

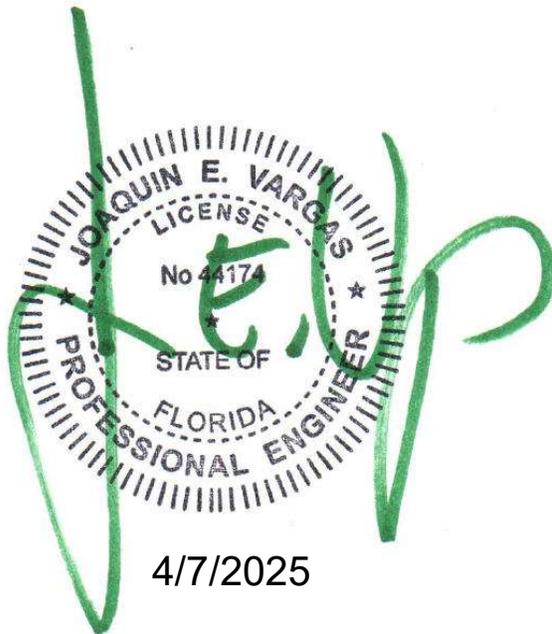


Wilton Manors Townhomes

1550 NE 26th Street
Wilton Manors, Florida 33305

prepared for:
Lennar Homes, LLC

traffic study



4/7/2025

TRAFTECH
ENGINEERING, INC.

April 2025

April 7, 2025

Ms. Lilibeth Hauck – Land Analyst
Lennar Homes, LLC
Southeast Florida Division
5505 Waterford District Drive, 5th Floor
Miami, Florida 33126

Re: 1550 NE 26th Street, Wilton Manors, Florida - Traffic Study

Dear Lili:

Traf Tech Engineering, Inc. has prepared this traffic study in connection with a proposed townhomes development planned to be located at 1550 NE 26th Street in the City of Wilton Manors, Broward County, Florida. The subject residential project will consist of 50 dwelling units. Access to the site is provided via two full-access driveways, one on NE 16th Avenue and another on NE 24th Street. No restrictions are imposed on the two access driveways (left and right turns are allowed entering and exiting). The proposed site plan for the 1550 NE 26th Street project is contained in Attachment A.

This traffic document addresses the following topics:

- Trip Generation and Trip Distribution
- Level of Service (Links and Intersections)
- Parking Description
- Queuing Analysis at Entry Gates
- Maneuverability Analysis
- Multimodal
- Traffic Control Plan
- Need for Turning Lanes

Trip Generation and Trip Distribution

A trip generation analysis was performed for the site using the trip generation equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (11th Edition)*. The trip generation analyses were undertaken for daily, AM peak hour, and PM peak hour conditions. According to ITE's *Trip Generation Manual (11th Edition)*, the trip generation equations used for the analyses are presented on the following page:

Single-Family Attached Housing (ITE Land Use 215) – Proposed Use

Daily Trips

$T = 7.62 (X) - 50.48$

Where T = average daily vehicle trip ends and X = number of units

AM Peak Hour

$T = 0.52 (X) - 5.70$ with 31% inbound and 69% outbound

Where T = AM peak hour trip ends and X = number of units

PM Peak Hour

$T = 0.60 (X) - 3.93$ with 57% inbound and 43% outbound

Where T = PM peak hour trip ends and X = number of units

Using the above-listed trip generation equations from the ITE document, a trip generation analysis was undertaken for the 1550 NE 26th Street project. The results of this effort are documented in Table 1. As shown in the table, the 50-unit residential development is projected to generate approximately 331 daily trips, approximately 21 AM peak hour trips (7 inbound and 14 outbound) and approximately 27 trips during the typical afternoon peak hour (15 inbound and 12 outbound). Trip generation equations published by ITE are included in Attachment B.

TABLE 1 Wilton Manor Lennar Trip Generation Summary								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Proposed Land Use								
Residential (LUC 215)	50 units	331	21	7	14	27	15	12
External Trips	50 units	331	21	7	14	27	15	12

Source: ITE Trip Generation Manual (11th Edition)

The trip distribution and traffic assignment for the project's peak hour trips were based on SERPM Model runs provided by Kimley-Horn and Associates, Inc. for a nearby project. The 2015 and 2045 model runs were used to interpolate for the anticipated buildout year of 2027 for the 1550 NE 26th Street project. The results of the model runs, and the interpolation analyses are contained in Attachment C, and are summarized below for the year 2027.

- 48% to and from the north via Dixie Highway, north of NE 26th Street
- 1% to and from the north via NE 16th Avenue
- 18% to and from the south via Dixie Highway
- 15% to and from the south via NE 15th Avenue
- 15% to and from the east via NE 26th Street, towards US 1

- 2% to and from the west via NE 26th Street, west of Dixie Highway
 - 1% to and from the southwest via Wilton Drive, south of NE 26th Street
- 100%

Level of Service and Traffic Impacts

The current daily and PM peak hour traffic conditions along NE 26th Street (Dixie Highway to Federal Highway) were assessed. The current level of service of this roadway segment is documented in Tables 2 and 3.

TABLE 2 1550 NE 26th Street Existing Traffic Conditions (Daily Volumes)							
Roadway	From	To	Number of Lanes	Roadway Capacity	Current Daily Volume	Level of Service	
						Adopted	Current
NE 26 Street	E of Dixie Hwy	US 1	4	29,160	17,500	D	D
<i>Source: Broward County Metropolitan Planning Organization</i>							

TABLE 3 1550 NE 26th Street Existing Traffic Conditions (PM Peak Hour Volumes)							
Roadway	From	To	Number of Lanes	Roadway Capacity	Current Peak Hour Volume	Level of Service	
						Adopted	Current
NE 26 Street	E of Dixie Hwy	US 1	4	2,628	1,663	D	D
<i>Source: Broward County Metropolitan Planning Organization</i>							

Tables 4 and 5 document the projected traffic impact created by the proposed project on the surrounding street system. As illustrated in Tables 4 and 5, The proposed project is projected to have a de-minimus (less than one percent of the roadway link's capacity) traffic impact to the surrounding street system.

TABLE 4 1550 NE 26th Street Project Impacts (Daily Volumes)								
Roadway	From	To	Number of Lanes	Roadway Capacity	Project Traffic = 331		Project Impacts	
					Percent	Trips	% of Cap.	Significant
NE 26 Street	E of Dixie Hwy	US 1	4	29,160	51%	169	0.6%	No
<i>Source: Broward County Metropolitan Planning Organization</i>								

TABLE 5 1550 NE 26th Street Project Impacts (PM Peak Hour Volumes)								
Roadway	From	To	Number of Lanes	Roadway Capacity	Project Traffic = 27		Project Impacts	
					Percent	Trips	% of Cap.	Significant
NE 26 Street	E of Dixie Hwy	US 1	4	2,628	51%	14	0.5%	No
<i>Source: Broward County Metropolitan Planning Organization</i>								

NOTE: Significant is defined as project impacts equal or greater than 3% of the roadways Capacity.

Intersections and Driveway Level of Service

A total of six intersections and the two project driveways were evaluated. Intersection turning movement counts were recorded at the following intersections:

1. NE 15th Avenue & NE 26th Street
2. NE 16th Avenue & NE 26th Street
3. NE 16th Avenue & NE 25th Street
4. NE 15th Avenue & NE 24th Street
5. NE 16th Avenue & NE 24th Street
6. Wilton Drive/Dixie Highway & NW 26th Street

The above traffic counts were recorded on Thursday, January 16, 2025 and Thursday, November 14, 2024. The traffic counts were adjusted to peak season conditions using FDOT peak season adjustment factors. The traffic counts are included in Attachment C. The signal timing plans for the signalized intersections were obtained from Broward County Traffic Engineering Division and are also included in Attachment C.

For the future conditions analyses, background and total traffic volumes were developed for the anticipated buildout year of 2027. The background traffic includes peak season adjustments and traffic growth based on historical traffic data and growth from the FSUTMS - SERPM model (refer to Attachment D). As indicated in the growth analysis presented in Attachment D, the most conservative growth rate of 0.7% was used for this study. The future traffic volumes are presented in tabular format in Attachment E.

To determine the impacts created to the study intersections and the project driveways, capacity/level of service analyses were undertaken using the SYNCHRO software. The results of the capacity/level of service analyses are presented in Table 6. As summarized in Table 6, all intersection and the projects driveways are projected to operate at an acceptable level of service, except for the intersection of Wilton Drive/Dixie Highway and NE 26 Street during the PM peak period. This intersection is currently failing and is expected to fail during future conditions with and without the proposed project in place. The 1550 NE 26th Street project will have negligible impacts to the intersection of Wilton Drive/Dixie Highway and NE 26th Street (less than 1.0 seconds of additional delay created by the 50-unit development). The results of the SYNCHRO analyses are contained in Attachment F.

TABLE 6
Level of Service Analyses
1550 NE 26th Street

Intersection	Time Period	EASTBOUND		WESTBOUND		NORTHBOUND		SOUTHBOUND		NORTHEASTBOUND		Intersection	
		Approach		Approach		Approach		Approach		Approach		LOS	Delay
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay		
101: NE 15 Avenue & NE 26 Street/NE 26 St	AM	B/B/B	17.9/18.1/18.1	B/B/B	15.1/15.2/15.3	B/B/B	16.6/16.6/16.6	B/B/B	18.4/18.4/18.4			B/B/B	17.1/17.1/17.2
	PM	C/C/C	20.3/20.6/20.7	B/B/B	17.2/17.3/17.4	B/B/B	18.5/18.6/18.6	C/C/C	22.0/22.1/22.1			B/B/B	19.0/19.2/19.2
102: NE 16 Avenue & NE 26 St/NE 26 Street	AM					B/B/B	10.60/10.64/11.06						
	PM					B/B/B	11.26/11.32/11.67						
103: NE 16 Avenue & NE 25 Street*	AM	A	8.19	A/A/A	8.14/8.14/8.15								
	PM	A	8.84	A/A/A	8.12/8.12/8.13								
104: NE 24 Street & NE 15 Avenue	AM	B/B/B	12.49/12.56/12.66	B/B/B	12.21/12.36/12.64								
	PM	C/C/C	17.9/18.4/18.82	C/C/C	15.68/15.96/16.5								
105: NE 24 Street & NE 16 Avenue	AM					A/A/A	9.16/9.16/9.2	A/A/A	8.1/8.1/8.1				
	PM					A/A/A	9.0/9.01/9.04	A/A/A	8.6/8.6/8.6				
106: Wilton Drive & N. Dixie Highway & NE 26 Street	AM	E/E/E	59.8/60.1/60.1	D/D/D	54.1/54.5/54.5	E/E/E	57.1/57.6/57.6	D/D/D	49.2/50.6/51.2	D/D/D	52.1/52.5/52.5	D/D/D	52.5/53.2/53.4
	PM	E/E/E	66.0/66.1/66.1	E/E/E	70.0/72.8/72.7	E/E/E	66.4/66.8/66.8	E/E/E	63.4/65.7/66.4	E/E/E	61.6/61.9/61.9	E/E/E	65.8/67.5/67.6
201: NE 24 Street & Driveway								A	8.12				
								A	8.17				

SOURCE: SYNCHRO. LEGEND: Existing/Background/Future

* Future Conditions: 4-Legged intersection

Table 7 provides a summary of the 95th percentile vehicle queues at bays impacted by the proposed project trips (turn bays are highlighted in yellow). As shown in the table, none of the queues exceed the length of the existing turn bays, except for the southbound left-turn (SBL) bay at the intersection of Wilton Drive/Dixie Highway and NE 26th Street. However, both existing and background queues already extend beyond the length of the existing turn bay, indicating background failures. With the proposed project in place, future queues are projected to increase by eight (8) feet during the AM peak hour and by 19 feet during the PM peak hour. These queues are considered to have minimal impact, as the maximum length is approximately one (1) vehicle.

Please note that the intersections of NE 15th Avenue/NE 24th Street, NE 16th Avenue/NE 24th Street, NE 16th Avenue/NE 25th Street do not include turn bays and are not affected by the proposed project trips.

TABLE 7 95th Percentile Queue 1550 NE 26th Street																
101: NE 15 Ave & NE 26 St/NE 26 St	Scenario	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
		Turn Bay Length (ft)	250			120			150		150	100		200		
	Existing Queue	AM	24	168		51	85		75	87	31	53	155	0		
	Length 95th (ft)	PM	29	174		99	211		107	151	46	54	190	1		
	Background Queue	AM	24	172		51	86		77	88	33	53	157	0		
	Length 95th (ft)	PM	29	178		101	216		109	154	46	55	196	2		
	Future Queue Length	AM	24	173		51	89		77	89	33	54	157	0		
	95th (ft)	PM	29	181		101	218		110	154	46	55	196	2		
102: NE 16 Ave & NE 26 St/NE 26 St	Scenario	Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT								
		Turn Bay Length (ft)						TWLT								
	Existing 95th %tile	AM		0.1	-	-	0	-								
	Q(veh)	PM		0.1	-	-	0	-								
	Background 95th %tile	AM		0.1	-	-	0	-								
	Q(veh)	PM		0.1	-	-	0	-								
	Future 95th %tile	AM		0.2	-	-	0	-								
	Q(veh)	PM		0.1	-	-	0	-								
106: Wilton Dr & N. Dixie Hwy & NE 26 St	Scenario	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET
		Turn Bay Length (ft)										200				
	Existing Queue	AM		41		207	238	82		241		#554	355	167	305	192
	Length 95th (ft)	PM		208		#468	#536	105		268		#450	#576	273	210	74
	Background Queue	AM		41		208	242	82		245		#568	#367	172	308	204
	Length 95th (ft)	PM		212		#482	#551	112		274		#463	#589	283	212	78
	Future Queue Length	AM		41		208	242	85		245		#576	#367	172	308	204
	95th (ft)	PM		212		#482	#551	114		274		#482	#589	283	212	78

Turn bay affected by project trips
 # 95th percentile volume exceeds capacity, queue may be longer

Parking Requirements vs Parking Provided

Per City of Wilton Manors Land Development Regulations, the 50 residential units require 2.7 parking spaces per unit, or 135 parking stalls. Additionally, visitors require 10% of required spaces or 14 parking stalls. Therefore, the total number of parking spaces required for the proposed project is 149 parking spaces.

As shown in the site plan in Attachment A, 149 parking spaces are provided.

Entry Gates and Queuing Analysis

As shown in the site plan included in Attachment A, the access driveways do not have gates to control access to the proposed development. Therefore, queuing analyses were not performed.

Maneuverability Analysis

Maneuverability analyses were prepared by the Civil Engineering firm and are included in Attachment A.

Transportation Control Measures

Travel Control Measures (TCM) establish policies and mechanisms to reduce automobile trips to and from designated facilities and encourage people to use public transportation, use bicycles and walk, use carpool, and find alternatives to the typical workday hours. TCM plans usually use several approaches to address all modes of transportation likely to be used to provide access to a facility such as single occupant driving, carpooling, transit, bicycling and walking. The goal of TCM plans is to increase the use of alternative modes to single occupant driving, i.e., to reduce the number of automobile trips to and from the facility and consequently, minimizing automobile traffic impacts on the street system.

Successful TCM plans not only address all modes of transportation but also use policies such as inducements for alternative modes, physical enhancements (bike lockers, preferential parking for carpools) and disincentives for automobile use.

Potential measures for each mode are addressed below.

Pedestrian Access

Walking not only reduces automobile trips and their contribution to congestion and emissions, but it also provides health benefits to the residents who use this mode of transportation. Sidewalks exist on both sides of NE 26th Street and both sides of NE 15th Avenue. In addition, the 1550 NE 26 Street project is proposing 6-foot sidewalks on the west side of NE 16th Avenue and on the north side of NE 24th Street, as shown in the site plan.

Bicycling

As shown in the site plan, bike areas are designated for bike racks.

Mass Transit

There are transit options for the proposed development. Transit includes route 20 traveling north-south along NE 15th Avenue and along NE 26th Street for east-west mobility.

Multimodal

As shown in the site plan, bicycle racks are provided within the site. Additionally, bus stops for Broward County Transit (BCT) route 20 are located along NE 15th Avenue, approximately 300 feet south of the project and along NE 26th Street, approximately 100 feet east of the site.

The two nearest roadways (NE 26th Street and NE 15th Avenue) to the project site do not provide bicycle lanes. The proposed project is not proposing bicycle improvements within the project's study area. However, if the City of Wilton Manors has anticipated bicycle improvements within the study area, the development team is receptive to discussing any possible contributions to such project.

Sidewalks are provided on both sides of NE 26th Street within the frontage of the project site. Safe pedestrian features (ramps, pedestrian signals with push buttons) are provided at the signalized intersection of NE 26th Street and NE 15th Avenue. The 1550 NE 26th Street project is proposing 6-foot sidewalks on the west side of NE 16th Avenue and on the north side of NE 24th Street, as shown in the site plan.

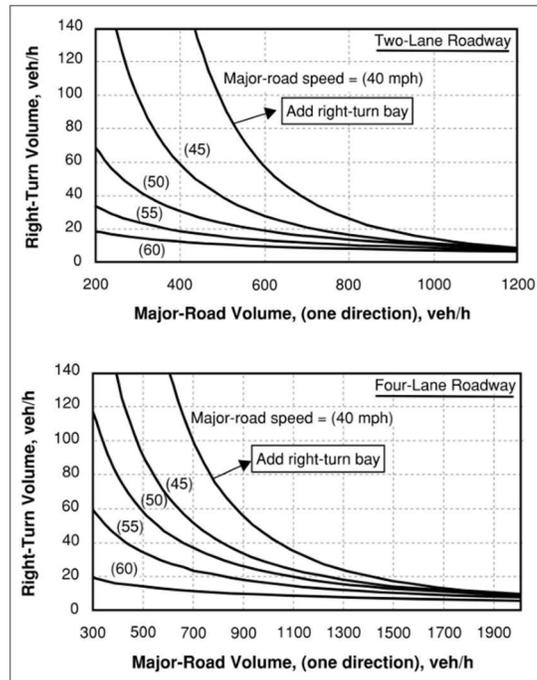
Turn Lane Evaluation

A turn lane analysis for the proposed access driveways was performed using FDOT guidance from the Access Management Guidebook, 2023, Chapter 6: Turn Lanes and U-Turns.

The Access Management Guidebook provides guidelines for two-lane and four-lane roadways based on the speed limit of the major roadway, major roadway approach volume, and how many right turns occur per hour. These recommendations are based on the research done in NCHRP Report 457, Evaluating Intersection Improvements: An Engineering Study Guide, Chapter 2 –

Add a Right-Turn Bay on the Major Road. Figure 74, from the Access Management handbook, was used for the evaluation of exclusive right-turn lanes

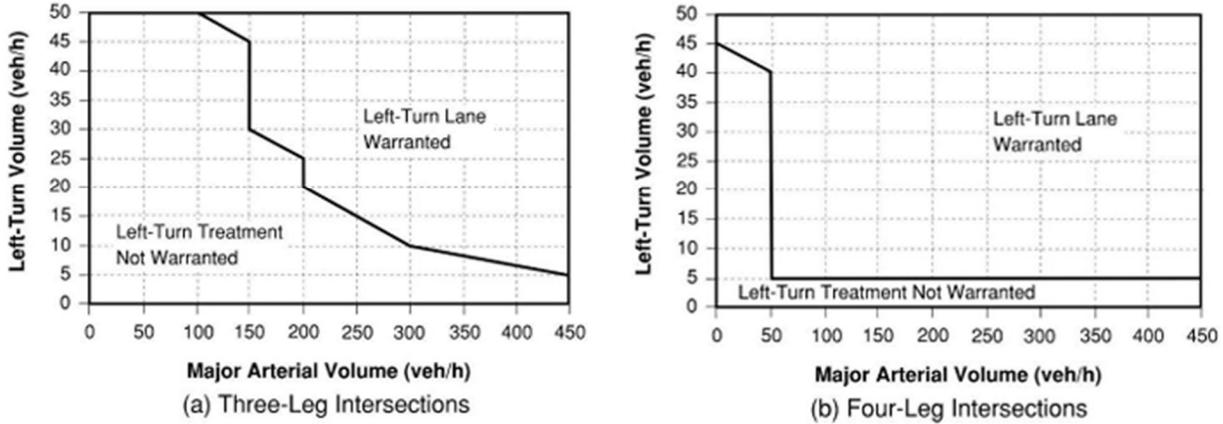
Figure 74 | Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway/Intersection



Source: NCHRP Report 457, TDOT Highway System Access Manual

Similarly, the need for exclusive left-turn lanes was based on the research done in NCHRP Report 745, Left-Turn Accommodations at Unsignalized Intersections. Figure 80 was used for the evaluation of left-turn lanes.

Figure 80 | Left-Turn Lane Warrants for Urban and Suburban Arterials



Based on the anticipated peak hour trips for the driveways at build-out conditions (refer to Figure 4), the following can be concluded as shown in Table 8, dedicated turn lanes are not warranted for this project.

Table 8 1550 NE 26th Street Need for Turning Lanes									
Location	Jurisdiction	Major Road Speed (mph)	# of Lanes	RT Volume (vph)**	Major Road Volume (one Direction) veh/hr **	RT Lane Required ?	LT Volume (vph)**	Major Arterial Volume (vph)**	LT Lane Required ?
NE 16th Avenue	City	25*	2	4AM/8PM	13 AM/29 PM	No	0AM/1PM	6AM/15PM	No
NE 24th Street	City	25	2	1AM/2PM	25AM/34PM	No	2AM/4PM	24AM/32PM	No

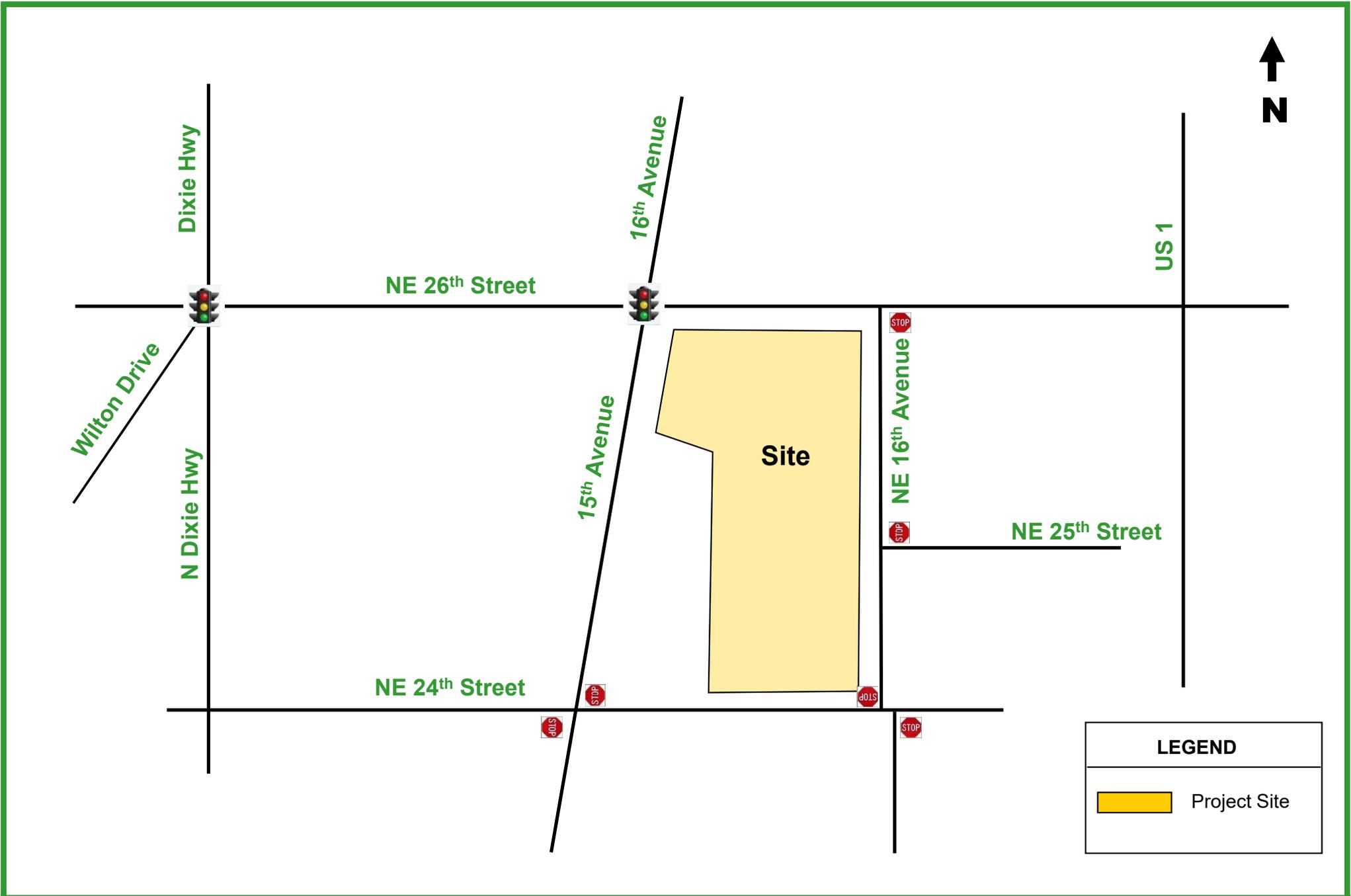
Source: FDOT 2023 Access Management Guidebook
 *No posted speed limit sign in the vicinity. Assumed 25 mph
 ** Volumes extracted from Figure 6

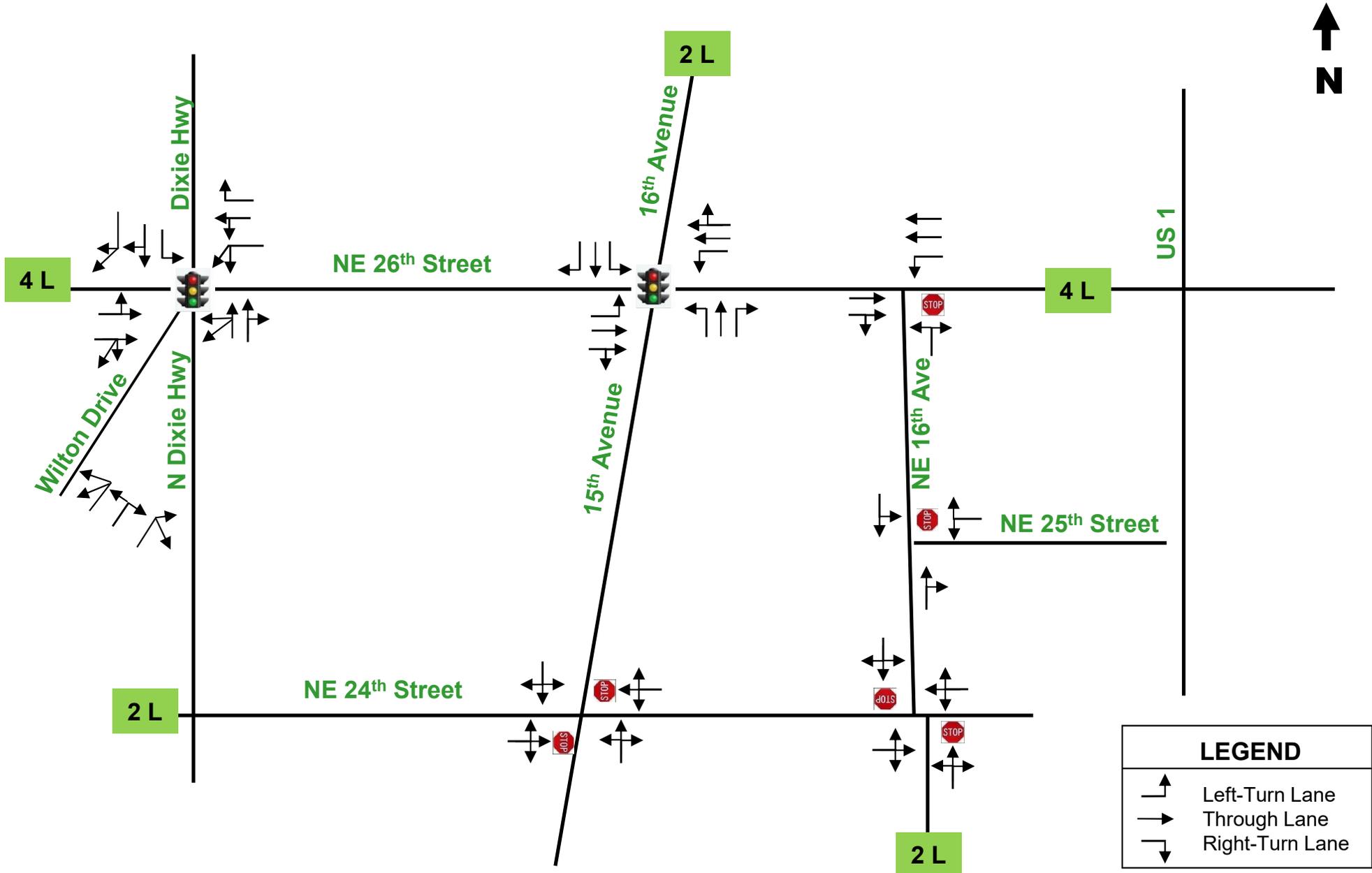
Please give me a call if you have any questions.

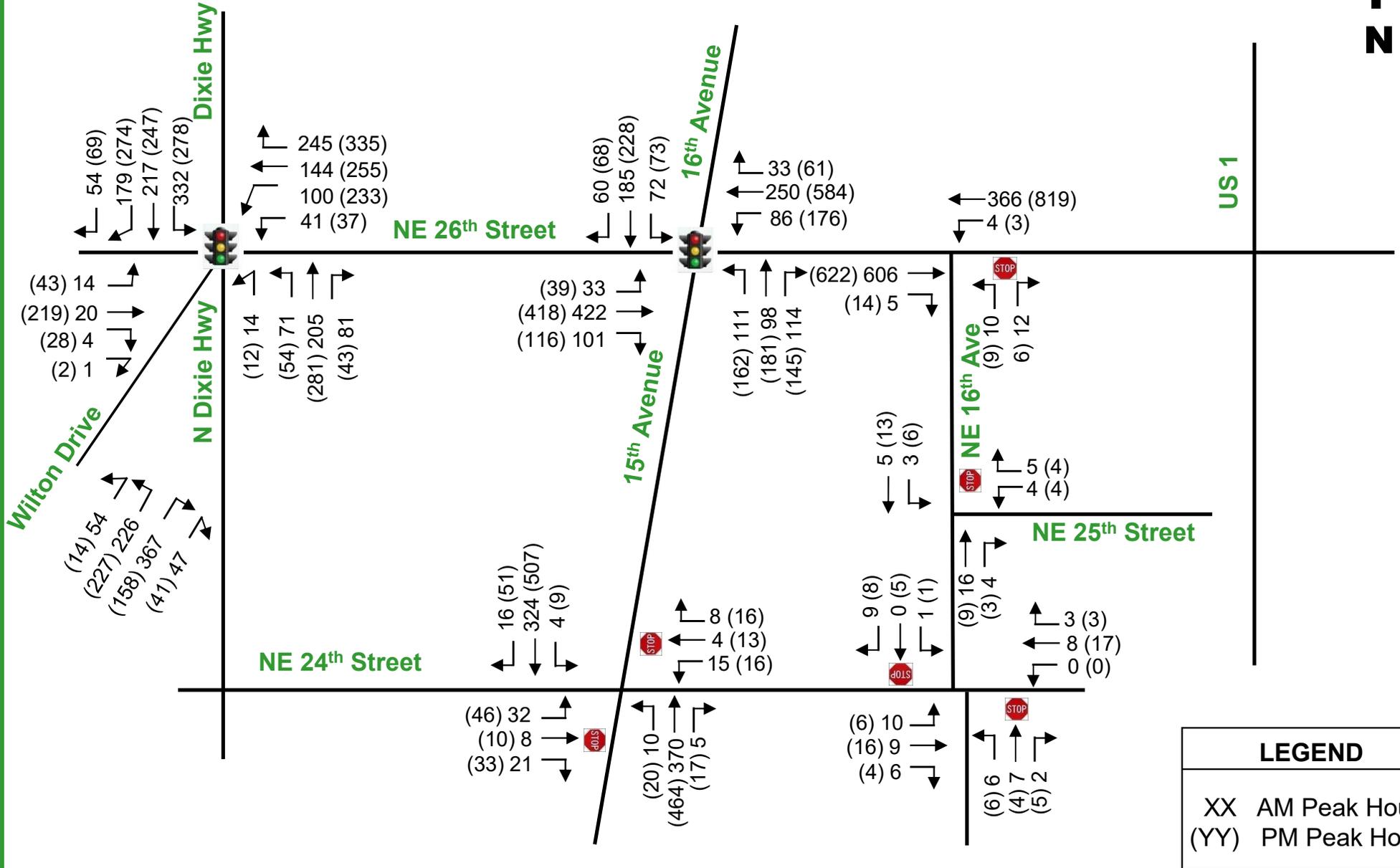
Sincerely,

TRAF TECH ENGINEERING, INC.

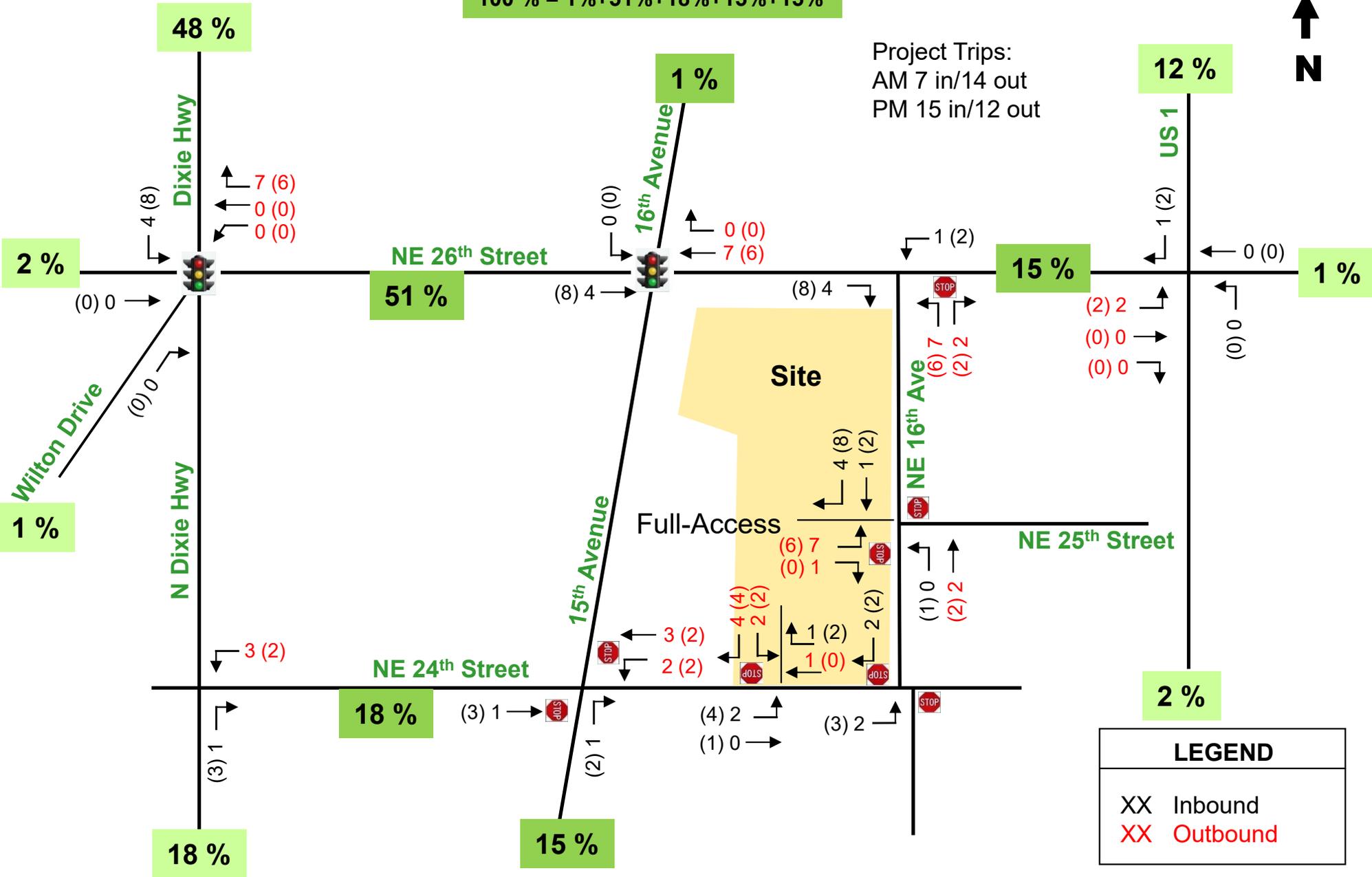
Joaquin E. Vargas, P.E.
Senior Transportation Engineer





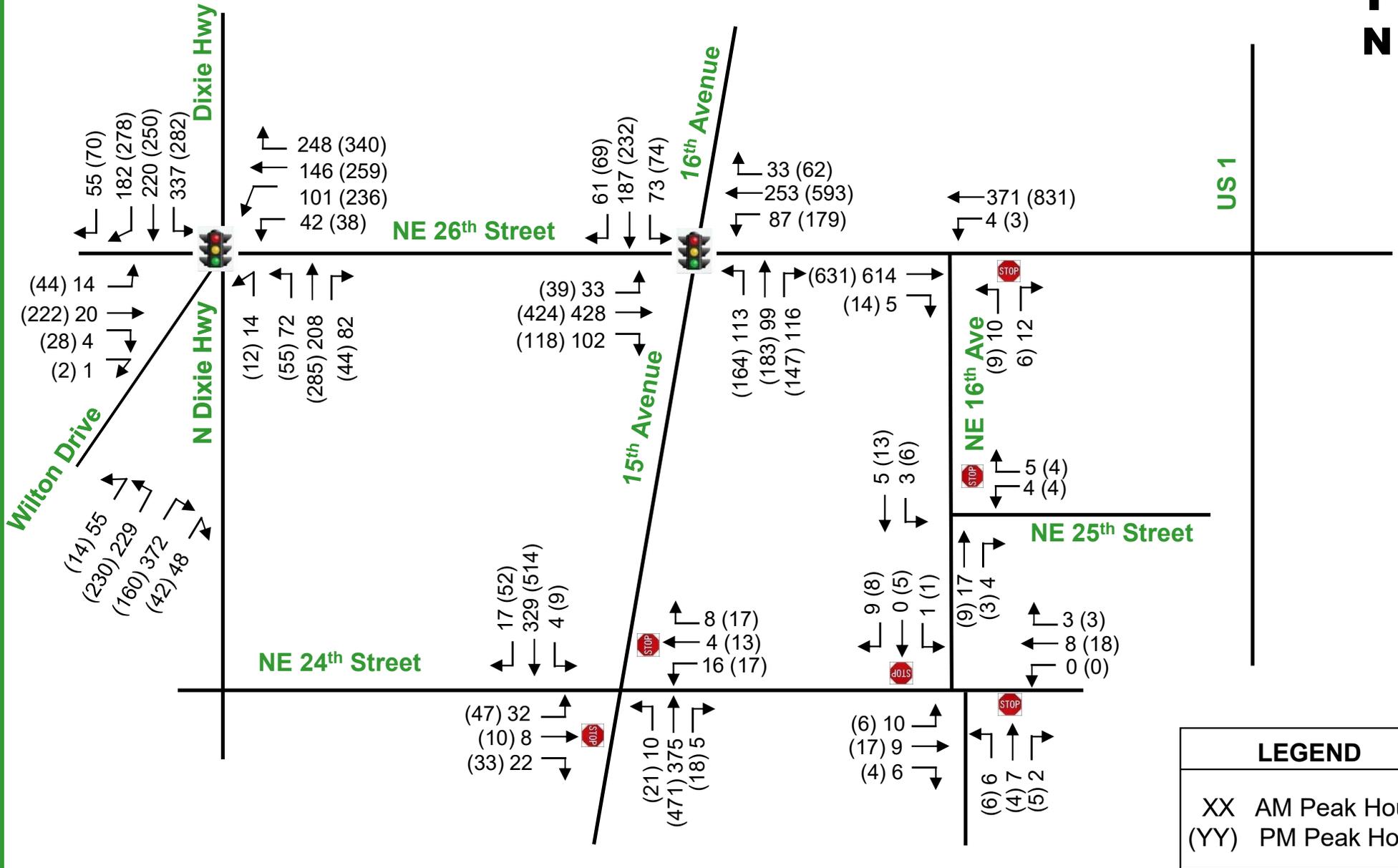


100 % = 1%+51%+18%+15%+15%



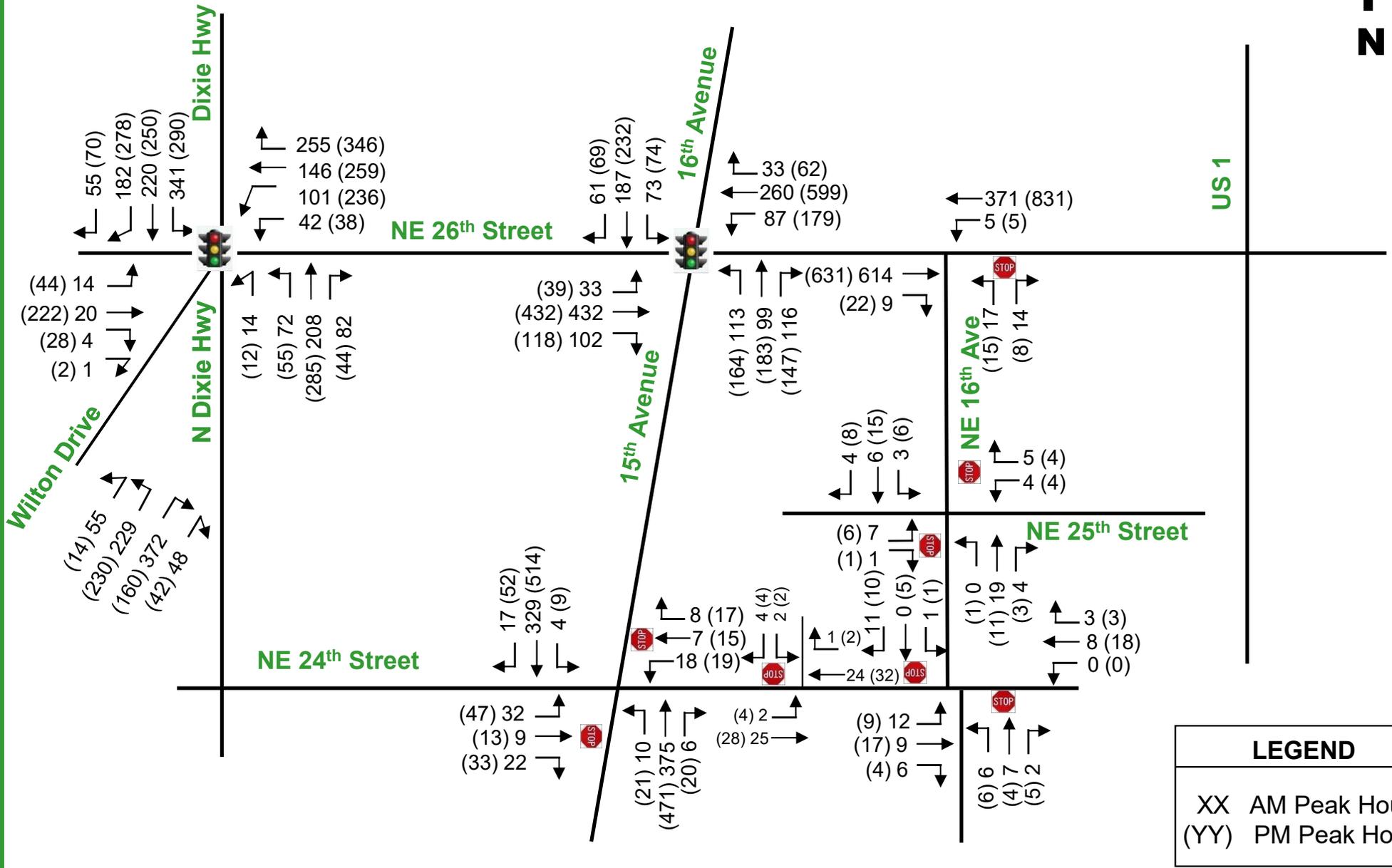
PROJECT TRIP DISTRIBUTION
(Based on SERPM Model Runs)

FIGURE 4
1550 NE 26 Street
Wilton Manors, Florida



**BACKGROUND TRAFFIC VOLUMES without Project Trips
(Year 2027 Peak Season)**

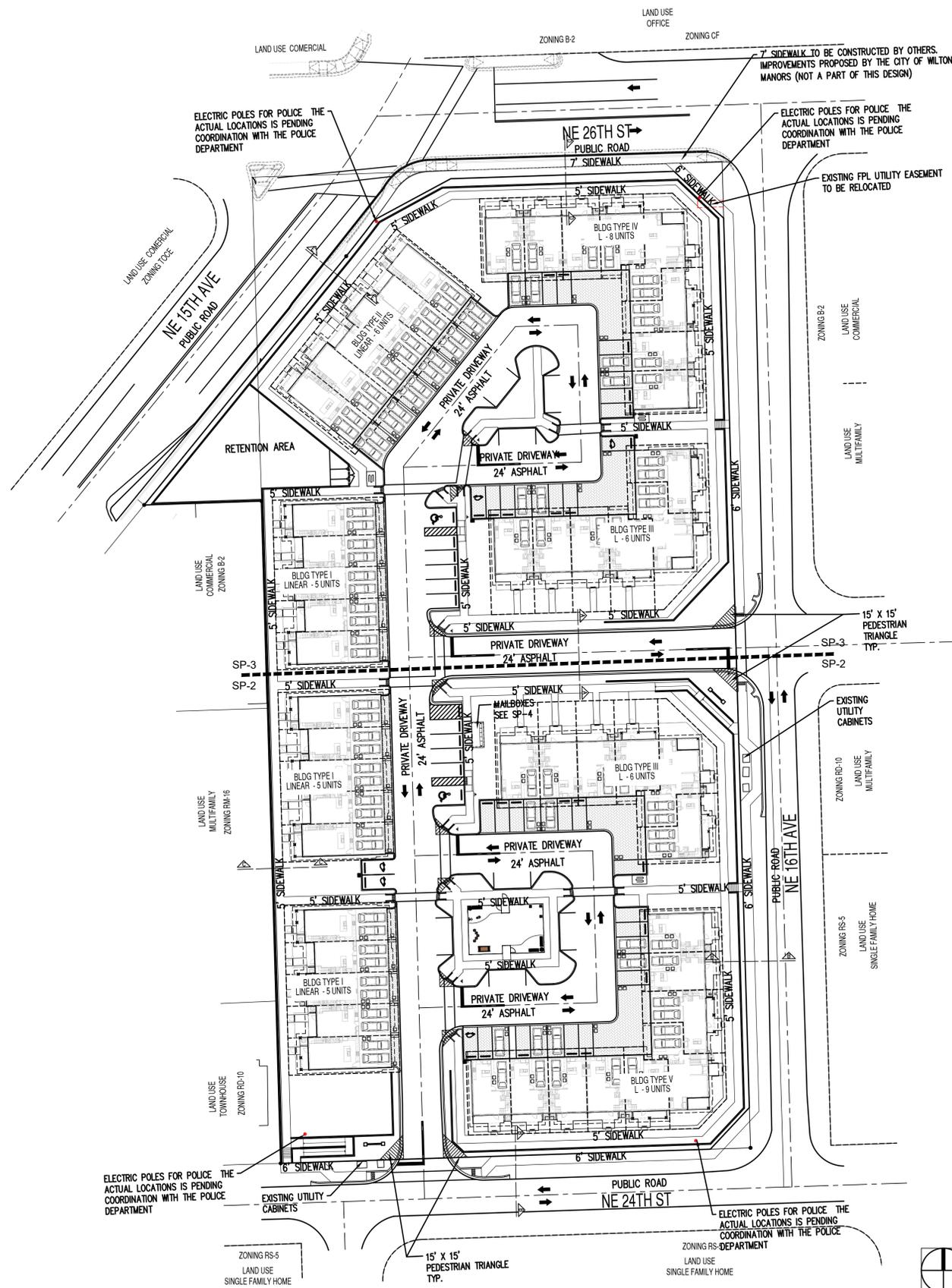
FIGURE 5
1550 NE 26 Street
Wilton Manors, Florida



ATTACHMENT A

**Site Plan for 1550 NE 26th Street and
Maneuverability Analyses**

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SITE PLAN
1" = 40'

EXISTING ZONING CF		
PROPOSED ZONING PUD		
	SF	ACRES
GROSS AREA (REQUIRED MIN. 2 ACRES)	216,057.60	+/-4.96
ROW'S	40,465.60	0.93
NET AREA (SURVEY)	175,592.00	4.0310
EXTRA DEDICATION AREA FOR NE 226TH ST	2082.50	0.0478
NET AREA	173,509.50	3.9832
DENSITY *		
URBANA TH	PROVIDED	
GROSS DENSITY	50	
NET DENSITY	10.08 DUA	
	12.55 DUA	
	REQUIRED	PROVIDED
MINIMUM LOT AREA	9200 SF	173,509.50 SF
MINIMUM LOT WIDTH	182.54'	182.54'
MINIMUM LOT DEPTH	75'	610.52'
PROPOSED BUILDING AREA (BY ROOFED AREA)		
BLDG TYPE I - 5 UNITS	5,797.58 SF	17,392.74 SF
BLDG TYPE II - 6 UNITS	6,892.14 SF	6,892.14 SF
BLDG TYPE III - L 6 UNITS	6,962.84 SF	13,925.68 SF
BLDG TYPE IV - L 8 UNITS	9,094.41 SF	9,094.41 SF
BLDG TYPE V - L 9 UNITS	10,138.26 SF	10,138.26 SF
TOTAL	57,443.23 SF	
AREA CALCULATION		
	SF	%
PLOT COVERAGE BY ROOFED AREA	57,443.23 SF	33.11 %
PEDESTRIAN SIDEWALKS	17,257.06 SF	9.95 %
STREETS & VEHICULAR PAVED AREA	53,496.93 SF	30.83 %
MAILBOXES	120.00 SF	0.07 %
UNENCUMBERED GREEN AREA	45,192.28 SF	26.05 %
TOTAL	173,509.50 SF	100.00 %
TOTAL LANDSCAPED OPEN SPACE		
	REQUIRED	PROVIDED
	MIN. 25%	26.05 %
	43,377.38 SF	45,192.28 SF
IMPERVIOUS AREA		
	SF	%
IMPERVIOUS AREA	128,317.22 SF	73.95 %
PERVIOUS AREA	45,192.28 SF	26.05 %
BUILDING HEIGHT		
	5 STORY MAX / 60'	3 STORY / 36'-10"
MINIMUM FLOOR AREA		
	MIN. 1000 SF	RANGE FROM 1485 SF TO 2382 SF
EXCEPTIONS REQUESTED		
	REQUIRED	PROVIDED
PARKING		
PARKING INSIDE UNIT GARAGE		79
OFF-STREET SURFACE PARKING		56
TOTAL PARKING PER UNIT / 2.7 SPACES PER UNIT	135	135
HANDICAPPED SPACE		
VISITOR OFF-STREET SURFACE PARKING	2	2
TOTAL VISITOR PARKING / 10% OF REQUIRED SPACES	14	14
TOTAL PARKING SPACES	149 **	149
BICYCLE PARKING (1 PER 5 UNITS)		
	10	11
GREEN BLDG PROGRAM		
	REQUIRED	PROVIDED
EVE CHANGERS	10 POINTS	5 SPACES / 10 POINTS
100% NATIVE PLANTS IN LANDSCAPING	2 POINTS	2 POINTS
TOTAL		12 POINTS
EXCEPTIONS REQUESTED		
	REQUIRED	PROVIDED
SEC 040-05 (1) (2) SETBACKS		
FRONT OF BUILDING FACING SINGLE FAMILY HOMES AT NE 24TH ST	MIN. 36'-10"	19.75'
FRONT OF BUILDING FACING SINGLE FAMILY HOMES NE 16TH AVE	MIN. 36'-10"	19.75'
FRONT OF BUILDING FACING NE 26TH ST		19.75'
FRONT OF BUILDING FACING NE 15TH AVE		19.75'
REAR OR SIDE COMMON PROPERTY LINES	MIN. 25'	3'
FENCE OR WALL EXCEEDS 4' HEIGHT AND ABUTS A PUBLIC SIDEWALK		13.85'
INTERIOR SIDE		16.5'
BETWEEN BUILDINGS		
EVE PARKING SPACES 5% OF TOTAL		
	7	0 ***
SEC 150-030 (A) PERIMETER LANDSCAPE BUFFER ****		
STREET AND PUBLIC ROW	10'-0"	3'-0"
REAR OR SIDE COMMON PROPERTY LINES	5'-0"	0'-0"
FENCE OR WALL EXCEEDS 4' HEIGHT AND ABUTS A PUBLIC SIDEWALK	3'-0"	3'-0"
SEC. 135-020 (A) GARAGE & DRIVEWAY DIMENSION ****		
	MIN. 9' WIDTH X 20' DEPTH	MIN. 8'-0" WIDTH X 19' DEPTH
SEC 150-040 (A) VEHICULAR USE AREA (VUA) LANDSCAPE REQUIREMENTS		
	MIN. 5' SURROUNDED WIDE PLANTING AREA	RANGE FROM 2'-5" TO 17'-5"

* FLEX UNIT ALLOCATION
 ** PER ITE PARKING STUDY
 *** PER FLORIDA EV STATUE
 **** ALTERNATIVE BUFFER DESIGN, SP-5; SP-6 & LANDSCAPE PLANS
 ***** PART OF THE DRIVEWAY AND GARAGE SPACES WILL BE TAKEN UP BY 2.5' FOR TRASH BINS, RESULTING IN A MIN. PARKING SPACE 8' WIDE

PASCUAL PEREZ KILIDDJIAN STARR
 ARCHITECTS + PLANNERS
 LICENSE # AA 26001357
 EDUARDO PEREZ, AIA
 LICENSE No. : AR 0013394
 MARIO P. PASCUAL, AIA
 LICENSE No. : AR 0008254
 PETER KILIDDJIAN, RA
 LICENSE No. : AR 0093067
 ANDREW STARR, RA
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 HTTP://WWW.PPKARCH.COM
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REVISIONS:
 OWNER:
 LENNAR HOMES

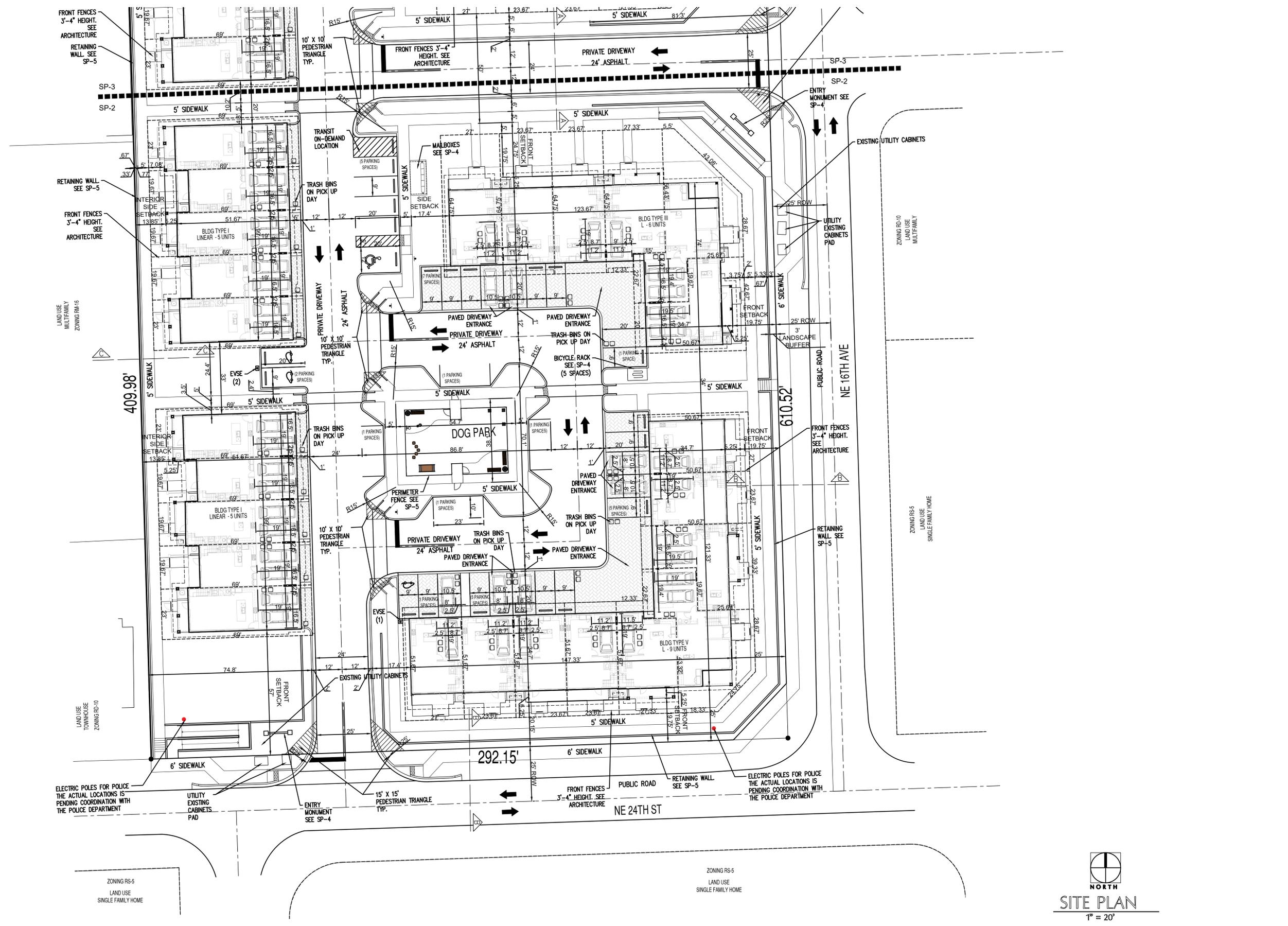
1550 NE 26TH STREET
 BY: LENNAR HOMES
 WILTON MANORS, FLORIDA

SEAL:

