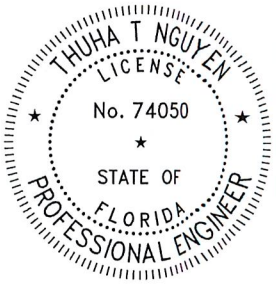
GENERATION AT WILTON MANORS

TRAFFIC IMPACT STUDY

prepared by:
via planning, inc.
2101 W Commercial Boulevard, Suite 3200
Fort Lauderdale, Florida 33309
Certificate of Authorization Number: 30843

prepared for:
KEITH
301 E Atlantic Boulevard
Pompano Beach, Florida 33060

via PN: 1094.1



Digitally signed by Thuha T Nguyen
Date: 2023.03.03 11:03:15 -05'00'

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

TABLE OF CONTENTS

INTRODUCTION

This traffic study was prepared to support the proposed development of *Generation at Wilton Manors*, located in the northeast quadrant of the intersection of NE 24th Street and Dixie Highway, in the City of Wilton Manors, Florida. With a built-out year of 2025, the proposed development will consist of a six-story mid-rise multifamily building with 190 units, an 1,853 sqft of coffee/donut shop, a 2,049 sqft of retail, and a 3,948 sqft of commercial retail. The existing development which includes a single-family home, warehouse, general office, and commercial uses will be demolished. The site will have one access along NE 13th Avenue as an extension of NE 24th Court to the west. The existing NE 13th Avenue is proposed to be extended to provide connection with NE 24th Street. Figure 1 shows the study area and study intersections.

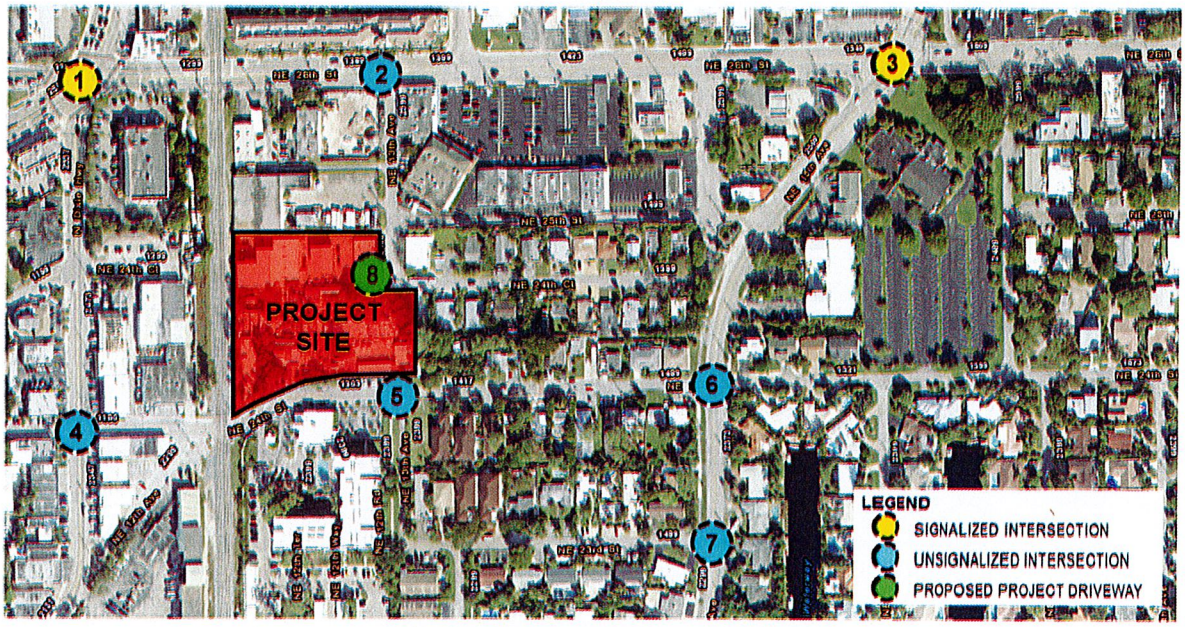


FIGURE 1: STUDY AREA AND STUDY INTERSECTIONS

TRIP GENERATION

Trip generation rates from ITE's *Trip Generation Manual*, 11th Edition, were used to estimate the daily, AM, and PM peak hours trips. The trip generation table and supporting reductions are included in Appendix A. The net new external vehicular trips generation is expected to be 667 daily trips, and 82 and 40 trips in the AM and PM peak hours.

DATA COLLECTION

Consistent with the agreed-upon methodology, traffic counts were collected on November 15th, 2022, during a typical AM and PM peak periods. The data collection was completed after installations of raised intersections in the vicinity of the study area, when all the study intersections were operational. Also, the data collection was conducted after school closure due to Hurricane Nicole and before Thanksgiving week. The study intersections are:

1. NE 26th Street/Wilton Drive/N. Dixie Highway (the 5-legged signalized intersection)
2. NE 26th Street and NE 13th Avenue (unsignalized)
3. NE 26th Street and NE 15th Avenue (signalized)
4. NE 24th Street and N. Dixie Highway (unsignalized)
5. NE 24th Street and NE 13th Avenue (unsignalized)
6. NE 24th Street and NE 15th Avenue (unsignalized)
7. NE 23rd Street and NE 15th Avenue (unsignalized)
8. Project Driveway/NE 13th Avenue/NE 24th Court (unsignalized)

The turning movement counts is included in Appendix B. The signal timing sheets and plans for the two signalized intersections were obtained from Broward County Traffic Division. The data collection sheets and the signal timing sheets are included in Appendix B.

PROJECT TRAFFIC DEVELOPMENT

2022 Existing Traffic Volume Development

The 2022 existing traffic volumes were developed starting with the collected turning movement counts. Reasonableness check was performed and and no volume balancing was found to be necessary. The existing traffic volumes is included in Appendix C. The Peak Season Factor Category report was obtained from Florida Traffic Online database and the appropriate Peak Season Conversion Factor (PSCF) was applied. Excerpt from the report is included in Appendix B.

Growth Rate Development

Historical counts at count stations 860212 (Wilton Drive, south of 26th Street) were obtained from 2021 Florida Traffic Online database to aide with the growth rate examination. The adopted 2015-2045 Southeast Florida Regional Planning Model (SERPM) volume outputs provided from the City were reviewed and included in the trends analysis. Appendix E shows the trend analysis results. Note that 2020 and 2021 data were excluded from trend analysis as they are believed to be affected by the COVID-19 pandemic. Although the

anticipated growth rate is less than one percent (1.0%), to be conservative, an annual growth rate of one percent (1.0%) was applied for the project area.

Committed Development

RD Wilton Manors, LLC is a proposed development currently under the review by the City. The traffic study for the development was reviewed and its anticipated trips were included as committed trips. The proposed redevelopment will include residential and retail uses, located at southeast and southwest quadrant of NE 26th Street and NE 13th Avenue intersection. The excerpt of the report as provided by City's consultant is included in Appendix D.

2025 Future Traffic Without Project

In addition to the committed trips noted above, the 2025 future background traffic volumes were developed by growing the existing volumes by a growth rate of 1.0%, compounded annually. The future traffic volumes without project are included in Appendix C.

Trip Distribution

The initial trip distribution percentages were provided by the City's consultant, resulted from SERPM output. The net new project trips were distributed along the roadway network based on this initial trip distribution and the local knowledge of the area. The distribution percentages and the project trip assignment are included in Appendix C. Note that some rounding may occur.

2025 Future Traffic With Project

The *Generation at Wilton Manors* project traffic volumes were added to the background traffic volumes to develop future traffic with project. The resulting traffic volumes is included in Appendix C.

PROJECT TRAFFIC ANALYSIS

A project traffic analysis was conducted for all the study intersections using Synchro 11. The intersection delay and level of service (LOS) were reported based on the *Highway Capacity Manual* (HCM 6th) methodology. For the 5-legged signalized intersection of NE 26th Street/Wilton Drive/N. Dixie Highway, results based on HCM 2000 methodology was reported since HCM 6th does not support analysis for intersections with more than four approaches. Note that based on the City's comments, a default 3% heavy vehicle factor was applied to all intersections. The intersections analysis results are summarized in Table 1. The Synchro analysis outputs are presented in Appendix F.

By the opening year of the development, all intersections and approaches are expected to operate at the target LOS D or better with the following exceptions:

- At the 5-legged intersection of NE 26th Street/Wilton Drive/N. Dixie Highway: during the AM and PM peak hour, several approaches show to be exceeding LOS D during the existing, future without project, and future with project conditions. With a small number of trips (40 AM and 20 PM trips) added to this intersection from the *Generation at Wilton Manors*, the additional delay due to this development is expected to be minimal.
- At the intersection of NE 26th Street and NE 13th Avenue: during the AM peak hour, the NB approach is expected to operate at LOS E during the future with project condition. The *RD Wilton Manors* development adds fifty-one (51) NBL and fifty-two (52) NBR vehicular trips. The *Generation at Wilton Manors* project adds twenty-six (26) NBL and eight (8) NBR vehicular trips. It is believed that once *RD Wilton Manors* opens, the NBR traffic would reroute itself to the intersection to the west (NE 26th St and NE 15th Ave) and avoid this slight delay. This resulted in an anticipated 16.1 second addition in overall delay.
- At the intersection of NE 26th Street and NE 13th Avenue: during the PM peak hour, the NB approach is expected to operate at LOS E during both future without project and future with project conditions. This is due to the impact from *RD Wilton Manors* development adding thirty-six (36) NBL and thirty-six (36) NBR vehicular trips at this approach. With a small number of trips (9 trips) added to the northbound approach from the *Generation at Wilton Manors*, the additional delay is due to this development expected to be minimal.

TABLE 1: INTERSECTION DELAY AND LOS

Intersection	Movement	Existing				Future Without Project				Future With Project			
		AM		PM		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Wilton Dr/Dixie/ 26th St	EB (26th)	57.3	E	67.5	E	59.4	E	68.8	E	59.3	E	68.9	E
	WB (26th)	32.5	C	51.5	D	34.9	C	56.9	E	34.0	C	57.1	E
	NB (Dixie)	55.7	E	65.7	E	57.1	E	66.6	E	57.5	E	66.5	E
	NEB (Wilton Dr)	54.2	D	62.1	E	55.6	E	62.8	E	55.6	E	62.9	E
	SB (Dixie)	46.7	D	71.7	E	50.4	D	79.3	E	51.9	D	81.0	F
	Overall	47.3	D	62.8	E	49.5	D	67.1	E	49.6	D	67.7	E
NE 26th St/ NE 13th Ave*	NB	20.1	C	25.5	D	31.7	D	39.2	E	47.8	E	45.5	E
NE 26th St/ NE 15th Ave	EB	16.3	B	16.3	B	16.8	B	20.0	C	16.8	B	20.0	C
	WB	14.1	B	14.1	B	14.5	B	17.4	B	14.5	B	17.4	B
	NB	17.8	B	17.8	B	18.1	B	18.6	B	18.2	B	18.6	B
	SB	19.3	B	19.3	B	19.7	B	22.2	C	19.8	B	22.2	C
	Overall	16.8	B	16.8	B	17.2	B	19.2	B	17.2	B	19.2	B
Dixie Hwy/ NE 24th St*	EB	16.2	C	0.0	A	16.6	C	0.0	A	16.9	C	0.0	A
	WB	15.5	C	17.3	C	16.0	C	18.1	C	16.9	C	18.5	C
NE 13th Ave/ NE 24th St*	NB	9.4	A	9.7	A	9.5	A	9.7	A	9.9	A	10.1	B
	SB	-	-	-	-	-	-	-	-	8.9	A	9.0	A
NE 24th St/ NE 15th Ave*	EB	18.3	C	29.5	D	19.1	C	31.6	D	19.3	C	32.0	D
	WB	14.1	B	22.2	C	14.5	B	23.3	C	14.7	B	23.6	C
NE 15th Ave/ NE 23rd St*	EB	14.8	B	18.0	C	15.1	C	18.4	C	15.3	C	18.5	C
Project Driveway (24th Ct)/ NE 13th Ave*	EB	0.0	A	8.6	A	0.0	A	8.6	A	9.6	A	9.3	A
	WB	-	-	-	-	-	-	-	-	8.9	A	8.9	A

* For unsignalized intersections, delay is reported for the critical movement

NE 26th Street/Wilton Drive/N. Dixie Highway intersection was optimized, and the results in Table 2. There is minimal difference for AM peak hour results. For PM peak hour, although the overall intersection is still expected to operate at LOS E, the southbound approach is expected to operate better with less delay.

TABLE 2: NE 26TH STREET/WILTON DRIVE/N. DIXIE HIGHWAY INTERSECTION RESULT (OPTIMIZED SIGNAL TIMING)

Intersection	Movement	AM		PM	
		Delay	**LOS**	**Delay**	**LOS**
Wilton Dr/Dixie/ 26th St	EB (26th)	60.4	E	73.5	E
	WB (26th)	34.1	C	52.5	D
	NB (Dixie)	58.3	E	70.1	E
	NEB (Wilton Dr)	57.2	E	70.5	E
	SB (Dixie)	50.8	D	70.6	E
	Overall	49.8	D	65.4	E

QUEUE LENGTH EXAMINATION

The Synchro analysis results indicate that the 95th percentile queue at all unsignalized intersections is fewer than two (2) vehicles and the queue at the turn pockets of the signalized intersection have sufficient storage lengths during all analysis scenarios except for the following scenarios.

Several turn lanes at the 5-legged intersection of NE 26th Street/ Wilton Drive/N. Dixie Highway is expected to exceed the available storage for existing, future without traffic and future with traffic conditions. The project traffic is not expected to add any significant impacts to the already deficient turn lane storages. The 95th percentile queue length results are available in Appendix F.

IMPACT DURING TRAIN OPERATION/SCHEDULE

A railroad track is approximately 200-ft west of the 5-legged intersection of NE 26th Street/ Wilton Drive/N. Dixie Highway. During the site visits, it was observed that eastbound queues are expectedly longer when the train went by; however, the queue quickly

dissipated within a few cycles. As noted, with a small number of trips added from the proposed development, the additional delay is expected to be minimal.

PARKING EVALUATION

As shown in the site plan, the total proposed parking spaces of 332 exceeds the total number of required parking spaces pf 314. The current site plan is in Appendix G.

ENTRY GATE ANALYSIS

As shown in the site plan, the parking garage access gate is about 100 feet west of the crosswalk adjacent to NE 13th Avenue. This equates to roughly 5-vehicle queue storage. Only residents are allowed to park inside the garage; while guests are expected to park on-street. A trip generation was completed for the 190 multifamily units, resulting in 76 trips expected in the afternoon peak hour of the development (not that of the adjacent street). With 60% of the trips entering, it is expected at most 46 vehicles entering the garage during an afternoon hour. With a conservative estimate of 20 second service rate, up to 180 vehicles can be processed in an hour. In other words, there 5-vehicle storage is more than adequate to accommodate the potential demand of 46 vehicles.

DESIGN VEHICLE MANEUVERS

Consistent with the agreed-upon methodology, a design vehicle of SU-30 (Single-Unit Truck 30 feet in length) was used to perform maneuver checks to maintain property access while emphasizing pedestrian safety and low speeds. As shown in the Autoturn exhibits included in Appendix H, SU-30 can safety maneuver within the site and access loading docks.

It should be noted that fire trucks would not enter the residential garage itself but would stay along NE 13th Avenue and NE 24th Street. The Water and Sewer Plan in Appendix H show the proposed fire hydrants locations.

CONCLUSION

The proposed development *Generation at Wilton Manors,* located in the northeast quadrant of the intersection of NE 24th Street and Dixie Highway. The proposed development is likely to generate a net new of 71 trips in the morning peak hour and 40 trips in the afternoon peak hour. The traffic analysis shows that traffic generated from the development is not expected to have any significant traffic impacts on the study intersections.

APPENDIX A

Trip Generation and Supporting Documents

TRIP GENERATION CALCULATIONS

Trip Generation (Generation at Wilton Manors)

Land Use	Land Use Code	Intensity	Units	Weekday Daily	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
EXISTING DEVELOPMENT										
Warehouse	150	11.873	KSF	20	2	0	2	1	1	2
General Office	710	2.34	KSF	25	4	0	4	1	2	3
Retail	822	4.799	KSF	261	7	4	11	16	16	32
Single Family	210	1	DU	9	0	1	1	1	0	1
Gross Existing Trips [1]				*315*	*13*	*5*	*18*	*19*	*19*	*38*
Multimodal Reduction										
Warehouse	150	11.873	KSF	3	0	0	0	0	0	0
General Office	710	2.34	KSF	3	1	0	1	0	0	0
Retail	822	4.799	KSF	35	1	1	1	2	2	4
Single Family	210	1	DU	1	0	0	0	0	0	0
Total Multimodal Reduction (13.5%) [2]				43	*2*	*1*	*3*	*2*	*2*	*4*
Gross Existing Trips										
Warehouse	150	11.873	KSF	17	2	0	2	1	1	2
General Office	710	2.34	KSF	22	3	0	3	1	2	3
Retail	822	4.799	KSF	226	6	3	10	14	14	28
Single Family	210	1	DU	8	0	1	1	1	0	1
Gross Existing Trips [[1]-[2]] or [3]				*272*	*11*	*4*	*15*	*17*	*17*	*34*
Internal Capture										
Warehouse	150	11.873	KSF	0	0	0	0	0	0	0
General Office	710	2.34	KSF	5	0	0	0	0	0	0
Retail	822	4.799	KSF	7	0	0	0	0	0	0
Single Family	210	1	DU	2	0	0	0	0	0	0
Total Internal Capture [4]				*14*	*0*	*0*	*0*	*0*	*0*	*0*
External										
Warehouse	150	11.873	KSF	*17*	2	0	2	*1*	*1*	2
General Office	710	2.34	KSF	*17*	3	0	3	*1*	2	3
Retail	822	4.799	KSF	*219*	6	3	10	*14*	*14*	28
Single Family	210	1	DU	6	0	1	1	1	0	1
Total Driveway Volume [[3]-[4]] or [5]				*258*	*11*	*4*	*16*	*16*	*16*	*33*
Pass-by Trips										
Warehouse	150	11.873	KSF	0	0	0	0	0	0	0
General Office	710	2.34	KSF	0	0	0	0	0	0	0
Retail [6]	822	4.799	KSF	0	0	0	0	4	4	8
Single Family	210	1	DU	0	0	0	0	0	0	0
Total Pass-by [6]				0	*0*	*0*	*0*	*4*	*4*	*8*
Net Existing External Trip [[5]-[6]] or [7]				*258*	*11*	*4*	*16*	*12*	*12*	*25*

Land Use	Land Use Code	Intensity	Units	Weekday Daily	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
PROPOSED DEVELOPMENT										
Coffee/Donut without drivethru [b]	936	1.853	KSF	1,072	88	84	172	30	30	60
Retail	822	2.049	KSF	112	3	2	5	7	7	14
Commercial Retail	822	3.948	KSF	215	5	4	9	13	13	26
Multifamily (mid-rise) - Not Close to Rail Transit	221	190	DU	863	16	54	70	45	29	74
Baseline Proposed Trips [8]				2,262	*112*	*144*	*256*	*95*	*79*	*174*
Multimodal Reduction										
Coffee/Donut without drivethru	936	1.853	KSF	145	12	11	23	4	4	8
Retail	822	2.049	KSF	15	0	0	1	1	1	2
Commercial Retail	822	3.948	KSF	29	1	1	1	2	2	4
Multifamily (mid-rise) - Not Close to Rail Transit	221	190	DU	117	2	7	9	6	4	10
Total Multimodal Reduction (13.5%) [9]				305	*15*	*19*	*35*	*13*	*11*	*23*
Gross Proposed Trips										
Coffee/Donut without drivethru	936	1.853	KSF	927	76	73	149	26	26	52
Retail	822	2.049	KSF	97	3	2	4	6	6	12
Commercial Retail	822	3.948	KSF	186	4	3	8	11	11	22
Multifamily (mid-rise) - Not Close to Rail Transit	221	190	DU	746	14	47	61	39	25	64
Gross Proposed Trips [[8]-[9]] or [10]				1,957	*97*	*125*	*221*	*82*	*68*	*151*
Internal Capture										
Coffee/Donut without drivethru	936	1.853	KSF	190	5	5	10	12	12	23
Retail	822	2.049	KSF	41	0	0	0	4	4	8
Commercial Retail	822	3.948	KSF	79	0	0	0	7	7	13
Total Internal Capture [11]				478	*7*	*13*	*20*	0	*28*	*60*
External										
Coffee/Donut without drivethru	936	1.853	KSF	737	*71*	*68*	*139*	*14*	*14*	*29*
Retail	822	2.049	KSF	56	*3*	*2*	*4*	*2*	*2*	*4*
Commercial Retail	822	3.948	KSF	*107*	*4*	*3*	*8*	*5*	*5*	*9*
Multifamily (mid-rise) - Not Close to Rail Transit	221	190	DU	*578*	*12*	*39*	*51*	*29*	*19*	*48*
Total Driveway Volume [[10]-[11]] or [12]				*1,479*	*89*	*112*	*201*	*30*	*40*	*91*
Pass-by Trips										
Coffee/Donut without drivethru [c]	936	1.853	KSF	553	53	51	104	11	11	22
Commercial Retail [b]	822	2.049	KSF	0	0	0	0	1	1	1
Retail [b]	822	3.948	KSF	0	0	0	0	1	1	3
Multifamily (mid-rise) - Not Close to Rail Transit	221b	190	DU	0	0	0	0	0	0	0
Total Pass-by [13]				*553*	*53*	*51*	*104*	*13*	*13*	*26*
NEW EXTERNAL TRIP [[12]-[13]] or [14]				*926*	*36*	*61*	*97*	*38*	*27*	*65*
NET NEW TRIPS [[14]-[7]]				**667**	**25**	**57**	**82**	**25**	**15**	**40**

(a) Proposed pass-by rate of 30% due to similar land use characteristics of a Variety Shop (LUC 814) and a Weekday PM pass-by rate of 34%
(b) Daily rate obtained from peak-to-daily ratio for Coffee/Donut with drivethru
(c) Proposed pass-by rate of 75% , comparable to Coffee/Donut shop + DT (LUC 938), pass-by rate of 90% and 98% for Weekday AM and PM respectively.

EXISTING PROPERTY INFORMATION

EXHIBIT E

N
NE 25TH ST
NE 24TH CT
NE 24TH ST
3TH AVE
TH AVE
LEGEND
PARCEL ID # 4942 26 01 0010
PARCEL ID # 4942 26 00 0352
PARCEL ID # 4942 26 00 0356
PARCEL ID # 4942 26 52 0010
PARCEL ID # 4942 26 00 0490

MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

EXHIBIT E

Site Address	1209 NE 24 STREET, WILTON MANORS FL 33305-1325	ID #	4942 26 00 0356
Property Owner	MANLEY, PAUL F & SHERRY L	Millage	0912
Mailing Address	1209 NE 24 ST WILTON MANORS FL 33305-1325	Use	17-01
Abbr Legal Description	26-49-42 PT OF SW1/4 OF SEC 26 DESC'D AS, COMM AT SW COR OF NW1/4 OF NW1/4 OF SE1/4 OF SEC 26,W 135.5 TO POB,CONT W 135.5,W 2.0,N 59.70, NW 7.17,NE 4.64,N 14.54,NE 3.89, CONT NE 29.21,E 120.50,S 113 TO POB		

The just values displayed below were set in compliance with Sec. 193.011, Fla. Stat., and include a reduction for costs of sale and other adjustments required by Sec. 193.011(8).

* 2022 values are considered "working values" and are subject to change.

Property Assessment Values

Year	Land	Building / Improvement	Just / Market Value	Assessed / SOH Value	Tax
2022*	$91,810	$174,110	$265,920	$245,920	
2021	$91,810	$158,600	$250,410	$223,570	$5,321.63
2020	$91,810	$132,520	$224,330	$203,250	$4,860.83

2022* Exemptions and Taxable Values by Taxing Authority

	County	School Board	Municipal	Independent
Just Value	$265,920	$265,920	$265,920	$265,920
Portability	0	0	0	0
Assessed/SOH	$245,920	$265,920	$245,920	$245,920
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type	0	0	0	0
Taxable	$245,920	$265,920	$245,920	$245,920

Sales History

Date	Type	Price	Book/Page or CIN
10/28/1997	WD	$75,000	27240 / 109
1/1/1979	WD	$78,000	1327 / 166

Land Calculations

Price	Factor	Type
$6.00	15,302	SF
Adj. Bldg. S.F. (Card, Sketch)		1394
Eff./Act. Year Built: 1975/1950		

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
09								
C								
1394								

Property Id: 494226000356 **Please see map disclaimer

June 24, 2022

1:1,200
0 55 110 220 ft
0 15 30 60 m

Flight Date : Jan. 14 to Jan. 29, 2022 Broward County Property Appraiser

EXHIBIT E

MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

Site Address	1225 NE 24 STREET, WILTON MANORS FL 33305-1325
Property Owner	JONES, TOM P & HORTON, GEORGE A
Mailing Address	1225 NE 24 ST WILTON MANORS FL 33305-1325

ID #	4942 26 52 0010
Millage	0912
Use	17-01

Abbr Legal Description	HORTON/JONES PLAT 171-195 B PARCEL A TOG WITH 26-49-42 BEG AT SW COR OF NW1/4 OF NW1/4 OF SE1/4,W 135.5,N 113,E 135.5, S 113 TO POB

The just values displayed below were set in compliance with Sec. 193.011, Fla. Stat., and include a reduction for costs of sale and other adjustments required by Sec. 193.011(8).

* 2022 values are considered "working values" and are subject to change.

Property Assessment Values

Year	Land	Building / Improvement	Just / Market Value	Assessed / SOH Value	Tax
2022*	$117,310	$124,400	$241,710	$241,710	
2021	$117,310	$113,160	$230,470	$230,470	$5,087.99
2020	$117,310	$94,840	$212,150	$212,150	$4,709.96

2022* Exemptions and Taxable Values by Taxing Authority

	County	School Board	Municipal	Independent
Just Value	$241,710	$241,710	$241,710	$241,710
Portability	0	0	0	0
Assessed/SOH	$241,710	$241,710	$241,710	$241,710
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type	0	0	0	0
Taxable	$241,710	$241,710	$241,710	$241,710

Sales History

Date	Type	Price	Book/Page or CIN
9/15/1995	WD	$43,000	23950 / 267
10/1/1987	WD	$67,500	14855 / 853

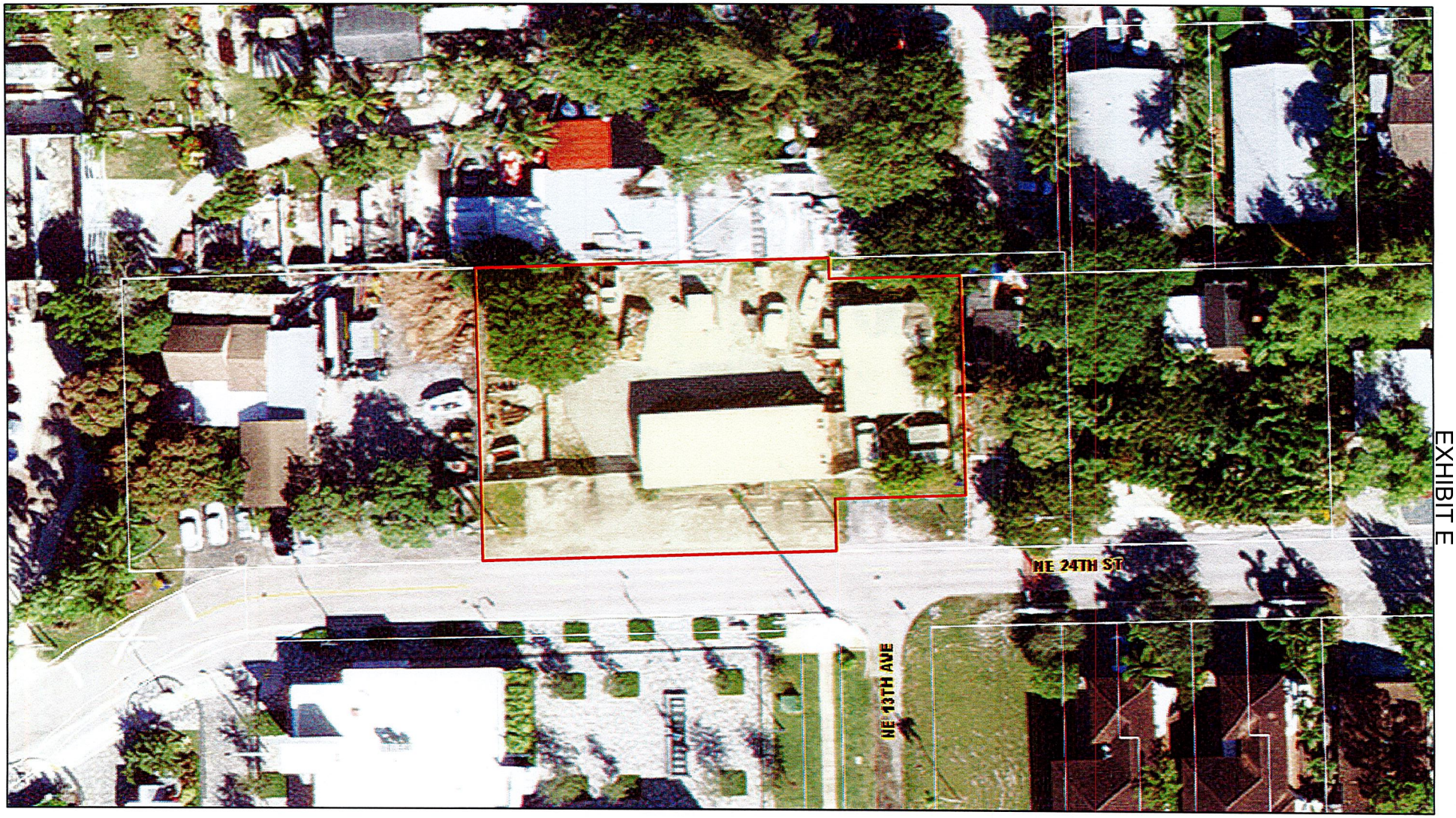
Land Calculations

Price	Factor	Type
$6.00	19,551	SF
Adj. Bldg. S.F. (Card, Sketch)		946
Eff./Act. Year Built: 1961/1951		

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
09								
O								
946								

Property Id: 494226520010 **Please see map disclaimer



June 24, 2022

1:600

0 25 50 100 ft

0 5 10 20 m

Flight Date : Jan. 14 to Jan. 29, 2022 Broward County Property Appraiser

EXHIBIT E

MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

EXHIBIT E

Site Address	1401 NE 24 STREET, WILTON MANORS FL 33305	ID #	4942 26 00 0490
Property Owner	KARA, ERNEST JR	Millage	0912
Mailing Address	PO BOX 6045 FORT LAUDERDALE FL 33310	Use	01-01
Abbr Legal Description	26-49-42 E 40 OF W 90 OF S 105 OF S1/2 OF NW1/4 OF NW1/4 OF SE1/4		

The just values displayed below were set in compliance with Sec. 193.011, Fla. Stat., and include a reduction for costs of sale and other adjustments required by Sec. 193.011(8).

* 2022 values are considered "working values" and are subject to change.

Property Assessment Values

Year	Land	Building / Improvement	Just / Market Value	Assessed / SOH Value	Tax
2022*	$27,300	$82,700	$110,000	$102,270	
2021	$27,300	$65,680	$92,980	$92,980	$2,149.77
2020	$27,300	$60,310	$87,610	$87,610	$2,036.64

2022* Exemptions and Taxable Values by Taxing Authority

	County	School Board	Municipal	Independent
Just Value	$110,000	$110,000	$110,000	$110,000
Portability	0	0	0	0
Assessed/SOH	$102,270	$110,000	$102,270	$102,270
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type	0	0	0	0
Taxable	$102,270	$110,000	$102,270	$102,270

Sales History

Date	Type	Price	Book/Page or CIN
6/29/2012	QCD-T	$100	112069337
10/19/2007	WD-Q	$250,000	44750 / 1655
11/4/2004	WD	$80,000	38511 / 162

Land Calculations

Price	Factor	Type
$6.50	4,200	SF
Adj. Bldg. S.F. (Card, Sketch)		701
Units		1
Eff./Act. Year Built: 1956/1950		

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
09								
R								
1								

Property Id: 494226000490 **Please see map disclaimer

June 24, 2022

1:1,200
0 55 110 220 ft
0 15 30 60 m

Flight Date : Jan. 14 to Jan. 29, 2022 Broward County Property Appraiser

EXHIBIT E

MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

Site Address	2430 NE 13 AVENUE, WILTON MANORS FL 33305	ID #	4942 26 00 0352
Property Owner	BROWARD COUNTY SELF STORAGE INC	Millage	0912
Mailing Address	3432 N OCEAN BLVD FORT LAUDERDALE FL 33308-6902	Use	11-02
Abbr Legal Description	26-49-42 COMM AT NE COR OF SW1/4 OF SEC 26,S ALG E/L OF SW1/4 670.32,W 226.43 TO POB,SW 18.95,SW 28.99, SW 64.42,N 268,E 414.90,S 105,W 358.90,S 113,E 44 TO POB		

The just values displayed below were set in compliance with Sec. 193.011, Fla. Stat., and include a reduction for costs of sale and other adjustments required by Sec. 193.011(8).

* 2022 values are considered "working values" and are subject to change.

Property Assessment Values

Year	Land	Building / Improvement	Just / Market Value	Assessed / SOH Value	Tax
2022*	$260,450	$698,990	$959,440	$959,440	
2021	$260,450	$636,880	$897,330	$897,330	$20,203.41
2020	$260,450	$637,600	$898,050	$898,050	$20,176.63

2022* Exemptions and Taxable Values by Taxing Authority

	County	School Board	Municipal	Independent
Just Value	$959,440	$959,440	$959,440	$959,440
Portability	0	0	0	0
Assessed/SOH	$959,440	$959,440	$959,440	$959,440
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type	0	0	0	0
Taxable	$959,440	$959,440	$959,440	$959,440

Sales History

Date	Type	Price	Book/Page or CIN
6/9/2004	WD*	$680,000	37714 / 567
10/8/2003	JQT		36226 / 391
12/4/1996	QC*	$116,000	25794 / 568

* Denotes Multi-Parcel Sale (See Deed)

Land Calculations

Price	Factor	Type
$5.00	52,089	SF
Adj. Bldg. S.F. (Card, Sketch)		4799
Eff./Act. Year Built: 1970/1960		

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
09								
S								
4799								

Property Id: 494226000352 **Please see map disclaimer

June 24, 2022

1:1,200

0 55 110 220 ft

0 15 30 60 m

Flight Date : Jan. 14 to Jan. 29, 2022 Broward County Property Appraiser

EXHIBIT E

MARTY KIAR BROWARD COUNTY PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2022
Property ID: 494226010010
Property Owner(s):DESAFINADO LLC
Mailing Address:2154 LAZY LN LAZY LAKE, FL 33305
Physical Address:2449 NE 13 AVENUE WILTON MANORS, 33305

Property Use: 48-10 Warehouse - Retail
Millage Code: 0912
Adj. Bldg. S.F: 11873
Bldg Under Air S.F:
Effective Year: 1969
Year Built: 1959
Units/Beds/Baths: 0 / /

Deputy Appraiser: Commercial Department
Appraisers Number: 954-357-6835
Email: commercialtrim@bcpa.net
Zoning : TOC EAST - TRANSIT ORIENTED CORRIDOR - EAST DISTRICT
Abbr. Legal Des.: 26-49-42 W 302 OF E 327 OF N 117.15 OF S1/2 OF NE1/4 OF NE1/4 OF SW1/4A/K/A LOT D

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2022	$283,310	$1,021,440	0	$1,304,750	$1,304,750	
2021	$283,310	$937,560	0	$1,220,870	$1,220,870	$25,881.38
2020	$283,310	$938,260	0	$1,221,570	$1,221,570	$25,734.77

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$1,304,750	$1,304,750	$1,304,750	$1,304,750
Portability	0	0	0	0
Assessed / SOH	$1,304,750	$1,304,750	$1,304,750	$1,304,750
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	$1,304,750	$1,304,750	$1,304,750	$1,304,750

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
12/23/2014	Warranty Deed Qualified Sale	$1,000,000	112729702
04/21/2005	Warranty Deed	$1,050,000	39534 / 1988
07/08/2003	Warranty Deed	$610,000	35676 / 1455
09/04/1996	Warranty Deed	$365,000	25433 / 105
09/01/1991	Warranty Deed	$425,000	18768 / 967

LAND CALCULATIONS

Unit Price	Units	Type
$8.00	35,414 SqFt	Square Foot

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
494226010200	05/26/2022	Warranty Deed	Qualified Sale	$490,000	118177196	2417 NE 15 AVE WILTON MANORS, FL 33305
494226010220	01/26/2022	Warranty Deed	Qualified Sale	$985,000	117908450	1465 NE 24 ST #1-1 WILTON MANORS, FL 33305
494226010160	07/26/2019	Warranty Deed	Qualified Sale	$285,000	115970001	1440 NE 24 CT WILTON MANORS, FL 33305
494226010190	12/24/2018	Warranty Deed	Qualified Sale	$310,000	115533970	1464 NE 24 CT WILTON MANORS, FL 33305
494226010210	11/20/2018	Warranty Deed	Disqualified Sale	$160,000	115478293	1457 NE 24 ST WILTON MANORS, FL 33305

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Wilton Manors Fire Svcs (09)								
Warehouse-Industrial (W)								
11,873								

SCHOOL

Bennett Elementary: C
Sunrise Middle: B
Fort Lauderdale High: A

ELECTED OFFICIALS

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	4	Lamar P. Fisher	22	Ted Deutch

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
93	Chip LaMarca	34	Gary M. Farmer, Jr.	Sarah Leonardi

Property Id: 494226010010 **Please see map disclaimer

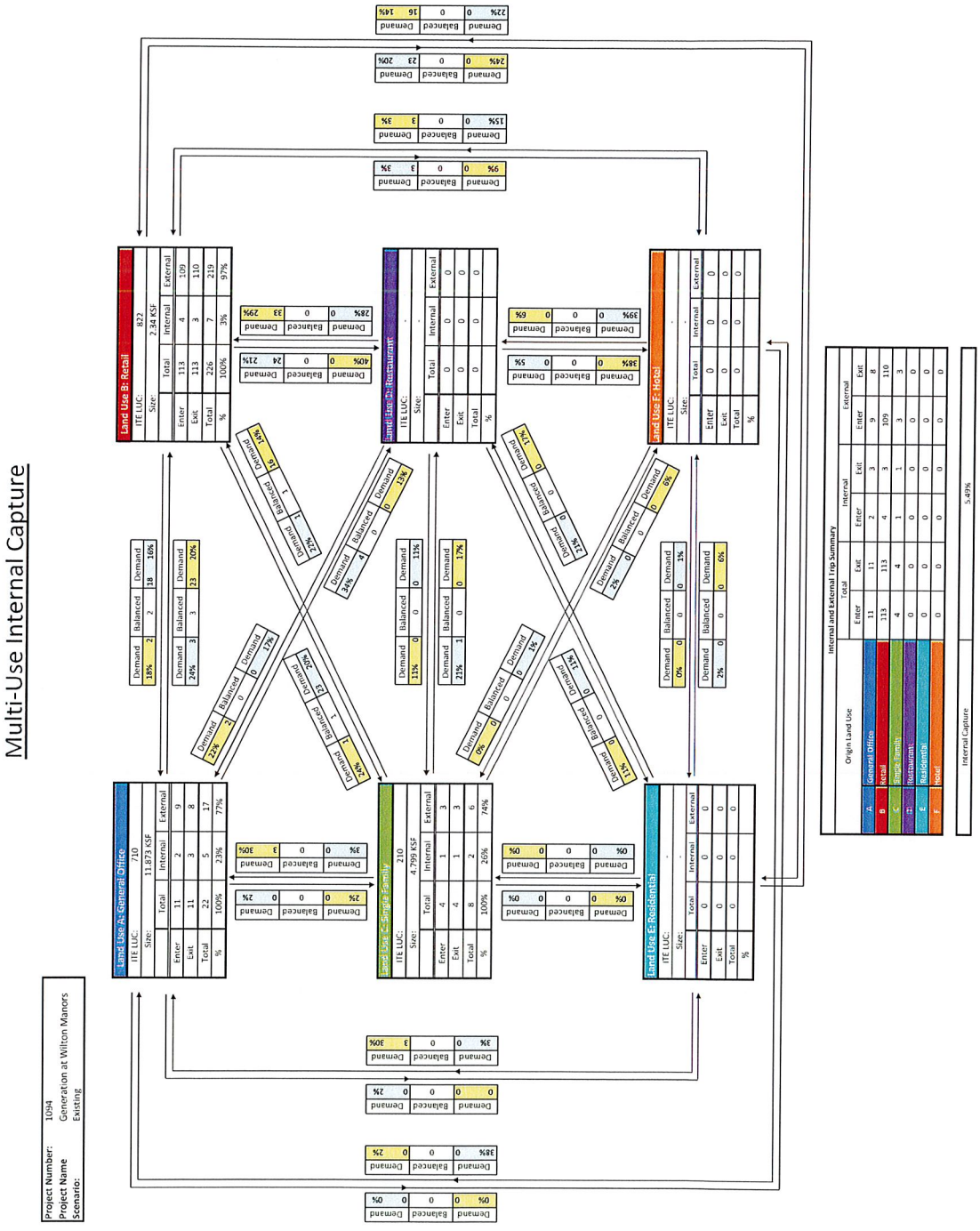
June 24, 2022

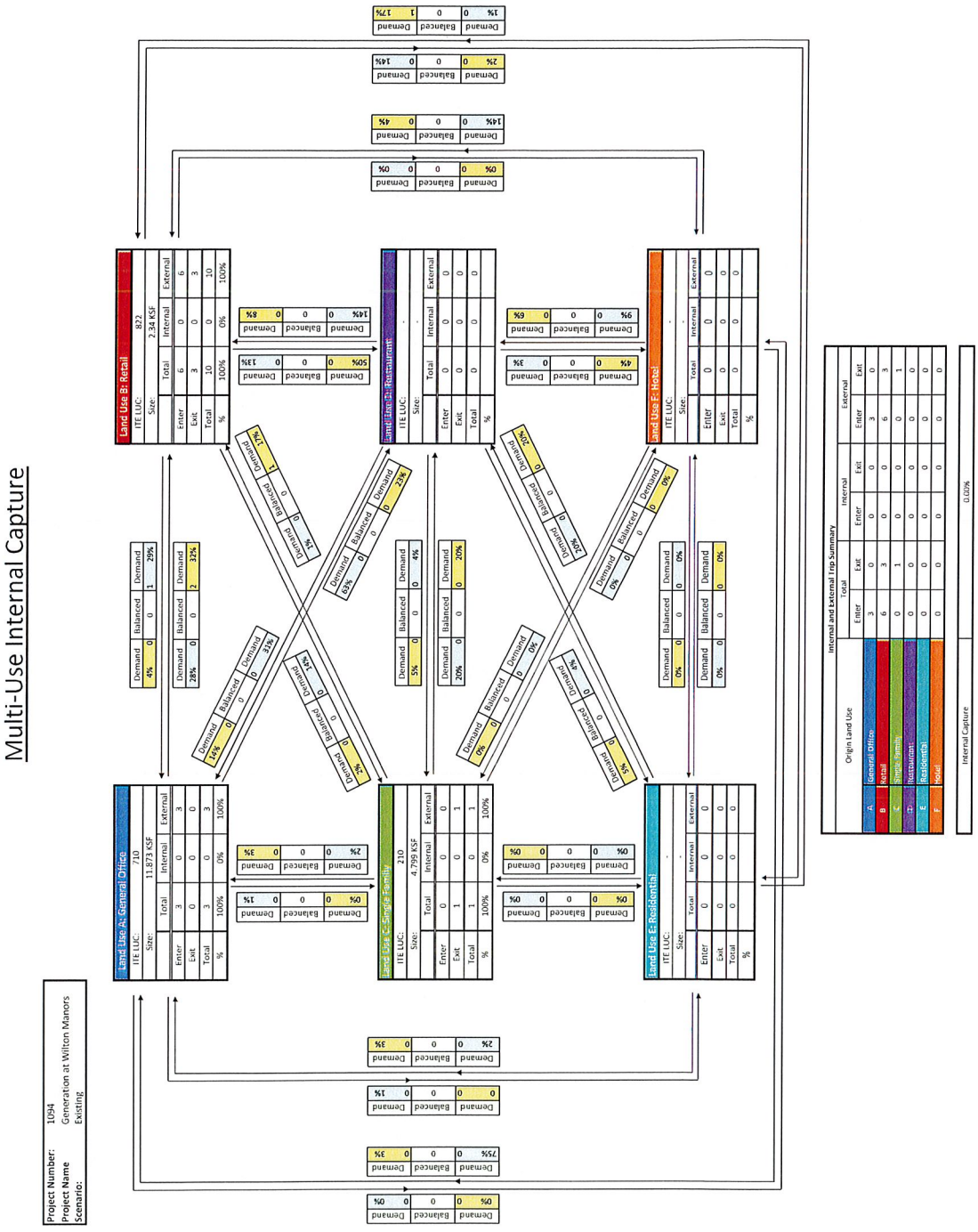
1:1,200
0 55 110 220 ft
0 15 30 60 m

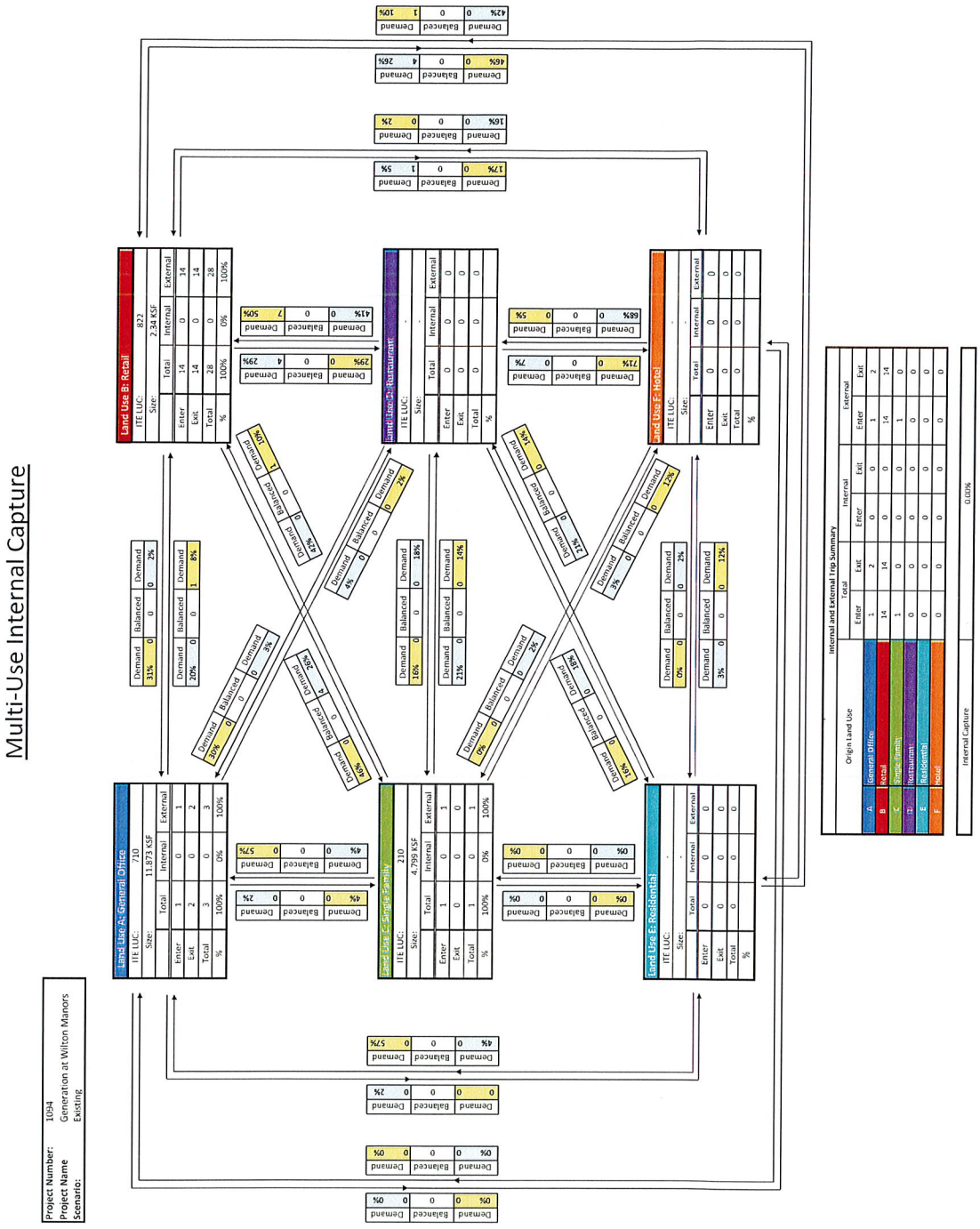
Flight Date : Jan. 14 to Jan. 29, 2022 Broward County Property Appraiser

