

Traffic Impact Study

The Wilton

Wilton Manors, Florida

October 2023

Prepared for:

Wilton Five Points Partners, LLC

Updated December 2023

The Wilton
Dixie Highway
Wilton Manors, Florida

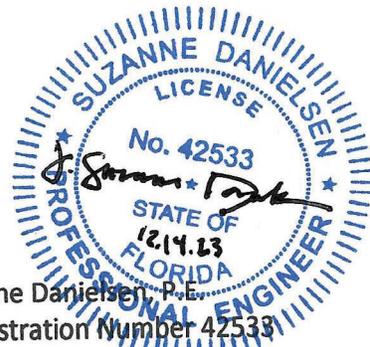
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Prepared for:
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Prepared by:
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INTRODUCTION

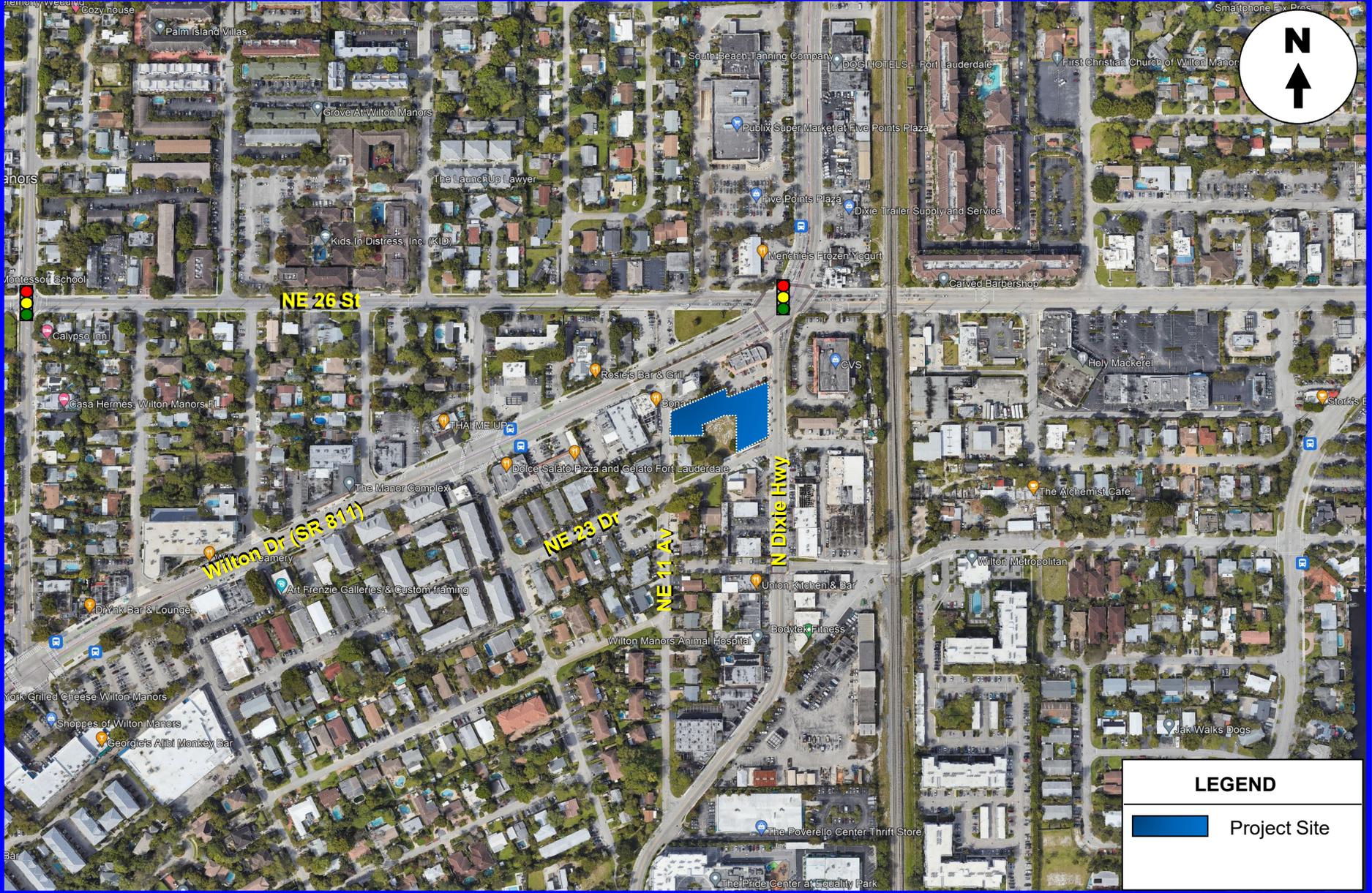
Wilton Five Points Partners, LLC proposes to construct a 123-room hotel at 2505 Old Dixie Highway (along the west side of Old Dixie Highway south of Wilton Drive (SR 811) and NE 26 Street) within municipal limits of the City of Wilton Manors. Figure 1 on the following page shows the location of the project site as well as the transportation network in the immediate vicinity.

Danielsen Consulting Engineers, Inc. has been retained by Wilton Five Points Partners, LLC to conduct a traffic study in connection with the proposed development¹. This study addresses trip generation, site access, expected impacts to the adjacent roadway network, and potential improvements intended to mitigate new trips generated by the project as appropriate.

This study is divided into nine (9) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analysis
7. Parking Analysis
8. Valet Analysis
9. Conclusions

¹A traffic impact statement and methodology statement were provided to City staff on April 25 and July 10, 2023, respectively. Comments from the City's outside review consultant were transmitted on May 31 and July 19, 2023. Methodology correspondence is included as Appendix A.



INVENTORY

Existing Land Use and Access

The project site has most recently been occupied by the 7,448 square foot Kalis-McIntee Funeral Home and Cremation Center which is no longer active. A Wells Fargo bank branch and a 3,929 square foot commercial building occupy properties to the north. A single-family home and a vacant parcel are located south of the project site. The site is currently accessed at three (3) locations along Old Dixie Highway, one (1) location along NE 23 Drive (exit only), and one location along NE 11 Avenue.

Proposed Land Uses and Access

The project site is proposed to be redeveloped with the following:

- A 123-room hotel.

Access to the hotel is proposed as follows:

- One (1) two-way, two-lane driveway along Old Dixie Highway (with egress restricted to right turns only), and
- One (1) one-way (exit only) driveway along NE 11 Avenue.

Both driveways are proposed to operate as stop-controlled. Because valet service will be provided onsite, an analysis estimating the number of valet attendants necessary during the peak hour will be provided in a later section of this report. The anticipated location of the valet stand and the vehicle reservoir spaces (VRS) are shown within the site plan included as Appendix B.

The project is expected to be built and occupied by the year 2027.

On-Street Parking

Two (2) new on-street parking spaces are proposed along the north side of NE 23 Drive.

Onsite Parking

The onsite parking garage will accommodate 98 spaces on three (3) levels. The parking supply is comprised of 40 standard parking spaces, six (6) tandem parking spaces, 48 lift-related parking spaces (24 lifts), and four (4) handicap spaces. Although five (5) electric vehicle (EV) charging stations are required by code, ten (10) EV charging stations are proposed, three (3) on the ground floor and seven (7) on level three (3).

Loading and Trash Operations

All vehicles associated with loading and unloading will access the designated loading dock from NE 11 Avenue. A 30.2-foot-wide curb cut will accommodate the 15-foot exit only driveway as well as the 15-foot accessory driveway designated for vehicles loading and unloading and trash pick-up.

EXISTING CONDITIONS

This section addresses the roadway system adjacent to and surrounding the project site.

Roadway System

The transportation network within the study area includes one (1) state minor arterial (Wilton Drive (SR 811)), one (1) county major collector (NE 26 Street east of Five Points), one (1) city major collector (NE 26 Street west of Five Points), one (1) city minor collector (Old Dixie Highway) and local roadways including NE 23 Drive and NE 11 Avenue.

Wilton Drive (SR 811) is a state-maintained four (4)-lane facility transitioning to two (2) lanes south of NE 11 Avenue near the project site. This arterial has a posted speed limit of 30 miles per hour (mph) and a current (2022) Average Annual Daily Traffic (AADT) volume of 14,900 vehicles per day (vpd).

NE 26 Street (east of Five Points) is a four (4)-lane county-maintained facility with a two (2)-way center turn lane. This arterial has a posted speed limit of 35 miles per hour (mph) and a current (2022) AADT volume of 14,300 vpd.

NE 26 Street (west of Five Points) is a two (2)-lane city-maintained facility. This collector has a posted speed limit of 30 miles per hour (mph) and a current (2022) AADT volume of 14,300 vpd.

Old Dixie Highway is a two (2)-lane city-maintained facility south of Five Points. The speed limit along this local roadway is 30 miles per hour (mph) and a (2022) AADT volume of 6,300 vpd is noted.

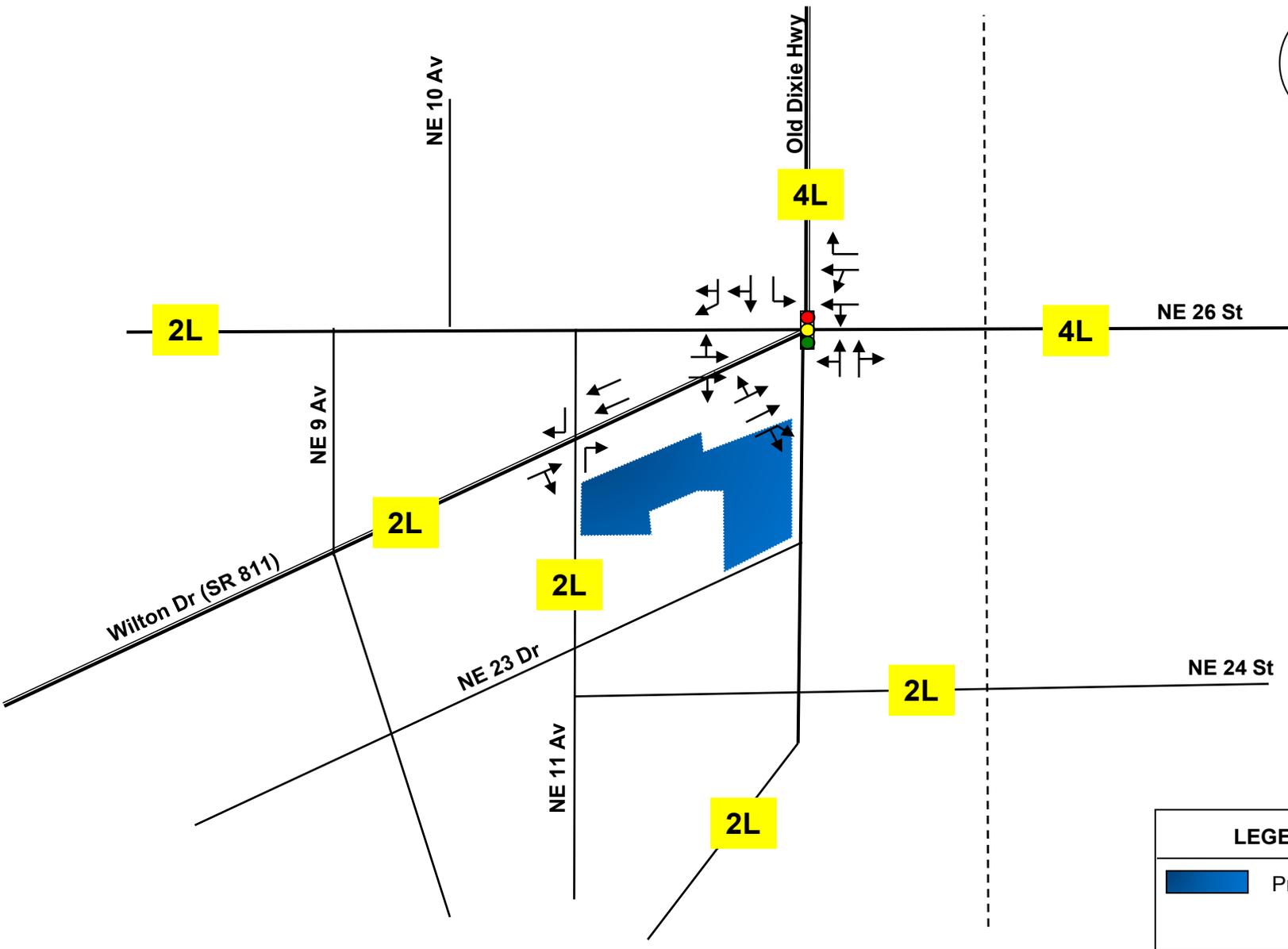
The Florida Department of Transportation (FDOT) is the source of all AADT volumes.

Study Intersections

For purposes of this study, the following two (2) intersections were selected for detailed analysis.

- Wilton Drive (SR 811) at NE 11 Avenue, and
- NE 26 Street at Wilton Drive (SR 811)\Old Dixie Highway.

Figure 2 shows approach lanes at each intersection under study and the number of through lanes on corresponding roadway segments.



Multimodal Assessment

Transit

Two (2) traditional Broward County Transit routes serve the project site as follows:

- **Route 20** traverses eastern Broward County (including NE 15 Avenue near the project site) via NE 3 Avenue, NE 4 Street, US 1 (N. Federal Highway), Cypress Road, NW 6 Avenue and NW 3 Avenue between the Broward Central Terminal and Broward Health North (Sample Road) with approximately 50-minute headways on both typical weekdays and typical Saturdays.
- **Route 50** traverses eastern Broward County between the Broward Central Terminal and Hillsboro Boulevard along NE 3 Avenue, Wilton Drive near the project site and Dixie Highway with 30-minute headways on a typical weekday and 35-minute headways on a typical Saturday.

Fixed route schedules are included as Appendix C.

Circuit, an affordable eco-friendly ride-share, also provides service in the City of Wilton Manors seven days a week for \$2.00 per person per ride.

Bicycles

The following is a summary of available bicycle infrastructure within one (1) mile of the project site and within limits of the City of Wilton Manors according to the Broward County Metropolitan Planning Organization (MPO).

- **NE 26 Street**
 - N. Andrews Avenue to Old Dixie Highway – marked bike lane.
 - Old Dixie Highway to N. Federal Highway – no bike infrastructure.
- **Wilton Drive**
 - south City Limit to NE 26 Street – buffered bike lane.

-
- **Dixie Highway**
 - south City Limit to NE 26 Street – marked bike lane.
 - NE 26 Street to North Fork of the Middle River – marked bike lane.
 - North Fork of the Middle River to north City Limit – no bike infrastructure.
 - **NE 15 Avenue**
 - south City Limit to NE 26 Street – marked bike lane.
 - NE 26 Street to north City Limit – marked bike lane.

Pedestrians

Pedestrian facilities within the immediate vicinity of the project site include:

- **NE 23 Drive**
 - approximately five (5) foot wide sidewalk along the north side only.
- **Wilton Drive**
 - approximately five (5) foot wide sidewalk along both sides.
- **NE 11 Avenue**
 - approximately five (5) foot wide sidewalk along both sides except adjacent to the east side north of the project site.
- **Old Dixie Highway**
 - approximately five (5) foot sidewalk on both sides.

Of the intersections immediately bordering the project site two (2) have crosswalks:

- Wilton Drive (SR 811) at NE 11 Avenue, and
- NE 26 Street at Wilton Drive (SR 811)\Dixie Highway.

Only the signalized intersection of NE 26 Street at Wilton Drive (SR 811)\Dixie Highway has pedestrian push buttons. Additional bike\ped infrastructure beyond that shown on the site plan is not proposed at this time.

Transportation Demand Management

Several transportation demand management strategies intended to reduce impacts of project traffic on the surrounding roadway network are proposed. Specifically,

- Provide convenient bicycle parking for future employees and/or guests of the hotel.
- Inform hotel guests of alternative travel modes with information from South Florida Commuter Services (SFCS).
- Offer guests e-shuttle service along Wilton Drive and NE 26 Street with in-house or similar service via contract with Circuit electric mobility app.

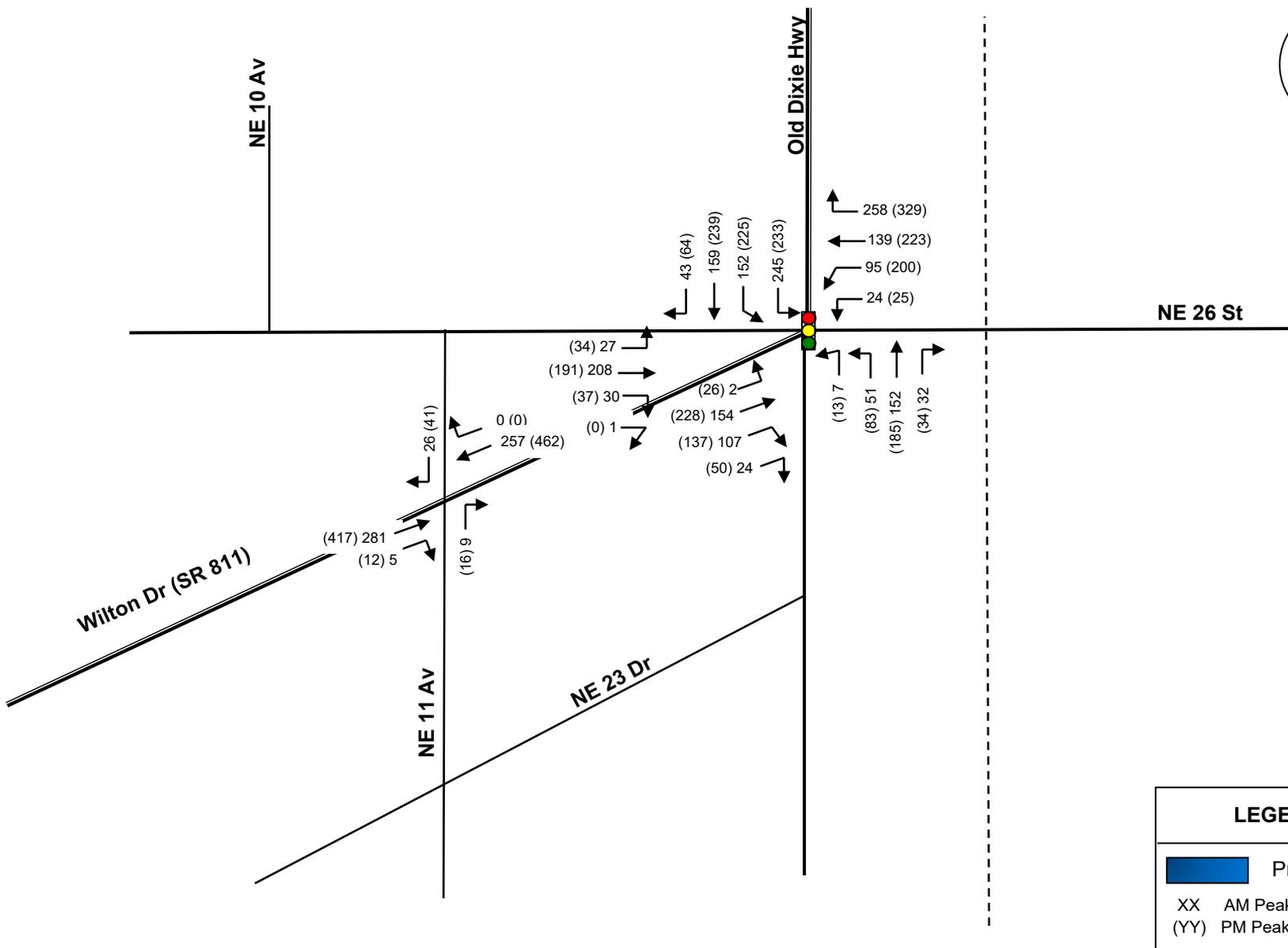
TRAFFIC COUNTS

Danielsen Consulting Engineers, Inc., in association with Traffic Survey Specialists, Inc., collected turning movement count data at the following locations:

- Wilton Drive (SR 811) at NE 11 Avenue, and
- NE 26 Street at Wilton Drive (SR 811)\Old Dixie Highway.

Intersection turning movements including bicycles and pedestrians were documented on Tuesday June 27, 2023. Data was collected during both AM (7:00 to 9:00) and PM (4:00 to 6:00) peak periods. The data was reviewed with respect to average peak season conditions. According to the Florida Department of Transportation's (FDOT) Peak Season Factor Category (PSFC) report (Appendix D), an adjustment factor of 1.05 is required to convert the traffic counts collected in June to average peak season conditions. Please note the Kalis-McIntee Funeral Home and Cremation Center was not active on the day turning movement counts were collected.

Existing peak hour traffic volumes adjusted to peak season are shown in Figure 3 and are included within Appendix D as collected. Signal timing plans obtained from Broward County Traffic Engineering Division (BCTED) are also contained within Appendix D.



TRIP GENERATION

Trip generation for the proposed development is based upon rates and formulae published in the Institute of Transportation Engineer's (ITE) report *Trip Generation* (11th Edition). According to ITE, the most appropriate land use category for the proposed hotel is Land Use Code (LUC) 310 'Hotel'. Trip generation equations for the proposed 123-room hotel as published by ITE, are as follows:

Hotel – ITE Land Use #310

- Weekday: $T = 10.84(X) - 423.51$
where T = number of trips and X = rooms

- AM Peak Hour: $T = 0.50(X) - 7.45$ (56% in / 44% out)
- PM Peak Hour: $T = 0.74(X) - 27.89$ (51% in / 49% out)

Using the above trip generation formulae from the ITE document, a trip generation analysis was undertaken for the proposed development. The results of this effort are documented in report Table 2. As shown in Table 2, the proposed development is expected to produce 910 gross vehicle trips per day, approximately 54 gross AM peak hour trips (30 inbound and 24 outbound), and approximately 63 gross PM peak hour trips (32 inbound and 31 outbound).

Multimodal Reduction

The multimodal reduction factor acknowledges that a portion of hotel guests and/or employees may arrive or leave through an alternative mode of travel. That is, rather than a private vehicle, some may choose to use a transit alternative (bus, for example), ride a bicycle, scooter, or walk. To provide a conservative analysis, a multimodal reduction has not been considered.

Net New Vehicle Trips

Trip Generation estimates provided in Table 1 ‘Trip Generation Summary Existing Uses’ consider the project site as it exists today. As shown in Table 1, the Kalis-McIntee Funeral Home and Cremation Center may have produced 218 vehicle trips per day with 20 vehicle trips occurring during the PM peak hour (14 entering and 6 exiting) on days during which a service and/or a viewing is conducted. The trip generation analysis has been completed using rates developed in a July 27, 2018, report published by Smart Services, inc. (reference Appendix E). Incorporating these existing trips yields 692 net new vehicle trips per day, approximately 54 net new AM peak hour trips, and approximately 43 net new PM peak hour trips.

Vehicle trip estimates provided for the existing use are included for informational purposes only as the Kalis-McIntee Funeral Home and Cremation Center was not active on the day turning movement counts were collected.

Table 1: Trip Generation Summary Existing Uses

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total
Funeral and Cremation Services	7.448	sf	0	0	0	20	14	6	218
Subtotal			0	0	0	20	14	6	218
Internal (0%)									
Subtotal			0	0	0	20	14	6	218
Pass-by (0%)									
Total			0	0	0	20	14	6	218

Source: ITE Trip Generation Manual (11th Edition)

Table 2: Trip Generation Summary Proposed Uses

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total Trips
Hotel (LCU 310)	123	rooms	54	30	24	63	32	31	910
Subtotal			54	30	24	63	32	31	910
Internal (0%)									
Subtotal			54	30	24	63	32	31	910
Pass-by (0%)									
Total			54	30	24	63	32	31	910

Source: ITE Trip Generation Manual (11th Edition)

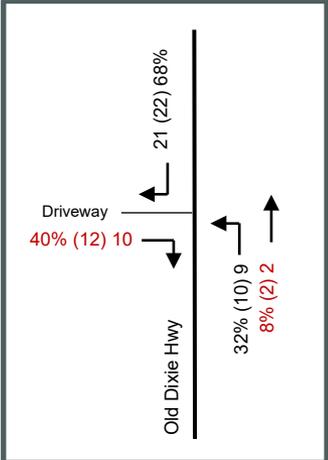
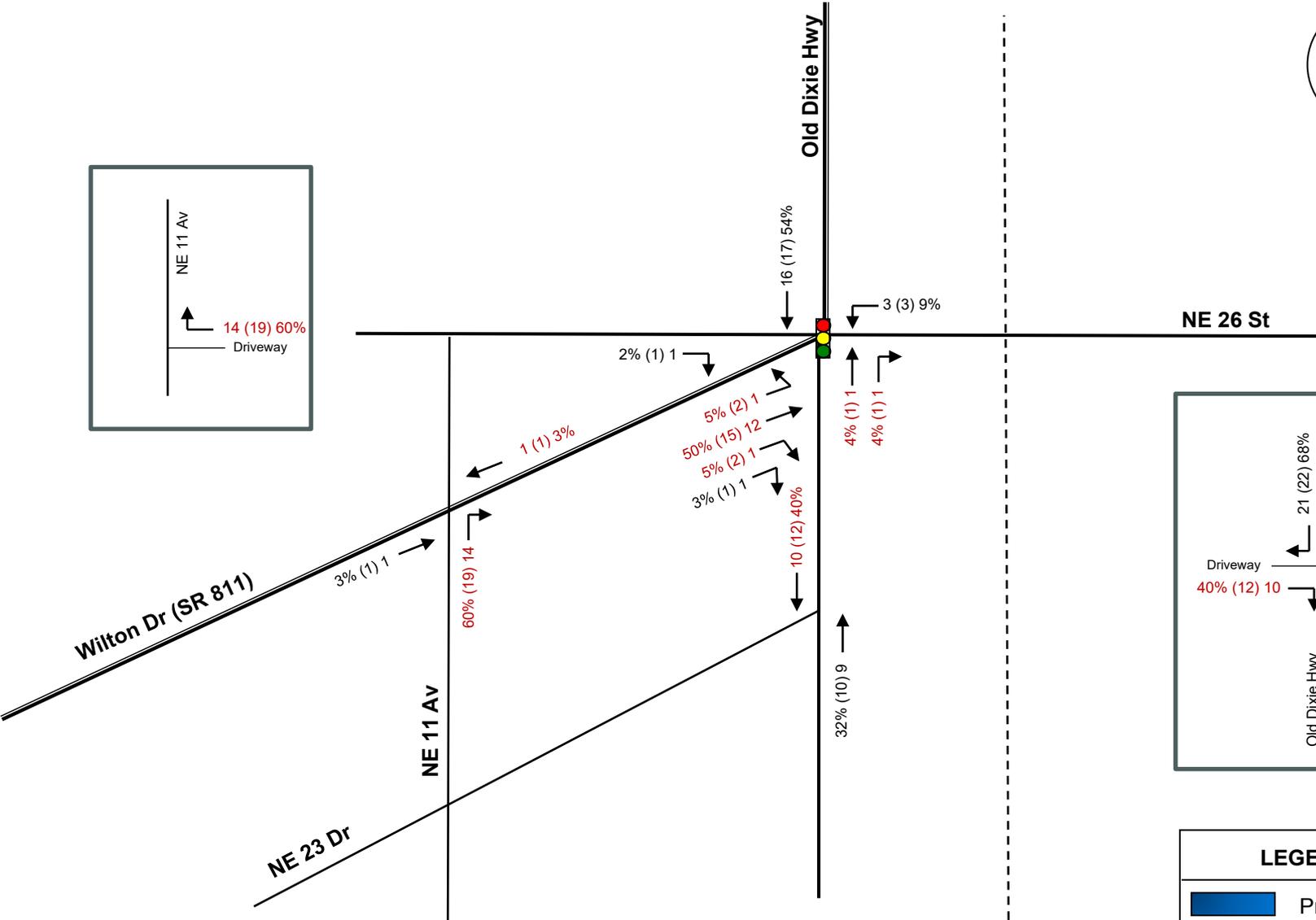
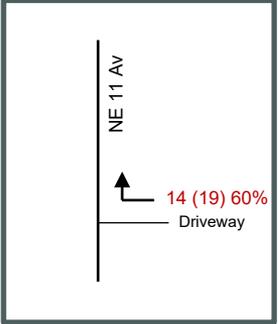
Net New Project Trips	54	30	24	43	18	25	692
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TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

For purposes of this study, the distribution and assignment of project-related vehicle trips are based upon analyses provided by the City's traffic engineering consultant using the Florida Standard Urban Transportation Model Structure (FSUTMS) – Southeast Florida Regional Planning Model (SERPM). Peak hour trips generated by the proposed development were assigned to area roadways and intersections using the traffic assignment shown in Figure 4 and total project trips (rather than net new) provided in Table 2. Project traffic assignment is summarized in Figure 5.

The SERPM model output is included as Appendix F.





LEGEND	
	Project Site
X	Inbound Traffic
X	Outbound Traffic

TRAFFIC ANALYSIS

This section of the study is divided into two (2) distinct parts. The first part involves development of future (2027) traffic volumes for the study area. The second part includes level-of-service analyses for both existing and future year conditions.

Future Conditions Traffic Volumes

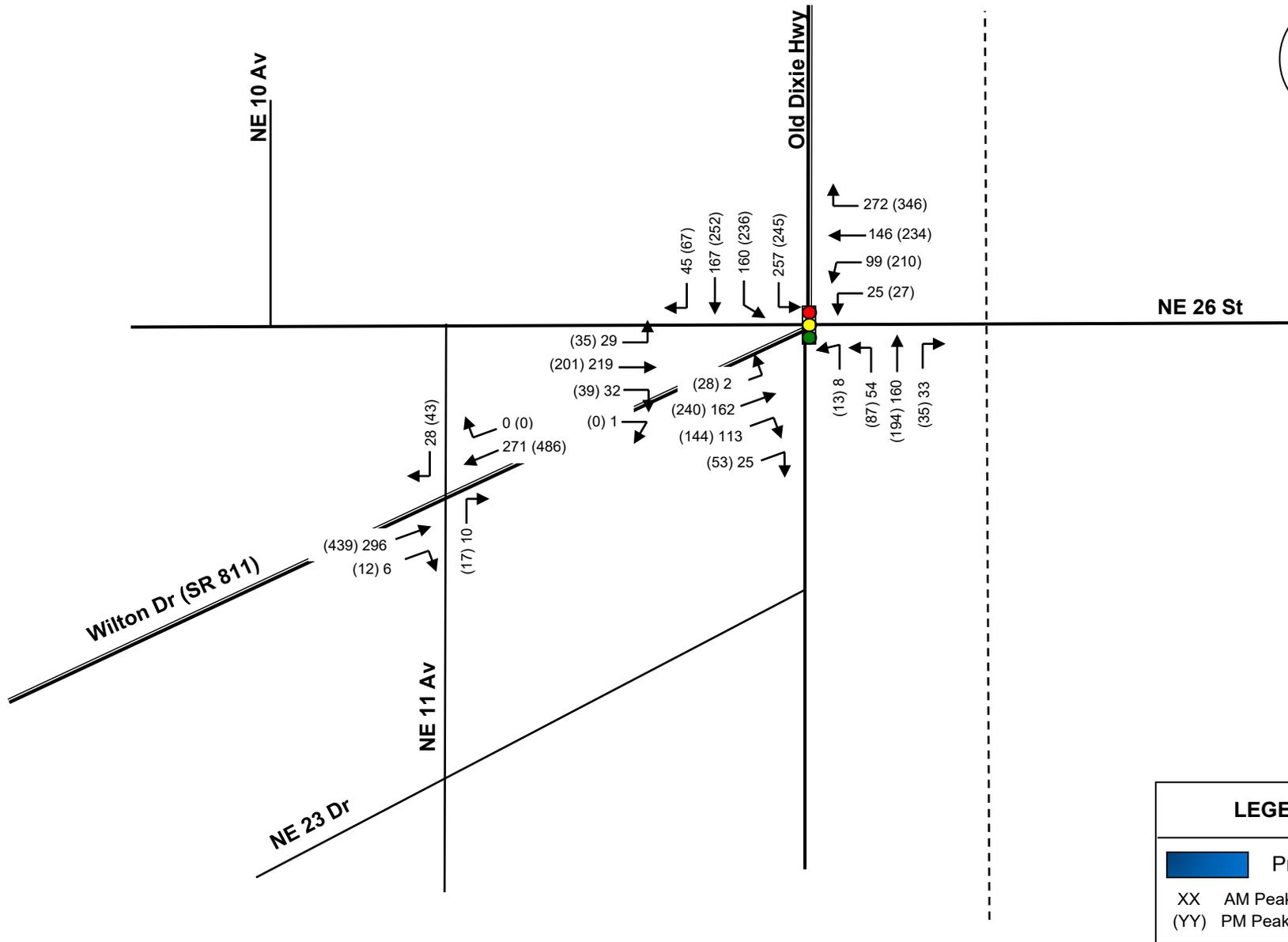
Future, build-out year (2027) traffic volumes were developed for the project study area in the following manner:

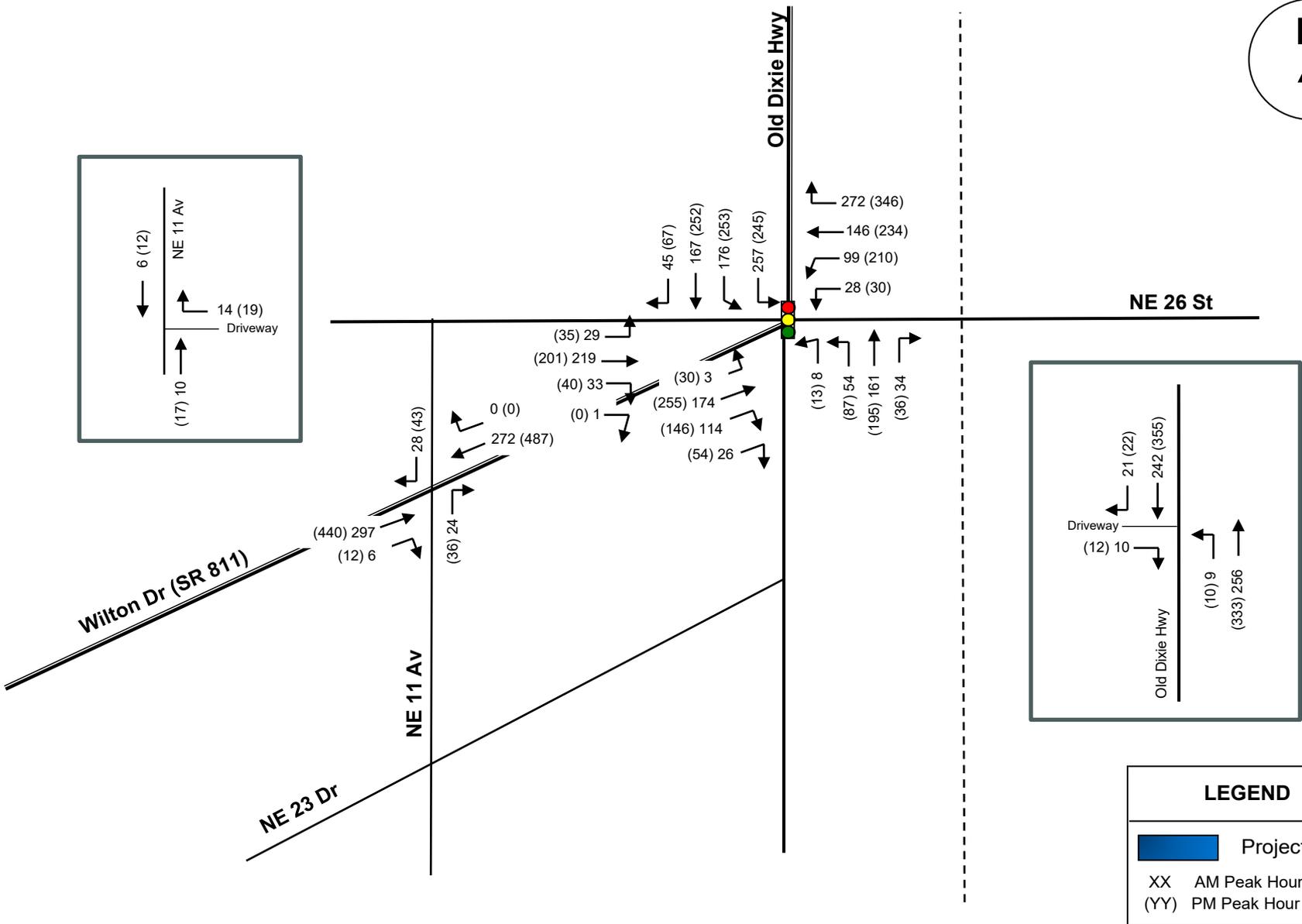
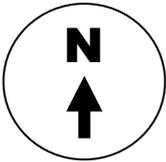
- **Average Peak Season Conversion Factor:** Traffic data collected Tuesday June 27, 2023, were reviewed with respect to average peak season conditions. According to the Florida Department of Transportation's (FDOT) Peak Season Factor Category (PSFC) report (Appendix D), an adjustment factor of 1.05 is required to convert traffic counts collected in June to average peak season conditions.
- **Historic Growth:** FDOT maintains four (4) traffic count stations on roadways within the identified study area. Linear, exponential, and decaying exponential growth rates were calculated for the five (5) year period between 2017 and 2022 and the ten (10) year period between 2012 and 2022. Data provided for the year 2020 and 2021 were excluded from both analyses due to atypical traffic conditions. The linear growth trend yields a growth rate of -2.76 percent over the most recent five (5) year period and a growth rate of +1.28 percent over the most recent ten (10) year period. The exponential analysis yields a growth rate of -3.64 percent over the most recent five (5) year period and a growth rate of +0.97 percent over the most recent ten (10) year period. The decaying exponential growth trend yields a growth rate of -2.39 percent over the most recent five (5) year period and a growth rate of +1.64 percent over the most recent ten (10) year period. Reference Appendix G. To provide a conservative analysis the category with the highest R-squared and a positive growth percentage (+1.28%) was applied to existing traffic volumes to calculate future background traffic volumes for the project's expected opening year of 2027.

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- **Committed Development:** Typically, vehicle trips associated with approved projects are added to peak season volumes to produce 2027 background traffic volumes for the study area. No approved developments have been provided.

Volume development worksheets (detailing peak season adjustments, traffic growth, and traffic associated with the proposed project for study intersections and the project driveways) are attached as Appendix H.

Figures 6 and 7 include future traffic volumes for the study area. Figure 6 provides projected background traffic (without the proposed project) and Figure 7 includes the additional traffic anticipated to be generated by the proposed mixed-use development.





Detailed Intersection and Driveway Level of Service Analyses

Intersection capacity analyses were performed for both study intersections and the two (2) project driveways. The analyses were undertaken following the capacity/level of service procedures outlined in the current (6th) edition of the Highway Capacity Manual using the SYNCHRO 11 software. The results of the intersection analyses are summarized in report Table 3.

According to the City of Wilton Manors Comprehensive Plan (Transportation Element), LOS 'D' is the acceptable level of service standard. The NE 26 Street at Wilton Drive (SR 811)/Dixie Highway intersection currently operates at LOS 'D' overall during the AM peak hour and LOS 'E' overall during the PM peak hour. In future year 2027 LOS 'D' is still expected during the AM peak hour and LOS 'E' is still expected during the PM peak with and without traffic from the proposed project.

Optimizing the signal timing is expected to decrease overall delay as shown in the supplemental Synchro output included in Appendix I and summarized in Table 3. Wilton Drive (SR 811) at NE 11 Avenue currently operates within acceptable levels of service and is expected to continue operating within acceptable levels in future year 2027 with traffic from the project as proposed. Appendix I includes Synchro summary sheets. Tables 4 and 5 detail expected queue lengths at the signalized intersection under study.

Table 3: Intersection Levels of Service

Intersection/Approaches	Existing (2023)	Future Traffic Conditions			LOS 'E' or 'F' and Increased Delay. # Project Trips	LOS 'E' or 'F' and Increased Delay. # Project Trips
		Year 2027 Without Project	Year 2027 With Project	Year 2027 With Imp.		
NE 26 St/Wilton Dr/Dixie Hwy	D/44.4 (E/58.7)	D/46.1 (E/63.7)	D/46.6 (E/65.8)	D/46.4 (E/64.8)	(1)	(2)
- NB Approach	D/46.9 (E/56.3)	D/48.1 (E/58.1)	D/48.4 (E/58.5)	D/48.2 (E/55.8)		
- SB Approach	D/41.1 (E/59.4)	D/43.7 (E/65.3)	D/44.4 (E/69.8)	D/44.2 (E/71.9)		
- SB Left	D/45.8 (E/56.2)	D/49.4 (E/60.1)	D/50.1 (E/61.2)	D/49.7 (E/62.6)		
- SB Through	D/41.3 (E/73.5)	D/43.7 (F/84.1)	<u>D/44.9</u> <u>(F/93.9)</u>	<u>D/44.7</u> <u>(F/97.7)</u>	(Yes, +17 vph)	(Yes, +17 vph)
- SB Right	C/33.8 (D/46.6)	D/35.3 (D/48.9)	D/36.0 (D/50.1)	D/35.8 (D/50.9)		
- EB Approach	D/47.3 (D/55.0)	D/49.0 (E/56.7)	D/49.2 (E/57.2)	D/49.6 (E/57.7)	(Yes, +1 vph)	(Yes, +1 vph)
- WB Approach	D/45.1 (E/64.5)	D/46.2 (E/73.4)	D/46.8 (E/75.6)	D/46.5 (E/69.2)		
- WB Left	D/44.7 (E/67.9)	D/45.7 (E/78.1)	<u>D/46.5</u> <u>(F/82.6)</u>	<u>D/46.3</u> <u>(E/74.7)</u>	(Yes, +3 vph)	
- WB Left/Through	D/51.6 (F/88.9)	D/53.8 (F/107.6)	D/54.6 (F/110.2)	D/53.9 (F/96.8)		
- WB Right	D/41.5 (D/44.2)	D/42.2 (D/45.1)	D/42.4 (D/45.6)	D/42.3 (D/45.3)		
- NEB Approach	D/45.5 (D/51.3)	D/46.6 (D/52.0)	D/46.6 (E/52.2)	D/46.7 (E/55.8)		
- NEB Left/Through	D/46.9 (D/54.0)	D/48.1 (D/54.9)	<u>D/48.1</u> <u>(E/55.2)</u>	<u>D/48.2</u> <u>(E/59.8)</u>	(Yes, +17 vph)	(Yes, +17 vph)
- NEB Right	D/42.7 (D/45.4)	D/43.3 (D/45.6)	<u>D/43.3</u> <u>(D/45.6)</u>	<u>D/43.3</u> <u>(D/47.0)</u>		
Wilton Dr at NE 11 Av						
- NB Approach	A (A)	A (A)	A (A)	NA		
- SB Approach	A (A)	A (A)	A (A)	NA		
Project Dwy at NE 11 Av						
- WB Approach	NA	NA	A (A)	NA		
Project Dwy at Dixie Hwy						
- EB Approach	NA	NA	A (B)	NA		

Source: HCM 6. LEGEND: AM Peak Hour (PM Peak Hour); vehicular delay (sec/veh).

(1) Background versus '2027 With Project'.

(2) Background versus '2027 With Improvement' (Optimization).

Table 4 Signalized Intersection Queues – AM Peak

Intersection/Movement	Available Storage (ft)	Queue Length		
		Existing	Background	Future Total
<u>NE 26 St at Wilton Drive (SR 811)/Dixie Highway</u>				
- NB Approach	-	147	155	157
- SB Approach	-	-	-	-
- SB Left	200	#339	#371	#374
- SB Through	-	251	268	282
- SB Right	-	73	83	92
- EB Approach	-	164	174	175
- WB Approach	-	-	-	-
- WB Left	-	161	167	172
- WB Through	-	209	223	224
- WB Right	-	82	84	85
- NEB Approach	-	-	-	-
- NEB Left	-	125	132	137
- NEB Right	-	0	0	5

Table 5 Signalized Intersection Queues – PM Peak

Intersection/Movement	Available Storage (ft)	Queue Length		
		Existing	Background	Future Total
<u>NE 26 St at Wilton Drive (SR 811)/Dixie Highway</u>				
- NB Approach	-	200	211	213
- SB Approach	-	-	-	-
- SB Left	200	#341	#371	#374
- SB Through	-	#476	#512	#544
- SB Right	-	186	207	214
- EB Approach	-	171	180	181
- WB Approach	-	-	-	-
- WB Left	-	#366	#396	#406
- WB Through	-	#446	#477	#481
- WB Right	-	97	98	99
- NEB Approach	-	-	-	-
- NEB Left	-	186	196	204
- NEB Right	-	47	56	62

PARKING ANALYSIS

According to the City of Wilton Manors Code of Ordinances, the proposed development should provide 123 parking spaces as demonstrated in Table 4 below. As the current site plan shows 98 parking spaces will be provided onsite (including lifts), a 25-space (20.3%) deficit is realized. The purpose of this parking analysis is to assess the adequacy of the proposed parking supply in view of the calculated shortfall.

Table 6: Parking Generation (Wilton Manors Code of Ordinances)

Land Use	Intensity	Rate	Parking Spaces
Proposed			
Hotel	123 rooms	1.0/room	123
Total			123

*City of Wilton Manors Code of Ordinances.

Parking Analysis with ITE Hotel Rate

Historical data published by the Institute of Transportation Engineers (ITE) in the document *Parking Generation* (5th Edition) has been considered in place of rates provided within the City’s Code of Ordinances for the proposed hotel. Table 5 below shows that the ITE average rate of 0.74 spaces per room yields a project-specific parking demand of 91 parking spaces for the proposed hotel.

Table 7: Parking Generation (ITE)

Land Use	Intensity	Rate	Parking Spaces
Proposed			
Hotel	123 rooms	0.74/room	91.0
Total			91.0

*ITE Land Use Code 310 (Hotel).

Supporting the rate of 0.74 parking spaces per room is an article published in the ITE Journal in February 2021 included as Appendix J. The article summarizes the study of five suburban limited-service hotels located in south Florida (specifically northern Miami-Dade County and southern Broward County).

The study completed by Walker Consultants' parking and mobility planning, operations and technology practice set out to measure actual parking demand at suburban limited-service hotels in the absence of significant local data and to measure the collective impact of ride-share services like Uber and Lyft. The study is based on 35 total field data collection observations, seven different observations for each hotel and one for each day of the week at or near the 1:00 AM peak hour occupancy for hotel guest rooms. The 35 field data observations range from a low of 0.05 to a high of 0.76 parked vehicles per hotel guest room. The 85th percentile observation is 0.58 parked cars per guest room while the 95th percentile observation is 0.67 parked cars per hotel guest room.

For comparison purposes it is worth noting that the City of Fort Lauderdale has recently approved a parking rate of 0.71 at newer hotel sites including a Holiday Inn on N. Federal Highway and The Mile Hotel along the north side of Oakland Park Boulevard at the Intracoastal Waterway.

According to the site plan included as Attachment A, 98 parking spaces will be provided onsite for a parking rate of 0.80 parking spaces per hotel guest room. A parking reduction is, therefore, requested for The Wilton Hotel proposed to be located at 2505 N. Dixie Highway in accordance with **Section 135.040 – Alternative Parking Generation Standards** of the City's Code of Ordinances.

VALET ANALYSIS

This report considers the maximum peak hour entering volume (occurring during the PM peak hour) of 32 vehicles will be processed through the valet service and will enter and exit the project site via the driveways along Old Dixie Highway and NE 11 Avenue. The site plan included as Appendix B shows the proposed location of the valet stand and the three (3) vehicle reservoir spaces (VRS) provided.

A valet analysis has been conducted for the one (1) valet stand proposed to serve the proposed hotel. The length of queue anticipated was determined using information contained in ITE's *Transportation and Land Development*, Chapter 8. For this analysis, the following input variables were considered:

- **Demand Rate:** Based on ITE's *Trip Generation* (11th Edition), the maximum inbound vehicular traffic flow anticipated is approximately 32 vehicles (occurring during the PM peak hour).
- **Service Rate:** It was assumed that the average time to park/unpark a vehicle by a valet runner is approximately 205 seconds per vehicle. Drop off/retrieval periods are dependent upon several factors including ticket processing time, vehicle travel time to parking space and attendant return speed. Assumptions are shown in the queuing analysis contained in Appendix K.

With a 99% confidence level, it is projected that four (4) parking attendants are required to limit the maximum queue to three (3) vehicles during a typical PM peak hour. Appendix K includes queue analysis worksheets.

CONCLUSIONS AND RECOMMENDATIONS

Wilton Five Points Partners, LLC proposes to construct a 123-room hotel at 2505 Old Dixie Highway (along the west side of Old Dixie Highway south of Wilton Drive (SR 811) and NE 26 Street) within municipal limits of the City of Wilton Manors. Buildout is expected to occur in 2027.

Access to the hotel is proposed as follows:

- One (1) two-way, two-lane driveway along Old Dixie Highway (with egress restricted to right turns only), and
- One (1) one-way (exit only) driveway along NE 11 Avenue.

