach LOS		E			F			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	98.2		23.1	8.9	99.7		28.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	70.0		30.0	6.0	70.0		30.0				
Max Q Clear Time (g_c+I1), s	4.8	15.7		15.7	3.2	19.0		21.2				
Green Ext Time (p_c), s	0.0	6.0		0.5	0.0	7.7		0.5				

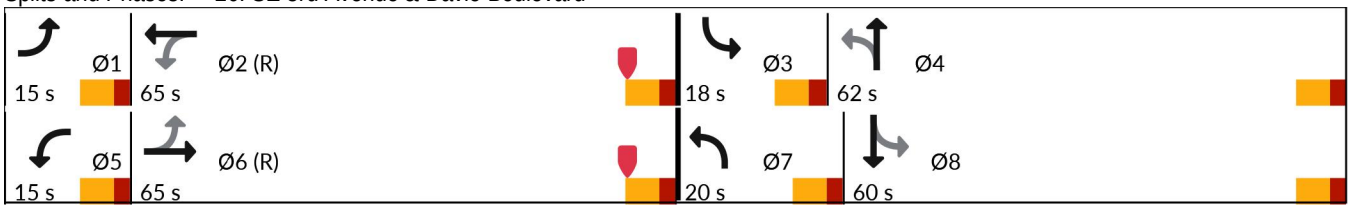
Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	308	446	37	661	104	268	148	404
Future Volume (vph)	308	446	37	661	104	268	148	404
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	15.0	65.0	15.0	65.0	20.0	62.0	18.0	60.0
Total Split (%)	9.4%	40.6%	9.4%	40.6%	12.5%	38.8%	11.3%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	318	517	38	762	107	292	153	784
v/c Ratio	0.65	0.29	0.11	0.70	0.60	0.36	0.42	0.87
Control Delay (s/veh)	56.1	49.4	21.8	51.7	50.9	50.2	45.6	74.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.1	49.4	21.8	51.7	50.9	50.2	45.6	74.7
Queue Length 50th (ft)	311	271	17	361	77	127	155	401
Queue Length 95th (ft)	#434	338	43	436	120	162	237	480
Internal Link Dist (ft)		909		222		2382		1897
Turn Bay Length (ft)	140		185		150		110	
Base Capacity (vph)	485	1753	364	1274	204	1213	367	1186
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.29	0.10	0.60	0.52	0.24	0.42	0.66

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	446	55	37	661	79	104	268	16	148	404	357
Future Volume (veh/h)	308	446	55	37	661	79	104	268	16	148	404	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
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	318	460	57	38	681	81	107	276	16	153	416	368
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	398	1609	198	477	1503	179	168	823	47	367	462	406
Arrive On Green	0.07	0.68	0.68	0.03	0.63	0.63	0.06	0.24	0.24	0.08	0.26	0.26
Sat Flow, veh/h	1767	3153	389	1767	3167	376	1767	3370	194	1767	1763	1551
Grp Volume(v), veh/h	318	256	261	38	379	383	107	144	148	153	416	368
Grp Sat Flow(s),veh/h/ln	1767	1763	1779	1767	1763	1781	1767	1763	1801	1767	1763	1551
Q Serve(g_s), s	9.0	9.3	9.4	1.8	17.8	17.8	7.2	10.7	10.9	10.3	36.5	36.7
Cycle Q Clear(g_c), s	9.0	9.3	9.4	1.8	17.8	17.8	7.2	10.7	10.9	10.3	36.5	36.7
Prop In Lane	1.00		0.22	1.00		0.21	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	398	900	908	477	837	845	168	430	440	367	462	406
V/C Ratio(X)	0.80	0.28	0.29	0.08	0.45	0.45	0.64	0.33	0.34	0.42	0.90	0.91
Avail Cap(c_a), veh/h	398	900	908	540	837	845	222	617	630	367	595	523
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)	0.87	0.87	0.87	1.00	1.00	1.00	0.99	0.99	0.99	0.83	0.83	0.83
Uniform Delay (d), s/veh	32.0	14.1	14.1	20.8	18.8	18.8	45.8	49.8	49.8	41.0	57.0	57.1
Incr Delay (d2), s/veh	8.9	0.7	0.7	0.0	1.8	1.8	1.5	0.2	0.2	0.2	10.6	12.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	3.7	3.7	0.8	7.1	7.2	3.3	4.8	5.0	4.6	17.6	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.9	14.8	14.8	20.8	20.5	20.5	47.3	49.9	50.0	41.3	67.6	69.6
LnGrp LOS	D	B	B	C	C	C	D	D	D	D	E	E
Approach Vol, veh/h		835			800			399			937	
Approach Delay, s/veh		24.7			20.6			49.2			64.1	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	81.9	18.0	45.1	9.3	87.7	15.2	47.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	59.0	12.0	56.0	9.0	59.0	14.0	54.0
Max Q Clear Time (g_c+I1), s	11.0	19.8	12.3	12.9	3.8	11.4	9.2	38.7
Green Ext Time (p_c), s	0.0	5.6	0.0	1.1	0.0	3.5	0.0	3.2

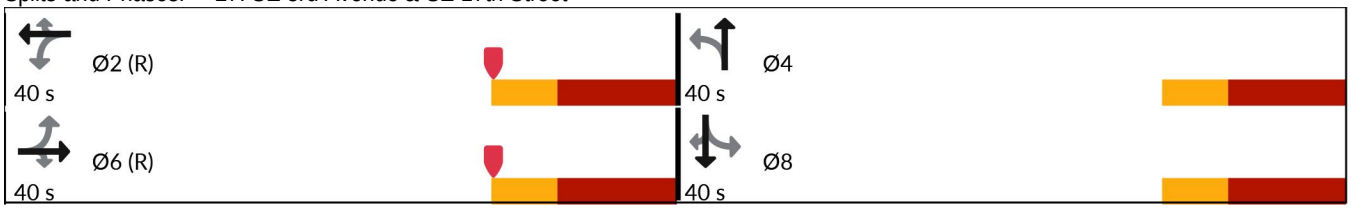
Intersection Summary	
HCM 7th Control Delay, s/veh	39.3
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	75	462	4	60	720	111	6	52	167	110	272
Future Volume (vph)	75	462	4	60	720	111	6	52	167	110	272
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
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)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	80	491	4	64	766	118	6	66	178	117	289
v/c Ratio	0.22	0.26	0.00	0.14	0.41	0.13	0.02	0.17	0.67	0.31	0.72
Control Delay (s/veh)	15.0	12.1	0.0	13.2	13.6	3.2	21.8	21.5	52.0	34.9	44.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	12.1	0.0	13.2	13.6	3.2	21.8	21.5	52.0	34.9	44.1
Queue Length 50th (ft)	20	67	0	15	115	0	2	23	153	95	199
Queue Length 95th (ft)	59	120	0	45	195	29	11	48	217	m141	285
Internal Link Dist (ft)		905			220			753		2382	
Turn Bay Length (ft)	125			50			60		150		
Base Capacity (vph)	348	1838	837	455	1838	851	454	657	475	668	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.27	0.00	0.14	0.42	0.14	0.01	0.10	0.37	0.18	0.46

Intersection Summary

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)	75	462	4	60	720	111	6	52	10	167	110	272
Future Volume (vph)	75	462	4	60	720	111	6	52	10	167	110	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
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	0.97	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1746	3505	1498	1745	3505	1517	1748	1794		1746	1845	1545
Flt Permitted	0.36	1.00	1.00	0.47	1.00	1.00	0.68	1.00		0.71	1.00	1.00
Satd. Flow (perm)	664	3505	1498	869	3505	1517	1254	1794		1313	1845	1545
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	80	491	4	64	766	118	6	55	11	178	117	289
RTOR Reduction (vph)	0	0	2	0	0	56	0	9	0	0	0	87
Lane Group Flow (vph)	80	491	2	64	766	62	6	57	0	178	117	202
Confl. Peds. (#/hr)	11		5	5		11	4		5	5		4
Confl. Bikes (#/hr)			2			5						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	2	0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	42.0	42.0	42.0	42.0	42.0	42.0	16.0	16.0		16.0	16.0	16.0
Effective Green, g (s)	42.0	42.0	42.0	42.0	42.0	42.0	16.0	16.0		16.0	16.0	16.0
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.53	0.20	0.20		0.20	0.20	0.20
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	348	1840	786	456	1840	796	250	358		262	369	309
v/s Ratio Prot		0.14			c0.22			0.03			0.06	
v/s Ratio Perm	0.12		0.00	0.07		0.04	0.00			c0.14		0.13
v/c Ratio	0.22	0.26	0.00	0.14	0.41	0.07	0.02	0.15		0.67	0.31	0.65
Uniform Delay, d1	10.2	10.4	9.0	9.7	11.5	9.4	25.7	26.4		29.6	27.3	29.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.41	1.27	1.96
Incremental Delay, d2	1.5	0.3	0.0	0.6	0.6	0.1	0.0	0.0		4.7	0.1	3.2
Delay (s)	11.8	10.8	9.0	10.3	12.2	9.6	25.7	26.5		46.7	35.0	61.2
Level of Service	B	B	A	B	B	A	C	C		D	D	E
Approach Delay (s/veh)		10.9			11.7			26.4			51.5	
Approach LOS		B			B			C			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

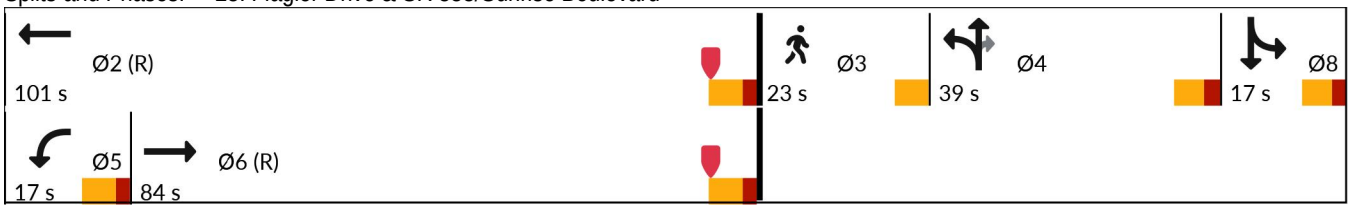
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	1132	11	927	128	65	95	
Future Volume (vph)	1132	11	927	128	65	95	
Turn Type	NA	Prot	NA	NA	Perm	NA	
Protected Phases	6	5	2	4		8	3
Permitted Phases					4		
Detector Phase	6	5	2	4	4	8	
Switch Phase							
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0	6.0	7.0
Minimum Split (s)	30.5	11.5	37.5	48.0	48.0	24.0	23.0
Total Split (s)	84.0	17.0	101.0	39.0	39.0	17.0	23.0
Total Split (%)	46.7%	9.4%	56.1%	21.7%	21.7%	9.4%	13%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?				Yes	Yes		Yes
Recall Mode	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 18 (10%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 28: Flagler Drive & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1233	11	979	200	68	188
v/c Ratio	0.46	0.20	0.34	0.82	0.21	0.53
Control Delay (s/veh)	25.2	93.2	21.4	108.6	5.5	66.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.3	93.2	21.4	108.6	5.5	66.9
Queue Length 50th (ft)	222	13	209	238	0	189
Queue Length 95th (ft)	272	38	264	329	5	284
Internal Link Dist (ft)	617		722	371		937
Turn Bay Length (ft)		425				
Base Capacity (vph)	2675	102	2837	332	382	350
Starvation Cap Reductn	174	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.11	0.35	0.60	0.18	0.54

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1132	52	11	927	12	64	128	65	4	95	82
Future Volume (vph)	0	1132	52	11	927	12	64	128	65	4	95	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lane Util. Factor		0.91		1.00	0.91			1.00	1.00		1.00	
Frpb, ped/bikes		0.99		1.00	0.99			1.00	0.97		0.99	
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.99		1.00	0.99			1.00	0.85		0.93	
Flt Protected		1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)		4984		1752	5011			1814	1532		1714	
Flt Permitted		1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (perm)		4984		1752	5011			1814	1532		1714	
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)	0	1179	54	11	966	12	67	133	68	4	99	85
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	59	0	14	0
Lane Group Flow (vph)	0	1231	0	11	978	0	0	200	9	0	174	0
Confl. Peds. (#/hr)	7		1	1		7	4		6	6		4
Confl. Bikes (#/hr)			1			3			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	0	0
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		8	8	
Permitted Phases									4			
Actuated Green, G (s)		92.6		2.6	101.7			24.2	24.2		35.6	
Effective Green, g (s)		92.6		2.6	101.7			24.2	24.2		35.6	
Actuated g/C Ratio		0.51		0.01	0.57			0.13	0.13		0.20	
Clearance Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Vehicle Extension (s)		3.0		1.5	3.0			2.0	2.0		2.0	
Lane Grp Cap (vph)		2563		25	2831			243	205		338	
v/s Ratio Prot		c0.25		0.01	c0.20			c0.11			c0.10	
v/s Ratio Perm									0.01			
v/c Ratio		0.48		0.44	0.34			0.82	0.04		0.51	
Uniform Delay, d1		28.1		87.9	21.1			75.8	67.8		64.4	
Progression Factor		0.94		1.00	1.00			1.10	1.00		1.00	
Incremental Delay, d2		0.5		4.4	0.3			18.7	0.0		0.5	
Delay (s)		27.1		92.4	21.4			102.6	67.8		65.0	
Level of Service		C		F	C			F	E		E	
Approach Delay (s/veh)		27.1			22.2			93.7			65.0	
Approach LOS		C			C			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	34.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection							
Int Delay, s/veh	2.8						
Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	4	79	0	216	24	15	107
Future Vol, veh/h	4	79	0	216	24	15	107
Conflicting Peds, #/hr	0	0	0	0	18	18	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	0	-	-	0
Grade, %	-	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	5	96	0	263	29	18	130

Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	0	463	-	0	0	311	0
Stage 1	0	296	-	-	-	-	-
Stage 2	0	167	-	-	-	-	-
Critical Hdwy	-	6.43	-	-	-	3.7	-
Critical Hdwy Stg 1	-	5.43	-	-	-	-	-
Critical Hdwy Stg 2	-	5.43	-	-	-	-	-
Follow-up Hdwy	-	3.527	-	-	-	2.9	-
Pot Cap-1 Maneuver	0	555	0	-	-	1020	-
Stage 1	0	752	0	-	-	-	-
Stage 2	0	860	0	-	-	-	-
Platoon blocked, %	-			-	-		-
Mov Cap-1 Maneuver	0	535	-	-	-	1002	-
Mov Cap-2 Maneuver	0	535	-	-	-	-	-
Stage 1	0	739	-	-	-	-	-
Stage 2	0	843	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.2	0	1.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	535	221	-
HCM Lane V/C Ratio	-	-	0.18	0.018	-
HCM Control Delay (s/veh)	-	-	13.2	8.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	12	228	0	0	186
Future Vol, veh/h	0	12	228	0	0	186
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	248	0	0	202

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	450	248	0	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	-	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	-	-
Pot Cap-1 Maneuver	932	1494	-	0	0	-
Stage 1	1061	-	-	0	0	-
Stage 2	1093	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	932	1494	-	-	-	-
Mov Cap-2 Maneuver	932	-	-	-	-	-
Stage 1	1061	-	-	-	-	-
Stage 2	1093	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	7.43	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NWLn1	SWT
Capacity (veh/h)	-	1494	-
HCM Lane V/C Ratio	-	0.009	-
HCM Control Delay (s/veh)	-	7.4	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Lane Group	EBT	WBL	NBR
Lane Configurations			
Traffic Volume (vph)	957	1179	1043
Future Volume (vph)	957	1179	1043
Turn Type	NA	Prot	Over
Protected Phases	2	1	1
Permitted Phases			
Detector Phase	2	1	1
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	49.5	21.5	21.5
Total Split (s)	83.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5	7.5
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 36 (20%), Referenced to phase 1:WBL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 30: US 1/Federal Highway & SR 838/Sunrise Boulevard

Lane Group	EBT	WBL	NBR
Lane Group Flow (vph)	1245	1215	1075
v/c Ratio	0.53	0.54	0.66
Control Delay (s/veh)	48.4	38.0	42.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	48.4	38.0	42.4
Queue Length 50th (ft)	331	384	453
Queue Length 95th (ft)	483	439	531
Internal Link Dist (ft)	722		
Turn Bay Length (ft)		400	
Base Capacity (vph)	2373	2512	1817
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.52	0.48	0.59

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	957	250	1179	0	0	1043
Future Volume (vph)	957	250	1179	0	0	1043
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		7.5			7.5
Lane Util. Factor	0.91		0.94			0.76
Frpb, ped/bikes	0.99		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.96		1.00			0.85
Flt Protected	1.00		0.95			1.00
Satd. Flow (prot)	4910		4990			3610
Flt Permitted	1.00		0.95			1.00
Satd. Flow (perm)	4910		4990			3610
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	987	258	1215	0	0	1075
RTOR Reduction (vph)	22	0	0	0	0	0
Lane Group Flow (vph)	1223	0	1215	0	0	1075
Confl. Peds. (#/hr)		3	3			1
Confl. Bikes (#/hr)		3				
Turn Type	NA		Prot			Over
Protected Phases	2		1			1
Permitted Phases						
Actuated Green, G (s)	85.1		80.9			80.9
Effective Green, g (s)	85.1		80.9			80.9
Actuated g/C Ratio	0.47		0.45			0.45
Clearance Time (s)	6.5		7.5			7.5
Vehicle Extension (s)	8.0		2.0			2.0
Lane Grp Cap (vph)	2321		2242			1622
v/s Ratio Prot	c0.25		0.24			c0.30
v/s Ratio Perm						
v/c Ratio	0.52		0.54			0.66
Uniform Delay, d1	33.3		36.0			38.8
Progression Factor	1.49		1.00			1.00
Incremental Delay, d2	0.7		0.9			2.1
Delay (s)	50.7		37.0			41.0
Level of Service	D		D			D
Approach Delay (s/veh)	50.7			37.0	41.0	
Approach LOS	D			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	43.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

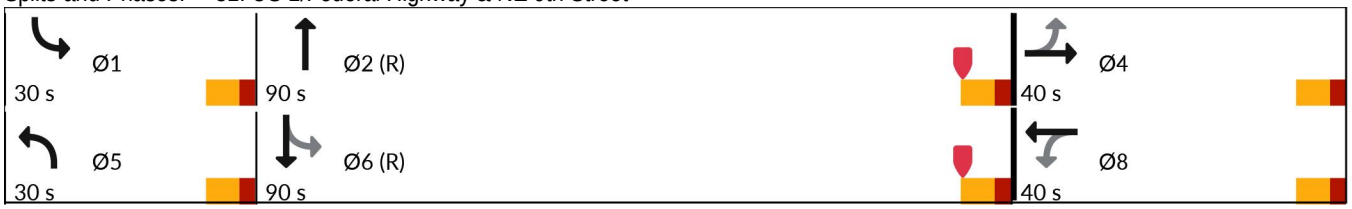
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	24	20	43	32	83	953	77	1284
Future Volume (vph)	24	20	43	32	83	953	77	1284
Turn Type	Perm	NA	Perm	NA	Prot	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8				6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	38.0	38.0	36.0	36.0	11.0	26.0	11.0	26.0
Total Split (s)	40.0	40.0	40.0	40.0	30.0	90.0	30.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	18.8%	56.3%	18.8%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

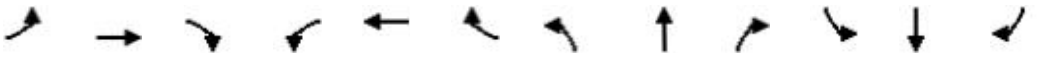
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 75 (47%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 31: US 1/Federal Highway & NE 9th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	45	44	48	86	1050	79	1362
v/c Ratio	0.30	0.35	0.53	0.40	0.66	0.26	0.18	0.35
Control Delay (s/veh)	79.7	46.4	94.3	63.1	95.4	4.3	3.5	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.7	46.4	94.3	63.1	95.4	4.3	3.5	7.1
Queue Length 50th (ft)	26	21	46	36	89	89	9	158
Queue Length 95th (ft)	59	63	89	80	147	127	21	232
Internal Link Dist (ft)		691		689		564		822
Turn Bay Length (ft)	160		75		375		300	
Base Capacity (vph)	282	376	284	381	262	3998	610	3827
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.12	0.15	0.13	0.33	0.26	0.13	0.36