EXHIBIT E

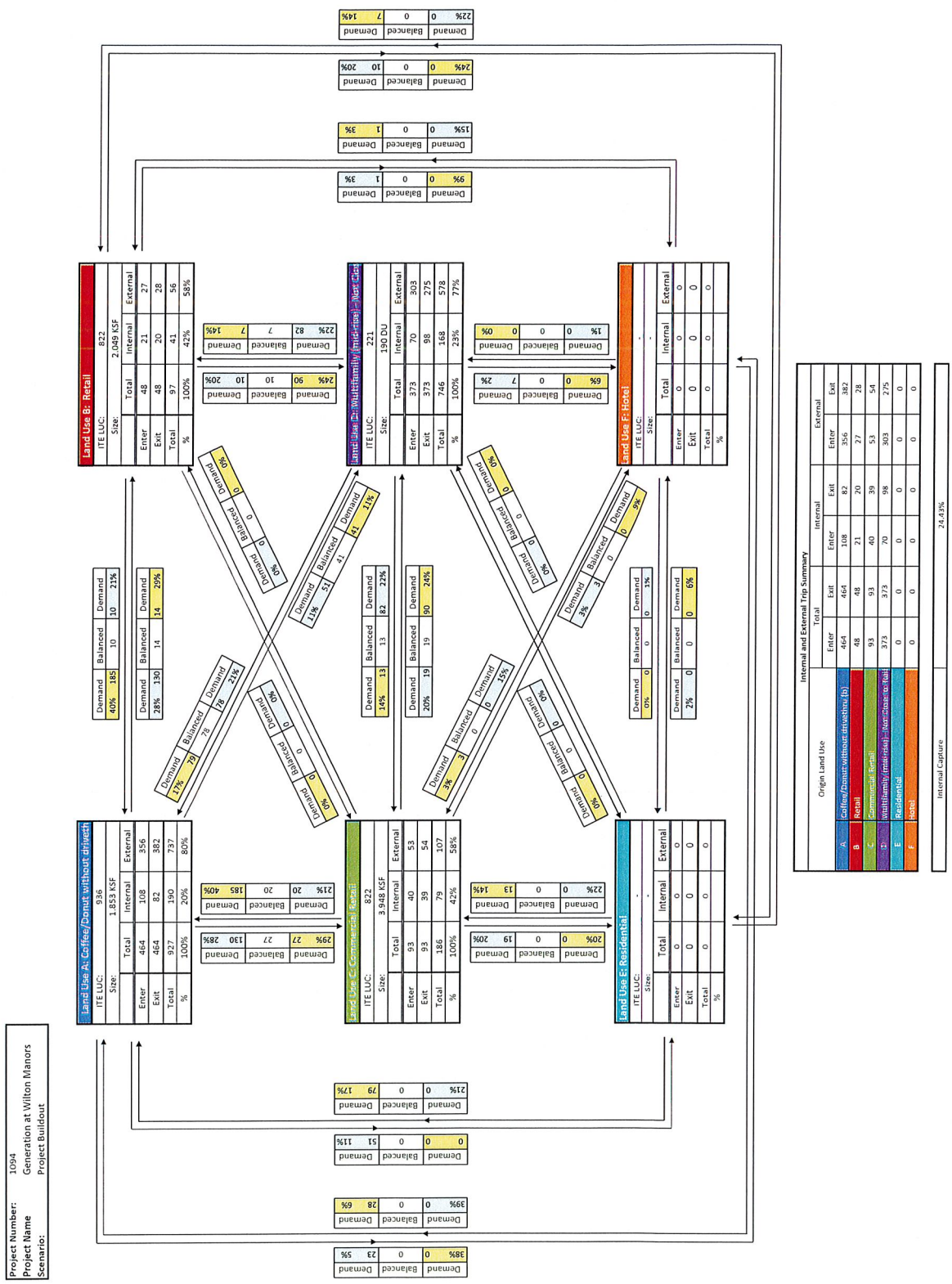
INTERNAL CAPTURE TRIPS


Multi-Use Internal Capture
Project Number: 1094
Project Name: Generation at Wilton Manors
Scenario: Existing
Land Use A: General Office
ITE LUC: 710
Size: 11.873 KSF
Land Use B: Retail
ITE LUC: 822
Size: 2.34 KSF
Land Use C: Single Family
ITE LUC: 210
Size: 4.799 KSF
Land Use D: Restaurant
ITE LUC: -
Size: -
Land Use E: Residential
ITE LUC: -
Size: -
Land Use F: Hotel
ITE LUC: -
Size: -
Internal and External Trip Summary
Origin Land Use
Internal
External
Total
Enter
Exit
General Office
Retail
Single Family
Restaurant
Residential
Hotel
Internal Capture
5.49%

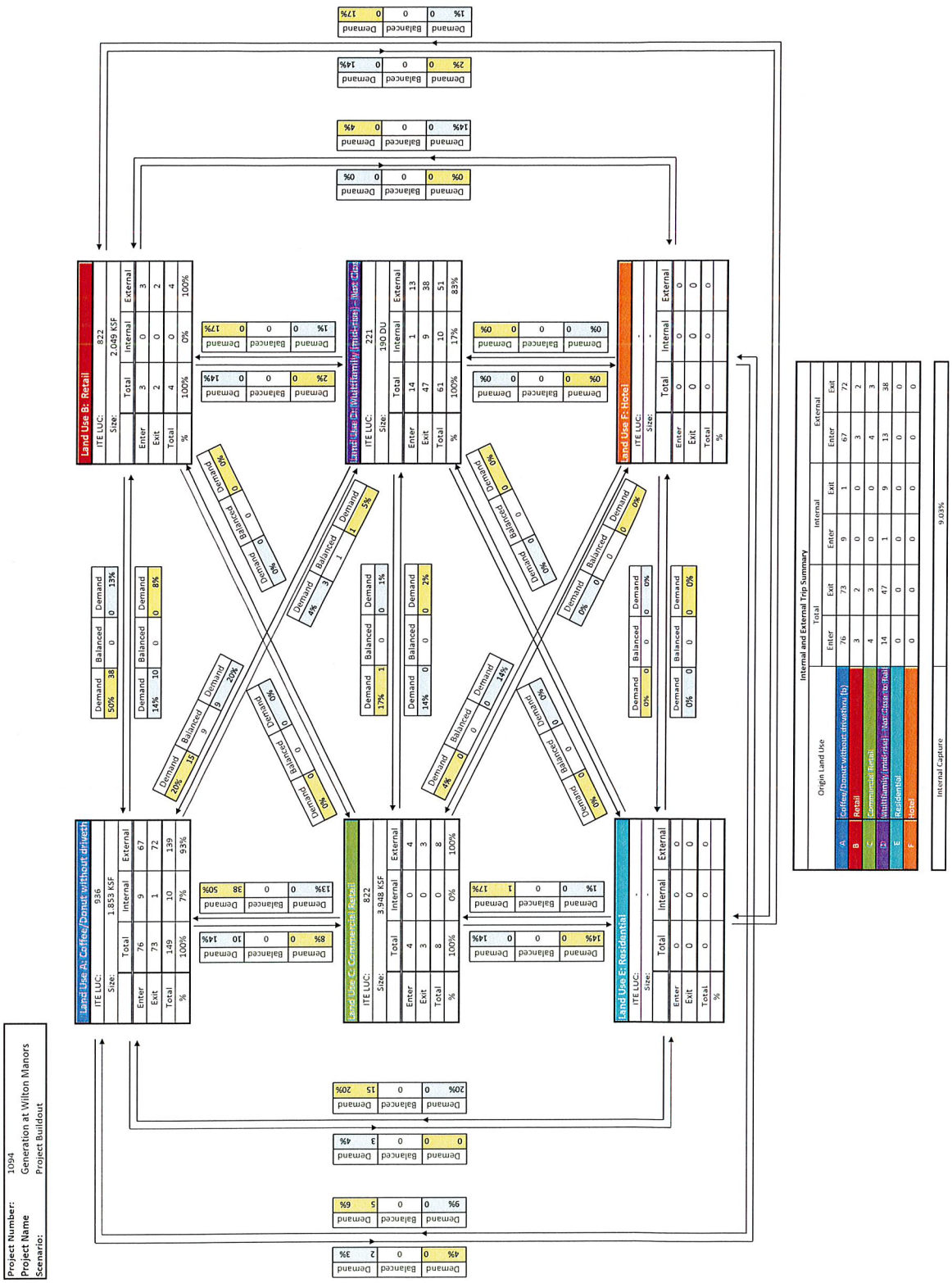

Multi-Use Internal Capture
Project Number: 1094
Project Name: Generation at Wilton Manors
Scenario: Existing
Land Use A: General Office
Land Use B: Retail
Land Use C: Single-Family
Land Use D: Restaurant
Land Use E: Residential
Land Use F: Hotel
Internal and External Trip Summary
Origin Land Use
Internal Capture
0.00%


Multi-Use Internal Capture
Project Number: 1094
Project Name: Generation at Wilton Manors
Scenario: Existing
Land Use A: General Office
Land Use B: Retail
Land Use C: Single-Family
Land Use D: Restaurant
Land Use E: Residential
Land Use F: Hotel
Internal and External Trip Summary
Origin Land Use
Internal Capture
0.00%

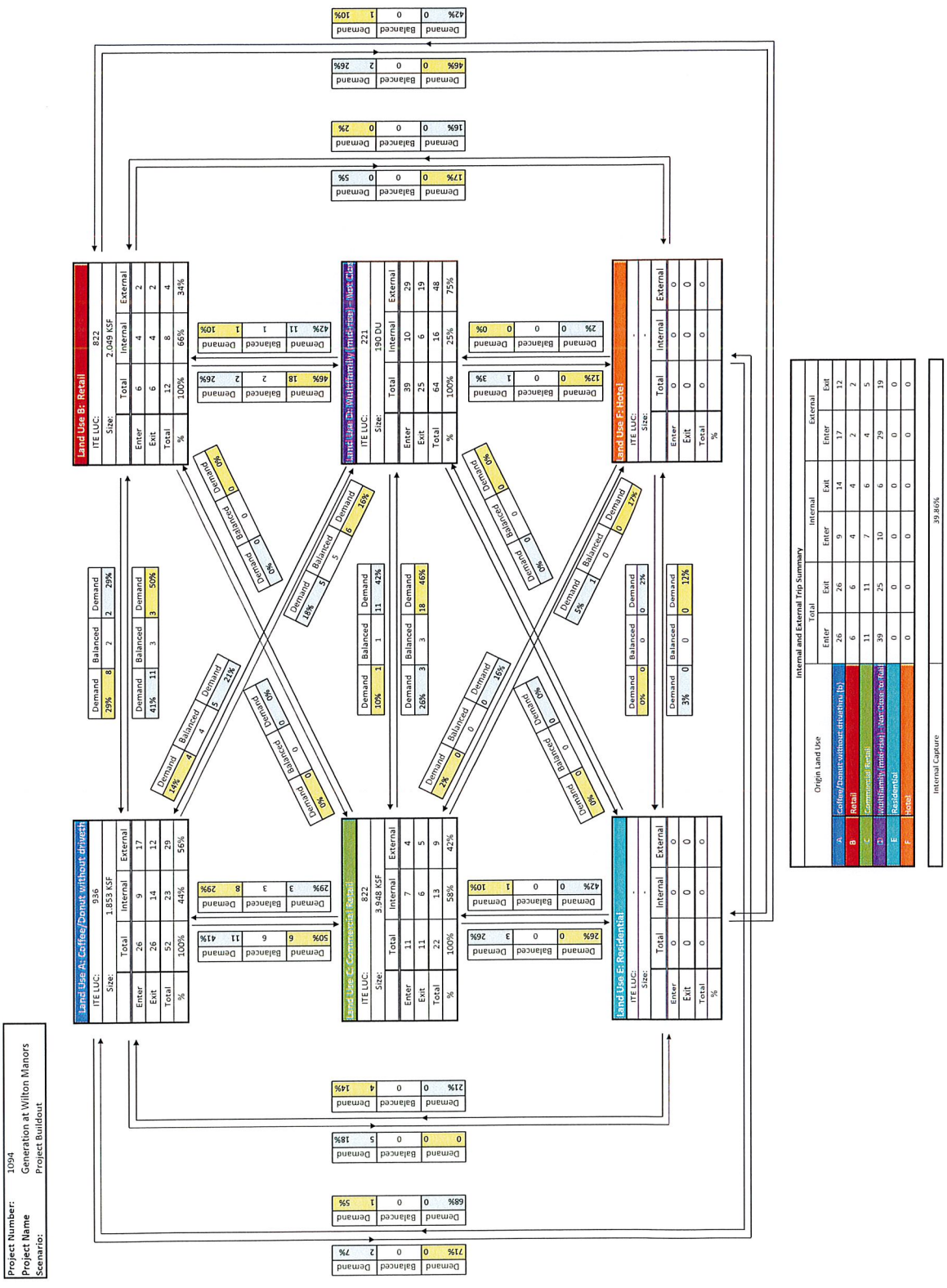
Multi-Use Internal Capture



Multi-Use Internal Capture



Multi-Use Internal Capture



VEHICLE PASS-BY RATE

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	931
Land Use	Fine Dining
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	4
Average Pass-By Rate	44%

Pass-By Characteristics for Individual Sites

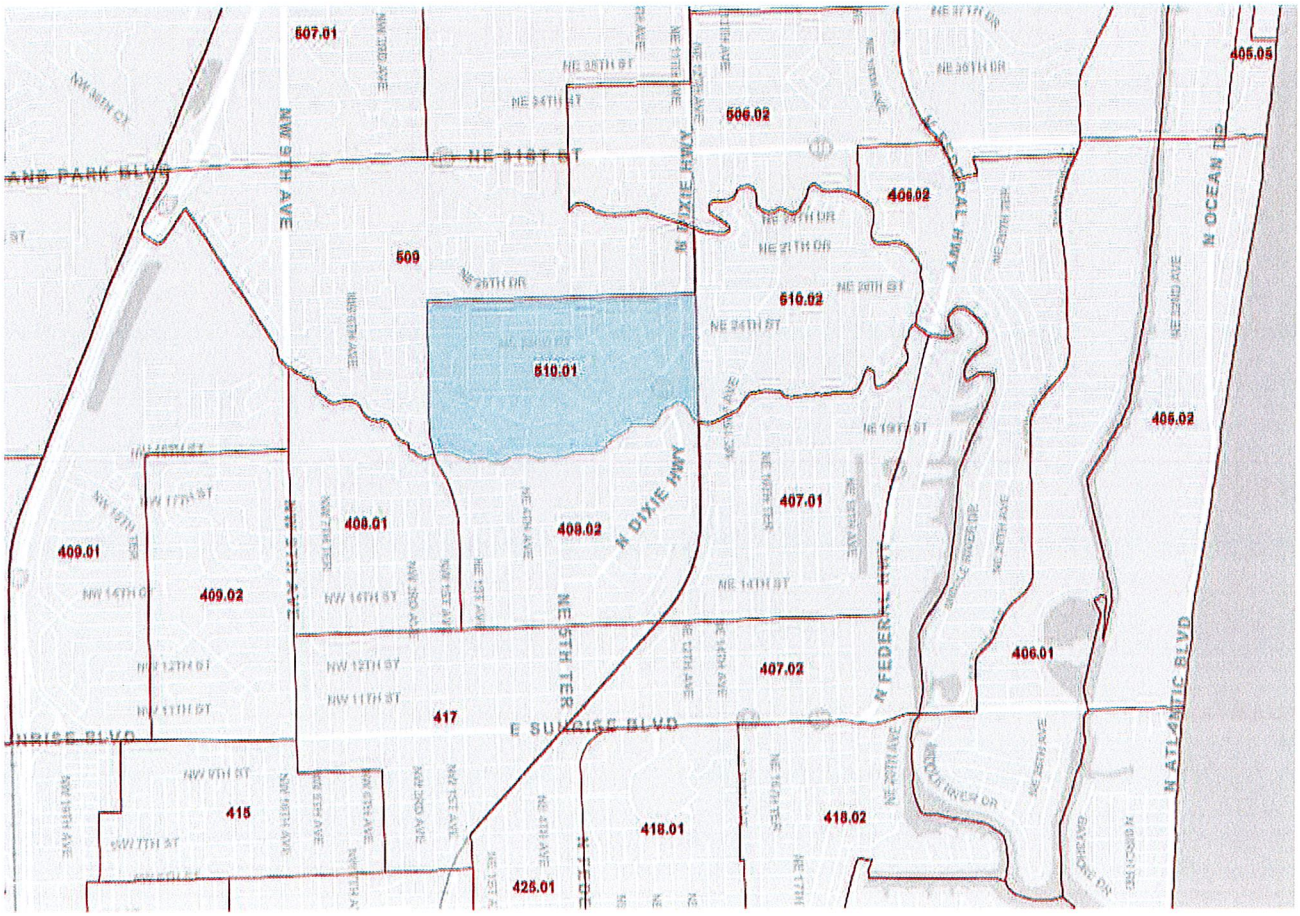
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
6.5	Florida	1995	173	62	—	—	38	—	30
8	Florida	1992	168	45	—	—	55	—	30
8.8	Florida	1992	84	44	40	16	56	—	30
12	Kentucky	1993	38	26	36	38	74	4145	2

EXHIBIT E

MULTIMODAL REDUCTION CALCULATION

MEANS OF TRANSPORTATION TO WORK (2020)				
	Tract 510.01		Wilton Manors	
Label	Estimate		Estimate	
Workers 16 years and over	2,447		7,159	
Car, truck, or van (drove alone or carpooled)	1,779	72.7%	5,239	73.2%
Public transportation (excluding taxicab)	120	4.9%	288	4.0%
Walked	44	1.8%	60	0.8%
Other means	157	6.4%	300	4.2%
Worked at home	347	14.2%	1,272	17.8%
Percentage of non-vehicular traffic		**27.3%**		**26.8%**

MULTIMODAL REDUCTION OF 13.5% WAS APPLIED AS RECOMMENDED BY THE CITY



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

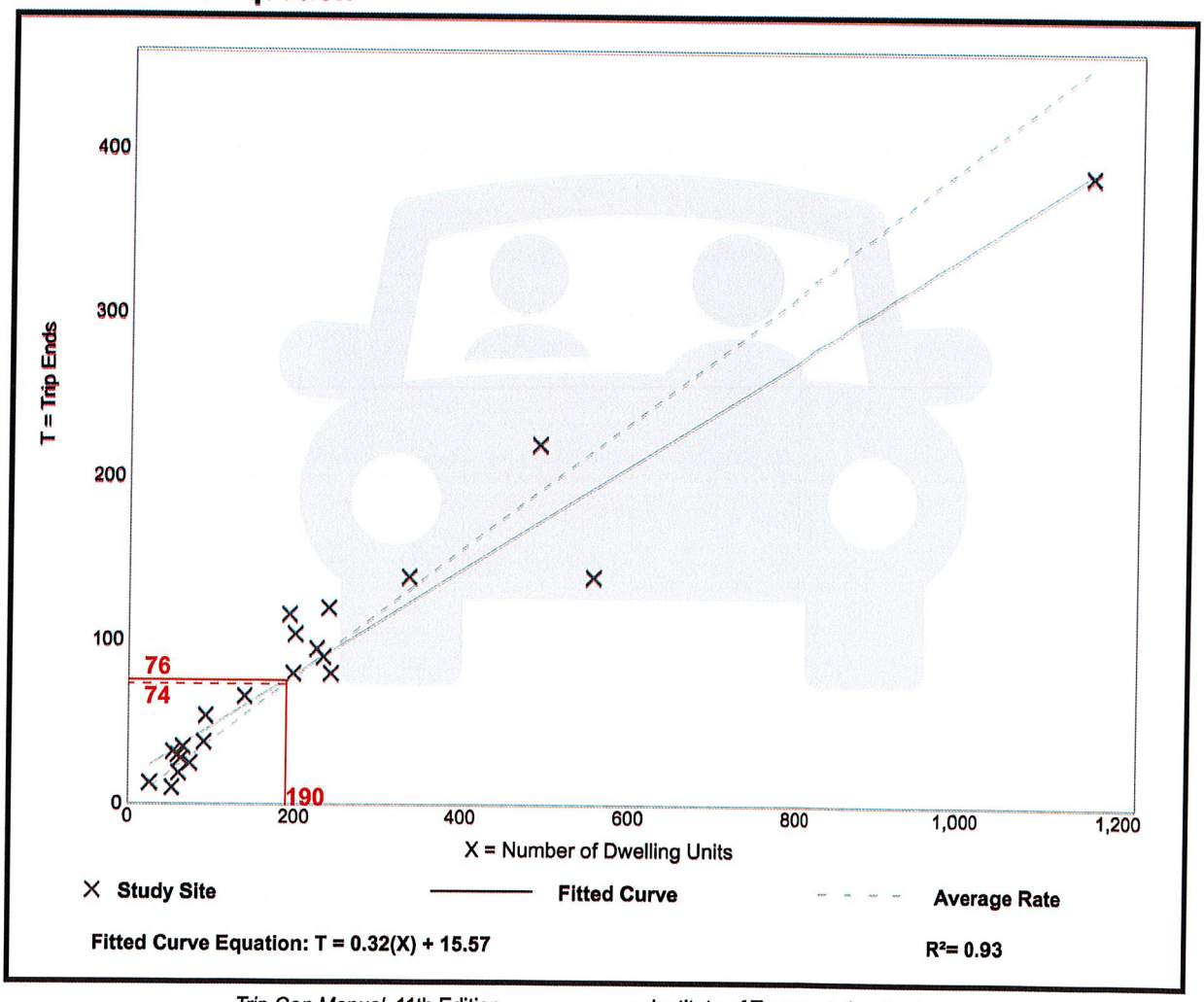
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 221
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.60	0.10

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

APPENDIX B

TMC, Signal Timing Sheets,

and PSCF Report

National Data & Surveying Services **Intersection Turning Movement Count**

Location: SR 811/N Dixie Hwy/Wilton Dr & NE 26th St
City: Wilton Manors
Control: Signalized

Project ID: 22-140426-001
Date: 11/15/22

Data - Total

NS/EW Streets:	SR 811/N Dixie Hwy/Wilton Dr					SR 811/N Dixie Hwy/Wilton Dr					NE 26th St					NE 26th St					NORTHBOUND2				
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	2	33	18	0	2	35	25	4	0	34	4	16	0	0	5	20	16	46	0	4	6	36	2	1	309
7:15 AM	2	35	20	0	4	36	34	11	0	48	9	26	0	0	4	43	27	39	0	16	10	41	6	2	413
7:30 AM	1	49	37	0	5	38	30	9	0	49	9	54	0	0	6	20	24	54	0	7	19	53	15	1	500
7:45 AM	2	43	37	0	3	69	37	13	0	39	15	40	1	0	7	27	37	69	0	10	12	36	6	0	499
8:00 AM	4	39	33	1	10	74	38	15	0	41	22	52	0	0	5	25	34	62	0	8	6	36	11	1	511
8:15 AM	1	43	27	0	10	54	46	10	0	51	7	36	1	0	4	14	19	29	0	2	17	34	8	4	417
8:30 AM	6	42	48	1	10	71	50	12	0	41	15	68	0	0	4	37	33	71	0	7	8	25	15	3	567
8:45 AM	1	40	37	0	9	79	38	20	0	37	11	60	0	0	5	38	29	57	0	14	16	41	10	5	567
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	19	324	257	2	53	476	293	94	0	360	88	352	2	0	40	224	219	427	0	68	94	301	73	17	3783
APPROACH %'s :	2.90%	49.47%	39.24%	0.31%	8.09%	38.92%	23.96%	7.69%	0.00%	29.44%	18.26%	73.03%	0.41%	0.00%	8.30%	23.88%	23.35%	45.52%	0.00%	7.25%	19.38%	62.06%	15.05%	3.51%	
PEAK HR :	08:00 AM - 09:00 AM																								TOTAL
PEAK HR VOL :	12	164	145	2	39	278	167	57	0	190	55	216	1	0	18	114	115	219	0	31	47	135	44	13	2062
PEAK HR FACTOR :	0.500	0.953	0.755	0.500	0.975	0.880	0.835	0.713	0.000	0.833	0.625	0.794	0.250	0.000	0.900	0.750	0.846	0.771	0.000	0.554	0.691	0.823	0.733	0.650	0.909
			0.846					0.892					0.833					0.809							

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
4:00 PM	1	52	32	0	7	45	50	18	0	42	9	43	0	0	5	51	64	78	0	15	16	38	11	0	597
4:15 PM	6	59	40	1	5	56	64	16	0	49	11	60	0	0	4	43	51	76	0	8	17	34	5	1	606
4:30 PM	4	66	33	1	5	48	64	10	0	46	18	54	0	0	6	53	50	89	0	12	15	40	7	3	633
4:45 PM	4	82	38	1	10	57	72	8	0	55	15	36	0	0	7	47	57	72	0	11	21	39	6	0	658
5:00 PM	3	68	47	0	16	58	56	14	0	60	17	62	0	0	9	48	71	96	0	6	17	47	7	9	711
5:15 PM	3	71	33	0	4	77	86	10	0	62	14	37	0	0	10	52	68	78	0	16	17	43	8	1	690
5:30 PM	2	55	46	0	8	76	63	24	0	60	11	52	0	0	9	64	49	83	0	8	20	36	6	5	678
5:45 PM	2	75	39	0	5	53	62	11	0	50	12	51	0	0	9	39	65	56	0	11	21	48	12	2	623
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	25	528	308	3	60	470	517	111	0	424	107	416	0	0	59	397	484	628	0	87	144	345	62	21	5196
APPROACH %'s :	2.71%	57.14%	33.33%	0.32%	6.49%	30.88%	33.97%	7.29%	0.00%	27.86%	18.38%	71.48%	0.00%	0.00%	10.14%	24.87%	30.33%	39.35%	0.00%	5.45%	25.17%	60.31%	10.84%	3.67%	
PEAK HR :	04:45 PM - 05:45 PM																								TOTAL
PEAK HR VOL :	12	276	164	1	38	268	277	56	0	237	57	208	0	0	35	211	245	329	0	41	75	165	27	15	2737
PEAK HR FACTOR :	0.750	0.841	0.872	0.250	0.594	0.870	0.805	0.583	0.000	0.956	0.838	0.839	0.000	0.000	0.875	0.824	0.863	0.857	0.000	0.641	0.893	0.878	0.844	0.417	0.962
			0.909					0.891					0.852					0.934							

Explanation for extra leg 1 movements

Movements entering the extra leg

NU2	Movements coming from NB on Wilton Dr entering into the Extra Leg 1 (N Dixie Hwy)
ST2	Movements coming from SB on SR 811 entering into the Extra Leg 1 (N Dixie Hwy)
ER2	Movements coming from EB on NE 26th St entering into the Extra Leg 1 (N Dixie Hwy)
WL2	Movements coming from WB on NE 26th St entering into the Extra Leg 1 (N Dixie Hwy)
N2U	Movements coming from NB on N Dixie Hwy entering into the Extra Leg 1 (N Dixie Hwy)

Movements exiting the extra leg

N2T2	Movements exiting from Extra Leg 1 (N Dixie Hwy) entering into the SR 811 heading NB
N2L2	Movements exiting from Extra Leg 1 (N Dixie Hwy) entering into the NE 26th St heading WB
N2R2	Movements exiting from Extra Leg 1 (N Dixie Hwy) entering into the NE 26th St heading EB
N2U2	Movements exiting from Extra Leg 1 (N Dixie Hwy) entering into the Wilton Dr heading SB

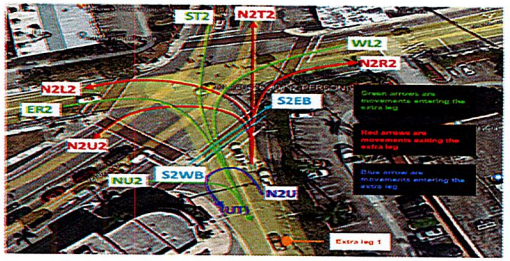
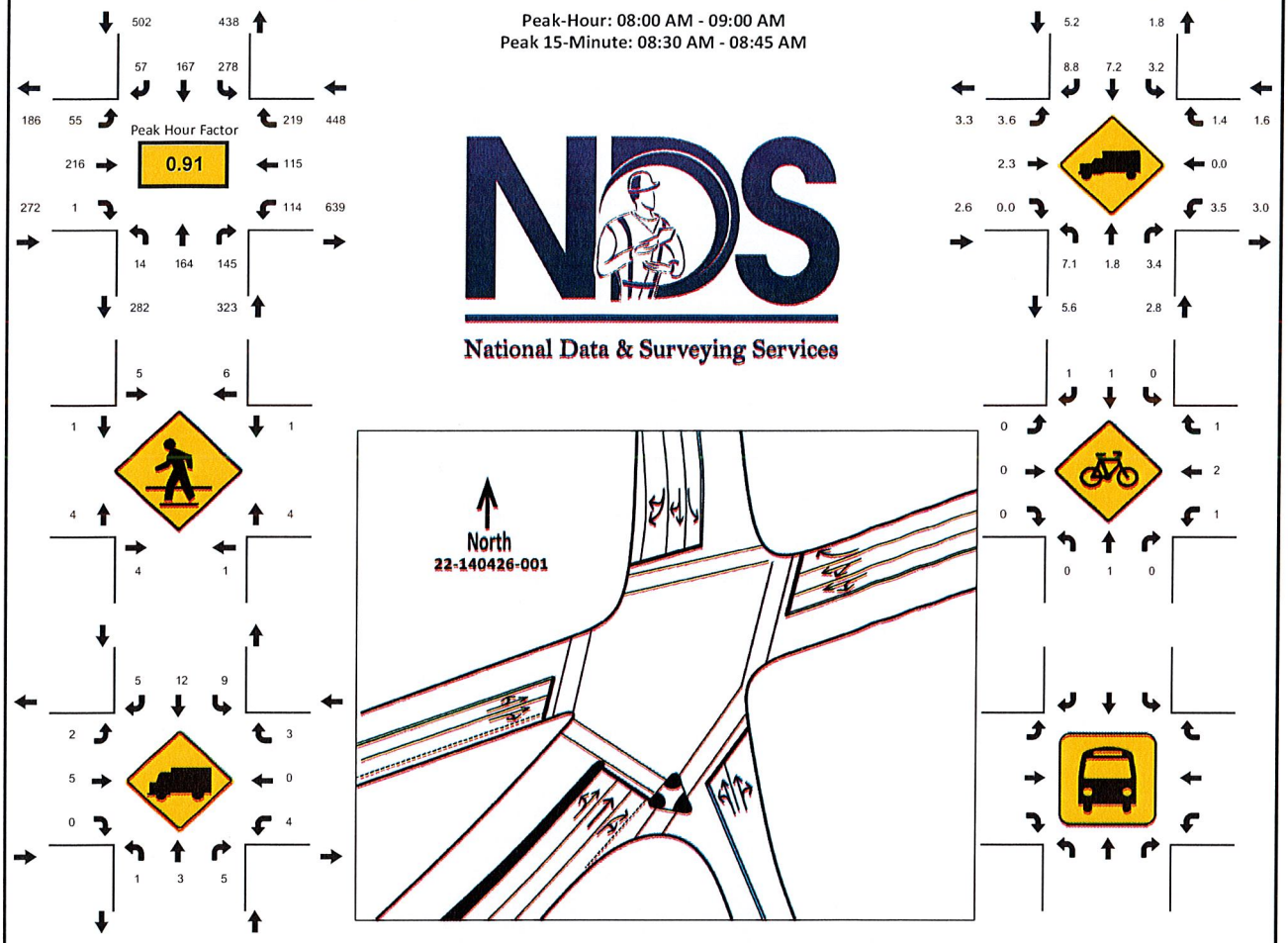


EXHIBIT E

LOCATION: SR 811/N Dixie Hwy/Wilton Dr & NE 26th St
CITY/STATE: Wilton Manors, FL

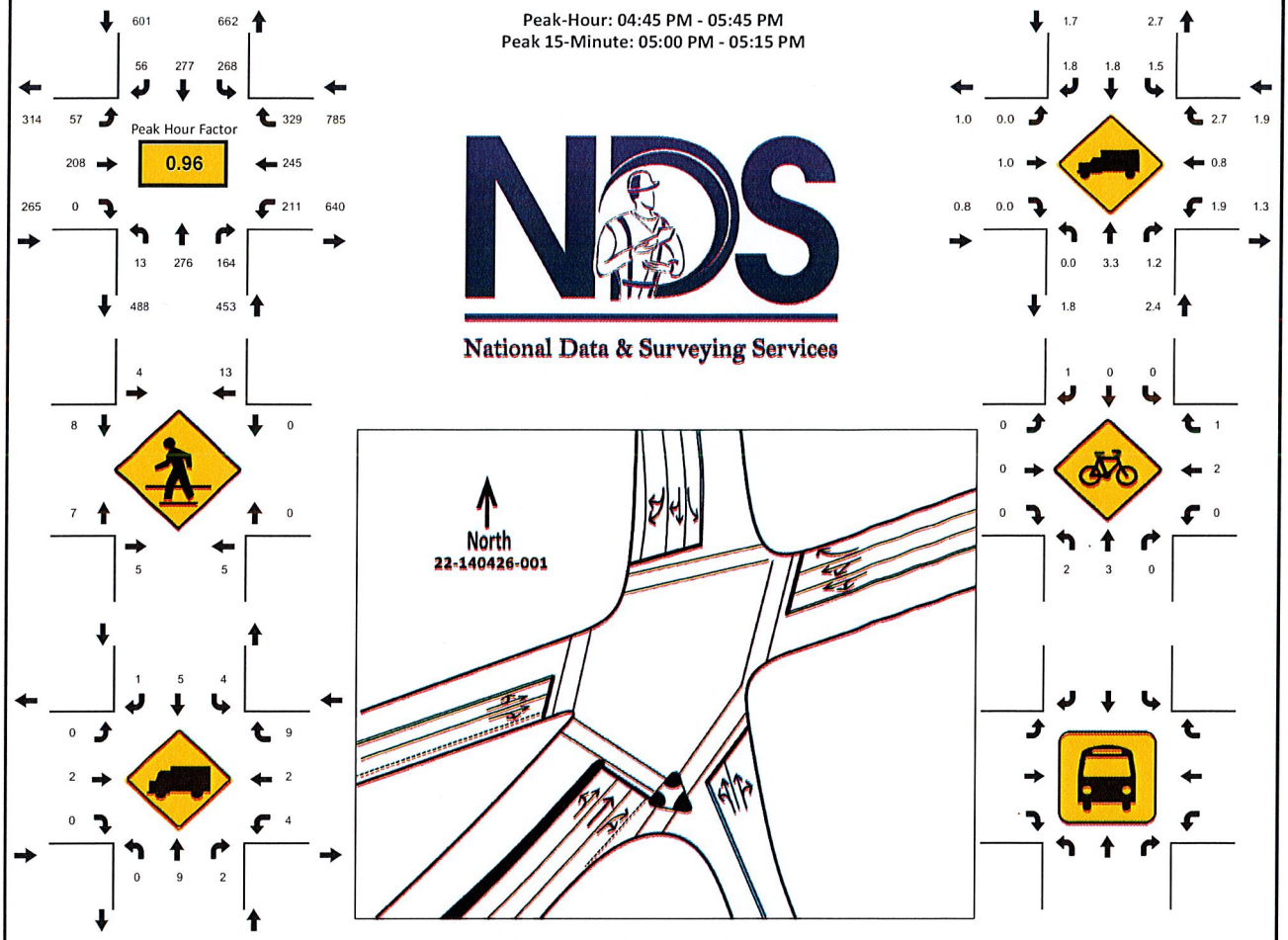
PROJECT ID: 22-140426-001
DATE: Tue, Nov 15, 2022



15-Min Count Period Beginning At	SR 811/N Dixie Hwy/Wilton Dr Northbound					SR 811/N Dixie Hwy/Wilton Dr Southbound					NE 26th St Eastbound					NE 26th 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	2	33	18	0		35	25	4	0		4	16	0	0		20	16	46	0		219	1232
7:15 AM	2	35	20	0		36	34	11	0		9	26	0	0		43	27	39	0		282	1407
7:30 AM	1	49	37	0		58	30	9	0		9	54	0	0		20	24	54	0		345	1412
7:45 AM	2	43	37	0		69	37	13	0		11	40	1	0		27	37	69	0		386	1521
8:00 AM	4	39	33	1		74	33	15	0		22	52	0	0		25	34	62	0		394	1545
8:15 AM	1	43	27	0		54	46	10	0		7	36	1	0		14	19	29	0		287	1151
8:30 AM	6	42	48	1		71	50	12	0		15	68	0	0		37	33	71	0		454	864
8:45 AM	1	40	37	0		79	38	20	0		11	60	0	0		38	29	57	0		410	410
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	172	192	4		316	200	80	0		88	272	4	0		152	136	284	0		1924	
Heavy Trucks	4	4	12	0		20	24	12	0		4	8	0	0		8	0	8	0		104	
Pedestrians		12					16					8					8				44	
Bicycles	0	4	0	0		0	4	4	0		0	0	0	0		4	8	4	0		28	
Buses																						
Stopped Buses																						

LOCATION: SR 811/N Dixie Hwy/Wilton Dr & NE 26th St
CITY/STATE: Wilton Manors, FL

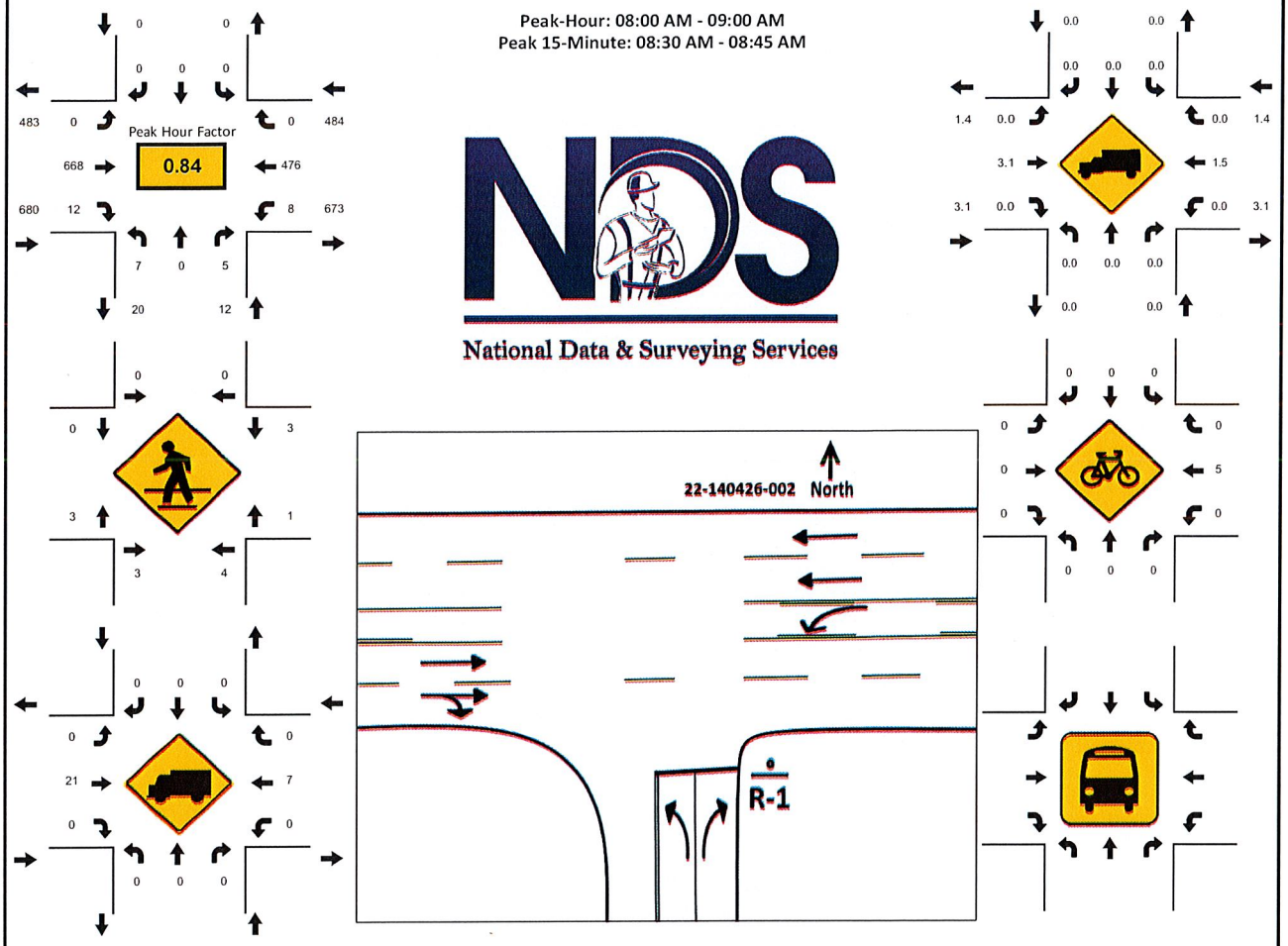
PROJECT ID: 22-140426-001
DATE: Tue, Nov 15, 2022



15-Min Count Period Beginning At	SR 811/N Dixie Hwy/Wilton Dr Northbound					SR 811/N Dixie Hwy/Wilton Dr Southbound					NE 26th St Eastbound					NE 26th 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	52	32	0		45	50	18	0		9	43	0	0		51	64	78	0		443	1934
4:15 PM	6	59	40	1		56	64	16	0		11	60	0	0		43	51	76	0		483	2031
4:30 PM	4	66	33	1		48	64	10	0		18	54	0	0		53	59	89	0		499	2077
4:45 PM	4	82	38	1		57	72	8	0		15	56	0	0		47	57	72	0		509	2104
5:00 PM	3	68	47	0		58	56	14	0		17	62	0	0		48	71	96	0		540	2060
5:15 PM	3	71	33	0		77	86	10	0		14	37	0	0		52	68	78	0		529	1520
5:30 PM	2	55	46	0		76	63	24	0		11	53	0	0		64	49	83	0		526	991
5:45 PM	2	75	39	0		53	62	11	0		12	51	0	0		39	65	56	0		465	465
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	328	188	4		308	344	96	0		68	248	0	0		256	284	384	0		**2524**	
Heavy Trucks	0	28	4	0		8	8	4	0		0	4	0	0		12	8	20	0		**96**	
Pedestrians		16					24					24					0				**64**	
Bicycles	4	8	0	0		0	0	4	0		0	0	0	0		0	4	4	0		**24**	
Buses																						
Stopped Buses																						

LOCATION: NE 13th Ave & NE 26th St
CITY/STATE: Wilton Manors, FL

PROJECT ID: 22-140426-002
DATE: Tue, Nov 15, 2022



15-Min Count Period Beginning At	NE 13th Ave Northbound					NE 13th Ave Southbound					NE 26th St Eastbound					NE 26th 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	0	0	0		0	0	0	0		0	67	0	0		1	89	0	0		158	937
7:15 AM	1	0	0	0		0	0	0	0		0	92	1	0		0	133	0	0		227	1086
7:30 AM	3	0	0	0		0	0	0	0		0	159	3	0		0	99	0	0		264	1059
7:45 AM	0	0	2	0		0	0	0	0		0	144	4	0		3	135	0	0		288	1143
8:00 AM	1	0	1	0		0	0	0	0		0	173	1	0		2	129	0	0		307	1176
8:15 AM	1	0	0	0		0	0	0	0		0	101	2	0		2	94	0	0		200	869
8:30 AM	3	0	1	0		0	0	0	0		0	215	3	0		2	124	0	0		348	669
8:45 AM	2	0	3	0		0	0	0	0		0	179	6	0		2	129	0	0		321	321
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	0	12	0		0	0	0	0		0	860	24	0		8	516	0	0		**1432**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	28	0	0		0	8	0	0		**36**	
Pedestrians		12					0					8					8				**28**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	12	0	0		**12**	
Buses																						
Stopped Buses																						

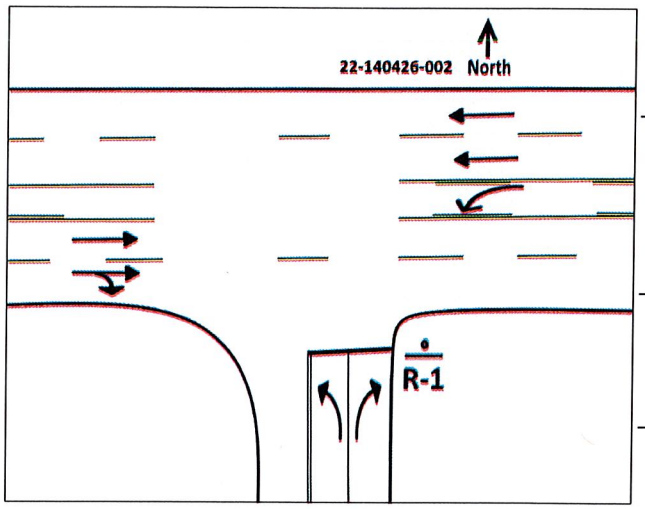
LOCATION: NE 13th Ave & NE 26th St
CITY/STATE: Wilton Manors, FL

PROJECT ID: 22-140426-002
DATE: Tue, Nov 15, 2022

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

Peak Hour Factor: 0.95

National Data & Surveying Services

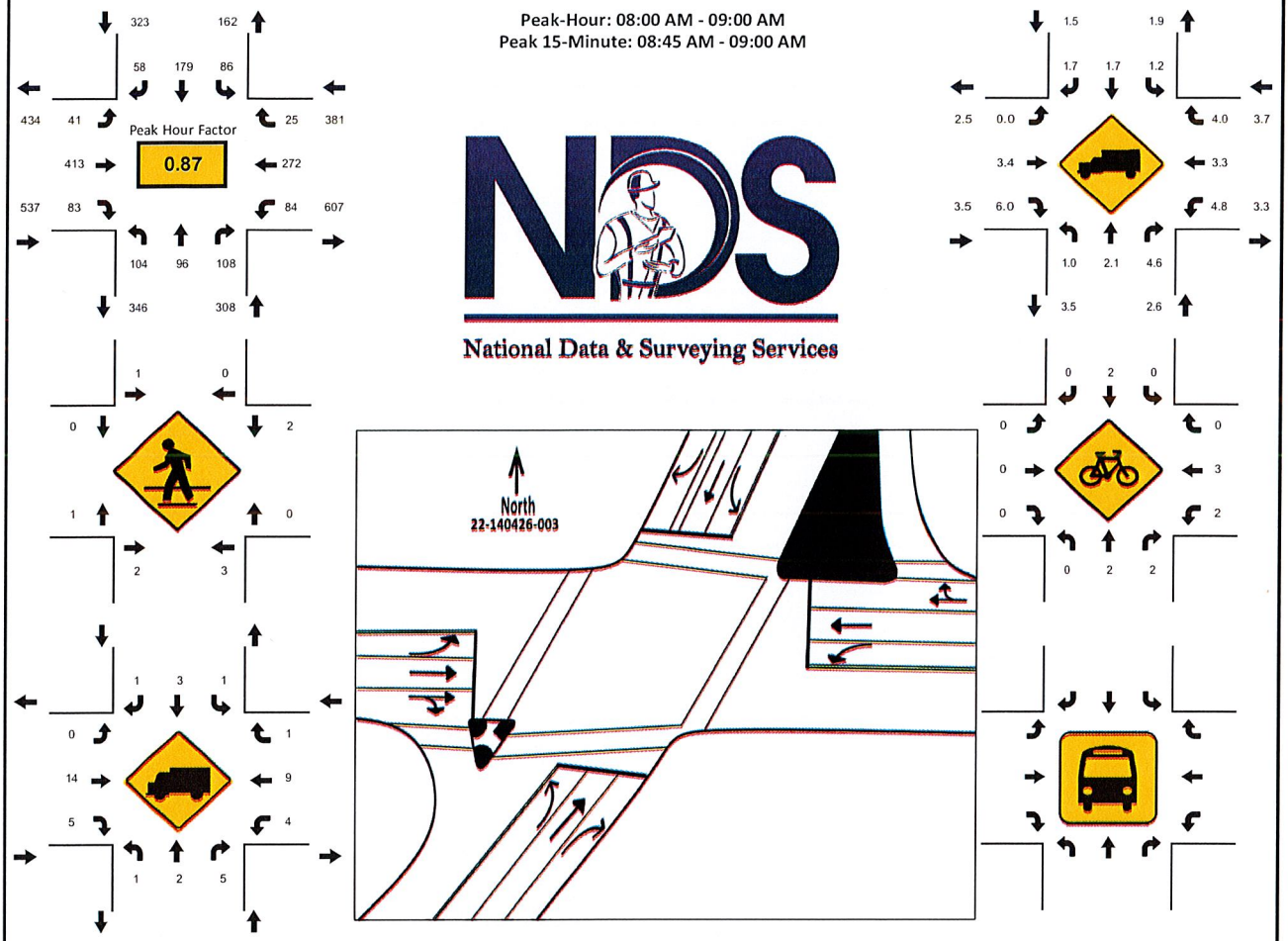


15-Min Count Period Beginning At	NE 13th Ave Northbound					NE 13th Ave Southbound					NE 26th St Eastbound					NE 26th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	3	0	7	0		0	0	0	0		0	126	3	0		0	211	0	1		351	1401
4:15 PM	3	0	0	0		0	0	0	0		0	162	2	0		1	175	0	0		343	1450
4:30 PM	1	0	1	0		0	0	0	0		0	138	1	0		1	210	0	0		352	1473
4:45 PM	3	0	0	0		0	0	0	0		0	157	4	0		2	189	0	0		355	1515
5:00 PM	10	0	0	0		0	0	0	0		0	167	6	0		2	215	0	0		400	1497
5:15 PM	4	0	4	0		0	0	0	0		0	152	2	0		2	202	0	0		366	1097
5:30 PM	1	0	1	0		0	0	0	0		0	180	3	0		3	206	0	0		394	731
5:45 PM	1	0	4	0		0	0	0	0		0	157	2	0		1	172	0	0		337	337
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	0	16	0		0	0	0	0		0	720	24	0		12	860	0	0		**1672**	
Heavy Trucks	4	0	0	0		0	0	0	0		0	16	0	0		0	24	0	0		**44**	
Pedestrians		12					0					4					0				**16**	
Bicycles	0	0	0	0		0	0	0	0		0	8	0	0		0	4	0	0		**12**	
Buses																						
Stopped Buses																						