Conclusions and recommendations of the traffic study are as follows:

- As shown in Table 2, the project as proposed is expected to produce 692 net new vehicle trips per day, approximately 54 net new AM peak hour trips, and approximately 43 net new PM peak hour trips.
- According to the City of Wilton Manors Comprehensive Plan (Transportation Element), LOS 'D' is the acceptable level of service standard. The NE 26 Street at Wilton Drive (SR 811/Dixie Highway) intersection currently operates at LOS 'D' overall during the AM peak hour and LOS 'E' during the PM peak hour. In future year 2027 LOS 'D' is still expected during the AM peak hour and LOS 'E' is still expected during the PM peak with and without the project in place.
- Wilton Drive (SR 811) at NE 11 Avenue currently operates within acceptable levels of service and is expected to continue operating within acceptable levels in future year 2027 with traffic from the project as proposed.
- The unsignalized project driveways are expected to operate within acceptable levels of service upon buildout of the project as proposed.

-
- According to the site plan included as Attachment A, 98 parking spaces will be provided onsite for a parking rate of 0.80 parking spaces per hotel guest room. A parking reduction is, therefore, requested for The Wilton Hotel proposed to be located at 2505 N. Dixie Highway in accordance with **Section 135.040 – Alternative Parking Generation Standards** of the City's Code of Ordinances.
 - With a 99% confidence level, it is projected that four (4) parking attendants are required to limit the maximum queue to three (3) vehicles during a typical PM peak hour.
 - Transportation Demand Management (TDM) measures proposed include:
 - Provide convenient bicycle parking for future employees and/or guests of the hotel.
 - Inform hotel guests of alternative travel modes with information from South Florida Commuter Services (SFCS).
 - Offer guests e-shuttle service along Wilton Drive and NE 26 Street with in-house or similar service via contract with Circuit electric mobility app.

APPENDIX A

Methodology Correspondence

MEMORANDUM

To: Evangeline Kalus
City Planner
City of Wilton Manors

From: John J. McWilliams, P.E. 
Raquel Selanikio, E.I. 

Date: May 31, 2023

**Subject: *The Wilton Hotel – (SP 23-03)
Trip Generation and Parking Statements Review Comments – First Submittal***

Per your request, we have completed our review of the subject submittal dated 4/25/2023. Based upon the provided trip generation statement, parking statement, and site plan, the existing development consists of a 7,448 square-foot funeral home and the proposed redevelopment consists of a 123-room hotel. The redevelopment proposes a parking supply of 93 parking spaces. We offer the following comments:

Traffic Review Comments

1. Although the proposed redevelopment is expected to generate less than 1,000 vehicle trips per day, the City may still request a traffic study to evaluate the impacts of the proposed development. Note that the proposed City of Wilton Manors traffic impact analysis guidelines were recently issued, and a traffic study methodology is required for all future projects. Please submit a traffic study methodology for the proposed redevelopment and include, at a minimum, the following sections.
 - a. Trip generation calculations
 - b. Expected build-out year
 - c. Proposed study area
 - i. Given the scale of the redevelopment it is recommended that the signalized intersection of N Dixie Highway and NE 26th Street/Wilton Drive be analyzed in addition to the project driveways.
 - d. The discussion of the inclusion of the following analyses as part of the submitted traffic study:
 - i. Development of annual growth factor and/or inclusion of committed development traffic
 - ii. Trip distribution and assignment - Note that the proposed City of Wilton Manors traffic study methodology guidelines require that the trip distribution and assignment be based on a select zone analysis performed using Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM)
 - iii. Intersection capacity analyses
 - iv. Proposed mitigation if future total conditions operate below adopted level of service (LOS) due to the proposed development
 - v. Multimodal assessment that consists of a summary of transit, bicycle, and pedestrian infrastructure within one (1) mile of the site, identify deficiencies within the network, and propose improvements to be funded by the project.

Note that additional improvements may be required as part of ongoing coordination with other development projects in the vicinity.

- vi. Transportation Control Measures (TCM) section that discusses measures that will be considered to encourage people to use public transportation, use bicycles and walk, use carpool, and find alternatives to the typical workday hours
 - vii. Entry gate analysis if gates provided
 - viii. Valet operations and queuing analysis
 - ix. Information about the proposed loading/trash areas for the project and Autoturn analysis for the loading areas using the appropriate AASHTO design vehicles. The analysis should demonstrate that all loading areas can operate independent of each other without conflicting with other vehicles or building structural elements.
2. The provided parking analysis compares the average weekday ITE parking rate to the City of Wilton Manors code requirement. The analysis should include the 85th percentile weekend ITE parking rate in addition to the 85th percentile weekday ITE parking rate and compare the maximum 85th percentile ITE rate to the City of Wilton Manors code requirement. Additionally, a buffer in parking supply should be provided as the ITE parking generation rates are for 85th percentile rates.

Site Plan Review Comments

- 3. Clarify where valet drop-off/pick-up will occur and the proposed routing.
- 4. Clarify where any entry gates/access control equipment will be located.
- 5. Provide a signing and pavement marking plan for the parking garage that identifies the intended geometry at all turning areas including lane widths, radii, etc.

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Memorandum

To: John J. McWilliams, P.E.
Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Plantation, FL 33324

From: J. Suzanne Danielsen, P.E.

xc: Mark Ellert
Robert B. Lochrie III, Esq.
Roberta Moore

Date: July 10, 2023

**Re: The Wilton – Wilton Manors, Florida
Traffic Study Methodology**

Wilton Five Points Partners, LLC proposes to construct a 123-room hotel at 2505 N. Dixie Highway (along the west side of N. Dixie Highway south of Wilton Drive (SR 811)) within municipal limits of the City of Wilton Manors. Vehicular access to and from the site will occur at one (1) location along NE 11 Avenue and one (1) location along N. Dixie Highway. Figure 1 attached shows the location of the project site as well as the transportation network in the immediate vicinity. The following is our proposed methodology for the requested traffic study.

- The trip generation analysis will be based upon the Institute of Transportation Engineers (ITE) report *Trip Generation*, 11th Edition. Trip Generation rates and formulae will be provided within the report text or tables. A preliminary estimate of project traffic is shown in attached Table 2. Vehicle trips attributable to existing uses to be removed are shown in Table 1.
- As shown in Table 2, the internalization of vehicle trips between proposed uses will be considered as will the effect of a multi-modal reduction factor. These adjustments to the raw trip generation estimates will be further explained within the report.
- A request has been made to complete a select zone analysis using the Florida Standard Urban Transportation Model Structure (FSUTMS) – Southeast Florida Regional Planning Model (SERPM) to determine trip distribution and project traffic assignment. In a meeting with City staff, the development team requested the regional model condition be waived in light of the minimal trip generation concluded in our initial traffic report and the developer's consent to conduct a local traffic study, as other applicants have agreed. As such, trip distribution and project traffic assignment is proposed to be based upon current travel patterns, existing nearby land uses and available transportation network in the vicinity of the project site.
- In addition to the primary project driveway(s), the subject traffic study will evaluate the following intersections during typical AM and PM peak periods:

DC ENGINEERS, INC.

- N. Dixie Highway at NE 26 Street/Wilton Drive (SR 811), and
- NE 11 Avenue at Wilton Drive (SR 811).
- Turning movement count data including bicycles and pedestrians will be collected on one (1) typical weekday during AM (7-9 AM) and PM (4-6 PM) peak periods at the intersections listed above.
- Turning movement counts will be adjusted to reflect average peak season conditions based upon the most recent (2022) available adjustment factors published by the Florida Department of Transportation (FDOT).
- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be determined through analysis of historic traffic data available for the area near the project site (through both a five (5) year and ten (10) year period).
- Traffic from approved but unbuilt development as provided by city staff will be included within the traffic study.
- Existing traffic signal timing data for study intersections will be obtained from Broward County Traffic Engineering and will be included within the Appendix of the traffic study.
- Traffic analysis figures will be prepared for the following trip scenarios for each of the intersections analyzed:

Existing traffic,
Proposed project traffic distribution and assignment,
Background traffic at buildout, and
Future conditions with project traffic.

- Intersection capacity analyses will be conducted using the Synchro software for existing conditions, future conditions without the project, and future conditions with the proposed project in place. The analyses will include specific Preliminary Context Classification Data (including ped calls and heavy vehicle percentages). In the event an intersection is shown to operate below acceptable levels of service due to traffic from the proposed development, appropriate mitigation measures will be proposed. A 95th percentile queue analysis will be provided.
- The City of Wilton Manors Code of Ordinances will be the source of Level of Service (LOS) standards identified within the Traffic Study.
- A valet analysis will be conducted at any proposed valet stand to ensure expected vehicle queues do not extend into adjacent rights of way.
- A summary of multimodal amenities including transit, bicycle and pedestrian infrastructure within one (1) mile of the site will be provided as requested. Deficiencies within the network will be noted as appropriate.

DC ENGINEERS, INC.

- The study will include a discussion of Transportation Control Measures (TCM) encouraging employees and patrons to use public transportation, bicycle or walk rather than use a private vehicle.
- As requested, a discussion of loading and trash operations will be provided as will an AASHTO analysis for the loading areas using appropriate AASHTO design vehicles.
- A narrative summary of parking operations will be provided within the traffic study.
- All traffic data obtained for this project will be included within the Appendix of the traffic study.
- Project buildout is expected to take place in 2027.
- A Traffic Study summarizing the effect of vehicle trips expected from the proposed development will be prepared and submitted for review.

MEMORANDUM

To: Evangeline Kalus
City Planner
City of Wilton Manors

From: John J. McWilliams, P.E. 
Raquel Selanikio, E.I. 

Date: July 19, 2023

Subject: *The Wilton Hotel – (SP 23-03)*
Traffic Study Methodology Review Comments – First Submittal

Per your request, we have completed our review of the subject submittal dated 7/10/2023. Based upon the provided trip generation statement, parking statement, and site plan, the existing development consists of a 7,448 square-foot funeral home and the proposed redevelopment consists of a 123-room hotel. We offer the following comments:

Traffic Review Comments

1. Page 1 –City staff has confirmed that the standard requirement to base trip distribution on a select zone analysis using the Florida Standard Urban Transportation Model Structure (FSUTMS) – Southeast Florida Regional Planning Model (SERPM) has not been waived. Please confirm if the applicant will be providing this analysis as part of the study submittal or if the City’s consultant should prepare it at the applicant’s expense.
2. Page 1 – Study all project driveways that are expected to be used by vehicular trips entering/exiting site, not only “primary project driveway(s)” as stated. Furthermore, if the valet route includes the intersections of North Dixie Highway and NE 23rd Drive and/or NE 11th Street/NE 11th Avenue, please include them in the study.
3. Page 2 – The methodology states “Turning movement counts will be adjusted to reflect average peak season conditions” please revise this sentence to state “Turning movement counts will be adjusted to reflect peak season conditions”.
4. Page 2 – Level of service should be evaluated for overall intersection, approach, and movements.
5. Page 2 – As part of the multimodal evaluation, please include discussion of possible proposed improvements to be funded by the project.
6. Include an entry gate queueing analysis, if entry gates are provided, to ensure queues do not back up into public right-of-way.

Site Plan Review Comments

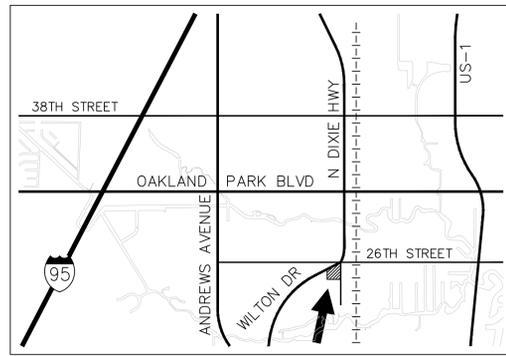
7. Include detailed site plan within the submitted traffic impact study.

8. Clarify where valet drop-off/pick-up will occur and the proposed routing. The drop-off/pickup point should be located within the site outside of the public right-of-way.
9. Clarify where any entry gates/access control equipment will be located.
10. Provide a signing and pavement marking plan for the parking garage that identifies the intended geometry at all turning areas including lane widths, radii, etc.
11. Provide maneuverability for all movements entering/exiting the garage site and all major movements within the garage, demonstrating that vehicles will not conflict with the building structure, parking spaces, or vehicles traveling in the opposite direction.

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APPENDIX B

Site Plan



LOCATION MAP **SITE**

LEGAL DESCRIPTION

WILTON MANORS UNIT 1 AMD PLAT 15-1 B ALL OF LOT 5 AND POR LOTS 2,3,4, 6,7,9,10 & 11, BLK 29 DESC AS COMM SE COR BLK 29, SWLY 15.87 TO POB, CONT WLY 77.51, NE 102.25,

ADDRESS

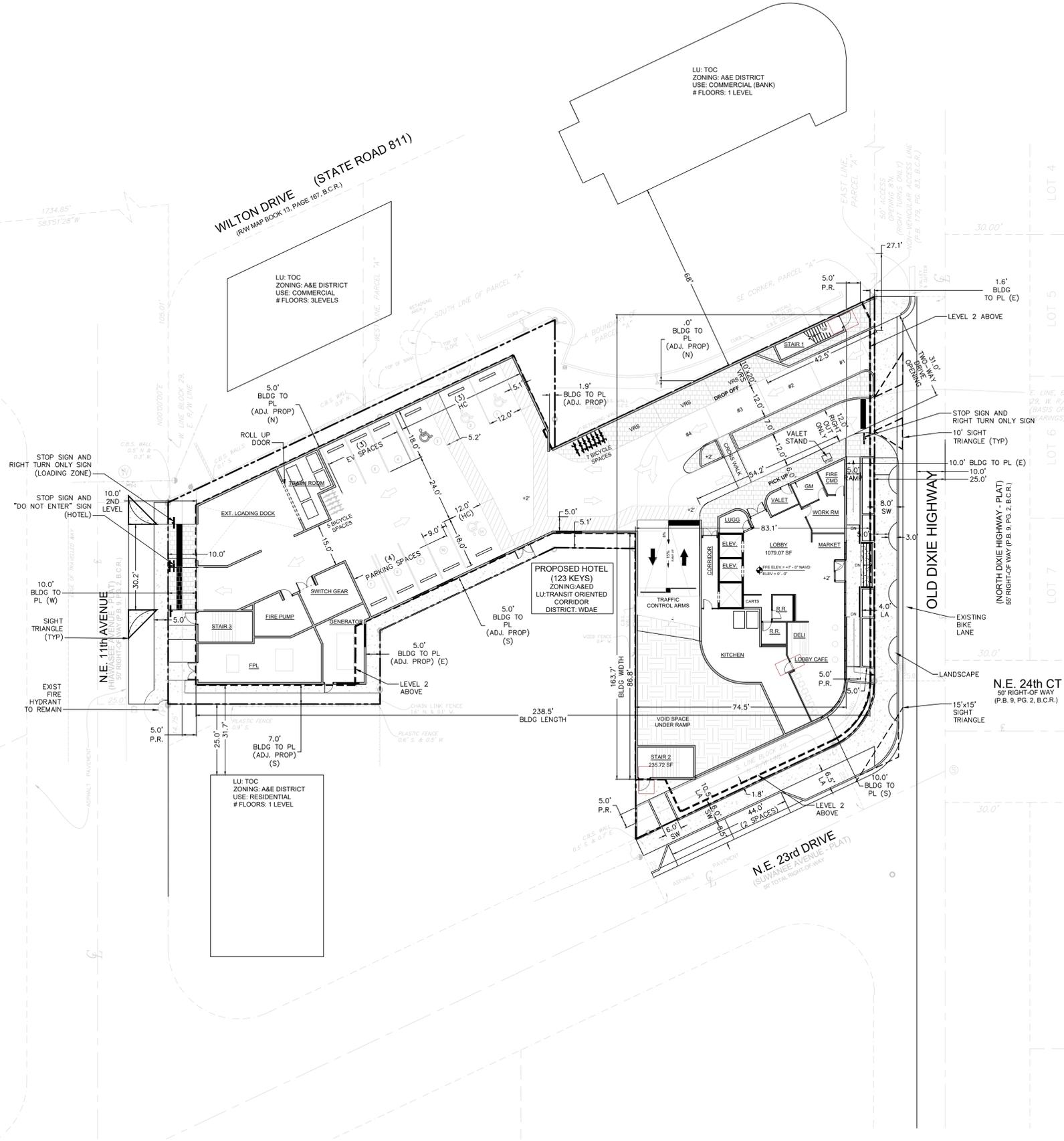
2505 N DIXIE HWY WILTON MANORS FL 33305

TAX FOLIO

4942 26 05 1060

CURRENT USE

FUNERAL HOME



SITE PLAN DATA TABLE:

CURRENT USE OF PROPERTY	RESIDENTIAL/COMMERCIAL	
CURRENT LAND USE DESIGNATION	TOC	
PROPOSED LAND USE DESIGNATION	TOC	
CURRENT ZONING DESIGNATION	WDAE	
PROPOSED ZONING DESIGNATION	PUD-C	

TOTAL PERVIOUS PROPOSED	2,760 SF	10.8%
TOTAL PERVIOUS EXISTING	6,080 SF	24%
TOTAL IMPERVIOUS PROPOSED	2,441 SF	9.6%
TOTAL IMPERVIOUS EXISTING	10,374 SF	40%
TOTAL BUILDING FOOTPRINT PROPOSED	20,354 SF	79.6%
TOTAL BUILDING FOOTPRINT EXISTING	9,101 SF	36%

SEC 040-050(K) GROSS MIN. ACREAGE	PROPOSED PUD
TOTAL SITE AREA (NET)	25,555 SF / 0.58 AC.
TOTAL SITE AREA (GROSS)	33,887 SF / 0.78 AC.

(SEC 040-080 (B).4) ACRES (SF) / % TOTAL AREA	PROPOSED PUD
COMMERCIAL USE	0 SF / 0.0%
OFFICE USE	0 SF / 0.0%
HOTEL USE	20,354 SF / 80%
RESIDENTIAL USE	0 SF / 0.0%
STREET AND UTILITIES	519 SF / 2.0%
OPEN SPACE (AT GRADE ONLY)	4,473 SF / 18%

TOTAL BUILDING SQUARE FOOTAGE PROPOSED	144,370 GSF
FLOOR AREA RATIO (F.A.R.)	144,370 / 25,555 = 5.65
NUMBER OF HOTEL UNITS	123
DENSITY (DWELLING UNITS / AC)	N/A

PEDESTRIAN WALKS & PLAZAS	2,263 SF	8.9%
LOT COVERAGE	22,031 SF	86.2%
VUA AREA	519 SF	2.0%

GSF	HOTEL ROOM COUNT
PEDESTAL (3 FLOORS PARKING LEVELS=49,155 SF)	LEVELS 1-3 (0 ROOMS)
BUILDING BOH (LEVELS 1-8=11,681 SF)	-
HOTEL (LEVELS 1-8=83,534 SF)	LEVELS 4-8 (123 ROOMS)
TOTAL (8 FLOORS = 144,370 SF)	

SETBACKS:

FRONT/EAST (N DIXIE HWY)	10.0' (LVL 1) 1.8' (LVL 2+)
SIDE/SOUTH (NE 23 DRIVE)	10.0' (LVL 1) 1.8' (LVL 2+)
SIDE/NORTH (YARDS ADJ TO N PL)	0' (N PL)
SIDE/SOUTH (YARDS ADJ TO S PL)	0' (S PL)
REAR/WEST (NE 11 AVENUE)	10'

SEC. 040-050(K) HEIGHT	MAX ALLOWED	PROPOSED PUD
PROPOSED BUILDING	5 STORIES/ 60' TO ROOF 65' TO P.W.	8 STORIES/ 90' TO ROOF 95' TO P.W.

NOTE: PER CODE SECTION 045-020 A.12, PARAPET WALLS (P.W.) MAY EXCEED HEIGHT LIMIT BY NO MORE THAN (5) FIVE FEET.

SEC. 040-050 (E) OPEN SPACE	REQUIRED	PROPOSED PUD
SEE SHEET X4. REQUIRED = 25% OF NET ACREAGE	6,389 SF	15,226 SF

NOTE: PUD OPEN SPACE INCLUDES AREAS ON ROOF DECK

BIKE PARKING (Sec 170-080):	REQUIRED	PROPOSED
BIKE PARKING	18 BIKES	18 BIKES 12=LVL 1 6=LVL 2

LOADING (Article 140):	REQUIRED	PROPOSED PUD
LOADING ZONE (SERVICE)	3	1

PARKING PER PUD:
WITH PARKING REDUCTION REQUEST IN ACCORDANCE WITH SEC. 135.040.

	UNITS	RATIO	REQUIRED PUD	PROPOSED PUD
HOTEL	123 UNITS	0.74/UNIT	91	98
STANDARD PARKING WITH EV CHARGING STATIONS (3 @ GROUND FLOOR + 7 @ LEVEL 3)				
		ADA SPACES		

NOTE: A REVIEW OF RATES PUBLISHED WITHIN ITE'S PARKING GENERATION (5TH EDITION) SHOWS THAT 91 PARKING SPACES MAY BE MORE APPROPRIATE FOR THE PROPOSED HOTEL PARKING RATE.
NOTE: 5% OF 98 = 4.9; THEREFORE, 5 EV CHARGING STATIONS ARE REQUIRED.

PARKING GARAGE:

	PUD	TYPE
GROUND LEVEL PARKING	11	7S + 0T + 4HC
2ND LEVEL PARKING	30	24S + 3T(6)
3RD LEVEL PARKING	57	9S + 24L(48)
TOTAL GARAGE	98	(40 SPACES) STANDARD / 41% (0 SPACES) TANDEM / 0% (48 SPACES) 24 LIFTS / 49% (4 SPACES) HC/VAN / 4%

GREEN BUILDING POINTS (ARTICLE 170):

	PUD
ELECTRIC VEHICLE CHARGING STATIONS (5 ABOVE REQUIRED)	10 POINTS
WHITE ROOF	4 POINTS
COOL PAVERS	4 POINTS
ENERGY STAR RATING FOR ALL APPLIANCES/EQUIPMENT	4 POINTS
OTHER - INNOVATIVE DESIGN FEATURES	12 POINTS
TOTAL	34 POINTS

FIRE COMMENTS:

- BDA WILL BE PROVIDED TO MAINTAIN TWO-WAY RADIO COMMUNICATIONS
- FIRE DEPARTMENT KNOX BOX REQUIRED
- AED & BLEEDING CONTROL KIT REQUIRED IN LOBBY



SITE PLAN

Sheet Title

THE WILTON HOTEL
2505 N DIXIE HIGHWAY
WILTON MANORS, FLORIDA 33305

Job Title

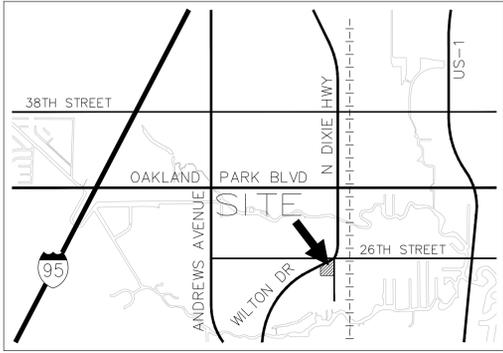


Revisions

07/13/23	REV 1
08/01/23	REV 2
08/31/23	REV 3
09/21/23	REV 3
10/23/23	REV 3
11/09/23	REV 4
11/15/23	REV 4
11/30/23	REV 5
12/16/23	REV SUBMITAL

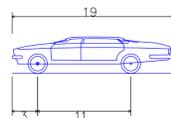
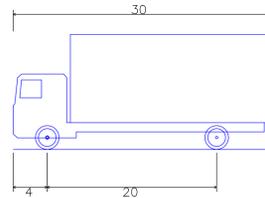
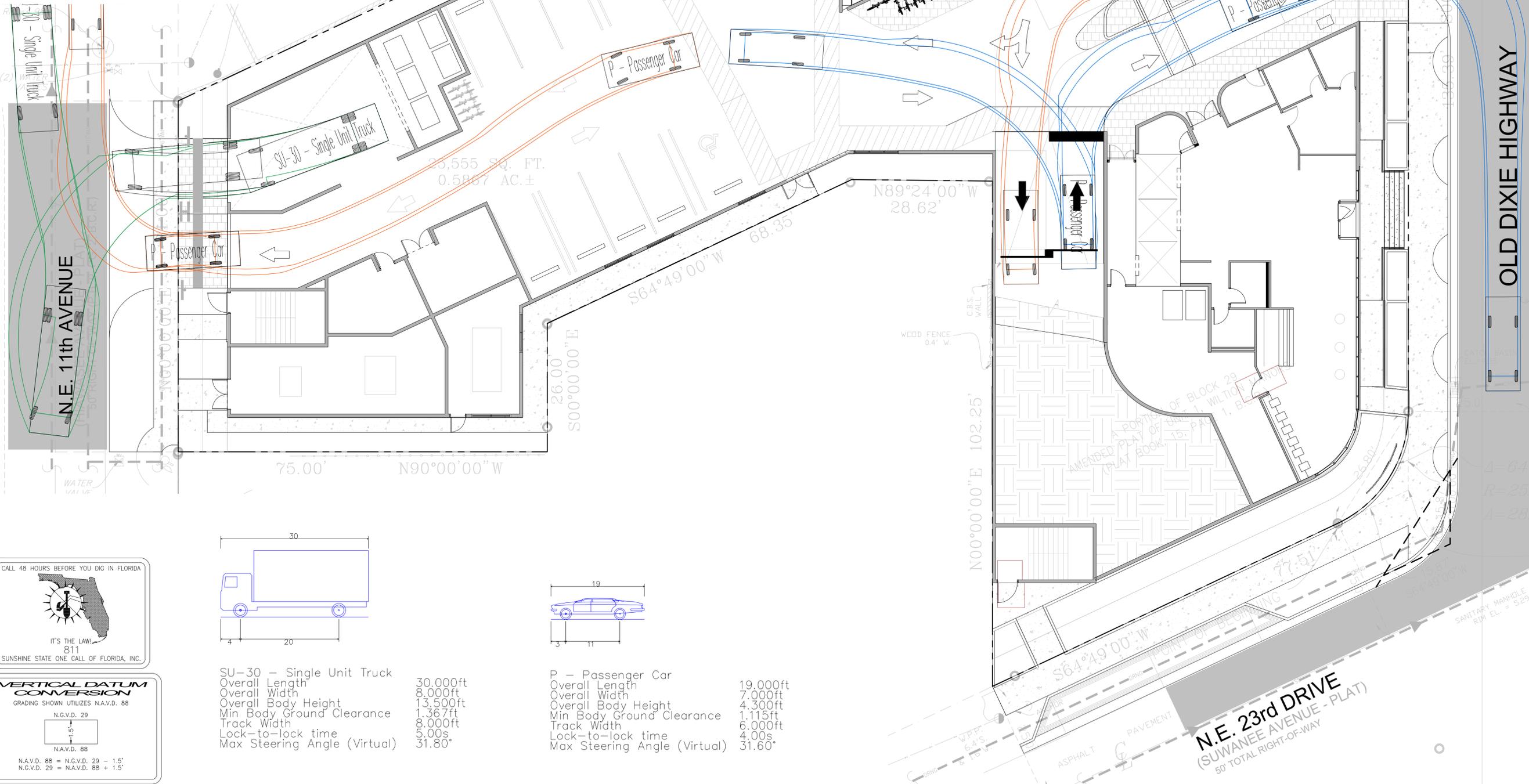
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BMK	



LOCATION MAP
NTS

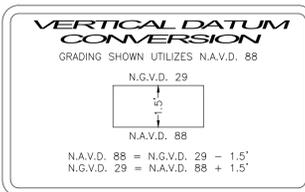
- LEGEND:**
- PROPOSED ELEVATION (NAVD)
 - EXISTING ELEVATION (NAVD)
 - PROPOSED CATCH BASIN
 - PROPOSED PLUG
 - ⊥ TEE
 - ⊕ WATER METER
 - ⊗ DOUBLE DETECTOR CHECK W/ WAFER CHECK VALVE ON DOWNSTREAM SIDE
 - ⊘ REDUCED PRESSURE BACKFLOW PREVENTOR
 - DIRECTIONAL FLOW ARROW AND GRAVITY SEWER
 - PROPOSED MANHOLE
 - W - WATER MAIN
 - FM - SANITARY FORCE MAIN
 - VALVE
 - ⊕ FIRE HYDRANT
 - ⊕ SIAMISE CONNECTION
 - CLEANOUT
 - EDGE OF PROPOSED PAVEMENT (ASPHALT)
 - DIRECTION OF SURFACE DRAINAGE
 - SAMPLE POINT
 - ⊕ EXIST. WATER MAIN
 - EXIST. UTILITY LINE TO BE ABANDONED IN PLACE



SU-30 - Single Unit Truck
 Overall Length 30.000ft
 Overall Width 7.000ft
 Overall Body Height 13.500ft
 Min Body Ground Clearance 1.367ft
 Track Width 6.000ft
 Lock-to-lock time 3.00s
 Max Steering Angle (Virtual) 31.80°

P - Passenger Car
 Overall Length 19.000ft
 Overall Width 7.000ft
 Overall Body Height 4.300ft
 Min Body Ground Clearance 1.115ft
 Track Width 6.000ft
 Lock-to-lock time 4.00s
 Max Steering Angle (Virtual) 31.60°

Dec 04, 2023 - 11:35am



Drawing name: F:\2022 Jobs\22-1716.00 Wilton Hotel\22-1716.00 SITE.dwg



Sheet Title
VEHICLE TURNING EXHIBIT

Job Title
THE WILTON HOTEL
 N DIXIE HIGHWAY
 WILTON MANORS, FLORIDA 33305



Revisions

△ 07/13/23	REV 1
△ 08/01/23	REV 2
△ 08/31/23	REV 3
△ 09/21/23	REV 3
△	REV 5

Phase:
PERMIT DOCUMENTS

SEAL

Scale:	1"=10'	Date:	12/04/23
Job No.:	22-1716.00	Plot Date:	12/04/23
Drawn by:	BMK	Sheet No.:	X1
Proj. Mgr.:	BMK	Appr. by:	BMK
		1 of 3	

APPENDIX C

Transit

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

Reading a Timetable - It's Easy

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

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

Information: 954-357-8400

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

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



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



BROWARD COUNTY

BOARD OF COUNTY COMMISSIONERS

An equal opportunity employer and provider of services.

1,000 copies of this public document were promulgated at a gross cost of \$275, or \$0.275 per copy to inform the public about the Transit Division's schedule and route information. Printed 4/23

Broward County Transit

ROUTE 20 ALL WEEK SCHEDULE

Broward Central Terminal
to Broward Health North

Effective 4/16/23



Safety Is Our Number One Priority



**Mobile
Ticketing App**

Now Your **Phone** Is Your
Ticket to ride BCT!
Download the App today.

MyRide
BROWARD.org

Real Time Bus Information
MyRide.Broward.org

**BROWARD
COUNTY
Transit**



Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

There are additional bus stops in between those listed

NORTHBOUND

To Broward Health North

BROWARD CENTRAL TERMINAL	SUNRISE BLVD & NE 15TH AVE	OAKLAND PARK BLVD & US 1	NE 62 ST & NE 18 AVE	NORTHEAST TRANSIT CENTER	COPANS RD & NW 3 AVE	BROWARD HEALTH NORTH NE 3 AVE & SAMPLE
1	2	3	4	5	6	7
6:00a	6:10a	6:20a	6:29a	6:40a	6:50a	6:58a
6:50a	7:00a	7:10a	7:19a	7:30a	7:40a	7:50a
7:40a	7:50a	8:00a	8:10a	8:20a	8:29a	8:38a
8:30a	8:40a	8:50a	9:00a	9:10a	9:19a	9:26a
9:20a	9:32a	9:40a	9:50a	10:00a	10:10a	10:18a
10:10a	10:21a	10:30a	10:41a	10:52a	11:02a	11:10a
11:00a	11:11a	11:20a	11:31a	11:42a	11:52a	12:00p
11:50a	12:01p	12:10p	12:21p	12:32p	12:42p	12:50p
12:40p	12:51p	1:00p	1:11p	1:22p	1:32p	1:40p
1:30p	1:41p	1:50p	2:01p	2:12p	2:22p	2:30p
2:20p	2:31p	2:40p	2:51p	3:03p	3:13p	3:23p
3:10p	3:22p	3:34p	3:46p	3:57p	4:07p	4:15p
4:00p	4:11p	4:23p	4:35p	4:46p	4:56p	5:04p
4:50p	5:01p	5:13p	5:25p	5:36p	5:46p	5:54p
5:40p	5:51p	6:02p	6:10p	6:20p	6:29p	6:37p
6:30p	6:41p	6:50p	6:58p	7:08p	7:17p	7:25p
7:20p	7:31p	7:40p	7:48p	7:58p	8:07p	8:15p
8:10p	8:21p	8:30p	8:38p	8:48p	8:57p	9:04p G
9:00p	9:10p	9:18p	9:26p	9:35p	9:43p	9:50p G

SOUTHBOUND

To Broward Central Terminal

BROWARD HEALTH NORTH NE 3 AVE & SAMPLE	COPANS RD & NW 3 AVE	NORTHEAST TRANSIT CENTER	NE 62 ST & NE 18 AVE	OAKLAND PARK BLVD & US 1	SUNRISE BLVD & NE 15TH AVE	BROWARD CENTRAL TERMINAL
7	6	5	4	3	2	1
4:45a	4:52a	5:02a	5:09a	5:16a	5:25a	5:33a
5:35a	5:42a	5:52a	5:59a	6:07a	6:17a	6:27a
6:25a	6:35a	6:45a	6:52a	7:00a	7:10a	7:20a
7:15a	7:25a	7:37a	7:51a	7:59a	8:10a	8:21a
8:05a	8:14a	8:24a	8:33a	8:41a	8:52a	9:03a
8:55a	9:04a	9:14a	9:22a	9:32a	9:42a	9:52a
9:45a	9:53a	10:03a	10:11a	10:21a	10:31a	10:41a
10:35a	10:43a	10:53a	11:00a	11:10a	11:21a	11:32a
11:25a	11:33a	11:44a	11:53a	12:03p	12:14p	12:25p
12:15p	12:23p	12:34p	12:43p	12:53p	1:04p	1:15p
1:05p	1:13p	1:24p	1:33p	1:43p	1:54p	2:05p
1:55p	2:03p	2:14p	2:23p	2:33p	2:44p	2:55p
2:45p	2:53p	3:04p	3:15p	3:26p	3:37p	3:47p
3:35p	3:44p	3:54p	4:05p	4:16p	4:27p	4:38p
4:25p	4:34p	4:44p	4:54p	5:05p	5:16p	5:28p
5:15p	5:23p	5:33p	5:43p	5:53p	6:04p	6:14p
6:05p	6:13p	6:23p	6:32p	6:41p	6:51p	7:01p
6:55p	7:03p	7:13p	7:22p	7:31p	7:41p	7:51p
7:45p	7:53p	8:03p	8:12p	8:21p	8:31p	8:41p
8:35p	8:43p	8:53p	9:02p	9:11p	9:21p	9:31p G

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

SATURDAY

NORTHBOUND

To Broward Health North

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

SOUTHBOUND

To Broward Central Terminal

BROWARD HEALTH NORTH NE 3 AVE & SAMPLE	COPANS RD & NW 3 AVE	NORTHEAST TRANSIT CENTER	NE 62 ST & NE 18 AVE	OAKLAND PARK BLVD & US 1	SUNRISE BLVD & NE 15TH AVE	BROWARD CENTRAL TERMINAL
7	6	5	4	3	2	1
6:15a	6:23a	6:36a	6:41a	6:46a	6:52a	7:03a
7:05a	7:13a	7:26a	7:31a	7:36a	7:42a	7:53a
7:55a	8:03a	8:16a	8:21a	8:26a	8:32a	8:43a
8:45a	8:53a	9:06a	9:11a	9:16a	9:22a	9:33a
9:35a	9:43a	9:56a	10:02a	10:10a	10:20a	10:31a
10:25a	10:33a	10:46a	10:54a	11:02a	11:12a	11:23a
11:15a	11:23a	11:36a	11:44a	11:52a	12:02p	12:13p
12:05p	12:13p	12:26p	12:34p	12:42p	12:52p	1:03p
12:55p	1:03p	1:16p	1:24p	1:32p	1:42p	1:53p
1:45p	1:53p	2:06p	2:14p	2:22p	2:32p	2:43p
2:35p	2:43p	2:56p	3:04p	3:12p	3:22p	3:33p
3:25p	3:33p	3:46p	3:54p	4:02p	4:12p	4:23p
4:15p	4:23p	4:36p	4:44p	4:52p	5:02p	5:13p
5:05p	5:13p	5:26p	5:34p	5:42p	5:52p	6:03p
5:55p	6:03p	6:16p	6:23p	6:31p	6:41p	6:53p
6:45p	6:52p	7:05p	7:12p	7:20p	7:30p	7:42p
7:35p	7:42p	7:55p	8:02p	8:10p	8:20p	8:32p G
8:25p	8:32p	8:45p	8:52p	9:00p	9:10p	9:22p G

SUNDAY

NORTHBOUND

To Broward Health North

1	2	3	4	5	6	7
10:00a	10:12a	10:20a	10:28a	10:41a	10:51a	10:59a
10:50a	11:02a	11:10a	11:18a	11:31a	11:41a	11:49a
11:40a	11:52a	12:00p	12:08p	12:21p	12:31p	12:39p
12:30p	12:42p	12:50p	12:58p	1:11p	1:21p	1:29p
1:20p	1:32p	1:40p	1:48p	2:01p	2:11p	2:19p
2:10p	2:22p	2:30p	2:38p	2:51p	3:01p	3:09p
3:00p	3:12p	3:20p	3:28p	3:41p	3:51p	3:59p
3:50p	4:02p	4:10p	4:18p	4:31p	4:41p	4:49p
4:40p	4:52p	5:00p	5:08p	5:21p	5:31p	5:39p
5:30p	5:42p	5:50p	5:58p	6:11p	6:21p	6:27p
6:20p	6:31p	6:39p	6:47p	7:00p	7:10p	7:16p G
7:10p	7:21p	7:29p	7:37p	7:50p	8:00p	8:06p G

SOUTHBOUND

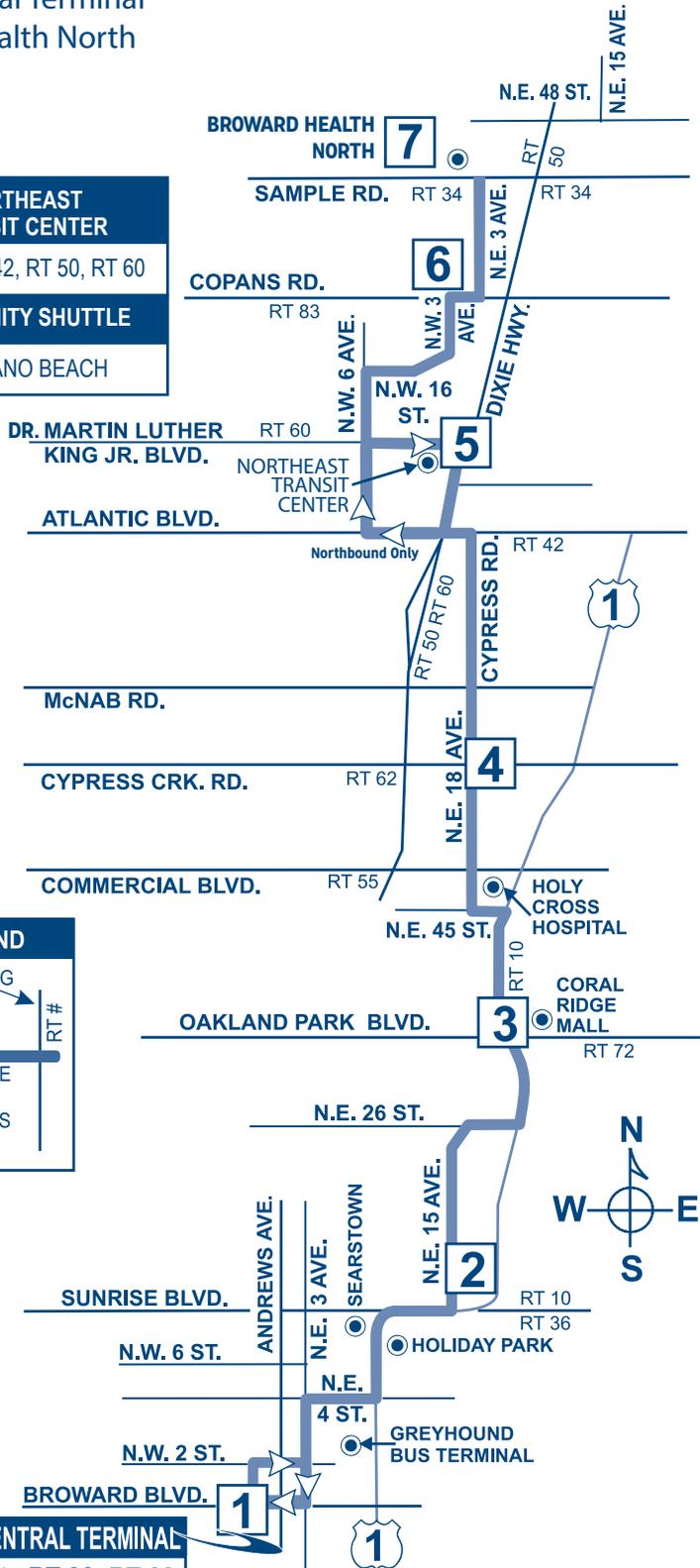
To Broward Central Terminal

7	6	5	4	3	2	1
9:35a	9:43a	9:55a	10:02a	10:10a	10:20a	10:31a
10:25a	10:33a	10:45a	10:53a	11:01a	11:11a	11:22a
11:15a	11:23a	11:35a	11:43a	11:51a	12:01p	12:12p
12:05p	12:13p	12:25p	12:33p	12:41p	12:51p	1:02p
12:55p	1:03p	1:15p	1:23p	1:31p	1:41p	1:52p
1:45p	1:53p	2:05p	2:13p	2:21p	2:31p	2:42p
2:35p	2:43p	2:55p	3:03p	3:11p	3:21p	3:32p
3:25p	3:33p	3:45p	3:53p	4:01p	4:11p	4:22p
4:15p	4:23p	4:35p	4:43p	4:51p	5:01p	5:12p
5:05p	5:13p	5:25p	5:33p	5:41p	5:51p	6:02p
5:55p	6:03p	6:15p	6:22p	6:29p	6:39p	6:50p
6:45p	6:53p	7:05p	7:12p	7:19p	7:29p	7:40p G

ROUTE 20

Broward Central Terminal to Broward Health North

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



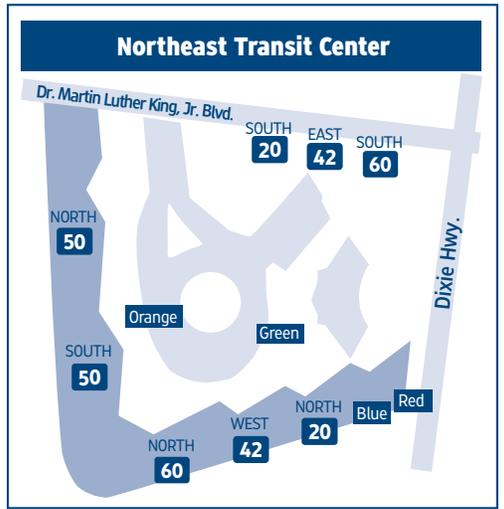
LEGEND

CONNECTING ROUTES → RT #

○ MAIN ROUTE

▲ TIMEPOINTS

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



- POINTS OF INTEREST**
- North Broward Medical Center
 - Northeast Transit Center
 - Holy Cross Hospital
 - Coral Ridge Mall
 - Searstown
 - Holiday Park
 - Greyhound Bus Terminal

Customer Service

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

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

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



TRANSIT WATCH

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

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

Reading A Timetable - It's Easy

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

Not paying your fare is a crime per Florida Statute 812.015.

Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954-357-8400

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

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



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



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

Broward County Transit

ROUTE 50 ALL WEEK SCHEDULE

Broward Central Terminal to Hillsboro Blvd.
via Dixie Highway

Effective 4/16/23



Safety Is Our Number One Priority



Mobile
Ticketing App

Now Your **Phone** Is Your
Ticket to ride BCT!
Download the App today.