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	20	23	43	32	15	83	953	66	77	1284	37
Future Volume (veh/h)	24	20	23	43	32	15	83	953	66	77	1284	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
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	25	21	24	44	33	15	86	982	68	79	1324	38
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	131	71	81	132	108	49	105	3689	255	492	3717	107
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.08	1.00	1.00	0.04	0.98	0.98
Sat Flow, veh/h	1332	784	896	1336	1202	546	1767	4809	332	1767	5036	145
Grp Volume(v), veh/h	25	0	45	44	0	48	86	689	361	79	888	474
Grp Sat Flow(s),veh/h/ln	1332	0	1680	1336	0	1748	1767	1689	1764	1767	1689	1803
Q Serve(g_s), s	2.9	0.0	4.0	5.1	0.0	4.1	7.7	0.0	0.0	1.7	1.2	1.2
Cycle Q Clear(g_c), s	7.0	0.0	4.0	9.1	0.0	4.1	7.7	0.0	0.0	1.7	1.2	1.2
Prop In Lane	1.00		0.53	1.00		0.31	1.00		0.19	1.00		0.08
Lane Grp Cap(c), veh/h	131	0	151	132	0	157	105	2591	1353	492	2493	1331
V/C Ratio(X)	0.19	0.00	0.30	0.33	0.00	0.31	0.82	0.27	0.27	0.16	0.36	0.36
Avail Cap(c_a), veh/h	294	0	357	295	0	372	265	2591	1353	703	2493	1331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	71.4	0.0	68.1	72.3	0.0	68.1	72.8	0.0	0.0	4.4	0.4	0.4
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.5	0.0	0.4	5.8	0.3	0.5	0.0	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.8	1.8	0.0	1.9	3.6	0.1	0.2	0.6	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.7	0.0	68.5	72.9	0.0	68.5	78.6	0.3	0.5	4.5	0.7	1.0
LnGrp LOS	E		E	E		E	E	A	A	A	A	A
Approach Vol, veh/h		70			92			1136			1441	
Approach Delay, s/veh		69.6			70.6			6.3			1.0	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	128.8		20.4	15.5	124.1		20.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	84.0		34.0	24.0	84.0		34.0				
Max Q Clear Time (g_c+I1), s	3.7	2.0		9.0	9.7	3.2		11.1				
Green Ext Time (p_c), s	0.1	9.4		0.2	0.0	14.2		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.3
HCM 7th LOS	A

Network Totals

Number of Intersections	32
Control Delay / Veh (s/v)	30
Queue Delay / Veh (s/v)	0
Total Delay / Veh (s/v)	30
Total Delay (hr)	649
Stops / Veh	0.60
Stops (#)	46928
Average Speed (mph)	12
Total Travel Time (hr)	1100
Distance Traveled (mi)	13509
Fuel Consumed (gal)	1291
Fuel Economy (mpg)	10.5
CO Emissions (kg)	90.27
NOx Emissions (kg)	17.56
VOC Emissions (kg)	20.92
Unserved Vehicles (#)	39
Vehicles in dilemma zone (#)	0
Performance Index	779.7

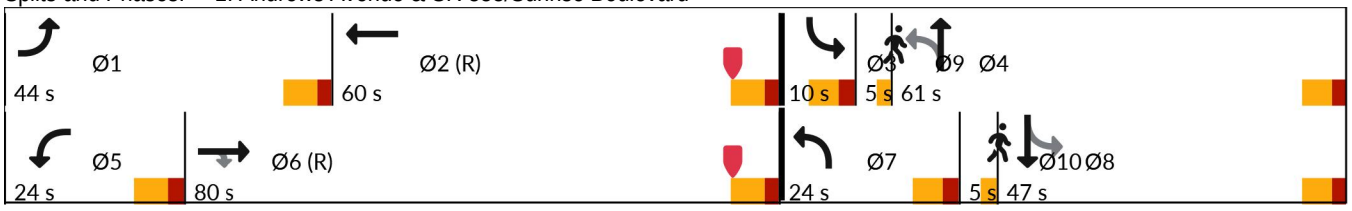
No Build 2045

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	440	1981	320	126	1379	235	928	148	661		
Future Volume (vph)	440	1981	320	126	1379	235	928	148	661		
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6		5	2	7	4	3	8	9	10
Permitted Phases			6			4		8			
Detector Phase	1	6	6	5	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	36.5	36.5	11.5	37.5	10.0	43.0	10.0	46.0	5.0	5.0
Total Split (s)	44.0	80.0	80.0	24.0	60.0	24.0	61.0	10.0	47.0	5.0	5.0
Total Split (%)	24.4%	44.4%	44.4%	13.3%	33.3%	13.3%	33.9%	5.6%	26.1%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?						Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Andrews Avenue & SR 838/Sunrise Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	458	2064	333	131	1710	245	1033	154	861
v/c Ratio	1.24	0.97	0.45	0.84	1.15	1.12	0.88	1.79	1.00
Control Delay (s/veh)	186.0	65.1	21.5	91.0	137.3	147.1	66.5	427.4	95.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	186.0	65.1	21.5	91.0	137.3	147.1	66.5	427.4	95.0
Queue Length 50th (ft)	~669	889	150	158	~834	~283	608	~208	528
Queue Length 95th (ft)	#904	#1005	245	m179	m#863	#479	703	#370	#735
Internal Link Dist (ft)		645			1177		1806		524
Turn Bay Length (ft)	475		130	205		95		95	
Base Capacity (vph)	368	2120	738	172	1481	217	1169	86	861
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.24	0.97	0.45	0.76	1.15	1.13	0.88	1.79	1.00

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)	440	1981	320	126	1379	263	235	928	63	148	661	165
Future Volume (vph)	440	1981	320	126	1379	263	235	928	63	148	661	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5072	1551	1770	4932		1770	3501		1770	3397	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.07	1.00		0.10	1.00	
Satd. Flow (perm)	1770	5072	1551	1770	4932		139	3501		188	3397	
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)	458	2064	333	131	1436	274	245	967	66	154	689	172
RTOR Reduction (vph)	0	0	92	0	16	0	0	3	0	0	12	0
Lane Group Flow (vph)	458	2064	241	131	1694	0	245	1030	0	154	849	0
Confl. Peds. (#/hr)	4		4	4		4	13		5	5		13
Confl. Bikes (#/hr)			2			4			1			4
Bus Blockages (#/hr)	0	2	0	0	2	2	0	0	0	0	2	2
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4			8		
Actuated Green, G (s)	37.5	73.6	73.6	15.8	51.9		71.6	61.6		49.0	45.0	
Effective Green, g (s)	37.5	73.6	73.6	15.8	51.9		71.6	61.6		49.0	45.0	
Actuated g/C Ratio	0.21	0.41	0.41	0.09	0.29		0.40	0.34		0.27	0.25	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	368	2073	634	155	1422		218	1198		86	849	
v/s Ratio Prot	c0.26	0.41		0.07	c0.34		c0.11	0.29		0.04	0.25	
v/s Ratio Perm			0.16				c0.33			c0.45		
v/c Ratio	1.24	0.99	0.38	0.84	1.19		1.12	0.86		1.79	1.00	
Uniform Delay, d1	71.2	53.0	37.2	80.8	64.0		58.1	55.1		64.0	67.5	
Progression Factor	1.00	1.00	1.00	0.88	1.22		1.00	1.00		1.00	1.00	
Incremental Delay, d2	130.9	18.7	1.7	15.0	89.2		98.2	6.2		398.1	30.8	
Delay (s)	202.2	71.8	38.9	86.7	167.9		156.4	61.4		462.2	98.3	
Level of Service	F	E	D	F	F		F	E		F	F	
Approach Delay (s/veh)		88.9			162.1			79.6			153.5	
Approach LOS		F			F			E			F	

Intersection Summary

HCM 2000 Control Delay (s/veh)	115.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	118.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	20	25	20	18	10	1193	29	1	946	73
Future Vol, veh/h	0	0	20	25	20	18	10	1193	29	1	946	73
Conflicting Peds, #/hr	3	0	2	2	0	3	10	0	4	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	25	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	22	27	22	20	11	1311	32	1	1040	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2461	572	1877	2485	678	1130	0	0	1347	0	0
Stage 1	-	1092	-	1353	1353	-	-	-	-	-	-	-
Stage 2	-	1369	-	524	1132	-	-	-	-	-	-	-
Critical Hdwy	-	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	-	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	0	339	1167	350	335	1076	592	-	-	510	-	-
Stage 1	0	714	-	507	624	-	-	-	-	-	-	-
Stage 2	0	619	-	888	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	324	1154	330	319	1069	586	-	-	508	-	-
Mov Cap-2 Maneuver	-	324	-	330	319	-	-	-	-	-	-	-
Stage 1	-	705	-	490	603	-	-	-	-	-	-	-
Stage 2	-	598	-	867	691	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.18	15.3	0.09	0.01
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	586	-	-	1154	325	1069	508	-	-
HCM Lane V/C Ratio	0.019	-	-	0.019	0.152	0.019	0.002	-	-
HCM Control Delay (s/veh)	11.3	-	-	8.2	18	8.4	12.1	-	-
HCM Lane LOS	B	-	-	A	C	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	68	1104	145	54	981
Future Vol, veh/h	59	68	1104	145	54	981
Conflicting Peds, #/hr	1	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	66	76	1227	161	60	1090

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1978	699	0	0	1393	0
Stage 1	1312	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	2.9	-
Pot Cap-1 Maneuver	325	1059	-	-	494	-
Stage 1	522	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	267	1054	-	-	491	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.2	0	2.69
HCM LOS	B		

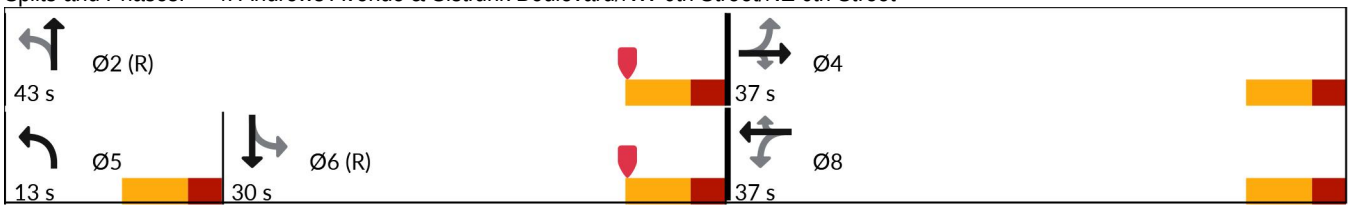
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	385	1054	188	-
HCM Lane V/C Ratio	-	-	0.17	0.072	0.122	-
HCM Control Delay (s/veh)	-	-	16.3	8.7	13.3	2.1
HCM Lane LOS	-	-	C	A	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	0.4	-

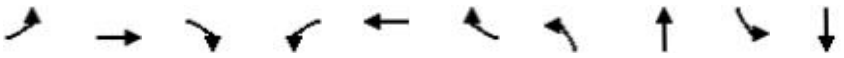
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	75	353	148	49	608	82	306	1056	120	761
Future Volume (vph)	75	353	148	49	608	82	306	1056	120	761
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4			8		5	2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	8	8	8	5	2	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	10.0	29.0	29.0	29.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	13.0	43.0	30.0	30.0
Total Split (%)	46.3%	46.3%	46.3%	46.3%	46.3%	46.3%	16.3%	53.8%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 76 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Andrews Avenue & Sistrunk Boulevard/NW 6th Street/NE 6th Street





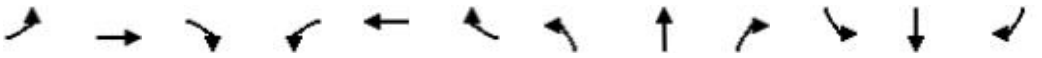
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	384	161	53	661	89	333	1222	130	999
v/c Ratio	0.90	0.55	0.23	0.19	0.95	0.13	1.26	0.74	1.21	0.95
Control Delay (s/veh)	99.7	22.9	3.9	20.6	49.3	5.9	150.4	11.0	186.6	47.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.7	22.9	3.9	20.6	49.3	5.9	150.4	11.0	186.6	47.7
Queue Length 50th (ft)	37	145	0	20	338	7	~267	0	~80	249
Queue Length 95th (ft)	#124	228	35	m29	m#481	m15	m#337	m235	#186	#381
Internal Link Dist (ft)		294			911			1290		516
Turn Bay Length (ft)	155			130		130	225		155	
Base Capacity (vph)	94	714	685	286	714	667	263	1638	107	1042
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	0.87	0.54	0.24	0.19	0.93	0.13	1.27	0.75	1.21	0.96

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 (veh/h)	75	353	148	49	608	82	306	1056	68	120	761	158
Future Volume (veh/h)	75	353	148	49	608	82	306	1056	68	120	761	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	82	384	161	53	661	89	333	1148	74	130	827	172
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	124	719	586	284	719	587	257	1545	100	189	868	180
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.12	0.62	0.62	0.40	0.40	0.40
Sat Flow, veh/h	707	1856	1513	853	1856	1514	1767	3341	215	452	2892	601
Grp Volume(v), veh/h	82	384	161	53	661	89	333	605	617	130	504	495
Grp Sat Flow(s),veh/h/ln	707	1856	1513	853	1856	1514	1767	1763	1793	452	1763	1731
Q Serve(g_s), s	3.9	12.8	5.8	4.1	27.1	3.1	7.0	19.5	19.5	17.5	22.2	22.2
Cycle Q Clear(g_c), s	31.0	12.8	5.8	16.9	27.1	3.1	7.0	19.5	19.5	24.0	22.2	22.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.35
Lane Grp Cap(c), veh/h	124	719	586	284	719	587	257	815	829	189	529	519
V/C Ratio(X)	0.66	0.53	0.27	0.19	0.92	0.15	1.29	0.74	0.74	0.69	0.95	0.95
Avail Cap(c_a), veh/h	124	719	586	284	719	587	257	815	829	189	529	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.39	0.39	0.39	0.33	0.33	0.33	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	18.9	16.8	25.4	23.3	15.9	21.9	12.0	12.0	29.4	23.5	23.5
Incr Delay (d2), s/veh	9.9	0.4	0.1	0.0	7.8	0.0	141.8	2.1	2.0	18.6	29.1	29.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.3	1.9	0.8	12.6	1.0	13.1	5.7	5.8	3.4	12.0	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.0	19.3	16.9	25.5	31.1	16.0	163.7	14.1	14.1	48.0	52.6	52.9
LnGrp LOS	D	B	B	C	C	B	F	B	B	D	D	D
Approach Vol, veh/h		627			803			1555			1129	
Approach Delay, s/veh		22.6			29.1			46.1			52.2	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		43.0		37.0	13.0	30.0		37.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		37.0		31.0	7.0	24.0		31.0				
Max Q Clear Time (g_c+I1), s		21.5		33.0	9.0	26.0		29.1				
Green Ext Time (p_c), s		7.5		0.0	0.0	0.0		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			40.9									
HCM 7th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	71	205	73	43	363	175	1277	57	817
Future Volume (vph)	71	205	73	43	363	175	1277	57	817
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	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
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 39 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 5: Andrews Avenue & NW 4th Street/NE 4th Street

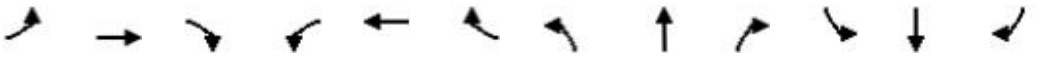
Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	310	82	48	492	197	1534	64	1001
v/c Ratio	1.94	0.17	0.22	1.11	0.95	0.89	0.77	0.59
Control Delay (s/veh)	471.7	6.3	20.6	97.6	65.5	24.1	49.5	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	471.7	6.3	20.6	97.6	65.5	24.1	49.5	3.1
Queue Length 50th (ft)	~243	0	20	~344	139	563	4	24
Queue Length 95th (ft)	#390	30	m28	m#452	#366	159	m11	m30
Internal Link Dist (ft)	119			908		605		1290
Turn Bay Length (ft)		100	50		110		150	
Base Capacity (vph)	159	471	216	443	207	1719	83	1696
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.95	0.17	0.22	1.11	0.95	0.89	0.77	0.59

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 (veh/h)	71	205	73	43	363	75	175	1277	88	57	817	74
Future Volume (veh/h)	71	205	73	43	363	75	175	1277	88	57	817	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	80	230	82	48	408	84	197	1435	99	64	918	83
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	57	90	415	90	361	74	294	1653	114	149	1617	146
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	0	301	1384	953	1204	248	502	3006	206	302	2940	266
Grp Volume(v), veh/h	310	0	82	48	0	492	197	754	780	64	495	506
Grp Sat Flow(s),veh/h/ln	301	0	1384	953	0	1452	502	1586	1625	302	1586	1619
Q Serve(g_s), s	0.0	0.0	3.5	0.0	0.0	24.0	30.1	27.8	28.5	15.5	11.5	11.5
Cycle Q Clear(g_c), s	24.0	0.0	3.5	24.0	0.0	24.0	41.6	27.8	28.5	44.0	11.5	11.5
Prop In Lane	0.26		1.00	1.00		0.17	1.00		0.13	1.00		0.16
Lane Grp Cap(c), veh/h	147	0	415	90	0	436	294	873	894	149	873	891
V/C Ratio(X)	2.11	0.00	0.20	0.53	0.00	1.13	0.67	0.86	0.87	0.43	0.57	0.57
Avail Cap(c_a), veh/h	147	0	415	90	0	436	294	873	894	149	873	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	0.46	0.00	0.46	0.67	0.67	0.67	0.45	0.45	0.45
Uniform Delay (d), s/veh	26.6	0.0	20.8	40.0	0.0	28.0	15.9	8.6	8.7	25.6	6.4	6.4
Incr Delay (d2), s/veh	521.0	0.0	0.1	1.5	0.0	71.8	7.9	7.8	8.1	4.1	1.2	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.1	0.0	1.1	1.0	0.0	16.6	3.3	6.4	6.6	1.3	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	547.5	0.0	20.9	41.5	0.0	99.8	23.8	16.4	16.7	29.7	7.6	7.6
LnGrp LOS	F		C	D		F	C	B	B	C	A	A
Approach Vol, veh/h		392			540			1731			1065	
Approach Delay, s/veh		437.4			94.6			17.4			8.9	
Approach LOS		F			F			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		30.0		50.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		24.0		44.0		24.0				
Max Q Clear Time (g_c+I1), s		43.6		26.0		46.0		26.0				
Green Ext Time (p_c), s		0.3		0.0		0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			70.3									
HCM 7th LOS			E									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	39	29	117	53	20	1238	21	851
Future Volume (vph)	39	29	117	53	20	1238	21	851
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0	50.0	50.0	50.0	50.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	62.5%	62.5%	62.5%	62.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

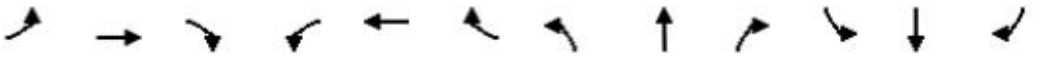
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 33 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 6: Andrews Avenue & NW 2nd Street/NE 2nd Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	94	133	257	23	1431	24	1006
v/c Ratio	0.41	0.51	0.76	0.08	0.68	0.16	0.48
Control Delay (s/veh)	26.9	34.4	40.6	8.6	17.0	14.0	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.9	34.4	40.6	8.6	17.0	14.0	14.1
Queue Length 50th (ft)	34	66	118	7	494	7	162
Queue Length 95th (ft)	67	87	143	m14	525	m12	172
Internal Link Dist (ft)	113		909		606		605
Turn Bay Length (ft)		50		165		150	
Base Capacity (vph)	325	381	477	274	2082	148	2075
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.35	0.54	0.08	0.69	0.16	0.48