LOCATION: NE 16th Ave/NE 15th Ave & NE 26th St
CITY/STATE: Wilton Manors, FL

PROJECT ID: 22-140426-003
DATE: Tue, Nov 15, 2022

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

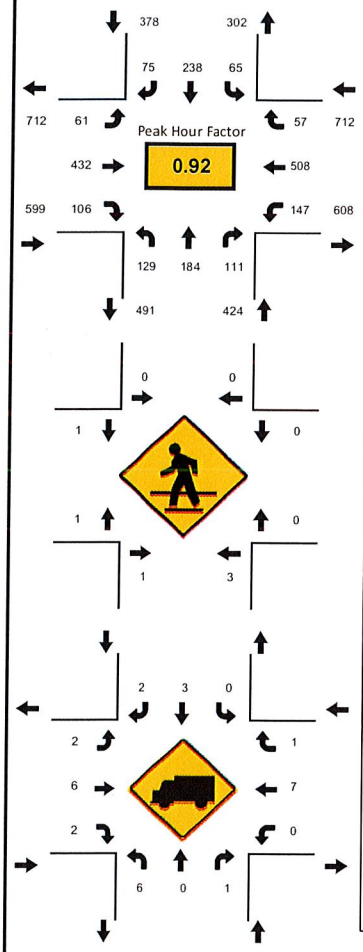


15-Min Count Period Beginning At	NE 16th Ave/NE 15th Ave Northbound					NE 16th Ave/NE 15th Ave Southbound					NE 26th St Eastbound					NE 26th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	19	11	14	0		6	19	9	0		3	40	8	0		15	52	8	0		204	1237
7:15 AM	25	23	16	0		8	39	18	0		6	52	13	0		36	74	2	0		312	1416
7:30 AM	24	42	31	0		15	42	9	0		7	98	11	0		11	46	16	0		352	1399
7:45 AM	26	47	20	0		17	46	15	0		9	90	14	0		15	59	11	0		369	1474
8:00 AM	26	17	23	0		22	51	12	0		9	98	28	0		17	73	7	0		383	1549
8:15 AM	23	23	26	0		10	36	17	0		10	60	16	0		19	51	4	0		295	1166
8:30 AM	28	27	29	0		26	50	13	0		7	129	16	0		22	69	11	0		427	871
8:45 AM	27	29	30	0		28	42	16	0		15	126	23	0		26	79	3	0		444	444
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	112	116	120	0		112	204	68	0		60	516	112	0		104	316	44	0		1884	
Heavy Trucks	4	4	8	0		4	8	4	0		0	20	8	0		12	12	4	0		88	
Pedestrians		8					4					4					8				24	
Bicycles	0	4	4	0		0	4	0	0		0	0	0	0		8	12	0	0		32	
Buses																						
Stopped Buses																						

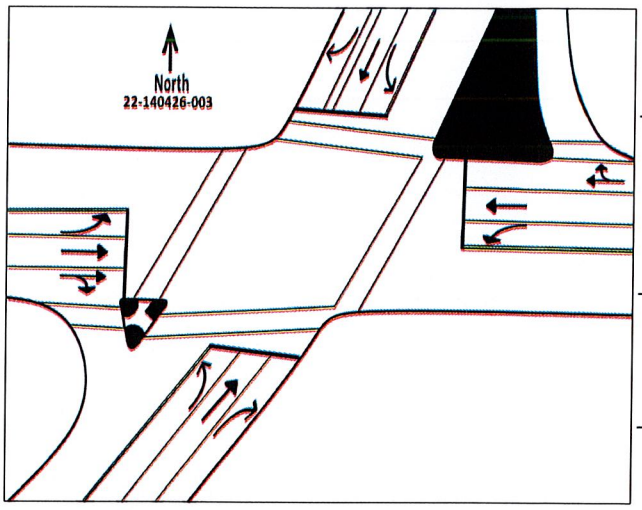
LOCATION: NE 16th Ave/NE 15th Ave & NE 26th St
CITY/STATE: Wilton Manors, FL

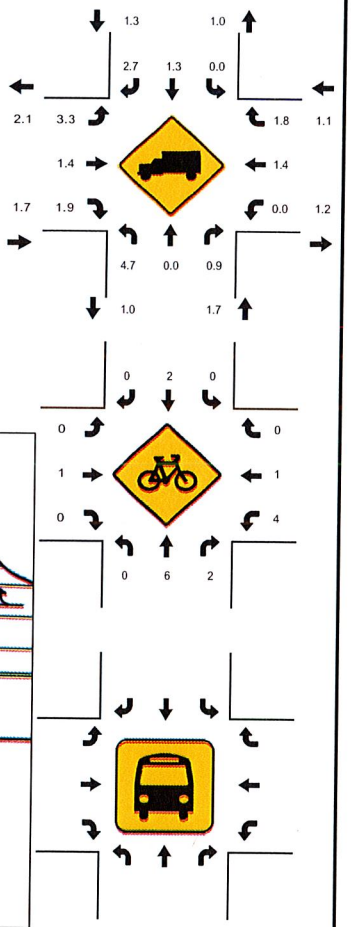
PROJECT ID: 22-140426-003
DATE: Tue, Nov 15, 2022

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



National Data & Surveying Services



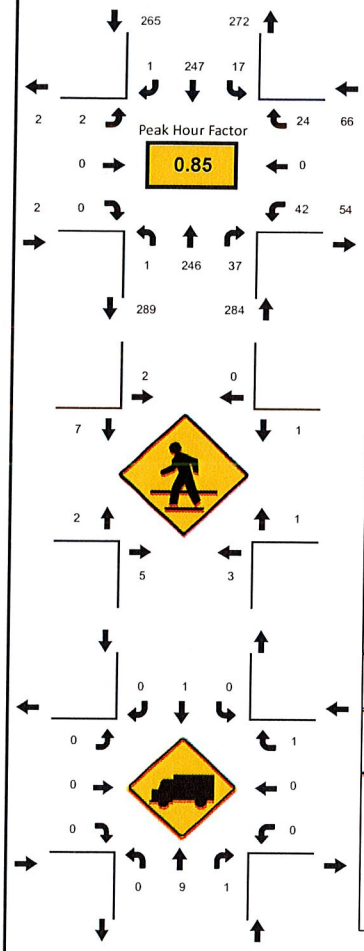


15-Min Count Period Beginning At	NE 16th Ave/NE 15th Ave Northbound					NE 16th Ave/NE 15th Ave Southbound					NE 26th St Eastbound					NE 26th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	47	39	27	0		20	47	19	0		11	85	34	0		30	123	18	0		500	1974
4:15 PM	51	40	22	0		13	42	15	0		18	108	25	0		35	100	13	0		482	2048
4:30 PM	35	42	33	0		22	48	11	0		14	83	15	0		35	149	16	0		503	2089
4:45 PM	31	42	24	0		16	54	14	0		12	103	25	0		34	114	20	0		489	2113
5:00 PM	35	45	39	0		20	68	24	0		18	121	18	0		40	133	13	0		574	2109
5:15 PM	30	51	27	0		14	49	19	0		20	98	26	0		45	125	19	0		523	1535
5:30 PM	33	46	21	0		15	67	18	0		11	110	37	0		28	136	5	0		527	1012
5:45 PM	28	44	30	0		13	53	21	0		15	99	30	0		28	117	7	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	140	204	156	0		80	272	96	0		80	484	148	0		180	544	80	0		2464	
Heavy Trucks	12	0	4	0		0	8	4	0		4	12	8	0		0	8	4	0		64	
Pedestrians		8					0					4					0				12	
Bicycles	0	16	4	0		0	8	0	0		0	4	0	0		8	4	0	0		44	
Buses																						
Stopped Buses																						

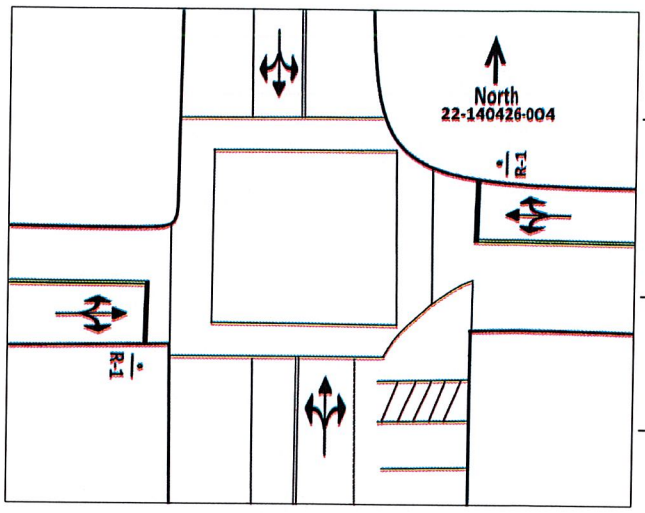
LOCATION: N Dixie Hwy & NE 24th St
CITY/STATE: Wilton Manors, FL

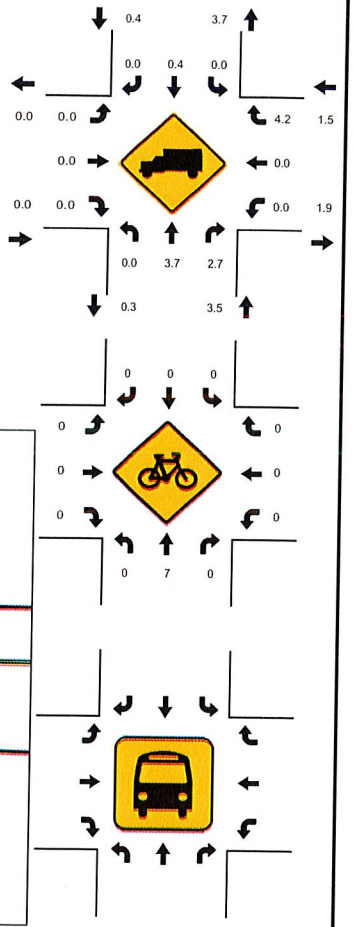
PROJECT ID: 22-140426-004
DATE: Tue, Nov 15, 2022

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



National Data & Surveying Services

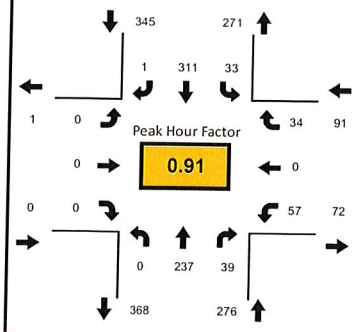




15-Min Count Period Beginning At	N Dixie Hwy Northbound					N Dixie Hwy Southbound					NE 24th St Eastbound					NE 24th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	45	4	0		2	41	1	0		0	0	0	0		6	0	4	0		103	585
7:15 AM	0	56	13	0		4	70	0	0		2	0	0	0		15	0	3	0		163	617
7:30 AM	1	84	8	0		7	65	0	0		0	0	0	0		6	0	11	0		182	586
7:45 AM	0	58	8	0		3	49	1	0		0	0	0	0		11	0	7	0		137	556
8:00 AM	0	48	8	0		3	63	0	0		0	0	0	0		10	0	3	0		135	587
8:15 AM	0	53	4	0		9	52	0	0		0	0	0	0		4	0	10	0		132	452
8:30 AM	2	56	18	0		12	52	2	0		1	0	0	0		3	0	6	0		152	320
8:45 AM	0	65	7	0		5	74	0	0		0	0	0	0		10	0	7	0		168	168
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	4	336	52	0		28	280	4	0		8	0	0	0		60	0	44	0		**816**	
Heavy Trucks	0	20	4	0		0	4	0	0		0	0	0	0		0	0	4	0		**32**	
Pedestrians		12					4					16					8				**40**	
Bicycles	0	16	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

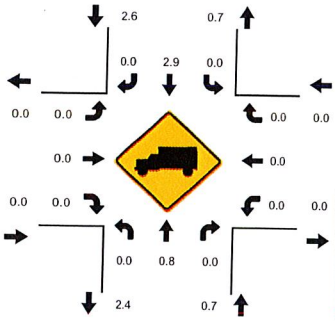
LOCATION: N Dixie Hwy & NE 24th St
CITY/STATE: Wilton Manors, FL

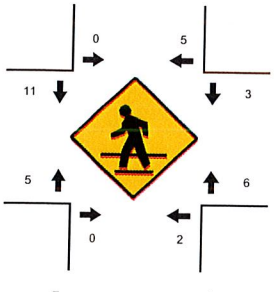
PROJECT ID: 22-140426-004
DATE: Tue, Nov 15, 2022

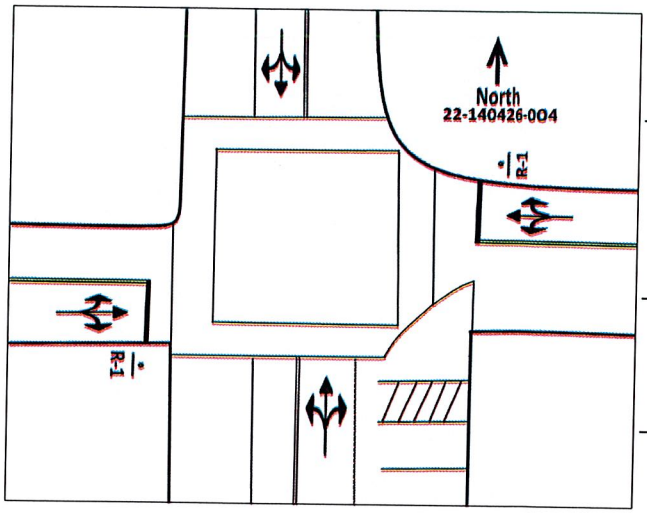


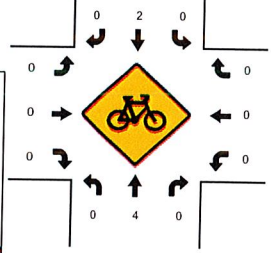
Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

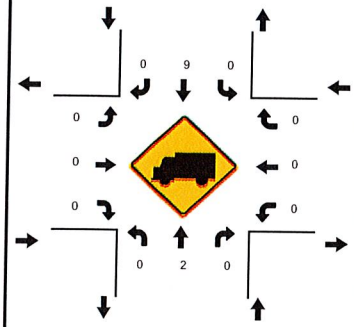
National Data & Surveying Services

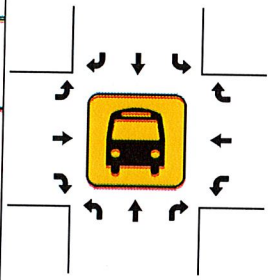












15-Min Count Period Beginning At	N Dixie Hwy Northbound					N Dixie Hwy Southbound					NE 24th St Eastbound					NE 24th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	65	4	0		8	67	0	0		0	0	1	0		7	0	15	0		167	640
4:15 PM	0	56	7	0		4	62	0	0		0	0	0	0		9	0	4	0		142	668
4:30 PM	0	53	11	1		8	62	0	0		0	0	0	0		11	0	10	0		156	706
4:45 PM	0	64	12	0		15	68	1	1		1	0	0	0		4	0	9	0		175	708
5:00 PM	0	69	8	0		7	86	0	0		0	0	0	0		19	0	6	0		195	712
5:15 PM	0	54	11	0		7	82	1	0		0	0	0	0		12	0	13	0		180	517
5:30 PM	0	51	9	0		7	68	0	0		0	0	0	0		13	0	10	0		158	337
5:45 PM	0	63	11	0		12	75	0	0		0	0	0	0		13	0	5	0		179	179
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	276	44	0		48	344	4	0		0	0	0	0		76	0	52	0		**844**	
Heavy Trucks	0	4	0	0		0	16	0	0		0	0	0	0		0	0	0	0		**20**	
Pedestrians		8					8					24					16				**56**	
Bicycles	0	8	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

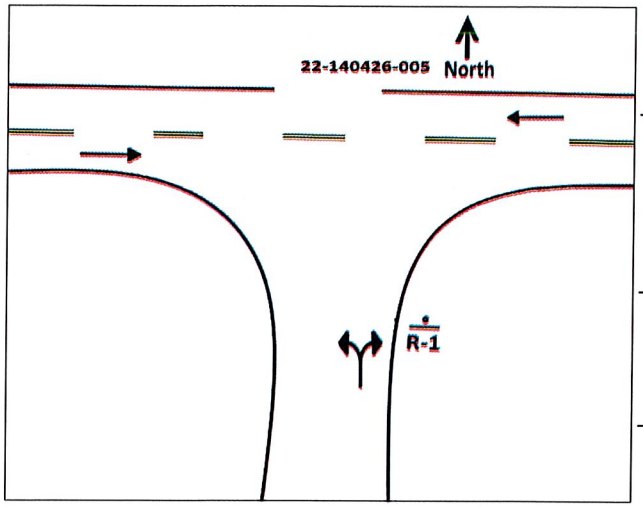
LOCATION: NE 13th Ave & NE 24th St
CITY/STATE: Wilton Manors, FL

PROJECT ID: 22-140426-005
DATE: Tue, Nov 15, 2022

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

Peak Hour Factor: 0.73

National Data & Surveying Services

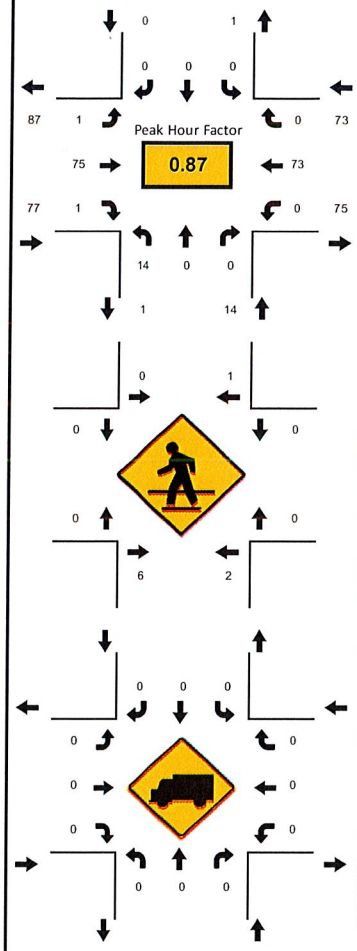


15-Min Count Period Beginning At	NE 13th Ave Northbound					NE 13th Ave Southbound					NE 24th St Eastbound					NE 24th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		0	0	0	0		0	8	0	0		0	7	0	0		15	105
7:15 AM	1	0	1	0		0	0	0	0		0	15	0	0		0	18	0	0		35	116
7:30 AM	2	0	0	0		0	0	0	0		0	21	0	0		0	7	0	0		30	101
7:45 AM	4	0	0	0		0	0	0	0		0	10	0	0		1	10	0	0		25	112
8:00 AM	0	0	0	0		0	0	0	0		0	14	0	0		0	12	0	0		26	119
8:15 AM	1	0	0	0		0	0	0	0		0	5	0	0		0	14	0	0		20	93
8:30 AM	1	0	0	0		0	0	0	0		0	36	0	0		0	4	0	0		41	73
8:45 AM	1	0	0	0		0	0	0	0		0	17	0	0		0	14	0	0		32	32
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	4	0	0	0		0	0	0	0		0	144	0	0		0	56	0	0		204	
Heavy Trucks	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		4	
Pedestrians		16					0					4					0				20	
Bicycles	8	0	0	0		0	0	0	0		0	4	0	0		0	4	0	0		16	
Buses																						
Stopped Buses																						

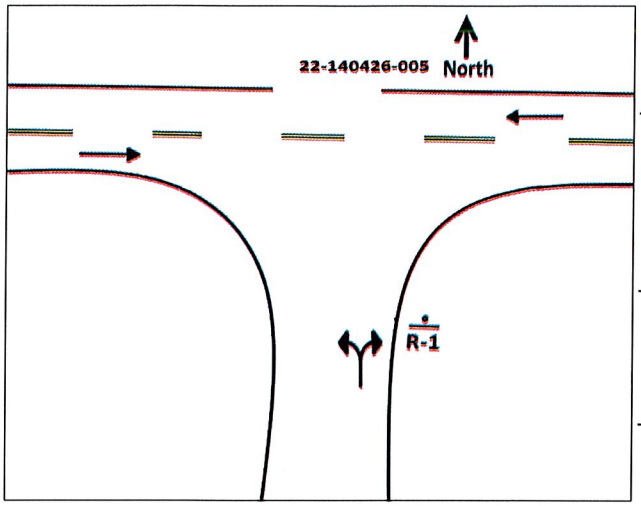
LOCATION: NE 13th Ave & NE 24th St
CITY/STATE: Wilton Manors, FL

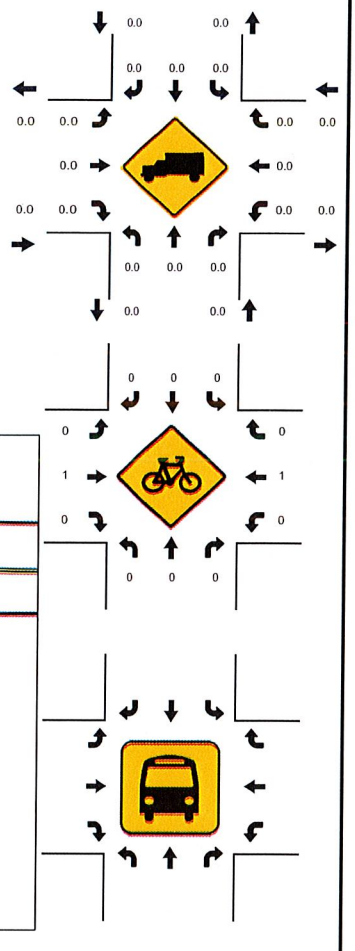
PROJECT ID: 22-140426-005
DATE: Tue, Nov 15, 2022

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	NE 13th Ave Northbound					NE 13th Ave Southbound					NE 24th St Eastbound					NE 24th 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	0	0	0		0	0	0	0		0	8	0	0		0	12	0	0		21	121
4:15 PM	0	0	0	0		0	0	0	0		0	12	0	0		0	16	0	0		28	147
4:30 PM	3	0	0	0		0	0	0	0		1	17	0	0		0	14	0	0		35	164
4:45 PM	4	0	0	0		0	0	0	0		0	19	1	0		0	13	0	0		37	159
5:00 PM	1	0	0	0		0	0	0	0		0	20	0	0		0	26	0	0		47	154
5:15 PM	6	0	0	0		0	0	0	0		0	19	0	0		0	20	0	0		45	107
5:30 PM	2	0	1	0		0	0	0	0		0	10	0	0		0	17	0	0		30	62
5:45 PM	3	0	0	0		0	0	0	0		0	19	0	0		1	9	0	0		32	32
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	0	0	0		0	0	0	0		4	80	4	0		0	104	0	0		216	
Heavy Trucks	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Pedestrians		12					4					0					0				16	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	4	0	0		8	
Buses																						
Stopped Buses																						

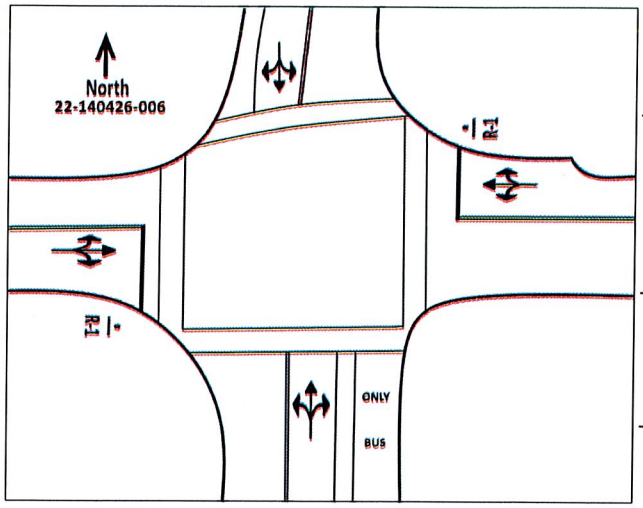
LOCATION: NE 15th Ave & NE 24th St
CITY/STATE: Wilton Manors, FL

PROJECT ID: 22-140426-006
DATE: Tue, Nov 15, 2022

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

Peak Hour Factor: 0.91

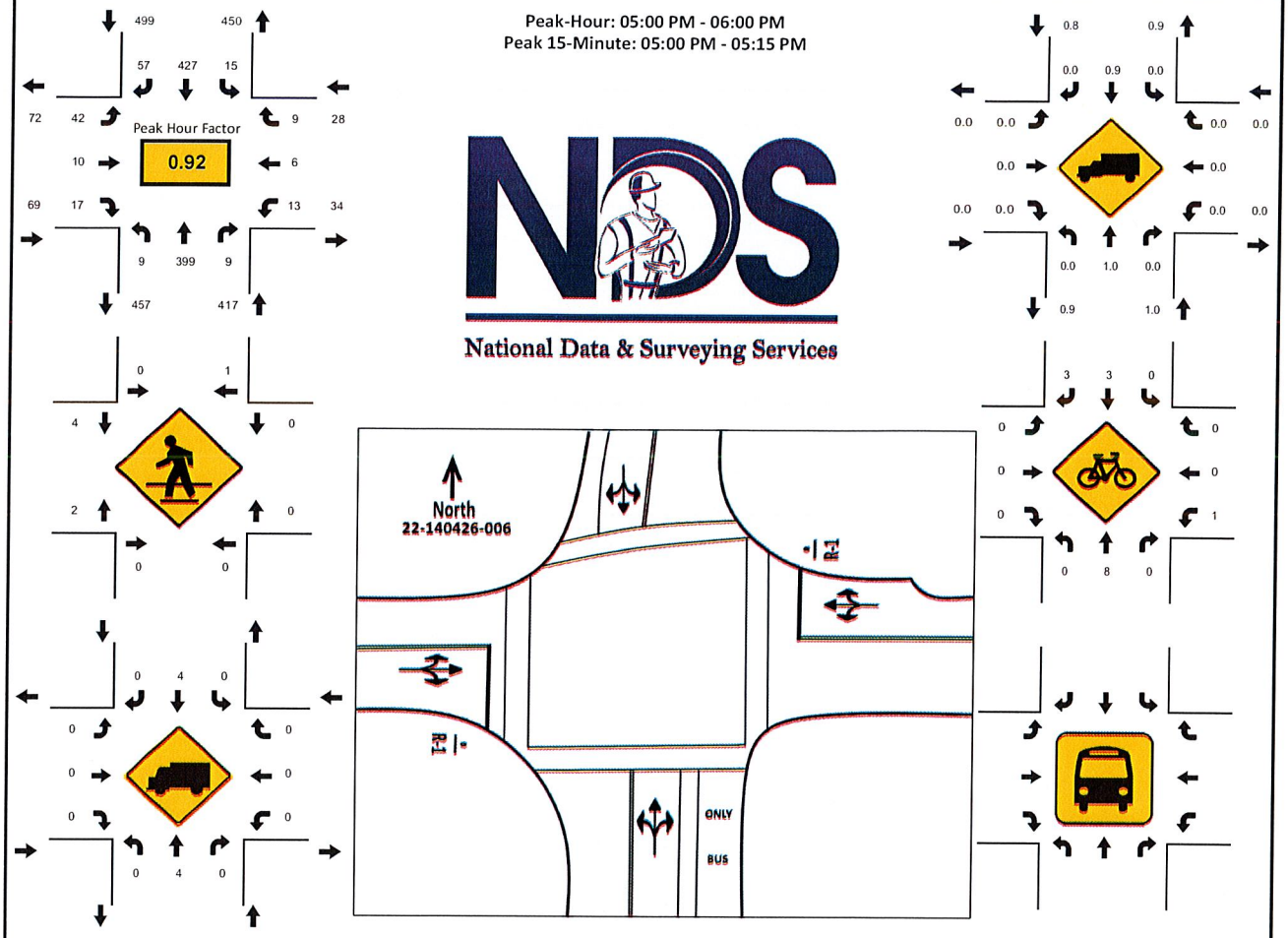
National Data & Surveying Services



15-Min Count Period Beginning At	NE 15th Ave Northbound					NE 15th Ave Southbound					NE 24th St Eastbound					NE 24th 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	40	0	0		0	38	5	0		7	0	1	0		3	1	2	0		97	629
7:15 AM	2	51	2	0		0	72	14	0		16	0	1	0		2	2	4	0		166	724
7:30 AM	1	75	1	0		0	60	6	0		16	0	2	0		3	0	6	0		170	723
7:45 AM	2	95	0	0		1	70	9	0		5	2	5	0		5	0	2	0		196	754
8:00 AM	2	64	3	0		4	85	8	0		8	2	4	0		2	2	8	0		192	768
8:15 AM	3	69	2	1		1	66	9	0		4	0	1	0		4	2	3	0		165	576
8:30 AM	1	71	4	0		2	80	4	0		19	3	14	0		2	0	1	0		201	411
8:45 AM	1	85	2	0		1	84	13	0		14	1	4	0		1	0	4	0		210	210
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	340	16	4		16	340	52	0		76	12	56	0		16	8	32	0		980	
Heavy Trucks	0	8	4	0		4	28	0	0		4	0	4	0		0	0	0	0		52	
Pedestrians		8					4					4					4				20	
Bicycles	0	8	0	0		0	4	0	0		4	0	0	0		0	4	0	0		20	
Buses																						
Stopped Buses																						

LOCATION: NE 15th Ave & NE 24th St
CITY/STATE: Wilton Manors, FL

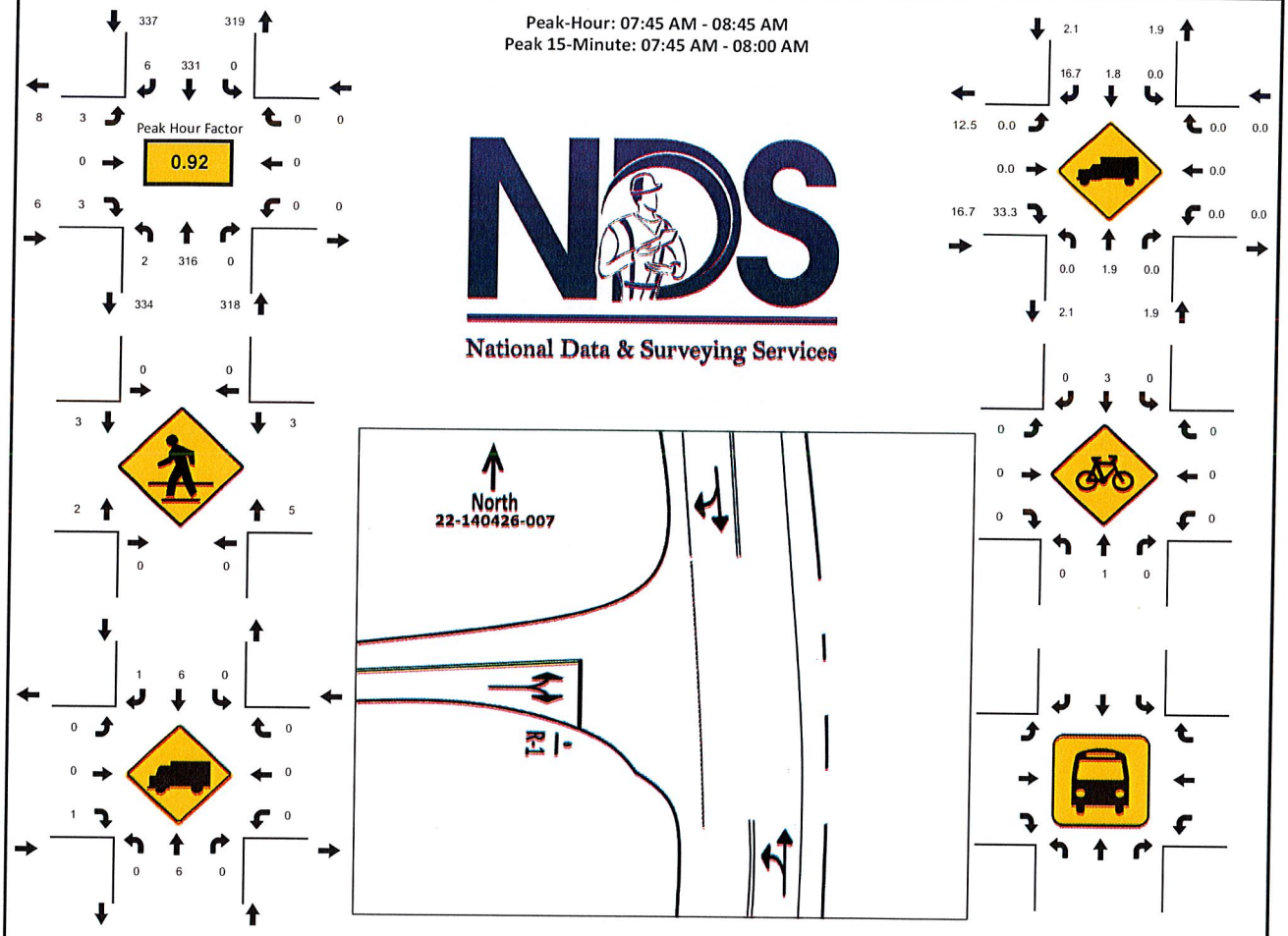
PROJECT ID: 22-140426-006
DATE: Tue, Nov 15, 2022



15-Min Count Period Beginning At	NE 15th Ave Northbound					NE 15th Ave Southbound					NE 24th St Eastbound					NE 24th 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	101	5	0		6	106	10	0		3	0	5	0		2	0	8	0		247	935
4:15 PM	6	94	3	0		4	87	9	0		9	1	3	0		3	1	7	0		227	962
4:30 PM	1	103	2	0		4	87	14	0		12	2	3	0		5	1	1	0		235	982
4:45 PM	3	89	2	0		3	98	11	0		12	1	5	0		1	0	1	0		226	1006
5:00 PM	2	112	0	0		5	104	21	0		11	3	7	0		5	1	3	0		274	1013
5:15 PM	4	91	4	0		3	103	15	0		12	2	5	0		5	2	1	0		247	739
5:30 PM	1	97	2	0		5	124	15	0		7	1	1	0		0	2	4	0		259	492
5:45 PM	2	99	3	0		2	96	6	0		12	4	4	0		3	1	1	0		233	233
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	448	16	0		20	496	84	0		48	16	28	0		20	8	16	0		1216	
Heavy Trucks	0	8	0	0		0	8	0	0		0	0	0	0		0	0	0	0		16	
Pedestrians		0					4					12					0				16	
Bicycles	0	16	0	0		0	4	4	0		0	0	0	0		4	0	0	0		28	
Buses																						
Stopped Buses																						

LOCATION: NE 15th Ave & NE 23rd St
CITY/STATE: Wilton Manors, FL

PROJECT ID: 22-140426-007
DATE: Tue, Nov 15, 2022



15-Min Count Period Beginning At	NE 15th Ave Northbound					NE 15th Ave Southbound					NE 23rd St Eastbound					NE 23rd 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	40	0	0		0	43	0	0		1	0	2	0		0	0	0	0		86	539
7:15 AM	0	53	0	0		0	73	2	0		1	0	0	0		0	0	0	0		129	613
7:30 AM	0	76	0	0		0	62	3	0		1	0	2	0		0	0	0	0		144	629
7:45 AM	0	97	0	0		0	80	1	0		1	0	1	0		0	0	0	0		180	661
8:00 AM	2	67	0	0		0	88	2	0		1	0	0	0		0	0	0	0		160	657
8:15 AM	0	74	0	0		0	69	0	0		0	0	2	0		0	0	0	0		145	497
8:30 AM	0	78	0	0		0	94	3	0		1	0	0	0		0	0	0	0		176	352
8:45 AM	0	86	0	0		0	89	0	0		1	0	0	0		0	0	0	0		176	176
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	388	0	0		0	376	12	0		4	0	8	0		0	0	0	0		**796**	
Heavy Trucks	0	12	0	0		0	12	4	0		0	0	4	0		0	0	0	0		**32**	
Pedestrians		0					0					8					12				**20**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

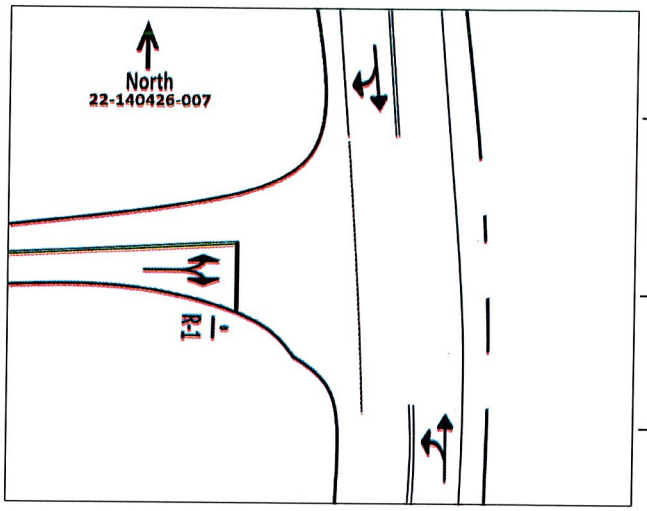
LOCATION: NE 15th Ave & NE 23rd St
CITY/STATE: Wilton Manors, FL

PROJECT ID: 22-140426-007
DATE: Tue, Nov 15, 2022

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

Peak Hour Factor: 0.97

National Data & Surveying Services



15-Min Count Period Beginning At	NE 15th Ave Northbound					NE 15th Ave Southbound					NE 23rd St Eastbound					NE 23rd 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	103	0	0		0	113	1	0		1	0	0	0		0	0	0	0		219	822
4:15 PM	2	104	0	0		0	92	1	0		0	0	0	0		0	0	0	0		199	830
4:30 PM	2	104	0	0		0	92	2	0		0	0	0	0		0	0	0	0		200	846
4:45 PM	3	96	0	0		0	99	5	0		0	0	1	0		0	0	0	0		204	870
5:00 PM	0	112	0	0		1	110	3	0		0	0	1	0		0	0	0	0		227	877
5:15 PM	0	101	0	0		0	111	2	0		1	0	0	0		0	0	0	0		215	650
5:30 PM	0	99	0	0		1	120	3	0		0	0	1	0		0	0	0	0		224	435
5:45 PM	0	107	0	0		0	103	1	0		0	0	0	0		0	0	0	0		211	211
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	448	0	0		4	480	12	0		4	0	4	0		0	0	0	0		**952**	
Heavy Trucks	0	8	0	0		0	8	0	0		0	0	0	0		0	0	0	0		**16**	
Pedestrians		8					0					12					8				**28**	
Bicycles	0	16	0	0		0	8	4	0		4	0	0	0		0	0	0	0		**32**	
Buses																						
Stopped Buses																						

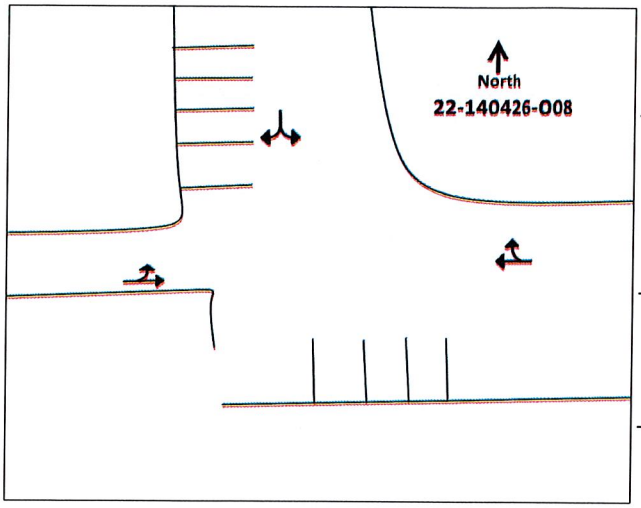
LOCATION: NE 13th Ave & NE 24th Ct
CITY/STATE: Wilton Manors, FL

PROJECT ID: 22-140426-008
DATE: Tue, Nov 15, 2022

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

Peak Hour Factor: 0.60

National Data & Surveying Services



15-Min Count Period Beginning At	NE 13th Ave Northbound					NE 13th Ave Southbound					NE 24th Ct Eastbound					NE 24th Ct 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	0	0		0	0	0	0		0	0	0	0		0	0	1	0		1	8
7:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0		1	13
7:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0		1	16
7:45 AM	0	0	0	0		2	2	0	0		0	0	0	0		0	0	1	0		5	19
8:00 AM	0	0	0	0		5	0	0	0		0	0	0	0		0	0	1	0		6	24
8:15 AM	0	0	0	0		3	0	0	0		0	0	0	0		0	0	1	0		4	18
8:30 AM	0	0	0	0		3	0	0	1		0	0	0	0		0	0	0	0		4	14
8:45 AM	0	3	0	0		2	3	0	0		0	0	0	0		0	0	2	0		10	10
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	12	0	0		20	12	0	4		0	0	0	0		0	0	8	0		56	
Heavy Trucks	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Pedestrians		0					4					16					8				28	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																						
Stopped Buses																						

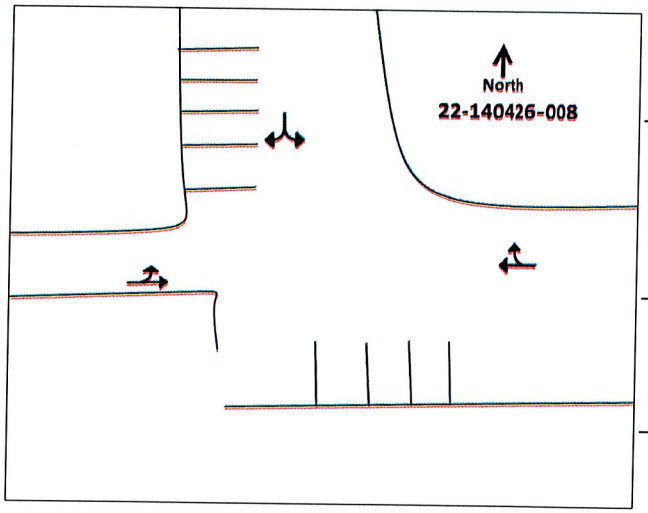
LOCATION: NE 13th Ave & NE 24th Ct
CITY/STATE: Wilton Manors, FL

PROJECT ID: 22-140426-008
DATE: Tue, Nov 15, 2022

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

Peak Hour Factor: 0.69

National Data & Surveying Services



15-Min Count Period Beginning At	NE 13th Ave Northbound					NE 13th Ave Southbound					NE 24th Ct Eastbound					NE 24th Ct 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	0	0		0	0	0	0		2	1	0	0		0	0	4	0		7	20
4:15 PM	0	0	0	0		0	2	0	0		0	0	0	0		0	0	1	0		3	25
4:30 PM	0	0	0	0		1	1	0	0		0	0	0	0		0	0	0	0		2	27
4:45 PM	0	0	0	0		3	0	0	2		1	1	0	0		0	0	1	0		8	33
5:00 PM	0	0	0	0		3	0	3	0		3	1	0	0		0	0	2	0		12	32
5:15 PM	0	0	0	0		0	2	0	0		1	0	0	0		0	0	2	0		5	20
5:30 PM	0	0	0	0		1	3	0	0		0	1	0	0		0	1	2	0		8	15
5:45 PM	0	0	0	0		2	1	0	0		0	0	0	0		0	1	3	0		7	7
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	0	0	0		12	12	12	8		12	4	0	0		0	4	8	0		72	
Heavy Trucks	0	0	0	0		0	0	0	0		4	0	0	0		0	0	0	0		4	
Pedestrians		16					0					8					4				28	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																						
Stopped Buses																						

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2201	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	2201
Modification Number	18	**Modification Date**	08/04/2020
Drawing/Project No	509- DG 2	**FPL Grid Number**	87782008301
Intersection	NE 26 STREET (5 POINTS) and DIXIE HWY./WILTON DRIVE		
Municipality	WILTON MANORS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	4,7	2,5	3,8	1,6	9,10			
Direction	WB 26	SB Dix	EB 26	NB Wil	NB Dix			
Initial Green(MIN)	6	12	6	6	6			
Vehicle Ext.(GAP)	2.0	2.0	2.0	2.5	2.5			
Maximum Green I	25	30	25	30	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	OFF	OFF			
Detector Delay								
Walk	7	7	7	7	7			
Pedestrian Clearance	28	17	24	23	26			
Permissive								
Flash Operation	RED	RED	RED	RED	RED			

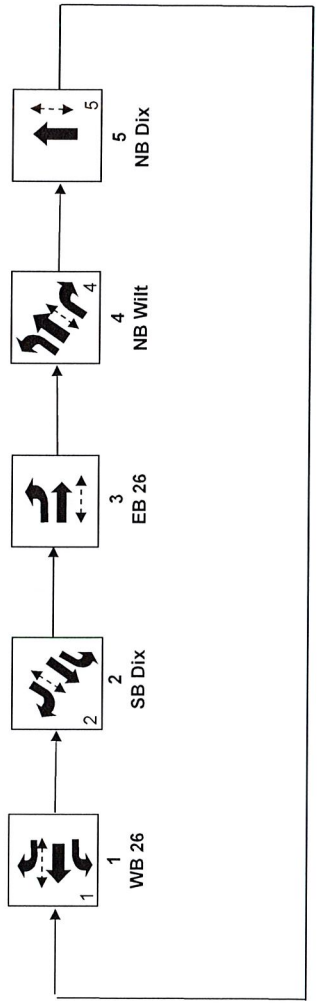
Attachment

NOTES:

1. SEQUENTIAL OPERATION, NO OVERLAPS USED.
2. MOD. 18 UPDATES PHASE 4 & 5 GAP VALUE.

Submitted By _____ **Approved By** _____

Sequence of Operation for NE 26 Street (5-Points) and Dixie Hwy. / Wilton Drive (2201)
Wilton Manors



Broward County | Timing Sheet | 9/20/2022 10:05:56 AM

Station : 2201 - NE 26 St (5 Points) & Dixie Hwy / Wilton Dr (Standard File)

Phase	1 (WT)	2 (ST)	3 (ET)	4 (NT)	5	6	7	8	9	10	11	12	13	14	15	16
Walk	7	7	7	7	7											
Ped Clearance	28	17	24	23	26											
Min Green	6	12	6	6	6											
Gap Ext	2	2	2	2.5	2.5											
Max1	25	30	25	30	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											
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																
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
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	2	1		5	4	3
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	3	2		1	5	4
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/20/2022 10:05:56 AM

Station : 2201 - NE 26 St (5 Points) & Dixie Hwy / Wilton 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																							
Day Plan 2											**Easy**															
		100	254																							

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 3											**Easy**															
		100	254																							

Broward County — Timing Sheet — 9/20/2022 10:05:56 AM

Station : 2201 - NE 26 St (5 Points) & Dixie Hwy / Wilton 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	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
26		1
27		1
28		1
29		1
30		1
31		1
32		1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2204	**Initial Operation Date**	7/12/74
Controller Type	2070 LN	**System Number**	2204
Modification Number	7	**Modification Date**	05/22/2012
Drawing/Project No		**FPL Grid Number**	87782388309
Intersection	NE 26 STREET and NE 15/16 AVENUE		
Municipality	WILTON MANORS		

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)	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0
Maximum Green I	12	35	12	35	12	35	12	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	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		20		20		20		20
Permissive	YES		YES		YES		YES	
Flash Operation		YELLOW		RED		YELLOW		RED

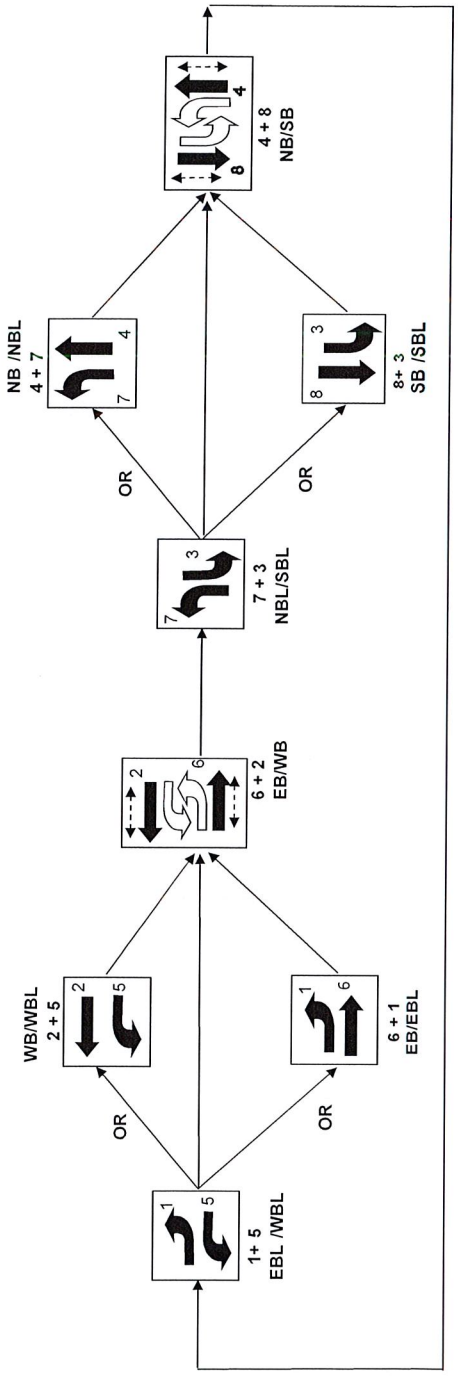
Attachment

NOTES:

1. ANTI-BACK DOWN EAST/WEST: PHASES 2+6 ON---> OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. VIDEO DETECTION: 60 FEET DETECTION ZONES WITH NO GAP EXCEPT PHASES 2+6.
4. MOD. 7 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____ **Approved By** _____

Sequence of Operation for NE 26 Street and NE 15/16 Avenue (2204)



Broward County Timing Sheet 9/20/2022 10:06:39 AM

Station : 2204 - NE 26 St & NE 15/16 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		20		20		20		20								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext		3				3										
Max1	12	35	12	35	12	35	12	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	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	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	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						

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 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/20/2022 10:06:39 AM

Station : 2204 - NE 26 St & NE 15/16 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																							
Day Plan 2											**Easy**															
		100	254																							

Day Plan 3											**Easy**															
		100	254																							

Broward County Timing Sheet 9/20/2022 10:06:39 AM

Station : 2204 - NE 26 St & NE 15/16 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	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								2
14												1		1	1	1	1	1																										1							2
15												1		1																															1						2
16												1						1																																1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

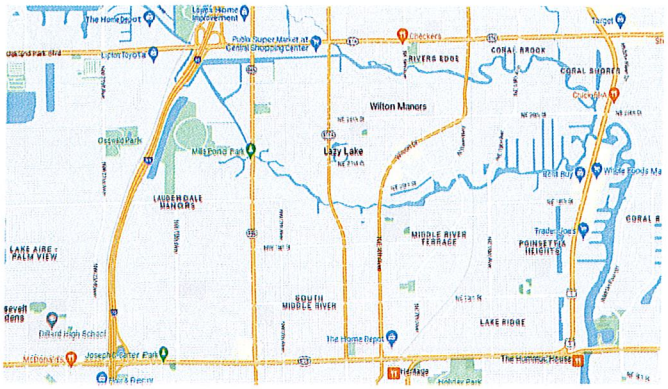
23		1
24		1
25		1
26		1
27		1
28		1
29		1
30		1
31		1
32		1

User Comments:

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	1.04	1.07
2	01/03/2021 - 01/09/2021	1.05	1.08
3	01/10/2021 - 01/16/2021	1.06	1.09
4	01/17/2021 - 01/23/2021	1.05	1.08
5	01/24/2021 - 01/30/2021	1.04	1.07
6	01/31/2021 - 02/06/2021	1.03	1.06
7	02/07/2021 - 02/13/2021	1.02	1.05
8	02/14/2021 - 02/20/2021	1.01	1.04
9	02/21/2021 - 02/27/2021	1.00	1.03
10	02/28/2021 - 03/06/2021	0.99	1.02
*11	03/07/2021 - 03/13/2021	0.98	1.01
*12	03/14/2021 - 03/20/2021	0.97	1.00
*13	03/21/2021 - 03/27/2021	0.96	0.99
*14	03/28/2021 - 04/03/2021	0.96	0.99
*15	04/04/2021 - 04/10/2021	0.96	0.99
*16	04/11/2021 - 04/17/2021	0.96	0.99
*17	04/18/2021 - 04/24/2021	0.96	0.99
*18	04/25/2021 - 05/01/2021	0.96	0.99
*19	05/02/2021 - 05/08/2021	0.96	0.99
*20	05/09/2021 - 05/15/2021	0.97	1.00
*21	05/16/2021 - 05/22/2021	0.97	1.00
*22	05/23/2021 - 05/29/2021	0.98	1.01
*23	05/30/2021 - 06/05/2021	0.99	1.02
24	06/06/2021 - 06/12/2021	1.00	1.03
25	06/13/2021 - 06/19/2021	1.01	1.04
26	06/20/2021 - 06/26/2021	1.00	1.03
27	06/27/2021 - 07/03/2021	1.00	1.03
28	07/04/2021 - 07/10/2021	1.00	1.03
29	07/11/2021 - 07/17/2021	1.00	1.03
30	07/18/2021 - 07/24/2021	1.00	1.03
31	07/25/2021 - 07/31/2021	1.00	1.03
32	08/01/2021 - 08/07/2021	1.00	1.03
33	08/08/2021 - 08/14/2021	1.00	1.03
34	08/15/2021 - 08/21/2021	1.00	1.03
35	08/22/2021 - 08/28/2021	1.01	1.04
36	08/29/2021 - 09/04/2021	1.02	1.05
37	09/05/2021 - 09/11/2021	1.03	1.06
38	09/12/2021 - 09/18/2021	1.04	1.07
39	09/19/2021 - 09/25/2021	1.03	1.06
40	09/26/2021 - 10/02/2021	1.02	1.05
41	10/03/2021 - 10/09/2021	1.01	1.04
42	10/10/2021 - 10/16/2021	1.00	1.03
43	10/17/2021 - 10/23/2021	1.01	1.04
44	10/24/2021 - 10/30/2021	1.01	1.04
45	10/31/2021 - 11/06/2021	1.02	1.05
46	11/07/2021 - 11/13/2021	1.02	1.05
47	11/14/2021 - 11/20/2021	1.03	1.06
48	11/21/2021 - 11/27/2021	1.03	1.06
49	11/28/2021 - 12/04/2021	1.03	1.06
50	12/05/2021 - 12/11/2021	1.03	1.06
51	12/12/2021 - 12/18/2021	1.04	1.07
52	12/19/2021 - 12/25/2021	1.05	1.08
53	12/26/2021 - 12/31/2021	1.06	1.09



* PEAK SEASON

08-MAR-2022 12:36:26 830UPD 4_8601_PKSEASON.TXT

APPENDIX C

Volume Development

Volume Development Table (AM)

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NU2	ST2	ER2	WL2	N2L2	N2T2	N2R2	N2U2
1	14	164	145	278	167	57	55	216	1	114	115	219	39	190	18	31	47	135	44	13
2	7	0	5	0	0	0	0	668	12	8	476	0	0	0	0	0	0	0	0	0
3	104	96	108	86	179	58	41	413	83	84	272	25	0	0	0	0	0	0	0	0
4	1	246	37	17	247	1	2	0	0	42	0	24	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	72	0	0	44	0	0	0	0	0	0	0	0	0
6	8	289	11	8	315	34	45	6	23	9	4	16	0	0	0	0	0	0	0	0
7	2	316	0	0	331	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0
8	0	3	0	14	3	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0

Applying PSCF of 1.06

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NU2	ST2	ER2	WL2	N2L2	N2T2	N2R2	N2U2
1	15	174	154	295	177	60	58	229	1	121	122	232	41	201	19	33	50	143	47	14
2	7	0	5	0	0	0	0	708	13	8	505	0	0	0	0	0	0	0	0	0
3	110	102	114	91	190	61	43	438	88	89	288	27	0	0	0	0	0	0	0	0
4	1	261	39	18	262	1	2	0	0	45	0	25	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	76	0	0	47	0	0	0	0	0	0	0	0	0
6	8	306	12	8	334	36	48	6	24	10	4	17	0	0	0	0	0	0	0	0
7	2	335	0	0	351	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0
8	0	3	0	15	3	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0

No Build Background (GR of 1%)

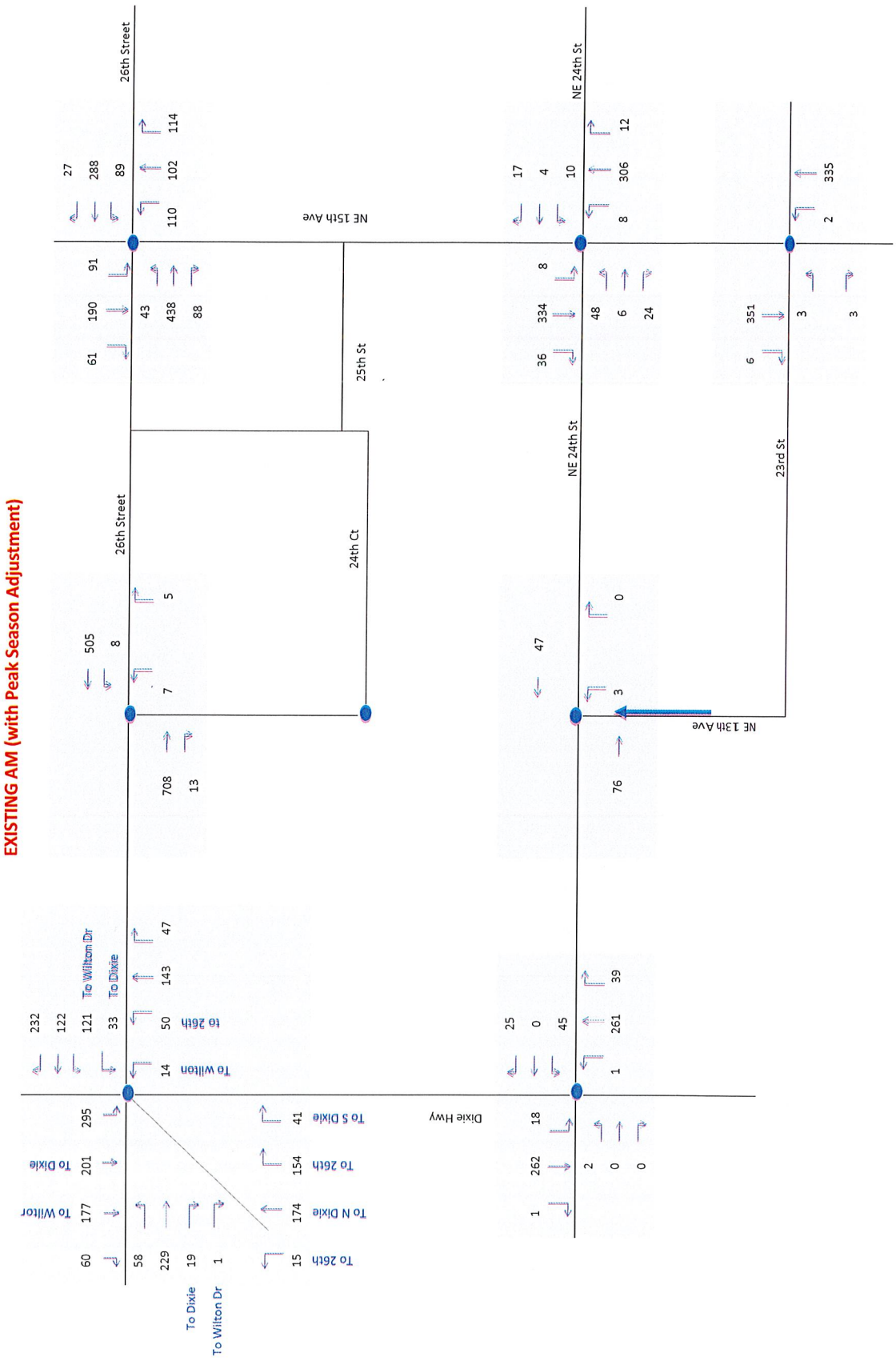
INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NU2	ST2	ER2	WL2	N2L2	N2T2	N2R2	N2U2
1	15	179	158	304	182	62	60	236	1	125	126	239	43	208	20	34	51	147	48	14
2	8	0	5	0	0	0	0	730	13	9	520	0	0	0	0	0	0	0	0	0
3	114	105	118	94	195	63	45	451	91	92	297	27	0	0	0	0	0	0	0	0
4	1	269	40	19	270	1	2	0	0	46	0	26	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	79	0	0	48	0	0	0	0	0	0	0	0	0
6	9	316	12	9	344	37	49	7	25	10	4	17	0	0	0	0	0	0	0	0
7	2	345	0	0	361	7	3	0	3	0	0	0	0	0	0	0	0	0	0	0
8	0	3	0	15	3	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0

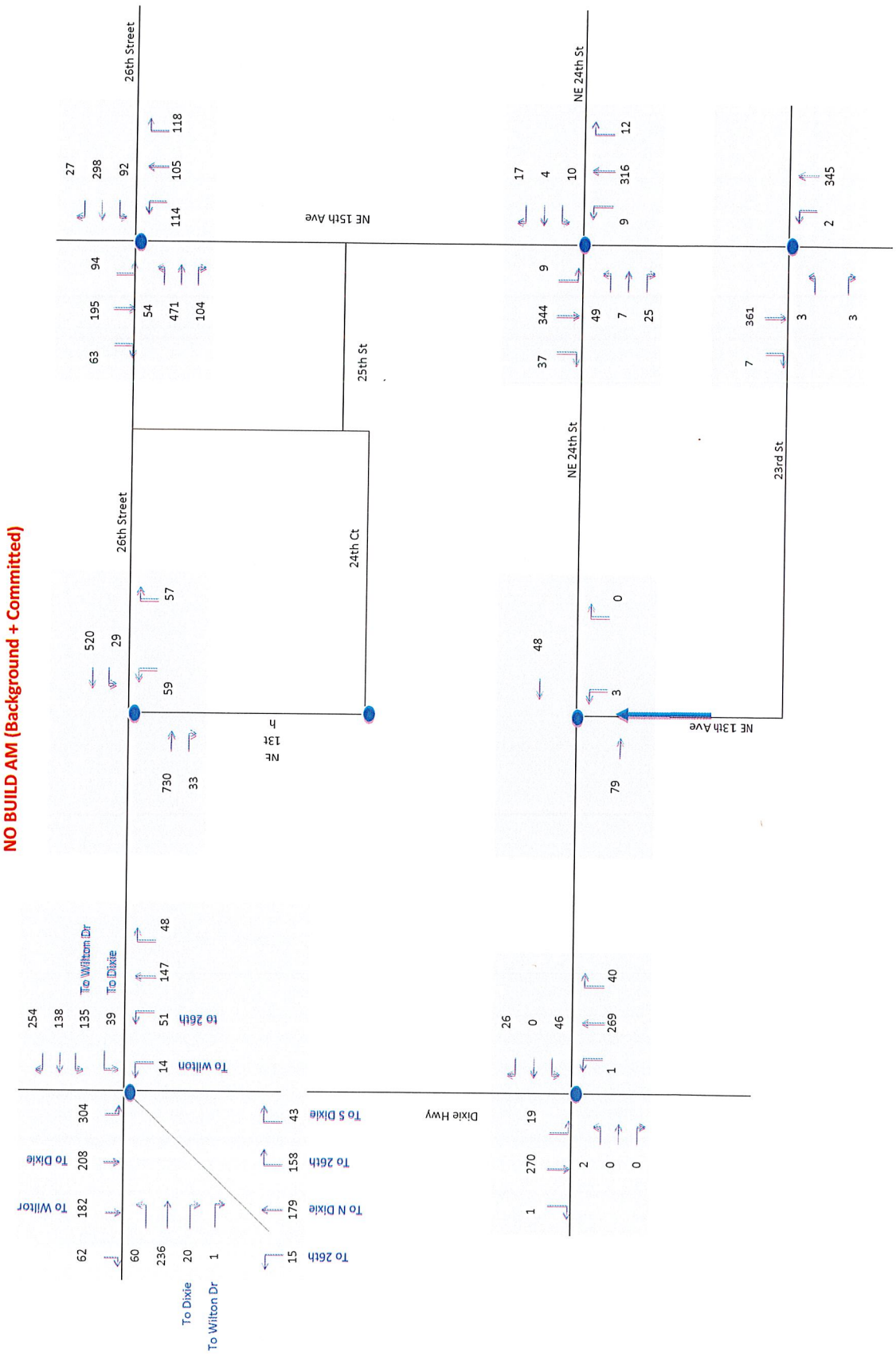
No Build Background + Committed

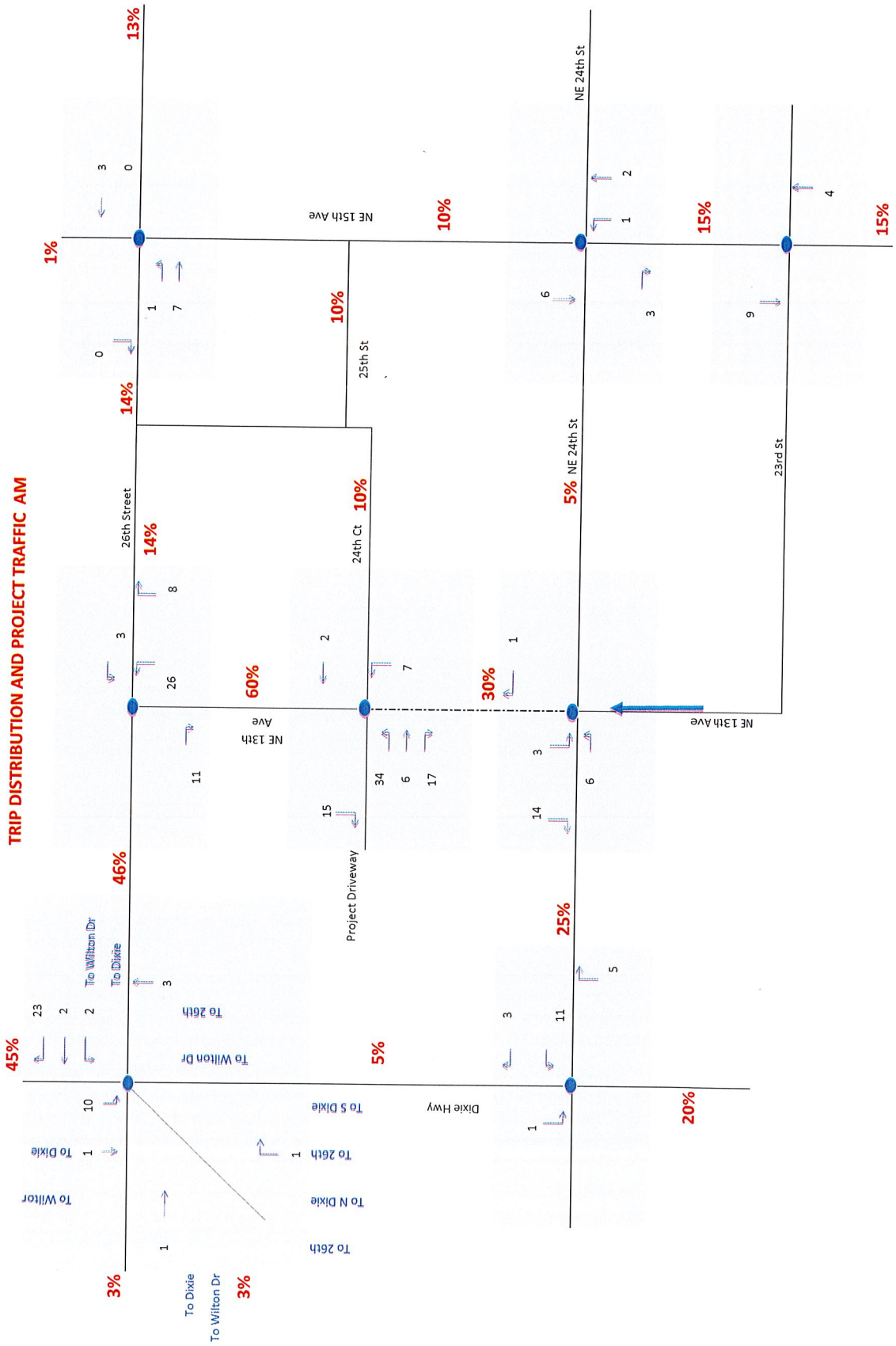
INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NU2	ST2	ER2	WL2	N2L2	N2T2	N2R2	N2U2
1	15	179	158	304	182	62	60	236	1	135	138	254	43	208	20	39	51	147	48	14
2	59	0	57	0	0	0	0	730	33	29	520	0	0	0	0	0	0	0	0	0
3	114	105	118	94	195	63	54	471	104	92	298	27	0	0	0	0	0	0	0	0
4	1	269	40	19	270	1	2	0	0	46	0	26	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	79	0	0	48	0	0	0	0	0	0	0	0	0
6	9	316	12	9	344	37	49	7	25	10	4	17	0	0	0	0	0	0	0	0
7	2	345	0	0	361	7	3	0	3	0	0	0	0	0	0	0	0	0	0	0
8	0	3	0	16	3	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0

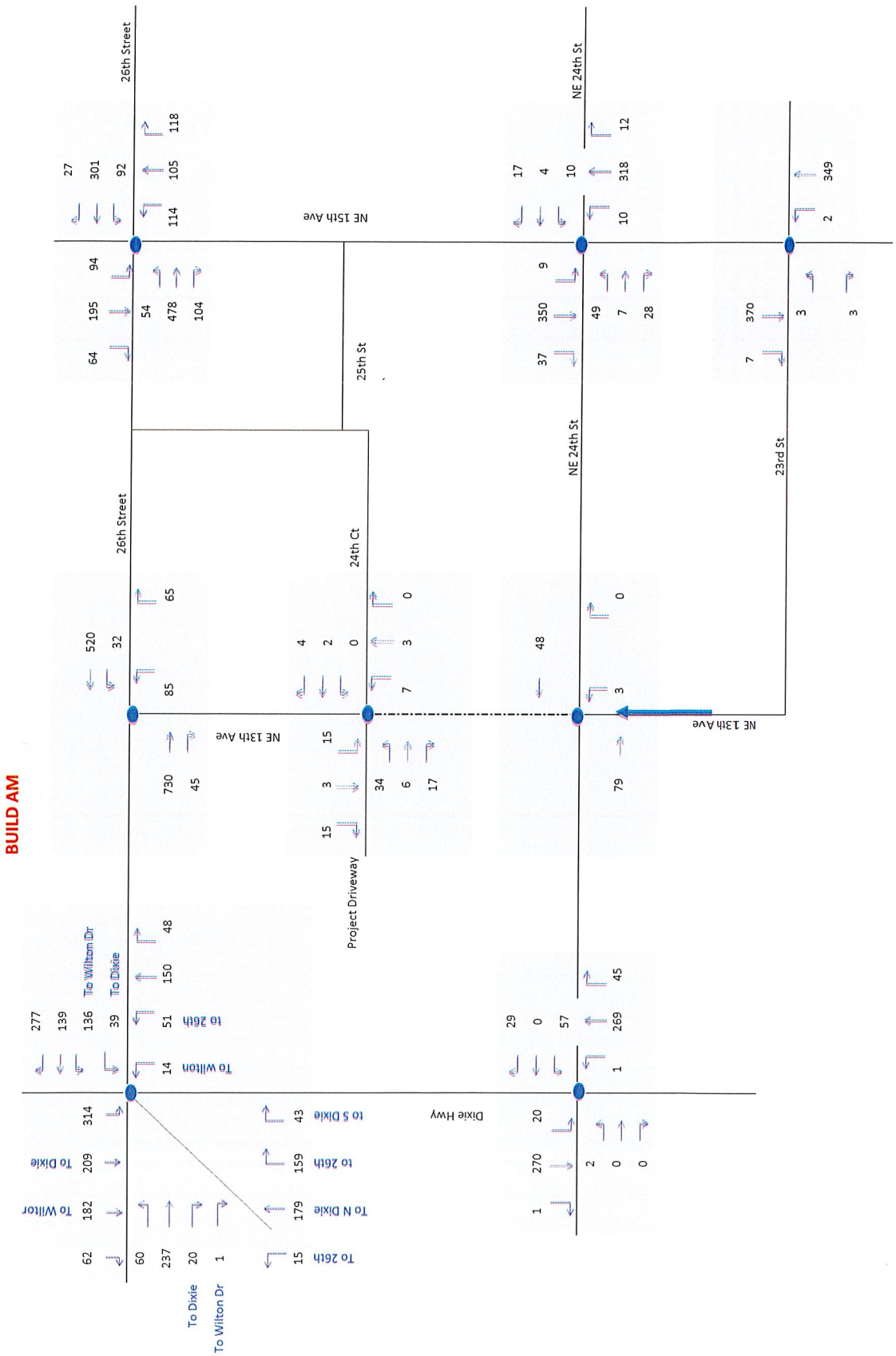
Build

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NU2	ST2	ER2	WL2	N2L2	N2T2	N2R2	N2U2
1	15	179	159	314	182	62	60	237	1	136	139	277	43	209	20	39	51	150	48	14
2	85	0	65	0	0	0	0	730	45	32	520	0	0	0	0	0	0	0	0	0
3	114	105	118	94	195	64	54	478	104	92	301	27	0	0	0	0	0	0	0	0
4	1	269	45	20	270	1	2	0	0	57	0	29	0	0	0	0	0	0	0	0
5	3	0	0	3	0	14	6	79	0	0	48	1	0	0	0	0	0	0	0	0
6	10	318	12	9	350	37	49	7	28	10	4	17	0	0	0	0	0	0	0	0
7	2	349	0	0	370	7	3	0	3	0	0	0	0	0	0	0	0	0	0	0
8	7	3	0	15	3	15	34	6	17	0	2	4	0	0	0	0	0	0	0	0


EXISTING AM (with Peak Season Adjustment)
26th Street
NE 15th Ave
NE 24th St
25th St
24th Ct
23rd St
NE 13th Ave
Dixie Hwy
To Wilton Dr
To Dixie
To 26th
To S Dixie
To N Dixie
To Wilton


NO BUILD AM (Background + Committed)
26th Street
NE 15th Ave
NE 24th St
25th St
24th Ct
NE 13th Ave
23rd St
Dixie Hwy
To Wilton
to 26th
To Wilton Dr
To Dixie
To S Dixie
To 26th
To N Dixie
To 26th
To Dixie
To Wilton Dr


TRIP DISTRIBUTION AND PROJECT TRAFFIC AM
NE 15th Ave
NE 24th St
25th St
26th Street
24th Ct
NE 24th St
23rd St
NE 13th Ave
Project Driveway
Dixie Hwy
To Wilton Dr
To 26th
To Dixie
To Wilton Dr
To 5 Dixie
To N Dixie
To 26th
To Dixie
To Wilton Dr
To 26th
1%
13%
10%
15%
15%
14%
10%
14%
10%
5%
60%
30%
46%
25%
5%
45%
20%
3%
3%


BUILD AM
26th Street
NE 15th Ave
NE 24th St
25th St
24th Ct
NE 24th St
23rd St
NE 13th Ave
26th Street
NE 13th Ave
Project Driveway
Dixie Hwy
To Wilton Dr
To Dixie
to 26th
To Wilton
to S Dixie
to 26th
To N Dixie
To 26th
To Dixie
To Wilton Dr
To Dixie
To Wilton

Volume Development Table (PM)

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NU2	ST2	ER2	WL2	N2L2	N2T2	N2R2	N2U2
1	13	276	164	268	277	56	57	208	0	211	245	329	38	237	35	41	75	165	27	15
2	18	0	5	0	0	0	0	656	15	9	812	0	0	0	0	0	0	0	0	0
3	129	184	111	65	238	75	61	432	106	147	508	57	0	0	0	0	0	0	0	0
4	0	237	39	33	311	1	0	0	0	57	0	34	0	0	0	0	0	0	0	0
5	14	0	0	0	0	0	1	75	1	0	73	0	0	0	0	0	0	0	0	0
6	9	399	9	15	427	57	42	10	17	13	6	9	0	0	0	0	0	0	0	0
7	0	419	0	2	444	9	1	0	2	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	9	5	3	5	3	0	0	1	7	0	0	0	0	0	0	0	0

Applying PSCF of 1.06

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NU2	ST2	ER2	WL2	N2L2	N2T2	N2R2	N2U2
1	14	293	174	284	294	59	60	220	0	224	260	349	40	251	37	43	80	175	29	16
2	19	0	5	0	0	0	0	695	16	10	861	0	0	0	0	0	0	0	0	0
3	137	195	118	69	252	80	65	458	112	156	538	60	0	0	0	0	0	0	0	0
4	0	251	41	35	330	1	0	0	0	60	0	36	0	0	0	0	0	0	0	0
5	15	0	0	0	0	0	1	80	1	0	77	0	0	0	0	0	0	0	0	0
6	10	423	10	16	453	60	45	11	18	14	6	10	0	0	0	0	0	0	0	0
7	0	444	0	2	471	10	1	0	2	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	10	5	3	5	3	0	0	1	7	0	0	0	0	0	0	0	0

No Build Background (GR of 1%)

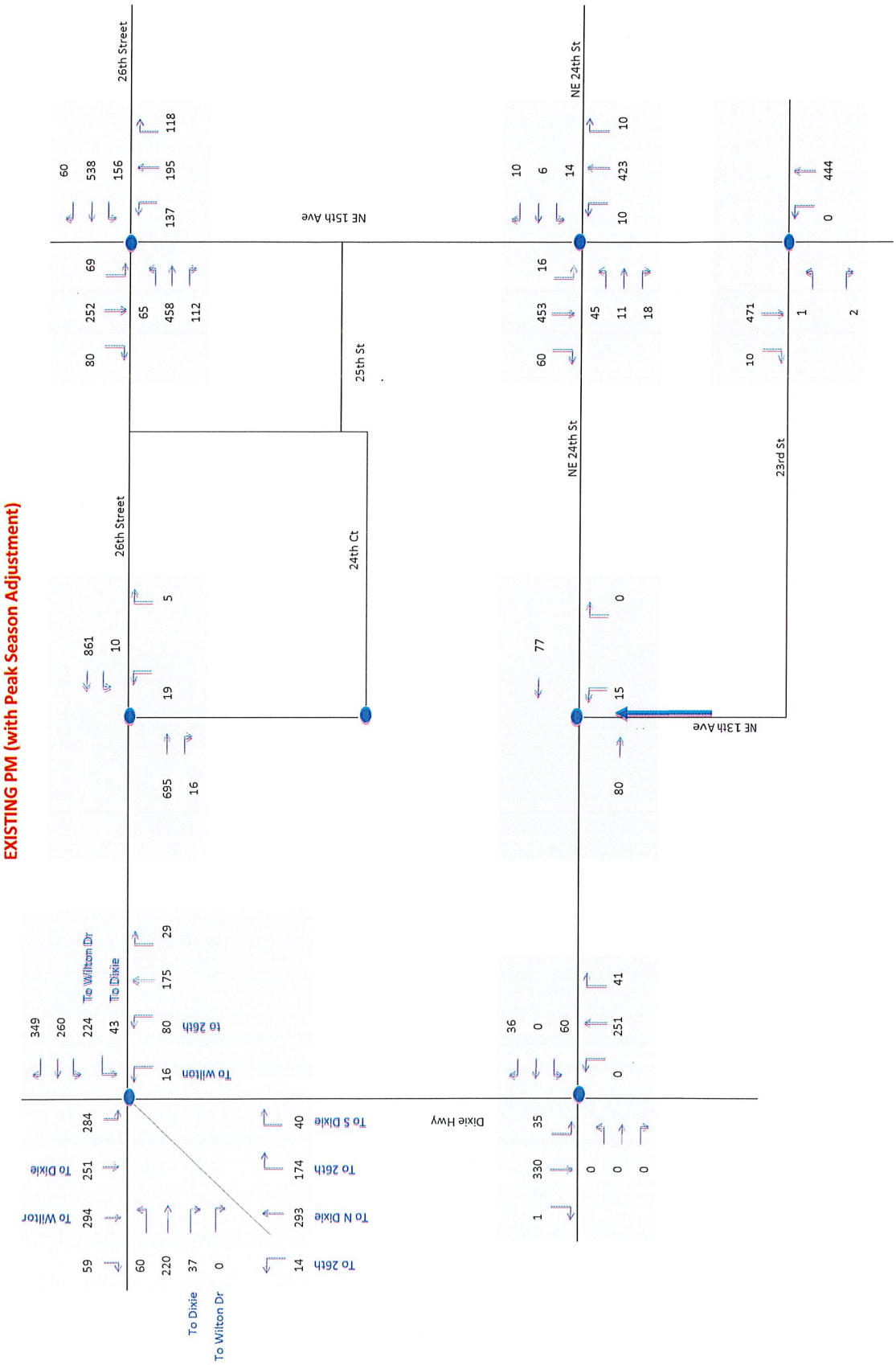
INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NU2	ST2	ER2	WL2	N2L2	N2T2	N2R2	N2U2
1	14	301	179	293	303	61	62	227	0	230	268	359	42	259	38	45	82	180	29	16
2	20	0	5	0	0	0	0	716	16	10	887	0	0	0	0	0	0	0	0	0
3	141	201	121	71	260	82	67	472	116	161	555	62	0	0	0	0	0	0	0	0
4	0	259	43	36	340	1	0	0	0	62	0	37	0	0	0	0	0	0	0	0
5	15	0	0	0	0	0	1	82	1	0	80	0	0	0	0	0	0	0	0	0
6	10	436	10	16	466	62	46	11	19	14	7	10	0	0	0	0	0	0	0	0
7	0	458	0	2	485	10	1	0	2	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	10	5	3	5	3	0	0	1	8	0	0	0	0	0	0	0	0

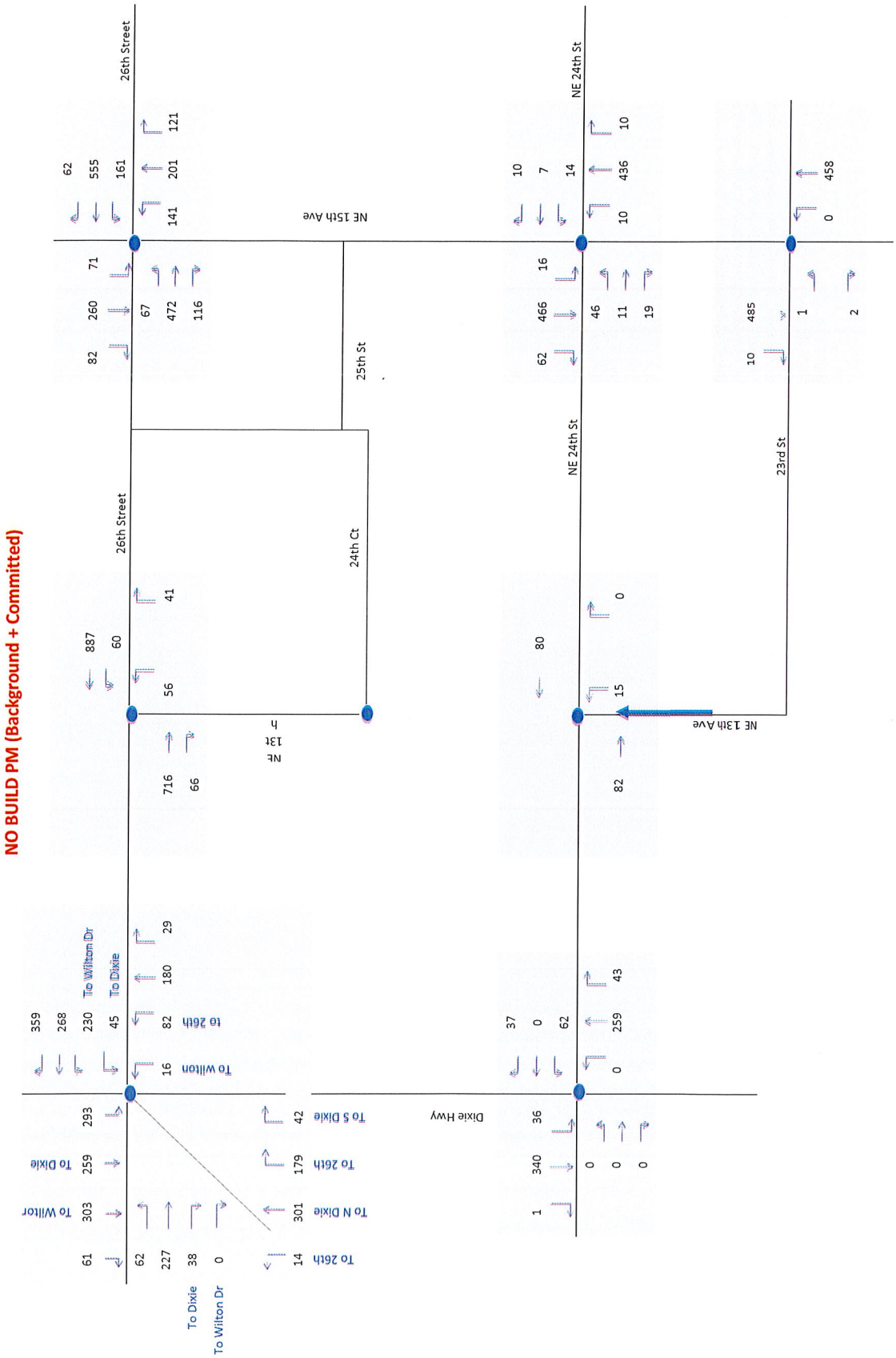
No Build Background + Committed

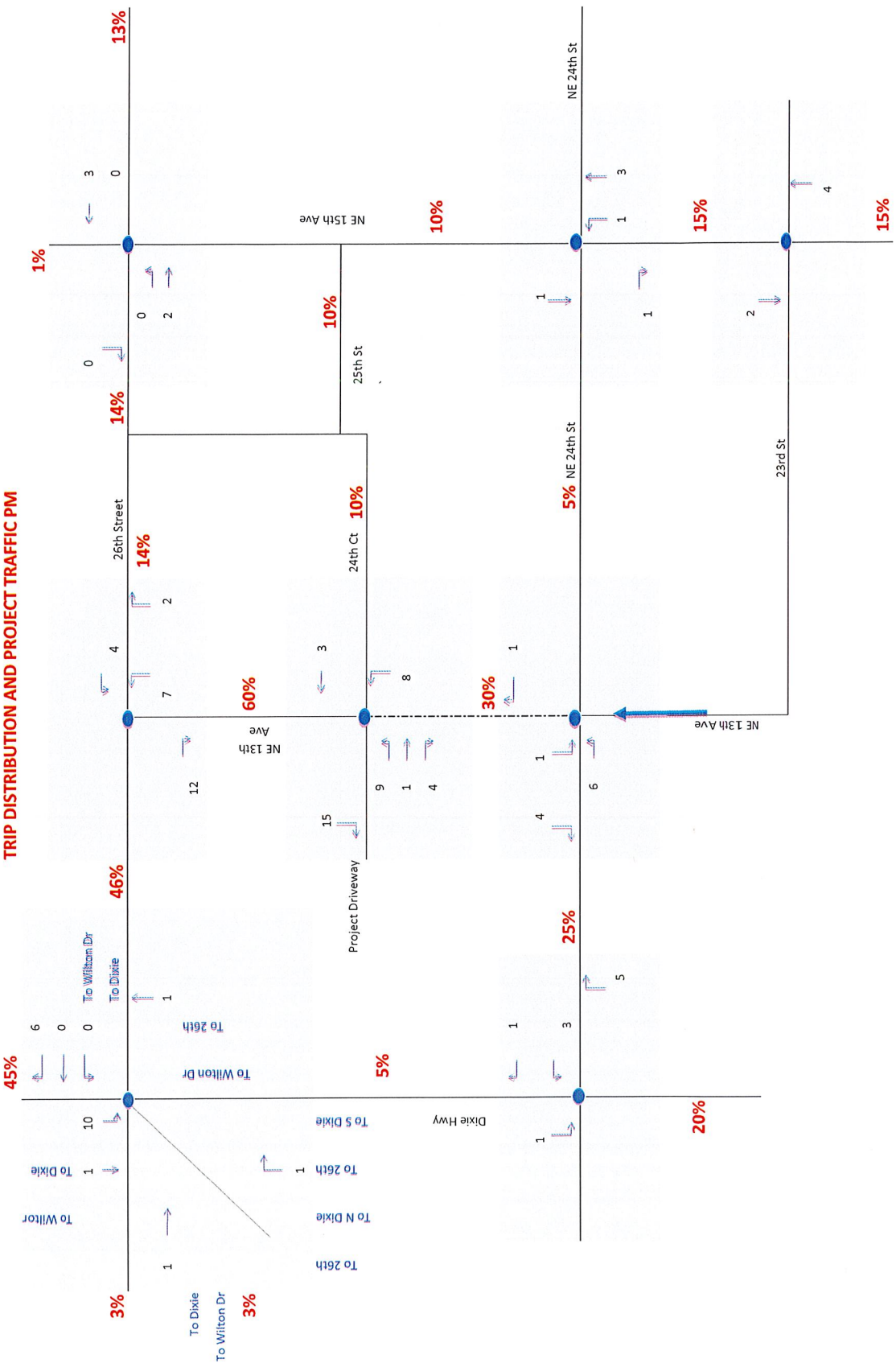
INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NU2	ST2	ER2	WL2	N2L2	N2T2	N2R2	N2U2
1	14	301	179	293	303	61	62	227	0	230	268	359	42	259	38	45	82	180	29	16
2	56	0	41	0	0	0	0	716	66	60	887	0	0	0	0	0	0	0	0	0
3	141	201	121	71	260	82	67	472	116	161	555	62	0	0	0	0	0	0	0	0
4	0	259	43	36	340	1	0	0	0	62	0	37	0	0	0	0	0	0	0	0
5	15	0	0	0	0	0	1	82	1	0	80	0	0	0	0	0	0	0	0	0
6	10	436	10	16	466	62	46	11	19	14	7	10	0	0	0	0	0	0	0	0
7	0	458	0	2	485	10	1	0	2	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	10	6	3	6	3	0	0	1	8	0	0	0	0	0	0	0	0

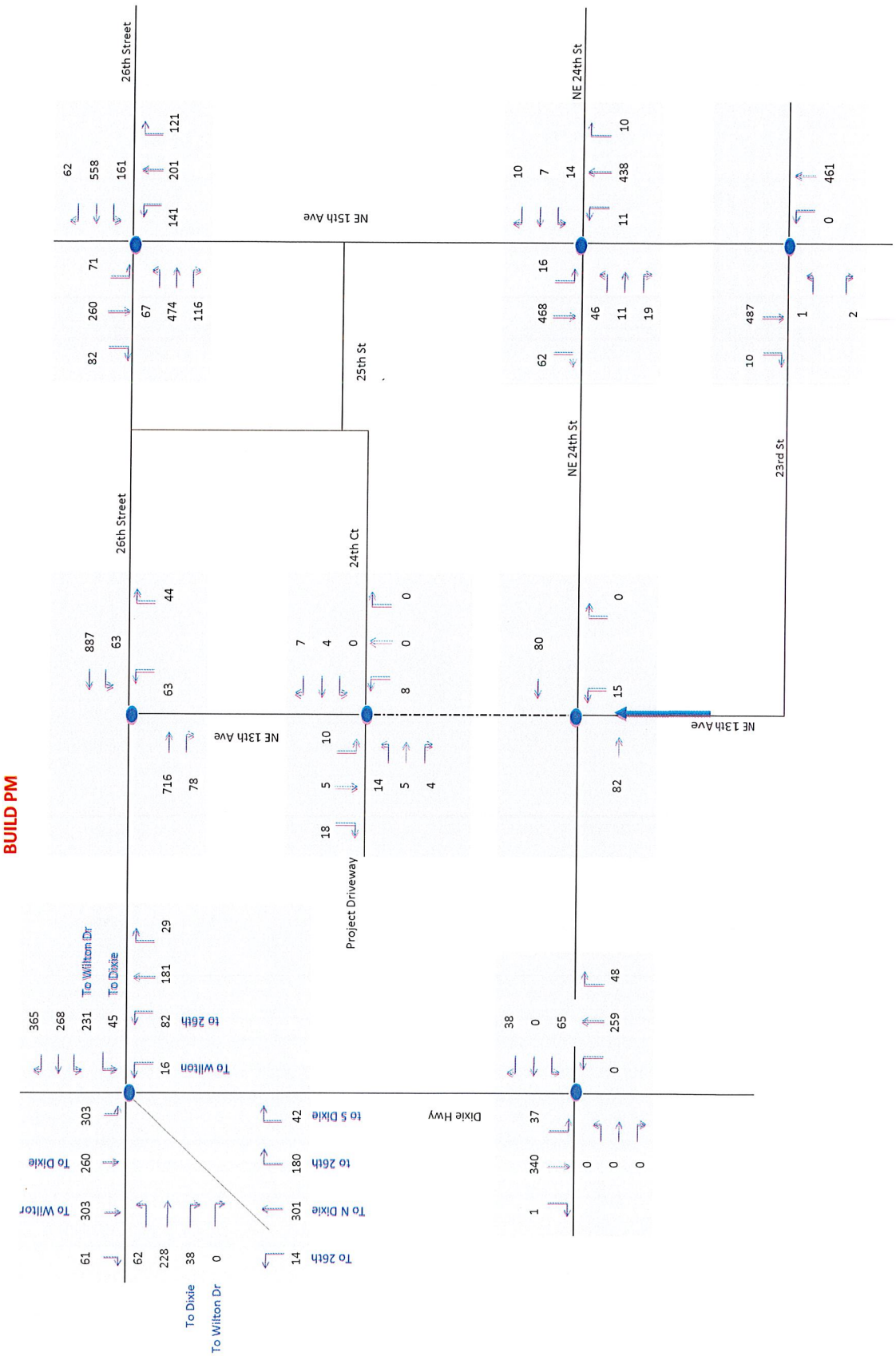
Build

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NU2	ST2	ER2	WL2	N2L2	N2T2	N2R2	N2U2
1	14	301	180	303	303	61	62	228	0	231	268	365	42	260	38	45	82	181	29	16
2	63	0	44	0	0	0	0	716	78	63	887	0	0	0	0	0	0	0	0	0
3	141	201	121	71	260	82	67	474	116	161	558	62	0	0	0	0	0	0	0	0
4	0	259	48	37	340	1	0	0	0	65	0	38	0	0	0	0	0	0	0	0
5	15	0	0	1	0	4	7	82	1	0	80	1	0	0	0	0	0	0	0	0
6	11	438	10	16	468	62	46	11	19	14	7	10	0	0	0	0	0	0	0	0
7	0	461	0	2	487	10	1	0	2	0	0	0	0	0	0	0	0	0	0	0
8	8	0	0	10	5	18	14	5	4	0	4	7	0	0	0	0	0	0	0	0


EXISTING PM (with Peak Season Adjustment)
26th Street
NE 15th Ave
25th St
24th Ct
NE 24th St
23rd St
NE 13th Ave
Dixie Hwy
To Wilton Dr
To Dixie
To 26th
To S Dixie
To N Dixie


NO BUILD PM (Background + Committed)
26th Street
NE 15th Ave
25th St
24th Ct
NE 13th Ave
NE 24th St
23rd St
Dixie Hwy
To Wilton
to 26th
To Dixie
To Wilton Dr
To 5 Dixie
To N Dixie
To Dixie
To Wilton Dr


TRIP DISTRIBUTION AND PROJECT TRAFFIC PM
NE 15th Ave
NE 24th St
25th St
26th Street
24th Ct
NE 13th Ave
Project Driveway
Dixie Hwy
23rd St
To Wilton Dr
To Dixie
To 26th
To S Dixie
To N Dixie
1%
13%
10%
14%
60%
30%
5%
46%
25%
45%
20%
3%
15%


BUILD PM
26th Street
NE 15th Ave
NE 24th St
25th St
23rd St
24th Ct
Project Driveway
NE 13th Ave
Dixie Hwy
To Wilton Dr
To Dixie
To Wilton
to 26th
to S Dixie
to N Dixie

APPENDIX D

Committed Development

RD Wilton Manors, LLC

NE 26 Street and NE 13 Avenue

Wilton Manors , Florida 33305

Traffic Impact Study

June 27, 2022

Revised August 31, 2022

Revised October 3, 2022

Revised November 8, 2022

Revised December 20, 2022

Prepared By:
LISA S. BERNSTEIN, PE
7660 NW 6 Court
Plantation, Florida 33324

LISA S. BERNSTEIN, PE *7660 NW 6 Court* *Plantation, Florida 33324*	**Total Project Traffic For Driveways Net New at Intersections**	Figure 3 RD Wilton Manors Wilton Manors, Florida

APPENDIX E

Historical Data and Trends Analysis

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0212 - SR 811/WILTON DR - S OF NE 26 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	11500 C	N 5900	S 5600	9.00	53.80	3.10
2020	13900 F	N 7000	S 6900	9.00	53.90	3.10
2019	14700 C	N 7400	S 7300	9.00	54.60	3.10
2018	14000 C	N 7300	S 6700	9.00	54.50	4.00
2017	13400 C	N 7400	S 6000	9.00	51.90	4.00
2016	14600 C	N 7000	S 7600	9.00	54.10	4.00
2015	14000 C	N 7200	S 6800	9.00	54.00	5.10
2014	14900 C	N 7100	S 7800	9.00	54.20	5.10
2013	16400 C	N 8500	S 7900	9.00	53.60	5.10
2012	13800 C	N 6900	S 6900	9.00	52.20	2.80
2011	14500 C	N 7700	S 6800	9.00	52.50	2.80
2010	12100 C	N 6200	S 5900	8.35	52.69	2.80
2009	12100 C	N 6200	S 5900	8.53	53.89	7.30
2008	13900 C	N 7400	S 6500	8.81	54.16	7.30
2007	13300 C	N 6600	S 6700	8.63	55.75	2.90
2006	14500 C	N 7300	S 7200	8.40	55.34	4.40

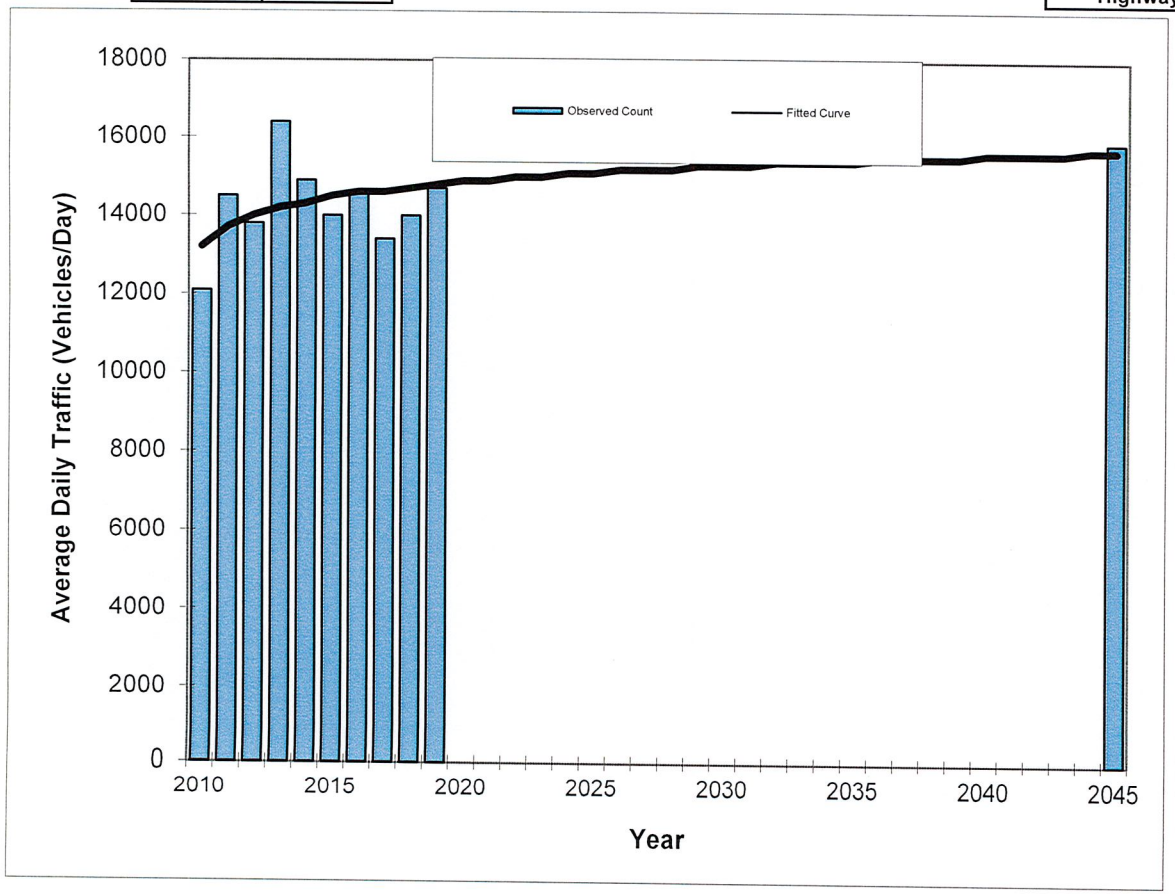
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