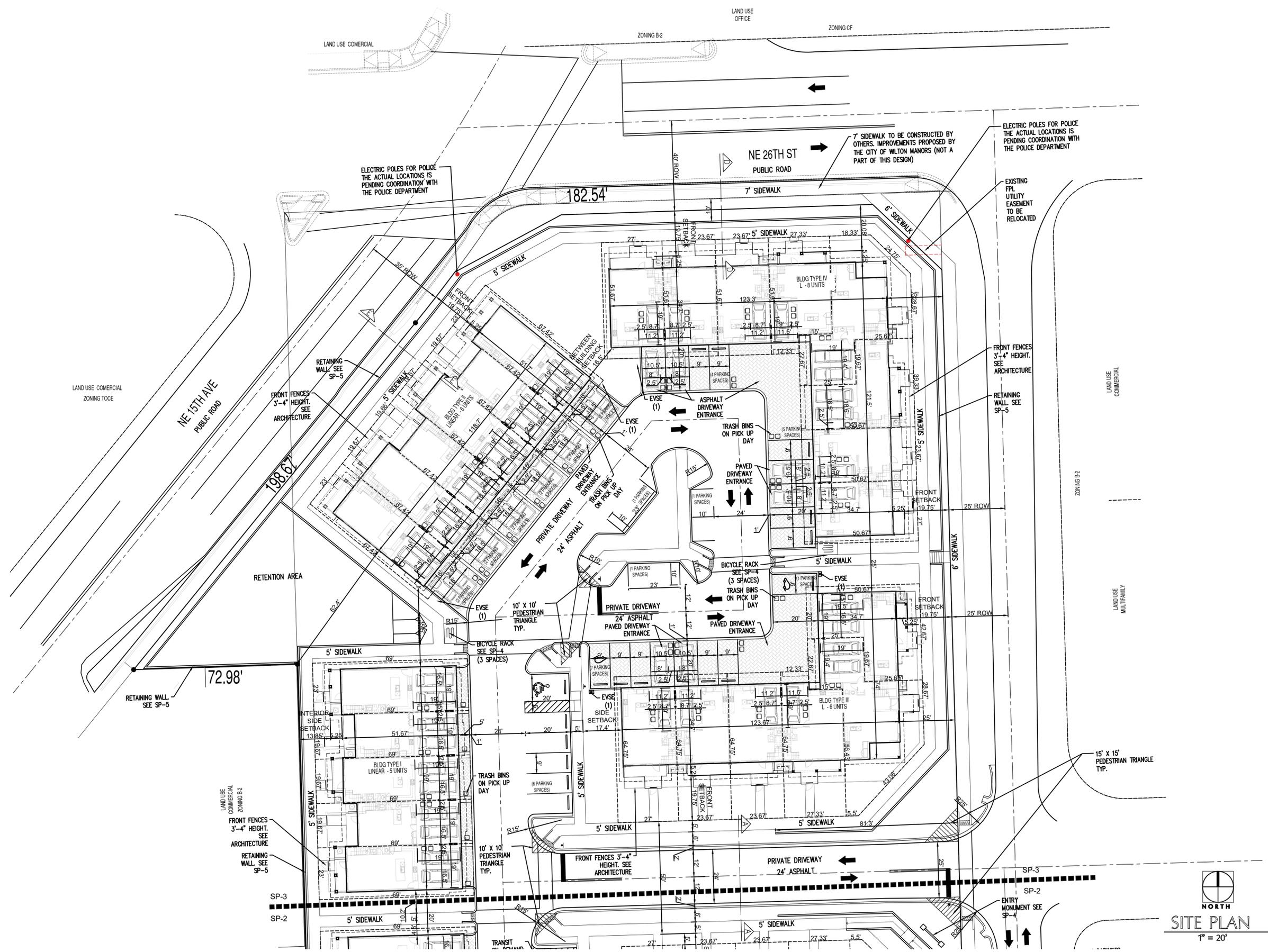
SITE PLAN
 DATE: 2025-04-03
 SCALE: AS SHOWN
 DRAWN: CG
 CHECK BY: PPKS
 JOB NO.: 24-25

SP-1
 SHEET NO.:

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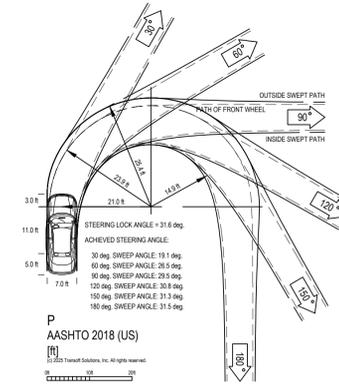
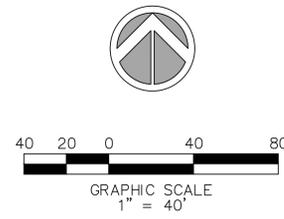
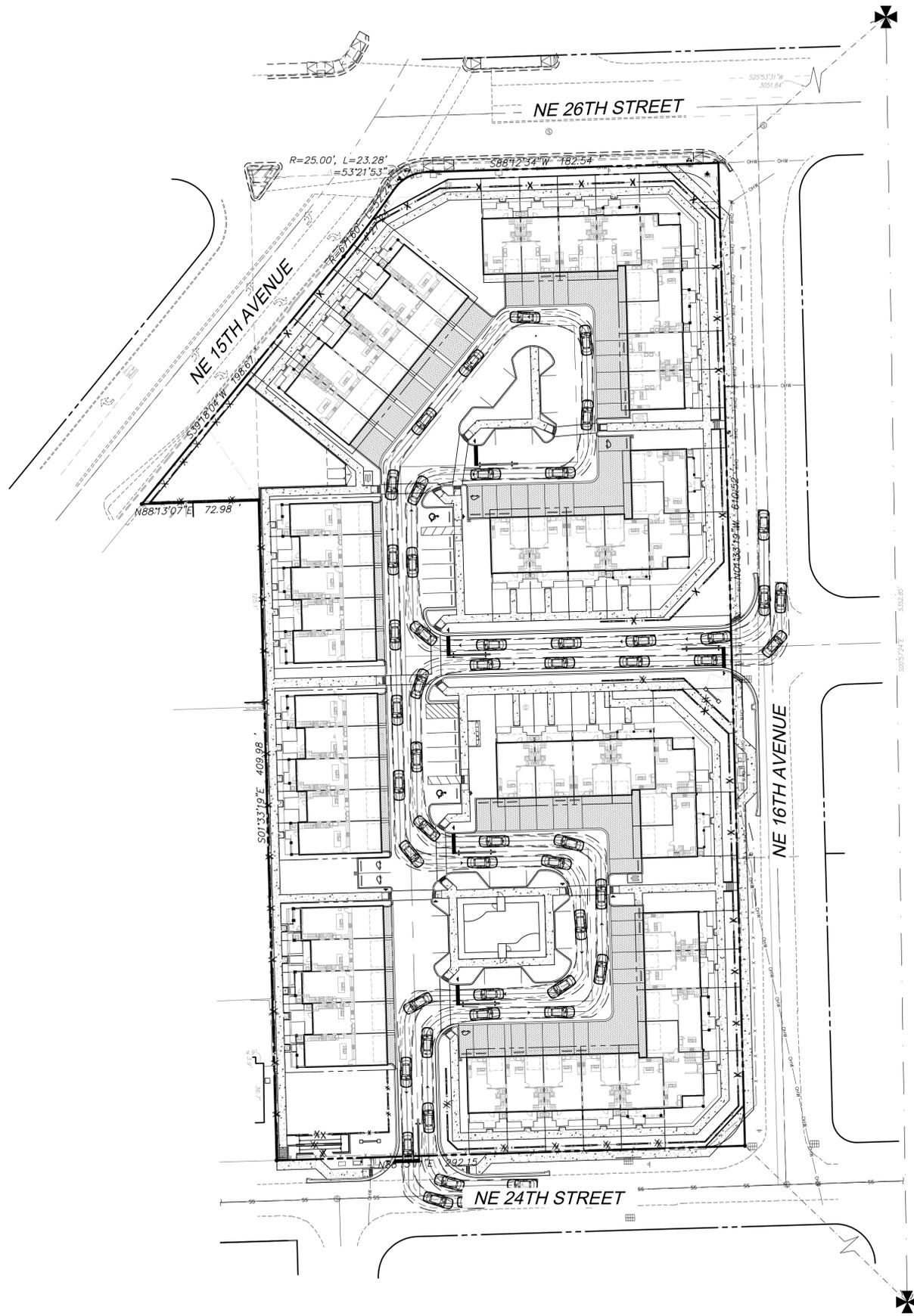


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K:\PROJECTS\24-xxx\24-4236\dwg\4236aturn.dwg, AT-3, 4/7/2025 5:14:34 PM, I:\SunTech Engineering, Inc. (NAS), SunTech Engineering, Inc. (NAS)

FILE: K:\PROJECTS\24-xxx\24-4236\dwg\4236aturn.dwg
 PLOT DATE: 4/7/2025 5:14 PM BY: Clifford Loutan, P.E.
 LAYOUT: [AT-3]



4577 Nob Hill Road, Suite 102
 Sunrise, FL 33351
 www.suntecheng.com

STE Sun-Tech Engineering, Inc.
 Engineers • Planners • Surveyors

Certificate of Auth. #7057LB 7019
 Phone (954) 777-3123
 Fax (954) 777-3114

REVISIONS	
NO.	DESCRIPTION

WILTON MANOR TOWNHOMES
 FLORIDA
 AUTOTURN PLAN
 PASSENGER CAR PATH

DATE: 7/19/2024
 SCALE: 1" = 40'
 DESIGNED BY: C.R.L.
 DRAWN BY: M.A.S.
 JOB #: 24-4236

CLIFFORD R. LOUTAN
 LICENSE
 No. 56890
 STATE OF FLORIDA
 PROFESSIONAL ENGINEER

Date: April 7, 2025

This item has been digitally signed and sealed by CLIFFORD R. LOUTAN, P.E. on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

ATTACHMENT B
Trip Generation Details

Land Use: 215

Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

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

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

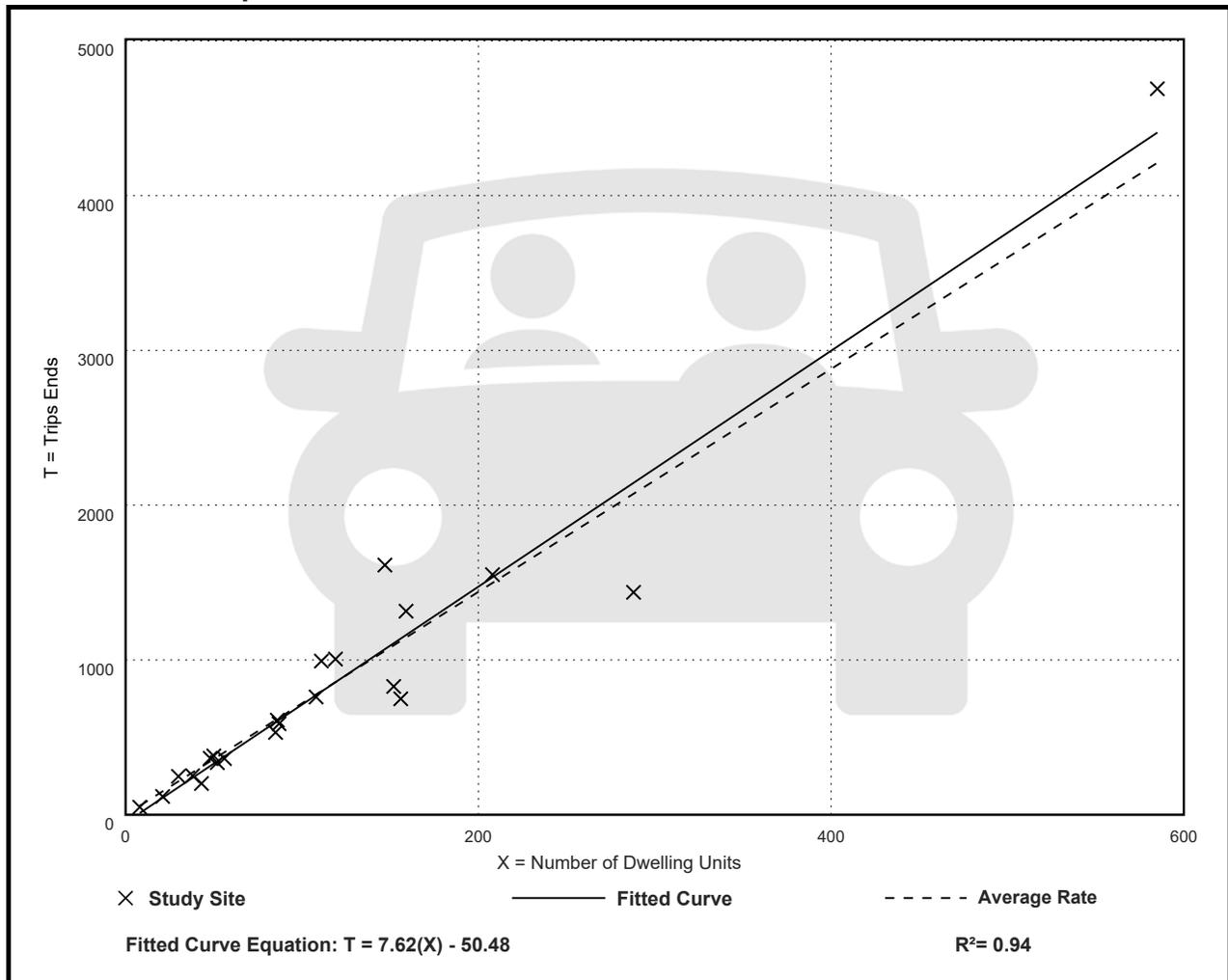
Avg. Num. of Dwelling Units: 120

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

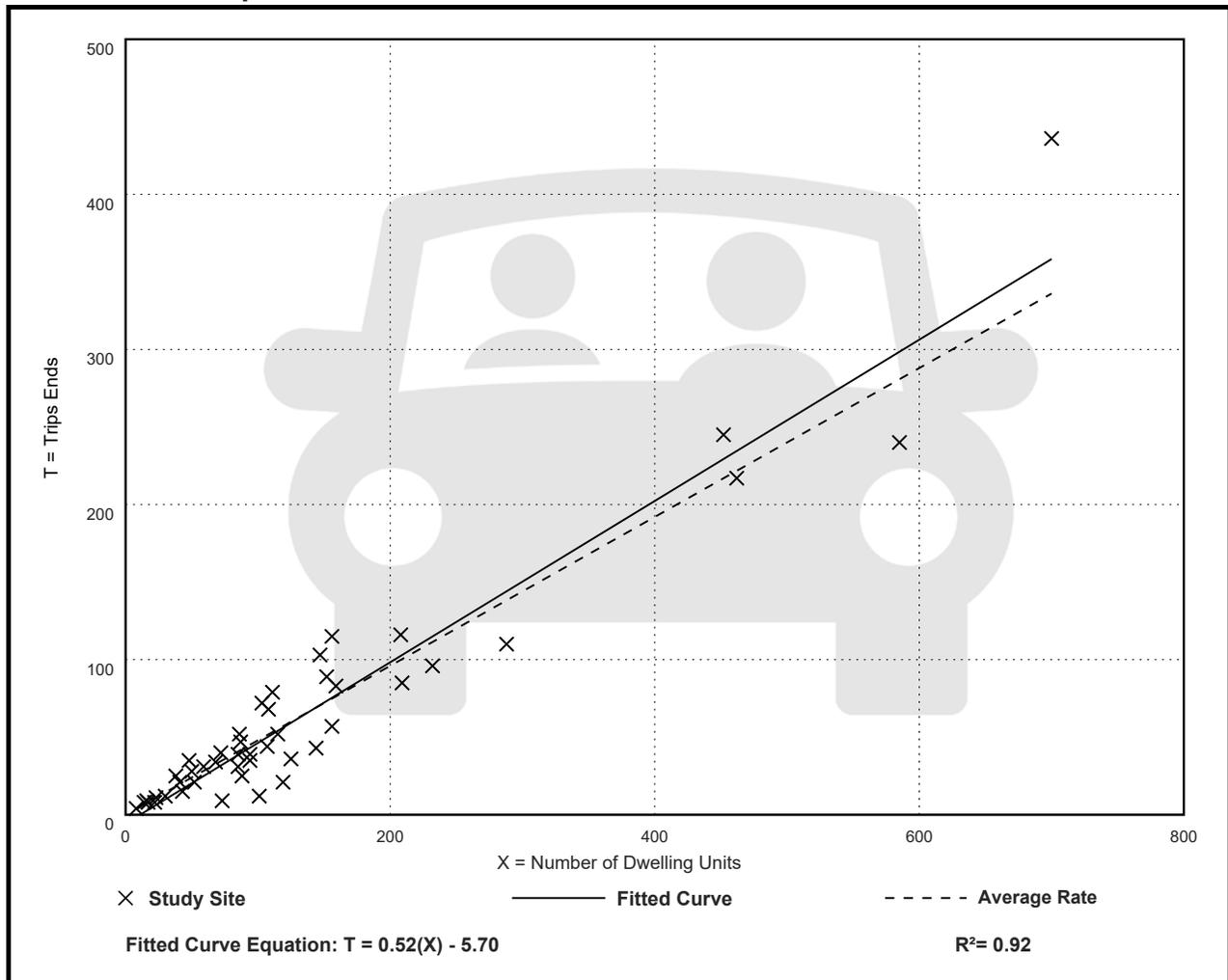
Avg. Num. of Dwelling Units: 135

Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

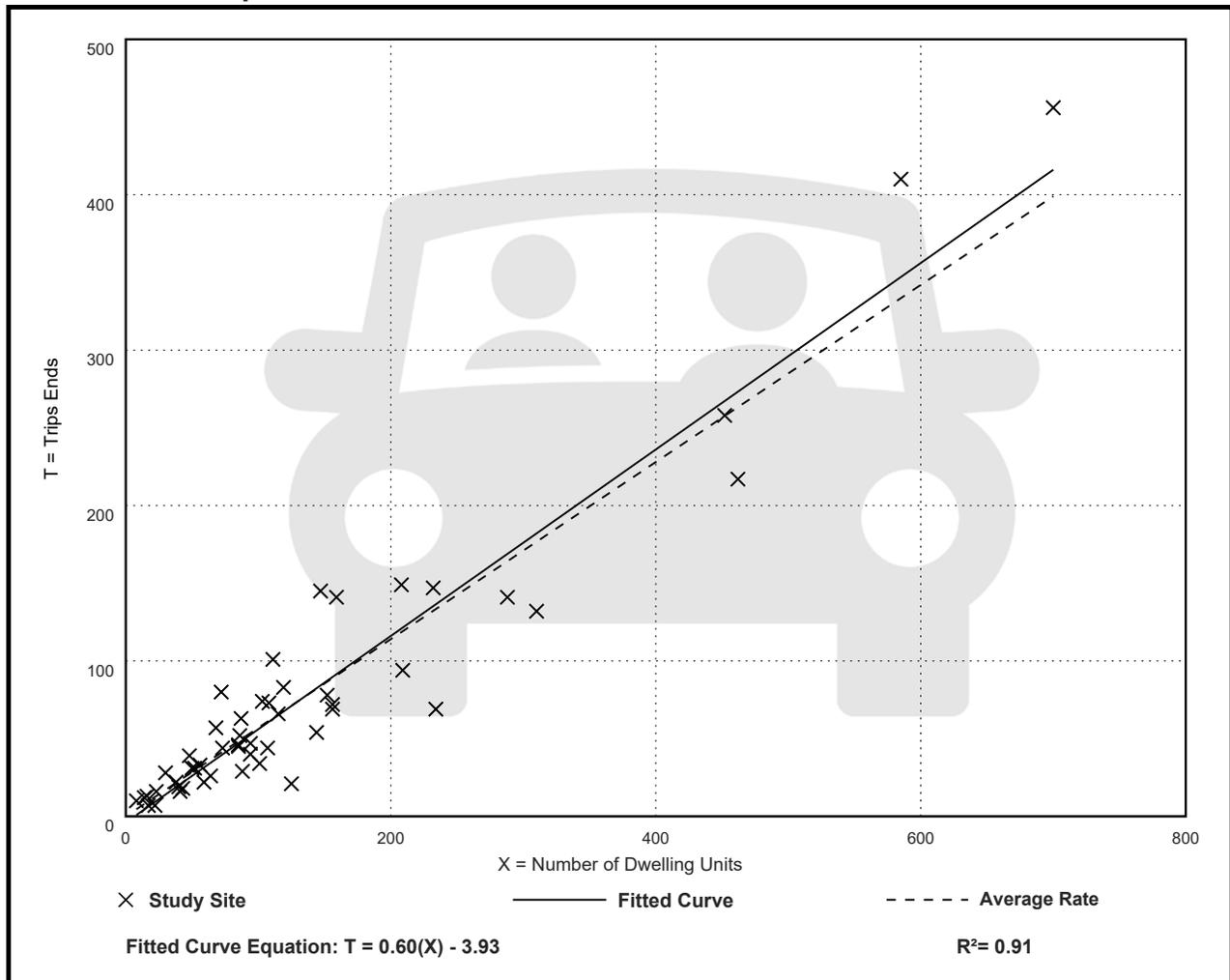
Avg. Num. of Dwelling Units: 136

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 31

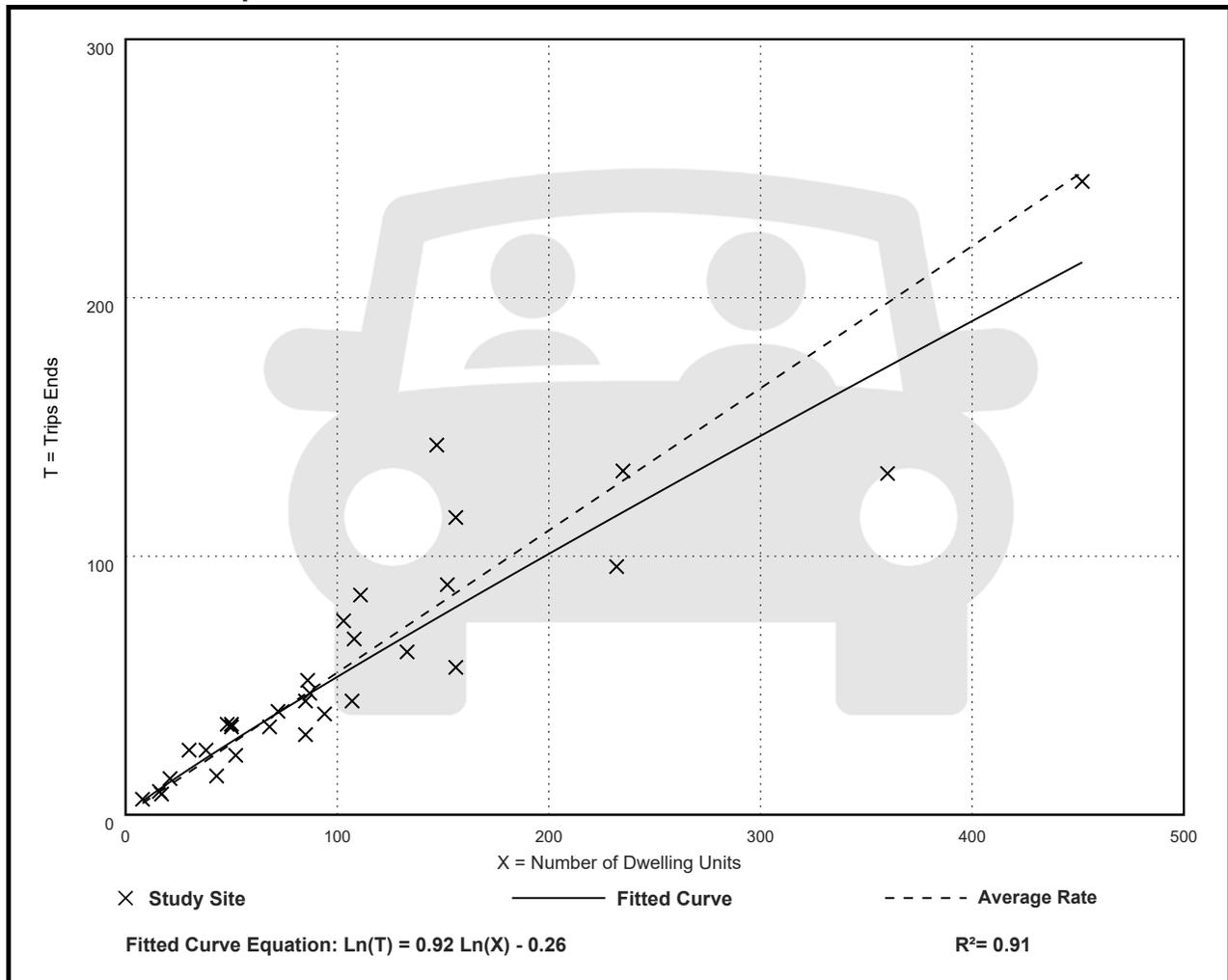
Avg. Num. of Dwelling Units: 110

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.55	0.35 - 0.97	0.16

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 34

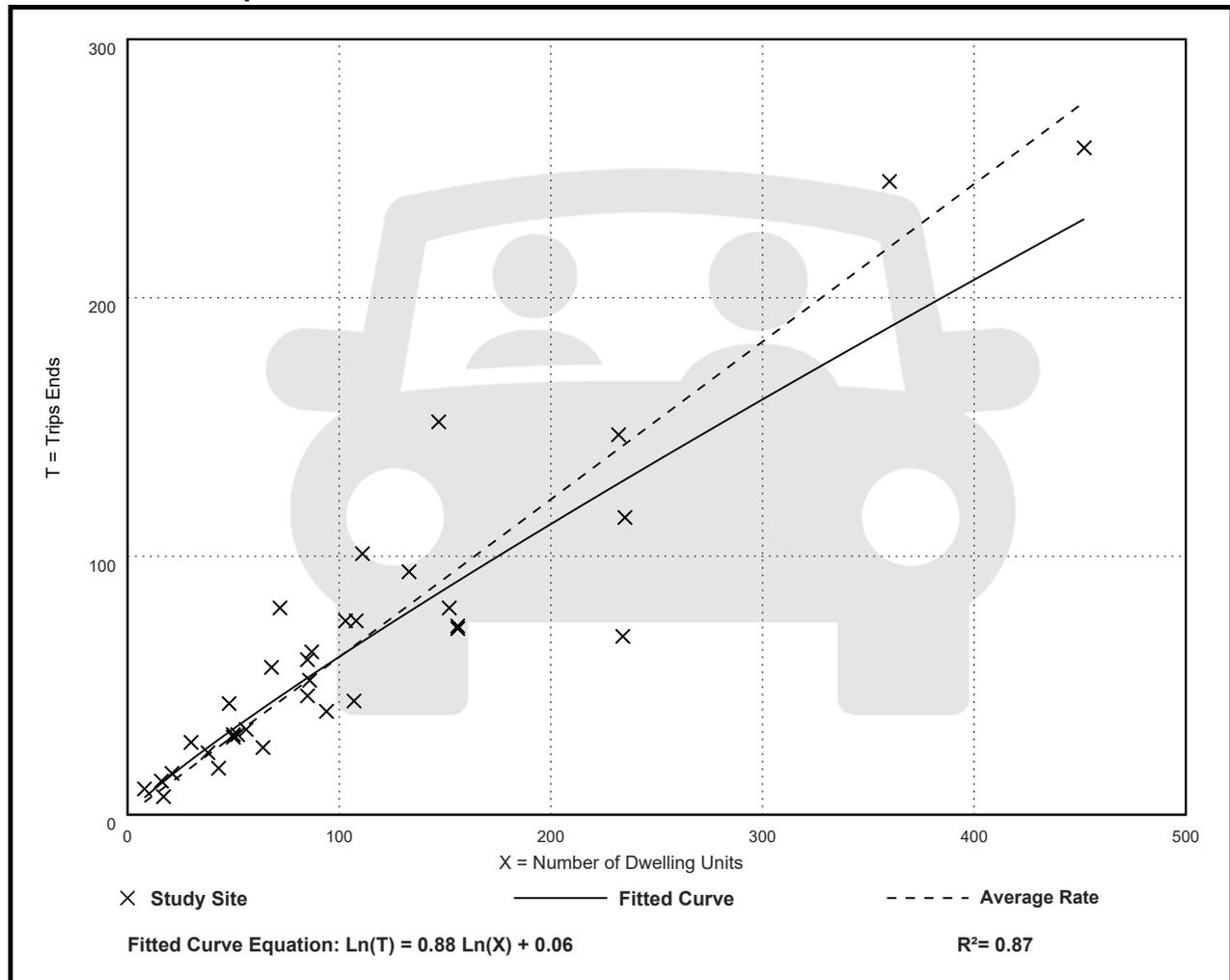
Avg. Num. of Dwelling Units: 110

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.29 - 1.25	0.18

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 5

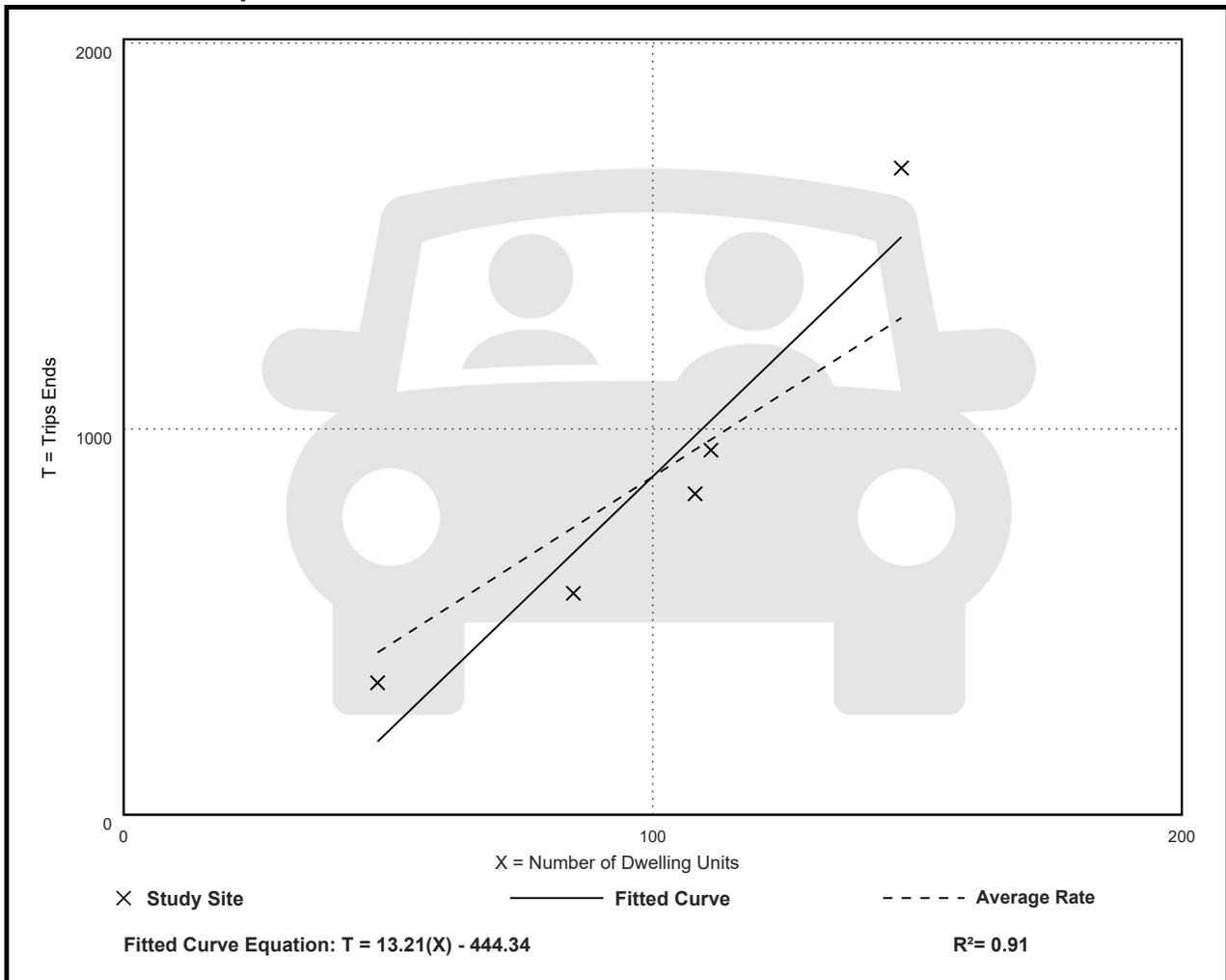
Avg. Num. of Dwelling Units: 100

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
8.76	6.75 - 11.40	2.02

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

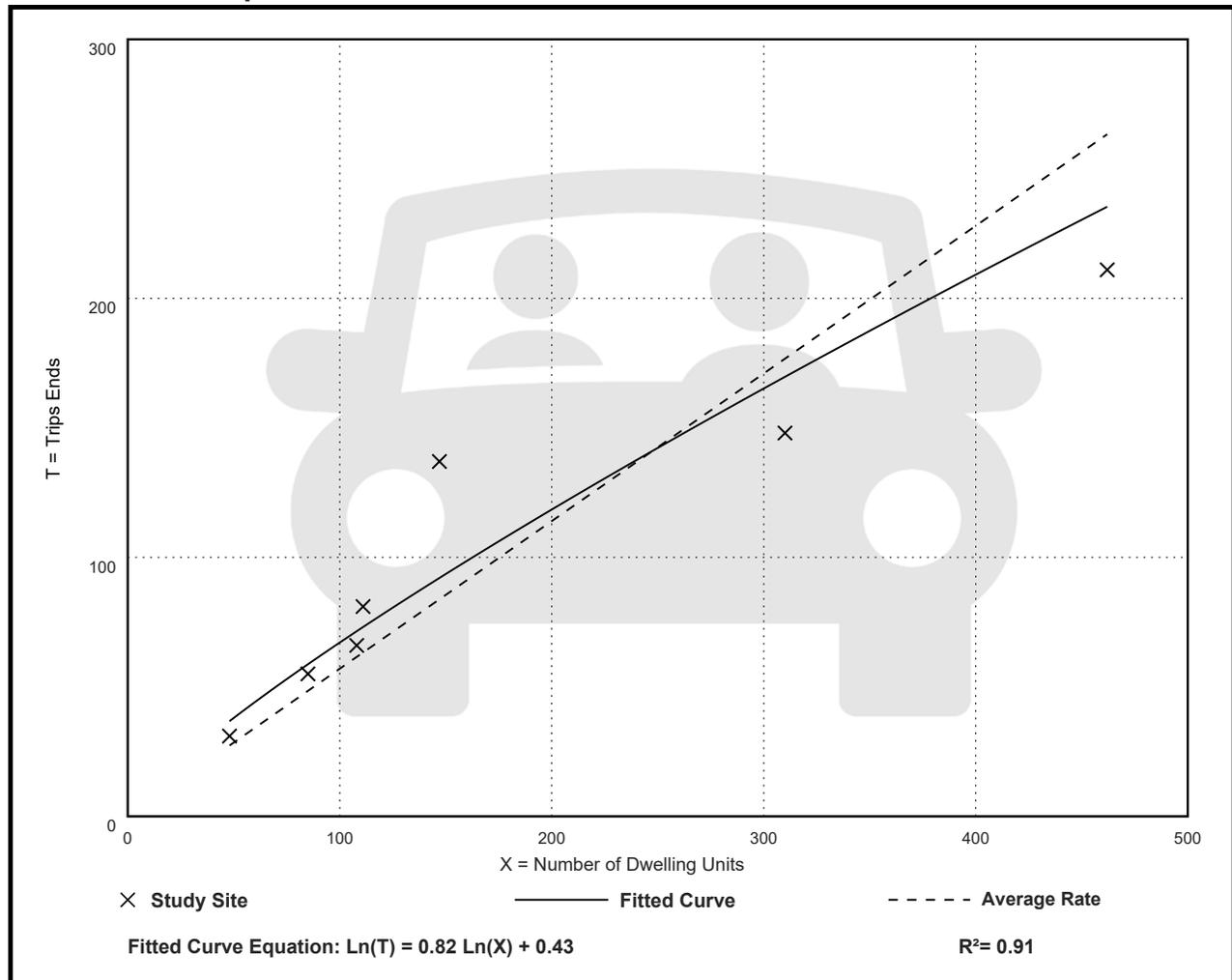
Avg. Num. of Dwelling Units: 182

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.46 - 0.93	0.17

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 5

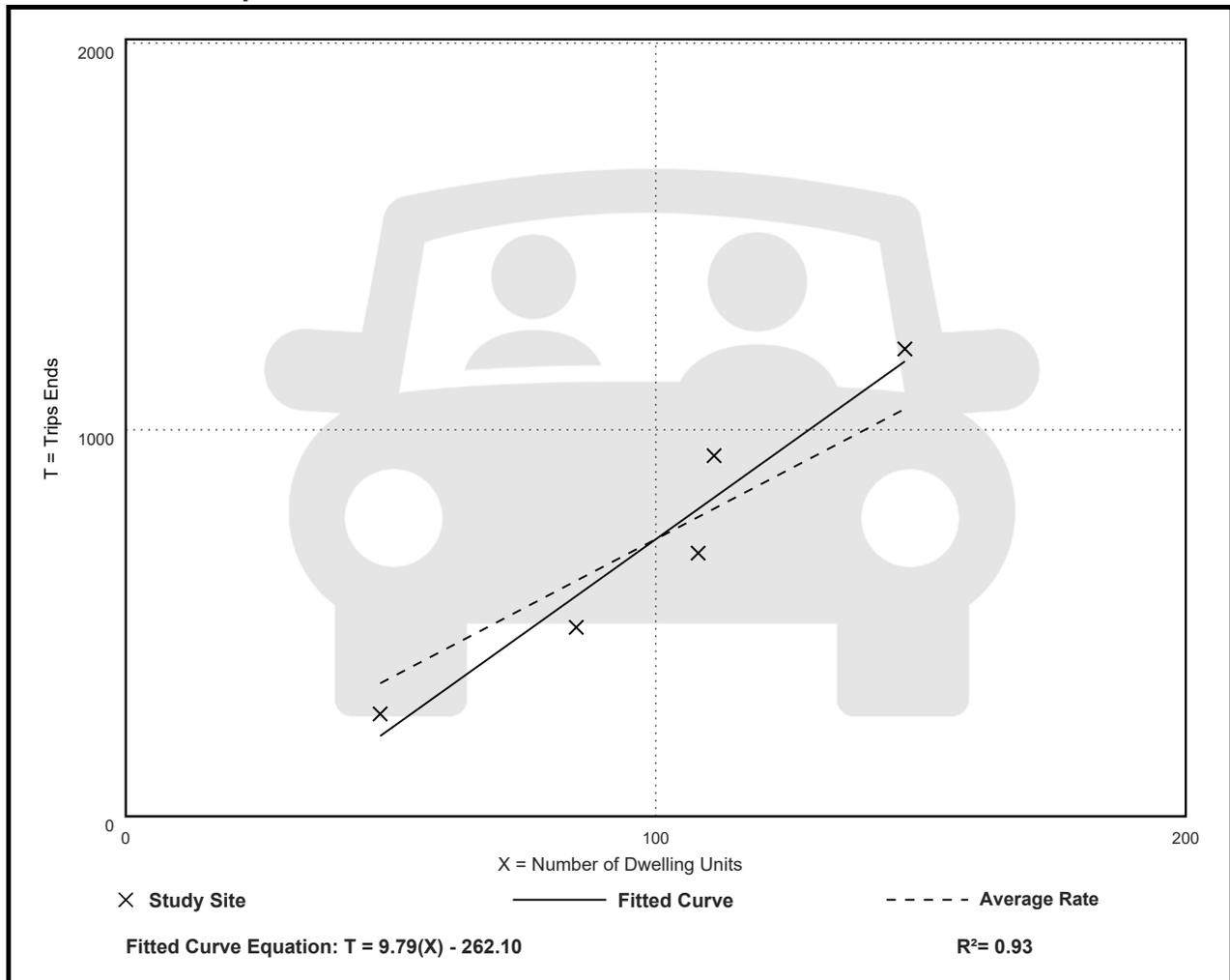
Avg. Num. of Dwelling Units: 100

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.17	5.52 - 8.41	1.34

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

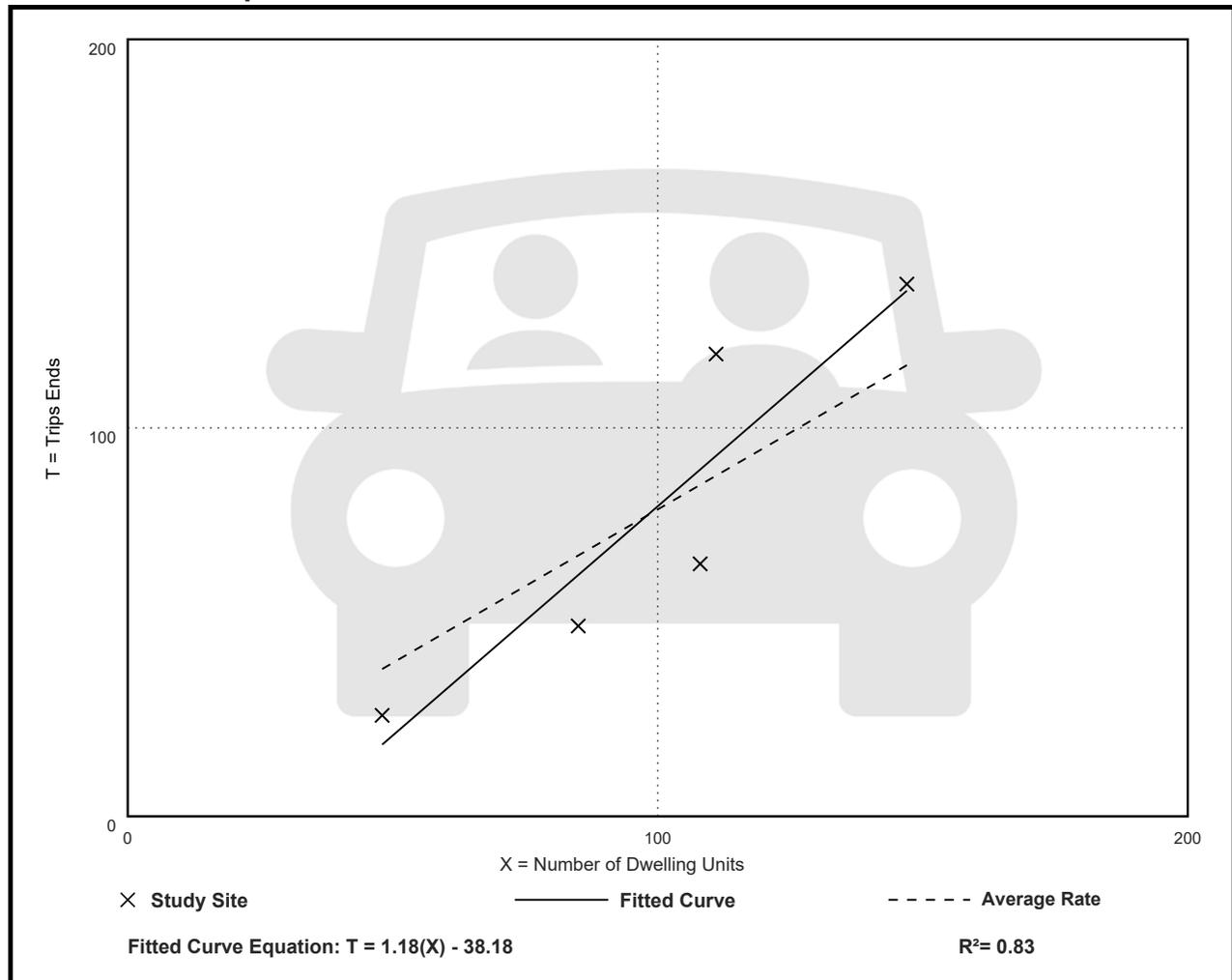
Avg. Num. of Dwelling Units: 100

Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.79	0.54 - 1.07	0.24

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Residents
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 36

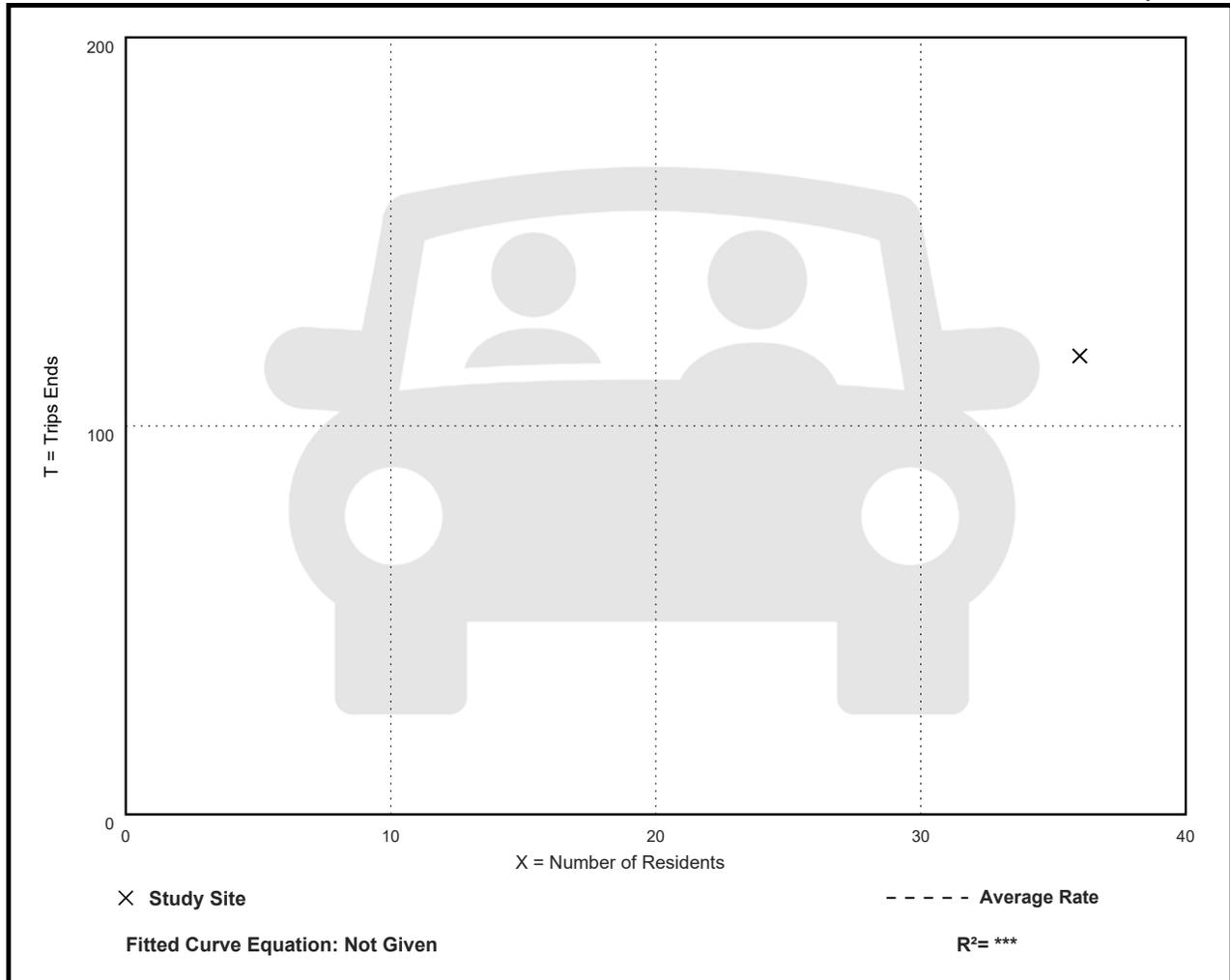
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
3.28	3.28 - 3.28	***

Data Plot and Equation

Caution – Small Sample Size



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Residents

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 36

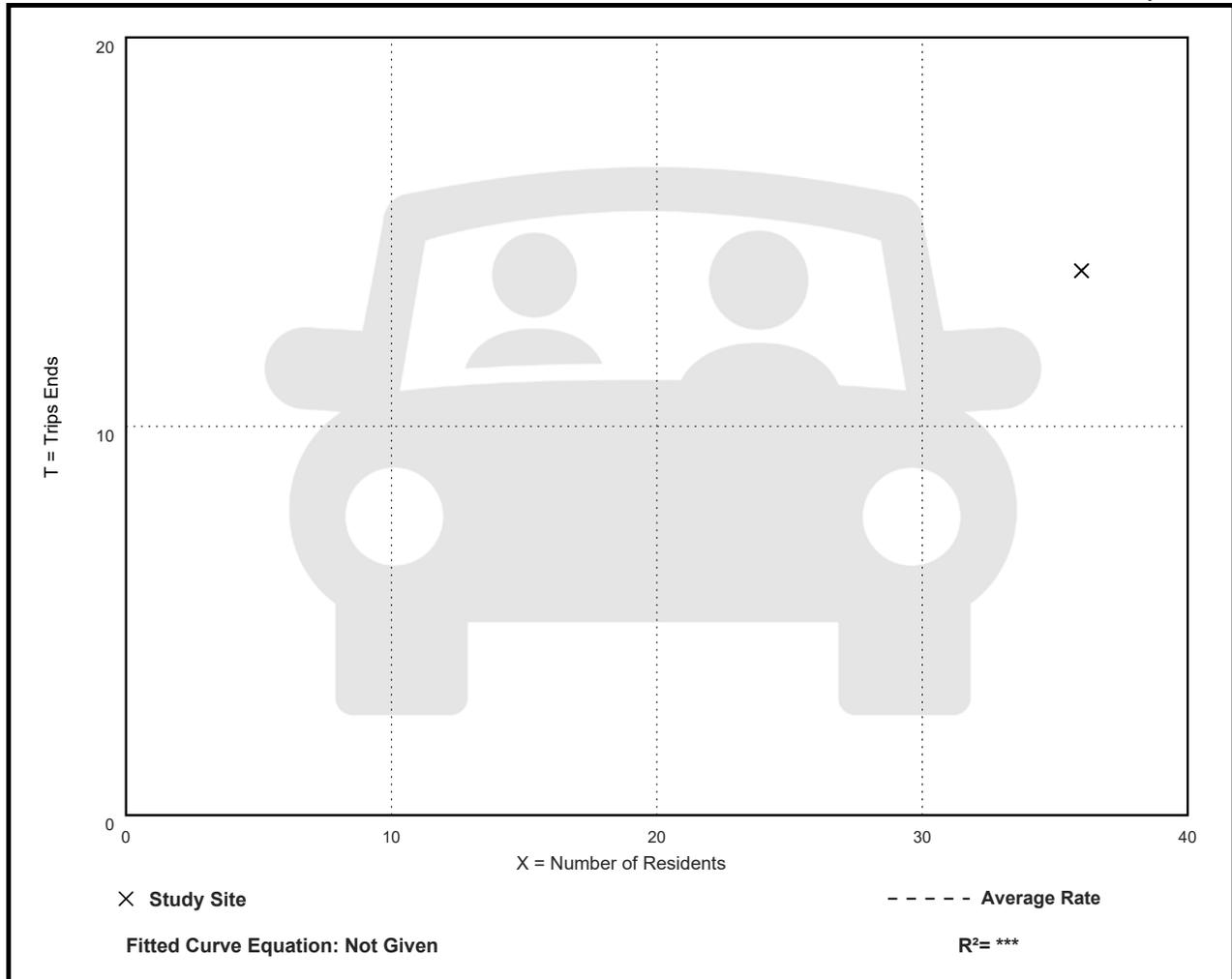
Directional Distribution: Not Available

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.39	0.39 - 0.39	***

Data Plot and Equation

Caution – Small Sample Size



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Residents

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Residents: 36

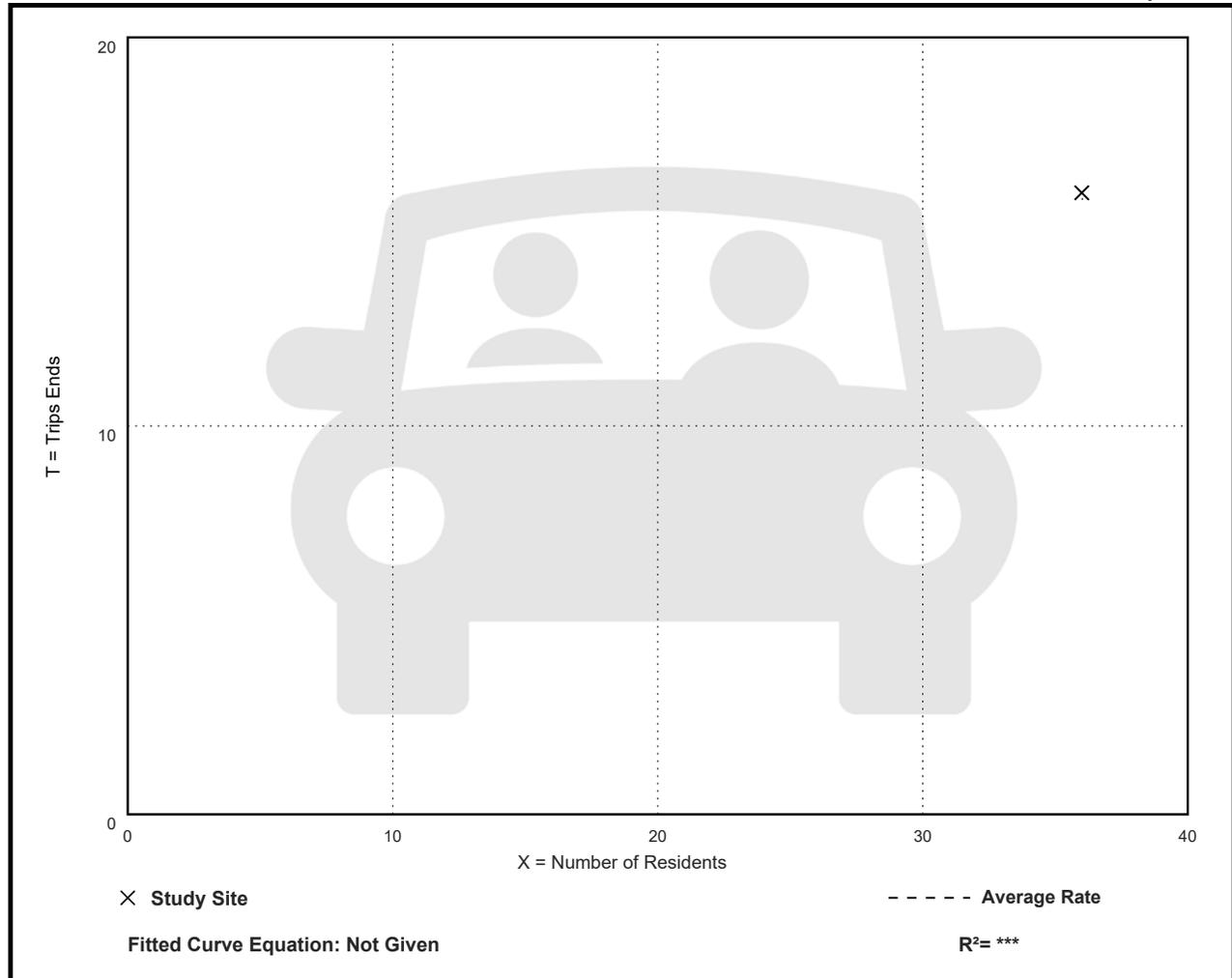
Directional Distribution: Not Available

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.44	0.44 - 0.44	***

Data Plot and Equation

Caution – Small Sample Size



Single-Family Attached Housing (215)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

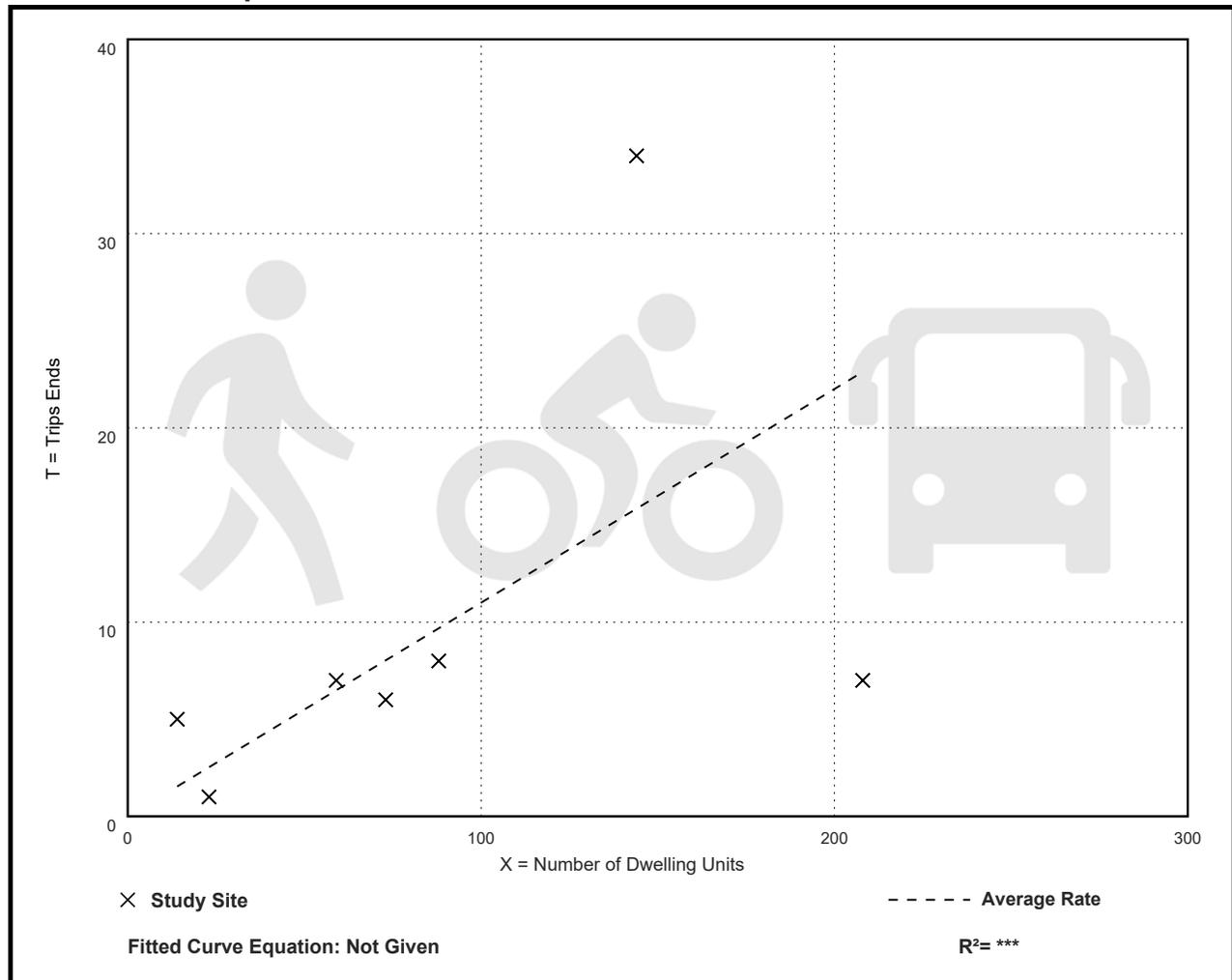
Avg. Num. of Dwelling Units: 87

Directional Distribution: 75% entering, 25% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.11	0.03 - 0.36	0.09

Data Plot and Equation



Single-Family Attached Housing (215)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

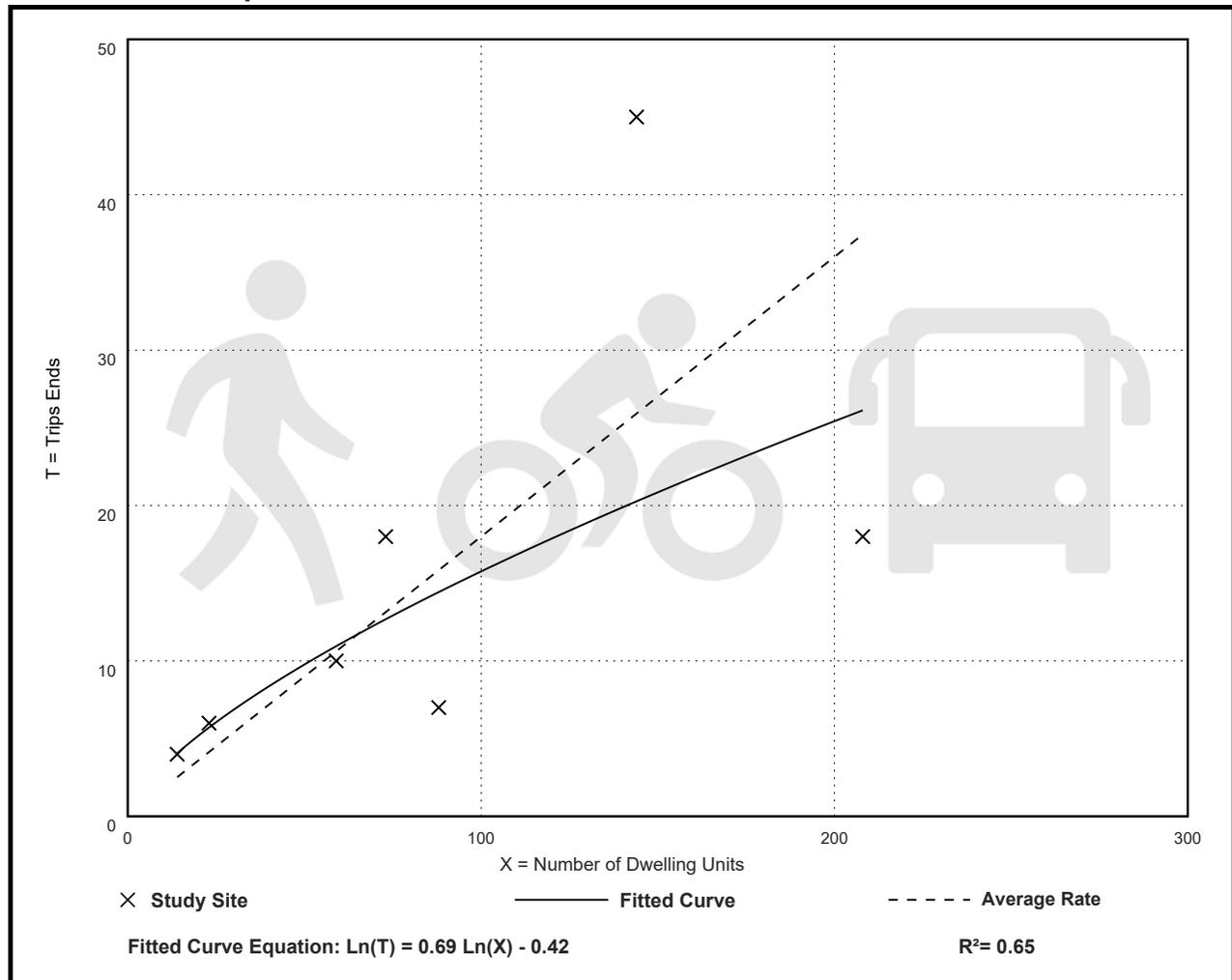
Avg. Num. of Dwelling Units: 87

Directional Distribution: 38% entering, 62% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.31	0.11

Data Plot and Equation



ATTACHMENT C
Trip Distribution, Traffic Counts, and
Signal Timings

**TABLE C-1
Project Trip Distribution
1550 NE 26 Street**

Year	Movement							
	N on 16	S on 15	N on Dixie	S on Dixie	SW on WD	W on 26 w of Dixie	W on 26 w of Site	E on 26
2015	1.00%	16.00%	49.00%	15.00%	1.00%	2.00%	52.00%	16.00%
2045	2.00%	14.00%	46.00%	22.00%	1.00%	1.00%	48.00%	14.00%
2027*	1.40%	15.20%	47.80%	17.80%	1.00%	1.60%	50.40%	15.20%
Used	1.00%	15.00%	48.00%	18.00%	1.00%	2.00%	51.00%	15.00%

Note: * Interpolated Values

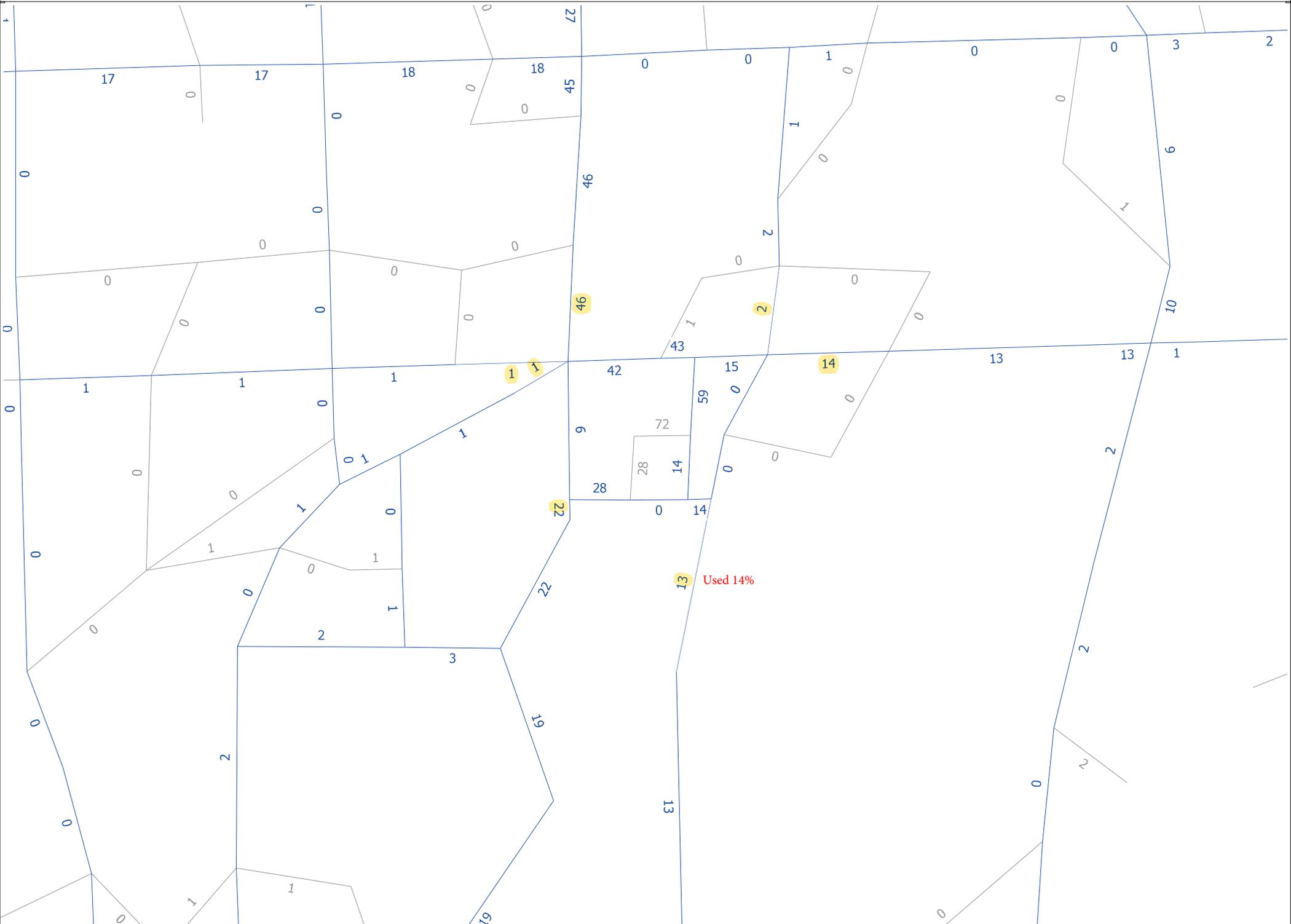
Source: SERPM Model Run provided by Kimley-Horn for a nearby project (2015 & 2045 SERPM)

Red numbers were increased by 1% so the total adds up to 100%

Blue = The addition of N on Dixie Highway, SW on Wilton Drive, and W on NE 26th Street, west of Dixie Highway

51= 48+1+2

Wilton Manors Review - Generation at WM
2045 Select Link Traffic Distribution - Proposed



Traff Tech Engineering Inc.