Intersection Summary

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



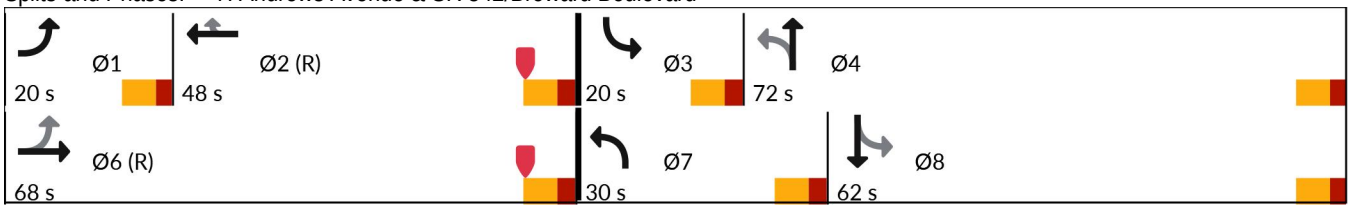
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	29	15	117	53	173	20	1238	21	21	851	34
Future Volume (veh/h)	39	29	15	117	53	173	20	1238	21	21	851	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.96	1.00		0.96
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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	44	33	17	133	60	197	23	1407	24	24	967	39
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	103	65	23	290	78	256	375	2062	35	256	2006	81
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.86	0.86	0.86	0.86	0.86	0.86
Sat Flow, veh/h	162	285	99	1206	341	1119	499	3190	54	334	3103	125
Grp Volume(v), veh/h	94	0	0	133	0	257	23	699	732	24	494	512
Grp Sat Flow(s),veh/h/ln	545	0	0	1206	0	1460	499	1586	1658	334	1586	1642
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	13.2	0.9	12.0	12.0	2.2	6.0	6.0
Cycle Q Clear(g_c), s	16.2	0.0	0.0	11.8	0.0	13.2	6.9	12.0	12.0	14.2	6.0	6.0
Prop In Lane	0.47		0.18	1.00		0.77	1.00		0.03	1.00		0.08
Lane Grp Cap(c), veh/h	191	0	0	290	0	334	375	1025	1071	256	1025	1061
V/C Ratio(X)	0.49	0.00	0.00	0.46	0.00	0.77	0.06	0.68	0.68	0.09	0.48	0.48
Avail Cap(c_a), veh/h	294	0	0	391	0	456	375	1025	1071	256	1025	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	0.91	0.00	0.91	0.36	0.36	0.36	0.82	0.82	0.82
Uniform Delay (d), s/veh	29.9	0.0	0.0	28.3	0.0	28.9	3.2	2.8	2.8	5.2	2.4	2.4
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	3.1	0.1	1.3	1.3	0.6	1.3	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	2.3	0.0	4.7	0.1	2.0	2.1	0.1	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	0.0	0.0	28.7	0.0	32.0	3.3	4.2	4.1	5.8	3.7	3.7
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		94			390			1454			1030	
Approach Delay, s/veh		30.6			30.9			4.1			3.8	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.7		23.3		56.7		23.3				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0				
Max Q Clear Time (g_c+I1), s		14.0		18.2		16.2		15.2				
Green Ext Time (p_c), s		13.4		0.1		8.3		1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.4									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	151	1597	1425	113	369	954	194	633
Future Volume (vph)	151	1597	1425	113	369	954	194	633
Turn Type	pm+pt	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	2		7	4	3	8
Permitted Phases	6			2	4		8	
Detector Phase	1	6	2	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	15.0	15.0	15.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	31.0	29.0	29.0	10.0	41.0	10.0	39.0
Total Split (s)	20.0	68.0	48.0	48.0	30.0	72.0	20.0	62.0
Total Split (%)	12.5%	42.5%	30.0%	30.0%	18.8%	45.0%	12.5%	38.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 125 (78%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 7: Andrews Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	154	1778	1454	115	377	1145	198	830
v/c Ratio	0.89	0.99	1.14	0.24	1.15	0.94	1.03	0.80
Control Delay (s/veh)	84.9	65.9	118.6	9.5	114.1	33.9	112.6	55.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0
Total Delay (s/veh)	84.9	65.9	118.6	9.5	114.1	46.4	112.6	55.9
Queue Length 50th (ft)	118	~721	~662	9	~359	419	~160	363
Queue Length 95th (ft)	#255	#816	m#665	m20	m#327	m403	#332	444
Internal Link Dist (ft)		126	909			539		606
Turn Bay Length (ft)	80			160	260		225	
Base Capacity (vph)	179	1794	1271	472	327	1261	192	1068
Starvation Cap Reductn	0	0	0	0	0	124	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.99	1.14	0.24	1.15	1.01	1.03	0.78

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 (veh/h)	151	1597	145	0	1425	113	369	954	169	194	633	180
Future Volume (veh/h)	151	1597	145	0	1425	113	369	954	169	194	633	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.94	1.00		0.93
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	1670	1670	1670	0	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	154	1630	148	0	1454	115	377	973	172	198	646	184
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	0	3	3	3	3	3	3	3	3
Cap, veh/h	171	1754	159	0	1353	403	327	1030	182	199	775	220
Arrive On Green	0.11	0.55	0.55	0.00	0.39	0.39	0.15	0.39	0.39	0.09	0.32	0.32
Sat Flow, veh/h	1590	4240	384	0	4709	1360	1590	2666	471	1590	2393	681
Grp Volume(v), veh/h	154	1168	610	0	1454	115	377	579	566	198	428	402
Grp Sat Flow(s),veh/h/ln	1590	1520	1585	0	1520	1360	1590	1586	1550	1590	1586	1487
Q Serve(g_s), s	10.7	56.5	56.8	0.0	47.5	9.2	24.0	56.4	56.6	13.9	40.0	40.1
Cycle Q Clear(g_c), s	10.7	56.5	56.8	0.0	47.5	9.2	24.0	56.4	56.6	13.9	40.0	40.1
Prop In Lane	1.00		0.24	0.00		1.00	1.00		0.30	1.00		0.46
Lane Grp Cap(c), veh/h	171	1257	656	0	1353	403	327	613	599	199	514	482
V/C Ratio(X)	0.90	0.93	0.93	0.00	1.07	0.29	1.15	0.94	0.95	1.00	0.83	0.83
Avail Cap(c_a), veh/h	184	1257	656	0	1353	403	327	654	639	199	555	521
HCM Platoon Ratio	1.33	1.33	1.33	1.00	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	0.00	0.38	0.38	0.10	0.10	0.10	0.87	0.87	0.87
Uniform Delay (d), s/veh	40.5	33.8	33.9	0.0	48.4	36.9	41.8	47.4	47.5	42.4	50.1	50.1
Incr Delay (d2), s/veh	36.3	13.2	21.8	0.0	39.8	0.7	73.0	3.4	3.6	58.7	7.9	8.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	21.6	24.2	0.0	22.2	3.1	20.0	22.8	22.4	8.7	17.0	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.8	47.0	55.7	0.0	88.2	37.5	114.8	50.9	51.1	101.2	58.0	58.7
LnGrp LOS	E	D	E		F	D	F	D	D	F	E	E
Approach Vol, veh/h		1932			1569			1522			1028	
Approach Delay, s/veh		52.1			84.5			66.8			66.6	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.7	53.5	20.0	67.8		72.2	30.0	57.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	42.0	14.0	66.0		62.0	24.0	56.0
Max Q Clear Time (g_c+I1), s	12.7	49.5	15.9	58.6		58.8	26.0	42.1
Green Ext Time (p_c), s	0.0	0.0	0.0	3.2		2.7	0.0	3.2

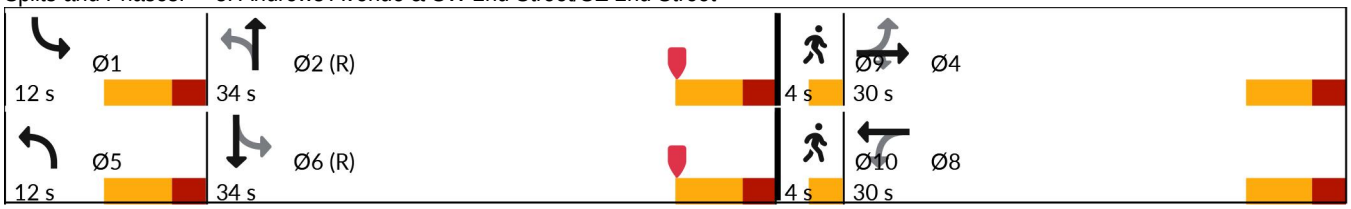
Intersection Summary			
HCM 7th Control Delay, s/veh		66.7	
HCM 7th LOS		E	

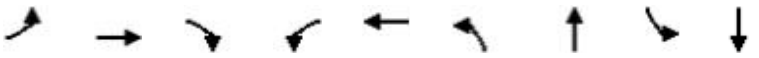
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	75	101	142	110	246	168	1073	74	665		
Future Volume (vph)	75	101	142	110	246	168	1073	74	665		
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA		
Protected Phases		4			8	5	2	1	6	9	10
Permitted Phases	4		4	8		2		6			
Detector Phase	4	4	4	8	8	5	2	1	6		
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	4.0	7.0	1.0	1.0
Minimum Split (s)	33.0	33.0	33.0	33.0	33.0	10.0	26.0	10.0	26.0	4.0	4.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	12.0	34.0	12.0	34.0	4.0	4.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	15.0%	42.5%	15.0%	42.5%	5%	5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag						Lead	Lag	Lead	Lag		
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 8: Andrews Avenue & SW 2nd Street/SE 2nd Street





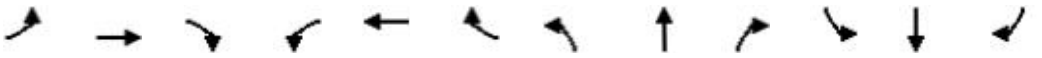
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	110	154	120	641	183	1205	80	769
v/c Ratio	1.01	0.21	0.29	0.34	1.20	0.71	0.99	0.41	0.69
Control Delay (s/veh)	140.5	22.2	5.6	20.7	131.5	37.7	64.1	19.1	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	2.1
Total Delay (s/veh)	140.5	22.2	5.6	20.7	131.5	37.7	80.2	19.1	24.7
Queue Length 50th (ft)	~45	41	0	46	~529	108	~645	30	186
Queue Length 95th (ft)	#132	80	41	m72	m#970	m118	m#644	m47	m259
Internal Link Dist (ft)		237			243		322		539
Turn Bay Length (ft)	80					75		150	
Base Capacity (vph)	81	519	517	343	532	256	1209	205	1106
Starvation Cap Reductn	0	0	0	0	0	0	11	0	0
Spillback Cap Reductn	0	0	9	0	1	0	60	0	203
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.21	0.30	0.35	1.21	0.71	1.05	0.39	0.85

Intersection Summary

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

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

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)	75	101	142	110	246	344	168	1073	36	74	665	42
Future Volume (vph)	75	101	142	110	246	344	168	1073	36	74	665	42
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	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.92	1.00	0.96		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	0.98	1.00	1.00	0.94	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.91		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1573	1676	1325	1512	1471		1590	3159		1593	3146	
Flt Permitted	0.15	1.00	1.00	0.67	1.00		0.22	1.00		0.14	1.00	
Satd. Flow (perm)	263	1676	1325	1075	1471		377	3159		247	3146	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	110	154	120	267	374	183	1166	39	80	723	46
RTOR Reduction (vph)	0	0	105	0	61	0	0	3	0	0	6	0
Lane Group Flow (vph)	82	110	49	120	580	0	183	1202	0	80	763	0
Confl. Peds. (#/hr)	61		67	67		61	18		44	44		18
Confl. Bikes (#/hr)						1			3			2
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	25.2	25.2	25.2	25.6	25.6		34.6	28.6		31.8	27.2	
Effective Green, g (s)	25.2	25.2	25.2	25.6	25.6		34.6	28.6		31.8	27.2	
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32		0.43	0.36		0.40	0.34	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	0.2		1.5	0.2	
Lane Grp Cap (vph)	82	527	417	344	470		254	1129		175	1069	
v/s Ratio Prot		0.07			c0.39		c0.05	c0.38		0.03	0.24	
v/s Ratio Perm	0.31		0.04	0.11			0.26			0.16		
v/c Ratio	1.00	0.20	0.11	0.34	1.23		0.72	1.06		0.45	0.71	
Uniform Delay, d1	27.4	20.0	19.4	20.8	27.1		15.5	25.7		18.1	23.0	
Progression Factor	1.00	1.00	1.00	0.83	0.91		2.41	1.99		1.36	0.91	
Incremental Delay, d2	99.3	0.0	0.0	0.2	121.2		3.4	37.3		0.4	2.5	
Delay (s)	126.7	20.1	19.5	17.5	146.1		41.1	88.6		25.2	23.5	
Level of Service	F	C	B	B	F		D	F		C	C	
Approach Delay (s/veh)		45.1			125.8			82.3			23.7	
Approach LOS		D			F			F			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	73.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	104.4%	ICU Level of Service	G
Analysis Period (min)	15		

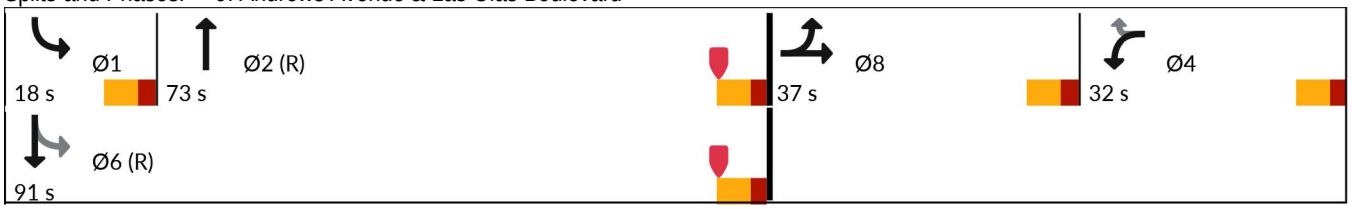
c Critical Lane Group

Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	49	275	239	926	117	800
Future Volume (vph)	49	275	239	926	117	800
Turn Type	NA	Prot	Perm	NA	pm+pt	NA
Protected Phases	8	4		2	1	6
Permitted Phases			4		6	
Detector Phase	8	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	6.0	5.0	5.0	7.0	4.0	7.0
Minimum Split (s)	39.0	34.0	34.0	39.0	10.0	39.0
Total Split (s)	37.0	32.0	32.0	73.0	18.0	91.0
Total Split (%)	23.1%	20.0%	20.0%	45.6%	11.3%	56.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 11 (7%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Andrews Avenue & Las Olas Boulevard



Lane Group	EBT	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	286	316	275	1316	134	920
v/c Ratio	0.52	1.06	0.63	1.01	0.87	0.55
Control Delay (s/veh)	44.2	136.2	34.8	73.7	94.5	33.3
Queue Delay	0.8	0.0	8.5	34.0	0.0	4.1
Total Delay (s/veh)	45.0	136.2	43.4	107.8	94.5	37.4
Queue Length 50th (ft)	96	~417	98	~763	103	462
Queue Length 95th (ft)	140	m#568	m166	#850	m#205	404
Internal Link Dist (ft)	104			1642		322
Turn Bay Length (ft)					135	
Base Capacity (vph)	611	297	430	1294	159	1655
Starvation Cap Reductn	0	0	0	0	0	637
Spillback Cap Reductn	129	0	118	587	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	1.06	0.88	1.86	0.84	0.90

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 (veh/h)	98	49	102	275	0	239	0	926	219	117	800	0
Future Volume (veh/h)	98	49	102	275	0	239	0	926	219	117	800	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		1.00	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	0	1670	0	1670	1670	1670	1670	0
Adj Flow Rate, veh/h	113	56	117	316	0	275	0	1064	252	134	920	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	0	3	0	3	3	3	3	0
Cap, veh/h	207	99	194	0	0	0	0	1709	402	322	2389	0
Arrive On Green	0.17	0.17	0.17	0.00	0.00	0.00	0.00	0.90	0.90	0.05	1.00	0.00
Sat Flow, veh/h	1202	578	1126		0		0	2607	594	1590	3256	0
Grp Volume(v), veh/h	151	0	135		0.0		0	666	650	134	920	0
Grp Sat Flow(s),veh/h/ln	1610	0	1297				0	1586	1530	1590	1586	0
Q Serve(g_s), s	13.7	0.0	15.4				0.0	15.1	15.5	4.1	0.0	0.0
Cycle Q Clear(g_c), s	13.7	0.0	15.4				0.0	15.1	15.5	4.1	0.0	0.0
Prop In Lane	0.75		0.87				0.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	277	0	223				0	1075	1037	322	2389	0
V/C Ratio(X)	0.55	0.00	0.60				0.00	0.62	0.63	0.42	0.39	0.00
Avail Cap(c_a), veh/h	312	0	251				0	1075	1037	380	2389	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.21	0.21	0.77	0.77	0.00
Uniform Delay (d), s/veh	60.5	0.0	61.2				0.0	3.3	3.3	7.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	1.8				0.0	0.6	0.6	0.2	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	5.2				0.0	2.9	2.8	1.3	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.2	0.0	63.0				0.0	3.9	3.9	8.1	0.4	0.0
LnGrp LOS	E		E					A	A	A	A	
Approach Vol, veh/h		286						1316			1054	
Approach Delay, s/veh		62.0						3.9			1.3	
Approach LOS		E						A			A	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.1	114.4				126.5		33.5				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	12.0	67.0				85.0		31.0				
Max Q Clear Time (g_c+I1), s	6.1	17.5				2.0		17.4				
Green Ext Time (p_c), s	0.1	3.7				2.8		1.0				

Intersection Summary

HCM 7th Control Delay, s/veh	9.1
HCM 7th LOS	A

Notes

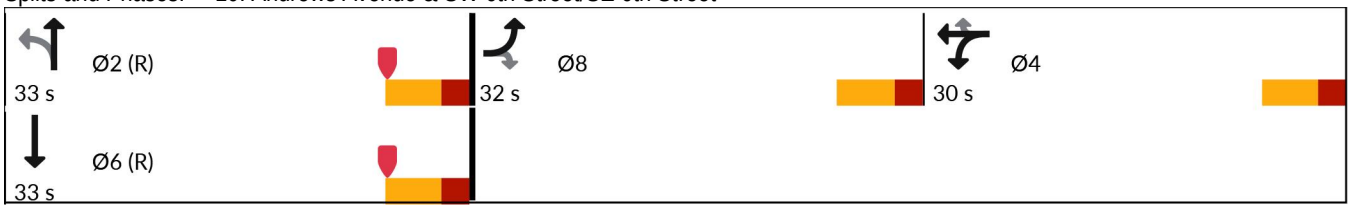
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	152	98	253	412	141	95	872	960
Future Volume (vph)	152	98	253	412	141	95	872	960
Turn Type	Prot	Perm	Split	NA	Perm	Perm	NA	NA
Protected Phases	8		4	4			2	6
Permitted Phases		8			4	2		
Detector Phase	8	8	4	4	4	2	2	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0
Minimum Split (s)	29.0	29.0	27.0	27.0	27.0	26.0	26.0	26.0
Total Split (s)	32.0	32.0	30.0	30.0	30.0	33.0	33.0	33.0
Total Split (%)	33.7%	33.7%	31.6%	31.6%	31.6%	34.7%	34.7%	34.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 56 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 10: Andrews Avenue & SW 6th Street/SE 6th Street

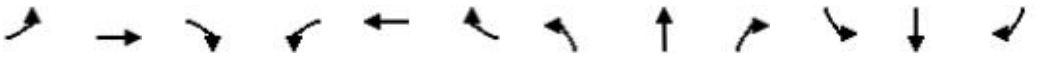


Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	173	111	288	468	160	108	991	1191
v/c Ratio	0.58	0.32	0.60	0.83	0.28	1.56	1.11	1.36
Control Delay (s/veh)	41.8	8.6	34.7	46.5	5.8	341.8	102.0	200.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.8	8.6	34.7	46.5	5.8	341.8	102.0	200.4
Queue Length 50th (ft)	89	0	156	281	0	~92	~364	~503
Queue Length 95th (ft)	149	40	#246	#467	43	#192	#472	#615
Internal Link Dist (ft)				899			562	1642
Turn Bay Length (ft)						275		
Base Capacity (vph)	431	445	478	559	567	69	885	874
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.25	0.60	0.84	0.28	1.57	1.12	1.36

Intersection Summary

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	0	98	253	412	141	95	872	0	0	960	88
Future Volume (veh/h)	152	0	98	253	412	141	95	872	0	0	960	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		1.00	1.00		0.96
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	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	0	1670	1670	1670	1670	1670	1670	0	0	1670	1670
Adj Flow Rate, veh/h	173	0	111	288	468	160	108	991	0	0	1091	100
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	0	3	3	3	3	3	3	0	0	3	3
Cap, veh/h	0	0	0	402	422	338	281	1971	0	0	1795	164
Arrive On Green	0.00	0.00	0.00	0.25	0.25	0.25	0.83	0.83	0.00	0.00	0.83	0.83
Sat Flow, veh/h		0		1590	1670	1337	419	3256	0	0	2974	265
Grp Volume(v), veh/h		0.0		288	468	160	108	991	0	0	598	593
Grp Sat Flow(s),veh/h/ln				1590	1670	1337	419	1586	0	0	1586	1568
Q Serve(g_s), s				15.7	24.0	9.7	13.0	8.8	0.0	0.0	12.5	12.6
Cycle Q Clear(g_c), s				15.7	24.0	9.7	25.6	8.8	0.0	0.0	12.5	12.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				402	422	338	281	1971	0	0	985	974
V/C Ratio(X)				0.72	1.11	0.47	0.38	0.50	0.00	0.00	0.61	0.61
Avail Cap(c_a), veh/h				402	422	338	281	1971	0	0	985	974
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.91	0.91	0.91	0.80	0.80	0.00	0.00	0.67	0.67
Uniform Delay (d), s/veh				32.4	35.5	30.1	8.7	3.9	0.0	0.0	4.2	4.2
Incr Delay (d2), s/veh				4.8	75.0	0.3	3.2	0.7	0.0	0.0	1.9	1.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.4	18.3	3.1	1.1	2.1	0.0	0.0	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				37.2	110.5	30.5	11.9	4.6	0.0	0.0	6.1	6.1
LnGrp LOS				D	F	C	B	A			A	A
Approach Vol, veh/h					916			1099			1191	
Approach Delay, s/veh					73.5			5.3			6.1	
Approach LOS					E			A			A	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		65.0		30.0		65.0						
Change Period (Y+Rc), s		6.0		6.0		6.0						
Max Green Setting (Gmax), s		27.0		24.0		27.0						
Max Q Clear Time (g_c+I1), s		27.6		26.0		14.6						
Green Ext Time (p_c), s		0.0		0.0		6.4						