--

FIN#	0
Location	1

County:	Broward (86)
Station #:	0212
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2010	12100	13200
2011	14500	13700
2012	13800	14000
2013	16400	14200
2014	14900	14300
2015	14000	14500
2016	14600	14600
2017	13400	14600
2018	14000	14700
2019	14700	14800
2025 Opening Year Trend		
2025	N/A	15100
2035 Mid-Year Trend		
2035	N/A	15400
2045 Design Year Trend		
2045	N/A	15700
TRANPLAN Forecasts/Trends		
2045	15918	15700

*Axle-Adjusted

Trend R-squared:	29.63%
Compounded Annual Historic Growth Rate:	1.28%
Compounded Growth Rate (2019 to Design Year):	0.23%
Printed:	10-Nov-22

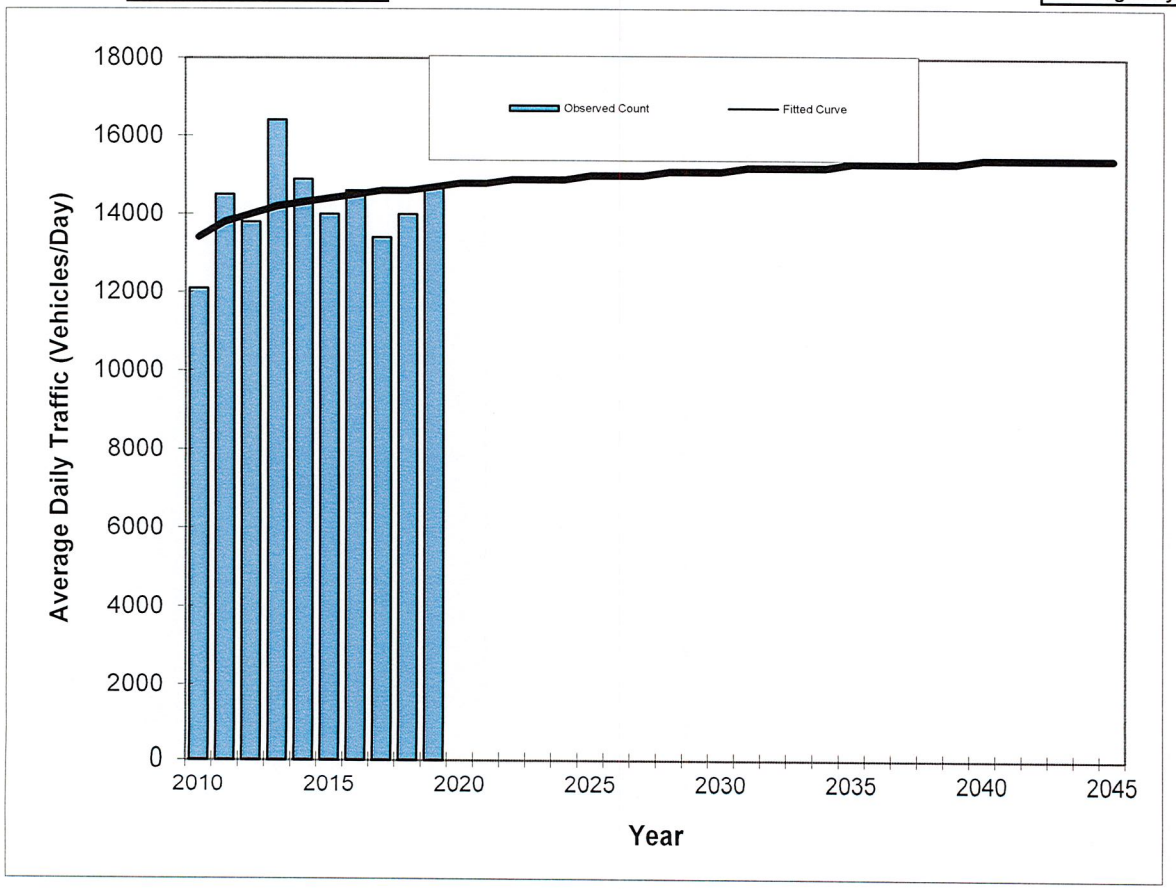
Decaying Exponential Growth Option

Traffic Trends - V03.a

--

FIN#	0
Location	1

County:	Broward (86)
Station #:	0212
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2010	12100	13400
2011	14500	13800
2012	13800	14000
2013	16400	14200
2014	14900	14300
2015	14000	14400
2016	14600	14500
2017	13400	14600
2018	14000	14600
2019	14700	14700
2025 Opening Year Trend		
2025	N/A	15000
2035 Mid-Year Trend		
2035	N/A	15300
2045 Design Year Trend		
2045	N/A	15400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	14.70%
Compounded Annual Historic Growth Rate:	1.03%
Compounded Growth Rate (2019 to Design Year):	0.18%
Printed:	10-Nov-22

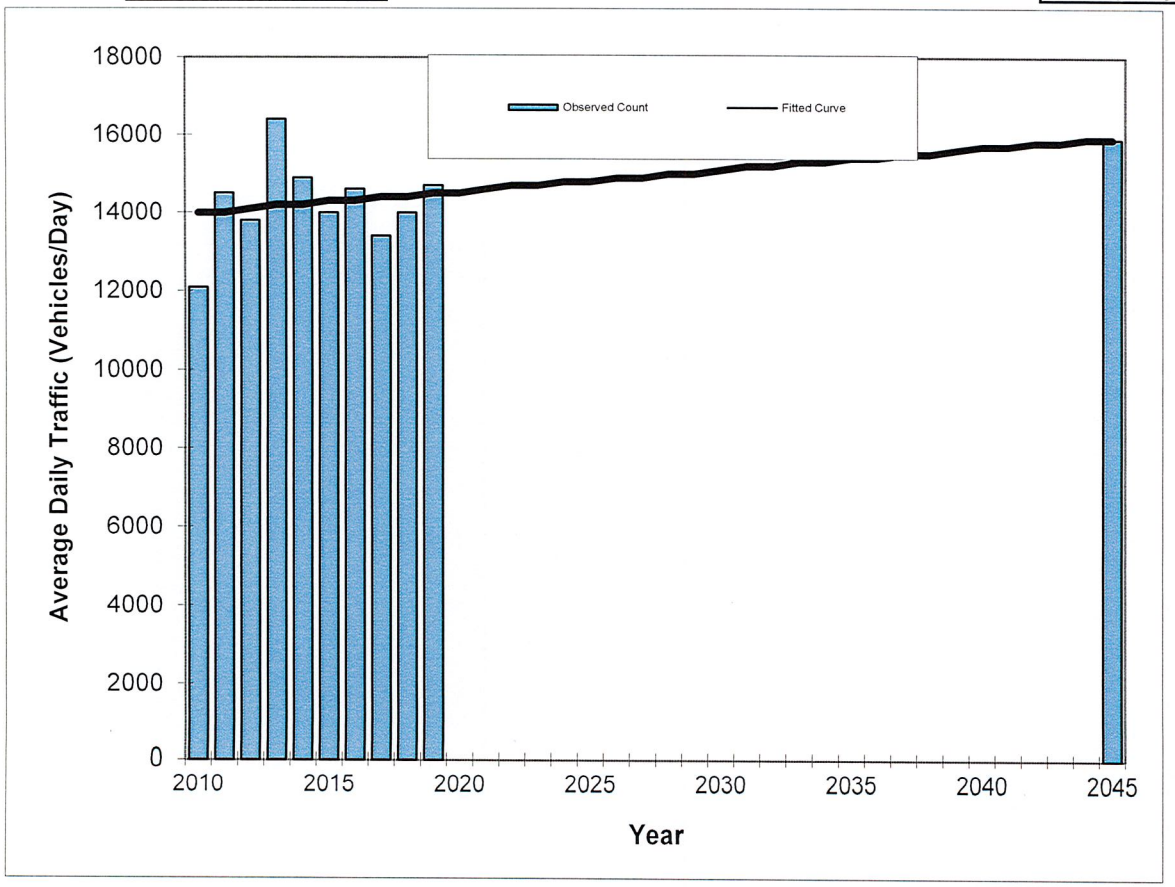
Decaying Exponential Growth Option

Traffic Trends - V03.a

--

FIN#	0
Location	1

County:	Broward (86)
Station #:	0212
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2010	12100	14000
2011	14500	14000
2012	13800	14100
2013	16400	14200
2014	14900	14200
2015	14000	14300
2016	14600	14300
2017	13400	14400
2018	14000	14400
2019	14700	14500
2025 Opening Year Trend		
2025	N/A	14800
2035 Mid-Year Trend		
2035	N/A	15400
2045 Design Year Trend		
2045	N/A	15900
TRANPLAN Forecasts/Trends		
2045	15918	15900

*Axle-Adjusted

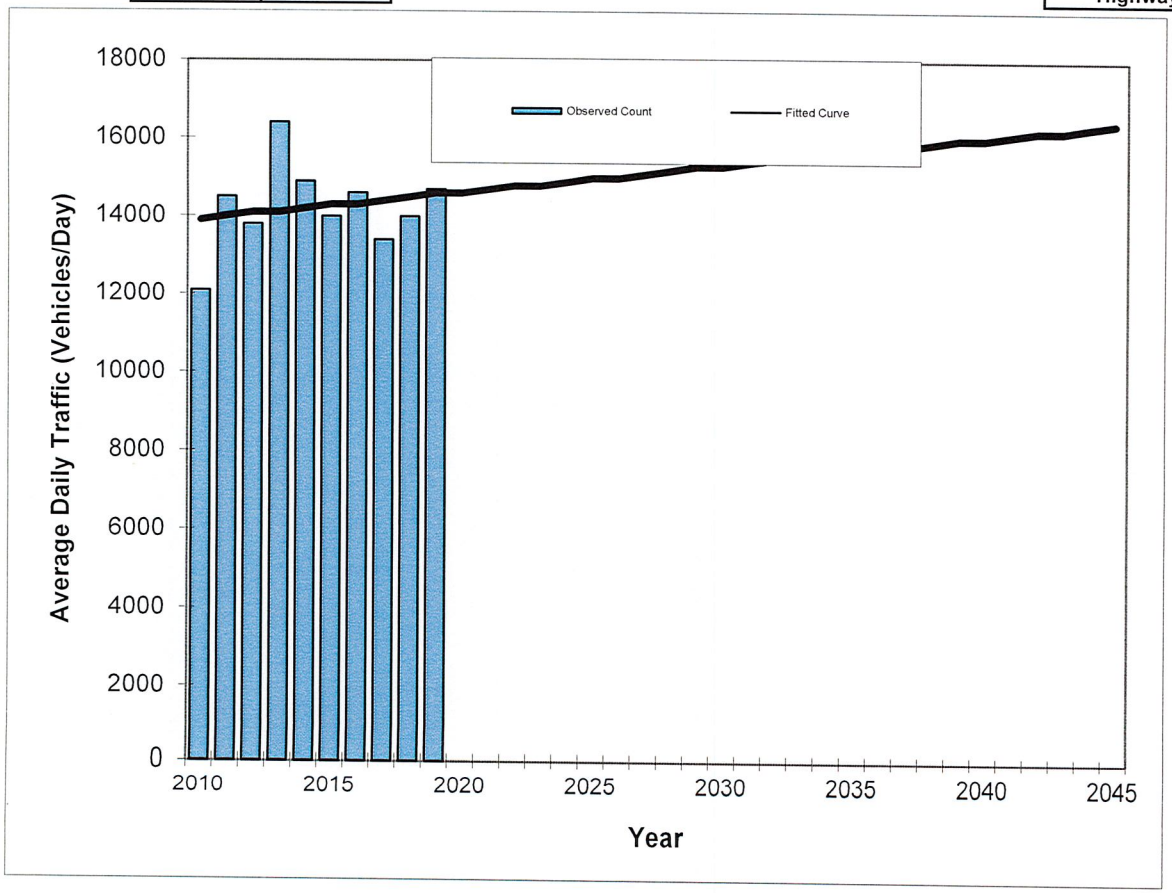
** Annual Trend Increase:	56
Trend R-squared:	21.26%
Trend Annual Historic Growth Rate:	0.40%
Trend Growth Rate (2019 to Design Year):	0.37%
Printed:	10-Nov-22
Straight Line Growth Option	

Traffic Trends - V03.a

--

FIN#	0
Location	1

County:	Broward (86)
Station #:	0212
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2010	12100	13900
2011	14500	14000
2012	13800	14100
2013	16400	14100
2014	14900	14200
2015	14000	14300
2016	14600	14300
2017	13400	14400
2018	14000	14500
2019	14700	14600
2025 Opening Year Trend		
2025	N/A	15000
2035 Mid-Year Trend		
2035	N/A	15700
2045 Design Year Trend		
2045	N/A	16400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	70
Trend R-squared:	3.67%
Trend Annual Historic Growth Rate:	0.56%
Trend Growth Rate (2019 to Design Year):	0.47%
Printed:	10-Nov-22
Straight Line Growth Option	

APPENDIX E

Historical Data and Trends Analysis

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0212 - SR 811/WILTON DR - S OF NE 26 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	11500 C	N 5900	S 5600	9.00	53.80	3.10
2020	13900 F	N 7000	S 6900	9.00	53.90	3.10
2019	14700 C	N 7400	S 7300	9.00	54.60	3.10
2018	14000 C	N 7300	S 6700	9.00	54.50	4.00
2017	13400 C	N 7400	S 6000	9.00	51.90	4.00
2016	14600 C	N 7000	S 7600	9.00	54.10	4.00
2015	14000 C	N 7200	S 6800	9.00	54.00	5.10
2014	14900 C	N 7100	S 7800	9.00	54.20	5.10
2013	16400 C	N 8500	S 7900	9.00	53.60	5.10
2012	13800 C	N 6900	S 6900	9.00	52.20	2.80
2011	14500 C	N 7700	S 6800	9.00	52.50	2.80
2010	12100 C	N 6200	S 5900	8.35	52.69	2.80
2009	12100 C	N 6200	S 5900	8.53	53.89	7.30
2008	13900 C	N 7400	S 6500	8.81	54.16	7.30
2007	13300 C	N 6600	S 6700	8.63	55.75	2.90
2006	14500 C	N 7300	S 7200	8.40	55.34	4.40

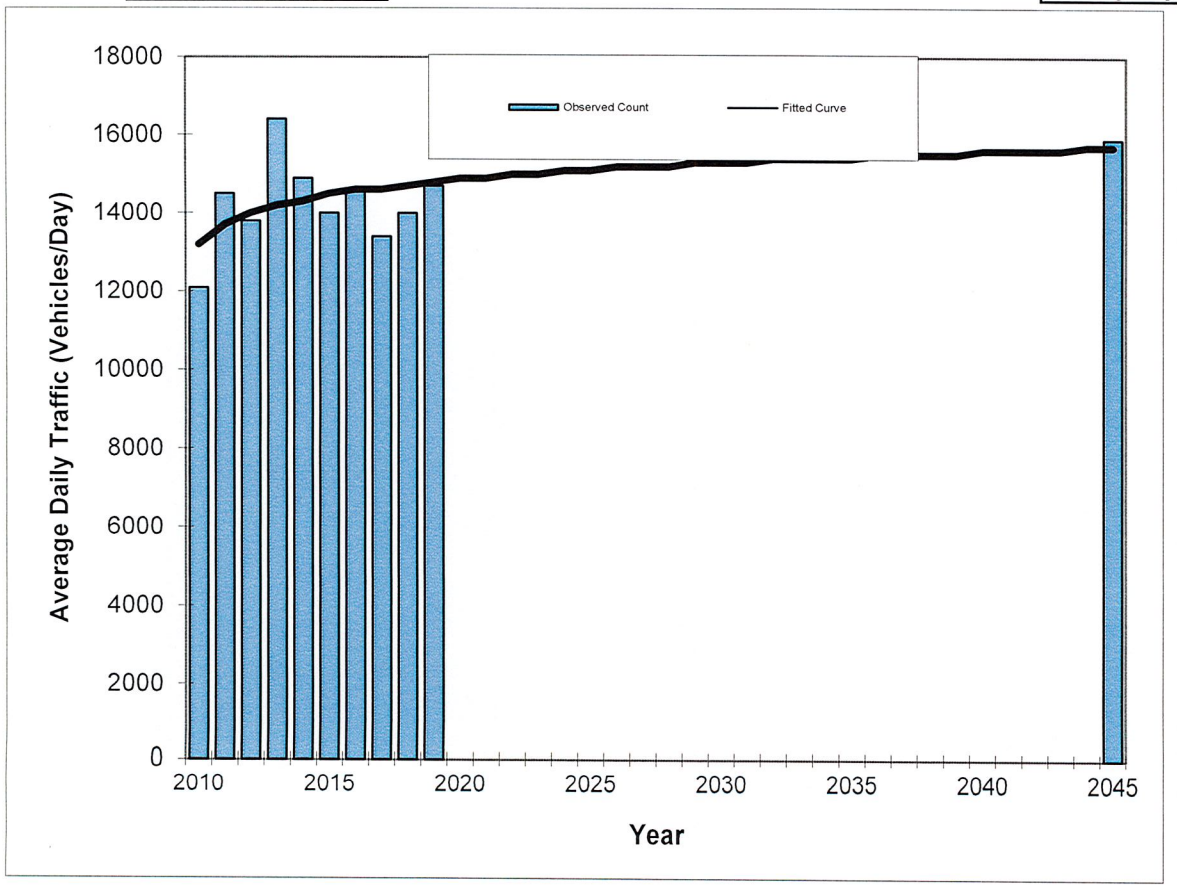
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

--

FIN#	0
Location	1

County:	Broward (86)
Station #:	0212
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2010	12100	13200
2011	14500	13700
2012	13800	14000
2013	16400	14200
2014	14900	14300
2015	14000	14500
2016	14600	14600
2017	13400	14600
2018	14000	14700
2019	14700	14800
2025 Opening Year Trend		
2025	N/A	15100
2035 Mid-Year Trend		
2035	N/A	15400
2045 Design Year Trend		
2045	N/A	15700
TRANPLAN Forecasts/Trends		
2045	15918	15700

*Axle-Adjusted

Trend R-squared:	29.63%
Compounded Annual Historic Growth Rate:	1.28%
Compounded Growth Rate (2019 to Design Year):	0.23%
Printed:	10-Nov-22

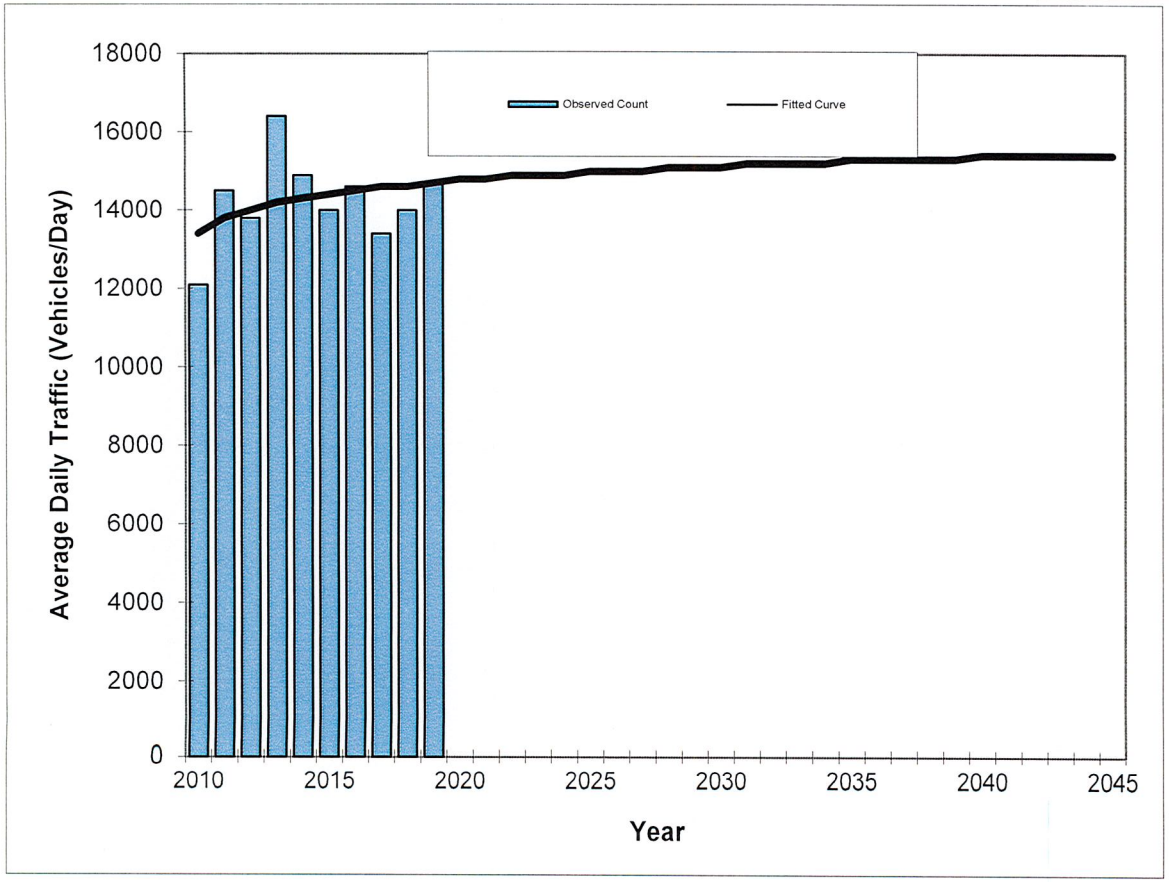
Decaying Exponential Growth Option

Traffic Trends - V03.a

--

FIN#	0
Location	1

County:	Broward (86)
Station #:	0212
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2010	12100	13400
2011	14500	13800
2012	13800	14000
2013	16400	14200
2014	14900	14300
2015	14000	14400
2016	14600	14500
2017	13400	14600
2018	14000	14600
2019	14700	14700
2025 Opening Year Trend		
2025	N/A	15000
2035 Mid-Year Trend		
2035	N/A	15300
2045 Design Year Trend		
2045	N/A	15400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	14.70%
Compounded Annual Historic Growth Rate:	1.03%
Compounded Growth Rate (2019 to Design Year):	0.18%
Printed:	10-Nov-22

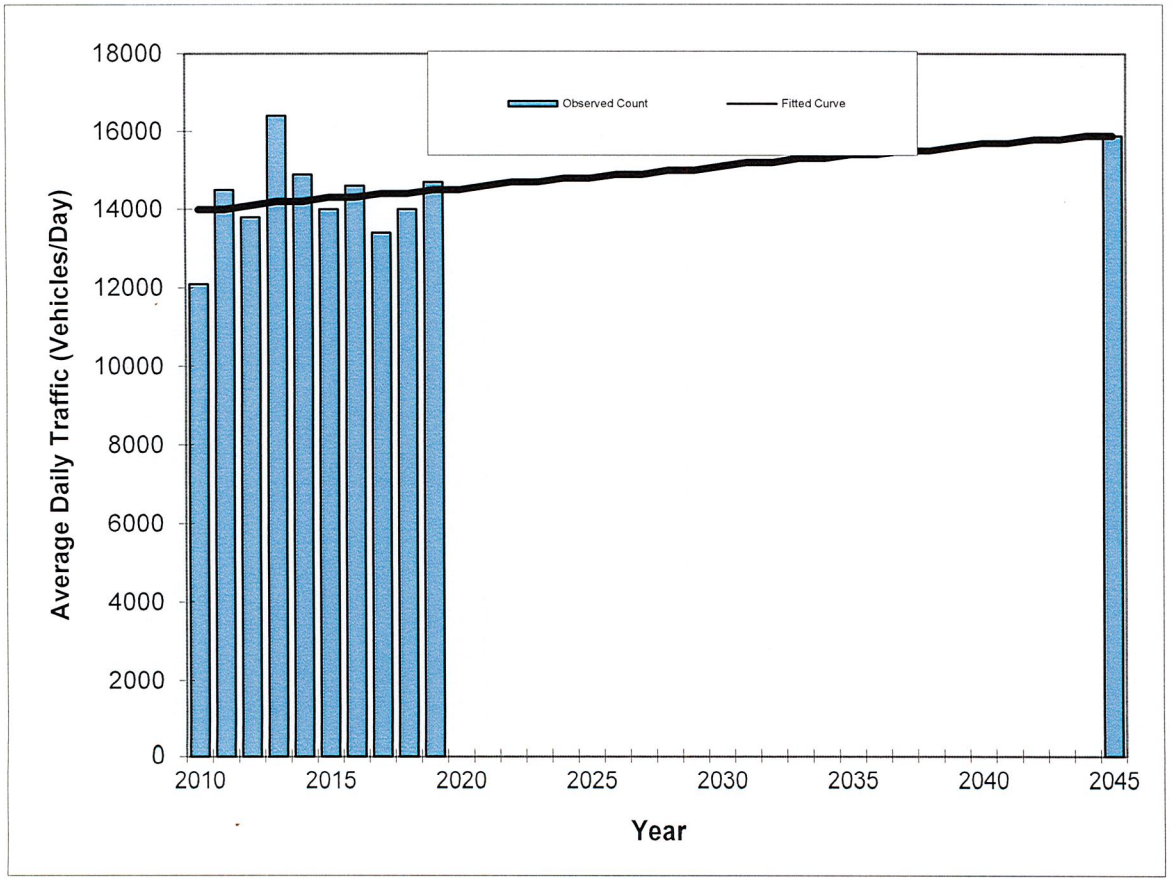
Decaying Exponential Growth Option

Traffic Trends - V03.a

--

FIN#	0
Location	1

County:	Broward (86)
Station #:	0212
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2010	12100	14000
2011	14500	14000
2012	13800	14100
2013	16400	14200
2014	14900	14200
2015	14000	14300
2016	14600	14300
2017	13400	14400
2018	14000	14400
2019	14700	14500
2025 Opening Year Trend		
2025	N/A	14800
2035 Mid-Year Trend		
2035	N/A	15400
2045 Design Year Trend		
2045	N/A	15900
TRANPLAN Forecasts/Trends		
2045	15918	15900

*Axle-Adjusted

** Annual Trend Increase:	56
Trend R-squared:	21.26%
Trend Annual Historic Growth Rate:	0.40%
Trend Growth Rate (2019 to Design Year):	0.37%
Printed:	10-Nov-22

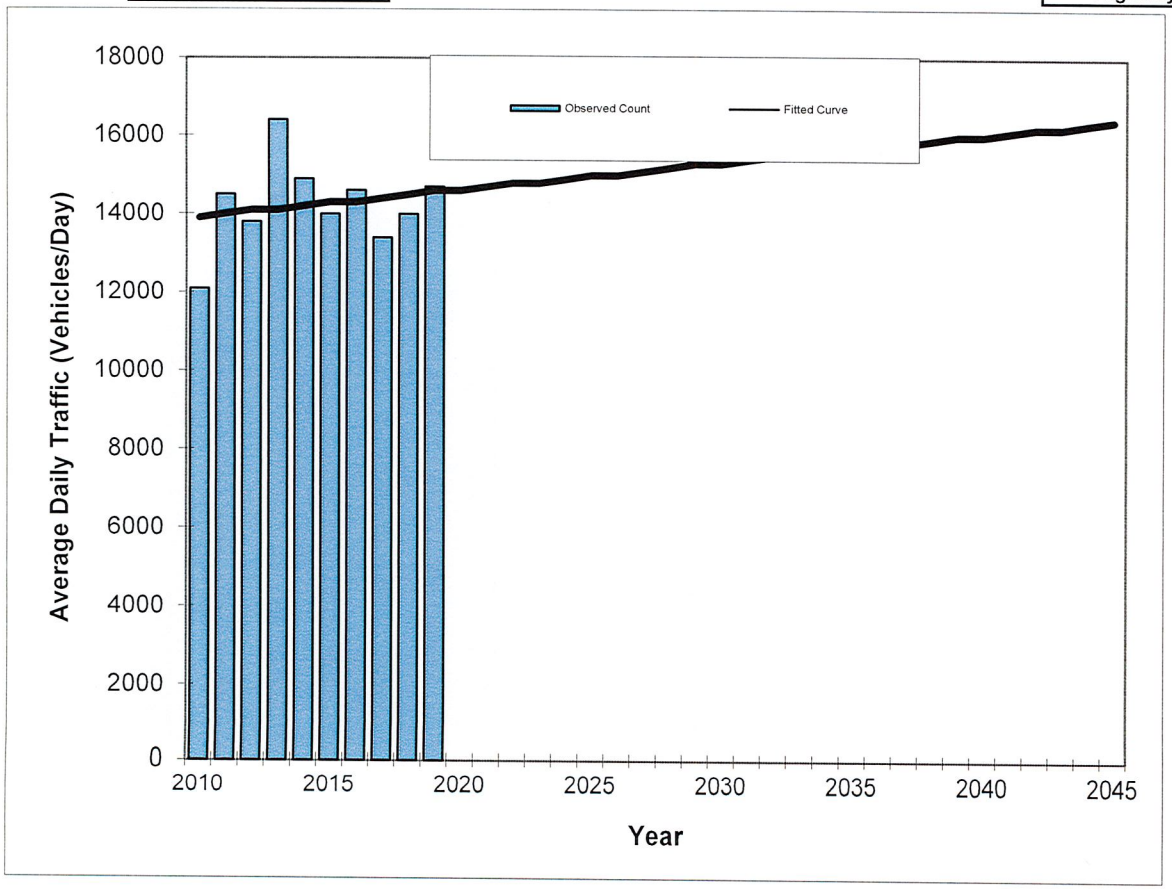
Straight Line Growth Option

Traffic Trends - V03.a

--

FIN#	0
Location	1

County:	Broward (86)
Station #:	0212
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2010	12100	13900
2011	14500	14000
2012	13800	14100
2013	16400	14100
2014	14900	14200
2015	14000	14300
2016	14600	14300
2017	13400	14400
2018	14000	14500
2019	14700	14600
2025 Opening Year Trend		
2025	N/A	15000
2035 Mid-Year Trend		
2035	N/A	15700
2045 Design Year Trend		
2045	N/A	16400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	70
Trend R-squared:	3.67%
Trend Annual Historic Growth Rate:	0.56%
Trend Growth Rate (2019 to Design Year):	0.47%
Printed:	10-Nov-22
Straight Line Growth Option	

APPENDIX F

Synchro Analysis Results

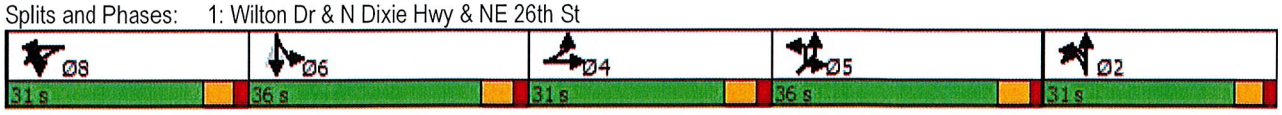
Timings
1: Wilton Dr & N Dixie Hwy & NE 26th St

Existing AM
02/28/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	229	121	122	232	143	295	201	177	174	154
Future Volume (vph)	229	121	122	232	143	295	201	177	174	154
Turn Type	NA	Split	NA	Free	NA	Split	NA	Perm	Prot	Prot
Protected Phases	4	8	8		2	6	6		5	5
Permitted Phases				Free				6		
Detector Phase	4	8	8		2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0		6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	30.0	31.0	31.0		31.0	23.0	23.0	23.0	29.0	29.0
Total Split (s)	31.0	31.0	31.0		31.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	18.8%	18.8%	18.8%		18.8%	21.8%	21.8%	21.8%	21.8%	21.8%
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	Lead	Lead	Lead			Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	Min	Min	Min	None	None
Act Effct Green (s)	17.4	16.6	16.6	128.1	16.0	30.8	30.8	30.8	16.6	16.6
Actuated g/C Ratio	0.14	0.13	0.13	1.00	0.12	0.24	0.24	0.24	0.13	0.13
v/c Ratio	0.73	0.69	0.69	0.17	0.65	0.77	0.63	0.51	0.68	0.44
Control Delay	64.6	72.1	71.4	0.2	59.7	61.5	55.3	23.8	63.9	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	72.1	71.4	0.2	59.7	61.5	55.3	23.8	63.9	12.6
LOS	E	E	E	A	E	E	E	C	E	B
Approach Delay	64.6		39.1		59.7		49.0		47.7	
Approach LOS	E		D		E		D		D	

Intersection Summary	
Cycle Length: 165	
Actuated Cycle Length: 128.1	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 49.9	Intersection LOS: D
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Wilton Dr & N Dixie Hwy & NE 26th St



Queues
1: Wilton Dr & N Dixie Hwy & NE 26th St

Existing AM
02/28/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	338	148	155	255	279	324	258	224	288	133
v/c Ratio	0.73	0.69	0.69	0.17	0.65	0.77	0.63	0.51	0.68	0.44
Control Delay	64.6	72.1	71.4	0.2	59.7	61.5	55.3	23.8	63.9	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	72.1	71.4	0.2	59.7	61.5	55.3	23.8	63.9	12.6
Queue Length 50th (ft)	138	122	127	0	108	245	196	58	115	0
Queue Length 95th (ft)	238	236	245	0	189	#566	#434	191	203	64
Internal Link Dist (ft)	185		581		81		323		354	
Turn Bay Length (ft)						200				
Base Capacity (vph)	686	339	354	1543	686	420	409	439	785	448
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	0.49	0.44	0.44	0.17	0.41	0.77	0.63	0.51	0.37	0.30

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

Existing AM
02/28/2023

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	58	229	19	1	33	121	122	232	14	50	143	47
Future Volume (vph)	58	229	19	1	33	121	122	232	14	50	143	47
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	4.0			6.0	
Lane Util. Factor		0.95				0.95	0.95	1.00			0.95	
Frpb, ped/bikes		1.00				1.00	1.00	0.98			1.00	
Flpb, ped/bikes		1.00				1.00	1.00	1.00			1.00	
Frt		0.99				1.00	1.00	0.85			0.97	
Flt Protected		0.99				0.95	0.99	1.00			0.99	
Satd. Flow (prot)		3432				1665	1741	1543			3352	
Flt Permitted		0.99				0.95	0.99	1.00			0.99	
Satd. Flow (perm)		3432				1665	1741	1543			3352	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	64	252	21	1	36	133	134	255	15	55	157	52
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	338	0	0	0	148	155	255	0	0	267	0
Confl. Peds. (#/hr)	11		5	5	5	5		11	5	5		5
Confl. Bikes (#/hr)								2				1
Turn Type	Split	NA			Split	Split	NA	Free	Split	Split	NA	
Protected Phases	4	4			8	8	8		2	2	2	
Permitted Phases								Free				
Actuated Green, G (s)		17.4				16.6	16.6	127.4			16.0	
Effective Green, g (s)		17.4				16.6	16.6	127.4			16.0	
Actuated g/C Ratio		0.14				0.13	0.13	1.00			0.13	
Clearance Time (s)		6.0				6.0	6.0				6.0	
Vehicle Extension (s)		2.0				2.0	2.0				2.5	
Lane Grp Cap (vph)		468				216	226	1543			420	
v/s Ratio Prot		c0.10				0.09	c0.09				c0.08	
v/s Ratio Perm								0.17				
v/c Ratio		0.72				0.69	0.69	0.17			0.64	
Uniform Delay, d1		52.7				52.9	52.9	0.0			52.9	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		4.6				7.0	6.7	0.2			2.7	
Delay (s)		57.3				59.9	59.6	0.2			55.7	
Level of Service		E				E	E	A			E	
Approach Delay (s)		57.3					32.5				55.7	
Approach LOS		E					C				E	

Intersection Summary			
HCM 2000 Control Delay	47.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	127.4	Sum of lost time (s)	30.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

Existing AM
02/28/2023

Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	295	201	177	60	15	174	154	41
Future Volume (vph)	295	201	177	60	15	174	154	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor	1.00	0.95	0.95			0.97	0.91	
Frpb, ped/bikes	1.00	1.00	0.94			0.99	1.00	
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00	
Frt	1.00	0.98	0.85			0.96	0.85	
Flt Protected	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (prot)	1752	1709	1405			3275	1427	
Flt Permitted	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (perm)	1752	1709	1405			3275	1427	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	324	221	195	66	16	191	169	45
RTOR Reduction (vph)	0	0	105	0	0	0	116	0
Lane Group Flow (vph)	324	258	119	0	0	288	17	0
Confl. Peds. (#/hr)	5		5	5	5	11	5	5
Confl. Bikes (#/hr)							1	1
Turn Type	Split	NA	Perm		Prot	Prot	Prot	
Protected Phases	6	6			5	5	5	
Permitted Phases			6					
Actuated Green, G (s)	30.8	30.8	30.8			16.6	16.6	
Effective Green, g (s)	30.8	30.8	30.8			16.6	16.6	
Actuated g/C Ratio	0.24	0.24	0.24			0.13	0.13	
Clearance Time (s)	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0			2.5	2.5	
Lane Grp Cap (vph)	423	413	339			426	185	
v/s Ratio Prot	c0.18	0.15				c0.09	0.01	
v/s Ratio Perm			0.08					
v/c Ratio	0.77	0.62	0.35			0.68	0.09	
Uniform Delay, d1	44.9	43.1	40.0			52.8	48.8	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	7.3	2.1	0.2			3.8	0.2	
Delay (s)	52.2	45.3	40.2			56.7	48.9	
Level of Service	D	D	D			E	D	
Approach Delay (s)		46.7				54.2		
Approach LOS		D				D		

Intersection Summary

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	708	13	8	505	7	5
Future Vol, veh/h	708	13	8	505	7	5
Conflicting Peds, #/hr	0	7	7	0	3	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	25	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	843	15	10	601	8	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	865	0	1182	440
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	-	-	4.16	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.23	-	3.53	3.33
Pot Cap-1 Maneuver	-	-	767	-	181	562
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	762	-	177	556
Mov Cap-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	177	556	-	-	762	-
HCM Lane V/C Ratio	0.047	0.011	-	-	0.012	-
HCM Control Delay (s)	26.3	11.5	-	-	9.8	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

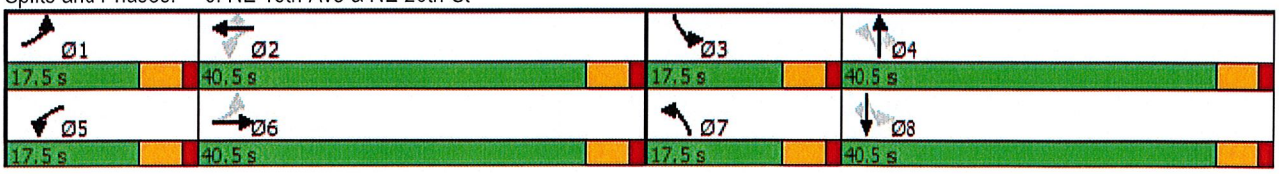
Timings
3: NE 15th Ave & NE 26th St

Existing AM
02/28/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	43	438	89	288	27	110	102	114	91	190	61
Future Volume (vph)	43	438	89	288	27	110	102	114	91	190	61
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	12.0	4.0	12.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	9.5	32.5	13.5	32.5	32.5	17.5	32.5	32.5	9.5	32.5	32.5
Total Split (s)	17.5	40.5	17.5	40.5	40.5	17.5	40.5	40.5	17.5	40.5	40.5
Total Split (%)	15.1%	34.9%	15.1%	34.9%	34.9%	15.1%	34.9%	34.9%	15.1%	34.9%	34.9%
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	22.6	19.3	27.2	23.2	23.2	19.5	14.0	14.0	17.0	12.7	12.7
Actuated g/C Ratio	0.35	0.30	0.43	0.36	0.36	0.31	0.22	0.22	0.27	0.20	0.20
v/c Ratio	0.13	0.58	0.30	0.25	0.05	0.34	0.27	0.31	0.27	0.59	0.18
Control Delay	13.8	23.9	15.1	18.2	0.1	17.8	25.6	7.2	17.2	33.5	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	23.9	15.1	18.2	0.1	17.8	25.6	7.2	17.2	33.5	1.6
LOS	B	C	B	B	A	B	C	A	B	C	A
Approach Delay		23.1		16.3			16.5			23.5	
Approach LOS		C		B			B			C	

Intersection Summary		
Cycle Length: 116		
Actuated Cycle Length: 63.7		
Natural Cycle: 100		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.59		
Intersection Signal Delay: 20.2	Intersection LOS: C	
Intersection Capacity Utilization 55.9%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 3: NE 15th Ave & NE 26th St



Queues
3: NE 15th Ave & NE 26th St

Existing AM
02/28/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	604	102	331	31	126	117	131	105	218	70
v/c Ratio	0.13	0.58	0.30	0.25	0.05	0.34	0.27	0.31	0.27	0.59	0.18
Control Delay	13.8	23.9	15.1	18.2	0.1	17.8	25.6	7.2	17.2	33.5	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	23.9	15.1	18.2	0.1	17.8	25.6	7.2	17.2	33.5	1.6
Queue Length 50th (ft)	10	103	21	50	0	32	38	0	26	80	0
Queue Length 95th (ft)	37	213	66	111	0	80	96	38	68	173	3
Internal Link Dist (ft)		994		230			155			208	
Turn Bay Length (ft)	325		1000			210		195			
Base Capacity (vph)	545	2067	477	2189	943	535	1189	953	581	1115	952
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	0.09	0.29	0.21	0.15	0.03	0.24	0.10	0.14	0.18	0.20	0.07

Intersection Summary

HCM 6th Signalized Intersection Summary
3: NE 15th Ave & NE 26th St

Existing AM
02/28/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	438	88	89	288	27	110	102	114	91	190	61
Future Volume (veh/h)	43	438	88	89	288	27	110	102	114	91	190	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		1.00	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	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1856	1856	1856	1930	1856	1856	1930	1856	1856	1856	1856
Adj Flow Rate, veh/h	49	503	0	102	331	0	126	117	131	105	218	70
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	415	891		369	1010		340	332	266	399	295	245
Arrive On Green	0.04	0.25	0.00	0.06	0.28	0.00	0.08	0.17	0.17	0.07	0.16	0.16
Sat Flow, veh/h	1696	3618	0	1767	3667	1572	1767	1930	1544	1767	1856	1543
Grp Volume(v), veh/h	49	503	0	102	331	0	126	117	131	105	218	70
Grp Sat Flow(s),veh/h/ln	1696	1763	0	1767	1833	1572	1767	1930	1544	1767	1856	1543
Q Serve(g_s), s	1.0	6.2	0.0	2.1	3.6	0.0	2.9	2.6	3.8	2.4	5.5	2.0
Cycle Q Clear(g_c), s	1.0	6.2	0.0	2.1	3.6	0.0	2.9	2.6	3.8	2.4	5.5	2.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	415	891		369	1010		340	332	266	399	295	245
V/C Ratio(X)	0.12	0.56		0.28	0.33		0.37	0.35	0.49	0.26	0.74	0.29
Avail Cap(c_a), veh/h	759	2493		688	2592		625	1364	1092	707	1312	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	16.1	0.0	12.8	14.3	0.0	15.7	18.1	18.5	15.8	19.8	18.3
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.1	0.2	0.0	0.2	0.2	0.5	0.1	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.2	0.0	0.7	1.3	0.0	1.0	1.1	1.3	0.9	2.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	16.7	0.0	12.9	14.5	0.0	16.0	18.3	19.1	15.9	21.2	18.6
LnGrp LOS	B	B		B	B		B	B	B	B	C	B
Approach Vol, veh/h		552			433			374			393	
Approach Delay, s/veh		16.3			14.1			17.8			19.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	19.1	8.9	14.0	8.6	18.0	9.5	13.4
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	12.0	35.0	12.0	35.0	12.0	35.0	12.0	35.0
Max Q Clear Time (g_c+I1), s	3.0	5.6	4.4	5.8	4.1	8.2	4.9	7.5
Green Ext Time (p_c), s	0.0	2.2	0.0	0.1	0.0	3.4	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	45	0	25	1	261	39	18	262	1
Future Vol, veh/h	2	0	0	45	0	25	1	261	39	18	262	1
Conflicting Peds, #/hr	2	0	8	8	0	2	9	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	0	0	53	0	29	1	307	46	21	308	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	709	717	326	693	694	334	318	0	0	355	0	0
Stage 1	360	360	-	334	334	-	-	-	-	-	-	-
Stage 2	349	357	-	359	360	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	348	354	713	356	365	706	1236	-	-	1198	-	-
Stage 1	656	625	-	678	641	-	-	-	-	-	-	-
Stage 2	665	627	-	657	625	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	324	342	702	347	353	703	1225	-	-	1196	-	-
Mov Cap-2 Maneuver	324	342	-	347	353	-	-	-	-	-	-	-
Stage 1	649	606	-	676	639	-	-	-	-	-	-	-
Stage 2	635	625	-	638	606	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.2	15.5	0	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1225	-	-	324	424	1196	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.194	0.018	-	-
HCM Control Delay (s)	7.9	0	-	16.2	15.5	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	0	0	47	3	0
Future Vol, veh/h	76	0	0	47	3	0
Conflicting Peds, #/hr	0	7	7	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	104	0	0	64	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	169	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	-	0	0	-	819	948
Stage 1	-	0	0	-	918	-
Stage 2	-	0	0	-	955	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	818	948
Mov Cap-2 Maneuver	-	-	-	-	818	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	954	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	818	-	-
HCM Lane V/C Ratio	0.005	-	-
HCM Control Delay (s)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	48	6	24	10	4	17	8	306	12	8	334	36
Future Vol, veh/h	48	6	24	10	4	17	8	306	12	8	334	36
Conflicting Peds, #/hr	2	0	4	4	0	2	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	53	7	26	11	4	19	9	336	13	9	367	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	781	775	393	788	789	346	409	0	0	350	0	0
Stage 1	407	407	-	362	362	-	-	-	-	-	-	-
Stage 2	374	368	-	426	427	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	311	328	654	308	322	695	1144	-	-	1203	-	-
Stage 1	619	596	-	655	623	-	-	-	-	-	-	-
Stage 2	645	620	-	604	584	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	294	320	650	285	315	693	1142	-	-	1202	-	-
Mov Cap-2 Maneuver	294	320	-	285	315	-	-	-	-	-	-	-
Stage 1	612	589	-	648	616	-	-	-	-	-	-	-
Stage 2	616	613	-	565	577	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	14.1	0.2	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1142	-	-	356	429	1202	-	-
HCM Lane V/C Ratio	0.008	-	-	0.241	0.079	0.007	-	-
HCM Control Delay (s)	8.2	0	-	18.3	14.1	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	335	351	6
Future Vol, veh/h	3	3	2	335	351	6
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	3	3	2	364	382	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	759	-	394	0	-	0
Stage 1	391	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.43	-	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.227	-	-	-
Pot Cap-1 Maneuver	373	0	1159	-	-	-
Stage 1	681	0	-	-	-	-
Stage 2	698	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	369	-	1153	-	-	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	695	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1153	-	369	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Control Delay (s)	8.1	0	14.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	4	15	0
Future Vol, veh/h	0	0	0	4	15	0
Conflicting Peds, #/hr	1	0	0	1	2	5
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	60	60	60	60	60	60
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	7	25	0

Major/Minor	Minor2		Major2	
Conflicting Flow All	6	5	-	0
Stage 1	5	5	-	-
Stage 2	1	0	-	-
Critical Hdwy	6.43	6.53	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.527	4.027	-	-
Pot Cap-1 Maneuver	1013	888	-	-
Stage 1	1016	890	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1011	0	-	-
Mov Cap-2 Maneuver	1011	0	-	-
Stage 1	1015	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

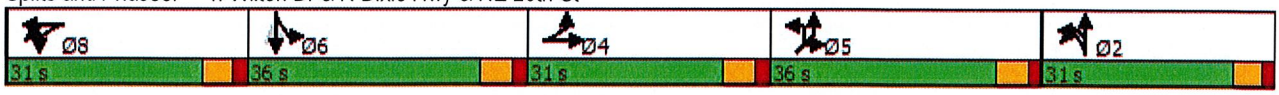
Timings
1: Wilton Dr & N Dixie Hwy & NE 26th St

No Build AM
02/28/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	236	135	138	254	147	304	208	182	179	158
Future Volume (vph)	236	135	138	254	147	304	208	182	179	158
Turn Type	NA	Split	NA	Free	NA	Split	NA	Perm	Prot	Prot
Protected Phases	4	8	8		2	6	6		5	5
Permitted Phases				Free				6		
Detector Phase	4	8	8		2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0		6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	30.0	31.0	31.0		31.0	23.0	23.0	23.0	29.0	29.0
Total Split (s)	31.0	31.0	31.0		31.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	18.8%	18.8%	18.8%		18.8%	21.8%	21.8%	21.8%	21.8%	21.8%
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	Lead	Lead	Lead			Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	Min	Min	Min	None	None
Act Effct Green (s)	17.9	18.1	18.1	131.1	16.5	30.7	30.7	30.7	17.2	17.2
Actuated g/C Ratio	0.14	0.14	0.14	1.00	0.13	0.23	0.23	0.23	0.13	0.13
v/c Ratio	0.74	0.73	0.74	0.18	0.66	0.81	0.66	0.54	0.69	0.44
Control Delay	66.4	75.0	74.7	0.3	61.3	66.5	58.0	25.8	65.3	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	75.0	74.7	0.3	61.3	66.5	58.0	25.8	65.3	13.3
LOS	E	E	E	A	E	E	E	C	E	B
Approach Delay	66.4		41.4		61.3		52.4		48.9	
Approach LOS	E		D		E		D		D	

Intersection Summary		
Cycle Length: 165		
Actuated Cycle Length: 131.1		
Natural Cycle: 145		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.81		
Intersection Signal Delay: 52.0	Intersection LOS: D	
Intersection Capacity Utilization 85.7%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 1: Wilton Dr & N Dixie Hwy & NE 26th St



Queues
1: Wilton Dr & N Dixie Hwy & NE 26th St

No Build AM
02/28/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	348	167	176	279	286	334	265	232	297	137
v/c Ratio	0.74	0.73	0.74	0.18	0.66	0.81	0.66	0.54	0.69	0.44
Control Delay	66.4	75.0	74.7	0.3	61.3	66.5	58.0	25.8	65.3	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	75.0	74.7	0.3	61.3	66.5	58.0	25.8	65.3	13.3
Queue Length 50th (ft)	147	142	149	0	115	265	212	68	123	0
Queue Length 95th (ft)	246	266	276	0	194	#593	#455	203	208	69
Internal Link Dist (ft)	185		581		81		323		354	
Turn Bay Length (ft)						200				
Base Capacity (vph)	669	330	345	1543	669	410	400	431	766	440
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	0.52	0.51	0.51	0.18	0.43	0.81	0.66	0.54	0.39	0.31