File Name : 1-NE 15th Ave & NE 26th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	NE 15th Ave From North					NE 26th Street From East					NE 15th Ave From South					NE 26th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
07:00	8	7	7	0	22	3	40	15	0	58	17	12	19	0	48	6	53	4	0	63	191
07:15	8	31	7	0	46	0	56	42	0	98	31	20	29	0	80	17	63	5	0	85	309
07:30	9	35	12	0	56	6	72	15	0	93	30	47	21	0	98	21	73	9	0	103	350
07:45	6	45	17	0	68	12	46	29	0	87	36	50	33	0	119	21	100	6	0	127	401
Total	31	118	43	0	192	21	214	101	0	336	114	129	102	0	345	65	289	24	0	378	1251
08:00	16	41	8	0	65	5	71	21	0	97	22	31	25	0	78	17	55	5	0	77	317
08:15	15	45	23	0	83	5	52	16	0	73	37	20	30	0	87	27	122	9	0	158	401
08:30	14	45	19	0	78	9	64	17	0	90	22	18	24	0	64	23	110	9	0	142	374
08:45	14	50	21	0	85	13	58	30	0	101	31	27	30	0	88	32	127	9	0	168	442
Total	59	181	71	0	311	32	245	84	0	361	112	96	109	0	317	99	414	32	0	545	1534
*** BREAK ***																					
16:00	13	65	19	0	97	9	138	51	0	198	35	55	56	0	146	30	118	7	0	155	596
16:15	12	65	16	0	93	19	132	35	0	186	38	46	39	0	123	17	84	10	0	111	513
16:30	14	57	16	0	87	14	125	48	0	187	35	35	33	0	103	24	86	9	0	119	496
16:45	12	48	17	0	77	15	156	34	0	205	36	35	39	0	110	33	92	10	0	135	527
Total	51	235	68	0	354	57	551	168	0	776	144	171	167	0	482	104	380	36	0	520	2132
17:00	16	68	15	0	99	22	154	55	0	231	33	50	39	0	122	33	107	10	0	150	602
17:15	16	57	24	0	97	10	118	47	0	175	35	43	32	0	110	29	104	6	1	140	522
17:30	23	51	16	0	90	13	145	37	0	195	38	49	49	0	136	19	107	11	0	137	558
17:45	20	56	15	0	91	10	116	41	0	167	29	49	37	0	115	15	115	12	0	142	515
Total	75	232	70	0	377	55	533	180	0	768	135	191	157	0	483	96	433	39	1	569	2197
Grand Total	216	766	252	0	1234	165	1543	533	0	2241	505	587	535	0	1627	364	1516	131	1	2012	7114
Apprch %	17.5	62.1	20.4	0		7.4	68.9	23.8	0		31	36.1	32.9	0		18.1	75.3	6.5	0		
Total %	3	10.8	3.5	0	17.3	2.3	21.7	7.5	0	31.5	7.1	8.3	7.5	0	22.9	5.1	21.3	1.8	0	28.3	
Autos	212	758	251	0	1221	162	1528									1492					
% Autos	98.1	99	99.6	0	98.9	98.2	99	97.4	0	98.6	99	98.6	98.7	0	98.8	97.8	98.4	99.2	100	98.4	98.6
Heavy Vehicles																					
% Heavy Vehicles	1.9	1	0.4	0	1.1	1.8	1	2.6	0	1.4	1	1.4	1.3	0	1.2	2.2	1.6	0.8	0	1.6	1.4

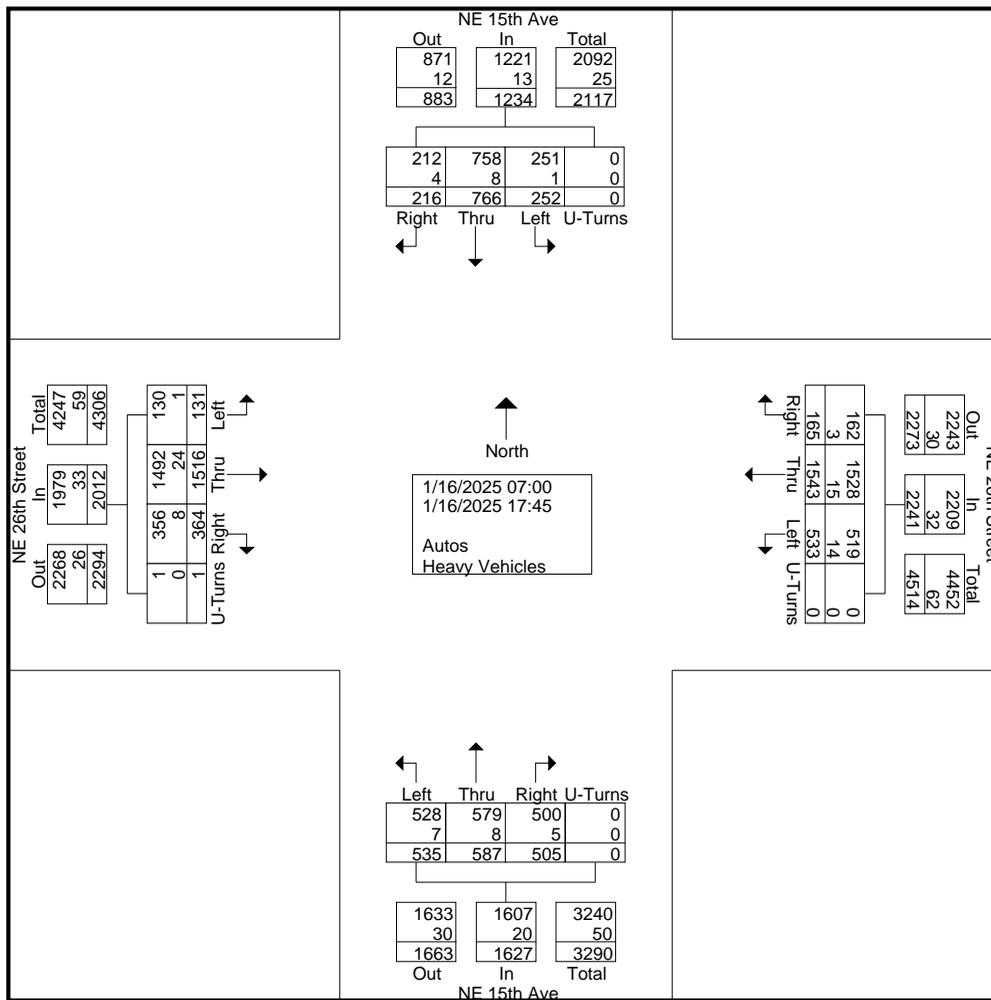
Traff Tech Engineering Inc.

File Name : 1-NE 15th Ave & NE 26th St

Site Code : 00000000

Start Date : 1/16/2025

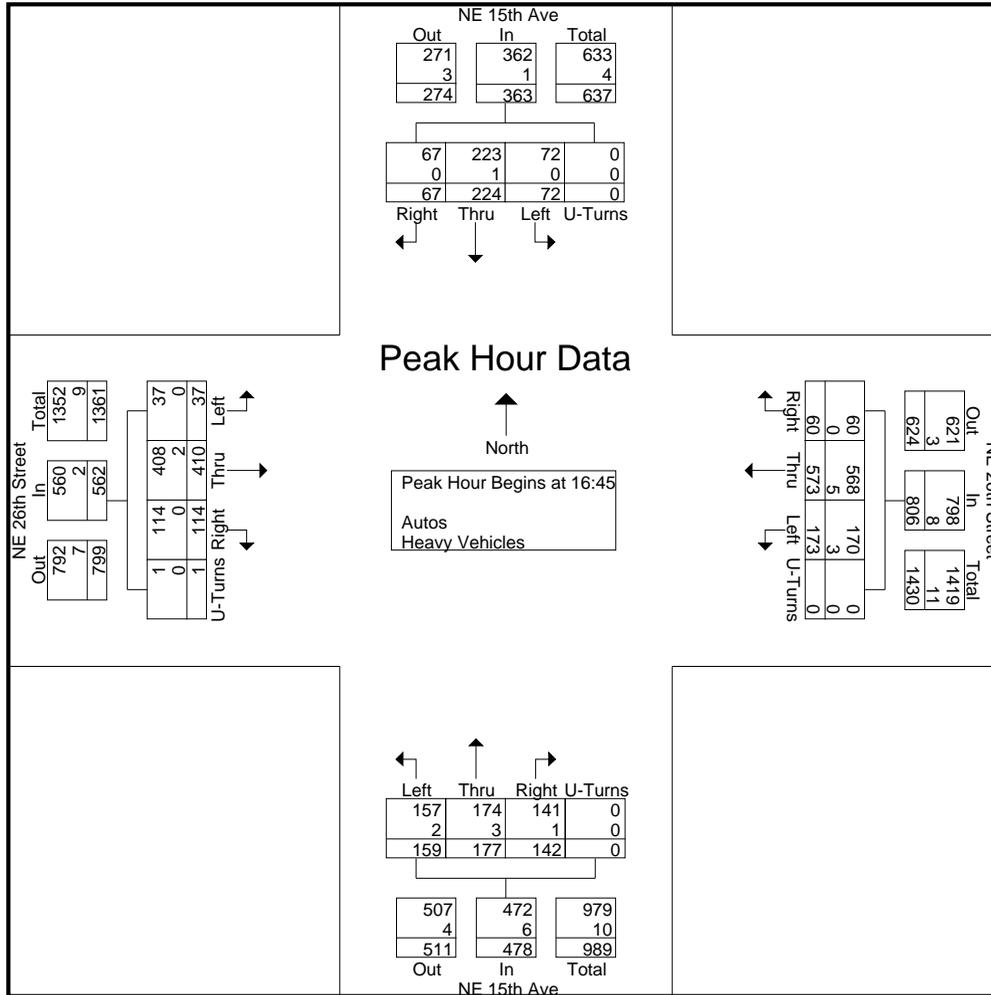
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Traff Tech Engineering Inc.

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 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 3

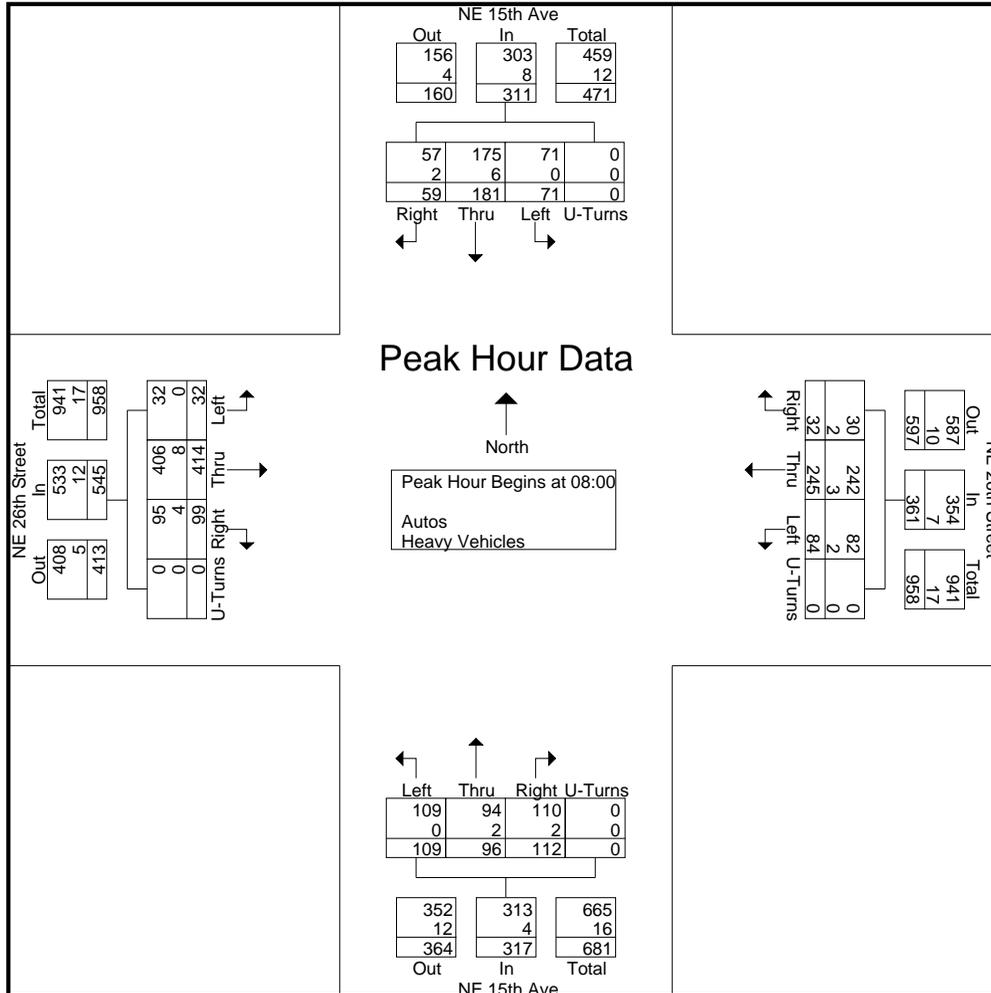
Start Time	NE 15th Ave From North					NE 26th Street From East					NE 15th Ave From South					NE 26th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	12	48	17	0	77	15	156	34	0	205	36	35	39	0	110	33	92	10	0	135	527
17:00	16	68	15	0	99	22	154	55	0	231	33	50	39	0	122	33	107	10	0	150	602
17:15	16	57	24	0	97	10	118	47	0	175	35	43	32	0	110	29	104	6	1	140	522
17:30	23	51	16	0	90	13	145	37	0	195	38	49	49	0	136	19	107	11	0	137	558
Total Volume	67	224	72	0	363	60	573	173	0	806	142	177	159	0	478	114	410	37	1	562	2209
% App. Total	18.5	61.7	19.8	0		7.4	71.1	21.5	0		29.7	37	33.3	0		20.3	73	6.6	0.2		
PHF	.728	.824	.750	.000	.917	.682	.918	.786	.000	.872	.934	.885	.811	.000	.879	.864	.958	.841	.250	.937	.917
Autos	67	223	72	0	362	60	568	170	0	798	141	174	157	0	472	114	408	37	1	560	2192
% Autos	100	99.6	100	0	99.7	100	99.1	98.3	0	99.0	99.3	98.3	98.7	0	98.7	100	99.5	100	100	99.6	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	0.4	0	0	0.3	0	0.9	1.7	0	1.0	0.7	1.7	1.3	0	1.3	0	0.5	0	0	0.4	0.8



Traff Tech Engineering Inc.

File Name : 1-NE 15th Ave & NE 26th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 4

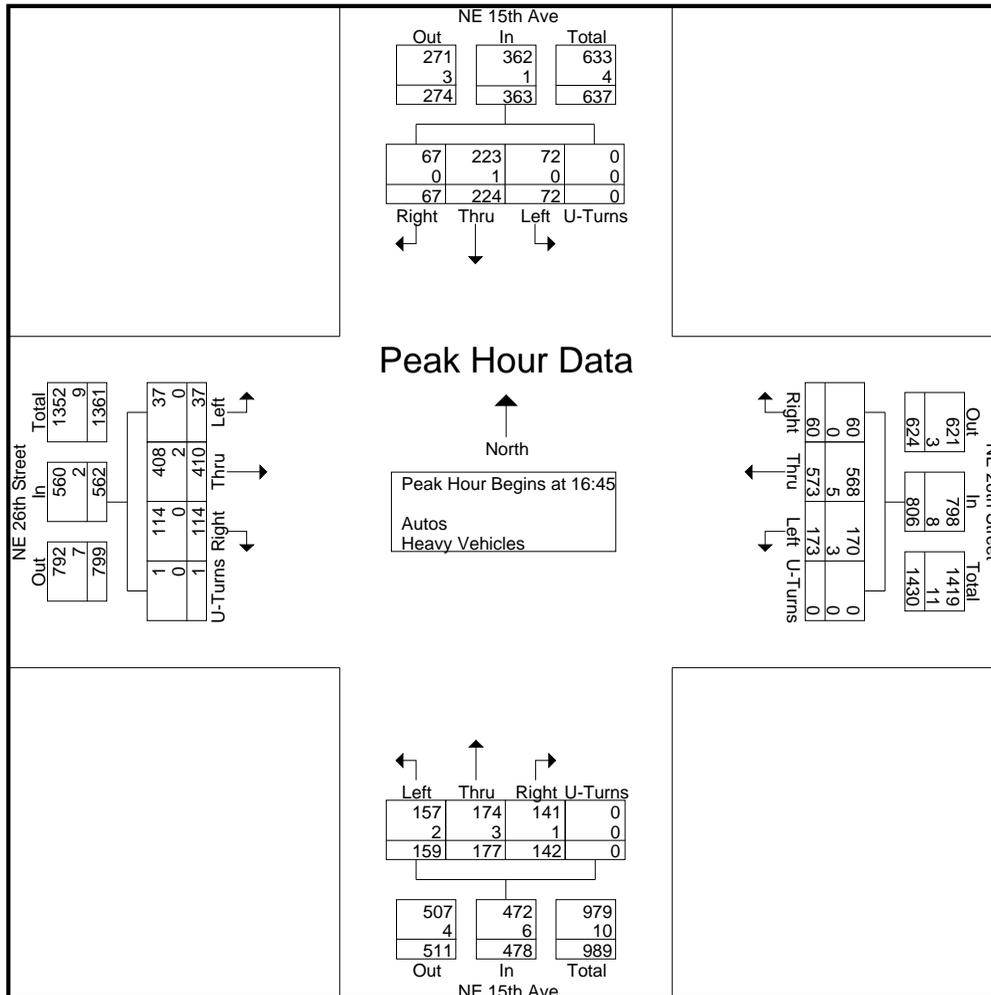
Start Time	NE 15th Ave From North					NE 26th Street From East					NE 15th Ave From South					NE 26th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	16	41	8	0	65	5	71	21	0	97	22	31	25	0	78	17	55	5	0	77	317
08:15	15	45	23	0	83	5	52	16	0	73	37	20	30	0	87	27	122	9	0	158	401
08:30	14	45	19	0	78	9	64	17	0	90	22	18	24	0	64	23	110	9	0	142	374
08:45	14	50	21	0	85	13	58	30	0	101	31	27	30	0	88	32	127	9	0	168	442
Total Volume	59	181	71	0	311	32	245	84	0	361	112	96	109	0	317	99	414	32	0	545	1534
% App. Total	19	58.2	22.8	0		8.9	67.9	23.3	0		35.3	30.3	34.4	0		18.2	76	5.9	0		
PHF	.922	.905	.772	.000	.915	.615	.863	.700	.000	.894	.757	.774	.908	.000	.901	.773	.815	.889	.000	.811	.868
Autos	57	175	71	0	303	30	242	82	0	354	110	94	109	0	313	95	406	32	0	533	1503
% Autos	96.6	96.7	100	0	97.4	93.8	98.8	97.6	0	98.1	98.2	97.9	100	0	98.7	96.0	98.1	100	0	97.8	98.0
Heavy Vehicles																					
% Heavy Vehicles	3.4	3.3	0	0	2.6	6.3	1.2	2.4	0	1.9	1.8	2.1	0	0	1.3	4.0	1.9	0	0	2.2	2.0



Traff Tech Engineering Inc.

File Name : 1-NE 15th Ave & NE 26th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 5

Start Time	NE 15th Ave From North					NE 26th Street From East					NE 15th Ave From South					NE 26th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	12	48	17	0	77	15	156	34	0	205	36	35	39	0	110	33	92	10	0	135	527
17:00	16	68	15	0	99	22	154	55	0	231	33	50	39	0	122	33	107	10	0	150	602
17:15	16	57	24	0	97	10	118	47	0	175	35	43	32	0	110	29	104	6	1	140	522
17:30	23	51	16	0	90	13	145	37	0	195	38	49	49	0	136	19	107	11	0	137	558
Total Volume	67	224	72	0	363	60	573	173	0	806	142	177	159	0	478	114	410	37	1	562	2209
% App. Total	18.5	61.7	19.8	0		7.4	71.1	21.5	0		29.7	37	33.3	0		20.3	73	6.6	0.2		
PHF	.728	.824	.750	.000	.917	.682	.918	.786	.000	.872	.934	.885	.811	.000	.879	.864	.958	.841	.250	.937	.917
Autos	67	223	72	0	362	60	568	170	0	798	141	174	157	0	472	114	408	37	1	560	2192
% Autos	100	99.6	100	0	99.7	100	99.1	98.3	0	99.0	99.3	98.3	98.7	0	98.7	100	99.5	100	100	99.6	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	0.4	0	0	0.3	0	0.9	1.7	0	1.0	0.7	1.7	1.3	0	1.3	0	0.5	0	0	0.4	0.8



Traff Tech Engineering Inc.

File Name : 1-NE 15th Ave & NE 26th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	NE 15th Ave From North				NE 26th Street From East				NE 15th Ave From South				NE 26th Street From West				Int. Total
	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	1	2	0	0	0	1	0	0	0	1	0	0	0	5
07:15	0	0	0	0	0	0	0	0	3	0	0	1	1	0	0	0	5
07:30	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	4
07:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	0	0	0	3	2	0	0	1	5	0	0	2	2	0	0	1	16
08:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	8	10
08:15	2	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	5
08:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3
08:45	0	0	0	2	0	0	0	1	0	0	0	3	1	0	0	1	8
Total	2	0	0	3	1	0	0	1	2	0	0	4	2	0	0	11	26
*** BREAK ***																	
16:00	2	0	0	0	1	0	0	0	2	0	0	2	0	0	0	1	8
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	3
16:45	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	3
Total	2	0	0	0	3	0	0	0	3	0	0	4	0	0	0	4	16
17:00	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3
17:15	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0	2	6
17:30	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	1	4
17:45	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
Total	0	0	0	1	1	0	0	1	6	0	0	3	1	0	0	3	16
Grand Total	4	0	0	7	7	0	0	3	16	0	0	13	5	0	0	19	74
Apprch %	36.4	0	0	63.6	70	0	0	30	55.2	0	0	44.8	20.8	0	0	79.2	
Total %	5.4	0	0	9.5	9.5	0	0	4.1	21.6	0	0	17.6	6.8	0	0	25.7	

Traff Tech Engineering Inc.

File Name : 2-NE 16th Ave & NE 26th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	NE 16th Ave From North					NE 26th Street From East					NE 16th Ave From South					NE 26th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
07:00	0	0	0	0	0	0	58	0	0	58	0	0	2	0	2	0	77	0	0	77	137
07:15	0	0	0	0	0	0	98	0	0	98	1	0	2	0	3	1	100	0	0	101	202
07:30	0	0	0	0	0	0	93	2	0	95	0	0	1	0	1	0	115	0	0	115	211
07:45	0	0	0	0	0	0	87	3	0	90	0	0	0	0	0	1	153	0	0	154	244
Total	0	0	0	0	0	0	336	5	0	341	1	0	5	0	6	2	445	0	0	447	794
08:00	0	0	0	0	0	0	97	0	0	97	1	0	2	0	3	0	85	0	0	85	185
08:15	0	0	0	0	0	0	73	1	0	74	3	0	3	0	6	0	182	0	0	182	262
08:30	0	0	0	0	0	0	89	1	0	90	4	0	4	0	8	2	151	0	0	153	251
08:45	0	0	0	0	0	0	100	2	0	102	4	0	1	0	5	3	176	0	0	179	286
Total	0	0	0	0	0	0	359	4	0	363	12	0	10	0	22	5	594	0	0	599	984
*** BREAK ***																					
16:00	0	0	0	0	0	0	198	0	0	198	3	0	2	0	5	2	170	0	0	172	375
16:15	0	0	0	0	0	0	186	0	0	186	1	0	1	0	2	3	135	0	0	138	326
16:30	0	0	0	0	0	0	187	0	0	187	0	0	1	0	1	2	135	0	0	137	325
16:45	0	0	0	0	0	0	204	1	0	205	3	0	2	0	5	3	142	0	0	145	355
Total	0	0	0	0	0	0	775	1	0	776	7	0	6	0	13	10	582	0	0	592	1381
17:00	0	0	0	0	0	0	231	0	0	231	1	0	3	0	4	2	153	0	0	155	390
17:15	0	0	0	0	0	0	174	1	0	175	0	0	2	0	2	6	157	0	0	163	340
17:30	0	0	0	0	0	0	194	1	0	195	2	0	2	0	4	3	158	0	0	161	360
17:45	0	0	0	0	0	0	167	0	0	167	1	0	2	0	3	6	153	0	0	159	329
Total	0	0	0	0	0	0	766	2	0	768	4	0	9	0	13	17	621	0	0	638	1419
Grand Total	0	0	0	0	0	0	2236	12	0	2248	24	0	30	0	54	34	2242	0	0	2276	4578
Apprch %	0	0	0	0	0	0	99.5	0.5	0		44.4	0	55.6	0		1.5	98.5	0	0		
Total %	0	0	0	0	0	0	48.8	0.3	0	49.1	0.5	0	0.7	0	1.2	0.7	49	0	0	49.7	
Autos	0	0	0	0	0	0	2204									2212					
% Autos	0	0	0	0	0	0	98.6	100	0	98.6	100	0	93.3	0	96.3	100	98.7	0	0	98.7	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.4	0	0	1.4	0	0	6.7	0	3.7	0	1.3	0	0	1.3	1.4

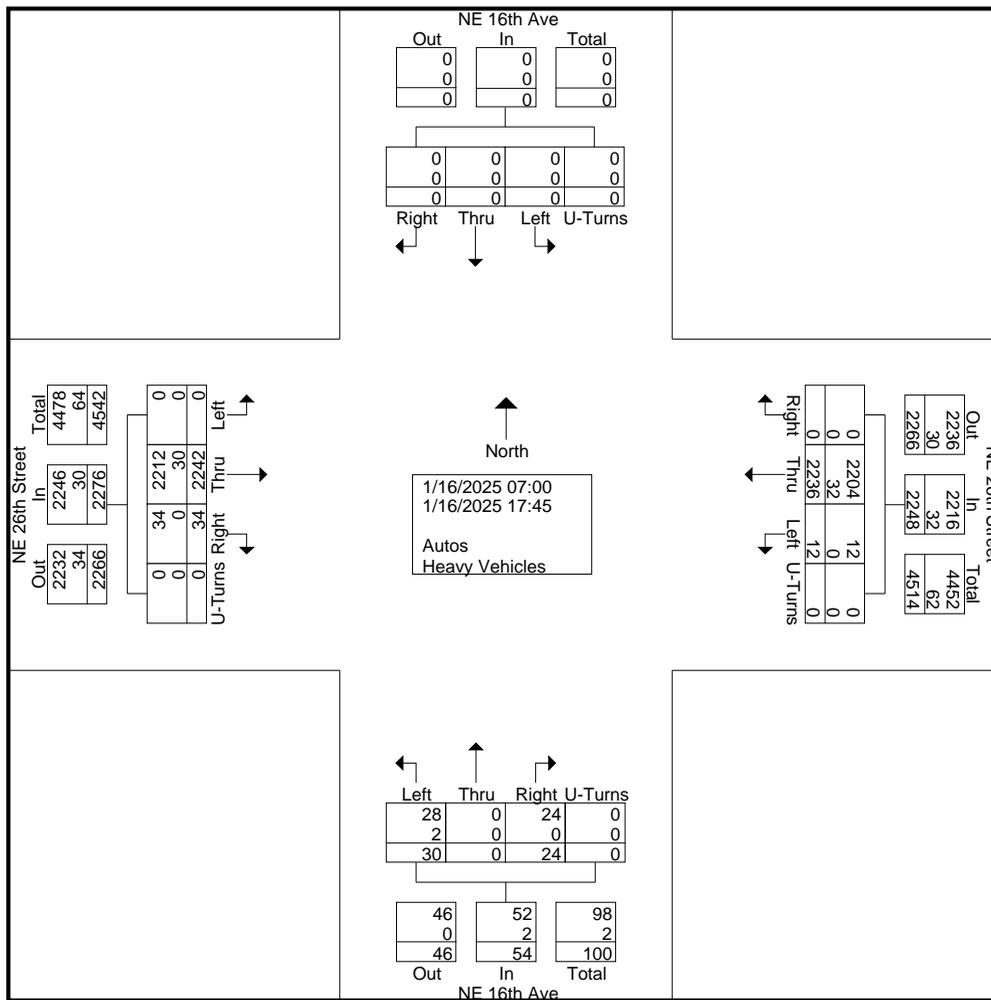
Traff Tech Engineering Inc.

File Name : 2-NE 16th Ave & NE 26th St

Site Code : 00000000

Start Date : 1/16/2025

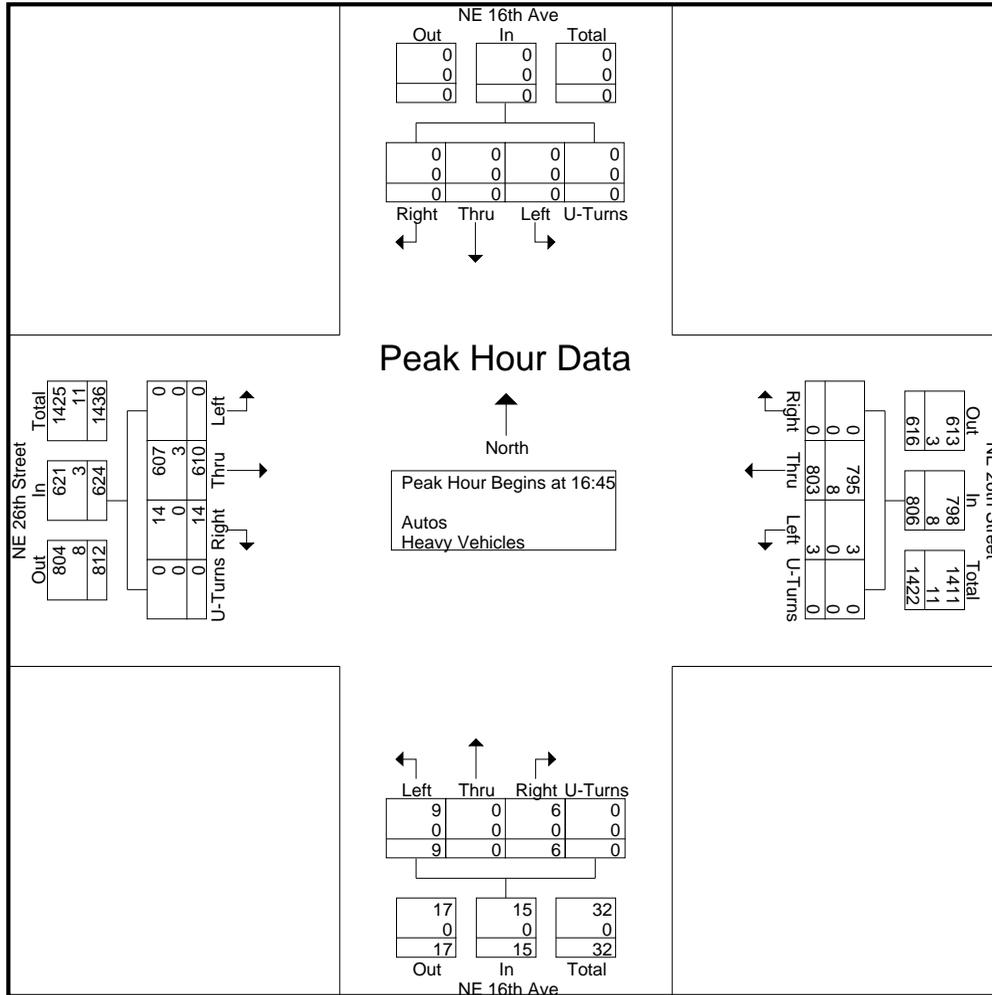
Page No : 2



Traff Tech Engineering Inc.

File Name : 2-NE 16th Ave & NE 26th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 3

Start Time	NE 16th Ave From North					NE 26th Street From East					NE 16th Ave From South					NE 26th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	0	204	1	0	205	3	0	2	0	5	3	142	0	0	145	355
17:00	0	0	0	0	0	0	231	0	0	231	1	0	3	0	4	2	153	0	0	155	390
17:15	0	0	0	0	0	0	174	1	0	175	0	0	2	0	2	6	157	0	0	163	340
17:30	0	0	0	0	0	0	194	1	0	195	2	0	2	0	4	3	158	0	0	161	360
Total Volume	0	0	0	0	0	0	803	3	0	806	6	0	9	0	15	14	610	0	0	624	1445
% App. Total	0	0	0	0	0	0	99.6	0.4	0		40	0	60	0		2.2	97.8	0	0		
PHF	.000	.000	.000	.000	.000	.000	.869	.750	.000	.872	.500	.000	.750	.000	.750	.583	.965	.000	.000	.957	.926
Autos	0	0	0	0	0	0	795	3	0	798	6	0	9	0	15	14	607	0	0	621	1434
% Autos	0	0	0	0	0	0	99.0	100	0	99.0	100	0	100	0	100	100	99.5	0	0	99.5	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0	0	0	0	0.5	0	0	0.5	0.8



Traff Tech Engineering Inc.

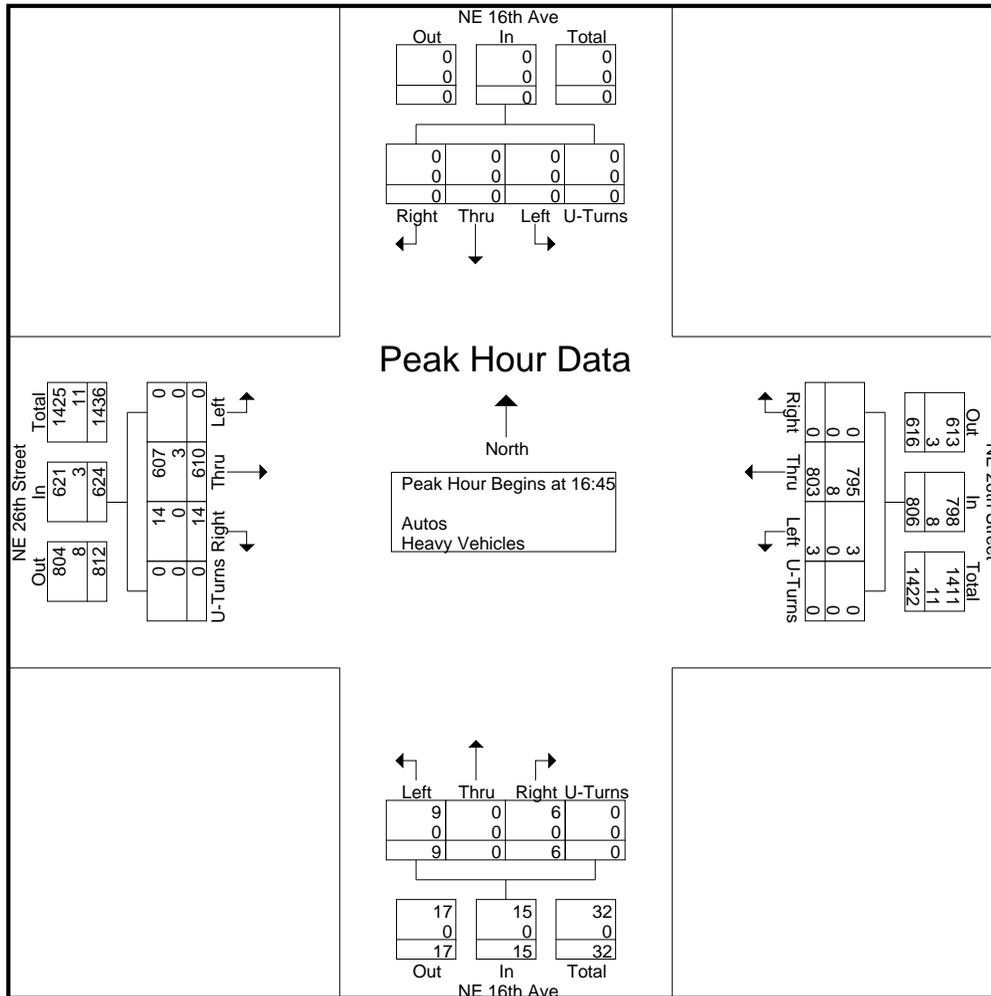
File Name : 2-NE 16th Ave & NE 26th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 5

Start Time	NE 16th Ave From North					NE 26th Street From East					NE 16th Ave From South					NE 26th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:45

16:45	0	0	0	0	0	0	204	1	0	205	3	0	2	0	5	3	142	0	0	145	355
17:00	0	0	0	0	0	0	231	0	0	231	1	0	3	0	4	2	153	0	0	155	390
17:15	0	0	0	0	0	0	174	1	0	175	0	0	2	0	2	6	157	0	0	163	340
17:30	0	0	0	0	0	0	194	1	0	195	2	0	2	0	4	3	158	0	0	161	360
Total Volume	0	0	0	0	0	0	803	3	0	806	6	0	9	0	15	14	610	0	0	624	1445
% App. Total	0	0	0	0	0	0	99.6	0.4	0		40	0	60	0		2.2	97.8	0	0		
PHF	.000	.000	.000	.000	.000	.000	.869	.750	.000	.872	.500	.000	.750	.000	.750	.583	.965	.000	.000	.957	.926
Autos	0	0	0	0	0	0	795	3	0	798	6	0	9	0	15	14	607	0	0	621	1434
% Autos	0	0	0	0	0	0	99.0	100	0	99.0	100	0	100	0	100	100	99.5	0	0	99.5	99.2
Heavy Vehicles	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0	0	0	0	0.5	0	0	0.5	0.8
% Heavy Vehicles	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0	0	0	0	0.5	0	0	0.5	0.8



Traff Tech Engineering Inc.

File Name : 2-NE 16th Ave & NE 26th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	NE 16th Ave From North				NE 26th Street From East				NE 16th Ave From South				NE 26th Street From West				Int. Total
	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
07:30	0	0	0	1	0	0	0	0	2	0	0	1	0	0	0	0	4
07:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	0	0	0	0	5	0	0	2	0	0	0	0	10
08:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
08:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
Total	2	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	9
*** BREAK ***																	
16:00	2	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	5
*** BREAK ***																	
16:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	2	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	4	0	0	2	0	0	0	0	6
Grand Total	4	0	0	5	0	0	0	0	13	0	0	10	0	0	0	0	32
Apprch %	44.4	0	0	55.6	0	0	0	0	56.5	0	0	43.5	0	0	0	0	
Total %	12.5	0	0	15.6	0	0	0	0	40.6	0	0	31.2	0	0	0	0	

Traff Tech Engineering Inc.

File Name : 3-NE 16th Ave & NE 25th St
 Site Code : 00000000
 Start Date : 1/15/2025
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	NE 16th Ave From North					NE 25th Street From East					NE 16th Ave From South					NE 25th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
07:00	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	3
07:15	0	0	1	0	1	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	5
07:30	0	1	1	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
07:45	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Total	0	6	2	0	8	3	0	2	0	5	2	3	0	0	5	0	0	0	0	0	18
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:15	0	1	0	0	1	2	0	2	0	4	1	5	0	0	6	0	0	0	0	0	11
08:30	0	2	0	0	2	2	0	1	0	3	1	4	0	0	5	0	0	0	0	0	10
08:45	0	2	3	0	5	1	0	1	0	2	2	5	0	0	7	0	0	0	0	0	14
Total	0	5	3	0	8	5	0	4	0	9	4	16	0	0	20	0	0	0	0	0	37
*** BREAK ***																					
16:00	0	4	0	0	4	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	9
16:15	0	2	0	0	2	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	7
16:30	0	1	1	0	2	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	6
16:45	0	3	1	0	4	1	0	2	0	3	1	4	0	0	5	0	0	0	0	0	12
Total	0	10	2	0	12	3	1	5	0	9	3	10	0	0	13	0	0	0	0	0	34
17:00	0	2	1	0	3	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	8
17:15	0	6	2	0	8	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	10
17:30	0	2	2	0	4	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	9
17:45	0	4	1	0	5	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	10
Total	0	14	6	0	20	3	0	4	0	7	3	7	0	0	10	0	0	0	0	0	37
Grand Total	0	35	13	0	48	14	1	15	0	30	12	36	0	0	48	0	0	0	0	0	126
Apprch %	0	72.9	27.1	0		46.7	3.3	50	0		25	75	0	0		0	0	0	0		
Total %	0	27.8	10.3	0	38.1	11.1	0.8	11.9	0	23.8	9.5	28.6	0	0	38.1	0	0	0	0	0	
Autos	0	35	13	0	48	12	1	13	0	26	12	36	0	0	48	0	0	0	0	0	122
% Autos	0	100	100	0	100	85.7	100	86.7	0	86.7	100	100	0	0	100	0	0	0	0	0	96.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	14.3	0	13.3	0	13.3	0	0	0	0	0	0	0	0	0	0	3.2

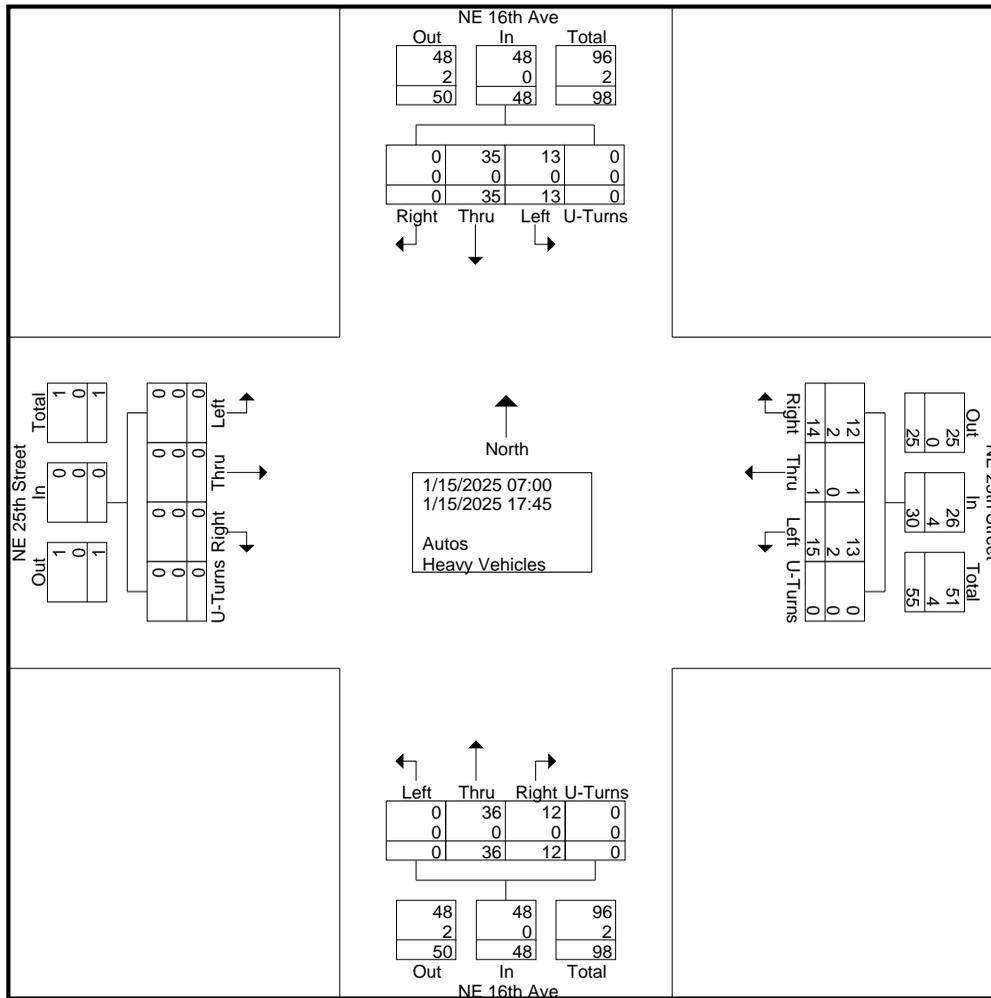
Traff Tech Engineering Inc.

File Name : 3-NE 16th Ave & NE 25th St

Site Code : 00000000

Start Date : 1/15/2025

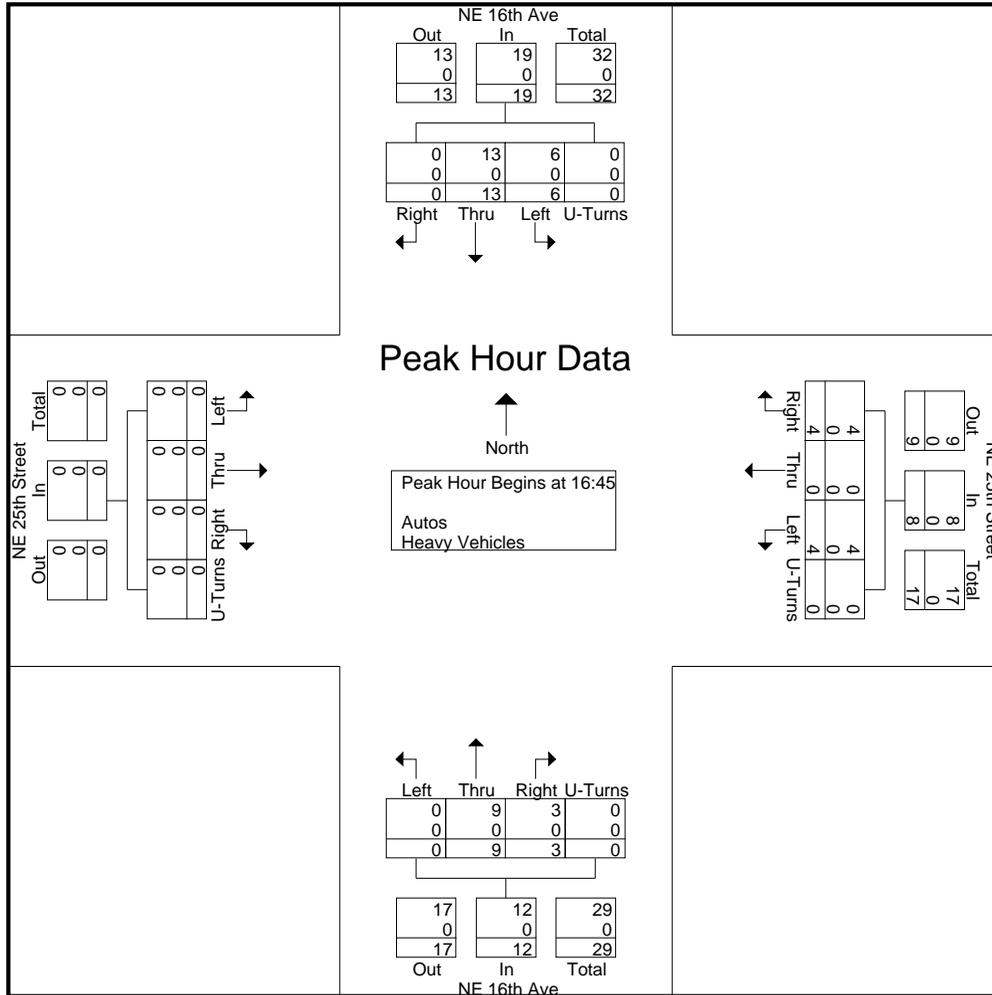
Page No : 2



Traff Tech Engineering Inc.

File Name : 3-NE 16th Ave & NE 25th St
 Site Code : 00000000
 Start Date : 1/15/2025
 Page No : 3

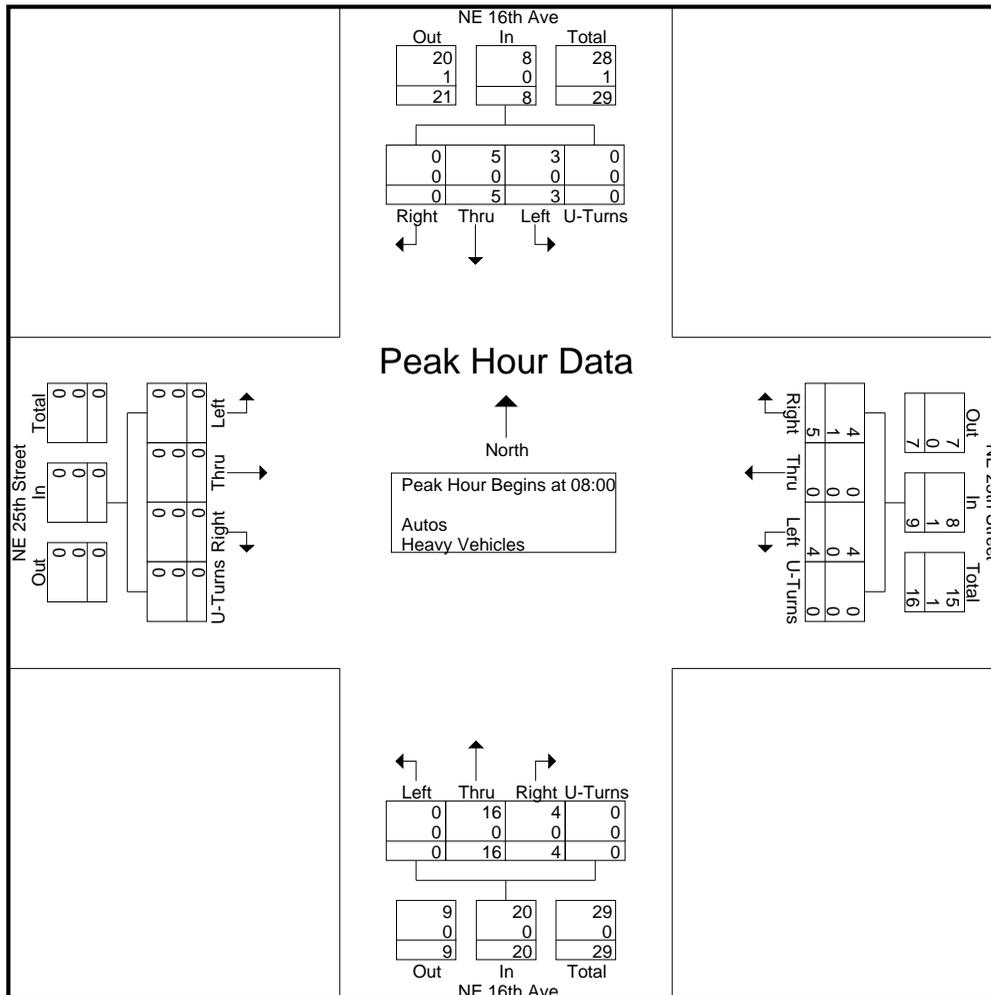
Start Time	NE 16th Ave From North					NE 25th Street From East					NE 16th Ave From South					NE 25th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	3	1	0	4	1	0	2	0	3	1	4	0	0	5	0	0	0	0	0	12
17:00	0	2	1	0	3	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	8
17:15	0	6	2	0	8	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	10
17:30	0	2	2	0	4	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	9
Total Volume	0	13	6	0	19	4	0	4	0	8	3	9	0	0	12	0	0	0	0	0	39
% App. Total	0	68.4	31.6	0		50	0	50	0		25	75	0	0		0	0	0	0		
PHF	.000	.542	.750	.000	.594	.500	.000	.500	.000	.667	.750	.563	.000	.000	.600	.000	.000	.000	.000	.000	.813
Autos	0	13	6	0	19	4	0	4	0	8	3	9	0	0	12	0	0	0	0	0	39
% Autos	0	100	100	0	100	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	100
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Traff Tech Engineering Inc.