Real Time Bus Information
MyRide.Broward.org



Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

BROWARD CENTRAL TERMINAL	NE 4 AVE & NE 17 ST (SWIM POOL)	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER ARRIVAL	NORTHEAST TRANSIT CENTER DEPARTURE	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3 AVE
1	2	3	4	5	5	6	7
5:30a	5:37a	5:41a	5:49a	5:57a	6:02a	6:15a	6:29a
6:00a	6:07a	6:11a	6:22a	6:32a	6:37a	6:51a	7:05a
6:30a	6:40a	6:46a	6:59a	7:10a	7:15a	7:28a	7:43a
7:00a	7:10a	7:17a	7:29a	7:40a	7:45a	7:58a	8:12a
7:30a	7:40a	7:47a	7:59a	8:08a	8:13a	8:26a	8:40a
8:00a	8:10a	8:18a	8:30a	8:39a	8:44a	8:57a	9:09a
8:30a	8:40a	8:48a	9:00a	9:08a	9:13a	9:25a	9:36a
9:00a	9:10a	9:18a	9:29a	9:37a	9:42a	9:54a	10:06a
9:30a	9:40a	9:48a	9:59a	10:08a	10:13a	10:25a	10:38a
10:00a	10:09a	10:17a	10:28a	10:37a	10:42a	10:54a	11:07a
10:30a	10:39a	10:47a	10:58a	11:07a	11:12a	11:24a	11:37a
11:00a	11:09a	11:17a	11:28a	11:37a	11:42a	11:54a	12:07p
11:30a	11:41a	11:49a	12:00p	12:09p	12:14p	12:26p	12:39p
12:00p	12:11p	12:19p	12:30p	12:39p	12:44p	12:56p	1:09p
12:30p	12:41p	12:49p	1:00p	1:09p	1:14p	1:26p	1:39p
1:00p	1:11p	1:19p	1:30p	1:39p	1:44p	1:56p	2:09p
1:30p	1:41p	1:49p	2:00p	2:11p	2:16p	2:31p	2:44p
2:00p	2:11p	2:20p	2:32p	2:45p	2:50p	3:05p	3:18p
2:30p	2:42p	2:52p	3:05p	3:18p	3:23p	3:38p	3:51p
3:00p	3:12p	3:22p	3:35p	3:47p	3:52p	4:06p	4:21p
3:35p	3:46p	3:55p	4:08p	4:19p	4:24p	4:37p	4:52p
4:10p	4:22p	4:32p	4:45p	4:56p	5:01p	5:14p	5:29p
4:45p	4:57p	5:07p	5:20p	5:31p	5:36p	5:49p	6:04p
5:20p	5:32p	5:42p	5:55p	6:06p	6:11p	6:24p	6:37p
5:55p	6:07p	6:17p	6:30p	6:39p	6:44p	6:56p	7:08p
6:20p	6:32p	6:41p	6:52p	7:01p	7:06p	7:18p	7:30p
6:50p	7:00p	7:09p	7:20p	7:29p	7:34p	7:46p	7:58p
7:20p	7:30p	7:39p	7:50p	7:59p	8:04p	8:16p	8:28p
7:55p	8:05p	8:13p	8:23p	8:30p	8:35p	8:47p	8:59p
8:25p	8:34p	8:42p	8:52p	8:59p	9:04p	9:16p	9:28p
8:55p	9:04p	9:12p	9:22p	9:29p	9:34p	9:45p	9:56p
9:35p	9:44p	9:51p	10:00p	10:07p	10:12p	10:23p	10:34p G
10:00p	10:09p	10:16p	10:25p	10:32p	10:37p	10:48p	10:59p G
10:30p	10:39p	10:46p	10:55p	11:02p	11:07p	11:18p	11:29p G

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD. & 3 AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER ARRIVAL	NORTHEAST TRANSIT CENTER DEPARTURE	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD & DIXIE HWY	BROWARD CENTRAL TERMINAL
7	6	5	5	4	3	1
5:10a	5:25a	5:34a	5:39a	5:50a	6:00a	6:18a
5:35a	5:50a	5:59a	6:04a	6:17a	6:29a	6:47a
6:00a	6:16a	6:28a	6:33a	6:46a	6:58a	7:16a
6:25a	6:41a	6:53a	6:58a	7:11a	7:23a	7:42a
6:50a	7:06a	7:18a	7:23a	7:36a	7:50a	8:09a
7:25a	7:42a	7:58a	8:03a	8:15a	8:28a	8:44a
8:00a	8:17a	8:31a	8:36a	8:48a	9:01a	9:17a
8:30a	8:46a	9:00a	9:05a	9:16a	9:28a	9:44a
9:00a	9:16a	9:27a	9:32a	9:43a	9:55a	10:11a
9:30a	9:46a	9:57a	10:02a	10:13a	10:26a	10:44a
9:55a	10:11a	10:23a	10:28a	10:40a	10:54a	11:15a
10:25a	10:45a	10:57a	11:02a	11:12a	11:25a	11:46a
11:00a	11:15a	11:26a	11:31a	11:41a	11:54a	12:15p
11:30a	11:45a	11:56a	12:01p	12:11p	12:24p	12:45p
11:55a	12:10p	12:21p	12:26p	12:37p	12:50p	1:11p
12:25p	12:40p	12:52p	12:57p	1:08p	1:21p	1:42p
12:55p	1:10p	1:22p	1:27p	1:38p	1:51p	2:12p
1:25p	1:40p	1:52p	1:57p	2:08p	2:22p	2:43p
1:55p	2:11p	2:25p	2:30p	2:41p	2:55p	3:17p
2:25p	2:41p	2:55p	3:00p	3:14p	3:29p	3:51p
3:00p	3:19p	3:35p	3:40p	3:54p	4:09p	4:32p
3:35p	3:54p	4:10p	4:15p	4:28p	4:43p	5:06p
4:10p	4:29p	4:45p	4:50p	5:03p	5:18p	5:38p
4:40p	5:00p	5:16p	5:21p	5:34p	5:47p	6:03p
5:10p	5:30p	5:47p	5:52p	6:04p	6:15p	6:31p
5:45p	6:03p	6:17p	6:22p	6:33p	6:44p	7:00p
6:20p	6:37p	6:51p	6:56p	7:07p	7:18p	7:37p
6:55p	7:12p	7:23p	7:28p	7:38p	7:48p	8:07p
7:25p	7:40p	7:50p	7:55p	8:05p	8:15p	8:34p
7:50p	8:05p	8:15p	8:20p	8:30p	8:40p	8:55p G
8:15p	8:30p	8:40p	8:45p	8:54p	9:04p	9:18p
8:45p	8:58p	9:07p	9:12p	9:21p	9:31p	9:45p
9:15p	9:28p	9:37p	9:42p	9:51p	10:01p	10:15p
9:45p	9:58p	10:07p	10:12p	10:21p	10:31p	10:45p G
10:15p	10:28p	10:37p	10:42p	10:51p	11:01p	11:15p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

BROWARD CENTRAL TERMINAL	NE 4 AVE & NE 17 ST (SWIM POOL)	OAKLAND PARK BLVD. & DIXIE HWY	NE 62ND ST & DIXIE HWY	NORTHEAST TRANSIT CENTER ARRIVAL	NORTHEAST TRANSIT CENTER DEPARTURE	SAMPLE RD & DIXIE HWY	HILLSBORO BLVD. & 3 AVE
1	2	3	4	5	5	6	7
5:15a	5:22a	5:27a	5:37a	5:45a	5:50a	6:01a	6:12a
6:00a	6:07a	6:12a	6:22a	6:30a	6:35a	6:46a	6:57a
6:40a	6:47a	6:52a	7:02a	7:10a	7:15a	7:26a	7:37a
7:20a	7:27a	7:32a	7:42a	7:50a	7:55a	8:06a	8:17a
8:00a	8:07a	8:12a	8:22a	8:30a	8:35a	8:46a	8:57a
8:40a	8:47a	8:52a	9:02a	9:10a	9:15a	9:26a	9:37a
9:20a	9:27a	9:32a	9:42a	9:50a	9:55a	10:06a	10:17a
10:00a	10:10a	10:18a	10:28a	10:37a	10:42a	10:53a	11:04a
10:40a	10:50a	10:58a	11:08a	11:17a	11:22a	11:33a	11:44a
11:20a	11:30a	11:38a	11:48a	11:57a	12:02p	12:13p	12:24p
12:00p	12:10p	12:18p	12:28p	12:37p	12:42p	12:53p	1:04p
12:40p	12:50p	12:58p	1:08p	1:17p	1:22p	1:33p	1:44p
1:20p	1:30p	1:38p	1:48p	1:57p	2:02p	2:13p	2:24p
2:00p	2:10p	2:18p	2:28p	2:37p	2:42p	2:53p	3:04p
2:40p	2:50p	2:58p	3:08p	3:17p	3:22p	3:33p	3:44p
3:20p	3:30p	3:38p	3:48p	3:57p	4:02p	4:13p	4:24p
4:00p	4:10p	4:18p	4:28p	4:37p	4:42p	4:53p	5:04p
4:40p	4:50p	4:58p	5:08p	5:17p	5:22p	5:33p	5:44p
5:20p	5:30p	5:38p	5:48p	5:57p	6:02p	6:13p	6:24p
6:00p	6:09p	6:16p	6:26p	6:34p	6:39p	6:50p	7:01p
6:40p	6:49p	6:56p	7:06p	7:14p	7:19p	7:30p	7:41p
7:20p	7:29p	7:36p	7:46p	7:54p	7:59p	8:10p	8:21p
8:00p	8:09p	8:16p	8:26p	8:34p	8:39p	8:50p	9:01p
8:40p	8:49p	8:56p	9:05p	9:13p	9:18p	9:29p	9:35p
9:20p	9:29p	9:36p	9:44p	9:52p	9:57p	10:05p	10:14p G
10:00p	10:09p	10:16p	10:24p	10:32p	10:37p	10:45p	10:54p G

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD. & 3 AVE	SAMPLE RD & DIXIE HWY	NORTHEAST TRANSIT CENTER ARRIVAL	NORTHEAST TRANSIT CENTER DEPARTURE	NE 62ND ST & DIXIE HWY	OAKLAND PARK BLVD & DIXIE HWY	BROWARD CENTRAL TERMINAL
7	6	5	5	4	3	1
5:00a	5:12a	5:24a	5:29a	5:38a	5:48a	6:05a
5:45a	5:57a	6:09a	6:14a	6:23a	6:33a	6:50a
6:30a	6:42a	6:54a	6:59a	7:08a	7:18a	7:35a
7:10a	7:22a	7:34a	7:39a	7:48a	7:58a	8:15a
7:50a	8:02a	8:14a	8:19a	8:28a	8:38a	8:55a
8:30a	8:42a	8:54a	8:59a	9:08a	9:18a	9:35a
9:09a	9:21a	9:33a	9:38a	9:47a	9:57a	10:15a
9:52a	10:04a	10:14a	10:19a	10:28a	10:37a	10:55a
10:31a	10:44a	10:54a	10:59a	11:08a	11:17a	11:35a
11:15a	11:28a	11:38a	11:43a	11:52a	12:01p	12:19p
11:57a	12:10p	12:20p	12:25p	12:34p	12:43p	1:01p
12:37p	12:50p	1:00p	1:05p	1:14p	1:23p	1:41p
1:17p	1:30p	1:40p	1:45p	1:54p	2:03p	2:21p
1:57p	2:10p	2:20p	2:25p	2:34p	2:43p	3:01p
2:37p	2:50p	3:00p	3:05p	3:14p	3:23p	3:41p
3:17p	3:30p	3:40p	3:45p	3:54p	4:03p	4:21p
3:57p	4:10p	4:20p	4:25p	4:34p	4:43p	5:01p
4:37p	4:50p	5:00p	5:05p	5:14p	5:23p	5:41p
5:17p	5:30p	5:40p	5:45p	5:54p	6:03p	6:21p
5:57p	6:09p	6:20p	6:25p	6:32p	6:40p	6:58p
6:37p	6:49p	7:00p	7:05p	7:12p	7:20p	7:38p
7:14p	7:26p	7:37p	7:42p	7:49p	7:57p	8:15p
7:54p	8:06p	8:17p	8:22p	8:29p	8:37p	8:55p
8:39p	8:51p	9:02p	9:07p	9:15p	9:21p	9:36p
9:21p	9:32p	9:41p	9:46p	9:54p	10:00p	10:15p G
10:01p	10:12p	10:21p	10:26p	10:34p	10:40p	10:55p G

SUNDAY

NORTHBOUND

To Hillsboro Blvd. / SW 3 Ave.

1	2	3	4	5	5	6	7
8:00a	8:08a	8:14a	8:24a	8:32a	8:37a	8:48a	8:59a
8:50a	8:58a	9:04a	9:14a	9:22a	9:27a	9:38a	9:49a
9:40a	9:48a	9:54a	10:04a	10:12a	10:17a	10:28a	10:39a
10:30a	10:40a	10:48a	10:58a	11:06a	11:11a	11:22a	11:33a
11:20a	11:30a	11:38a	11:48a	11:56a	12:01p	12:12p	12:23p
12:10p	12:20p	12:28p	12:38p	12:46p	12:51p	1:02p	1:13p
1:00p	1:10p	1:18p	1:28p	1:36p	1:41p	1:52p	2:03p
1:50p	2:00p	2:08p	2:18p	2:26p	2:31p	2:42p	2:53p
2:40p	2:50p	2:58p	3:08p	3:16p	3:21p	3:32p	3:43p
3:30p	3:40p	3:48p	3:58p	4:06p	4:11p	4:22p	4:33p
4:20p	4:30p	4:38p	4:48p	4:56p	5:01p	5:12p	5:23p
5:10p	5:20p	5:28p	5:38p	5:46p	5:51p	6:02p	6:13p
6:00p	6:09p	6:16p	6:25p	6:33p	6:38p	6:49p	7:00p
6:50p	6:59p	7:06p	7:15p	7:23p	7:28p	7:39p	7:50p
7:40p	7:49p	7:56p	8:05p	8:13p	8:18p	8:29p	8:40p G
8:30p	8:39p	8:46p	8:55p	9:03p	9:08p	9:19p	9:30p G

SOUTHBOUND

To Broward Central Terminal

7	6	5	5	4	3	1
7:38a	7:51a	8:01a	8:06a	8:14a	8:22a	8:40a
8:28a	8:41a	8:51a	8:56a	9:04a	9:12a	9:30a
9:18a	9:31a	9:41a	9:46a	9:54a	10:02a	10:20a
10:04a	10:17a	10:29a	10:34a	10:43a	10:52a	11:10a
10:54a	11:07a	11:19a	11:24a	11:33a	11:42a	12:00p
11:44a	11:57a	12:09p	12:14p	12:23p	12:32p	12:50p
12:34p	12:47p	12:59p	1:04p	1:13p	1:22p	1:40p
1:24p	1:37p	1:49p	1:54p	2:03p	2:12p	2:30p
2:14p	2:27p	2:39p	2:44p	2:53p	3:02p	3:20p
3:04p	3:17p	3:29p	3:34p	3:43p	3:52p	4:10p
3:54p	4:07p	4:19p	4:24p	4:33p	4:42p	5:00p
4:44p	4:57p	5:09p	5:14p	5:23p	5:32p	5:50p
5:39p	5:52p	6:04p	6:09p	6:17p	6:25p	6:40p
6:30p	6:43p	6:54p	6:59p	7:07p	7:15p	7:30p
7:20p	7:33p	7:44p	7:49p	7:57p	8:05p	8:20p
8:10p	8:23p	8:34p	8:39p	8:47p	8:55p	9:10p G

ROUTE 50

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



LEGEND

CONNECTING ROUTES
 RT #

MAIN ROUTE
 RT #

TIMEPOINTS

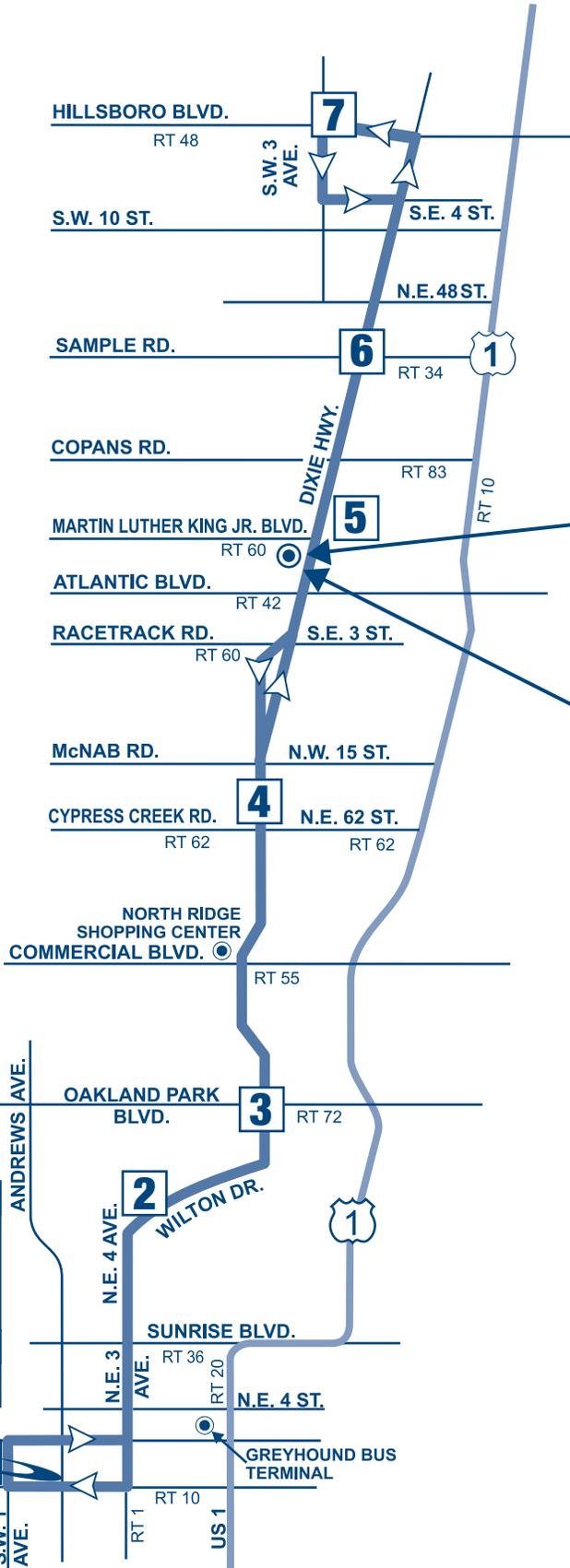
The Breeze stop location

BROWARD CENTRAL TERMINAL

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

COMMUNITY SHUTTLE

FORT LAUDERDALE



POINTS OF INTEREST

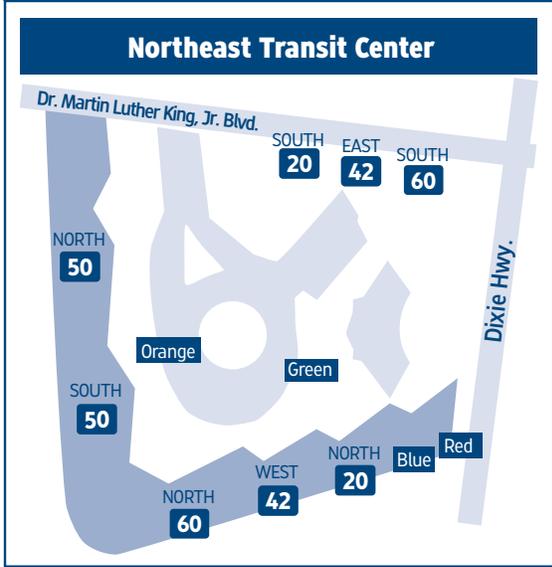
- Greyhound Bus Terminal
- North Ridge Shopping Center
- Northeast Transit Center

NORTHEAST TRANSIT CENTER

RT 20, RT 42, RT 50, RT 60

COMMUNITY SHUTTLE

POMPANO BEACH



Customer Service

Monday - Friday.....7 am - 7:45 pm

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

Transit Operations Agents help with:

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

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

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

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

Fares

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

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

Fare Deals

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

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

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

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

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

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

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

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

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

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

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

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

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



TRANSIT WATCH

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

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

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

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

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

PREMIUM BUS PASS CUSTOMERS

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

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

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

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

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

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

The Premium Express Service does not connect with Palm Tran.

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

APPENDIX D

PSFC

Traffic Counts

Signal Plans

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8600 EAST-A1A TO US1

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2022 - 01/01/2022	1.06	1.09
2	01/02/2022 - 01/08/2022	1.05	1.08
3	01/09/2022 - 01/15/2022	1.05	1.08
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
* 6	01/30/2022 - 02/05/2022	0.99	1.02
* 7	02/06/2022 - 02/12/2022	0.97	1.00
* 8	02/13/2022 - 02/19/2022	0.95	0.98
* 9	02/20/2022 - 02/26/2022	0.95	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.97
*11	03/06/2022 - 03/12/2022	0.94	0.97
*12	03/13/2022 - 03/19/2022	0.93	0.96
*13	03/20/2022 - 03/26/2022	0.95	0.98
*14	03/27/2022 - 04/02/2022	0.96	0.99
*15	04/03/2022 - 04/09/2022	0.98	1.01
*16	04/10/2022 - 04/16/2022	0.99	1.02
*17	04/17/2022 - 04/23/2022	1.00	1.03
*18	04/24/2022 - 04/30/2022	1.01	1.04
19	05/01/2022 - 05/07/2022	1.02	1.05
20	05/08/2022 - 05/14/2022	1.04	1.07
21	05/15/2022 - 05/21/2022	1.05	1.08
22	05/22/2022 - 05/28/2022	1.04	1.07
23	05/29/2022 - 06/04/2022	1.03	1.06
24	06/05/2022 - 06/11/2022	1.02	1.05
25	06/12/2022 - 06/18/2022	1.02	1.05
26	06/19/2022 - 06/25/2022	1.00	1.03
27	06/26/2022 - 07/02/2022	0.98	1.01
28	07/03/2022 - 07/09/2022	0.97	1.00
29	07/10/2022 - 07/16/2022	0.95	0.98
30	07/17/2022 - 07/23/2022	0.96	0.99
31	07/24/2022 - 07/30/2022	0.97	1.00
32	07/31/2022 - 08/06/2022	0.98	1.01
33	08/07/2022 - 08/13/2022	1.00	1.03
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.03	1.06
37	09/04/2022 - 09/10/2022	1.05	1.08
38	09/11/2022 - 09/17/2022	1.06	1.09
39	09/18/2022 - 09/24/2022	1.05	1.08
40	09/25/2022 - 10/01/2022	1.04	1.07
41	10/02/2022 - 10/08/2022	1.03	1.06
42	10/09/2022 - 10/15/2022	1.01	1.04
43	10/16/2022 - 10/22/2022	1.03	1.06
44	10/23/2022 - 10/29/2022	1.04	1.07
45	10/30/2022 - 11/05/2022	1.05	1.08
46	11/06/2022 - 11/12/2022	1.07	1.10
47	11/13/2022 - 11/19/2022	1.08	1.11
48	11/20/2022 - 11/26/2022	1.08	1.11
49	11/27/2022 - 12/03/2022	1.07	1.10
50	12/04/2022 - 12/10/2022	1.07	1.10
51	12/11/2022 - 12/17/2022	1.06	1.09
52	12/18/2022 - 12/24/2022	1.05	1.08
53	12/25/2022 - 12/31/2022	1.05	1.08

* PEAK SEASON

23-FEB-2023 09:11:21

830UPD

4_8600_PKSEASON.TXT

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

MOCF: 0.97

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

* PEAK SEASON

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830UPD

4_8601_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8630 WEST-W OF US441

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2022 - 01/01/2022	0.99	1.02
2	01/02/2022 - 01/08/2022	1.01	1.04
3	01/09/2022 - 01/15/2022	1.02	1.05
4	01/16/2022 - 01/22/2022	1.01	1.04
5	01/23/2022 - 01/29/2022	1.00	1.03
6	01/30/2022 - 02/05/2022	0.98	1.01
* 7	02/06/2022 - 02/12/2022	0.97	1.00
* 8	02/13/2022 - 02/19/2022	0.96	0.99
* 9	02/20/2022 - 02/26/2022	0.96	0.99
*10	02/27/2022 - 03/05/2022	0.96	0.99
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.00
*17	04/17/2022 - 04/23/2022	0.97	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.98	1.01
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.05	1.08
28	07/03/2022 - 07/09/2022	1.05	1.08
29	07/10/2022 - 07/16/2022	1.06	1.09
30	07/17/2022 - 07/23/2022	1.05	1.08
31	07/24/2022 - 07/30/2022	1.04	1.07
32	07/31/2022 - 08/06/2022	1.03	1.06
33	08/07/2022 - 08/13/2022	1.02	1.05
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.02	1.05
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.03	1.06
39	09/18/2022 - 09/24/2022	1.02	1.05
40	09/25/2022 - 10/01/2022	1.01	1.04
41	10/02/2022 - 10/08/2022	0.99	1.02
42	10/09/2022 - 10/15/2022	0.98	1.01
43	10/16/2022 - 10/22/2022	0.99	1.02
44	10/23/2022 - 10/29/2022	1.00	1.03
45	10/30/2022 - 11/05/2022	1.00	1.03
46	11/06/2022 - 11/12/2022	1.01	1.04
47	11/13/2022 - 11/19/2022	1.02	1.05
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.01	1.04
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	0.99	1.02
52	12/18/2022 - 12/24/2022	1.01	1.04
53	12/25/2022 - 12/31/2022	1.02	1.05

* PEAK SEASON

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830UPD

4_8630_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8659 BROWARD I595

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2022 - 01/01/2022	0.99	1.02
2	01/02/2022 - 01/08/2022	1.02	1.05
3	01/09/2022 - 01/15/2022	1.04	1.07
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
6	01/30/2022 - 02/05/2022	1.00	1.03
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.97	1.00
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.00
*17	04/17/2022 - 04/23/2022	0.97	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.98	1.01
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	0.99	1.02
22	05/22/2022 - 05/28/2022	1.00	1.03
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.05	1.08
28	07/03/2022 - 07/09/2022	1.05	1.08
29	07/10/2022 - 07/16/2022	1.05	1.08
30	07/17/2022 - 07/23/2022	1.04	1.07
31	07/24/2022 - 07/30/2022	1.03	1.06
32	07/31/2022 - 08/06/2022	1.03	1.06
33	08/07/2022 - 08/13/2022	1.02	1.05
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.03	1.06
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.02	1.05
40	09/25/2022 - 10/01/2022	1.00	1.03
41	10/02/2022 - 10/08/2022	0.98	1.01
42	10/09/2022 - 10/15/2022	0.96	0.99
43	10/16/2022 - 10/22/2022	0.97	1.00
44	10/23/2022 - 10/29/2022	0.98	1.01
45	10/30/2022 - 11/05/2022	0.99	1.02
46	11/06/2022 - 11/12/2022	1.00	1.03
47	11/13/2022 - 11/19/2022	1.01	1.04
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.00	1.03
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	0.99	1.02
52	12/18/2022 - 12/24/2022	1.02	1.05
53	12/25/2022 - 12/31/2022	1.04	1.07

* PEAK SEASON

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4_8659_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8675 BROWARD I75 URBAN

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2022 - 01/01/2022	0.98	1.01
2	01/02/2022 - 01/08/2022	1.02	1.05
3	01/09/2022 - 01/15/2022	1.05	1.08
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
6	01/30/2022 - 02/05/2022	1.00	1.03
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.97	1.00
*11	03/06/2022 - 03/12/2022	0.97	1.00
*12	03/13/2022 - 03/19/2022	0.97	1.00
*13	03/20/2022 - 03/26/2022	0.97	1.00
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.00
*17	04/17/2022 - 04/23/2022	0.98	1.01
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.99	1.02
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.04	1.07
28	07/03/2022 - 07/09/2022	1.05	1.08
29	07/10/2022 - 07/16/2022	1.05	1.08
30	07/17/2022 - 07/23/2022	1.04	1.07
31	07/24/2022 - 07/30/2022	1.03	1.06
32	07/31/2022 - 08/06/2022	1.02	1.05
33	08/07/2022 - 08/13/2022	1.02	1.05
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.03	1.06
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.02	1.05
40	09/25/2022 - 10/01/2022	1.00	1.03
41	10/02/2022 - 10/08/2022	0.98	1.01
42	10/09/2022 - 10/15/2022	0.96	0.99
43	10/16/2022 - 10/22/2022	0.97	1.00
44	10/23/2022 - 10/29/2022	0.98	1.01
45	10/30/2022 - 11/05/2022	0.99	1.02
46	11/06/2022 - 11/12/2022	0.99	1.02
47	11/13/2022 - 11/19/2022	1.00	1.03
48	11/20/2022 - 11/26/2022	1.00	1.03
49	11/27/2022 - 12/03/2022	0.99	1.02
50	12/04/2022 - 12/10/2022	0.99	1.02
51	12/11/2022 - 12/17/2022	0.98	1.01
52	12/18/2022 - 12/24/2022	1.02	1.05
53	12/25/2022 - 12/31/2022	1.05	1.08

* PEAK SEASON

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830UPD

4_8675_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8676 BROWARD I75 RURAL

WEEK	DATES	SF	MOCF: 0.94 PSCF
1	01/01/2022 - 01/01/2022	1.01	1.07
2	01/02/2022 - 01/08/2022	1.01	1.07
3	01/09/2022 - 01/15/2022	1.01	1.07
4	01/16/2022 - 01/22/2022	0.99	1.05
5	01/23/2022 - 01/29/2022	0.97	1.03
* 6	01/30/2022 - 02/05/2022	0.96	1.02
* 7	02/06/2022 - 02/12/2022	0.94	1.00
* 8	02/13/2022 - 02/19/2022	0.92	0.98
* 9	02/20/2022 - 02/26/2022	0.92	0.98
*10	02/27/2022 - 03/05/2022	0.93	0.99
*11	03/06/2022 - 03/12/2022	0.93	0.99
*12	03/13/2022 - 03/19/2022	0.93	0.99
*13	03/20/2022 - 03/26/2022	0.93	0.99
*14	03/27/2022 - 04/02/2022	0.94	1.00
*15	04/03/2022 - 04/09/2022	0.94	1.00
*16	04/10/2022 - 04/16/2022	0.94	1.00
*17	04/17/2022 - 04/23/2022	0.95	1.01
*18	04/24/2022 - 04/30/2022	0.96	1.02
19	05/01/2022 - 05/07/2022	0.97	1.03
20	05/08/2022 - 05/14/2022	0.98	1.04
21	05/15/2022 - 05/21/2022	0.99	1.05
22	05/22/2022 - 05/28/2022	1.01	1.07
23	05/29/2022 - 06/04/2022	1.04	1.11
24	06/05/2022 - 06/11/2022	1.07	1.14
25	06/12/2022 - 06/18/2022	1.10	1.17
26	06/19/2022 - 06/25/2022	1.09	1.16
27	06/26/2022 - 07/02/2022	1.09	1.16
28	07/03/2022 - 07/09/2022	1.08	1.15
29	07/10/2022 - 07/16/2022	1.08	1.15
30	07/17/2022 - 07/23/2022	1.08	1.15
31	07/24/2022 - 07/30/2022	1.07	1.14
32	07/31/2022 - 08/06/2022	1.07	1.14
33	08/07/2022 - 08/13/2022	1.06	1.13
34	08/14/2022 - 08/20/2022	1.06	1.13
35	08/21/2022 - 08/27/2022	1.11	1.18
36	08/28/2022 - 09/03/2022	1.16	1.23
37	09/04/2022 - 09/10/2022	1.20	1.28
38	09/11/2022 - 09/17/2022	1.25	1.33
39	09/18/2022 - 09/24/2022	1.19	1.27
40	09/25/2022 - 10/01/2022	1.13	1.20
41	10/02/2022 - 10/08/2022	1.07	1.14
42	10/09/2022 - 10/15/2022	1.01	1.07
43	10/16/2022 - 10/22/2022	1.01	1.07
44	10/23/2022 - 10/29/2022	1.01	1.07
45	10/30/2022 - 11/05/2022	1.01	1.07
46	11/06/2022 - 11/12/2022	1.01	1.07
47	11/13/2022 - 11/19/2022	1.01	1.07
48	11/20/2022 - 11/26/2022	1.01	1.07
49	11/27/2022 - 12/03/2022	1.01	1.07
50	12/04/2022 - 12/10/2022	1.01	1.07
51	12/11/2022 - 12/17/2022	1.01	1.07
52	12/18/2022 - 12/24/2022	1.01	1.07
53	12/25/2022 - 12/31/2022	1.01	1.07

* PEAK SEASON

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2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8695 BROWARD I95

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.03	1.07
2	01/02/2022 - 01/08/2022	1.03	1.07
3	01/09/2022 - 01/15/2022	1.02	1.06
4	01/16/2022 - 01/22/2022	1.01	1.05
5	01/23/2022 - 01/29/2022	1.00	1.04
6	01/30/2022 - 02/05/2022	0.99	1.03
7	02/06/2022 - 02/12/2022	0.98	1.02
8	02/13/2022 - 02/19/2022	0.97	1.01
* 9	02/20/2022 - 02/26/2022	0.97	1.01
*10	02/27/2022 - 03/05/2022	0.96	1.00
*11	03/06/2022 - 03/12/2022	0.96	1.00
*12	03/13/2022 - 03/19/2022	0.95	0.99
*13	03/20/2022 - 03/26/2022	0.95	0.99
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.96	1.00
*17	04/17/2022 - 04/23/2022	0.96	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.00
*19	05/01/2022 - 05/07/2022	0.97	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.01
*21	05/15/2022 - 05/21/2022	0.97	1.01
22	05/22/2022 - 05/28/2022	0.99	1.03
23	05/29/2022 - 06/04/2022	1.00	1.04
24	06/05/2022 - 06/11/2022	1.02	1.06
25	06/12/2022 - 06/18/2022	1.03	1.07
26	06/19/2022 - 06/25/2022	1.02	1.06
27	06/26/2022 - 07/02/2022	1.02	1.06
28	07/03/2022 - 07/09/2022	1.01	1.05
29	07/10/2022 - 07/16/2022	1.00	1.04
30	07/17/2022 - 07/23/2022	1.00	1.04
31	07/24/2022 - 07/30/2022	1.00	1.04
32	07/31/2022 - 08/06/2022	0.99	1.03
33	08/07/2022 - 08/13/2022	0.99	1.03
34	08/14/2022 - 08/20/2022	0.99	1.03
35	08/21/2022 - 08/27/2022	1.02	1.06
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.07	1.11
38	09/11/2022 - 09/17/2022	1.09	1.14
39	09/18/2022 - 09/24/2022	1.07	1.11
40	09/25/2022 - 10/01/2022	1.04	1.08
41	10/02/2022 - 10/08/2022	1.02	1.06
42	10/09/2022 - 10/15/2022	0.99	1.03
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.01	1.05
45	10/30/2022 - 11/05/2022	1.02	1.06
46	11/06/2022 - 11/12/2022	1.03	1.07
47	11/13/2022 - 11/19/2022	1.04	1.08
48	11/20/2022 - 11/26/2022	1.04	1.08
49	11/27/2022 - 12/03/2022	1.04	1.08
50	12/04/2022 - 12/10/2022	1.03	1.07
51	12/11/2022 - 12/17/2022	1.03	1.07
52	12/18/2022 - 12/24/2022	1.03	1.07
53	12/25/2022 - 12/31/2022	1.02	1.06

* PEAK SEASON

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All Traffic Data Services, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
Phone 561-272-3255

WILTON DRIVE & NE 11TH AVENUE
WILTON MANORS, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : wilton drive & ne 11 ave
Site Code : 230102
Start Date : 6/27/2023
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

Start Time	NE 11TH AVENUE From North				WILTON DRIVE From East				NE 11TH AVENUE From South				WILTON DRIVE From West				Int. Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
07:00 AM	0	0	0	4	0	0	41	0	0	0	0	4	0	0	43	0	92
07:15 AM	0	0	0	3	0	0	42	0	0	0	0	0	0	0	33	1	79
07:30 AM	0	0	0	5	0	0	49	0	0	0	0	5	0	0	45	1	105
07:45 AM	0	0	0	4	0	0	53	0	0	0	0	7	0	0	69	1	134
Total	0	0	0	16	0	0	185	0	0	0	0	16	0	0	190	3	410
08:00 AM	0	0	0	10	0	0	60	0	0	0	0	3	0	0	52	0	125
08:15 AM	0	0	0	4	0	0	61	0	0	0	0	0	0	0	67	3	135
08:30 AM	0	0	0	6	0	0	65	0	0	0	0	4	0	0	63	2	140
08:45 AM	0	0	0	5	0	0	59	0	0	0	0	2	0	0	86	0	152
Total	0	0	0	25	0	0	245	0	0	0	0	9	0	0	268	5	552
04:00 PM	0	0	0	5	0	0	82	0	0	0	0	4	0	0	71	2	164
04:15 PM	0	0	0	14	0	0	99	0	0	0	0	4	0	0	97	4	218
04:30 PM	0	0	0	15	0	0	80	0	0	0	0	4	0	0	116	1	216
04:45 PM	0	0	0	5	0	0	103	0	0	0	0	0	0	0	95	0	203
Total	0	0	0	39	0	0	364	0	0	0	0	12	0	0	379	7	801
05:00 PM	0	0	0	4	0	0	114	0	0	0	0	6	0	0	100	2	226
05:15 PM	0	0	0	18	0	0	114	0	0	0	0	5	0	0	99	2	238
05:30 PM	0	0	0	11	0	0	99	0	0	0	0	1	0	0	98	5	214
05:45 PM	0	0	0	6	0	0	113	0	0	0	0	3	0	0	100	2	224
Total	0	0	0	39	0	0	440	0	0	0	0	15	0	0	397	11	902
Grand Total	0	0	0	119	0	0	1234	0	0	0	0	52	0	0	1234	26	2665
Apprch %	0	0	0	100	0	0	100	0	0	0	0	100	0	0	97.9	2.1	
Total %	0	0	0	4.5	0	0	46.3	0	0	0	0	2	0	0	46.3	1	
LIGHT VEHICLES	0	0	0	118	0	0	1206	0	0	0	0	51	0	0	1213	26	2614
% LIGHT VEHICLES	0	0	0	99.2	0	0	97.7	0	0	0	0	98.1	0	0	98.3	100	98.1
HEAVY VEHICLES	0	0	0	1	0	0	28	0	0	0	0	1	0	0	21	0	51
% HEAVY VEHICLES	0	0	0	0.8	0	0	2.3	0	0	0	0	1.9	0	0	1.7	0	1.9

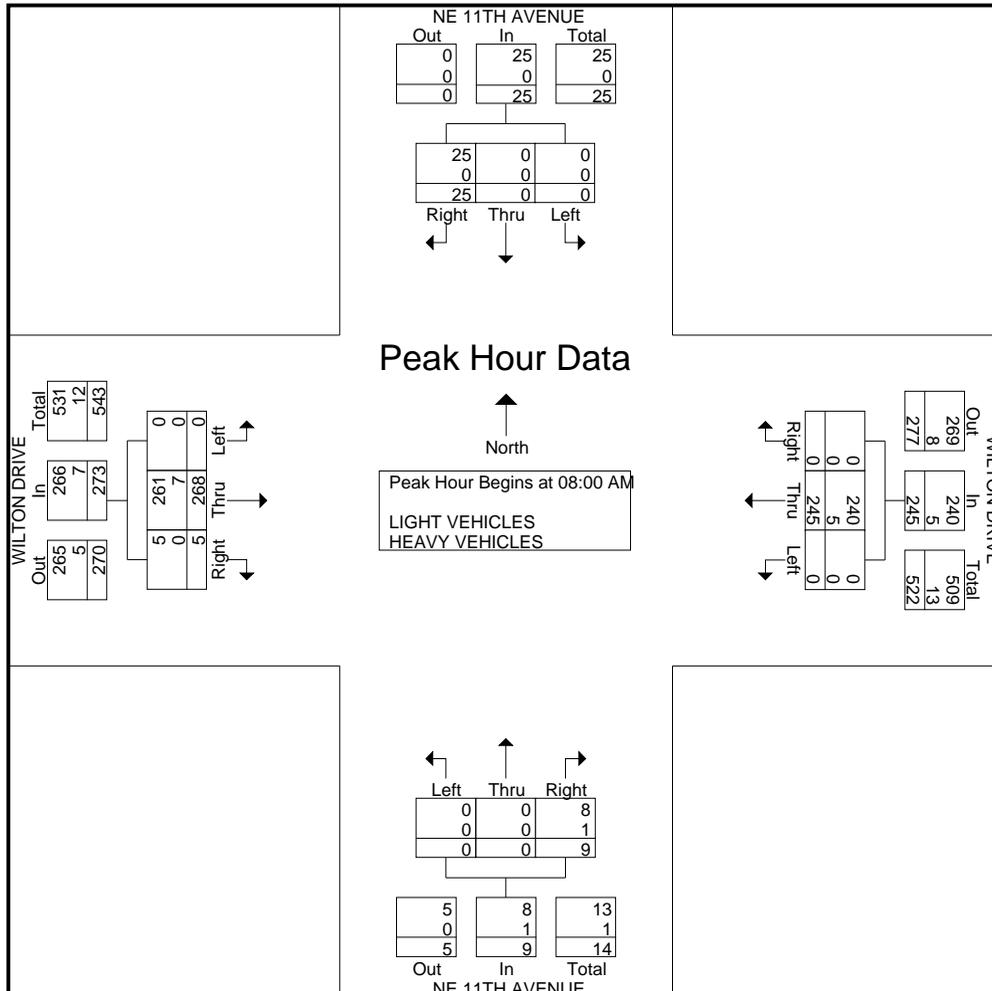
All Traffic Data Services, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
Phone 561-272-3255

WILTON DRIVE & NE 11TH AVENUE
WILTON MANORS, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : wilton drive & ne 11 ave
Site Code : 230102
Start Date : 6/27/2023
Page No : 2

Start Time	NE 11TH AVENUE From North					WILTON DRIVE From East					NE 11TH AVENUE From South					WILTON DRIVE From West					Int. Total
	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	10	10	0	0	60	0	60	0	0	0	3	3	0	0	52	0	52	125
08:15 AM	0	0	0	4	4	0	0	61	0	61	0	0	0	0	0	0	0	67	3	70	135
08:30 AM	0	0	0	6	6	0	0	65	0	65	0	0	0	4	4	0	0	63	2	65	140
08:45 AM	0	0	0	5	5	0	0	59	0	59	0	0	0	2	2	0	0	86	0	86	152
Total Volume	0	0	0	25	25	0	0	245	0	245	0	0	0	9	9	0	0	268	5	273	552
% App. Total	0	0	0	100	100	0	0	100	0	100	0	0	0	100	100	0	0	98.2	1.8		
PHF	.000	.000	.000	.625	.625	.000	.000	.942	.000	.942	.000	.000	.000	.563	.563	.000	.000	.779	.417	.794	.908
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	0	100	100	0	0	98.0	0	98.0	0	0	0	88.9	88.9	0	0	97.4	100	97.4	97.6
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	0	0	0	0	0	2.0	0	2.0	0	0	0	11.1	11.1	0	0	2.6	0	2.6	2.4



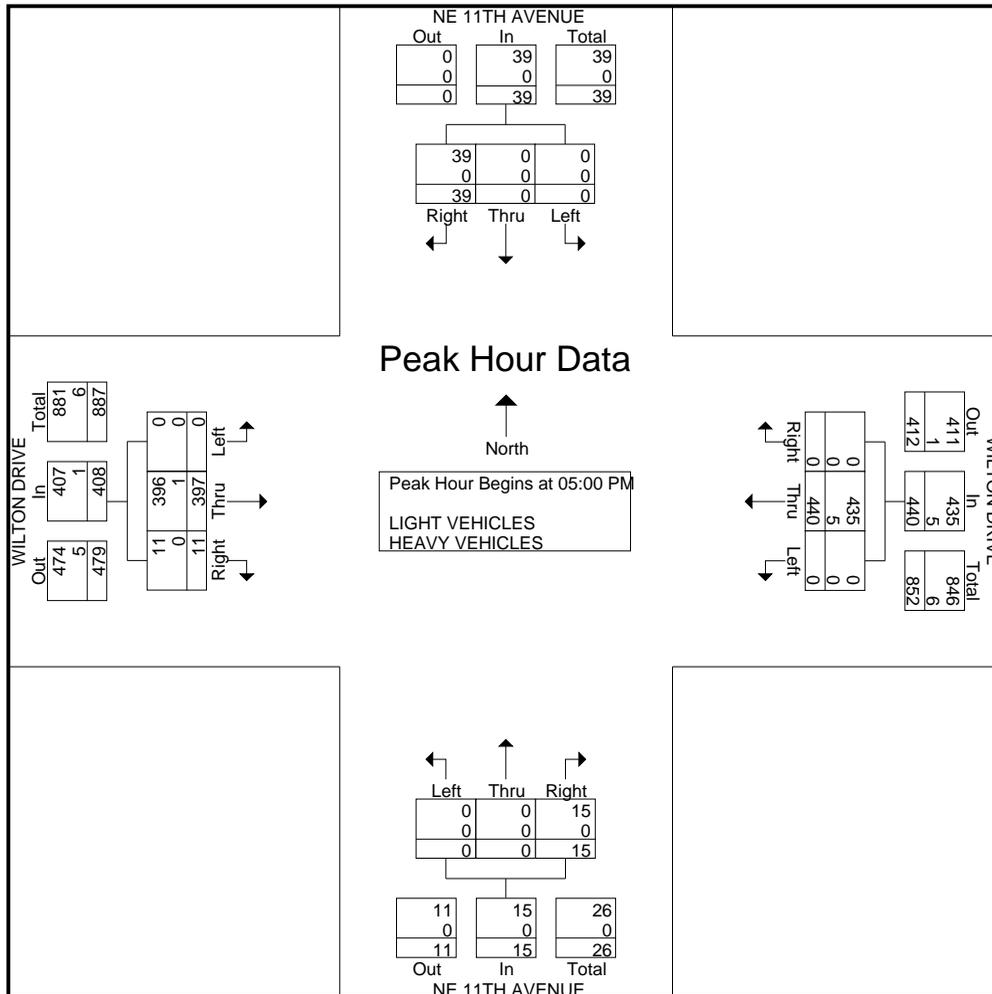
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WILTON DRIVE & NE 11TH AVENUE
WILTON MANORS, FLORIDA
VIDEO COUNT
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File Name : wilton drive & ne 11 ave
Site Code : 230102
Start Date : 6/27/2023
Page No : 3

Start Time	NE 11TH AVENUE From North					WILTON DRIVE From East					NE 11TH AVENUE From South					WILTON DRIVE From West					Int. Total
	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	4	4	0	0	114	0	114	0	0	0	6	6	0	0	100	2	102	226
05:15 PM	0	0	0	18	18	0	0	114	0	114	0	0	0	5	5	0	0	99	2	101	238
05:30 PM	0	0	0	11	11	0	0	99	0	99	0	0	0	1	1	0	0	98	5	103	214
05:45 PM	0	0	0	6	6	0	0	113	0	113	0	0	0	3	3	0	0	100	2	102	224
Total Volume	0	0	0	39	39	0	0	440	0	440	0	0	0	15	15	0	0	397	11	408	902
% App. Total	0	0	0	100		0	0	100	0		0	0	0	100		0	0	97.3	2.7		
PHF	.000	.000	.000	.542	.542	.000	.000	.965	.000	.965	.000	.000	.000	.625	.625	.000	.000	.993	.550	.990	.947
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	0	100	100	0	0	98.9	0	98.9	0	0	0	100	100	0	0	99.7	100	99.8	99.3
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	0	0	0	0	0	1.1	0	1.1	0	0	0	0	0	0	0	0.3	0	0.2	0.7



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NOT SIGNALIZED

File Name : wilton drive & ne 11 ave
Site Code : 230102
Start Date : 6/27/2023
Page No : 1

Groups Printed- BICYCLES ON THE ROAD

Start Time	NE 11TH AVENUE From North				WILTON DRIVE From East				NE 11TH AVENUE From South				WILTON DRIVE From West				Int. Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	4	0	0	1	0	0	0	0	0	0	0	1	0	6
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	5	0	0	2	0	0	0	0	0	0	0	2	0	9
08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
08:15 AM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	1	0	4
08:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	5	0	0	0	0	0	0	0	3	0	9
04:00 PM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	1	0	4
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	4
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	3	0	0	1	0	0	0	0	0	0	0	2	0	6
Total	0	0	0	4	0	0	5	0	0	0	0	0	0	0	6	0	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	4
Total	0	0	0	3	0	0	1	0	0	0	0	0	0	0	3	1	8
Grand Total	0	0	0	13	0	0	13	0	0	0	0	0	0	0	14	1	41
Apprch %	0	0	0	100	0	0	100	0	0	0	0	0	0	0	93.3	6.7	
Total %	0	0	0	31.7	0	0	31.7	0	0	0	0	0	0	0	34.1	2.4	

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WILTON DRIVE & NE 11TH AVENUE
WILTON MANORS, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : wilton drive & ne 11 ave
Site Code : 230102
Start Date : 6/27/2023
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

Start Time	NE 11TH AVENUE From North				WILTON DRIVE From East				NE 11TH AVENUE From South				WILTON DRIVE From West				Int. Total
	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	
07:00 AM	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6
07:15 AM	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3
07:45 AM	2	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	8
Total	5	0	0	0	1	0	1	0	13	0	0	0	1	0	0	0	21
08:00 AM	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5
08:15 AM	2	0	0	0	2	0	0	0	5	0	0	0	1	0	0	0	10
08:30 AM	4	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	9
08:45 AM	1	0	0	0	0	0	0	0	8	0	1	0	0	0	0	0	10
Total	10	0	0	0	2	0	0	0	19	0	1	0	1	0	1	0	34
04:00 PM	2	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	7
04:15 PM	3	0	2	0	0	0	0	0	6	0	3	0	0	0	1	0	15
04:30 PM	4	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	7
04:45 PM	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4
Total	9	0	3	0	1	0	0	0	13	0	6	0	0	0	1	0	33
05:00 PM	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	5
05:15 PM	1	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	10
05:30 PM	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4
05:45 PM	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	6
Total	7	0	0	0	0	0	0	0	15	0	1	0	2	0	0	0	25
Grand Total	31	0	3	0	4	0	1	0	60	0	8	0	4	0	2	0	113
Apprch %	91.2	0	8.8	0	80	0	20	0	88.2	0	11.8	0	66.7	0	33.3	0	
Total %	27.4	0	2.7	0	3.5	0	0.9	0	53.1	0	7.1	0	3.5	0	1.8	0	

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85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483

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NE 26 STREET & DIXIE HIGHWAY
WILTON MANORS, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : 26 st & dixie & wilton
Site Code : 230102
Start Date : 6/27/2023
Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

Start Time	DIXIE HIGHWAY From North				NE 26TH STREET From East				DIXIE HIGHWAY From Southeast				WILTON DRIVE From South				NE 26TH STREET From West				Int. Total
	Left	Bear Left	THRU	RIGHT	Hard Left	LEFT	THRU	RIGHT	Hard Left	Soft Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right	Left	Thru	Right	Hard Right	
07:00 AM	20	30	23	4	2	16	22	45	2	3	24	5	2	27	21	5	2	21	3	0	277
07:15 AM	38	30	21	6	2	10	12	35	6	12	23	3	1	19	14	3	6	23	4	0	268
07:30 AM	50	37	28	2	2	16	23	45	5	5	44	5	3	26	9	4	1	20	7	0	332
07:45 AM	49	43	36	5	4	18	36	45	0	9	37	6	2	48	30	2	11	59	4	0	444
Total	157	140	108	17	10	60	93	170	13	29	128	19	8	120	74	14	20	123	18	0	1321
08:00 AM	50	37	35	18	3	23	29	59	1	8	30	6	1	29	16	6	9	41	10	1	412
08:15 AM	64	35	30	4	2	26	33	59	5	13	25	13	1	42	29	3	6	47	9	0	446
08:30 AM	61	44	45	10	11	22	32	64	0	15	51	4	0	33	23	5	2	48	5	0	475
08:45 AM	58	29	41	9	7	19	38	64	1	13	39	7	0	43	34	9	9	62	5	0	487
Total	233	145	151	41	23	90	132	246	7	49	145	30	2	147	102	23	26	198	29	1	1820
04:00 PM	35	27	40	15	5	36	46	71	5	27	38	7	5	40	35	7	8	43	5	0	495
04:15 PM	56	58	53	10	2	44	42	75	2	11	36	5	0	46	32	8	8	55	6	0	549
04:30 PM	48	41	43	5	7	37	47	74	2	16	39	9	1	78	30	9	10	39	11	0	546
04:45 PM	57	46	42	10	7	59	52	80	2	22	37	8	7	54	30	16	6	45	6	0	586
Total	196	172	178	40	21	176	187	300	11	76	150	29	13	218	127	40	32	182	28	0	2176
05:00 PM	58	58	65	18	8	52	52	89	3	23	53	6	7	54	33	14	10	44	6	0	653
05:15 PM	52	52	65	19	3	41	55	67	3	18	38	6	5	58	33	9	7	45	8	0	584
05:30 PM	55	58	56	14	6	38	53	77	4	16	48	12	6	51	34	9	9	48	15	0	609
05:45 PM	64	50	56	13	10	52	71	55	3	8	28	9	1	56	28	7	5	44	9	1	570
Total	229	218	242	64	27	183	231	288	13	65	167	33	19	219	128	39	31	181	38	1	2416
Grand Total	815	675	679	162	81	509	643	1004	44	219	590	111	42	704	431	116	109	684	113	2	7733
Apprch %	35	29	29.1	6.9	3.6	22.8	28.7	44.9	4.6	22.7	61.2	11.5	3.2	54.4	33.3	9	12	75.3	12.4	0.2	
Total %	10.5	8.7	8.8	2.1	1	6.6	8.3	13	0.6	2.8	7.6	1.4	0.5	9.1	5.6	1.5	1.4	8.8	1.5	0	
Light Vehicles	799	655	657	159	80	507	635	989	40	213	568	109	42	691	426	112	105	678	110	2	7577
% Light Vehicles	98	97	96.8	98.1	98.8	99.6	98.8	98.5	90.9	97.3	96.3	98.2	100	98.2	98.8	96.6	96.3	99.1	97.3	100	98
Heavy Vehicles	16	20	22	3	1	2	8	15	4	6	22	2	0	13	5	4	4	6	3	0	156
% Heavy Vehicles	2	3	3.2	1.9	1.2	0.4	1.2	1.5	9.1	2.7	3.7	1.8	0	1.8	1.2	3.4	3.7	0.9	2.7	0	2