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

No Build AM
02/28/2023

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	60	236	20	1	39	135	138	254	14	51	147	48
Future Volume (vph)	60	236	20	1	39	135	138	254	14	51	147	48
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	4.0			6.0	
Lane Util. Factor		0.95				0.95	0.95	1.00			0.95	
Frpb, ped/bikes		1.00				1.00	1.00	0.98			1.00	
Flpb, ped/bikes		1.00				1.00	1.00	1.00			1.00	
Frt		0.99				1.00	1.00	0.85			0.97	
Flt Protected		0.99				0.95	0.99	1.00			0.99	
Satd. Flow (prot)		3431				1665	1741	1543			3352	
Flt Permitted		0.99				0.95	0.99	1.00			0.99	
Satd. Flow (perm)		3431				1665	1741	1543			3352	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	66	259	22	1	43	148	152	279	15	56	162	53
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	348	0	0	0	167	176	279	0	0	274	0
Confl. Peds. (#/hr)	11		5	5	5	5		11	5	5		5
Confl. Bikes (#/hr)								2				1
Turn Type	Split	NA			Split	Split	NA	Free	Split	Split	NA	
Protected Phases	4	4			8	8	8		2	2	2	
Permitted Phases								Free				
Actuated Green, G (s)		17.9				18.1	18.1	130.4			16.5	
Effective Green, g (s)		17.9				18.1	18.1	130.4			16.5	
Actuated g/C Ratio		0.14				0.14	0.14	1.00			0.13	
Clearance Time (s)		6.0				6.0	6.0				6.0	
Vehicle Extension (s)		2.0				2.0	2.0				2.5	
Lane Grp Cap (vph)		470				231	241	1543			424	
v/s Ratio Prot		c0.10				0.10	c0.10				c0.08	
v/s Ratio Perm								0.18				
v/c Ratio		0.74				0.72	0.73	0.18			0.65	
Uniform Delay, d1		54.0				53.7	53.8	0.0			54.2	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		5.4				9.1	9.4	0.3			3.0	
Delay (s)		59.4				62.8	63.2	0.3			57.1	
Level of Service		E				E	E	A			E	
Approach Delay (s)		59.4					34.9				57.1	
Approach LOS		E					C				E	

Intersection Summary			
HCM 2000 Control Delay	49.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	130.4	Sum of lost time (s)	30.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

No Build AM
02/28/2023

Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	304	208	182	62	15	179	158	43
Future Volume (vph)	304	208	182	62	15	179	158	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor	1.00	0.95	0.95			0.97	0.91	
Frpb, ped/bikes	1.00	1.00	0.94			0.99	1.00	
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00	
Frt	1.00	0.98	0.85			0.96	0.85	
Flt Protected	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (prot)	1752	1711	1404			3274	1427	
Flt Permitted	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (perm)	1752	1711	1404			3274	1427	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	334	229	200	68	16	197	174	47
RTOR Reduction (vph)	0	0	106	0	0	0	119	0
Lane Group Flow (vph)	334	265	126	0	0	297	18	0
Confl. Peds. (#/hr)	5		5	5	5	11	5	5
Confl. Bikes (#/hr)							1	
Turn Type	Split	NA	Perm		Prot	Prot	Prot	
Protected Phases	6	6			5	5	5	
Permitted Phases			6					
Actuated Green, G (s)	30.7	30.7	30.7			17.2	17.2	
Effective Green, g (s)	30.7	30.7	30.7			17.2	17.2	
Actuated g/C Ratio	0.24	0.24	0.24			0.13	0.13	
Clearance Time (s)	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0			2.5	2.5	
Lane Grp Cap (vph)	412	402	330			431	188	
v/s Ratio Prot	c0.19	0.15				c0.09	0.01	
v/s Ratio Perm			0.09					
v/c Ratio	0.81	0.66	0.38			0.69	0.10	
Uniform Delay, d1	47.1	45.1	41.9			54.0	49.8	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	10.9	3.0	0.3			4.2	0.2	
Delay (s)	58.0	48.1	42.1			58.2	49.9	
Level of Service	E	D	D			E	D	
Approach Delay (s)		50.4				55.6		
Approach LOS		D				E		

Intersection Summary

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	730	33	29	520	59	57
Future Vol, veh/h	730	33	29	520	59	57
Conflicting Peds, #/hr	0	7	7	0	3	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	25	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	869	39	35	619	70	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	915	0	1279	465
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	383	-
Critical Hdwy	-	-	4.16	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.23	-	3.53	3.33
Pot Cap-1 Maneuver	-	-	735	-	156	541
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	730	-	147	535
Mov Cap-2 Maneuver	-	-	-	-	147	-
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	31.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	147	535	-	-	730	-
HCM Lane V/C Ratio	0.478	0.127	-	-	0.047	-
HCM Control Delay (s)	50.1	12.7	-	-	10.2	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	2.2	0.4	-	-	0.1	-

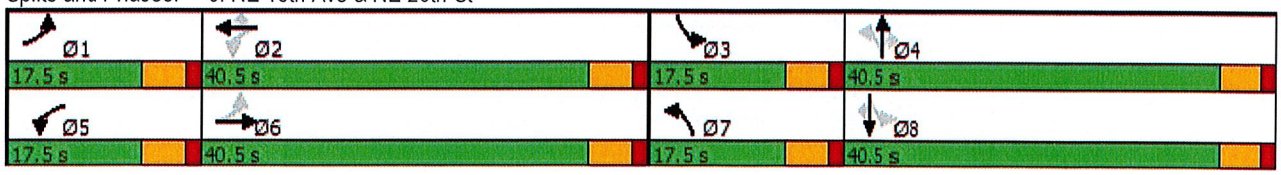
Timings
3: NE 15th Ave & NE 26th St

No Build AM
02/28/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	54	471	92	298	27	114	105	118	94	195	63
Future Volume (vph)	54	471	92	298	27	114	105	118	94	195	63
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	12.0	4.0	12.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	9.5	32.5	9.5	32.5	32.5	9.5	32.5	32.5	9.5	32.5	32.5
Total Split (s)	17.5	40.5	17.5	40.5	40.5	17.5	40.5	40.5	17.5	40.5	40.5
Total Split (%)	15.1%	34.9%	15.1%	34.9%	34.9%	15.1%	34.9%	34.9%	15.1%	34.9%	34.9%
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	23.9	20.2	27.4	22.0	22.0	23.8	17.7	17.7	18.9	12.9	12.9
Actuated g/C Ratio	0.35	0.29	0.40	0.32	0.32	0.35	0.26	0.26	0.28	0.19	0.19
v/c Ratio	0.17	0.65	0.36	0.30	0.06	0.34	0.24	0.28	0.28	0.65	0.19
Control Delay	14.1	25.6	16.2	19.9	0.2	19.0	26.7	7.1	18.4	37.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.1	25.6	16.2	19.9	0.2	19.0	26.7	7.1	18.4	37.6	1.8
LOS	B	C	B	B	A	B	C	A	B	D	A
Approach Delay		24.6		17.8			17.2			26.1	
Approach LOS		C		B			B			C	

Intersection Summary		
Cycle Length: 116		
Actuated Cycle Length: 68.5		
Natural Cycle: 85		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.65		
Intersection Signal Delay: 21.8	Intersection LOS: C	
Intersection Capacity Utilization 57.8%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 3: NE 15th Ave & NE 26th St



Queues
3: NE 15th Ave & NE 26th St

No Build AM
02/28/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	661	106	343	31	131	121	136	108	224	72
v/c Ratio	0.17	0.65	0.36	0.30	0.06	0.34	0.24	0.28	0.28	0.65	0.19
Control Delay	14.1	25.6	16.2	19.9	0.2	19.0	26.7	7.1	18.4	37.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.1	25.6	16.2	19.9	0.2	19.0	26.7	7.1	18.4	37.6	1.8
Queue Length 50th (ft)	13	118	23	54	0	35	42	0	28	86	0
Queue Length 95th (ft)	44	238	68	117	0	89	104	41	75	190	4
Internal Link Dist (ft)		994		230			155			208	
Turn Bay Length (ft)	325		1000			210		195			
Base Capacity (vph)	512	1938	422	2059	894	489	1116	904	556	1046	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	0.12	0.34	0.25	0.17	0.03	0.27	0.11	0.15	0.19	0.21	0.08

Intersection Summary

HCM 6th Signalized Intersection Summary
3: NE 15th Ave & NE 26th St

No Build AM
02/28/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	471	104	92	298	27	114	105	118	94	195	63
Future Volume (veh/h)	54	471	104	92	298	27	114	105	118	94	195	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		1.00	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	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1856	1856	1856	1930	1856	1856	1930	1856	1856	1856	1856
Adj Flow Rate, veh/h	62	541	0	106	343	0	131	121	136	108	224	72
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	417	906		360	1010		340	339	271	400	300	249
Arrive On Green	0.05	0.26	0.00	0.06	0.28	0.00	0.08	0.18	0.18	0.07	0.16	0.16
Sat Flow, veh/h	1696	3618	0	1767	3667	1572	1767	1930	1544	1767	1856	1544
Grp Volume(v), veh/h	62	541	0	106	343	0	131	121	136	108	224	72
Grp Sat Flow(s),veh/h/ln	1696	1763	0	1767	1833	1572	1767	1930	1544	1767	1856	1544
Q Serve(g_s), s	1.3	6.8	0.0	2.2	3.8	0.0	3.1	2.8	4.0	2.5	5.8	2.1
Cycle Q Clear(g_c), s	1.3	6.8	0.0	2.2	3.8	0.0	3.1	2.8	4.0	2.5	5.8	2.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	417	906		360	1010		340	339	271	400	300	249
V/C Ratio(X)	0.15	0.60		0.29	0.34		0.38	0.36	0.50	0.27	0.75	0.29
Avail Cap(c_a), veh/h	739	2428		664	2525		609	1329	1064	693	1278	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	16.6	0.0	13.0	14.7	0.0	16.0	18.4	18.9	16.0	20.3	18.7
Incr Delay (d2), s/veh	0.1	0.6	0.0	0.2	0.2	0.0	0.3	0.2	0.5	0.1	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.4	0.0	0.7	1.4	0.0	1.1	1.2	1.3	0.9	2.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	17.2	0.0	13.1	14.9	0.0	16.3	18.7	19.5	16.2	21.7	19.0
LnGrp LOS	B	B		B	B		B	B	B	B	C	B
Approach Vol, veh/h		603			449			388			404	
Approach Delay, s/veh		16.8			14.5			18.1			19.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	19.5	9.1	14.4	8.8	18.6	9.8	13.7
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	12.0	35.0	12.0	35.0	12.0	35.0	12.0	35.0
Max Q Clear Time (g_c+I1), s	3.3	5.8	4.5	6.0	4.2	8.8	5.1	7.8
Green Ext Time (p_c), s	0.0	2.3	0.0	0.1	0.0	3.7	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	46	0	26	1	269	40	19	270	1
Future Vol, veh/h	2	0	0	46	0	26	1	269	40	19	270	1
Conflicting Peds, #/hr	2	0	8	8	0	2	9	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	0	0	54	0	31	1	316	47	22	318	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	731	739	336	715	716	344	328	0	0	365	0	0
Stage 1	372	372	-	344	344	-	-	-	-	-	-	-
Stage 2	359	367	-	371	372	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	336	344	704	344	355	696	1226	-	-	1188	-	-
Stage 1	646	617	-	669	635	-	-	-	-	-	-	-
Stage 2	657	620	-	647	617	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	312	332	693	334	343	693	1215	-	-	1186	-	-
Mov Cap-2 Maneuver	312	332	-	334	343	-	-	-	-	-	-	-
Stage 1	640	597	-	667	633	-	-	-	-	-	-	-
Stage 2	626	618	-	627	597	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.6	16	0	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1215	-	-	312	411	1186	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.206	0.019	-	-
HCM Control Delay (s)	8	0	-	16.6	16	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	79	0	0	48	3	0
Future Vol, veh/h	79	0	0	48	3	0
Conflicting Peds, #/hr	0	7	7	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	108	0	0	66	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	175	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	-	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	-	0	0	-	813	943
Stage 1	-	0	0	-	914	-
Stage 2	-	0	0	-	953	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	812	943
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	952	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	812	-	-
HCM Lane V/C Ratio	0.005	-	-
HCM Control Delay (s)	9.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	7	25	10	4	17	9	316	12	9	344	37
Future Vol, veh/h	49	7	25	10	4	17	9	316	12	9	344	37
Conflicting Peds, #/hr	2	0	4	4	0	2	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	54	8	27	11	4	19	10	347	13	10	378	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	808	802	405	815	816	357	421	0	0	361	0	0
Stage 1	421	421	-	375	375	-	-	-	-	-	-	-
Stage 2	387	381	-	440	441	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	298	316	644	295	310	685	1133	-	-	1192	-	-
Stage 1	608	587	-	644	615	-	-	-	-	-	-	-
Stage 2	635	612	-	594	575	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	281	308	640	271	302	683	1131	-	-	1191	-	-
Mov Cap-2 Maneuver	281	308	-	271	302	-	-	-	-	-	-	-
Stage 1	600	579	-	636	608	-	-	-	-	-	-	-
Stage 2	605	605	-	553	568	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.1	14.5	0.2	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1131	-	-	343	413	1191	-	-
HCM Lane V/C Ratio	0.009	-	-	0.26	0.082	0.008	-	-
HCM Control Delay (s)	8.2	0	-	19.1	14.5	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	345	361	7
Future Vol, veh/h	3	3	2	345	361	7
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	3	3	2	375	392	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	780	-	405	0	-	0
Stage 1	401	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.43	-	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.227	-	-	-
Pot Cap-1 Maneuver	362	0	1148	-	-	-
Stage 1	674	0	-	-	-	-
Stage 2	690	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	-	1143	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1143	-	358	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Control Delay (s)	8.2	0	15.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	5	16	0
Future Vol, veh/h	0	0	0	5	16	0
Conflicting Peds, #/hr	1	0	0	1	2	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	5	17	0

Major/Minor	Minor2		Major2	
Conflicting Flow All	5	4	-	0
Stage 1	4	4	-	-
Stage 2	1	0	-	-
Critical Hdwy	6.43	6.53	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.527	4.027	-	-
Pot Cap-1 Maneuver	1014	889	-	-
Stage 1	1017	890	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1012	0	-	-
Mov Cap-2 Maneuver	1012	0	-	-
Stage 1	1016	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Control Delay, s	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

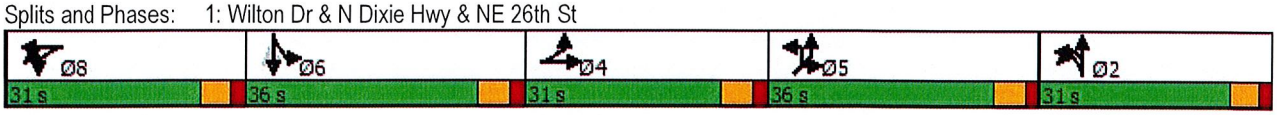
Timings
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build AM
03/02/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	237	136	139	277	150	314	209	182	179	159
Future Volume (vph)	237	136	139	277	150	314	209	182	179	159
Turn Type	NA	Split	NA	Free	NA	Split	NA	Perm	Prot	Prot
Protected Phases	4	8	8		2	6	6		5	5
Permitted Phases				Free				6		
Detector Phase	4	8	8		2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0		6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	30.0	31.0	31.0		31.0	23.0	23.0	23.0	29.0	29.0
Total Split (s)	31.0	31.0	31.0		31.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	18.8%	18.8%	18.8%		18.8%	21.8%	21.8%	21.8%	21.8%	21.8%
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	Lead	Lead	Lead			Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	Min	Min	Min	None	None
Act Effct Green (s)	18.0	18.1	18.1	131.4	16.6	30.7	30.7	30.7	17.3	17.3
Actuated g/C Ratio	0.14	0.14	0.14	1.00	0.13	0.23	0.23	0.23	0.13	0.13
v/c Ratio	0.74	0.73	0.74	0.20	0.67	0.84	0.67	0.54	0.69	0.45
Control Delay	66.6	75.4	75.0	0.3	61.6	69.3	58.4	25.8	65.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	75.4	75.0	0.3	61.6	69.3	58.4	25.8	65.3	13.6
LOS	E	E	E	A	E	E	E	C	E	B
Approach Delay	66.6		40.1		61.6		53.9		48.9	
Approach LOS	E		D		E		D		D	

Intersection Summary	
Cycle Length: 165	
Actuated Cycle Length: 131.4	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 52.1	Intersection LOS: D
Intersection Capacity Utilization 86.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Wilton Dr & N Dixie Hwy & NE 26th St



Queues
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build AM
03/02/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	349	168	177	304	289	345	266	232	297	138
v/c Ratio	0.74	0.73	0.74	0.20	0.67	0.84	0.67	0.54	0.69	0.45
Control Delay	66.6	75.4	75.0	0.3	61.6	69.3	58.4	25.8	65.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	75.4	75.0	0.3	61.6	69.3	58.4	25.8	65.3	13.6
Queue Length 50th (ft)	148	143	151	0	117	277	214	68	123	0
Queue Length 95th (ft)	247	267	278	0	196	#618	#457	203	208	72
Internal Link Dist (ft)	185		581		81		323		354	
Turn Bay Length (ft)						200				
Base Capacity (vph)	668	330	345	1543	668	409	399	431	764	440
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	0.52	0.51	0.51	0.20	0.43	0.84	0.67	0.54	0.39	0.31

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build AM
03/02/2023

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	60	237	20	1	39	136	139	277	14	51	150	48
Future Volume (vph)	60	237	20	1	39	136	139	277	14	51	150	48
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	4.0			6.0	
Lane Util. Factor		0.95				0.95	0.95	1.00			0.95	
Frpb, ped/bikes		1.00				1.00	1.00	0.98			1.00	
Flpb, ped/bikes		1.00				1.00	1.00	1.00			1.00	
Frt		0.99				1.00	1.00	0.85			0.97	
Flt Protected		0.99				0.95	0.99	1.00			0.99	
Satd. Flow (prot)		3431				1665	1741	1543			3354	
Flt Permitted		0.99				0.95	0.99	1.00			0.99	
Satd. Flow (perm)		3431				1665	1741	1543			3354	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	66	260	22	1	43	149	153	304	15	56	165	53
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	349	0	0	0	168	177	304	0	0	277	0
Confl. Peds. (#/hr)	11		5	5	5	5		11	5	5		5
Confl. Bikes (#/hr)								2				1
Turn Type	Split	NA			Split	Split	NA	Free	Split	Split	NA	
Protected Phases	4	4			8	8	8		2	2	2	
Permitted Phases								Free				
Actuated Green, G (s)		18.0				18.1	18.1	130.7			16.6	
Effective Green, g (s)		18.0				18.1	18.1	130.7			16.6	
Actuated g/C Ratio		0.14				0.14	0.14	1.00			0.13	
Clearance Time (s)		6.0				6.0	6.0				6.0	
Vehicle Extension (s)		2.0				2.0	2.0				2.5	
Lane Grp Cap (vph)		472				230	241	1543			425	
v/s Ratio Prot		c0.10				0.10	c0.10				c0.08	
v/s Ratio Perm								0.20				
v/c Ratio		0.74				0.73	0.73	0.20			0.65	
Uniform Delay, d1		54.1				54.0	54.0	0.0			54.3	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		5.2				9.8	9.6	0.3			3.2	
Delay (s)		59.3				63.8	63.6	0.3			57.5	
Level of Service		E				E	E	A			E	
Approach Delay (s)		59.3					34.0				57.5	
Approach LOS		E					C				E	

Intersection Summary			
HCM 2000 Control Delay	49.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	130.7	Sum of lost time (s)	30.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build AM
03/02/2023

Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	314	209	182	62	15	179	159	43
Future Volume (vph)	314	209	182	62	15	179	159	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor	1.00	0.95	0.95			0.97	0.91	
Frpb, ped/bikes	1.00	1.00	0.94			0.99	1.00	
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00	
Frt	1.00	0.98	0.85			0.96	0.85	
Flt Protected	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (prot)	1752	1711	1404			3274	1427	
Flt Permitted	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (perm)	1752	1711	1404			3274	1427	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	345	230	200	68	16	197	175	47
RTOR Reduction (vph)	0	0	106	0	0	0	120	0
Lane Group Flow (vph)	345	266	126	0	0	297	18	0
Confl. Peds. (#/hr)	5		5	5	5	11	5	5
Confl. Bikes (#/hr)							1	1
Turn Type	Split	NA	Perm		Prot	Prot	Prot	
Protected Phases	6	6			5	5	5	
Permitted Phases			6					
Actuated Green, G (s)	30.7	30.7	30.7			17.3	17.3	
Effective Green, g (s)	30.7	30.7	30.7			17.3	17.3	
Actuated g/C Ratio	0.23	0.23	0.23			0.13	0.13	
Clearance Time (s)	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0			2.5	2.5	
Lane Grp Cap (vph)	411	401	329			433	188	
v/s Ratio Prot	c0.20	0.16				c0.09	0.01	
v/s Ratio Perm			0.09					
v/c Ratio	0.84	0.66	0.38			0.69	0.10	
Uniform Delay, d1	47.7	45.3	42.0			54.1	49.8	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	13.4	3.2	0.3			4.1	0.2	
Delay (s)	61.1	48.5	42.3			58.2	50.0	
Level of Service	E	D	D			E	D	
Approach Delay (s)		51.9				55.6		
Approach LOS		D				E		

Intersection Summary

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	730	45	32	520	85	65
Future Vol, veh/h	730	45	32	520	85	65
Conflicting Peds, #/hr	0	7	7	0	3	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	25	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	869	54	38	619	101	77

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	930	0	1292	473
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	-	-	4.16	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.23	-	3.53	3.33
Pot Cap-1 Maneuver	-	-	725	-	153	535
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	720	-	144	529
Mov Cap-2 Maneuver	-	-	-	-	144	-
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	615	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	47.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	144	529	-	-	720	-
HCM Lane V/C Ratio	0.703	0.146	-	-	0.053	-
HCM Control Delay (s)	74.4	13	-	-	10.3	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	4	0.5	-	-	0.2	-

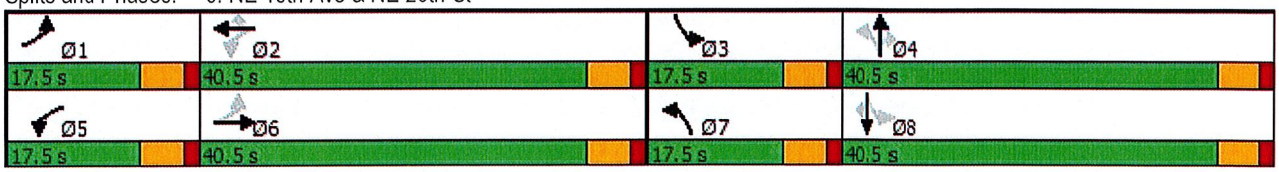
Timings
3: NE 15th Ave & NE 26th St

Build AM
03/02/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	54	478	92	301	27	114	105	118	94	195	64
Future Volume (vph)	54	478	92	301	27	114	105	118	94	195	64
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	12.0	4.0	12.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	9.5	32.5	13.5	32.5	32.5	17.5	32.5	32.5	9.5	32.5	32.5
Total Split (s)	17.5	40.5	17.5	40.5	40.5	17.5	40.5	40.5	17.5	40.5	40.5
Total Split (%)	15.1%	34.9%	15.1%	34.9%	34.9%	15.1%	34.9%	34.9%	15.1%	34.9%	34.9%
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	24.1	20.4	27.6	22.2	22.2	24.0	17.8	17.8	19.0	12.9	12.9
Actuated g/C Ratio	0.35	0.30	0.40	0.32	0.32	0.35	0.26	0.26	0.28	0.19	0.19
v/c Ratio	0.17	0.65	0.37	0.30	0.06	0.34	0.24	0.28	0.28	0.65	0.19
Control Delay	14.1	25.7	16.4	19.9	0.2	19.1	26.8	7.1	18.5	37.9	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.1	25.7	16.4	19.9	0.2	19.1	26.8	7.1	18.5	37.9	2.1
LOS	B	C	B	B	A	B	C	A	B	D	A
Approach Delay		24.7		17.9			17.3			26.2	
Approach LOS		C		B			B			C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 68.9	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: NE 15th Ave & NE 26th St



Queues
3: NE 15th Ave & NE 26th St

Build AM
03/02/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	669	106	346	31	131	121	136	108	224	74
v/c Ratio	0.17	0.65	0.37	0.30	0.06	0.34	0.24	0.28	0.28	0.65	0.19
Control Delay	14.1	25.7	16.4	19.9	0.2	19.1	26.8	7.1	18.5	37.9	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.1	25.7	16.4	19.9	0.2	19.1	26.8	7.1	18.5	37.9	2.1
Queue Length 50th (ft)	13	121	23	54	0	35	42	0	29	86	0
Queue Length 95th (ft)	45	243	69	118	0	89	105	41	75	192	5
Internal Link Dist (ft)		994		230			155			208	
Turn Bay Length (ft)	325		1000			210		195			
Base Capacity (vph)	512	1931	419	2055	892	488	1112	902	555	1043	899
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	0.12	0.35	0.25	0.17	0.03	0.27	0.11	0.15	0.19	0.21	0.08

Intersection Summary

HCM 6th Signalized Intersection Summary
3: NE 15th Ave & NE 26th St

Build AM
03/02/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	478	104	92	301	27	114	105	118	94	195	64
Future Volume (veh/h)	54	478	104	92	301	27	114	105	118	94	195	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		1.00	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	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1856	1856	1856	1930	1856	1856	1930	1856	1856	1856	1856
Adj Flow Rate, veh/h	62	549	0	106	346	0	131	121	136	108	224	74
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	417	914		359	1018		340	339	271	399	299	249
Arrive On Green	0.05	0.26	0.00	0.06	0.28	0.00	0.08	0.18	0.18	0.07	0.16	0.16
Sat Flow, veh/h	1696	3618	0	1767	3667	1572	1767	1930	1544	1767	1856	1544
Grp Volume(v), veh/h	62	549	0	106	346	0	131	121	136	108	224	74
Grp Sat Flow(s),veh/h/ln	1696	1763	0	1767	1833	1572	1767	1930	1544	1767	1856	1544
Q Serve(g_s), s	1.3	7.0	0.0	2.2	3.8	0.0	3.1	2.8	4.1	2.6	5.9	2.2
Cycle Q Clear(g_c), s	1.3	7.0	0.0	2.2	3.8	0.0	3.1	2.8	4.1	2.6	5.9	2.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	417	914		359	1018		340	339	271	399	299	249
V/C Ratio(X)	0.15	0.60		0.30	0.34		0.39	0.36	0.50	0.27	0.75	0.30
Avail Cap(c_a), veh/h	738	2416		660	2513		606	1323	1058	690	1272	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	16.6	0.0	13.0	14.7	0.0	16.1	18.5	19.0	16.1	20.4	18.9
Incr Delay (d2), s/veh	0.1	0.6	0.0	0.2	0.2	0.0	0.3	0.2	0.5	0.1	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.5	0.0	0.7	1.4	0.0	1.1	1.2	1.4	0.9	2.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	17.2	0.0	13.1	14.9	0.0	16.3	18.8	19.6	16.2	21.8	19.1
LnGrp LOS	B	B		B	B		B	B	B	B	C	B
Approach Vol, veh/h		611			452			388			406	
Approach Delay, s/veh		16.8			14.5			18.2			19.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	19.7	9.1	14.5	8.8	18.7	9.8	13.7
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	12.0	35.0	12.0	35.0	12.0	35.0	12.0	35.0
Max Q Clear Time (g_c+I1), s	3.3	5.8	4.6	6.1	4.2	9.0	5.1	7.9
Green Ext Time (p_c), s	0.0	2.3	0.0	0.1	0.0	3.8	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	57	0	29	1	269	45	20	270	1
Future Vol, veh/h	2	0	0	57	0	29	1	269	45	20	270	1
Conflicting Peds, #/hr	2	0	8	8	0	2	9	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	0	0	67	0	34	1	316	53	24	318	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	740	749	336	722	723	347	328	0	0	371	0	0
Stage 1	376	376	-	347	347	-	-	-	-	-	-	-
Stage 2	364	373	-	375	376	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	331	339	704	341	351	694	1226	-	-	1182	-	-
Stage 1	643	615	-	667	633	-	-	-	-	-	-	-
Stage 2	653	617	-	644	615	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	305	326	693	331	338	691	1215	-	-	1180	-	-
Mov Cap-2 Maneuver	305	326	-	331	338	-	-	-	-	-	-	-
Stage 1	637	594	-	665	631	-	-	-	-	-	-	-
Stage 2	619	615	-	623	594	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.9	16.9	0	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1215	-	-	305	402	1180	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.252	0.02	-	-
HCM Control Delay (s)	8	0	-	16.9	16.9	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	79	0	0	48	1	3	0	0	3	0	14
Future Vol, veh/h	6	79	0	0	48	1	3	0	0	3	0	14
Conflicting Peds, #/hr	0	0	7	7	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	73	73	73	73	92	73	92	73	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	7	108	0	0	66	1	4	0	0	3	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	67	0	0	115	0	0	204	196	115	189	196	68
Stage 1	-	-	-	-	-	-	129	129	-	67	67	-
Stage 2	-	-	-	-	-	-	75	67	-	122	129	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1528	-	-	1468	-	-	752	698	935	769	698	992
Stage 1	-	-	-	-	-	-	872	787	-	941	837	-
Stage 2	-	-	-	-	-	-	932	837	-	880	787	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1528	-	-	1458	-	-	732	690	929	766	690	991
Mov Cap-2 Maneuver	-	-	-	-	-	-	732	690	-	766	690	-
Stage 1	-	-	-	-	-	-	862	778	-	936	837	-
Stage 2	-	-	-	-	-	-	917	837	-	876	778	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	9.9	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	732	1528	-	-	1458	-	-	942
HCM Lane V/C Ratio	0.006	0.004	-	-	-	-	-	0.02
HCM Control Delay (s)	9.9	7.4	0	-	0	-	-	8.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	7	28	10	4	17	10	318	12	9	350	37
Future Vol, veh/h	49	7	28	10	4	17	10	318	12	9	350	37
Conflicting Peds, #/hr	2	0	4	4	0	2	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	54	8	31	11	4	19	11	349	13	10	385	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	819	813	412	828	827	359	428	0	0	363	0	0
Stage 1	428	428	-	379	379	-	-	-	-	-	-	-
Stage 2	391	385	-	449	448	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	293	312	638	289	306	683	1126	-	-	1190	-	-
Stage 1	603	583	-	641	613	-	-	-	-	-	-	-
Stage 2	631	609	-	587	571	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	276	304	634	264	298	681	1124	-	-	1189	-	-
Mov Cap-2 Maneuver	276	304	-	264	298	-	-	-	-	-	-	-
Stage 1	595	575	-	633	605	-	-	-	-	-	-	-
Stage 2	601	601	-	543	564	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.3	14.7	0.2	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1124	-	-	343	406	1189	-	-
HCM Lane V/C Ratio	0.01	-	-	0.269	0.084	0.008	-	-
HCM Control Delay (s)	8.2	0	-	19.3	14.7	8.1	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	349	370	7
Future Vol, veh/h	3	3	2	349	370	7
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	3	3	2	379	402	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	794	-	415	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.43	-	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.227	-	-	-
Pot Cap-1 Maneuver	356	0	1139	-	-	-
Stage 1	667	0	-	-	-	-
Stage 2	687	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	352	-	1134	-	-	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1134	-	352	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Control Delay (s)	8.2	0	15.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	6	17	0	2	4	7	3	0	15	3	15
Future Vol, veh/h	34	6	17	0	2	4	7	3	0	15	3	15
Conflicting Peds, #/hr	1	0	0	0	0	1	5	0	2	2	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	57	10	28	0	3	7	12	5	0	25	5	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	108	104	23	118	116	8	35	0	0	7	0	0
Stage 1	73	73	-	31	31	-	-	-	-	-	-	-
Stage 2	35	31	-	87	85	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	869	784	1051	856	772	1071	1570	-	-	1607	-	-
Stage 1	934	832	-	983	867	-	-	-	-	-	-	-
Stage 2	978	867	-	918	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	840	760	1046	808	748	1068	1563	-	-	1604	-	-
Mov Cap-2 Maneuver	840	760	-	808	748	-	-	-	-	-	-	-
Stage 1	922	815	-	973	858	-	-	-	-	-	-	-
Stage 2	959	858	-	868	805	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	8.9	5.1	3.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1563	-	-	882	935	1604	-	-
HCM Lane V/C Ratio	0.007	-	-	0.108	0.011	0.016	-	-
HCM Control Delay (s)	7.3	0	-	9.6	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

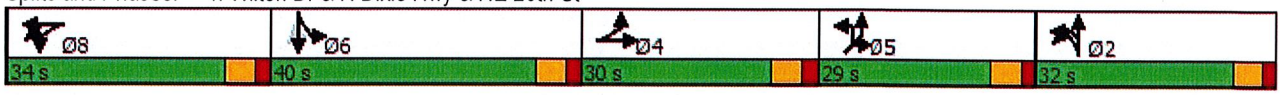
Timings
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build AM (Optimized)
03/02/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	237	136	139	277	150	314	209	182	179	159
Future Volume (vph)	237	136	139	277	150	314	209	182	179	159
Turn Type	NA	Split	NA	Free	NA	Split	NA	Perm	Prot	Prot
Protected Phases	4	8	8		2	6	6		5	5
Permitted Phases				Free				6		
Detector Phase	4	8	8		2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0		6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	30.0	34.0	34.0		32.0	23.0	23.0	23.0	29.0	29.0
Total Split (s)	30.0	34.0	34.0		32.0	40.0	40.0	40.0	29.0	29.0
Total Split (%)	18.2%	20.6%	20.6%		19.4%	24.2%	24.2%	24.2%	17.6%	17.6%
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	Lead	Lead			Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	Min	Min	Min	None	None
Act Effct Green (s)	18.2	18.5	18.5	133.6	16.8	31.9	31.9	31.9	17.2	17.2
Actuated g/C Ratio	0.14	0.14	0.14	1.00	0.13	0.24	0.24	0.24	0.13	0.13
v/c Ratio	0.75	0.73	0.74	0.20	0.67	0.82	0.65	0.53	0.71	0.45
Control Delay	68.4	76.6	76.4	0.3	62.9	67.3	57.6	25.1	67.9	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	76.6	76.4	0.3	62.9	67.3	57.6	25.1	67.9	13.9
LOS	E	E	E	A	E	E	E	C	E	B
Approach Delay	68.4		40.8		62.9		52.6		50.8	
Approach LOS	E		D		E		D		D	

Intersection Summary		
Cycle Length: 165		
Actuated Cycle Length: 133.6		
Natural Cycle: 150		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.82		
Intersection Signal Delay: 52.6	Intersection LOS: D	
Intersection Capacity Utilization 86.4%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 1: Wilton Dr & N Dixie Hwy & NE 26th St



Queues
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build AM (Optimized)
03/02/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	349	168	177	304	289	345	266	232	297	138
v/c Ratio	0.75	0.73	0.74	0.20	0.67	0.82	0.65	0.53	0.71	0.45
Control Delay	68.4	76.6	76.4	0.3	62.9	67.3	57.6	25.1	67.9	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	76.6	76.4	0.3	62.9	67.3	57.6	25.1	67.9	13.9
Queue Length 50th (ft)	156	150	158	0	123	282	217	69	130	0
Queue Length 95th (ft)	251	269	281	0	198	#578	405	198	212	72
Internal Link Dist (ft)	185		581		81		323		354	
Turn Bay Length (ft)						200				
Base Capacity (vph)	635	359	376	1543	683	459	448	467	580	367
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	0.55	0.47	0.47	0.20	0.42	0.75	0.59	0.50	0.51	0.38

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build AM (Optimized)
03/02/2023

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	60	237	20	1	39	136	139	277	14	51	150	48
Future Volume (vph)	60	237	20	1	39	136	139	277	14	51	150	48
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	4.0			6.0	
Lane Util. Factor		0.95				0.95	0.95	1.00			0.95	
Frpb, ped/bikes		1.00				1.00	1.00	0.98			1.00	
Flpb, ped/bikes		1.00				1.00	1.00	1.00			1.00	
Frt		0.99				1.00	1.00	0.85			0.97	
Flt Protected		0.99				0.95	0.99	1.00			0.99	
Satd. Flow (prot)		3431				1665	1741	1543			3354	
Flt Permitted		0.99				0.95	0.99	1.00			0.99	
Satd. Flow (perm)		3431				1665	1741	1543			3354	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	66	260	22	1	43	149	153	304	15	56	165	53
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	349	0	0	0	168	177	304	0	0	277	0
Confl. Peds. (#/hr)	11		5	5	5	5		11	5	5		5
Confl. Bikes (#/hr)								2				1
Turn Type	Split	NA			Split	Split	NA	Free	Split	Split	NA	
Protected Phases	4	4			8	8	8		2	2	2	
Permitted Phases								Free				
Actuated Green, G (s)		18.2				18.5	18.5	132.6			16.8	
Effective Green, g (s)		18.2				18.5	18.5	132.6			16.8	
Actuated g/C Ratio		0.14				0.14	0.14	1.00			0.13	
Clearance Time (s)		6.0				6.0	6.0				6.0	
Vehicle Extension (s)		2.0				2.0	2.0				2.5	
Lane Grp Cap (vph)		470				232	242	1543			424	
v/s Ratio Prot		c0.10				0.10	c0.10				c0.08	
v/s Ratio Perm								0.20				
v/c Ratio		0.74				0.72	0.73	0.20			0.65	
Uniform Delay, d1		54.9				54.6	54.7	0.0			55.1	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		5.5				9.1	9.4	0.3			3.2	
Delay (s)		60.4				63.7	64.1	0.3			58.3	
Level of Service		E				E	E	A			E	
Approach Delay (s)		60.4					34.1				58.3	
Approach LOS		E					C				E	

Intersection Summary			
HCM 2000 Control Delay	49.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	132.6	Sum of lost time (s)	30.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build AM (Optimized)
03/02/2023

Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	314	209	182	62	15	179	159	43
Future Volume (vph)	314	209	182	62	15	179	159	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor	1.00	0.95	0.95			0.97	0.91	
Frpb, ped/bikes	1.00	1.00	0.94			0.99	1.00	
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00	
Frt	1.00	0.98	0.85			0.96	0.85	
Flt Protected	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (prot)	1752	1711	1403			3274	1427	
Flt Permitted	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (perm)	1752	1711	1403			3274	1427	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	345	230	200	68	16	197	175	47
RTOR Reduction (vph)	0	0	106	0	0	0	120	0
Lane Group Flow (vph)	345	266	126	0	0	297	18	0
Confl. Peds. (#/hr)	5		5	5	5	11	5	5
Confl. Bikes (#/hr)							1	1
Turn Type	Split	NA	Perm		Prot	Prot	Prot	
Protected Phases	6	6			5	5	5	
Permitted Phases			6					
Actuated Green, G (s)	31.9	31.9	31.9			17.2	17.2	
Effective Green, g (s)	31.9	31.9	31.9			17.2	17.2	
Actuated g/C Ratio	0.24	0.24	0.24			0.13	0.13	
Clearance Time (s)	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0			2.5	2.5	
Lane Grp Cap (vph)	421	411	337			424	185	
v/s Ratio Prot	c0.20	0.16				c0.09	0.01	
v/s Ratio Perm			0.09					
v/c Ratio	0.82	0.65	0.38			0.70	0.10	
Uniform Delay, d1	47.6	45.3	42.0			55.2	50.9	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	11.2	2.6	0.3			4.8	0.2	
Delay (s)	58.8	47.9	42.3			60.0	51.0	
Level of Service	E	D	D			E	D	
Approach Delay (s)		50.8				57.2		
Approach LOS		D				E		

Intersection Summary

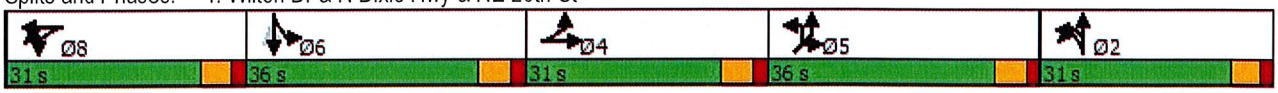
Timings
1: Wilton Dr & N Dixie Hwy & NE 26th St

Existing PM
02/28/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	220	224	260	349	175	284	251	294	293	174
Future Volume (vph)	220	224	260	349	175	284	251	294	293	174
Turn Type	NA	Split	NA	Free	NA	Split	NA	Perm	Prot	Prot
Protected Phases	4	8	8		2	6	6		5	5
Permitted Phases				Free				6		
Detector Phase	4	8	8		2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0		6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	30.0	31.0	31.0		31.0	23.0	23.0	23.0	29.0	29.0
Total Split (s)	31.0	31.0	31.0		31.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	18.8%	18.8%	18.8%		18.8%	21.8%	21.8%	21.8%	21.8%	21.8%
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	Lead	Lead	Lead			Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None		Min	Min	Min	Min	None	None
Act Effct Green (s)	18.4	25.8	25.8	144.0	18.1	30.3	30.3	30.3	21.1	21.1
Actuated g/C Ratio	0.13	0.18	0.18	1.00	0.13	0.21	0.21	0.21	0.15	0.15
v/c Ratio	0.77	0.86	0.94	0.24	0.72	0.80	0.95	0.79	0.76	0.52
Control Delay	74.1	84.7	97.0	0.4	70.3	72.7	93.0	45.4	70.9	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.1	84.7	97.0	0.4	70.3	72.7	93.0	45.4	70.9	20.0
LOS	E	F	F	A	E	E	F	D	E	B
Approach Delay	74.1		55.0		70.3		71.4		55.1	
Approach LOS	E		E		E		E		E	

Intersection Summary	
Cycle Length: 165	
Actuated Cycle Length: 144	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 63.7	Intersection LOS: E
Intersection Capacity Utilization 98.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Wilton Dr & N Dixie Hwy & NE 26th St



Queues
1: Wilton Dr & N Dixie Hwy & NE 26th St

Existing PM
02/28/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	331	255	294	364	312	296	334	294	374	169
v/c Ratio	0.77	0.86	0.94	0.24	0.72	0.80	0.95	0.79	0.76	0.52
Control Delay	74.1	84.7	97.0	0.4	70.3	72.7	93.0	45.4	70.9	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.1	84.7	97.0	0.4	70.3	72.7	93.0	45.4	70.9	20.0
Queue Length 50th (ft)	157	244	287	0	145	262	323	149	173	27
Queue Length 95th (ft)	241	#481	#568	0	222	#520	#664	#373	259	116
Internal Link Dist (ft)	185		581		81		323		354	
Turn Bay Length (ft)						200				
Base Capacity (vph)	594	297	312	1541	604	368	352	372	703	410
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	0.56	0.86	0.94	0.24	0.52	0.80	0.95	0.79	0.53	0.41

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

Existing PM
02/28/2023

Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	60	220	37	43	224	260	349	16	80	175	29	284
Future Volume (vph)	60	220	37	43	224	260	349	16	80	175	29	284
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	4.0			6.0		6.0
Lane Util. Factor		0.95			0.95	0.95	1.00			0.95		1.00
Frpb, ped/bikes		0.99			1.00	1.00	0.98			1.00		1.00
Flpb, ped/bikes		1.00			1.00	1.00	1.00			1.00		1.00
Frt		0.98			1.00	1.00	0.85			0.99		1.00
Flt Protected		0.99			0.95	1.00	1.00			0.98		0.95
Satd. Flow (prot)		3391			1665	1746	1541			3394		1752
Flt Permitted		0.99			0.95	1.00	1.00			0.98		0.95
Satd. Flow (perm)		3391			1665	1746	1541			3394		1752
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)	62	229	39	45	233	271	364	17	83	182	30	296
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	5	0	0
Lane Group Flow (vph)	0	331	0	0	255	294	364	0	0	307	0	296
Confl. Peds. (#/hr)	17		10	10	10		17	15	15			
Confl. Bikes (#/hr)							2				3	
Turn Type	Split	NA		Split	Split	NA	Free	Split	Split	NA		Split
Protected Phases	4	4		8	8	8		2	2	2		6
Permitted Phases							Free					
Actuated Green, G (s)		18.4			25.8	25.8	143.7			18.1		30.3
Effective Green, g (s)		18.4			25.8	25.8	143.7			18.1		30.3
Actuated g/C Ratio		0.13			0.18	0.18	1.00			0.13		0.21
Clearance Time (s)		6.0			6.0	6.0				6.0		6.0
Vehicle Extension (s)		2.0			2.0	2.0				2.5		2.0
Lane Grp Cap (vph)		434			298	313	1541			427		369
v/s Ratio Prot		c0.10			0.15	c0.17				c0.09		0.17
v/s Ratio Perm							0.24					
v/c Ratio		0.76			0.86	0.94	0.24			0.72		0.80
Uniform Delay, d1		60.5			57.1	58.2	0.0			60.4		53.9
Progression Factor		1.00			1.00	1.00	1.00			1.00		1.00
Incremental Delay, d2		7.0			20.0	34.4	0.4			5.3		11.2
Delay (s)		67.5			77.1	92.6	0.4			65.7		65.1
Level of Service		E			E	F	A			E		E
Approach Delay (s)		67.5				51.5				65.7		
Approach LOS		E				D				E		

Intersection Summary			
HCM 2000 Control Delay	62.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	143.7	Sum of lost time (s)	30.0
Intersection Capacity Utilization	98.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

Existing PM
02/28/2023

Movement	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations							
Traffic Volume (vph)	251	294	59	14	293	174	40
Future Volume (vph)	251	294	59	14	293	174	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	
Lane Util. Factor	0.95	0.95			0.97	0.91	
Frpb, ped/bikes	0.99	0.86			1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	
Frt	0.97	0.85			0.98	0.85	
Flt Protected	1.00	1.00			0.96	1.00	
Satd. Flow (prot)	1677	1275			3344	1427	
Flt Permitted	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1677	1275			3344	1427	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	261	306	61	15	305	181	42
RTOR Reduction (vph)	0	110	0	0	0	119	0
Lane Group Flow (vph)	334	184	0	0	374	50	0
Confl. Peds. (#/hr)		15	15	15	17		10
Confl. Bikes (#/hr)						3	
Turn Type	NA	Perm		Prot	Prot	Prot	
Protected Phases	6			5	5	5	
Permitted Phases		6					
Actuated Green, G (s)	30.3	30.3			21.1	21.1	
Effective Green, g (s)	30.3	30.3			21.1	21.1	
Actuated g/C Ratio	0.21	0.21			0.15	0.15	
Clearance Time (s)	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	2.0	2.0			2.5	2.5	
Lane Grp Cap (vph)	353	268			491	209	
v/s Ratio Prot	c0.20				c0.11	0.04	
v/s Ratio Perm		0.14					
v/c Ratio	0.95	0.69			0.76	0.24	
Uniform Delay, d1	55.9	52.3			58.9	54.2	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	33.5	5.7			6.6	0.4	
Delay (s)	89.4	58.1			65.5	54.7	
Level of Service	F	E			E	D	
Approach Delay (s)	71.7				62.1		
Approach LOS	E				E		

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	695	16	10	861	19	5
Future Vol, veh/h	695	16	10	861	19	5
Conflicting Peds, #/hr	0	5	5	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	25	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	732	17	11	906	20	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	754	0	1222	380
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	476	-
Critical Hdwy	-	-	4.16	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.23	-	3.53	3.33
Pot Cap-1 Maneuver	-	-	845	-	171	615
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	841	-	168	612
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	580	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	25.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	168	612	-	-	841	-
HCM Lane V/C Ratio	0.119	0.009	-	-	0.013	-
HCM Control Delay (s)	29.3	10.9	-	-	9.3	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-

Timings
3: NE 15th Ave & NE 26th St

Existing PM
02/28/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	65	458	156	538	60	137	195	118	69	252	80
Future Volume (vph)	65	458	156	538	60	137	195	118	69	252	80
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	12.0	4.0	12.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	9.5	32.5	13.5	32.5	32.5	9.5	32.5	32.5	9.5	32.5	32.5
Total Split (s)	17.5	40.5	17.5	40.5	40.5	17.5	40.5	40.5	17.5	40.5	40.5
Total Split (%)	15.1%	34.9%	15.1%	34.9%	34.9%	15.1%	34.9%	34.9%	15.1%	34.9%	34.9%
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	25.0	19.9	33.3	26.1	26.1	27.5	20.7	20.7	20.1	14.9	14.9
Actuated g/C Ratio	0.33	0.27	0.44	0.35	0.35	0.37	0.28	0.28	0.27	0.20	0.20
v/c Ratio	0.24	0.68	0.53	0.46	0.11	0.43	0.39	0.25	0.21	0.75	0.22
Control Delay	16.0	28.9	20.1	22.6	0.4	20.7	27.2	6.5	18.2	43.2	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	28.9	20.1	22.6	0.4	20.7	27.2	6.5	18.2	43.2	3.4
LOS	B	C	C	C	A	C	C	A	B	D	A
Approach Delay		27.6		20.3			19.8			31.0	
Approach LOS		C		C			B			C	

Intersection Summary		
Cycle Length: 116		
Actuated Cycle Length: 75		
Natural Cycle: 90		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.75		
Intersection Signal Delay: 24.2	Intersection LOS: C	
Intersection Capacity Utilization 65.5%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 3: NE 15th Ave & NE 26th St

Queues
3: NE 15th Ave & NE 26th St

Existing PM
02/28/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	71	620	170	585	65	149	212	128	75	274	87
v/c Ratio	0.24	0.68	0.53	0.46	0.11	0.43	0.39	0.25	0.21	0.75	0.22
Control Delay	16.0	28.9	20.1	22.6	0.4	20.7	27.2	6.5	18.2	43.2	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	28.9	20.1	22.6	0.4	20.7	27.2	6.5	18.2	43.2	3.4
Queue Length 50th (ft)	17	125	44	110	0	44	80	0	21	117	0
Queue Length 95th (ft)	52	237	110	212	1	102	173	42	57	242	16
Internal Link Dist (ft)		994		230			155			208	
Turn Bay Length (ft)	325		1000			210		195			
Base Capacity (vph)	450	1691	392	1793	799	423	974	803	517	913	802
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	0.16	0.37	0.43	0.33	0.08	0.35	0.22	0.16	0.15	0.30	0.11