File Name : 3-NE 16th Ave & NE 25th St
 Site Code : 00000000
 Start Date : 1/15/2025
 Page No : 4

Start Time	NE 16th Ave From North					NE 25th Street From East					NE 16th Ave From South					NE 25th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:15	0	1	0	0	1	2	0	2	0	4	1	5	0	0	6	0	0	0	0	0	11
08:30	0	2	0	0	2	2	0	1	0	3	1	4	0	0	5	0	0	0	0	0	10
08:45	0	2	3	0	5	1	0	1	0	2	2	5	0	0	7	0	0	0	0	0	14
Total Volume	0	5	3	0	8	5	0	4	0	9	4	16	0	0	20	0	0	0	0	0	37
% App. Total	0	62.5	37.5	0		55.6	0	44.4	0		20	80	0	0		0	0	0	0		
PHF	.000	.625	.250	.000	.400	.625	.000	.500	.000	.563	.500	.800	.000	.000	.714	.000	.000	.000	.000	.000	.661
Autos	0	5	3	0	8	4	0	4	0	8	4	16	0	0	20	0	0	0	0	0	36
% Autos	0	100	100	0	100	80.0	0	100	0	88.9	100	100	0	0	100	0	0	0	0	0	97.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	20.0	0	0	0	11.1	0	0	0	0	0	0	0	0	0	0	2.7



Traff Tech Engineering Inc.

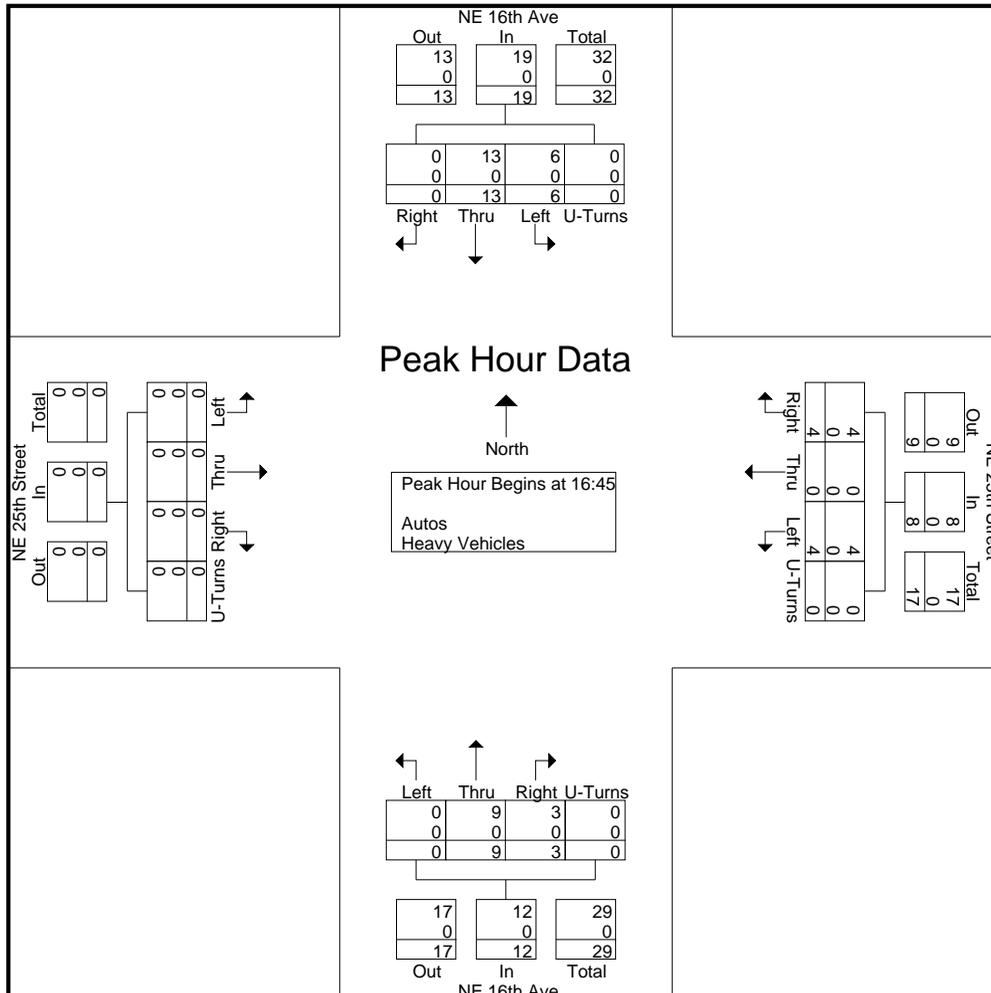
File Name : 3-NE 16th Ave & NE 25th St
 Site Code : 00000000
 Start Date : 1/15/2025
 Page No : 5

Start Time	NE 16th Ave From North					NE 25th Street From East					NE 16th Ave From South					NE 25th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:45

16:45	0	3	1	0	4	1	0	2	0	3	1	4	0	0	5	0	0	0	0	0	0	12
17:00	0	2	1	0	3	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	0	8
17:15	0	6	2	0	8	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	10
17:30	0	2	2	0	4	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	9
Total Volume	0	13	6	0	19	4	0	4	0	8	3	9	0	0	12	0	0	0	0	0	0	39
% App. Total	0	68.4	31.6	0		50	0	50	0		25	75	0	0		0	0	0	0	0		
PHF	.000	.542	.750	.000	.594	.500	.000	.500	.000	.667	.750	.563	.000	.000	.600	.000	.000	.000	.000	.000	.000	.813
Autos	0	13	6	0	19	4	0	4	0	8	3	9	0	0	12	0	0	0	0	0	0	39
% Autos	0	100	100	0	100	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	0	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Traff Tech Engineering Inc.

File Name : 4-NE 15th Ave & NE 24th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	NE 15th Ave From North					NE 24th Street From East					NE 15th Ave From South					NE 24th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
07:00	3	24	1	0	28	0	1	2	0	3	0	48	0	0	48	2	0	1	0	3	82
07:15	7	75	0	0	82	2	0	3	0	5	1	68	1	0	70	6	0	9	0	15	172
07:30	2	70	0	0	72	1	1	2	0	4	2	95	1	0	98	2	0	10	0	12	186
07:45	4	93	0	0	97	5	1	6	0	12	0	117	3	0	120	3	3	7	0	13	242
Total	16	262	1	0	279	8	3	13	0	24	3	328	5	0	336	13	3	27	0	43	682
08:00	5	76	3	0	84	1	0	3	0	4	2	68	4	0	74	7	2	4	0	13	175
08:15	5	79	1	0	85	1	2	4	0	7	1	83	2	0	86	9	3	10	0	22	200
08:30	5	76	2	0	83	0	0	6	0	6	1	63	3	0	67	5	2	5	0	12	168
08:45	7	94	0	0	101	2	1	5	0	8	3	90	2	0	95	4	5	5	0	14	218
Total	22	325	6	0	353	4	3	18	0	25	7	304	11	0	322	25	12	24	0	61	761
*** BREAK ***																					
16:00	20	133	3	0	156	3	2	2	0	7	3	133	4	0	140	6	1	9	0	16	319
16:15	10	110	0	0	120	4	1	6	0	11	3	125	5	0	133	6	2	9	0	17	281
16:30	12	119	1	0	132	2	3	6	0	11	2	92	2	0	96	7	5	7	0	19	258
16:45	13	108	2	0	123	4	4	3	0	11	3	93	3	0	99	7	3	17	0	27	260
Total	55	470	6	0	531	13	10	17	0	40	11	443	14	0	468	26	11	42	0	79	1118
17:00	10	143	3	0	156	6	3	2	0	11	4	119	9	0	132	9	2	11	0	22	321
17:15	15	127	3	0	145	4	3	5	0	12	8	151	6	0	165	9	0	10	0	19	341
17:30	11	96	1	0	108	2	2	4	0	8	5	116	5	0	126	3	4	6	0	13	255
17:45	15	95	1	0	111	2	2	3	0	7	4	107	4	0	115	6	0	8	0	14	247
Total	51	461	8	0	520	14	10	14	0	38	21	493	24	0	538	27	6	35	0	68	1164
Grand Total	144	1518	21	0	1683	39	26	62	0	127	42	1568	54	0	1664	91	32	128	0	251	3725
Apprch %	8.6	90.2	1.2	0		30.7	20.5	48.8	0		2.5	94.2	3.2	0		36.3	12.7	51	0		
Total %	3.9	40.8	0.6	0	45.2	1	0.7	1.7	0	3.4	1.1	42.1	1.4	0	44.7	2.4	0.9	3.4	0	6.7	
Autos	141	1496										1546									
% Autos	97.9	98.6	95.2	0	98.5	94.9	96.2	100	0	97.6	100	98.6	100	0	98.7	97.8	100	99.2	0	98.8	98.6
Heavy Vehicles																					
% Heavy Vehicles	2.1	1.4	4.8	0	1.5	5.1	3.8	0	0	2.4	0	1.4	0	0	1.3	2.2	0	0.8	0	1.2	1.4

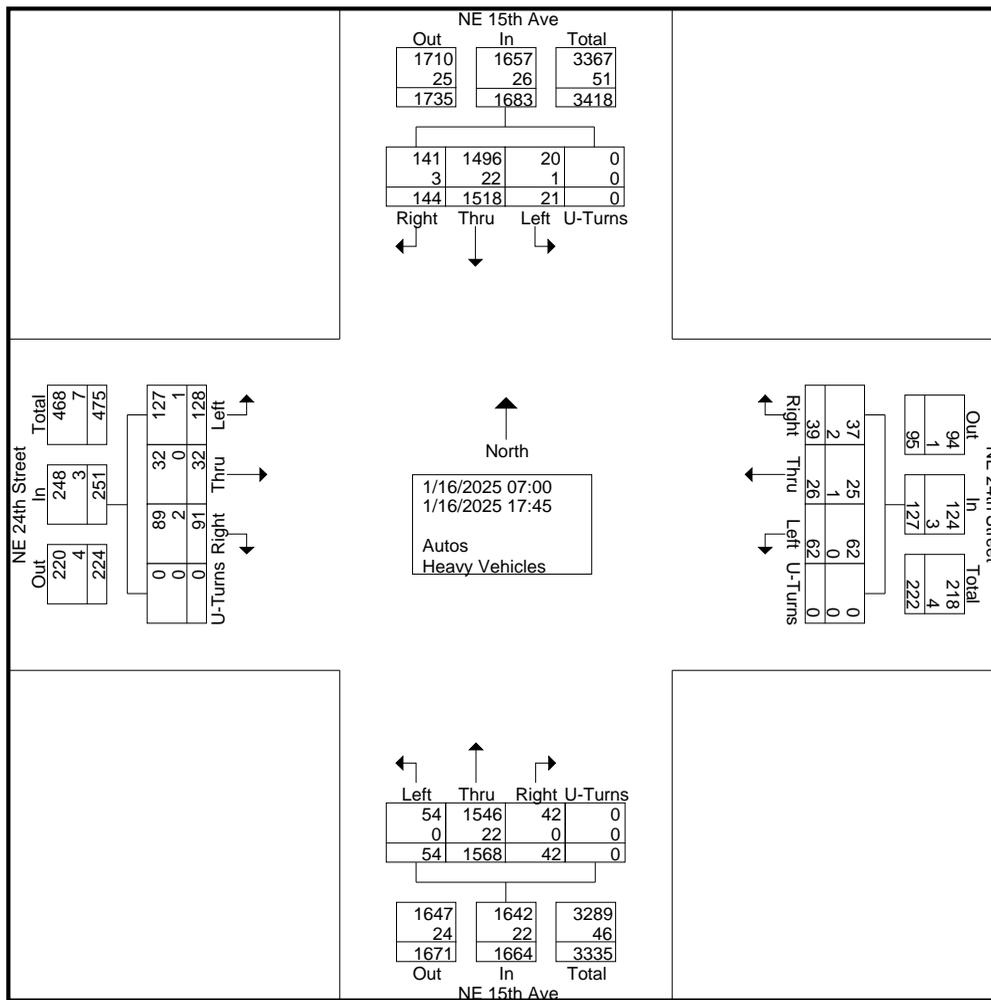
Traff Tech Engineering Inc.

File Name : 4-NE 15th Ave & NE 24th St

Site Code : 00000000

Start Date : 1/16/2025

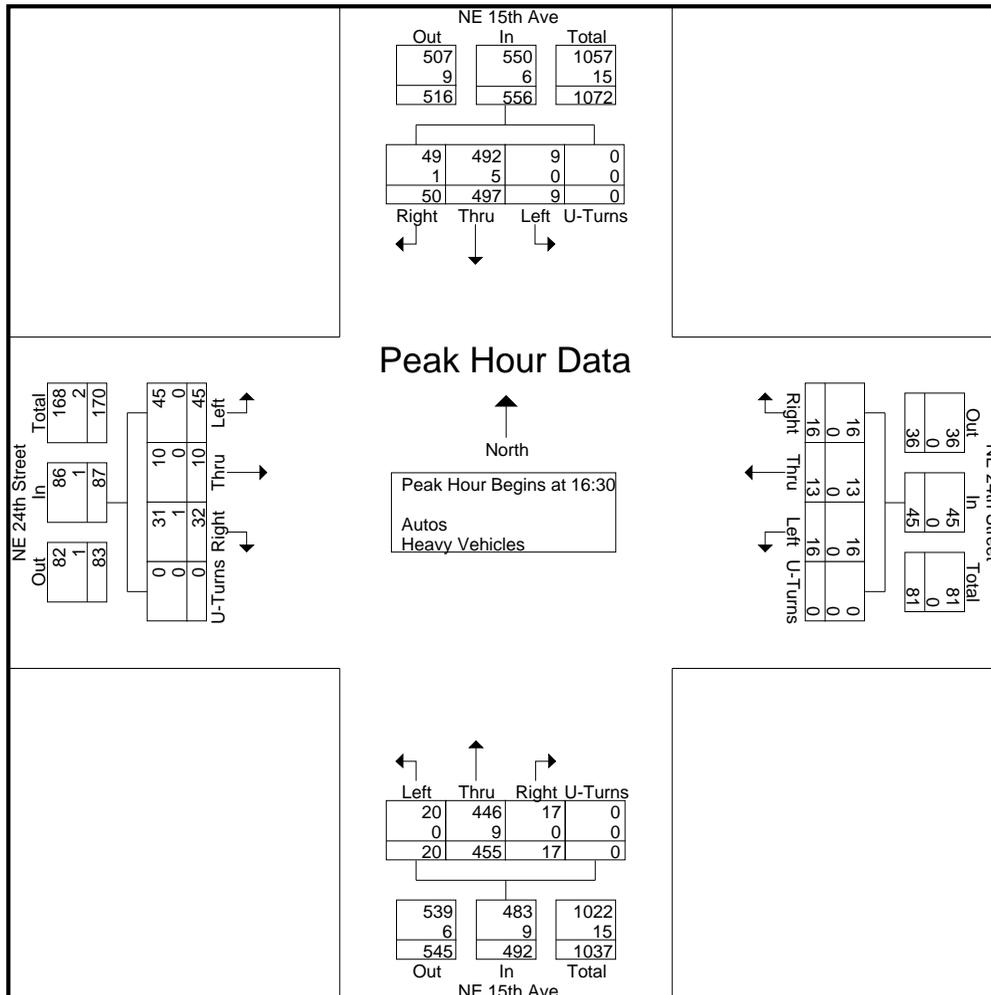
Page No : 2



Traff Tech Engineering Inc.

File Name : 4-NE 15th Ave & NE 24th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 3

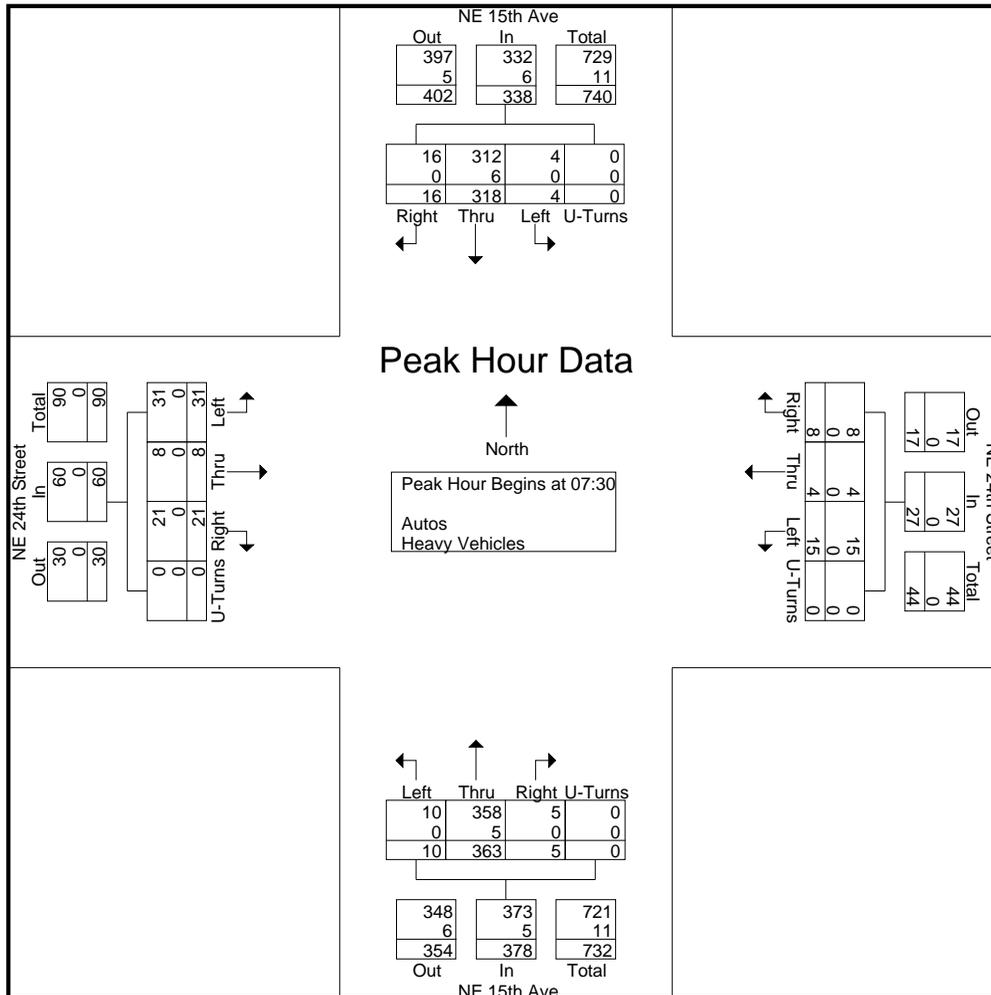
Start Time	NE 15th Ave From North					NE 24th Street From East					NE 15th Ave From South					NE 24th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	12	119	1	0	132	2	3	6	0	11	2	92	2	0	96	7	5	7	0	19	258
16:45	13	108	2	0	123	4	4	3	0	11	3	93	3	0	99	7	3	17	0	27	260
17:00	10	143	3	0	156	6	3	2	0	11	4	119	9	0	132	9	2	11	0	22	321
17:15	15	127	3	0	145	4	3	5	0	12	8	151	6	0	165	9	0	10	0	19	341
Total Volume	50	497	9	0	556	16	13	16	0	45	17	455	20	0	492	32	10	45	0	87	1180
% App. Total	9	89.4	1.6	0		35.6	28.9	35.6	0		3.5	92.5	4.1	0		36.8	11.5	51.7	0		
PHF	.833	.869	.750	.000	.891	.667	.813	.667	.000	.938	.531	.753	.556	.000	.745	.889	.500	.662	.000	.806	.865
Autos	49	492	9	0	550	16	13	16	0	45	17	446	20	0	483	31	10	45	0	86	1164
% Autos	98.0	99.0	100	0	98.9	100	100	100	0	100	100	98.0	100	0	98.2	96.9	100	100	0	98.9	98.6
Heavy Vehicles																					
% Heavy Vehicles	2.0	1.0	0	0	1.1	0	0	0	0	0	0	2.0	0	0	1.8	3.1	0	0	0	1.1	1.4



Traff Tech Engineering Inc.

File Name : 4-NE 15th Ave & NE 24th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 4

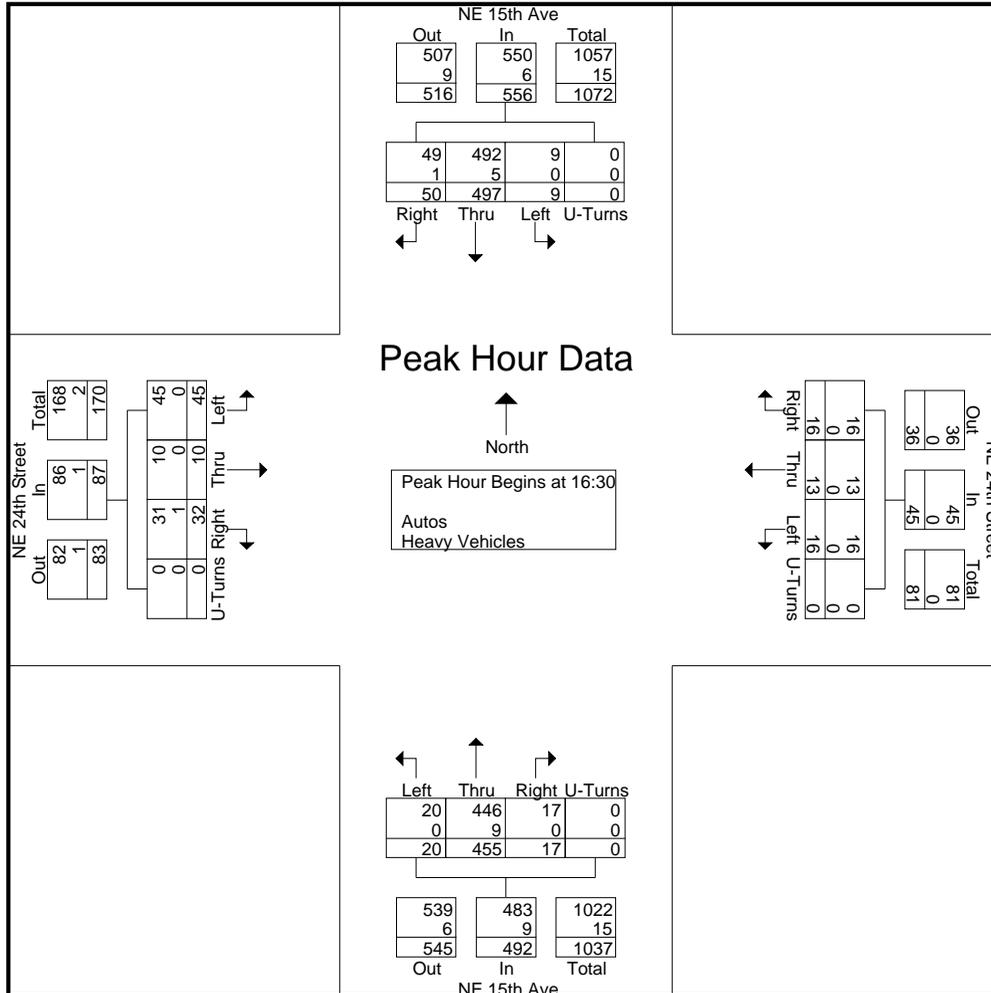
Start Time	NE 15th Ave From North					NE 24th Street From East					NE 15th Ave From South					NE 24th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	2	70	0	0	72	1	1	2	0	4	2	95	1	0	98	2	0	10	0	12	186
07:45	4	93	0	0	97	5	1	6	0	12	0	117	3	0	120	3	3	7	0	13	242
08:00	5	76	3	0	84	1	0	3	0	4	2	68	4	0	74	7	2	4	0	13	175
08:15	5	79	1	0	85	1	2	4	0	7	1	83	2	0	86	9	3	10	0	22	200
Total Volume	16	318	4	0	338	8	4	15	0	27	5	363	10	0	378	21	8	31	0	60	803
% App. Total	4.7	94.1	1.2	0		29.6	14.8	55.6	0		1.3	96	2.6	0		35	13.3	51.7	0		
PHF	.800	.855	.333	.000	.871	.400	.500	.625	.000	.563	.625	.776	.625	.000	.788	.583	.667	.775	.000	.682	.830
Autos	16	312	4	0	332	8	4	15	0	27	5	358	10	0	373	21	8	31	0	60	792
% Autos	100	98.1	100	0	98.2	100	100	100	0	100	100	98.6	100	0	98.7	100	100	100	0	100	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	1.9	0	0	1.8	0	0	0	0	0	0	1.4	0	0	1.3	0	0	0	0	0	1.4



Traff Tech Engineering Inc.

File Name : 4-NE 15th Ave & NE 24th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 5

Start Time	NE 15th Ave From North					NE 24th Street From East					NE 15th Ave From South					NE 24th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	12	119	1	0	132	2	3	6	0	11	2	92	2	0	96	7	5	7	0	19	258
16:45	13	108	2	0	123	4	4	3	0	11	3	93	3	0	99	7	3	17	0	27	260
17:00	10	143	3	0	156	6	3	2	0	11	4	119	9	0	132	9	2	11	0	22	321
17:15	15	127	3	0	145	4	3	5	0	12	8	151	6	0	165	9	0	10	0	19	341
Total Volume	50	497	9	0	556	16	13	16	0	45	17	455	20	0	492	32	10	45	0	87	1180
% App. Total	9	89.4	1.6	0		35.6	28.9	35.6	0		3.5	92.5	4.1	0		36.8	11.5	51.7	0		
PHF	.833	.869	.750	.000	.891	.667	.813	.667	.000	.938	.531	.753	.556	.000	.745	.889	.500	.662	.000	.806	.865
Autos	49	492	9	0	550	16	13	16	0	45	17	446	20	0	483	31	10	45	0	86	1164
% Autos	98.0	99.0	100	0	98.9	100	100	100	0	100	100	98.0	100	0	98.2	96.9	100	100	0	98.9	98.6
Heavy Vehicles																					
% Heavy Vehicles	2.0	1.0	0	0	1.1	0	0	0	0	0	0	2.0	0	0	1.8	3.1	0	0	0	1.1	1.4



Traff Tech Engineering Inc.

File Name : 4-NE 15th Ave & NE 24th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	NE 15th Ave From North				NE 24th Street From East				NE 15th Ave From South				NE 24th Street From West				Int. Total
	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	2	6
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	2	0	0	1	0	0	0	1	1	0	0	3	8
08:00	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	6	9
08:15	0	0	0	0	1	0	0	0	2	0	0	2	3	0	0	3	11
08:30	0	0	0	0	2	0	0	0	1	0	0	2	0	0	0	4	9
08:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	3
Total	0	0	0	0	3	0	0	1	3	0	0	7	4	0	0	14	32
*** BREAK ***																	
16:00	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	1	5
16:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
16:30	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7
16:45	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	2	6
Total	2	0	0	0	3	0	0	0	0	0	0	1	11	0	0	3	20
17:00	1	0	0	2	1	0	0	0	0	0	0	1	3	0	0	5	13
17:15	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	2	6
17:30	0	0	0	0	0	0	0	2	0	0	0	0	6	0	0	2	10
17:45	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	5	9
Total	1	0	0	4	4	0	0	3	0	0	0	2	10	0	0	14	38
Grand Total	3	0	0	4	12	0	0	5	3	0	0	11	26	0	0	34	98
Apprch %	42.9	0	0	57.1	70.6	0	0	29.4	21.4	0	0	78.6	43.3	0	0	56.7	
Total %	3.1	0	0	4.1	12.2	0	0	5.1	3.1	0	0	11.2	26.5	0	0	34.7	

Traff Tech Engineering Inc.

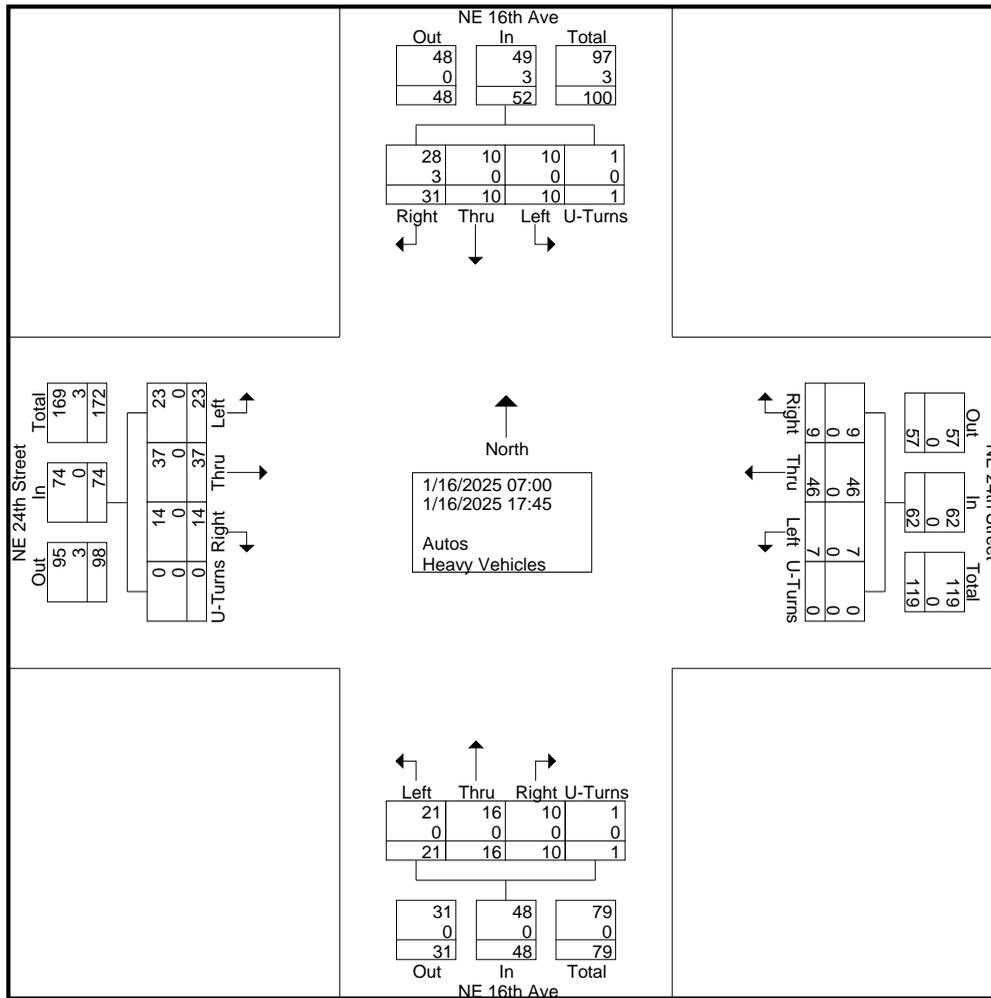
File Name : 5-NE 16th Ave & NE 24th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	NE 16th Ave From North					NE 24th Street From East					NE 16th Ave From South					NE 24th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
07:00	1	0	0	0	1	0	1	0	0	1	0	1	1	1	3	1	0	0	0	1	6
07:15	1	0	0	0	1	0	1	1	0	2	0	1	1	0	2	0	0	1	0	1	6
07:30	1	0	0	0	1	0	3	0	0	3	0	0	2	0	2	0	0	1	0	1	7
07:45	1	1	2	0	4	0	4	0	0	4	0	1	2	0	3	0	1	0	0	1	12
Total	4	1	2	0	7	0	9	1	0	10	0	3	6	1	10	1	1	2	0	4	31
08:00	0	0	1	0	1	1	2	0	0	3	1	2	2	0	5	3	3	0	0	6	15
08:15	2	0	0	0	2	2	2	0	0	4	1	1	1	0	3	1	2	2	0	5	14
08:30	2	0	0	0	2	0	0	0	0	0	0	2	2	0	4	1	1	3	0	5	11
08:45	5	0	0	0	5	0	4	0	0	4	0	2	1	0	3	1	3	5	0	9	21
Total	9	0	1	0	10	3	8	0	0	11	2	7	6	0	15	6	9	10	0	25	61
*** BREAK ***																					
16:00	3	1	1	0	5	0	4	1	0	5	0	1	1	0	2	1	4	2	0	7	19
16:15	0	3	0	0	3	0	5	0	0	5	1	1	0	0	2	0	3	3	0	6	16
16:30	1	0	1	0	2	1	5	0	0	6	2	0	3	0	5	0	5	0	0	5	18
16:45	4	2	0	0	6	1	2	0	0	3	0	3	0	0	3	3	4	1	0	8	20
Total	8	6	2	0	16	2	16	1	0	19	3	5	4	0	12	4	16	6	0	26	73
17:00	3	0	0	0	3	1	5	0	0	6	2	0	3	0	5	1	4	2	0	7	21
17:15	4	2	1	0	7	1	3	2	0	6	0	0	0	0	0	0	3	0	0	3	16
17:30	1	0	0	1	2	1	3	2	0	6	2	1	0	0	3	2	3	1	0	6	17
17:45	2	1	4	0	7	1	2	1	0	4	1	0	2	0	3	0	1	2	0	3	17
Total	10	3	5	1	19	4	13	5	0	22	5	1	5	0	11	3	11	5	0	19	71
Grand Total	31	10	10	1	52	9	46	7	0	62	10	16	21	1	48	14	37	23	0	74	236
Apprch %	59.6	19.2	19.2	1.9		14.5	74.2	11.3	0		20.8	33.3	43.8	2.1		18.9	50	31.1	0		
Total %	13.1	4.2	4.2	0.4	22	3.8	19.5	3	0	26.3	4.2	6.8	8.9	0.4	20.3	5.9	15.7	9.7	0	31.4	
Autos	28	10	10	1	49	9	46	7	0	62	10	16	21	1	48	14	37	23	0	74	233
% Autos	90.3	100	100	100	94.2	100	100	100	0	100	100	100	100	100	100	100	100	100	0	100	98.7
Heavy Vehicles																					
% Heavy Vehicles	9.7	0	0	0	5.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3

Traff Tech Engineering Inc.

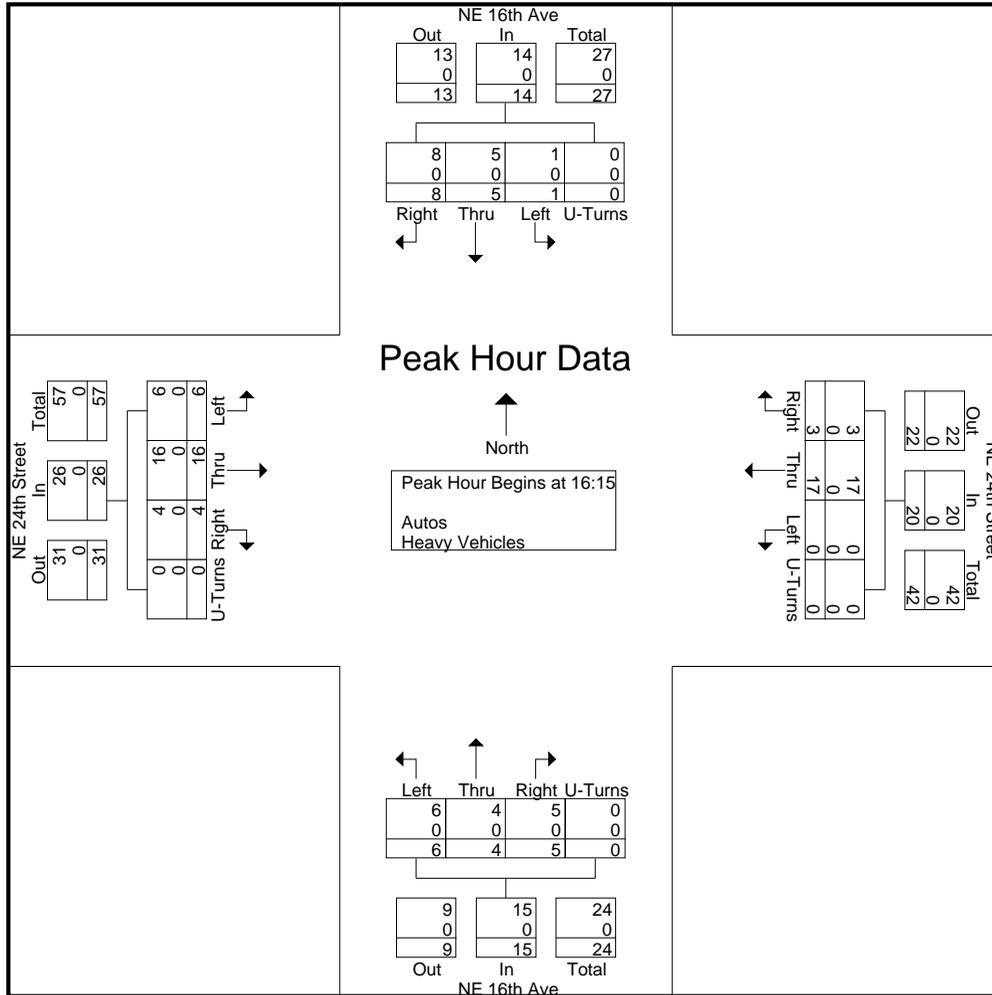
File Name : 5-NE 16th Ave & NE 24th St
 Site Code : 00000000
 Start Date : 1/16/2025
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Traff Tech Engineering Inc.

File Name : 5-NE 16th Ave & NE 24th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 3

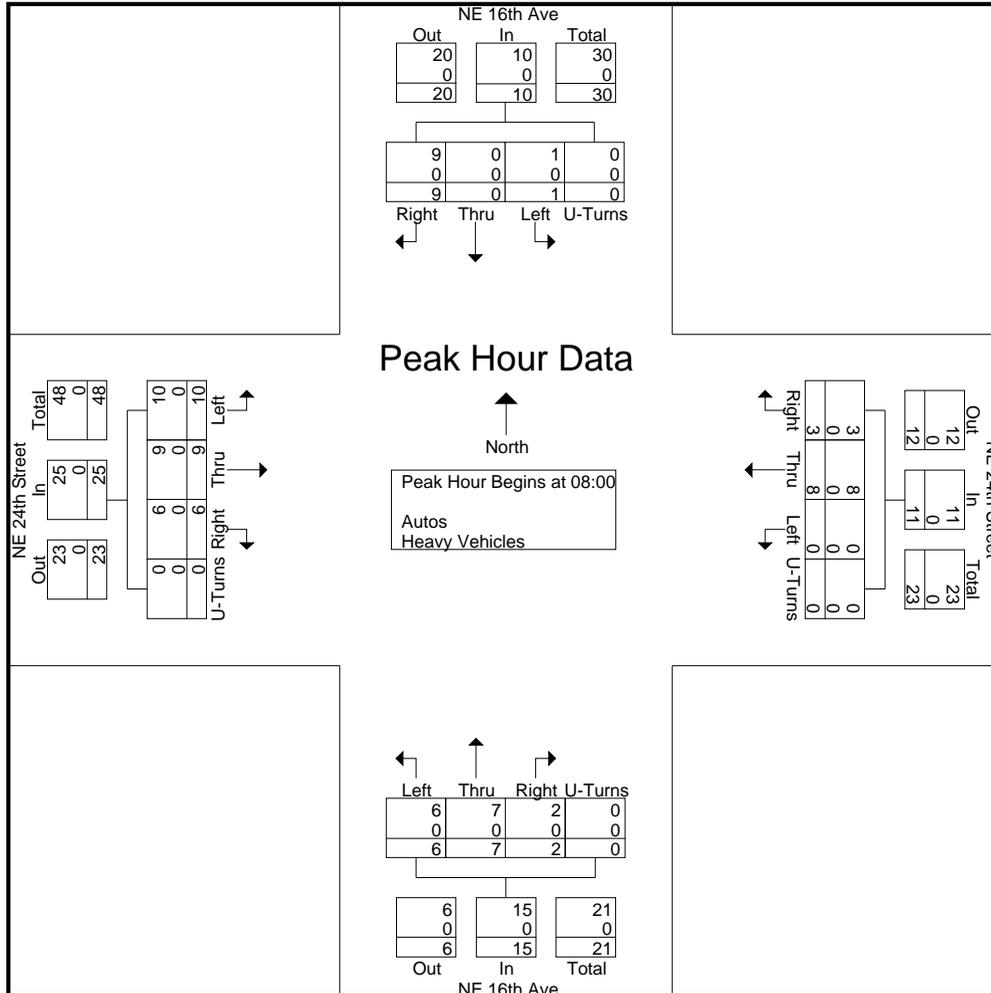
Start Time	NE 16th Ave From North					NE 24th Street From East					NE 16th Ave From South					NE 24th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	3	0	0	3	0	5	0	0	5	1	1	0	0	2	0	3	3	0	6	16
16:30	1	0	1	0	2	1	5	0	0	6	2	0	3	0	5	0	5	0	0	5	18
16:45	4	2	0	0	6	1	2	0	0	3	0	3	0	3	3	4	1	0	0	8	20
17:00	3	0	0	0	3	1	5	0	0	6	2	0	3	0	5	1	4	2	0	7	21
Total Volume	8	5	1	0	14	3	17	0	0	20	5	4	6	0	15	4	16	6	0	26	75
% App. Total	57.1	35.7	7.1	0		15	85	0	0		33.3	26.7	40	0		15.4	61.5	23.1	0		
PHF	.500	.417	.250	.000	.583	.750	.850	.000	.000	.833	.625	.333	.500	.000	.750	.333	.800	.500	.000	.813	.893
Autos	8	5	1	0	14	3	17	0	0	20	5	4	6	0	15	4	16	6	0	26	75
% Autos	100	100	100	0	100	100	100	0	0	100	100	100	100	0	100	100	100	100	0	100	100
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Traff Tech Engineering Inc.

File Name : 5-NE 16th Ave & NE 24th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 4

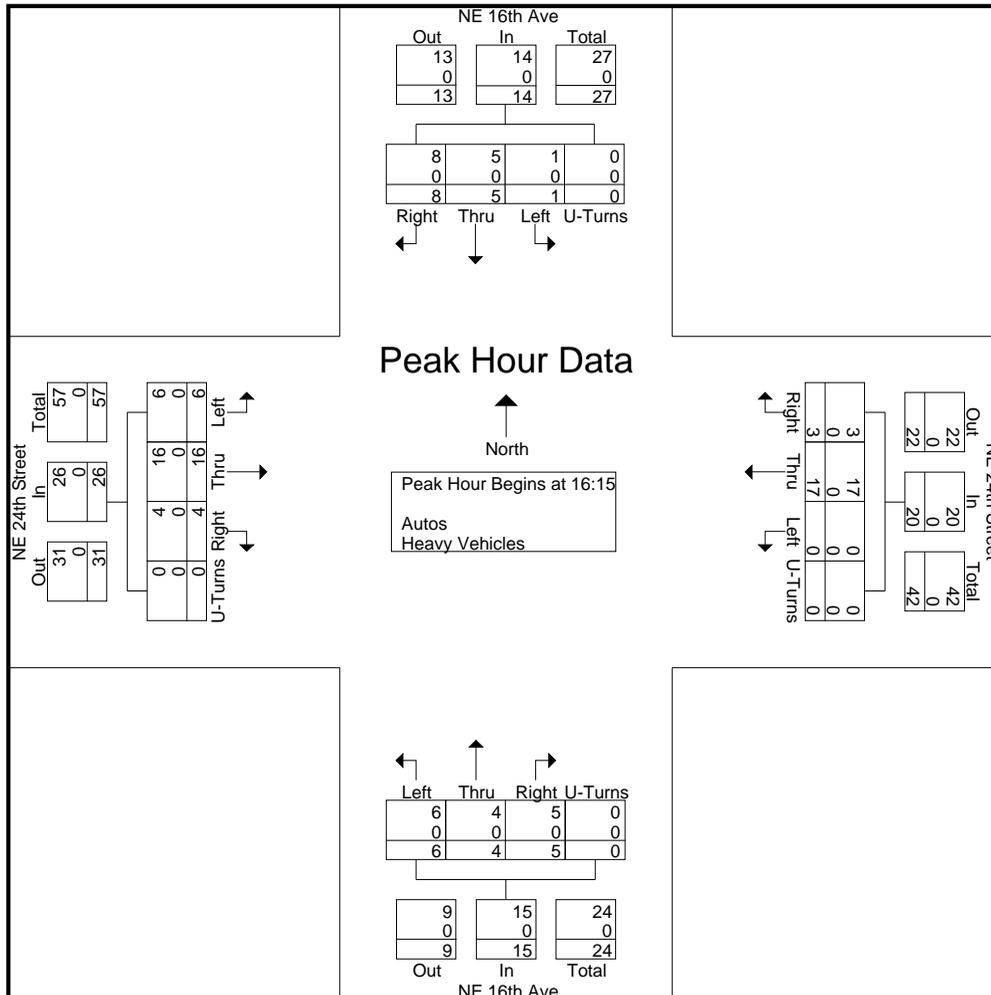
Start Time	NE 16th Ave From North					NE 24th Street From East					NE 16th Ave From South					NE 24th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	1	0	1	1	2	0	0	3	1	2	2	0	5	3	3	0	0	6	15
08:15	2	0	0	0	2	2	2	0	0	4	1	1	1	0	3	1	2	2	0	5	14
08:30	2	0	0	0	2	0	0	0	0	0	0	2	2	0	4	1	1	3	0	5	11
08:45	5	0	0	0	5	0	4	0	0	4	0	2	1	0	3	1	3	5	0	9	21
Total Volume	9	0	1	0	10	3	8	0	0	11	2	7	6	0	15	6	9	10	0	25	61
% App. Total	90	0	10	0		27.3	72.7	0	0		13.3	46.7	40	0		24	36	40	0		
PHF	.450	.000	.250	.000	.500	.375	.500	.000	.000	.688	.500	.875	.750	.000	.750	.500	.750	.500	.000	.694	.726
Autos	9	0	1	0	10	3	8	0	0	11	2	7	6	0	15	6	9	10	0	25	61
% Autos	100	0	100	0	100	100	100	0	0	100	100	100	100	0	100	100	100	100	0	100	100
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Traff Tech Engineering Inc.

File Name : 5-NE 16th Ave & NE 24th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 5

Start Time	NE 16th Ave From North					NE 24th Street From East					NE 16th Ave From South					NE 24th Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	3	0	0	3	0	5	0	0	5	1	1	0	0	2	0	3	3	0	6	16
16:30	1	0	1	0	2	1	5	0	0	6	2	0	3	0	5	0	5	0	0	5	18
16:45	4	2	0	0	6	1	2	0	0	3	0	3	0	3	3	4	1	0	0	8	20
17:00	3	0	0	0	3	1	5	0	0	6	2	0	3	0	5	1	4	2	0	7	21
Total Volume	8	5	1	0	14	3	17	0	0	20	5	4	6	0	15	4	16	6	0	26	75
% App. Total	57.1	35.7	7.1	0		15	85	0	0		33.3	26.7	40	0		15.4	61.5	23.1	0		
PHF	.500	.417	.250	.000	.583	.750	.850	.000	.000	.833	.625	.333	.500	.000	.750	.333	.800	.500	.000	.813	.893
Autos	8	5	1	0	14	3	17	0	0	20	5	4	6	0	15	4	16	6	0	26	75
% Autos	100	100	100	0	100	100	100	0	0	100	100	100	100	0	100	100	100	100	0	100	100
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Traff Tech Engineering Inc.

File Name : 5-NE 16th Ave & NE 24th St
 Site Code : 00000000
 Start Date : 1/16/2025
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	NE 16th Ave From North				NE 24th Street From East				NE 16th Ave From South				NE 24th Street From West				Int. Total	
	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds		
*** BREAK ***																		
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1		
*** BREAK ***																		
Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1		
08:00	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0		
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
*** BREAK ***																		
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0		
Total	0	0	0	2	0	0	0	2	1	0	0	2	0	0	0	0		
*** BREAK ***																		
16:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0		
16:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1		
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0		
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0		
Total	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	1		
17:00	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	2		
*** BREAK ***																		
17:30	0	0	0	4	0	0	0	3	0	0	0	1	0	0	0	1		
17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	1	0	0	10	0	0	0	5	0	0	0	1	0	0	0	3		
Grand Total	1	0	0	15	0	0	0	7	1	0	0	9	0	0	0	5		38
Apprch %	6.2	0	0	93.8	0	0	0	100	10	0	0	90	0	0	0	100		
Total %	2.6	0	0	39.5	0	0	0	18.4	2.6	0	0	23.7	0	0	0	13.2		

Traff Tech Engineering Inc.

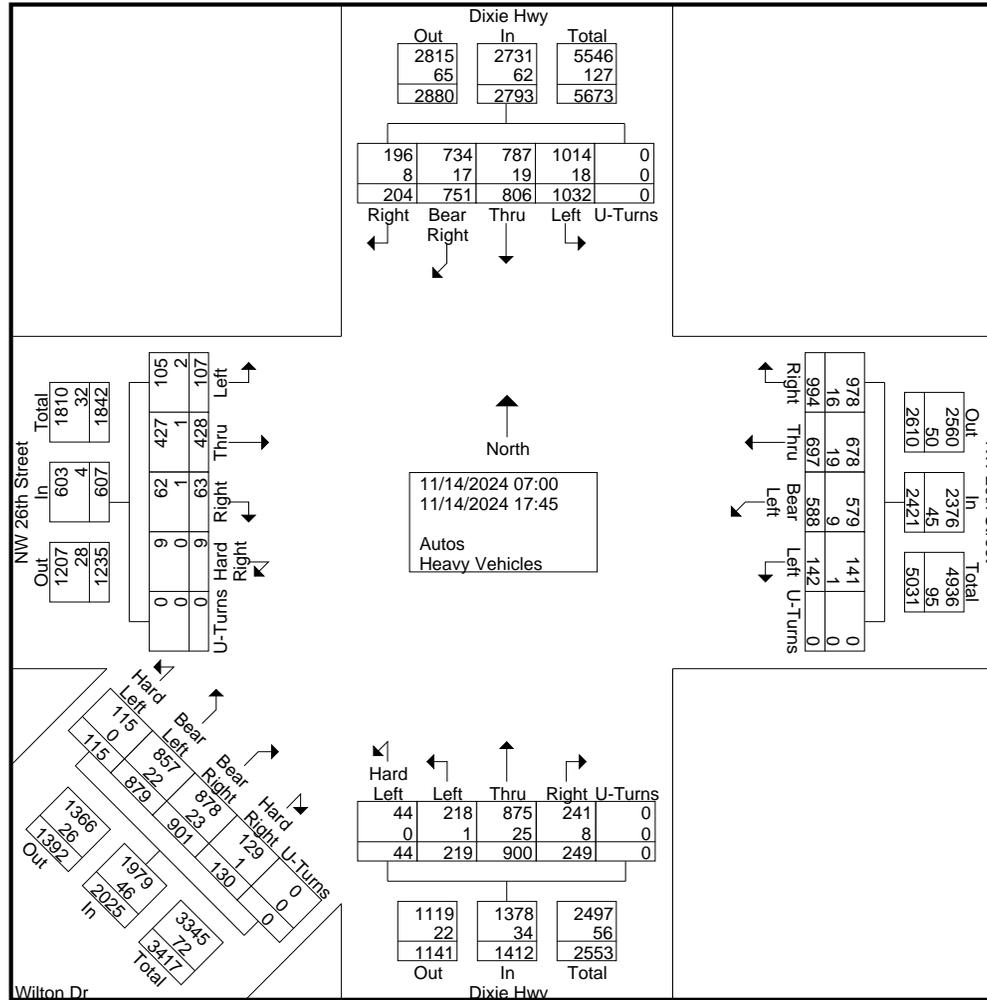
File Name : NW 26th St & Wilton Dr
 Site Code : 00000000
 Start Date : 11/14/2024
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	Dixie Hwy From North						NW 26th Street From East						Dixie Hwy From South						Wilton Dr From Southwest						NW 26th Street From West						Int. Total
	Right	Bear Right	Thru	Left	U-Turns	App. Total	Right	Thru	Bear Left	Left	U-Turns	App. Total	Right	Thru	Left	Hard Left	U-Turns	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turns	App. Total	Hard Right	Right	Thru	Left	U-Turns	App. Total	
07:00	7	21	29	24	0	81	38	18	11	5	0	72	15	34	9	1	0	59	5	45	33	10	0	93	0	0	3	0	0	3	308
07:15	6	36	67	62	0	171	39	19	20	13	0	91	19	53	5	1	0	78	8	49	51	10	0	118	0	1	3	2	0	6	464
07:30	17	45	37	78	0	177	51	28	22	5	0	106	20	62	16	4	0	102	11	62	41	8	0	122	0	0	3	2	0	5	512
07:45	10	20	42	73	0	145	59	32	21	8	0	120	24	58	17	0	0	99	6	80	53	9	0	148	1	3	2	1	0	7	519
Total	40	122	175	237	0	574	187	97	74	31	0	389	78	207	47	6	0	338	30	236	178	37	0	481	1	4	11	5	0	21	1803
08:00	15	24	42	71	0	152	60	38	22	10	0	130	23	44	17	1	0	85	10	68	45	6	0	129	0	2	4	4	0	10	506
08:15	15	52	53	81	0	201	59	31	22	6	0	118	16	45	14	1	0	76	22	82	52	16	0	172	0	1	4	3	0	8	575
08:30	11	44	51	72	0	178	52	33	17	10	0	112	22	50	17	6	0	95	5	99	50	15	0	169	1	0	5	4	0	10	564
08:45	9	46	55	84	0	194	56	32	32	12	0	132	14	51	18	5	0	88	7	92	63	13	0	175	0	1	6	2	0	9	598
Total	50	166	201	308	0	725	227	134	93	38	0	492	75	190	66	13	0	344	44	341	210	50	0	645	1	4	19	13	0	37	2243
*** BREAK ***																															
16:00	13	51	57	56	0	177	73	55	54	6	0	188	11	68	15	1	0	95	6	62	73	5	0	146	3	8	56	11	0	78	684
16:15	12	54	44	56	0	166	69	58	59	12	0	198	11	63	15	8	0	97	3	40	77	3	0	123	0	2	45	9	0	56	640
16:30	12	53	53	49	0	167	79	60	45	9	0	193	16	53	12	3	0	84	5	46	57	6	0	114	0	11	41	18	0	70	628
16:45	18	48	54	56	0	176	85	67	55	8	0	215	8	69	8	3	0	88	9	38	46	4	0	97	1	6	50	12	0	69	645
Total	55	206	208	217	0	686	306	240	213	35	0	794	46	253	50	15	0	364	23	186	253	18	0	480	4	27	192	50	0	273	2597
17:00	16	72	62	55	0	205	75	69	56	10	0	210	5	60	19	4	0	88	11	39	50	3	0	103	1	8	54	10	0	73	679
17:15	12	73	50	64	0	199	75	53	62	9	0	199	16	73	8	3	0	100	12	32	58	4	0	106	0	9	50	10	0	69	673
17:30	18	61	63	83	0	225	76	48	43	7	0	174	11	59	15	1	0	86	6	38	57	2	0	103	0	3	49	8	0	60	648
17:45	13	51	47	68	0	179	48	56	47	12	0	163	18	58	14	2	0	92	4	29	73	1	0	107	2	8	53	11	0	74	615
Total	59	257	222	270	0	808	274	226	208	38	0	746	50	250	56	10	0	366	33	138	238	10	0	419	3	28	206	39	0	276	2615
Grand Total	204	751	806	1032	0	2793	994	697	588	142	0	2421	249	900	219	44	0	1412	130	901	879	115	0	2025	9	63	428	107	0	607	9258
Apprch %	7.3	26.9	28.9	36.9	0		41.1	28.8	24.3	5.9	0		17.6	63.7	15.5	3.1	0		6.4	44.5	43.4	5.7	0		1.5	10.4	70.5	17.6	0		
Total %	2.2	8.1	8.7	11.1	0	30.2	10.7	7.5	6.4	1.5	0	26.2	2.7	9.7	2.4	0.5	0	15.3	1.4	9.7	9.5	1.2	0	21.9	0.1	0.7	4.6	1.2	0	6.6	
Autos	196	734	787	1014																											
% Autos	96.1	97.7	97.6	98.3	0	97.8	98.4	97.3	98.5	99.3	0	98.1	96.8	97.2	99.5	100	0	97.6	99.2	97.4	97.5	100	0	97.7	100	98.4	99.8	98.1	0	99.3	97.9
Heavy Vehicles																															
% Heavy Vehicles	3.9	2.3	2.4	1.7	0	2.2	1.6	2.7	1.5	0.7	0	1.9	3.2	2.8	0.5	0	2.4	0.8	2.6	2.5	0	0	2.3	0	1.6	0.2	1.9	0	0.7	2.1	

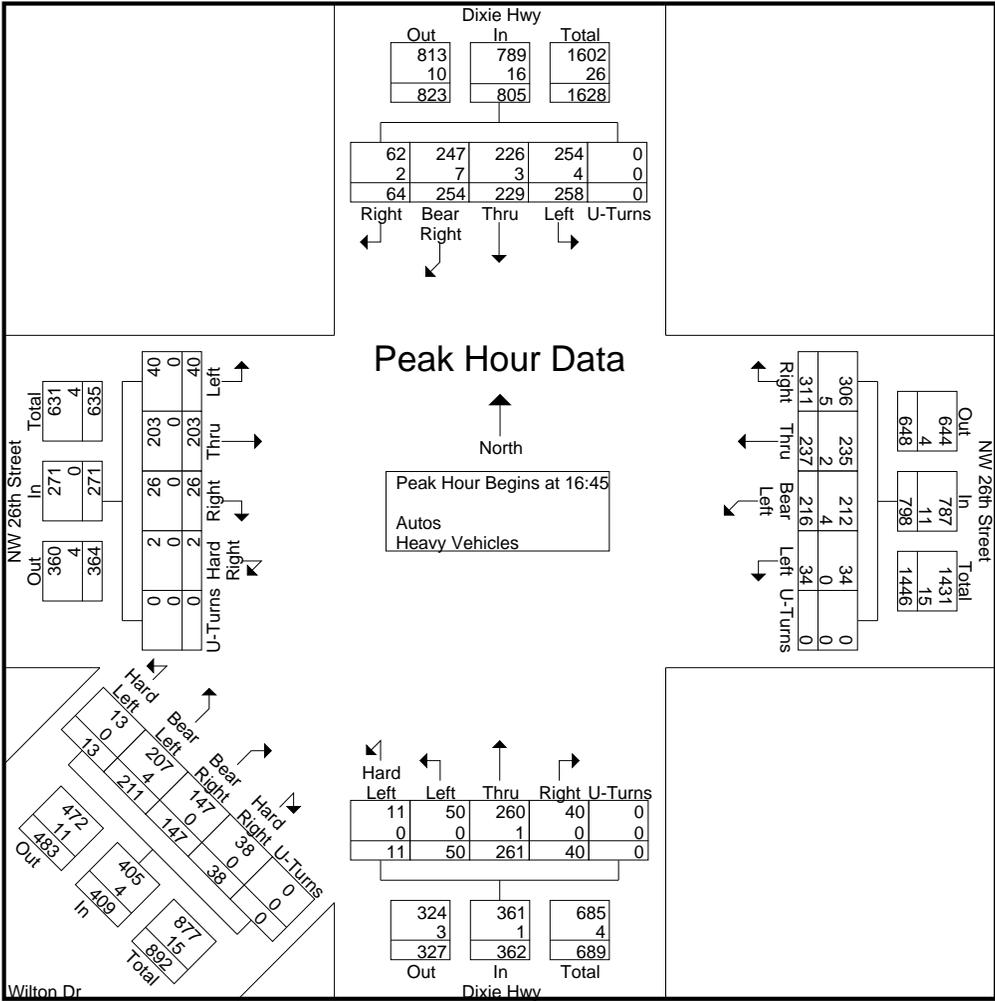
Traff Tech Engineering Inc.