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NE 26 STREET & DIXIE HIGHWAY
 WILTON MANORS, FLORIDA
 VIDEO COUNT
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File Name : 26 st & dixie & wilton
 Site Code : 230102
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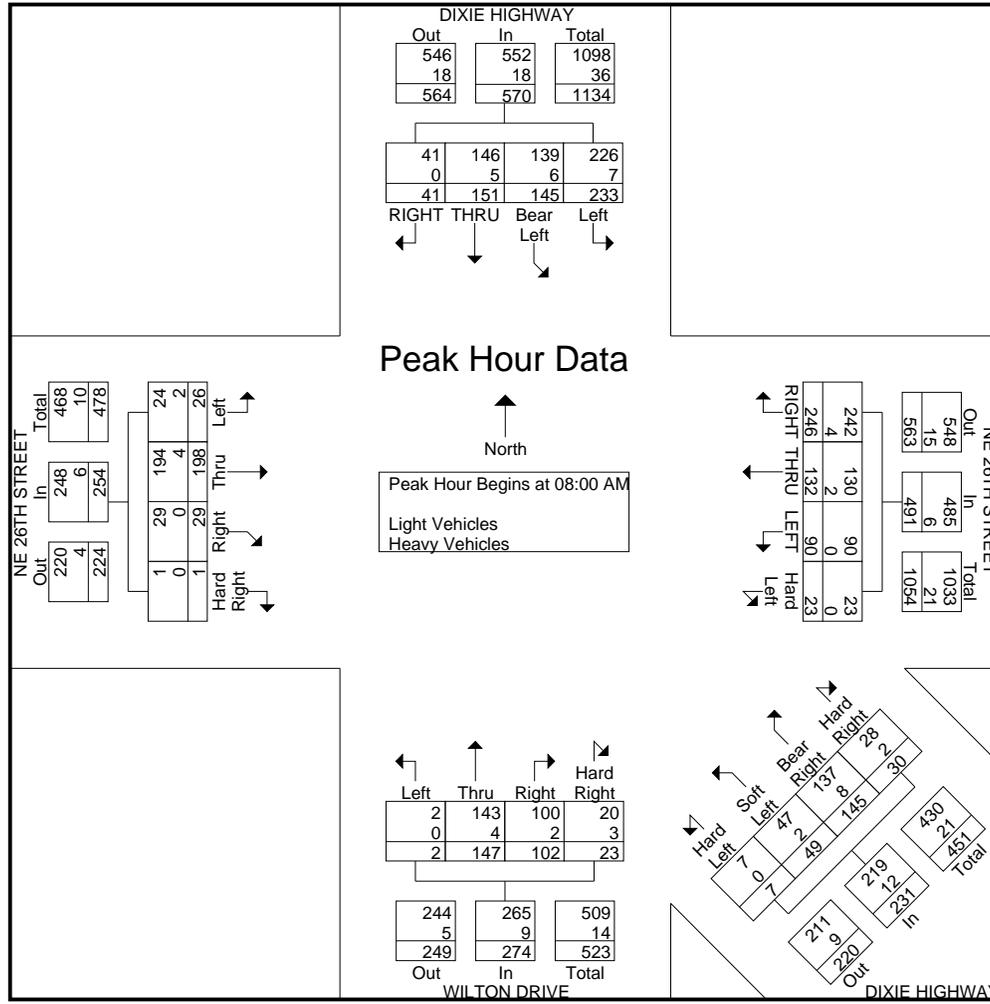
Start Time	DIXIE HIGHWAY From North					NE 26TH STREET From East					DIXIE HIGHWAY From Southeast					WILTON DRIVE From South					NE 26TH STREET From West					Int. Total
	Left	Bear Left	THRU	RIGHT	App. Total	Hard Left	LEFT	THRU	RIGHT	App. Total	Hard Left	Soft Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:00 AM																										
08:00 AM	50	37	35	18	140	3	23	29	59	114	1	8	30	6	45	1	29	16	6	52	9	41	10	1	61	412
08:15 AM	64	35	30	4	133	2	26	33	59	120	5	13	25	13	56	1	42	29	3	75	6	47	9	0	62	446
08:30 AM	61	44	45	10	160	11	22	32	64	129	0	15	51	4	70	0	33	23	5	61	2	48	5	0	55	475
08:45 AM	58	29	41	9	137	7	19	38	64	128	1	13	39	7	60	0	43	34	9	86	9	62	5	0	76	487
Total Volume	233	145	151	41	570	23	90	132	246	491	7	49	145	30	231	2	147	102	23	274	26	198	29	1	254	1820
% App. Total	40.9	25.4	26.5	7.2		4.7	18.3	26.9	50.1		3	21.2	62.8	13		0.7	53.6	37.2	8.4		10.2	78	11.4	0.4		
PHF	.910	.824	.839	.569	.891	.523	.865	.868	.961	.952	.350	.817	.711	.577	.825	.500	.855	.750	.639	.797	.722	.798	.725	.250	.836	.934
Light Vehicles	226	139	146	41	552	23	90	130	242	485	7	47	137	28	219	2	143	100	20	265	24	194	29	1	248	1769
% Light Vehicles	97.0	95.9	96.7	100	96.8	100	100	98.5	98.4	98.8	100	95.9	94.5	93.3	94.8	100	97.3	98.0	87.0	96.7	92.3	98.0	100	100	97.6	97.2
Heavy Vehicles																										
% Heavy Vehicles	3.0	4.1	3.3	0	3.2	0	0	1.5	1.6	1.2	0	4.1	5.5	6.7	5.2	0	2.7	2.0	13.0	3.3	7.7	2.0	0	0	2.4	2.8

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NE 26 STREET & DIXIE HIGHWAY
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File Name : 26 st & dixie & wilton
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85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483

Phone 561-272-3255

NE 26 STREET & DIXIE HIGHWAY
WILTON MANORS, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : 26 st & dixie & wilton
Site Code : 230102
Start Date : 6/27/2023
Page No : 4

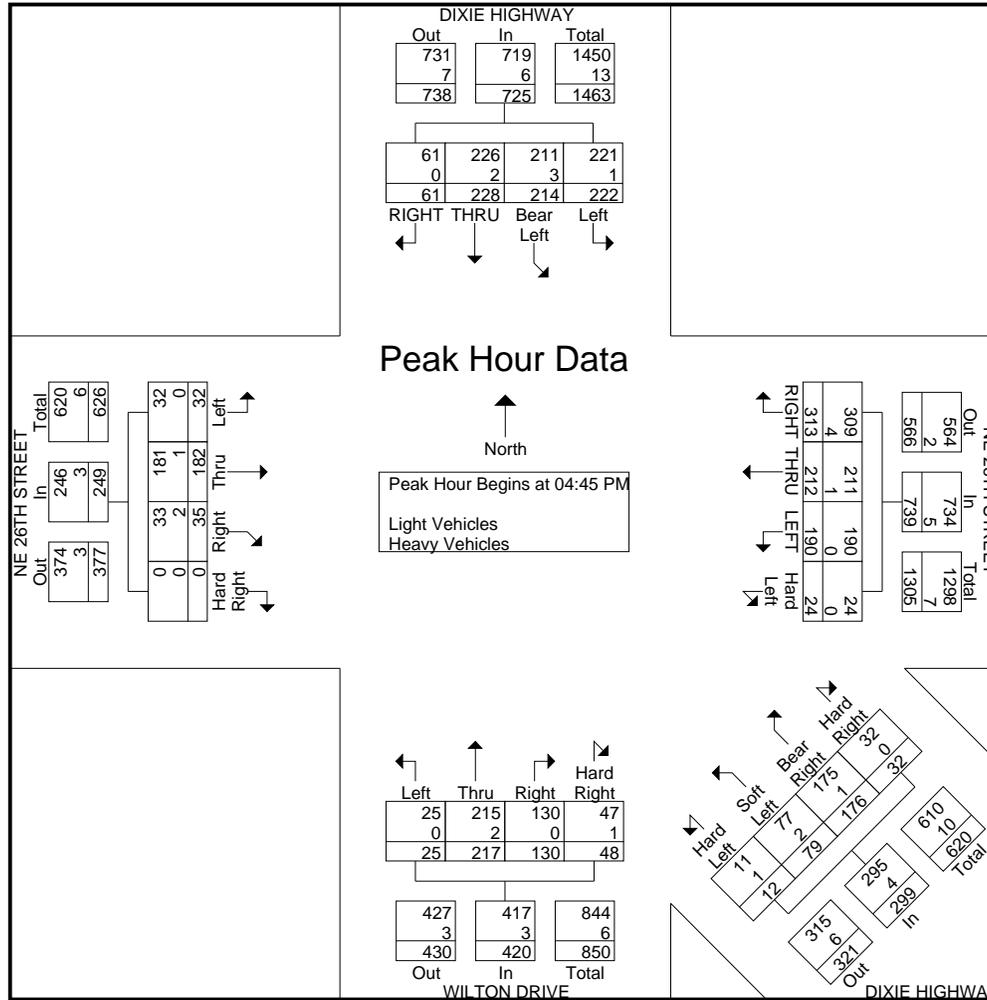
Start Time	DIXIE HIGHWAY From North					NE 26TH STREET From East					DIXIE HIGHWAY From Southeast					WILTON DRIVE From South					NE 26TH STREET From West					Int. Total
	Left	Bear Left	THRU	RIGHT	App. Total	Hard Left	LEFT	THRU	RIGHT	App. Total	Hard Left	Soft Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
04:45 PM	57	46	42	10	155	7	59	52	80	198	2	22	37	8	69	7	54	30	16	107	6	45	6	0	57	586
05:00 PM	58	58	65	18	199	8	52	52	89	201	3	23	53	6	85	7	54	33	14	108	10	44	6	0	60	653
05:15 PM	52	52	65	19	188	3	41	55	67	166	3	18	38	6	65	5	58	33	9	105	7	45	8	0	60	584
05:30 PM	55	58	56	14	183	6	38	53	77	174	4	16	48	12	80	6	51	34	9	100	9	48	15	0	72	609
Total Volume	222	214	228	61	725	24	190	212	313	739	12	79	176	32	299	25	217	130	48	420	32	182	35	0	249	2432
% App. Total	30.6	29.5	31.4	8.4		3.2	25.7	28.7	42.4		4	26.4	58.9	10.7		6	51.7	31	11.4		12.9	73.1	14.1	0		
PHF	.957	.922	.877	.803	.911	.750	.805	.964	.879	.919	.750	.859	.830	.667	.879	.893	.935	.956	.750	.972	.800	.948	.583	.000	.865	.931
Light Vehicles	221	211	226	61	719	24	190	211	309	734	11	77	175	32	295	25	215	130	47	417	32	181	33	0	246	2411
% Light Vehicles	99.5	98.6	99.1	100	99.2	100	100	99.5	98.7	99.3	91.7	97.5	99.4	100	98.7	100	99.1	100	97.9	99.3	100	99.5	94.3	0	98.8	99.1
Heavy Vehicles																										
% Heavy Vehicles	0.5	1.4	0.9	0	0.8	0	0	0.5	1.3	0.7	8.3	2.5	0.6	0	1.3	0	0.9	0	2.1	0.7	0	0.5	5.7	0	1.2	0.9

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File Name : 26 st & dixie & wilton
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NE 26 STREET & DIXIE HIGHWAY
WILTON MANORS, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : 26 st & dixie & wilton
Site Code : 230102
Start Date : 6/27/2023
Page No : 1

Groups Printed- Bicycles On The Road

Start Time	DIXIE HIGHWAY From North				NE 26TH STREET From East				DIXIE HIGHWAY From Southeast				WILTON DRIVE From South				NE 26TH STREET From West				Int. Total
	Left	Bear Left	THRU	RIGHT	Hard Left	LEFT	THRU	RIGHT	Hard Left	Soft Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right	Left	Thru	Right	Hard Right	
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	2	0	1	1	0	2	1	1	0	1	0	0	0	0	0	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	0	7
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3
Grand Total	0	1	3	0	0	3	0	1	1	0	2	1	1	1	3	2	0	0	2	0	21
Apprch %	0	25	75	0	0	75	0	25	25	0	50	25	14.3	14.3	42.9	28.6	0	0	100	0	
Total %	0	4.8	14.3	0	0	14.3	0	4.8	4.8	0	9.5	4.8	4.8	4.8	14.3	9.5	0	0	9.5	0	

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SIGNALIZED

File Name : 26 st & dixie & wilton
Site Code : 230102
Start Date : 6/27/2023
Page No : 1

Groups Printed- Pedestrians & Bicycles

Start Time	DIXIE HIGHWAY From North				NE 26TH STREET From East				DIXIE HIGHWAY From Southeast				WILTON DRIVE From South				NE 26TH STREET From West				Int. Total
	Peds	Left	Bike	Right	Peds	Left	Bike	Right	Peds	Left	Bike	Right	Peds	Left	Bike	Right	Peds	Left	Bike	Right	
07:00 AM	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	3	0	0	0	10
07:15 AM	1	0	2	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	6
07:30 AM	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	1	0	0	0	1	0	1	0	3	0	1	0	2	0	1	0	1	0	0	0	11
Total	2	0	3	0	2	0	3	0	8	0	1	0	6	0	1	0	5	0	0	0	31
08:00 AM	2	0	1	0	2	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	11
08:15 AM	0	0	1	0	0	0	0	0	1	0	0	0	6	0	1	0	8	0	0	0	17
08:30 AM	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	5
08:45 AM	1	0	0	0	2	0	1	0	2	0	0	0	1	0	0	0	1	0	0	0	8
Total	3	0	4	0	4	0	1	0	7	0	0	0	8	0	1	0	12	0	1	0	41
04:00 PM	0	0	0	0	1	0	0	0	2	0	1	0	1	0	0	0	0	0	2	0	7
04:15 PM	1	0	2	0	1	0	0	0	1	0	3	0	1	0	1	0	0	0	0	0	10
04:30 PM	1	0	1	0	0	0	1	0	4	0	0	0	2	0	1	0	1	0	1	0	12
04:45 PM	0	0	0	0	2	0	0	0	3	0	0	0	3	0	0	0	3	0	1	0	12
Total	2	0	3	0	4	0	1	0	10	0	4	0	7	0	2	0	4	0	4	0	41
05:00 PM	2	0	1	0	1	0	1	0	2	0	0	0	3	0	0	0	3	0	0	0	13
05:15 PM	3	0	0	0	0	0	0	0	5	0	0	0	4	0	2	0	3	0	1	0	18
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	5
Total	6	0	1	0	1	0	2	0	8	0	1	0	9	0	2	0	6	0	1	0	37
Grand Total	13	0	11	0	11	0	7	0	33	0	6	0	30	0	6	0	27	0	6	0	150
Apprch %	54.2	0	45.8	0	61.1	0	38.9	0	84.6	0	15.4	0	83.3	0	16.7	0	81.8	0	18.2	0	
Total %	8.7	0	7.3	0	7.3	0	4.7	0	22	0	4	0	20	0	4	0	18	0	4	0	

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							
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON							
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

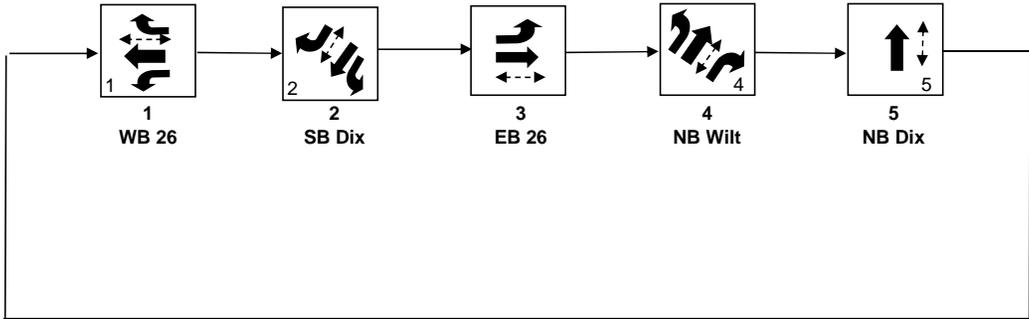
Preemption

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				

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





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 _____

APPENDIX E

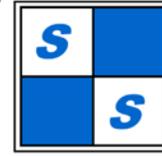
Funeral Home Trip Generation



SMART SERVICES, INC.

Surveying ♦ Environmental ♦ Traffic ♦ CA/CM

An Ohio DBE/EDGE Certified Firm



July 27, 2018

Ms. Jennifer Stachler, P.E.
City of Grove City
3262 Ventura Boulevard
Grove City, OH 43123

Received by
City of Grove City
10-31-18

Re: Schoedinger Funeral and Cremation Services – Hoover Road Site
City of Grove City, Franklin County, Ohio

Dear Jennifer:

Please consider this letter a response to a request for trip generation for the subject site

BACKGROUND

The subject site is proposed to be developed with a 13,040 SF funeral home. The owner reported that their highest weekend operations typically occur between 9:30 AM and 1:30 PM on Saturday. Services occur in the morning because cemeteries close around midday on Saturday. A secondary potential peak would be 2-5 PM on Sunday afternoons for viewings. It is also our understanding that other than a few employees, there is no activity on weekdays before 10 AM so the AM Peak is not considered in the analysis. Therefore, the calculations include weekend peaks in addition to the PM Peak hour of the adjacent street (4-6 PM).

TRIP GENERATION FOR FUNERAL HOME

The proposed land use is not specifically represented in the *Trip Generation Manual, 10th Edition* published by ITE. For a traffic study of another site, traffic counts were taken at an existing Schoedinger Funeral and Cremation Services located at 6699 North High Street, Worthington, Ohio so the those trips could be the basis of projected trip rates. Because the activity at a funeral home is variable through the week, counts were taken for nine days from February 10, 2018 to February 18, 2018. The hours of 4:00-6:00 PM were counted on weekdays, 9:30 AM-1:30 PM on Saturdays and 2:00-5:00 PM on Sundays. This provided a sample of five weekdays and four weekend days. The highest traffic generating activities at funeral homes are typically visitations and services. During the duration of the counts, there were four visitations and/or services. The following is a summary of these activities based on information from Schoedinger Funeral and Cremation Services:

- Saturday, February 10, 2018 12-2 PM - Visitation/Service
- Monday, February 12, 2018 11 AM-1 PM - Visitation/Service
- Friday, February 16, 2018 4-7 PM – Visitation
- Sunday, February 18, 2018 1-3 PM - Visitation/Service*

*=200+: this size averages twice a month occurrence.

The goal was to find some peaks as representative of funeral home trip generation. The peaks in

traffic counted were consistent with the schedule that was provided. The weekday peak occurred on Friday, February 16 when the activity occurred during the PM Peak Hour of the street. The weekend peak occurred during the large visitation on Sunday, February 18. Summaries of the weekday and weekend counts are attached. The actual count reports are also attached. A summary of the trips is attached.

<u>Description</u>	Adj. Street	Site
	<u>PM Peak Hour</u>	<u>Weekend Peak Hour</u>
6699 North High Street (Funeral Home)	31	71

Per the Franklin County Auditor’s website (Parcel # 100-005056-00), the size of the existing building at 6699 North High Street, Worthington, Ohio is 11,734 SF. The report from the auditor’s website is attached. The proposed building is currently proposed to be 13,040 SF. Therefore, the counted traffic was adjusted proportionally to account for the larger building. Table 1, which is attached, shows the calculations.

CONCLUSIONS

The following is a summary of the trip generation for total trips to and from the subject site:

<u>Description</u>	Adj. Street	Site
	<u>PM Peak Hour</u>	<u>Weekend Peak Hour</u>
Prop. 13,040 SF Funeral Home	34	79

If you have any questions, please contact me. Thank you!

Sincerely,
SMART SERVICES, INC.



 Registered Engineer No. E-64507, Ohio
 Todd J. Stanhope, PE, PTOE
 Director of Traffic Engineering

7-27-2018

 Date



Submitted: One electronic copy (PDF format) via e-mail

Cc: R. Schoedinger – Schoedinger Funeral and Cremation Services



Traffic Study Subarea	Land Use	Data Set from: <i>Trip Generation Manual, 10th Edition</i> (Unless noted Otherwise)	Total Trips	Entering		Exiting		
				%	Total Trips	%	Total Trips	
2	Schoedinger Worthington Chapel (Non ITE Source) Ind. Variable (X) = 1.11 Each							
		Saturday, Peak Hour of Generator	Average Rate= 36.00	40	72%	29	28%	11
		Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	Average Rate= 31.00	34	71%	24	29%	10
		Sunday, Peak Hour of Generator	Average Rate= 71.00	79	27%	21	73%	58

Schoedinger Funeral and Cremation Services - Hoover Road Site Traffic Analysis - 3/2018

TABLE 1 - TRIP GENERATION SUMMARY



SMART SERVICES, INC.

88 W. Church Street
 Newark, OH 43055
 (740) 345-4700
 www.smartservices-inc.com

Schoedinger Worthington Chapel - 6699 North High Street, Worthington (North Driveway)										
Time	2/12/2018		2/13/2018		2/14/2018		2/15/2018		2/16/2018	
	IN (WB)	Out (EB)								
4:00 PM	0	0	0	0	0	2	0	0	2	0
4:15 PM	1	0	0	0	0	0	1	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	1	0
4:45 PM	1	0	1	0	0	1	0	0	4	0
5:00 PM	1	0	0	0	0	1	0	0	5	0
5:15 PM	0	0	1	1	1	0	0	1	3	1
5:30 PM	1	0	0	0	0	0	0	0	2	1
5:45 PM	2	0	0	0	1	0	0	0	0	2
TOTAL	6	1	2	1	2	4	1	1	17	4
	7		3		6		2		21	

Schoedinger Worthington Chapel - 6699 North High Street, Worthington (South Driveway)										
Time	2/12/2018		2/13/2018		2/14/2018		2/15/2018		2/16/2018	
	IN (WB)	Out (EB)								
4:00 PM	0	0	0	1	1	0	0	0	1	1
4:15 PM	0	0	1	1	0	0	0	1	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0
4:45 PM	1	2	0	0	0	1	0	0	2	0
5:00 PM	0	3	0	0	0	0	0	0	3	2
5:15 PM	1	1	0	1	0	1	0	0	3	3
5:30 PM	0	1	0	2	0	1	0	1	0	2
5:45 PM	0	0	0	0	0	1	0	0	1	3
TOTAL	2	8	1	5	1	4	0	2	10	11
	10		6		5		2		21	

Schoedinger Worthington Chapel - 6699 North High Street, Worthington (Both Driveways)										
Time	2/12/2018		2/13/2018		2/14/2018		2/15/2018		2/16/2018	
	IN (WB)	Out (EB)								
4:00 PM	0	0	0	1	1	2	0	0	3	1
4:15 PM	1	0	1	1	0	0	1	1	0	0
4:30 PM	0	2	0	0	0	0	0	0	1	0
4:45 PM	2	2	1	0	0	2	0	0	6	0
5:00 PM	1	3	0	0	0	1	0	0	8	2
5:15 PM	1	1	1	2	1	1	0	1	6	4
5:30 PM	1	1	0	2	0	1	0	1	2	3
5:45 PM	2	0	0	0	1	1	0	0	1	5
Peak Hour									22	9
TOTAL	8	9	3	6	3	8	1	3	27	15
	17		9		11		4		42	



SMART SERVICES, INC.

88 W. Church Street

Newark, OH 43055

(740) 345-4700

www.smartservices-inc.com

Schoedinger Worthington Chapel - 6699 North High Street, Worthington (North Driveway)

Time	Saturdays				Sundays			
	2/10/2018		2/17/2018		2/11/2018		2/18/2018	
	IN (WB)	Out (EB)						
9:30 AM	1	0	0	1				
9:45 AM	1	0	0	0				
10:00 AM	1	0	0	0				
10:15 AM	0	0	1	0				
10:30 AM	1	0	2	0				
10:45 AM	6	0	1	0				
11:00 AM	3	0	0	0				
11:15 AM	5	0	2	0				
11:30 AM	3	2	1	0				
11:45 AM	3	1	1	0				
12:00 PM	3	0	1	0				
12:15 PM	6	1	1	0				
12:30 PM	4	1	1	1				
12:45 PM	3	0	1	0				
1:00 PM	4	0	2	0				
1:15 PM	9	2	1	0				
1:30 PM								
1:45 PM								
2:00 PM					0	0	9	2
2:15 PM					0	0	4	5
2:30 PM					0	0	7	3
2:45 PM					0	1	0	5
3:00 PM					2	0	1	6
3:15 PM					0	1	0	2
3:30 PM					0	0	0	0
3:45 PM					0	0	0	4
4:00 PM					0	0	0	4
4:15 PM					0	0	0	2
4:30 PM					0	0	0	2
4:45 PM					0	1	1	3
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTAL	53	7	15	2	2	3	22	38
	60		17		5		60	



SMART SERVICES, INC.

88 W. Church Street

Newark, OH 43055

(740) 345-4700

www.smartservices-inc.com

Schoedinger Worthington Chapel - 6699 North High Street, Worthington (South Driveway)

Time	Saturdays				Sundays			
	2/10/2018		2/17/2018		2/11/2018		2/18/2018	
	IN (WB)	Out (EB)	IN (WB)	Out (EB)	IN (WB)	Out (EB)	IN (WB)	Out (EB)
9:30 AM	0	2	1	0				
9:45 AM	0	0	0	0				
10:00 AM	0	1	0	0				
10:15 AM	0	1	0	0				
10:30 AM	0	1	0	2				
10:45 AM	3	2	0	1				
11:00 AM	1	3	2	4				
11:15 AM	0	2	1	1				
11:30 AM	1	3	0	1				
11:45 AM	1	0	0	1				
12:00 PM	2	1	0	1				
12:15 PM	1	2	2	3				
12:30 PM	2	3	1	1				
12:45 PM	2	1	0	0				
1:00 PM	2	2	0	1				
1:15 PM	0	1	0	1				
1:30 PM								
1:45 PM								
2:00 PM					1	1	1	7
2:15 PM					0	0	6	4
2:30 PM					0	0	0	6
2:45 PM					0	0	0	9
3:00 PM					0	1	1	14
3:15 PM					0	2	0	0
3:30 PM					1	2	0	0
3:45 PM					0	0	0	11
4:00 PM					0	0	0	2
4:15 PM					0	0	0	2
4:30 PM					0	0	0	1
4:45 PM					0	0	0	5
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTAL	15	25	7	17	2	6	8	61
	40		24		8		69	



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Schoedinger Worthington Chapel - 6699 North High Street, Worthington (Both Driveways)								
Time	Saturdays				Sundays			
	2/10/2018		2/17/2018		2/11/2018		2/18/2018	
	IN (WB)	Out (EB)	IN (WB)	Out (EB)	IN (WB)	Out (EB)	IN (WB)	Out (EB)
9:30 AM	1	2	1	1				
9:45 AM	1	0	0	0				
10:00 AM	1	1	0	0				
10:15 AM	0	1	1	0				
10:30 AM	1	1	2	2				
10:45 AM	9	2	1	1				
11:00 AM	4	3	2	4				
11:15 AM	5	2	3	1				
11:30 AM	4	5	1	1				
11:45 AM	4	1	1	1				
12:00 PM	5	1	1	1				
12:15 PM	7	3	3	3				
12:30 PM	6	4	2	2				
12:45 PM	5	1	1	0				
1:00 PM	6	2	2	1				
1:15 PM	9	3	1	1				
1:30 PM								
1:45 PM								
2:00 PM					1	1	10	9
2:15 PM					0	0	10	9
2:30 PM					0	0	7	9
2:45 PM					0	1	0	14
3:00 PM					2	1	2	20
3:15 PM					0	3	0	2
3:30 PM					1	2	0	0
3:45 PM					0	0	0	15
4:00 PM					0	0	0	6
4:15 PM					0	0	0	4
4:30 PM					0	0	0	3
4:45 PM					0	1	1	8
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
Peak Hour	26	10					19	52
TOTAL	68	32	22	19	4	9	30	99
	100		41		13		129	



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Count Name: 6699 North High Street (North
Driveway) 2-10 Saturday
Site Code:
Start Date: 02/10/2018
Page No: 1

Direction (Westbound)

Start Time	Total
9:30 AM	1
9:45 AM	1
10:00 AM	1
10:15 AM	0
10:30 AM	1
10:45 AM	6
11:00 AM	3
11:15 AM	5
11:30 AM	3
11:45 AM	3
12:00 PM	3
12:15 PM	6
12:30 PM	4
12:45 PM	3
1:00 PM	4
1:15 PM	9
Total	53
Total %	100.0
AM Times	10:45 AM
AM Peaks	17
PM Times	12:30 PM
PM Peaks	20



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Count Name: 6699 North High Street (North
Driveway) 2-10 Saturday
Site Code:
Start Date: 02/10/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
9:30 AM	0
9:45 AM	0
10:00 AM	0
10:15 AM	0
10:30 AM	0
10:45 AM	0
11:00 AM	0
11:15 AM	0
11:30 AM	2
11:45 AM	1
12:00 PM	0
12:15 PM	1
12:30 PM	1
12:45 PM	0
1:00 PM	0
1:15 PM	2
Total	7
Total %	100.0
AM Times	10:45 AM
AM Peaks	2
PM Times	12:30 PM
PM Peaks	3



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Count Name: 6699 North High Street (North
Driveway) 2-11 Sunday
Site Code:
Start Date: 02/11/2018
Page No: 1

Direction (Westbound)

Start Time	Total
2:00 PM	0
2:15 PM	0
2:30 PM	0
2:45 PM	0
3:00 PM	2
3:15 PM	0
3:30 PM	0
3:45 PM	0
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	0
Total	2
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	2:30 PM
PM Peaks	2



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Count Name: 6699 North High Street (North
Driveway) 2-11 Sunday
Site Code:
Start Date: 02/11/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
2:00 PM	0
2:15 PM	0
2:30 PM	0
2:45 PM	1
3:00 PM	0
3:15 PM	1
3:30 PM	0
3:45 PM	0
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	1
Total	3
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	2:30 PM
PM Peaks	2



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Count Name: 6699 North High Street (North
Driveway) 2-12 Monday
Site Code:
Start Date: 02/12/2018
Page No: 1

Direction (Westbound)

Start Time	Total
4:00 PM	0
4:15 PM	1
4:30 PM	0
4:45 PM	1
5:00 PM	1
5:15 PM	0
5:30 PM	1
5:45 PM	2
Total	6
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:15 PM
PM Peaks	3



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Count Name: 6699 North High Street (North
Driveway) 2-12 Monday
Site Code:
Start Date: 02/12/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
4:00 PM	0
4:15 PM	0
4:30 PM	1
4:45 PM	0
5:00 PM	0
5:15 PM	0
5:30 PM	0
5:45 PM	0
Total	1
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:15 PM
PM Peaks	1



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Count Name: 6699 North High Street (North
Driveway) 1-13 Tuesday
Site Code:
Start Date: 02/13/2018
Page No: 1

Direction (Westbound)

Start Time	Total
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	1
5:00 PM	0
5:15 PM	1
5:30 PM	0
5:45 PM	0
Total	2
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:30 PM
PM Peaks	2



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Count Name: 6699 North High Street (North
Driveway) 1-13 Tuesday
Site Code:
Start Date: 02/13/2018
Page No: 2

Direction (Eastbound)

Start Time	Lights	Other Vehicles	Total
4:00 PM	0	0	0
4:15 PM	0	0	0
4:30 PM	0	0	0
4:45 PM	0	0	0
5:00 PM	0	0	0
5:15 PM	1	0	1
5:30 PM	0	0	0
5:45 PM	0	0	0
Total	1	0	1
Total %	100.0	0.0	100.0
AM Times	-	-	-
AM Peaks	-	-	-
PM Times	4:30 PM	4:00 PM	4:30 PM
PM Peaks	1	0	1



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Count Name: 6699 North High Street (North
Driveway) 1-14 Wednesday
Site Code:
Start Date: 02/14/2018
Page No: 1

Direction (Westbound)

Start Time	Total
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	0
5:00 PM	0
5:15 PM	1
5:30 PM	0
5:45 PM	1
Total	2
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:00 PM
PM Peaks	0



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Count Name: 6699 North High Street (North
Driveway) 1-14 Wednesday
Site Code:
Start Date: 02/14/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
4:00 PM	2
4:15 PM	0
4:30 PM	0
4:45 PM	1
5:00 PM	1
5:15 PM	0
5:30 PM	0
5:45 PM	0
Total	4
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:00 PM
PM Peaks	3



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Count Name: 6699 North High Street (North
Driveway) 1-15 Thursday
Site Code:
Start Date: 02/15/2018
Page No: 1

Direction (Westbound)

Start Time	Total
4:00 PM	0
4:15 PM	1
4:30 PM	0
4:45 PM	0
5:00 PM	0
5:15 PM	0
5:30 PM	0
5:45 PM	0
Total	1
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:00 PM
PM Peaks	1



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Count Name: 6699 North High Street (North
Driveway) 1-15 Thursday
Site Code:
Start Date: 02/15/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	0
5:00 PM	0
5:15 PM	1
5:30 PM	0
5:45 PM	0
Total	1
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:00 PM
PM Peaks	0



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Count Name: 6699 North High Street (North
Driveway) 2-16 Friday
Site Code:
Start Date: 02/16/2018
Page No: 1

Direction (Westbound)

Start Time	Total
4:00 PM	2
4:15 PM	0
4:30 PM	1
4:45 PM	4
5:00 PM	5
5:15 PM	3
5:30 PM	2
5:45 PM	0
Total	17
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:45 PM
PM Peaks	14



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Count Name: 6699 North High Street (North
Driveway) 2-16 Friday
Site Code:
Start Date: 02/16/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	0
5:00 PM	0
5:15 PM	1
5:30 PM	1
5:45 PM	2
Total	4
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:45 PM
PM Peaks	2



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Count Name: 6699 North High Street (North
Driveway) 2-17 Saturday
Site Code:
Start Date: 02/17/2018
Page No: 1

Direction (Westbound)

Start Time	Total
9:30 AM	0
9:45 AM	0
10:00 AM	0
10:15 AM	1
10:30 AM	2
10:45 AM	1
11:00 AM	0
11:15 AM	2
11:30 AM	1
11:45 AM	1
12:00 PM	1
12:15 PM	1
12:30 PM	1
12:45 PM	1
1:00 PM	2
1:15 PM	1
Total	15
Total %	100.0
AM Times	10:30 AM
AM Peaks	5
PM Times	12:15 PM
PM Peaks	5



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Count Name: 6699 North High Street (North
Driveway) 2-17 Saturday
Site Code:
Start Date: 02/17/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
9:30 AM	1
9:45 AM	0
10:00 AM	0
10:15 AM	0
10:30 AM	0
10:45 AM	0
11:00 AM	0
11:15 AM	0
11:30 AM	0
11:45 AM	0
12:00 PM	0
12:15 PM	0
12:30 PM	1
12:45 PM	0
1:00 PM	0
1:15 PM	0
Total	2
Total %	100.0
AM Times	10:30 AM
AM Peaks	0
PM Times	12:15 PM
PM Peaks	1



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Count Name: 6699 North High Street (North
Driveway) 2-18 Sunday
Site Code:
Start Date: 02/18/2018
Page No: 1

Direction (Westbound)

Start Time	Total
2:00 PM	9
2:15 PM	4
2:30 PM	7
2:45 PM	0
3:00 PM	1
3:15 PM	0
3:30 PM	0
3:45 PM	0
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	1
Total	22
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	2:00 PM
PM Peaks	20



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Count Name: 6699 North High Street (North
Driveway) 2-18 Sunday
Site Code:
Start Date: 02/18/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
2:00 PM	2
2:15 PM	5
2:30 PM	3
2:45 PM	5
3:00 PM	6
3:15 PM	2
3:30 PM	0
3:45 PM	4
4:00 PM	4
4:15 PM	2
4:30 PM	2
4:45 PM	3
Total	38
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	2:00 PM
PM Peaks	15



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Count Name: 6699 North High Street (South
Driveway) 2-10 Saturday
Site Code:
Start Date: 02/10/2018
Page No: 1

Direction (Westbound)

Start Time	Total
9:30 AM	0
9:45 AM	0
10:00 AM	0
10:15 AM	0
10:30 AM	0
10:45 AM	3
11:00 AM	1
11:15 AM	0
11:30 AM	1
11:45 AM	1
12:00 PM	2
12:15 PM	1
12:30 PM	2
12:45 PM	2
1:00 PM	2
1:15 PM	0
Total	15
Total %	100.0
AM Times	10:45 AM
AM Peaks	5
PM Times	12:15 PM
PM Peaks	7



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Count Name: 6699 North High Street (South
Driveway) 2-10 Saturday
Site Code:
Start Date: 02/10/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
9:30 AM	2
9:45 AM	0
10:00 AM	1
10:15 AM	1
10:30 AM	1
10:45 AM	2
11:00 AM	3
11:15 AM	2
11:30 AM	3
11:45 AM	0
12:00 PM	1
12:15 PM	2
12:30 PM	3
12:45 PM	1
1:00 PM	2
1:15 PM	1
Total	25
Total %	100.0
AM Times	10:45 AM
AM Peaks	10
PM Times	12:15 PM
PM Peaks	8



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Count Name: 6699 North High Street (South
Driveway) 2-11 Sunday
Site Code:
Start Date: 02/11/2018
Page No: 1

Direction (Westbound)

Start Time	Total
2:00 PM	1
2:15 PM	0
2:30 PM	0
2:45 PM	0
3:00 PM	0
3:15 PM	0
3:30 PM	1
3:45 PM	0
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	0
Total	2
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	2:45 PM
PM Peaks	1



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Count Name: 6699 North High Street (South
Driveway) 2-11 Sunday
Site Code:
Start Date: 02/11/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
2:00 PM	1
2:15 PM	0
2:30 PM	0
2:45 PM	0
3:00 PM	1
3:15 PM	2
3:30 PM	2
3:45 PM	0
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	0
Total	6
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	2:45 PM
PM Peaks	5



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Count Name: 6699 North High Street (South
Driveway) 2-12 Monday
Site Code:
Start Date: 02/12/2018
Page No: 1

Direction (Westbound)

Start Time	Total
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	1
5:00 PM	0
5:15 PM	1
5:30 PM	0
5:45 PM	0
Total	2
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:30 PM
PM Peaks	2



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Count Name: 6699 North High Street (South
Driveway) 2-12 Monday
Site Code:
Start Date: 02/12/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
4:00 PM	0
4:15 PM	0
4:30 PM	1
4:45 PM	2
5:00 PM	3
5:15 PM	1
5:30 PM	1
5:45 PM	0
Total	8
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:30 PM
PM Peaks	7



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Count Name: 6699 North High Street (South
Driveway) 2-13 Tuesday
Site Code:
Start Date: 02/13/2018
Page No: 1

Direction (Westbound)

Start Time	Total
4:00 PM	0
4:15 PM	1
4:30 PM	0
4:45 PM	0
5:00 PM	0
5:15 PM	0
5:30 PM	0
5:45 PM	0
Total	1
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:00 PM
PM Peaks	1



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Count Name: 6699 North High Street (South
Driveway) 2-13 Tuesday
Site Code:
Start Date: 02/13/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
4:00 PM	1
4:15 PM	1
4:30 PM	0
4:45 PM	0
5:00 PM	0
5:15 PM	1
5:30 PM	2
5:45 PM	0
Total	5
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:00 PM
PM Peaks	2



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Count Name: 6699 North High Street (South
Driveway) 2-14 Wednesday
Site Code:
Start Date: 02/14/2018
Page No: 1

Direction (Westbound)

Start Time	Total
4:00 PM	1
4:15 PM	0
4:30 PM	0
4:45 PM	0
5:00 PM	0
5:15 PM	0
5:30 PM	0
5:45 PM	0
Total	1
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:45 PM
PM Peaks	0



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Count Name: 6699 North High Street (South
Driveway) 2-14 Wednesday
Site Code:
Start Date: 02/14/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	1
5:00 PM	0
5:15 PM	1
5:30 PM	1
5:45 PM	1
Total	4
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:45 PM
PM Peaks	3



SMART
SERVICES, INC.

Smart Services, Inc.
88 W. Church Street

Newark, Ohio, United States 43055
(740) 345 4700 tstanhope@smartservices-inc.com
www.smartservices-inc.com

Count Name: 6699 North High Street (South
Driveway) 2-15 Thursday
Site Code:
Start Date: 02/15/2018
Page No: 1

Direction (Westbound)

Start Time	Total
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	0
5:00 PM	0
5:15 PM	0
5:30 PM	0
5:45 PM	0
Total	0
Total %	NaN
AM Times	-
AM Peaks	-
PM Times	4:00 PM
PM Peaks	0



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Count Name: 6699 North High Street (South
Driveway) 2-15 Thursday
Site Code:
Start Date: 02/15/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
4:00 PM	0
4:15 PM	1
4:30 PM	0
4:45 PM	0
5:00 PM	0
5:15 PM	0
5:30 PM	1
5:45 PM	0
Total	2
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	4:00 PM
PM Peaks	1



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Count Name: 6699 North High Street (South
Driveway) 2-16 Friday
Site Code:
Start Date: 02/16/2018
Page No: 1

Direction (Westbound)

Start Time	Total
4:00 PM	1
4:15 PM	0
4:30 PM	0
4:45 PM	2
5:00 PM	3
5:15 PM	3
5:30 PM	0
5:45 PM	1
Total	10
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	5:00 PM
PM Peaks	7



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Count Name: 6699 North High Street (South
Driveway) 2-16 Friday
Site Code:
Start Date: 02/16/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
4:00 PM	1
4:15 PM	0
4:30 PM	0
4:45 PM	0
5:00 PM	2
5:15 PM	3
5:30 PM	2
5:45 PM	3
Total	11
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	5:00 PM
PM Peaks	10



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Count Name: 6699 North High Street (South
Driveway) 2-17 Saturday
Site Code:
Start Date: 02/17/2018
Page No: 1

Direction (Westbound)

Start Time	Total
9:30 AM	1
9:45 AM	0
10:00 AM	0
10:15 AM	0
10:30 AM	0
10:45 AM	0
11:00 AM	2
11:15 AM	1
11:30 AM	0
11:45 AM	0
12:00 PM	0
12:15 PM	2
12:30 PM	1
12:45 PM	0
1:00 PM	0
1:15 PM	0
Total	7
Total %	100.0
AM Times	10:30 AM
AM Peaks	3
PM Times	12:00 PM
PM Peaks	3



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Count Name: 6699 North High Street (South
Driveway) 2-17 Saturday
Site Code:
Start Date: 02/17/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
9:30 AM	0
9:45 AM	0
10:00 AM	0
10:15 AM	0
10:30 AM	2
10:45 AM	1
11:00 AM	4
11:15 AM	1
11:30 AM	1
11:45 AM	1
12:00 PM	1
12:15 PM	3
12:30 PM	1
12:45 PM	0
1:00 PM	1
1:15 PM	1
Total	17
Total %	100.0
AM Times	10:30 AM
AM Peaks	8
PM Times	12:00 PM
PM Peaks	5



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Count Name: 6699 North High Street (South
Driveway) 2-18 Sunday
Site Code:
Start Date: 02/18/2018
Page No: 1

Direction (Westbound)

Start Time	Total
2:00 PM	1
2:15 PM	6
2:30 PM	0
2:45 PM	0
3:00 PM	1
3:15 PM	0
3:30 PM	0
3:45 PM	0
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	0
Total	8
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	2:15 PM
PM Peaks	7



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Count Name: 6699 North High Street (South
Driveway) 2-18 Sunday
Site Code:
Start Date: 02/18/2018
Page No: 2

Direction (Eastbound)

Start Time	Total
2:00 PM	7
2:15 PM	4
2:30 PM	6
2:45 PM	9
3:00 PM	14
3:15 PM	0
3:30 PM	0
3:45 PM	11
4:00 PM	2
4:15 PM	2
4:30 PM	1
4:45 PM	5
Total	61
Total %	100.0
AM Times	-
AM Peaks	-
PM Times	2:15 PM
PM Peaks	33

Owner Name JAVID PROPERTIES CO
Site Address 6699 N HIGH ST
Legal Descriptions NORTH HIGH ST
 WORTHINGTON EST 7
 LOT 9
Mailing Address
Transfer Date 11/12/1993
Transfer Price 1,260,000.00
Instrument Type WD

Prop. Class C - Commercial
Land Use 441 - FUNERAL HOME
Tax District 100 - CITY OF WORTHINGTON
Sch. District 2516 - WORTHINGTON CSD
App Nbrhd X3101
Tax Lein No
CAUV Property No
Owner Occ. Credit 2015: No 2016: No
Homestead Credit 2015: No 2016: No
Rental Registration No
Board of Revision No
Zip Code 43085
Annual Taxes 53,067.50
Taxes Paid 26,533.75
Calculated Acreage 1.14
Legal Acreage .00

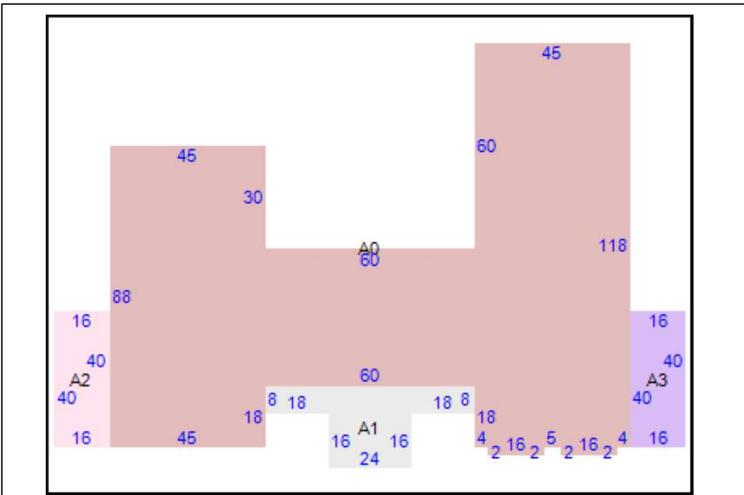
	Current Market Value			Taxable Value		
	Land	Improv	Total	Land	Improv	Total
Base	\$346,900	\$1,202,000	\$1,548,900	\$121,420	\$420,700	\$542,120
TIF	\$0	\$0	\$0	\$0	\$0	\$0
Exempt	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$346,900	\$1,202,000	\$1,548,900	\$121,420	\$420,700	\$542,120
CAUV	\$0					

Building Data

Land Use 441-FUNERAL HOME
Year Built 1994
Total Sq Ft 11734
Stories 01
Grade GOOD QUALITY

Sketch Legend

- 1 A1 - CP2:CANOPY-WD, ROOF/SLAB864 Sq. Ft.
- 2 A2 - CP5:CANOPY-GOOD640 Sq. Ft.
- 3 A3 - CP5:CANOPY-GOOD640 Sq. Ft.
- 4 A0 - SKE:SKETCH ONLY11734 Sq. Ft.
- 1 - 053:OFFICES10561 Sq. Ft.
- 2 - 084:MULTI USE STORAGE1173 Sq. Ft.
- 1 PAVING ASP - PA1:PAVING ASPHALT15500 Sq. Ft.