Intersection Summary

HCM 6th Signalized Intersection Summary
3: NE 15th Ave & NE 26th St

Existing PM
02/28/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	458	112	156	538	60	137	195	118	69	252	80
Future Volume (veh/h)	65	458	112	156	538	60	137	195	118	69	252	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1856	1856	1856	1930	1856	1856	1930	1856	1856	1856	1856
Adj Flow Rate, veh/h	71	498	0	170	585	0	149	212	128	75	274	87
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	324	811		397	1035		337	441	352	353	344	286
Arrive On Green	0.05	0.23	0.00	0.10	0.28	0.00	0.09	0.23	0.23	0.05	0.19	0.19
Sat Flow, veh/h	1696	3618	0	1767	3667	1572	1767	1930	1540	1767	1856	1545
Grp Volume(v), veh/h	71	498	0	170	585	0	149	212	128	75	274	87
Grp Sat Flow(s),veh/h/ln	1696	1763	0	1767	1833	1572	1767	1930	1540	1767	1856	1545
Q Serve(g_s), s	1.8	7.1	0.0	4.0	7.6	0.0	3.7	5.3	3.9	1.9	7.9	2.7
Cycle Q Clear(g_c), s	1.8	7.1	0.0	4.0	7.6	0.0	3.7	5.3	3.9	1.9	7.9	2.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	811		397	1035		337	441	352	353	344	286
V/C Ratio(X)	0.22	0.61		0.43	0.57		0.44	0.48	0.36	0.21	0.80	0.30
Avail Cap(c_a), veh/h	606	2200		599	2288		551	1204	961	644	1158	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	19.4	0.0	14.5	17.2	0.0	16.6	18.7	18.2	17.2	21.8	19.7
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.3	0.5	0.0	0.3	0.3	0.2	0.1	1.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.7	0.0	1.4	2.9	0.0	1.4	2.2	1.3	0.7	3.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	20.1	0.0	14.8	17.7	0.0	17.0	19.0	18.4	17.4	23.4	19.9
LnGrp LOS	B	C		B	B		B	B	B	B	C	B
Approach Vol, veh/h		569			755			489			436	
Approach Delay, s/veh		19.6			17.0			18.3			21.7	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	21.3	8.3	18.3	11.1	18.4	10.7	15.9
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	12.0	35.0	12.0	35.0	12.0	35.0	12.0	35.0
Max Q Clear Time (g_c+I1), s	3.8	9.6	3.9	7.3	6.0	9.1	5.7	9.9
Green Ext Time (p_c), s	0.0	4.0	0.0	0.2	0.0	3.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	60	0	36	0	251	41	35	330	1
Future Vol, veh/h	0	0	0	60	0	36	0	251	41	35	330	1
Conflicting Peds, #/hr	5	0	2	2	0	5	16	0	9	9	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	0	66	0	40	0	276	45	38	363	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	780	786	382	750	764	313	380	0	0	330	0	0
Stage 1	456	456	-	308	308	-	-	-	-	-	-	-
Stage 2	324	330	-	442	456	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	311	323	663	326	333	725	1173	-	-	1224	-	-
Stage 1	582	566	-	700	658	-	-	-	-	-	-	-
Stage 2	686	644	-	592	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	279	303	652	313	312	715	1155	-	-	1214	-	-
Mov Cap-2 Maneuver	279	303	-	313	312	-	-	-	-	-	-	-
Stage 1	573	536	-	694	652	-	-	-	-	-	-	-
Stage 2	645	638	-	568	536	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	17.3	0	0.8
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1155	-	-	-	397	1214	-	-
HCM Lane V/C Ratio	-	-	-	-	0.266	0.032	-	-
HCM Control Delay (s)	0	-	-	0	17.3	8.1	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	1	0	77	15	0
Future Vol, veh/h	80	1	0	77	15	0
Conflicting Peds, #/hr	0	8	8	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	92	1	0	89	17	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	190	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	-	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	0	-	797	952
Stage 1	-	-	0	-	921	-
Stage 2	-	-	0	-	932	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	791	945
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	791	-	-	-
HCM Lane V/C Ratio	0.022	-	-	-
HCM Control Delay (s)	9.7	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	11	18	14	6	10	10	423	10	16	453	60
Future Vol, veh/h	45	11	18	14	6	10	10	423	10	16	453	60
Conflicting Peds, #/hr	1	0	0	0	0	1	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	49	12	20	15	7	11	11	460	11	17	492	65

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1063	1058	531	1063	1085	467	563	0	0	471	0	0
Stage 1	565	565	-	488	488	-	-	-	-	-	-	-
Stage 2	498	493	-	575	597	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	200	224	546	200	216	594	1003	-	-	1086	-	-
Stage 1	508	506	-	559	548	-	-	-	-	-	-	-
Stage 2	552	545	-	502	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	185	214	543	179	207	593	997	-	-	1086	-	-
Mov Cap-2 Maneuver	185	214	-	179	207	-	-	-	-	-	-	-
Stage 1	497	491	-	551	540	-	-	-	-	-	-	-
Stage 2	527	537	-	461	476	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.5	22.2	0.2	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	997	-	-	226	242	1086	-	-
HCM Lane V/C Ratio	0.011	-	-	0.356	0.135	0.016	-	-
HCM Control Delay (s)	8.7	0	-	29.5	22.2	8.4	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.5	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	444	471	10
Future Vol, veh/h	1	2	0	444	471	10
Conflicting Peds, #/hr	0	2	9	0	0	9
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	2	0	458	486	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	958	-	505	0	-	0
Stage 1	500	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Critical Hdwy	6.43	-	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.227	-	-	-
Pot Cap-1 Maneuver	284	0	1055	-	-	-
Stage 1	607	0	-	-	-	-
Stage 2	635	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	279	-	1046	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1046	-	279	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	18	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	3	1	7	10	3
Future Vol, veh/h	5	3	1	7	10	3
Conflicting Peds, #/hr	0	0	0	0	1	5
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	69	69	69	69	69	69
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	4	1	10	14	4

Major/Minor	Minor2		Major2	
Conflicting Flow All	6	6	-	0
Stage 1	6	6	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.43	6.53	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.527	4.027	-	-
Pot Cap-1 Maneuver	1013	887	-	-
Stage 1	1014	889	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1013	0	-	-
Mov Cap-2 Maneuver	1013	0	-	-
Stage 1	1014	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Control Delay, s	8.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	1013	-	-
HCM Lane V/C Ratio	0.011	-	-
HCM Control Delay (s)	8.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

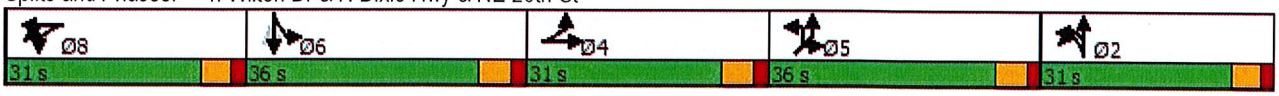
Timings
1: Wilton Dr & N Dixie Hwy & NE 26th St

No Build PM
02/28/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	227	230	268	359	180	293	259	303	301	179
Future Volume (vph)	227	230	268	359	180	293	259	303	301	179
Turn Type	NA	Split	NA	Free	NA	Split	NA	Perm	Prot	Prot
Protected Phases	4	8	8		2	6	6		5	5
Permitted Phases				Free				6		
Detector Phase	4	8	8		2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0		6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	30.0	31.0	31.0		31.0	23.0	23.0	23.0	29.0	29.0
Total Split (s)	31.0	31.0	31.0		31.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	18.8%	18.8%	18.8%		18.8%	21.8%	21.8%	21.8%	21.8%	21.8%
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	Lead	Lead	Lead			Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	Min	Min	Min	None	None
Act Effct Green (s)	18.8	25.8	25.8	145.4	18.5	30.3	30.3	30.3	21.7	21.7
Actuated g/C Ratio	0.13	0.18	0.18	1.00	0.13	0.21	0.21	0.21	0.15	0.15
v/c Ratio	0.78	0.89	0.98	0.24	0.73	0.84	0.99	0.82	0.77	0.53
Control Delay	75.2	90.4	106.2	0.4	71.3	76.6	103.7	49.3	71.5	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.2	90.4	106.2	0.4	71.3	76.6	103.7	49.3	71.5	20.9
LOS	E	F	F	A	E	E	F	D	E	C
Approach Delay	75.2		59.7		71.3		77.8		55.8	
Approach LOS	E		E		E		E		E	

Intersection Summary	
Cycle Length: 165	
Actuated Cycle Length: 145.4	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 67.4	Intersection LOS: E
Intersection Capacity Utilization 99.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Wilton Dr & N Dixie Hwy & NE 26th St



Queues
1: Wilton Dr & N Dixie Hwy & NE 26th St

No Build PM
02/28/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	341	263	303	374	320	305	346	304	385	174
v/c Ratio	0.78	0.89	0.98	0.24	0.73	0.84	0.99	0.82	0.77	0.53
Control Delay	75.2	90.4	106.2	0.4	71.3	76.6	103.7	49.3	71.5	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.2	90.4	106.2	0.4	71.3	76.6	103.7	49.3	71.5	20.9
Queue Length 50th (ft)	164	257	302	0	151	276	343	164	181	31
Queue Length 95th (ft)	250	#504	#596	0	230	#546	#697	#401	267	125
Internal Link Dist (ft)	185		581		81		323		354	
Turn Bay Length (ft)						200				
Base Capacity (vph)	588	295	309	1541	598	365	348	370	696	407
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	0.58	0.89	0.98	0.24	0.54	0.84	0.99	0.82	0.55	0.43

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

No Build PM
02/28/2023

Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	62	227	38	45	230	268	359	16	82	180	29	293
Future Volume (vph)	62	227	38	45	230	268	359	16	82	180	29	293
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	4.0			6.0		6.0
Lane Util. Factor		0.95			0.95	0.95	1.00			0.95		1.00
Frpb, ped/bikes		0.99			1.00	1.00	0.98			1.00		1.00
Flpb, ped/bikes		1.00			1.00	1.00	1.00			1.00		1.00
Frt		0.98			1.00	1.00	0.85			0.99		1.00
Flt Protected		0.99			0.95	1.00	1.00			0.98		0.95
Satd. Flow (prot)		3391			1665	1746	1541			3396		1752
Flt Permitted		0.99			0.95	1.00	1.00			0.98		0.95
Satd. Flow (perm)		3391			1665	1746	1541			3396		1752
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)	65	236	40	47	240	279	374	17	85	188	30	305
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	5	0	0
Lane Group Flow (vph)	0	341	0	0	263	303	374	0	0	315	0	305
Confl. Peds. (#/hr)	17		10	10	10		17	15	15			
Confl. Bikes (#/hr)							2				3	
Turn Type	Split	NA		Split	Split	NA	Free	Split	Split	NA		Split
Protected Phases	4	4		8	8	8		2	2	2		6
Permitted Phases							Free					
Actuated Green, G (s)		18.8			25.8	25.8	145.1			18.5		30.3
Effective Green, g (s)		18.8			25.8	25.8	145.1			18.5		30.3
Actuated g/C Ratio		0.13			0.18	0.18	1.00			0.13		0.21
Clearance Time (s)		6.0			6.0	6.0				6.0		6.0
Vehicle Extension (s)		2.0			2.0	2.0				2.5		2.0
Lane Grp Cap (vph)		439			296	310	1541			432		365
v/s Ratio Prot		c0.10			0.16	c0.17				c0.09		0.17
v/s Ratio Perm							0.24					
v/c Ratio		0.78			0.89	0.98	0.24			0.73		0.84
Uniform Delay, d1		61.1			58.2	59.4	0.0			60.9		55.0
Progression Factor		1.00			1.00	1.00	1.00			1.00		1.00
Incremental Delay, d2		7.7			25.3	44.3	0.4			5.7		14.5
Delay (s)		68.8			83.5	103.7	0.4			66.6		69.6
Level of Service		E			F	F	A			E		E
Approach Delay (s)		68.8				56.9				66.6		
Approach LOS		E				E				E		

Intersection Summary			
HCM 2000 Control Delay	67.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	145.1	Sum of lost time (s)	30.0
Intersection Capacity Utilization	99.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

No Build PM
02/28/2023

Movement	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations							
Traffic Volume (vph)	259	303	61	14	301	179	42
Future Volume (vph)	259	303	61	14	301	179	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	
Lane Util. Factor	0.95	0.95			0.97	0.91	
Frpb, ped/bikes	0.99	0.85			1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	
Frt	0.97	0.85			0.98	0.85	
Flt Protected	1.00	1.00			0.96	1.00	
Satd. Flow (prot)	1676	1273			3344	1427	
Flt Permitted	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1676	1273			3344	1427	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	270	316	64	15	314	186	44
RTOR Reduction (vph)	0	110	0	0	0	118	0
Lane Group Flow (vph)	346	194	0	0	385	56	0
Confl. Peds. (#/hr)		15	15	15	17		10
Confl. Bikes (#/hr)						3	3
Turn Type	NA	Perm		Prot	Prot	Prot	
Protected Phases	6			5	5	5	
Permitted Phases		6					
Actuated Green, G (s)	30.3	30.3			21.7	21.7	
Effective Green, g (s)	30.3	30.3			21.7	21.7	
Actuated g/C Ratio	0.21	0.21			0.15	0.15	
Clearance Time (s)	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	2.0	2.0			2.5	2.5	
Lane Grp Cap (vph)	349	265			500	213	
v/s Ratio Prot	c0.21				c0.12	0.04	
v/s Ratio Perm		0.15					
v/c Ratio	0.99	0.73			0.77	0.26	
Uniform Delay, d1	57.3	53.6			59.3	54.6	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	45.6	8.7			6.9	0.5	
Delay (s)	102.9	62.3			66.2	55.1	
Level of Service	F	E			E	E	
Approach Delay (s)	79.3				62.8		
Approach LOS	E				E		

Intersection Summary

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	716	66	60	887	56	41
Future Vol, veh/h	716	66	60	887	56	41
Conflicting Peds, #/hr	0	5	5	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	25	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	754	69	63	934	59	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	828	0	1388	417
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	594	-
Critical Hdwy	-	-	4.16	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.23	-	3.53	3.33
Pot Cap-1 Maneuver	-	-	793	-	133	582
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	512	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	789	-	122	579
Mov Cap-2 Maneuver	-	-	-	-	122	-
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	471	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	39.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	122	579	-	-	789	-
HCM Lane V/C Ratio	0.483	0.075	-	-	0.08	-
HCM Control Delay (s)	59.4	11.7	-	-	10	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	2.2	0.2	-	-	0.3	-

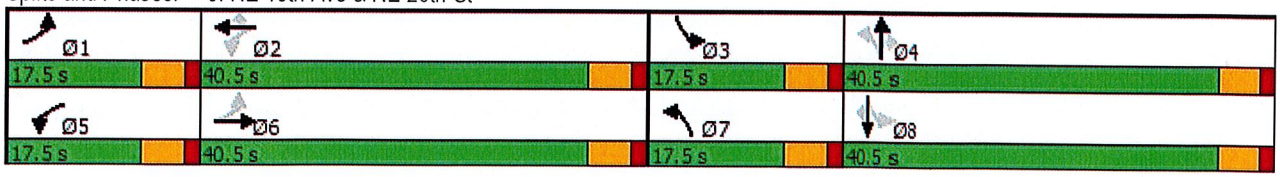
Timings
3: NE 15th Ave & NE 26th St

No Build PM
02/28/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	67	472	161	555	62	141	201	121	71	260	82
Future Volume (vph)	67	472	161	555	62	141	201	121	71	260	82
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	12.0	4.0	12.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	9.5	32.5	9.5	32.5	32.5	9.5	32.5	32.5	9.5	32.5	32.5
Total Split (s)	17.5	40.5	17.5	40.5	40.5	17.5	40.5	40.5	17.5	40.5	40.5
Total Split (%)	15.1%	34.9%	15.1%	34.9%	34.9%	15.1%	34.9%	34.9%	15.1%	34.9%	34.9%
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	25.7	20.5	34.2	26.9	26.9	28.3	21.3	21.3	20.7	15.4	15.4
Actuated g/C Ratio	0.34	0.27	0.45	0.35	0.35	0.37	0.28	0.28	0.27	0.20	0.20
v/c Ratio	0.25	0.69	0.55	0.47	0.11	0.45	0.40	0.26	0.22	0.76	0.22
Control Delay	16.3	29.6	20.8	22.9	0.5	21.5	27.7	6.5	18.6	44.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	29.6	20.8	22.9	0.5	21.5	27.7	6.5	18.6	44.6	3.5
LOS	B	C	C	C	A	C	C	A	B	D	A
Approach Delay		28.2		20.7			20.3			32.0	
Approach LOS		C		C			C			C	

Intersection Summary		
Cycle Length: 116		
Actuated Cycle Length: 76.5		
Natural Cycle: 85		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.76		
Intersection Signal Delay: 24.7	Intersection LOS: C	
Intersection Capacity Utilization 66.9%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 3: NE 15th Ave & NE 26th St



Queues
3: NE 15th Ave & NE 26th St

No Build PM
02/28/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	73	639	175	603	67	153	218	132	77	283	89
v/c Ratio	0.25	0.69	0.55	0.47	0.11	0.45	0.40	0.26	0.22	0.76	0.22
Control Delay	16.3	29.6	20.8	22.9	0.5	21.5	27.7	6.5	18.6	44.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	29.6	20.8	22.9	0.5	21.5	27.7	6.5	18.6	44.6	3.5
Queue Length 50th (ft)	18	133	46	116	0	46	85	0	22	125	0
Queue Length 95th (ft)	53	245	113	219	2	106	180	43	59	252	18
Internal Link Dist (ft)		994		230			155			208	
Turn Bay Length (ft)	325		1000			210		195			
Base Capacity (vph)	440	1656	384	1756	784	413	954	791	514	894	788
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	0.17	0.39	0.46	0.34	0.09	0.37	0.23	0.17	0.15	0.32	0.11

Intersection Summary

HCM 6th Signalized Intersection Summary
3: NE 15th Ave & NE 26th St

No Build PM
02/28/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	472	116	161	555	62	141	201	121	71	260	82
Future Volume (veh/h)	67	472	116	161	555	62	141	201	121	71	260	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1856	1856	1856	1930	1856	1856	1930	1856	1856	1856	1856
Adj Flow Rate, veh/h	73	513	0	175	603	0	153	218	132	77	283	89
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	320	822		395	1052		335	452	361	352	351	293
Arrive On Green	0.05	0.23	0.00	0.10	0.29	0.00	0.09	0.23	0.23	0.05	0.19	0.19
Sat Flow, veh/h	1696	3618	0	1767	3667	1572	1767	1930	1541	1767	1856	1545
Grp Volume(v), veh/h	73	513	0	175	603	0	153	218	132	77	283	89
Grp Sat Flow(s),veh/h/ln	1696	1763	0	1767	1833	1572	1767	1930	1541	1767	1856	1545
Q Serve(g_s), s	1.9	7.5	0.0	4.2	8.1	0.0	3.9	5.6	4.1	2.0	8.4	2.9
Cycle Q Clear(g_c), s	1.9	7.5	0.0	4.2	8.1	0.0	3.9	5.6	4.1	2.0	8.4	2.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	822		395	1052		335	452	361	352	351	293
V/C Ratio(X)	0.23	0.62		0.44	0.57		0.46	0.48	0.37	0.22	0.81	0.30
Avail Cap(c_a), veh/h	592	2142		583	2227		537	1172	936	633	1127	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	19.8	0.0	14.8	17.5	0.0	16.9	19.0	18.5	17.5	22.3	20.1
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.3	0.5	0.0	0.4	0.3	0.2	0.1	1.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.8	0.0	1.5	3.1	0.0	1.5	2.3	1.4	0.8	3.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	20.6	0.0	15.1	18.0	0.0	17.3	19.3	18.7	17.7	24.0	20.3
LnGrp LOS	B	C		B	B		B	B	B	B	C	C
Approach Vol, veh/h		586			778			503			449	
Approach Delay, s/veh		20.0			17.4			18.6			22.2	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	22.0	8.3	19.0	11.4	18.9	10.9	16.4
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	12.0	35.0	12.0	35.0	12.0	35.0	12.0	35.0
Max Q Clear Time (g_c+I1), s	3.9	10.1	4.0	7.6	6.2	9.5	5.9	10.4
Green Ext Time (p_c), s	0.0	4.1	0.0	0.2	0.0	3.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	62	0	37	0	259	43	36	340	1
Future Vol, veh/h	0	0	0	62	0	37	0	259	43	36	340	1
Conflicting Peds, #/hr	5	0	2	2	0	5	16	0	9	9	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	0	68	0	41	0	285	47	40	374	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	805	812	393	775	789	323	391	0	0	341	0	0
Stage 1	471	471	-	318	318	-	-	-	-	-	-	-
Stage 2	334	341	-	457	471	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	300	312	654	314	322	716	1162	-	-	1213	-	-
Stage 1	571	558	-	691	652	-	-	-	-	-	-	-
Stage 2	678	637	-	581	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	268	292	643	301	301	706	1144	-	-	1203	-	-
Mov Cap-2 Maneuver	268	292	-	301	301	-	-	-	-	-	-	-
Stage 1	562	527	-	685	646	-	-	-	-	-	-	-
Stage 2	636	631	-	556	527	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	18.1	0	0.8
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1144	-	-	-	383	1203	-	-
HCM Lane V/C Ratio	-	-	-	-	0.284	0.033	-	-
HCM Control Delay (s)	0	-	-	0	18.1	8.1	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	82	1	0	80	15	0
Future Vol, veh/h	82	1	0	80	15	0
Conflicting Peds, #/hr	0	8	8	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	94	1	0	92	17	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	195	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	-	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	0	-	792	949
Stage 1	-	-	0	-	919	-
Stage 2	-	-	0	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	786	942
Mov Cap-2 Maneuver	-	-	-	-	786	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	929	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	786	-	-	-
HCM Lane V/C Ratio	0.022	-	-	-
HCM Control Delay (s)	9.7	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	46	11	19	14	7	10	10	436	10	16	466	62
Future Vol, veh/h	46	11	19	14	7	10	10	436	10	16	466	62
Conflicting Peds, #/hr	1	0	0	0	0	1	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	91	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	50	12	21	15	8	11	11	474	11	17	507	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1093	1088	547	1093	1116	481	580	0	0	485	0	0
Stage 1	581	581	-	502	502	-	-	-	-	-	-	-
Stage 2	512	507	-	591	614	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	191	215	535	191	207	583	989	-	-	1073	-	-
Stage 1	498	498	-	550	540	-	-	-	-	-	-	-
Stage 2	543	538	-	492	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	175	206	532	170	198	582	983	-	-	1073	-	-
Mov Cap-2 Maneuver	175	206	-	170	198	-	-	-	-	-	-	-
Stage 1	488	483	-	542	532	-	-	-	-	-	-	-
Stage 2	517	530	-	450	467	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.6	23.3	0.2	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	983	-	-	216	230	1073	-	-
HCM Lane V/C Ratio	0.011	-	-	0.382	0.147	0.016	-	-
HCM Control Delay (s)	8.7	0	-	31.6	23.3	8.4	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.5	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	458	485	10
Future Vol, veh/h	1	2	0	458	485	10
Conflicting Peds, #/hr	0	2	9	0	0	9
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	2	0	472	500	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	986	-	519	0	-	0
Stage 1	514	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	6.43	-	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.227	-	-	-
Pot Cap-1 Maneuver	274	0	1042	-	-	-
Stage 1	598	0	-	-	-	-
Stage 2	626	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	269	-	1033	-	-	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1033	-	269	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	18.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	1	8	10	3
Future Vol, veh/h	6	3	1	8	10	3
Conflicting Peds, #/hr	0	0	0	0	1	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	3	1	9	11	3

Major/Minor	Minor2		Major2	
Conflicting Flow All	6	6	-	0
Stage 1	6	6	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.43	6.53	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.527	4.027	-	-
Pot Cap-1 Maneuver	1013	887	-	-
Stage 1	1014	889	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1013	0	-	-
Mov Cap-2 Maneuver	1013	0	-	-
Stage 1	1014	0	-	-
Stage 2	-	0	-	-

Approach	EB	WB
HCM Control Delay, s	8.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBT	WBR
Capacity (veh/h)	1013	-	-
HCM Lane V/C Ratio	0.01	-	-
HCM Control Delay (s)	8.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

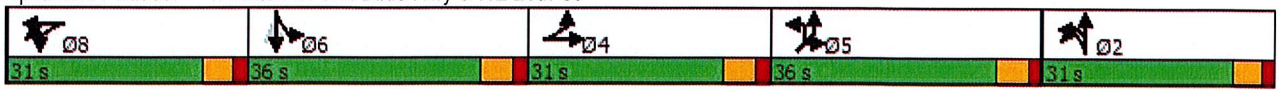
Timings
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build PM
03/02/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	228	231	268	365	181	303	260	303	301	180
Future Volume (vph)	228	231	268	365	181	303	260	303	301	180
Turn Type	NA	Split	NA	Free	NA	Split	NA	Perm	Prot	Prot
Protected Phases	4	8	8		2	6	6		5	5
Permitted Phases				Free				6		
Detector Phase	4	8	8		2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0		6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	30.0	31.0	31.0		31.0	23.0	23.0	23.0	29.0	29.0
Total Split (s)	31.0	31.0	31.0		31.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	18.8%	18.8%	18.8%		18.8%	21.8%	21.8%	21.8%	21.8%	21.8%
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	Lead	Lead	Lead			Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	Min	Min	Min	None	None
Act Effct Green (s)	18.9	25.8	25.8	145.5	18.6	30.3	30.3	30.3	21.7	21.7
Actuated g/C Ratio	0.13	0.18	0.18	1.00	0.13	0.21	0.21	0.21	0.15	0.15
v/c Ratio	0.78	0.90	0.98	0.25	0.73	0.87	1.00	0.82	0.77	0.53
Control Delay	75.2	91.2	106.6	0.4	71.4	80.2	104.8	49.5	71.5	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.2	91.2	106.6	0.4	71.4	80.2	104.8	49.5	71.5	21.4
LOS	E	F	F	A	E	F	F	D	E	C
Approach Delay	75.2		59.7		71.4		79.4		55.8	
Approach LOS	E		E		E		E		E	

Intersection Summary		
Cycle Length: 165		
Actuated Cycle Length: 145.5		
Natural Cycle: 145		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 1.00		
Intersection Signal Delay: 67.9	Intersection LOS: E	
Intersection Capacity Utilization 99.9%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 1: Wilton Dr & N Dixie Hwy & NE 26th St



Queues
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build PM
03/02/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	343	264	303	380	321	316	347	304	385	176
v/c Ratio	0.78	0.90	0.98	0.25	0.73	0.87	1.00	0.82	0.77	0.53
Control Delay	75.2	91.2	106.6	0.4	71.4	80.2	104.8	49.5	71.5	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.2	91.2	106.6	0.4	71.4	80.2	104.8	49.5	71.5	21.4
Queue Length 50th (ft)	165	258	~303	0	152	290	346	164	181	34
Queue Length 95th (ft)	252	#506	#596	0	230	#574	#700	#401	267	127
Internal Link Dist (ft)	185		581		81		323		354	
Turn Bay Length (ft)						200				
Base Capacity (vph)	588	294	308	1541	597	364	348	369	696	407
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	0.58	0.90	0.98	0.25	0.54	0.87	1.00	0.82	0.55	0.43

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build PM
03/02/2023

Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	62	228	38	45	231	268	365	16	82	181	29	303
Future Volume (vph)	62	228	38	45	231	268	365	16	82	181	29	303
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	4.0			6.0		6.0
Lane Util. Factor		0.95			0.95	0.95	1.00			0.95		1.00
Frpb, ped/bikes		0.99			1.00	1.00	0.98			1.00		1.00
Flpb, ped/bikes		1.00			1.00	1.00	1.00			1.00		1.00
Frt		0.98			1.00	1.00	0.85			0.99		1.00
Flt Protected		0.99			0.95	1.00	1.00			0.98		0.95
Satd. Flow (prot)		3391			1665	1746	1541			3396		1752
Flt Permitted		0.99			0.95	1.00	1.00			0.98		0.95
Satd. Flow (perm)		3391			1665	1746	1541			3396		1752
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)	65	238	40	47	241	279	380	17	85	189	30	316
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	5	0	0
Lane Group Flow (vph)	0	343	0	0	264	303	380	0	0	316	0	316
Confl. Peds. (#/hr)	17		10	10	10		17	15	15			
Confl. Bikes (#/hr)							2				3	
Turn Type	Split	NA		Split	Split	NA	Free	Split	Split	NA		Split
Protected Phases	4	4		8	8	8		2	2	2		6
Permitted Phases							Free					
Actuated Green, G (s)		18.9			25.8	25.8	145.3			18.6		30.3
Effective Green, g (s)		18.9			25.8	25.8	145.3			18.6		30.3
Actuated g/C Ratio		0.13			0.18	0.18	1.00			0.13		0.21
Clearance Time (s)		6.0			6.0	6.0				6.0		6.0
Vehicle Extension (s)		2.0			2.0	2.0				2.5		2.0
Lane Grp Cap (vph)		441			295	310	1541			434		365
v/s Ratio Prot		c0.10			0.16	c0.17				c0.09		0.18
v/s Ratio Perm							0.25					
v/c Ratio		0.78			0.89	0.98	0.25			0.73		0.87
Uniform Delay, d1		61.2			58.4	59.5	0.0			60.9		55.5
Progression Factor		1.00			1.00	1.00	1.00			1.00		1.00
Incremental Delay, d2		7.7			26.7	44.3	0.4			5.6		18.3
Delay (s)		68.9			85.1	103.8	0.4			66.5		73.8
Level of Service		E			F	F	A			E		E
Approach Delay (s)		68.9				57.1				66.5		
Approach LOS		E				E				E		

Intersection Summary			
HCM 2000 Control Delay	67.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	145.3	Sum of lost time (s)	30.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build PM
03/02/2023

Movement	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations							
Traffic Volume (vph)	260	303	61	14	301	180	42
Future Volume (vph)	260	303	61	14	301	180	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	
Lane Util. Factor	0.95	0.95			0.97	0.91	
Frpb, ped/bikes	0.99	0.85			1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	
Frt	0.97	0.85			0.98	0.85	
Flt Protected	1.00	1.00			0.96	1.00	
Satd. Flow (prot)	1676	1273			3344	1427	
Flt Permitted	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1676	1273			3344	1427	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	271	316	64	15	314	188	44
RTOR Reduction (vph)	0	110	0	0	0	118	0
Lane Group Flow (vph)	347	194	0	0	385	58	0
Confl. Peds. (#/hr)		15	15	15	17		10
Confl. Bikes (#/hr)						3	3
Turn Type	NA	Perm		Prot	Prot	Prot	
Protected Phases	6			5	5	5	
Permitted Phases		6					
Actuated Green, G (s)	30.3	30.3			21.7	21.7	
Effective Green, g (s)	30.3	30.3			21.7	21.7	
Actuated g/C Ratio	0.21	0.21			0.15	0.15	
Clearance Time (s)	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	2.0	2.0			2.5	2.5	
Lane Grp Cap (vph)	349	265			499	213	
v/s Ratio Prot	c0.21				c0.12	0.04	
v/s Ratio Perm		0.15					
v/c Ratio	0.99	0.73			0.77	0.27	
Uniform Delay, d1	57.4	53.7			59.4	54.8	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	46.3	8.7			7.0	0.5	
Delay (s)	103.7	62.4			66.4	55.3	
Level of Service	F	E			E	E	
Approach Delay (s)	81.0				62.9		
Approach LOS	F				E		

Intersection Summary

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	716	78	63	887	63	44
Future Vol, veh/h	716	78	63	887	63	44
Conflicting Peds, #/hr	0	5	5	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	-	25	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	754	82	66	934	66	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	841	0	1400	423
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	600	-
Critical Hdwy	-	-	4.16	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.23	-	3.53	3.33
Pot Cap-1 Maneuver	-	-	784	-	130	577
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	508	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	780	-	118	574
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	45.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	118	574	-	-	780	-
HCM Lane V/C Ratio	0.562	0.081	-	-	0.085	-
HCM Control Delay (s)	69	11.8	-	-	10	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	2.7	0.3	-	-	0.3	-

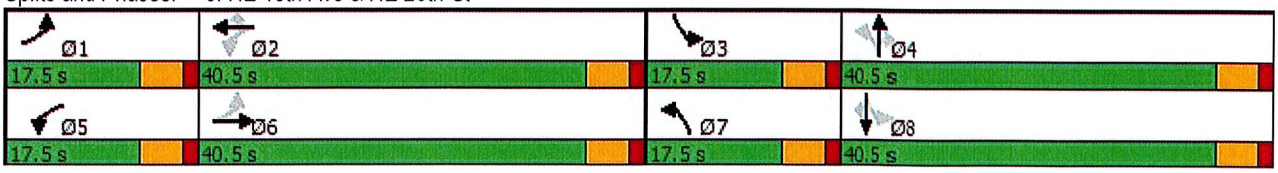
Timings
3: NE 15th Ave & NE 26th St

Build PM
03/02/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	67	474	161	558	62	141	201	121	71	260	82
Future Volume (vph)	67	474	161	558	62	141	201	121	71	260	82
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	12.0	4.0	12.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	9.5	32.5	13.5	32.5	32.5	17.5	32.5	32.5	9.5	32.5	32.5
Total Split (s)	17.5	40.5	17.5	40.5	40.5	17.5	40.5	40.5	17.5	40.5	40.5
Total Split (%)	15.1%	34.9%	15.1%	34.9%	34.9%	15.1%	34.9%	34.9%	15.1%	34.9%	34.9%
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	None	None	None	None	None
Act Effct Green (s)	25.7	20.5	34.3	26.9	26.9	28.3	21.3	21.3	20.7	15.4	15.4
Actuated g/C Ratio	0.34	0.27	0.45	0.35	0.35	0.37	0.28	0.28	0.27	0.20	0.20
v/c Ratio	0.25	0.69	0.55	0.48	0.11	0.45	0.40	0.26	0.22	0.76	0.22
Control Delay	16.3	29.6	20.9	22.9	0.5	21.5	27.7	6.5	18.5	44.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	29.6	20.9	22.9	0.5	21.5	27.7	6.5	18.5	44.6	3.5
LOS	B	C	C	C	A	C	C	A	B	D	A
Approach Delay		28.2		20.7			20.3			32.0	
Approach LOS		C		C			C			C	

Intersection Summary	
Cycle Length: 116	
Actuated Cycle Length: 76.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: NE 15th Ave & NE 26th St



Queues
3: NE 15th Ave & NE 26th St

Build PM
03/02/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	73	641	175	607	67	153	218	132	77	283	89
v/c Ratio	0.25	0.69	0.55	0.48	0.11	0.45	0.40	0.26	0.22	0.76	0.22
Control Delay	16.3	29.6	20.9	22.9	0.5	21.5	27.7	6.5	18.5	44.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	29.6	20.9	22.9	0.5	21.5	27.7	6.5	18.5	44.6	3.5
Queue Length 50th (ft)	18	134	46	117	0	46	85	0	22	125	0
Queue Length 95th (ft)	53	245	113	221	2	106	180	43	59	252	18
Internal Link Dist (ft)		994		230			155			208	
Turn Bay Length (ft)	325		1000			210		195			
Base Capacity (vph)	439	1657	383	1755	784	413	954	790	514	894	787
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	0.17	0.39	0.46	0.35	0.09	0.37	0.23	0.17	0.15	0.32	0.11

Intersection Summary

HCM 6th Signalized Intersection Summary
3: NE 15th Ave & NE 26th St

Build PM
03/02/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	474	116	161	558	62	141	201	121	71	260	82
Future Volume (veh/h)	67	474	116	161	558	62	141	201	121	71	260	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1856	1856	1856	1930	1856	1856	1930	1856	1856	1856	1856
Adj Flow Rate, veh/h	73	515	0	175	607	0	153	218	132	77	283	89
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	319	824		394	1054		334	452	361	351	351	292
Arrive On Green	0.05	0.23	0.00	0.10	0.29	0.00	0.09	0.23	0.23	0.05	0.19	0.19
Sat Flow, veh/h	1696	3618	0	1767	3667	1572	1767	1930	1541	1767	1856	1545
Grp Volume(v), veh/h	73	515	0	175	607	0	153	218	132	77	283	89
Grp Sat Flow(s),veh/h/ln	1696	1763	0	1767	1833	1572	1767	1930	1541	1767	1856	1545
Q Serve(g_s), s	1.9	7.6	0.0	4.2	8.2	0.0	3.9	5.6	4.1	2.0	8.4	2.9
Cycle Q Clear(g_c), s	1.9	7.6	0.0	4.2	8.2	0.0	3.9	5.6	4.1	2.0	8.4	2.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	824		394	1054		334	452	361	351	351	292
V/C Ratio(X)	0.23	0.63		0.44	0.58		0.46	0.48	0.37	0.22	0.81	0.30
Avail Cap(c_a), veh/h	591	2139		582	2224		536	1171	935	632	1126	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	19.8	0.0	14.8	17.5	0.0	16.9	19.1	18.5	17.6	22.4	20.1
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.3	0.5	0.0	0.4	0.3	0.2	0.1	1.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.9	0.0	1.5	3.1	0.0	1.5	2.3	1.4	0.8	3.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	20.6	0.0	15.1	18.0	0.0	17.3	19.4	18.7	17.7	24.0	20.3
LnGrp LOS	B	C		B	B		B	B	B	B	C	C
Approach Vol, veh/h		588			782			503			449	
Approach Delay, s/veh		20.0			17.4			18.6			22.2	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	22.1	8.3	19.0	11.4	19.0	10.9	16.4
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	12.0	35.0	12.0	35.0	12.0	35.0	12.0	35.0
Max Q Clear Time (g_c+I1), s	3.9	10.2	4.0	7.6	6.2	9.6	5.9	10.4
Green Ext Time (p_c), s	0.0	4.2	0.0	0.2	0.0	3.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	65	0	38	0	259	48	37	340	1
Future Vol, veh/h	0	0	0	65	0	38	0	259	48	37	340	1
Conflicting Peds, #/hr	5	0	2	2	0	5	16	0	9	9	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	0	71	0	42	0	285	53	41	374	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	811	820	393	780	794	326	391	0	0	347	0	0
Stage 1	473	473	-	321	321	-	-	-	-	-	-	-
Stage 2	338	347	-	459	473	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	297	309	654	311	320	713	1162	-	-	1206	-	-
Stage 1	570	557	-	689	650	-	-	-	-	-	-	-
Stage 2	674	633	-	580	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	265	289	643	298	299	704	1144	-	-	1196	-	-
Mov Cap-2 Maneuver	265	289	-	298	299	-	-	-	-	-	-	-
Stage 1	561	525	-	683	644	-	-	-	-	-	-	-
Stage 2	631	627	-	554	525	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	18.5	0	0.8
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1144	-	-	-	379	1196	-	-
HCM Lane V/C Ratio	-	-	-	-	0.299	0.034	-	-
HCM Control Delay (s)	0	-	-	0	18.5	8.1	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	82	1	0	80	1	15	0	0	1	0	4
Future Vol, veh/h	7	82	1	0	80	1	15	0	0	1	0	4
Conflicting Peds, #/hr	1	0	8	8	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	87	87	87	87	92	87	92	87	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	8	94	1	0	92	1	17	0	0	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	94	0	0	103	0	0	214	213	103	205	213	94
Stage 1	-	-	-	-	-	-	119	119	-	94	94	-
Stage 2	-	-	-	-	-	-	95	94	-	111	119	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1494	-	-	1483	-	-	741	683	949	751	683	960
Stage 1	-	-	-	-	-	-	883	795	-	910	815	-
Stage 2	-	-	-	-	-	-	909	815	-	892	795	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1493	-	-	1472	-	-	728	673	942	746	673	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	728	673	-	746	673	-
Stage 1	-	-	-	-	-	-	871	784	-	904	814	-
Stage 2	-	-	-	-	-	-	905	814	-	887	784	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	10.1	9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	728	1493	-	-	1472	-	-	907
HCM Lane V/C Ratio	0.024	0.005	-	-	-	-	-	0.006
HCM Control Delay (s)	10.1	7.4	0	-	0	-	-	9
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	46	11	19	14	7	10	11	438	10	16	468	62
Future Vol, veh/h	46	11	19	14	7	10	11	438	10	16	468	62
Conflicting Peds, #/hr	1	0	0	0	0	1	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	91	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	50	12	21	15	8	11	12	476	11	17	509	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1099	1094	549	1099	1122	483	582	0	0	487	0	0
Stage 1	583	583	-	506	506	-	-	-	-	-	-	-
Stage 2	516	511	-	593	616	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	189	213	534	189	205	582	987	-	-	1071	-	-
Stage 1	496	497	-	547	538	-	-	-	-	-	-	-
Stage 2	540	535	-	490	480	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	173	203	531	168	196	581	981	-	-	1071	-	-
Mov Cap-2 Maneuver	173	203	-	168	196	-	-	-	-	-	-	-
Stage 1	485	482	-	538	529	-	-	-	-	-	-	-
Stage 2	513	526	-	448	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32	23.6	0.2	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	981	-	-	214	227	1071	-	-
HCM Lane V/C Ratio	0.012	-	-	0.386	0.149	0.016	-	-
HCM Control Delay (s)	8.7	0	-	32	23.6	8.4	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	461	487	10
Future Vol, veh/h	1	2	0	461	487	10
Conflicting Peds, #/hr	0	2	9	0	0	9
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	2	0	475	502	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	991	-	521	0	-	0
Stage 1	516	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Critical Hdwy	6.43	-	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.227	-	-	-
Pot Cap-1 Maneuver	272	0	1040	-	-	-
Stage 1	597	0	-	-	-	-
Stage 2	624	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	267	-	1031	-	-	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1031	-	267	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	18.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	5	4	0	4	7	8	0	0	10	5	18
Future Vol, veh/h	14	5	4	0	4	7	8	0	0	10	5	18
Conflicting Peds, #/hr	0	0	8	8	0	0	5	0	1	1	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	7	6	0	6	10	12	0	0	14	7	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	85	78	33	88	91	1	38	0	0	1	0	0
Stage 1	53	53	-	25	25	-	-	-	-	-	-	-
Stage 2	32	25	-	63	66	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	899	810	1038	895	797	1081	1566	-	-	1615	-	-
Stage 1	957	849	-	990	872	-	-	-	-	-	-	-
Stage 2	982	872	-	945	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	870	791	1025	865	779	1080	1559	-	-	1613	-	-
Mov Cap-2 Maneuver	870	791	-	865	779	-	-	-	-	-	-	-
Stage 1	945	837	-	981	864	-	-	-	-	-	-	-
Stage 2	959	864	-	916	826	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	8.9	7.3	2.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1559	-	-	874	947	1613	-	-
HCM Lane V/C Ratio	0.007	-	-	0.038	0.017	0.009	-	-
HCM Control Delay (s)	7.3	0	-	9.3	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

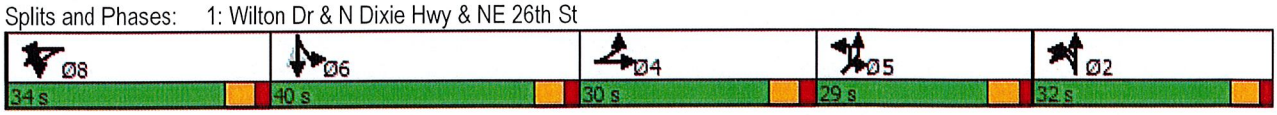
Timings
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build PM (Optimized)
03/02/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	228	231	268	365	181	303	260	303	301	180
Future Volume (vph)	228	231	268	365	181	303	260	303	301	180
Turn Type	NA	Split	NA	Free	NA	Split	NA	Perm	Prot	Prot
Protected Phases	4	8	8		2	6	6		5	5
Permitted Phases				Free				6		
Detector Phase	4	8	8		2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0		6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	30.0	34.0	34.0		32.0	23.0	23.0	23.0	29.0	29.0
Total Split (s)	30.0	34.0	34.0		32.0	40.0	40.0	40.0	29.0	29.0
Total Split (%)	18.2%	20.6%	20.6%		19.4%	24.2%	24.2%	24.2%	17.6%	17.6%
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	Lead	Lead			Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None		None	Min	Min	Min	None	None
Act Effct Green (s)	19.3	28.1	28.1	151.8	19.1	34.2	34.2	34.2	21.0	21.0
Actuated g/C Ratio	0.13	0.19	0.19	1.00	0.13	0.23	0.23	0.23	0.14	0.14
v/c Ratio	0.80	0.86	0.94	0.25	0.74	0.80	0.92	0.78	0.84	0.56
Control Delay	79.3	86.0	97.5	0.4	74.3	73.0	88.4	45.7	80.6	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.3	86.0	97.5	0.4	74.3	73.0	88.4	45.7	80.6	23.4
LOS	E	F	F	A	E	E	F	D	F	C
Approach Delay	79.3		55.3		74.3		69.9		62.7	
Approach LOS	E		E		E		E		E	

Intersection Summary	
Cycle Length: 165	
Actuated Cycle Length: 151.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 65.7	Intersection LOS: E
Intersection Capacity Utilization 99.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Wilton Dr & N Dixie Hwy & NE 26th St



Queues
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build PM (Optimized)
03/02/2023

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	343	264	303	380	321	316	347	304	385	176
v/c Ratio	0.80	0.86	0.94	0.25	0.74	0.80	0.92	0.78	0.84	0.56
Control Delay	79.3	86.0	97.5	0.4	74.3	73.0	88.4	45.7	80.6	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.3	86.0	97.5	0.4	74.3	73.0	88.4	45.7	80.6	23.4
Queue Length 50th (ft)	178	274	321	0	163	305	364	173	194	36
Queue Length 95th (ft)	247	#491	#576	0	225	#509	#632	#363	#287	131
Internal Link Dist (ft)	185		581		81		323		354	
Turn Bay Length (ft)						200				
Base Capacity (vph)	539	308	323	1541	589	394	376	388	508	335
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	0.64	0.86	0.94	0.25	0.54	0.80	0.92	0.78	0.76	0.53

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

Build PM (Optimized)
03/02/2023

Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	62	228	38	45	231	268	365	16	82	181	29	303
Future Volume (vph)	62	228	38	45	231	268	365	16	82	181	29	303
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	4.0			6.0		6.0
Lane Util. Factor		0.95			0.95	0.95	1.00			0.95		1.00
Frpb, ped/bikes		0.99			1.00	1.00	0.98			1.00		1.00
Flpb, ped/bikes		1.00			1.00	1.00	1.00			1.00		1.00
Frt		0.98			1.00	1.00	0.85			0.99		1.00
Flt Protected		0.99			0.95	1.00	1.00			0.98		0.95
Satd. Flow (prot)		3391			1665	1746	1541			3396		1752
Flt Permitted		0.99			0.95	1.00	1.00			0.98		0.95
Satd. Flow (perm)		3391			1665	1746	1541			3396		1752
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)	65	238	40	47	241	279	380	17	85	189	30	316
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	5	0	0
Lane Group Flow (vph)	0	343	0	0	264	303	380	0	0	316	0	316
Confl. Peds. (#/hr)	17		10	10	10		17	15	15			
Confl. Bikes (#/hr)							2				3	
Turn Type	Split	NA		Split	Split	NA	Free	Split	Split	NA		Split
Protected Phases	4	4		8	8	8		2	2	2		6
Permitted Phases							Free					
Actuated Green, G (s)		19.3			28.1	28.1	151.7			19.1		34.2
Effective Green, g (s)		19.3			28.1	28.1	151.7			19.1		34.2
Actuated g/C Ratio		0.13			0.19	0.19	1.00			0.13		0.23
Clearance Time (s)		6.0			6.0	6.0				6.0		6.0
Vehicle Extension (s)		2.0			2.0	2.0				2.5		2.0
Lane Grp Cap (vph)		431			308	323	1541			427		394
v/s Ratio Prot		c0.10			0.16	c0.17				c0.09		0.18
v/s Ratio Perm							0.25					
v/c Ratio		0.80			0.86	0.94	0.25			0.74		0.80
Uniform Delay, d1		64.3			59.9	60.9	0.0			63.9		55.5
Progression Factor		1.00			1.00	1.00	1.00			1.00		1.00
Incremental Delay, d2		9.2			19.6	33.5	0.4			6.2		10.6
Delay (s)		73.5			79.5	94.4	0.4			70.1		66.1
Level of Service		E			E	F	A			E		E
Approach Delay (s)		73.5				52.5				70.1		
Approach LOS		E				D				E		

Intersection Summary			
HCM 2000 Control Delay	65.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	151.7	Sum of lost time (s)	30.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Wilton Dr & N Dixie Hwy & NE 26th St