File Name : NW 26th St & Wilton Dr
 Site Code : 00000000
 Start Date : 11/14/2024
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Traff Tech Engineering Inc.

File Name : NW 26th St & Wilton Dr
 Site Code : 00000000
 Start Date : 11/14/2024
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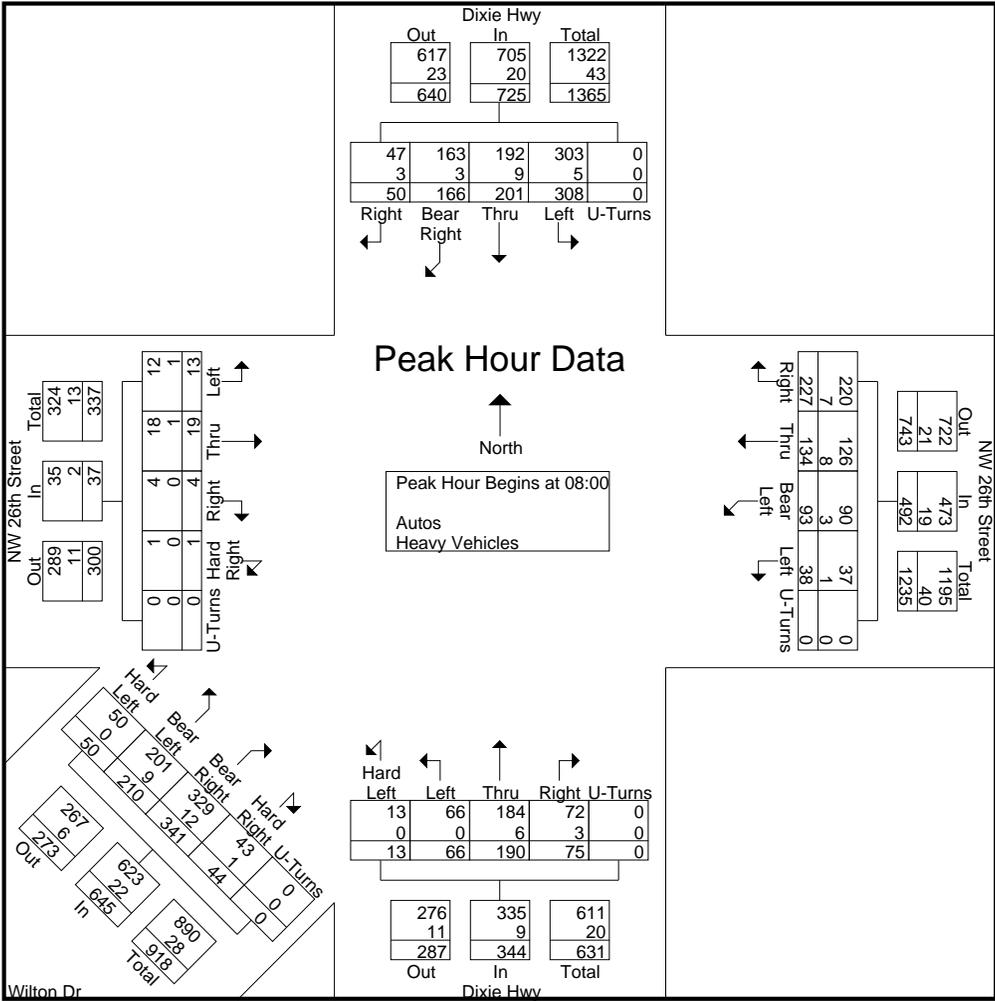
Traff Tech Engineering Inc.

File Name : NW 26th St & Wilton Dr
 Site Code : 00000000
 Start Date : 11/14/2024
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Start Time	Dixie Hwy From North						NW 26th Street From East						Dixie Hwy From South						Wilton Dr From Southwest						NW 26th Street From West						Int. Total	
	Right	Bear Right	Thru	Left	U-Turns	App. Total	Right	Thru	Bear Left	Left	U-Turns	App. Total	Right	Thru	Left	Hard Left	U-Turns	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turns	App. Total	Hard Right	Right	Thru	Left	U-Turns	App. Total		
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 08:00																																
08:00	15	24	42	71	0	152	60	38	22	10	0	130	23	44	17	1	0	85	10	68	45	6	0	129	0	2	4	4	0	10	506	
08:15	15	52	53	81	0	201	59	31	22	6	0	118	16	45	14	1	0	76	22	82	52	16	0	172	0	1	4	3	0	8	575	
08:30	11	44	51	72	0	178	52	33	17	10	0	112	22	50	17	6	0	95	5	99	50	15	0	169	1	0	5	4	0	10	564	
08:45	9	46	55	84	0	194	56	32	32	12	0	132	14	51	18	5	0	88	7	92	63	13	0	175	0	1	6	2	0	9	598	
Total Volume	50	166	201	308	0	725	227	134	93	38	0	492	75	190	66	13	0	344	44	341	210	50	0	645	1	4	19	13	0	37	2243	
% App. Total	6.9	22.9	27.7	42.5	0		46.1	27.2	18.9	7.7	0		21.8	55.2	19.2	3.8	0		6.8	52.9	32.6	7.8	0		2.7	10.8	51.4	35.1	0			
PHF	.833	.798	.914	.917	.000	.902	.946	.882	.727	.792	.000	.932	.815	.931	.917	.542	.000	.905	.500	.861	.833	.781	.000	.921	.250	.500	.792	.813	.000	.925	.938	
Autos	47	163	192	303	0	705	220	126	90	37	0	473	72	184	66	13	0	335	43	329	201	50	0	623	1	4	18	12	0	35	2171	
% Autos	94.0	98.2	95.5	98.4	0	97.2	96.9	94.0	96.8	97.4	0	96.1	96.0	96.8	100	100	0	97.4	97.7	96.5	95.7	100	0	96.6	100	100	94.7	92.3	0	94.6	96.8	
Heavy Vehicles																																
% Heavy Vehicles	6.0	1.8	4.5	1.6	0	2.8	3.1	6.0	3.2	2.6	0	3.9	4.0	3.2	0	0	0	2.6	2.3	3.5	4.3	0	0	3.4	0	0	5.3	7.7	0	5.4	3.2	

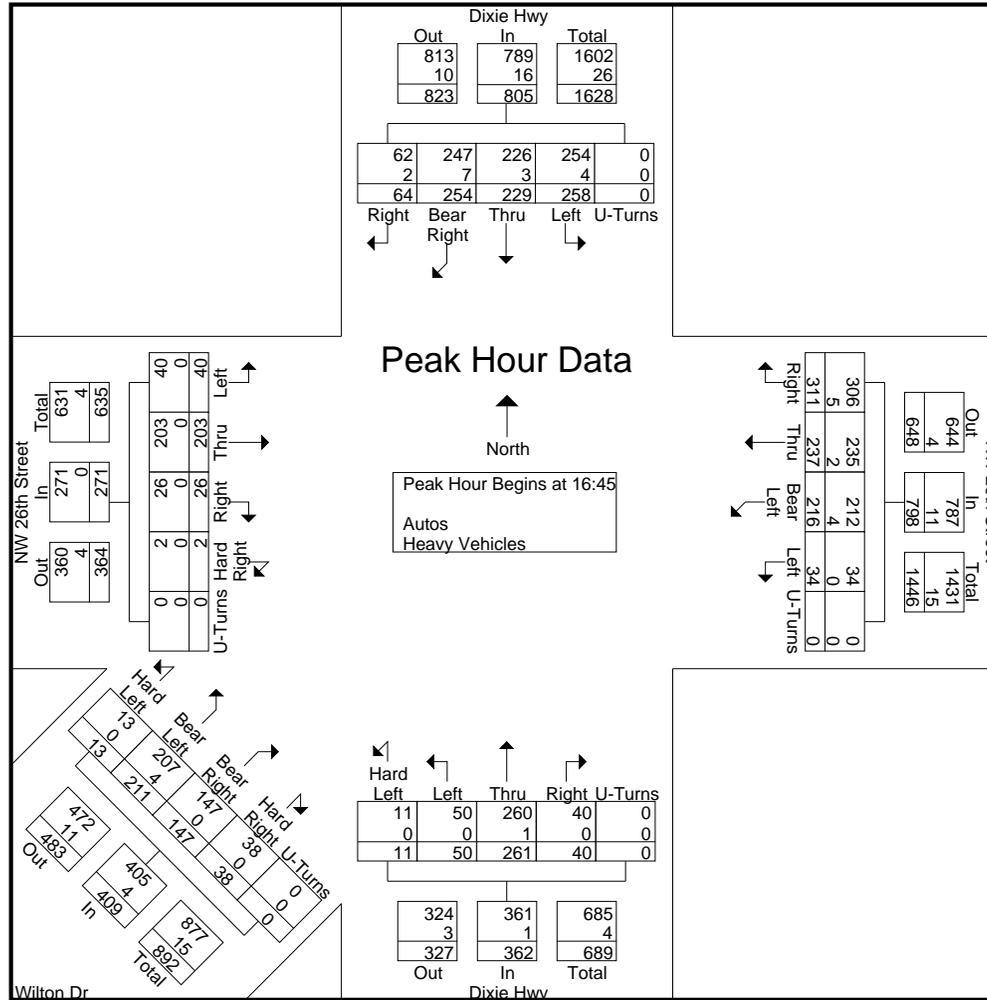
Traff Tech Engineering Inc.

File Name : NW 26th St & Wilton Dr
 Site Code : 00000000
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Traff Tech Engineering Inc.

File Name : NW 26th St & Wilton Dr
 Site Code : 00000000
 Start Date : 11/14/2024
 Page No : 8



Traff Tech Engineering Inc.

File Name : NW 26th St & Wilton Dr
 Site Code : 00000000
 Start Date : 11/14/2024
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	Dixie Hwy From North					NW 26th Street From East					Dixie Hwy From South					Wilton Dr From Southwest					NW 26th Street From West					Int. Total
	Bikes				Peds	Bikes				Peds	Bikes				Peds	Bikes				Peds	Bikes				Peds	
07:00	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	8
07:15	1	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0	2	0	0	0	0	3	10
07:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	
07:45	0	0	0	0	5	0	0	0	0	0	0	0	0	4	1	0	0	0	3	1	0	0	0	3	17	
Total	2	0	0	0	9	0	0	0	0	2	1	0	0	0	6	1	0	0	0	10	1	0	0	0	7	39
08:00	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	1	3	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
08:30	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	0	1	0	0	3	0	0	0	0	2	11
08:45	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	5	
Total	1	0	0	0	2	4	0	0	0	2	2	0	0	0	7	0	1	0	0	3	0	0	0	0	2	24
*** BREAK ***																										
16:00	1	0	0	0	1	1	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
16:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	1	0	0	0	2	1	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	8
16:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	4
Total	2	0	0	0	3	3	0	0	0	2	6	0	0	0	1	1	0	0	0	1	1	0	0	0	1	21
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0	5
17:15	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	0	0	0	3	0	0	0	0	1	10
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	4	8
17:45	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	1	0	0	0	1	0	0	0	0	1	11
Total	1	0	0	0	0	0	0	0	0	2	3	0	0	0	9	3	0	0	0	7	3	0	0	0	6	34
Grand Total	6	0	0	0	14	7	0	0	0	8	12	0	0	0	23	5	1	0	0	21	5	0	0	0	16	118
Apprch %	30	0	0	0	70	46.7	0	0	0	53.3	34.3	0	0	0	65.7	18.5	3.7	0	0	77.8	23.8	0	0	0	76.2	
Total %	5.1	0	0	0	11.9	5.9	0	0	0	6.8	10.2	0	0	0	19.5	4.2	0.8	0	0	17.8	4.2	0	0	0	13.6	

Station : 2204 - NE 26 St & NE 15/16 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7	7	7	7	7	7	7								
Ped Clearance		20	20	20	20	20	20	20								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext		3				3										
Max1	12	35	12	35	12	35	12	35								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON															
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON							
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

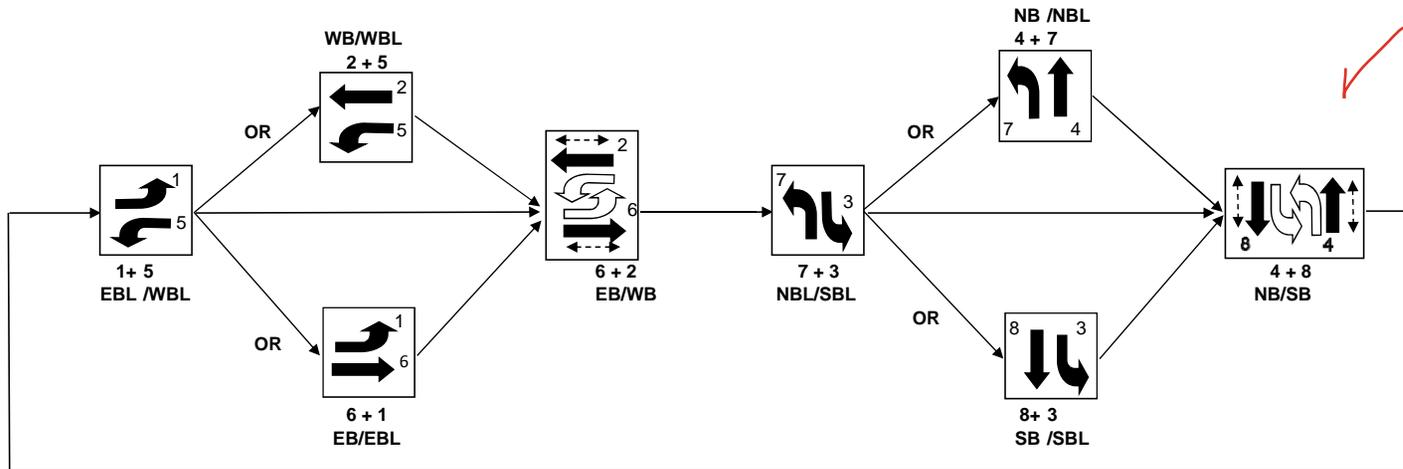
Preemption

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

Preempt LP

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

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





BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2204	Initial Operation Date	7/12/74
Controller Type	TS2 (BIU)	System Number	2204
Modification Number	7	Modification Date	05/22/2012
Drawing/Project No		FPL Grid Number	87782388309
Intersection	NE 26 STREET and NE 15/16 AVENUE		
Municipality	WILTON MANORS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0
Maximum Green I	12	35	12	35	12	35	12	35
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		20		20		20		20
Permissive	YES		YES		YES		YES	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

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

Submitted By _____

Approved By _____

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																

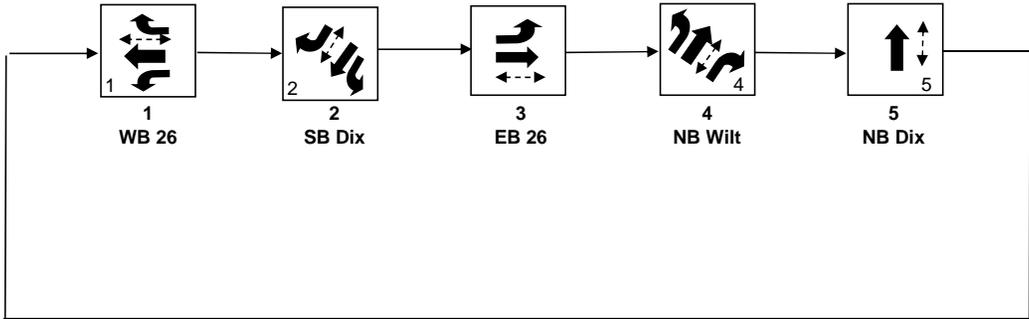
Preemption

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 _____

ATTACHMENT D
PSCF and Growth Rate Analysis

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.01	1.04
2	01/08/2023 - 01/14/2023	1.00	1.03
3	01/15/2023 - 01/21/2023	0.99	1.02
* 4	01/22/2023 - 01/28/2023	0.98	1.01
* 5	01/29/2023 - 02/04/2023	0.98	1.01
* 6	02/05/2023 - 02/11/2023	0.97	1.00
* 7	02/12/2023 - 02/18/2023	0.96	0.99
* 8	02/19/2023 - 02/25/2023	0.96	0.99
* 9	02/26/2023 - 03/04/2023	0.96	0.99
*10	03/05/2023 - 03/11/2023	0.96	0.99
*11	03/12/2023 - 03/18/2023	0.96	0.99
*12	03/19/2023 - 03/25/2023	0.97	1.00
*13	03/26/2023 - 04/01/2023	0.98	1.01
*14	04/02/2023 - 04/08/2023	0.99	1.02
*15	04/09/2023 - 04/15/2023	1.00	1.03
*16	04/16/2023 - 04/22/2023	0.99	1.02
17	04/23/2023 - 04/29/2023	0.99	1.02
18	04/30/2023 - 05/06/2023	0.99	1.02
19	05/07/2023 - 05/13/2023	0.99	1.02
20	05/14/2023 - 05/20/2023	0.99	1.02
21	05/21/2023 - 05/27/2023	1.00	1.03
22	05/28/2023 - 06/03/2023	1.00	1.03
23	06/04/2023 - 06/10/2023	1.01	1.04
24	06/11/2023 - 06/17/2023	1.01	1.04
25	06/18/2023 - 06/24/2023	1.02	1.05
26	06/25/2023 - 07/01/2023	1.02	1.05
27	07/02/2023 - 07/08/2023	1.02	1.05
28	07/09/2023 - 07/15/2023	1.02	1.05
29	07/16/2023 - 07/22/2023	1.02	1.05
30	07/23/2023 - 07/29/2023	1.02	1.05
31	07/30/2023 - 08/05/2023	1.02	1.05
32	08/06/2023 - 08/12/2023	1.02	1.05
33	08/13/2023 - 08/19/2023	1.02	1.05
34	08/20/2023 - 08/26/2023	1.03	1.06
35	08/27/2023 - 09/02/2023	1.03	1.06
36	09/03/2023 - 09/09/2023	1.03	1.06
37	09/10/2023 - 09/16/2023	1.03	1.06
38	09/17/2023 - 09/23/2023	1.03	1.06
39	09/24/2023 - 09/30/2023	1.02	1.05
40	10/01/2023 - 10/07/2023	1.02	1.05
41	10/08/2023 - 10/14/2023	1.01	1.04
42	10/15/2023 - 10/21/2023	1.01	1.04
43	10/22/2023 - 10/28/2023	1.01	1.04
44	10/29/2023 - 11/04/2023	1.02	1.05
45	11/05/2023 - 11/11/2023	1.03	1.06
46	11/12/2023 - 11/18/2023	1.04	1.07
47	11/19/2023 - 11/25/2023	1.03	1.06
48	11/26/2023 - 12/02/2023	1.02	1.05
49	12/03/2023 - 12/09/2023	1.02	1.05
50	12/10/2023 - 12/16/2023	1.01	1.04
51	12/17/2023 - 12/23/2023	1.01	1.04
52	12/24/2023 - 12/30/2023	1.00	1.03
53	12/31/2023 - 12/31/2023	0.99	1.02

* PEAK SEASON

09-MAR-2024 18:41:40

830UPD

4_8601_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9068 - NE 15 AVENUE, S OF NE 26 STREET

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2023	11700	C	N	5700	S	6000	9.00	57.90	3.00
2022	8900	S	N	4500	S	4400	9.00	57.00	5.40
2021	8900	F	N	4500	S	4400	9.00	53.80	14.30
2020	8900	C	N	4500	S	4400	9.00	53.90	8.80
2019	13500	R	N	7000	S	6500	9.00	54.60	5.50
2018	13500	T	N	7000	S	6500	9.00	54.50	6.00
2017	13500	S	N	7000	S	6500	9.00	51.90	6.20
2016	13500	F	N	7000	S	6500	9.00	54.10	2.90
2015	13300	C	N	6900	S	6400	9.00	54.00	3.40
2014	12300	S	N	6600	S	5700	9.00	54.20	1.70
2013	12200	F	N	6500	S	5700	9.00	53.60	1.70
2012	12200	C	N	6500	S	5700	9.00	52.20	1.70
2011	12000	S		0		0	9.00	52.50	6.30
2010	12000	F		0		0	8.35	52.69	6.00
2009	12000	C	N	0	S	0	8.53	53.89	6.00
2008	12200	C	N	6100	S	6100	8.81	54.16	6.00

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9069 - NE 16 AVENUE, S OF OAKLAND PARK BLVD.

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2023	8900	C	N	4300	S	4600	9.00	57.90	3.00
2022	6200	S	N	2800	S	3400	9.00	57.00	5.40
2021	6200	F	N	2800	S	3400	9.00	53.80	14.30
2020	6200	C	N	2800	S	3400	9.00	53.90	8.80
2019	10900	T	N	4400	S	6500	9.00	54.60	5.50
2018	10900	S	N	4400	S	6500	9.00	54.50	6.00
2017	10900	F	N	4400	S	6500	9.00	51.90	6.20
2016	10900	C	N	4400	S	6500	9.00	54.10	2.90
2015	8800	V		0		0	9.00	54.00	3.40
2014	8600	R					9.00	54.20	7.40
2013	8500	T		0		0	9.00	53.60	7.60
2012	8500	S		0		0	9.00	52.20	5.90
2011	8500	F		0		0	9.00	52.50	6.30
2010	8500	C	N	0	S	0	8.35	52.69	9.30
2009	9100	F		0		0	8.53	53.89	5.30
2008	9400	C	N	0	S	0	8.81	54.16	6.50

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
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9080 - NE 26 STREET, W OF US 1

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2023	13500	C	E	6900	W	6600	9.00	57.90	3.00
2022	12000	S	E	6000	W	6000	9.00	57.00	5.40
2021	12200	F	E	6100	W	6100	9.00	53.80	14.30
2020	12200	C	E	6100	W	6100	9.00	53.90	8.80
2019	17500	R	E	8500	W	9000	9.00	54.60	5.50
2018	17500	T	E	8500	W	9000	9.00	54.50	6.00
2017	17500	S	E	8500	W	9000	9.00	51.90	6.20
2016	17500	F	E	8500	W	9000	9.00	54.10	2.90
2015	17300	C	E	8400	W	8900	9.00	54.00	3.40
2014	14500	X					9.00	54.20	7.40
2013	14500	X		0		0	9.00	53.60	7.60
2012	14500	T		0		0	9.00	52.20	5.90
2011	14700	S		0		0	9.00	52.50	6.30
2010	14700	F	E	7200	W	7500	8.35	52.69	9.30
2009	14700	C	E	7200	W	7500	8.53	53.89	5.30
2008	14800	C	E	7400	W	7400	8.81	54.16	6.50

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
2023 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
2023	24500	C	E 12000		W 12500	9.00	57.90	3.00
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

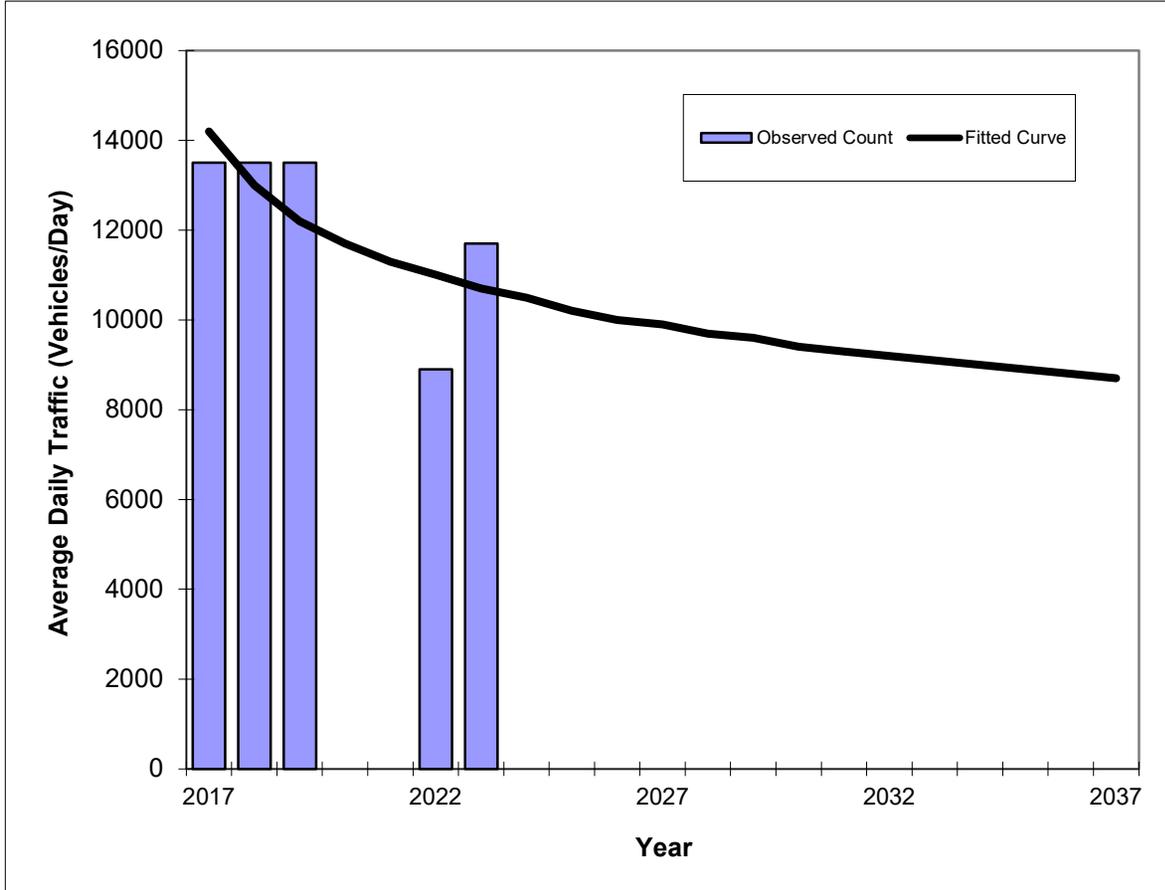
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

Traffic Trends - V03.a
NE 15 AVENUE -- S OF NE 26 STREET

FIN#	0
Location	3

County:	BROWARD
Station #:	9068
Highway:	NE 15 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	13500	14200
2018	13500	13000
2019	13500	12200
2020	N/A	N/A
2021	N/A	N/A
2022	8900	11000
2023	11700	10700
2024 Opening Year Trend		
2024	N/A	10500
2025 Mid-Year Trend		
2025	N/A	10200
2027 Design Year Trend		
2027	N/A	9900
TRANPLAN Forecasts/Trends		

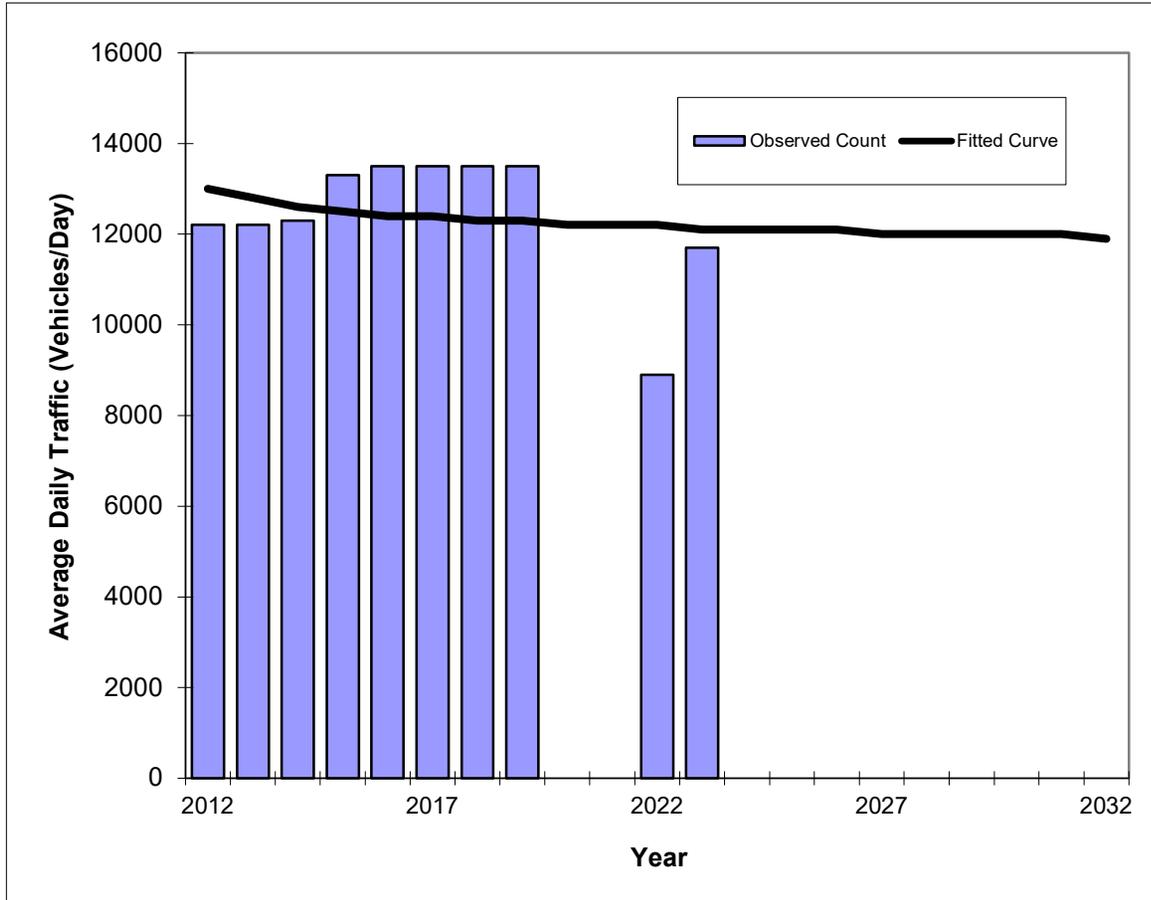
Trend R-squared:	52.30%
Compounded Annual Historic Growth Rate:	-4.61%
Compounded Growth Rate (2023 to Design Year):	-1.92%
Printed:	4-Mar-25
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a
NE 15 AVENUE -- S OF NE 26 STREET

FIN#	0
Location	3

County:	BROWARD
Station #:	9068
Highway:	NE 15 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	12200	13000
2013	12200	12800
2014	12300	12600
2015	13300	12500
2016	13500	12400
2017	13500	12400
2018	13500	12300
2019	13500	12300
2020	N/A	N/A
2021	N/A	N/A
2022	8900	12200
2023	11700	12100
2024 Opening Year Trend		
2024	N/A	12100
2025 Mid-Year Trend		
2025	N/A	12100
2027 Design Year Trend		
2027	N/A	12000
TRANPLAN Forecasts/Trends		

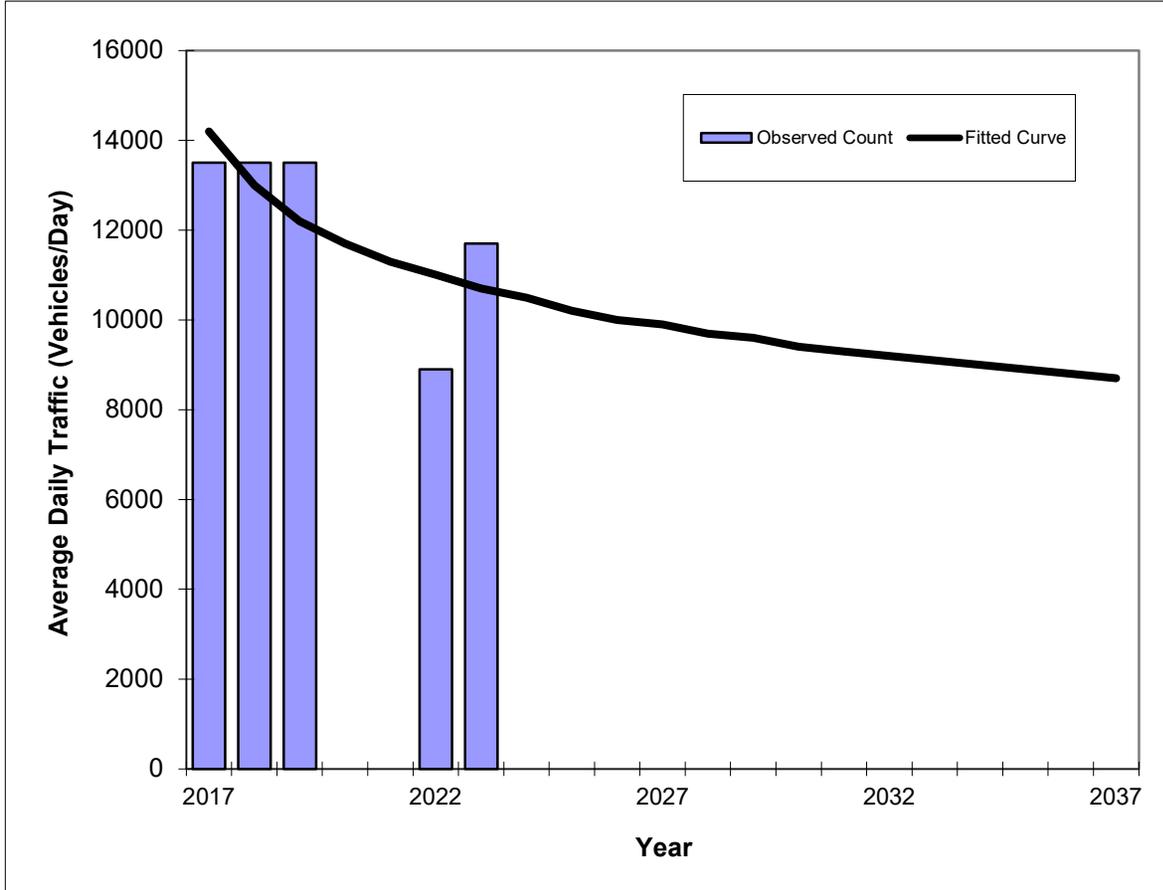
Trend R-squared:	3.56%
Compounded Annual Historic Growth Rate:	-0.65%
Compounded Growth Rate (2023 to Design Year):	-0.21%
Printed:	4-Mar-25
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a
NE 15 AVENUE -- S OF NE 26 STREET

FIN#	0
Location	3

County:	BROWARD
Station #:	9068
Highway:	NE 15 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	13500	14200
2018	13500	13000
2019	13500	12200
2020	N/A	N/A
2021	N/A	N/A
2022	8900	11000
2023	11700	10700
2024 Opening Year Trend		
2024	N/A	10500
2025 Mid-Year Trend		
2025	N/A	10200
2027 Design Year Trend		
2027	N/A	9900
TRANPLAN Forecasts/Trends		

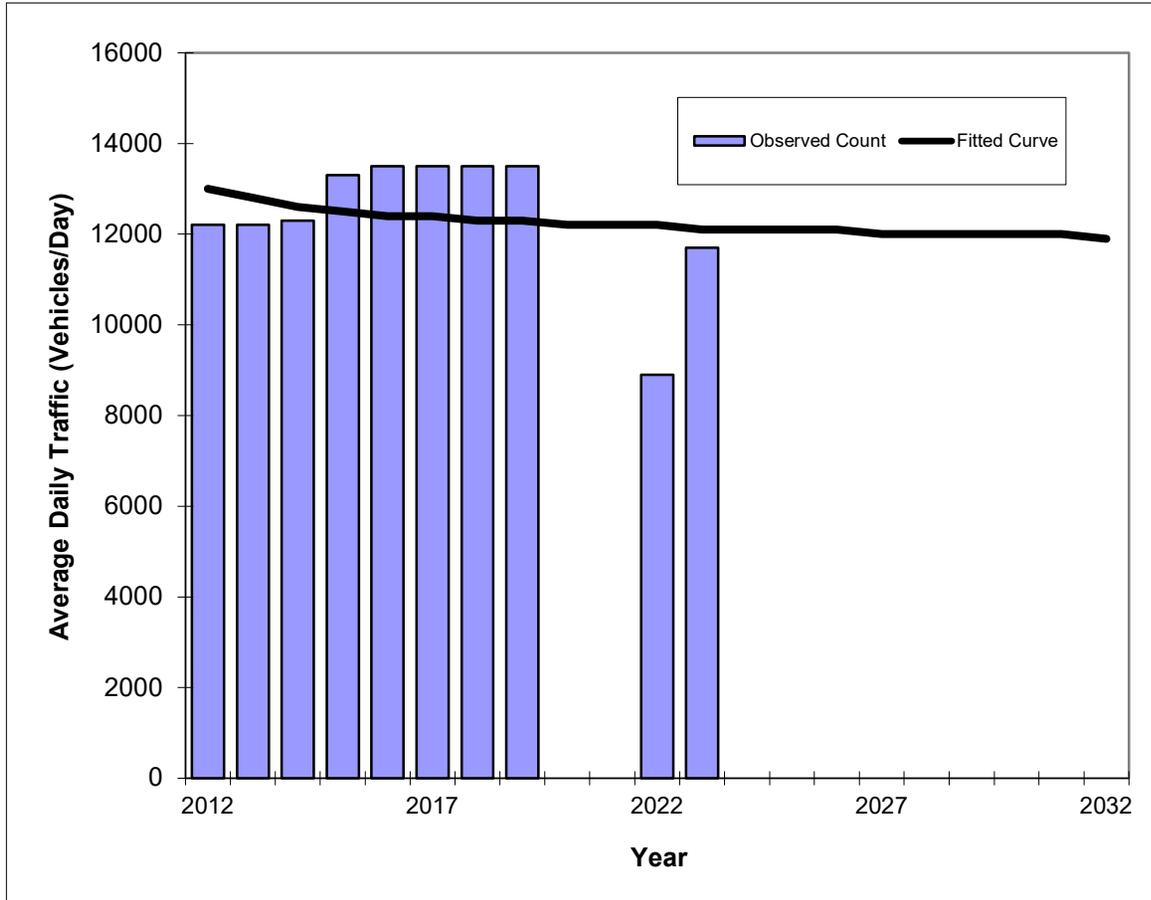
Trend R-squared:	53.65%
Compounded Annual Historic Growth Rate:	-4.61%
Compounded Growth Rate (2023 to Design Year):	-1.92%
Printed:	4-Mar-25
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a
NE 15 AVENUE -- S OF NE 26 STREET

FIN#	0
Location	3

County:	BROWARD
Station #:	9068
Highway:	NE 15 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	12200	13000
2013	12200	12800
2014	12300	12600
2015	13300	12500
2016	13500	12400
2017	13500	12400
2018	13500	12300
2019	13500	12300
2020	N/A	N/A
2021	N/A	N/A
2022	8900	12200
2023	11700	12100
2024 Opening Year Trend		
2024	N/A	12100
2025 Mid-Year Trend		
2025	N/A	12100
2027 Design Year Trend		
2027	N/A	12000
TRANPLAN Forecasts/Trends		

Trend R-squared:	18.31%
Compounded Annual Historic Growth Rate:	-0.65%
Compounded Growth Rate (2023 to Design Year):	-0.21%
Printed:	4-Mar-25
Exponential Growth Option	

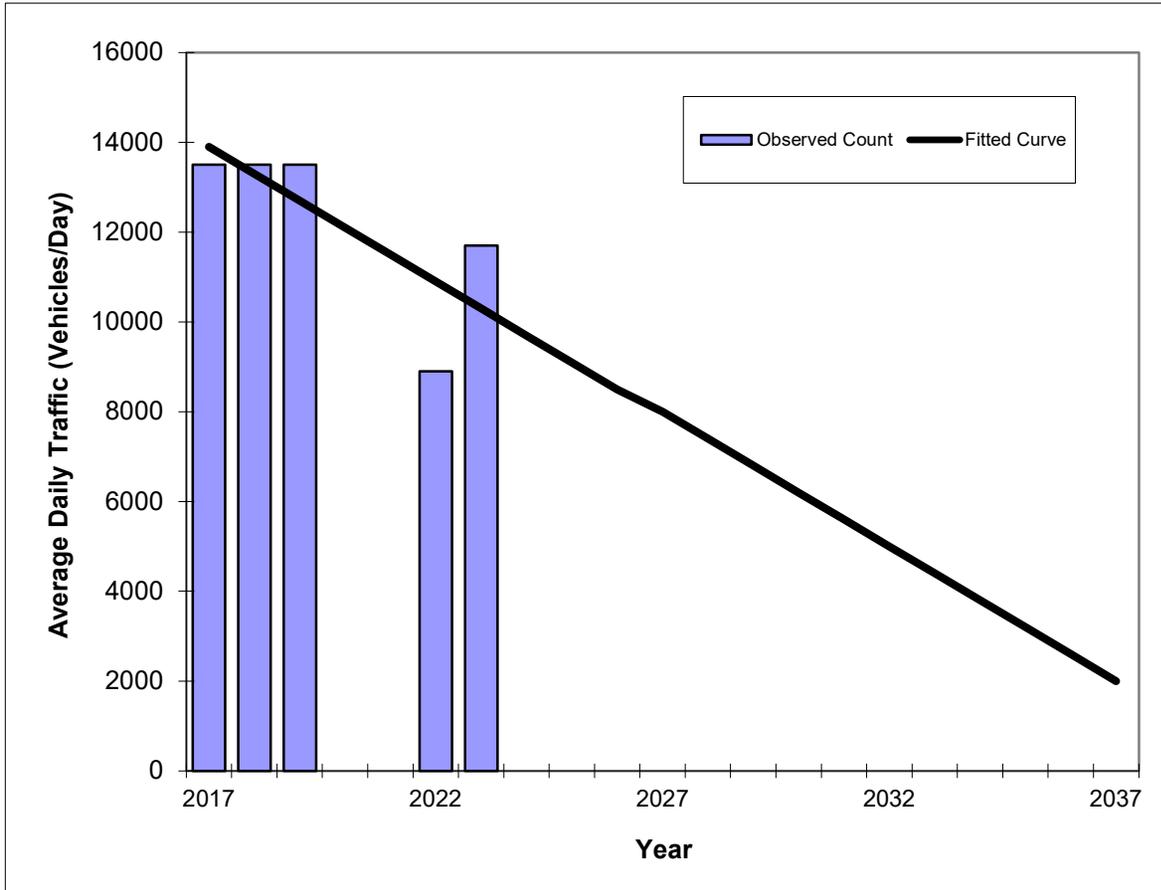
*Axle-Adjusted

Traffic Trends - V03.a

NE 15 AVENUE -- S OF NE 26 STREET

FIN#	0
Location	3

County:	BROWARD
Station #:	9068
Highway:	NE 15 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	13500	13900
2018	13500	13300
2019	13500	12700
2020	N/A	N/A
2021	N/A	N/A
2022	8900	10900
2023	11700	10300
2024 Opening Year Trend		
2024	N/A	9700
2025 Mid-Year Trend		
2025	N/A	9100
2027 Design Year Trend		
2027	N/A	8000
TRANPLAN Forecasts/Trends		

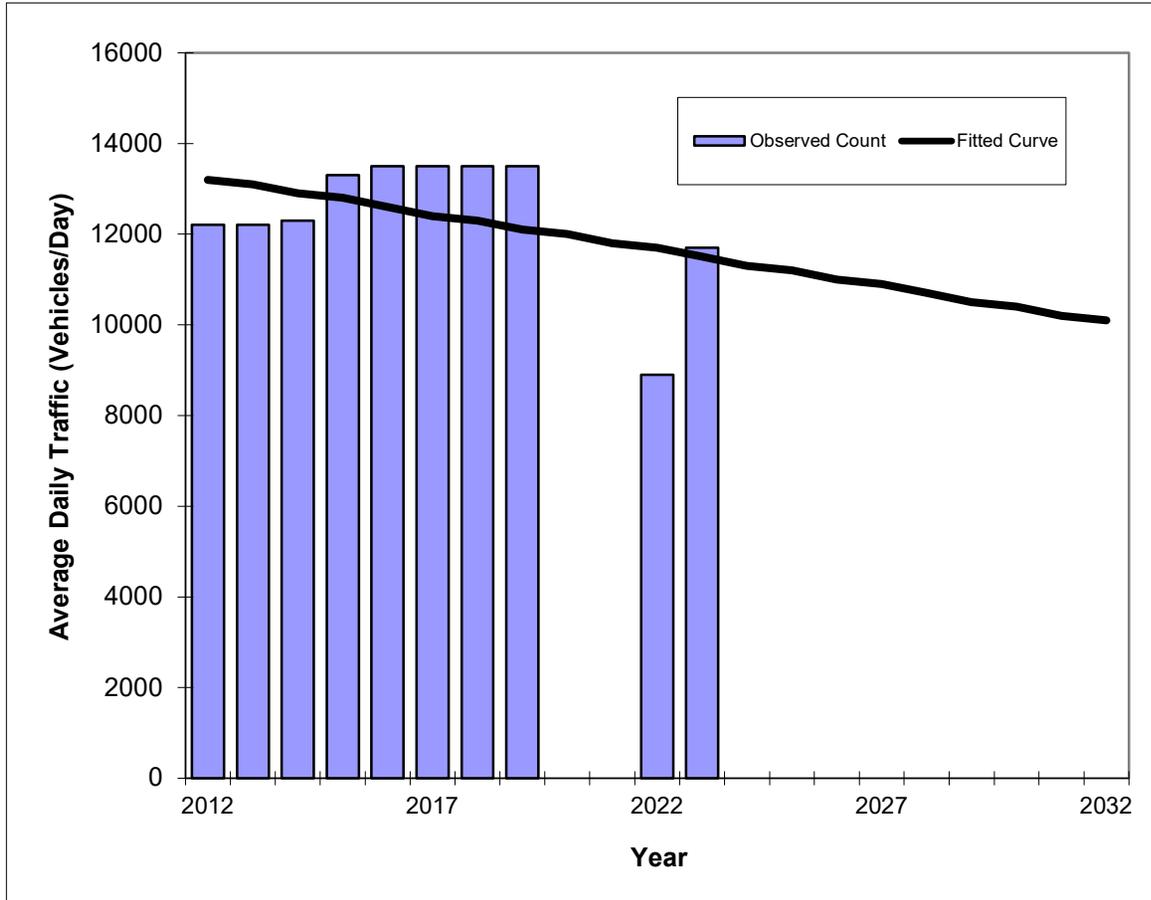
** Annual Trend Increase:	-593
Trend R-squared:	58.05%
Trend Annual Historic Growth Rate:	-4.32%
Trend Growth Rate (2023 to Design Year):	-5.58%
Printed:	4-Mar-25
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a
NE 15 AVENUE -- S OF NE 26 STREET

FIN#	0
Location	3

County:	BROWARD
Station #:	9068
Highway:	NE 15 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	12200	13200
2013	12200	13100
2014	12300	12900
2015	13300	12800
2016	13500	12600
2017	13500	12400
2018	13500	12300
2019	13500	12100
2020	N/A	N/A
2021	N/A	N/A
2022	8900	11700
2023	11700	11500
2024 Opening Year Trend		
2024	N/A	11300
2025 Mid-Year Trend		
2025	N/A	11200
2027 Design Year Trend		
2027	N/A	10900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-158
Trend R-squared:	16.43%
Trend Annual Historic Growth Rate:	-1.17%
Trend Growth Rate (2023 to Design Year):	-1.30%
Printed:	4-Mar-25
Straight Line Growth Option	

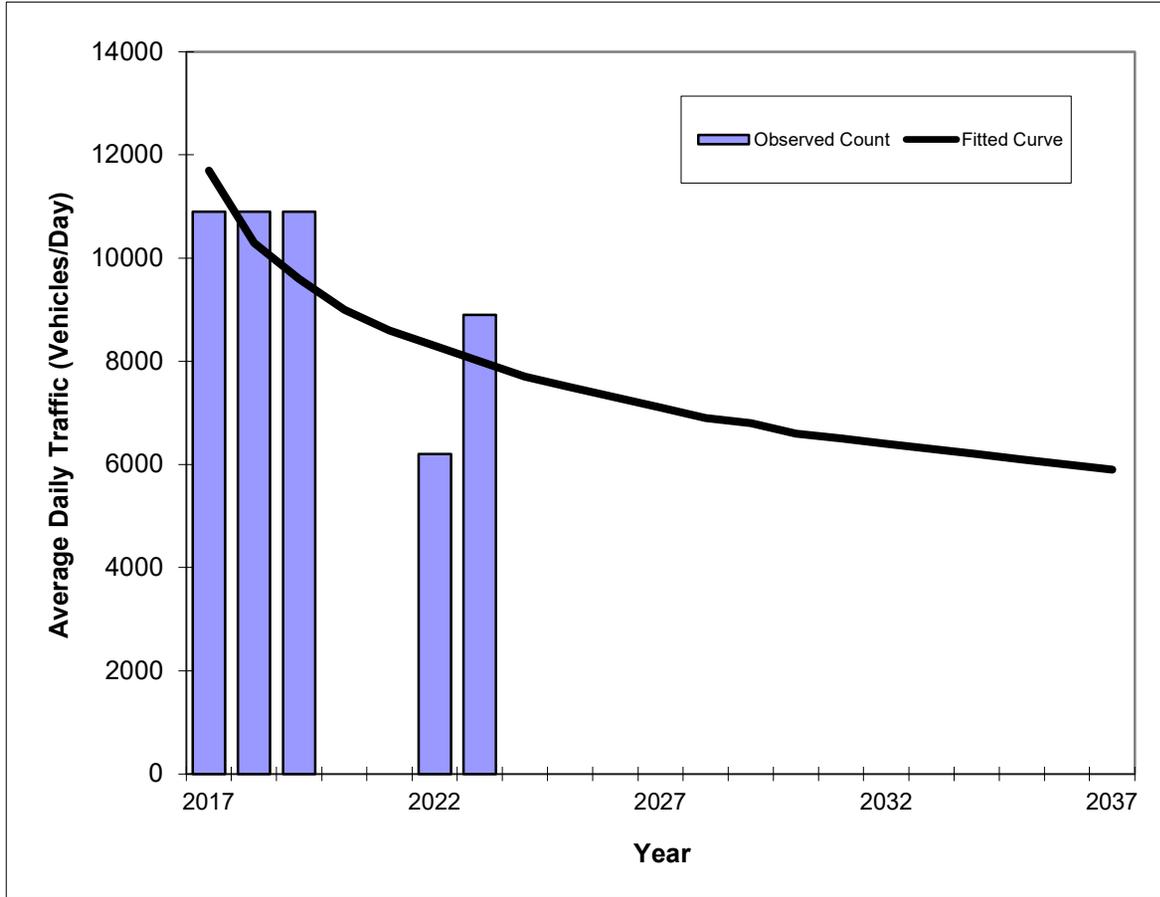
*Axle-Adjusted

Traffic Trends - V03.a

NE 16 AVENUE -- S OF OAKLAND PARK BLVD

FIN#	0
Location	2

County:	BROWARD
Station #:	9069
Highway:	NE 16 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	10900	11700
2018	10900	10300
2019	10900	9600
2020	N/A	N/A
2021	N/A	N/A
2022	6200	8300
2023	8900	8000
2024 Opening Year Trend		
2024	N/A	7700
2025 Mid-Year Trend		
2025	N/A	7500
2027 Design Year Trend		
2027	N/A	7100
TRANPLAN Forecasts/Trends		

Trend R-squared:	54.69%
Compounded Annual Historic Growth Rate:	-6.14%
Compounded Growth Rate (2023 to Design Year):	-2.94%
Printed:	4-Mar-25
Decaying Exponential Growth Option	

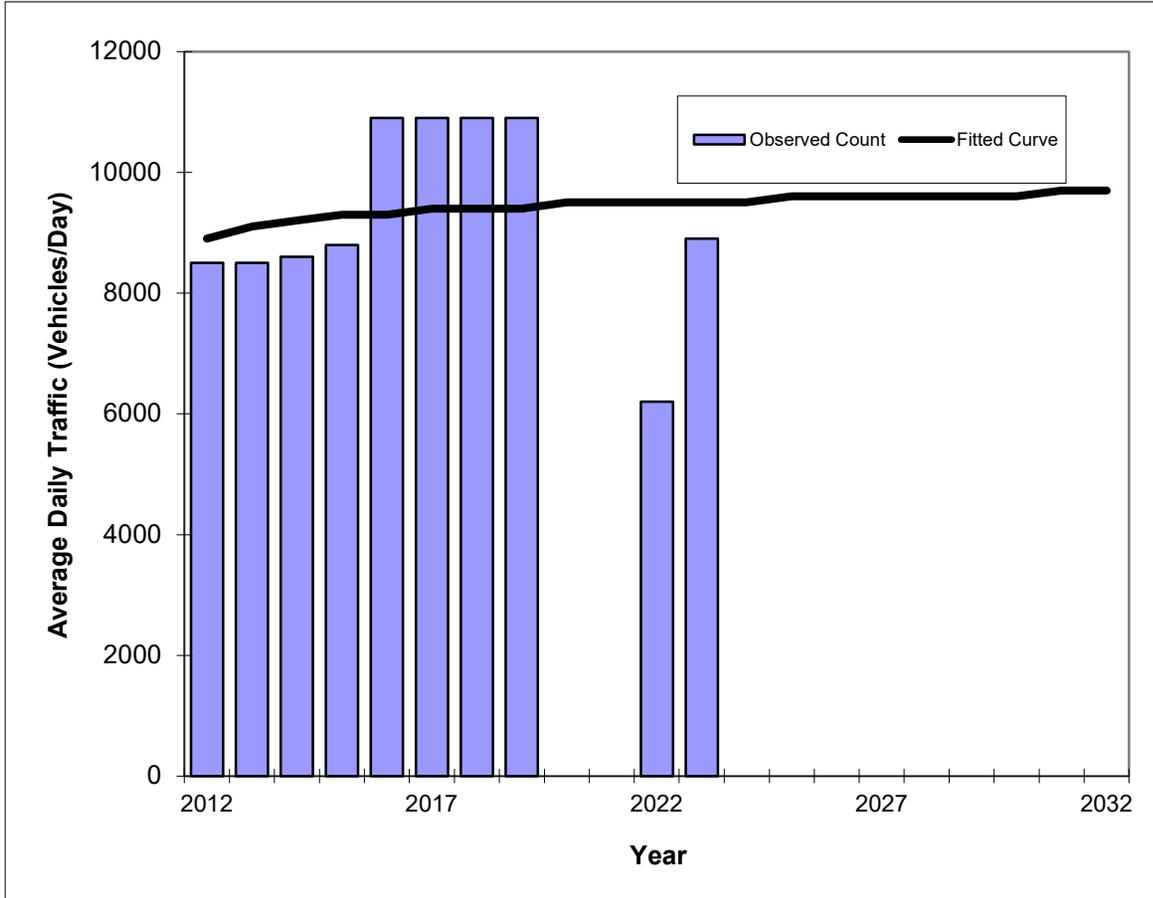
*Axle-Adjusted

Traffic Trends - V03.a

NE 16 AVENUE -- S OF OAKLAND PARK BLVD

FIN#	0
Location	2

County:	BROWARD
Station #:	9069
Highway:	NE 16 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	8500	8900
2013	8500	9100
2014	8600	9200
2015	8800	9300
2016	10900	9300
2017	10900	9400
2018	10900	9400
2019	10900	9400
2020	N/A	N/A
2021	N/A	N/A
2022	6200	9500
2023	8900	9500
2024 Opening Year Trend		
2024	N/A	9500
2025 Mid-Year Trend		
2025	N/A	9600
2027 Design Year Trend		
2027	N/A	9600
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.37%
Compounded Annual Historic Growth Rate:	0.59%
Compounded Growth Rate (2023 to Design Year):	0.26%
Printed:	4-Mar-25
Decaying Exponential Growth Option	

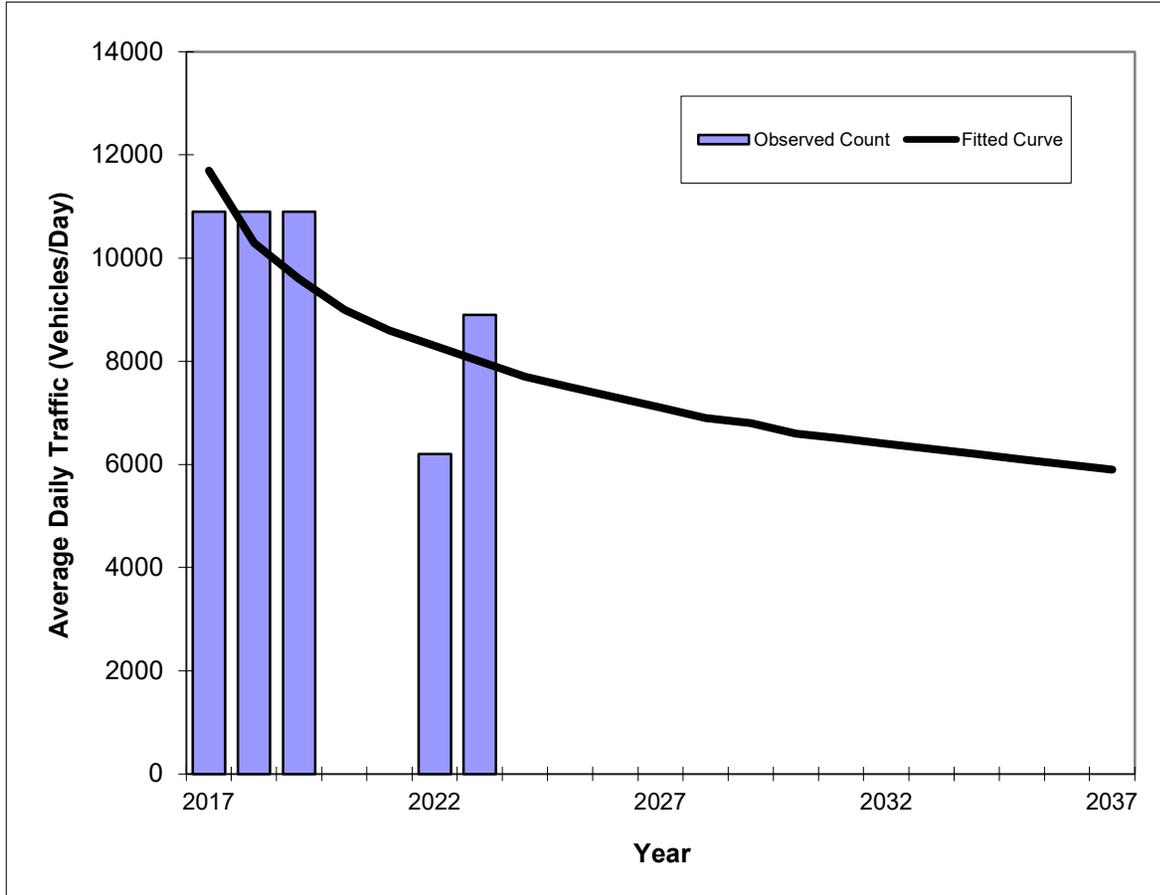
*Axle-Adjusted

Traffic Trends - V03.a

NE 16 AVENUE -- S OF OAKLAND PARK BLVD

FIN#	0
Location	2

County:	BROWARD
Station #:	9069
Highway:	NE 16 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	10900	11700
2018	10900	10300
2019	10900	9600
2020	N/A	N/A
2021	N/A	N/A
2022	6200	8300
2023	8900	8000
2024 Opening Year Trend		
2024	N/A	7700
2025 Mid-Year Trend		
2025	N/A	7500
2027 Design Year Trend		
2027	N/A	7100
TRANPLAN Forecasts/Trends		

Trend R-squared:	55.12%
Compounded Annual Historic Growth Rate:	-6.14%
Compounded Growth Rate (2023 to Design Year):	-2.94%
Printed:	4-Mar-25
Exponential Growth Option	