APPENDIX F

SERPM

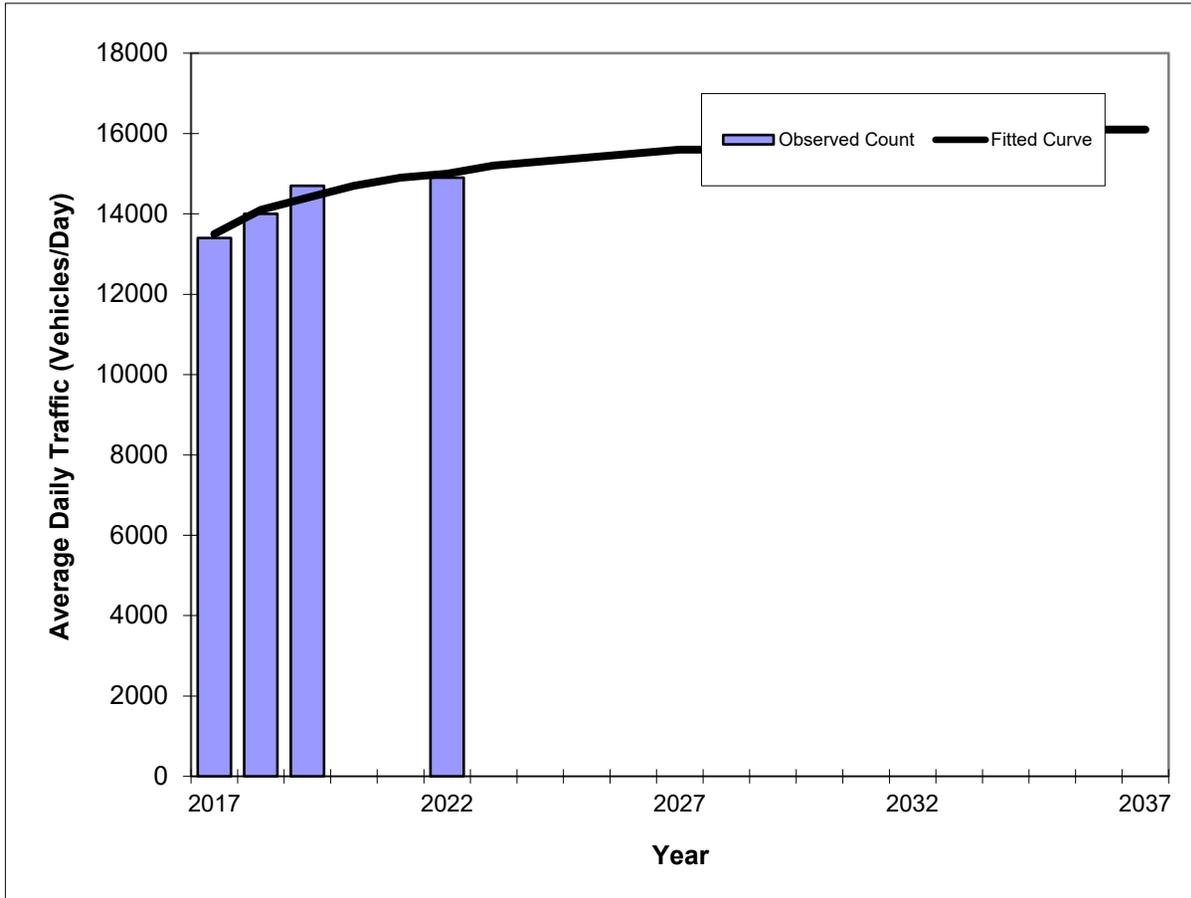
APPENDIX G
Historic Growth

Traffic Trends - V03.a

SR 811/Wilton Drive -- south of NE 26 Street

FIN#	0
Location	1

County:	BROWARD
Station #:	0212
Highway:	SR 811/Wilton Drive



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	13400	13500
2018	14000	14100
2019	14700	14400
2020	NA	NA
2021	NA	NA
2022	14900	15000
2023 Opening Year Trend		
2023	N/A	15200
2025 Mid-Year Trend		
2025	N/A	15400
2028 Design Year Trend		
2028	N/A	15600
TRANPLAN Forecasts/Trends		

Trend R-squared:	92.78%
Compounded Annual Historic Growth Rate:	2.13%
Compounded Growth Rate (2022 to Design Year):	0.66%
Printed:	25-Oct-23
Decaying Exponential Growth Option	

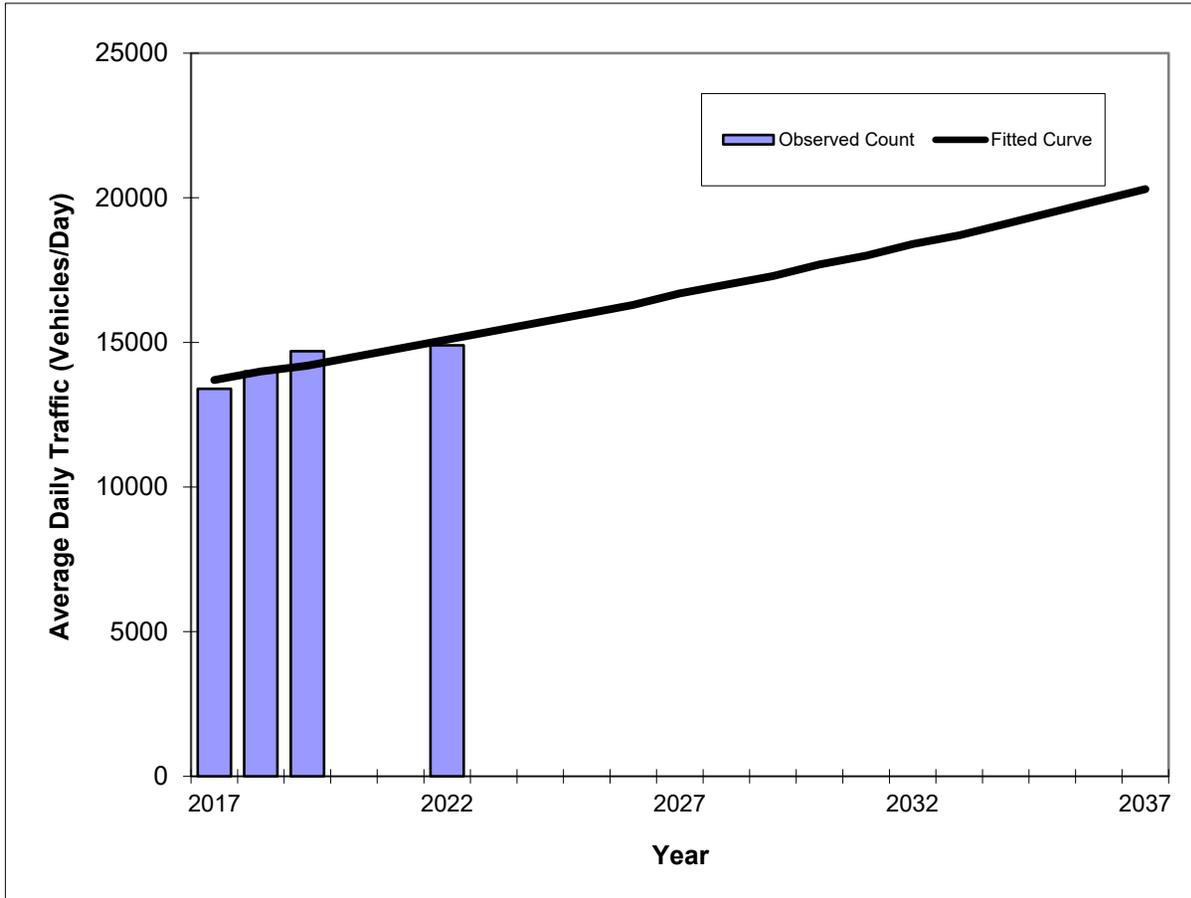
*Axle-Adjusted

Traffic Trends - V03.a

SR 811/Wilton Drive -- south of NE 26 Street

FIN#	0
Location	1

County:	BROWARD
Station #:	0212
Highway:	SR 811/Wilton Drive



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	13400	13700
2018	14000	14000
2019	14700	14200
2020	NA	NA
2021	NA	NA
2022	14900	15100
2023 Opening Year Trend		
2023	N/A	15400
2025 Mid-Year Trend		
2025	N/A	16000
2028 Design Year Trend		
2028	N/A	17000
TRANPLAN Forecasts/Trends		

Trend R-squared:	76.36%
Compounded Annual Historic Growth Rate:	1.97%
Compounded Growth Rate (2022 to Design Year):	1.99%
Printed:	25-Oct-23
Exponential Growth Option	

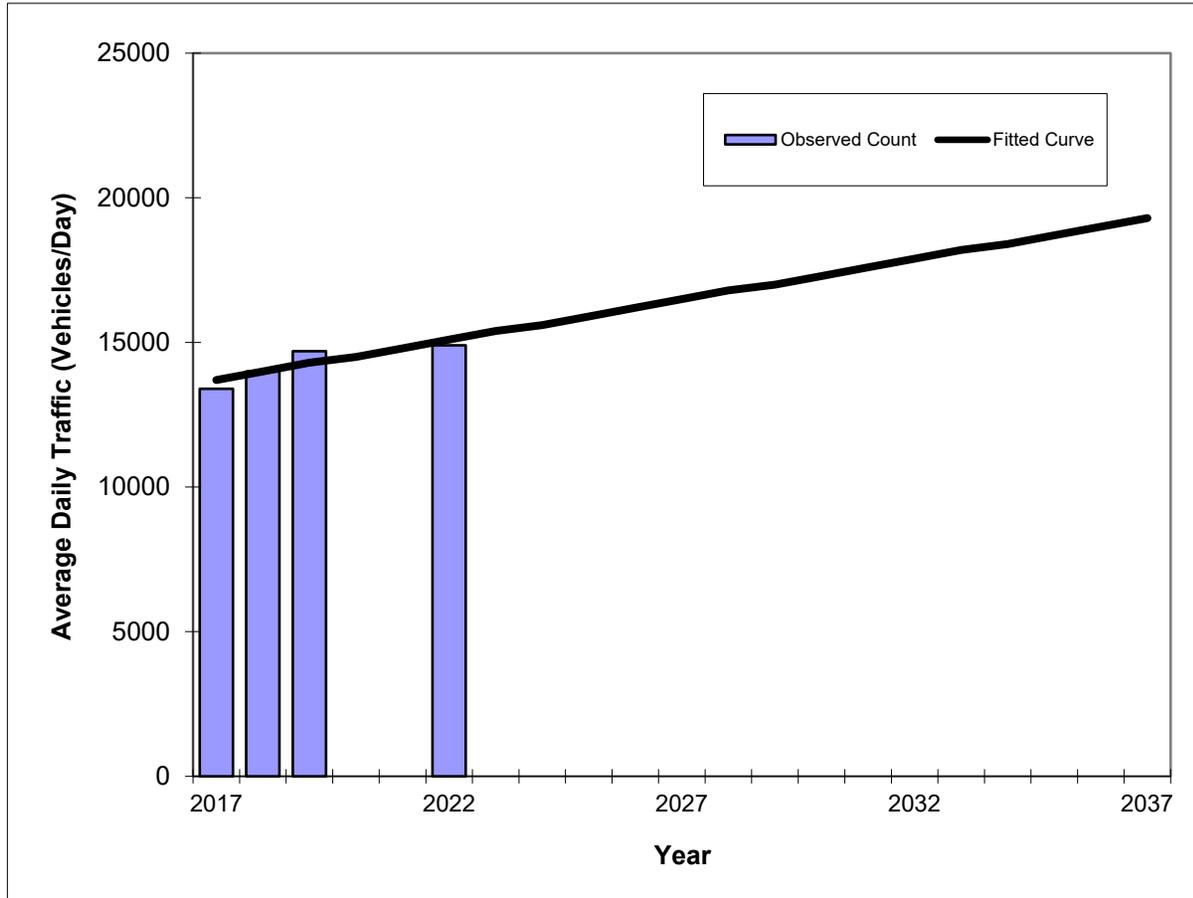
*Axle-Adjusted

Traffic Trends - V03.a

SR 811/Wilton Drive -- south of NE 26 Street

FIN#	0
Location	1

County:	BROWARD
Station #:	0212
Highway:	SR 811/Wilton Drive



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	13400	13700
2018	14000	14000
2019	14700	14300
2020	NA	NA
2021	NA	NA
2022	14900	15100
2023 Opening Year Trend		
2023	N/A	15400
2025 Mid-Year Trend		
2025	N/A	15900
2028 Design Year Trend		
2028	N/A	16800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	279
Trend R-squared:	77.05%
Trend Annual Historic Growth Rate:	2.04%
Trend Growth Rate (2022 to Design Year):	1.88%
Printed:	25-Oct-23
Straight Line Growth Option	

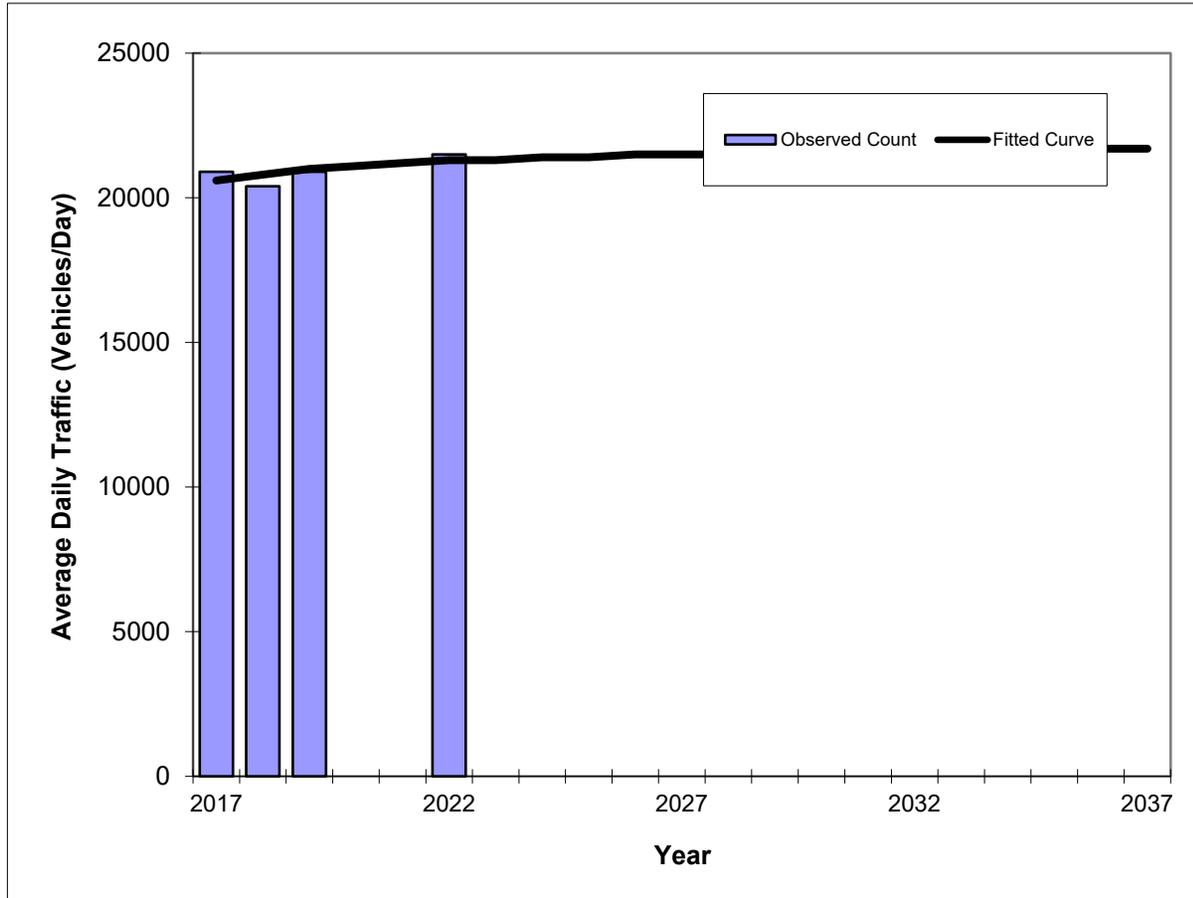
*Axle-Adjusted

Traffic Trends - V03.a

SR 811/Old Dixie Highway -- south of Oakland Park Blvd

FIN#	0
Location	1

County:	BROWARD
Station #:	0425
Highway:	SR 811/Old Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	20900	20600
2018	20400	20800
2019	20900	21000
2020	NA	NA
2021	NA	NA
2022	21500	21300
2023 Opening Year Trend		
2023	N/A	21300
2025 Mid-Year Trend		
2025	N/A	21400
2028 Design Year Trend		
2028	N/A	21500
TRANPLAN Forecasts/Trends		

Trend R-squared:	39.82%
Compounded Annual Historic Growth Rate:	0.67%
Compounded Growth Rate (2022 to Design Year):	0.16%
Printed:	25-Oct-23
Decaying Exponential Growth Option	

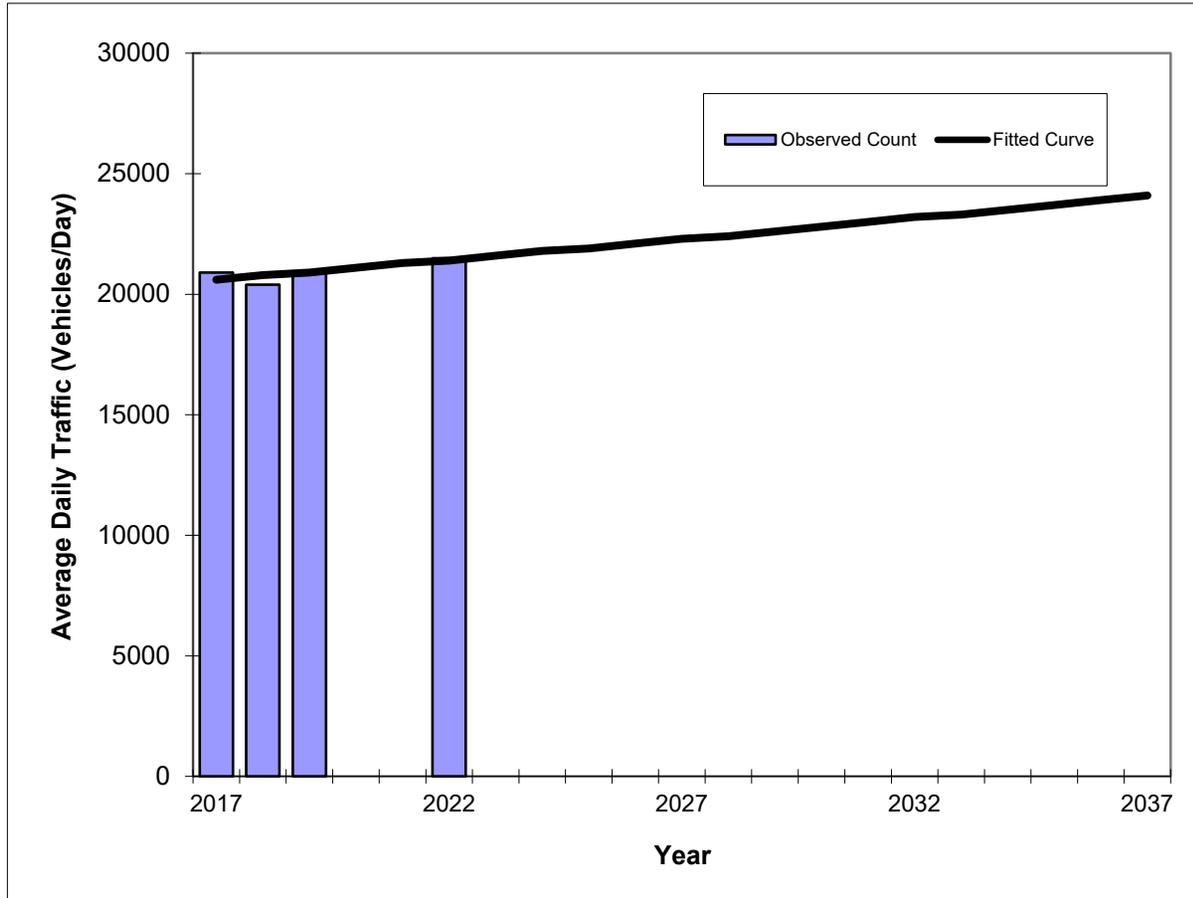
*Axle-Adjusted

Traffic Trends - V03.a

SR 811/Old Dixie Highway -- south of Oakland Park Blvd

FIN#	0
Location	1

County:	BROWARD
Station #:	0425
Highway:	SR 811/Old Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	20900	20600
2018	20400	20800
2019	20900	20900
2020	NA	NA
2021	NA	NA
2022	21500	21400
2023 Opening Year Trend		
2023	N/A	21600
2025 Mid-Year Trend		
2025	N/A	21900
2028 Design Year Trend		
2028	N/A	22400
TRANPLAN Forecasts/Trends		

Trend R-squared:	61.49%
Compounded Annual Historic Growth Rate:	0.76%
Compounded Growth Rate (2022 to Design Year):	0.76%
Printed:	25-Oct-23
Exponential Growth Option	

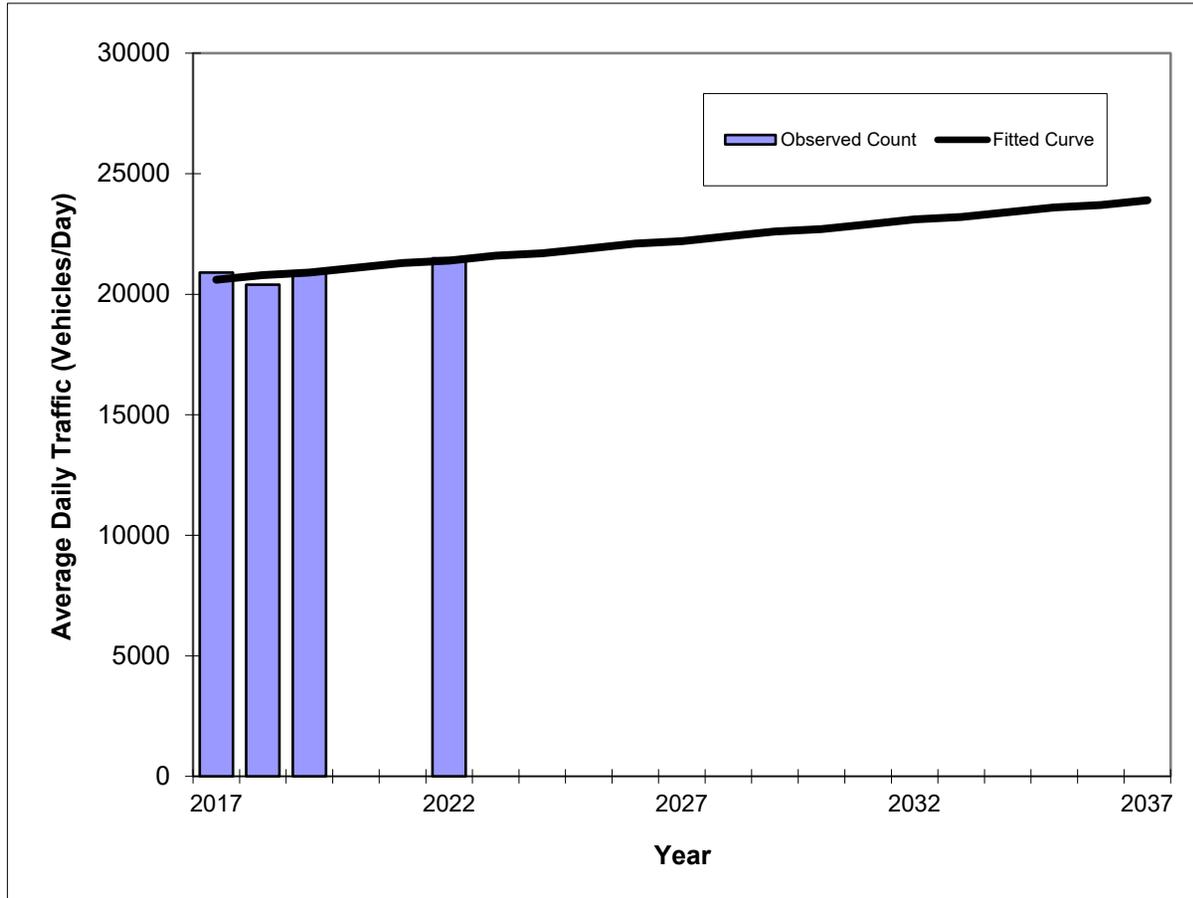
*Axle-Adjusted

Traffic Trends - V03.a

SR 811/Old Dixie Highway -- south of Oakland Park Blvd

FIN#	0
Location	1

County:	BROWARD
Station #:	0425
Highway:	SR 811/Old Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	20900	20600
2018	20400	20800
2019	20900	20900
2020	NA	NA
2021	NA	NA
2022	21500	21400
2023 Opening Year Trend		
2023	N/A	21600
2025 Mid-Year Trend		
2025	N/A	21900
2028 Design Year Trend		
2028	N/A	22400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	164
Trend R-squared:	62.20%
Trend Annual Historic Growth Rate:	0.78%
Trend Growth Rate (2022 to Design Year):	0.78%
Printed:	25-Oct-23
Straight Line Growth Option	

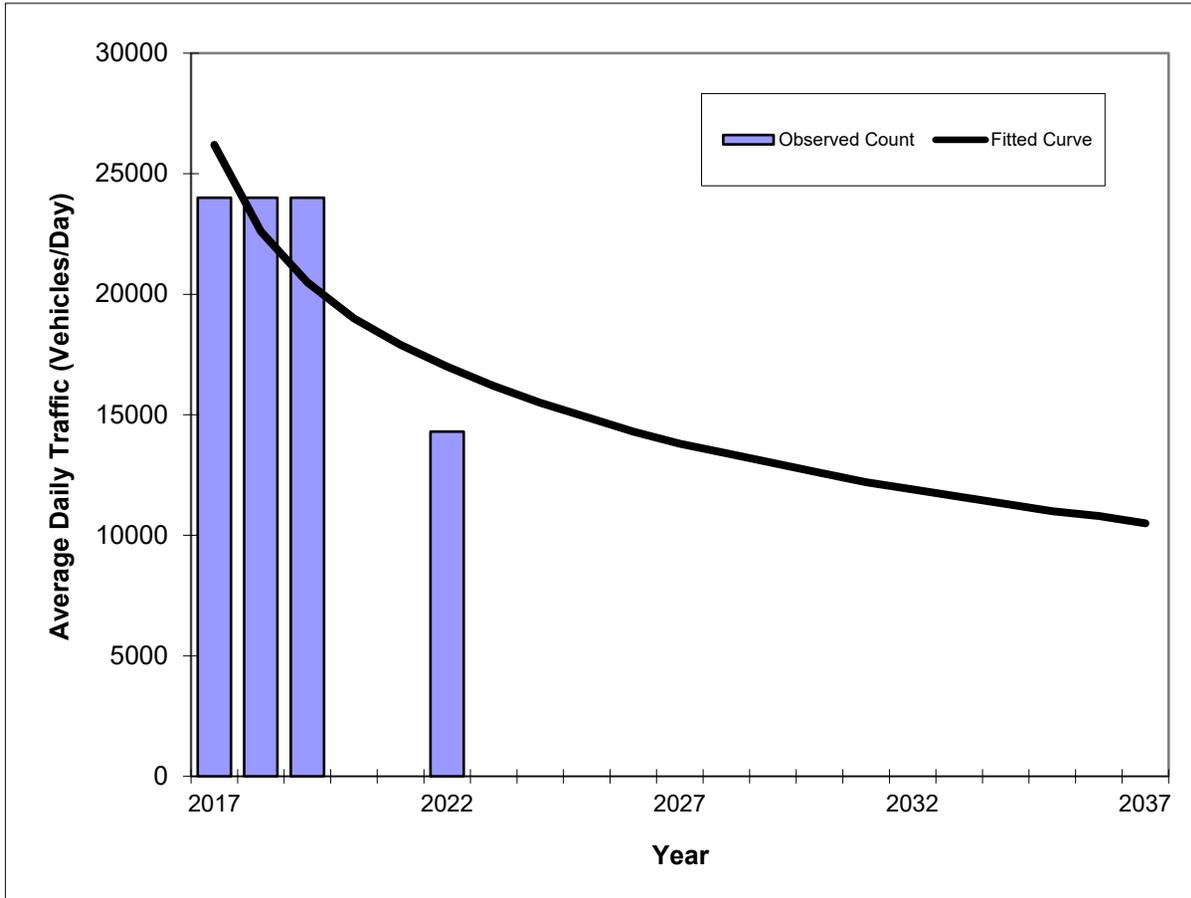
*Axle-Adjusted

Traffic Trends - V03.a

NE 26 Street -- east of SR 811/Wilton Drive

FIN#	0
Location	1

County:	BROWARD
Station #:	9431
Highway:	NE 26 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	24000	26200
2018	24000	22600
2019	24000	20500
2020	NA	NA
2021	NA	NA
2022	14300	17000
2023 Opening Year Trend		
2023	N/A	16200
2025 Mid-Year Trend		
2025	N/A	14900
2028 Design Year Trend		
2028	N/A	13400
TRANPLAN Forecasts/Trends		

Trend R-squared:	63.42%
Compounded Annual Historic Growth Rate:	-8.29%
Compounded Growth Rate (2022 to Design Year):	-3.89%
Printed:	25-Oct-23
Decaying Exponential Growth Option	

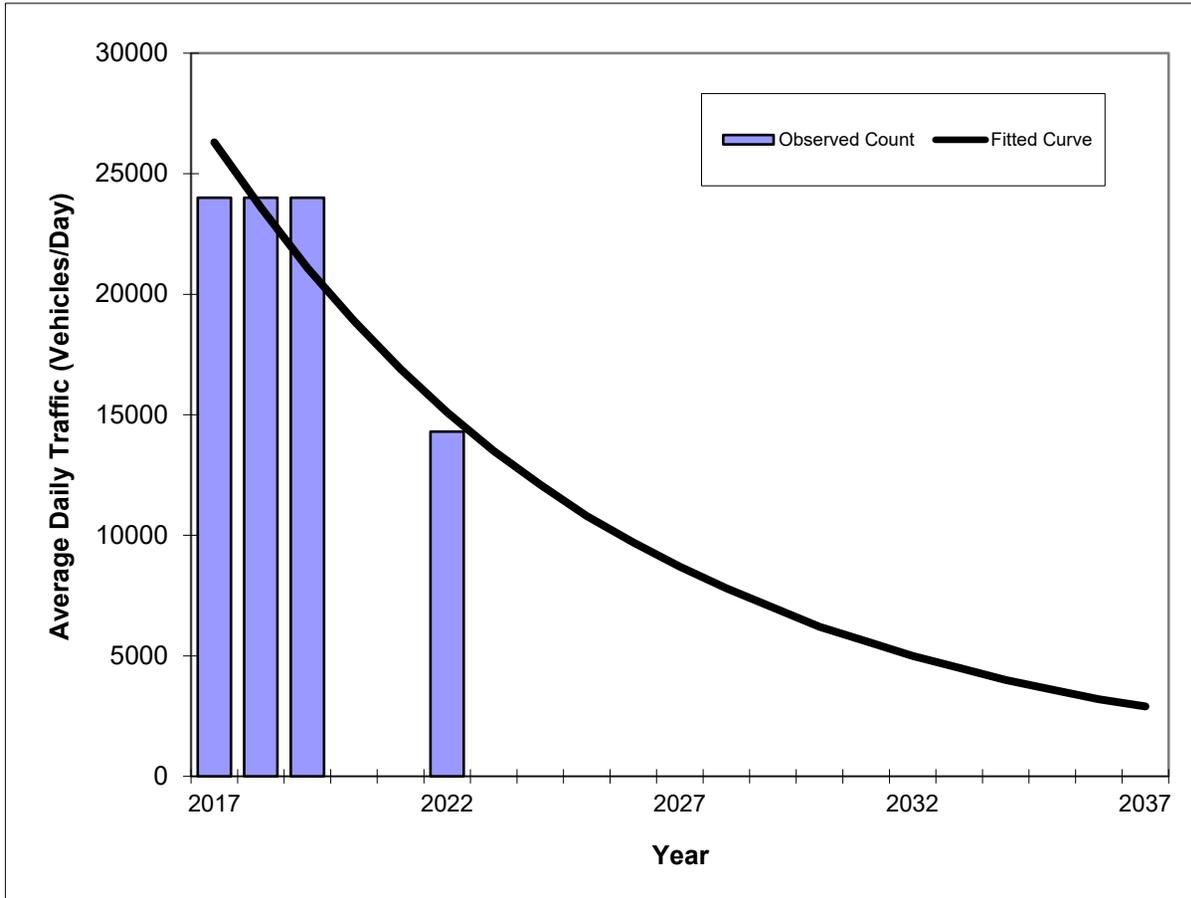
*Axle-Adjusted

Traffic Trends - V03.a

NE 26 Street -- east of SR 811/Wilton Drive

FIN#	0
Location	1

County:	BROWARD
Station #:	9431
Highway:	NE 26 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	24000	26300
2018	24000	23600
2019	24000	21100
2020	NA	NA
2021	NA	NA
2022	14300	15100
2023 Opening Year Trend		
2023	N/A	13500
2025 Mid-Year Trend		
2025	N/A	10800
2028 Design Year Trend		
2028	N/A	7800
TRANPLAN Forecasts/Trends		

Trend R-squared:	85.71%
Compounded Annual Historic Growth Rate:	-10.50%
Compounded Growth Rate (2022 to Design Year):	-10.43%
Printed:	25-Oct-23
Exponential Growth Option	

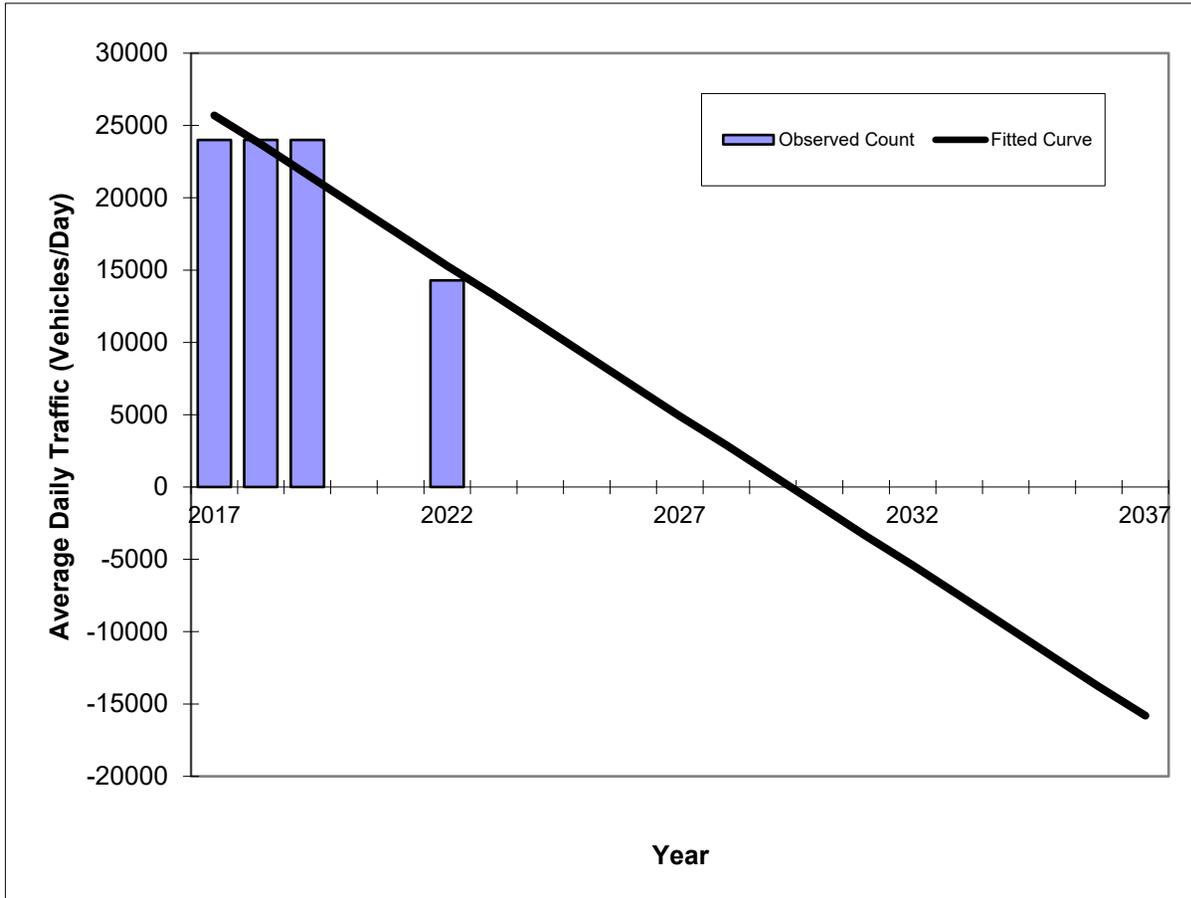
*Axle-Adjusted

Traffic Trends - V03.a

NE 26 Street -- east of SR 811/Wilton Drive

FIN#	0
Location	1

County:	BROWARD
Station #:	9431
Highway:	NE 26 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	24000	25700
2018	24000	23700
2019	24000	21600
2020	NA	NA
2021	NA	NA
2022	14300	15300
2023 Opening Year Trend		
2023	N/A	13300
2025 Mid-Year Trend		
2025	N/A	9100
2028 Design Year Trend		
2028	N/A	2900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-2,079
Trend R-squared:	85.71%
Trend Annual Historic Growth Rate:	-8.09%
Trend Growth Rate (2022 to Design Year):	-13.51%
Printed:	25-Oct-23
Straight Line Growth Option	

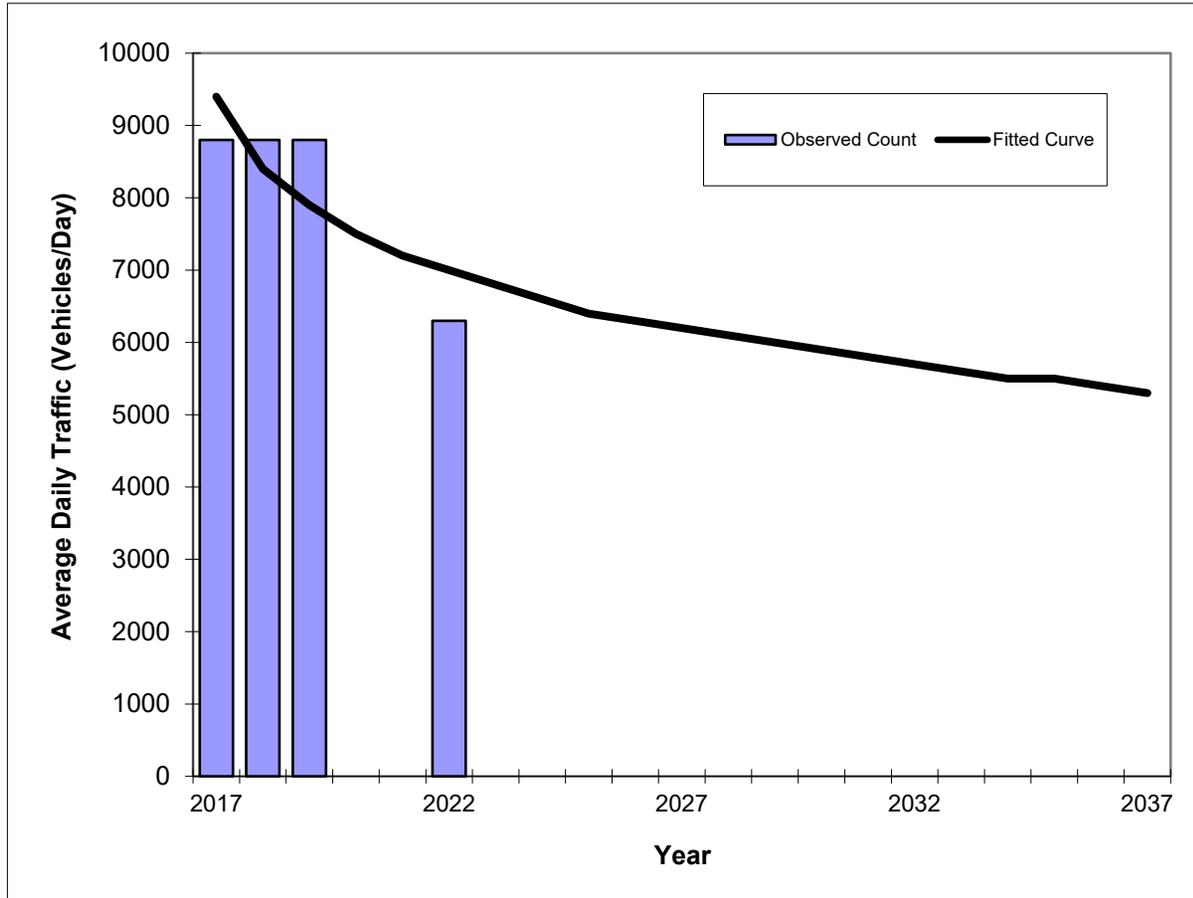
*Axle-Adjusted

Traffic Trends - V03.a

Dixie Highway -- south of NE 26 Street

FIN#	0
Location	1

County:	BROWARD
Station #:	9732
Highway:	Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	8800	9400
2018	8800	8400
2019	8800	7900
2020	NA	NA
2021	NA	NA
2022	6300	7000
2023 Opening Year Trend		
2023	N/A	6800
2025 Mid-Year Trend		
2025	N/A	6400
2028 Design Year Trend		
2028	N/A	6100
TRANPLAN Forecasts/Trends		

Trend R-squared:	63.42%
Compounded Annual Historic Growth Rate:	-4.08%
Compounded Growth Rate (2022 to Design Year):	-0.27%
Printed:	25-Oct-23
Decaying Exponential Growth Option	

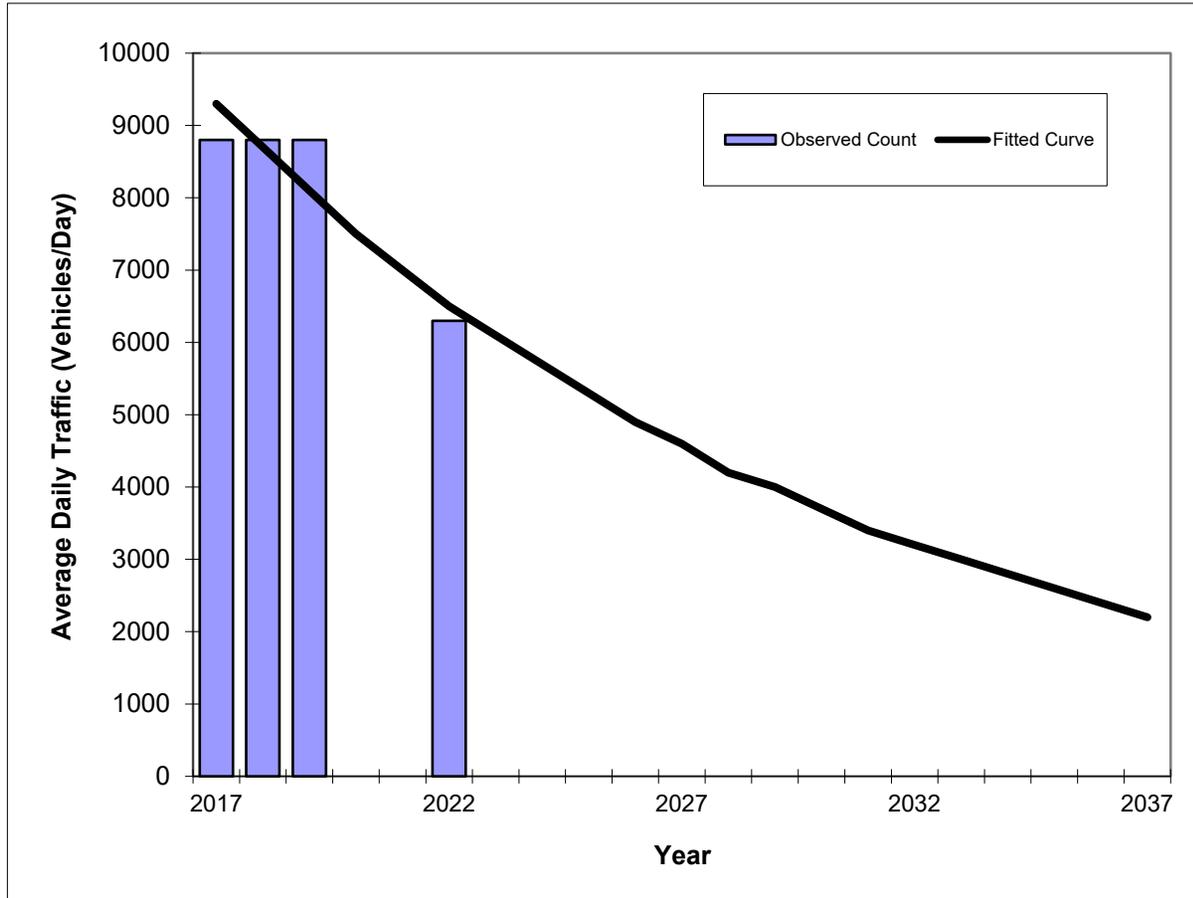
*Axle-Adjusted

Traffic Trends - V03.a

Dixie Highway -- south of NE 26 Street

FIN#	0
Location	1

County:	BROWARD
Station #:	9732
Highway:	Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	8800	9300
2018	8800	8700
2019	8800	8100
2020	NA	NA
2021	NA	NA
2022	6300	6500
2023 Opening Year Trend		
2023	N/A	6100
2025 Mid-Year Trend		
2025	N/A	5300
2028 Design Year Trend		
2028	N/A	4200
TRANPLAN Forecasts/Trends		

Trend R-squared:	85.71%
Compounded Annual Historic Growth Rate:	-6.80%
Compounded Growth Rate (2022 to Design Year):	-1.50%
Printed:	25-Oct-23
Exponential Growth Option	

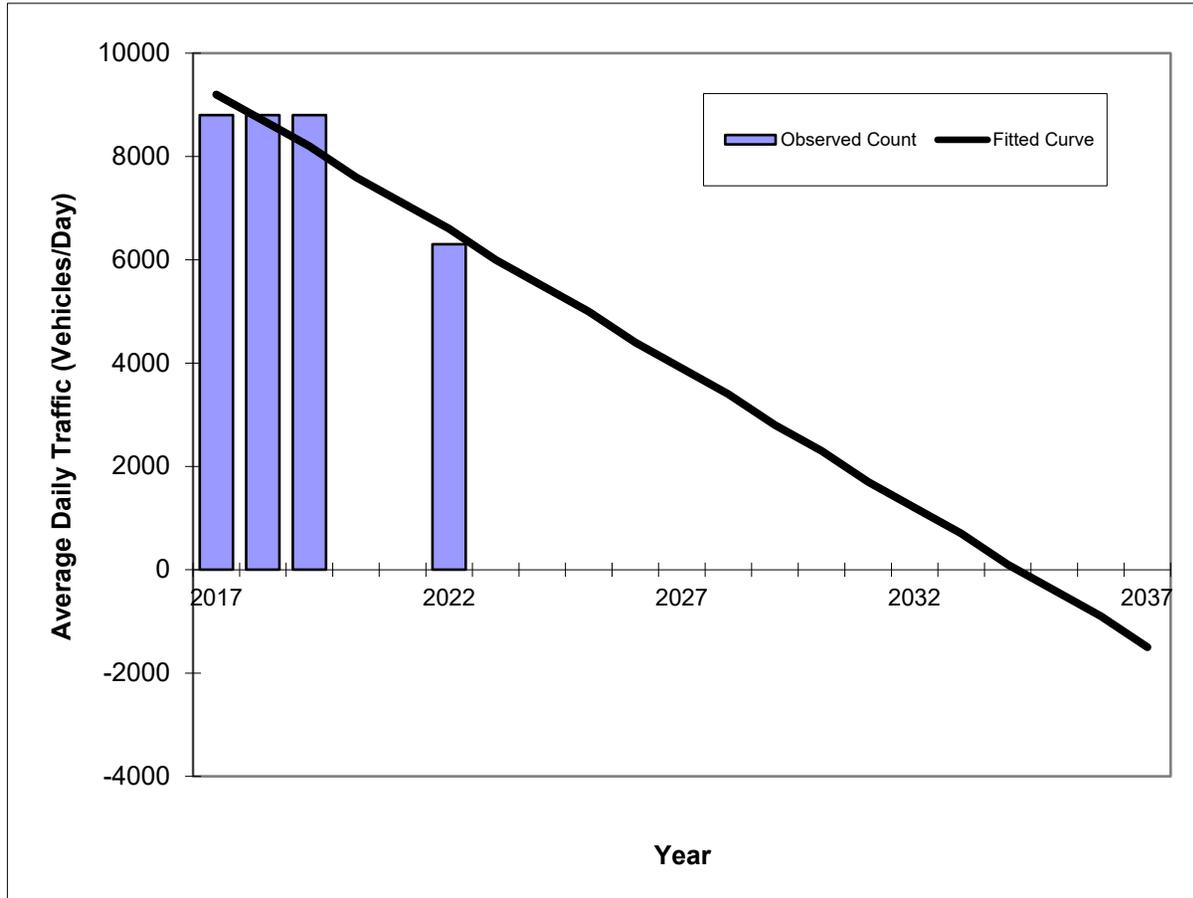
*Axle-Adjusted

Traffic Trends - V03.a

Dixie Highway -- south of NE 26 Street

FIN#	0
Location	1

County:	BROWARD
Station #:	9732
Highway:	Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	8800	9200
2018	8800	8700
2019	8800	8200
2020	NA	NA
2021	NA	NA
2022	6300	6600
2023 Opening Year Trend		
2023	N/A	6000
2025 Mid-Year Trend		
2025	N/A	5000
2028 Design Year Trend		
2028	N/A	3400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-536
Trend R-squared:	85.71%
Trend Annual Historic Growth Rate:	-5.76%
Trend Growth Rate (2022 to Design Year):	-2.14%
Printed:	25-Oct-23
Straight Line Growth Option	