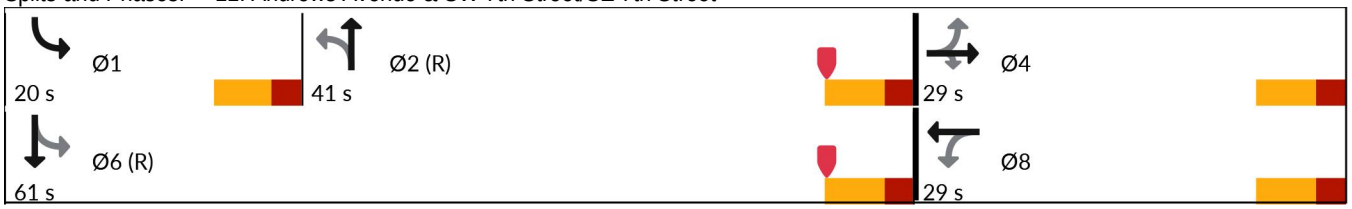
Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	28	64	88	292	317	155	824	27	1225
Future Volume (vph)	28	64	88	292	317	155	824	27	1225
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		4			8		2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	4.0	12.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	10.0	25.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	41.0	41.0	20.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	32.2%	32.2%	45.6%	45.6%	22.2%	67.8%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 56 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 11: Andrews Avenue & SW 7th Street/SE 7th Street

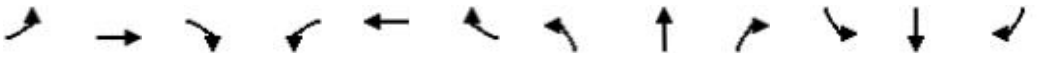


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	31	72	99	328	400	174	969	30	1436
v/c Ratio	0.32	0.18	0.22	1.09	0.95	1.37	0.57	0.11	0.75
Control Delay (s/veh)	38.2	27.8	6.1	113.5	67.3	231.9	16.6	7.9	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	38.2	27.8	6.1	113.5	67.3	231.9	16.6	7.9	16.1
Queue Length 50th (ft)	14	32	0	~212	220	~138	202	6	282
Queue Length 95th (ft)	42	67	32	#369	#395	#202	269	16	363
Internal Link Dist (ft)		244			248		1907		562
Turn Bay Length (ft)	95		50			135		275	
Base Capacity (vph)	95	381	436	300	421	127	1682	393	1891
Starvation Cap Reductn	0	0	0	0	0	0	0	0	63
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.19	0.23	1.09	0.95	1.37	0.58	0.08	0.79

Intersection Summary

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

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



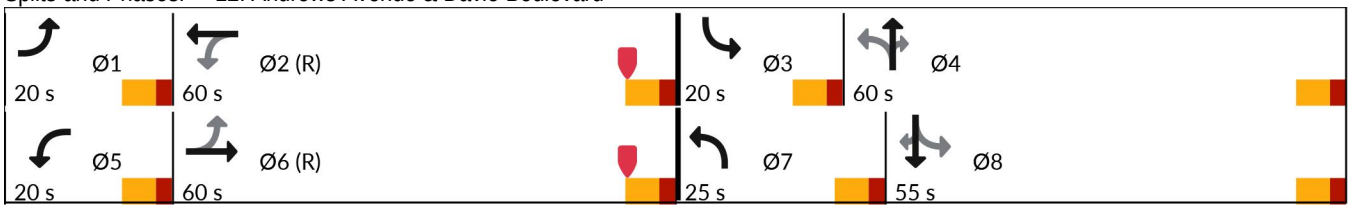
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	64	88	292	317	39	155	824	38	27	1225	53
Future Volume (veh/h)	28	64	88	292	317	39	155	824	38	27	1225	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	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	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	31	72	99	328	356	44	174	926	43	30	1376	60
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	93	427	360	320	372	46	213	1605	75	307	1866	81
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.69	0.69	0.69	0.03	0.81	0.81
Sat Flow, veh/h	879	1670	1410	1081	1457	180	332	3081	143	1590	3054	133
Grp Volume(v), veh/h	31	72	99	328	0	400	174	477	492	30	713	723
Grp Sat Flow(s),veh/h/ln	879	1670	1410	1081	0	1637	332	1586	1637	1590	1586	1600
Q Serve(g_s), s	1.3	3.0	5.1	20.0	0.0	21.7	36.0	13.8	13.8	0.7	18.9	19.0
Cycle Q Clear(g_c), s	23.0	3.0	5.1	23.0	0.0	21.7	46.9	13.8	13.8	0.7	18.9	19.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.09	1.00		0.08
Lane Grp Cap(c), veh/h	93	427	360	320	0	418	213	827	853	307	970	978
V/C Ratio(X)	0.33	0.17	0.27	1.02	0.00	0.96	0.82	0.58	0.58	0.10	0.74	0.74
Avail Cap(c_a), veh/h	93	427	360	320	0	418	213	827	853	517	970	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.62	0.62	0.62	0.09	0.09	0.09
Uniform Delay (d), s/veh	44.7	26.1	26.8	37.5	0.0	33.0	23.6	8.7	8.7	10.0	5.0	5.1
Incr Delay (d2), s/veh	0.8	0.1	0.2	56.8	0.0	32.6	19.2	1.8	1.8	0.0	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	1.7	12.1	0.0	12.1	4.8	3.9	4.0	0.2	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.5	26.1	27.0	94.3	0.0	65.6	42.7	10.6	10.5	10.0	5.5	5.5
LnGrp LOS	D	C	C	F		E	D	B	B	B	A	A
Approach Vol, veh/h		202			728			1143			1466	
Approach Delay, s/veh		29.5			78.5			15.4			5.6	
Approach LOS		C			E			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.1	52.9		29.0		61.0		29.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	14.0	35.0		23.0		55.0		23.0				
Max Q Clear Time (g_c+I1), s	2.7	48.9		25.0		21.0		25.0				
Green Ext Time (p_c), s	0.0	0.0		0.0		13.6		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			25.1									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	236	842	243	1288	221	686	170	108	1031	468
Future Volume (vph)	236	842	243	1288	221	686	170	108	1031	468
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	20.0	60.0	20.0	60.0	25.0	60.0	60.0	20.0	55.0	55.0
Total Split (%)	12.5%	37.5%	12.5%	37.5%	15.6%	37.5%	37.5%	12.5%	34.4%	34.4%
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	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 107 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 12: Andrews Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	243	1078	251	1443	228	707	175	111	1063	482
v/c Ratio	1.22	0.93	1.26	1.23	0.91	0.55	0.28	0.40	0.98	0.77
Control Delay (s/veh)	174.5	64.5	189.8	144.8	83.0	43.0	16.6	30.1	77.7	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	174.5	64.5	189.8	144.8	83.0	43.0	16.6	30.1	77.7	37.1
Queue Length 50th (ft)	~260	566	~285	~994	187	310	51	66	585	274
Queue Length 95th (ft)	#449	#702	m#386	m#1117	#351	391	117	107	#739	429
Internal Link Dist (ft)		223		909		2503			1907	
Turn Bay Length (ft)	140		160		250		90	125		275
Base Capacity (vph)	199	1158	199	1170	253	1274	621	318	1082	622
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	1.22	0.93	1.26	1.23	0.90	0.55	0.28	0.35	0.98	0.77

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.

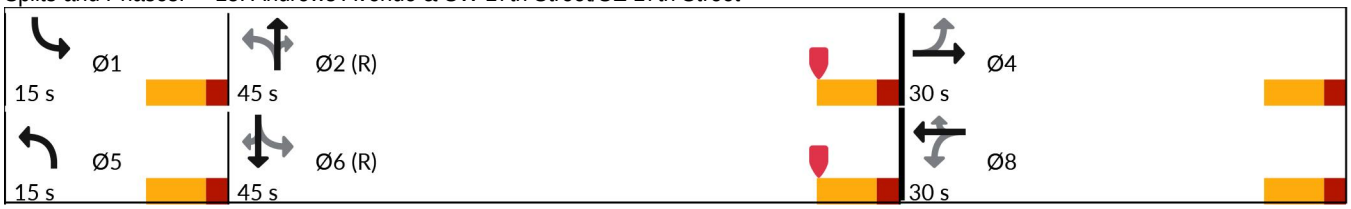
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	842	204	243	1288	112	221	686	170	108	1031	468
Future Volume (veh/h)	236	842	204	243	1288	112	221	686	170	108	1031	468
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	243	868	210	251	1328	115	228	707	175	111	1063	482
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	200	960	232	229	1124	97	247	1285	562	270	1080	479
Arrive On Green	0.12	0.46	0.46	0.12	0.46	0.46	0.11	0.36	0.36	0.06	0.31	0.31
Sat Flow, veh/h	1767	2800	677	1767	3277	283	1767	3526	1543	1767	3526	1563
Grp Volume(v), veh/h	243	546	532	251	712	731	228	707	175	111	1063	482
Grp Sat Flow(s),veh/h/ln	1767	1763	1715	1767	1763	1797	1767	1763	1543	1767	1763	1563
Q Serve(g_s), s	14.0	45.9	45.9	14.0	54.9	54.9	16.1	25.5	13.0	6.8	47.9	49.0
Cycle Q Clear(g_c), s	14.0	45.9	45.9	14.0	54.9	54.9	16.1	25.5	13.0	6.8	47.9	49.0
Prop In Lane	1.00		0.39	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	605	588	229	605	616	247	1285	562	270	1080	479
V/C Ratio(X)	1.22	0.90	0.90	1.10	1.18	1.19	0.92	0.55	0.31	0.41	0.98	1.01
Avail Cap(c_a), veh/h	200	605	588	229	605	616	257	1285	562	328	1080	479
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	0.37	0.37	0.37	0.91	0.91	0.91	0.52	0.52	0.52
Uniform Delay (d), s/veh	48.6	41.1	41.1	38.4	43.5	43.5	49.5	40.4	36.5	35.8	55.1	55.5
Incr Delay (d2), s/veh	134.5	19.3	19.8	65.9	86.7	90.3	32.2	0.3	0.1	0.2	16.1	31.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	22.1	21.6	10.0	37.2	38.5	8.0	11.3	5.0	3.0	23.7	23.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	183.1	60.4	60.9	104.2	130.2	133.8	81.7	40.7	36.6	36.0	71.3	86.8
LnGrp LOS	F	E	E	F	F	F	F	D	D	D	E	F
Approach Vol, veh/h		1321			1694			1110			1656	
Approach Delay, s/veh		83.1			127.9			48.5			73.4	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	60.9	14.8	64.3	20.0	60.9	24.1	55.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	54.0	14.0	54.0	14.0	54.0	19.0	49.0				
Max Q Clear Time (g_c+I1), s	16.0	56.9	8.8	27.5	16.0	47.9	18.1	51.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.8	0.0	3.5	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			86.8									
HCM 7th LOS			F									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	22	384	251	826	212	96	659	175	140	1246	224
Future Volume (vph)	22	384	251	826	212	96	659	175	140	1246	224
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Andrews Avenue & SW 17th Street/SE 17th Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	23	447	259	852	219	99	679	180	144	1285	231
v/c Ratio	0.28	0.43	1.13	0.82	0.36	0.48	0.43	0.23	0.35	0.77	0.28
Control Delay (s/veh)	37.1	27.1	135.5	38.5	5.7	17.8	18.3	3.2	10.7	24.1	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.1	27.1	135.5	38.5	5.7	17.8	18.3	3.2	10.7	24.1	7.0
Queue Length 50th (ft)	10	107	~184	244	0	22	129	0	32	305	27
Queue Length 95th (ft)	36	153	#332	#354	52	48	183	36	58	416	75
Internal Link Dist (ft)		226		905			784			2503	
Turn Bay Length (ft)	60		70			145		105	205		145
Base Capacity (vph)	81	1026	228	1035	598	266	1590	798	443	1658	805
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.44	1.14	0.82	0.37	0.37	0.43	0.23	0.33	0.78	0.29

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	384	49	251	826	212	96	659	175	140	1246	224
Future Volume (veh/h)	22	384	49	251	826	212	96	659	175	140	1246	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.98	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	23	396	51	259	852	219	99	679	180	144	1285	231
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	101	853	109	234	960	408	251	1702	748	438	1756	772
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.06	0.64	0.64	0.08	0.66	0.66
Sat Flow, veh/h	522	3132	400	929	3526	1500	1767	3526	1550	1767	3526	1550
Grp Volume(v), veh/h	23	222	225	259	852	219	99	679	180	144	1285	231
Grp Sat Flow(s),veh/h/ln	522	1763	1770	929	1763	1500	1767	1763	1550	1767	1763	1550
Q Serve(g_s), s	3.6	9.4	9.6	14.9	20.9	11.2	2.5	8.3	4.4	3.7	21.5	5.6
Cycle Q Clear(g_c), s	24.5	9.4	9.6	24.5	20.9	11.2	2.5	8.3	4.4	3.7	21.5	5.6
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	480	482	234	960	408	251	1702	748	438	1756	772
V/C Ratio(X)	0.23	0.46	0.47	1.11	0.89	0.54	0.40	0.40	0.24	0.33	0.73	0.30
Avail Cap(c_a), veh/h	101	480	482	234	960	408	355	1702	748	515	1756	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	43.3	27.3	27.3	40.1	31.4	27.9	13.5	9.8	9.1	10.4	11.2	8.6
Incr Delay (d2), s/veh	0.4	0.3	0.3	78.7	6.7	0.5	0.4	0.7	0.8	0.0	0.3	0.1
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	0.5	3.9	4.0	10.3	9.5	4.0	0.9	2.9	1.5	1.3	5.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.8	27.5	27.6	118.8	38.1	28.4	13.9	10.5	9.9	10.5	11.5	8.7
LnGrp LOS	D	C	C	F	D	C	B	B	A	B	B	A
Approach Vol, veh/h		470			1330			958			1660	
Approach Delay, s/veh		28.3			52.2			10.7			11.0	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	48.9		30.0	9.7	50.3		30.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	39.5		24.5	9.5	39.5		24.5				
Max Q Clear Time (g_c+I1), s	5.7	10.3		26.5	4.5	23.5		26.5				
Green Ext Time (p_c), s	0.0	5.9		0.0	0.0	9.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

Notes

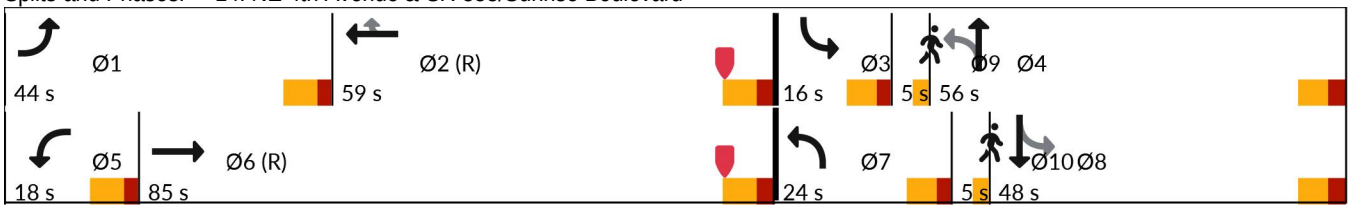
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø9	Ø10
Lane Configurations											
Traffic Volume (vph)	312	1542	60	1247	155	292	735	145	535		
Future Volume (vph)	312	1542	60	1247	155	292	735	145	535		
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6	5	2		7	4	3	8	9	10
Permitted Phases					2	4		8			
Detector Phase	1	6	5	2	2	7	4	3	8		
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	12.0	4.0	6.0	4.0	6.0	1.0	1.0
Minimum Split (s)	11.5	37.5	11.5	35.5	35.5	10.0	48.5	10.0	41.5	5.0	5.0
Total Split (s)	44.0	85.0	18.0	59.0	59.0	24.0	56.0	16.0	48.0	5.0	5.0
Total Split (%)	24.4%	47.2%	10.0%	32.8%	32.8%	13.3%	31.1%	8.9%	26.7%	3%	3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0	2.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0	2.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.0	6.5	6.0	6.5		
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lead		Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 10 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 14: NE 4th Avenue & SR 838/Sunrise Boulevard



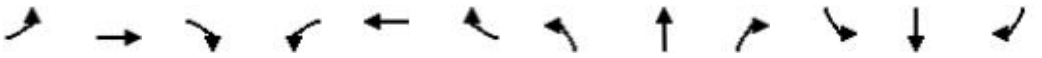
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	318	1781	61	1272	158	298	785	148	791
v/c Ratio	0.93	0.80	0.66	0.83	0.27	1.27	0.72	0.73	0.91
Control Delay (s/veh)	116.6	25.7	143.3	40.4	3.3	205.0	54.2	61.7	77.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	116.6	25.7	143.3	40.5	3.3	205.0	54.2	61.7	77.7
Queue Length 50th (ft)	398	259	74	534	37	~421	323	116	459
Queue Length 95th (ft)	m396	m260	m128	594	m55	#632	476	#175	#625
Internal Link Dist (ft)		1177		617			489		380
Turn Bay Length (ft)	260		190		210	140		330	
Base Capacity (vph)	368	2208	113	1526	577	233	1078	201	863
Starvation Cap Reductn	0	0	0	9	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.81	0.54	0.84	0.27	1.28	0.73	0.74	0.92

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)	312	1542	204	60	1247	155	292	735	34	145	535	240
Future Volume (vph)	312	1542	204	60	1247	155	292	735	34	145	535	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		0.99	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4986		1770	5085	1547	1770	3498		1769	3329	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.07	1.00		0.21	1.00	
Satd. Flow (perm)	1770	4986		1770	5085	1547	138	3498		392	3329	
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)	318	1573	208	61	1272	158	298	750	35	148	546	245
RTOR Reduction (vph)	0	10	0	0	0	112	0	2	0	0	28	0
Lane Group Flow (vph)	318	1771	0	61	1272	46	298	783	0	148	763	0
Confl. Peds. (#/hr)	4		2	2		4	12		6	6		12
Confl. Bikes (#/hr)			3			5			1			1
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2	4			8		
Actuated Green, G (s)	34.7	77.7		9.4	52.4	52.4	73.4	57.0		55.6	45.2	
Effective Green, g (s)	34.7	77.7		9.4	52.4	52.4	73.4	57.0		55.6	45.2	
Actuated g/C Ratio	0.19	0.43		0.05	0.29	0.29	0.41	0.32		0.31	0.25	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.5		6.0	6.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	341	2152		92	1480	450	233	1107		200	835	
v/s Ratio Prot	c0.18	c0.36		0.03	0.25		c0.14	0.22		0.04	0.23	
v/s Ratio Perm						0.03	c0.38			0.19		
v/c Ratio	0.93	0.82		0.66	0.85	0.10	1.27	0.70		0.74	0.91	
Uniform Delay, d1	71.4	45.0		83.7	60.3	46.6	58.4	54.1		49.5	65.5	
Progression Factor	1.59	0.58		1.39	0.60	0.41	1.29	0.89		1.00	1.00	
Incremental Delay, d2	4.9	0.3		11.1	5.7	0.3	153.4	1.6		12.0	14.0	
Delay (s)	118.6	26.6		127.6	42.1	19.7	229.1	50.1		61.6	79.6	
Level of Service	F	C		F	D	B	F	D		E	E	
Approach Delay (s/veh)		40.5			43.2			99.4			76.7	
Approach LOS		D			D			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	58.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBR	NBT	SBT	Ø2	Ø4	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	32	1070	779				
Future Volume (vph)	32	1070	779				
Turn Type	Free	NA	NA				
Protected Phases			6	2	4	8	9
Permitted Phases	Free	Free					
Detector Phase			6				
Switch Phase							
Minimum Initial (s)			10.0	10.0	6.0	6.0	10.0
Minimum Split (s)			45.0	45.0	38.0	38.0	31.0
Total Split (s)			65.0	65.0	25.0	25.0	65.0
Total Split (%)			72.2%	72%	28%	28%	72%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			14.0	14.0	2.0	2.0	0.0
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			18.0				
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Min	C-Min	None	None	Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 7 (8%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 15: NE 3rd Avenue & Progresso Drive

Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	34	1138	838
v/c Ratio	0.02	0.32	0.39
Control Delay (s/veh)	0.0	0.2	13.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	0.0	0.2	13.4
Queue Length 50th (ft)	0	0	213
Queue Length 95th (ft)	m0	0	m171
Internal Link Dist (ft)		145	209
Turn Bay Length (ft)			
Base Capacity (vph)	1611	3539	2116
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.32	0.40