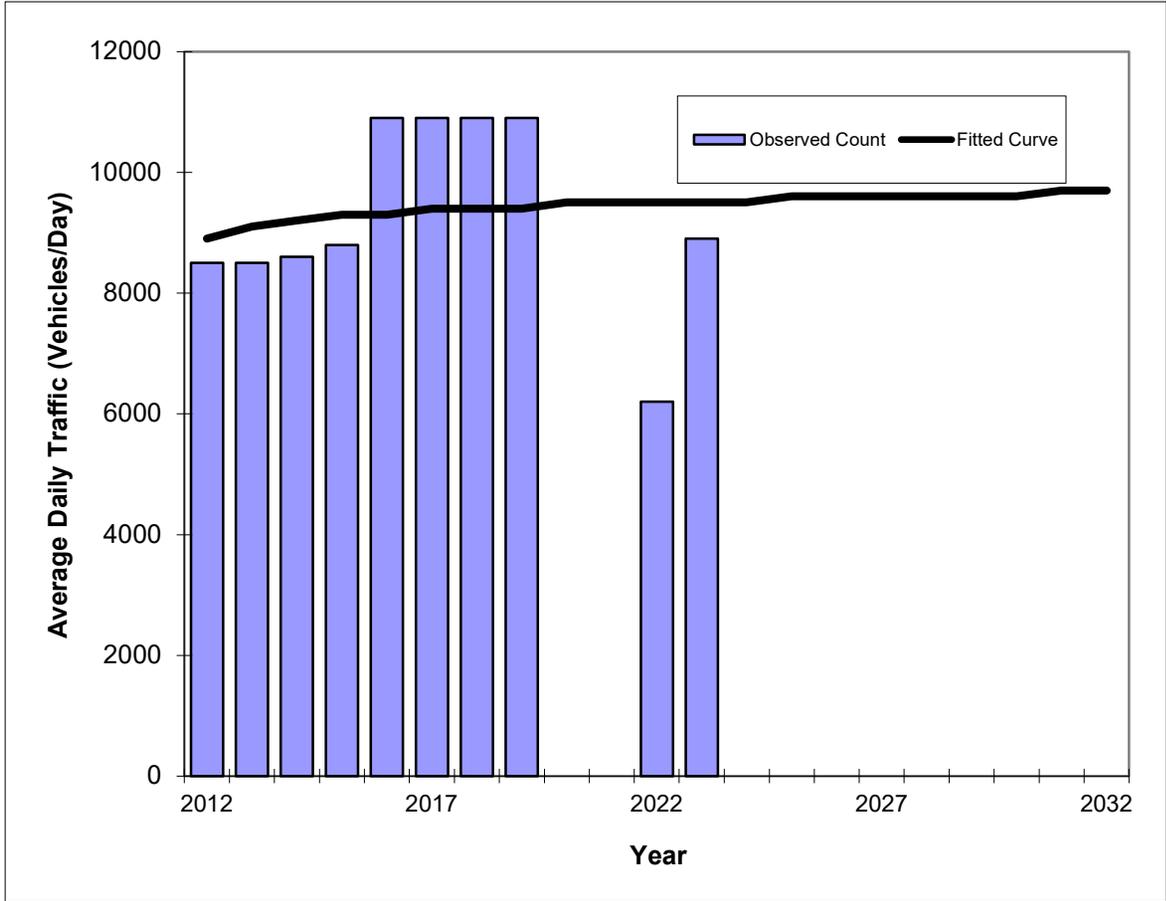
*Axle-Adjusted

Traffic Trends - V03.a

NE 16 AVENUE -- S OF OAKLAND PARK BLVD

FIN#	0
Location	2

County:	BROWARD
Station #:	9069
Highway:	NE 16 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	8500	8900
2013	8500	9100
2014	8600	9200
2015	8800	9300
2016	10900	9300
2017	10900	9400
2018	10900	9400
2019	10900	9400
2020	N/A	N/A
2021	N/A	N/A
2022	6200	9500
2023	8900	9500
2024 Opening Year Trend		
2024	N/A	9500
2025 Mid-Year Trend		
2025	N/A	9600
2027 Design Year Trend		
2027	N/A	9600
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.97%
Compounded Annual Historic Growth Rate:	0.59%
Compounded Growth Rate (2023 to Design Year):	0.26%
Printed:	4-Mar-25
Exponential Growth Option	

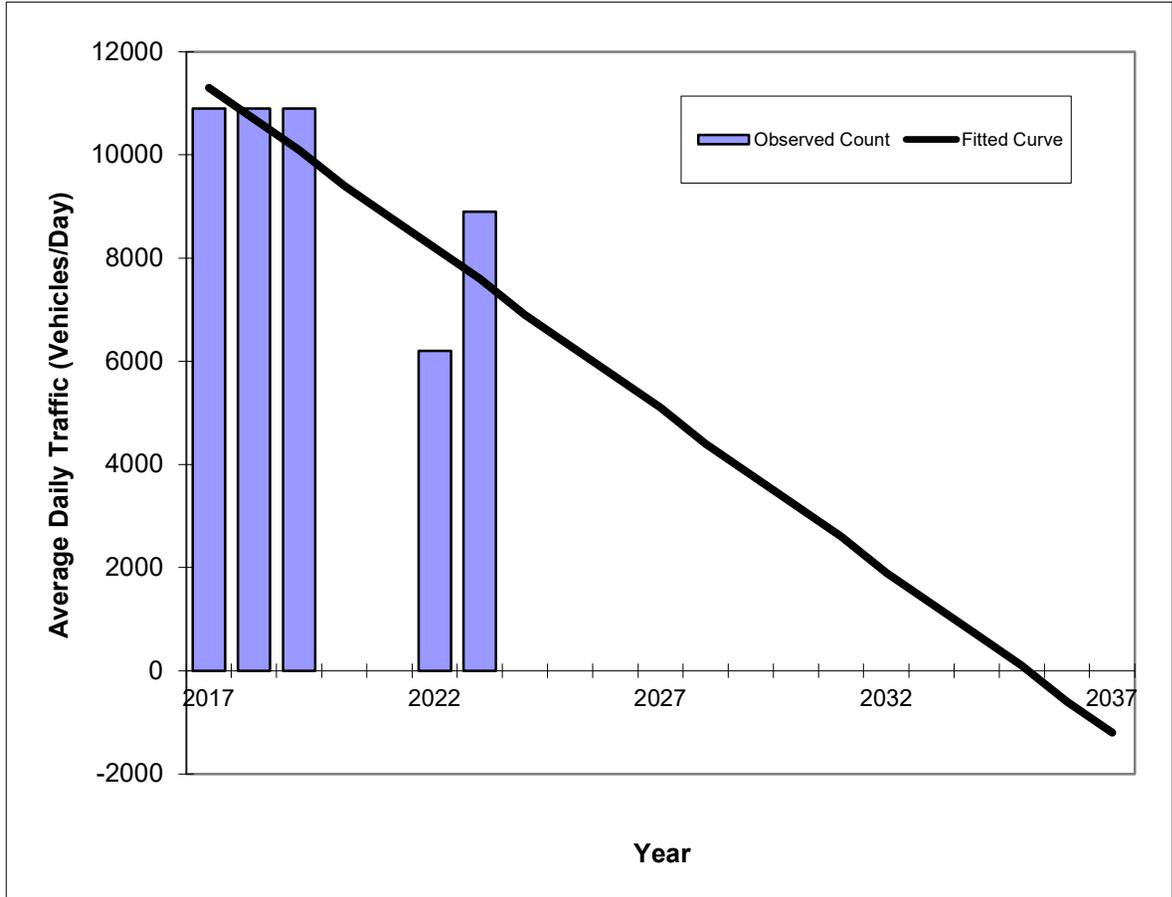
*Axle-Adjusted

Traffic Trends - V03.a

NE 16 AVENUE -- S OF OAKLAND PARK BLVD

FIN#	0
Location	2

County:	BROWARD
Station #:	9069
Highway:	NE 16 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	10900	11300
2018	10900	10700
2019	10900	10100
2020	N/A	N/A
2021	N/A	N/A
2022	6200	8200
2023	8900	7600
2024 Opening Year Trend		
2024	N/A	6900
2025 Mid-Year Trend		
2025	N/A	6300
2027 Design Year Trend		
2027	N/A	5100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-625
Trend R-squared:	61.10%
Trend Annual Historic Growth Rate:	-5.46%
Trend Growth Rate (2023 to Design Year):	-8.22%
Printed:	4-Mar-25
Straight Line Growth Option	

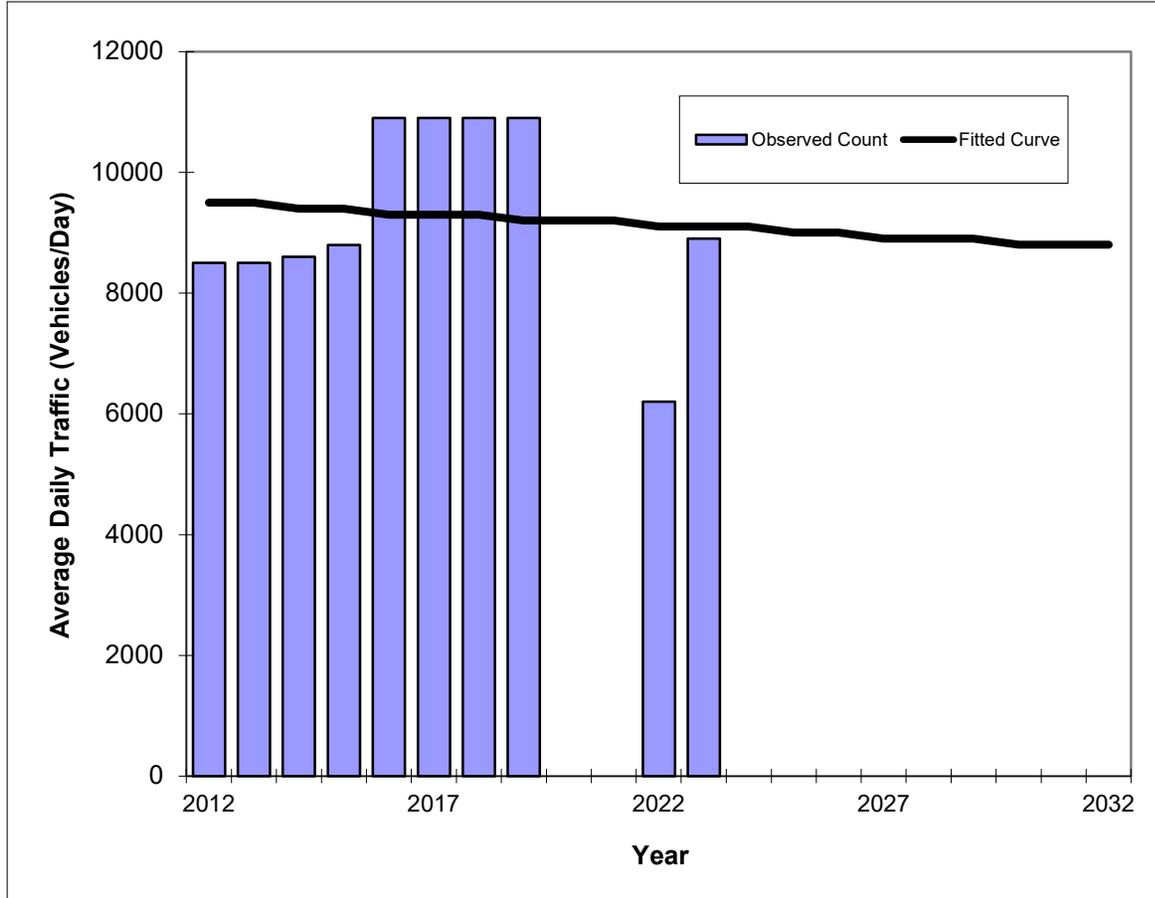
*Axle-Adjusted

Traffic Trends - V03.a

NE 16 AVENUE -- S OF OAKLAND PARK BLVD

FIN#	0
Location	2

County:	BROWARD
Station #:	9069
Highway:	NE 16 AVENUE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	8500	9500
2013	8500	9500
2014	8600	9400
2015	8800	9400
2016	10900	9300
2017	10900	9300
2018	10900	9300
2019	10900	9200
2020	N/A	N/A
2021	N/A	N/A
2022	6200	9100
2023	8900	9100
2024 Opening Year Trend		
2024	N/A	9100
2025 Mid-Year Trend		
2025	N/A	9000
2027 Design Year Trend		
2027	N/A	8900
TRANPLAN Forecasts/Trends		

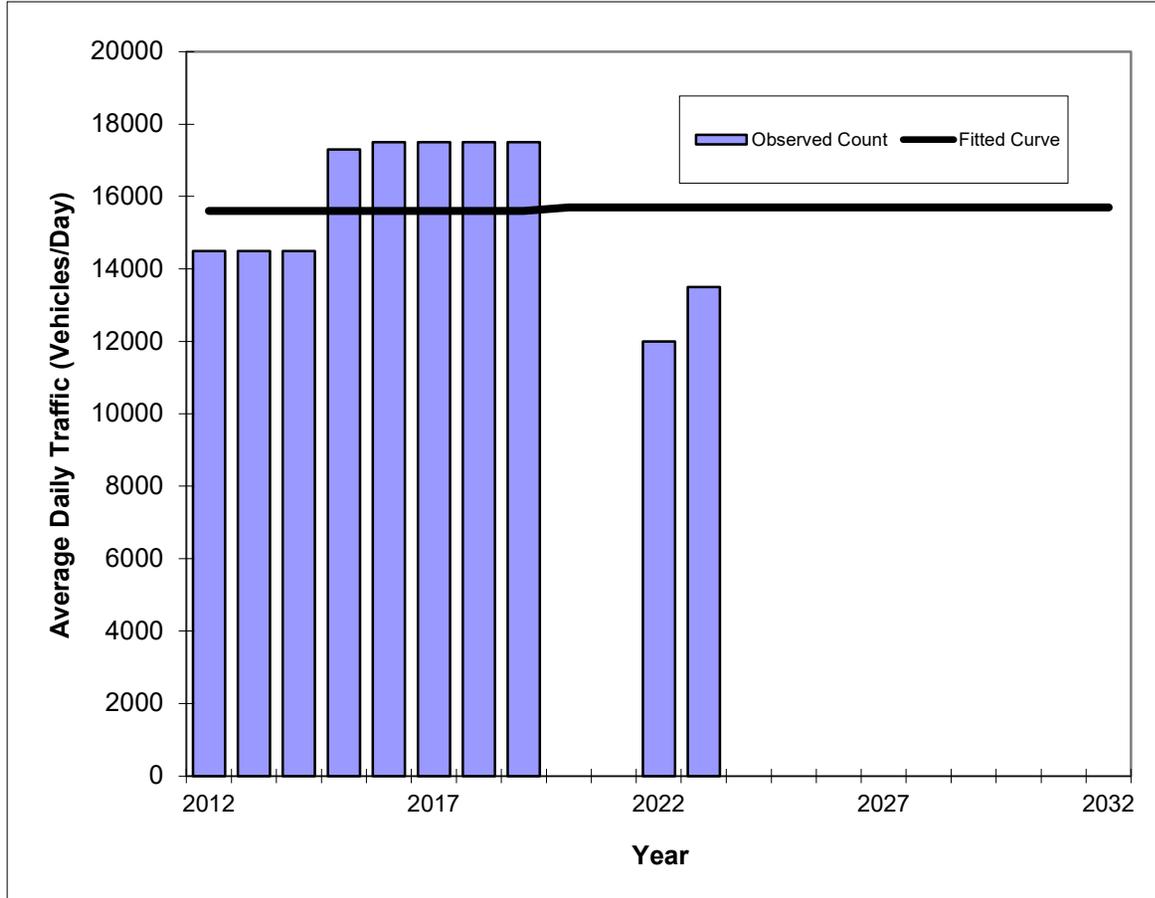
** Annual Trend Increase:	-36
Trend R-squared:	0.72%
Trend Annual Historic Growth Rate:	-0.38%
Trend Growth Rate (2023 to Design Year):	-0.55%
Printed:	4-Mar-25
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a NE 26 STREET -- W OF US 1

FIN#	0
Location	1

County:	BROWARD
Station #:	9080
Highway:	NE 26 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	14500	15600
2013	14500	15600
2014	14500	15600
2015	17300	15600
2016	17500	15600
2017	17500	15600
2018	17500	15600
2019	17500	15600
2020	N/A	N/A
2021	N/A	N/A
2022	12000	15700
2023	13500	15700
2024 Opening Year Trend		
2024	N/A	15700
2025 Mid-Year Trend		
2025	N/A	15700
2027 Design Year Trend		
2027	N/A	15700
TRANPLAN Forecasts/Trends		

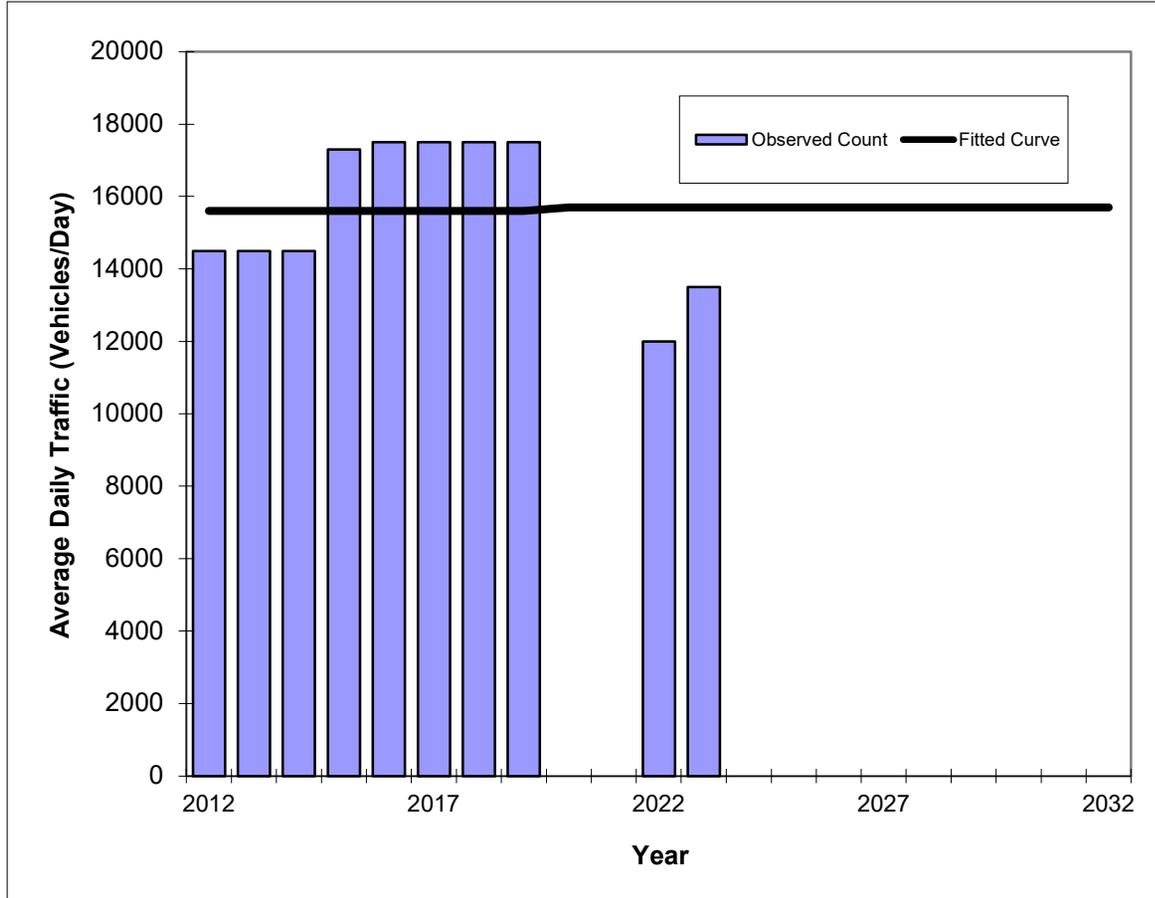
Trend R-squared:	0.02%
Compounded Annual Historic Growth Rate:	0.06%
Compounded Growth Rate (2023 to Design Year):	0.00%
Printed:	4-Mar-25
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a NE 26 STREET -- W OF US 1

FIN#	0
Location	1

County:	BROWARD
Station #:	9080
Highway:	NE 26 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	14500	15600
2013	14500	15600
2014	14500	15600
2015	17300	15600
2016	17500	15600
2017	17500	15600
2018	17500	15600
2019	17500	15600
2020	N/A	N/A
2021	N/A	N/A
2022	12000	15700
2023	13500	15700
2024 Opening Year Trend		
2024	N/A	15700
2025 Mid-Year Trend		
2025	N/A	15700
2027 Design Year Trend		
2027	N/A	15700
TRANPLAN Forecasts/Trends		

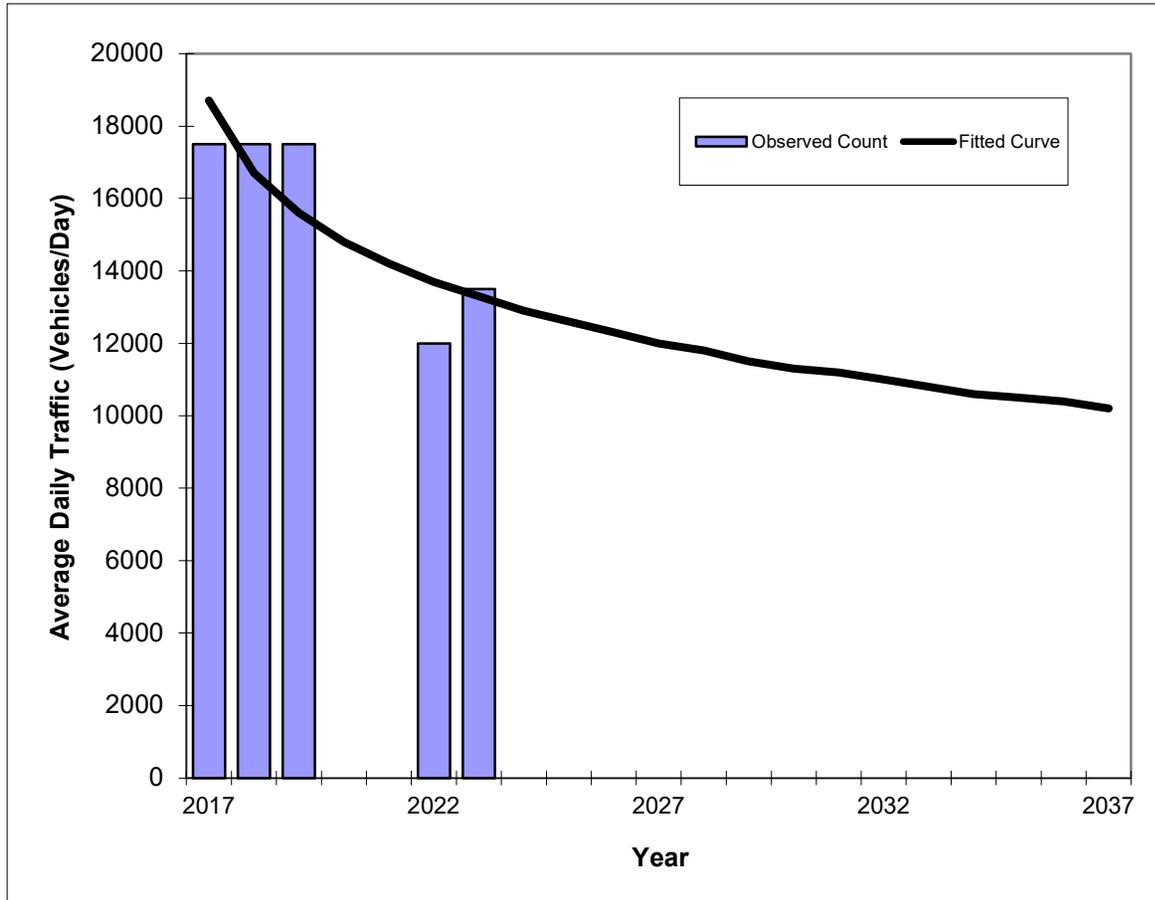
Trend R-squared:	0.02%
Compounded Annual Historic Growth Rate:	0.06%
Compounded Growth Rate (2023 to Design Year):	0.00%
Printed:	4-Mar-25
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a NE 26 STREET -- W OF US 1

FIN#	0
Location	1

County:	BROWARD
Station #:	9080
Highway:	NE 26 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	17500	18700
2018	17500	16700
2019	17500	15600
2020	N/A	N/A
2021	N/A	N/A
2022	12000	13700
2023	13500	13300
2024 Opening Year Trend		
2024	N/A	12900
2025 Mid-Year Trend		
2025	N/A	12600
2027 Design Year Trend		
2027	N/A	12000
TRANPLAN Forecasts/Trends		

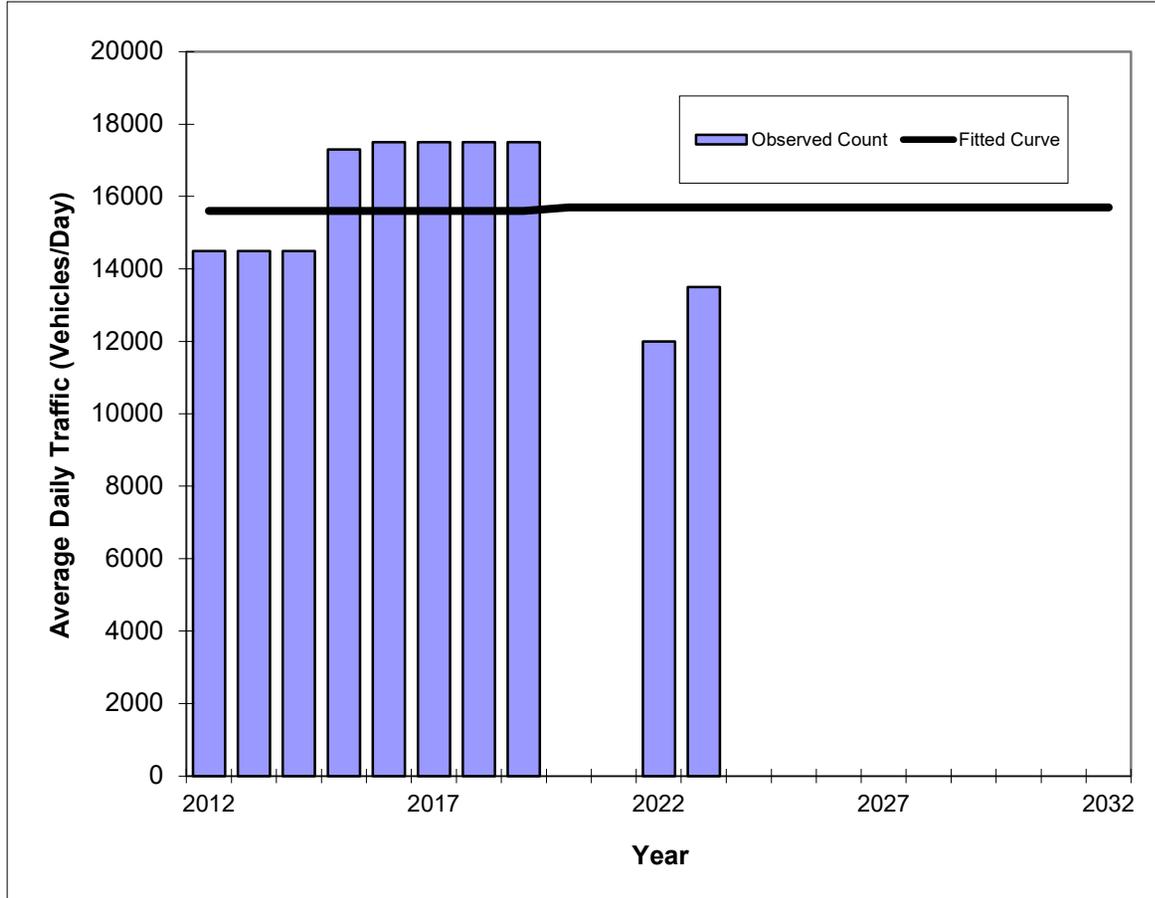
Trend R-squared:	80.01%
Compounded Annual Historic Growth Rate:	-5.52%
Compounded Growth Rate (2023 to Design Year):	-2.54%
Printed:	4-Mar-25
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a NE 26 STREET -- W OF US 1

FIN#	0
Location	1

County:	BROWARD
Station #:	9080
Highway:	NE 26 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	14500	15600
2013	14500	15600
2014	14500	15600
2015	17300	15600
2016	17500	15600
2017	17500	15600
2018	17500	15600
2019	17500	15600
2020	N/A	N/A
2021	N/A	N/A
2022	12000	15700
2023	13500	15700
2024 Opening Year Trend		
2024	N/A	15700
2025 Mid-Year Trend		
2025	N/A	15700
2027 Design Year Trend		
2027	N/A	15700
TRANPLAN Forecasts/Trends		

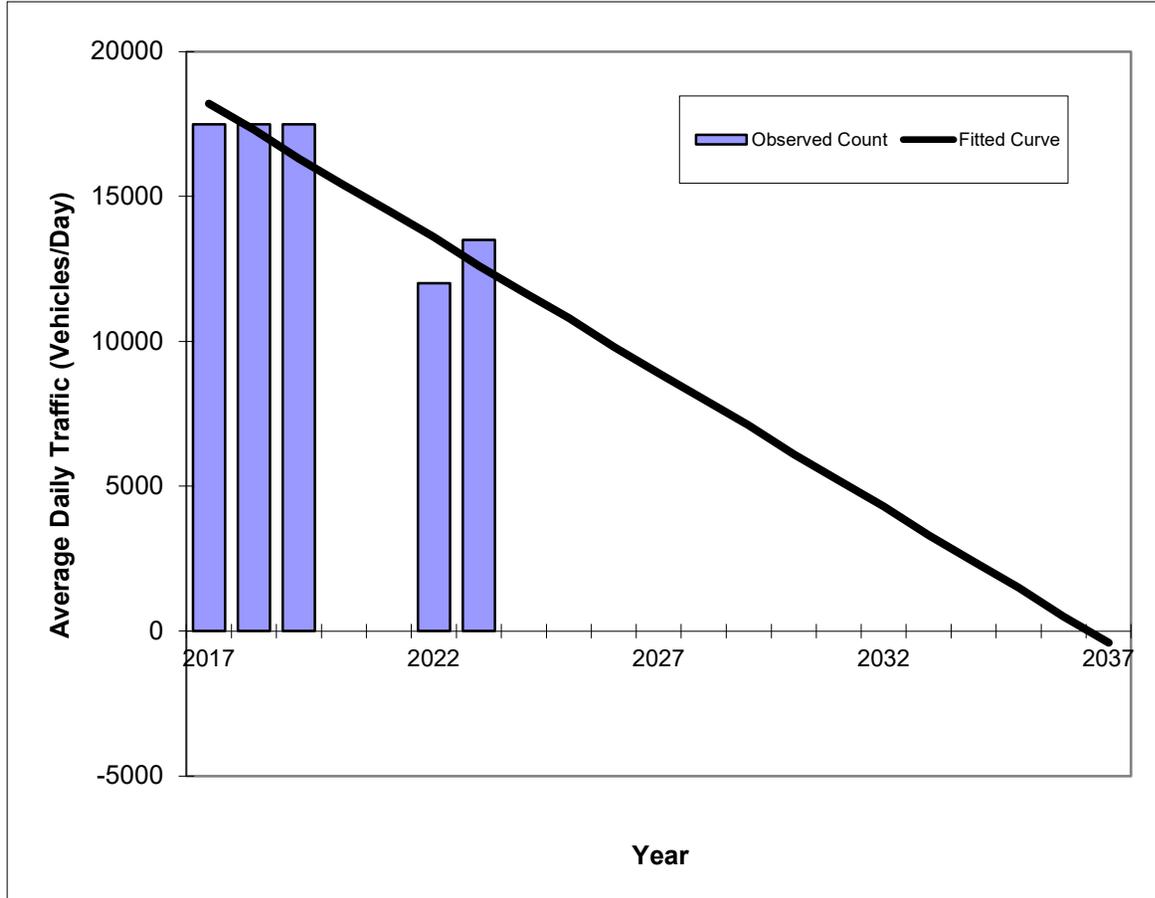
Trend R-squared:	8.09%
Compounded Annual Historic Growth Rate:	0.06%
Compounded Growth Rate (2023 to Design Year):	0.00%
Printed:	4-Mar-25
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a NE 26 STREET -- W OF US 1

FIN#	0
Location	1

County:	BROWARD
Station #:	9080
Highway:	NE 26 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	17500	18200
2018	17500	17300
2019	17500	16300
2020	N/A	N/A
2021	N/A	N/A
2022	12000	13600
2023	13500	12600
2024 Opening Year Trend		
2024	N/A	11700
2025 Mid-Year Trend		
2025	N/A	10800
2027 Design Year Trend		
2027	N/A	8900
TRANPLAN Forecasts/Trends		

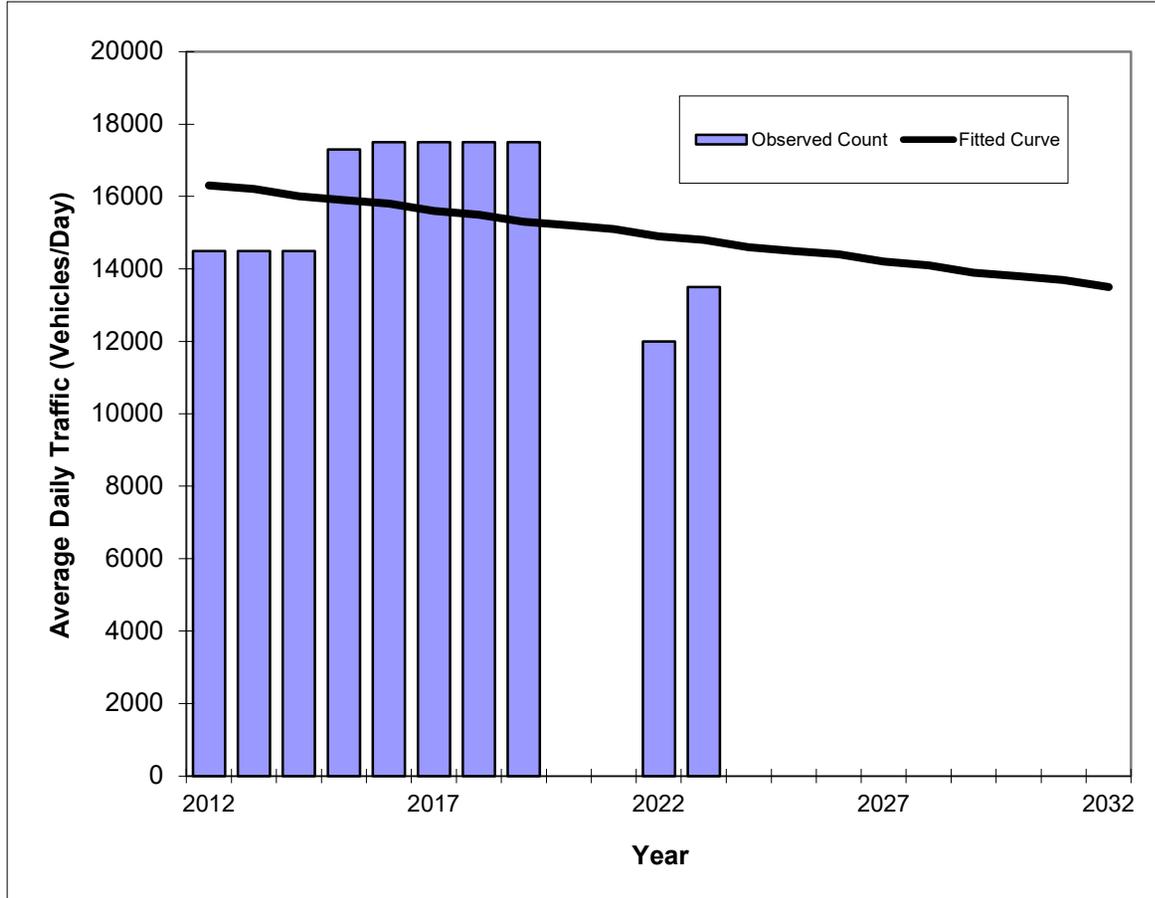
** Annual Trend Increase:	-929
Trend R-squared:	82.04%
Trend Annual Historic Growth Rate:	-5.13%
Trend Growth Rate (2023 to Design Year):	-7.34%
Printed:	4-Mar-25
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a NE 26 STREET -- W OF US 1

FIN#	0
Location	1

County:	BROWARD
Station #:	9080
Highway:	NE 26 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	14500	16300
2013	14500	16200
2014	14500	16000
2015	17300	15900
2016	17500	15800
2017	17500	15600
2018	17500	15500
2019	17500	15300
2020	N/A	N/A
2021	N/A	N/A
2022	12000	14900
2023	13500	14800
2024 Opening Year Trend		
2024	N/A	14600
2025 Mid-Year Trend		
2025	N/A	14500
2027 Design Year Trend		
2027	N/A	14200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-140
Trend R-squared:	6.22%
Trend Annual Historic Growth Rate:	-0.84%
Trend Growth Rate (2023 to Design Year):	-1.01%
Printed:	4-Mar-25
Straight Line Growth Option	

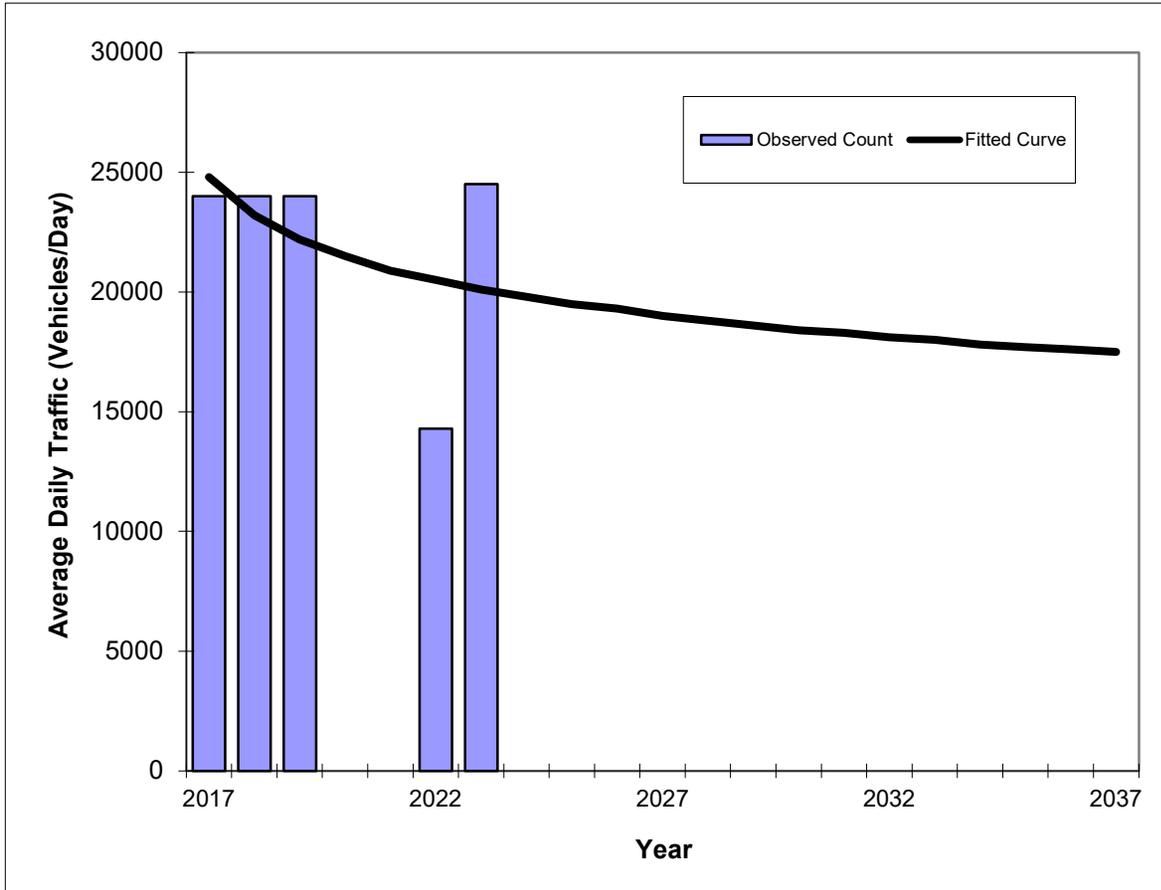
*Axle-Adjusted

Traffic Trends - V03.a

NEE 26 STREET -- E OF WILTON DRIVE

FIN#	0
Location	4

County:	BROWARD
Station #:	9431
Highway:	NEE 26 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	24000	24800
2018	24000	23200
2019	24000	22200
2020	N/A	N/A
2021	N/A	N/A
2022	14300	20500
2023	24500	20100
2024 Opening Year Trend		
2024	N/A	19800
2025 Mid-Year Trend		
2025	N/A	19500
2027 Design Year Trend		
2027	N/A	19000
TRANPLAN Forecasts/Trends		

Trend R-squared:	19.53%
Compounded Annual Historic Growth Rate:	-3.44%
Compounded Growth Rate (2023 to Design Year):	-1.40%
Printed:	5-Mar-25
Decaying Exponential Growth Option	

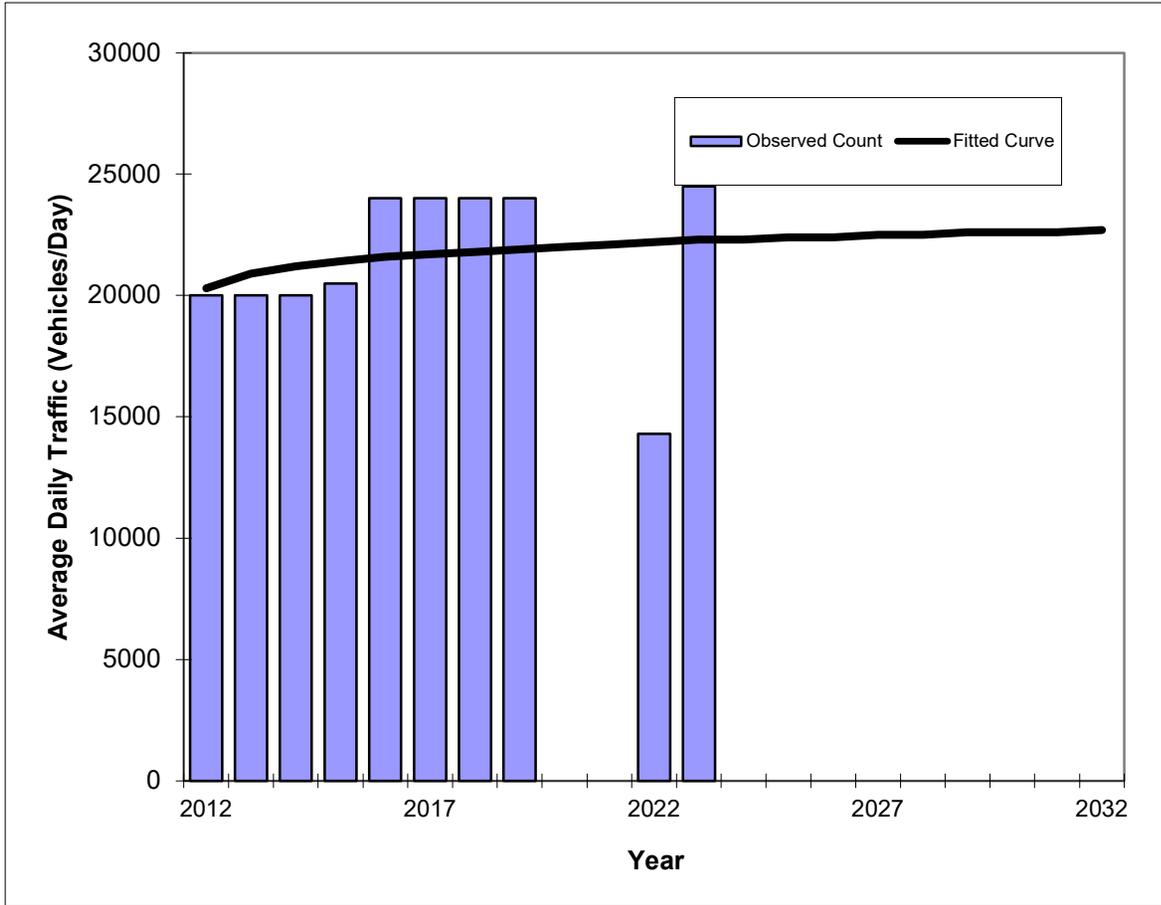
*Axle-Adjusted

Traffic Trends - V03.a

NEE 26 STREET -- E OF WILTON DRIVE

FIN#	0
Location	4

County:	BROWARD
Station #:	9431
Highway:	NEE 26 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	20000	20300
2013	20000	20900
2014	20000	21200
2015	20500	21400
2016	24000	21600
2017	24000	21700
2018	24000	21800
2019	24000	21900
2020	N/A	N/A
2021	N/A	N/A
2022	14300	22200
2023	24500	22300
2024 Opening Year Trend		
2024	N/A	22300
2025 Mid-Year Trend		
2025	N/A	22400
2027 Design Year Trend		
2027	N/A	22500
TRANPLAN Forecasts/Trends		

Trend R-squared:	3.48%
Compounded Annual Historic Growth Rate:	0.86%
Compounded Growth Rate (2023 to Design Year):	0.22%
Printed:	5-Mar-25
Decaying Exponential Growth Option	

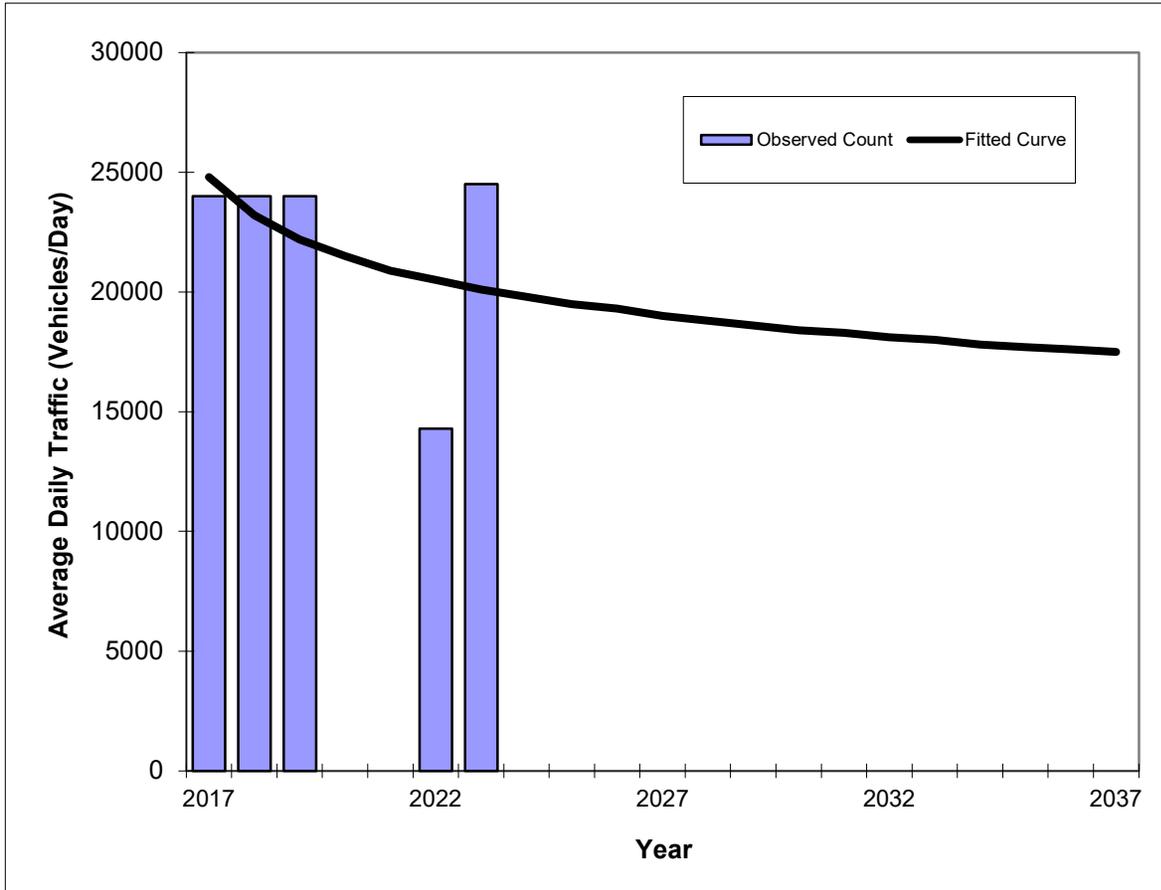
*Axle-Adjusted

Traffic Trends - V03.a

NEE 26 STREET -- E OF WILTON DRIVE

FIN#	0
Location	4

County:	BROWARD
Station #:	9431
Highway:	NEE 26 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	24000	24800
2018	24000	23200
2019	24000	22200
2020	N/A	N/A
2021	N/A	N/A
2022	14300	20500
2023	24500	20100
2024 Opening Year Trend		
2024	N/A	19800
2025 Mid-Year Trend		
2025	N/A	19500
2027 Design Year Trend		
2027	N/A	19000
TRANPLAN Forecasts/Trends		

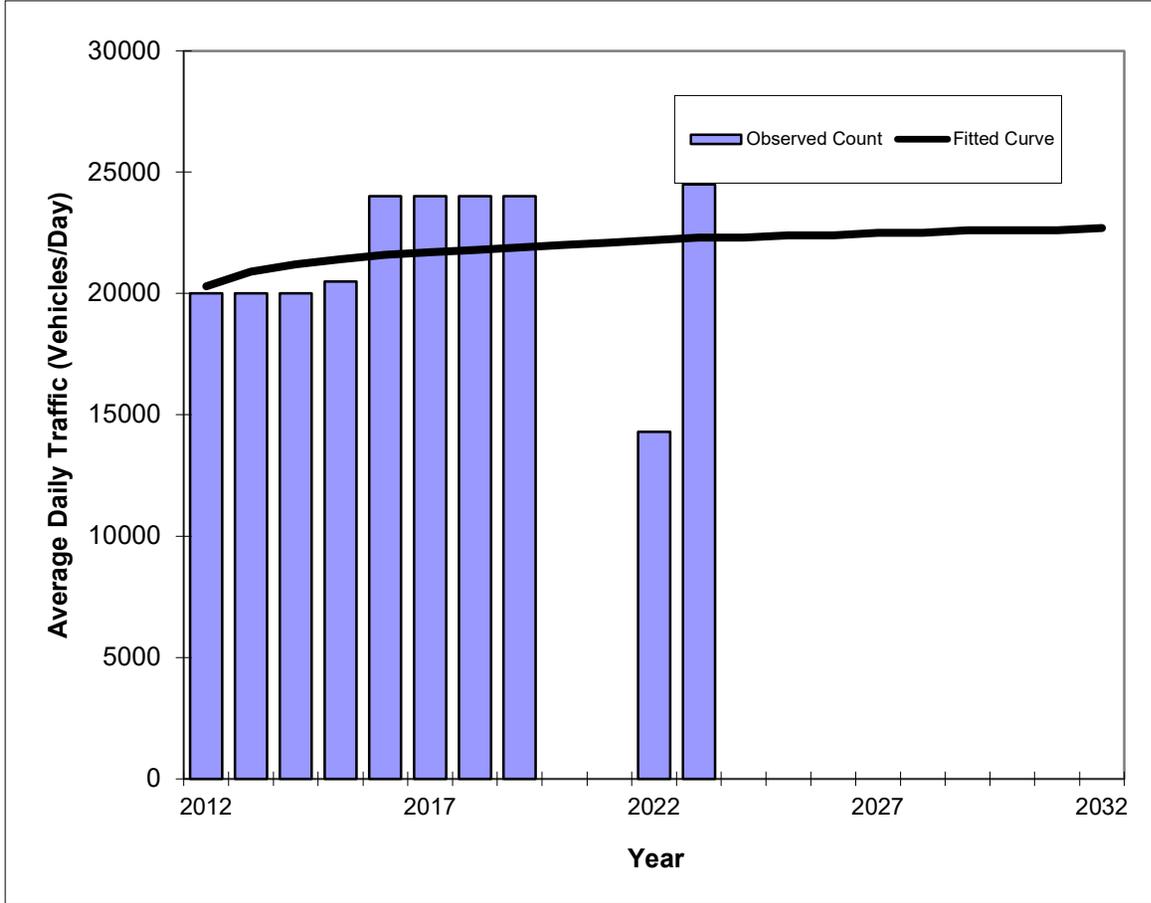
Trend R-squared:	19.61%
Compounded Annual Historic Growth Rate:	-3.44%
Compounded Growth Rate (2023 to Design Year):	-1.40%
Printed:	5-Mar-25
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a
NEE 26 STREET -- E OF WILTON DRIVE

FIN#	0
Location	4

County:	BROWARD
Station #:	9431
Highway:	NEE 26 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	20000	20300
2013	20000	20900
2014	20000	21200
2015	20500	21400
2016	24000	21600
2017	24000	21700
2018	24000	21800
2019	24000	21900
2020	N/A	N/A
2021	N/A	N/A
2022	14300	22200
2023	24500	22300
2024 Opening Year Trend		
2024	N/A	22300
2025 Mid-Year Trend		
2025	N/A	22400
2027 Design Year Trend		
2027	N/A	22500
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.02%
Compounded Annual Historic Growth Rate:	0.86%
Compounded Growth Rate (2023 to Design Year):	0.22%
Printed:	5-Mar-25
Exponential Growth Option	

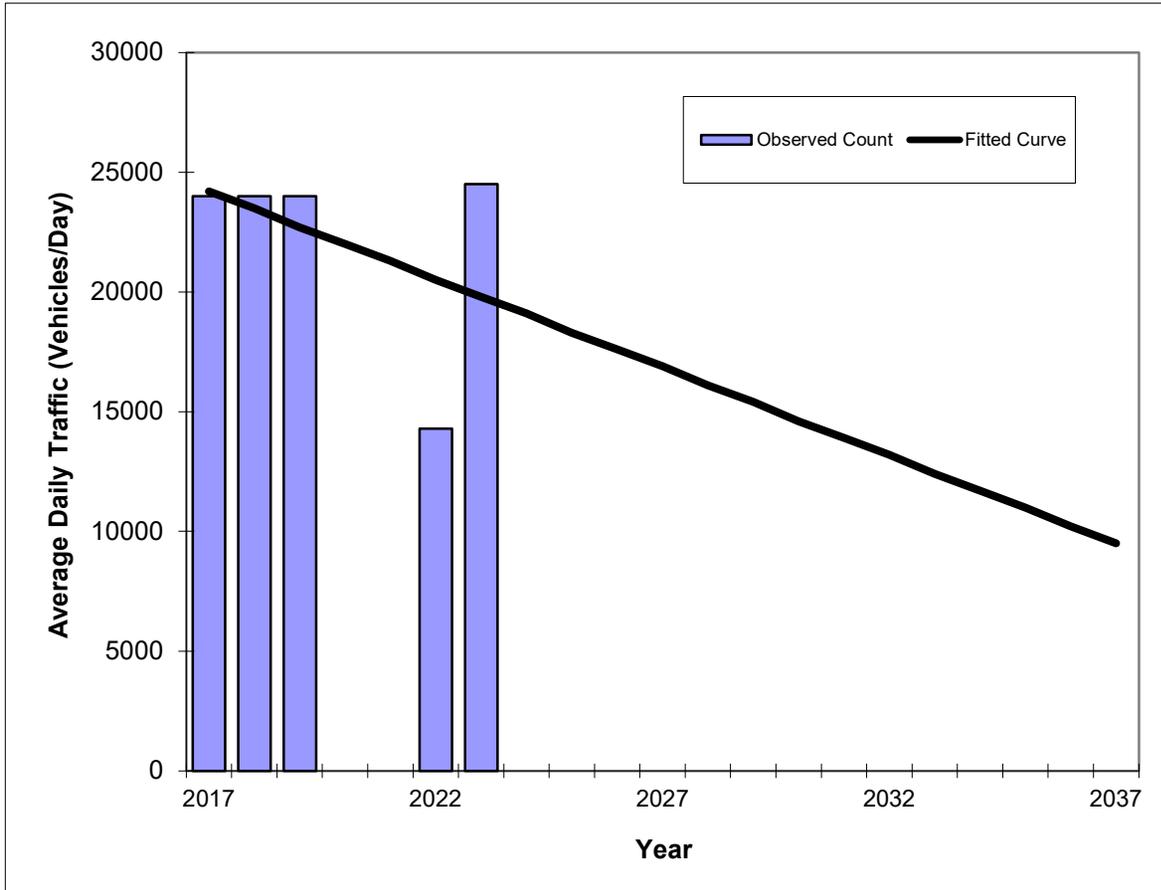
*Axle-Adjusted

Traffic Trends - V03.a

NEE 26 STREET -- E OF WILTON DRIVE

FIN#	0
Location	4

County:	BROWARD
Station #:	9431
Highway:	NEE 26 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	24000	24200
2018	24000	23500
2019	24000	22700
2020	N/A	N/A
2021	N/A	N/A
2022	14300	20500
2023	24500	19800
2024 Opening Year Trend		
2024	N/A	19100
2025 Mid-Year Trend		
2025	N/A	18300
2027 Design Year Trend		
2027	N/A	16900
TRANPLAN Forecasts/Trends		

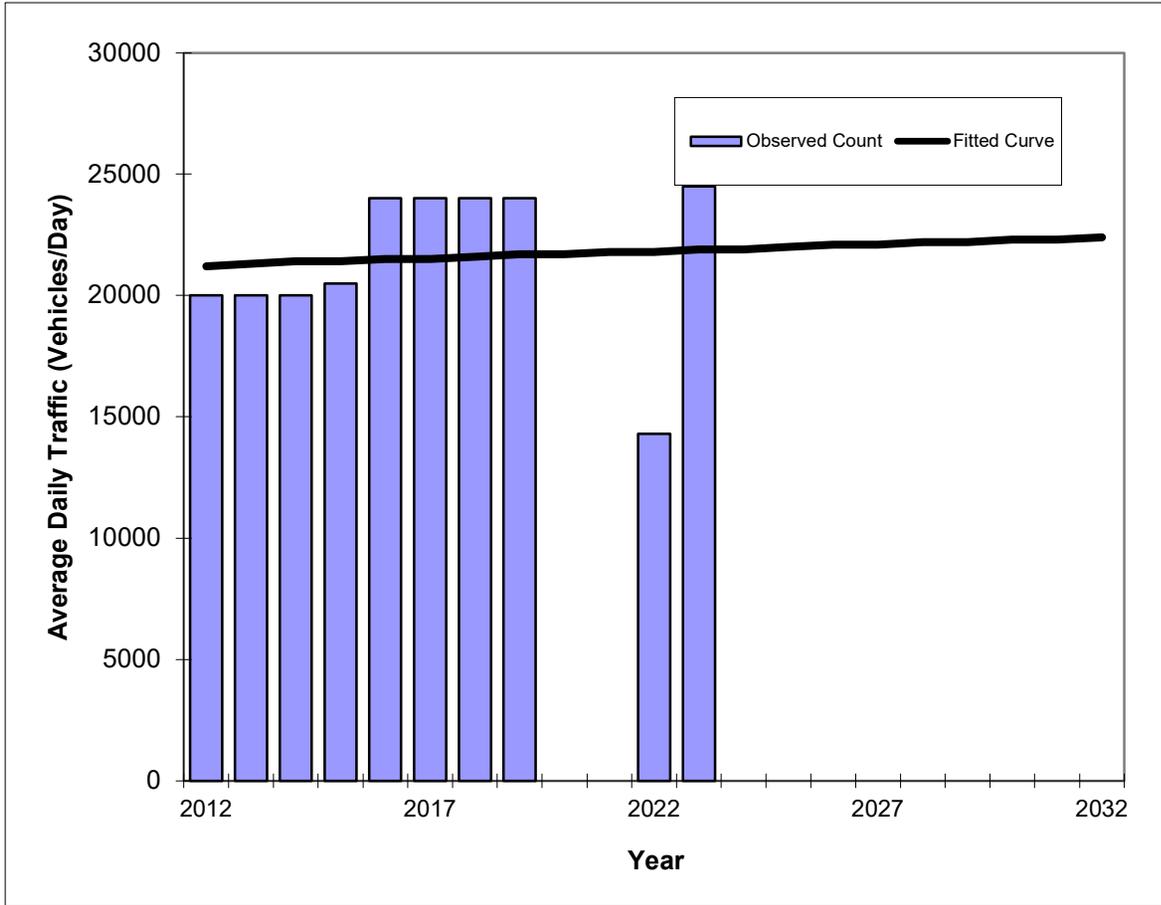
** Annual Trend Increase:	-737
Trend R-squared:	18.78%
Trend Annual Historic Growth Rate:	-3.03%
Trend Growth Rate (2023 to Design Year):	-3.66%
Printed:	5-Mar-25
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a
NEE 26 STREET -- E OF WILTON DRIVE

FIN#	0
Location	4

County:	BROWARD
Station #:	9431
Highway:	NEE 26 STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	20000	21200
2013	20000	21300
2014	20000	21400
2015	20500	21400
2016	24000	21500
2017	24000	21500
2018	24000	21600
2019	24000	21700
2020	N/A	N/A
2021	N/A	N/A
2022	14300	21800
2023	24500	21900
2024 Opening Year Trend		
2024	N/A	21900
2025 Mid-Year Trend		
2025	N/A	22000
2027 Design Year Trend		
2027	N/A	22100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	58
Trend R-squared:	0.44%
Trend Annual Historic Growth Rate:	0.30%
Trend Growth Rate (2023 to Design Year):	0.23%
Printed:	5-Mar-25
Straight Line Growth Option	

*Axle-Adjusted

Growth Rate Trend Analysis Calculations - 5 Years												
Description	FDOT Historical AADT Data											
	9068			9069			9080			9431		
Option	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential
Trend Growth Rate 5 years	-4.32	-4.61	-4.61	-5.46	-6.14	-6.14	-5.13	-5.52	-5.52	-3.03	-3.44	-3.44
Trend R-squared 5 years	58.05	53.65	52.30	61.10	55.12	54.69	82.04	80.01	70.21	18.78	19.61	19.53
Average Growth Rate (5-year) Linear all stations	-4.49											
Average Growth Rate (5-year) Exponential all stations	-4.93											
Average Growth Rate (5-year) Decaying Exponential all stations	-4.93											
Highest R-Square	82.04						Linear					
Growth Rate (5-year) with the highest R- Square	-4.49											

Growth Rate Trend Analysis Calculations - 10 Years												
Description	FDOT Historical AADT Data											
	9068			9069			9080			9431		
Option	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential
Trend Growth Rate 10 years	-1.17	-0.65	-0.65	-0.38	0.59	0.59	-0.84	0.06	0.06	0.30	0.86	0.86
Trend R-squared 10 years	16.43	18.31	3.56	0.72	1.97	1.37	6.22	8.09	0.02	0.44	0.02	3.48
Average Growth Rate (10-year) Linear all stations	-0.52											
Average Growth Rate (10-year) Exponential all stations	0.22											
Average Growth Rate (10-year) Decaying Exponential all stations	0.22											
Highest R-Square	18.31						Exponential					
Growth Rate (10-year) with highest R- Square	0.22											

Notes:

What is R-squared?