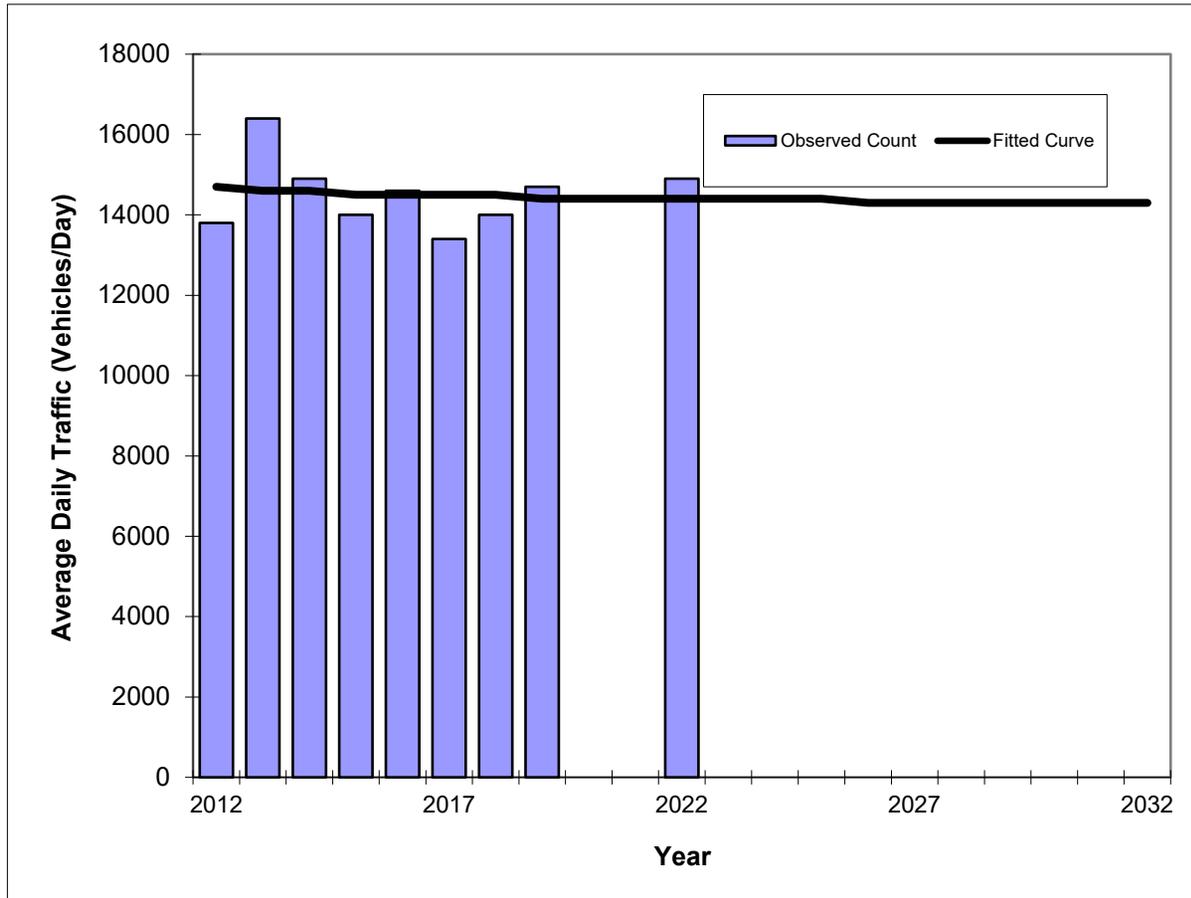
*Axle-Adjusted

Traffic Trends - V03.a

SR 811/Wilton Drive -- south of NE 26 Street

FIN#	0
Location	1

County:	BROWARD
Station #:	0212
Highway:	SR 811/Wilton Drive



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	13800	14700
2013	16400	14600
2014	14900	14600
2015	14000	14500
2016	14600	14500
2017	13400	14500
2018	14000	14500
2019	14700	14400
2020	NA	NA
2021	NA	NA
2022	14900	14400
2023 Opening Year Trend		
2023	N/A	14400
2025 Mid-Year Trend		
2025	N/A	14400
2028 Design Year Trend		
2028	N/A	14300
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.45%
Compounded Annual Historic Growth Rate:	-0.21%
Compounded Growth Rate (2022 to Design Year):	-0.12%
Printed:	25-Oct-23
Decaying Exponential Growth Option	

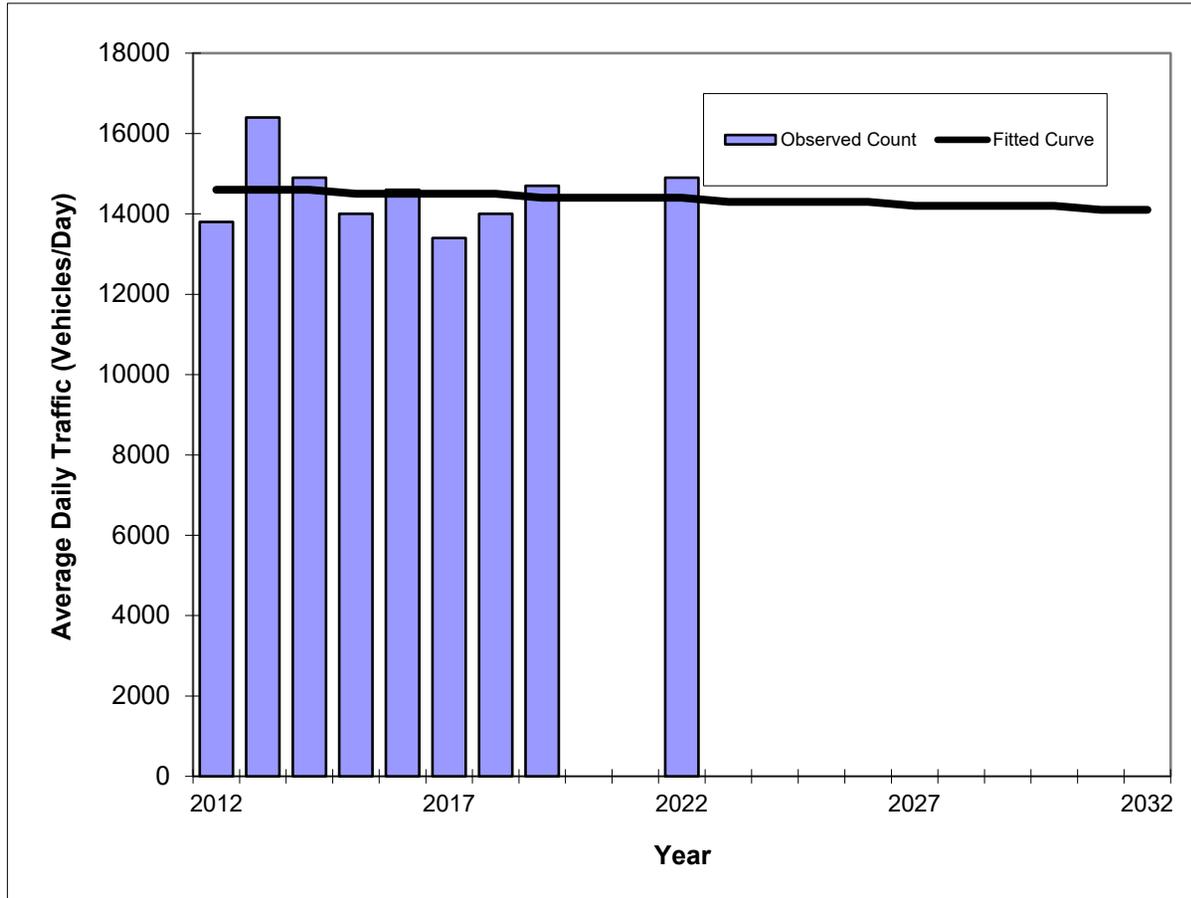
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Traffic Trends - V03.a

SR 811/Wilton Drive -- south of NE 26 Street

FIN#	0
Location	1

County:	BROWARD
Station #:	0212
Highway:	SR 811/Wilton Drive



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	13800	14600
2013	16400	14600
2014	14900	14600
2015	14000	14500
2016	14600	14500
2017	13400	14500
2018	14000	14500
2019	14700	14400
2020	NA	NA
2021	NA	NA
2022	14900	14400
2023 Opening Year Trend		
2023	N/A	14300
2025 Mid-Year Trend		
2025	N/A	14300
2028 Design Year Trend		
2028	N/A	14200
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.82%
Compounded Annual Historic Growth Rate:	-0.14%
Compounded Growth Rate (2022 to Design Year):	-0.23%
Printed:	25-Oct-23
Exponential Growth Option	

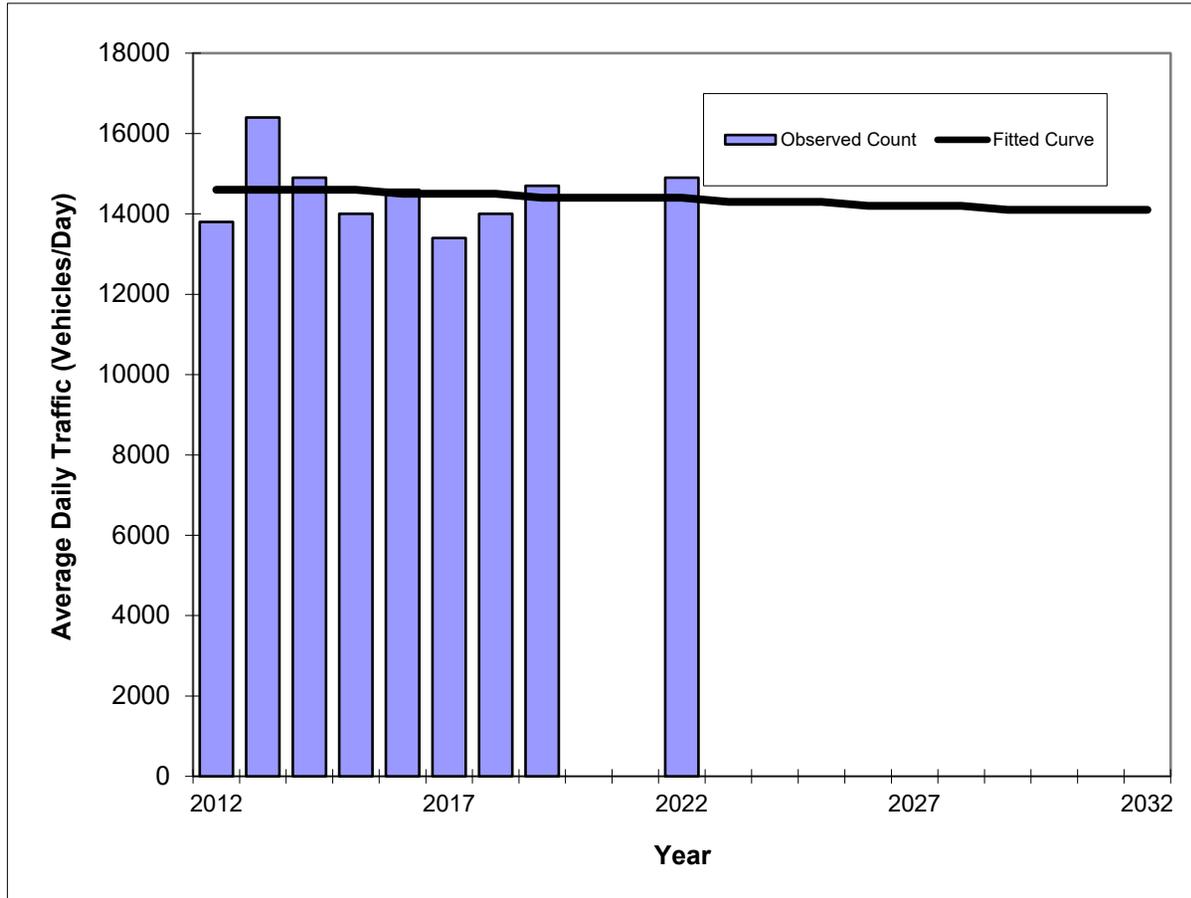
*Axle-Adjusted

Traffic Trends - V03.a

SR 811/Wilton Drive -- south of NE 26 Street

FIN#	0
Location	1

County:	BROWARD
Station #:	0212
Highway:	SR 811/Wilton Drive



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	13800	14600
2013	16400	14600
2014	14900	14600
2015	14000	14600
2016	14600	14500
2017	13400	14500
2018	14000	14500
2019	14700	14400
2020	NA	NA
2021	NA	NA
2022	14900	14400
2023 Opening Year Trend		
2023	N/A	14300
2025 Mid-Year Trend		
2025	N/A	14300
2028 Design Year Trend		
2028	N/A	14200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-29
Trend R-squared:	1.12%
Trend Annual Historic Growth Rate:	-0.14%
Trend Growth Rate (2022 to Design Year):	-0.23%
Printed:	25-Oct-23
Straight Line Growth Option	

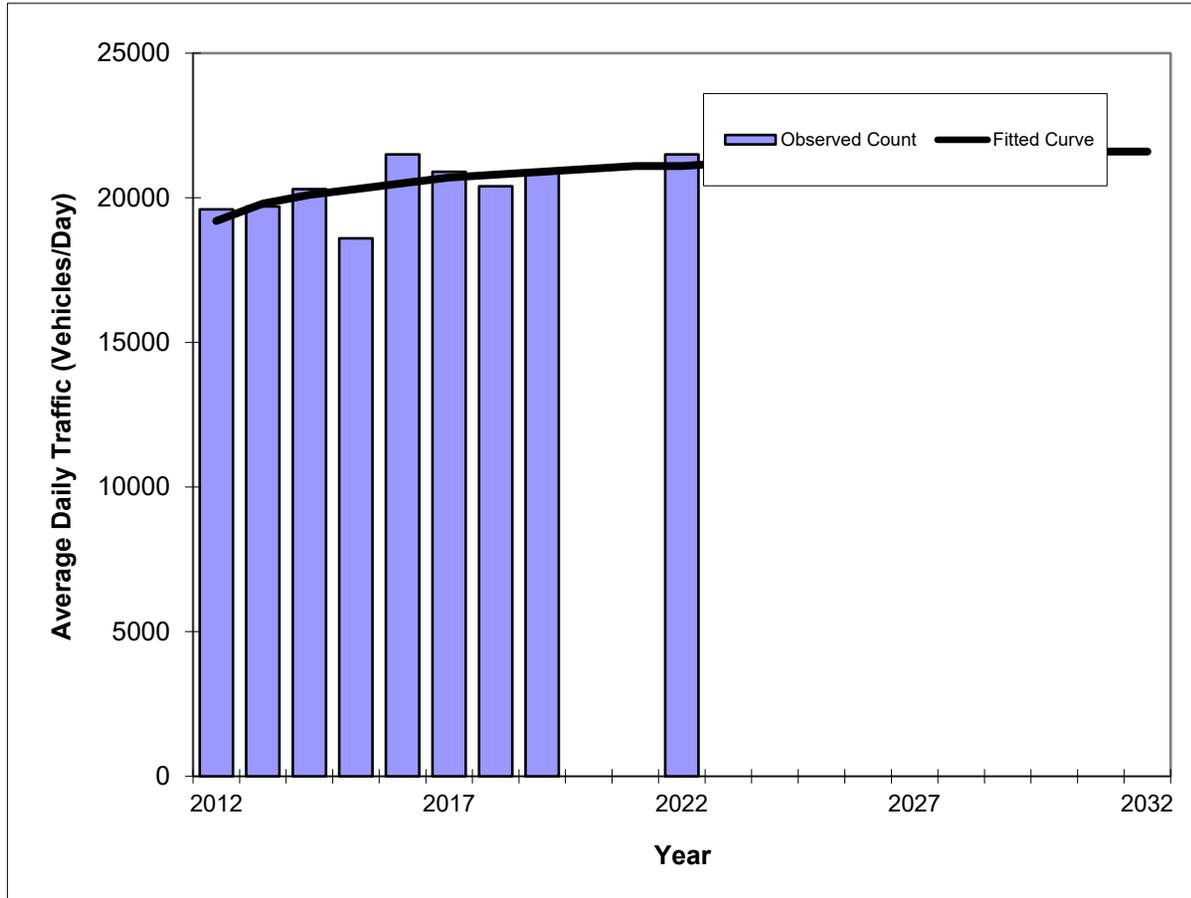
*Axle-Adjusted

Traffic Trends - V03.a

SR 811/Old Dixie Highway -- south of Oakland Park Blvd

FIN#	0
Location	1

County:	BROWARD
Station #:	0425
Highway:	SR 811/Old Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	19600	19200
2013	19700	19800
2014	20300	20100
2015	18600	20300
2016	21500	20500
2017	20900	20700
2018	20400	20800
2019	20900	20900
2020	NA	NA
2021	NA	NA
2022	21500	21100
2023 Opening Year Trend		
2023	N/A	21200
2025 Mid-Year Trend		
2025	N/A	21300
2028 Design Year Trend		
2028	N/A	21500
TRANPLAN Forecasts/Trends		

Trend R-squared:	38.34%
Compounded Annual Historic Growth Rate:	0.95%
Compounded Growth Rate (2022 to Design Year):	0.31%
Printed:	25-Oct-23
Decaying Exponential Growth Option	

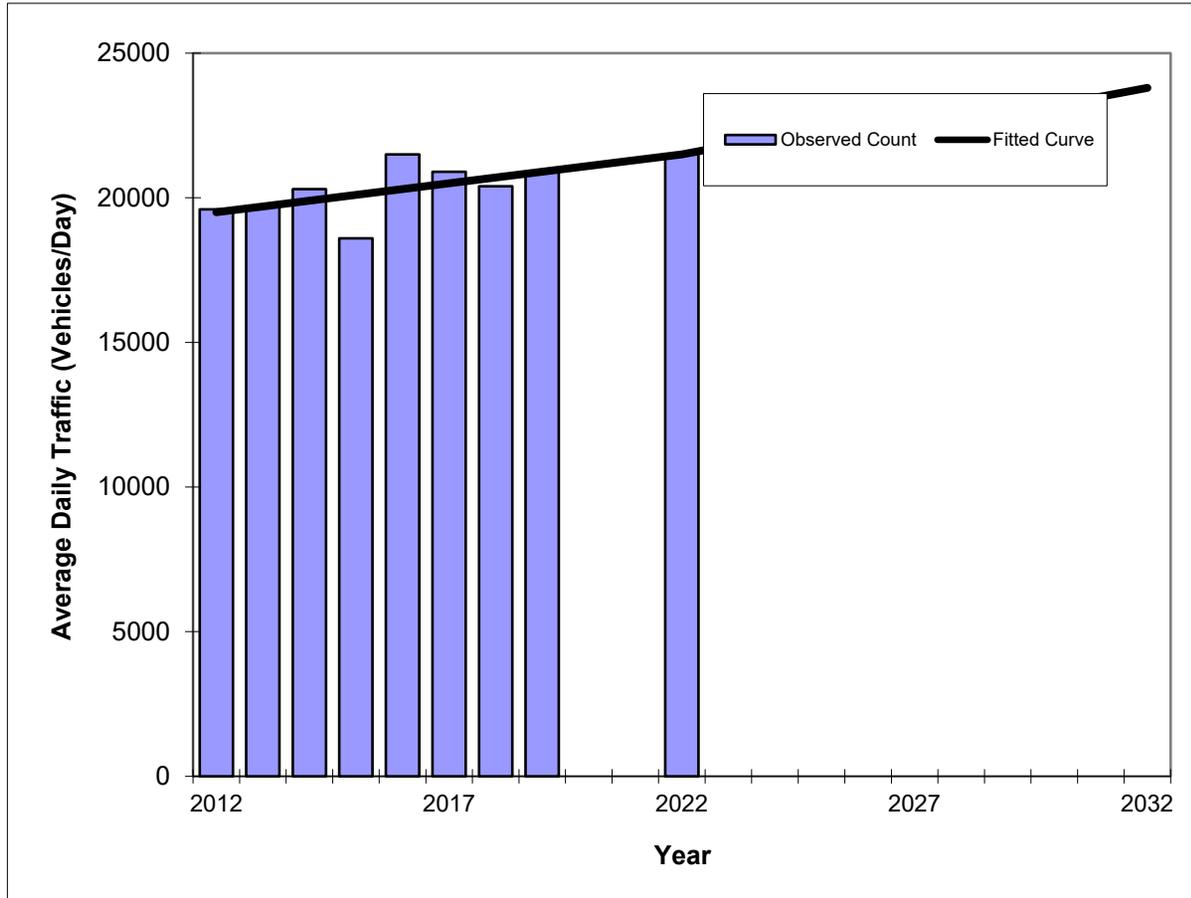
*Axle-Adjusted

Traffic Trends - V03.a

SR 811/Old Dixie Highway -- south of Oakland Park Blvd

FIN#	0
Location	1

County:	BROWARD
Station #:	0425
Highway:	SR 811/Old Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	19600	19500
2013	19700	19700
2014	20300	19900
2015	18600	20100
2016	21500	20300
2017	20900	20500
2018	20400	20700
2019	20900	20900
2020	NA	NA
2021	NA	NA
2022	21500	21500
2023 Opening Year Trend		
2023	N/A	21800
2025 Mid-Year Trend		
2025	N/A	22200
2028 Design Year Trend		
2028	N/A	22900
TRANPLAN Forecasts/Trends		

Trend R-squared:	42.76%
Compounded Annual Historic Growth Rate:	0.98%
Compounded Growth Rate (2022 to Design Year):	1.06%
Printed:	25-Oct-23
Exponential Growth Option	

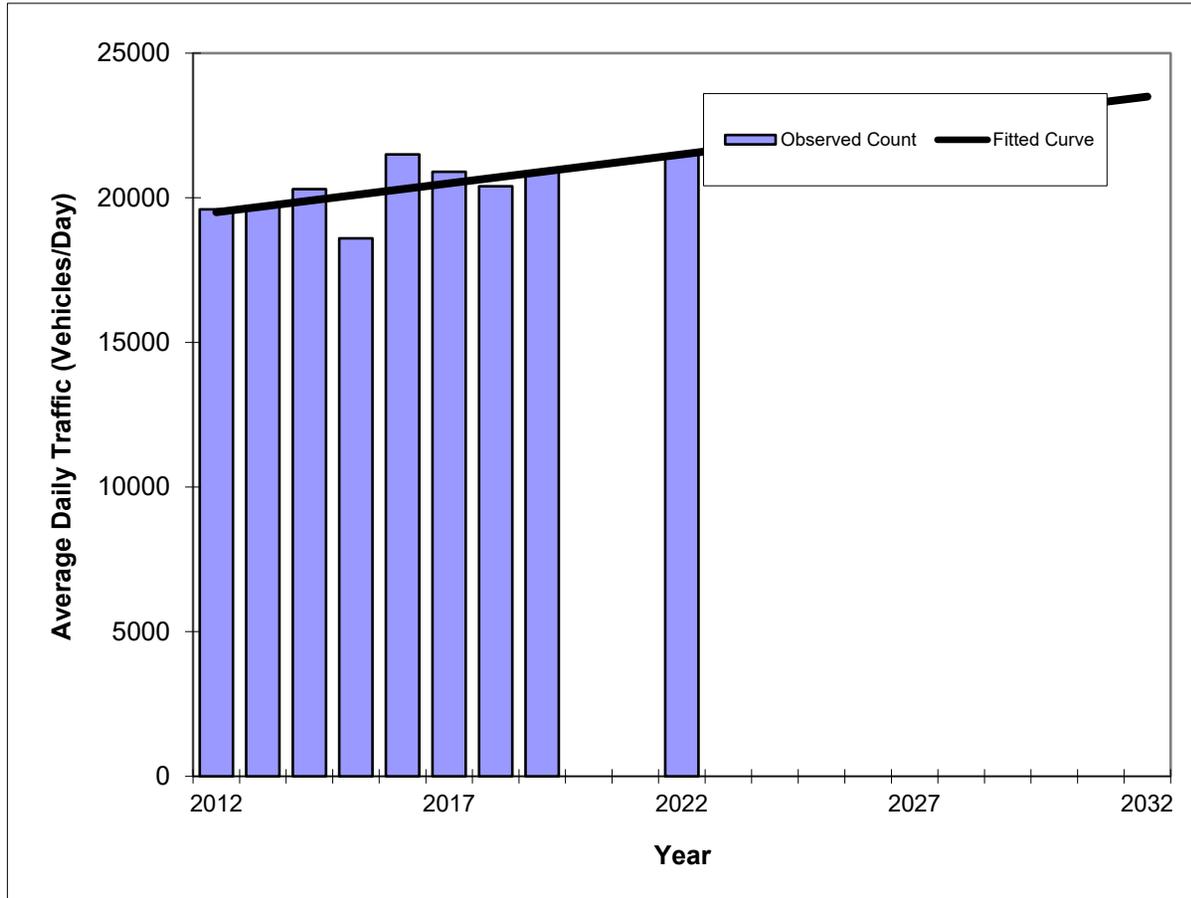
*Axle-Adjusted

Traffic Trends - V03.a

SR 811/Old Dixie Highway -- south of Oakland Park Blvd

FIN#	0
Location	1

County:	BROWARD
Station #:	0425
Highway:	SR 811/Old Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	19600	19500
2013	19700	19700
2014	20300	19900
2015	18600	20100
2016	21500	20300
2017	20900	20500
2018	20400	20700
2019	20900	20900
2020	NA	NA
2021	NA	NA
2022	21500	21500

2023 Opening Year Trend		
2023	N/A	21700
2025 Mid-Year Trend		
2025	N/A	22100
2028 Design Year Trend		
2028	N/A	22700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	200
Trend R-squared:	43.80%
Trend Annual Historic Growth Rate:	1.03%
Trend Growth Rate (2022 to Design Year):	0.93%
Printed:	25-Oct-23
Straight Line Growth Option	

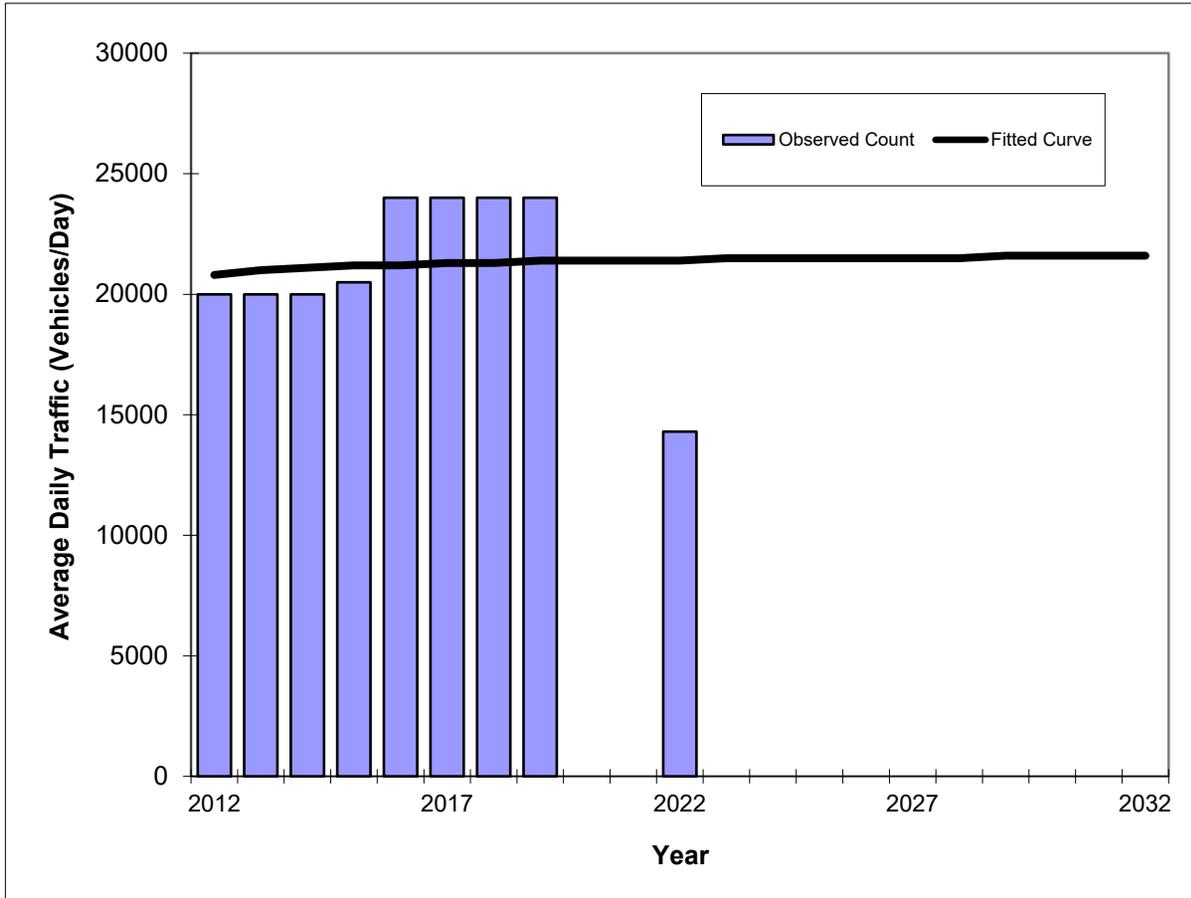
*Axle-Adjusted

Traffic Trends - V03.a

NE 26 Street -- east of SR 811/Wilton Drive

FIN#	0
Location	1

County:	BROWARD
Station #:	9431
Highway:	NE 26 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	20000	20800
2013	20000	21000
2014	20000	21100
2015	20500	21200
2016	24000	21200
2017	24000	21300
2018	24000	21300
2019	24000	21400
2020	NA	NA
2021	NA	NA
2022	14300	21400
2023 Opening Year Trend		
2023	N/A	21500
2025 Mid-Year Trend		
2025	N/A	21500
2028 Design Year Trend		
2028	N/A	21500
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.34%
Compounded Annual Historic Growth Rate:	0.28%
Compounded Growth Rate (2022 to Design Year):	0.08%
Printed:	25-Oct-23
Decaying Exponential Growth Option	

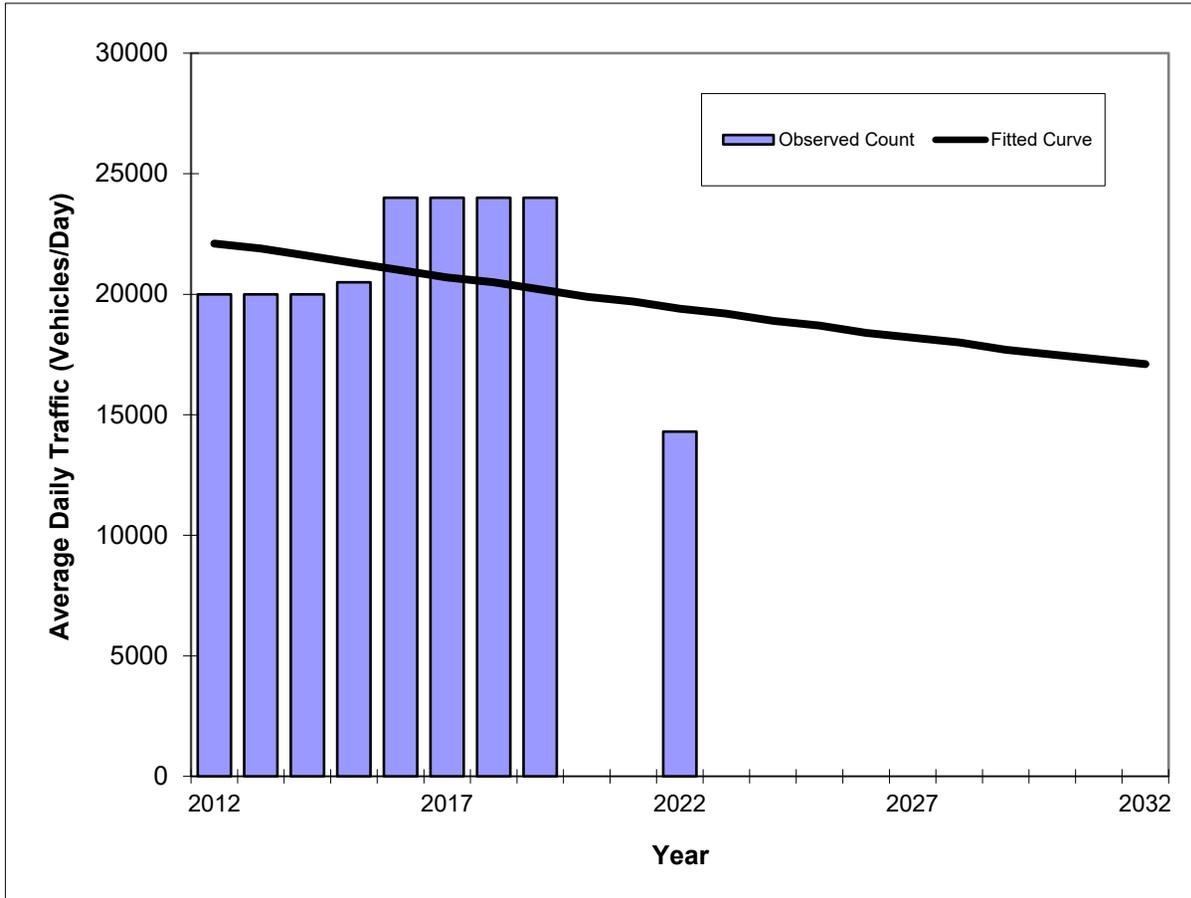
*Axle-Adjusted

Traffic Trends - V03.a

NE 26 Street -- east of SR 811/Wilton Drive

FIN#	0
Location	1

County:	BROWARD
Station #:	9431
Highway:	NE 26 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	20000	22100
2013	20000	21900
2014	20000	21600
2015	20500	21300
2016	24000	21000
2017	24000	20700
2018	24000	20500
2019	24000	20200
2020	NA	NA
2021	NA	NA
2022	14300	19400
2023 Opening Year Trend		
2023	N/A	19200
2025 Mid-Year Trend		
2025	N/A	18700
2028 Design Year Trend		
2028	N/A	18000
TRANPLAN Forecasts/Trends		

Trend R-squared:	5.96%
Compounded Annual Historic Growth Rate:	-1.29%
Compounded Growth Rate (2022 to Design Year):	-1.24%
Printed:	25-Oct-23
Exponential Growth Option	

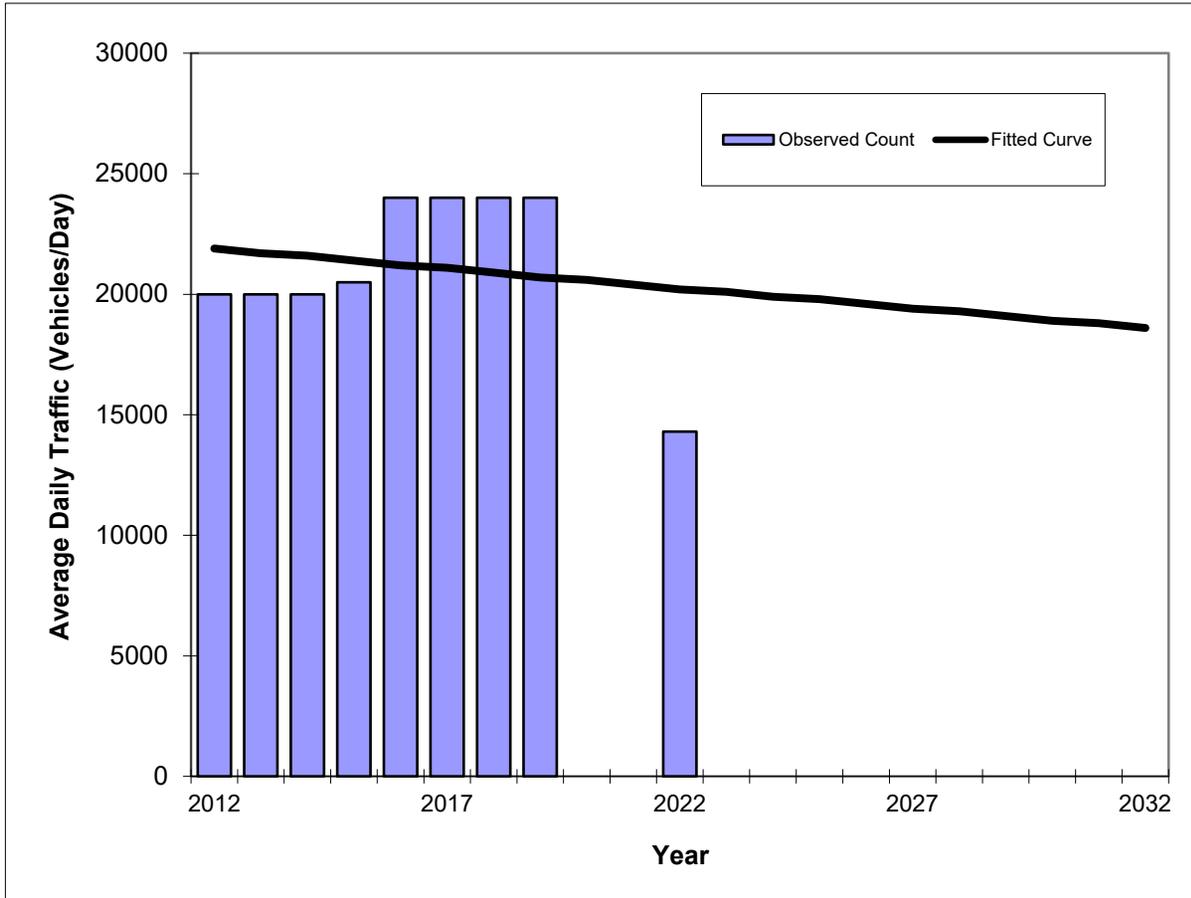
*Axle-Adjusted

Traffic Trends - V03.a

NE 26 Street -- east of SR 811/Wilton Drive

FIN#	0
Location	1

County:	BROWARD
Station #:	9431
Highway:	NE 26 Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	20000	21900
2013	20000	21700
2014	20000	21600
2015	20500	21400
2016	24000	21200
2017	24000	21100
2018	24000	20900
2019	24000	20700
2020	NA	NA
2021	NA	NA
2022	14300	20200
2023 Opening Year Trend		
2023	N/A	20100
2025 Mid-Year Trend		
2025	N/A	19800
2028 Design Year Trend		
2028	N/A	19300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-165
Trend R-squared:	2.57%
Trend Annual Historic Growth Rate:	-0.78%
Trend Growth Rate (2022 to Design Year):	-0.74%
Printed:	25-Oct-23
Straight Line Growth Option	

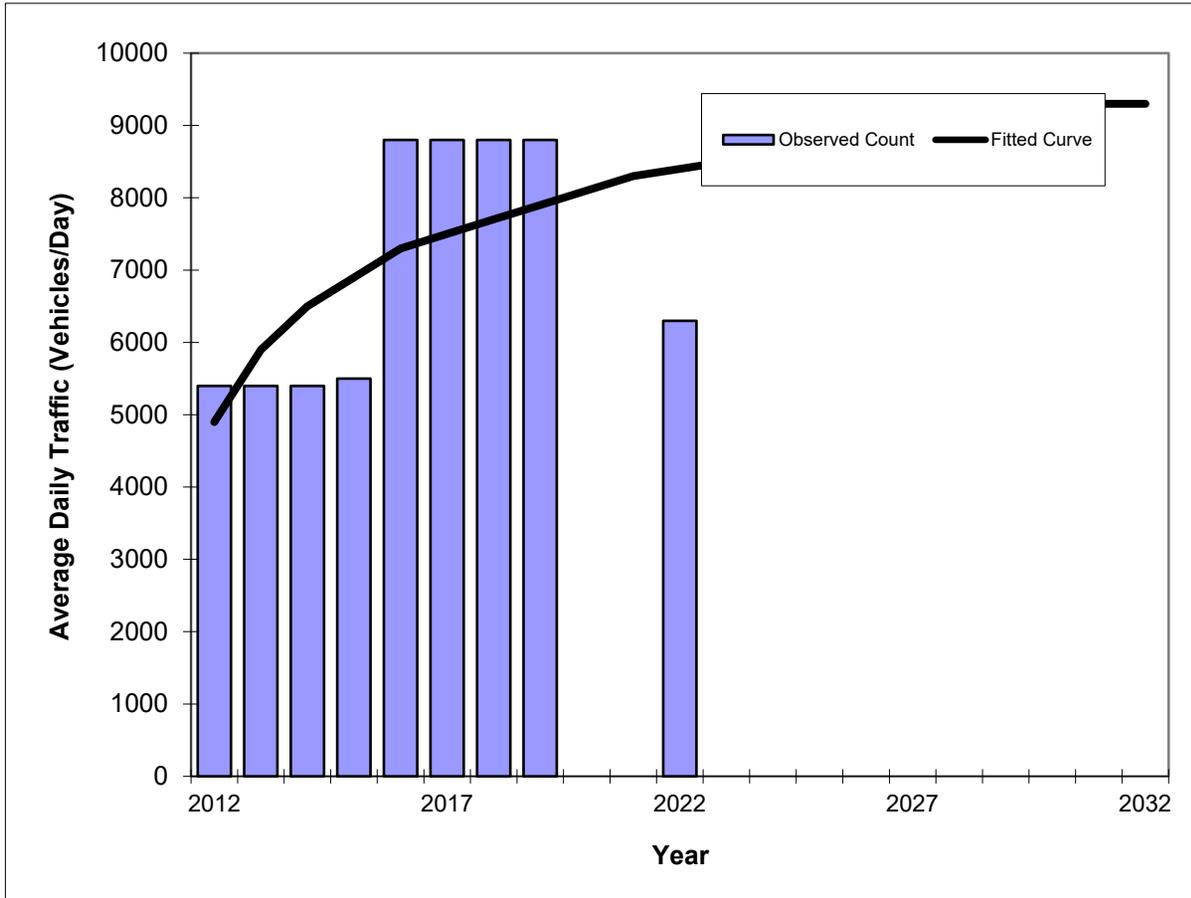
*Axle-Adjusted

Traffic Trends - V03.a

Dixie Highway -- south of NE 26 Street

FIN#	0
Location	1

County:	BROWARD
Station #:	9732
Highway:	Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	5400	4900
2013	5400	5900
2014	5400	6500
2015	5500	6900
2016	8800	7300
2017	8800	7500
2018	8800	7700
2019	8800	7900
2020	NA	NA
2021	NA	NA
2022	6300	8400
2023 Opening Year Trend		
2023	N/A	8500
2025 Mid-Year Trend		
2025	N/A	8700
2028 Design Year Trend		
2028	N/A	9000
TRANPLAN Forecasts/Trends		

Trend R-squared:	39.73%
Compounded Annual Historic Growth Rate:	5.54%
Compounded Growth Rate (2022 to Design Year):	1.16%
Printed:	25-Oct-23
Decaying Exponential Growth Option	

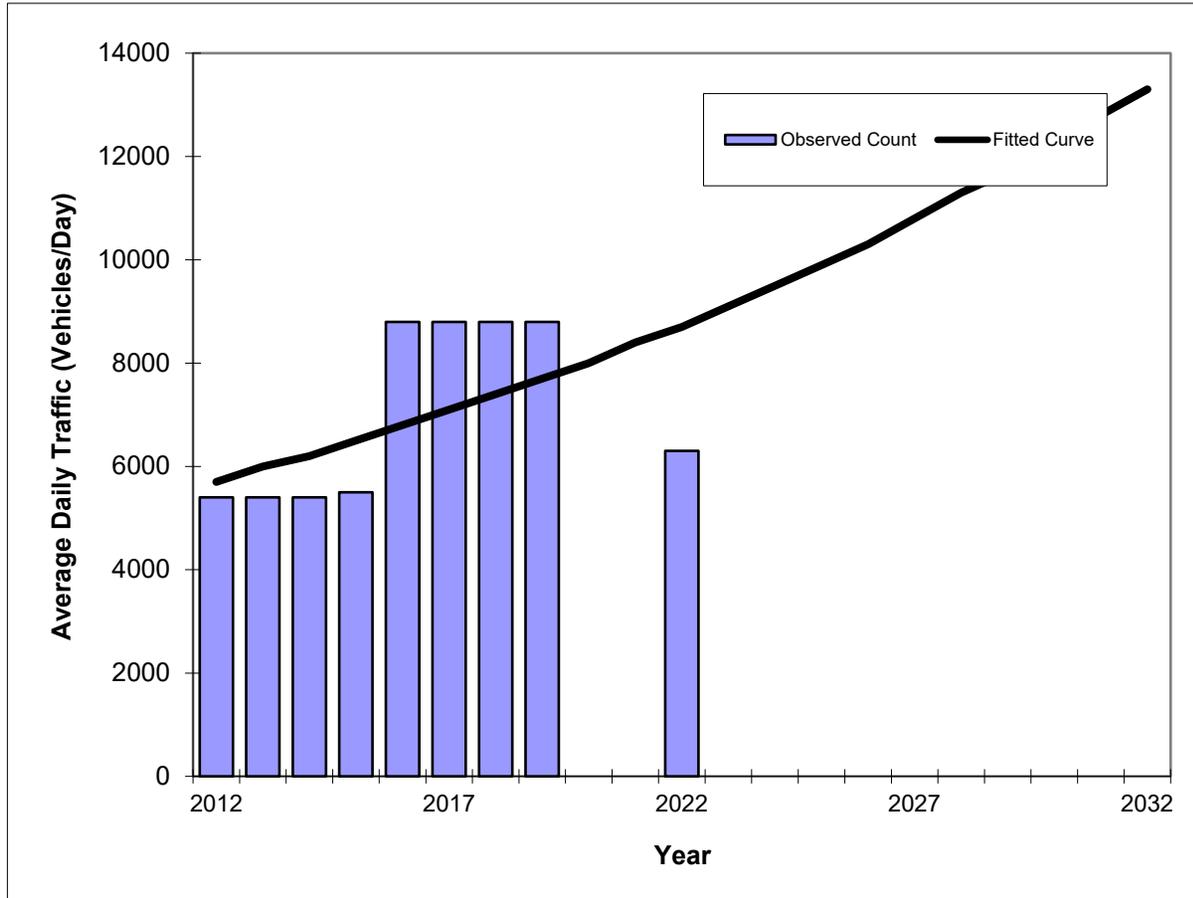
*Axle-Adjusted

Traffic Trends - V03.a

Dixie Highway -- south of NE 26 Street

FIN#	0
Location	1

County:	BROWARD
Station #:	9732
Highway:	Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	5400	5700
2013	5400	6000
2014	5400	6200
2015	5500	6500
2016	8800	6800
2017	8800	7100
2018	8800	7400
2019	8800	7700
2020	NA	NA
2021	NA	NA
2022	6300	8700
2023 Opening Year Trend		
2023	N/A	9100
2025 Mid-Year Trend		
2025	N/A	9900
2028 Design Year Trend		
2028	N/A	11300
TRANPLAN Forecasts/Trends		

Trend R-squared:	29.90%
Compounded Annual Historic Growth Rate:	4.32%
Compounded Growth Rate (2022 to Design Year):	4.45%
Printed:	25-Oct-23
Exponential Growth Option	