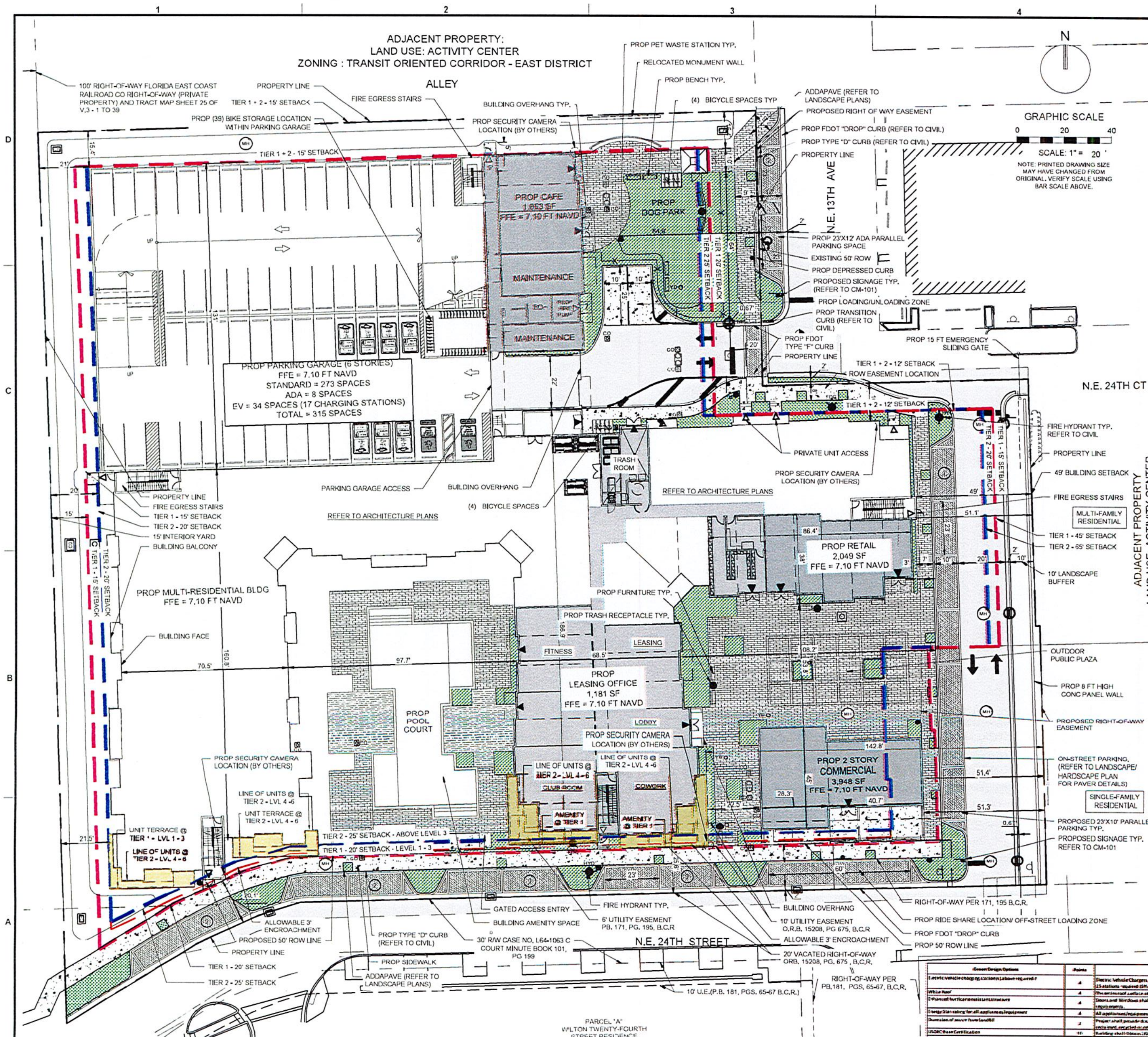
Build PM (Optimized)
03/02/2023

Movement	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations							
Traffic Volume (vph)	260	303	61	14	301	180	42
Future Volume (vph)	260	303	61	14	301	180	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	
Lane Util. Factor	0.95	0.95			0.97	0.91	
Frpb, ped/bikes	0.99	0.85			1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	
Frt	0.97	0.85			0.98	0.85	
Flt Protected	1.00	1.00			0.96	1.00	
Satd. Flow (prot)	1676	1264			3343	1427	
Flt Permitted	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1676	1264			3343	1427	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	271	316	64	15	314	188	44
RTOR Reduction (vph)	0	108	0	0	0	120	0
Lane Group Flow (vph)	347	196	0	0	385	56	0
Confl. Peds. (#/hr)		15	15	15	17		10
Confl. Bikes (#/hr)						3	3
Turn Type	NA	Perm		Prot	Prot	Prot	
Protected Phases	6			5	5	5	
Permitted Phases		6					
Actuated Green, G (s)	34.2	34.2			21.0	21.0	
Effective Green, g (s)	34.2	34.2			21.0	21.0	
Actuated g/C Ratio	0.23	0.23			0.14	0.14	
Clearance Time (s)	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	2.0	2.0			2.5	2.5	
Lane Grp Cap (vph)	377	284			462	197	
v/s Ratio Prot	c0.21				c0.12	0.04	
v/s Ratio Perm		0.16					
v/c Ratio	0.92	0.69			0.83	0.29	
Uniform Delay, d1	57.4	53.9			63.6	58.6	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	27.0	5.8			12.0	0.6	
Delay (s)	84.4	59.7			75.6	59.2	
Level of Service	F	E			E	E	
Approach Delay (s)	70.6				70.5		
Approach LOS	E				E		

Intersection Summary

APPENDIX G

Site Plan



SITE DATA TABLE:		
PROJECT ADDRESS:		
1225 NE 24 Street		
PROJECT INFORMATION:		
PARCEL CONTROL NUMBER	494226000356, 494226520010,	
CURRENT ZONING	Transit Oriented Corridor East (TOC-E) and Multi-family (RM-16) Industrial Limited (I-1)	
PROPOSED ZONING	Transit Oriented Corridor East (TOC-E)	
LAND USE DESIGNATION	Transit Oriented Corridor (TOC)	
CURRENT USE	Commercial and residential uses	
PROPOSED USE	Mixed-Use	
NET SITE AREA	127,286 SF / 2.922 ACRES	
GROSS SITE AREA	156,670 SF / 3.597 ACRES	
GROSS BUILDING AREA		
MIXED USE BUILDING	256,149 SF	
GARAGE BUILDING	119,065 SF	
STANDALONE COMMERCIAL BUILDING	3,948 SF	
TOTAL GROSS BUILDING AREA	379,162 SF	
SITE AREA CALCULATIONS		
PERVIOUS AREA	38,056 SF	
IMPERVIOUS AREA	89,230 SF	
BUILDING COVERAGE	57,703 SF	
SIDEWALKS / PAVERS	18,284 SF	
VUA (VEHICULAR USE AREA)	13,243 SF	
PROPOSED USES:	**NUMBER OF UNITS**	**SQUARE FEET**
MULTI-FAMILY RESIDENTIAL	190	191,005 SF
STUDIO	15	
ONE-BEDROOM	80	
TWO-BEDROOM	77	
THREE-BEDROOM	18	
COMMERCIAL		9,031 SF
LEASING OFFICE		1,181 SF
OFFICE (2ND STORY)		1,448 SF
RETAIL		2,049 SF
RESTAURANT / CAFE		4,353 SF
GROUND FLOOR MIXED-USE (Article 020-032)	**REQUIRED**	**PROPOSED**
RESIDENTIAL		21,083 SF - 73.5%
COMMERCIAL	min 25%	7,583 SF - 26.5%
TOTAL MIXED-USE	100%	28,666 SF - 100%
DIMENSIONAL REQUIREMENTS	**REQUIRED**	**PROPOSED**
HEIGHT		
Tier 1	2-3 stories	2 stories
Tier 2	3 stories	4 stories
Total	6 stories	6 stories
SETBACKS		
Tier 1		
SECONDARY ST - NE 24th St, NE 13th Ave	20' Min	20'
ALL OTHER ST - NE 24th Ct	12' Min	12'
INTERIOR SIDE (W)	15' Min	20'
INTERIOR SIDE (Multi-Family Residential)	15' Min	49'
INTERIOR SIDE (Single-Family Residential)	45' Min	51.3'
REAR (N)	15' Min	15'
Tier 2		
SECONDARY ST - NE 24th St, NE 13th Ave	25' Min	25'
ALL OTHER ST - NE 24th Ct	12' Min	12'
INTERIOR SIDE (W)	20' Min	20'
INTERIOR SIDE (Multi-Family Residential)	20' Min	51.1'
INTERIOR SIDE (Single-Family Residential)	65' Min	142.8'
REAR (N)	15' Min	15'
STREETSCAPE FRONTAGE SETBACK		
SECONDARY ST - NE 24th St, NE 13th Ave	5'	5'
ALL OTHER ST - NE 24th Ct	5'	5'
PEDESTRIAN REALM FRONTAGE SETBACK		
SECONDARY ST - NE 24th St, NE 13th Ave	20'	20'
ALL OTHER ST - NE 24th Ct	12'	12'
OPEN SPACE DEDICATION		
Min 400 - 10% Lot up to 5,000 SF	5,000 SF	5,700 SF
LANDSCAPED PERVIOUS AREA		
10% of Lot	12,729 SF	27,019 SF
PARKING CALCULATIONS:	**REQUIRED**	**PROPOSED**
MULTI-FAMILY		
STUDIO (1.5 SPACES X 15 UNITS)	23	
ONE BEDROOM (1.5 SPACES X 80 UNITS)	120	
TWO-BEDROOM (1.5 SPACES X 77 UNITS)	116	
THREE BEDROOM (1.5 SPACES X 18 UNITS)	27	
COMMERCIAL USE		
LEASING OFFICE (1,181 SF / 300)	4	
RETAIL (2049 SF / 500)	5	
OFFICE (1448 SF / 300)	5	
RESTAURANT/CAFE (4353 SF x 3) / 1000	14	
ON-STREET PARKING	N/A	17
GARAGE PARKING	314	315
TOTAL PARKING	314	332
ADA PARKING SPACES	8	9
LOADING ZONE	4	3 (see note 3)
BICYCLE PARKING		
((6 x 9,031 SF) / 50,000) + (190 units/5)	44	39 Residential - 8 Non-Residential 47
EV CHARGING STATIONS (5% of 314)	16	17
PROPOSED SITE FEATURES		
SITE BENCHES		11
PET WASTE RECEPTACLES		6
TRASH RECEPTACLES		4

Green Design Options	Points	Description
Electric vehicle charging station(s) above required 7	4	Electric Vehicle Chargers provided: 15 stations required (5% required parking) + 2 add'l stations =17 stations Total
White Roof	4	The entire roof surface shall be covered in white/reflective covering
Enhanced hurricane resistant structure	4	Doors and Windows shall meet a wind load 20 mph greater than Florida Building Code requirements.
Energy Star rating for all appliances/equipment	4	All appliances/equipment associated with the building shall be Energy Star rated
Diversion of waste from landfill	2	Project shall provide documentation that at least 30% of all demolition materials will be reclaimed, recycled or otherwise diverted from the landfill
USGBC Base Certification	10	Building shall Obtain USGBC Base Certification
Total Points	28	

NOTES:
1. Colors are for Illustrative Purposes Only.
2. Rendering of Murals are for Illustrative Purposes Only and Final Rendering of Murals must be Approved by Community Development Services Director Prior to Installation.
3. Loading space waiver requested from Director of Community Development Services.

KEITH
301 East Atlantic Blvd.
Pompano Beach, FL 33060
PH: (954) 788-3400

NO.	DESCRIPTION	DATE

REVISIONS

PRELIMINARY PLAN NOT FOR CONSTRUCTION

THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS. RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.

ISSUE DATE:	03/01/23
DESIGNED BY:	MB
DRAWN BY:	VC
CHECKED BY:	MC
BID-CONTRACT:	

EXHIBIT E

THOMAS F. DONAHUE, P.E.
FLORIDA REG. NO. 60529
(FOR THE FIRM)

CLIENT
KAPLAN RESIDENTIAL LLC

PROJECT
GENERATION AT WILTON MANORS
NE 13 AVE & NE 24 ST
WILTON MANORS, FL

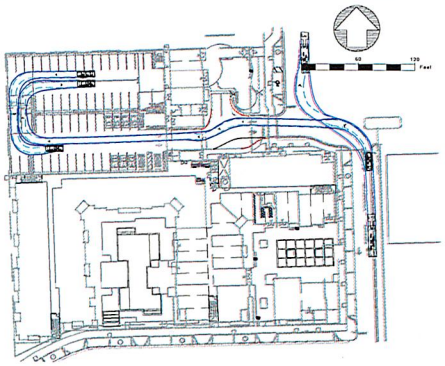
SHEET TITLE
SITE PLAN

SHEET NUMBER SP-101
PROJECT NUMBER 12977.00

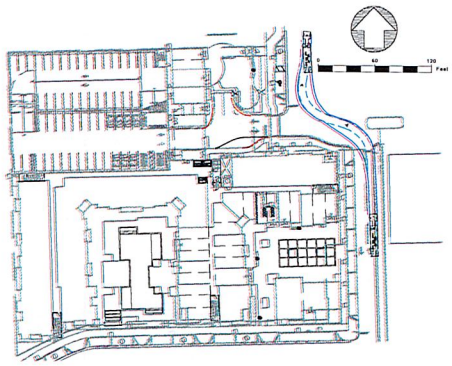
APPENDIX H

Autoturn Exhibits – Vehicle Maneuver Check

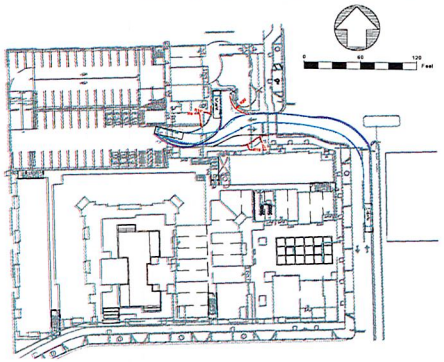
Water and Sewer Plan Showing Hydrant Locations



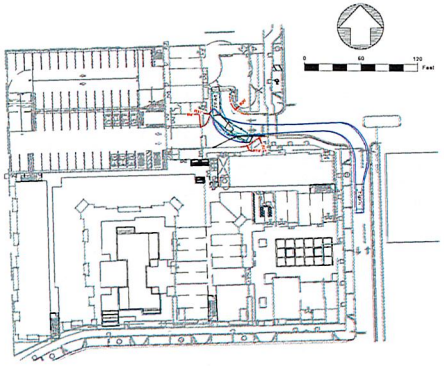
PASSENGER CAR
PARKING GARAGE TURNING MOVEMENTS



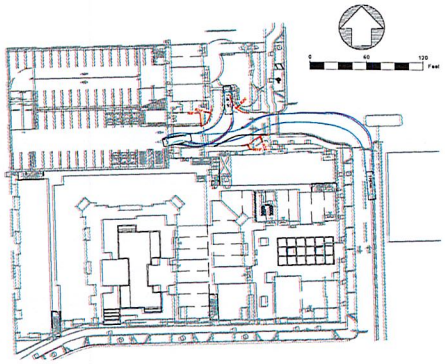
FIRE-TRUCK TURNING MOVEMENTS



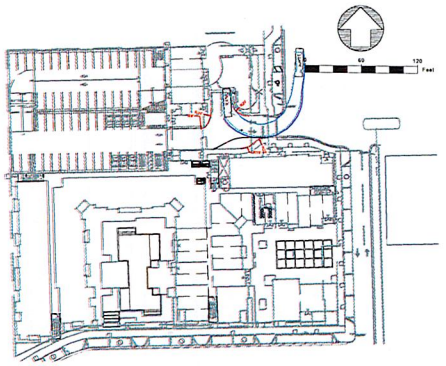
SU 30' TRUCK TURNING MOVEMENTS 1



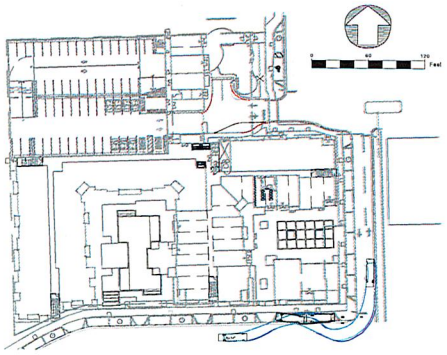
SU 30' TRUCK TURNING MOVEMENTS
(EGRESS 1)



SU 30' TRUCK TURNING MOVEMENTS 2



SU 30' TRUCK TURNING MOVEMENTS
(EGRESS 2)



SU 30' TRUCK TURNING MOVEMENTS 3

KEITH
301 East Atlantic Blvd.
Pompano Beach, FL 33060
PH: (954) 788-3400
Florida Engineering Business License: CA7928
Florida Surveyor and Mapper Business License: LB6869
Florida Landscape Architecture Business License: LC26000457

NO.	DESCRIPTION	DATE

PRELIMINARY PLAN
NOT FOR CONSTRUCTION
THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS.

ISSUE DATE:	11/18/22
DESIGNED BY:	MB
DRAWN BY:	VC
CHECKED BY:	MC
BID-CONTRACT:	

EXHIBIT F

CHRISTOPHER A. ROGERS,
FLORIDA REG. NO. 67359
(FOR THE FIRM)

CLIENT

KAPLAN
RESIDENTIAL LLC

PROJECT

GENERATION AT
WILTON MANORS
NE 13 AVE & NE 24 ST
WILTON MANORS, FL

SHEET TITLE

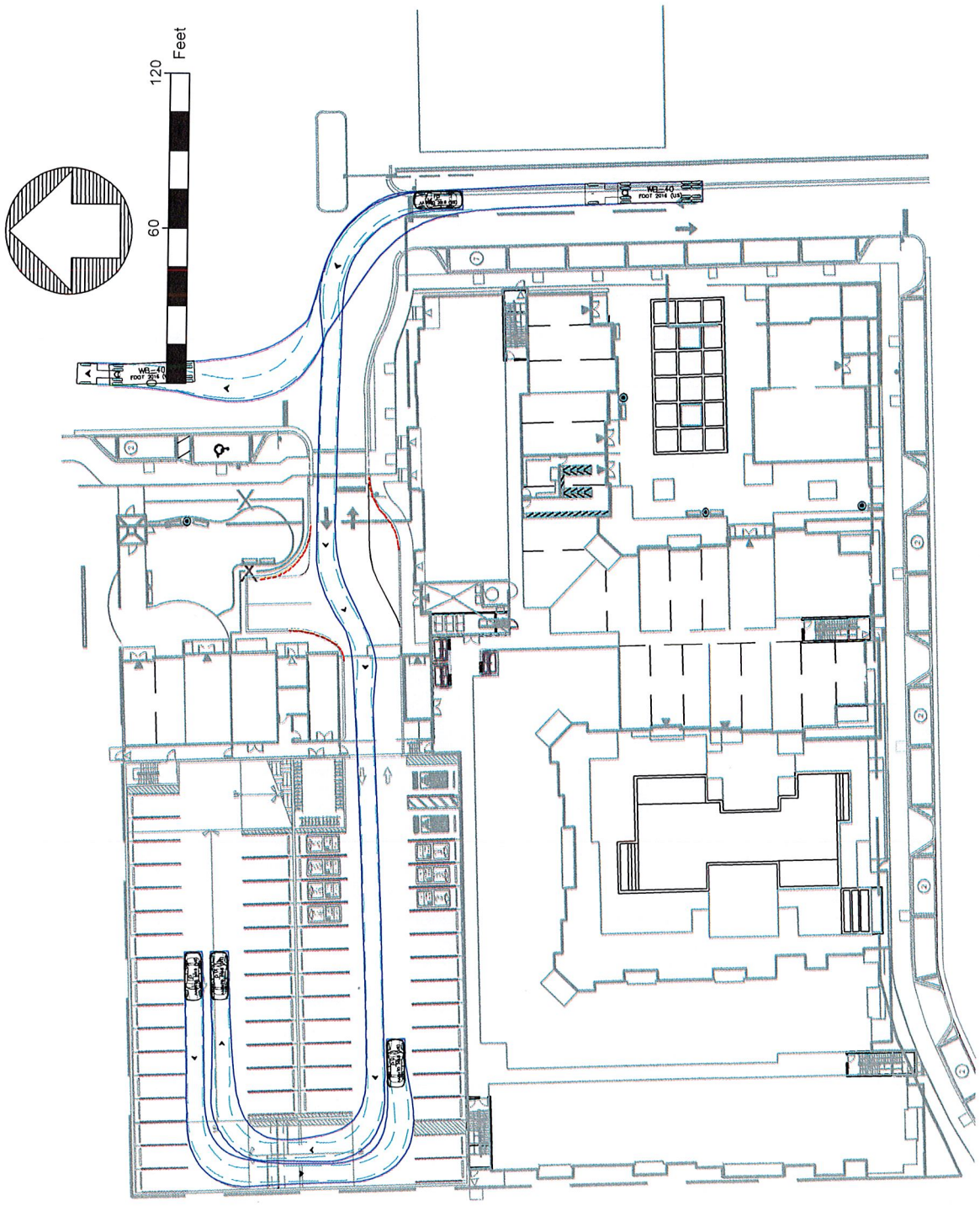
TURNING
MOVEMENT
EXHIBIT

SHEET NUMBER

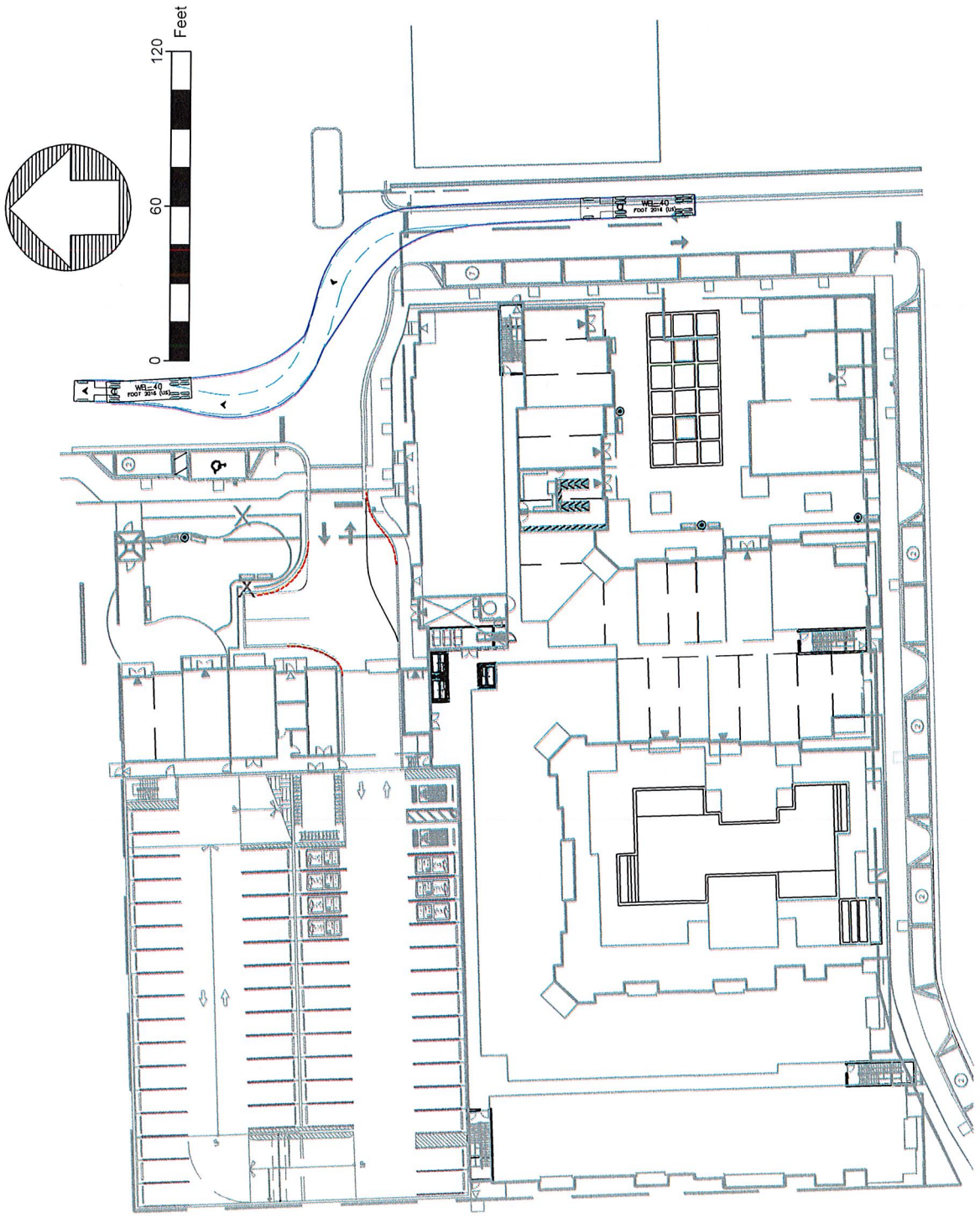
PROJECT NUMBER 12977.00

Plotted by crogers On 2/8/2023 1:37 PM

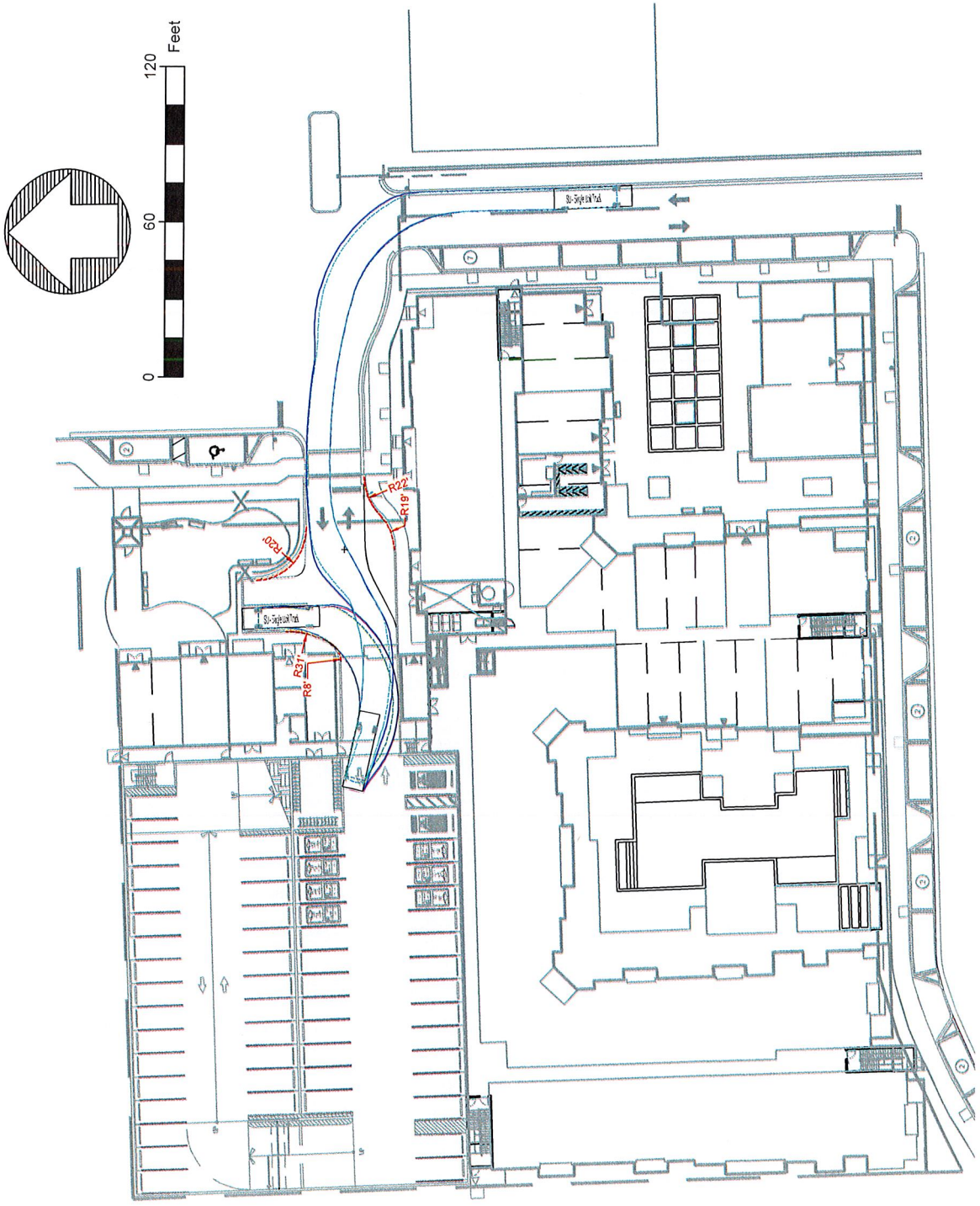
Drawing name: I:\12977.00 - Generation at Wilton Manors - Kaplan Residential, LLC\Traffic\Auto Turn\Exhibit\12977.00 Truck Turn.dwg



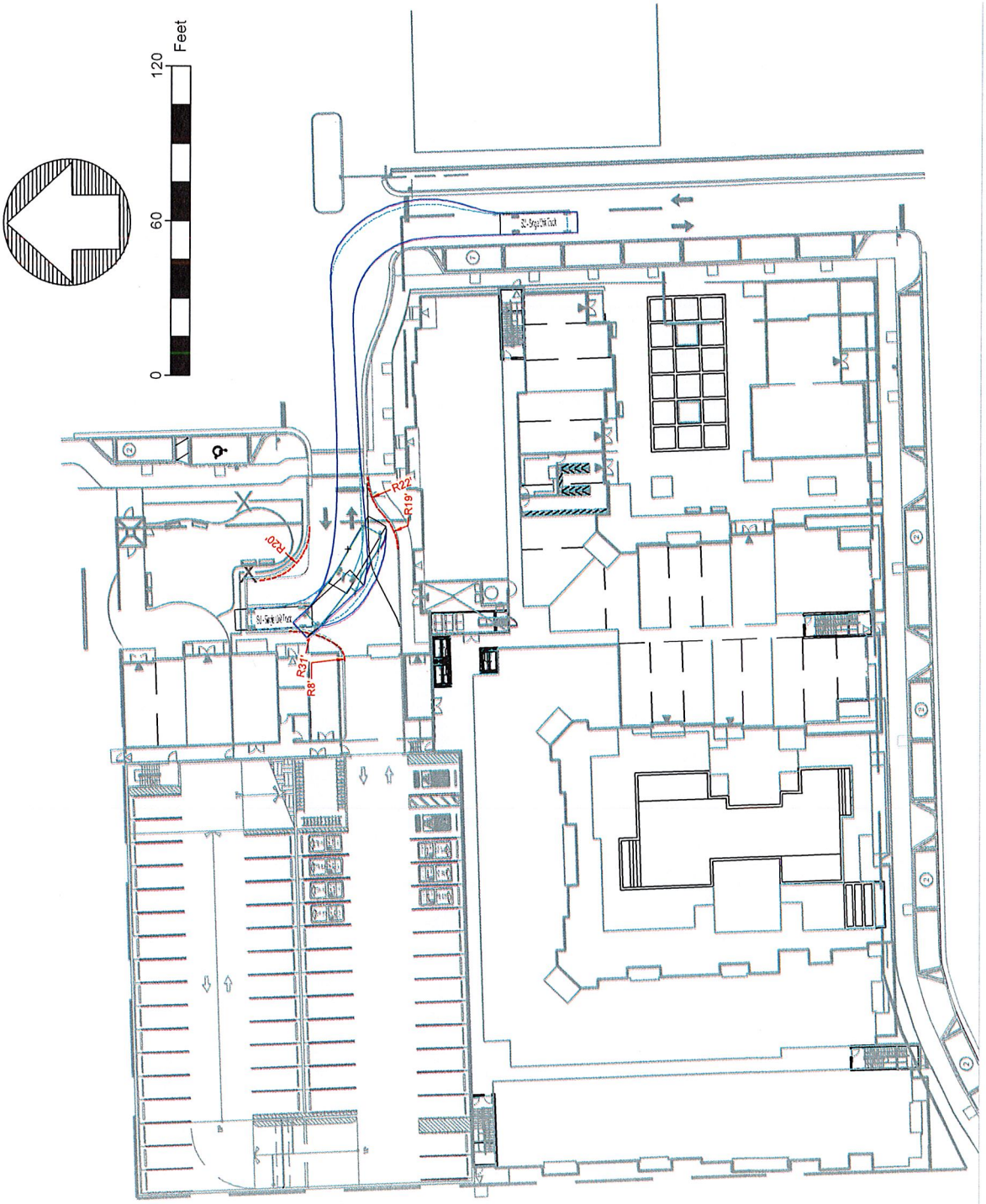
PASSENGER CAR
PARKING GARAGE TURNING MOVEMENTS



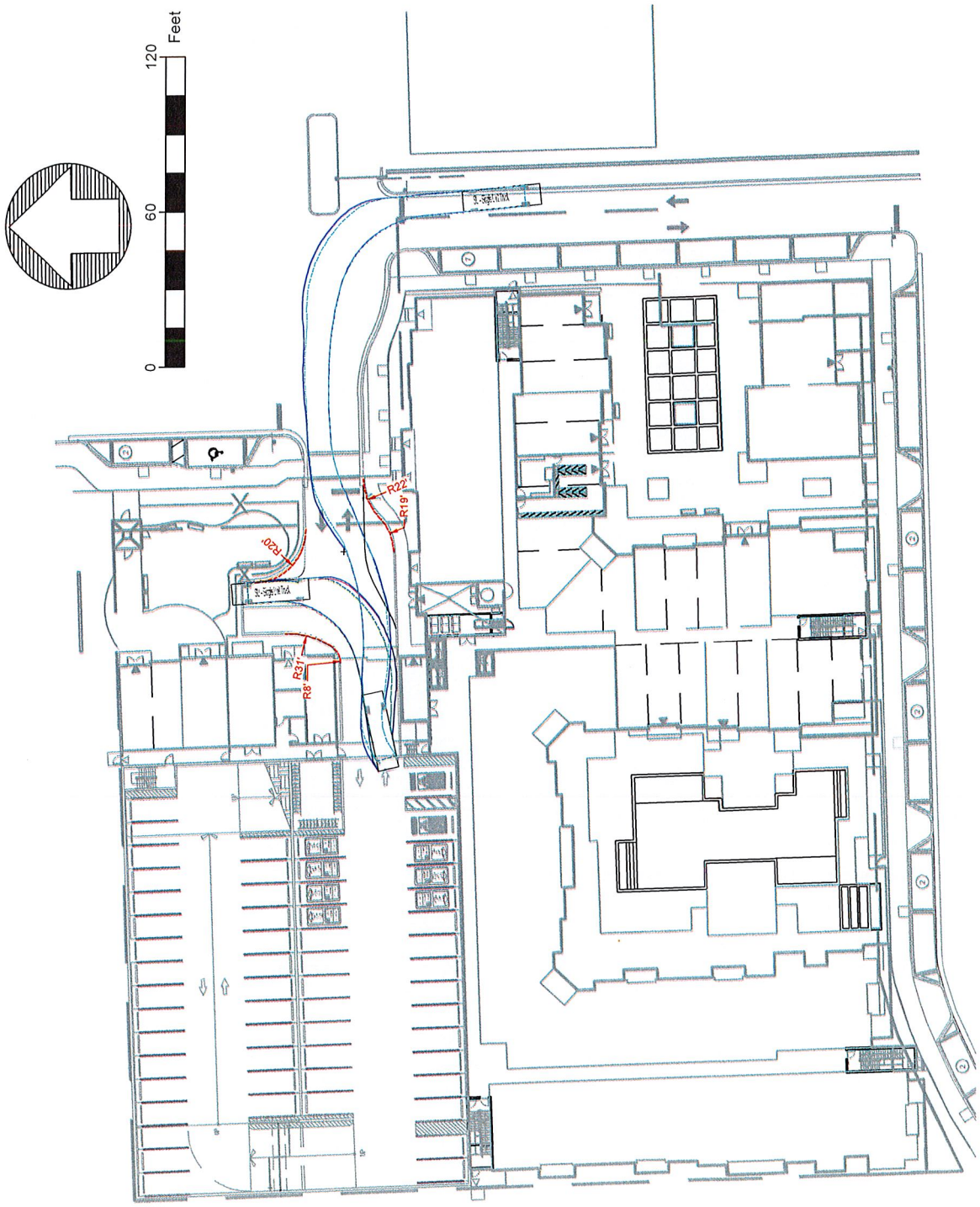
FIRE-TRUCK TURNING MOVEMENTS



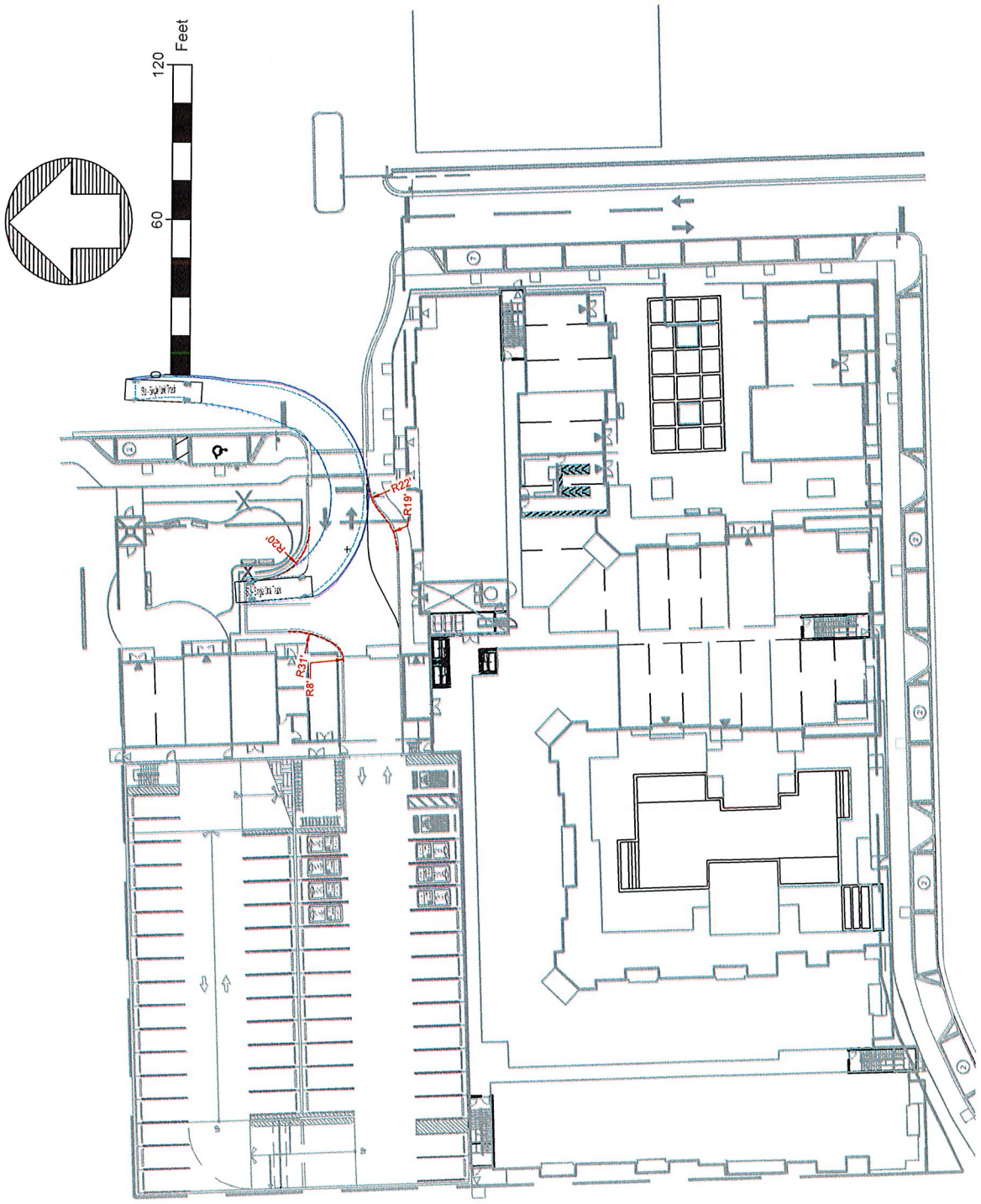
SU 30' TRUCK TURNING MOVEMENTS 1



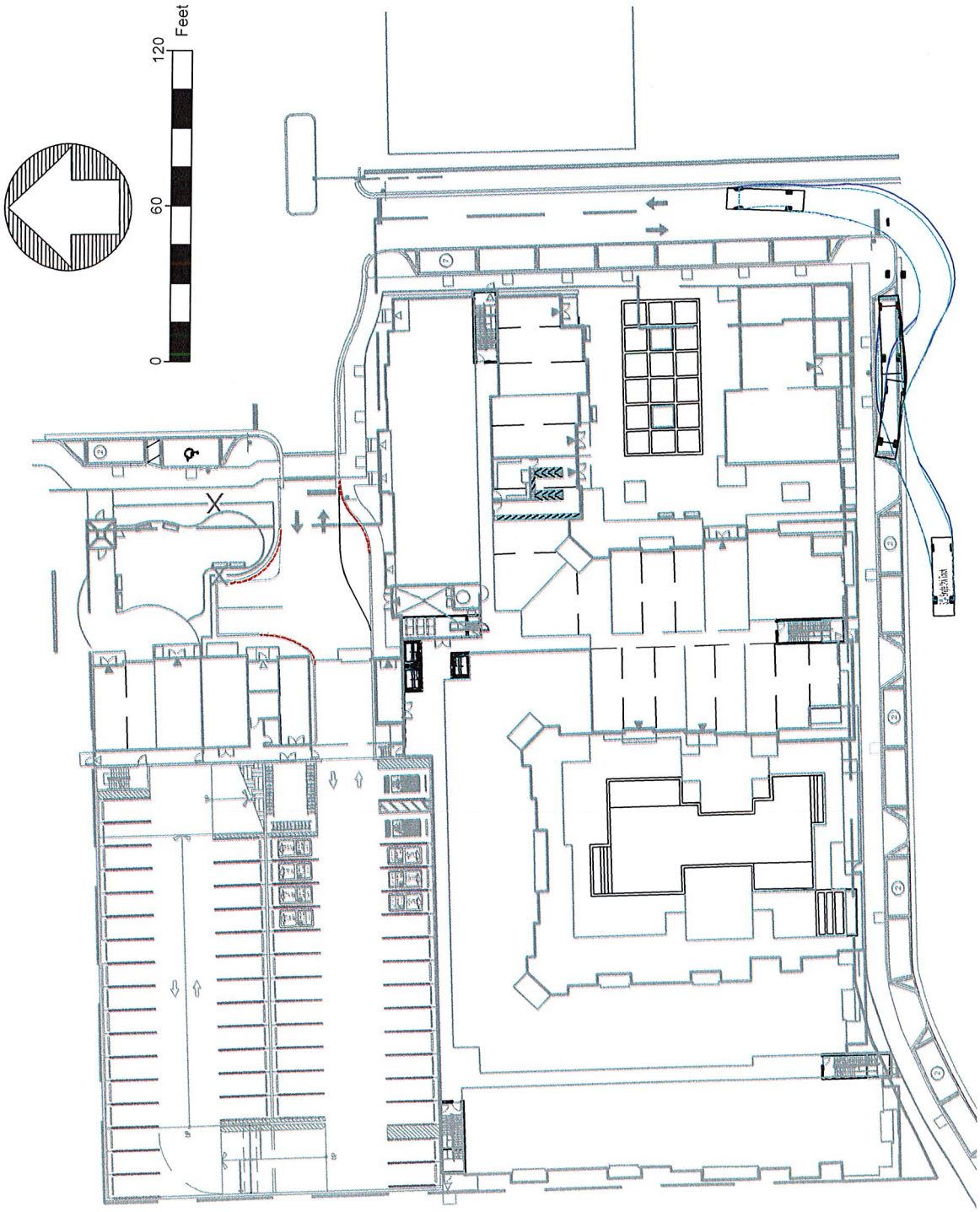
SU 30' TRUCK TURNING MOVEMENTS
(EGRESS 1)



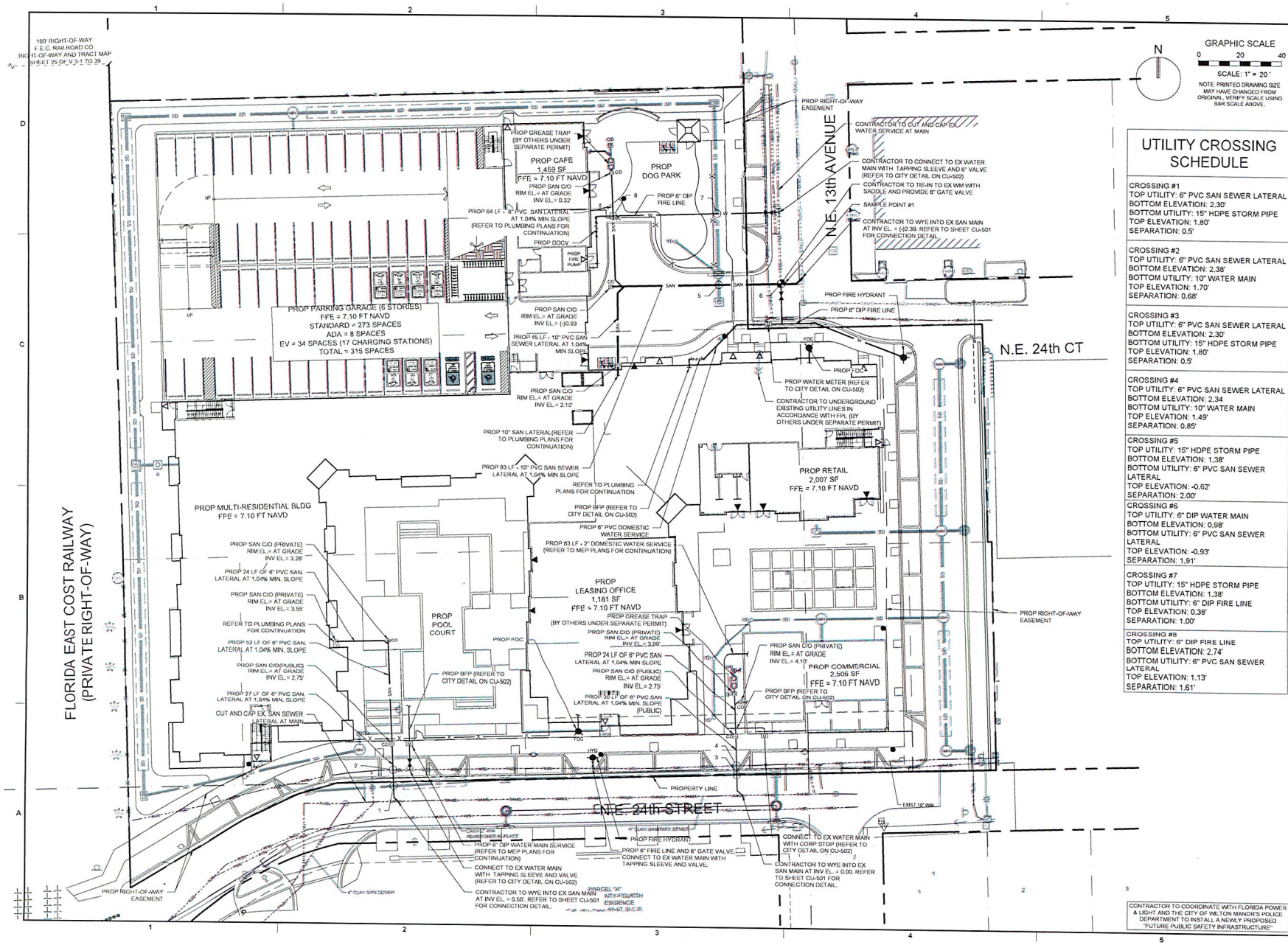
SU 30' TRUCK TURNING MOVEMENTS 2



SU 30' TRUCK TURNING MOVEMENTS
(EGRESS 2)



SU 30' TRUCK TURNING MOVEMENTS 3



N

GRAPHIC SCALE
0 20 40
SCALE: 1" = 20'
NOTE PRINTED DRAWING SIZE MAY HAVE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.

UTILITY CROSSING SCHEDULE

CROSSING #1
TOP UTILITY: 6" PVC SAN SEWER LATERAL
BOTTOM ELEVATION: 2.30'
BOTTOM UTILITY: 15" HDPE STORM PIPE
TOP ELEVATION: 1.80'
SEPARATION: 0.5'

CROSSING #2
TOP UTILITY: 6" PVC SAN SEWER LATERAL
BOTTOM ELEVATION: 2.38'
BOTTOM UTILITY: 10" WATER MAIN
TOP ELEVATION: 1.70'
SEPARATION: 0.68'

CROSSING #3
TOP UTILITY: 6" PVC SAN SEWER LATERAL
BOTTOM ELEVATION: 2.30'
BOTTOM UTILITY: 15" HDPE STORM PIPE
TOP ELEVATION: 1.80'
SEPARATION: 0.5'

CROSSING #4
TOP UTILITY: 6" PVC SAN SEWER LATERAL
BOTTOM ELEVATION: 2.34
BOTTOM UTILITY: 10" WATER MAIN
TOP ELEVATION: 1.49'
SEPARATION: 0.85'

CROSSING #5
TOP UTILITY: 15" HDPE STORM PIPE
BOTTOM ELEVATION: 1.38'
BOTTOM UTILITY: 6" PVC SAN SEWER LATERAL
TOP ELEVATION: -0.62'
SEPARATION: 2.00'

CROSSING #6
TOP UTILITY: 6" DIP WATER MAIN
BOTTOM ELEVATION: 0.98'
BOTTOM UTILITY: 6" PVC SAN SEWER LATERAL
TOP ELEVATION: -0.93'
SEPARATION: 1.91'

CROSSING #7
TOP UTILITY: 15" HDPE STORM PIPE
BOTTOM ELEVATION: 1.38'
BOTTOM UTILITY: 6" DIP FIRE LINE
TOP ELEVATION: 0.38'
SEPARATION: 1.00'

CROSSING #8
TOP UTILITY: 6" DIP FIRE LINE
BOTTOM ELEVATION: 2.74'
BOTTOM UTILITY: 6" PVC SAN SEWER LATERAL
TOP ELEVATION: 1.13'
SEPARATION: 1.61'

KEITH
301 East Atlantic Blvd.
Pompano Beach, FL 33060
PH: (954) 788-3400
Florida Engineering Business License: CA7928
Florida Surveyor and Mapper Business License: LB6860
Florida Landscape Architecture Business License: LC26000457

REVISIONS

NO.	DESCRIPTION	DATE

Plotted By: vcastro On 2/2/2023 3:52 PM

PRELIMINARY PLAN NOT FOR CONSTRUCTION

THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS.

RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.

ISSUE DATE:	12/12/22
DESIGNED BY:	MB
DRAWN BY:	VC
CHECKED BY:	MC
BID-CONTRACT:	

EXHIBIT 11

THOMAS F. DONAHUE, PE
FLORIDA REG. NO. 60529
(FOR THE FIRM)

CLIENT
KAPLAN RESIDENTIAL LLC

PROJECT
GENERATION AT WILTON MANORS
NE 13 AVE & NE 24 ST
WILTON MANORS, FL

SHEET TITLE
WATER AND SEWER PLAN

SHEET NUMBER	CU-101
PROJECT NUMBER	12977.00

Drawing Path: T:\12977.00 - Generation at Wilton Manors - Kaplan Residential, LLC\Engineering\Cad\12977.00-CU-101.dwg