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	32	0	1070	779	8
Future Volume (vph)	0	32	0	1070	779	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	18.0	
Lane Util. Factor		1.00		0.95	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.86		1.00	0.99	
Flt Protected		1.00		1.00	1.00	
Satd. Flow (prot)		1611		3539	3534	
Flt Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		1611		3539	3534	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	34	0	1138	829	9
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	0	34	0	1138	837	0
Confl. Peds. (#/hr)			6			
Confl. Bikes (#/hr)				2		
Turn Type		Free		NA	NA	
Protected Phases					6	
Permitted Phases		Free		Free		
Actuated Green, G (s)		90.0		90.0	53.9	
Effective Green, g (s)		90.0		90.0	53.9	
Actuated g/C Ratio		1.00		1.00	0.60	
Clearance Time (s)					18.0	
Vehicle Extension (s)					3.0	
Lane Grp Cap (vph)		1611		3539	2116	
v/s Ratio Prot					0.24	
v/s Ratio Perm		0.02		c0.32		
v/c Ratio		0.02		0.32	0.39	
Uniform Delay, d1		0.0		0.0	9.4	
Progression Factor		1.00		1.00	1.31	
Incremental Delay, d2		0.0		0.2	0.2	
Delay (s)		0.0		0.2	12.7	
Level of Service		A		A	B	
Approach Delay (s/veh)	0.0			0.2	12.7	
Approach LOS	A			A	B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	Ø6
Lane Configurations								
Traffic Volume (vph)	36	89	95	73	1006	219	786	
Future Volume (vph)	36	89	95	73	1006	219	786	
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA	
Protected Phases		4		8	2		9	6
Permitted Phases	4		8			2		
Detector Phase	4	4	8	8	2	2	9	
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	38.0	45.0	45.0	31.0	45.0
Total Split (s)	25.0	25.0	25.0	25.0	65.0	65.0	65.0	65.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	72.2%	72.2%	72.2%	72%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	14.0	14.0	0.0	14.0
Lost Time Adjust (s)	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	18.0	18.0	4.0	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 7 (8%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 16: NE 3rd Avenue & N Flagler Drive

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	39	115	103	111	1093	238	883
v/c Ratio	0.22	0.45	0.60	0.43	0.51	0.23	0.33
Control Delay (s/veh)	37.2	38.9	44.7	27.6	12.2	2.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	37.2	38.9	44.7	27.6	12.2	2.0	0.7
Queue Length 50th (ft)	24	69	57	49	174	0	2
Queue Length 95th (ft)	m38	m88	m74	m62	266	33	4
Internal Link Dist (ft)		1118		189	1514		145
Turn Bay Length (ft)	50		165			185	
Base Capacity (vph)	268	390	267	391	2119	1017	2656
Starvation Cap Reductn	0	0	0	0	0	0	638
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.29	0.39	0.28	0.52	0.23	0.44

Intersection Summary

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)	36	89	17	95	73	29	0	1006	219	0	786	27
Future Volume (vph)	36	89	17	95	73	29	0	1006	219	0	786	27
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			18.0	18.0		4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95	1.00		0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			1.00	0.97		0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00			1.00	1.00		1.00	
Frt	1.00	0.97		1.00	0.95			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1766	1814		1763	1774			3539	1540		3518	
Flt Permitted	0.68	1.00		0.68	1.00			1.00	1.00		1.00	
Satd. Flow (perm)	1274	1814		1268	1774			3539	1540		3518	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	97	18	103	79	32	0	1093	238	0	854	29
RTOR Reduction (vph)	0	8	0	0	18	0	0	0	95	0	2	0
Lane Group Flow (vph)	39	107	0	103	93	0	0	1093	143	0	881	0
Confl. Peds. (#/hr)	3		5	5		3	6		4	4		6
Confl. Bikes (#/hr)						1			1			1
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	
Protected Phases		4			8			2			9	
Permitted Phases	4			8					2			
Actuated Green, G (s)	12.1	12.1		12.1	12.1			53.9	53.9		67.9	
Effective Green, g (s)	12.1	12.1		12.1	12.1			53.9	53.9		67.9	
Actuated g/C Ratio	0.13	0.13		0.13	0.13			0.60	0.60		0.75	
Clearance Time (s)	6.0	6.0		6.0	6.0			18.0	18.0		4.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5			3.0	3.0		3.0	
Lane Grp Cap (vph)	171	243		170	238			2119	922		2654	
v/s Ratio Prot		0.06			0.05			c0.31			0.25	
v/s Ratio Perm	0.03			c0.08					0.09			
v/c Ratio	0.22	0.44		0.60	0.39			0.51	0.15		0.33	
Uniform Delay, d1	34.7	35.8		36.7	35.5			10.4	7.9		3.6	
Progression Factor	1.03	1.03		0.85	0.81			1.00	1.00		0.07	
Incremental Delay, d2	0.4	0.9		4.7	0.7			0.9	0.3		0.0	
Delay (s)	36.4	37.9		36.1	29.7			11.3	8.3		0.3	
Level of Service	D	D		D	C			B	A		A	
Approach Delay (s/veh)		37.5			32.8			10.8			0.3	
Approach LOS		D			C			B			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		

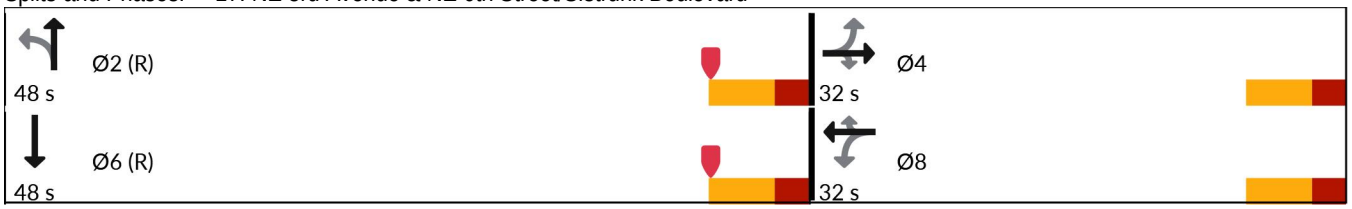
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	61	353	68	56	453	45	193	1042	54	686
Future Volume (vph)	61	353	68	56	453	45	193	1042	54	686
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	NA	NA
Protected Phases		4			8			2		6
Permitted Phases	4		4	8		8	2			
Detector Phase	4	4	4	8	8	8	2	2		6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	10.0	10.0		10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	28.0	28.0		28.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	32.0	48.0	48.0		48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%		60.0%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Min	C-Min		C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 18 (23%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 17: NE 3rd Avenue & NE 6th Street/Sistrunk Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	364	70	58	467	46	199	1175	56	801
v/c Ratio	0.55	0.71	0.15	0.31	0.91	0.10	0.72	0.69	no cap	0.47
Control Delay (s/veh)	27.1	23.3	1.6	26.0	52.0	8.0	13.1	4.4		12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)	27.1	23.3	1.6	26.0	52.0	8.0	13.1	4.4	Error	12.3
Queue Length 50th (ft)	14	99	1	22	217	2	11	29	~59	121
Queue Length 95th (ft)	m28	m118	m5	54	#386	24	m12	28	#132	168
Internal Link Dist (ft)		911			651			1288		1514
Turn Bay Length (ft)	170		140	140		115	175		90	
Base Capacity (vph)	120	539	488	194	539	479	275	1695	1	1687
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	0.53	0.68	0.14	0.30	0.87	0.10	0.72	0.69	56.00	0.47

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.

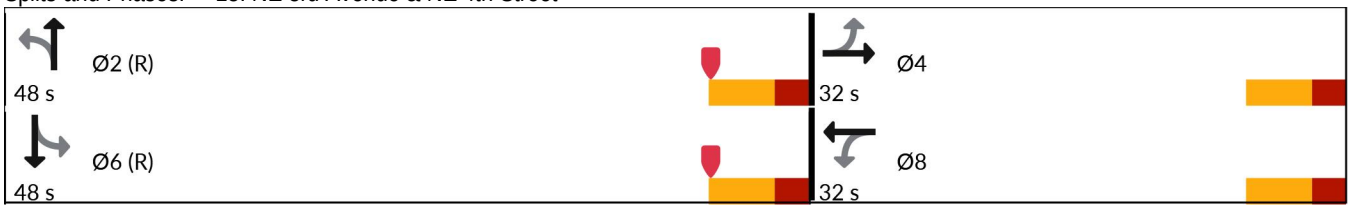
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	353	68	56	453	45	193	1042	98	54	686	91
Future Volume (veh/h)	61	353	68	56	453	45	193	1042	98	54	686	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	63	364	70	58	467	46	199	1074	101	56	707	94
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	140	543	443	206	543	443	339	1534	144	221	1476	196
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	787	1670	1363	844	1670	1363	605	2922	275	426	2811	373
Grp Volume(v), veh/h	63	364	70	58	467	46	199	583	592	56	399	402
Grp Sat Flow(s),veh/h/ln	787	1670	1363	844	1670	1363	605	1586	1610	426	1586	1598
Q Serve(g_s), s	5.0	15.1	2.9	5.1	21.0	1.9	21.2	17.3	17.4	7.5	9.1	9.1
Cycle Q Clear(g_c), s	26.0	15.1	2.9	20.1	21.0	1.9	30.4	17.3	17.4	24.9	9.1	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.23
Lane Grp Cap(c), veh/h	140	543	443	206	543	443	339	833	845	221	833	839
V/C Ratio(X)	0.45	0.67	0.16	0.28	0.86	0.10	0.59	0.70	0.70	0.25	0.48	0.48
Avail Cap(c_a), veh/h	140	543	443	206	543	443	339	833	845	221	833	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	0.42	0.42	0.42	0.94	0.94	0.94
Uniform Delay (d), s/veh	38.0	23.3	19.2	32.0	25.3	18.9	14.0	8.3	8.4	15.7	7.1	7.1
Incr Delay (d2), s/veh	0.5	1.6	0.0	0.3	12.6	0.0	3.1	2.1	2.1	2.6	1.9	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.9	0.9	1.0	9.8	0.6	2.5	4.2	4.2	0.8	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.5	24.9	19.2	32.3	37.9	18.9	17.1	10.4	10.4	18.3	9.0	9.0
LnGrp LOS	D	C	B	C	D	B	B	B	B	B	A	A
Approach Vol, veh/h		497			571			1374			857	
Approach Delay, s/veh		25.9			35.8			11.4			9.6	
Approach LOS		C			D			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		32.0		48.0		32.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		32.4		28.0		26.9		23.0				
Green Ext Time (p_c), s		6.2		0.0		5.3		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			17.3									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	42	229	84	325	124	1233	43	698
Future Volume (vph)	42	229	84	325	124	1233	43	698
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 66 (83%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 18: NE 3rd Avenue & NE 4th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	44	305	88	420	131	1441	45	806
v/c Ratio	0.30	0.67	0.38	0.92	0.48	0.85	0.52	0.47
Control Delay (s/veh)	16.4	18.6	26.9	55.2	12.4	14.5	40.6	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Total Delay (s/veh)	16.4	18.6	26.9	55.2	12.4	15.3	40.6	14.7
Queue Length 50th (ft)	12	105	33	190	23	132	18	164
Queue Length 95th (ft)	m8	m66	75	#359	m40	180	m#58	231
Internal Link Dist (ft)		908		191		262		1288
Turn Bay Length (ft)	120		90		110		90	
Base Capacity (vph)	154	480	241	477	271	1677	86	1686
Starvation Cap Reductn	0	0	0	0	0	69	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.64	0.37	0.88	0.48	0.90	0.52	0.48

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.

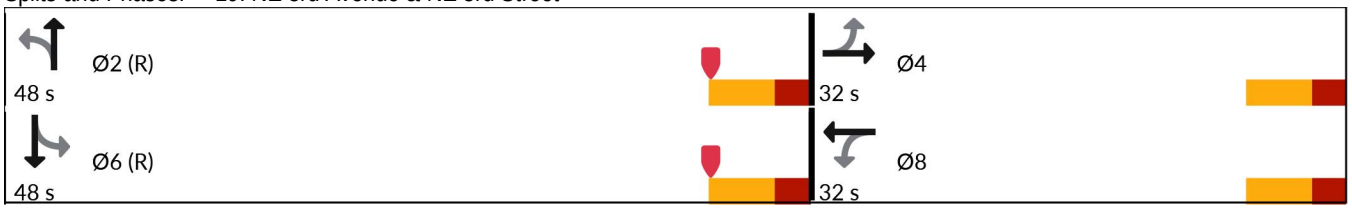
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	229	61	84	325	74	124	1233	136	43	698	67
Future Volume (veh/h)	42	229	61	84	325	74	124	1233	136	43	698	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.99		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.99	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	44	241	64	88	342	78	131	1298	143	45	735	71
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	130	369	98	226	380	87	336	1499	164	147	1527	147
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	857	1135	301	949	1171	267	600	2856	313	331	2908	281
Grp Volume(v), veh/h	44	0	305	88	0	420	131	718	723	45	401	405
Grp Sat Flow(s),veh/h/ln	857	0	1436	949	0	1437	600	1586	1582	331	1586	1602
Q Serve(g_s), s	3.7	0.0	14.6	7.0	0.0	22.3	11.2	27.4	28.1	10.2	9.2	9.2
Cycle Q Clear(g_c), s	26.0	0.0	14.6	21.6	0.0	22.3	20.4	27.4	28.1	38.3	9.2	9.2
Prop In Lane	1.00		0.21	1.00		0.19	1.00		0.20	1.00		0.18
Lane Grp Cap(c), veh/h	130	0	467	226	0	467	336	833	831	147	833	841
V/C Ratio(X)	0.34	0.00	0.65	0.39	0.00	0.90	0.39	0.86	0.87	0.31	0.48	0.48
Avail Cap(c_a), veh/h	130	0	467	226	0	467	336	833	831	147	833	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.09	0.00	0.09	1.00	0.00	1.00	0.61	0.61	0.61	0.90	0.90	0.90
Uniform Delay (d), s/veh	38.3	0.0	23.1	32.4	0.0	25.7	11.8	9.9	10.0	24.7	7.1	7.1
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.4	0.0	19.5	2.1	7.4	7.8	4.8	1.8	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.7	1.6	0.0	9.7	1.4	6.9	7.1	0.9	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.4	0.0	23.4	32.8	0.0	45.3	13.8	17.2	17.8	29.5	8.9	8.9
LnGrp LOS	D		C	C		D	B	B	B	C	A	A
Approach Vol, veh/h		349			508			1572			851	
Approach Delay, s/veh		25.3			43.1			17.2			10.0	
Approach LOS		C			D			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		32.0		48.0		32.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		30.1		28.0		40.3		24.3				
Green Ext Time (p_c), s		8.2		0.0		0.9		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			20.2									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	25	56	71	14	1240	39	789
Future Volume (vph)	28	25	56	71	14	1240	39	789
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	28.0	28.0	28.0	28.0
Total Split (s)	32.0	32.0	32.0	32.0	48.0	48.0	48.0	48.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 70 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 19: NE 3rd Avenue & NE 3rd Street



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	58	305	15	1350	41	840
v/c Ratio	0.23	0.19	0.84	0.05	0.72	0.30	0.45
Control Delay (s/veh)	17.8	22.6	45.7	5.4	14.6	9.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay (s/veh)	17.8	22.6	45.7	5.4	15.2	9.5	4.6
Queue Length 50th (ft)	21	22	127	4	272	4	45
Queue Length 95th (ft)	51	48	#210	m4	390	m9	55
Internal Link Dist (ft)	415		157		266		262
Turn Bay Length (ft)		160		105		100	
Base Capacity (vph)	403	377	447	293	1855	133	1852
Starvation Cap Reductn	0	0	0	0	192	0	131
Spillback Cap Reductn	0	0	0	0	106	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.15	0.68	0.05	0.81	0.31	0.49

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.

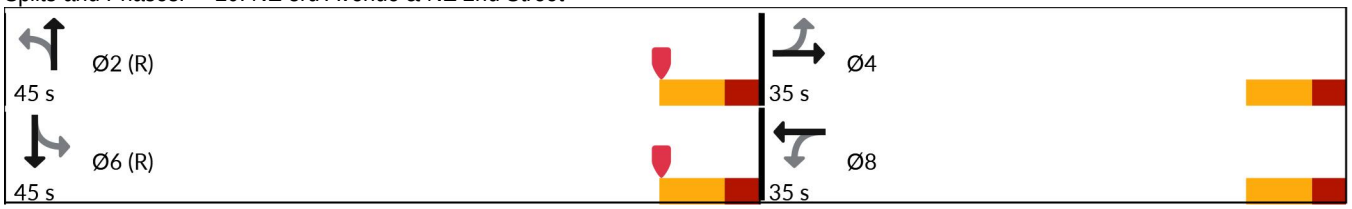
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	25	21	56	71	222	14	1240	56	39	789	17
Future Volume (veh/h)	28	25	21	56	71	222	14	1240	56	39	789	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	29	26	22	58	74	231	15	1292	58	41	822	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	86	68	37	296	86	270	372	1783	80	219	1822	40
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	88	249	135	1203	318	991	581	3085	138	360	3151	69
Grp Volume(v), veh/h	77	0	0	58	0	305	15	664	686	41	414	426
Grp Sat Flow(s),veh/h/ln	472	0	0	1203	0	1309	581	1586	1636	360	1586	1633
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	17.7	0.8	17.4	17.5	5.6	7.4	7.4
Cycle Q Clear(g_c), s	18.6	0.0	0.0	5.4	0.0	17.7	8.1	17.4	17.5	23.1	7.4	7.4
Prop In Lane	0.38		0.29	1.00		0.76	1.00		0.08	1.00		0.04
Lane Grp Cap(c), veh/h	190	0	0	296	0	356	372	917	946	219	917	944
V/C Ratio(X)	0.40	0.00	0.00	0.20	0.00	0.86	0.04	0.72	0.73	0.19	0.45	0.45
Avail Cap(c_a), veh/h	256	0	0	360	0	425	372	917	946	219	917	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.84	0.84	0.84	0.88	0.88	0.88
Uniform Delay (d), s/veh	23.7	0.0	0.0	23.2	0.0	27.7	6.2	5.9	5.9	12.0	4.8	4.8
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	12.2	0.2	4.2	4.1	1.7	1.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.9	0.0	6.5	0.1	4.1	4.2	0.5	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.2	0.0	0.0	23.3	0.0	39.9	6.4	10.1	10.0	13.6	6.2	6.1
LnGrp LOS	C			C		D	A	B	B	B	A	A
Approach Vol, veh/h		77			363			1365			881	
Approach Delay, s/veh		24.2			37.2			10.0			6.5	
Approach LOS		C			D			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.3		27.7		52.3		27.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		26.0		42.0		26.0				
Max Q Clear Time (g_c+I1), s		19.5		20.6		25.1		19.7				
Green Ext Time (p_c), s		3.6		0.1		2.3		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.9									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	24	20	28	45	1162	24	845
Future Volume (vph)	63	24	20	28	45	1162	24	845
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.0	33.0	33.0	33.0	25.0	25.0	25.0	25.0
Total Split (s)	35.0	35.0	35.0	35.0	45.0	45.0	45.0	45.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	56.3%	56.3%	56.3%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 64 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 20: NE 3rd Avenue & NE 2nd Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	68	89	22	111	48	1275	26	925
v/c Ratio	0.50	0.38	0.15	0.55	0.12	0.52	0.10	0.38
Control Delay (s/veh)	44.3	15.4	32.3	34.6	2.6	4.0	2.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	44.3	15.4	32.3	34.6	2.6	4.2	2.5	2.5
Queue Length 50th (ft)	35	9	10	39	8	210	2	38
Queue Length 95th (ft)	m57	m37	30	83	m7	m113	m3	32
Internal Link Dist (ft)		909		241		256		266
Turn Bay Length (ft)	50		105		170		100	
Base Capacity (vph)	411	571	418	549	381	2434	249	2434
Starvation Cap Reductn	0	0	0	0	0	0	0	398
Spillback Cap Reductn	0	0	0	3	0	381	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.16	0.05	0.20	0.13	0.62	0.10	0.45