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

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

R-squared = Explained variation / Total variation

R-squared is always between 0 and 100%:

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

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

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

Table 1			
Future Growth Rate Analysis Based on Model Runs			
Location	Model		Growth Rate
	2019 Volume	2045 Volume	
NE 26 St E of Dixie Highway	17,500	21,000	0.7%
Average Rate			0.7%

ATTACHMENT E
Future Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**NE 15th Ave & NE 26th St
AM Peak Hour**

Description	NE 26th St Northbound			NE 26th St Southbound			NE 15th Ave Eastbound			NE 15th Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/16/2025)	109	96	112	71	181	59	32	414	99	84	245	32
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2025 Peak Season Traffic	111	98	114	72	185	60	33	422	101	86	250	33
Annual Growth Rate	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%
Committed Developments												
2027 Background Traffic	113	99	116	73	187	61	33	428	102	87	253	33
1550 NE 26 Street				0				4			7	0
2027 Total Traffic	113	99	116	73	187	61	33	432	102	87	260	33

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**NE 15th Ave & NE 26th St
PM Peak Hour**

Description	NE 26th St Northbound			NE 26th St Southbound			NE 15th Ave Eastbound			NE 15th Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/16/2025)	159	177	142	72	224	67	38	410	114	173	573	60
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2025 Peak Season Traffic	162	181	145	73	228	68	39	418	116	176	584	61
Annual Growth Rate	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%
Committed Developments												
2027 Background Traffic	164	183	147	74	232	69	39	424	118	179	593	62
1550 NE 26 Street				0				8			6	0
2027 Total Traffic	164	183	147	74	232	69	39	432	118	179	599	62

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**NE 16th Ave & NE 26th St
AM Peak Hour**

Description	NE 26th St Northbound			NE 26th St Southbound			NE 16th Ave Eastbound			NE 16th Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/16/2025)	10	0	12					594	5	4	359	
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2025 Peak Season Traffic	10	0	12	0	0	0	0	606	5	4	366	0
Annual Growth Rate	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%
Committed Developments												
2027 Background Traffic	10	0	12	0	0	0	0	614	5	4	371	0
1550 NE 26 Street	7		2						4	1		
2027 Total Traffic	17	0	14	0	0	0	0	614	9	5	371	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**NE 16th Ave & NE 26th St
PM Peak Hour**

Description	NE 26th St Northbound			NE 26th St Southbound			NE 16th Ave Eastbound			NE 16th Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/16/2025)	9	0	6				0	610	14	3	803	0
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2025 Peak Season Traffic	9	0	6	0	0	0	0	622	14	3	819	0
Annual Growth Rate	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%
Committed Developments												
2027 Background Traffic	9	0	6	0	0	0	0	631	14	3	831	0
1550 NE 26 Street	6		2						8	2		
2027 Total Traffic	15	0	8	0	0	0	0	631	22	5	831	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 16th Ave & NE 25th St AM Peak Hour

Description	NE 25th St Northbound			NE 25th St Southbound			NE 16th Ave Eastbound			NE 16th Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/16/2025)	0	16	4	3	5	0	0	0	0	4	0	5
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2025 Peak Season Traffic	0	16	4	3	5	0	0	0	0	4	0	5
Annual Growth Rate	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%
Committed Developments												
2027 Background Traffic	0	17	4	3	5	0	0	0	0	4	0	5
1550 NE 26 Street	0	2			1	4	7		1			
2027 Total Traffic	0	19	4	3	6	4	7	0	1	4	0	5

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**NE 16th Ave & NE 25th St
PM Peak Hour**

Description	NE 25th St Northbound			NE 25th St Southbound			NE 16th Ave Eastbound			NE 16th Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/16/2025)	0	9	3	6	13	0	0	0	0	4	0	4
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2025 Peak Season Traffic	0	9	3	6	13	0	0	0	0	4	0	4
Annual Growth Rate	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%
Committed Developments												
2027 Background Traffic	0	9	3	6	13	0	0	0	0	4	0	4
1550 NE 26 Street	1	2			2	8	6		1			
2027 Total Traffic	1	11	3	6	15	8	6	0	1	4	0	4

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 15th Ave & NE 24th St AM Peak Hour

Description	NE 24th St Northbound			NE 24th St Southbound			NE 15th Ave Eastbound			NE 15th Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/16/2025)	10	363	5	4	318	16	31	8	21	15	4	8
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2025 Peak Season Traffic	10	370	5	4	324	16	32	8	21	15	4	8
Annual Growth Rate	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%
Committed Developments												
2027 Background Traffic	10	375	5	4	329	17	32	8	22	16	4	8
1550 NE 26 Street			1					1		2	3	
2027 Total Traffic	10	375	6	4	329	17	32	9	22	18	7	8

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**NE 15th Ave & NE 24th St
PM Peak Hour**

Description	NE 24th St Northbound			NE 24th St Southbound			NE 15th Ave Eastbound			NE 15th Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/16/2025)	20	455	17	9	497	50	45	10	32	16	13	16
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2025 Peak Season Traffic	20	464	17	9	507	51	46	10	33	16	13	16
Annual Growth Rate	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%
Committed Developments												
2027 Background Traffic	21	471	18	9	514	52	47	10	33	17	13	17
1550 NE 26 Street			2					3		2	2	
2027 Total Traffic	21	471	20	9	514	52	47	13	33	19	15	17

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**NE 16th Ave & NE 24th St
AM Peak Hour**

Description	NE 24th St Northbound			NE 24th St Southbound			NE 16th Ave Eastbound			NE 16th Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/16/2025)	6	7	2	1	0	9	10	9	6	0	8	3
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2025 Peak Season Traffic	6	7	2	1	0	9	10	9	6	0	8	3
Annual Growth Rate	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%
Committed Developments												
2027 Background Traffic	6	7	2	1	0	9	10	9	6	0	8	3
1550 NE 26 Street						2	2					
2027 Total Traffic	6	7	2	1	0	11	12	9	6	0	8	3

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**NE 16th Ave & NE 24th St
PM Peak Hour**

Description	NE 24th St Northbound			NE 24th St Southbound			NE 16th Ave Eastbound			NE 16th Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/16/2025)	6	4	5	1	5	8	6	16	4	0	17	3
Season Adjustment Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2025 Peak Season Traffic	6	4	5	1	5	8	6	16	4	0	17	3
Annual Growth Rate	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%
Committed Developments												
2027 Background Traffic	6	4	5	1	5	8	6	17	4	0	18	3
1550 NE 26 Street						2	3					
2027 Total Traffic	6	4	5	1	5	10	9	17	4	0	18	3

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**NE 26 Street at Wilton Drive IN. Dixie Highway
AM Peak Hour**

WEEKDAY

Description	Wilton Drive Northeastbound				Dixie Highway Southbound				NE 26 Street Eastbound				NE 26 Street Westbound				Dixie Highway Northbound			
	H.Left	Bear Left	3bear Right	H. Right	Left	Through	3bear Right	Right	Left	Through	Right	H. Right	Left	Bear Left	Through	Right	H. Left	Left	Through	Right
Existing Traffic (11/14/2024)	50	210	341	44	308	201	166	50	13	19	4	1	38	93	134	227	13	66	190	75
Season Adjustment Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2025 Peak Season Traffic	54	226	367	47	332	217	179	54	14	20	4	1	41	100	144	245	14	71	205	81
Annual Growth Rate	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%
Committed Developments:																				
2027 Background Traffic	55	229	372	48	337	220	182	55	14	20	4	1	42	101	146	248	14	72	208	82
1550 NE 26 Street			0		4					0			0		0	7				
2027 Total Traffic	55	229	372	48	341	220	182	55	14	20	4	1	42	101	146	255	14	72	208	82

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**NE 26 Street at Wilton Drive \N. Dixie Highway
PM Peak Hour**

WEEKDAY

Description	Wilton Drive Northeastbound				Dixie Highway Southbound				NE 26 Street Eastbound				NE 26 Street Westbound				Dixie Highway Northbound			
	H.Left	Bear Left	3ear Righ	H. Right	Left	Through	3ear Righ	Right	Left	Through	Right	H. Right	Left	Bear Left	Through	Right	H. Left	Left	Through	Right
Existing Traffic (11/14/2024)	13	211	147	38	258	229	254	64	40	203	26	2	34	216	237	311	11	50	261	40
Season Adjustment Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2025 Peak Season Traffic	14	227	158	41	278	247	274	69	43	219	28	2	37	233	255	335	12	54	281	43
Annual Growth Rate	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%	0.70%
Committed Developments:																				
2027 Background Traffic	14	230	160	42	282	250	278	70	44	222	28	2	38	236	259	340	12	55	285	44
1550 NE 26 Street			0		8				0				0		0	6				
2027 Total Traffic	14	230	160	42	290	250	278	70	44	222	28	2	38	236	259	346	12	55	285	44

ATTACHMENT F
SYNCHRO Analyses

101: NE 15 Avenue & NE 26 Street/NE 26 St

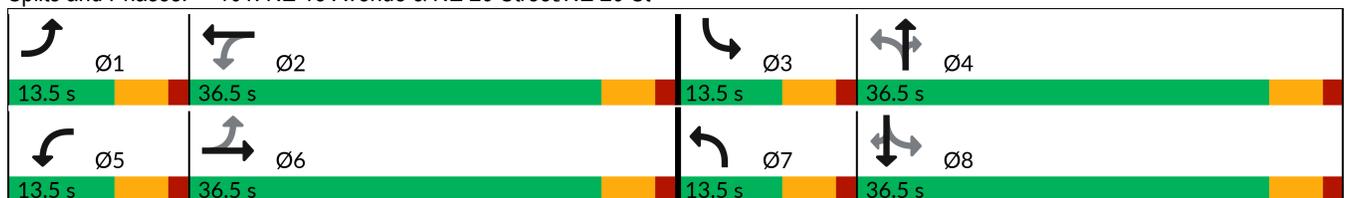


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	33	422	86	250	111	98	114	72	185	60
Future Volume (vph)	33	422	86	250	111	98	114	72	185	60
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	9.5	32.5	9.5	32.5	9.5	32.5	32.5	9.5	32.5	32.5
Total Split (s)	13.5	36.5	13.5	36.5	13.5	36.5	36.5	13.5	36.5	36.5
Total Split (%)	13.5%	36.5%	13.5%	36.5%	13.5%	36.5%	36.5%	13.5%	36.5%	36.5%
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)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	20.9	17.9	25.6	23.3	16.9	12.0	12.0	14.6	10.8	10.8
Actuated g/C Ratio	0.36	0.31	0.44	0.40	0.29	0.20	0.20	0.25	0.18	0.18
v/c Ratio	0.09	0.57	0.27	0.24	0.36	0.30	0.30	0.23	0.62	0.17
Control Delay (s/veh)	11.5	21.2	12.7	14.3	18.0	25.5	6.1	16.5	34.2	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.5	21.2	12.7	14.3	18.0	25.5	6.1	16.5	34.2	0.9
LOS	B	C	B	B	B	C	A	B	C	A
Approach Delay (s/veh)		20.6		13.9		16.1			23.9	
Approach LOS		C		B		B			C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 58.6
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay (s/veh): 18.8
 Intersection LOS: B
 Intersection Capacity Utilization 58.8%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 101: NE 15 Avenue & NE 26 Street/NE 26 St



101: NE 15 Avenue & NE 26 Street/NE 26 St

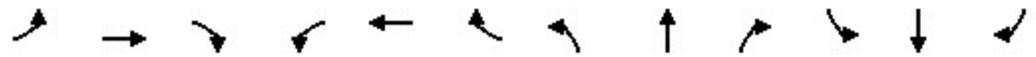


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	38	601	99	325	128	113	131	83	213	69
v/c Ratio	0.09	0.57	0.27	0.24	0.36	0.30	0.30	0.23	0.62	0.17
Control Delay (s/veh)	11.5	21.2	12.7	14.3	18.0	25.5	6.1	16.5	34.2	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.5	21.2	12.7	14.3	18.0	25.5	6.1	16.5	34.2	0.9
Queue Length 50th (ft)	7	97	20	34	32	36	0	20	75	0
Queue Length 95th (ft)	24	168	51	85	75	87	31	53	155	0
Internal Link Dist (ft)		996		170		720			381	
Turn Bay Length (ft)	250		120		150		150	100		200
Base Capacity (vph)	525	1988	430	2009	417	1077	964	451	1077	953
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	0.07	0.30	0.23	0.16	0.31	0.10	0.14	0.18	0.20	0.07

Intersection Summary

HCM 7th Signalized Intersection Summary
 101: NE 15 Avenue & NE 26 Street/NE 26 St

03/25/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	422	101	86	250	33	111	98	114	72	185	60
Future Volume (veh/h)	33	422	101	86	250	33	111	98	114	72	185	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		1.00	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	38	485	0	99	287	0	128	113	131	83	213	69
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	416	857		354	958		382	422	348	427	372	306
Arrive On Green	0.03	0.24	0.00	0.06	0.27	0.00	0.08	0.23	0.23	0.05	0.20	0.20
Sat Flow, veh/h	1767	3618	0	1767	3618	0	1767	1856	1530	1767	1856	1525
Grp Volume(v), veh/h	38	485	0	99	287	0	128	113	131	83	213	69
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1763	0	1767	1856	1530	1767	1856	1525
Q Serve(g_s), s	0.8	6.4	0.0	2.2	3.4	0.0	3.0	2.7	3.8	1.9	5.5	2.0
Cycle Q Clear(g_c), s	0.8	6.4	0.0	2.2	3.4	0.0	3.0	2.7	3.8	1.9	5.5	2.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	857		354	958		382	422	348	427	372	306
V/C Ratio(X)	0.09	0.57		0.28	0.30		0.34	0.27	0.38	0.19	0.57	0.23
Avail Cap(c_a), veh/h	626	2065		513	2065		508	1087	896	600	1087	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	17.6	0.0	14.0	15.3	0.0	15.1	16.8	17.3	15.5	19.1	17.7
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.2	0.2	0.0	0.2	0.1	0.3	0.1	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.3	0.0	0.8	1.2	0.0	1.1	1.0	1.2	0.7	2.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.3	18.2	0.0	14.2	15.5	0.0	15.3	17.0	17.5	15.6	19.6	17.9
LnGrp LOS	B	B		B	B		B	B	B	B	B	B
Approach Vol, veh/h		523			386			372			365	
Approach Delay, s/veh		17.9			15.1			16.6			18.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	19.9	8.3	17.5	8.7	18.4	9.7	16.1				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	8.0	31.0	8.0	31.0	8.0	31.0	8.0	31.0				
Max Q Clear Time (g_c+I1), s	2.8	5.4	3.9	5.8	4.2	8.4	5.0	7.5				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.1	0.0	3.1	0.0	0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh				17.1								
HCM 7th LOS				B								

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

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	606	5	4	366	10	12
Future Vol, veh/h	606	5	4	366	10	12
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	705	6	5	426	12	14

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	713	0	933
Stage 1	-	-	-	-	711
Stage 2	-	-	-	-	222
Critical Hdwy	-	-	4.16	-	5
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.23	-	3
Pot Cap-1 Maneuver	-	-	876	-	473
Stage 1	-	-	-	-	593
Stage 2	-	-	-	-	966
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	873	-	469
Mov Cap-2 Maneuver	-	-	-	-	517
Stage 1	-	-	-	-	591
Stage 2	-	-	-	-	960

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	669	-	-	873	-
HCM Lane V/C Ratio	0.038	-	-	0.005	-
HCM Control Delay (s/veh)	10.6	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	4	5	16	4	3	5
Future Vol, veh/h	4	5	16	4	3	5
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	66	66	66	66	66	66
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	8	24	6	5	8

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	44	27	0	0	30	0
Stage 1	27	-	-	-	-	-
Stage 2	17	-	-	-	-	-
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	1150	1173	-	-	1576	-
Stage 1	1169	-	-	-	-	-
Stage 2	1181	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1146	1173	-	-	1576	-
Mov Cap-2 Maneuver	1146	-	-	-	-	-
Stage 1	1169	-	-	-	-	-
Stage 2	1177	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.14	0	2.73
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1161	675
HCM Lane V/C Ratio	-	-	0.012	0.003
HCM Control Delay (s/veh)	-	-	8.1	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	8	21	15	4	8	10	370	5	4	324	16
Future Vol, veh/h	32	8	21	15	4	8	10	370	5	4	324	16
Conflicting Peds, #/hr	0	0	4	4	0	0	9	0	1	1	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	39	10	25	18	5	10	12	446	6	5	390	19

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	891	896	413	883	902	450	419	0	0	453	0	0
Stage 1	419	419	-	474	474	-	-	-	-	-	-	-
Stage 2	472	477	-	409	428	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	493	491	846	497	488	820	1135	-	-	1103	-	-
Stage 1	697	747	-	648	701	-	-	-	-	-	-	-
Stage 2	650	699	-	706	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	469	477	836	461	473	819	1125	-	-	1101	-	-
Mov Cap-2 Maneuver	469	477	-	461	473	-	-	-	-	-	-	-
Stage 1	687	737	-	638	691	-	-	-	-	-	-	-
Stage 2	628	688	-	669	729	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v	12.49		12.21		0.21			0.1		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	47	-	-	554	532	21	-	-
HCM Lane V/C Ratio	0.011	-	-	0.133	0.061	0.004	-	-
HCM Control Delay (s/veh)	8.2	0	-	12.5	12.2	8.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	9	6	0	8	3	6	7	2	1	0	9
Future Vol, veh/h	10	9	6	0	8	3	6	7	2	1	0	9
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	14	12	8	0	11	4	8	10	3	1	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	21	0	0	55	61	18	62	63	15
Stage 1	-	-	-	-	-	-	44	44	-	15	15	-
Stage 2	-	-	-	-	-	-	11	17	-	47	48	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	5	6.53	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	5	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	5	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3	4.027	3
Pot Cap-1 Maneuver	1594	-	-	1589	-	-	941	828	1057	1130	826	1185
Stage 1	-	-	-	-	-	-	968	856	-	1183	881	-
Stage 2	-	-	-	-	-	-	1007	879	-	1147	853	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1589	-	-	923	819	1055	1100	817	1183
Mov Cap-2 Maneuver	-	-	-	-	-	-	923	819	-	1100	817	-
Stage 1	-	-	-	-	-	-	959	849	-	1180	879	-
Stage 2	-	-	-	-	-	-	997	877	-	1119	846	-

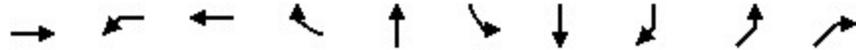
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.91	0	9.16	8.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	885	667	-	-	1589	-	-	1174
HCM Lane V/C Ratio	0.023	0.009	-	-	-	-	-	0.012
HCM Control Delay (s/veh)	9.2	7.3	0	-	0	-	-	8.1
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Timings

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

03/26/2025

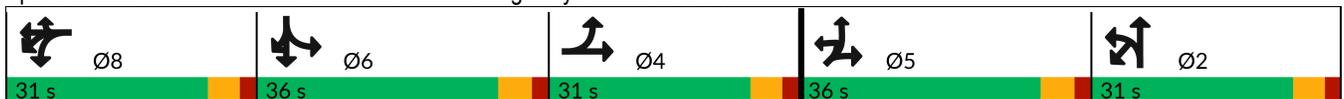


Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	20	100	144	245	205	332	217	179	226	367
Future Volume (vph)	20	100	144	245	205	332	217	179	226	367
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted 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)	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	36.0	36.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	21.8%	21.8%	21.8%	21.8%	21.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	Min	Min	Min	None	None
Act Effct Green (s)	6.6	16.9	16.9	16.9	19.4	30.8	30.8	30.8	25.0	25.0
Actuated g/C Ratio	0.05	0.13	0.13	0.13	0.15	0.24	0.24	0.24	0.20	0.20
v/c Ratio	0.23	0.62	0.70	0.60	0.75	0.83	0.61	0.47	0.79	0.59
Control Delay (s/veh)	65.7	66.8	70.9	12.2	59.9	65.4	53.9	22.1	59.6	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.7	66.8	70.9	12.2	59.9	65.4	53.9	22.1	59.6	26.9
LOS	E	E	E	B	E	E	D	C	E	C
Approach Delay (s/veh)	65.7		42.7		59.9		50.3		49.3	
Approach LOS	E		D		E		D		D	

Intersection Summary

Cycle Length: 165	
Actuated Cycle Length: 126.3	
Natural Cycle: 160	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 50.1	Intersection LOS: D
Intersection Capacity Utilization 84.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

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

03/26/2025



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	41	139	164	261	395	353	256	222	504	233
v/c Ratio	0.23	0.62	0.70	0.60	0.75	0.83	0.61	0.47	0.79	0.59
Control Delay (s/veh)	65.7	66.8	70.9	12.2	59.9	65.4	53.9	22.1	59.6	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.7	66.8	70.9	12.2	59.9	65.4	53.9	22.1	59.6	26.9
Queue Length 50th (ft)	17	117	141	0	161	287	205	60	207	75
Queue Length 95th (ft)	41	207	238	82	241	#554	355	167	305	192
Internal Link Dist (ft)	165		1122		90		817		480	
Turn Bay Length (ft)						200				
Base Capacity (vph)	685	338	355	526	693	427	420	468	786	453
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	0.06	0.41	0.46	0.50	0.57	0.83	0.61	0.47	0.64	0.51

Intersection Summary

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

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

03/26/2025



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↔				↔	↔	↔			↔	
Traffic Volume (vph)	14	20	4	1	41	100	144	245	14	71	205	81
Future Volume (vph)	14	20	4	1	41	100	144	245	14	71	205	81
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			0.97	
Flt Protected		0.98				0.95	1.00	1.00			0.99	
Satd. Flow (prot)		3366				1665	1747	1568			3341	
Flt Permitted		0.98				0.95	1.00	1.00			0.99	
Satd. Flow (perm)		3366				1665	1747	1568			3341	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	15	21	4	1	44	106	153	261	15	76	218	86
RTOR Reduction (vph)	0	1	0	0	0	0	0	226	0	0	15	0
Lane Group Flow (vph)	0	40	0	0	0	139	164	35	0	0	380	0
Confl. Peds. (#/hr)	2			7		7		2	3	2		2
Confl. Bikes (#/hr)				2				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)		5.0				16.9	16.9	16.9			19.4	
Effective Green, g (s)		5.0				16.9	16.9	16.9			19.4	
Actuated g/C Ratio		0.04				0.13	0.13	0.13			0.15	
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)		132				221	232	208			509	
v/s Ratio Prot		c0.01				0.08	c0.09	0.02			c0.11	
v/s Ratio Perm												
v/c Ratio		0.30				0.63	0.71	0.17			0.75	
Uniform Delay, d1		59.4				52.1	52.7	48.9			51.5	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		0.5				4.0	7.8	0.1			5.6	
Delay (s)		59.8				56.1	60.5	49.0			57.1	
Level of Service		E				E	E	D			E	
Approach Delay (s/veh)		59.8					54.1				57.1	
Approach LOS		E					D				E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			52.5			HCM 2000 Level of Service					D	
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			127.1			Sum of lost time (s)					30.0	
Intersection Capacity Utilization			84.6%			ICU Level of Service					E	
Analysis Period (min)			15									
c Critical Lane Group												

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

03/26/2025



Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations	↶	↓	↷			↶	↷	↷
Traffic Volume (vph)	332	217	179	54	54	226	367	47
Future Volume (vph)	332	217	179	54	54	226	367	47
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	0.99	0.85			0.94	0.85	
Flt Protected	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (prot)	1752	1724	1490			3230	1427	
Flt Permitted	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (perm)	1752	1724	1490			3230	1427	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	353	231	190	57	57	240	390	50
RTOR Reduction (vph)	0	0	105	0	0	0	112	0
Lane Group Flow (vph)	353	256	117	0	0	504	121	0
Confl. Peds. (#/hr)	2		2	3	2	2	2	7
Confl. Bikes (#/hr)				1				2
Turn Type	Split	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6	6		5	5	5	
Permitted Phases								
Actuated Green, G (s)	30.8	30.8	30.8			25.0	25.0	
Effective Green, g (s)	30.8	30.8	30.8			25.0	25.0	
Actuated g/C Ratio	0.24	0.24	0.24			0.20	0.20	
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)	424	417	361			635	280	
v/s Ratio Prot	c0.20	0.15	0.08			c0.16	0.09	
v/s Ratio Perm								
v/c Ratio	0.83	0.61	0.32			0.79	0.43	
Uniform Delay, d1	45.7	42.9	39.6			48.6	44.8	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	12.6	1.9	0.2			6.6	0.8	
Delay (s)	58.3	44.7	39.8			55.2	45.6	
Level of Service	E	D	D			E	D	
Approach Delay (s/veh)		49.2				52.1		
Approach LOS		D				D		
Intersection Summary								

HCM 7th Edition methodology does not support more than 4 approaches.

101: NE 15 Avenue & NE 26 Street/NE 26 St

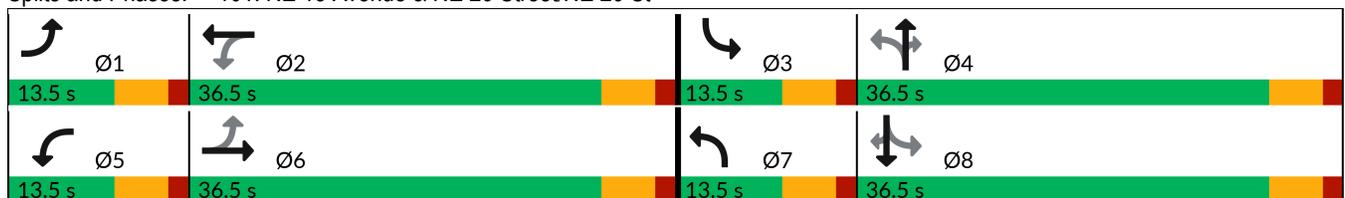


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	33	428	87	253	113	99	116	73	187	61
Future Volume (vph)	33	428	87	253	113	99	116	73	187	61
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	9.5	32.5	9.5	32.5	9.5	32.5	32.5	9.5	32.5	32.5
Total Split (s)	13.5	36.5	13.5	36.5	13.5	36.5	36.5	13.5	36.5	36.5
Total Split (%)	13.5%	36.5%	13.5%	36.5%	13.5%	36.5%	36.5%	13.5%	36.5%	36.5%
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)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	21.1	18.1	25.8	23.5	17.1	12.1	12.1	14.7	10.9	10.9
Actuated g/C Ratio	0.36	0.31	0.44	0.40	0.29	0.21	0.21	0.25	0.19	0.19
v/c Ratio	0.09	0.57	0.27	0.24	0.37	0.30	0.31	0.23	0.63	0.17
Control Delay (s/veh)	11.6	21.3	12.8	14.3	18.2	25.7	6.3	16.6	34.4	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	21.3	12.8	14.3	18.2	25.7	6.3	16.6	34.4	0.9
LOS	B	C	B	B	B	C	A	B	C	A
Approach Delay (s/veh)		20.7		14.0		16.3			24.0	
Approach LOS		C		B		B			C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 58.9
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay (s/veh): 18.9
 Intersection LOS: B
 Intersection Capacity Utilization 59.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 101: NE 15 Avenue & NE 26 Street/NE 26 St



101: NE 15 Avenue & NE 26 Street/NE 26 St

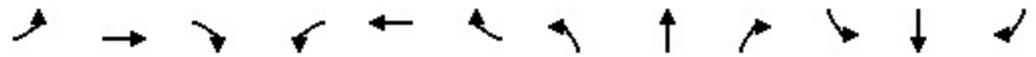


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	38	609	100	329	130	114	133	84	215	70
v/c Ratio	0.09	0.57	0.27	0.24	0.37	0.30	0.31	0.23	0.63	0.17
Control Delay (s/veh)	11.6	21.3	12.8	14.3	18.2	25.7	6.3	16.6	34.4	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	21.3	12.8	14.3	18.2	25.7	6.3	16.6	34.4	0.9
Queue Length 50th (ft)	8	100	20	34	32	36	0	20	77	0
Queue Length 95th (ft)	24	172	51	86	77	88	33	53	157	0
Internal Link Dist (ft)		996		170		720			381	
Turn Bay Length (ft)	250		120		150		150	100		200
Base Capacity (vph)	525	1980	427	2003	413	1072	960	450	1072	949
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	0.07	0.31	0.23	0.16	0.31	0.11	0.14	0.19	0.20	0.07

Intersection Summary

HCM 7th Signalized Intersection Summary
 101: NE 15 Avenue & NE 26 Street/NE 26 St

03/25/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	428	102	87	253	33	113	99	116	73	187	61
Future Volume (veh/h)	33	428	102	87	253	33	113	99	116	73	187	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		1.00	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	38	492	0	100	291	0	130	114	133	84	215	70
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	414	854		351	957		383	424	350	428	374	307
Arrive On Green	0.03	0.24	0.00	0.06	0.27	0.00	0.08	0.23	0.23	0.05	0.20	0.20
Sat Flow, veh/h	1767	3618	0	1767	3618	0	1767	1856	1530	1767	1856	1525
Grp Volume(v), veh/h	38	492	0	100	291	0	130	114	133	84	215	70
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1763	0	1767	1856	1530	1767	1856	1525
Q Serve(g_s), s	0.8	6.5	0.0	2.2	3.5	0.0	3.0	2.7	3.9	2.0	5.6	2.0
Cycle Q Clear(g_c), s	0.8	6.5	0.0	2.2	3.5	0.0	3.0	2.7	3.9	2.0	5.6	2.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	854		351	957		383	424	350	428	374	307
V/C Ratio(X)	0.09	0.58		0.29	0.30		0.34	0.27	0.38	0.20	0.58	0.23
Avail Cap(c_a), veh/h	623	2057		509	2057		506	1083	893	600	1083	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	17.7	0.0	14.1	15.4	0.0	15.1	16.8	17.3	15.5	19.2	17.8
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.2	0.2	0.0	0.2	0.1	0.3	0.1	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.4	0.0	0.8	1.2	0.0	1.1	1.0	1.3	0.7	2.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	18.3	0.0	14.3	15.5	0.0	15.3	17.0	17.6	15.6	19.7	17.9
LnGrp LOS	B	B		B	B		B	B	B	B	B	B
Approach Vol, veh/h		530			391			377			369	
Approach Delay, s/veh		18.1			15.2			16.6			18.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	19.9	8.3	17.7	8.8	18.4	9.8	16.2				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	8.0	31.0	8.0	31.0	8.0	31.0	8.0	31.0				
Max Q Clear Time (g_c+I1), s	2.8	5.5	4.0	5.9	4.2	8.5	5.0	7.6				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.1	0.0	3.2	0.0	0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh				17.1								
HCM 7th LOS				B								

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

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	614	5	4	371	10	12
Future Vol, veh/h	614	5	4	371	10	12
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	714	6	5	431	12	14

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	723	0	945
Stage 1	-	-	-	-	720
Stage 2	-	-	-	-	225
Critical Hdwy	-	-	4.16	-	5
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.23	-	3
Pot Cap-1 Maneuver	-	-	869	-	467
Stage 1	-	-	-	-	587
Stage 2	-	-	-	-	963
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	866	-	463
Mov Cap-2 Maneuver	-	-	-	-	512
Stage 1	-	-	-	-	585
Stage 2	-	-	-	-	958

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.1	10.64
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	664	-	-	866	-
HCM Lane V/C Ratio	0.039	-	-	0.005	-
HCM Control Delay (s/veh)	10.6	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	4	5	17	4	3	5
Future Vol, veh/h	4	5	17	4	3	5
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	66	66	66	66	66	66
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	8	26	6	5	8

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	45	29	0	0	32	0
Stage 1	29	-	-	-	-	-
Stage 2	17	-	-	-	-	-
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	1148	1172	-	-	1574	-
Stage 1	1167	-	-	-	-	-
Stage 2	1181	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	1145	1172	-	-	1574	-
Mov Cap-2 Maneuver	1145	-	-	-	-	-
Stage 1	1167	-	-	-	-	-
Stage 2	1177	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.14	0	2.74
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1159	675
HCM Lane V/C Ratio	-	-	0.012	0.003
HCM Control Delay (s/veh)	-	-	8.1	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	8	22	16	4	8	10	375	5	4	329	17
Future Vol, veh/h	32	8	22	16	4	8	10	375	5	4	329	17
Conflicting Peds, #/hr	0	0	4	4	0	0	9	0	1	1	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	39	10	27	19	5	10	12	452	6	5	396	20

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	904	908	420	895	915	456	426	0	0	459	0	0
Stage 1	425	425	-	480	480	-	-	-	-	-	-	-
Stage 2	478	483	-	415	436	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	487	485	842	491	481	816	1128	-	-	1097	-	-
Stage 1	691	742	-	643	697	-	-	-	-	-	-	-
Stage 2	644	694	-	700	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	463	470	831	455	467	815	1118	-	-	1096	-	-
Mov Cap-2 Maneuver	463	470	-	455	467	-	-	-	-	-	-	-
Stage 1	681	731	-	633	686	-	-	-	-	-	-	-
Stage 2	623	683	-	663	722	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v12.56			12.36		0.21		0.09	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	46	-	-	550	523	20	-
HCM Lane V/C Ratio	0.011	-	-	0.136	0.065	0.004	-
HCM Control Delay (s/veh)	8.3	0	-	12.6	12.4	8.3	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	9	6	0	8	3	6	7	2	1	0	9
Future Vol, veh/h	10	9	6	0	8	3	6	7	2	1	0	9
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	14	12	8	0	11	4	8	10	3	1	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	21	0	0	55	61	18	62	63	15
Stage 1	-	-	-	-	-	-	44	44	-	15	15	-
Stage 2	-	-	-	-	-	-	11	17	-	47	48	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	5	6.53	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	5	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	5	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3	4.027	3
Pot Cap-1 Maneuver	1594	-	-	1589	-	-	941	828	1057	1130	826	1185
Stage 1	-	-	-	-	-	-	968	856	-	1183	881	-
Stage 2	-	-	-	-	-	-	1007	879	-	1147	853	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1589	-	-	923	819	1055	1100	817	1183
Mov Cap-2 Maneuver	-	-	-	-	-	-	923	819	-	1100	817	-
Stage 1	-	-	-	-	-	-	959	849	-	1180	879	-
Stage 2	-	-	-	-	-	-	997	877	-	1119	846	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.91	0	9.16	8.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	885	667	-	-	1589	-	-	1174
HCM Lane V/C Ratio	0.023	0.009	-	-	-	-	-	0.012
HCM Control Delay (s/veh)	9.2	7.3	0	-	0	-	-	8.1
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Timings

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

03/26/2025

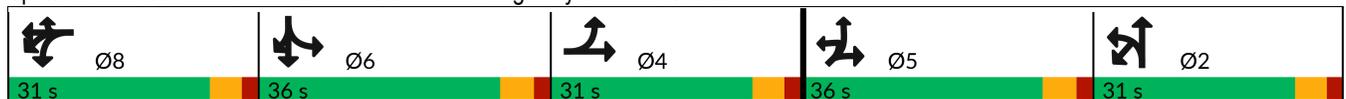


Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	20	101	146	248	208	337	220	182	229	372
Future Volume (vph)	20	101	146	248	208	337	220	182	229	372
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted 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)	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	36.0	36.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	21.8%	21.8%	21.8%	21.8%	21.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	Min	Min	Min	None	None
Act Effct Green (s)	6.6	17.1	17.1	17.1	19.6	30.8	30.8	30.8	25.2	25.2
Actuated g/C Ratio	0.05	0.13	0.13	0.13	0.15	0.24	0.24	0.24	0.20	0.20
v/c Ratio	0.23	0.63	0.71	0.60	0.75	0.84	0.62	0.48	0.79	0.61
Control Delay (s/veh)	65.9	67.2	71.2	12.1	60.3	67.4	54.7	22.8	59.9	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.9	67.2	71.2	12.1	60.3	67.4	54.7	22.8	59.9	28.3
LOS	E	E	E	B	E	E	D	C	E	C
Approach Delay (s/veh)	65.9		42.9		60.3		51.5		49.8	
Approach LOS	E		D		E		D		D	

Intersection Summary

Cycle Length: 165	
Actuated Cycle Length: 126.8	
Natural Cycle: 160	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 50.7	Intersection LOS: D
Intersection Capacity Utilization 85.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

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

03/26/2025



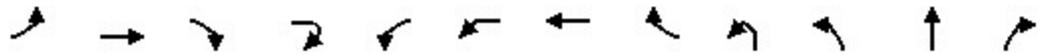
Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	41	141	166	264	400	359	261	226	509	241
v/c Ratio	0.23	0.63	0.71	0.60	0.75	0.84	0.62	0.48	0.79	0.61
Control Delay (s/veh)	65.9	67.2	71.2	12.1	60.3	67.4	54.7	22.8	59.9	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.9	67.2	71.2	12.1	60.3	67.4	54.7	22.8	59.9	28.3
Queue Length 50th (ft)	17	121	143	0	164	296	212	64	211	83
Queue Length 95th (ft)	41	208	242	82	245	#568	#367	172	308	204
Internal Link Dist (ft)	165		1122		90		817		480	
Turn Bay Length (ft)						200				
Base Capacity (vph)	682	336	353	527	690	425	418	467	783	451
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	0.06	0.42	0.47	0.50	0.58	0.84	0.62	0.48	0.65	0.53

Intersection Summary

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

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

03/26/2025



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↔↔				↔	↔	↔			↔↔	
Traffic Volume (vph)	14	20	4	1	42	101	146	248	14	72	208	82
Future Volume (vph)	14	20	4	1	42	101	146	248	14	72	208	82
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			0.97	
Flt Protected		0.98				0.95	1.00	1.00			0.99	
Satd. Flow (prot)		3366				1665	1747	1568			3342	
Flt Permitted		0.98				0.95	1.00	1.00			0.99	
Satd. Flow (perm)		3366				1665	1747	1568			3342	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	15	21	4	1	45	107	155	264	15	77	221	87
RTOR Reduction (vph)	0	1	0	0	0	0	0	229	0	0	15	0
Lane Group Flow (vph)	0	40	0	0	0	141	166	35	0	0	385	0
Confl. Peds. (#/hr)	2			7		7		2	3	2		2
Confl. Bikes (#/hr)				2				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)		5.0				17.1	17.1	17.1			19.6	
Effective Green, g (s)		5.0				17.1	17.1	17.1			19.6	
Actuated g/C Ratio		0.04				0.13	0.13	0.13			0.15	
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)		131				222	233	209			512	
v/s Ratio Prot		c0.01				0.08	c0.10	0.02			c0.12	
v/s Ratio Perm												
v/c Ratio		0.31				0.64	0.71	0.17			0.75	
Uniform Delay, d1		59.7				52.3	52.9	49.0			51.7	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		0.5				4.3	8.3	0.1			5.9	
Delay (s)		60.1				56.7	61.2	49.1			57.6	
Level of Service		E				E	E	D			E	
Approach Delay (s/veh)		60.1					54.5				57.6	
Approach LOS		E					D				E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			53.2			HCM 2000 Level of Service					D	
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			127.7			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
 106: Wilton Drive & N. Dixie Highway & NE 26 Street

03/26/2025



Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	337	220	182	55	55	229	372	48
Future Volume (vph)	337	220	182	55	55	229	372	48
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			0.94	0.85	
Flt Protected	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (prot)	1752	1723	1490			3232	1427	
Flt Permitted	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (perm)	1752	1723	1490			3232	1427	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	359	234	194	59	59	244	396	51
RTOR Reduction (vph)	0	0	105	0	0	0	112	0
Lane Group Flow (vph)	359	261	121	0	0	509	129	0
Confl. Peds. (#/hr)	2		2	3	2	2	2	7
Confl. Bikes (#/hr)				1				2
Turn Type	Split	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6	6		5	5	5	
Permitted Phases								
Actuated Green, G (s)	30.8	30.8	30.8			25.2	25.2	
Effective Green, g (s)	30.8	30.8	30.8			25.2	25.2	
Actuated g/C Ratio	0.24	0.24	0.24			0.20	0.20	
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)	422	415	359			637	281	
v/s Ratio Prot	c0.20	0.15	0.08			c0.16	0.09	
v/s Ratio Perm								
v/c Ratio	0.85	0.63	0.34			0.80	0.46	
Uniform Delay, d1	46.3	43.3	40.0			48.8	45.2	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	14.6	2.1	0.2			6.7	0.9	
Delay (s)	60.8	45.5	40.2			55.6	46.1	
Level of Service	E	D	D			E	D	
Approach Delay (s/veh)		50.6				52.5		
Approach LOS		D				D		
Intersection Summary								

HCM 7th Edition methodology does not support more than 4 approaches.

101: NE 15 Avenue & NE 26 Street/NE 26 St

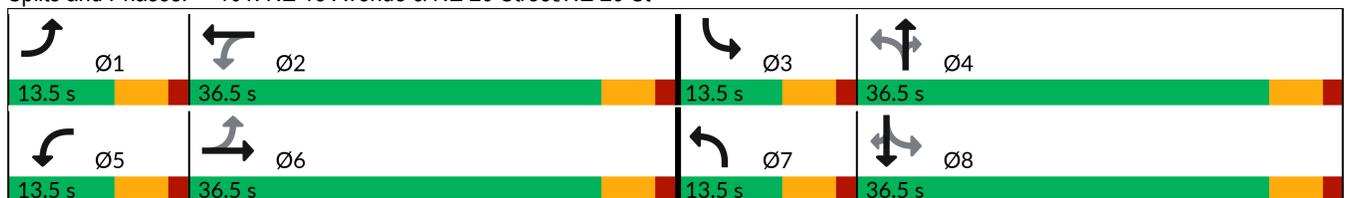


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	33	432	87	260	113	99	116	73	187	61
Future Volume (vph)	33	432	87	260	113	99	116	73	187	61
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	9.5	32.5	9.5	32.5	9.5	32.5	32.5	9.5	32.5	32.5
Total Split (s)	13.5	36.5	13.5	36.5	13.5	36.5	36.5	13.5	36.5	36.5
Total Split (%)	13.5%	36.5%	13.5%	36.5%	13.5%	36.5%	36.5%	13.5%	36.5%	36.5%
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)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	21.4	18.4	26.2	23.8	17.1	12.2	12.2	14.8	11.0	11.0
Actuated g/C Ratio	0.36	0.31	0.44	0.40	0.29	0.21	0.21	0.25	0.19	0.19
v/c Ratio	0.09	0.57	0.27	0.24	0.37	0.30	0.31	0.23	0.63	0.17
Control Delay (s/veh)	11.5	21.3	12.8	14.3	18.5	25.9	6.4	16.8	34.6	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.5	21.3	12.8	14.3	18.5	25.9	6.4	16.8	34.6	0.9
LOS	B	C	B	B	B	C	A	B	C	A
Approach Delay (s/veh)		20.7		14.0		16.4			24.2	
Approach LOS		C		B		B			C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 59.4
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay (s/veh): 18.9
 Intersection LOS: B
 Intersection Capacity Utilization 59.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 101: NE 15 Avenue & NE 26 Street/NE 26 St



101: NE 15 Avenue & NE 26 Street/NE 26 St

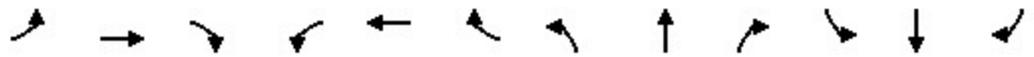


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	38	614	100	337	130	114	133	84	215	70
v/c Ratio	0.09	0.57	0.27	0.24	0.37	0.30	0.31	0.23	0.63	0.17
Control Delay (s/veh)	11.5	21.3	12.8	14.3	18.5	25.9	6.4	16.8	34.6	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.5	21.3	12.8	14.3	18.5	25.9	6.4	16.8	34.6	0.9
Queue Length 50th (ft)	8	101	20	36	32	37	0	20	77	0
Queue Length 95th (ft)	24	173	51	89	77	89	33	54	157	0
Internal Link Dist (ft)		996		170		720			381	
Turn Bay Length (ft)	250		120		150		150	100		200
Base Capacity (vph)	524	1970	427	1992	411	1067	956	449	1067	945
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	0.07	0.31	0.23	0.17	0.32	0.11	0.14	0.19	0.20	0.07

Intersection Summary

HCM 7th Signalized Intersection Summary
 101: NE 15 Avenue & NE 26 Street/NE 26 St

03/25/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	432	102	87	260	33	113	99	116	73	187	61
Future Volume (veh/h)	33	432	102	87	260	33	113	99	116	73	187	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		1.00	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	38	497	0	100	299	0	130	114	133	84	215	70
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	410	854		349	957		383	424	350	428	374	307
Arrive On Green	0.03	0.24	0.00	0.06	0.27	0.00	0.08	0.23	0.23	0.05	0.20	0.20
Sat Flow, veh/h	1767	3618	0	1767	3618	0	1767	1856	1530	1767	1856	1525
Grp Volume(v), veh/h	38	497	0	100	299	0	130	114	133	84	215	70
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1763	0	1767	1856	1530	1767	1856	1525
Q Serve(g_s), s	0.8	6.6	0.0	2.2	3.6	0.0	3.0	2.7	3.9	2.0	5.6	2.0
Cycle Q Clear(g_c), s	0.8	6.6	0.0	2.2	3.6	0.0	3.0	2.7	3.9	2.0	5.6	2.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	410	854		349	957		383	424	350	428	374	307
V/C Ratio(X)	0.09	0.58		0.29	0.31		0.34	0.27	0.38	0.20	0.58	0.23
Avail Cap(c_a), veh/h	619	2057		507	2057		506	1083	893	600	1083	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	17.8	0.0	14.1	15.4	0.0	15.1	16.8	17.3	15.5	19.2	17.8
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.2	0.2	0.0	0.2	0.1	0.3	0.1	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.4	0.0	0.8	1.3	0.0	1.1	1.0	1.3	0.7	2.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	18.4	0.0	14.3	15.6	0.0	15.3	17.0	17.6	15.6	19.7	17.9
LnGrp LOS	B	B		B	B		B	B	B	B	B	B
Approach Vol, veh/h		535			399			377			369	
Approach Delay, s/veh		18.1			15.3			16.6			18.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	19.9	8.3	17.7	8.8	18.4	9.8	16.2				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	8.0	31.0	8.0	31.0	8.0	31.0	8.0	31.0				
Max Q Clear Time (g_c+I1), s	2.8	5.6	4.0	5.9	4.2	8.6	5.0	7.6				
Green Ext Time (p_c), s	0.0	1.9	0.0	0.1	0.0	3.2	0.0	0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh				17.2								
HCM 7th LOS				B								

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

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	614	9	5	371	17	14
Future Vol, veh/h	614	9	5	371	17	14
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	714	10	6	431	20	16

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	727	0	950
Stage 1	-	-	-	-	722
Stage 2	-	-	-	-	227
Critical Hdwy	-	-	4.16	-	5
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.23	-	3
Pot Cap-1 Maneuver	-	-	865	-	465
Stage 1	-	-	-	-	586
Stage 2	-	-	-	-	961
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	863	-	460
Mov Cap-2 Maneuver	-	-	-	-	510
Stage 1	-	-	-	-	584
Stage 2	-	-	-	-	954

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.12	11.06
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	630	-	-	863	-
HCM Lane V/C Ratio	0.057	-	-	0.007	-
HCM Control Delay (s/veh)	11.1	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	1	4	0	5	0	19	4	3	6	4
Future Vol, veh/h	7	0	1	4	0	5	0	19	4	3	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	0	2	6	0	8	0	29	6	5	9	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	50	56	12	50	56	32	15	0	0	35	0	0
Stage 1	21	21	-	32	32	-	-	-	-	-	-	-
Stage 2	29	35	-	18	24	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1143	1136	1188	1143	1136	1169	1596	-	-	1570	-	-
Stage 1	1175	1175	-	1163	1163	-	-	-	-	-	-	-
Stage 2	1167	1160	-	1179	1172	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1132	1133	1188	1138	1133	1169	1596	-	-	1570	-	-
Mov Cap-2 Maneuver	1132	1133	-	1138	1133	-	-	-	-	-	-	-
Stage 1	1172	1172	-	1163	1163	-	-	-	-	-	-	-
Stage 2	1159	1160	-	1174	1169	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.19	8.15	0	1.68
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1596	-	-	1139 1155	385	-	-
HCM Lane V/C Ratio	-	-	-	0.011 0.012	0.003	-	-
HCM Control Delay (s/veh)	0	-	-	8.2 8.2	7.3	0	-
HCM Lane LOS	A	-	-	A A	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0	0	-	-

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	9	22	18	7	8	10	375	6	4	329	17
Future Vol, veh/h	32	9	22	18	7	8	10	375	6	4	329	17
Conflicting Peds, #/hr	0	0	4	4	0	0	9	0	1	1	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	39	11	27	22	8	10	12	452	7	5	396	20

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	905	909	420	896	916	456	426	0	0	460	0	0
Stage 1	425	425	-	481	481	-	-	-	-	-	-	-
Stage 2	480	484	-	415	436	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	486	484	842	491	481	815	1128	-	-	1096	-	-
Stage 1	691	742	-	643	696	-	-	-	-	-	-	-
Stage 2	643	693	-	700	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	458	470	831	453	467	815	1118	-	-	1095	-	-
Mov Cap-2 Maneuver	458	470	-	453	467	-	-	-	-	-	-	-
Stage 1	681	731	-	633	685	-	-	-	-	-	-	-
Stage 2	618	683	-	661	722	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	12.66		12.64		0.21		0.09	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	46	-	-	546	511	20	-	-
HCM Lane V/C Ratio	0.011	-	-	0.139	0.078	0.004	-	-
HCM Control Delay (s/veh)	8.3	0	-	12.7	12.6	8.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-	-

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	9	6	0	8	3	6	7	2	1	0	11
Future Vol, veh/h	12	9	6	0	8	3	6	7	2	1	0	11
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	16	12	8	0	11	4	8	10	3	1	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	21	0	0	60	66	18	67	68	15
Stage 1	-	-	-	-	-	-	49	49	-	15	15	-
Stage 2	-	-	-	-	-	-	11	17	-	52	53	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	5	6.53	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	5	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	5	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3	4.027	3
Pot Cap-1 Maneuver	1594	-	-	1589	-	-	933	822	1057	1124	820	1185
Stage 1	-	-	-	-	-	-	961	852	-	1183	881	-
Stage 2	-	-	-	-	-	-	1007	879	-	1141	848	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1589	-	-	911	812	1055	1092	810	1183
Mov Cap-2 Maneuver	-	-	-	-	-	-	911	812	-	1092	810	-
Stage 1	-	-	-	-	-	-	951	843	-	1180	879	-
Stage 2	-	-	-	-	-	-	994	877	-	1111	840	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	3.24	0	9.2	8.11
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	877	741	-	-	1589	-	-	1175
HCM Lane V/C Ratio	0.023	0.01	-	-	-	-	-	0.014
HCM Control Delay (s/veh)	9.2	7.3	0	-	0	-	-	8.1
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Timings

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

03/26/2025

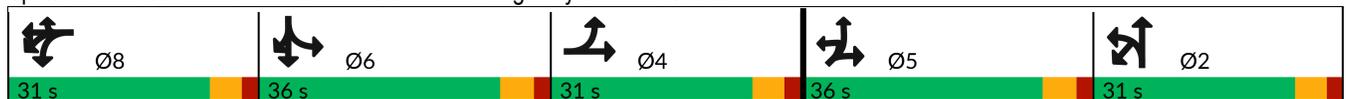


Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	20	101	146	255	208	341	220	182	229	372
Future Volume (vph)	20	101	146	255	208	341	220	182	229	372
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted 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)	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	36.0	36.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	21.8%	21.8%	21.8%	21.8%	21.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	Min	Min	Min	None	None
Act Effct Green (s)	6.6	17.1	17.1	17.1	19.6	30.8	30.8	30.8	25.2	25.2
Actuated g/C Ratio	0.05	0.13	0.13	0.13	0.15	0.24	0.24	0.24	0.20	0.20
v/c Ratio	0.23	0.63	0.71	0.61	0.75	0.85	0.62	0.48	0.79	0.61
Control Delay (s/veh)	65.9	67.2	71.2	12.2	60.3	68.3	54.7	22.8	59.9	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.9	67.2	71.2	12.2	60.3	68.3	54.7	22.8	59.9	28.3
LOS	E	E	E	B	E	E	D	C	E	C
Approach Delay (s/veh)	65.9		42.5		60.3		52.0		49.8	
Approach LOS	E		D		E		D		D	

Intersection Summary

Cycle Length: 165	
Actuated Cycle Length: 126.8	
Natural Cycle: 160	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 50.8	Intersection LOS: D
Intersection Capacity Utilization 85.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

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

03/26/2025



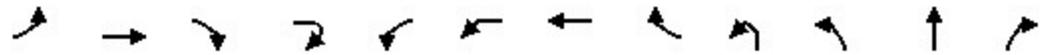
Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	41	141	166	271	400	363	261	226	509	241
v/c Ratio	0.23	0.63	0.71	0.61	0.75	0.85	0.62	0.48	0.79	0.61
Control Delay (s/veh)	65.9	67.2	71.2	12.2	60.3	68.3	54.7	22.8	59.9	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.9	67.2	71.2	12.2	60.3	68.3	54.7	22.8	59.9	28.3
Queue Length 50th (ft)	17	121	143	0	164	300	212	64	211	83
Queue Length 95th (ft)	41	208	242	85	245	#576	#367	172	308	204
Internal Link Dist (ft)	165		1122		90		817		480	
Turn Bay Length (ft)						200				
Base Capacity (vph)	682	336	353	533	690	425	418	467	783	451
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	0.06	0.42	0.47	0.51	0.58	0.85	0.62	0.48	0.65	0.53

Intersection Summary

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

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

03/26/2025



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↔				↔	↔	↔			↔	
Traffic Volume (vph)	14	20	4	1	42	101	146	255	14	72	208	82
Future Volume (vph)	14	20	4	1	42	101	146	255	14	72	208	82
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			0.97	
Flt Protected		0.98				0.95	1.00	1.00			0.99	
Satd. Flow (prot)		3366				1665	1747	1568			3342	
Flt Permitted		0.98				0.95	1.00	1.00			0.99	
Satd. Flow (perm)		3366				1665	1747	1568			3342	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	15	21	4	1	45	107	155	271	15	77	221	87
RTOR Reduction (vph)	0	1	0	0	0	0	0	235	0	0	15	0
Lane Group Flow (vph)	0	40	0	0	0	141	166	36	0	0	385	0
Confl. Peds. (#/hr)	2			7		7		2	3	2		2
Confl. Bikes (#/hr)				2				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)		5.0				17.1	17.1	17.1			19.6	
Effective Green, g (s)		5.0				17.1	17.1	17.1			19.6	
Actuated g/C Ratio		0.04				0.13	0.13	0.13			0.15	
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)		131				222	233	209			512	
v/s Ratio Prot		c0.01				0.08	c0.10	0.02			c0.12	
v/s Ratio Perm												
v/c Ratio		0.31				0.64	0.71	0.17			0.75	
Uniform Delay, d1		59.7				52.3	52.9	49.0			51.7	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		0.5				4.3	8.3	0.1			5.9	
Delay (s)		60.1				56.7	61.2	49.2			57.6	
Level of Service		E				E	E	D			E	
Approach Delay (s/veh)		60.1					54.5				57.6	
Approach LOS		E					D				E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		53.4				HCM 2000 Level of Service					D	
HCM 2000 Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		127.7				Sum of lost time (s)					30.0	
Intersection Capacity Utilization		85.5%				ICU Level of Service					E	
Analysis Period (min)		15										
c Critical Lane Group												

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

03/26/2025



Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	341	220	182	55	55	229	372	48
Future Volume (vph)	341	220	182	55	55	229	372	48
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			0.94	0.85	
Flt Protected	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (prot)	1752	1723	1490			3232	1427	
Flt Permitted	0.95	1.00	1.00			0.97	1.00	
Satd. Flow (perm)	1752	1723	1490			3232	1427	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	363	234	194	59	59	244	396	51
RTOR Reduction (vph)	0	0	105	0	0	0	112	0
Lane Group Flow (vph)	363	261	121	0	0	509	129	0
Confl. Peds. (#/hr)	2		2	3	2	2	2	7
Confl. Bikes (#/hr)				1				2
Turn Type	Split	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6	6		5	5	5	
Permitted Phases								
Actuated Green, G (s)	30.8	30.8	30.8			25.2	25.2	
Effective Green, g (s)	30.8	30.8	30.8			25.2	25.2	
Actuated g/C Ratio	0.24	0.24	0.24			0.20	0.20	
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)	422	415	359			637	281	
v/s Ratio Prot	c0.21	0.15	0.08			c0.16	0.09	
v/s Ratio Perm								
v/c Ratio	0.86	0.63	0.34			0.80	0.46	
Uniform Delay, d1	46.4	43.3	40.0			48.8	45.2	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	15.7	2.1	0.2			6.7	0.9	
Delay (s)	62.1	45.5	40.2			55.6	46.1	
Level of Service	E	D	D			E	D	
Approach Delay (s/veh)		51.2				52.5		
Approach LOS		D				D		
Intersection Summary								

HCM 7th Edition methodology does not support more than 4 approaches.