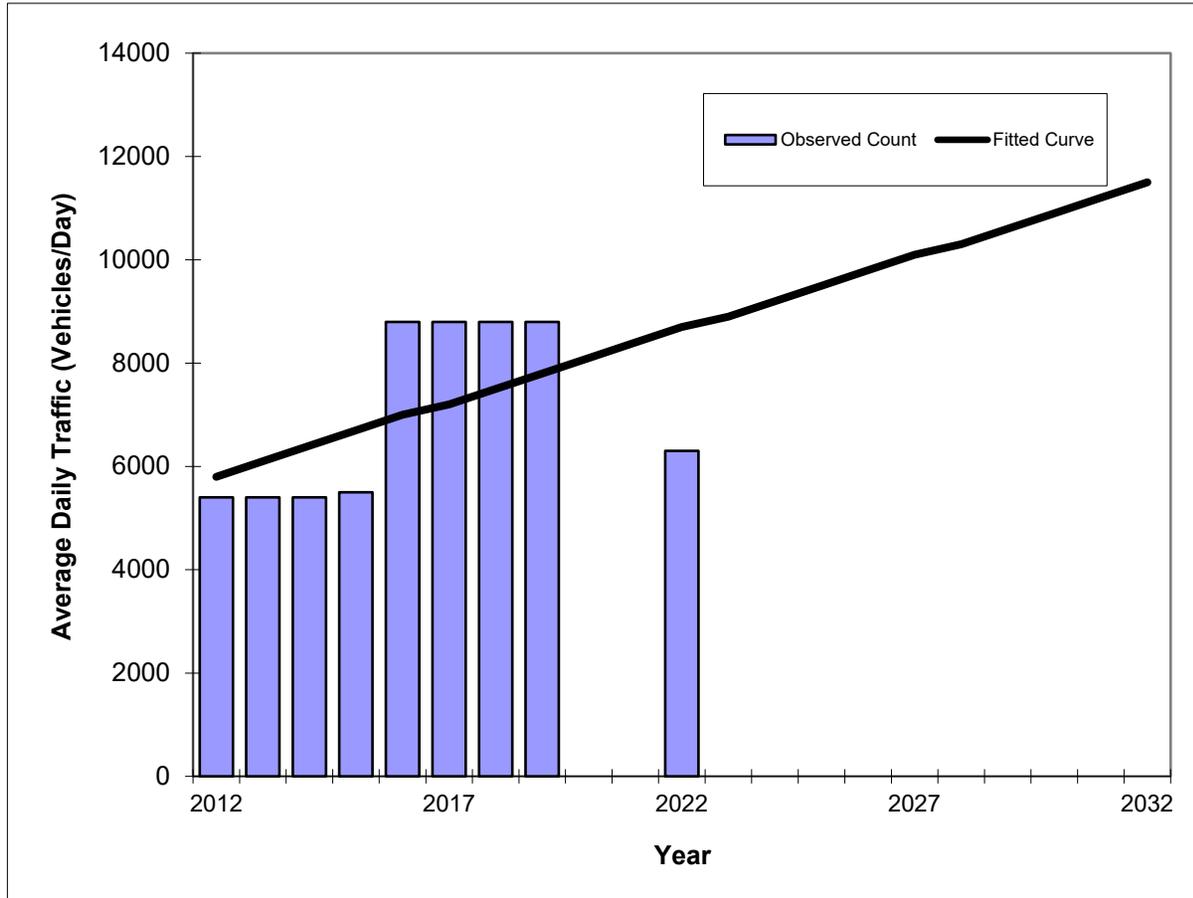
*Axle-Adjusted

Traffic Trends - V03.a

Dixie Highway -- south of NE 26 Street

FIN#	0
Location	1

County:	BROWARD
Station #:	9732
Highway:	Dixie Highway



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	5400	5800
2013	5400	6100
2014	5400	6400
2015	5500	6700
2016	8800	7000
2017	8800	7200
2018	8800	7500
2019	8800	7800
2020	NA	NA
2021	NA	NA
2022	6300	8700
2023 Opening Year Trend		
2023	N/A	8900
2025 Mid-Year Trend		
2025	N/A	9500
2028 Design Year Trend		
2028	N/A	10300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	282
Trend R-squared:	27.12%
Trend Annual Historic Growth Rate:	5.00%
Trend Growth Rate (2022 to Design Year):	3.07%
Printed:	25-Oct-23
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 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	
2022	14900	C	N	7100	S	7800	9.00	57.00	4.20
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

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0425 - SR 811/OLD DIXIE HWY - S OF OAKLAND PARK BLVD

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	21500	C	N 11500	S 10000	9.00	57.00	5.40
2021	17900	C	N 9400	S 8500	9.00	53.80	5.40
2020	16800	C	N 8300	S 8500	9.00	53.90	5.40
2019	20900	C	N 11500	S 9400	9.00	54.60	3.60
2018	20400	C	N 10500	S 9900	9.00	54.50	3.60
2017	20900	C	N 11000	S 9900	9.00	51.90	3.60
2016	21500	C	N 11000	S 10500	9.00	54.10	6.80
2015	18600	C	N 9900	S 8700	9.00	54.00	6.80
2014	20300	C	N 10500	S 9800	9.00	54.20	6.80
2013	19700	C	N 10500	S 9200	9.00	53.60	5.80
2012	19600	C	N 10000	S 9600	9.00	52.20	4.60
2011	18400	C	N 9200	S 9200	9.00	52.50	4.60
2010	18700	C	N 9400	S 9300	8.35	52.69	4.60
2009	20500	C	N 10500	S 10000	8.53	53.89	2.40
2008	20400	C	N 10500	S 9900	8.81	54.16	2.40
2007	19900	C	N 9900	S 10000	8.63	55.75	3.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9431 - NEE 26 STREET, E OF WILTON DRIVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	14300	S	E 6600		W 7700	9.00	57.00	5.40
2021	14500	F	E 6700		W 7800	9.00	53.80	14.30
2020	14500	C	E 6700		W 7800	9.00	53.90	8.80
2019	24000	T	E 11500		W 12500	9.00	54.60	5.50
2018	24000	S	E 11500		W 12500	9.00	54.50	6.00
2017	24000	F	E 11500		W 12500	9.00	51.90	6.20
2016	24000	C	E 11500		W 12500	9.00	54.10	2.90
2015	20500	V	0		0	9.00	54.00	3.40
2014	20000	R				9.00	54.20	7.40
2013	20000	T	0		0	9.00	53.60	7.60
2012	20000	S	0		0	9.00	52.20	5.90
2011	20100	F	0		0	9.00	52.50	6.30
2010	20100	C	E 9600		W 10500	8.35	52.69	9.30
2009	18300	F	E 8700		W 9600	8.53	53.89	5.30
2008	18800	C	E 8900		W 9900	8.81	54.16	6.50
2007	19700	C	E 9200		W 10500	8.63	55.75	4.80

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9732 - DIXIE HIGHWAY, S OF NE 26TH STREET

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	6300	S	N	3000	S	3300	9.00	57.00	5.40
2021	6300	F	N	3000	S	3300	9.00	53.80	14.30
2020	6300	C	N	3000	S	3300	9.00	53.90	8.80
2019	8800	T	N	4100	S	4700	9.00	54.60	5.50
2018	8800	S	N	4100	S	4700	9.00	54.50	6.00
2017	8800	F	N	4100	S	4700	9.00	51.90	6.20
2016	8800	C	N	4100	S	4700	9.00	54.10	2.90
2015	5500	R		0		0	9.00	54.00	3.40
2014	5400	T					9.00	54.20	7.40
2013	5400	S		0		0	9.00	53.60	7.60
2012	5400	F		0		0	9.00	52.20	5.90
2011	5400	C	N	0	S	0	9.00	52.50	6.30
2010	6800	F		0		0	8.35	52.69	9.30
2009	6800	C	N	0	S	0	8.53	53.89	5.30
2008	6700	C	N	0	S	0	8.81	54.16	6.50
2007	7000	C	N	0	S	0	8.63	55.75	4.80

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

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

Growth Rate Trend Analysis Calculations - 5 Years												
Description	FDOT Historical AADT Data											
	0212			0425			9431			9732		
Option	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential
Trend Growth Rate 5 years	2.04	1.97	2.13	0.78	0.76	0.67	-8.09	-10.50	-8.29	-5.76	-6.80	-4.08
Trend R-squared 5 years	77.05	76.36	92.78	62.20	61.49	39.82	85.71	85.71	63.42	85.71	85.71	63.42
Average Growth Rate (5-year) Linear all stations	-2.76											
Average Growth Rate (5-year) Exponential all stations	-3.64											
Average Growth Rate (5-year) Decaying Exponential all stations	-2.39											
Highest R-Square	92.78						Decaying Exponential					
Growth Rate (5-year) with the highest R- Square	-2.39											

Growth Rate Trend Analysis Calculations - 10 Years												
Description	FDOT Historical AADT Data											
	0212			0425			9431			9732		
Option	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential
Trend Growth Rate 10 years	-0.14	-0.14	-0.21	1.03	0.98	0.95	-0.78	-1.29	0.28	5.00	4.32	5.54
Trend R-squared 10 years	1.12	0.82	1.45	43.80	42.76	38.34	2.57	5.96	0.34	27.12	29.90	39.73
Average Growth Rate (10-year) Linear all stations	1.28											
Average Growth Rate (10-year) Exponential all stations	0.97											
Average Growth Rate (10-year) Decaying Exponential all stations	1.64											
Highest R-Square	43.80						Linear					
Growth Rate (10-year) with highest R- Square	1.28											

APPENDIX H

Volume Development Worksheets

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 26 Street at Wilton Drive (SR 811)\Old Dixie Highway
AM Peak Hour

WEEKDAY

Description	Wilton Drive Northeastbound				Dixie Highway Southbound				NE 26 Street Eastbound				NE 26 Street Westbound				Dixie Highway Northbound			
	Left	Through	Right	H. Right	Left	B. Left	Through	Right	Left	Through	Right	H. Right	H. Left	Left	Through	Right	H. Left	Left	Through	Right
Existing Traffic (6/27/2023)	2	147	102	23	233	145	151	41	26	198	29	1	23	90	132	246	7	49	145	30
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	2	154	107	24	245	152	159	43	27	208	30	1	24	95	139	258	7	51	152	32
Annual Growth Rate	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%
Committed Developments:																				
2027 Background Traffic	2	162	113	25	257	160	167	45	29	219	32	1	25	99	146	272	8	54	160	33
Existing Development The Wilton																				
Primary Trip	1	12	1	1	16					1			3						1	1
Pass-by Capture																				
2027 Total Traffic	3	174	114	26	257	176	167	45	29	219	33	1	28	99	146	272	8	54	161	34

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 26 Street at Wilton Drive (SR 811)\Old Dixie Highway
PM Peak Hour

WEEKDAY

Description	Wilton Drive Northeastbound				Dixie Highway Southbound				NE 26 Street Eastbound				NE 26 Street Westbound				Dixie Highway Northbound			
	Left	Through	Right	H. Right	Left	B. Left	Through	Right	Left	Through	Right	H. Right	H. Left	Left	Through	Right	H. Left	Left	Through	Right
Existing Traffic (6/27/2023)	25	217	130	48	222	214	228	61	32	182	35	0	24	190	212	313	12	79	176	32
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	26	228	137	50	233	225	239	64	34	191	37	0	25	200	223	329	13	83	185	34
Annual Growth Rate	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%
Committed Developments:																				
2027 Background Traffic	28	240	144	53	245	236	252	67	35	201	39	0	27	210	234	346	13	87	194	35
Existing Development The Wilton																				
Primary Trip	2	15	2	1		17				1			3						1	1
Pass-by Capture																				
2027 Total Traffic	30	255	146	54	245	253	252	67	35	201	40	0	30	210	234	346	13	87	195	36

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Wilton Drive (SR 811) at NE 11 Avenue
AM Peak Hour**

WEEKDAY

Description	NE 11 Avenue Northbound			NE 11 Avenue Southbound			Wilton Drive Eastbound			Wilton Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/27/2023)	0	0	9	0	0	25	0	268	5	0	245	0
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	0	9	0	0	26	0	281	5	0	257	0
Annual Growth Rate	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%
Committed Developments:												
2027 Background Traffic	0	0	10	0	0	28	0	296	6	0	271	0
Existing Development												
The Wilton												
Primary Trip			14					1			1	
Pass-by Capture												
2027 Total Traffic	0	0	24	0	0	28	0	297	6	0	272	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Wilton Drive (SR 811) at NE 11 Avenue
PM Peak Hour**

WEEKDAY

Description	NE 11 Avenue Northbound			NE 11 Avenue Southbound			Wilton Drive Eastbound			Wilton Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/27/2023)	0	0	15	0	0	39	0	397	11	0	440	0
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	0	16	0	0	41	0	417	12	0	462	0
Annual Growth Rate	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%
Committed Developments:												
2027 Background Traffic	0	0	17	0	0	43	0	439	12	0	486	0
Existing Development												
The Wilton												
Primary Trip			19					1			1	
Pass-by Capture												
2027 Total Traffic	0	0	36	0	0	43	0	440	12	0	487	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Driveway at Old Dixie Highway
AM Peak Hour**

WEEKDAY

Description	Dixie Highway Northbound			Dixie Highway Southbound			Driveway Eastbound			- Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/27/2023)	0	230	0	0	219	0	0	0	0	0	0	0
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	242	0	0	230	0	0	0	0	0	0	0
Annual Growth Rate	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%
Committed Developments:												
2027 Background Traffic	0	254	0	0	242	0	0	0	0	0	0	0
Existing Development												
The Wilton												
Primary Trip	9	2			21					10		
Pass-by Capture Diversions												
2027 Total Traffic	9	256	0	0	242	21	0	0	10	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Driveway at Old Dixie Highway
PM Peak Hour**

WEEKDAY

Description	Dixie Highway Northbound			Dixie Highway Southbound			Driveway Eastbound			- Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/27/2023)	0	300	0	0	321	0	0	0	0	0	0	0
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	315	0	0	337	0	0	0	0	0	0	0
Annual Growth Rate	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%	1.28%
Committed Developments:												
2027 Background Traffic	0	331	0	0	355	0	0	0	0	0	0	0
Existing Development												
The Wilton												
Primary Trip	10	2				22				12		
Pass-by Capture												
Diversions												
2027 Total Traffic	10	333	0	0	355	22	0	0	12	0	0	0

APPENDIX I

Synchro

Timings

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	208	95	139	258	152	245	152	159	154	107
Future Volume (vph)	208	95	139	258	152	245	152	159	154	107
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted Phases										
Detector Phase	4	8	8	8	2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	18.5%	18.5%	18.5%	18.5%	18.5%	22.2%	22.2%	22.2%	22.2%	22.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag					Lead			Lead	
Lead-Lag Optimize?	Yes					Yes			Yes	
Recall Mode	None	None	None	None	None	Max	Max	Max	None	None
Act Effct Green (s)	13.6	14.1	14.1	14.1	13.0	24.4	24.4	24.4	12.0	12.0
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.12	0.23	0.23	0.23	0.11	0.11
v/c Ratio	0.66	0.54	0.69	0.62	0.62	0.66	0.53	0.38	0.57	0.31
Control Delay	54.1	55.3	62.8	12.1	51.4	50.0	45.6	9.8	53.6	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	55.3	62.8	12.1	51.4	50.0	45.6	9.8	53.6	2.6
LOS	D	E	E	B	D	D	D	A	D	A
Approach Delay	54.1		35.9		51.4			37.5		37.6
Approach LOS	D		D		D			D		D

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 107.6

Natural Cycle: 135

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 41.2

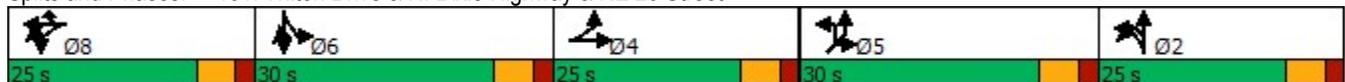
Intersection LOS: D

Intersection Capacity Utilization 85.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



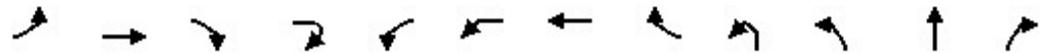
Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	286	118	159	277	260	263	202	178	212	97
v/c Ratio	0.66	0.54	0.69	0.62	0.62	0.66	0.53	0.38	0.57	0.31
Control Delay	54.1	55.3	62.8	12.1	51.4	50.0	45.6	9.8	53.6	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	55.3	62.8	12.1	51.4	50.0	45.6	9.8	53.6	2.6
Queue Length 50th (ft)	100	80	110	0	86	165	129	4	72	0
Queue Length 95th (ft)	164	161	209	82	147	#339	251	73	125	0
Internal Link Dist (ft)	165		1122		90		817		1040	
Turn Bay Length (ft)						200				
Base Capacity (vph)	613	298	313	508	616	397	383	469	751	455
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	0.47	0.40	0.51	0.55	0.42	0.66	0.53	0.38	0.28	0.21

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↔↔				↔	↔	↔			↔↔	
Traffic Volume (vph)	27	208	30	1	24	95	139	258	7	51	152	32
Future Volume (vph)	27	208	30	1	24	95	139	258	7	51	152	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0					6.0	6.0	6.0		6.0	
Lane Util. Factor		0.95				0.95	0.95	1.00			0.95	
Frbp, ped/bikes		1.00				1.00	1.00	1.00			1.00	
Flpb, ped/bikes		1.00				1.00	1.00	1.00			1.00	
Frt		0.98				1.00	1.00	0.85			0.98	
Flt Protected		0.99				0.95	1.00	1.00			0.99	
Satd. Flow (prot)		3419				1665	1747	1568			3387	
Flt Permitted		0.99				0.95	1.00	1.00			0.99	
Satd. Flow (perm)		3419				1665	1747	1568			3387	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	29	224	32	1	26	102	149	277	8	55	163	34
RTOR Reduction (vph)	0	0	0	0	0	0	0	241	0	0	9	0
Lane Group Flow (vph)	0	286	0	0	0	118	159	36	0	0	251	0
Confl. Peds. (#/hr)	3			7		7		3	12	8		4
Confl. Bikes (#/hr)								4				1
Turn Type	Split	NA			Split	Split	NA	Prot	Split	Split	NA	
Protected Phases	4	4			8	8	8	8	2	2	2	
Permitted Phases												
Actuated Green, G (s)		13.6				14.1	14.1	14.1			13.0	
Effective Green, g (s)		13.6				14.1	14.1	14.1			13.0	
Actuated g/C Ratio		0.13				0.13	0.13	0.13			0.12	
Clearance Time (s)		6.0				6.0	6.0	6.0			6.0	
Vehicle Extension (s)		2.0				2.0	2.0	2.0			2.5	
Lane Grp Cap (vph)		434				219	229	206			411	
v/s Ratio Prot		c0.08				0.07	c0.09	0.02			c0.07	
v/s Ratio Perm												
v/c Ratio		0.66				0.54	0.69	0.18			0.61	
Uniform Delay, d1		44.5				43.5	44.4	41.3			44.7	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		2.8				1.3	7.2	0.2			2.3	
Delay (s)		47.3				44.7	51.6	41.5			46.9	
Level of Service		D				D	D	D			D	
Approach Delay (s)		47.3					45.1				46.9	
Approach LOS		D					D				D	
Intersection Summary												
HCM 2000 Control Delay			44.4			HCM 2000 Level of Service					D	
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			107.1			Sum of lost time (s)			30.0			
Intersection Capacity Utilization			85.3%			ICU Level of Service					E	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	245	152	159	43	2	154	107	24
Future Volume (vph)	245	152	159	43	2	154	107	24
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	1.00			0.99	1.00	
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00	
Frt	1.00	0.97	0.85			0.97	0.85	
Flt Protected	0.95	1.00	1.00			0.96	1.00	
Satd. Flow (prot)	1752	1694	1490			3314	1427	
Flt Permitted	0.95	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1752	1694	1490			3314	1427	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	263	163	171	46	2	166	115	26
RTOR Reduction (vph)	0	0	131	0	0	0	86	0
Lane Group Flow (vph)	263	202	47	0	0	212	11	0
Confl. Peds. (#/hr)	4		8	12	8	3	4	7
Confl. Bikes (#/hr)				1			1	
Turn Type	Split	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6	6		5	5	5	
Permitted Phases								
Actuated Green, G (s)	24.4	24.4	24.4			12.0	12.0	
Effective Green, g (s)	24.4	24.4	24.4			12.0	12.0	
Actuated g/C Ratio	0.23	0.23	0.23			0.11	0.11	
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)	399	385	339			371	159	
v/s Ratio Prot	c0.15	0.12	0.03			c0.06	0.01	
v/s Ratio Perm								
v/c Ratio	0.66	0.52	0.14			0.57	0.07	
Uniform Delay, d1	37.6	36.3	33.0			45.1	42.5	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	8.3	5.0	0.8			1.7	0.1	
Delay (s)	45.8	41.3	33.8			46.9	42.7	
Level of Service	D	D	C			D	D	
Approach Delay (s)		41.1				45.5		
Approach LOS		D				D		
Intersection Summary								

HCM 6th Edition methodology does not support more than 4 approaches.

HCM 6th TWSC
102: NE 11 Avenue & Wilton Drive

Intersection												
Int Delay, s/veh	0.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations			↗			↗		↕↔			↕↕	
Traffic Vol, veh/h	0	0	9	0	0	26	0	281	5	0	257	0
Future Vol, veh/h	0	0	9	0	0	26	0	281	5	0	257	0
Conflicting Peds, #/hr	0	0	2	0	0	1	0	0	19	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	10	0	0	29	0	309	5	0	282	0

Major/Minor	Minor1		Minor2		Major1		Major2	
Conflicting Flow All	-	-	178	-	-	142	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-
Pot Cap-1 Maneuver	0	0	1034	0	0	1065	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1013	-	-	1064	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	8.6	8.5	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SBLn1	SWT
Capacity (veh/h)	-	-	1013	1064	-
HCM Lane V/C Ratio	-	-	0.01	0.027	-
HCM Control Delay (s)	-	-	8.6	8.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Timings

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023

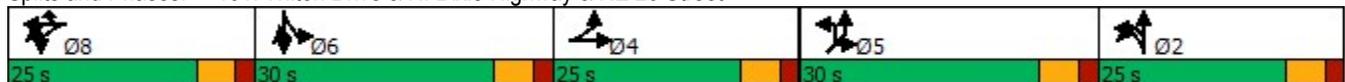


Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	191	200	223	329	185	233	225	239	228	137
Future Volume (vph)	191	200	223	329	185	233	225	239	228	137
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted Phases										
Detector Phase	4	8	8	8	2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	18.5%	18.5%	18.5%	18.5%	18.5%	22.2%	22.2%	22.2%	22.2%	22.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag					Lead	Lead	Lead		
Lead-Lag Optimize?	Yes					Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	Max	Max	None	None
Act Effct Green (s)	14.3	19.1	19.1	19.1	16.0	24.2	24.2	24.2	16.6	16.6
Actuated g/C Ratio	0.12	0.16	0.16	0.16	0.13	0.20	0.20	0.20	0.14	0.14
v/c Ratio	0.70	0.83	0.95	0.65	0.74	0.72	0.89	0.61	0.71	0.43
Control Delay	61.5	76.6	93.6	11.2	60.5	59.2	75.8	24.2	59.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.5	76.6	93.6	11.2	60.5	59.2	75.8	24.2	59.0	8.6
LOS	E	E	F	B	E	E	E	C	E	A
Approach Delay	61.5		54.2		60.5		53.9		43.3	
Approach LOS	E		D		E		D		D	

Intersection Summary

Cycle Length: 135	
Actuated Cycle Length: 120.4	
Natural Cycle: 135	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 53.8	Intersection LOS: D
Intersection Capacity Utilization 97.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	282	220	262	354	339	251	301	267	326	148
v/c Ratio	0.70	0.83	0.95	0.65	0.74	0.72	0.89	0.61	0.71	0.43
Control Delay	61.5	76.6	93.6	11.2	60.5	59.2	75.8	24.2	59.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.5	76.6	93.6	11.2	60.5	59.2	75.8	24.2	59.0	8.6
Queue Length 50th (ft)	112	176	215	0	131	185	243	69	126	0
Queue Length 95th (ft)	171	#366	#446	97	200	#341	#476	186	186	47
Internal Link Dist (ft)	165		1122		90		817		1040	
Turn Bay Length (ft)						200				
Base Capacity (vph)	541	264	277	546	545	351	339	435	669	422
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	0.83	0.95	0.65	0.62	0.72	0.89	0.61	0.49	0.35

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023

												
Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	34	191	37	25	200	223	329	13	83	185	34	233
Future Volume (vph)	34	191	37	25	200	223	329	13	83	185	34	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0	6.0			6.0		6.0
Lane Util. Factor		0.95			0.95	0.95	1.00			0.95		1.00
Frb, ped/bikes		1.00			1.00	1.00	1.00			1.00		1.00
Flpb, ped/bikes		1.00			1.00	1.00	1.00			1.00		1.00
Frt		0.98			1.00	1.00	0.85			0.98		1.00
Flt Protected		0.99			0.95	1.00	1.00			0.99		0.95
Satd. Flow (prot)		3408			1665	1745	1568			3390		1752
Flt Permitted		0.99			0.95	1.00	1.00			0.99		0.95
Satd. Flow (perm)		3408			1665	1745	1568			3390		1752
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	37	205	40	27	215	240	354	14	89	199	37	251
RTOR Reduction (vph)	0	0	0	0	0	0	298	0	0	7	0	0
Lane Group Flow (vph)	0	282	0	0	220	262	56	0	0	332	0	251
Confl. Peds. (#/hr)	5				10		5	9	11		3	3
Confl. Bikes (#/hr)							1				1	
Turn Type	Split	NA		Split	Split	NA	Prot	Split	Split	NA		Split
Protected Phases	4	4		8	8	8	8	2	2	2		6
Permitted Phases												
Actuated Green, G (s)		14.3			19.1	19.1	19.1			15.9		24.2
Effective Green, g (s)		14.3			19.1	19.1	19.1			15.9		24.2
Actuated g/C Ratio		0.12			0.16	0.16	0.16			0.13		0.20
Clearance Time (s)		6.0			6.0	6.0	6.0			6.0		6.0
Vehicle Extension (s)		2.0			2.0	2.0	2.0			2.5		2.0
Lane Grp Cap (vph)		405			264	277	249			448		353
v/s Ratio Prot		c0.08			0.13	c0.15	0.04			c0.10		0.14
v/s Ratio Perm												
v/c Ratio		0.70			0.83	0.95	0.23			0.74		0.71
Uniform Delay, d1		50.8			49.0	50.0	44.1			50.1		44.7
Progression Factor		1.00			1.00	1.00	1.00			1.00		1.00
Incremental Delay, d2		4.2			18.9	39.0	0.2			6.2		11.5
Delay (s)		55.0			67.9	88.9	44.2			56.3		56.2
Level of Service		D			E	F	D			E		E
Approach Delay (s)		55.0				64.5				56.3		
Approach LOS		D				E				E		
Intersection Summary												
HCM 2000 Control Delay			58.7		HCM 2000 Level of Service						E	
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			120.1		Sum of lost time (s)						30.0	
Intersection Capacity Utilization			97.1%		ICU Level of Service						F	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Movement	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations							
Traffic Volume (vph)	225	239	64	26	228	137	50
Future Volume (vph)	225	239	64	26	228	137	50
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	
Frbp, ped/bikes	0.99	1.00			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)	1692	1490			3336	1427	
Flt Permitted	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1692	1490			3336	1427	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	242	257	69	28	245	147	54
RTOR Reduction (vph)	0	136	0	0	0	128	0
Lane Group Flow (vph)	301	131	0	0	326	20	0
Confl. Peds. (#/hr)		11	9	9	5	3	10
Confl. Bikes (#/hr)			2			1	
Turn Type	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6		5	5	5	
Permitted Phases							
Actuated Green, G (s)	24.2	24.2			16.6	16.6	
Effective Green, g (s)	24.2	24.2			16.6	16.6	
Actuated g/C Ratio	0.20	0.20			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)	340	300			461	197	
v/s Ratio Prot	c0.18	0.09			c0.10	0.01	
v/s Ratio Perm							
v/c Ratio	0.89	0.44			0.71	0.10	
Uniform Delay, d1	46.6	42.0			49.4	45.2	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	26.9	4.6			4.6	0.2	
Delay (s)	73.5	46.6			54.0	45.4	
Level of Service	E	D			D	D	
Approach Delay (s)	59.4				51.3		
Approach LOS	E				D		
Intersection Summary							

HCM 6th Edition methodology does not support more than 4 approaches.

HCM 6th TWSC
102: NE 11 Avenue & Wilton Drive

Intersection												
Int Delay, s/veh	0.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations			↗			↗		↕↔			↕↕	
Traffic Vol, veh/h	0	0	16	0	0	41	0	417	12	0	462	0
Future Vol, veh/h	0	0	16	0	0	41	0	417	12	0	462	0
Conflicting Peds, #/hr	0	0	0	0	0	2	0	0	15	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	17	0	0	43	0	439	13	0	486	0

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	-	-	241	-	-	245	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	980	0	0	977	0	-	-	0	-	0
Stage 1	0	0	-	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	0	-	0	-	-	0	-	0
Platoon blocked, %								-	-			
Mov Cap-1 Maneuver	-	-	966	-	-	975	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	NB		SB		NE		SW	
HCM Control Delay, s	8.8		8.9		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NET	NER	NBLn1	SBLn1	SWT
Capacity (veh/h)	-	-	966	975	-
HCM Lane V/C Ratio	-	-	0.017	0.044	-
HCM Control Delay (s)	-	-	8.8	8.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Timings

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	219	99	146	272	160	257	160	167	162	113
Future Volume (vph)	219	99	146	272	160	257	160	167	162	113
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted Phases										
Detector Phase	4	8	8	8	2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	18.5%	18.5%	18.5%	18.5%	18.5%	22.2%	22.2%	22.2%	22.2%	22.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag					Lead	Lead	Lead		
Lead-Lag Optimize?	Yes					Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	Max	Max	None	None
Act Effct Green (s)	14.1	14.7	14.7	14.7	13.6	24.4	24.4	24.4	12.5	12.5
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.12	0.22	0.22	0.22	0.11	0.11
v/c Ratio	0.69	0.55	0.72	0.63	0.64	0.71	0.57	0.40	0.60	0.32
Control Delay	55.6	56.1	65.0	12.1	52.6	53.5	48.0	11.3	54.8	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	56.1	65.0	12.1	52.6	53.5	48.0	11.3	54.8	2.7
LOS	E	E	E	B	D	D	D	B	D	A
Approach Delay	55.6		36.6		52.6		40.1		38.6	
Approach LOS	E		D		D		D		D	

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 109.7

Natural Cycle: 135

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 42.7

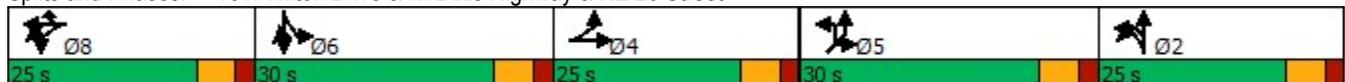
Intersection LOS: D

Intersection Capacity Utilization 86.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



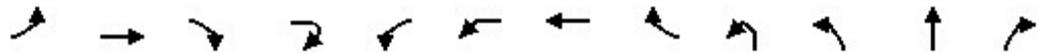
Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	301	122	168	292	274	276	213	187	224	101
v/c Ratio	0.69	0.55	0.72	0.63	0.64	0.71	0.57	0.40	0.60	0.32
Control Delay	55.6	56.1	65.0	12.1	52.6	53.5	48.0	11.3	54.8	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	56.1	65.0	12.1	52.6	53.5	48.0	11.3	54.8	2.7
Queue Length 50th (ft)	107	85	120	0	94	182	142	10	78	0
Queue Length 95th (ft)	174	167	223	84	155	#371	268	83	132	0
Internal Link Dist (ft)	165		1122		90		817		1040	
Turn Bay Length (ft)						200				
Base Capacity (vph)	601	292	307	516	604	389	376	463	735	449
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	0.50	0.42	0.55	0.57	0.45	0.71	0.57	0.40	0.30	0.22

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↔				↔	↔	↔			↔	
Traffic Volume (vph)	29	219	32	1	25	99	146	272	8	54	160	33
Future Volume (vph)	29	219	32	1	25	99	146	272	8	54	160	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0					6.0	6.0	6.0		6.0	
Lane Util. Factor		0.95					0.95	0.95	1.00		0.95	
Frbp, ped/bikes		1.00					1.00	1.00	1.00		1.00	
Flpb, ped/bikes		1.00					1.00	1.00	1.00		1.00	
Frt		0.98					1.00	1.00	0.85		0.98	
Flt Protected		0.99					0.95	1.00	1.00		0.99	
Satd. Flow (prot)		3418					1665	1747	1568		3389	
Flt Permitted		0.99					0.95	1.00	1.00		0.99	
Satd. Flow (perm)		3418					1665	1747	1568		3389	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	31	235	34	1	27	106	157	292	9	58	172	35
RTOR Reduction (vph)	0	0	0	0	0	0	0	253	0	0	9	0
Lane Group Flow (vph)	0	301	0	0	0	122	168	39	0	0	265	0
Confl. Peds. (#/hr)	3			7			7		3	12	8	4
Confl. Bikes (#/hr)								4				1
Turn Type	Split	NA			Split	Split	NA	Prot	Split	Split	NA	
Protected Phases	4	4			8	8	8	8	2	2	2	
Permitted Phases												
Actuated Green, G (s)		14.1					14.7	14.7	14.7			13.6
Effective Green, g (s)		14.1					14.7	14.7	14.7			13.6
Actuated g/C Ratio		0.13					0.13	0.13	0.13			0.12
Clearance Time (s)		6.0					6.0	6.0	6.0			6.0
Vehicle Extension (s)		2.0					2.0	2.0	2.0			2.5
Lane Grp Cap (vph)		440					223	234	210			421
v/s Ratio Prot		c0.09					0.07	c0.10	0.03			c0.08
v/s Ratio Perm												
v/c Ratio		0.68					0.55	0.72	0.19			0.63
Uniform Delay, d1		45.5					44.2	45.3	42.0			45.5
Progression Factor		1.00					1.00	1.00	1.00			1.00
Incremental Delay, d2		3.5					1.5	8.4	0.2			2.7
Delay (s)		49.0					45.7	53.8	42.2			48.1
Level of Service		D					D	D	D			D
Approach Delay (s)		49.0						46.2				48.1
Approach LOS		D						D				D
Intersection Summary												
HCM 2000 Control Delay			46.1				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			109.3				Sum of lost time (s)			30.0		
Intersection Capacity Utilization			86.5%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	257	160	167	45	2	162	113	25
Future Volume (vph)	257	160	167	45	2	162	113	25
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	1.00			0.99	1.00	
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00	
Frt	1.00	0.97	0.85			0.97	0.85	
Flt Protected	0.95	1.00	1.00			0.96	1.00	
Satd. Flow (prot)	1752	1694	1490			3311	1427	
Flt Permitted	0.95	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1752	1694	1490			3311	1427	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	276	172	180	48	2	174	122	27
RTOR Reduction (vph)	0	0	132	0	0	0	89	0
Lane Group Flow (vph)	276	213	55	0	0	224	12	0
Confl. Peds. (#/hr)	4		8	12	8	3	4	7
Confl. Bikes (#/hr)				1			1	
Turn Type	Split	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6	6		5	5	5	
Permitted Phases								
Actuated Green, G (s)	24.4	24.4	24.4			12.5	12.5	
Effective Green, g (s)	24.4	24.4	24.4			12.5	12.5	
Actuated g/C Ratio	0.22	0.22	0.22			0.11	0.11	
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)	391	378	332			378	163	
v/s Ratio Prot	c0.16	0.13	0.04			c0.07	0.01	
v/s Ratio Perm								
v/c Ratio	0.71	0.56	0.17			0.59	0.07	
Uniform Delay, d1	39.1	37.7	34.2			46.0	43.2	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	10.3	6.0	1.1			2.1	0.1	
Delay (s)	49.4	43.7	35.3			48.1	43.3	
Level of Service	D	D	D			D	D	
Approach Delay (s)		43.7				46.6		
Approach LOS		D				D		
Intersection Summary								

HCM 6th Edition methodology does not support more than 4 approaches.

HCM 6th TWSC
 102: NE 11 Avenue & Wilton Drive

Intersection												
Int Delay, s/veh	0.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations			↗			↗		↕↕			↕↕	
Traffic Vol, veh/h	0	0	10	0	0	28	0	296	6	0	271	0
Future Vol, veh/h	0	0	10	0	0	28	0	296	6	0	271	0
Conflicting Peds, #/hr	0	0	2	0	0	1	0	0	19	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	11	0	0	31	0	325	7	0	298	0

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	-	-	187	-	-	150	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	1026	0	0	1058	0	-	-	0	-	0
Stage 1	0	0	-	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	0	-	0	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1006	-	-	1057	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	NB		SB		NE		SW	
HCM Control Delay, s	8.6		8.5		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NET	NER	NBLn1	SBLn1	SWT
Capacity (veh/h)	-	-	1006	1057	-
HCM Lane V/C Ratio	-	-	0.011	0.029	-
HCM Control Delay (s)	-	-	8.6	8.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Timings

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023

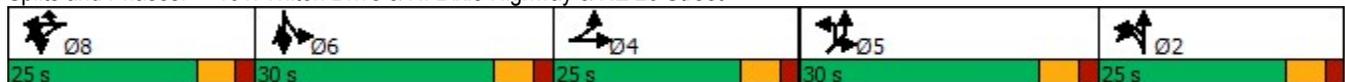


Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	201	210	234	346	194	245	236	252	240	144
Future Volume (vph)	201	210	234	346	194	245	236	252	240	144
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted Phases										
Detector Phase	4	8	8	8	2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	18.5%	18.5%	18.5%	18.5%	18.5%	22.2%	22.2%	22.2%	22.2%	22.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag					Lead	Lead	Lead		
Lead-Lag Optimize?	Yes					Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	Max	Max	None	None
Act Effct Green (s)	14.7	19.1	19.1	19.1	16.3	24.2	24.2	24.2	17.4	17.4
Actuated g/C Ratio	0.12	0.16	0.16	0.16	0.13	0.20	0.20	0.20	0.14	0.14
v/c Ratio	0.72	0.89	1.01	0.67	0.77	0.76	0.94	0.65	0.72	0.45
Control Delay	62.8	85.7	108.5	11.4	62.6	63.0	86.6	26.9	59.7	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	85.7	108.5	11.4	62.6	63.0	86.6	26.9	59.7	9.7
LOS	E	F	F	B	E	E	F	C	E	A
Approach Delay	62.8		61.4		62.6		59.9		44.1	
Approach LOS	E		E		E		E		D	

Intersection Summary

Cycle Length: 135	
Actuated Cycle Length: 122	
Natural Cycle: 135	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 58.3	Intersection LOS: E
Intersection Capacity Utilization 98.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	296	232	275	372	355	263	316	281	344	156
v/c Ratio	0.72	0.89	1.01	0.67	0.77	0.76	0.94	0.65	0.72	0.45
Control Delay	62.8	85.7	108.5	11.4	62.6	63.0	86.6	26.9	59.7	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	85.7	108.5	11.4	62.6	63.0	86.6	26.9	59.7	9.7
Queue Length 50th (ft)	121	193	~244	0	141	200	264	84	136	0
Queue Length 95th (ft)	180	#396	#477	98	211	#371	#512	207	196	56
Internal Link Dist (ft)	165		1122		90		817		1040	
Turn Bay Length (ft)						200				
Base Capacity (vph)	534	260	273	559	538	346	335	431	660	418
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	0.89	1.01	0.67	0.66	0.76	0.94	0.65	0.52	0.37

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
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023

														
Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL		
Lane Configurations														
Traffic Volume (vph)	35	201	39	27	210	234	346	13	87	194	35	245		
Future Volume (vph)	35	201	39	27	210	234	346	13	87	194	35	245		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.0			6.0	6.0	6.0			6.0		6.0		
Lane Util. Factor		0.95			0.95	0.95	1.00			0.95		1.00		
Frb, ped/bikes		1.00			1.00	1.00	1.00			1.00		1.00		
Flpb, ped/bikes		1.00			1.00	1.00	1.00			1.00		1.00		
Frt		0.98			1.00	1.00	0.85			0.98		1.00		
Flt Protected		0.99			0.95	1.00	1.00			0.99		0.95		
Satd. Flow (prot)		3408			1665	1745	1568			3391		1752		
Flt Permitted		0.99			0.95	1.00	1.00			0.99		0.95		
Satd. Flow (perm)		3408			1665	1745	1568			3391		1752		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Adj. Flow (vph)	38	216	42	29	226	252	372	14	94	209	38	263		
RTOR Reduction (vph)	0	0	0	0	0	0	314	0	0	7	0	0		
Lane Group Flow (vph)	0	296	0	0	232	275	58	0	0	348	0	263		
Confl. Peds. (#/hr)	5				10		5	9	11		3	3		
Confl. Bikes (#/hr)							1				1			
Turn Type	Split	NA		Split	Split	NA	Prot	Split	Split	NA		Split		
Protected Phases	4	4		8	8	8	8	2	2	2		6		
Permitted Phases														
Actuated Green, G (s)		14.7			19.1	19.1	19.1			16.3		24.2		
Effective Green, g (s)		14.7			19.1	19.1	19.1			16.3		24.2		
Actuated g/C Ratio		0.12			0.16	0.16	0.16			0.13		0.20		
Clearance Time (s)		6.0			6.0	6.0	6.0			6.0		6.0		
Vehicle Extension (s)		2.0			2.0	2.0	2.0			2.5		2.0		
Lane Grp Cap (vph)		411			261	273	246			454		348		
v/s Ratio Prot		c0.09			0.14	c0.16	0.04			c0.10		0.15		
v/s Ratio Perm														
v/c Ratio		0.72			0.89	1.01	0.24			0.77		0.76		
Uniform Delay, d1		51.5			50.3	51.3	44.9			50.9		46.0		
Progression Factor		1.00			1.00	1.00	1.00			1.00		1.00		
Incremental Delay, d2		5.2			27.8	56.3	0.2			7.3		14.2		
Delay (s)		56.7			78.1	107.6	45.1			58.1		60.1		
Level of Service		E			E	F	D			E		E		
Approach Delay (s)		56.7				73.4				58.1				
Approach LOS		E				E				E				
Intersection Summary														
HCM 2000 Control Delay			63.7									HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio			0.85											
Actuated Cycle Length (s)			121.7							30.0				
Intersection Capacity Utilization			98.6%										ICU Level of Service	F
Analysis Period (min)			15											

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Movement	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations							
Traffic Volume (vph)	236	252	67	28	240	144	53
Future Volume (vph)	236	252	67	28	240	144	53
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	
Frbp, ped/bikes	0.99	1.00			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)	1691	1490			3335	1427	
Flt Permitted	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1691	1490			3335	1427	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	254	271	72	30	258	155	57
RTOR Reduction (vph)	0	136	0	0	0	134	0
Lane Group Flow (vph)	316	145	0	0	344	22	0
Confl. Peds. (#/hr)		11	9	9	5	3	10
Confl. Bikes (#/hr)			2			1	
Turn Type	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6		5	5	5	
Permitted Phases							
Actuated Green, G (s)	24.2	24.2			17.4	17.4	
Effective Green, g (s)	24.2	24.2			17.4	17.4	
Actuated g/C Ratio	0.20	0.20			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)	336	296			476	204	
v/s Ratio Prot	c0.19	0.10			c0.10	0.02	
v/s Ratio Perm							
v/c Ratio	0.94	0.49			0.72	0.11	
Uniform Delay, d1	48.0	43.3			49.8	45.4	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	36.1	5.7			5.0	0.2	
Delay (s)	84.1	48.9			54.9	45.6	
Level of Service	F	D			D	D	
Approach Delay (s)	65.3				52.0		
Approach LOS	E				D		
Intersection Summary							

HCM 6th Edition methodology does not support more than 4 approaches.

HCM 6th TWSC
 102: NE 11 Avenue & Wilton Drive

Intersection												
Int Delay, s/veh	0.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations			↗			↗		↕↔			↕↕	
Traffic Vol, veh/h	0	0	17	0	0	43	0	439	12	0	486	0
Future Vol, veh/h	0	0	17	0	0	43	0	439	12	0	486	0
Conflicting Peds, #/hr	0	0	0	0	0	2	0	0	15	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	18	0	0	45	0	462	13	0	512	0

Major/Minor	Minor1		Minor2		Major1		Major2	
Conflicting Flow All	-	-	253	-	-	258	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-
Pot Cap-1 Maneuver	0	0	970	0	0	966	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	956	-	-	964	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	8.8	8.9	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SBLn1	SWT
Capacity (veh/h)	-	-	956	964	-
HCM Lane V/C Ratio	-	-	0.019	0.047	-
HCM Control Delay (s)	-	-	8.8	8.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Timings

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	219	99	146	272	161	257	176	167	174	114
Future Volume (vph)	219	99	146	272	161	257	176	167	174	114
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted Phases										
Detector Phase	4	8	8	8	2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	18.5%	18.5%	18.5%	18.5%	18.5%	22.2%	22.2%	22.2%	22.2%	22.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag					Lead	Lead	Lead		
Lead-Lag Optimize?	Yes					Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	Max	Max	None	None
Act Effct Green (s)	14.2	14.7	14.7	14.7	13.7	24.4	24.4	24.4	12.9	12.9
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.12	0.22	0.22	0.22	0.12	0.12
v/c Ratio	0.69	0.56	0.72	0.63	0.64	0.71	0.59	0.42	0.60	0.34
Control Delay	56.0	57.1	65.6	12.1	52.7	54.0	49.1	12.2	54.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	57.1	65.6	12.1	52.7	54.0	49.1	12.2	54.9	3.5
LOS	E	E	E	B	D	D	D	B	D	A
Approach Delay	56.0		37.1		52.7		40.8		38.8	
Approach LOS	E		D		D		D		D	

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 110.3

Natural Cycle: 135

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 43.1

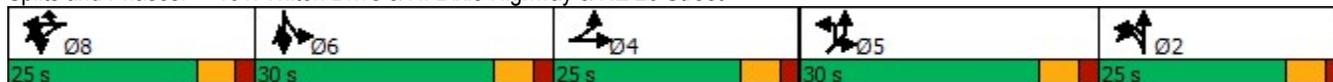
Intersection LOS: D

Intersection Capacity Utilization 86.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	302	125	168	292	277	276	223	194	234	107
v/c Ratio	0.69	0.56	0.72	0.63	0.64	0.71	0.59	0.42	0.60	0.34
Control Delay	56.0	57.1	65.6	12.1	52.7	54.0	49.1	12.2	54.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	57.1	65.6	12.1	52.7	54.0	49.1	12.2	54.9	3.5
Queue Length 50th (ft)	108	88	121	0	95	183	151	14	82	0
Queue Length 95th (ft)	175	172	224	85	157	#374	282	92	137	5
Internal Link Dist (ft)	165		1122		90		817		1040	
Turn Bay Length (ft)						200				
Base Capacity (vph)	597	291	305	515	601	387	376	461	734	447
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	0.51	0.43	0.55	0.57	0.46	0.71	0.59	0.42	0.32	0.24

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↔				↔	↔	↔			↔	
Traffic Volume (vph)	29	219	33	1	28	99	146	272	8	54	161	34
Future Volume (vph)	29	219	33	1	28	99	146	272	8	54	161	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0					6.0	6.0	6.0		6.0	
Lane Util. Factor		0.95					0.95	0.95	1.00		0.95	
Frbp, ped/bikes		1.00					1.00	1.00	1.00		1.00	
Flpb, ped/bikes		1.00					1.00	1.00	1.00		1.00	
Frt		0.98					1.00	1.00	0.85		0.98	
Flt Protected		0.99					0.95	1.00	1.00		0.99	
Satd. Flow (prot)		3417					1665	1747	1568		3386	
Flt Permitted		0.99					0.95	1.00	1.00		0.99	
Satd. Flow (perm)		3417					1665	1747	1568		3386	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	31	235	35	1	30	106	157	292	9	58	173	37
RTOR Reduction (vph)	0	0	0	0	0	0	0	253	0	0	10	0
Lane Group Flow (vph)	0	302	0	0	0	125	168	39	0	0	267	0
Confl. Peds. (#/hr)	3			7			7		3	12	8	4
Confl. Bikes (#/hr)								4				1
Turn Type	Split	NA			Split	Split	NA	Prot	Split	Split	NA	
Protected Phases	4	4			8	8	8	8	2	2	2	
Permitted Phases												
Actuated Green, G (s)		14.2					14.7	14.7	14.7		13.7	
Effective Green, g (s)		14.2					14.7	14.7	14.7		13.7	
Actuated g/C Ratio		0.13					0.13	0.13	0.13		0.12	
Clearance Time (s)		6.0					6.0	6.0	6.0		6.0	
Vehicle Extension (s)		2.0					2.0	2.0	2.0		2.5	
Lane Grp Cap (vph)		441					222	233	209		422	
v/s Ratio Prot		c0.09					0.08	c0.10	0.02		c0.08	
v/s Ratio Perm												
v/c Ratio		0.68					0.56	0.72	0.19		0.63	
Uniform Delay, d1		45.7					44.6	45.6	42.3		45.7	
Progression Factor		1.00					1.00	1.00	1.00		1.00	
Incremental Delay, d2		3.5					1.9	8.9	0.2		2.7	
Delay (s)		49.2					46.5	54.6	42.4		48.4	
Level of Service		D					D	D	D		D	
Approach Delay (s)		49.2						46.8			48.4	
Approach LOS		D						D			D	
Intersection Summary												
HCM 2000 Control Delay			46.6				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			109.9				Sum of lost time (s)				30.0	
Intersection Capacity Utilization			86.9%				ICU Level of Service				E	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	257	176	167	45	3	174	114	26
Future Volume (vph)	257	176	167	45	3	174	114	26
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	1.00			0.99	1.00	
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00	
Frt	1.00	0.98	0.85			0.97	0.85	
Flt Protected	0.95	1.00	1.00			0.96	1.00	
Satd. Flow (prot)	1752	1706	1490			3323	1427	
Flt Permitted	0.95	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1752	1706	1490			3323	1427	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	276	189	180	48	3	187	123	28
RTOR Reduction (vph)	0	0	132	0	0	0	94	0
Lane Group Flow (vph)	276	223	62	0	0	234	13	0
Confl. Peds. (#/hr)	4		8	12	8	3	4	7
Confl. Bikes (#/hr)				1			1	
Turn Type	Split	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6	6		5	5	5	
Permitted Phases								
Actuated Green, G (s)	24.4	24.4	24.4			12.9	12.9	
Effective Green, g (s)	24.4	24.4	24.4			12.9	12.9	
Actuated g/C Ratio	0.22	0.22	0.22			0.12	0.12	
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)	388	378	330			390	167	
v/s Ratio Prot	c0.16	0.13	0.04			c0.07	0.01	
v/s Ratio Perm								
v/c Ratio	0.71	0.59	0.19			0.60	0.08	
Uniform Delay, d1	39.5	38.3	34.7			46.1	43.2	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	10.6	6.6	1.3			2.1	0.1	
Delay (s)	50.1	44.9	36.0			48.1	43.3	
Level of Service	D	D	D			D	D	
Approach Delay (s)		44.4				46.6		
Approach LOS		D				D		
Intersection Summary								

HCM 6th Edition methodology does not support more than 4 approaches.