Intersection Summary

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

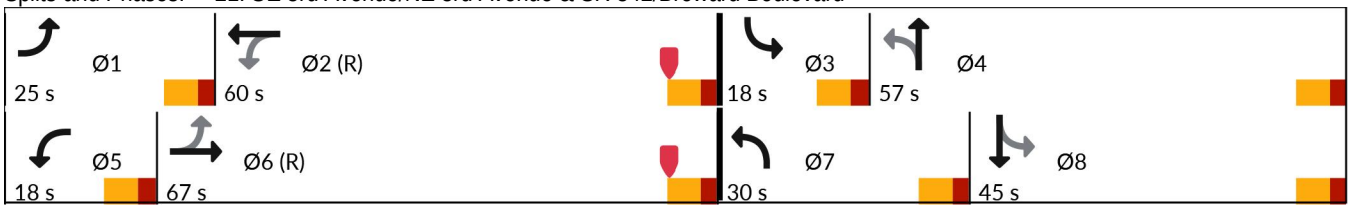
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	24	59	20	28	75	45	1162	24	24	845	15
Future Volume (veh/h)	63	24	59	20	28	75	45	1162	24	24	845	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.95	1.00		0.95
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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	68	26	63	22	30	81	48	1249	26	26	909	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	219	77	186	237	71	193	422	2125	44	314	2133	38
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.89	0.89	0.89	0.89	0.89	0.89
Sat Flow, veh/h	1135	425	1029	1158	395	1068	537	3175	66	387	3187	56
Grp Volume(v), veh/h	68	0	89	22	0	111	48	624	651	26	453	472
Grp Sat Flow(s),veh/h/ln	1135	0	1454	1158	0	1463	537	1586	1654	387	1586	1657
Q Serve(g_s), s	4.5	0.0	4.3	1.4	0.0	5.4	1.4	7.2	7.2	1.4	4.0	4.0
Cycle Q Clear(g_c), s	9.9	0.0	4.3	5.6	0.0	5.4	5.5	7.2	7.2	8.6	4.0	4.0
Prop In Lane	1.00		0.71	1.00		0.73	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	219	0	263	237	0	264	422	1062	1107	314	1062	1109
V/C Ratio(X)	0.31	0.00	0.34	0.09	0.00	0.42	0.11	0.59	0.59	0.08	0.43	0.43
Avail Cap(c_a), veh/h	425	0	527	448	0	530	422	1062	1107	314	1062	1109
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	33.5	0.0	28.6	31.1	0.0	29.1	2.2	1.8	1.8	2.8	1.7	1.7
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.1	0.0	0.4	0.5	2.4	2.3	0.5	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.5	0.4	0.0	1.9	0.2	1.8	1.8	0.1	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.7	0.0	28.9	31.1	0.0	29.5	2.7	4.2	4.1	3.3	2.8	2.8
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		157			133			1323			951	
Approach Delay, s/veh		31.0			29.7			4.1			2.8	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.6		20.4		59.6		20.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		29.0		39.0		29.0				
Max Q Clear Time (g_c+I1), s		9.2		11.9		10.6		7.6				
Green Ext Time (p_c), s		11.6		0.4		7.3		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			6.6									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	265	1323	240	1028	328	898	138	636
Future Volume (vph)	265	1323	240	1028	328	898	138	636
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	7.0	4.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	40.0	10.0	40.0	10.0	43.0	10.0	39.0
Total Split (s)	25.0	67.0	18.0	60.0	30.0	57.0	18.0	45.0
Total Split (%)	15.6%	41.9%	11.3%	37.5%	18.8%	35.6%	11.3%	28.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 134 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 21: SE 3rd Avenue/NE 3rd Avenue & SR 842/Broward Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	276	1720	250	1148	342	1151	144	869
v/c Ratio	1.08	1.02	1.57	0.75	1.23	1.17	0.91	1.16
Control Delay (s/veh)	116.7	44.6	317.3	50.7	178.6	127.8	91.9	144.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Total Delay (s/veh)	116.7	44.6	317.3	50.7	178.6	127.8	91.9	145.7
Queue Length 50th (ft)	~254	~521	~325	389	~403	~733	114	~552
Queue Length 95th (ft)	m#260	m#681	#514	448	m#607	#876	#241	#711
Internal Link Dist (ft)		909		213		543		269
Turn Bay Length (ft)	140		175		125		135	
Base Capacity (vph)	254	1686	159	1515	278	982	159	743
Starvation Cap Reductn	0	0	0	0	0	5	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	79
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	1.02	1.57	0.76	1.23	1.18	0.91	1.31

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 (veh/h)	265	1323	328	240	1028	74	328	898	207	138	636	198
Future Volume (veh/h)	265	1323	328	240	1028	74	328	898	207	138	636	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	276	1378	342	250	1071	77	342	935	216	144	662	206
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	293	1378	341	164	1462	105	284	807	186	164	567	176
Arrive On Green	0.16	0.51	0.51	0.10	0.45	0.45	0.15	0.32	0.32	0.08	0.24	0.24
Sat Flow, veh/h	1590	3615	894	1590	4332	311	1590	2533	584	1590	2328	724
Grp Volume(v), veh/h	276	1158	562	250	751	397	342	585	566	144	451	417
Grp Sat Flow(s),veh/h/ln	1590	1520	1470	1590	1520	1604	1590	1586	1531	1590	1586	1465
Q Serve(g_s), s	18.3	60.9	61.0	12.0	32.5	32.5	24.0	51.0	51.0	10.9	39.0	39.0
Cycle Q Clear(g_c), s	18.3	60.9	61.0	12.0	32.5	32.5	24.0	51.0	51.0	10.9	39.0	39.0
Prop In Lane	1.00		0.61	1.00		0.19	1.00		0.38	1.00		0.49
Lane Grp Cap(c), veh/h	293	1159	560	164	1026	541	284	506	488	164	387	357
V/C Ratio(X)	0.94	1.00	1.00	1.52	0.73	0.73	1.21	1.16	1.16	0.88	1.17	1.17
Avail Cap(c_a), veh/h	293	1159	560	164	1026	541	284	506	488	164	387	357
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	0.10	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	39.4	39.4	44.6	38.2	38.2	51.0	54.5	54.5	45.6	60.5	60.5
Incr Delay (d2), s/veh	7.2	8.2	12.7	263.3	4.6	8.5	110.2	83.0	84.7	36.3	99.4	101.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	22.5	22.5	16.1	12.2	13.5	16.8	32.0	31.1	6.0	26.4	24.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.5	47.6	52.2	307.9	42.8	46.7	161.2	137.5	139.2	81.9	159.9	162.0
LnGrp LOS	D	D	F	F	D	D	F	F	F	F	F	F
Approach Vol, veh/h		1996			1398			1493			1012	
Approach Delay, s/veh		47.9			91.3			143.6			149.7	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	60.0	18.0	57.0	18.0	67.0	30.0	45.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	54.0	12.0	51.0	12.0	61.0	24.0	39.0
Max Q Clear Time (g_c+I1), s	20.3	34.5	12.9	53.0	14.0	63.0	26.0	41.0
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0

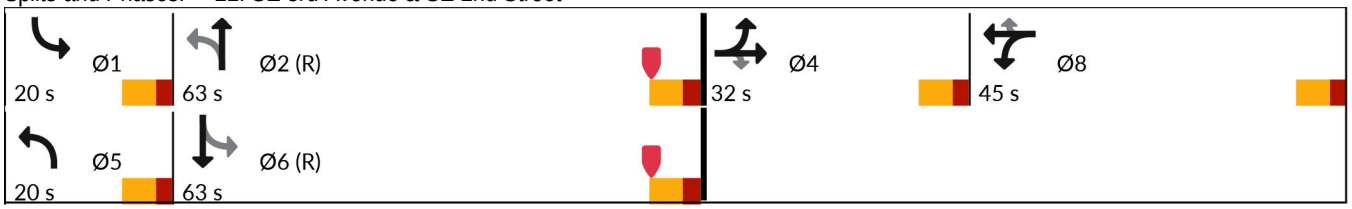
Intersection Summary	
HCM 7th Control Delay, s/veh	99.9
HCM 7th LOS	F

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	73	81	155	345	66	849	108	908
Future Volume (vph)	73	81	155	345	66	849	108	908
Turn Type	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8	2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	4.0	15.0	4.0	15.0
Minimum Split (s)	32.0	32.0	34.0	34.0	10.0	31.0	10.0	31.0
Total Split (s)	32.0	32.0	45.0	45.0	20.0	63.0	20.0	63.0
Total Split (%)	20.0%	20.0%	28.1%	28.1%	12.5%	39.4%	12.5%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 22: SE 3rd Avenue & SE 2nd Street

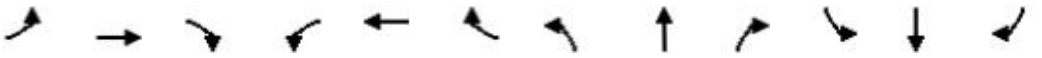


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	224	84	327	359	69	990	113	1137
v/c Ratio	0.90	0.30	0.91	0.70	0.45	0.78	0.56	0.88
Control Delay (s/veh)	98.8	11.3	89.7	22.7	32.8	20.3	31.8	34.1
Queue Delay	0.0	0.0	0.0	0.4	0.0	23.4	0.0	15.8
Total Delay (s/veh)	98.8	11.3	89.7	23.1	32.8	43.8	31.8	50.0
Queue Length 50th (ft)	239	2	329	88	11	359	60	317
Queue Length 95th (ft)	m#365	m21	#485	213	m17	m458	m49	m267
Internal Link Dist (ft)	583		245			436		543
Turn Bay Length (ft)					160		75	
Base Capacity (vph)	261	284	394	533	210	1264	235	1284
Starvation Cap Reductn	0	0	0	0	0	154	0	71
Spillback Cap Reductn	0	5	0	26	0	305	0	165
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.30	0.83	0.71	0.33	1.03	0.48	1.02

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.



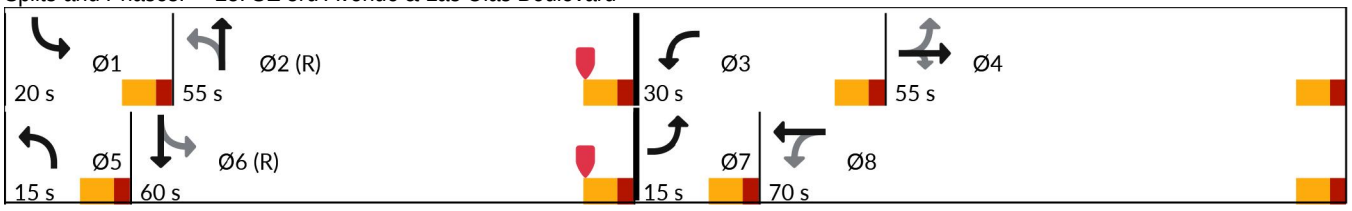
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	73	81	159	155	345	66	849	102	108	908	183
Future Volume (veh/h)	142	73	81	159	155	345	66	849	102	108	908	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.87	1.00		0.91	1.00		0.89	1.00		0.94
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	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	148	76	84	166	161	359	69	884	106	112	946	191
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	170	87	196	202	195	314	142	1103	132	200	1065	215
Arrive On Green	0.16	0.16	0.16	0.24	0.24	0.24	0.05	0.52	0.52	0.07	0.55	0.55
Sat Flow, veh/h	1068	548	1227	827	802	1286	1590	2812	337	1590	2598	524
Grp Volume(v), veh/h	224	0	84	327	0	359	69	499	491	112	577	560
Grp Sat Flow(s),veh/h/ln	1617	0	1227	1629	0	1286	1590	1586	1562	1590	1586	1536
Q Serve(g_s), s	21.6	0.0	9.9	30.4	0.0	39.0	4.2	41.3	41.4	6.7	51.3	51.5
Cycle Q Clear(g_c), s	21.6	0.0	9.9	30.4	0.0	39.0	4.2	41.3	41.4	6.7	51.3	51.5
Prop In Lane	0.66		1.00	0.51		1.00	1.00		0.22	1.00		0.34
Lane Grp Cap(c), veh/h	258	0	196	397	0	314	142	622	613	200	650	630
V/C Ratio(X)	0.87	0.00	0.43	0.82	0.00	1.15	0.48	0.80	0.80	0.56	0.89	0.89
Avail Cap(c_a), veh/h	263	0	199	397	0	314	223	622	613	252	650	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.31	0.31	0.31	0.09	0.09	0.09
Uniform Delay (d), s/veh	65.6	0.0	60.7	57.2	0.0	60.5	35.6	33.1	33.1	32.5	33.1	33.2
Incr Delay (d2), s/veh	24.0	0.0	0.6	12.4	0.0	96.1	0.3	3.5	3.5	0.1	1.9	2.0
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	10.7	0.0	3.1	13.9	0.0	21.1	1.6	15.5	15.3	2.6	18.6	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.6	0.0	61.2	69.6	0.0	156.6	35.9	36.6	36.7	32.6	35.0	35.2
LnGrp LOS	F		E	E		F	D	D	D	C	D	D
Approach Vol, veh/h		308			686			1059			1249	
Approach Delay, s/veh		81.9			115.1			36.6			34.9	
Approach LOS		F			F			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	68.8		31.5	11.9	71.6		45.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	57.0		26.0	14.0	57.0		39.0				
Max Q Clear Time (g_c+I1), s	8.7	43.4		23.6	6.2	53.5		41.0				
Green Ext Time (p_c), s	0.0	5.6		0.3	0.0	2.3		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			56.5									
HCM 7th LOS			E									

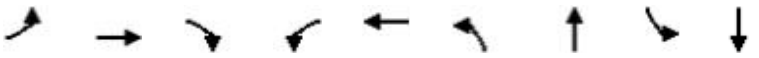
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	77	233	170	381	229	208	856	142	922
Future Volume (vph)	77	233	170	381	229	208	856	142	922
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases	4		4	8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	10.0	4.0	10.0
Minimum Split (s)	11.0	32.0	32.0	11.0	32.0	11.0	33.0	11.0	33.0
Total Split (s)	15.0	55.0	55.0	30.0	70.0	15.0	55.0	20.0	60.0
Total Split (%)	9.4%	34.4%	34.4%	18.8%	43.8%	9.4%	34.4%	12.5%	37.5%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 49 (31%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 23: SE 3rd Avenue & Las Olas Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	248	181	405	316	221	1213	151	1068
v/c Ratio	0.41	0.48	0.60	1.17	0.44	0.64	0.93	0.68	1.01
Control Delay (s/veh)	63.0	86.6	36.0	143.4	47.0	57.6	49.6	49.6	69.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	26.9
Total Delay (s/veh)	63.0	86.6	36.0	143.4	47.0	57.6	60.7	49.6	96.4
Queue Length 50th (ft)	82	134	64	~381	133	175	688	97	~607
Queue Length 95th (ft)	m99	m153	m90	#598	185	m283	#854	m128	#728
Internal Link Dist (ft)		914			308		1522		436
Turn Bay Length (ft)	110		110			100		200	
Base Capacity (vph)	206	965	416	346	1082	342	1301	232	1048
Starvation Cap Reductn	0	0	0	0	0	0	0	0	70
Spillback Cap Reductn	0	0	0	0	0	0	97	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.26	0.44	1.17	0.29	0.65	1.01	0.65	1.09

Intersection Summary

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

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

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 (veh/h)	77	233	170	381	229	68	208	856	284	142	922	82
Future Volume (veh/h)	77	233	170	381	229	68	208	856	284	142	922	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.82		0.71	0.91		0.81	1.00		0.88	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.98
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	82	248	181	405	244	72	221	911	302	151	981	87
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	283	634	202	387	654	181	224	980	323	174	1281	114
Arrive On Green	0.05	0.20	0.20	0.15	0.30	0.30	0.07	0.58	0.58	0.09	0.59	0.59
Sat Flow, veh/h	1590	3173	1009	1590	2194	607	1590	2255	743	1590	2886	256
Grp Volume(v), veh/h	82	248	181	405	172	144	221	639	574	151	539	529
Grp Sat Flow(s),veh/h/ln	1590	1586	1009	1590	1586	1214	1590	1586	1412	1590	1586	1555
Q Serve(g_s), s	6.5	10.9	28.0	24.0	13.7	15.1	9.0	58.6	59.8	8.5	40.6	40.7
Cycle Q Clear(g_c), s	6.5	10.9	28.0	24.0	13.7	15.1	9.0	58.6	59.8	8.5	40.6	40.7
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.53	1.00		0.16
Lane Grp Cap(c), veh/h	283	634	202	387	473	362	224	689	613	174	704	690
V/C Ratio(X)	0.29	0.39	0.90	1.05	0.36	0.40	0.99	0.93	0.94	0.87	0.77	0.77
Avail Cap(c_a), veh/h	291	972	309	387	635	486	224	689	613	209	704	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	0.62	0.62	0.62	0.42	0.42	0.42
Uniform Delay (d), s/veh	47.2	55.6	62.4	48.8	44.2	44.7	43.8	31.5	31.7	35.5	26.5	26.6
Incr Delay (d2), s/veh	0.1	0.2	13.3	58.7	0.3	0.5	43.6	14.3	16.8	11.5	3.4	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.4	8.0	11.8	5.5	4.7	7.9	23.3	21.5	3.7	14.8	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	55.8	75.8	107.5	44.6	45.3	87.4	45.8	48.5	47.0	29.9	30.0
LnGrp LOS	D	E	E	F	D	D	F	D	D	D	C	C
Approach Vol, veh/h		511			721			1434			1219	
Approach Delay, s/veh		61.5			80.1			53.3			32.1	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	75.5	30.0	38.0	15.0	77.0	14.3	53.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	49.0	24.0	49.0	9.0	54.0	9.0	64.0
Max Q Clear Time (g_c+I1), s	10.5	61.8	26.0	30.0	11.0	42.7	8.5	17.1
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	5.4	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	52.7
HCM 7th LOS	D

Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	217	338	61	1120	92	236	1201	175
Future Volume (vph)	217	338	61	1120	92	236	1201	175
Turn Type	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	8		5	2		1	6	
Permitted Phases		8	2		2	6		6
Detector Phase	8	8	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	36.0	36.0	10.0	37.0	37.0	10.0	37.0	37.0
Total Split (s)	38.0	38.0	20.0	102.0	102.0	20.0	102.0	102.0
Total Split (%)	23.8%	23.8%	12.5%	63.8%	63.8%	12.5%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 71 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 24: SE 6th Street & SE 3rd Avenue

Lane Group	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	328	367	66	1217	100	257	1305	190
v/c Ratio	0.57	0.90	0.28	0.67	0.12	0.74	0.62	0.19
Control Delay (s/veh)	62.5	54.1	14.5	31.3	13.8	28.8	27.9	11.8
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	30.6	0.0
Total Delay (s/veh)	62.5	54.1	14.5	31.8	13.8	28.8	58.5	11.8
Queue Length 50th (ft)	164	189	27	512	41	176	685	88
Queue Length 95th (ft)	205	315	m32	338	m26	m193	m433	m57
Internal Link Dist (ft)	474			566			1522	
Turn Bay Length (ft)		360	190		70	105		150
Base Capacity (vph)	667	442	312	1928	857	343	2104	954
Starvation Cap Reductn	0	0	0	304	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	866	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.83	0.21	0.75	0.12	0.75	1.05	0.20

Intersection Summary

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 (veh/h)	0	0	0	85	217	338	61	1120	92	236	1201	175
Future Volume (veh/h)	0	0	0	85	217	338	61	1120	92	236	1201	175
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		0.96	1.00		0.96	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h				92	236	367	66	1217	100	257	1305	190
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				3	3	3	3	3	3	3	3	3
Cap, veh/h				180	462	273	260	1950	837	337	2096	916
Arrive On Green				0.20	0.20	0.20	0.04	0.82	0.82	0.10	0.88	0.88
Sat Flow, veh/h				900	2312	1364	1590	3173	1362	1590	3173	1386
Grp Volume(v), veh/h				166	162	367	66	1217	100	257	1305	190
Grp Sat Flow(s),veh/h/ln				1625	1586	1364	1590	1586	1362	1590	1586	1386
Q Serve(g_s), s				14.6	14.5	32.0	2.5	22.9	2.4	9.6	17.6	3.3
Cycle Q Clear(g_c), s				14.6	14.5	32.0	2.5	22.9	2.4	9.6	17.6	3.3
Prop In Lane				0.55		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				325	317	273	260	1950	837	337	2096	916
V/C Ratio(X)				0.51	0.51	1.35	0.25	0.62	0.12	0.76	0.62	0.21
Avail Cap(c_a), veh/h				325	317	273	357	1950	837	360	2096	916
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	0.60	0.60	0.60	0.09	0.09	0.09
Uniform Delay (d), s/veh				57.0	57.0	64.0	11.1	7.7	5.9	14.2	4.4	3.5
Incr Delay (d2), s/veh				0.6	0.6	177.7	0.1	0.9	0.2	0.7	0.1	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.1	5.9	24.6	0.9	5.6	0.7	3.2	3.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				57.6	57.6	241.7	11.2	8.6	6.0	14.9	4.5	3.5
LnGrp LOS				E	E	F	B	A	A	B	A	A
Approach Vol, veh/h					695			1383			1752	
Approach Delay, s/veh					154.8			8.6			5.9	
Approach LOS					F			A			A	
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	17.7	104.3			10.3	111.7		38.0				
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	96.0			14.0	96.0		32.0				
Max Q Clear Time (g_c+I1), s	11.6	24.9			4.5	19.6		34.0				
Green Ext Time (p_c), s	0.1	14.0			0.0	16.7		0.0				