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	2	25	24	1	2	4
Future Vol, veh/h	2	25	24	1	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	27	26	1	2	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	27	0	-	0	58 27
Stage 1	-	-	-	-	27 -
Stage 2	-	-	-	-	32 -
Critical Hdwy	4.13	-	-	-	5 4.5
Critical Hdwy Stg 1	-	-	-	-	5 -
Critical Hdwy Stg 2	-	-	-	-	5 -
Follow-up Hdwy	2.227	-	-	-	3 3
Pot Cap-1 Maneuver	1580	-	-	-	1134 1174
Stage 1	-	-	-	-	1169 -
Stage 2	-	-	-	-	1164 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1580	-	-	-	1132 1174
Mov Cap-2 Maneuver	-	-	-	-	1132 -
Stage 1	-	-	-	-	1168 -
Stage 2	-	-	-	-	1164 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.54	0	8.12
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	133	-	-	-	1160
HCM Lane V/C Ratio	0.001	-	-	-	0.006
HCM Control Delay (s/veh)	7.3	0	-	-	8.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Timings

03/25/2025

101: NE 15 Avenue & NE 26 Street/NE 26 St



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	39	418	176	584	162	181	145	73	228	68
Future Volume (vph)	39	418	176	584	162	181	145	73	228	68
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	9.5	32.5	9.5	32.5	9.5	32.5	32.5	9.5	32.5	32.5
Total Split (s)	13.5	36.5	13.5	36.5	13.5	36.5	36.5	13.5	36.5	36.5
Total Split (%)	13.5%	36.5%	13.5%	36.5%	13.5%	36.5%	36.5%	13.5%	36.5%	36.5%
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)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	21.7	17.3	29.2	24.9	22.5	16.7	16.7	17.2	12.1	12.1
Actuated g/C Ratio	0.33	0.26	0.44	0.37	0.34	0.25	0.25	0.26	0.18	0.18
v/c Ratio	0.15	0.64	0.54	0.54	0.51	0.43	0.31	0.23	0.74	0.18
Control Delay (s/veh)	13.1	24.6	18.4	20.0	21.5	26.9	6.5	16.8	40.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.1	24.6	18.4	20.0	21.5	26.9	6.5	16.8	40.6	1.0
LOS	B	C	B	B	C	C	A	B	D	A
Approach Delay (s/veh)		23.8		19.6		19.1			28.6	
Approach LOS		C		B		B			C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 66.5
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay (s/veh): 22.0
 Intersection LOS: C
 Intersection Capacity Utilization 66.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 101: NE 15 Avenue & NE 26 Street/NE 26 St

Ø1 13.5 s	Ø2 36.5 s	Ø3 13.5 s	Ø4 36.5 s
Ø5 13.5 s	Ø6 36.5 s	Ø7 13.5 s	Ø8 36.5 s

101: NE 15 Avenue & NE 26 Street/NE 26 St



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	42	580	191	701	176	197	158	79	248	74
v/c Ratio	0.15	0.64	0.54	0.54	0.51	0.43	0.31	0.23	0.74	0.18
Control Delay (s/veh)	13.1	24.6	18.4	20.0	21.5	26.9	6.5	16.8	40.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.1	24.6	18.4	20.0	21.5	26.9	6.5	16.8	40.6	1.0
Queue Length 50th (ft)	9	105	46	127	48	70	0	20	98	0
Queue Length 95th (ft)	29	174	99	211	107	151	46	54	190	1
Internal Link Dist (ft)		996		170		720			381	
Turn Bay Length (ft)	250		120		150		150	100		200
Base Capacity (vph)	390	1639	373	1666	365	888	826	430	888	818
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	0.11	0.35	0.51	0.42	0.48	0.22	0.19	0.18	0.28	0.09

Intersection Summary

HCM 7th Signalized Intersection Summary
 101: NE 15 Avenue & NE 26 Street/NE 26 St

03/25/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	418	116	176	584	61	162	181	145	73	228	68
Future Volume (veh/h)	39	418	116	176	584	61	162	181	145	73	228	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	42	454	0	191	635	0	176	197	158	79	248	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	298	790		418	1053		369	437	364	362	333	277
Arrive On Green	0.03	0.22	0.00	0.11	0.30	0.00	0.11	0.24	0.24	0.05	0.18	0.18
Sat Flow, veh/h	1767	3618	0	1767	3618	0	1767	1856	1546	1767	1856	1544
Grp Volume(v), veh/h	42	454	0	191	635	0	176	197	158	79	248	74
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1763	0	1767	1856	1546	1767	1856	1544
Q Serve(g_s), s	1.0	6.6	0.0	4.6	8.9	0.0	4.6	5.2	5.0	2.1	7.3	2.4
Cycle Q Clear(g_c), s	1.0	6.6	0.0	4.6	8.9	0.0	4.6	5.2	5.0	2.1	7.3	2.4
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	790		418	1053		369	437	364	362	333	277
V/C Ratio(X)	0.14	0.57		0.46	0.60		0.48	0.45	0.43	0.22	0.74	0.27
Avail Cap(c_a), veh/h	483	1891		471	1891		425	995	830	516	995	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	20.0	0.0	14.4	17.3	0.0	16.9	18.9	18.8	17.9	22.4	20.4
Incr Delay (d2), s/veh	0.1	0.7	0.0	0.3	0.6	0.0	0.4	0.3	0.3	0.1	1.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.5	0.0	1.6	3.2	0.0	1.7	2.1	1.7	0.8	3.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.6	20.6	0.0	14.7	17.9	0.0	17.2	19.2	19.1	18.1	23.7	20.6
LnGrp LOS	B	C		B	B		B	B	B	B	C	C
Approach Vol, veh/h	496		826				531		401			
Approach Delay, s/veh	20.3		17.2				18.5		22.0			
Approach LOS	C		B				B		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	22.8	8.4	19.1	11.8	18.5	11.7	15.9				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	8.0	31.0	8.0	31.0	8.0	31.0	8.0	31.0				
Max Q Clear Time (g_c+I1), s	3.0	10.9	4.1	7.2	6.6	8.6	6.6	9.3				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.2	0.0	2.9	0.0	0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.0									
HCM 7th LOS			B									

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

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	622	14	3	819	9	6
Future Vol, veh/h	622	14	3	819	9	6
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	669	15	3	881	10	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	686	0	1125
Stage 1	-	-	-	-	678
Stage 2	-	-	-	-	447
Critical Hdwy	-	-	4.16	-	5
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.23	-	3
Pot Cap-1 Maneuver	-	-	897	-	388
Stage 1	-	-	-	-	612
Stage 2	-	-	-	-	773
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	895	-	385
Mov Cap-2 Maneuver	-	-	-	-	482
Stage 1	-	-	-	-	611
Stage 2	-	-	-	-	770

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.03	11.26
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	591	-	-	895	-
HCM Lane V/C Ratio	0.027	-	-	0.004	-
HCM Control Delay (s/veh)	11.3	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	4	4	9	3	6	13
Future Vol, veh/h	4	4	9	3	6	13
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	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	5	11	4	7	16

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	44	13	0	0	15	0
Stage 1	13	-	-	-	-	-
Stage 2	31	-	-	-	-	-
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	1150	1187	-	-	1597	-
Stage 1	1185	-	-	-	-	-
Stage 2	1164	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1144	1187	-	-	1597	-
Mov Cap-2 Maneuver	1144	-	-	-	-	-
Stage 1	1185	-	-	-	-	-
Stage 2	1159	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.12	0	2.29
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1165	568
HCM Lane V/C Ratio	-	-	0.008	0.005
HCM Control Delay (s/veh)	-	-	8.1	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	46	10	33	16	13	16	20	464	17	9	507	51
Future Vol, veh/h	46	10	33	16	13	16	20	464	17	9	507	51
Conflicting Peds, #/hr	2	0	2	2	0	2	9	0	0	0	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	53	12	38	19	15	19	23	540	20	10	590	59

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1245	1255	630	1214	1275	551	658	0	0	559	0	0
Stage 1	649	649	-	596	596	-	-	-	-	-	-	-
Stage 2	596	606	-	618	679	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	342	339	702	353	332	751	925	-	-	1007	-	-
Stage 1	514	573	-	552	610	-	-	-	-	-	-	-
Stage 2	552	603	-	536	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	298	318	694	305	312	750	917	-	-	1007	-	-
Mov Cap-2 Maneuver	298	318	-	305	312	-	-	-	-	-	-	-
Stage 1	502	559	-	532	587	-	-	-	-	-	-	-
Stage 2	504	580	-	487	540	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s/v	17.9		15.68		0.36		0.14			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	71	-	-	382	389	28	-	-
HCM Lane V/C Ratio	0.025	-	-	0.271	0.134	0.01	-	-
HCM Control Delay (s/veh)	9	0	-	17.9	15.7	8.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.5	0	-	-

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	16	4	0	17	3	6	4	5	1	5	8
Future Vol, veh/h	6	16	4	0	17	3	6	4	5	1	5	8
Conflicting Peds, #/hr	8	0	3	3	0	8	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	7	18	4	0	19	3	7	4	6	1	6	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	25	0	0	62	67	25	64	68	32
Stage 1	-	-	-	-	-	-	37	37	-	29	29	-
Stage 2	-	-	-	-	-	-	25	30	-	36	39	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	5	6.53	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	5	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	5	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3	4.027	3
Pot Cap-1 Maneuver	1576	-	-	1582	-	-	931	822	1048	1127	821	1169
Stage 1	-	-	-	-	-	-	976	862	-	1167	869	-
Stage 2	-	-	-	-	-	-	990	868	-	1159	861	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1564	-	-	1578	-	-	908	809	1043	1099	809	1156
Mov Cap-2 Maneuver	-	-	-	-	-	-	908	809	-	1099	809	-
Stage 1	-	-	-	-	-	-	969	856	-	1158	863	-
Stage 2	-	-	-	-	-	-	973	861	-	1140	854	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.69	0	9	8.66
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	918	399	-	-	1578	-	-	999
HCM Lane V/C Ratio	0.018	0.004	-	-	-	-	-	0.016
HCM Control Delay (s/veh)	9	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Timings

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

03/26/2025

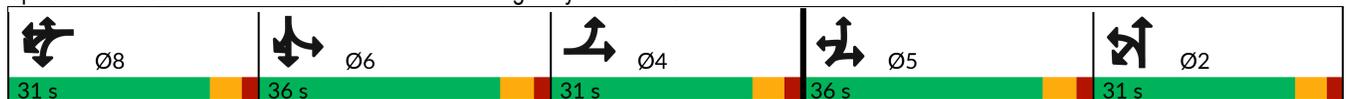


Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	219	233	255	335	281	278	247	274	227	158
Future Volume (vph)	219	233	255	335	281	278	247	274	227	158
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted 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)	31.0	31.0	31.0	31.0	31.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	21.8%	21.8%	21.8%	21.8%	21.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	Min	Min	Min	None	None
Act Effct Green (s)	16.9	25.2	25.2	25.2	20.7	30.2	30.2	30.2	18.3	18.3
Actuated g/C Ratio	0.12	0.18	0.18	0.18	0.15	0.21	0.21	0.21	0.13	0.13
v/c Ratio	0.74	0.86	0.93	0.62	0.80	0.77	0.90	0.67	0.73	0.46
Control Delay (s/veh)	72.3	83.9	93.1	11.2	70.6	68.6	82.8	35.7	70.4	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.3	83.9	93.1	11.2	70.6	68.6	82.8	35.7	70.4	14.2
LOS	E	F	F	B	E	E	F	D	E	B
Approach Delay (s/veh)	72.3	58.6			70.6	63.2			52.9	
Approach LOS	E	E			E	E			D	

Intersection Summary

Cycle Length: 165	
Actuated Cycle Length: 141.5	
Natural Cycle: 165	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 62.2	Intersection LOS: E
Intersection Capacity Utilization 93.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

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

03/26/2025



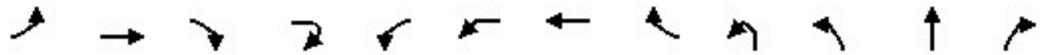
Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	301	254	287	345	402	287	323	285	312	141
v/c Ratio	0.74	0.86	0.93	0.62	0.80	0.77	0.90	0.67	0.73	0.46
Control Delay (s/veh)	72.3	83.9	93.1	11.2	70.6	68.6	82.8	35.7	70.4	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.3	83.9	93.1	11.2	70.6	68.6	82.8	35.7	70.4	14.2
Queue Length 50th (ft)	143	242	277	4	186	252	308	131	144	2
Queue Length 95th (ft)	208	#468	#536	105	268	#450	#576	273	210	74
Internal Link Dist (ft)	165		1122		90		817		480	
Turn Bay Length (ft)						200				
Base Capacity (vph)	607	296	310	558	613	373	359	427	708	413
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	0.86	0.93	0.62	0.66	0.77	0.90	0.67	0.44	0.34

Intersection Summary

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

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

03/26/2025



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↔↔				↔	↔	↔			↔↔	
Traffic Volume (vph)	43	219	28	2	37	233	255	335	12	54	281	43
Future Volume (vph)	43	219	28	2	37	233	255	335	12	54	281	43
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)		3414				1665	1745	1568			3413	
Flt Permitted		0.99				0.95	1.00	1.00			0.99	
Satd. Flow (perm)		3414				1665	1745	1568			3413	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	44	226	29	2	38	240	263	345	12	56	290	44
RTOR Reduction (vph)	0	0	0	0	0	0	0	279	0	0	6	0
Lane Group Flow (vph)	0	301	0	0	0	254	287	66	0	0	396	0
Confl. Peds. (#/hr)	1		5	6	5	6		1	6	6		
Confl. Bikes (#/hr)			1	3								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)		16.9				25.2	25.2	25.2			20.7	
Effective Green, g (s)		16.9				25.2	25.2	25.2			20.7	
Actuated g/C Ratio		0.12				0.18	0.18	0.18			0.15	
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)		408				296	311	279			499	
v/s Ratio Prot		c0.09				0.15	c0.16	0.04			c0.12	
v/s Ratio Perm												
v/c Ratio		0.74				0.86	0.92	0.24			0.79	
Uniform Delay, d1		60.1				56.3	57.1	49.8			58.2	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		5.9				20.4	31.2	0.2			8.2	
Delay (s)		66.0				76.7	88.3	49.9			66.4	
Level of Service		E				E	F	D			E	
Approach Delay (s/veh)		66.0					70.0				66.4	
Approach LOS		E					E				E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		65.8				HCM 2000 Level of Service					E	
HCM 2000 Volume to Capacity ratio		0.83										
Actuated Cycle Length (s)		141.3				Sum of lost time (s)					30.0	
Intersection Capacity Utilization		93.9%				ICU Level of Service					F	
Analysis Period (min)		15										
c Critical Lane Group												

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

03/26/2025



Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	278	247	274	69	14	227	158	41
Future Volume (vph)	278	247	274	69	14	227	158	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0	6.0	
Lane Util. Factor	1.00	0.95	0.95			0.97	0.91	
Frbp, ped/bikes	1.00	0.99	1.00			1.00	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	1688	1490			3320	1427	
Flt Permitted	0.95	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1752	1688	1490			3320	1427	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	287	255	282	71	14	234	163	42
RTOR Reduction (vph)	0	0	109	0	0	0	121	0
Lane Group Flow (vph)	287	323	176	0	0	312	20	0
Confl. Peds. (#/hr)			6	6	6	1		5
Confl. Bikes (#/hr)			3	4			1	1
Turn Type	Split	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6	6		5	5	5	
Permitted Phases								
Actuated Green, G (s)	30.2	30.2	30.2			18.3	18.3	
Effective Green, g (s)	30.2	30.2	30.2			18.3	18.3	
Actuated g/C Ratio	0.21	0.21	0.21			0.13	0.13	
Clearance Time (s)	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0			2.5	2.5	
Lane Grp Cap (vph)	374	360	318			429	184	
v/s Ratio Prot	0.16	c0.19	0.12			c0.09	0.01	
v/s Ratio Perm								
v/c Ratio	0.77	0.90	0.55			0.73	0.11	
Uniform Delay, d1	52.2	54.0	49.5			59.1	54.3	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	8.2	23.3	1.2			5.7	0.2	
Delay (s)	60.5	77.3	50.7			64.8	54.5	
Level of Service	E	E	D			E	D	
Approach Delay (s/veh)		63.4				61.6		
Approach LOS		E				E		
Intersection Summary								

HCM 7th Edition methodology does not support more than 4 approaches.

101: NE 15 Avenue & NE 26 Street/NE 26 St

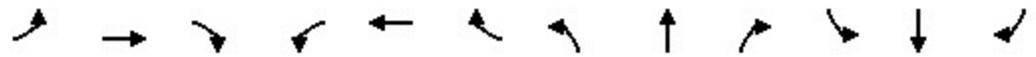


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	42	589	195	712	178	199	160	80	252	75
v/c Ratio	0.15	0.64	0.56	0.54	0.53	0.43	0.31	0.23	0.74	0.19
Control Delay (s/veh)	13.1	24.7	19.0	20.1	22.1	27.2	6.6	17.0	41.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.1	24.7	19.0	20.1	22.1	27.2	6.6	17.0	41.0	1.0
Queue Length 50th (ft)	9	107	47	130	49	71	0	21	100	0
Queue Length 95th (ft)	29	178	101	216	109	154	46	55	196	2
Internal Link Dist (ft)		996		170		720			381	
Turn Bay Length (ft)	250		120		150		150	100		200
Base Capacity (vph)	386	1617	369	1643	360	876	818	429	876	810
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	0.11	0.36	0.53	0.43	0.49	0.23	0.20	0.19	0.29	0.09

Intersection Summary

HCM 7th Signalized Intersection Summary
 101: NE 15 Avenue & NE 26 Street/NE 26 St

03/25/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	424	118	179	593	62	164	183	147	74	232	69
Future Volume (veh/h)	39	424	118	179	593	62	164	183	147	74	232	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	42	461	0	195	645	0	178	199	160	80	252	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	294	785		416	1054		369	441	367	362	337	280
Arrive On Green	0.03	0.22	0.00	0.11	0.30	0.00	0.11	0.24	0.24	0.05	0.18	0.18
Sat Flow, veh/h	1767	3618	0	1767	3618	0	1767	1856	1546	1767	1856	1544
Grp Volume(v), veh/h	42	461	0	195	645	0	178	199	160	80	252	75
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1763	0	1767	1856	1546	1767	1856	1544
Q Serve(g_s), s	1.1	6.8	0.0	4.7	9.1	0.0	4.6	5.3	5.1	2.1	7.5	2.4
Cycle Q Clear(g_c), s	1.1	6.8	0.0	4.7	9.1	0.0	4.6	5.3	5.1	2.1	7.5	2.4
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	785		416	1054		369	441	367	362	337	280
V/C Ratio(X)	0.14	0.59		0.47	0.61		0.48	0.45	0.44	0.22	0.75	0.27
Avail Cap(c_a), veh/h	477	1878		464	1878		422	988	824	514	988	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	20.2	0.0	14.5	17.5	0.0	16.9	18.9	18.9	18.0	22.6	20.5
Incr Delay (d2), s/veh	0.1	0.7	0.0	0.3	0.6	0.0	0.4	0.3	0.3	0.1	1.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.6	0.0	1.6	3.3	0.0	1.7	2.1	1.7	0.8	3.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.8	20.9	0.0	14.8	18.1	0.0	17.3	19.2	19.2	18.1	23.8	20.7
LnGrp LOS	B	C		B	B		B	B	B	B	C	C
Approach Vol, veh/h	503		840				537		407			
Approach Delay, s/veh	20.6		17.3				18.6		22.1			
Approach LOS	C		B				B		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	22.9	8.5	19.3	11.9	18.5	11.8	16.1				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	8.0	31.0	8.0	31.0	8.0	31.0	8.0	31.0				
Max Q Clear Time (g_c+I1), s	3.1	11.1	4.1	7.3	6.7	8.8	6.6	9.5				
Green Ext Time (p_c), s	0.0	4.2	0.0	0.2	0.0	2.9	0.0	0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.2									
HCM 7th LOS			B									

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

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	631	14	3	831	9	6
Future Vol, veh/h	631	14	3	831	9	6
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	678	15	3	894	10	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	696	0	1141
Stage 1	-	-	-	-	688
Stage 2	-	-	-	-	453
Critical Hdwy	-	-	4.16	-	5
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.23	-	3
Pot Cap-1 Maneuver	-	-	889	-	381
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	768
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	888	-	379
Mov Cap-2 Maneuver	-	-	-	-	476
Stage 1	-	-	-	-	605
Stage 2	-	-	-	-	765

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.03	11.32
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	-	-	888	-
HCM Lane V/C Ratio	0.028	-	-	0.004	-
HCM Control Delay (s/veh)	11.3	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	4	4	9	3	6	13
Future Vol, veh/h	4	4	9	3	6	13
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	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	5	11	4	7	16

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	44	13	0	0	15	0
Stage 1	13	-	-	-	-	-
Stage 2	31	-	-	-	-	-
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	1150	1187	-	-	1597	-
Stage 1	1185	-	-	-	-	-
Stage 2	1164	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1144	1187	-	-	1597	-
Mov Cap-2 Maneuver	1144	-	-	-	-	-
Stage 1	1185	-	-	-	-	-
Stage 2	1159	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.12	0	2.29
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1165	568
HCM Lane V/C Ratio	-	-	0.008	0.005
HCM Control Delay (s/veh)	-	-	8.1	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	10	33	17	13	17	21	471	18	9	514	52
Future Vol, veh/h	47	10	33	17	13	17	21	471	18	9	514	52
Conflicting Peds, #/hr	2	0	2	2	0	2	9	0	0	0	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	55	12	38	20	15	20	24	548	21	10	598	60

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1264	1275	639	1233	1295	560	667	0	0	569	0	0
Stage 1	658	658	-	607	607	-	-	-	-	-	-	-
Stage 2	606	617	-	626	688	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	335	331	696	346	325	746	918	-	-	999	-	-
Stage 1	509	567	-	544	602	-	-	-	-	-	-	-
Stage 2	545	595	-	530	548	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	291	310	689	297	304	744	910	-	-	999	-	-
Mov Cap-2 Maneuver	291	310	-	297	304	-	-	-	-	-	-	-
Stage 1	496	553	-	523	578	-	-	-	-	-	-	-
Stage 2	495	571	-	481	534	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s/v	18.4		15.96		0.37		0.14			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	74	-	-	372	383	28	-	-
HCM Lane V/C Ratio	0.027	-	-	0.281	0.143	0.01	-	-
HCM Control Delay (s/veh)	9.1	0	-	18.4	16	8.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.5	0	-	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	17	4	0	18	3	6	4	5	1	5	8
Future Vol, veh/h	6	17	4	0	18	3	6	4	5	1	5	8
Conflicting Peds, #/hr	8	0	3	3	0	8	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	7	19	4	0	20	3	7	4	6	1	6	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	27	0	0	64	69	26	67	70	33
Stage 1	-	-	-	-	-	-	38	38	-	30	30	-
Stage 2	-	-	-	-	-	-	26	32	-	37	40	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	5	6.53	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	5	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	5	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3	4.027	3
Pot Cap-1 Maneuver	1574	-	-	1581	-	-	928	819	1046	1124	819	1168
Stage 1	-	-	-	-	-	-	975	861	-	1166	868	-
Stage 2	-	-	-	-	-	-	989	867	-	1158	860	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1562	-	-	1576	-	-	905	807	1041	1097	807	1155
Mov Cap-2 Maneuver	-	-	-	-	-	-	905	807	-	1097	807	-
Stage 1	-	-	-	-	-	-	968	855	-	1157	862	-
Stage 2	-	-	-	-	-	-	972	860	-	1138	853	-

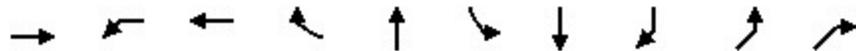
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	1.63			0			9.01			8.67		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	915	385	-	-	1576	-	-	997
HCM Lane V/C Ratio	0.018	0.004	-	-	-	-	-	0.016
HCM Control Delay (s/veh)	9	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Timings

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

03/26/2025

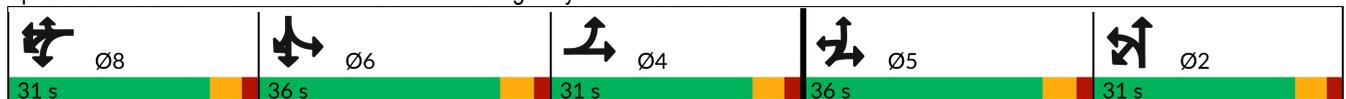


Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	222	236	259	340	285	282	250	278	230	160
Future Volume (vph)	222	236	259	340	285	282	250	278	230	160
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted 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)	31.0	31.0	31.0	31.0	31.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	21.8%	21.8%	21.8%	21.8%	21.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	Min	Min	Min	None	None
Act Effct Green (s)	17.2	25.2	25.2	25.2	21.0	30.2	30.2	30.2	18.5	18.5
Actuated g/C Ratio	0.12	0.18	0.18	0.18	0.15	0.21	0.21	0.21	0.13	0.13
v/c Ratio	0.74	0.88	0.94	0.63	0.80	0.78	0.92	0.68	0.73	0.47
Control Delay (s/veh)	72.5	86.8	96.9	11.9	71.0	70.1	85.8	36.9	70.8	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.5	86.8	96.9	11.9	71.0	70.1	85.8	36.9	70.8	15.0
LOS	E	F	F	B	E	E	F	D	E	B
Approach Delay (s/veh)	72.5		60.8		71.0		65.1		53.3	
Approach LOS	E		E		E		E		D	

Intersection Summary

Cycle Length: 165
 Actuated Cycle Length: 142.2
 Natural Cycle: 165
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay (s/veh): 63.6
 Intersection LOS: E
 Intersection Capacity Utilization 94.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 106: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

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

03/26/2025



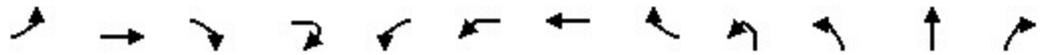
Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	305	258	291	351	408	291	327	290	315	144
v/c Ratio	0.74	0.88	0.94	0.63	0.80	0.78	0.92	0.68	0.73	0.47
Control Delay (s/veh)	72.5	86.8	96.9	11.9	71.0	70.1	85.8	36.9	70.8	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.5	86.8	96.9	11.9	71.0	70.1	85.8	36.9	70.8	15.0
Queue Length 50th (ft)	145	248	284	8	191	258	315	138	146	4
Queue Length 95th (ft)	212	#482	#551	112	274	#463	#589	283	212	78
Internal Link Dist (ft)	165		1122		90		817		480	
Turn Bay Length (ft)						200				
Base Capacity (vph)	604	294	308	558	609	372	357	425	706	412
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	0.88	0.94	0.63	0.67	0.78	0.92	0.68	0.45	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
 106: Wilton Drive & N. Dixie Highway & NE 26 Street

03/26/2025



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↔↔				↔	↔	↔			↔↔	
Traffic Volume (vph)	44	222	28	2	38	236	259	340	12	55	285	44
Future Volume (vph)	44	222	28	2	38	236	259	340	12	55	285	44
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)		3414				1665	1745	1568			3413	
Flt Permitted		0.99				0.95	1.00	1.00			0.99	
Satd. Flow (perm)		3414				1665	1745	1568			3413	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	45	229	29	2	39	243	267	351	12	57	294	45
RTOR Reduction (vph)	0	0	0	0	0	0	0	281	0	0	6	0
Lane Group Flow (vph)	0	305	0	0	0	258	291	70	0	0	402	0
Confl. Peds. (#/hr)	1		5	6	5	6		1	6	6		
Confl. Bikes (#/hr)			1	3								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)		17.2				25.2	25.2	25.2			21.0	
Effective Green, g (s)		17.2				25.2	25.2	25.2			21.0	
Actuated g/C Ratio		0.12				0.18	0.18	0.18			0.15	
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)		413				295	309	278			504	
v/s Ratio Prot		c0.09				0.15	c0.17	0.04			c0.12	
v/s Ratio Perm												
v/c Ratio		0.74				0.87	0.94	0.25			0.80	
Uniform Delay, d1		60.3				56.9	57.7	50.3			58.5	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		5.9				23.1	35.6	0.2			8.3	
Delay (s)		66.1				80.0	93.3	50.5			66.8	
Level of Service		E				F	F	D			E	
Approach Delay (s/veh)		66.1					72.8				66.8	
Approach LOS		E					E				E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			67.5			HCM 2000 Level of Service					E	
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			142.1			Sum of lost time (s)					30.0	
Intersection Capacity Utilization			94.7%			ICU Level of Service					F	
Analysis Period (min)			15									

c Critical Lane Group

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

03/26/2025



Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	282	250	278	70	14	230	160	42
Future Volume (vph)	282	250	278	70	14	230	160	42
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	0.99	1.00			1.00	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	1688	1490			3321	1427	
Flt Permitted	0.95	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1752	1688	1490			3321	1427	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	291	258	287	72	14	237	165	43
RTOR Reduction (vph)	0	0	109	0	0	0	121	0
Lane Group Flow (vph)	291	327	181	0	0	315	23	0
Confl. Peds. (#/hr)			6	6	6	1		5
Confl. Bikes (#/hr)			3	4			1	1
Turn Type	Split	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6	6		5	5	5	
Permitted Phases								
Actuated Green, G (s)	30.2	30.2	30.2			18.5	18.5	
Effective Green, g (s)	30.2	30.2	30.2			18.5	18.5	
Actuated g/C Ratio	0.21	0.21	0.21			0.13	0.13	
Clearance Time (s)	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0			2.5	2.5	
Lane Grp Cap (vph)	372	358	316			432	185	
v/s Ratio Prot	0.17	c0.19	0.12			c0.09	0.02	
v/s Ratio Perm								
v/c Ratio	0.78	0.91	0.57			0.73	0.12	
Uniform Delay, d1	52.8	54.7	50.1			59.4	54.6	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	9.5	26.5	1.6			5.7	0.2	
Delay (s)	62.4	81.1	51.7			65.1	54.9	
Level of Service	E	F	D			E	D	
Approach Delay (s/veh)		65.7				61.9		
Approach LOS		E				E		
Intersection Summary								

HCM 7th Edition methodology does not support more than 4 approaches.

101: NE 15 Avenue & NE 26 Street/NE 26 St

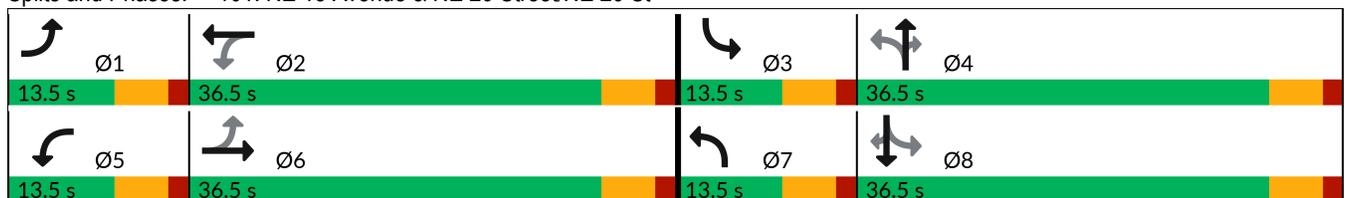


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	39	432	179	599	164	183	147	74	232	69
Future Volume (vph)	39	432	179	599	164	183	147	74	232	69
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	9.5	32.5	9.5	32.5	9.5	32.5	32.5	9.5	32.5	32.5
Total Split (s)	13.5	36.5	13.5	36.5	13.5	36.5	36.5	13.5	36.5	36.5
Total Split (%)	13.5%	36.5%	13.5%	36.5%	13.5%	36.5%	36.5%	13.5%	36.5%	36.5%
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)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	22.4	18.0	30.0	25.6	22.9	17.0	17.0	17.5	12.4	12.4
Actuated g/C Ratio	0.33	0.27	0.44	0.38	0.34	0.25	0.25	0.26	0.18	0.18
v/c Ratio	0.15	0.65	0.56	0.55	0.53	0.43	0.31	0.23	0.74	0.19
Control Delay (s/veh)	13.1	24.8	19.1	20.1	22.3	27.3	6.5	17.1	41.1	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.1	24.8	19.1	20.1	22.3	27.3	6.5	17.1	41.1	1.0
LOS	B	C	B	C	C	C	A	B	D	A
Approach Delay (s/veh)		24.1		19.9		19.5			29.0	
Approach LOS		C		B		B			C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 67.6
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay (s/veh): 22.4
 Intersection LOS: C
 Intersection Capacity Utilization 67.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 101: NE 15 Avenue & NE 26 Street/NE 26 St



101: NE 15 Avenue & NE 26 Street/NE 26 St



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	42	598	195	718	178	199	160	80	252	75
v/c Ratio	0.15	0.65	0.56	0.55	0.53	0.43	0.31	0.23	0.74	0.19
Control Delay (s/veh)	13.1	24.8	19.1	20.1	22.3	27.3	6.5	17.1	41.1	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.1	24.8	19.1	20.1	22.3	27.3	6.5	17.1	41.1	1.0
Queue Length 50th (ft)	9	110	47	131	50	72	0	21	100	0
Queue Length 95th (ft)	29	181	101	218	110	154	46	55	196	2
Internal Link Dist (ft)		996		170		720			381	
Turn Bay Length (ft)	250		120		150		150	100		200
Base Capacity (vph)	384	1614	366	1639	359	873	816	428	873	807
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	0.11	0.37	0.53	0.44	0.50	0.23	0.20	0.19	0.29	0.09

Intersection Summary

HCM 7th Signalized Intersection Summary
 101: NE 15 Avenue & NE 26 Street/NE 26 St

03/25/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷	↷	↶	↷	↷
Traffic Volume (veh/h)	39	432	118	179	599	62	164	183	147	74	232	69
Future Volume (veh/h)	39	432	118	179	599	62	164	183	147	74	232	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	42	470	0	195	651	0	178	199	160	80	252	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	292	785		413	1054		369	441	367	362	337	280
Arrive On Green	0.03	0.22	0.00	0.11	0.30	0.00	0.11	0.24	0.24	0.05	0.18	0.18
Sat Flow, veh/h	1767	3618	0	1767	3618	0	1767	1856	1546	1767	1856	1544
Grp Volume(v), veh/h	42	470	0	195	651	0	178	199	160	80	252	75
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1763	0	1767	1856	1546	1767	1856	1544
Q Serve(g_s), s	1.1	7.0	0.0	4.7	9.2	0.0	4.6	5.3	5.1	2.1	7.5	2.4
Cycle Q Clear(g_c), s	1.1	7.0	0.0	4.7	9.2	0.0	4.6	5.3	5.1	2.1	7.5	2.4
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	292	785		413	1054		369	441	367	362	337	280
V/C Ratio(X)	0.14	0.60		0.47	0.62		0.48	0.45	0.44	0.22	0.75	0.27
Avail Cap(c_a), veh/h	475	1878		461	1878		422	988	824	514	988	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	20.3	0.0	14.5	17.5	0.0	16.9	18.9	18.9	18.0	22.6	20.5
Incr Delay (d2), s/veh	0.1	0.7	0.0	0.3	0.6	0.0	0.4	0.3	0.3	0.1	1.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.6	0.0	1.6	3.4	0.0	1.7	2.1	1.7	0.8	3.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.8	21.0	0.0	14.8	18.1	0.0	17.3	19.2	19.2	18.1	23.8	20.7
LnGrp LOS	B	C		B	B		B	B	B	B	C	C
Approach Vol, veh/h		512			846			537			407	
Approach Delay, s/veh		20.7			17.4			18.6			22.1	
Approach LOS		C			B			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	22.9	8.5	19.3	11.9	18.5	11.8	16.1				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	8.0	31.0	8.0	31.0	8.0	31.0	8.0	31.0				
Max Q Clear Time (g_c+I1), s	3.1	11.2	4.1	7.3	6.7	9.0	6.6	9.5				
Green Ext Time (p_c), s	0.0	4.2	0.0	0.2	0.0	3.0	0.0	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	19.2
HCM 7th LOS	B

Notes

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑↑	
Traffic Vol, veh/h	631	22	5	831	15	8
Future Vol, veh/h	631	22	5	831	15	8
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	678	24	5	894	16	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	704	0	1150
Stage 1	-	-	-	-	692
Stage 2	-	-	-	-	458
Critical Hdwy	-	-	4.16	-	5
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.23	-	3
Pot Cap-1 Maneuver	-	-	883	-	378
Stage 1	-	-	-	-	604
Stage 2	-	-	-	-	764
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	881	-	375
Mov Cap-2 Maneuver	-	-	-	-	473
Stage 1	-	-	-	-	603
Stage 2	-	-	-	-	760

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.05	11.67
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	565	-	-	881	-
HCM Lane V/C Ratio	0.044	-	-	0.006	-
HCM Control Delay (s/veh)	11.7	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	1	4	0	4	1	11	3	6	15	8
Future Vol, veh/h	6	0	1	4	0	4	1	11	3	6	15	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	7	0	1	5	0	5	1	14	4	7	19	10

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	54	58	23	51	61	15	28	0	0	17	0	0
Stage 1	38	38	-	18	18	-	-	-	-	-	-	-
Stage 2	16	20	-	33	43	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	5	6.53	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	5	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	5	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3	4.027	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	941	831	1050	1142	828	1185	1578	-	-	1593	-	-
Stage 1	974	861	-	1179	878	-	-	-	-	-	-	-
Stage 2	1001	877	-	1162	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	932	826	1050	1134	823	1185	1578	-	-	1593	-	-
Mov Cap-2 Maneuver	932	826	-	1134	823	-	-	-	-	-	-	-
Stage 1	970	857	-	1178	878	-	-	-	-	-	-	-
Stage 2	996	876	-	1155	853	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.84	8.13	0.49	1.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	115	-	-	947	1159	348	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.009	0.005	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.8	8.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	13	33	19	15	17	21	471	20	9	514	52
Future Vol, veh/h	47	13	33	19	15	17	21	471	20	9	514	52
Conflicting Peds, #/hr	2	0	2	2	0	2	9	0	0	0	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	55	15	38	22	17	20	24	548	23	10	598	60

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1265	1278	639	1236	1296	561	667	0	0	571	0	0
Stage 1	658	658	-	608	608	-	-	-	-	-	-	-
Stage 2	607	620	-	628	688	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	335	331	696	345	324	745	918	-	-	997	-	-
Stage 1	509	567	-	543	601	-	-	-	-	-	-	-
Stage 2	544	593	-	529	548	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	288	310	689	293	304	743	910	-	-	997	-	-
Mov Cap-2 Maneuver	288	310	-	293	304	-	-	-	-	-	-	-
Stage 1	496	553	-	522	577	-	-	-	-	-	-	-
Stage 2	492	570	-	477	534	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s/v	18.82		16.5		0.37		0.14			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	73	-	-	368	372	28	-	-
HCM Lane V/C Ratio	0.027	-	-	0.294	0.159	0.01	-	-
HCM Control Delay (s/veh)	9.1	0	-	18.8	16.5	8.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.6	0	-	-

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	17	4	0	18	3	6	4	5	1	5	10
Future Vol, veh/h	9	17	4	0	18	3	6	4	5	1	5	10
Conflicting Peds, #/hr	8	0	3	3	0	8	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	19	4	0	20	3	7	4	6	1	6	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	27	0	0	71	76	26	73	77	33
Stage 1	-	-	-	-	-	-	45	45	-	30	30	-
Stage 2	-	-	-	-	-	-	26	32	-	44	47	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	5	6.53	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	5	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	5	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3	4.027	3
Pot Cap-1 Maneuver	1574	-	-	1581	-	-	919	812	1046	1117	812	1168
Stage 1	-	-	-	-	-	-	967	856	-	1166	868	-
Stage 2	-	-	-	-	-	-	989	867	-	1150	854	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1562	-	-	1576	-	-	892	798	1041	1087	798	1155
Mov Cap-2 Maneuver	-	-	-	-	-	-	892	798	-	1087	798	-
Stage 1	-	-	-	-	-	-	958	848	-	1157	862	-
Stage 2	-	-	-	-	-	-	970	860	-	1128	846	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.2	0	9.04	8.63
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	907	520	-	-	1576	-	-	1010
HCM Lane V/C Ratio	0.019	0.006	-	-	-	-	-	0.018
HCM Control Delay (s/veh)	9	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Timings

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

03/26/2025

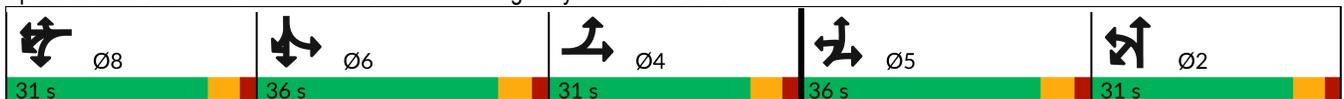


Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	222	236	259	346	285	290	250	278	230	160
Future Volume (vph)	222	236	259	346	285	290	250	278	230	160
Turn Type	NA	Split	NA	Prot	NA	Split	NA	Prot	Prot	Prot
Protected Phases	4	8	8	8	2	6	6	6	5	5
Permitted 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)	31.0	31.0	31.0	31.0	31.0	36.0	36.0	36.0	36.0	36.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	21.8%	21.8%	21.8%	21.8%	21.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	Min	Min	Min	None	None
Act Effct Green (s)	17.2	25.2	25.2	25.2	21.0	30.2	30.2	30.2	18.5	18.5
Actuated g/C Ratio	0.12	0.18	0.18	0.18	0.15	0.21	0.21	0.21	0.13	0.13
v/c Ratio	0.74	0.88	0.94	0.63	0.80	0.80	0.92	0.68	0.73	0.47
Control Delay (s/veh)	72.5	86.8	96.9	11.9	71.0	71.8	85.8	36.9	70.8	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.5	86.8	96.9	11.9	71.0	71.8	85.8	36.9	70.8	15.0
LOS	E	F	F	B	E	E	F	D	E	B
Approach Delay (s/veh)	72.5		60.5		71.0		65.8		53.3	
Approach LOS	E		E		E		E		D	

Intersection Summary

Cycle Length: 165
 Actuated Cycle Length: 142.2
 Natural Cycle: 165
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay (s/veh): 63.7
 Intersection LOS: E
 Intersection Capacity Utilization 94.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 106: Wilton Drive & N. Dixie Highway & NE 26 Street



Queues

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

03/26/2025



Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NEL	NER
Lane Group Flow (vph)	305	258	291	357	408	299	327	290	315	144
v/c Ratio	0.74	0.88	0.94	0.63	0.80	0.80	0.92	0.68	0.73	0.47
Control Delay (s/veh)	72.5	86.8	96.9	11.9	71.0	71.8	85.8	36.9	70.8	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.5	86.8	96.9	11.9	71.0	71.8	85.8	36.9	70.8	15.0
Queue Length 50th (ft)	145	248	284	8	191	267	315	138	146	4
Queue Length 95th (ft)	212	#482	#551	114	274	#482	#589	283	212	78
Internal Link Dist (ft)	165		1122		90		817		480	
Turn Bay Length (ft)						200				
Base Capacity (vph)	604	294	308	563	609	372	357	425	706	412
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	0.88	0.94	0.63	0.67	0.80	0.92	0.68	0.45	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
 106: Wilton Drive & N. Dixie Highway & NE 26 Street

03/26/2025



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations		↔↔				↔	↔	↔			↔↔	
Traffic Volume (vph)	44	222	28	2	38	236	259	346	12	55	285	44
Future Volume (vph)	44	222	28	2	38	236	259	346	12	55	285	44
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)		3414				1665	1745	1568			3413	
Flt Permitted		0.99				0.95	1.00	1.00			0.99	
Satd. Flow (perm)		3414				1665	1745	1568			3413	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	45	229	29	2	39	243	267	357	12	57	294	45
RTOR Reduction (vph)	0	0	0	0	0	0	0	285	0	0	6	0
Lane Group Flow (vph)	0	305	0	0	0	258	291	72	0	0	402	0
Confl. Peds. (#/hr)	1		5	6	5	6		1	6	6		
Confl. Bikes (#/hr)			1	3								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)		17.2				25.2	25.2	25.2			21.0	
Effective Green, g (s)		17.2				25.2	25.2	25.2			21.0	
Actuated g/C Ratio		0.12				0.18	0.18	0.18			0.15	
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)		413				295	309	278			504	
v/s Ratio Prot		c0.09				0.15	c0.17	0.05			c0.12	
v/s Ratio Perm												
v/c Ratio		0.74				0.87	0.94	0.26			0.80	
Uniform Delay, d1		60.3				56.9	57.7	50.4			58.5	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		5.9				23.1	35.6	0.2			8.3	
Delay (s)		66.1				80.0	93.3	50.6			66.8	
Level of Service		E				F	F	D			E	
Approach Delay (s/veh)		66.1					72.7				66.8	
Approach LOS		E					E				E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			67.6			HCM 2000 Level of Service					E	
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			142.1			Sum of lost time (s)					30.0	
Intersection Capacity Utilization			94.7%			ICU Level of Service					F	
Analysis Period (min)			15									
c Critical Lane Group												

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

03/26/2025



Movement	SBL	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations								
Traffic Volume (vph)	290	250	278	70	14	230	160	42
Future Volume (vph)	290	250	278	70	14	230	160	42
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	0.99	1.00			1.00	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	1688	1490			3321	1427	
Flt Permitted	0.95	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	1752	1688	1490			3321	1427	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	299	258	287	72	14	237	165	43
RTOR Reduction (vph)	0	0	109	0	0	0	121	0
Lane Group Flow (vph)	299	327	181	0	0	315	23	0
Confl. Peds. (#/hr)			6	6	6	1		5
Confl. Bikes (#/hr)			3	4			1	1
Turn Type	Split	NA	Prot		Prot	Prot	Prot	
Protected Phases	6	6	6		5	5	5	
Permitted Phases								
Actuated Green, G (s)	30.2	30.2	30.2			18.5	18.5	
Effective Green, g (s)	30.2	30.2	30.2			18.5	18.5	
Actuated g/C Ratio	0.21	0.21	0.21			0.13	0.13	
Clearance Time (s)	6.0	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	2.0	2.0	2.0			2.5	2.5	
Lane Grp Cap (vph)	372	358	316			432	185	
v/s Ratio Prot	0.17	c0.19	0.12			c0.09	0.02	
v/s Ratio Perm								
v/c Ratio	0.80	0.91	0.57			0.73	0.12	
Uniform Delay, d1	53.1	54.7	50.1			59.4	54.6	
Progression Factor	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	11.3	26.5	1.6			5.7	0.2	
Delay (s)	64.4	81.1	51.7			65.1	54.9	
Level of Service	E	F	D			E	D	
Approach Delay (s/veh)		66.4				61.9		
Approach LOS		E				E		
Intersection Summary								

HCM 7th Edition methodology does not support more than 4 approaches.

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	4	28	32	2	2	4
Future Vol, veh/h	4	28	32	2	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	30	35	2	2	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	37	0	-	0	75 36
Stage 1	-	-	-	-	36 -
Stage 2	-	-	-	-	39 -
Critical Hdwy	4.13	-	-	-	5 5
Critical Hdwy Stg 1	-	-	-	-	5 -
Critical Hdwy Stg 2	-	-	-	-	5 -
Follow-up Hdwy	2.227	-	-	-	3 3
Pot Cap-1 Maneuver	1567	-	-	-	1115 1159
Stage 1	-	-	-	-	1159 -
Stage 2	-	-	-	-	1155 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1567	-	-	-	1112 1159
Mov Cap-2 Maneuver	-	-	-	-	1112 -
Stage 1	-	-	-	-	1156 -
Stage 2	-	-	-	-	1155 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.91	0	8.17
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	225	-	-	-	1143
HCM Lane V/C Ratio	0.003	-	-	-	0.006
HCM Control Delay (s/veh)	7.3	0	-	-	8.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

ATTACHMENT G
Response to Comments Letter

Evangeline Kalus
City Planner
City of Wilton Manors

April 7, 2025

**Re: Lennar Project | 1550 NE 26th Street – (SP 24-10)
Traffic Impact Study/Site Plan Review Comments – Third Submittal
(April 1, 2025)**

Dear Ms. Kalus:

Traf Tech Engineering, Inc. received comments on the traffic impact study provided by Kimley-Horn and Associates, Inc. in connection with the 1550 NE 26th Street project. The comments and responses to the comments are provided below:

Traffic Impact Study Comments

1. 8/7/2024 Methodology Comment - ITE Land Use Code (LUC) 215 - Single-Family Attached Housing appears to be a more appropriate LUC for the proposed development.

2/24/2025 Reviewer Follow-up: Applicant did not provide a written response, and the traffic impact study did not address the comment. Revise the trip generation calculations to use ITE LUC 215 (Single-Family Attached Housing) rather than ITE LUC 220 (Multifamily Housing [Low-Rise]). Furthermore, ITE's Trip Generation Handbook – 3rd Edition, should be utilized to determine when to use the trip generation equations or the rates. A preliminary review indicates that the equations are more appropriate which will result in higher trip generation for the site for both peak hours. Revise the report accordingly.

3/26/2025 Applicant Response: Trip generation calculations were revised using ITE Land Use Code 215 and the equations rather than the formulas. We confirmed with the Trip Generation Handbook that the formulas should be used in this case.

4/1/2025 Reviewer Follow-up: Comment addressed.

2. 8/7/2024 Methodology Comment: The report does not propose any operational analysis of external intersections. Please include the analysis of adjacent external intersections and project driveways using Synchro software and HCM methodologies for existing, future background, and

future total conditions consistent with the City's traffic study methodology guidelines.

Reviewer Follow-up: Applicant did not provide a written response; therefore, the traffic impact study methodology was not approved. The traffic study did include the analysis of five (5) intersections in the immediate vicinity of site. Revise the report the intersection of NE 26th Street/Wilton Drive/North Dixie Highway to the study area.

As part of the intersection operational analyses include:

- a. Trip distribution and assignment based on a select zone analysis performed using Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM).

Reviewer Follow-up: Applicant did not provide a written response; therefore, the traffic impact study methodology was not approved. The report stated the following: "Due to the low peak hour vehicular trips generated by this project, the SERPM model was discarded since a 20% difference in distribution would result in approximately 3 directional vehicle trip difference, which is insignificant." Given the required revisions to the trip generation calculations, the applicant's conclusion should be revisited. It has been the practice of all City of Wilton Manor's traffic impact analyses that SERPM modeling be performed to provide input into the final distribution. If the applicant's team does not have the capability of performing this modeling analysis, the City's consultant, Kimley-Horn, can perform this work at the applicant's expense consistent with other applications.

3/26/2025 Applicant Response: The trip distribution and traffic assignment for the project's peak trips was based on SERPM Model runs provided by Kimley-Horn and Associates for a nearby project. The 2015 and 2045 model runs were used to interpolate for the anticipated buildout year of 2027 for the 1550 NE 26th Street project. The results of the model runs, and the interpolation analyses are contained in Attachment C.

4/1/2025 Reviewer Follow-up: Comment addressed.

- b. A growth rate calculated using FDOT historical trend analysis and volume comparisons from the year 2015 and 2045 FSUTMS - SERPM. The growth rate analysis must evaluate growth rates for the most recent five (5) and ten (10) years. Note that 2020 and 2021 FDOT Historical AADT data should not be used in the FDOT Historical Trend Analysis as these volumes represent atypical traffic conditions. Please compare the growth factor based on historic growth trends at nearby FDOT count stations to expected growth from the year 2015 and 2045 FSUTMS - SERPM. Use the more conservative growth rate in the analysis.

Reviewer Follow-up: Applicant did not provide a written response; therefore, the traffic impact study methodology was not approved. The analysis provided in the report did not include the SERPM model volume analysis as requested. Revise the report accordingly.

3/26/2025 Applicant Response: The growth rate calculations were revised, and the most conservative growth rate (0.7%) was used.

4/1/2025 Reviewer Follow-up: Comment addressed.

- c. Committed development traffic from the RD Wilton Manors Traffic Study.

Reviewer Follow-up: Applicant did not provide a written response, and the project did not appear to be incorporated in the study's background traffic. Revise the report accordingly. Provide an excerpt of the RD Wilton Manors traffic study in the Appendix of the traffic study.

3/26/2025 Applicant Response: Per the City of Wilton Manors, the RD Wilton Manors project was never approved and therefore, was not included as a committed development.

4/1/2025 Reviewer Follow-up: Comment addressed.

4. Provide a formal response to comments document with future traffic study submittals.

3/26/2025 Applicant Response: A response to comments letter is included in Attachment G of the revised report dated March 26, 2025.

4/1/2025 Reviewer Follow-up: Comment addressed.

5. Revise report text to consistently state the proposed development consists of 50 dwelling units. There are some instances where 45 dwelling units is stated instead.

3/26/2025 Applicant Response: Text was revised accordingly.

4/1/2025 Reviewer Follow-up: Comment addressed.

6. Update the right-turn lane analysis to based off the latest FDOT guidance (FDOT Access Management Guidebook, 2023). Additionally, prepare a left-turn lane analysis for all project driveways with left-turn access based on guidance from the FDOT Access Management Guidebook, 2023.

3/26/2025 Applicant Response: Analyses were conducted at both project access to determine if left-turn lanes and right-turn lanes are warranted based on the latest FDOT Access Management Guidebook, 2023.

4/1/2025 Reviewer Follow-up: Comment addressed.

7. Clarify whether the NE 16th Avenue driveway is full-access or right-in/left-out only. Update all relevant volume development figures and/or the site plan to show the same access. Currently, the volume development figures depict this driveway as right-in/left-out only and the site plan depicts this driveway as full access.

3/26/2025 Applicant Response: The driveway off of NE 16th Street is a full-access driveway. The project traffic assignment figure (Figure 4) includes all anticipated turns at both driveways.

4/1/2025 Reviewer Follow-up: Comment addressed.

8. Provide the maneuverability analysis in the appendix of the traffic study.

3/26/2025 Applicant Response: Maneuverability analyses were prepared by the Civil Engineering firm and are included in Attachment A of the March 26, 2025 traffic report.

4/1/2025 Reviewer Follow-up: The firetruck maneuverability appears to conflict with the northernmost parking spaces. Please ensure conflicts are

eliminated. The refuse vehicle used appears to intrude in the opposite lane of traffic throughout the entire site. Please minimize these conflicts and clarify if refuse vehicles will be limited to off-peak hours. Provide maneuverability analyses for passenger vehicles.

***Response 8:** The firetruck AutoTURN analyses were updated to eliminate conflicts with the northernmost parking spaces. The maneuverability analyses for the refuse vehicle were also updated to minimize encroachments into opposing lanes within the site. The updated maneuverability analyses are contained in Attachment of the April 7, 2025, traffic study.*

9. Clarify the analysis methodology used in the intersection capacity analysis and the queuing analysis.

3/26/2025 Applicant Response: Intersection capacity/level of service analyses were conducted for the six study intersections and access driveways. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual using the SYNCHRO software. The 95th percentile queues were reported for the project's impacted turns within the study area.

4/1/2025 Reviewer Follow-up: Provide discussion of the methodology used in the intersection capacity analysis and the queuing analysis within the report. Additionally, please clarify where the 95th percentile analysis is provided within the report.

It is noted that the future with project delay increases nominally compared to background conditions. However, consider signal timing optimizations and other improvements for the intersection of NE 26th Street/Wilton Drive/North Dixie Highway to mitigate the impact of the project such that the delay under future with project conditions is equal to or less than future background conditions.

***Response 9:** Additional verbiage is included in the updated report dated April 7, 2025, regarding the methodology used for the intersection and queuing analyses. The 95th percentile length of queue are included in the updated report in a table format. Optimization was tested for the intersection of NE 26th Street/Wilton Drive/North Dixie Highway to mitigate the delay increase created by the project to this intersection. However, additional optimization does not appear to be feasible (all approaches and the intersection as a whole are projected to operate at level of service "E" with and without the proposed project in place).*

10. Address the Synchro comments below:

a. NE 26th Street and NE 15/16th Avenue:

i. Update the recall type for Phases 2 and 6 to Min recall.

3/26/2025 Applicant Response: Recall mode was changed to Min.

4/1/2025 Reviewer Follow-up: Comment addressed.

ii. Update the maximum split times of all phases to include yellow and red times. The total cycle length should be 100 seconds.

3/26/2025 Applicant Response: All maximum splits were updated so that the resulting cycle length equals 100 seconds.

4/1/2025 Reviewer Follow-up: Comment addressed.

b. NE 26th Street and NE 16th Avenue

i. The westbound approach should include a left-turn lane. However, not including is conservative so no changes are required.

3/26/2025 Applicant Response: There is a two-way, left-turn lane on NE 26th Street that is currently used as a westbound left-turn lane at NE 16th Avenue. All SYNCHRO analyses for this intersection were updated to reflect a westbound left-turn lane

4/1/2025 Reviewer Follow-up: Comment addressed.

c. NE 25th Street and NE 16th Avenue

i. The southbound approach should include a right-turn lane. However, not including is conservative so no changes are required.

3/26/2025 Applicant Response: We double checked the intersection of NE 25th Street and NE 16th Avenue/project driveway and a southbound right-turn lane is not proposed at this intersection. The right-turn lane is not warranted, per the updated traffic study and therefore, the southbound

approach was evaluated as a single lane approach (left-turns, through movements, and right-turn movements).

4/1/2025 Reviewer Follow-up: Comment addressed.

11. The report should include a section discussing the site proposed access conditions.

3/26/2025 Applicant Response: A section was added to the updated report dated March 26, 2025.

4/1/2025 Reviewer Follow-up: The report includes discussion of pedestrian access. Please detail the proposed vehicular driveways and any vehicular access restrictions, if any, or clarify where it is discussed within the report.

***Response 11:** Both access driveways are planned as full-access driveways. The introduction paragraph on Page 1 indicates no restrictions are provided.*

Please call me if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

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