HCM 6th TWSC
 102: NE 11 Avenue & Wilton Drive

Intersection												
Int Delay, s/veh	0.7											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations			↗			↗		↕↕			↕↕	
Traffic Vol, veh/h	0	0	24	0	0	28	0	297	6	0	272	0
Future Vol, veh/h	0	0	24	0	0	28	0	297	6	0	272	0
Conflicting Peds, #/hr	0	0	2	0	0	1	0	0	19	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	26	0	0	31	0	326	7	0	299	0

Major/Minor	Minor1		Minor2		Major1		Major2	
Conflicting Flow All	-	-	188	-	-	151	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-
Pot Cap-1 Maneuver	0	0	1025	0	0	1057	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1005	-	-	1056	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	8.7	8.5	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SBLn1	SWT
Capacity (veh/h)	-	-	1005	1056	-
HCM Lane V/C Ratio	-	-	0.026	0.029	-
HCM Control Delay (s)	-	-	8.7	8.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

HCM 6th TWSC
 103: NE 11 Avenue & Driveway

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	14	10	0	0	6
Future Vol, veh/h	0	14	10	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	15	11	0	0	7

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	18	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	5	4.5	-	-	4.13	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.227	-
Pot Cap-1 Maneuver	1179	1189	-	-	1602	-
Stage 1	1187	-	-	-	-	-
Stage 2	1192	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1179	1189	-	-	1602	-
Mov Cap-2 Maneuver	1179	-	-	-	-	-
Stage 1	1187	-	-	-	-	-
Stage 2	1192	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1189	1602	-
HCM Lane V/C Ratio	-	- 0.013	-	-
HCM Control Delay (s)	-	- 8.1	0	-
HCM Lane LOS	-	- A	A	-
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↗	↖
Traffic Vol, veh/h	0	10	9	256	242	21
Future Vol, veh/h	0	10	9	256	242	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	11	10	278	263	23

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	275	286	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.23	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.327	2.227	-	-
Pot Cap-1 Maneuver	0	761	1270	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	761	1270	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1270	-	761	-	-
HCM Lane V/C Ratio	0.008	-	0.014	-	-
HCM Control Delay (s)	7.9	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Timings

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/14/2023



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	201	210	234	346	195	245	253	252	255	146
Future Volume (vph)	201	210	234	346	195	245	253	252	255	146
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted Phases										
Detector Phase	4	8	8	8	2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	18.5%	18.5%	18.5%	18.5%	18.5%	22.2%	22.2%	22.2%	22.2%	22.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag					Lead	Lead	Lead		
Lead-Lag Optimize?	Yes					Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	Max	Max	None	None
Act Effct Green (s)	14.8	19.1	19.1	19.1	16.5	24.1	24.1	24.1	18.0	18.0
Actuated g/C Ratio	0.12	0.16	0.16	0.16	0.13	0.20	0.20	0.20	0.15	0.15
v/c Ratio	0.72	0.91	1.01	0.67	0.77	0.76	0.99	0.67	0.73	0.46
Control Delay	63.3	88.9	110.3	11.5	63.1	63.7	96.4	28.0	60.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	88.9	110.3	11.5	63.1	63.7	96.4	28.0	60.0	10.7
LOS	E	F	F	B	E	E	F	C	E	B
Approach Delay	63.3		62.9		63.1		64.3		44.6	
Approach LOS	E		E		E		E		D	

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 122.7

Natural Cycle: 135

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 60.1

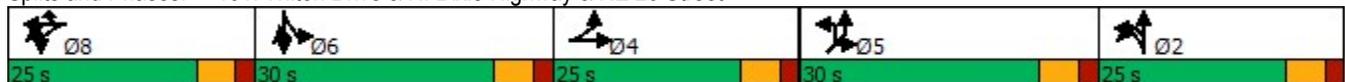
Intersection LOS: E

Intersection Capacity Utilization 99.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 101: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/14/2023



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	297	235	275	372	357	263	329	286	358	163
v/c Ratio	0.72	0.91	1.01	0.67	0.77	0.76	0.99	0.67	0.73	0.46
Control Delay	63.3	88.9	110.3	11.5	63.1	63.7	96.4	28.0	60.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	88.9	110.3	11.5	63.1	63.7	96.4	28.0	60.0	10.7
Queue Length 50th (ft)	122	197	~247	0	142	202	~280	89	143	0
Queue Length 95th (ft)	181	#406	#481	99	213	#374	#544	214	204	62
Internal Link Dist (ft)	165		1122		90		817		1040	
Turn Bay Length (ft)						200				
Base Capacity (vph)	530	259	271	558	535	344	333	429	657	417
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	0.91	1.01	0.67	0.67	0.76	0.99	0.67	0.54	0.39

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
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/14/2023

													
Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	
Lane Configurations													
Traffic Volume (vph)	35	201	40	30	210	234	346	13	87	195	36	245	
Future Volume (vph)	35	201	40	30	210	234	346	13	87	195	36	245	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0	6.0	6.0			6.0		6.0	
Lane Util. Factor		0.95			0.95	0.95	1.00			0.95		1.00	
Frbp, ped/bikes		1.00			1.00	1.00	1.00			1.00		1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00			1.00		1.00	
Frt		0.98			1.00	1.00	0.85			0.98		1.00	
Flt Protected		0.99			0.95	1.00	1.00			0.99		0.95	
Satd. Flow (prot)		3407			1665	1745	1568			3390		1752	
Flt Permitted		0.99			0.95	1.00	1.00			0.99		0.95	
Satd. Flow (perm)		3407			1665	1745	1568			3390		1752	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	38	216	43	32	226	252	372	14	94	210	39	263	
RTOR Reduction (vph)	0	0	0	0	0	0	314	0	0	7	0	0	
Lane Group Flow (vph)	0	297	0	0	235	275	58	0	0	350	0	263	
Confl. Peds. (#/hr)	5				10		5	9	11		3	3	
Confl. Bikes (#/hr)							1				1		
Turn Type	Split	NA		Split	Split	NA	Prot	Split	Split	NA		Split	
Protected Phases	4	4		8	8	8	8	2	2	2		6	
Permitted Phases													
Actuated Green, G (s)		14.8			19.1	19.1	19.1			16.5		24.2	
Effective Green, g (s)		14.8			19.1	19.1	19.1			16.5		24.2	
Actuated g/C Ratio		0.12			0.16	0.16	0.16			0.13		0.20	
Clearance Time (s)		6.0			6.0	6.0	6.0			6.0		6.0	
Vehicle Extension (s)		2.0			2.0	2.0	2.0			2.5		2.0	
Lane Grp Cap (vph)		411			259	271	244			456		345	
v/s Ratio Prot		c0.09			0.14	c0.16	0.04			c0.10		0.15	
v/s Ratio Perm													
v/c Ratio		0.72			0.91	1.01	0.24			0.77		0.76	
Uniform Delay, d1		51.9			50.9	51.8	45.4			51.2		46.5	
Progression Factor		1.00			1.00	1.00	1.00			1.00		1.00	
Incremental Delay, d2		5.3			31.7	58.5	0.2			7.3		14.7	
Delay (s)		57.2			82.6	110.2	45.6			58.5		61.2	
Level of Service		E			F	F	D			E		E	
Approach Delay (s)		57.2				75.6				58.5			
Approach LOS		E				E				E			
Intersection Summary													
HCM 2000 Control Delay			65.8		HCM 2000 Level of Service						E		
HCM 2000 Volume to Capacity ratio			0.86										
Actuated Cycle Length (s)			122.6		Sum of lost time (s)						30.0		
Intersection Capacity Utilization			99.2%		ICU Level of Service						F		
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/14/2023



Movement	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations							
Traffic Volume (vph)	253	252	67	30	255	146	54
Future Volume (vph)	253	252	67	30	255	146	54
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	1.00	1.00			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)	1698	1490			3343	1427	
Flt Permitted	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1698	1490			3343	1427	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	272	271	72	32	274	157	58
RTOR Reduction (vph)	0	136	0	0	0	139	0
Lane Group Flow (vph)	329	150	0	0	358	24	0
Confl. Peds. (#/hr)		11	9	9	5	3	10
Confl. Bikes (#/hr)			2			1	
Turn Type	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6		5	5	5	
Permitted Phases							
Actuated Green, G (s)	24.2	24.2			18.0	18.0	
Effective Green, g (s)	24.2	24.2			18.0	18.0	
Actuated g/C Ratio	0.20	0.20			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)	335	294			490	209	
v/s Ratio Prot	c0.19	0.10			c0.11	0.02	
v/s Ratio Perm							
v/c Ratio	0.98	0.51			0.73	0.11	
Uniform Delay, d1	49.0	43.9			50.0	45.4	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	44.9	6.2			5.2	0.2	
Delay (s)	93.9	50.1			55.2	45.6	
Level of Service	F	D			E	D	
Approach Delay (s)	69.8				52.2		
Approach LOS	E				D		
Intersection Summary							

HCM 6th Edition methodology does not support more than 4 approaches.

HCM 6th TWSC
 102: NE 11 Avenue & Wilton Drive

Intersection												
Int Delay, s/veh	0.7											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations			↗			↗		↕↔			↕↕	
Traffic Vol, veh/h	0	0	36	0	0	43	0	440	12	0	487	0
Future Vol, veh/h	0	0	36	0	0	43	0	440	12	0	487	0
Conflicting Peds, #/hr	0	0	0	0	0	2	0	0	15	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	38	0	0	45	0	463	13	0	513	0

Major/Minor	Minor1		Minor2		Major1		Major2	
Conflicting Flow All	-	-	253	-	-	259	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.5	-	-	4.5	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3	-	-	3	-	-
Pot Cap-1 Maneuver	0	0	970	0	0	965	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	956	-	-	963	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	NB		SB		NE		SW	
HCM Control Delay, s	8.9		8.9		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NET	NER	NBLn1	SBLn1	SWT
Capacity (veh/h)	-	-	956	963	-
HCM Lane V/C Ratio	-	-	0.04	0.047	-
HCM Control Delay (s)	-	-	8.9	8.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

HCM 6th TWSC
 103: NE 11 Avenue & Driveway

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	19	17	0	0	12
Future Vol, veh/h	0	19	17	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	21	18	0	0	13

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	31	18	0	0	18
Stage 1	18	-	-	-	-
Stage 2	13	-	-	-	-
Critical Hdwy	5	4.5	-	-	4.13
Critical Hdwy Stg 1	5	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.227
Pot Cap-1 Maneuver	1164	1182	-	-	1592
Stage 1	1179	-	-	-	-
Stage 2	1185	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	1164	1182	-	-	1592
Mov Cap-2 Maneuver	1164	-	-	-	-
Stage 1	1179	-	-	-	-
Stage 2	1185	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1182	1592	-
HCM Lane V/C Ratio	-	- 0.017	-	-
HCM Control Delay (s)	-	- 8.1	0	-
HCM Lane LOS	-	- A	A	-
HCM 95th %tile Q(veh)	-	- 0.1	0	-

HCM 6th TWSC
104: N. Dixie Highway & Driveway

12/13/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↗	↖
Traffic Vol, veh/h	0	12	10	333	355	22
Future Vol, veh/h	0	12	10	333	355	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	13	11	362	386	24

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	398	410	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.23	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.327	2.227	-	-
Pot Cap-1 Maneuver	0	649	1143	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	649	1143	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1143	-	649	-	-
HCM Lane V/C Ratio	0.01	-	0.02	-	-
HCM Control Delay (s)	8.2	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Timings

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	219	99	146	272	161	257	176	167	174	114
Future Volume (vph)	219	99	146	272	161	257	176	167	174	114
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted Phases										
Detector Phase	4	8	8	8	2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	24.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	31.0	31.0
Total Split (%)	17.8%	18.5%	18.5%	18.5%	18.5%	22.2%	22.2%	22.2%	23.0%	23.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag					Lead	Lead	Lead		
Lead-Lag Optimize?	Yes					Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	Max	Max	None	None
Act Effct Green (s)	14.0	14.7	14.7	14.7	13.7	24.4	24.4	24.4	12.8	12.8
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.12	0.22	0.22	0.22	0.12	0.12
v/c Ratio	0.70	0.56	0.72	0.63	0.64	0.71	0.59	0.42	0.60	0.34
Control Delay	56.5	56.8	65.2	12.0	52.6	53.8	48.9	12.2	54.7	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	56.8	65.2	12.0	52.6	53.8	48.9	12.2	54.7	3.5
LOS	E	E	E	B	D	D	D	B	D	A
Approach Delay	56.5		36.9		52.6		40.6		38.7	
Approach LOS	E		D		D		D		D	

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 110.1

Natural Cycle: 135

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 43.0

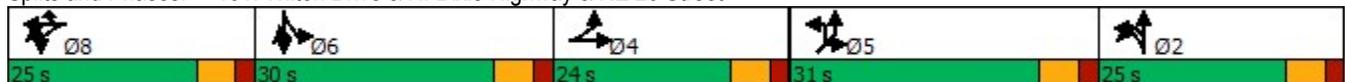
Intersection LOS: D

Intersection Capacity Utilization 86.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



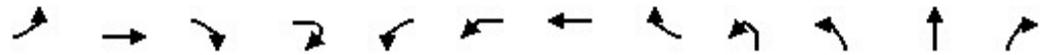
Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	302	125	168	292	277	276	223	194	234	107
v/c Ratio	0.70	0.56	0.72	0.63	0.64	0.71	0.59	0.42	0.60	0.34
Control Delay	56.5	56.8	65.2	12.0	52.6	53.8	48.9	12.2	54.7	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	56.8	65.2	12.0	52.6	53.8	48.9	12.2	54.7	3.5
Queue Length 50th (ft)	108	88	121	0	95	183	151	14	82	0
Queue Length 95th (ft)	175	171	222	84	155	#367	280	91	136	5
Internal Link Dist (ft)	165		1122		90		817		1040	
Turn Bay Length (ft)						200				
Base Capacity (vph)	567	291	306	515	602	387	377	462	765	459
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.43	0.55	0.57	0.46	0.71	0.59	0.42	0.31	0.23

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↔				↔	↔	↔			↔	
Traffic Volume (vph)	29	219	33	1	28	99	146	272	8	54	161	34
Future Volume (vph)	29	219	33	1	28	99	146	272	8	54	161	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0					6.0	6.0	6.0		6.0	
Lane Util. Factor		0.95					0.95	0.95	1.00		0.95	
Frbp, ped/bikes		1.00					1.00	1.00	1.00		1.00	
Flpb, ped/bikes		1.00					1.00	1.00	1.00		1.00	
Frt		0.98					1.00	1.00	0.85		0.98	
Flt Protected		0.99					0.95	1.00	1.00		0.99	
Satd. Flow (prot)		3417					1665	1747	1568		3386	
Flt Permitted		0.99					0.95	1.00	1.00		0.99	
Satd. Flow (perm)		3417					1665	1747	1568		3386	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	31	235	35	1	30	106	157	292	9	58	173	37
RTOR Reduction (vph)	0	0	0	0	0	0	0	253	0	0	10	0
Lane Group Flow (vph)	0	302	0	0	0	125	168	39	0	0	267	0
Confl. Peds. (#/hr)	3			7			7		3	12	8	4
Confl. Bikes (#/hr)								4				1
Turn Type	Split	NA			Split	Split	NA	Prot	Split	Split	NA	
Protected Phases	4	4			8	8	8	8	2	2	2	
Permitted Phases												
Actuated Green, G (s)		14.0					14.7	14.7	14.7		13.7	
Effective Green, g (s)		14.0					14.7	14.7	14.7		13.7	
Actuated g/C Ratio		0.13					0.13	0.13	0.13		0.12	
Clearance Time (s)		6.0					6.0	6.0	6.0		6.0	
Vehicle Extension (s)		2.0					2.0	2.0	2.0		2.5	
Lane Grp Cap (vph)		436					223	234	210		423	
v/s Ratio Prot		c0.09					0.08	c0.10	0.02		c0.08	
v/s Ratio Perm												
v/c Ratio		0.69					0.56	0.72	0.19		0.63	
Uniform Delay, d1		45.7					44.4	45.5	42.1		45.6	
Progression Factor		1.00					1.00	1.00	1.00		1.00	
Incremental Delay, d2		3.8					1.9	8.4	0.2		2.7	
Delay (s)		49.6					46.3	53.9	42.3		48.2	
Level of Service		D					D	D	D		D	
Approach Delay (s)		49.6						46.5			48.2	
Approach LOS		D						D			D	
Intersection Summary												
HCM 2000 Control Delay			46.4				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			109.6				Sum of lost time (s)				30.0	
Intersection Capacity Utilization			86.9%				ICU Level of Service				E	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/13/2023



Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	257	176	167	45	3	174	114	26
Future Volume (vph)	257	176	167	45	3	174	114	26
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	1.00			0.99	1.00	
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00	
Frt	1.00	0.98	0.85			0.97	0.85	
Flt Protected	0.95	1.00	1.00			0.96	1.00	
Satd. Flow (prot)	1752	1706	1490			3323	1427	
Flt Permitted	0.95	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1752	1706	1490			3323	1427	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	276	189	180	48	3	187	123	28
RTOR Reduction (vph)	0	0	132	0	0	0	95	0
Lane Group Flow (vph)	276	223	62	0	0	234	12	0
Confl. Peds. (#/hr)	4		8	12	8	3	4	7
Confl. Bikes (#/hr)				1			1	
Turn Type	Split	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6	6		5	5	5	
Permitted Phases								
Actuated Green, G (s)	24.4	24.4	24.4			12.8	12.8	
Effective Green, g (s)	24.4	24.4	24.4			12.8	12.8	
Actuated g/C Ratio	0.22	0.22	0.22			0.12	0.12	
Clearance Time (s)	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0			2.5	2.5	
Lane Grp Cap (vph)	390	379	331			388	166	
v/s Ratio Prot	c0.16	0.13	0.04			c0.07	0.01	
v/s Ratio Perm								
v/c Ratio	0.71	0.59	0.19			0.60	0.08	
Uniform Delay, d1	39.3	38.1	34.6			46.0	43.1	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	10.4	6.6	1.2			2.2	0.1	
Delay (s)	49.7	44.7	35.8			48.2	43.3	
Level of Service	D	D	D			D	D	
Approach Delay (s)		44.2				46.7		
Approach LOS		D				D		
Intersection Summary								

Timings

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/14/2023

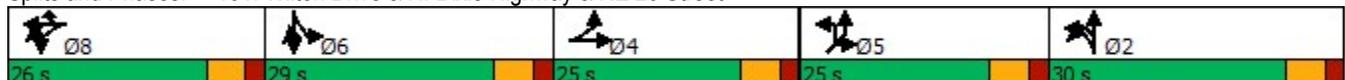


Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	201	210	234	346	195	245	253	252	255	146
Future Volume (vph)	201	210	234	346	195	245	253	252	255	146
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted Phases										
Detector Phase	4	8	8	8	2	6	6	6	5	5
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0	6.0	6.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	25.0	26.0	26.0	26.0	30.0	29.0	29.0	29.0	25.0	25.0
Total Split (%)	18.5%	19.3%	19.3%	19.3%	22.2%	21.5%	21.5%	21.5%	18.5%	18.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag					Lead	Lead	Lead		
Lead-Lag Optimize?	Yes					Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	Max	Max	None	None
Act Effct Green (s)	14.9	20.1	20.1	20.1	17.6	24.1	24.1	24.1	16.9	16.9
Actuated g/C Ratio	0.12	0.16	0.16	0.16	0.14	0.19	0.19	0.19	0.14	0.14
v/c Ratio	0.73	0.87	0.97	0.66	0.73	0.77	0.99	0.67	0.79	0.48
Control Delay	64.1	81.9	99.3	11.1	59.4	64.8	99.1	28.3	65.7	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.1	81.9	99.3	11.1	59.4	64.8	99.1	28.3	65.7	11.6
LOS	E	F	F	B	E	E	F	C	E	B
Approach Delay	64.1		57.4		59.4		65.8		48.8	
Approach LOS	E		E		E		E		D	

Intersection Summary

Cycle Length: 135	
Actuated Cycle Length: 123.8	
Natural Cycle: 135	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 59.3	Intersection LOS: E
Intersection Capacity Utilization 99.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/14/2023



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	297	235	275	372	357	263	329	286	358	163
v/c Ratio	0.73	0.87	0.97	0.66	0.73	0.77	0.99	0.67	0.79	0.48
Control Delay	64.1	81.9	99.3	11.1	59.4	64.8	99.1	28.3	65.7	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.1	81.9	99.3	11.1	59.4	64.8	99.1	28.3	65.7	11.6
Queue Length 50th (ft)	123	198	237	0	144	205	~289	90	145	0
Queue Length 95th (ft)	182	#396	#472	99	205	#375	#548	214	214	65
Internal Link Dist (ft)	165		1122		90		817		1040	
Turn Bay Length (ft)						200				
Base Capacity (vph)	526	270	283	566	667	341	331	427	516	364
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	0.87	0.97	0.66	0.54	0.77	0.99	0.67	0.69	0.45

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
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/14/2023

												
Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	35	201	40	30	210	234	346	13	87	195	36	245
Future Volume (vph)	35	201	40	30	210	234	346	13	87	195	36	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0	6.0			6.0		6.0
Lane Util. Factor		0.95			0.95	0.95	1.00			0.95		1.00
Frb, ped/bikes		1.00			1.00	1.00	1.00			1.00		1.00
Flpb, ped/bikes		1.00			1.00	1.00	1.00			1.00		1.00
Frt		0.98			1.00	1.00	0.85			0.98		1.00
Flt Protected		0.99			0.95	1.00	1.00			0.99		0.95
Satd. Flow (prot)		3407			1665	1745	1568			3390		1752
Flt Permitted		0.99			0.95	1.00	1.00			0.99		0.95
Satd. Flow (perm)		3407			1665	1745	1568			3390		1752
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	38	216	43	32	226	252	372	14	94	210	39	263
RTOR Reduction (vph)	0	0	0	0	0	0	312	0	0	7	0	0
Lane Group Flow (vph)	0	297	0	0	235	275	60	0	0	350	0	263
Confl. Peds. (#/hr)	5				10		5	9	11		3	3
Confl. Bikes (#/hr)							1				1	
Turn Type	Split	NA		Split	Split	NA	Prot	Split	Split	NA		Split
Protected Phases	4	4		8	8	8	8	2	2	2		6
Permitted Phases												
Actuated Green, G (s)		14.9			20.1	20.1	20.1			17.6		24.1
Effective Green, g (s)		14.9			20.1	20.1	20.1			17.6		24.1
Actuated g/C Ratio		0.12			0.16	0.16	0.16			0.14		0.19
Clearance Time (s)		6.0			6.0	6.0	6.0			6.0		6.0
Vehicle Extension (s)		2.0			2.0	2.0	2.0			2.5		2.0
Lane Grp Cap (vph)		410			270	283	254			482		341
v/s Ratio Prot		c0.09			0.14	c0.16	0.04			c0.10		0.15
v/s Ratio Perm												
v/c Ratio		0.72			0.87	0.97	0.24			0.73		0.77
Uniform Delay, d1		52.4			50.5	51.5	45.1			50.7		47.1
Progression Factor		1.00			1.00	1.00	1.00			1.00		1.00
Incremental Delay, d2		5.3			24.2	45.3	0.2			5.1		15.5
Delay (s)		57.7			74.7	96.8	45.3			55.8		62.6
Level of Service		E			E	F	D			E		E
Approach Delay (s)		57.7				69.2				55.8		
Approach LOS		E				E				E		
Intersection Summary												
HCM 2000 Control Delay			64.8			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			123.6			Sum of lost time (s)				30.0		
Intersection Capacity Utilization			99.2%			ICU Level of Service				F		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 101: Wilton Drive & N. Dixie Highway & NE 26 Street

12/14/2023



Movement	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations							
Traffic Volume (vph)	253	252	67	30	255	146	54
Future Volume (vph)	253	252	67	30	255	146	54
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	
Frbp, ped/bikes	1.00	1.00			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)	1698	1490			3343	1427	
Flt Permitted	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1698	1490			3343	1427	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	272	271	72	32	274	157	58
RTOR Reduction (vph)	0	137	0	0	0	141	0
Lane Group Flow (vph)	329	149	0	0	358	22	0
Confl. Peds. (#/hr)		11	9	9	5	3	10
Confl. Bikes (#/hr)			2			1	
Turn Type	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6		5	5	5	
Permitted Phases							
Actuated Green, G (s)	24.1	24.1			16.9	16.9	
Effective Green, g (s)	24.1	24.1			16.9	16.9	
Actuated g/C Ratio	0.19	0.19			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)	331	290			457	195	
v/s Ratio Prot	c0.19	0.10			c0.11	0.02	
v/s Ratio Perm							
v/c Ratio	0.99	0.51			0.78	0.11	
Uniform Delay, d1	49.7	44.5			51.6	46.8	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	48.0	6.4			8.2	0.2	
Delay (s)	97.7	50.9			59.8	47.0	
Level of Service	F	D			E	D	
Approach Delay (s)	71.9				55.8		
Approach LOS	E				E		
Intersection Summary							

APPENDIX J

ITE Article

An empirical study of five limited-service hotels (“hotels”) located in South Florida, USA was performed to measure actual parking demand. This study is based on 35 total field-data-collection observations, seven different observations for each hotel, one for each day of the week, all performed at or near the 1 a.m. peak hour of occupancy for hotel guest rooms (all times are Eastern Standard Time). Following is a summary of key findings and conclusions:

- Based on **Total Number of Hotel Guest Rooms (Occupied Rooms Plus Vacant Rooms)**:
 - The 35 field data observations range from a low of 0.05 to a high of 0.76 parked cars per hotel guest room.
 - The 50th percentile (median) and mean observations are 0.39 and 0.38 parked cars per hotel guest room, respectively.
 - The 85th percentile observation, the industry standard for informing parking supply recommendations for hotels, is 0.58 parked cars per guest room. The 95th percentile observation, which exceeds the industry standard for hotel parking supply recommendations, is 0.67 parked cars per guest room.
- The hotel room occupancies averaged 84 percent for 27 studies (5 hotels x 7 days, less 8 occupancies that hotel operators were unwilling to provide), exceeding the U.S. national average of 66.2 percent occupancy.¹
- Based on **Number of Occupied Hotel Guest Rooms**:
 - The 27 field data observations range from a low of 0.09 to a high of 1.05 parked cars per occupied hotel guest room.
 - The 50th percentile (median) and mean observations are 0.45 and 0.51 parked cars per occupied hotel guest room, respectively.
 - The 85th percentile observation, the industry standard for informing parking supply recommendations for hotels, is 0.70 parked cars per occupied hotel guest room. The 95th percentile observation, which exceeds the industry standard for hotel parking supply recommendations, is 0.88 parked cars per occupied hotel guest room.
- Many communities require one parking space for every built hotel guest room. This study demonstrates that for some locations, this standard could be excessive. Therefore, communities are encouraged to consider relaxing the standard, to acknowledge that ride-hailing companies, such as Uber and Lyft, have decreased hotel parking demand.

Study Purpose

Hotel development continues in response to our increasingly mobile society and the need for temporary lodging associated with business and pleasure travel. One challenge for planners is to properly determine limited-service hotel parking needs in the absence of significant data and to consider the impacts of ride-app services such as Uber and Lyft. In response to this challenge, Walker Consultants (Walker) conducted a study documenting the parking requirements of limited-service hotels in a specific geographic market. A major component of this study includes new primary research.

This study is important to planners and developers of limited-service hotels because prior to this study, there was limited published data regarding parking requirements for this land use type. Many area and U.S. municipalities commonly require one parking space for each hotel guest room per their local zoning ordinance—in many cases, this requirement is excessive.

The following are the objectives of this research project:

- To identify and reference industry standards for limited-service hotel parking requirements;
- To create a database of limited-service hotel peak hour parking generation ratios that is based on the number of parking spaces needed per hotel guest room, the variable most commonly referenced by municipal codes; and
- To summarize findings by mean, median, and 85th percentile values.

Meeting these objectives provides information useful to planners in right-sizing limited-service hotel parking capacity.

TNC Impacts on Hotel Parking Demand

Transportation network companies (TNCs), sometimes referred to as ride-apps or ride-hailing companies like Uber and Lyft, have and are continuing to change peoples’ transportation habits and are materially reducing parking demand for some land uses including hotels, restaurants, event centers, and airports.

For business travelers, including those requiring hotel guest rooms, depending on location, TNCs are becoming or have become a preferred ground transportation option in lieu of taxis and rental cars, thus reducing hotel parking demand. As a consequence of TNCs, car rental companies such as Hertz and Avis have experienced a reduction in their revenues over the last several years.²

Travel and expense management service provider Certify found that of the three ground transportation segments for business expense reimbursement—ride-hailing, rental cars, and taxis—the share of Uber and Lyft combined, reached 71 percent of the ground transportation share in Q1 2018.³

Professional experience, which includes multiple conversations with hotel parking operators and published reports, confirms that hotel parking demand has decreased as a result of increased usage of TNCs.⁴

Types of Hotels

There are reportedly 55,900+ hotel properties in the United States, representing more than 5.3 million hotel guest rooms.⁵ Not all hotels are created equal. There are many different kinds and types of hotels, and the term “hotel” really does not accurately depict the scope, breadth, or depth of activities that take place. The following is an attempt at classifying various types of hotels:⁶

- Size (number of rooms) – under 50, 50 up to 150, 150 to 299, 300 to 600, and more than 600 rooms;
- Location – airport, casino, city center, suburban, and resort;
- Level of service – economy/limited, mid-level, and luxury service;
- Market and function – airport, all-inclusive, bed and breakfast, business, boutique, casino, conference center, convention center, extended-stay, leisure, resort, suite, and timeshare and condominium;
- Ownership and affiliation – chain with a brand affiliation and independent;
- Amenities – accessibility, airport, beach, casino, city center, childcare, fitness club, golf, pool, ski, spa, tennis, and weddings;
- Industry standards – AAA Diamond Rating, Trip Advisor Traveler’s Choice, etc.; and
- Brand standards – Aloft, Element, Four Points by Sheraton, Le Meridien, Sheraton, St. Regis.

Methodology

This study focuses on limited-service hotels ranging in size from 151 to 233 hotel guest rooms in a suburban location in northern Miami-Dade and southern Broward Counties, Florida, about 13 miles (21 kilometers [km]) south of the Fort Lauderdale-Hollywood International Airport and 19 miles (30.5 km) northeast of

Miami International Airport. Additionally, the closest Tri-Rail Station is the Golden Glades Station (5.6 miles [9 km] or 12 minutes). Properties were studied in this geographic area and hotel type in response to a developer’s proposal to build a similar property in this area.

To complete our primary research, we performed the following steps:

- Researched and summarized industry-standard base ratios for hotel parking generation
- Researched the following variables for each hotel:
 - Freestanding location dedicated exclusively to hotel use and very unlikely to experience parking-related encroachments from adjacent land uses and very unlikely that a portion of the hotel’s parking needs were being met off site
 - City, state, and zip code
 - Number of hotel guest rooms
 - Parking space supply
- Counted the number of parked vehicles during the typical peak time of a weekday
- Determined the number of vehicles counted at typical peak hour of parking occupancy
- Summarized, by occupied spaces per hotel guest room, the mean, median, and 85th percentile
- Developed recommendation regarding the number of spaces to be provided by limited-service hotels for the subject location

Internet searches were conducted to identify freestanding limited-service hotels for study. For purposes of this study, a limited-service hotel is one that is likely a two- or three-star hotel offering very little in the way of personal services. For example, there would be no doorman, bellhops, or concierge; typically, as staffing is limited. The limited-service hotels studied have little to no meeting room space or sit-down, full-service restaurants that would attract outside diners, and these are not located on golf courses or the beach. Food service provided by the limited-service hotels is limited to a small food pantry that offers items for sale on a retail basis, complimentary breakfast for hotel guests, and perhaps a limited-menu, order-at-the-counter restaurant.

Note that the fifth edition of ITE’s *Parking Generation Manual* includes Hotel Land Use Category (LUC) 310 and Business Hotel LUC 312. The properties surveyed for this study do not fall within LUC 310 because of the limited service nature of the properties; no significant convention center or meeting space is included at the properties surveyed for this study, nor is there a full-service, sit-down restaurant. Additionally, unlike the surveyed hotels, LUC 312 Business Hotels includes some hotels with full-service, sit-down restaurants. Therefore, ITE may want to consider creating a new category of lodging for a limited-service hotel that provide very little to no meeting room space or sit-down, full-service restaurants;

without these amenities, a hotel property typically generates parking demand that is limited to hotel guest room occupants and a few hotel employees, and excludes parking demand associated with those accessing meeting rooms and restaurant space without lodging at the hotel.

Secondary Research

The following is a summary of several published sources that were reviewed for purposes of documenting hotel parking requirements within the parking consulting and transportation planning professions:

- The third edition of *Shared Parking*, a joint publication of the International Council of Shopping Centers, the National Parking Association, and the Urban Land Institute, presents a base parking generation rate of 1.15 parking spaces per hotel guest room and this ratio is separated into two components, 1.0 spaces per hotel guest room for guest parking and 0.15 spaces per hotel guest room for hotel employee parking. These base ratios apply to the hotel guest room component for all hotel types including business,

leisure, and convention center hotels, irrespective of location. These base rates are then adjusted downward to account for month of year, time of day, non-captive, and driving ratio adjustments.

- The fifth edition of the *ITE Parking Generation Manual* documents the following parking generation rates for hotels and business hotels:

Hotel Type		Hotel	Business Hotel
ITE Land Use Code		310	312
Peak Period (EST)		11 p.m. – 8 a.m.	10 p.m. – 7 a.m.
No. of Studies		22	11
Avg. No. of Rooms		321	125
No. of Parked Cars/Guest Room	Average Rate	0.74	0.72
	Range	0.43-1.47	0.55-0.85
	85th Percentile	0.99	0.83

These industry standards can be assumed to inform the one space per hotel guest room parking requirement that is so common with many municipal zoning ordinances.

ITE Transportation Transforms Communities Video Challenge

Enter Now! Submission Portal Closes May 1, 2021

ITE is seeking short-cut videos (two-minutes max) celebrating the theme: Transportation Transforms Communities. Work with a team (one member of a team must be an ITE member) or on your own to get creative *and* get people excited about the transportation profession!

The challenge is to create an original video that

- Showcases the many exciting facets of transportation; and
- Highlights ways in which transportation positively affects our communities.

ITE members will vote on submissions during May 2021.

The winning video will be shown during the Opening Session at the Joint ITE International and Mountain and Western Districts Annual Meeting and Exhibition in July 2021. Recognition will also be provided to the 2nd and 3rd place videos.

The submission portal opens February 1, 2021, and entries must be received by **May 1, 2021**.

Submit Your Videos at
<https://itechallenge.secure-platform.com/a>

Questions?
Email **Bridget Wendling**
at bwending@ite.org

For more information
and for inspiration, visit
www.ite.org/video-challenge.

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Field Data Collection Results

To present an empirical case for an opportunity of less than one parking space per hotel guest room, parking-space occupancy data was collected at five existing limited-service hotel properties in Aventura (four hotels) and Hallandale Beach (one hotel) to ascertain parking occupancies and parking demand ratios. Properties were selected based on the experience of the consulting team with an aim to select properties that did not share parking with adjacent land uses and vice versa; the intent is to collect “clean” data that is exclusive to the hotels studied and unencumbered by unrelated properties.

Walker recorded parking space inventory and occupancies, as well as total room counts and room occupancies for multiple survey days, specifically targeting overnight parking-space occupancy rates during each night of the week. As a result, Walker performed 35 total observations over the seven survey days, which were as follows:

- September 21, 2019 (Friday night);
- December 29, 2019 (Saturday night);
- December 30, 2019 (Sunday night);
- February 4, 2020 (Monday night);
- February 5, 2020 (Tuesday night);
- February 6, 2020 (Wednesday night); and
- February 7, 2020 (Thursday night).

Vehicles were surveyed across the overnight hours (between 12:45 a.m. to 2:15 a.m.) to ensure that cars counted were hotel-use only and not impacted by other land uses, and to also reflect a typical peak-hour parking occupancy rate for hotel guest rooms. Room occupancies (%) were sought by phone and in-person site visits. The hotel-guest-room occupancy data is provided as supplemental data and does not influence the observed demand ratios.

The data collected is plotted in Figure 1. The X-axis represents the seven days of the week, one representing each day of the data collection dates. The Y-axis is the number of parked cars observed around the 1 a.m. hour per hotel guest room, for each of the five hotels.

As shown in Figure 1, the data points range from a low of 0.05 to a high of 0.76 parked cars per hotel guest room. As can be seen, 25 of the 35 observations, or 71 percent, fall within the 0.20 to 0.50 band. Six data points are between 0.60 to 0.80 parked cars per hotel guest room and four data points are below 0.20 parked cars per hotel guest room.

The 50th percentile (median) observation is 0.39 parked cars per hotel guest room. The 85th percentile observation, the industry standard for informing parking supply recommendations, is 0.58 parked cars per hotel guest room. The 95th percentile observation, which exceeds the industry standard for parking supply recommendations, is 0.67 parked cars per hotel guest room.

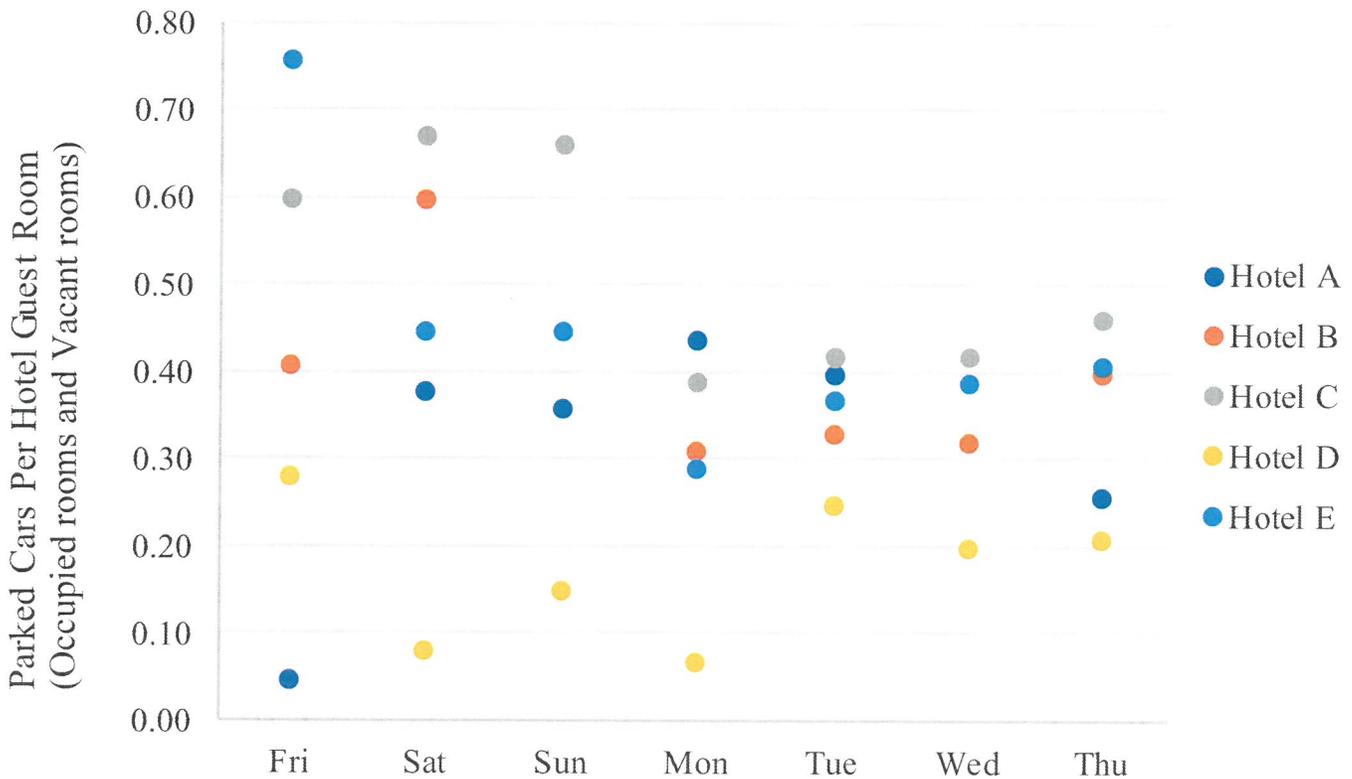


Figure 1. Observed Number of Parked Cars per Hotel Guest Room.

Appendix – Field Data Collection

		Hotel Property ID	Total Spaces	Occupied Spaces	Parking Occupancy %	Total Rooms	Room Occupancy %	Generation Rate
Table 1	Overnight Hotel Parking Occupancy Survey – ±1 a.m. on September 21, 2019 (Friday night)	Hotel A	163	8	5%	162	20%	0.05
		Hotel B	141	79	56%	191	48%	0.41
		Hotel C	129	90	70%	151	67%	0.60
		Hotel D	84	57	68%	207	68%	0.28
		Hotel E	220	176	80%	233	72%	0.76
Table 2	Overnight Hotel Parking Occupancy Survey – ±1 a.m. on December 29, 2019 (Saturday night)	Hotel A	163	61	37%	162	100%	0.38
		Hotel B	173	115	66%	191	95%	0.60
		Hotel C	129	101	78%	151	95%	0.67
		Hotel D	84	17	20%	207	96%	0.08
		Hotel E	220	106	48%	233	100%	0.45
Table 3	Overnight Hotel Parking Occupancy Survey – ±1 a.m. on December 30, 2019 (Sunday night)	Hotel A	163	59	36%	162	100%	0.36
		Hotel B	173	127	73%	191	95%	0.66
		Hotel C	129	100	78%	151	100%	0.66
		Hotel D	84	32	38%	207	98%	0.15
		Hotel E	220	104	47%	233	100%	0.45
Table 4	Overnight Hotel Parking Occupancy Survey – ±1 a.m. on February 4, 2019 (Monday night)	Hotel A	163	72	44%	162	83%	0.44
		Hotel B	141	60	43%	191	93%	0.31
		Hotel C	129	59	46%	151	100%	0.39
		Hotel D	84	15	18%	207	-	0.07
		Hotel E	220	68	31%	233	-	0.29
Table 5	Overnight Hotel Parking Occupancy Survey – ±1 a.m. on February 5, 2019 (Tuesday night)	Hotel A	163	64	39%	162	77%	0.40
		Hotel B	173	63	36%	191	77%	0.33
		Hotel C	129	63	49%	151	100%	0.42
		Hotel D	84	51	61%	207	-	0.25
		Hotel E	220	87	40%	233	-	0.37
Table 6	Overnight Hotel Parking Occupancy Survey – ±1 a.m. on February 6, 2019 (Wednesday night)	Hotel A	163	68	42%	162	65%	0.42
		Hotel B	173	62	36%	191	68%	0.32
		Hotel C	129	64	50%	151	100%	0.42
		Hotel D	84	41	49%	207	-	0.20
		Hotel E	220	91	41%	233	-	0.39
Table 7	Overnight Hotel Parking Occupancy Survey – ±1 a.m. on February 7, 2019 (Thursday night)	Hotel A	163	42	26%	162	61%	0.26
		Hotel B	173	77	45%	191	73%	0.40
		Hotel C	129	69	53%	151	87%	0.46
		Hotel D	84	44	52%	207	-	0.21
		Hotel E	220	96	44%	233	-	0.41

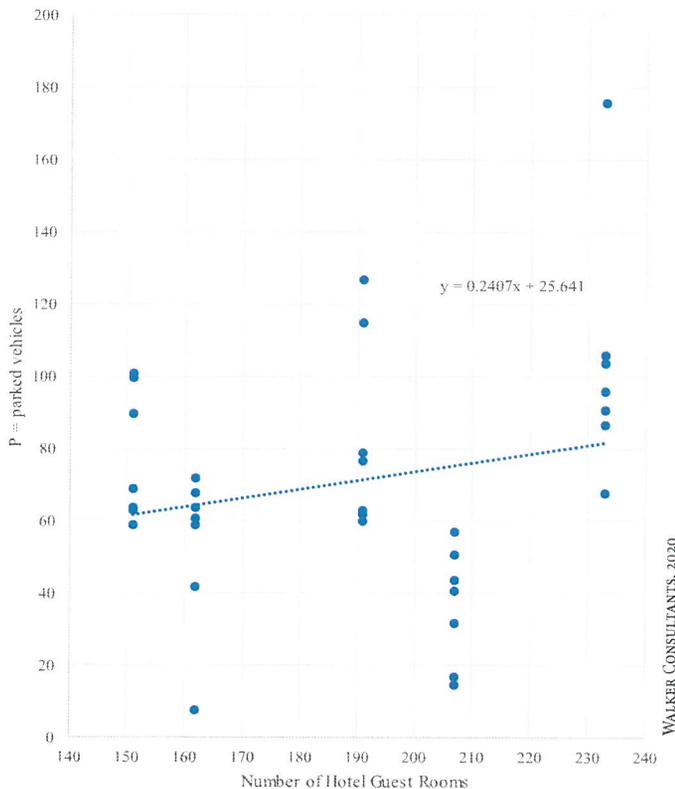
SOURCE: WALKER CONSULTANTS, 2019-2020

The hotel room occupancies averaged 84 percent for 27 studies (5 hotels x 7 days, less 8 occupancies that hotel operators were unwilling to provide), exceeding the U.S. national average of 66.2 percent occupancy.¹

Based on number of **occupied** hotel guest rooms, the 27 field data observations range from a low of 0.09 to a high of 1.05 parked cars per occupied hotel guest room. The 50th percentile (median) and mean observations are 0.45 and 0.51 parked cars per occupied hotel guest room, respectively. The 85th and 95th percentile observations are 0.70 and 0.88 parked cars per occupied guest room, respectively.

Data Limitations

This analysis is applicable for limited-service hotels in suburban locations. Ancillary hotel uses including conference and meeting room space, restaurants, spas, casinos, golf courses, etc. would be additive to the base ratios studied herein.



Peak hour parking spaces occupied per hotel guest room between 1 a.m. and 3 a.m. EST

Parking Generation Rates

Average Rate	Range of Rates	Standard Deviation	Number of Studies	Avg. Number of Guest Rooms
0.38	0.05 – 0.76	0.17	35	189

Figure 2. Data Plot and Statistical Summary.

The author has experience with hotel parking generation rates for other types of hotels located in city centers and other places including beachfront properties. Some city center properties have reportedly seen their parking demand drop to levels of 0.20 spaces per hotel guest room or lower.

Conclusions

Based upon the information gathered and the available data analyzed, the parking supply ratio for the limited-service hotel guest room component can potentially be reduced from the required one space per room to 0.58 spaces per room. Note that this is applicable for a suburban location and that the increased reliance on ride-apps such as Uber and Lyft have decreased on-site demand for parking spaces. Other studies are encouraged and documented to build on this research and to inform a more fully-developed view of this topic. **itej**

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For the last three decades, **John Dorsett, AICP**, senior vice president and managing director of Walker Consultants' parking and mobility planning, operations, and technology practice, has successfully delivered or led the delivery of thousands of consulting engagements for architects, airports, hospitals, municipalities, real estate developers and universities located in all 50 U.S. states and several foreign countries. Consulting engagements have helped improve quality of life and users' experiences, minimized project waste, and saved developers millions of dollars through right-sizing parking capacity, and supported the financing of billions of dollars in real estate development projects.

APPENDIX K

Valet Analysis

The Wilton – Valet Operations
Queuing Analysis based on ITE Procedures

$$q = 32 \text{ veh/hr (demand rate)}$$

$$Q = 18.0 \text{ veh/hr (service rate @ 205 sec/veh)}$$

$$p = \frac{q}{NQ} = 0.444 \text{ (**N = 4 valet attendants**)}$$

$$Q_M = 0.1276 \text{ (for } N = 4)$$

Using Acceptable Probability of 1% (99% Confidence Level)

$$M = \left(\frac{\ln(x > M) - \ln(Q_M)}{\ln(p)} \right) - 1$$

$$M = \left(\frac{\ln(0.01) - \ln(0.1276)}{\ln(0.4444)} \right) - 1$$

$$M = \left(\frac{-4.6052 - (-2.0589)}{-0.8119} \right) - 1$$

$$M = 3.1396 - 1 = 2.1396 \text{ vehicles}$$

or, 3 vehicles

- (1) Ticket processing time = **30 sec.** + vehicle travel time to furthest point (750') = **51 sec** + mechanical lift = **60 sec.** + attendant return (375') = **64 sec.** for a total of **205 seconds.**