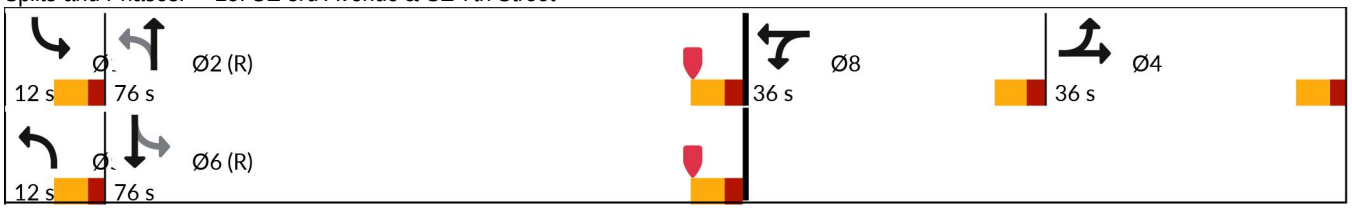
Intersection Summary	
HCM 7th Control Delay, s/veh	33.9
HCM 7th LOS	C

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	101	126	41	1037	89	1231
Future Volume (vph)	101	126	41	1037	89	1231
Turn Type	NA	NA	pm+pt	NA	pm+pt	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases			2		6	
Detector Phase	4	8	5	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	4.0	10.0	4.0	10.0
Minimum Split (s)	33.0	33.0	10.0	25.0	10.0	25.0
Total Split (s)	36.0	36.0	12.0	76.0	12.0	76.0
Total Split (%)	22.5%	22.5%	7.5%	47.5%	7.5%	47.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 74 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 25: SE 3rd Avenue & SE 7th Street



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	198	265	42	1109	92	1323
v/c Ratio	0.82	0.92	0.32	0.73	0.50	0.83
Control Delay (s/veh)	90.9	96.9	18.8	26.5	24.1	46.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	13.5
Total Delay (s/veh)	90.9	96.9	18.8	26.5	24.1	59.9
Queue Length 50th (ft)	200	259	13	401	64	734
Queue Length 95th (ft)	285	#423	m18	m333	m36	#854
Internal Link Dist (ft)	568	243		1897		566
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	303	304	134	1503	185	1576
Starvation Cap Reductn	0	0	0	0	0	262
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.87	0.31	0.74	0.50	1.01

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 (veh/h)	71	101	20	39	126	92	41	1037	39	89	1231	52
Future Volume (veh/h)	71	101	20	39	126	92	41	1037	39	89	1231	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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	0.99	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670	1670
Adj Flow Rate, veh/h	73	104	21	40	130	95	42	1069	40	92	1269	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	83	118	24	43	138	101	159	1524	57	228	1570	67
Arrive On Green	0.14	0.14	0.14	0.18	0.18	0.18	0.03	0.65	0.65	0.05	0.67	0.67
Sat Flow, veh/h	593	845	171	235	762	557	1590	3102	116	1590	3097	132
Grp Volume(v), veh/h	198	0	0	265	0	0	42	547	562	92	649	674
Grp Sat Flow(s),veh/h/ln	1608	0	0	1554	0	0	1590	1586	1631	1590	1586	1642
Q Serve(g_s), s	19.3	0.0	0.0	26.9	0.0	0.0	2.1	35.3	35.3	4.7	46.8	47.0
Cycle Q Clear(g_c), s	19.3	0.0	0.0	26.9	0.0	0.0	2.1	35.3	35.3	4.7	46.8	47.0
Prop In Lane	0.37		0.11	0.15		0.36	1.00		0.07	1.00		0.08
Lane Grp Cap(c), veh/h	224	0	0	282	0	0	159	779	802	228	804	833
V/C Ratio(X)	0.88	0.00	0.00	0.94	0.00	0.00	0.26	0.70	0.70	0.40	0.81	0.81
Avail Cap(c_a), veh/h	301	0	0	291	0	0	184	779	802	228	804	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	0.75	0.75	0.75
Uniform Delay (d), s/veh	67.6	0.0	0.0	64.6	0.0	0.0	26.3	20.2	20.2	23.4	20.5	20.5
Incr Delay (d2), s/veh	18.9	0.0	0.0	36.0	0.0	0.0	0.0	0.5	0.5	0.3	6.5	6.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	0.0	0.0	13.5	0.0	0.0	0.8	11.8	12.1	1.8	16.6	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.4	0.0	0.0	100.6	0.0	0.0	26.3	20.7	20.7	23.7	27.0	26.9
LnGrp LOS	F			F			C	C	C	C	C	C
Approach Vol, veh/h		198			265			1151			1415	
Approach Delay, s/veh		86.4			100.6			20.9			26.7	
Approach LOS		F			F			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	84.6		28.3	9.5	87.1		35.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	70.0		30.0	6.0	70.0		30.0				
Max Q Clear Time (g_c+I1), s	6.7	37.3		21.3	4.1	49.0		28.9				
Green Ext Time (p_c), s	0.0	9.1		0.5	0.0	9.7		0.1				

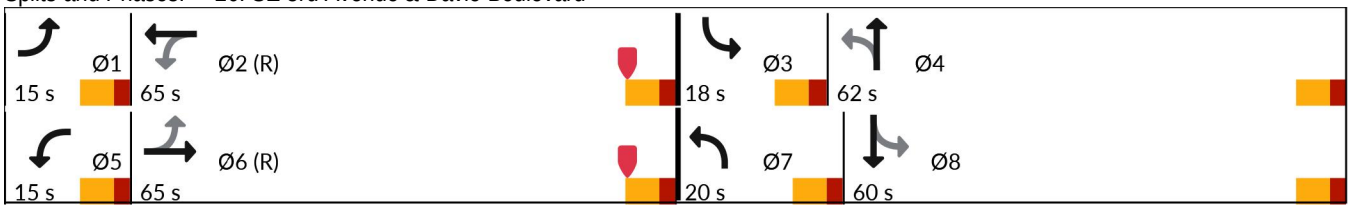
Intersection Summary	
HCM 7th Control Delay, s/veh	34.9
HCM 7th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	430	623	52	923	145	374	207	564
Future Volume (vph)	430	623	52	923	145	374	207	564
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	15.0	65.0	15.0	65.0	20.0	62.0	18.0	60.0
Total Split (%)	9.4%	40.6%	9.4%	40.6%	12.5%	38.8%	11.3%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 26: SE 3rd Avenue & Davie Boulevard



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	443	721	54	1065	149	409	213	1095
v/c Ratio	2.19	0.51	0.20	0.88	0.76	0.35	0.52	0.94
Control Delay (s/veh)	573.1	66.9	26.0	58.6	60.5	39.6	32.2	65.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	573.1	66.9	26.0	58.6	60.5	39.6	32.2	65.7
Queue Length 50th (ft)	~773	362	31	538	97	164	186	593
Queue Length 95th (ft)	m#887	m398	59	625	#203	208	m204	#672
Internal Link Dist (ft)		909		222		2382		1897
Turn Bay Length (ft)	140		185		150		110	
Base Capacity (vph)	202	1413	292	1274	202	1213	403	1186
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.19	0.51	0.18	0.84	0.74	0.34	0.53	0.92

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 (veh/h)	430	623	77	52	923	110	145	374	22	207	564	499
Future Volume (veh/h)	430	623	77	52	923	110	145	374	22	207	564	499
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
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	443	642	79	54	952	113	149	386	23	213	581	514
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	221	1313	161	306	1230	146	170	1112	66	413	595	524
Arrive On Green	0.07	0.55	0.55	0.04	0.52	0.52	0.07	0.33	0.33	0.08	0.34	0.34
Sat Flow, veh/h	1767	3154	387	1767	3167	376	1767	3364	200	1767	1763	1553
Grp Volume(v), veh/h	443	358	363	54	530	535	149	202	207	213	581	514
Grp Sat Flow(s),veh/h/ln	1767	1763	1778	1767	1763	1780	1767	1763	1801	1767	1763	1553
Q Serve(g_s), s	9.0	19.9	20.0	2.9	38.7	38.8	8.9	13.8	13.9	12.0	52.1	52.4
Cycle Q Clear(g_c), s	9.0	19.9	20.0	2.9	38.7	38.8	8.9	13.8	13.9	12.0	52.1	52.4
Prop In Lane	1.00		0.22	1.00		0.21	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	221	734	740	306	684	691	170	583	595	413	595	524
V/C Ratio(X)	2.00	0.49	0.49	0.18	0.77	0.77	0.88	0.35	0.35	0.52	0.98	0.98
Avail Cap(c_a), veh/h	221	734	740	356	684	691	205	617	630	413	595	524
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)	0.49	0.49	0.49	1.00	1.00	1.00	0.95	0.95	0.95	0.43	0.43	0.43
Uniform Delay (d), s/veh	45.5	25.3	25.3	28.6	33.0	33.0	40.3	40.5	40.5	33.8	52.4	52.5
Incr Delay (d2), s/veh	459.4	1.1	1.1	0.1	8.3	8.3	24.6	0.1	0.1	0.2	18.7	21.1
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	33.0	8.1	8.2	1.3	17.2	17.3	5.0	6.1	6.3	5.7	26.1	23.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	504.9	26.4	26.4	28.7	41.4	41.3	64.9	40.6	40.6	34.0	71.1	73.6
LnGrp LOS	F	C	C	C	D	D	E	D	D	C	E	E
Approach Vol, veh/h		1164			1119			558			1308	
Approach Delay, s/veh		208.5			40.7			47.1			66.0	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	68.1	18.0	58.9	10.5	72.6	16.9	60.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	59.0	12.0	56.0	9.0	59.0	14.0	54.0
Max Q Clear Time (g_c+I1), s	11.0	40.8	14.0	15.9	4.9	22.0	10.9	54.4
Green Ext Time (p_c), s	0.0	7.0	0.0	1.6	0.0	5.2	0.0	0.0

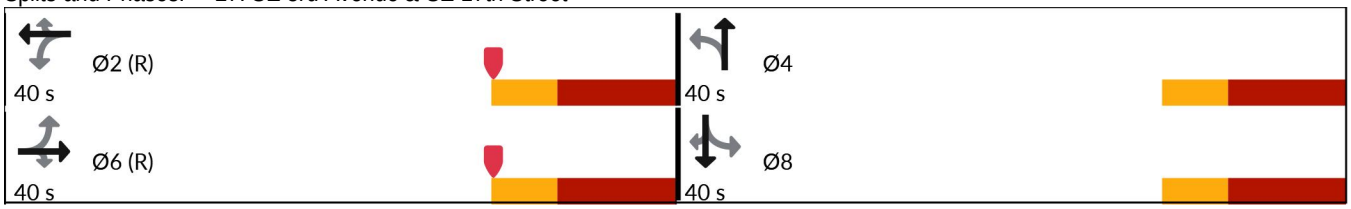
Intersection Summary	
HCM 7th Control Delay, s/veh	96.6
HCM 7th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	105	645	6	84	1006	155	8	73	233	154	380
Future Volume (vph)	105	645	6	84	1006	155	8	73	233	154	380
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
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)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 35 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 27: SE 3rd Avenue & SE 17th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	112	686	6	89	1070	165	9	93	248	164	404
v/c Ratio	0.65	0.42	0.00	0.27	0.67	0.21	0.02	0.18	0.71	0.33	0.81
Control Delay (s/veh)	43.9	17.2	0.0	19.3	21.5	3.8	17.8	17.7	41.7	23.7	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.9	17.2	0.0	19.3	21.5	3.8	17.8	17.7	41.7	23.7	43.0
Queue Length 50th (ft)	43	120	0	27	216	0	3	30	202	113	308
Queue Length 95th (ft)	#146	192	0	72	#342	37	12	57	m229	m125	m349
Internal Link Dist (ft)		905			220			753		2382	
Turn Bay Length (ft)	125			50			60		150		
Base Capacity (vph)	170	1597	741	327	1597	780	435	659	464	668	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.43	0.01	0.27	0.67	0.21	0.02	0.14	0.53	0.25	0.64

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)	105	645	6	84	1006	155	8	73	14	233	154	380
Future Volume (vph)	105	645	6	84	1006	155	8	73	14	233	154	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
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	0.97	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1749	3505	1497	1747	3505	1517	1748	1795		1747	1845	1545
Flt Permitted	0.20	1.00	1.00	0.39	1.00	1.00	0.65	1.00		0.69	1.00	1.00
Satd. Flow (perm)	373	3505	1497	719	3505	1517	1202	1795		1281	1845	1545
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	112	686	6	89	1070	165	9	78	15	248	164	404
RTOR Reduction (vph)	0	0	3	0	0	90	0	10	0	0	0	80
Lane Group Flow (vph)	112	686	3	89	1070	75	9	83	0	248	164	324
Confl. Peds. (#/hr)	11		5	5		11	4		5	5		4
Confl. Bikes (#/hr)			2			5						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	4	0	0	2	0	0	0	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	36.5	36.5	36.5	36.5	36.5	36.5	21.5	21.5		21.5	21.5	21.5
Effective Green, g (s)	36.5	36.5	36.5	36.5	36.5	36.5	21.5	21.5		21.5	21.5	21.5
Actuated g/C Ratio	0.46	0.46	0.46	0.46	0.46	0.46	0.27	0.27		0.27	0.27	0.27
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	170	1599	683	328	1599	692	323	482		344	495	415
v/s Ratio Prot		0.20			c0.31			0.05			0.09	
v/s Ratio Perm	0.30		0.00	0.12		0.05	0.01			0.19		c0.21
v/c Ratio	0.65	0.42	0.00	0.27	0.66	0.10	0.02	0.17		0.72	0.33	0.78
Uniform Delay, d1	16.9	14.7	11.8	13.4	17.0	12.4	21.5	22.4		26.5	23.4	27.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.30	1.01	1.76
Incremental Delay, d2	18.2	0.8	0.0	2.0	2.2	0.3	0.0	0.0		4.2	0.0	5.9
Delay (s)	35.1	15.5	11.8	15.5	19.2	12.7	21.5	22.4		38.8	23.9	53.6
Level of Service	D	B	B	B	B	B	C	C		D	C	D
Approach Delay (s/veh)		18.2			18.2			22.4			43.1	
Approach LOS		B			B			C			D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		

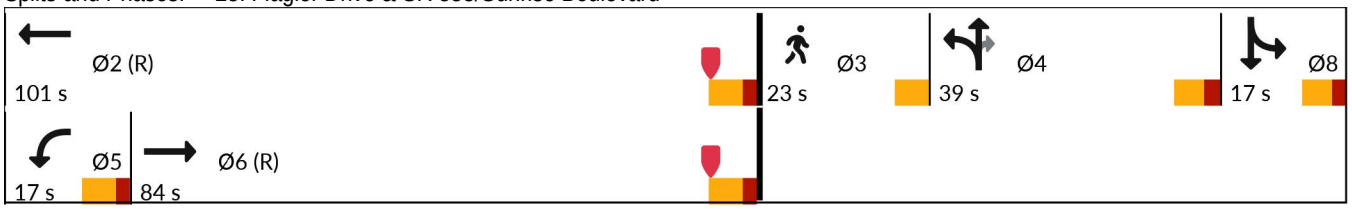
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBT	NBR	SBT	Ø3
Lane Configurations							
Traffic Volume (vph)	1581	15	1295	179	91	133	
Future Volume (vph)	1581	15	1295	179	91	133	
Turn Type	NA	Prot	NA	NA	Perm	NA	
Protected Phases	6	5	2	4		8	3
Permitted Phases					4		
Detector Phase	6	5	2	4	4	8	
Switch Phase							
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0	6.0	7.0
Minimum Split (s)	30.5	11.5	37.5	48.0	48.0	24.0	23.0
Total Split (s)	84.0	17.0	101.0	39.0	39.0	17.0	23.0
Total Split (%)	46.7%	9.4%	56.1%	21.7%	21.7%	9.4%	13%
Yellow Time (s)	4.5	4.5	4.5	4.0	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?				Yes	Yes		Yes
Recall Mode	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 18 (10%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 28: Flagler Drive & SR 838/Sunrise Boulevard



Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1723	16	1367	279	95	265
v/c Ratio	0.76	0.27	0.55	0.85	0.25	0.67
Control Delay (s/veh)	22.2	96.1	32.4	86.9	5.4	69.8
Queue Delay	0.2	0.0	0.0	0.0	87.0	0.0
Total Delay (s/veh)	22.4	96.1	32.4	86.9	92.4	69.8
Queue Length 50th (ft)	164	19	386	279	0	281
Queue Length 95th (ft)	161	48	422	378	16	#509
Internal Link Dist (ft)	617		722	371		937
Turn Bay Length (ft)		425				
Base Capacity (vph)	2238	102	2631	355	399	393
Starvation Cap Reductn	106	0	0	0	0	0
Spillback Cap Reductn	102	0	34	0	327	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.16	0.53	0.79	1.32	0.67

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1581	73	15	1295	17	89	179	91	6	133	115
Future Volume (vph)	0	1581	73	15	1295	17	89	179	91	6	133	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Lane Util. Factor		0.91		1.00	0.91			1.00	1.00		1.00	
Frpb, ped/bikes		0.99		1.00	0.99			1.00	0.97		0.99	
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.99		1.00	0.99			1.00	0.85		0.93	
Flt Protected		1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)		4984		1752	5011			1814	1533		1715	
Flt Permitted		1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (perm)		4984		1752	5011			1814	1533		1715	
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)	0	1647	76	16	1349	18	93	186	95	6	139	120
RTOR Reduction (vph)	0	3	0	0	1	0	0	0	78	0	14	0
Lane Group Flow (vph)	0	1720	0	16	1366	0	0	279	17	0	251	0
Confl. Peds. (#/hr)	7		1	1		7	4		6	6		4
Confl. Bikes (#/hr)			1			3			2			2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	0	0
Turn Type		NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases		6		5	2		4	4		8	8	
Permitted Phases									4			
Actuated Green, G (s)		78.2		4.0	88.7			32.6	32.6		40.2	
Effective Green, g (s)		78.2		4.0	88.7			32.6	32.6		40.2	
Actuated g/C Ratio		0.43		0.02	0.49			0.18	0.18		0.22	
Clearance Time (s)		6.5		6.5	6.5			6.0	6.0		6.0	
Vehicle Extension (s)		3.0		1.5	3.0			2.0	2.0		2.0	
Lane Grp Cap (vph)		2165		38	2469			328	277		383	
v/s Ratio Prot		c0.35		0.01	c0.27			c0.15			c0.15	
v/s Ratio Perm									0.01			
v/c Ratio		0.79		0.42	0.55			0.85	0.06		0.65	
Uniform Delay, d1		43.9		86.8	31.8			71.3	61.0		63.5	
Progression Factor		0.49		1.00	1.00			0.90	1.22		1.00	
Incremental Delay, d2		1.8		2.7	0.8			17.8	0.0		3.0	
Delay (s)		23.5		89.5	32.7			82.2	75.0		66.6	
Level of Service		C		F	C			F	E		E	
Approach Delay (s/veh)		23.5			33.3			80.4			66.6	
Approach LOS		C			C			F			E	

Intersection Summary

HCM 2000 Control Delay (s/veh)	35.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection							
Int Delay, s/veh	3.6						
Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	6	110	0	302	34	21	149
Future Vol, veh/h	6	110	0	302	34	21	149
Conflicting Peds, #/hr	0	0	0	0	18	18	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	0	-	-	0
Grade, %	-	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	7	134	0	368	41	26	182

Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	0	640	-	0	0	428	0
Stage 1	0	407	-	-	-	-	-
Stage 2	0	233	-	-	-	-	-
Critical Hdwy	-	6.43	-	-	-	3.7	-
Critical Hdwy Stg 1	-	5.43	-	-	-	-	-
Critical Hdwy Stg 2	-	5.43	-	-	-	-	-
Follow-up Hdwy	-	3.527	-	-	-	2.9	-
Pot Cap-1 Maneuver	0	438	0	-	-	945	-
Stage 1	0	670	0	-	-	-	-
Stage 2	0	803	0	-	-	-	-
Platoon blocked, %	-			-	-		-
Mov Cap-1 Maneuver	0	417	-	-	-	929	-
Mov Cap-2 Maneuver	0	417	-	-	-	-	-
Stage 1	0	658	-	-	-	-	-
Stage 2	0	779	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.66	0	1.11
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	417	222	-
HCM Lane V/C Ratio	-	-	0.321	0.028	-
HCM Control Delay (s/veh)	-	-	17.7	9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.4	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	17	319	0	0	259
Future Vol, veh/h	0	17	319	0	0	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	347	0	0	282

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	628	347	0	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.42	3.7	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	2	-	-	-	-
Pot Cap-1 Maneuver	447	1386	-	0	0	-
Stage 1	716	-	-	0	0	-
Stage 2	766	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	447	1386	-	-	-	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	7.63	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NWLn1	SWT
Capacity (veh/h)	-	1386	-
HCM Lane V/C Ratio	-	0.013	-
HCM Control Delay (s/veh)	-	7.6	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Lane Group	EBT	WBL	NBR
Lane Configurations			
Traffic Volume (vph)	1337	1647	1457
Future Volume (vph)	1337	1647	1457
Turn Type	NA	Prot	Over
Protected Phases	2	1	1
Permitted Phases			
Detector Phase	2	1	1
Switch Phase			
Minimum Initial (s)	10.0	10.0	10.0
Minimum Split (s)	49.5	21.5	21.5
Total Split (s)	83.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5	7.5
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 36 (20%), Referenced to phase 1:WBL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 30: US 1/Federal Highway & SR 838/Sunrise Boulevard

Lane Group	EBT	WBL	NBR
Lane Group Flow (vph)	1738	1698	1502
v/c Ratio	0.78	0.71	0.87
Control Delay (s/veh)	83.5	39.4	49.3
Queue Delay	8.3	0.0	0.0
Total Delay (s/veh)	91.9	39.4	49.3
Queue Length 50th (ft)	789	551	682
Queue Length 95th (ft)	836	586	746
Internal Link Dist (ft)	722		
Turn Bay Length (ft)		400	
Base Capacity (vph)	2205	2481	1794
Starvation Cap Reductn	446	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.99	0.68	0.84

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1337	349	1647	0	0	1457
Future Volume (vph)	1337	349	1647	0	0	1457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5		7.5			7.5
Lane Util. Factor	0.91		0.94			0.76
Frpb, ped/bikes	0.99		1.00			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.96		1.00			0.85
Flt Protected	1.00		0.95			1.00
Satd. Flow (prot)	4910		4990			3610
Flt Permitted	1.00		0.95			1.00
Satd. Flow (perm)	4910		4990			3610
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1378	360	1698	0	0	1502
RTOR Reduction (vph)	6	0	0	0	0	0
Lane Group Flow (vph)	1732	0	1698	0	0	1502
Confl. Peds. (#/hr)		3	3			1
Confl. Bikes (#/hr)		3				
Turn Type	NA		Prot			Over
Protected Phases	2		1			1
Permitted Phases						
Actuated Green, G (s)	80.7		85.3			85.3
Effective Green, g (s)	80.7		85.3			85.3
Actuated g/C Ratio	0.45		0.47			0.47
Clearance Time (s)	6.5		7.5			7.5
Vehicle Extension (s)	8.0		2.0			2.0
Lane Grp Cap (vph)	2201		2364			1710
v/s Ratio Prot	c0.35		0.34			c0.42
v/s Ratio Perm						
v/c Ratio	0.78		0.71			0.87
Uniform Delay, d1	42.3		37.7			42.6
Progression Factor	1.89		1.00			1.00
Incremental Delay, d2	1.8		1.9			6.7
Delay (s)	82.0		39.6			49.4
Level of Service	F		D			D
Approach Delay (s/veh)	82.0			39.6	49.4	
Approach LOS	F			D	D	

Intersection Summary

HCM 2000 Control Delay (s/veh)	57.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

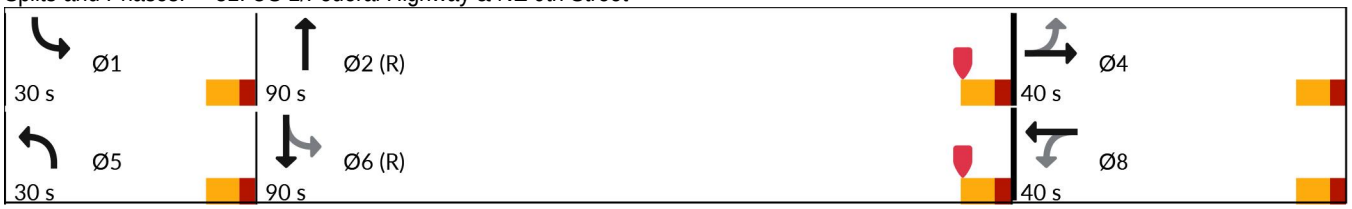
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	28	60	45	116	1331	108	1794
Future Volume (vph)	34	28	60	45	116	1331	108	1794
Turn Type	Perm	NA	Perm	NA	Prot	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8				6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0
Minimum Split (s)	38.0	38.0	36.0	36.0	11.0	26.0	11.0	26.0
Total Split (s)	40.0	40.0	40.0	40.0	30.0	90.0	30.0	90.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	18.8%	56.3%	18.8%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

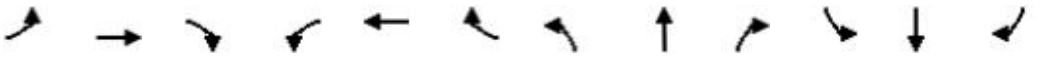
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 75 (47%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 31: US 1/Federal Highway & NE 9th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	62	62	68	120	1467	111	1903
v/c Ratio	0.36	0.40	0.63	0.47	0.74	0.38	0.37	0.52
Control Delay (s/veh)	78.7	43.3	98.1	65.9	95.7	6.8	7.1	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (s/veh)	78.7	43.3	98.1	65.9	95.7	6.8	7.1	11.9
Queue Length 50th (ft)	36	29	64	55	124	163	15	303
Queue Length 95th (ft)	73	78	115	106	191	234	32	436
Internal Link Dist (ft)		691		689		564		822
Turn Bay Length (ft)	160		75		375		300	
Base Capacity (vph)	277	383	279	381	262	3804	474	3594
Starvation Cap Reductn	0	0	0	0	0	0	0	792
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.16	0.22	0.18	0.46	0.39	0.23	0.68

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	28	32	60	45	21	116	1331	92	108	1794	52
Future Volume (veh/h)	34	28	32	60	45	21	116	1331	92	108	1794	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
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	35	29	33	62	46	22	120	1372	95	111	1849	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	141	86	98	144	129	62	140	3591	249	350	3517	103
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.99	0.99	0.04	0.93	0.93
Sat Flow, veh/h	1311	787	896	1318	1181	565	1767	4808	333	1767	5033	147
Grp Volume(v), veh/h	35	0	62	62	0	68	120	964	503	111	1240	663
Grp Sat Flow(s),veh/h/ln	1311	0	1683	1318	0	1746	1767	1689	1764	1767	1689	1802
Q Serve(g_s), s	4.1	0.0	5.5	7.3	0.0	5.8	10.7	0.5	0.5	2.9	8.1	8.1
Cycle Q Clear(g_c), s	9.8	0.0	5.5	12.8	0.0	5.8	10.7	0.5	0.5	2.9	8.1	8.1
Prop In Lane	1.00		0.53	1.00		0.32	1.00		0.19	1.00		0.08
Lane Grp Cap(c), veh/h	141	0	184	144	0	191	140	2523	1317	350	2360	1259
V/C Ratio(X)	0.25	0.00	0.34	0.43	0.00	0.36	0.86	0.38	0.38	0.32	0.53	0.53
Avail Cap(c_a), veh/h	276	0	358	280	0	371	265	2523	1317	560	2360	1259
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	70.6	0.0	65.9	71.8	0.0	66.0	70.7	0.1	0.1	6.2	2.0	2.0
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.8	0.0	0.4	5.6	0.4	0.8	0.1	0.5	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.4	2.5	0.0	2.6	5.0	0.3	0.4	1.1	1.8	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.9	0.0	66.3	72.5	0.0	66.4	76.3	0.6	1.0	6.3	2.5	3.0
LnGrp LOS	E		E	E		E	E	A	A	A	A	A
Approach Vol, veh/h		97			130			1587			2014	
Approach Delay, s/veh		67.9			69.3			6.4			2.9	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	125.5		23.5	18.7	117.8		23.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	24.0	84.0		34.0	24.0	84.0		34.0				
Max Q Clear Time (g_c+I1), s	4.9	2.5		11.8	12.7	10.1		14.8				
Green Ext Time (p_c), s	0.1	16.4		0.2	0.1	26.8		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.3									
HCM 7th LOS			A									

Network Totals

Number of Intersections	32
Control Delay / Veh (s/v)	53
Queue Delay / Veh (s/v)	2
Total Delay / Veh (s/v)	55
Total Delay (hr)	1675
Stops / Veh	0.66
Stops (#)	72412
Average Speed (mph)	8
Total Travel Time (hr)	2304
Distance Traveled (mi)	18873
Fuel Consumed (gal)	2405
Fuel Economy (mpg)	7.8
CO Emissions (kg)	168.09
NOx Emissions (kg)	32.70
VOC Emissions (kg)	38.96
Unserved Vehicles (#)	2787
Vehicles in dilemma zone (#)	0
Performance Index	1876.1

Attachment D

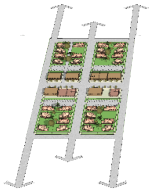
Roadway Segment Capacity Tables

No-Build 2024 Scenario										
Roadway	Segment	Class (QLOS)	Volume		Capacity Thresholds				LOS	
			A.M. Peak Hour	P.M. Peak Hour	B	C	D	E	A.M. Peak Hour	P.M. Peak Hour
1 Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4LU, C4, LT	849	873	*	1,881	2,779	3,138	C	C
2 Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4LU, C6, LT	932	948	*	*	2,317	2,984	D	D
3 Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	4LU, C6, LT	745	951	*	*	2,317	2,984	D	D
4 Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	4LU, C6, LT, RT	719	1,044	*	*	2,433	3,133	D	D
5 Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	4LD, C6, LT, RT	1,033	1,105	*	*	2,561	3,298	D	D
6 NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4LU, C4, LT, RT	667	791	*	1,975	2,918	3,295	C	C
7 NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4LU, C6, LT	857	920	*	*	2,317	2,984	D	D
8 SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	4LU, C6, LT, RT	1,184	1,035	*	*	2,433	3,133	D	D
9 SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	4LU, C6, LT, RT	1,013	915	*	*	2,433	3,133	D	D
10 SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	4LU, C6, LT	559	523	*	*	2,317	2,984	D	D

No-Build 2045 Scenario										
Roadway	Segment	Class (QLOS)	Volume		Capacity Thresholds				LOS	
			A.M. Peak Hour	P.M. Peak Hour	B	C	D	E	A.M. Peak Hour	P.M. Peak Hour
1 Andrews Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4LU, C4, LT	1,186	1,220	*	1,881	2,779	3,138	C	C
2 Andrews Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4LU, C6, LT	1,302	1,324	*	*	2,317	2,984	D	D
3 Andrews Avenue	Between SR 842/Broward Boulevard & SE/SW 6th Street	4LU, C6, LT	1,041	1,329	*	*	2,317	2,984	D	D
4 Andrews Avenue	Between SE/SW 6th Street & Davie Boulevard	4LU, C6, LT, RT	1,005	1,459	*	*	2,433	3,133	D	D
5 Andrews Avenue	Between Davie Boulevard & SE/SW 17th Street	4LD, C6, LT, RT	1,443	1,544	*	*	2,561	3,298	D	D
6 NE 3rd Avenue	Between SR 838/Sunrise Boulevard & Sistrunk Boulevard/NE/NW 6th Street	4LU, C4, LT, RT	933	1,105	*	1,975	2,918	3,295	C	C
7 NE 3rd Avenue	Between Sistrunk Boulevard/NE/NW 6th Street & SR 842/Broward Boulevard	4LU, C6, LT	1,197	1,285	*	*	2,317	2,984	D	D
8 SE 3rd Avenue	Between SR 842/Broward Boulevard & SE 6th Street	4LU, C6, LT, RT	1,654	1,446	*	*	2,433	3,133	D	D
9 SE 3rd Avenue	Between SE 6th Street & Davie Boulevard	4LU, C6, LT, RT	1,415	1,278	*	*	2,433	3,133	D	D
10 SE 3rd Avenue	Between Davie Boulevard & SE 17th Street	4LU, C6, LT	781	730	*	*	2,317	2,984	D	D

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

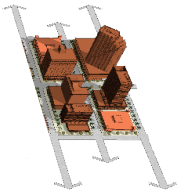
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

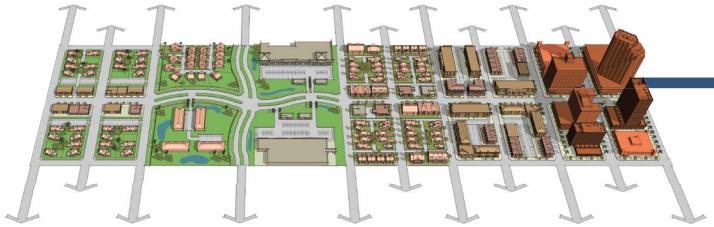
	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

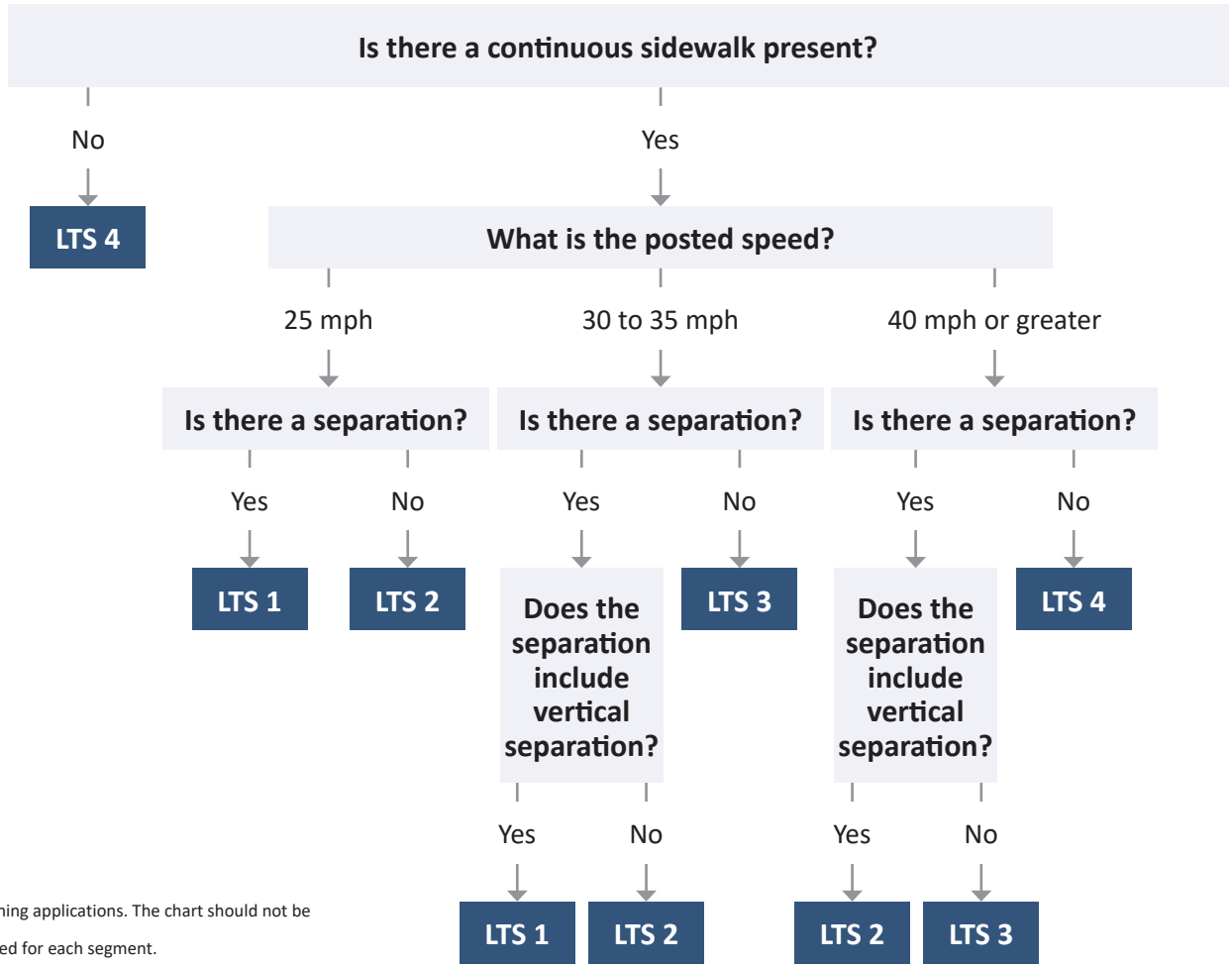
The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

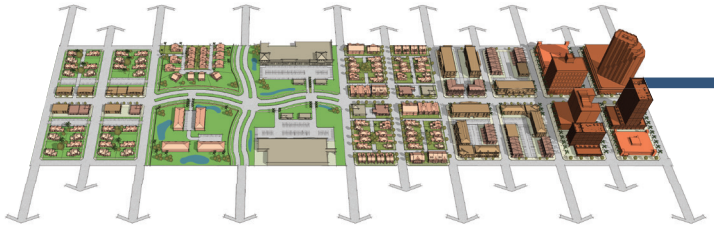


Pedestrian Level of Traffic Stress Flow Chart

C2T, C3C, C3R, C4, C5, & C6



Notes:
1) This chart does not constitute a standard and should be used only for general planning applications. The chart should not be used for corridor or intersection design, where more refined techniques exist.
2) This analysis is conducted for each side of the road and the worst side PLTS is applied for each segment.
3) If the sidewalk width is less than or equal to 5 feet, the PLTS deteriorates by 1.
4) Separation is defined by space between the outside vehicular travel lane and sidewalk and can include bicycle lanes, unmarked shoulders, street furniture, vertical separation, landscaping, or utility strips. Vertical separation in the separation includes tubular markers, islands, on-street parking, rigid barriers, and landscaping.
5) Sidewalk space over 6 feet can be evaluated as part of the separation.



Bicycle Level of Traffic Stress Flow Chart to use When Bicycle Facility is Present

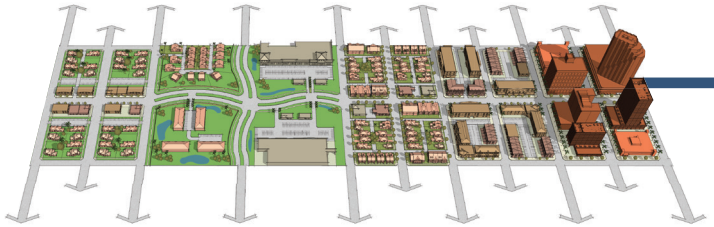
C2T, C3C, C3R, C4, C5, & C6

What kind of bicycle facility is present?

- Separated Bicycle Lane, Shared Use Path, or Urban Side Path → **LTS 1**
- Bicycle Lane, Marked Shoulder, or Paved Shoulder → **Is the posted speed 40 mph or more?**
  - Yes → **LTS 4**
  - No → **Is the AADT less than or equal to 7,000?**
    - Yes → **LTS 1**
    - No → **Is the posted speed 35 mph?**
      - Yes → **Is there a buffered bicycle lane?**
        - Yes → **LTS 2**
        - No → **LTS 3**
      - No → **Is the bicycle facility next to on-street parking?**
        - Yes → **Width of the bicycle lane and separation**
          - Greater than or equal to 7’ → **LTS 1**
          - 5’ or 6’ → **LTS 2**
          - 4’ → **LTS 3**
        - No → **Width of the bicycle lane**
          - Greater than or equal to 6’ → **LTS 1**
          - 5’ → **LTS 2**
          - 4’ → **LTS 3**
- Sharrow or None → **Use bicycle level of traffic stress assessment for when bicycle facility is not present**

Notes:
1) This chart does not constitute a standard and should be used only for general planning applications. The chart should not be used for corridor or intersection design, where more refined techniques exist.
2) If there is both a separated bicycle lane, shared use path or urban side path and a bicycle lane, marked shoulder, or paved shoulder, evaluate the facility as having a shared use path

Low Stress Tolerance → High Stress Tolerance



Bicycle Level of Traffic Stress Flow Chart to use When No Bicycle Facility is Present or When There are Sharrows Present

C2T, C3C, C3R, C4, C5, & C6

What is the posted speed?

- 25 or 30 mph
  - **How many vehicular travel lanes (total)?**
    - up to 3
      - **Land use**
        - Residential → **LTS 2**
        - Commercial or Industrial → **LTS 3**
    - 4 or more → **LTS 4**
- 35 mph or greater
  - **Is the AADT less than 3,000?**
    - Yes → **LTS 2**
    - No → **LTS 4**

Notes:
1) This chart does not constitute a standard and should be used only for general planning applications. The chart should not be used for corridor or intersection design, where more refined techniques exist.

Low Stress Tolerance — High Stress Tolerance

LTS 1 | LTS 2 | LTS 3 | LTS 4